Metro Outer Development Assessment Panel Agenda

Meeting Date and Time: Wednesday, 29 April 2026; 9:30am
Meeting Number: MODAP/137
Meeting Venue: 140 William Street, Perth

A live stream will be available at the time of the meeting, via the following link:
MODAP/137 - 29 April 2026 - City of Swan - City of Cockburn - City of Wanneroo

PART A – INTRODUCTION

1. Opening of Meeting, Welcome and Acknowledgement
2. Apologies
3. Noting of Minutes

PART B – CITY OF SWAN

1. Declarations of Due Consideration
2. Disclosure of Interests
3. Form 1 DAP Applications
   - 3.1 Lot 822 Youle Dean Road, Brabham - Proposed Woolworths Supermarket and Retail Tenancies – DAP/25/03023
4. Form 2 DAP Applications
5. Section 31 SAT Reconsiderations

PART C – CITY OF COCKBURN

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2. Disclosure of Interests
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   - 3.1 Lot 67 (11) Garston Way, North Coogee - Mixed Use Development - Multiple Dwellings (28 Units), and Lunch Bar – DAP/26/03052
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5. Section 31 SAT Reconsiderations

PART D – CITY OF WANNEROO

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   - 3.1 Lot 2401 (37) Amalfi Avenue, Mindarie - Proposed Commercial Development – DAP/25/03033
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PART E – 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

DAP Members
Eugene Koltasz (Presiding Member)
Tony Arias (Deputy Presiding Member)
Andrew Howe
Cr Rod Henderson (Part B – City of Swan)
Cr Tom Widenbar (Part C – City of Cockburn)
Cr Chontelle Stone (Part C – City of Cockburn)
Cr Jacqui Huntley (Part D – City of Wanneroo)
Cr Sonet Coetzee (Part D – City of Wanneroo)

DAP Secretariat
Tenielle Brownfield
Ashlee Kelly

PART A – INTRODUCTION

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PART B – CITY OF SWAN

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3. Form 1 DAP Applications

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4. Form 2 DAP Applications

Nil

5. Section 31 SAT Reconsiderations

Nil

Part B – Item 3.1 – LOT 822 YOULE_DEAN ROAD, BRABHAM – PROPOSED WOOLWORTHS SUPERMARKET AND RETAIL TENANCIES

Form 1 – Responsible Authority Report
(Regulation 12)

DAP Name:	Metro-outer Development Assessment Panel
Local Government Area:	City of Swan
Applicant:	Urbis
Owner:	Housing Authority - Fremantle
Value of Development:	$22 million
Responsible Authority:	City of Swan
Authorising Officer:	Philip Russell – Manager, Statutory Planning
LG Reference:	DA-1396/2025
DAP File No:	DAP/25/03023
Application Received Date:	28 November 2025
Report Due Date:	15 April 2026
Application Statutory Process Timeframe:	90 Days with an additional 48 days as agreed.
Attachment(s):	1. Location Plan 2. Accompanying Plans – 26 February 2026: - Site Plan Dw. No: SD200 Rev 5 - Level Ground GA Dw. No: SD201 Rev 6 - Mezzanine Dw. No: SD202 Rev 2 - Level Roof Dw. No: SD203 Rev 2 - Elevation North & East Dw. No: SD500 Rev 2 - Elevation South & East Dw. No: SD501 Rev 2 - Signage Plan Dw. No: SD502 Rev 2 - Signage Plan DW. No: SD503 Rev 2 <u>Other Reports not subject of approval</u> 3. Landscape Concept Plans - October 2025 4. Transport Impact Assessment - 27 February 2026 5. Acoustic Assessment - October 2025 6. Bushfire Management Plan - 27 October 2025 7. Waste Management Plan - 29 October 2025 8. Planning Report - November 2025 9. Stormwater Strategy - 15 October 2025

	10. Architectural Design Statement - 4 November 2025 11. Endorsed Design Review Report - 14 October 2025 12. Endorsed Design Review Report - 3 February 2026 13. Endorsed Design Review Report - 7 April 2026 14. Department of Health Referral Response - 3 February 2026 15. Department of Transport Referral Response - 29 January 2026 16. Public Transport Authority Referral Response - 27 January 2026 17. Main Roads Referral Response - 9 April 2026 18. Water Corp Referral Response - 13 January 2026 19. DPLH Referral Response - 19 January 2026

Responsible Authority Recommendation

That the Metro Outer Joint Development Assessment Panel resolves to:

1. **Refuse** DAP Application reference DAP/25/03023 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 Clause 10.3 of the City of Swan Local Planning Scheme No.17 for the following reason:

    i. The application does not, or has failed to demonstrate, that it complies with the objectives of the adopted Brabham District Centre Precinct Structure Plan with respect to built form – specifically:

        - to provide safe and pleasant pedestrian connections; and
        - provide an amenable interface to surrounding development.

    ii. The application has failed to satisfactorily address the 10 Design Principles of State Planning Policy 7 – Design of the Built Environment.

Details: outline of development application

Region Scheme	Metropolitan Region Scheme
Region Scheme - Zone/Reserve	Urban
Local Planning Scheme	City of Swan Local Planning Scheme No.17
Local Planning Scheme - Zone/Reserve	Special Use Zone 10
Structure Plan/Precinct Plan	Albion District Structure Plan Brabham Third Stage Structure Plan Brabham District Centre Precinct Plan
Structure Plan/Precinct Plan - Land Use Designation	General Commercial
Use Class and permissibility:	Shop 'P' Restaurant 'P'
Lot Size:	Approximately 109 ha – future lot proposed 3.1 ha
Existing Land Use:	Vacant Land
State Heritage Register	No
Local Heritage	☒ N/A ☐ Heritage List ☐ Heritage Area
Design Review	☐ N/A ☒ Local Design Review Panel ☐ State Design Review Panel ☐ Other
Bushfire Prone Area	Yes
Swan River Trust Area	No

The application proposes the development of an area of approximately 1.75 ha of Lot 822 Youle-Dean Road for a shopping centre and comprises of the following:

- Total shop-retail floor space is indicated as 4,897m^2 net leasable area.
    - A Woolworths supermarket (3,732m^2) with customer/trading area, back of house, a loading dock and online pick up area.
    - Ten (10) Specialist (restaurant/café or retail) tenancies (1,145m^2)
    - One Kiosk Tenancy (20m^2)
- 237 on-site carparking bays
- A total landscaping provision of 887m^2 or 5.1% of the site.
- Vehicles will enter the site off dual crossovers from the future Marvel Entry and Everglade Avenue.
- Pedestrian connectivity proposed along Youle-Dean Road and Everglade Avenue, and internally throughout the development.

The development site proposed by this application is located in a north-western portion of the subject Lot 822, south of Youle-Dean Road and between Marvel Entrance and Everglades Avenue. It is west of Isodon Street and Drumpellier Drive.

The lot is zoned 'Special Use Zone 10' in the City's Local Planning Scheme No.17 with land use and development within this one to generally be in accordance with the endorsed Albion District Structure Plan, Brabahm Stage 3 Local Structure Plan, and the Brabham District Centre Precinct Structure Plan.

The Brabham activity centre is envisaged in both the District and Local Structure Plan to be a 'District Centre' comprising of an approximate 20,000m^2 retail core of supermarkets, specialty shops and fast food/restaurant uses to the north-west of Everglades Avenue and Youle-Dean Road, and to the south of Youle-Dean Road.

A commercial centre has been established north of Youle-Dean Road with 8,907m^2 of approved retail floor space comprising of a Coles supermarket and individual tenancies, as well as a tavern (709m^2) and a childcare premises (770m^2).

Background:

Albion District Structure Plan

27 February 2018 - the WAPC approved a proposed amendment to the Albion District Structure Plan to upgrade the Brabham activity centre from a Large Neighbourhood Centre of approximately 10,000m^2 retail floorspace to a district centre of approximately 20,000m2 retail floorspace and proportional mix of land uses.

Brabham Third Stage Structure Plan

16 April 2025 – WAPC approved the Stage 3 Local Structure Plan for Brabham which designates the portion of the subject lot subject of this application as ‘District Centre’. The Structure Plan continues the expansion of the Brabham community, established to date by the First and Second Stage Brabham Structure Plans which cover land to the north and north-east of the site. The land designated Special Use – District Centre was incorporated into the Brabham District Centre Precinct Structure Plan via a separate structure plan amendment (Amendment No. 2).

Brabham District Centre Precinct Structure Plan

22 September 2025 – WAPC approved an amendment to the Precinct Structure Plan to include the 4.80 ha of land south of Youle-Dean Road (subject of this application), bringing the District Centre size to 10.52 ha. The precinct plan designates the land for commercial and residential purposes. The District Centre has been planned to provide a shopping centre that will accommodate supermarkets and other speciality store across approximately 20,000m^2 of retail floorspace.

Legislation and Policy:

Legislation

- Planning and Development Act 2005,
- Planning and Development (Local Planning Schemes) Regulations 2015,
- City of Swan Local Planning Scheme No 17

State Government Policies

- State Planning Policy 4.2 - Activity Centres for Perth and Peel
- State Planning Policy 3.7 – Planning in Bushfire Prone Areas

Structure Plans/Activity Centre Plans

- Albion District Structure Plan
- Brabham Third Stage Structure Plan
- Brabham District Centre Precinct Structure Plan

Local Policies

- Provision of Public Art (POL-LP-1.10)
- Advertising Signs within Commercial and Industrial Zones (POL-C-070)
- Building and Development Standards – Commercial Zones (POL-TP-125)

Consultation:

Public Consultation

The application was advertised for a period of 14 days in accordance with Clause 64 (7) Advertising of applications of Schedule 2 Deemed Provisions of the *Planning and Development (Local Planning Schemes) Regulations 2015.* The 14-day consultation period commenced on 14 January 2026 and concluded on 29 January 2026. Letters were sent to owners and occupiers within 200 metres of the subject subject site, and a notice was placed on the City's website.

70 submissions were received, of which 28 were objections. A summary of the key issues raised in the objections and the Officer's response is provided below:

Issue Raised	**Officer comments**
A Woolworths in this location is unnecessary as there is already a Woolworths/other grocery stores in close proximity.	The need for a District Centre was assessed at structure plan stage. Supermarkets were envisioned as part of the district centre development.
Instead of a Woolworths, would prefer another land use in this area; different grocery store brands (e.g. Aldi or Coles), shops (e.g. post office, fish and chip shop, newsagent, restaurant, fruit and veg shop, coffee shop) or small businesses.	Development is driven by market demand and initiated by private proponents. The City does not dictate who submits development applications, and assesses applications against the relevant planning framework to ensure appropriate land use outcomes, rather than regulate market competition or limit the number of similar businesses in a locality.
Loss of native bushland, established trees and tree canopy, impacting wildlife, wetlands and endangered birds.	Noted. This issue was considered and resolved though the approval of the Brabham Stage 3 Local Structure Plan and the Brabham District Centre Precinct Plan.
Not enough population/demand for the number of shops being developed.	The demand for shopping and other service provision was considered as part of the District Structure Plan (as amended), the Local Structure Plan and the Precinct Plan.
Disappointed at the rate of development in Brabham.	Noted.
Over-urbanisation of the Swan Valley.	The application is not with the Swan Valley.

Will negatively impact small businesses.	The proposed land use is consistent with the applicable zoning and structure plan. The planning framework does not seek to restrict development on the basis of protecting economic competition.
Shops cause too much trouble and trolleys being left everywhere make the suburbs look untidy.	Potential impacts relating to amenity, including trolley management, can be effectively mitigated through appropriate measures such as the provision of trolley bays, signage, and ongoing collection.
Type of businesses should be limited – no fast food, Indian grocers, petrol stations etc. Safety is a concern in the area so ensuring area is well lit at night, maintained green spaces and pedestrian crosswalks.	The approved structure plan designates land use permissibility to be in accordance with the 'General Commercial' zone. Each application is to be assessed on its merits.
Safety is a concern in the area so ensuring area is well lit at night, maintained green spaces and pedestrian crosswalks.	The application has been assessed against State Planning Policy 7.0 – Design of the Built Environment which considers safety, legibility and amenity. This is discussed further under the planning assessment section of this report.

Referrals/consultation with Government/Service Agencies

Main Roads Western Australia

Have advised of no-objection.

Department of Planning, Lands and Heritage

A referral was undertaken to the Department of Planning, Lands and Heritage as the site abuts an Other Regional Road under the Metropolitan Region Scheme. The Department raised no objections to the development, however recommendations were made to the applicant to:

- confirm sightlines from the signage pylons,
- update the SIDRA analysis to include the Drumpellier Road intersection,
- provide swept paths for each of the intersections,
- show locations of bicycle parking and an end of trip facility, and
- investigate the potential to include a bus stop on Youle-Dean Road.

Department of Health

A referral was undertaken to the Department of Health who advised the development is required to connect to scheme water and reticulated sewerage and be in accordance with the Government Sewerage Policy 2019, as well as compliance with the *Food Act 2008, Food Regulations 2009 and any relevant standards of the Australia New Zealand Food Standards Code.*

Department of Transport

A referral was undertaken to the Department of Transport who advised of no objection to the proposal and recommends the following:

1. Bicycle Parking and End of Trip Facilities are to be provided in accordance with Austroads Guide to Traffic Management Part 11 – Parking (2017) to the satisfaction of the City of Swan in consultation with the Department of Transport and Major Infrastructure.
2. Footpath paving material is to be continued over the crossovers on Everglade Avenue to demonstrate pedestrian priority, to the satisfaction of the City of Swan in consultation with the Department of Transport and Major Infrastructure.

The applicant's response to the recommendation of pedestrian priority was provided as follows:
"The vehicle crossovers should be designed as intersections in accordance with Table 3.1 of AS2890.1. (Access 1 & 3) and to cater for heavy vehicle movements (Access 2 & 4). It is not recommended that pedestrian priority should be provided at these locations."

Public Transport Authority

The PTA had no objections to the proposal subject to the inclusion of the following condition:

1. Prior to Occupancy of the development, the applicant/developer shall construct two (2) accessible bus stops along Youle-Dean Road in locations agreed to by the Public Transport Authority (PTA) and to the PTA's specifications, the full cost being borne by the applicant/developer.

Justification for the condition references the Transport Impact Statement, which states that additional bus stops may be warranted between Marvel Entrance and Everglade Avenue, to service the new destination. The requested pair of bus stops will provide public transport accessibility to the development site, from a corridor with a high level of public transport services but no bus stops in the immediate vicinity.

Water Corporation

A referral was undertaken to Water Corp, where it was advised the subject area is connected to reticulated water and sewerage. The specific requirements will be addressed as part of the current subdivision application (WAPC No.160495).

Design Review Panel Advice

In accordance with State Planning Policy 7.0 – Design of the Built Environment, the proposal was presented to the City of Swan's Design Review Panel to undertake a design review of the proposed development. This is discussed in the Planning Assessment section of this report.

Planning Assessment:

Zoning and Use Class Permissibility

The subject lot is zoned 'Special Use Zone 10' in the City's Local Planning Scheme No.17 (LPS17). Condition 3 of SUZ10 states:

> *Subdivision and development within the Estate shall be subject to the provisions of Part 5A of the Scheme, including the preparation and approval of a District Structure Plan, Local Structure Plan(s) and Detailed Area Plans. The District Structure Plan shall demonstrate integration within the district context.*

The 'Deemed Provisions' of Schedule 2 of The *Planning and Development (Local Planning Schemes) Regulations 2015* make provisions for structure plans, including precinct structure plans that are for the purposes of co-ordination of future subdivision, zoning and development of land.

The adopted Brabham District Centre Precinct Structure Plan indicates the land as Shopping Centre Precinct and Clause 5.3 *Land Use Permissibility* states:

> *Where precincts are allocated a zone as defined in LPS17, that precinct shall have the same permissibility as that zone unless a variation to that land use permissibility is outlined in Table 3.*

Table 3 indicates that for the Shopping Centre Precinct the land use permissibility shall be as provided for in a General Commercial zone under LPS17.

The proposed Woolworths outlet and the 10 adjoining commercial tenancies are classified as "Shop" and in the case of each of the 10 tenancies "Shop" or "Restaurant" both of which are permitted "P" uses within a General Commercial zone.

Clause 4.3.2 of LPS 17 states:

> *"P" means that the use is permitted by the Scheme provided the use complies with the relevant development standards and the requirements of the Scheme.*

Salient to consideration of the application as for two "P" use of land is the extent to which they comply with relevant development standards, in this instance relevantly, the built-form controls set out in the Precinct Structure Plan. These will be discussed further in the report.

<u>Brabham District Centre Precinct Structure Plan</u>

The Precinct Structure Plan sets out the objectives for the Shopping Centre Precinct as:

- *Provide a convenient district shopping centre environment for the surrounding community.*
- *Provide for development that activates the main street.*
- *Provide safe and pleasant pedestrian connections.*
- *Provide an amenable interface to surrounding development.*

The built form controls for the Precinct Structure Plan and the applications address of these are as follows:

- *Maximum overall building height*

  A 12 metre/four storey maximum building height applies and the shopping centre does not exceed a maximum height of 8.25 metres.

- *Frontages*

  Frontage types have been allocated for street frontages on the structure plan map. These frontage types, each with their own development standards, are to ensure that activity and built form is scaled and designed to respond to the relevant street context and foster the desired experience for users of the street.

  Development to street boundaries shall be in accordance with the standards for the allocated frontage type. The standards are to be interpreted as minimums and therefore frontages can be developed at a higher activation level. For example, an allocated semi-active frontage may be developed as an active frontage. The frontage types in order from highest to lowest activation are: Active; Semi-Active: Attractive: High Speed.

  The proposed development site will have only one frontage – to Everglades Avenue. This frontage is designated on the Precinct Structure Plan as an "Attractive Frontage". The built-form controls for this frontage are stated as:

  This frontage type is intended to ensure good design outcomes for areas where design limitations associated with 'big box' retail and commercial environments and service areas may occur, such as loading areas and inactive walls. Built form along the attractive frontage shall be generally in accordance with the following as applicable:

  - *Nil building street/reserve setback is permitted. Vehicle access and parking may be sited between the street and built form where adequately screened from view, or landscaped, so as to complement the amenities of adjacent streets and surrounding development.*
  - *Maximum building heights as per high speed frontages.*
  - *Building facades to incorporate variations in depth, height, colour, texture and/or materials as well as openings (windows and doors) where practicable to create interest and surveillance and avoid visual monotomy and blank walls to the public realm.*

  The application proposes its loading dock and online pick up area along its eastern façade of the shopping centre building, which is some 70 metres in length and setback some 10 metres from the future lot boundary. The wall is some 8 metres in height uniformly along its 70 metre length and uniformly of patterned concrete panels. The application elevations depict half the height of the wall with Woolworths advertising. The covered driveway will present with

"timber look vertical feature batten".

This aspect is the defining fault of the proposed application in the opinion of the City's Design Review Panel whom note:

> *The primary concern is the wholly unacceptable interface with the public realm. A street frontage that is comprised entirely of open car parking, blank walls and a drive-though is an affront to best practice planning and urban design. However it is noted that this could be largely resolved by handing the building, so the western tenancies face the eastern street and the drive-through component is located within the body of the site. This would also free up landscape to better screen the car park than having to screen the building.*

City staff note that whilst the Precinct Structure Plan does provide a concession to loading areas being along "Attractive Frontages" it clearly requires such facades to avoid visual monotony with a range of variations to height, depth, texture and materials, none of which are incorporated into the eastern elevation. The lack of such treatment consequently is considered to fail to meet the objective for the Shopping Centre Precinct to provide an amenable interface to surrounding development.

- *Building Emphasis Locations*

Entry ways to the centre are to be highly visible and easily recognizable from street level and from a distance through measures such as greater height, distinct architectural features, materials and textures with facades, glazing and entrances that address both street frontages and/or the public realm.

The north facing façade of the proposed shopping centre, which is its entrance point incorporates the above elements. However as noted the eastern façade to the future Everglades Avenue frontage does not.

- *Architectural Design*

Architectural design across all precincts shall ensure variations in building plane, as well as materials, colours and textures.

Again as noted the eastern façade to the future Everglades Avenue frontage does not incorporate variations in building plane, materials colours or textures.

- *Vehicle Access Points*

The controls reference major vehicle access points in the general location and function as outlined on the structure plan map and subject to transport

impact assessment at the development application stage. These are two vehicle access points off Everglades Avenue (eastern frontage of development site) and two off Marvel Entrance (western frontage of development site).

The application proposes three crossover access points to Everglades Avenue and two crossover access points to Marvel Entrance. Whilst the Site Plan does not depict the road treatments, the Precinct Structure Plan indicates island treatments along Everglades Avenue between Youle-Dean Road and Station Street that would limit movements to left-in and left out. The two proposed crossovers to Marvel Entrance are not so restricted however concern has been raised by City staff and the Design Review Panel with full movements into and out of these access points which are marginally offset four way intersections with the proposed future surrounding street blocks.

- *Pedestrian Paths*

Pedestrian paths are to be provided in all road verges and connect to major building entries. These exist outside of the development site and will be delivered through civil design at subdivision stage.

- *Pedestrian Linkages*

Pedestrian linkages through the structure plan area are to be provided generally where indicated on the structure plan map. Whilst these are indicative they should be a width of 3 metres, be continuously sheltered, universally accessible, legible and well lit.

The application does not depict any pedestrian linkage through the development site between Marvel Entrance and Everglades Avenue as indicated on the Precinct Structure Plan. An internal pedestrian connection to the entrance of the proposed supermarket to the northern extent of the carpark area is provided. The City's Design Review Panel considers this deficient and has recommended the applicant:

> *Provide more safe pedestrian routes and clearly delineated pedestrian crossing points within the car park;* and
>
> *Establish a pedestrian connection from the supermarket to the western street as part of this development.*

Notwithstanding the City's Design Review Panels opinion that it fails to satisfactorily fulfill the Design Principle of Legibility set out in State Planning Policy 7 – *Design of the Built Environment*, City staff concur that the extent and orientation of pedestrian connections do not fulfil the objective of the

Shopping Centre precinct to provide safe and pleasant pedestrian connections.

- *Landscaping*

All landscaped areas, including car parking areas, pedestrian links, and the main street, should demonstrate the implementation of high water efficiency design, including through the use of waterwise plans and trees as identified by the Water Corporation Plants Directory.

The application documentation indicates a site landscaping concept, some indicative landscaping treatments and a planting palette. The planting palette indicates use of native Australian species with low water consumption.

The City's Design Review Panel in its review of the application has noted: -

- *Clarify the extent of landscape provided onsite*
- *Clarify whether verge landscape is included in the design concept and how, and by whom, it will be delivered.*
- *Provide more clarity on the locations of the tree species and extent of tree canopy.*
- *Include usable landscape spaces*
- *Clarify the green area shown on one of the plans to the west of the supermarket car park.*

It is further noted that the City's Local Planning Policy – *Building and Development Standards for Commercial Zones* requires 10% of a development site to be landscaped. It would appear that approximately 887m2 of the development site is to be landscaped (55) but lack of detail as to dimensions of landscape areas and the lack of fuller detail as noted by the Design Review Panel makes it difficult to exercise discretion to vary the quantity of landscaping area in favour of a presumption that it will be of superior quality.

- *Carparking*

For non-residential land uses parking bays shall be provided at a rate of 4 spaces per 100m2 NLA, supplied in an off-street reciprocal manner, designed to AS2890.1 and AS2890.6 and provided with shade trees at a rate of 1 tree per 6 parking bays.

Based on these standards, the development requires 199 parking bays. Provisions has been made for 237 parking bays. The application proposes shade sails to the car parking area instead of tree provision. Further detail on landscaping would be required to demonstrate the extent of provision of

shade trees having regard to the indicated alternative of shade sails.

- *Bicycle Parking and End of Trip Facilities*

  For non-residential development 500m2 or greater secure bicycle storage bays for building occupants are required at a rate of 1 bay per 500m2 NLA and for visitors bicycle parking rack spaces at a rate of 1 bay per 750m2 NLA.

  Based on a NLA floorspace of 4,897m2 provision of 10 bicycle storage bays for building occupants would be required and 6 bicycle parking rack spaces for visitors. Where 10 or more bicycle bays are required for building occupants end of trip facilities are also required to be provided – this comprising 1 locker per bay and a minimum of 2 showers.

  As noted by the City's Design Review Panel, provision of staff amenities including a requirement for staff bike storage and end of trip facilities are not depicted in any of the application plans. The plans do depict 5 bike racks to the front of the entrance to the shopping centre.

- *Screening of services*

  External fixtures and service aeras are required to be screened from view from the public realm.

  Service areas including refuse and storage areas and loading docks, shall not front or face the street or public spaces unless these areas are fully integrated with the design of the 'centre' so as to be sleeved behind other externally orientated buildings and/or adequately screened from view from the public realm: and segregated to allow service vehicles to enter the public road in forward gear and avoid conflict with users of customer parking areas and pedestrian movement linkages.

  The service areas are to the southern and western facades of the proposed shopping centre and are effectively screened from the public realm.

In summation, as outlined above, the application is not considered to fulfil the objectives for the Shopping Centre Precinct as set out in the Precinct Structure Plan to:

- *Provide safe and pleasant pedestrian connections.*
- *Provide an amenable interface to surrounding development.*

For this reason it is recommended the application be refused.

State Planning Policy 7 – Design of the Built Environment

The development has been considered against State Planning Policy 7.0 - *Design of the Built Environment.* State Planning Policy 7.0 outlines the 10 principles for good design and establishes the framework for integrating design review as a part of the development assessment process. The City of Swan's Local Planning Policy POL-LP-1.13 Design Review requires all Joint Development Assessment Panel applications be subject to the design review process.

The application has been presented to the City of Swan Design Review Panel on three occasions – 14 October 2025, 3 February 2026 and most recently on 7 April 2026.

Through the course of the first two design review meetings, the Applicant modified the plans as follows:

- Updated landscape treatments that provide details on the extent of landscaping across the site and verge as well as proposed species.
- Changes to the entry façade layout to enhance engagement with the internal street (carpark).
- Updated pedestrian routes from the supermarket to the future developments on the western street.
- Direct access from the bike store to the Woolworths team room was added

At the third and final Design Review Panel meeting, the Panel advised as follows:

"The Panel notes that the design provided to the DRP for the third review is essentially unchanged from the previous two reviews other than for the provision of a more detailed set of architectural drawings. It is also noted that the Applicant declined to attend the third DRP.

Notwithstanding the Panel's significant concerns with the underlying master planning and its ability to create a functional and appealing centre across the whole site, the proposed design, considered on its own merits, fails to meet even the bare minimum of acceptability as a design response to the 10 principles of SPP7.

The primary concern is the wholly unacceptable interface with the public realm. A street frontage that is composed entirely of open car parking, blank walls and a drive-through is an affront to best-practice planning and urban design. However, it is noted that this could be largely resolved by handing the building, so the western tenancies face the eastern street and the drive-through component is located within the body of the site. This would also free up landscape to better screen the car park than having to screen the building.

A second major concern is the lack of consideration of safe and appealing pedestrian connectivity. In an activity centre of all places. This is particularly apparent in how pedestrian connectivity from the supermarket to the future main street is 'out of scope' and left to a third party to deliver, or not as the case may be. Likewise, the

north-south pedestrian route goes nowhere and simply stops at a place in a laneway where trucks may be reversing.

Whilst addressing these three concerns would go a long way to improving the design and easing the DRP's concerns, there remains a host of other issue that also need to be addressed, not least of which is how this proposal is premature insofar as it prejudices the ability to achieve a good design outcome on the other 'out-of-scope' parcels within the overall site -in this respect the Applicant needs to revisit the overall site master planning and back it up with a Local Development Plan that provides an acceptable level of certainty on aspects such as built form, street interfaces, and pedestrian movement. In addition, an overall parking strategy needs to be developed to guide parking integration and ensure an appropriate urban response on the 'out-of-scope' sites to their adjacent streets and, especially, the future main street. This would provide the DRP with comfort it seeks that the design will not prejudice the delivery of a cohesive and appealing activity centre.

The advice provided by the DRP over the course of the three review meetings has been consistent, has not been unreasonable, and would have been relatively easy to accommodate. The Panel is disappointed that this advice, provided in good faith, has been largely ignored.

In summary the Panel does not support the proposed design as a satisfactory response to the 10 design principles of SPP7.

Traffic and Access

The applicant has provided a Traffic Impact Assessment (TIA) prepared and submitted in support of the application. The TIA has been reviewed by City staff and was referred to Main Roads WA for consideration of any impact of traffic generated by the proposed centre on the performance of the Drumpellier Drive/Youle Dean Road intersection to the west.

Both City staff and MRWA are satisfied that estimated traffic from the proposed shopping centre can be accommodated on the planned road network and existing Drumpellier Drive/Youle Dean Road intersection consistent with what has been considered with the approval of the Brabham Stage 3 Local Structure Plan.

It is noted that this application currently precedes the construction of the road network that will surround and service this part of the District Centre south of Youle Dean Road. The proposed development site is subject to an approved subdivision – WAPC 201470 that will create a 3 hectare lot that will comprise the development site and create the surrounding portions of Marvel Entrance, Everglades Avenue and Station Street.

Whilst it would be expected that the subdivision, inclusive of the surrounding roads would be enacted prior to commencement of operation of any shopping centre, should it be approved, it is recommended that satisfactory arrangements for the provision of the access roads should be imposed as a condition of any approval as a contingency.

As has been noted, the proposed three crossover access points to the future Everglades Avenue will be limited to left-in and left out consistent with the intention for provision of median strips along this section of the road as indicated in both the Precinct Structure Plan and the approved subdivision. Limitation of these crossovers to left-in and left out is recommended as a condition of any approval.

Both Main Roads WA staff, City staff and the City's Design Review Panel have expressed reservations with the operation of the proposed two crossovers to the future Marvel Entrance to the western side of the development site, noting their staggered off-set to the intersection of future access roads to the west. Whilst these crossover points are depicted on the Precinct Structure Plan, the precise off-set and alignment will need to be further considered as part of the assessment of road alignment proposed by any future application for subdivision of the land to the west.

Noise

The applicant has provided an Environmental Noise Assessment prepared by Herring Storer Acoustics in support of the proposal. Based on the assessment conducted, the report concludes that the proposed commercial development complies with the requirements of the *Environmental Protection (Noise) Regulation 1997,* provided that the mechanical services are screened from future residences to the east and to the south, and that a further acoustic assessment of the mechanical design should be completed when the final design is formalised.

The report has made assumptions that the orientation of the houses to the south of the development will be such that the garage of the house will provide a significant noise barrier to the residences. A local development plan is required to be prepared for these residences as per the precinct structure plan, and orientation of the dwellings can be specified at this stage.

The report also assumed that trucks in the loading bay will turn of their engines while unloading. A condition will be included should the application be approved requiring signage in the loading dock that directs drivers to run off their engines while unloading.

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

The development includes brand-specific wall-mounted signage, as well as a single 8 metre pylon, and parking related signage. City staff are largely satisfied that the proposed signage does not create an unnecessary proliferation of signage on site however the advertising signage depicted to the eastern façade (pick up area) does not assist with the presentation of this faced to the surrounding area as has been noted in this report.

The applicant has advised a more detailed signage strategy will be provided through detailed design. Any further signage will be subject to a separate approval.

State Planning Policy 3.7 – Planning in Bushfire Prone Areas

The Applicant has submitted a Bushfire Management Plan prepared by 'JBS&G' in support of the proposal. Although the eastern and western portions of the subject lot are identified as being bushfire prone, the proposed commercial development is

outside of the identified bushfire prone areas. As per Clause 1.2 of the Planning in Bushfire Prone Areas Guidelines development applications where only a part of the lot is designated as bushfire prone and the proposed 'development' is wholly outside of the designated area, the development application does not need to address SPP 3.7 or the Guidelines for Planning in Bushfire Prone Areas.

Local Planning Policy POL-LP-1.10 - Provision of Public Art

The City of Swan's Provision of Public Art Policy requires the proponent to make a contribution to Public Art. This can be either a cash-in-lieu contribution of $187,000 (being 1% of the estimated $22 million development cost inclusive of the applicable 15% discount per the Policy), or the provision of Public Art onsite to the value of $220,000. This is recommended as a condition of approval should the development be approved.

Conclusion:

Application has been made for a Shopping Centre within that portion of Lot 822 Youle-Dean Road that is designated as the future Brabham District Centre. Whilst the land use is permissible and in line with the structure planning frame work applicable to the land, it is considered that the builtform of the proposed shopping centre fails to satisfactorily meet the objectives of the Brabham District Centre Precinct Structure Plan and the design principles of State Planning Policy 7 – Design of the Built Environment.

Refusal is recommended.

Alternative to the RAR Recommendation

If the DAP is mindful to approve the application, an alternative recommendation is provided:

It is recommended that the Metro Outer Development Assessment Panel resolves to:

1. **Approve** DAP Application reference DAP/25/03023 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 Clause No.10.3 of the City of Swan Local Planning Scheme No.17 subject to the following conditions:

    1. The approval for a Shopping Centre encompasses the following land uses as defined in the City of Swan Local Planning Scheme No.17:

        -Shop
        -Restaurant

    2. The approved development must comply in all respects with the attached approved plans, as dated, marked and stamped. The plans approved as part of this application form part of the development.

3. Where the development subject of this approval is commenced prior to the Western Australian Planning Commission endorsing a Deposited Plan for Subdivision Application No. 201470 the landowner/applicant shall make a cost contribution in accordance with the Development Contribution Plan applicable to the land pursuant to the City of Swan Local Planning Scheme No.17.

4. Prior to commencement of operation of the development, the landowner/applicant shall make arrangements to the satisfaction of the City of Swan for the provision of the local roads necessary to service the development site as subject to Western Australian Planning Commission Subdivision Application No. 201470.

5. Prior to works commencing onsite, the landowner/applicant is to submit a Construction Traffic Management Plan to the satisfaction of the City of Swan. Construction traffic is to be managed in accordance with the approved Construction Traffic Management Plan.

6. Prior to commencement of operation of the development, a minimum of 237 vehicle parking bays must be provided on the site. The design of vehicle parking and access must comply with AS 2890.1 (as amended) to the satisfaction of the City. Accessible parking bays must comply with AS 2890.6 (as amended).

7. Bicycle Parking and End of Trip Facilities are to be provided in accordance with the requirements of Clause 5.4 of the Brabham District Centre Structure Plan.

8. Vehicle parking, access and circulation areas shown on the approved plans must be sealed, kerbed, drained and maintained to the satisfaction of the City of Swan, and must be legally accessible at all times for use by visitors to the property.

9. Prior to works commencing onsite, the landowner/applicant is to submit to the satisfaction of the City of Swan, a Stormwater Management Plan. The drainage works subject of the approved Stormwater Management Plan shall be installed and maintained to the satisfaction of the City of Swan.

10. Crossovers must be built and maintained in accordance with the City's specifications. The site crossovers to the future Everglades Avenue shall be limited to left-in and left-out only.

11. **Prior to the lodgement of a building permit,** a detailed landscaping and reticulation plan for the subject site and/or road verge(s) must be submitted to, and approved to, the satisfaction of the City of Swan, and must include the following:
    a) The location, number and type of proposed trees and shrubs including planter and/or tree pit sizes and planting density;
    b) A suitable selection of species to sufficiently screen the Western Power transformer from public view;
    c) Any lawns to be established;
    d) Any existing vegetation and/or landscaped areas to be retained;
    e) Any verge treatments; and
    f) Evidence that the proposed landscaping will not, at maturity, negatively impact the development and adjoining properties.

12. All landscaping must be completed in accordance with the approved landscaping plan within the first planting season post occupation of any building, and all landscaping shall be maintained onsite to the satisfaction of the City of Swan.

13. External lighting shall comply with the requirements of AS 4282 – Control of Obtrusive Effects of Outdoor Lighting.

14. External illumination shall not flash or pulsate to the satisfaction of the City of Swan.

15. All signs must be placed on private property and must not overhang or encroach any road reservation.

16. No bunting is to be erected on the site (including streamers, streamer strips, or decorations of similar kind).

17. Refuse bin areas adequate to service the development shall be provided to the satisfaction of the City of Swan before the development is occupied or used.

18. All areas used for storage of goods must be screened from view from any public street to the satisfaction of the City of Swan.

19. Waste collection is to be limited to between 7.00am and 7.00pm - Monday to Saturday and between 9.00am and 7.00pm on Sundays and Public Holidays unless further evidence, to the satisfaction of the City of Swan is provided that compliance can be achieved with the Environmental Protection (Noise) Regulations 1997 outside of those times.

20. **Prior to the lodgement of a building permit**, a Statement of Sustainability shall be submitted to the satisfaction of the City of Swan. The Statement of Sustainability shall address, but is not limited to, sustainable construction materials, recycling, good waste management practices, re-use of materials and existing structures (where applicable), harnessing of renewable energy sources, analysis of summer heat gain through windows and total water cycle management. The Statement of Sustainability is to be complied with for the duration of the construction of the development.

21. **Prior to the lodgement of a building permit,** a Waste Management Plan must be submitted to and approved by the City of Swan. The plan must include the following details to the satisfaction and specification of the City of Swan:
    a) The location of bin storage areas and bin collection areas;
    b) The number, volume and type of bins, and the type of waste to be placed in the bins;
    c) Details on the future ongoing management of the bins and the bin storage areas, including cleaning, rotation and moving bins to and from the bin collection areas; and
    d) Times and frequency of bin collections.

    The Waste Management Plan must be implemented at all times to the satisfaction of the City of Swan.

22. All air conditioning units, plant and roof equipment and other external fixtures are to be screened from view from the surrounding streets and adjoining properties to the satisfaction of the City of Swan.

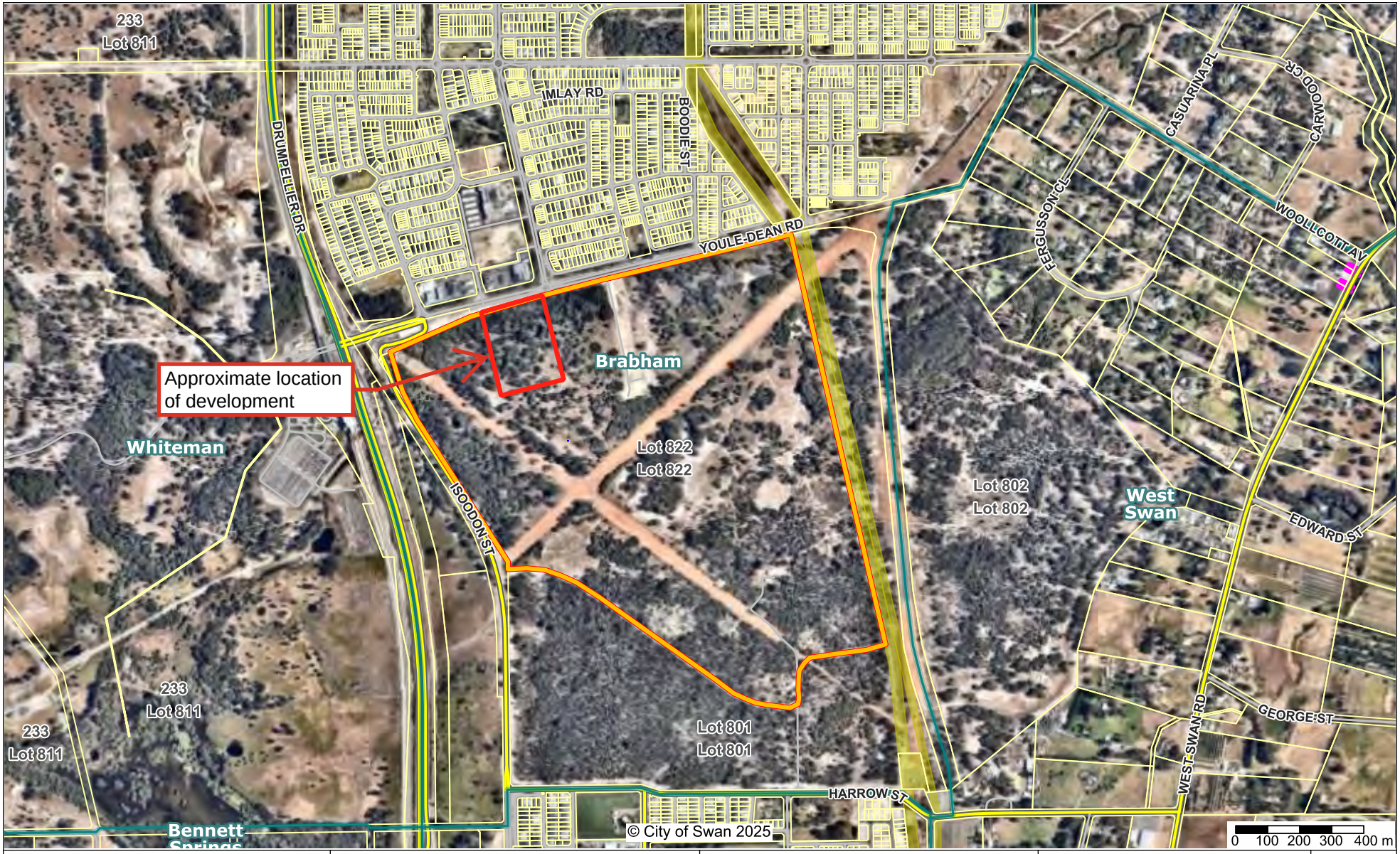
23. The development shall be connected to the reticulated sewerage system.

24. Signage to be provided in the delivery dock reminding drivers to turn off truck engines while unloading.

25. **Prior to an occupancy permit being issued**, the landowner must contribute a sum of 1% of the total development construction value toward Public Art in accordance with the City of Swan Local Planning Policy for the Provision of Public Art (POL-LP-1.10), by either:

    a) payment to the City of Swan a cash-in-lieu amount equal to the sum of the 1% contribution amount ($178,000 with the applicable 15% discount). This must be paid to the City of Swan prior to the date specified in an invoice issued by the City of Swan, or prior to the issuance of an occupancy permit for the approved development, whichever occurs first; or,
    b) provision of Public Art onsite to a minimum value of the 1% contribution amount ($220,000). The following is required for the provision of Public Art onsite:
        i. the landowner or applicant must seek approval from the City for a specific Public Art work, including the artist proposed to undertake the work to the satisfaction of the City in accordance with POL-LP1.10 and the Developers' Handbook for Public Art (as amended). The City may apply conditions on the proposed Public Art;
        ii. no part of the approved development may be occupied or used until the Public Art has been installed in accordance with the approval granted by the City; and,
        iii. the Public Art must be maintained in compliance with the approval granted by the City and any conditions thereof, to the satisfaction of the City

26. **Prior to the lodgement of an occupancy permit,** an acoustic study of the mechanical services shall be undertaken once the design has been finalised and submitted for approval to the City of Swan. Mechanical services shall be installed in accordance with an approved acoustic study and maintained thereafter to the satisfaction of the City of Swan.



City of Swan

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9/01/2026

1:15000

N

Total Commercial Centre	2.98ha
Site A (WOOLWORTHS)	1.75ha
Total GLAR	*4,968m²*
Total Parking (include DTB)	*237 Bays*
Parking Ratio	*4.8 bays/ 100m²*

YOULE DEAN ROAD

SIGNAGE PYLON

D
NOT IN SCOPE

B
NOT IN SCOPE

ACCESS EASEMENT BENEFIT TO LOT B,C,E

MARVEL ENTRANCE

WOOLWORTHS CARPARK

NEW CROSSOVER

EVERGLADE AVENUE

A

E
NOT IN SCOPE

SIGNAGE PYLON

NEW CROSSOVER

ACCESS EASEMENT BENEFIT TO LOT B,C,D,E

NEW CROSSOVER

RETAIL

ACCESS / PARKING EASEMENT BENEFIT TO LOT A

C
NOT IN SCOPE

DTB

SUPERMARKET

NEW CROSSOVER

ACCESS EASEMENT BENEFIT TO LOT C

NEW CROSSOVER

1_1000 Site Plan

WOOLWORTHS BRABHAM TC

Status:DEVELOPMENT APPLICATION
Path:

Scale1:1000 @ A3

0 40

© Hames Sharley:

North:

Project Number: 45210
Drawing Number: SD200
Revision: 5
Date: 26/02/26

Hames Sharley

RL 24.75

C

NOT IN SCOPE

SD501 4

38

6

98 BAYS

25

BIKE RACKS (5)

MOTORBIKE (2)

SUB STATION

CORRIDOR

SWITCH

TANK & PUMP

T10 110 m²

T9 110 m²

T8 206 m²

BIN WASH

BIN

TROLLEY STORE

2050

BIKE STORE (9)

REFUSE

TEAM DINING AND AMENITIES 200SQM

FREEZER

COMMS

T7 109 m²

CLNR

11750

T6 109 m²

T5 109 m²

9260

CMO

2500

WOOLWORTHS 3732 m²

FFL 25.600

T3 110 m²

T4 132 m²

1500

LOBBY

KIOSK 20 m²

T2 75 m²

T1 75 m² 12000

BIKE RACKS (5)

LANDSCAPE FEATURE

SD500 1

SD501 3

1:40

RL 23.73

WW LOADING

1:40

SWITCH GEAR

DIRECT TO BOOT

RL 24.50

SD500 2

6600

6.6m

MOTORBIKE (2)

B

NOT IN SCOPE

drive through bottleshop

loading

beer garden

MOTORBIKE (1)

RL 25.600

EV EV EV EV

SIGNAGE PYLON

PROPOSED DEVELOPMENT

NEW CROSSOVER

NEW CROSSOVER

1_500_Level Ground GA

WOOLWORTHS BRABHAM TC

Status: DEVELOPMENT APPLICATION

Path:

Scale: 1:500 @ A3

0 20

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North:

Project Number:	45210
Drawing Number:	SD201
Revision:	6
Date:	26/02/26

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C

B

SUPERMARKET

LOBBY VOID

3.00°

4.33°

3.00°

3.00°

3.00°

1.50°

2.00°

4 SD501

3 SD501

1 SD500

2 SD500

PLANT & AHU ENCLOSURE

Woolworths Group

1-500_Mezzanine

WOOLWORTHS BRABHAM TC

Status: DEVELOPMENT APPLICATION
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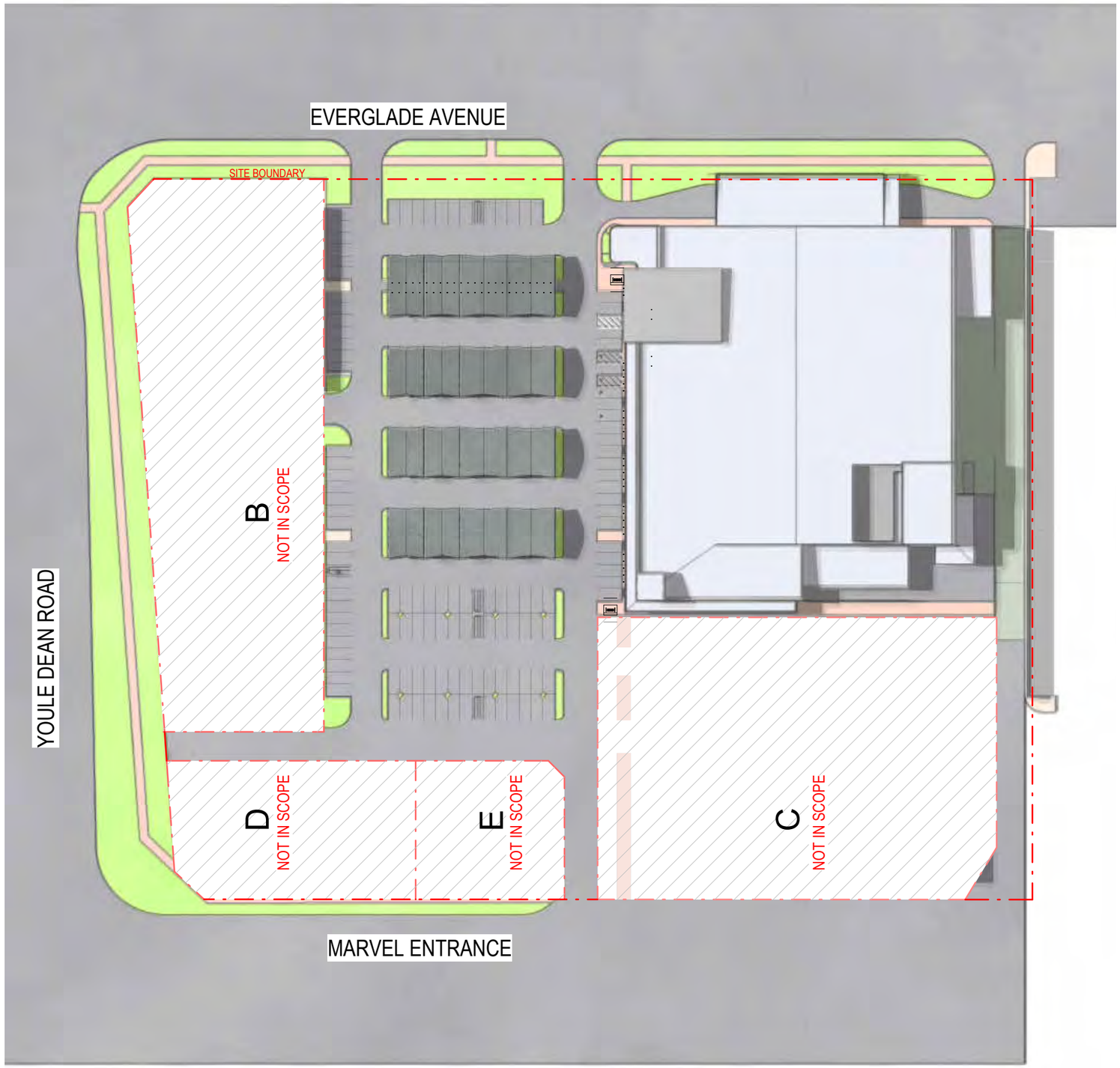
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North:

Project Number:	45210
Drawing Number:	SD202
Revision:	2
Date:	26/02/26

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Sun Study Diagram - Midday 21st of June

WOOLWORTHS BRABHAM TC

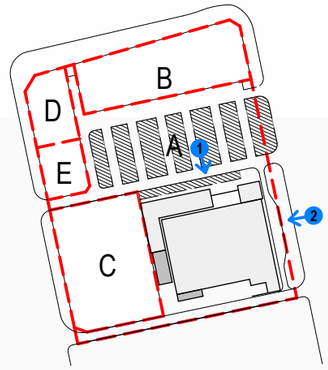
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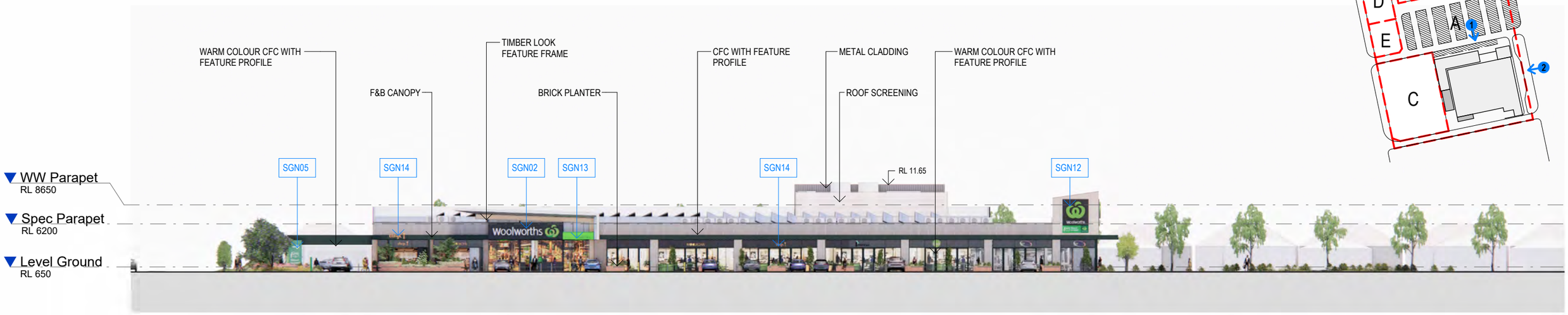
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Project Number: 45210
Drawing Number: SD204
Revision: 2
Date: 26/02/26

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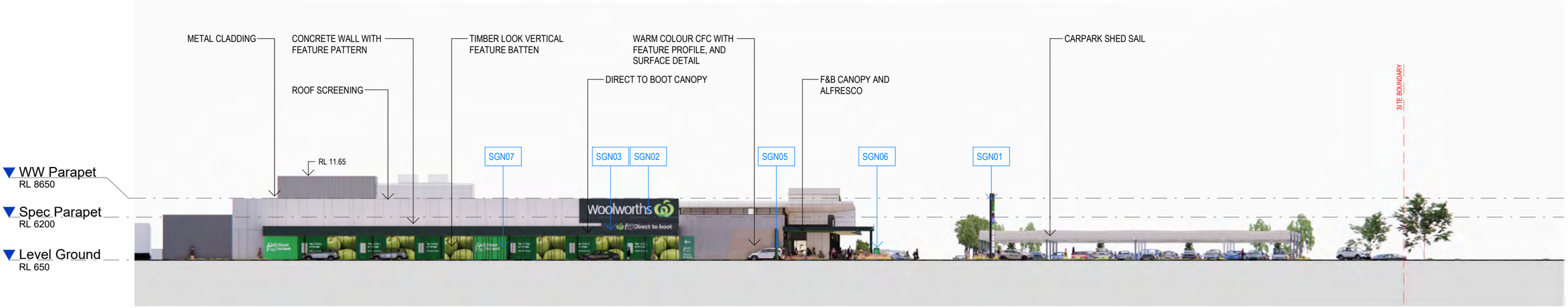




1 ELEVATION - NORTH

1 : 500





2 ELEVATION - EAST

1 : 500

Woolworths Group

1_500 Elevation North & East

WOOLWORTHS BRABHAM TC

Status:DEVELOPMENT APPLICATION
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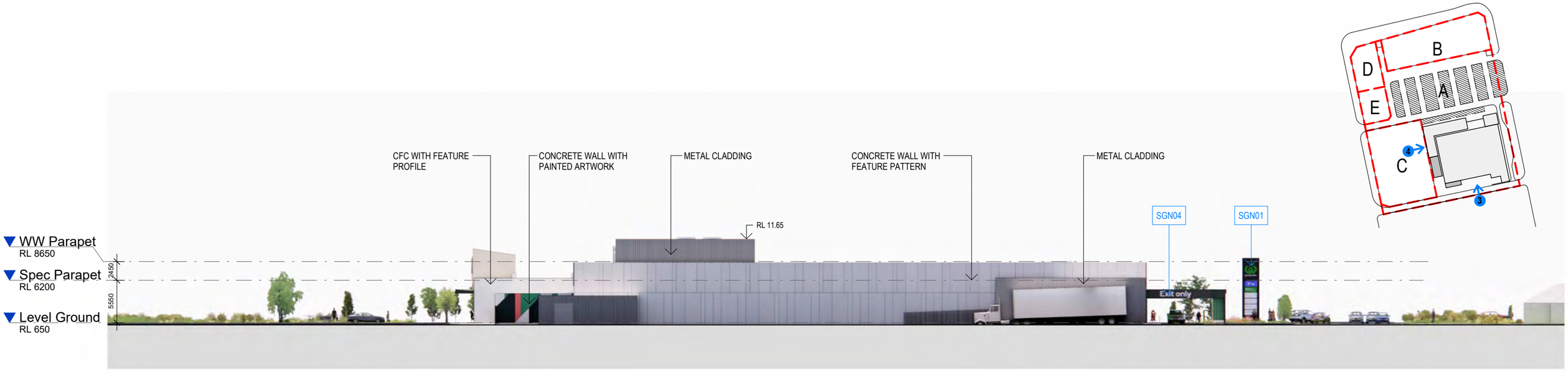
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Project Number: 45210
Drawing Number: SD500
Revision: 2
Date: 26/02/26

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3 ELEVATION - SOUTH

1 : 500





4 ELEVATION - WEST

1 : 500

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1_500 Elevation South & West

WOOLWORTHS BRABHAM TC

Status:DEVELOPMENT APPLICATION
Path:

Scale:1:500 @ A3

0 20

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Project Number: 45210
Drawing Number: SD501
Revision: 2
Date: 26/02/26

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RL 24.75

NOT IN SCOPE

SGN02 SGN14 SGN14 SGN14 SGN12

SUB STATION | SWITCH | TANK | PUMP

T10 110 m² | T9 110 m² | T8 206 m²

BIN WASH | BIN | REFUSE

EOT | T7 109 m² | T6 109 m² | T5 109 m²

CLNR | CMO | COMMS | T3 110 m² | T4 132 m²

1500

WOOLWORTHS 3732 m²

FFL 25.600

LOBBY | KIOSK 20 m² | T2 75 m² | T1 75 m² 12000

SGN12 SGN14 SGN14 SGN14 SGN09 SGN09 SGN14 SGN09 SGN13 SGN02 SGN14 SGN14

1:40

SGN11

WW LOADING

SWITCH GEAR

SGN04 SGN07 SGN05 SGN06 SGN03

RL 23.73

RL 24.50

SGN08 SGN08 SGN08 SGN08 SGN08 SGN08 SGN08

6600 6600 6600 6600 6600

27 26 28 26 28 24 12

RL 25.600

SGN10 SGN10

SGN01

SIGNAGE PYLON

PROPOSED DEVELOPMENT

20 13

FUTURE CARPARK

SGN08

NOT IN SCOPE

Woolworths Group

Signage Plan

WOOLWORTHS BRABHAM TC

Status: DEVELOPMENT APPLICATION
Path:

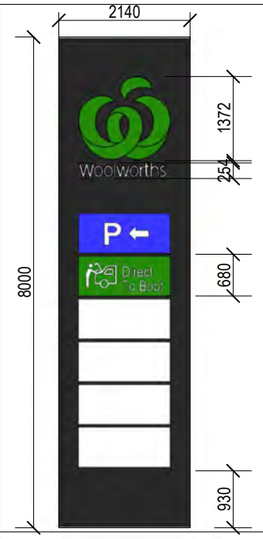
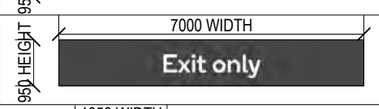
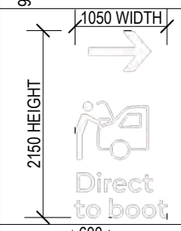
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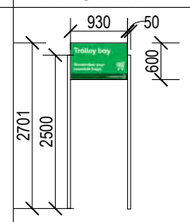
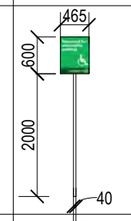
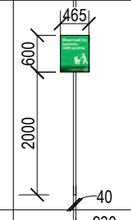
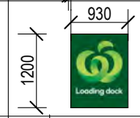
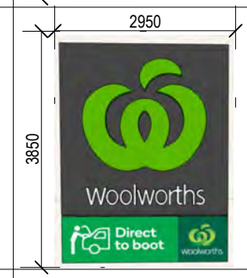
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Project Number:	45210
Drawing Number:	SD502
Revision:	2
Date:	26/02/26

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SIGN N.	PROFILE	NAME	NOTES
SGN01		WOOLWORTHS PYLON	ILLUMINATED LETTERING DIMENSIOSN ACCORDING TO WOOLWORTHS EXTERIOR SIGNAGE GUDELINES
SGN02		WOOLWORTHS FACADE SIGNAGE	ILLUMINATED LETTERING
SGN03		WOOLWORTHS DIRECT TO BOOT SIGNAGE	LOCATED ABOVE ENTRANCE OF DIRECT TO BOOT DRIVE THRU INTERNALLY ILLUMINATED
SGN04		WOOLWORTHS DIRECT TO BOOT EXIT ONLY SIGN	LOCATED ABOVE EXIT OF DIRECT TO BOOT DRIVE THRU
SGN05		WOOLWORTHS DIRECT TO BOOT DIRECTIONAL SIGNAGE	70mm ACRYLIC LOGO INTERNALLY ILLUMINATED
SGN06		WOOLWORTHS DIRECT TO BOOT DIRECTIONAL SIGNAGE	FREESTANDING ALUMINIUM FRAME
SGN07		WOOLWORTHS DIRECT TO BOOT WALL	ADHERED TO WALL LOCATED AT THE DIRECT TO BOOT DRIVE THRU SCREEN PLACEMENT ACCORDING TO GUIDELINES

SIGN N.	PROFILE	NAME	NOTES
SGN08		WOOLWORTHS TROLLEY SIGNAGE	LOCATED BEHIND TROLLEY AISLES ALUMINIUM RHS POSTS 2mm ALUMINIUM PANEL
SGN09		WOOLWORTHS ACCESSIBLE PARKING SIGNAGE	LOCATED IN FRONT OF ACCESSIBLE BAY ALUMINIUM RHS POSTS 2mm ALUMINIUM PANEL
SGN10		WOOLWORTHS PARENTS WITH PRAM PARKING SIGNAGE	LOCATED IN FRONT OF PARENT WITH PRAM PARKING BAY ALUMINIUM RHS POSTS 2mm ALUMINIUM PANEL
SGN11		WOOLWORTHS LOADING DOCK SIGNAGE	FREESTANDING ALUMINIUM FRAME WITH ADHERED SIGNAGE
SGN12		WOOLWORTHS SIGNAGE	WALL MOUNTED ILLUMINATED ICON
SGN13		LOCATION NAME	CENTERED TO DOOR
SGN14		TENANT SIGNAGE	ILLUMINATED LETTERING / BOX OVER TENANCY ENTRY

Woolworths Group

Signage Schedule

WOOLWORTHS BRABHAM TC

Status:DEVELOPMENT APPLICATION
Path:

Scale:1:500 @ A3
0 20
© Hames Sharley:

Project Number: 45210
Drawing Number: SD503
Revision: 2
Date: 26/02/26

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WOOLWORTHS BRABHAM TOWN CENTRE

landscape concept October 2025 [E]



PLAN E

LANDSCAPE ARCHITECTS

L1.278 RAILWAY PARADE WEST LEEDERVILLE
T: (08) 9388 9566 E: mail@plane.com.au

02 NARRATIVE + THEMING
LANDSCAPE IMAGERY














PLAN E

LANDSCAPE ARCHITECTS

LEVEL 1 278 RAILWAY PDE WEST LEEDERVILLE WA 6007
T: (08) 9388 9566 E: mail@plane.com.au

WOOLWORTHS BRABHAM TOWN CENTRE / LANDSCAPE CONCEPT

PREPARED FOR HAMES SHARLEY
OCTOBER 2025

C1.102

REV E
NTS

© PLAN E

03 | LANDSCAPE CONCEPT PLAN - OVERALL SITE



LEGEND

01 Significant shade trees (tall and sculptural) to define Everglades Avenue edge and provide legibility and orientation opportunity. Tree species as per Local Structure Plan.

02 Direct to boot bays through one-way road access. Screening trees to provide visual amenity from road.

03 Pedestrian zone with trafficable paving through car park to identify pedestrian movement into Woolworths and specialty stores and assist in slowing vehicle movement through the site.

04 Carpark Shade Trees in structural soil : Tall upright tree form, to maintain sightlines.

05 Art Opportunity to Screening / Wall / Integrated Seating element.

06 Urban 'Parklet' with Alfresco dining and shaded seating opportunities.

07 Entry Plaza / Food & Beverage Precinct with feature paving.

08 Small evergreen trees below Car Parking Shade Canopies.

✳ Opportunities for public art strategy / signage, relating to the significant history of the site, including the Caversham Motor Racing Circuit, Noongar history and Caversham Airfield.

PLAN E

LANDSCAPE ARCHITECTS

LEVEL 1 278 RAILWAY PDE WEST LEEDERVILLE WA 6007
T: (08) 9388 9566 E: mail@plane.com.au

WOOLWORTHS BRABHAM / LANDSCAPE CONCEPT

PREPARED FOR HAMES SHARLEY
OCTOBER 2025

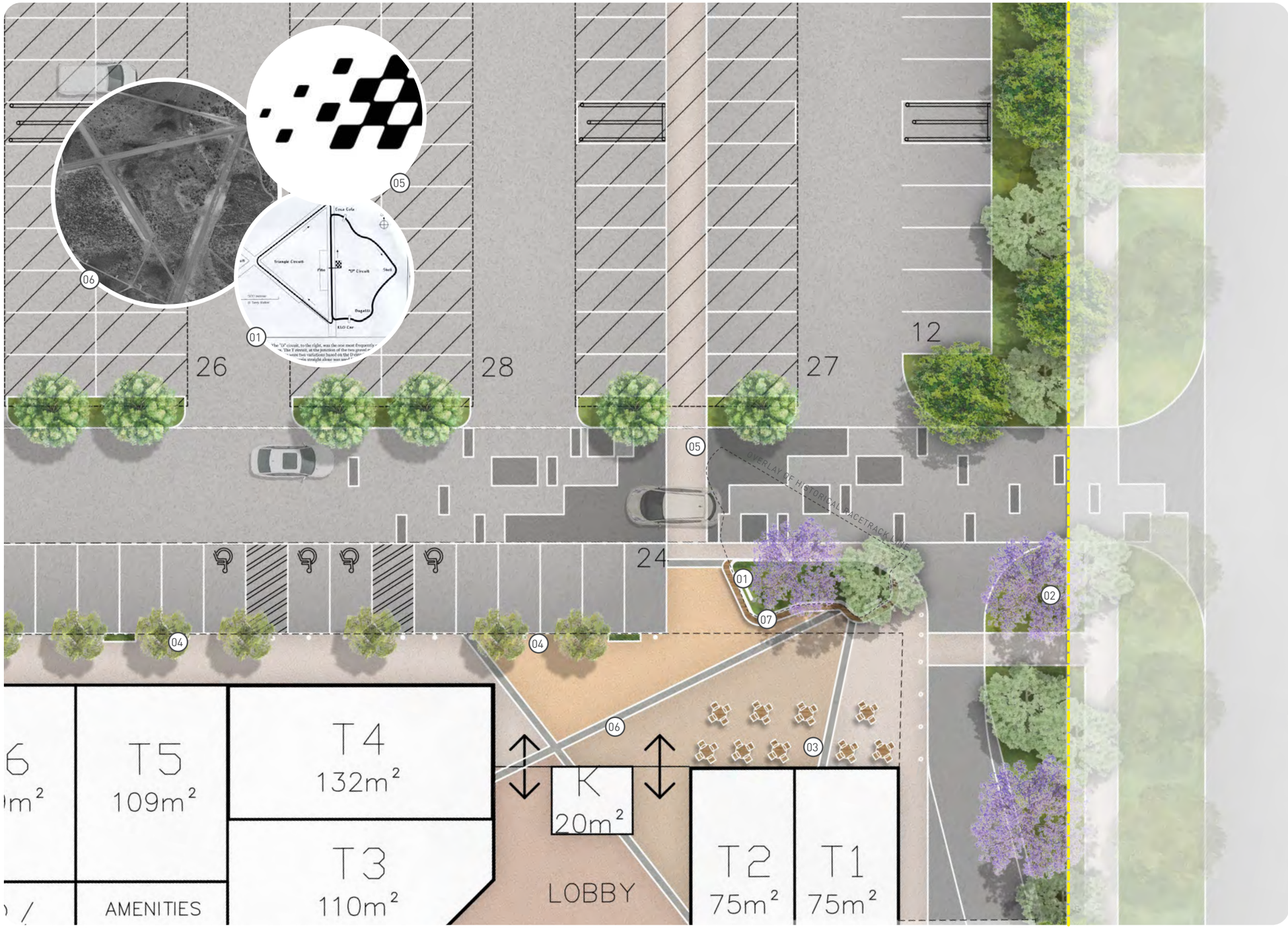
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© PLAN E

04 LANDSCAPE CONCEPT PLAN - MAIN ENTRANCE PROMENADE



LEGEND

01 Raised planter with seating respite, shade and cooling opportunities with integrated furniture & art opportunity to enhance community amenity. Planter to follow shape of historic Caversham Racetrack, where Jack Brabham raced, and who the suburb is named after.

02 Feature trees to signify entry into Woolworths site. Placed to allow visual sight lines to significant signage.

03 Alfresco dining area under canopy.

04 Raised planter boxes, in-ground trees and bollards placed along car parking to building frontage to allow pedestrian permeability through car bays and provide landscape softening.

05 Trafficable paving to delineate pedestrian zone, allowing movement from North to the entrance of Woolworths. Racing flag inspired concrete stenciling to slow traffic leading to crossings.

06 Feature paving to entrance of Woolworths, delineating different concrete or paving types to main forecourt, following layout of historical airfields located south of the site.

07 Opportunity for integrated signage in raised planter, depicting the airfield & race track history of the site & history relating to the Whadjuk Noongar people.

PLAN E

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WOOLWORTHS BRABHAM / LANDSCAPE CONCEPT

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0 1.25 2.5 5 7.5 12.5m

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CAR PARK TREES

Heat mitigation | Shade | Visual Softening



TREE SCREENING

Locally native planting. Tree Forest to provide screening & shade and wind belt.



MAIN ENTRANCE FORECOURT

Road paintwork / materiality change to enhance pedestrian movement and create a ‘slow zone’. Opportunity for Art e.g. Tree Grates, Historical Narrative, Integrated Seating, Feature Boulders.

ENTRANCE PARKLET

Alfresco and Urban Landscape adjacent Food and Beverage facilities Integrated seating, Raised planters.



BUILDING EDGE

Art Opportunity | Safety Barrier
Visual Softening | Biodiversity





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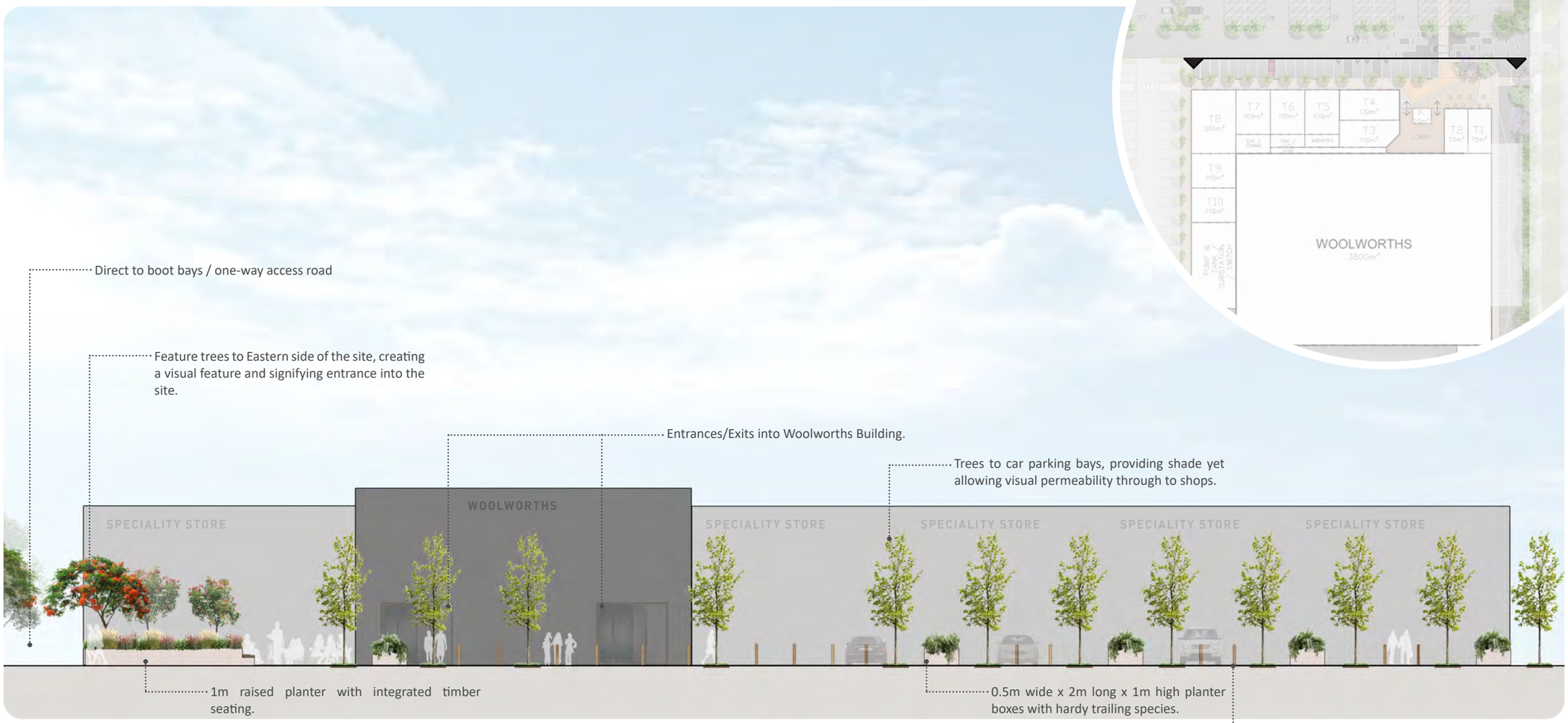
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06 STORE FRONT ELEVATION





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0 1.25 2.5 5 7.5 12.5m

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FEATURE TREES


Gleditsia ‘Shademaster’


Lagestroemia indica ‘Natchez’


Liquidambar rotundiloba


Prunus ‘Crimson Spire’


Ulmus ‘Red Emperor’

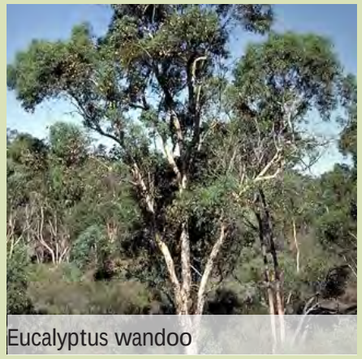

Agonis flexuosa


Cupaniopsis anacardioides


Eucalyptus leucoxylon megalocarpa


Eucalyptus maculata


Eucalyptus torquata


Eucalyptus wandoo


Melaleuca leucadendra


Melaleuca viridiflora ‘Broadleaf’


Tristaniopsis laurina ‘Luscious’


Waterhousea floribunda

Planting species will be selected with a mixture of textures and shades while also being low maintenance and low water use. To enhance the Brabham Landscape Character, the tree palette includes ‘white-trunked’ tree species to compliment the existing retained tree canopy within, and around the site. All planting to be permanently irrigated with organic mulch, tree stakes, and structural soil to trees within carpark areas.

NOTE:
ALL SPECIES PROPOSED ARE NOT CURRENTLY IDENTIFIED AS HIGH/ MODERATE RISK REPRODUCTIVE HOSTS FOR POLYPHAGOUS SHOT-HOLE BORER

(DEPARTMENT OF PRIMARY INDUSTRIES AND REGIONAL DEVELOPMENT - JUNE 2025)

© PLAN E


Acacia lasiocarpa ‘prostrate’


Acacia ‘Honey Bun’


Adenanthos sericeus ‘Compact’


Banksia ashbyii ‘Dwarf’


Callistemon ‘Better John’


Conostylis candicans


Calothamnus quadrifidus prostrate


Darwinia citriodora prostrate


Dianella ‘Streetscape’


Eremophila ‘Kalbarri Carpet’


Ficinia nodosa (WSUD)


Grevillea ‘GinGin Gem’


Grevillea thelemanniana ‘Green Gem’


Hemiandra pungens


Lomandra ‘Katrinus Delux’


Lomandra ‘Lime Turf’


Westringia ‘Low Horizon’

Planting will be predominantly Australian Native species that enhance the broader landscape themes of the shopping precinct.

Species selected will aim to reinforce the existing landscape character of Brabham, and strengthen placemaking elements of the new landscape design.

A mix of leaf typologies and growth characteristics will be used to create a textured natural palette. All planting to be permanently irrigated with organic mulch.

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09 PLANTING PALETTE


Acmena ‘Allyn Magic’


Anigozanthos ‘Gold Velvet’


Callistemon ‘Great Balls of Fire’


Casuarina ‘Cousin it’


Doryanthes excelsa


Grevillea ‘Apricot Glow’


Grevillea ‘Red Coral’


Grevillea ‘Seaspray’


Hibbertia scandens


Melaleuca incana nana


Myoporum parvifolium ‘Yareena’


Pittosporum ‘Miss Muffet’


Rhaphiolepis ‘Snow Maiden’


Viburnum ‘Dense Fence’


Westringa ‘Naringa’

Planting will be predominantly Australian Native species that enhance the broader landscape themes of the shopping precinct.

Species selected will aim to reinforce the existing landscape character of Brabham, and strengthen placemaking elements of the new landscape design.

A mix of leaf typologies and growth characteristics will be used to create a textured natural palette. All planting to be permanently irrigated with organic mulch.

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WOOLWORTHS BRABHAM TOWN CENTRE / LANDSCAPE CONCEPT

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OCTOBER 2025

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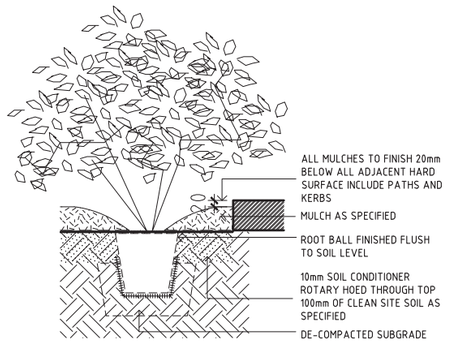
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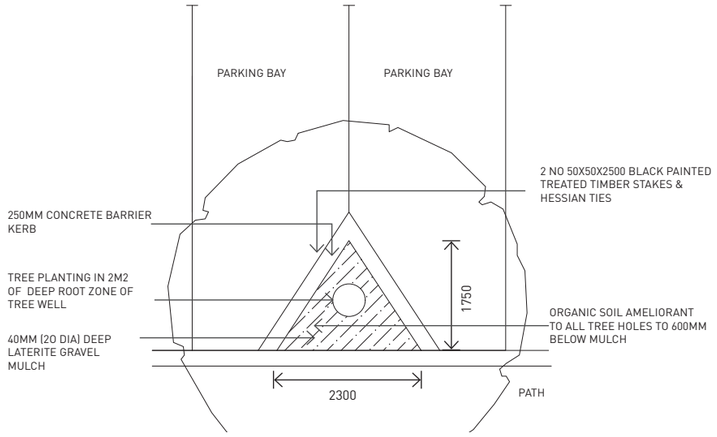
10 | INDICATIVE LANDSCAPE DETAILS

LANDSCAPE NOTES:

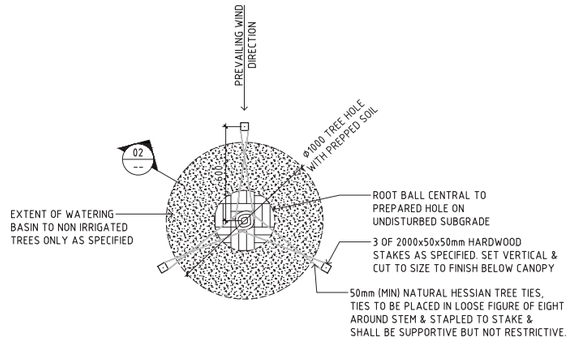
- Permanent irrigation to all garden beds, turf grassing and tree planting.
- General garden bed plant density to be 4 plants per 1 m2.
- Soil ameliorant to garden bed, turf and planting to be C-Wise Horticulture only.
- Organic mulch to be coarse hardwood only.
- Structural soil proposed for tree within diamond car park areas.



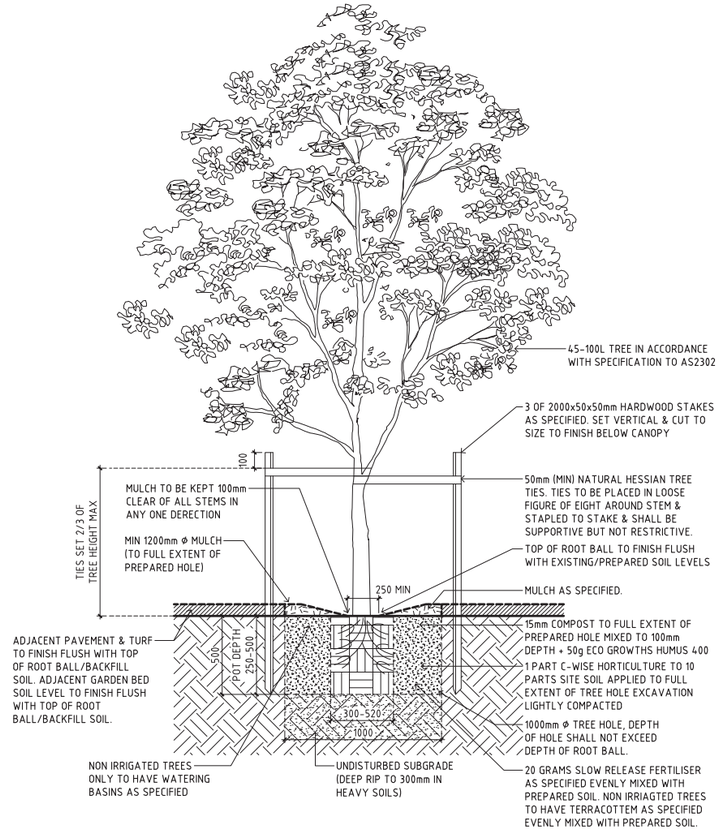
TYPICAL DETAIL 01 : SHRUB PLANTING, NOT TO SCALE



TYPICAL DETAIL 02 : INDICATIVE TREE WELL IN CARPARK, NOT TO SCALE



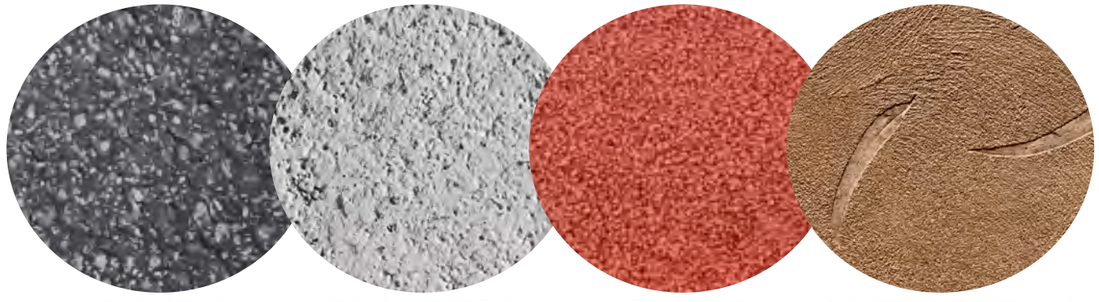
TYPICAL DETAIL 03 : 45 - 100 LTR TREE PLANTING PLAN, NOT TO SCALE



TYPICAL DETAIL 04 : 45 - 100 LTR TREE PLANTING SECTION, NOT TO SCALE







BLACK BITUMEN | GREY CONCRETE PATH | RED ASPHALT | COLOURED CONCRETE PAVING

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WOOLWORTHS BRABHAM TOWN CENTRE / LANDSCAPE CONCEPT

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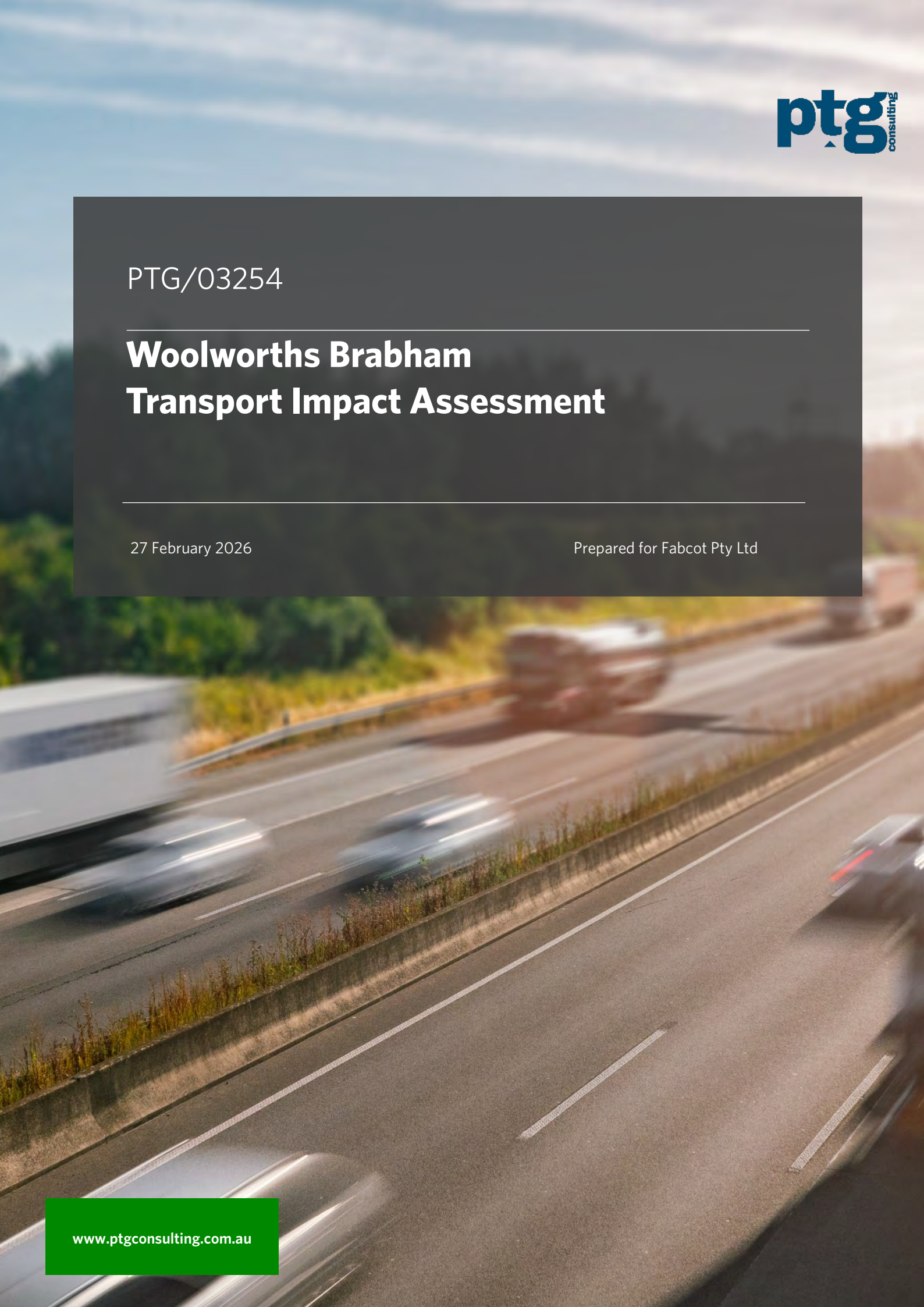
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LANDSCAPE CONCEPT

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PTG/03254

Woolworths Brabham
Transport Impact Assessment

27 February 2026

Prepared for Fabcot Pty Ltd

www.ptgconsulting.com.au

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REPORT DETAIL

Unique Document Identification

	Information
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Client	Fabcot Pty Ltd

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Revision Details

Revision No.	Date	Comments	Author	Approve/Review
Rev A	24/10/25	For Issue	CD/SB	SL
Rev B	31/10/25	Final	CD/SB	SL
Rev C	27/02/26	Response to RFI	CD/SB	SL

1 INTRODUCTION

1.1 Background

PTG Consulting WA (PTG) has been commissioned by **Fabcot Pty Ltd** ('the Client') to prepare a Transport Impact Assessment (TIA) for a proposed supermarket development located south of Youle-Dean Road, Brabham, within the City of Swan.

The proposed Woolworths supermarket will be located in the Brabham District Centre, alongside other commercial land uses. This report aims to assess the impact of the proposed development and the indicative surrounding future land uses on the adjacent transport network. The report will focus on traffic operations, circulation, and car parking requirements.

This TIA has been prepared in accordance with the Western Australian Planning Commission (WAPC) Transport Impact Assessment Guidelines for Developments: Volume 4 – Individual Developments (2016). Existing Situation

2 EXISTING SITUATION

2.1 Existing Site Context

The Site is located south of Youle-Dean Road in the suburb of Brabham, as shown in **Figure 1.** The Site is currently vacant. Details about currently approved land uses on the Site are provided in **Section 3.1**.

Figure 1 – Existing Site Use



Source: Landgate (2024)

2.2 Existing Parking and Demand

The Site is presently undeveloped, and as a result, there is currently no existing demand for parking facilities.

2.3 Existing Access Arrangements

The existing Site is currently vacant with no formally constructed access points.

2.4 Existing Site Traffic

The Site is currently vacant and does not generate any traffic.

2.5 Existing Road Network and Traffic Management

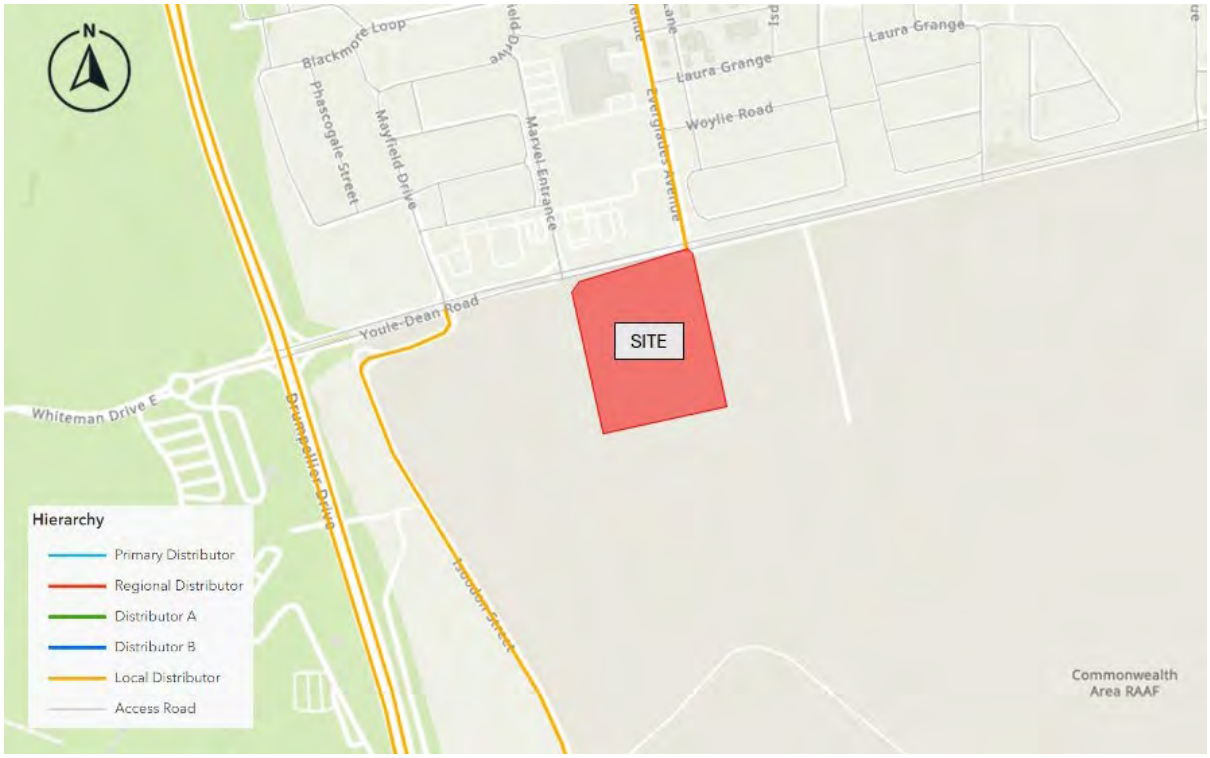
The road network within Western Australia is defined by Main Roads WA Road Hierarchy, which describes the function, characteristic and management of each type of road. A description of each road type as per Main Roads WA Road Hierarchy criteria is summarised in **Table 1** below.

Table 1 – Road Hierarchy Description

Road Type	Description
Primary Distributors	Provide for major regional and inter-regional traffic movement and carry large volumes of generally fast-moving traffic. Some are strategic freight routes and all are State Roads. They are managed by Main Roads Western Australia.
District Distributor A	Carry traffic between industrial, commercial and residential areas and generally connect to Primary Distributors. These are likely to be truck routes and provide only limited access to adjoining property. They are managed by local government.
District Distributor B	Perform a similar function to type A District Distributors but with reduced capacity due to flow restrictions from access to and roadside parking alongside adjoining property. These are often older roads with a traffic demand in excess of that originally intended. District Distributor A and B roads run between land-use cells and generally not through them, forming a grid which would ideally space them around 1.5 kilometres apart. They are managed by local government.
Regional Distributor	Roads that are not Primary Distributors but which link significant destinations and are designed for efficient movement of people and goods within and beyond regional areas. They are managed by local government.
Local Distributor (Urban)	Roads that carry traffic within a cell and link District Distributors or Regional Distributors at the boundary, to access roads. The route of Local Distributors should discourage through traffic so that the cell formed by the grid of District Distributors only carries traffic belonging to or serving the area. These roads should accommodate buses but discourage trucks. Urban Local Distributor roads are managed by local government.
Local Distributor (Rural)	Connect to other Rural Distributors and to Rural Access Roads. Not Regional Distributors, but which are designed for efficient movement of people and goods within regional areas. Rural Local Distributor roads are managed by local government.
Access Roads	Provide access to abutting properties with amenity, safety and aesthetic aspects having priority over the vehicle movement function. These roads are bicycle and pedestrian friendly. They are managed by local government.

Figure 2 shows the road hierarchy network and **Table 2** provides a summary of the surrounding roads.

Figure 2 - Road Hierarchy surrounding the Site



Source: Main Roads Road Information Mapping

Table 2 - Road Network Classification

Road Name	Hierarchy	Jurisdiction	No. of Lanes	No. of Footpaths	Width (m)	Speed Limit (km/h)ˆ
Drumpellier Drive	Local Distributor	Local Government	4	2	27.0	80 (70 adjacent to Youle-Dean Rd intersection)
Everglades Avenue	Local Distributor	Local Government	2	1	14.0	60
Isodon Street	Local Distributor	Local Government	2	0	10.0(with 1.0m sealed shoulder on both sides)	80
Youle-Dean Road	Access Road	Local Government	2	0	16.0 (with 1.5m sealed shoulder on both sides)	70
Marvel Entrance	Access Road	Local Government	2	1	6.0	50*

ˆ Speed limit data is based on RIMS and may not be up to date
** Default built-up area speed limit*

2.6 Traffic Flow on Surrounding Roads and Intersection

The existing traffic volumes on Youle-Dean Road were obtained from SCATS traffic data from Main Roads WA for Thursday, 18 September 2025. SCATS data for Drumpellier Drive/Youle-Dean Road was sourced.

The existing traffic volumes on the surrounding roads are shown in **Table 3**.

Table 3 – Traffic Volumes

Road Name	AM Peak Hour	PM Peak Hour	Average Daily Traffic Volume
Youle-Dean Road (Eastbound) *East of Drumpellier Dr*	442	1,075	7,270
Youle-Dean Road (Westbound) *East of Drumpellier Dr*	820	520	3,939

2.7 Existing Pedestrian/Cycle Networks

Footpaths are present along the north of Youle-Dean Road, which leads to the residential area, and are above 2m in width. A bicycle lane is observed on both sides of Youle-Dean Road, which is connected to a shared path along Drumpellier Drive (west of the Site). These footpaths are shown in **Figure 3**.

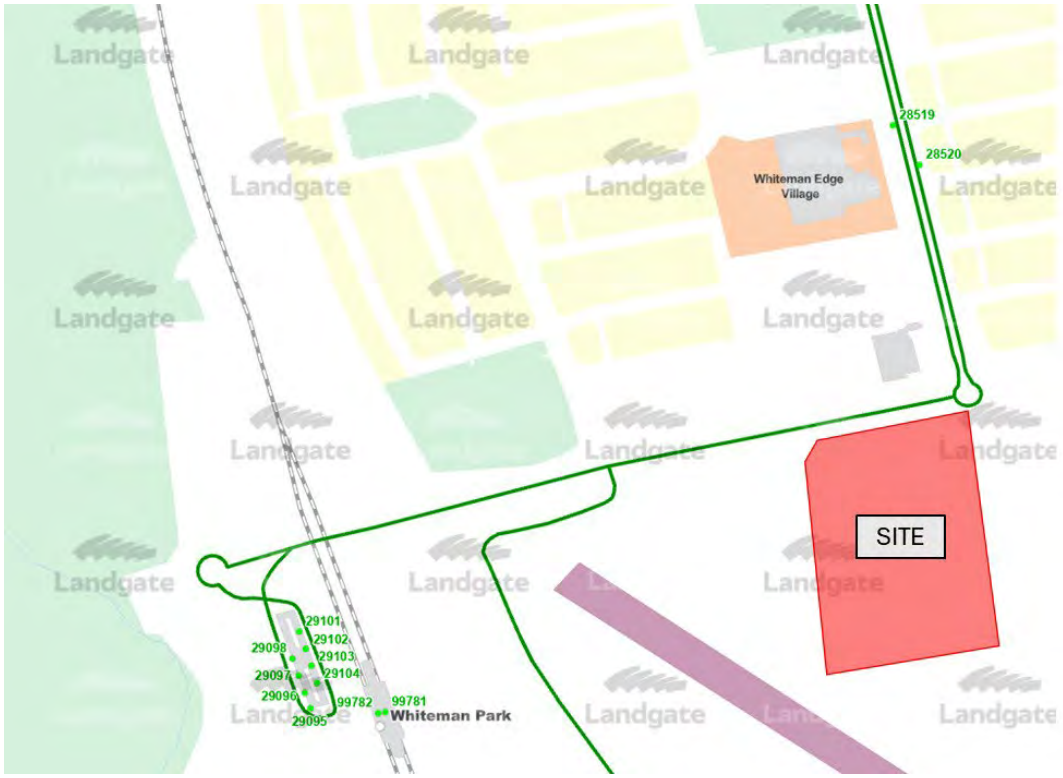
Figure 3 - Existing Pedestrian/Cycling Facilities



2.8 Existing Public Transport Services

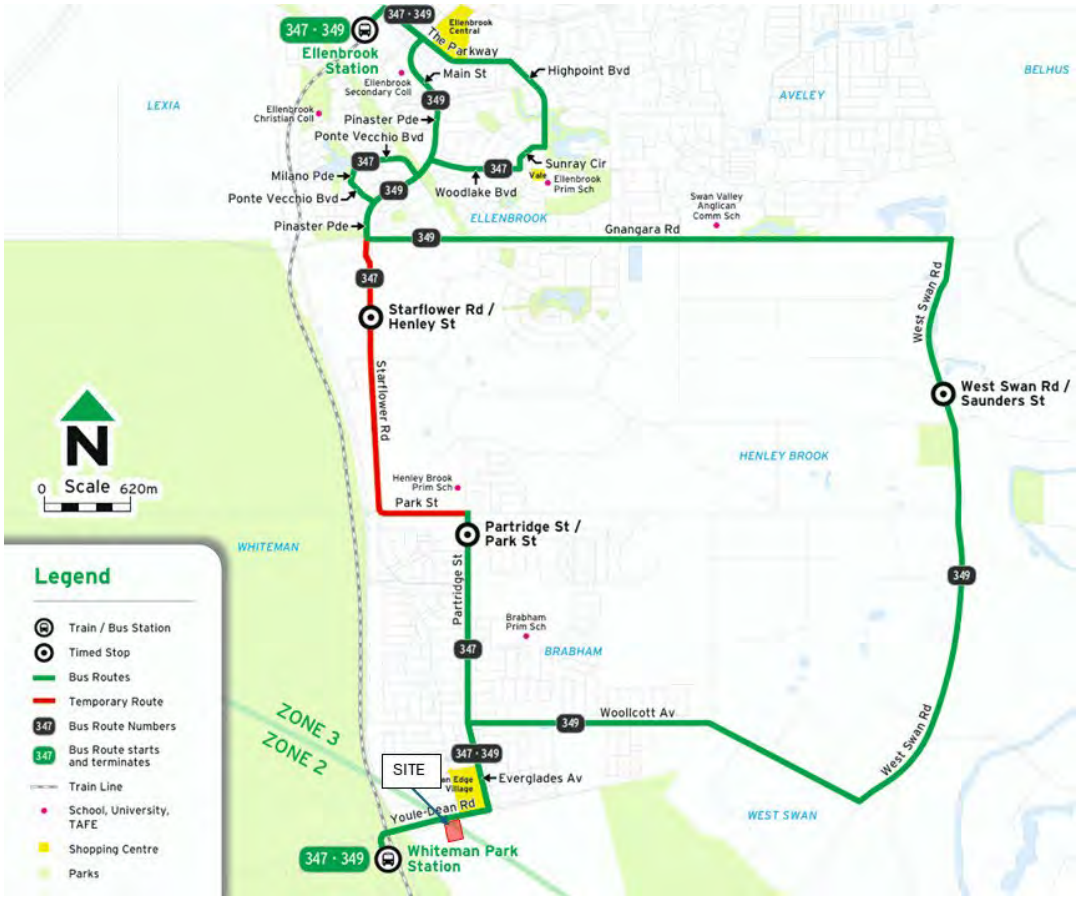
Bus routes 347, 349, 358 and 359 of Transperth service operated within the surrounding area with stop IDs 28519 and 28520 located along Everglades Avenue, approximately 400m from the Site, shown in **Figure** 4. Bus routes are shown **Figure 5** and **Figure 6** with the frequency summarised in **Table 4**. These routes connect to Whiteman Park station of the Ellenbrook Line, about 600m from the Site.

Figure 4 - Location of Nearby Bus Stops



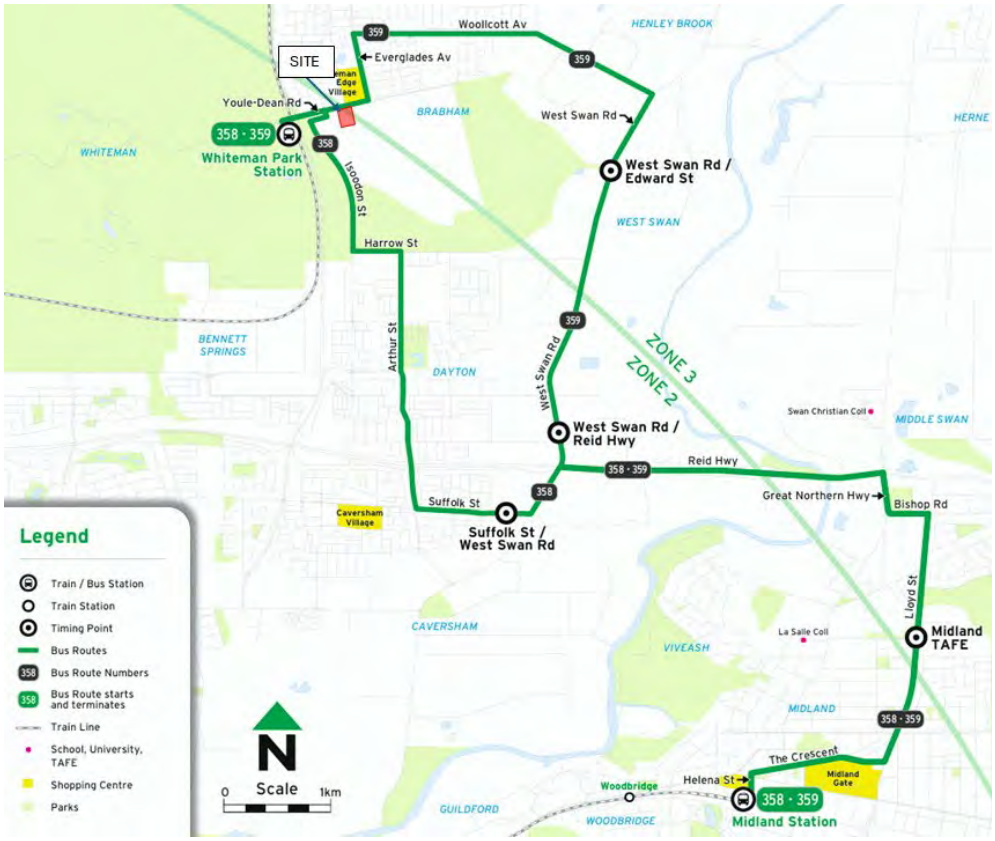
Source: Western Australian Land Information Authority

Figure 5 - Nearest Public Transport Facilities - Bus Route 347 & 349



Source: Transperth

Figure 6 - Nearest Public Transport Facilities - Bus Routes 358 & 359



Source: Transperth

Table 4 - Existing Bus Service and Frequencies

Bus Route	Route Description	Service Frequencies		
		Weekday Peak	Saturdays	Sundays & Public Holidays
347	Whiteman Park Station–Ellenbrook Station via Partridge Street and Woodlake Boulevard	12-25 mins	30 mins	30 mins
349	Whiteman Park Station – Ellenbrook Station via West Swan Road and Gnangara Road	6 services	No service	No service
358	Midland Station – Whiteman Park Station via Reid Highway and Arthur Street	15-30 mins	60 mins	60 mins
359	Midland Station – Whiteman Park Station via Reid Highway and West Swan Road	5 services	No service	No service

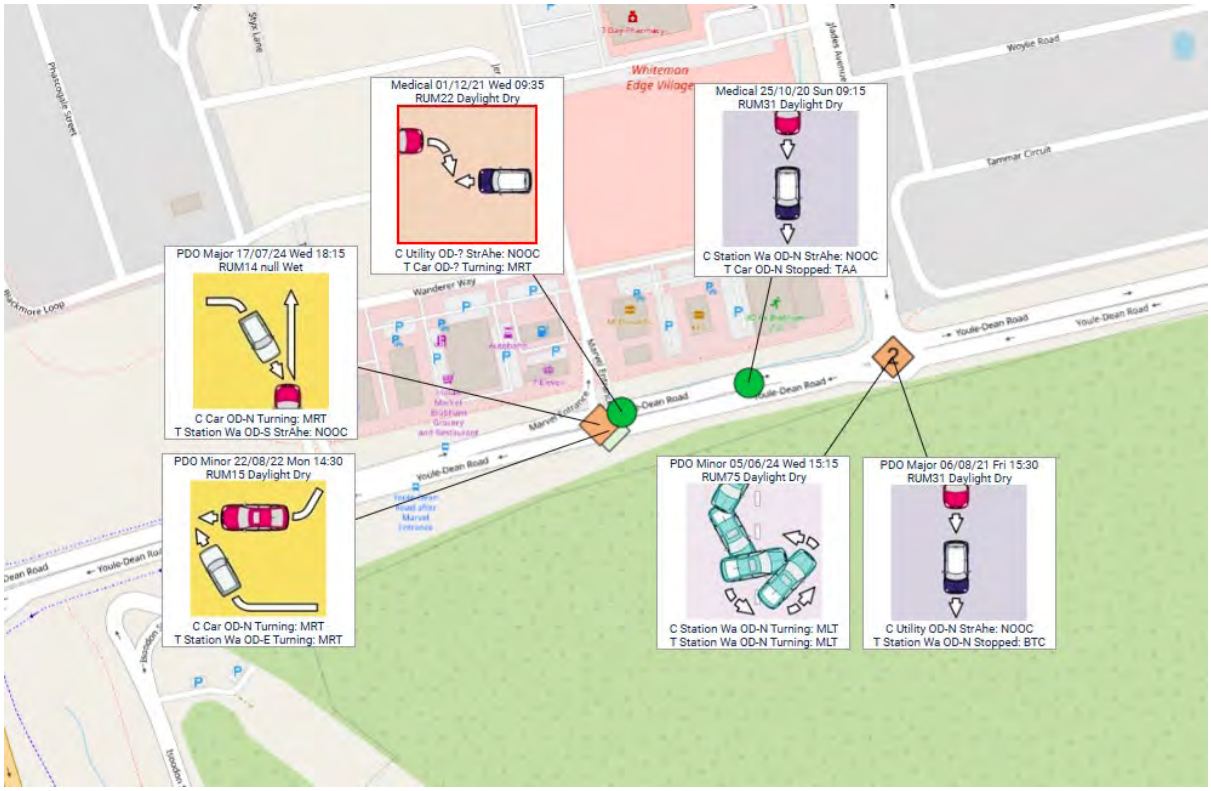
Source: Transperth

2.9 Crash Data

Crash data between January 2020 and December 2024 was selected from MRWA's Crash Reporting Centre database. A summary of the selected road sections and intersections are as follows:

- Youle-Dean Road Midblock (between Marvel Entrance and Everglades Avenue)
- Youle-Dean Road / Marvel Entrance Intersection
- Youle-Dean Road / Everglades Avenue Intersection

Figure 7 - Crash Locations



Source: Main Roads WA Traffic Map

Table 5 - Youle-Dean Road/Everglades Avenue Intersection

Crash Nature	Fatal	Hospital	Medical	PDO Major	PDO Minor	Total Crashes
Rear End	-	-	-	1	-	1
Non Collision	-	-	-	-	1	1
Total Crashes	0	0	0	1	1	2

Table 6 - Youle-Dean Road/Marvel Entrance Intersection

Crash Nature	Fatal	Hospital	Medical	PDO Major	PDO Minor	Total Crashes
Right Angle	-	-	-	1	1	2
Right Turn Thru	-	-	1	-	-	1
Total Crashes	0	0	1	1	1	3

Table 7 - Youle-Dean Road Midblock

Crash Nature	Fatal	Hospital	Medical	PDO Major	PDO Minor	Total Crashes
Rear End	-	-	1	-	-	1

Table 8 - Total Crashes

Crash Nature	Fatal	Hospital	Medical	PDO Major	PDO Minor	Total Crashes
Rear End	-	-	1	1	-	2
Non Collision	-	-	-	-	1	1
Right Angle	-	-	-	1	1	2
Right Turn Thru	-	-	1	-	-	1
Total Crashes	0	0	2	2	2	6

A summary of the crash data is as follows:

- The majority of crashes occurred at the Youle-Dean Road / Marvel Entrance intersection, with right angle and right turn thru crashes being the most common.
- No crash recorded that lead to hospitalisation and fatality.

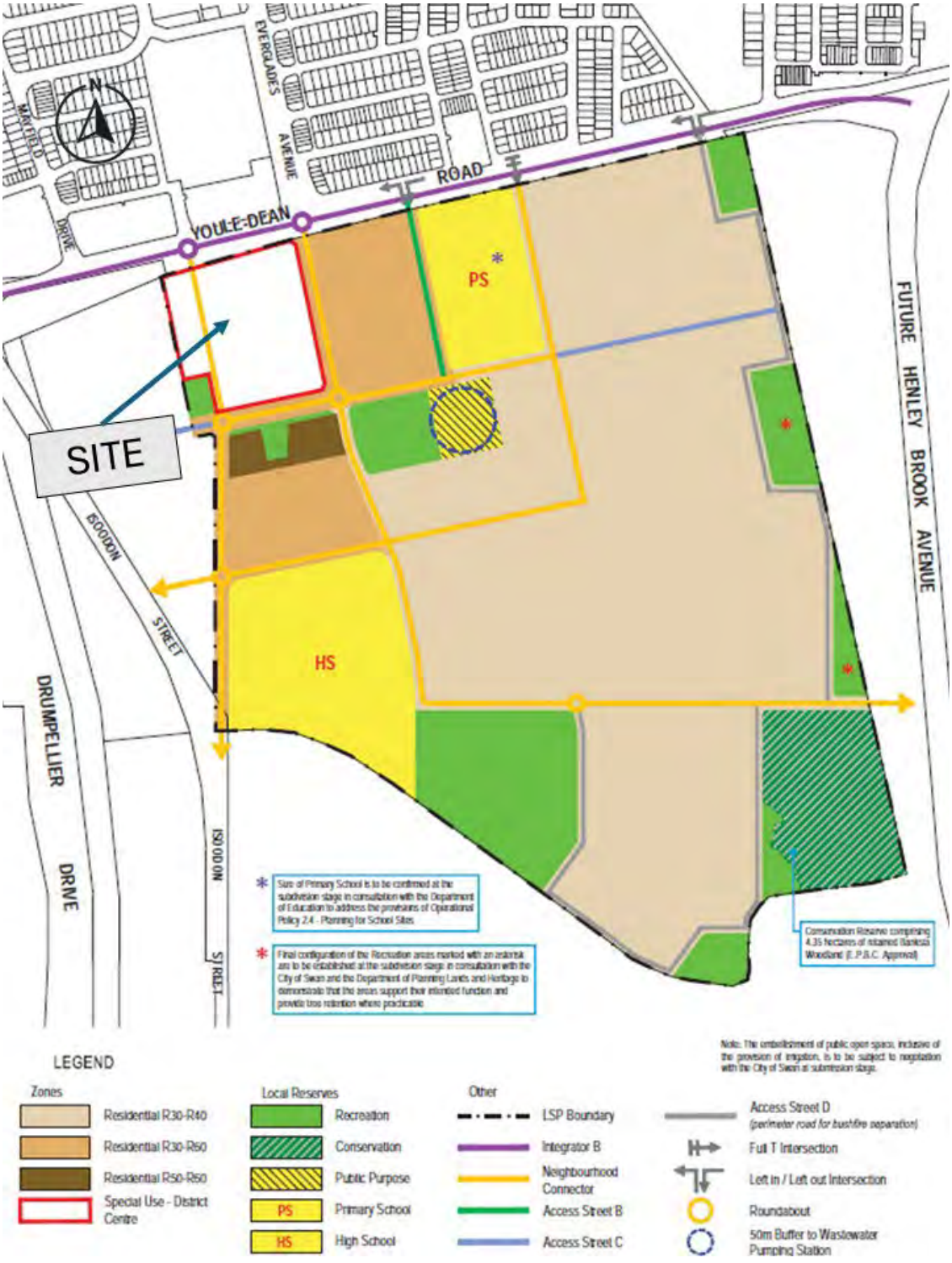
The number of recorded crashes within the surrounding road network is relatively low for the volume of traffic using Youle-Dean Road.

3 PROPOSED DEVELOPMENT

3.1 Planning Context

The Site is located within the Brabham Stage 3 Local Structure Plan (LSP3), which was approved by the City of Swan on 16 April 2025. The Site is identified in LSP3 as "Special Use – District Centre", as shown in **Figure 8**.

Figure 8- Brabham Local Structure Plan 3

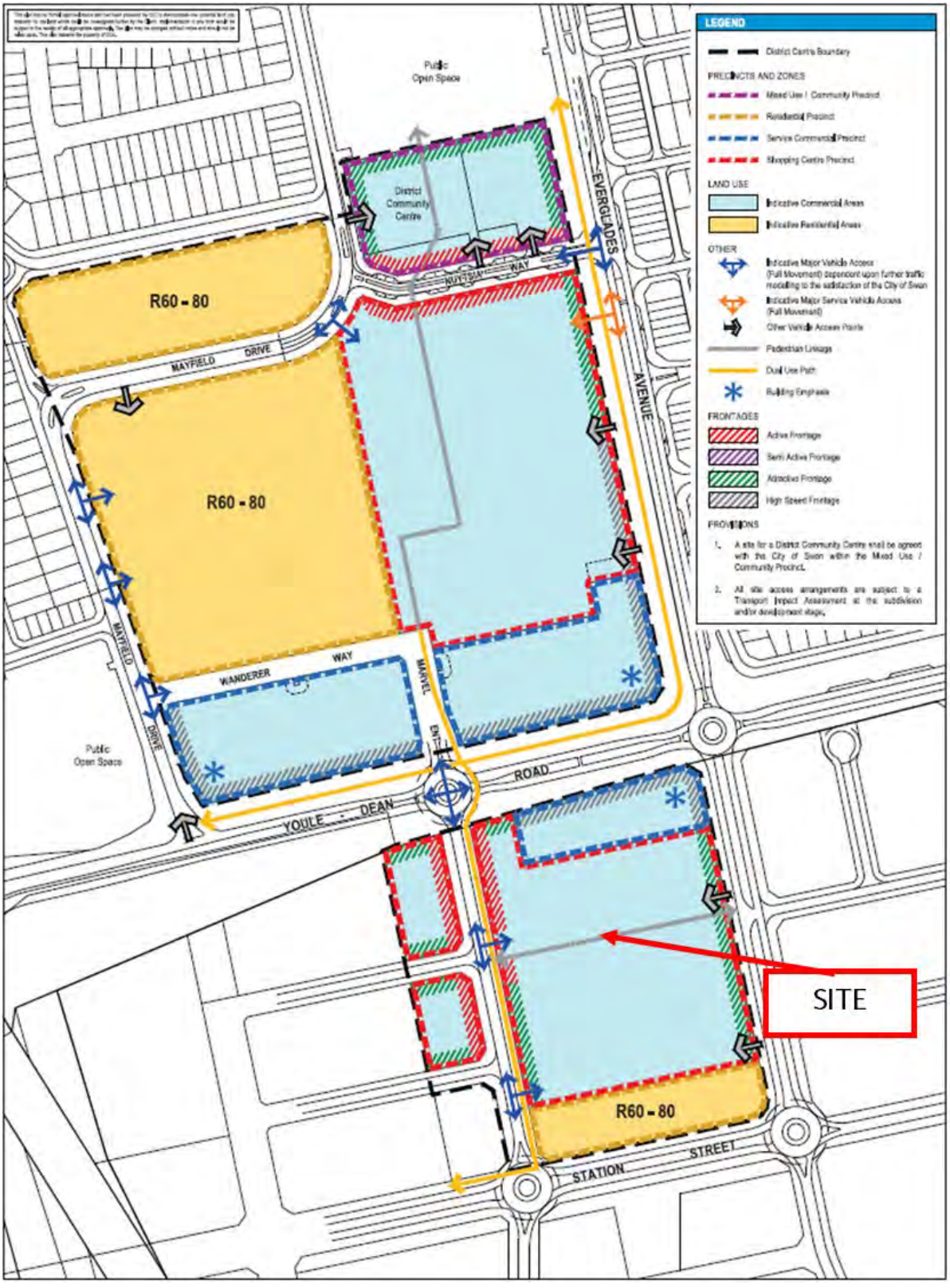


Source: CLE Town Planning + Design

An amendment to the Brabham District Centre Structure Plan was approved by the WAPC in September 2025. The amendment shifts part of the retail area from the District Centre to the LSP3 area while maintaining the same total GFA, as shown in **Figure 9**.

The proposed development is consistent with the land use proposed in LSP 3.

Figure 9 - Brabham Indicative Commercial Areas



Source: Brabham District Centre Precinct Structure Plan/CLE Town Planning+Designs

3.2 Proposed Land Use

The current concept plan for the commercial centre is shown in **Figure 10** and provided in **Appendix A.** This plan provides a firm proposal for the subject Site (Site A), and indicative proposals for the remaining Sites (Sites B-E), which would be subject to future planning. The concept plan is consistent with the LSP3, which identifies the Site as the designated commercial area within the structure plan.

The land uses and their respective GLAs are described below:

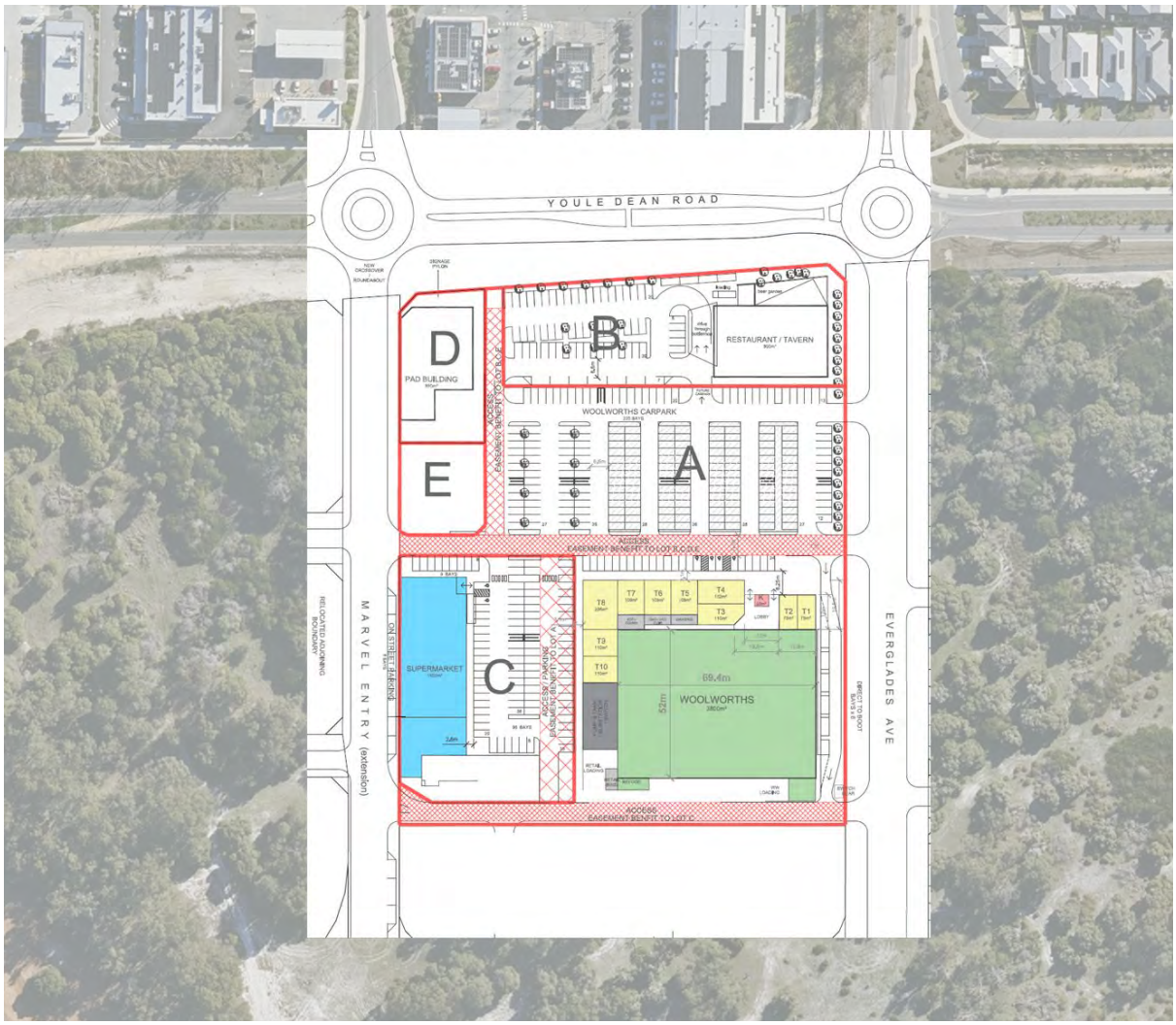
DA Proposal (Site A):

- Woolworths supermarket – 3,800m^2 GLFA
- Specialty retail – 1,165m^2 GLFA
- Approximately 237 parking bays

Other indicative land uses in the commercial centre (Sites B-E):

- B – Future commercial / retail development – 900m^2 GLFA
- C – Supermarket / grocer / retail – 1,500m^2 GLFA
- D – Future commercial / retail development – 850m^2 GLFA
- E – Potential additional parking
- Additional parking bays

Figure 10 - Concept Plan



Source: Hames Sharley (28 October 2025)

3.3 Access Arrangements

Proposed access and servicing arrangements in the concept plan are shown in **Figure 11** and summarised below:

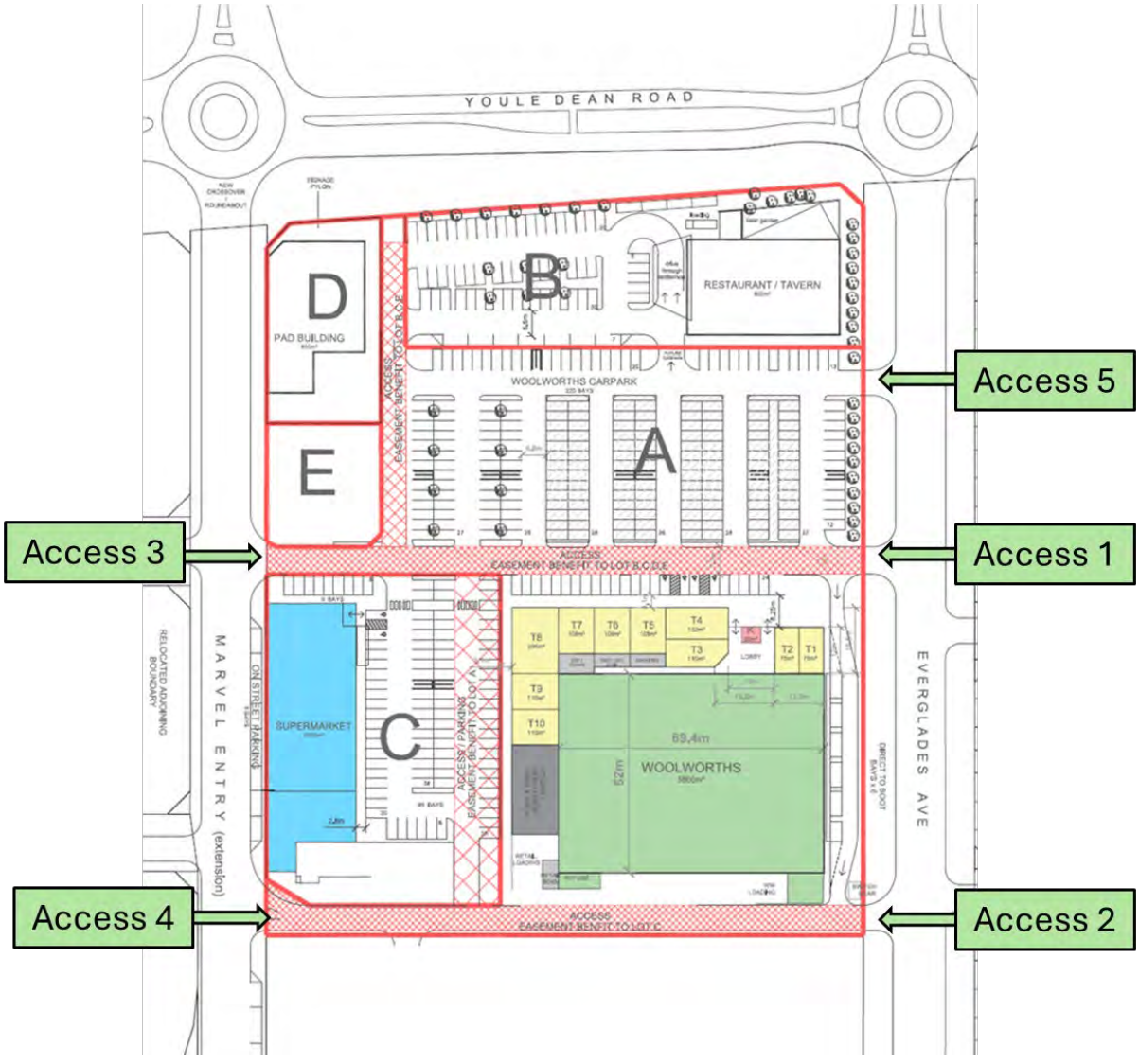
- Access 1 and Access 2 – Proposed full movement access located along Everglades Avenue.
- Access 3 and Access 4 – Proposed full movement access located along Marvel Entrance.
- Access 5 – Proposed Left-In/Left-Out access located on Everglades Avenue.

Access arrangements are generally in accordance with the proposed amendment of Brabham LSP 3, with the exception of Access 5, which is a new access point to Everglades Avenue (Left-In/Left-Out only). The purpose of this access is to allow customers to enter and exit the car park without passing the 'front door' area of the supermarket, which is anticipated to be busy with pedestrians, thereby reducing congestion and improved pedestrian safety within the development.

There will be a right-turn pocket provided along Access 1 to allow for the storage of right-turning traffic into the Site. The proponent is currently collaborating with the developer of Brabham LSP 3 to determine the finer design details for each access point and ensure suitable integration with the surrounding street network.

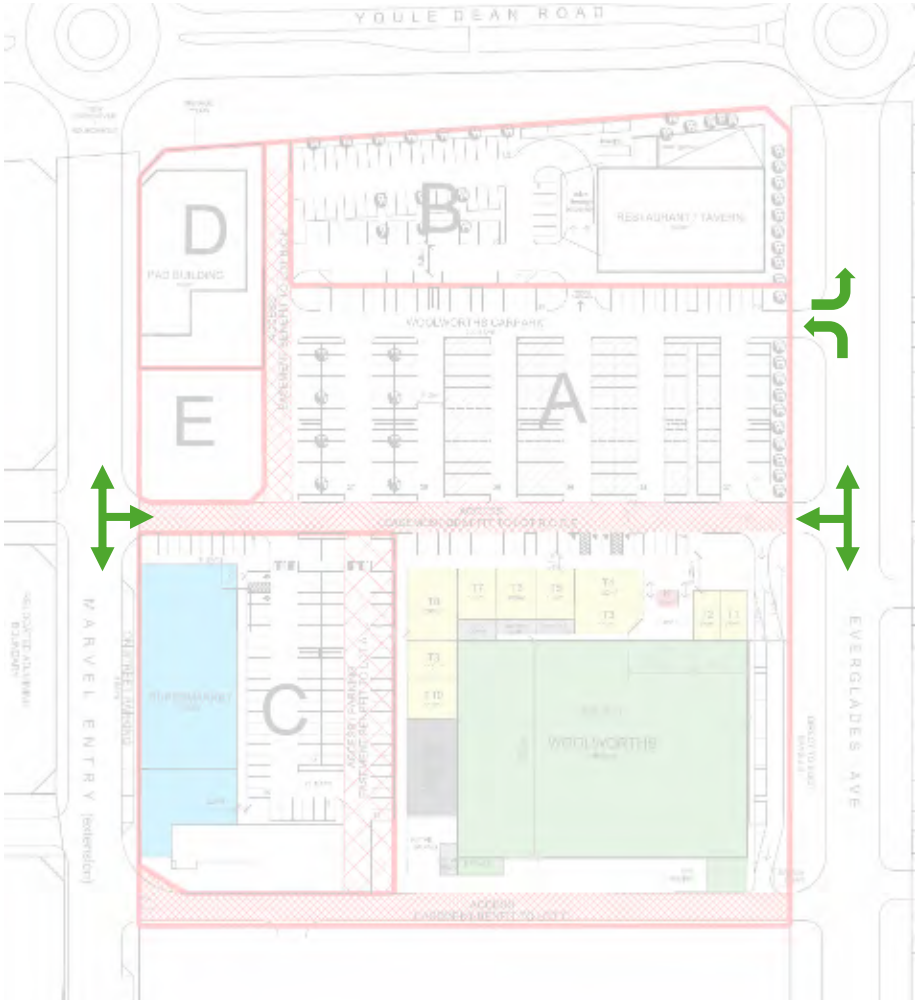
Figure 12 and **Figure 13** illustrate the proposed access points for car parking and Direct to Boot (DtB), respectively.

Figure 11 - Access Location



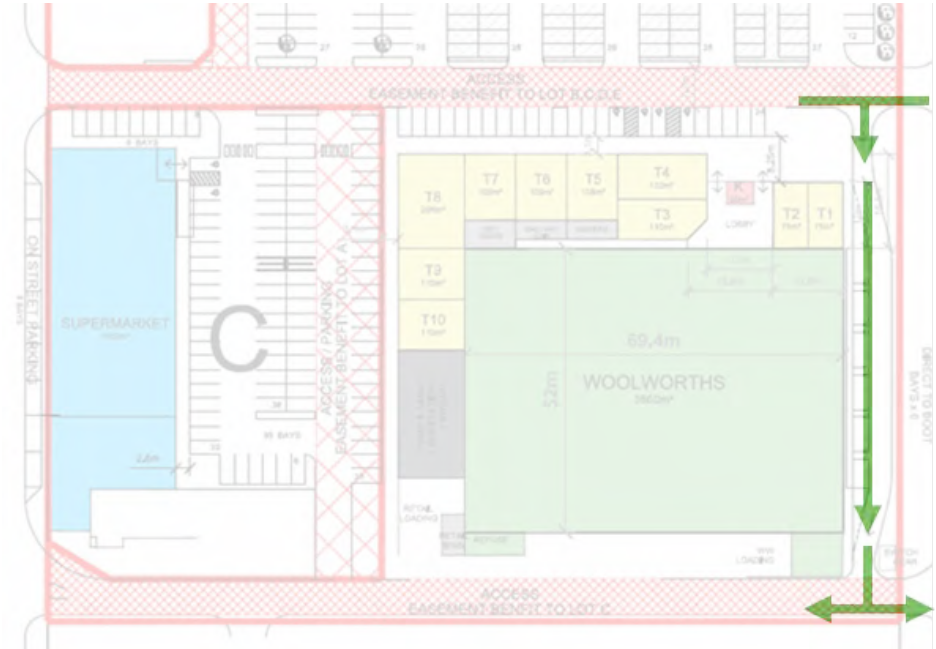
Source: Hames Sharley

Figure 12 - Car Park Access



Source: Hames Sharley

Figure 13 - Direct to Boot Access



Source: Hames Sharley

3.4 Servicing

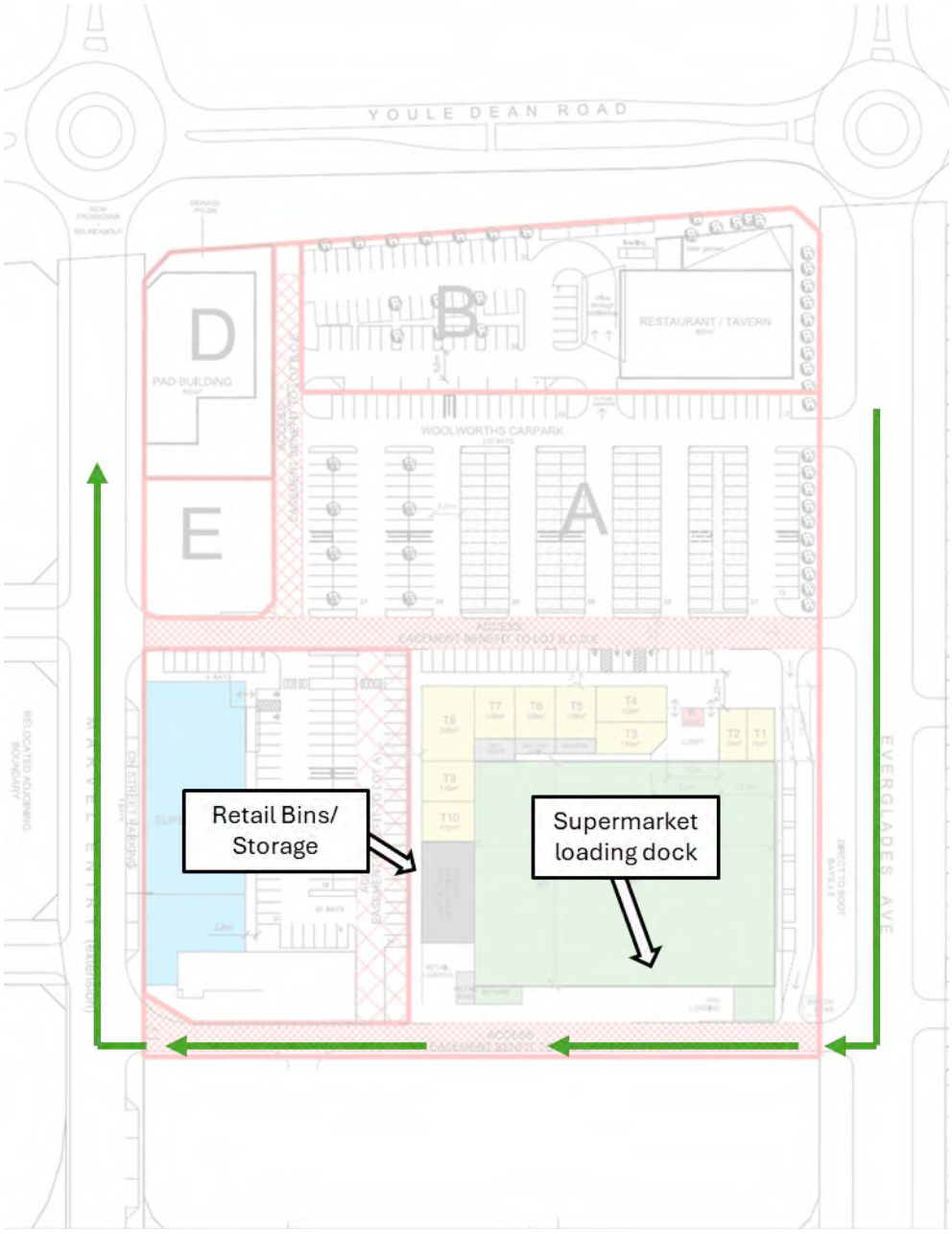
A loading dock and a retail bins/storage area are proposed, as shown in **Figure 14**. Accesses 2 and 4 are designed to allow a 19m trailer to access the supermarket loading dock. Accesses 1 and 3 are designed to allow for 12.5m HRV for possible future development servicing on Sites B, D & E.

Swept path analysis was conducted for the 19.0m semi-trailer, as shown in **Figure 15** and as 12.5m for the HRV as shown in **Figure 16**.

The swept path analysis concluded that the proposed development loading areas and crossovers can adequately accommodate all proposed movements to and from the Site.

High-resolution swept path plans are included in **Appendix B**.

Figure 14 – Service Vehicle Access Location and Route



Source: Hames Sharley

Figure 15 - 19m trailer Swept Path

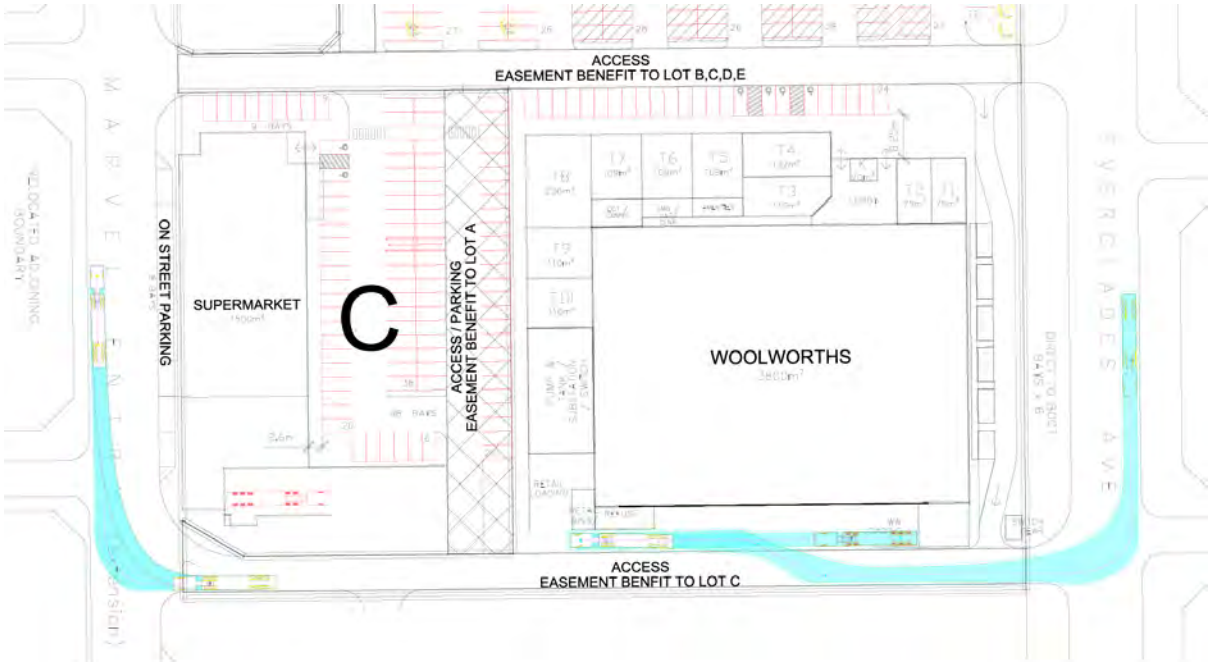
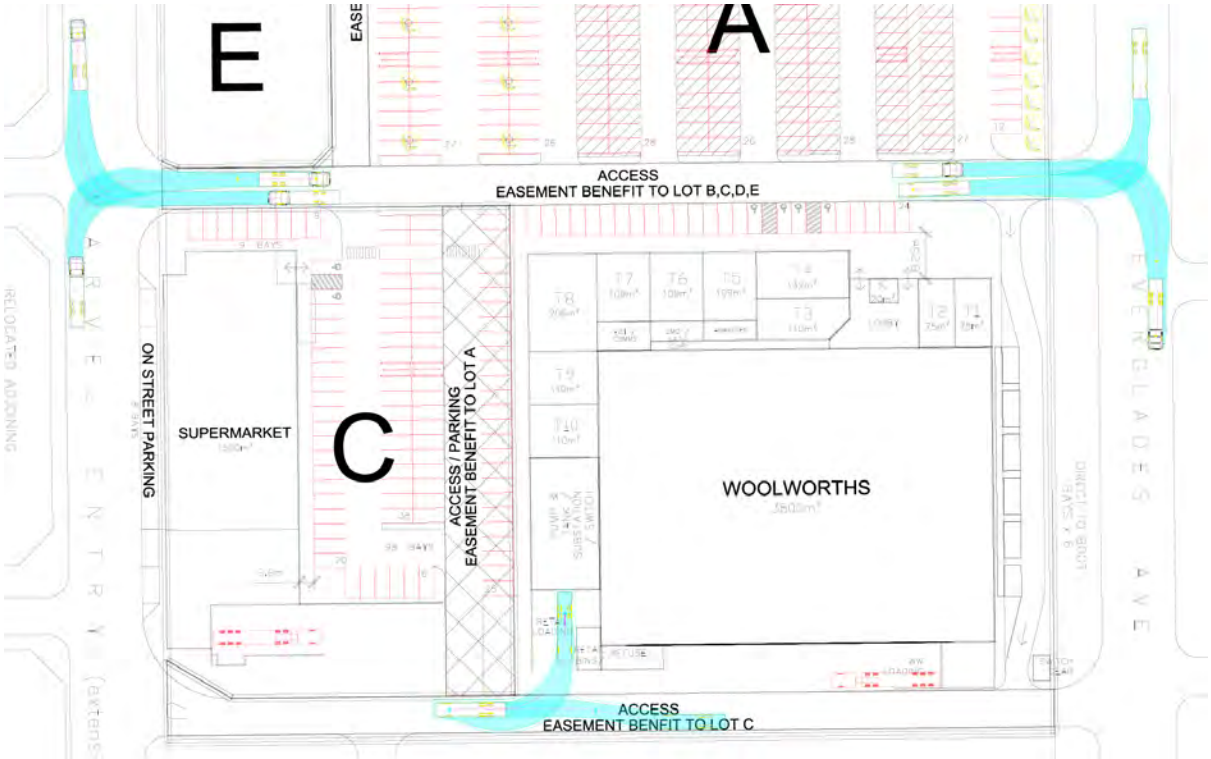


Figure 16 – 12.5m HRV Swept Path



3.5 Parking Provision

3.5.1 Parking Requirements

The statutory parking requirements for the proposed development are based on the rates provided in the Brabham LSP 3, which specifies a minimum requirement of 4 car spaces per 100m^2 for non-residential land uses.

Table 9 provides a summary of the parking requirements and supply.

Table 9 - Parking provision and supply

Land Use	Yield	Parking Rate	Parking Required	Parking supply	Surplus
Non-residential land use (except Office and Showroom)	Supermarket – 3,800m^2 Speciality shops – 1,165m^2	4 per 100m^2 NLA	199bays	237bays	38 bays

As summarised in the table above, a total of 199 bays are required under the Brabham LSP 3, which results in a surplus of 38 bays.

3.5.2 Bicycle Parking and End of Trip Facilities

No bicycle parking is proposed as part of the development. There is no provision for bicycle parking and end of trip facilities specified for the City of Swan Planning Scheme No.17 or Braham Local Planning Scheme 3.

Supermarkets typically provide showers and locker facilities for their employees within the building envelope.

4 INTEGRATION WITH SURROUNDING AREA

4.1 Surrounding Major Attractors/Generators

The Site is part of the Brabham Structure Plan that includes commercial areas, residential dwellings, schools, and public open space.

To the north of the Site are commercial, residential, and institutional land uses. The area immediately south of the Site will be developed in future years as per the mixed land use indicated in LSP 3. Further south, the area comprises a bus forever Site, residential and some institutional areas. Whitman Park is located to the west of the Site. Other local attractors/generators include the following, which are indicated on **Figure 17**.

- Brabham District Centre
- Brabham Pavillion
- KinderPar Early Learning Centre
- Brabham Primary School
- Maarakool Primary School
- Emmaus Catholic Primary School
- Dayton Primary School
- Nido Early School Dayton

Figure 17 - Surrounding Attractors/Generators



4.2 Committed Development and Transport Proposals

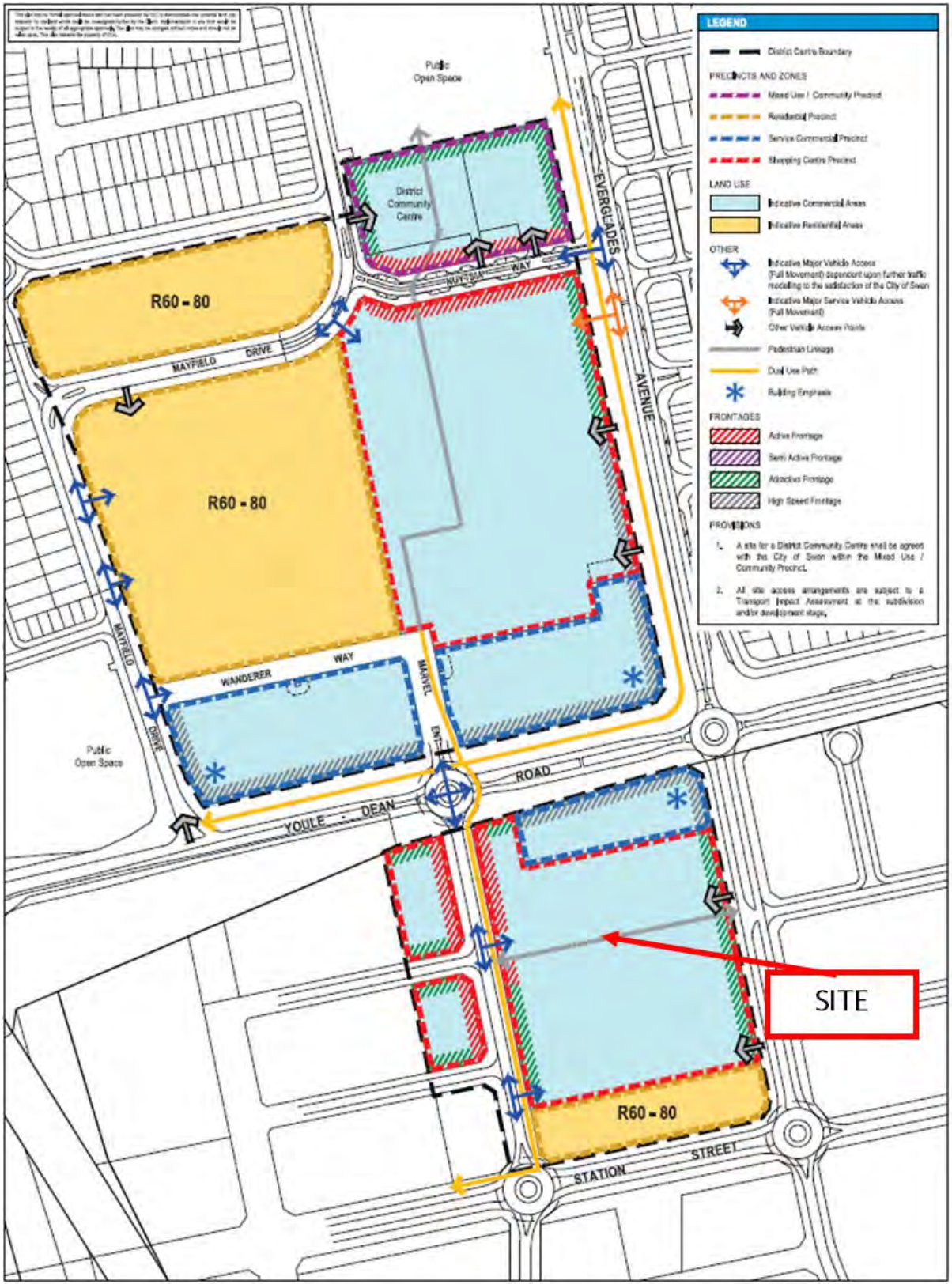
4.2.1 Braham District Centre Structure Plan

The Brabham District Centre was approved by the WAPC in April 2018. Braham District Centre is composed of the following land uses:

- Up to 30,000sqm of commercial Net Lettable Area, of which up to 20,000sqm may be Shop-Retail NLA;
- Limited residential areas coded R80 and R100;
- A range of frontage types, including Active, Semi-active, Attractive and High Speed, depending on the street;
- Vehicular and pedestrian access points and routes; and
- A 5,000m^2 District Community Centre Site as required by the City of Swan.

An amendment to the Brabham District Centre Structure Plan was approved by the WAPC in September 2025. The changes primarily relate to the location of the commercial and retail areas, while maintaining the overall land use distribution for the district centre and the LSP3. The Brabham indicative commercial areas are shown in **Figure 18**.

Figure 18 - Brabham Indicative Commercial Areas



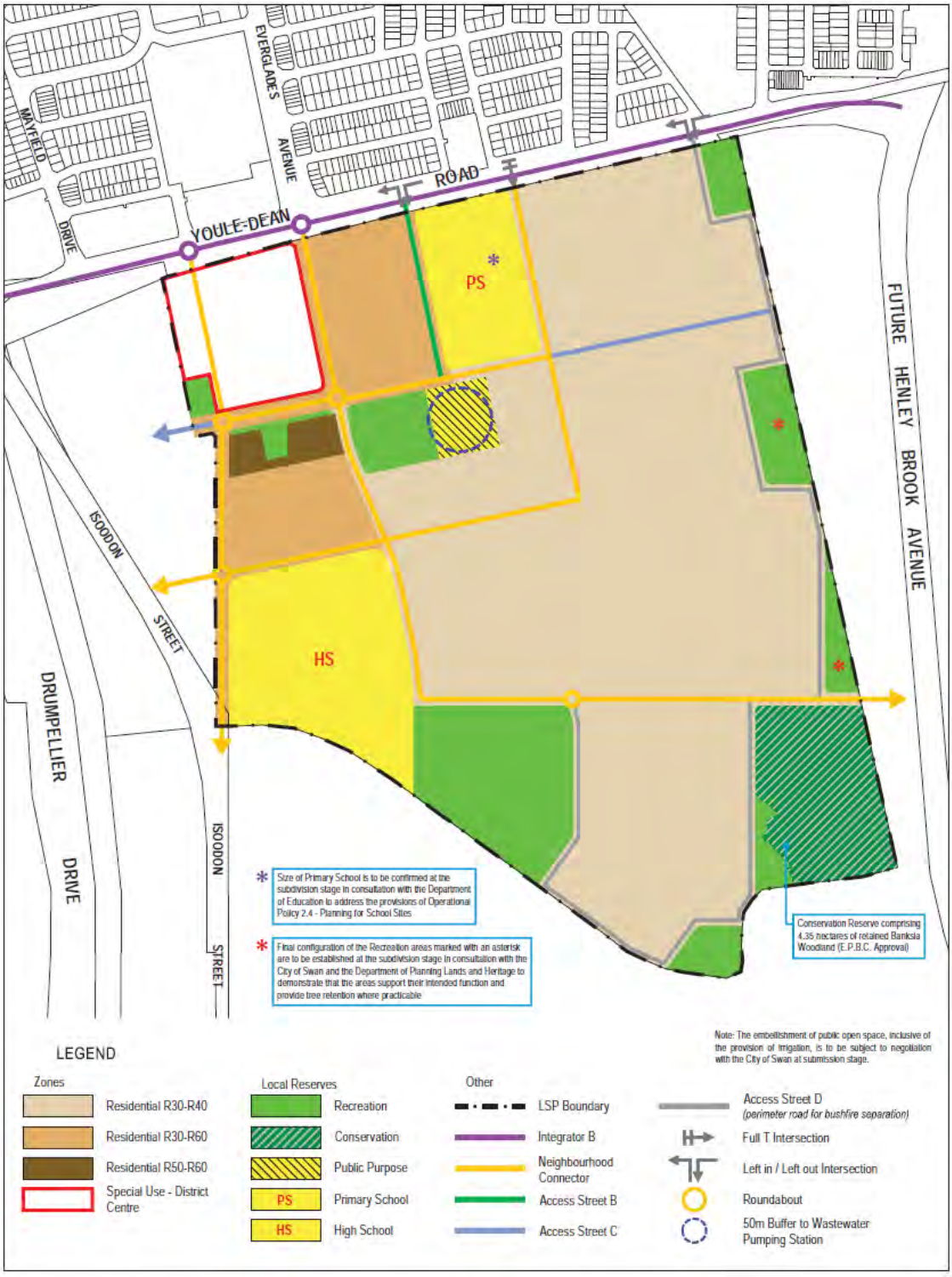
Source: Brabham District Centre Precinct Structure Plan/CLE Town Planning+Designs

4.2.2 Brabham LSP 3

The approved Brabham LSP3 entails a special-use district centre, a primary school, a high school, and residential dwellings zoned from R30 to R60. A map of the approved Brabham LSP 3 structure plan is shown in **Figure 19**.

In the future, the east-west road at the south of the site will provide a direct pedestrian /cycle connection to Whiteman Park Station.

Figure 19 – Brabham LSP3 approved structure plan



Source: CLE Town Planning + Design

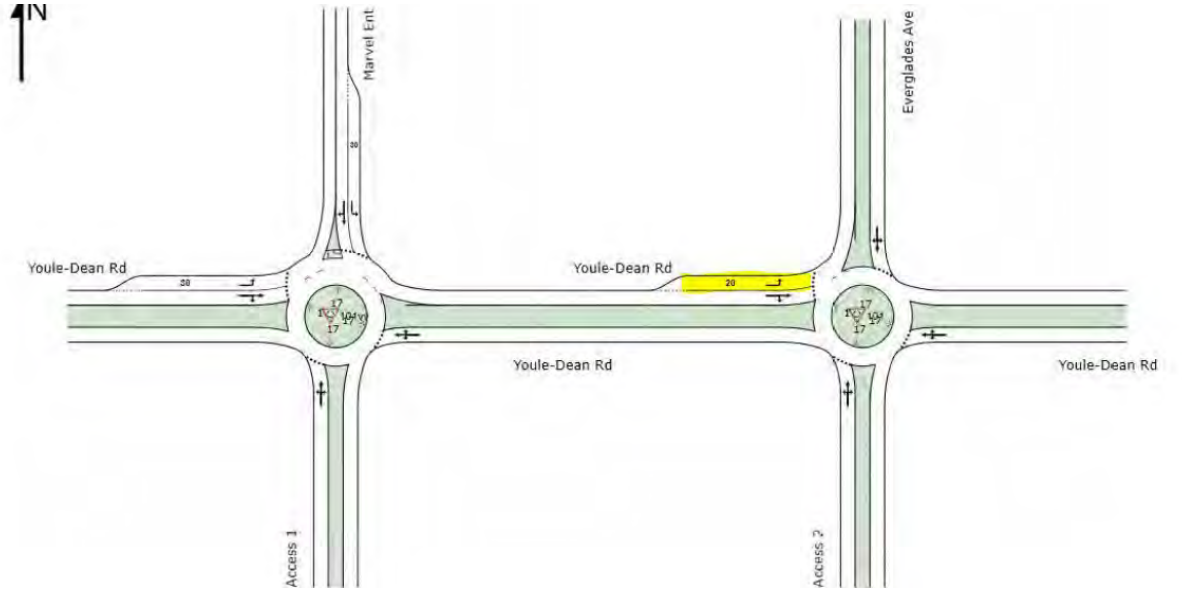
4.2.3 Road Network Changes

The development of the surrounding road network is ongoing as part of wider development works related to Brabham LSP3. According to information provided to PTG, the following road network changes are proposed by the developer of Brabham LSP 3:

- Youle-Dean Road / Marvel Entrance – Prior to the completion of the proposed development, it will be converted into a roundabout as proposed in LSP3.
- Youle-Dean Road / Everglades Entrance - A left turn pocket for vehicles turning onto Everglades Avenue from the west leg of Youle-Dean Road was proposed as part of an amendment to the Brabham LSP 3. This mitigation measure is expected to be implemented after the completion of the proposed development.

The layout of the approved intersection is shown in **Figure 20**.

Figure 20 – Approved intersections of Youle-Dean Road with Marvel Entrance and Everglades Avenue under Brabham LSP3



4.3 Pedestrian/Cycling Network and Facilities

Figure 21 shows the Long-Term Cycle Network, which is the framework for the Department of Transport's aspirational future cycling network within the Perth metro region. The map shows the proposed cycle route hierarchy for the roads surrounding the Site.

It is expected that suitable pedestrian and cycling infrastructure will be provided by the developer of Brabham LSP as part of subdivision road construction works.

Figure 21 - Long Term Cycling Network



Source: Department of Transport

4.4 Public Transport Network and Facilities

There are no known proposed changes to the local bus network, which was recently implemented to service the Morley-Ellenbrook Line.

5 ANALYSIS OF TRANSPORT NETWORK

5.1 Assessment Years and Time Periods

SIDRA analysis has been undertaken for typical weekday AM and PM peak hours, consistent with the assessments undertaken for the Brabham LSP3 and Brabham District Centre Structure Plan. The adopted peak hours for the assessment, based on SCATS data obtained from Main Roads WA, are as follows:

- Thursday AM Peak: 8:00am – 9:00am
- Thursday PM Peak: 4:00pm – 5:00pm

The WAPC Transport Assessment Guidelines Volume 4 specifies the following years for assessment:

- Opening year of the proposed development
- 10-years after the opening of the proposed development

For this Site, the anticipated opening year for the proposed development is 2026 and the 10-year horizon assessment will be for 2036. The assessment scenarios are listed as follows:

- Scenario 1 (Existing) – 2026 without development traffic, maintaining the current intersection layouts.
- Scenario 2 (Opening Year) – Background 2026 including development traffic
- Scenario 3 (10-Year Horizon) – Background 2036 including development traffic

5.2 Development Trip Generation and Distribution

5.2.1 Trip Generation

The traffic generation rates used to calculate the traffic generated by the proposed development were obtained from the following sources:

- Trip generation rates were obtained from *Transport for NSW Guide to Transport Impact Assessment (2024)* for 'Small Suburban Shopping Centre (6,000-10,000m^2 GLFA)', which suitably represents the overall build-out of the overall commercial/retail area (Sites A-E).
- Directional splits were obtained from the *Institute of Transportation Engineers (ITE) Trip Generation Manual, 11th Edition* (trip distribution percentages) for Shopping Plaza (821).

These trip generation rates are outlined in the **Table 10**. These adopted trip rates are based on the latest guidelines and are considered to be a very conservative estimate of the traffic expected to be generated by the proposed development.

Table 11 shows the estimated traffic generation of the overall commercial centre at full build-out and proposed development, based on the adopted trip rates.

The proposed Woolworths development accounts for approximately 60% of the overall GLFA of the commercial centre Site and is thus estimated to account for 60% of the commercial centre trips.

It should be noted that the assessment undertaken in this report has been undertaken with the overall trip generation of the commercial centre and allows for the future indicative land uses in the commercial centre.

Table 10 - Vehicular Trip Generation Rates

Land Use	Source	Yield	AM Peak	PM Peak	Weekday Daily
Small Suburban Shopping Centre	TfNSW	8,215 m^2	0.076MT + 0.075OT	0.216A - 591	1.684A-4,608

Where:

(A): GLFA
(MT): Major Tenant's GLFA
(OT): Other Tenant's GLFA

Table 11 - Overall Commercial Centre Vehicular Trip Generation

Land Use	AM Peak Hour		PM Peak Hour		Weekday Daily	
	In	Out	In	Out	In	Out
Overall Commercial Centre	325	300	581	604	4,614	4,614
Total	**625**		**1,185**		**9,228**	
Woolworths and associated specialty retail (this DA)	195	180	349	362	2,768	2,768
Total	**375**		**711**		**5,537**	

The volume of traffic generated by the proposed development is estimated to be 375 trips in the AM peak, 711 trips in the PM peak and 5,537 trips daily on weekdays.

5.2.2 Non-Primary Trips

Some land uses generate a proportion of non-primary (also referred to as pass-by trips), which are defined as trips that are already on the external road network adjacent to the Site and divert into the Site. For this Site, a non-primary trip percentage of 24% has been adopted, based on the guidance for "small suburban shopping centre" land uses in the Transport for NSW Guide to Transport Impact Assessment (2024).

Table 11 summarises the pass-by-trips adopted for the proposed development.

Table 12 - Non-Primary Trips

Land Use	AM Peak Hour		PM Peak Hour		Weekday Daily	
	In	Out	In	Out	In	Out
Overall Commercial Centre	78	72	140	145	1,108	1,108
Woolworths and associated specialty retail (this DA)	47	43	84	87	665	665

5.2.3 Net Trip Generation

The net trip generation (primary trips) with the exclusion of non-primary trips is summarised in **Table 13**.

Table 13 - Net Trips Generated

Land Use	AM Peak Hour				PM Peak Hour	Weekday Daily
	In	Out	In	Out	In	Out
Overall Commercial Centre						
Gross trips	325	300	581	604	4,614	4,614
Pass-by trips	-78	-72	-140	-145	-1,108	-1,108
Net Total	247	228	441	459	3,506	3,506
	475		**900**		**7,012**	
Woolworths and associated specialty retail (this DA)						
Gross trips	195	180	349	362	2,768	2,768
Pass-by trips	-47	-43	-84	-87	-665	-665
Net Total	148	137	265	275	2,103	2,103
	285		**540**		**4,206**	

As Brabham is a developing area, it is likely to be some years before the proposed development trades at full capacity, and therefore, trip generation in the short term is likely to be substantially lower.

5.2.4 Trip Distribution within the Surrounding Road Network

5.2.4.1 Traffic Distribution - Opening Year 2026

The assignment of traffic across the surrounding road network has been adopted based on the following assumptions:

- 15% of traffic will be travelling to/from east of Youle-Dean Road
- 15% of traffic will be travelling to/from west of Youle-Dean Road
- 35% of traffic will be travelling to/from north of Everglades Avenue
- 10% of traffic will be travelling to/from south of Everglades Avenue
- 20% of traffic will be travelling to/from north of Marvel Entrance
- 5% of traffic will be travelling to/from south of Marvel Entrance

Distribution of development traffic was estimated based on the location of the Site relative to existing residential areas, commercial development and surrounding suburbs.

The traffic distributions are shown in **Figure 22** and **Figure 23.**

All pass-by trips were distributed in accordance with the local traffic patterns on Youle-Dean Road, Everglades Avenue and Marvel Entrance during the assessment periods.

Figure 22 - Development Traffic Attraction (Inbound) – Opening Year 2026

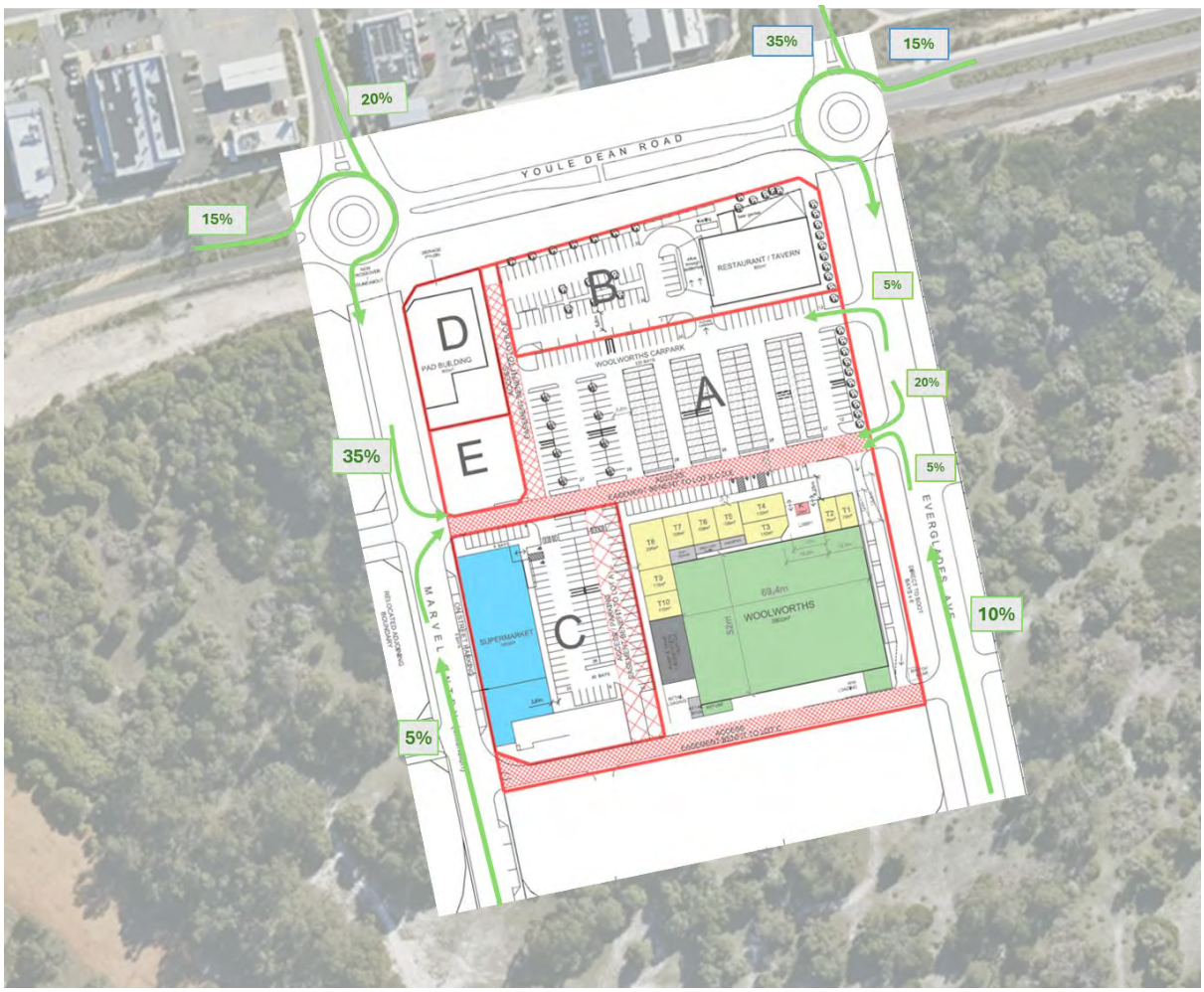


Figure 23 - Development Traffic (Outbound) – Opening Year 2026



5.2.4.2 Traffic Distribution – 10-year horizon

The assignment of traffic across the surrounding road network has been adopted based on the following assumptions:

- 10% of traffic will be travelling to/from east of Youle-Dean Road
- 10% of traffic will be travelling to/from west of Youle-Dean Road
- 30% of traffic will be travelling to/from north of Everglades Avenue
- 15% of traffic will be travelling to/from south of Everglades Avenue
- 15% of traffic will be travelling to/from north of Marvel Entrance
- 20% of traffic will be travelling to/from south of Marvel Entrance

The distribution of development traffic was estimated based on the location of the Site relative to the complete development of the LSP3 and nearby development.

The traffic distributions are shown in **Figure 24** and **Figure 25.**

All non-primary trips were distributed in accordance with the local traffic patterns on Youle-Dean Road, Everglades Avenue and Marvel Entrance during the assessment periods.

Figure 24 - External Development Traffic Distribution (Inbound) - 10-year Horizon

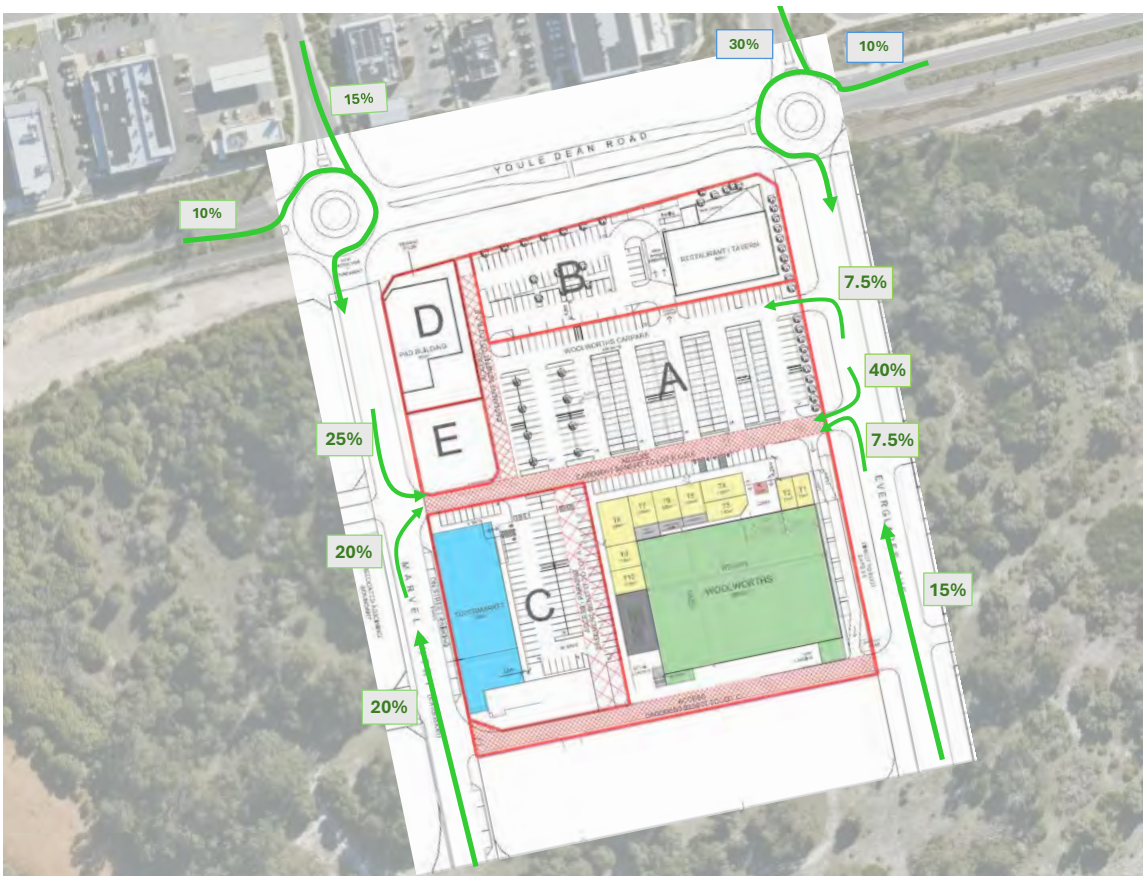
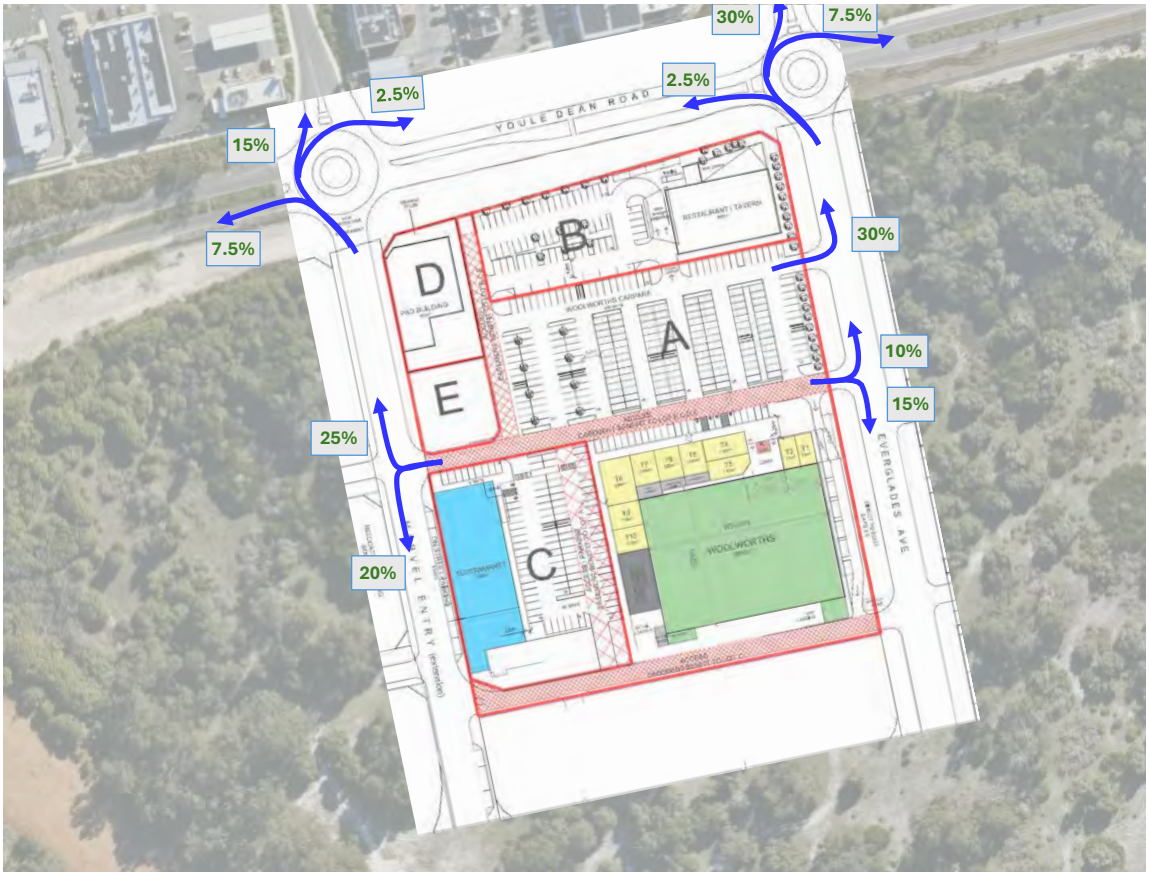


Figure 25 - External Development Traffic Distribution (Outbound) - 10-year Horizon



5.3 Development Traffic Volumes

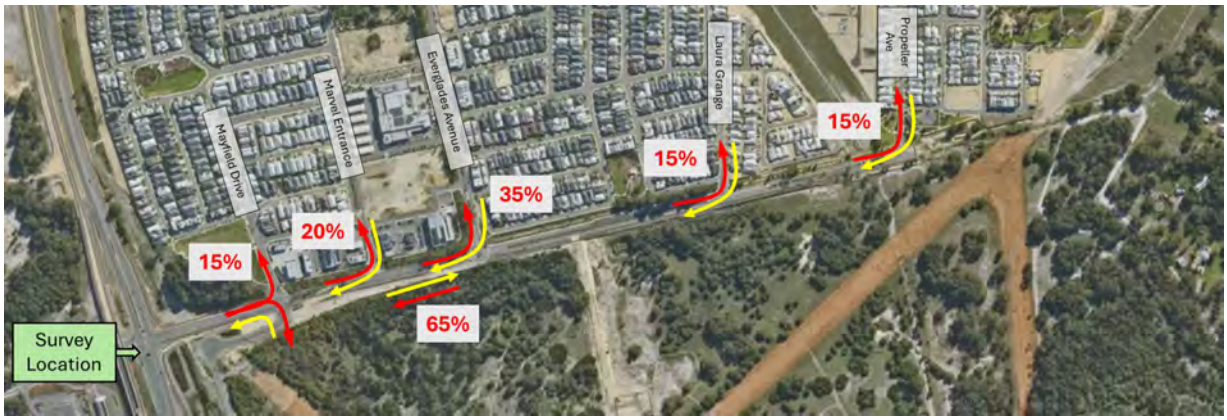
Development traffic volume plots are provided in **Appendix C.**

5.4 Background Traffic Flows

The existing traffic volumes on Youle-Dean Road were obtained from SCATS traffic data from Main Roads WA for Thursday, the 18th of September 2025. SCATS data for Drumpellier Drive/Youle-Dean Road was sourced as discussed in **Section 2.6**.

Everglades Avenue and Marvel Entrance are assumed to generate 35% and 20% of the overall traffic obtained from SCATS data on Youle-Dean Road east of Drumpellier Drive, as illustrated in **Figure 26**.

Figure 26 – Assumed trip distribution on Youle-Dean Road and connecting roads



The resulting traffic data presented in **Figure 27** and **Figure 28.**

Figure 27 – Existing Traffic Distribution of Youle-Dean Road / Marvel Entrance Intersection

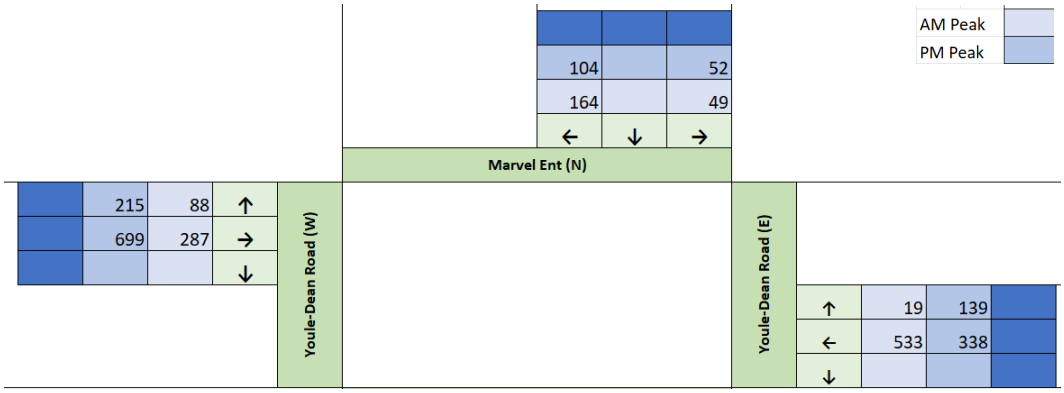
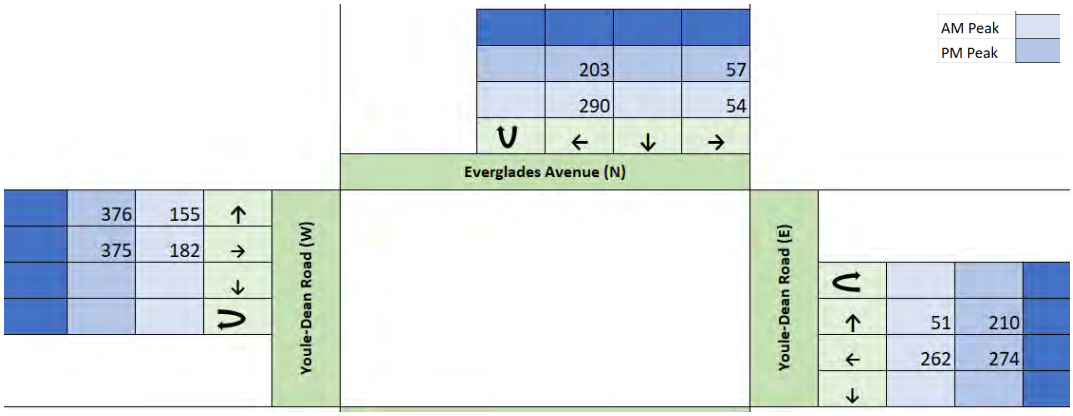


Figure 28 – Existing Traffic Distribution of Youle-Dean Road / Everglades Avenue Intersection



5.5 Background "With Development" Traffic Flows

The background volumes with the inclusion of development traffic for all three scenarios are provided in Appendix C.

5.6 Key Assumptions

For the purposes of this assessment, the following assumptions have been made based on the best available information at the time of preparation of this report:

- The opening year and the 10-year horizon for the proposed development are anticipated to be 2026 and 2036 respectively.
- Youle-Dean Road / Marvel Entrance intersection is expected to be converted to a roundabout as proposed in the LSP3, prior to construction of the proposed development.
- A left turn pocket on the western leg of Youle-Dean Road / Everglades Avenue roundabout was proposed as part of LSP3. However, it is not expected prior to the construction of the proposed development and thus, a left turn pocket has been used in the 2036 scenario only.
- Scenario 3 traffic volumes for Youle-Dean Road / Marvel Entrance Intersection and Youle-Dean Road / Everglades Avenue Intersection were extracted from the approved LSP3 TIA prepared for Peet Brabham Pty Ltd. This LSP3 was approved on 16 April 2025 and since the proposed land use is consistent with LSP3, the traffic analysis undertaken in that TIA report already accounts for the completion of the planned developments within Braham locality, including the proposed commercial centre. Thus, it is reflective of the 10-year horizon of the development.
- The 2021 base year peak traffic volume and the 2041 projected peak volume were used to determine the traffic growth rate. The comparison between these two years shows a 117% increase in the AM peak period. A compound annual growth rate was applied to estimate the 2036 traffic volume, as this method more accurately reflects the gradual increase in traffic over time.
- Heavy vehicle volumes and breakdown for Scenario 3 scenarios were also taken from LSP3.
- Scenario 3 traffic volumes for Drumpellier Drive / Youle-Dean Road / Whiteman Drive Intersection were extracted from the Whiteman Park Station Transport Impact Assessment prepared by MELconnx for PTA in 2021. The traffic volumes to /from Youle-Dean Road approach were adjusted to align with the volumes estimated in the LSP 3 TIA.
- While there are a total of 5 Site accesses, only Access 1, 3 and 5 were assessed as access 2 and 4 will be primarily used by heavy vehicles and thus will entail minimal traffic.

5.7 Analysis of Key Access and Intersection

Analysis was conducted for the following key intersections:

- Youle-Dean Road / Marvel Entrance Intersection
- Youle-Dean Road / Everglades Avenue Intersection
- Drumpellier Drive / Youle-Dean Road / Whiteman Drive Intersection (analysed for 10-year horizon only)
- Everglades Avenue / Access 1
- Marvel Entrance / Access 3
- Everglades Avenue / Access 5

The above intersections have been analysed using the SIDRA intersection analysis program. This program calculates the performance of intersections based on input parameters, including geometry and traffic volumes. As an output, SIDRA provides values for the Degree of Saturation (DOS), queue lengths, delays, level of service, and 95th Percentile Queue. These parameters are defined as follows:

- Degree of Saturation (DOS): is the ratio of the arrival traffic flow to the capacity of the approach during the same period. The theoretical intersection capacity is exceeded for an unsignalised intersection where DOS > 0.80 and for signalised intersection where DOS>.95
- 95% Queue: is the statistical estimate of the queue length up to or below which 95% of all observed queues would be expected.

- Average Delay: is the average of all travel time delays for vehicles through the intersection. An unsignalised intersection can be considered to be operating at capacity if the average delay exceeds 40 seconds for any movement;
- Average Delay: is the average of all travel time delays for vehicles through the intersection. A signalised intersection can be considered to be operating at capacity if the average delay exceeds 80 seconds for any movement; and
- Level of Service (LOS): is the qualitative measure describing operational conditions within a traffic stream and the perception by motorists and/or passengers. The different levels of service can generally be described as shown in **Table 14**.

Table 14 - Levels of Service Definitions

LOS	Description	Signalised Intersection	Unsignalised Intersection	Roundabout
A	No or minimal delays (best condition). Queues are rarely more than one vehicle	⩽10 sec	⩽10 sec	⩽10 sec
B	Short traffic delays. Occasionally more than one queued vehicle.	10-20 sec	10-15 sec	10-20 sec
C	Average traffic delays. Often more than one queued.	20-35 sec	15-25 sec	20-35 sec
D	Long traffic delays. Regularly more than one queued vehicle.	35-55 sec	25-35 sec	35-50 sec
E	Very long traffic delays. Traffic demand is near or equal to the practical capacity of the intersection. Almost always more than one queued vehicle.	55-80 sec	35-50 sec	50-70 sec
F	Forced flow conditions with extensive delays caused by geometric and/or operational constraints external to the intersection.	⩾80 sec	⩾50 sec	⩾70 sec

Source: Highway Capacity Manual, 1997

A LOS exceeding these values indicates that the road section is exceeding its practical capacity. Above these values, users of the intersection are likely to experience unsatisfactory queueing and delays during the peak hour periods.

Figure 29 – WAPC Guidelines Thresholds for Intersection Operation

Criteria	Average Delay (secs/veh)
Signalised intersections	
Average delay for all vehicles passing through the intersection	<55 secs
Average delay for any individual vehicle, pedestrian or cyclist movement	<65 secs
Priority intersections (roundabouts, give way and stop)	
Average delay for all vehicles on the non-priority arms (, that is, have to give way or stop)	<35 secs
Average delay for any individual vehicle, pedestrian or cyclist movement	<45 secs
Right turn lanes	
Exclusive turning movement queue length	Less than available storage length (95th percentile queue)

Source: WAPC Transport Impact Assessment Guidelines Volumes 4 – Individual Developments

5.7.1 Youle-Dean Road / Marvel Entrance

The SIDRA layout for the Youle-Dean Road/Marvel Entrance intersection is shown in **Figure 30** for scenario 1 and **Figure 31** for scenarios 2 and 3, with the results summarised in **Table 15** through to **Table 17**.

Figure 30 - SIDRA Layout for Youle-Dean Road / Marvel Entrance Intersection (Scenario 1)

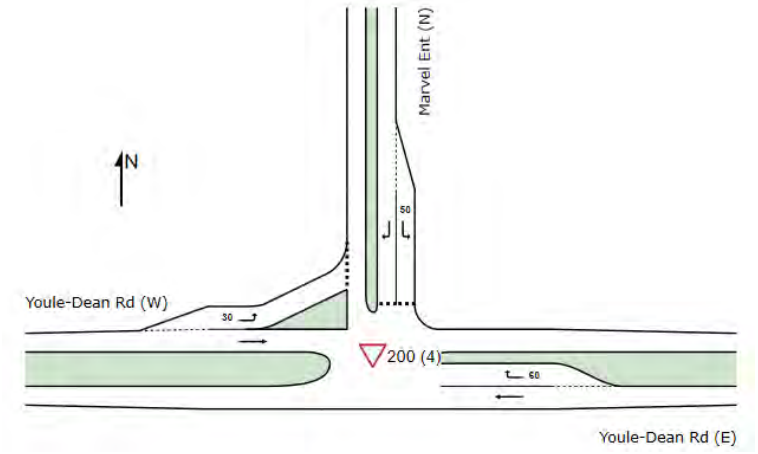


Table 15 - SIDRA Movement Summary for Youle-Dean Road/ Marvel Entrance Intersection – Scenario 1

Intersection Approach		AM Peak				PM Peak			
		DOS	Delay (s)	LOS	95% Queue (m)	DOS	Delay (s)	LOS	95% Queue (m)
Youle-Dean Road (E)	T	0.291	2.2	A	0	0.185	2.2	A	0
	R	0.015	7.4	A	0.5	0.197	10.7	B	5.9
Marvel Entrance (N)	L	0.042	5.6	A	1.2	0.079	8.5	A	2.1
	R	0.543	21.4	C	20	0.793	63	F	28.4
Youle-Dean Road (W)	L	0.058	6.6	A	1.8	0.158	7.1	A	5.1
	T	0.157	2.3	A	0	0.382	2.3	A	0
All Vehicles		0.543	5.6	N/A	20	0.793	8	N/A	28.4

Figure 31 - SIDRA Layout for Youle-Dean Road/Marvel Entrance Intersection (Scenario 2, 3)

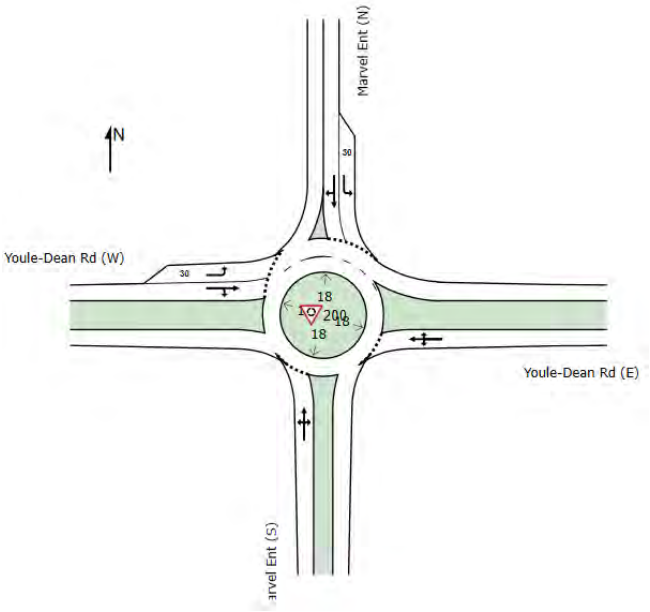


Table 16 - SIDRA Movement Summary for Youle-Dean Road/ Marvel Entrance Intersection – Scenario 2

Intersection Approach		AM Peak				PM Peak			
		DOS	Delay (s)	LOS	95% Queue (m)	DOS	Delay (s)	LOS	95% Queue (m)
Marvel Entrance (S)	L	0.204	9.4	A	9.5	0.287	6.6	A	13.8
	T	0.204	7.5	A	9.5	0.287	6.6	A	13.8
	R	0.204	14.3	B	9.5	0.287	10.9	B	13.8
Youle-Dean Road (E)	L	0.497	6.9	A	28.7	0.475	7.5	A	26.3
	T	0.497	7.5	A	28.7	0.475	8	A	26.3
	R	0.497	11.8	B	28.7	0.475	12.3	B	26.3
Marvel Entrance (N)	L	0.088	8.6	A	3	0.157	12.2	B	6.3
	T	0.22	4.8	A	9.1	0.337	9	A	17.7
	R	0.22	11.6	B	9.1	0.337	13.3	B	17.7
Youle-Dean Road (W)	L	0.091	5.7	A	3.6	0.261	7.2	A	11.2
	T	0.225	5.6	A	11.1	0.617	7.2	A	42.7
	R	0.225	10	A	11.1	0.617	11.5	B	42.7
All Vehicles		**0.497**	**7.8**	**A**	**28.7**	**0.617**	**8.6**	**A**	**42.7**

Table 17 - SIDRA Movement Summary for Youle-Dean Road/ Marvel Entrance Intersection – Scenario 3

Intersection Approach		AM Peak				PM Peak			
		DOS	Delay (s)	LOS	95% Queue (m)	DOS	Delay (s)	LOS	95% Queue (m)
Marvel Entrance (S)	L	0.311	7	A	15.1	0.349	7.9	A	17.2
	T	0.311	6.9	A	15.1	0.349	8	A	17.2
	R	0.311	11.2	B	15.1	0.349	12.4	B	17.2
Youle-Dean Road (E)	L	0.49	6.9	A	28.2	0.489	9.3	A	29.7
	T	0.49	7.4	A	28.2	0.489	9.9	A	29.7
	R	0.49	11.8	B	28.2	0.489	14.1	B	29.7
Marvel Entrance (N)	L	0.1	6.6	A	4.1	0.188	9.5	A	8.6
	T	0.133	5.9	A	5.9	0.373	8	A	21.9
	R	0.133	10.2	B	5.9	0.373	12.3	B	21.9
Youle-Dean Road (W)	L	0.159	6.1	A	5.7	0.204	6.5	A	7.5
	T	0.333	6	A	15.9	0.473	6.4	A	26.8
	R	0.333	10.4	B	15.9	0.473	10.7	B	26.8
All Vehicles		**0.490**	**7.5**	**A**	**28.2**	**0.489**	**9.1**	**A**	**29.7**

Comparison of the SIDRA results against the WAPC thresholds for intersection operation (**Figure 29**) indicates that the Youle-Dean Road / Marvel Entrance Intersection has LOS F for the right turns from the Marvel Entrance (N) in Scenarios 1. However, SIDRA results for Scenarios 2 and 3 show the intersection will operate satisfactorily with LOS A after being upgraded to a roundabout.

5.7.2 Youle-Dean Road / Everglades Avenue

The SIDRA layout for the Youle-Dean Road/Marvel Entrance intersection is shown in **Figure 32** for Scenario 1, **Figure 33** for Scenario 2 and **Figure 34** for scenario 3, with the results summarised in **Table 18** through to **Table 20**.

Figure 32 - SIDRA Layout for Youle-Dean Road/Everglades Avenue Intersection (Scenario 1)

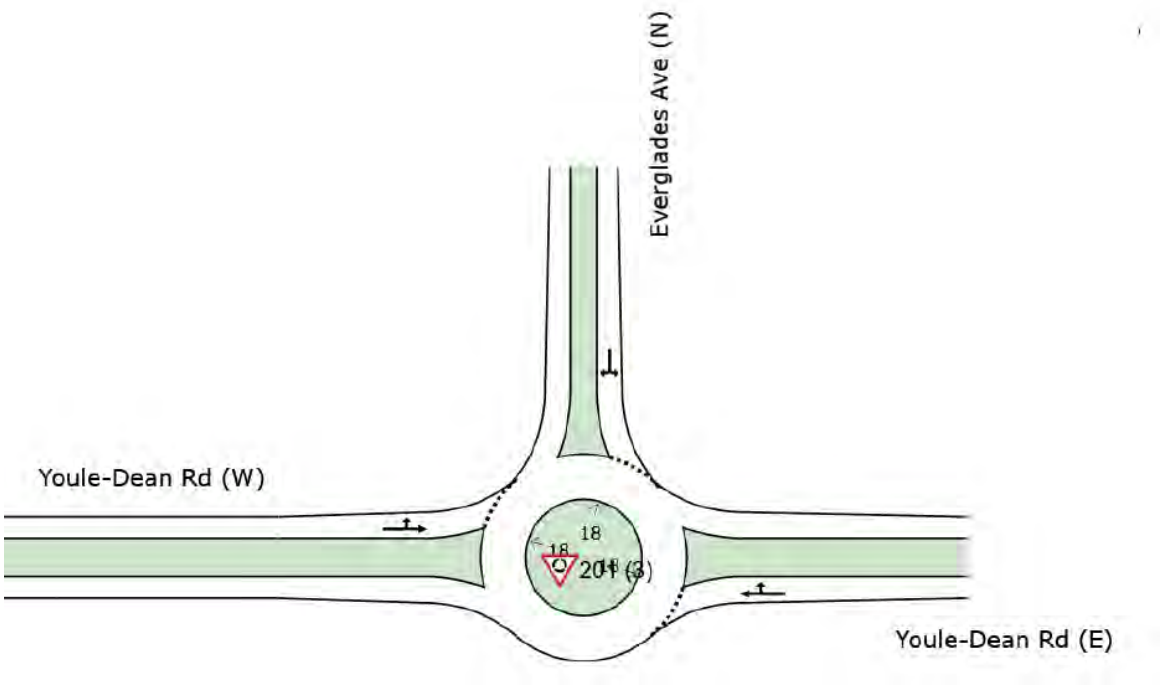


Table 18 - SIDRA Movement Summary for Youle-Dean Road/ Everglades Avenue Intersection – Scenario 1

Intersection Approach		AM Peak				PM Peak			
		DOS	Delay (s)	LOS	95% Queue (m)	DOS	Delay (s)	LOS	95% Queue (m)
Youle-Dean Road (E)	T	0.329	7.3	A	16.1	0.452	6.8	A	26.4
	R	0.329	11.6	B	16.1	0.452	11.2	B	26.4
Everglades Avenue (N)	L	0.31	5.2	A	14.2	0.299	6.5	A	14.7
	R	0.31	9.7	A	14.2	0.299	11	B	14.7
Youle-Dean Road (W)	L	0.254	5.1	A	12.8	0.686	7.5	A	57.1
	T	0.254	5.6	A	12.8	0.686	8.0	A	57.1
All Vehicles		**0.329**	**7.5**	**A**	**16.1**	**0.686**	**8.5**	**A**	**57.1**

Figure 33 - SIDRA Layout for Youle-Dean Road/Everglades Avenue Intersection (Scenario 2)

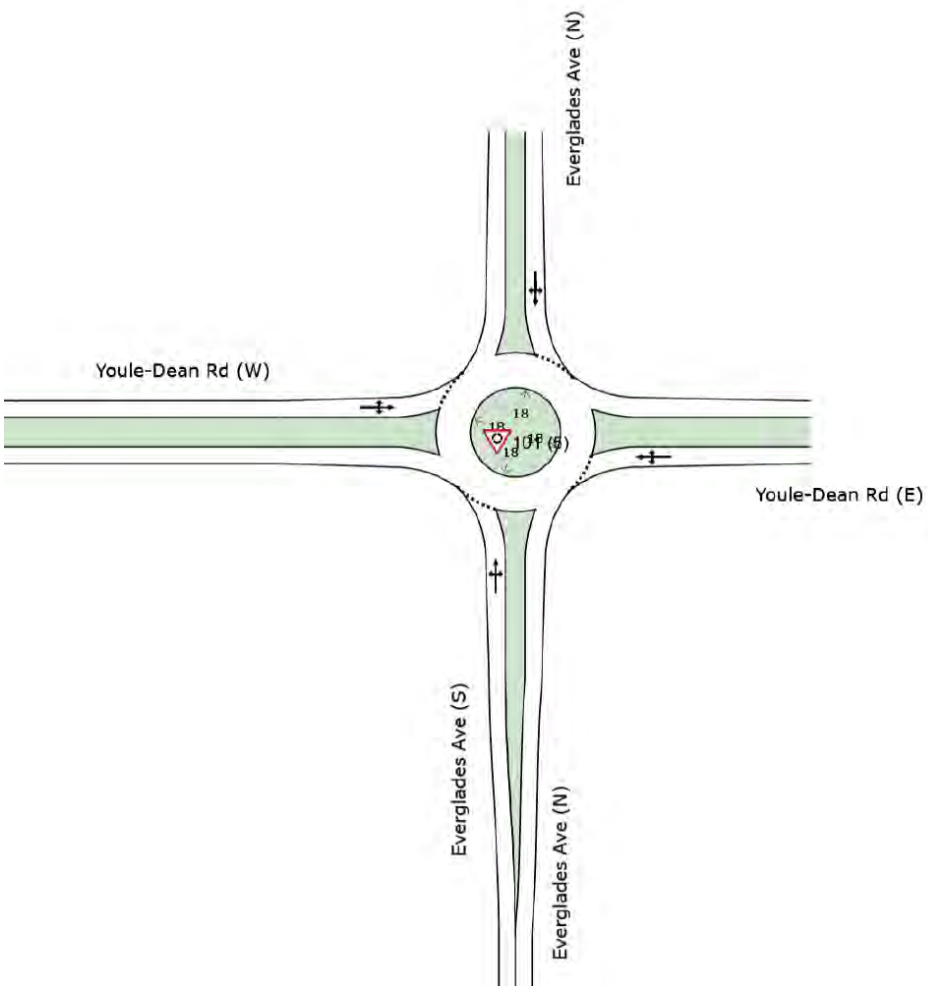


Table 19 - SIDRA Movement Summary for Youle-Dean Road/ Everglades Avenue Intersection – Scenario 2

Intersection Approach		AM Peak				PM Peak			
		DOS	Delay (s)	LOS	95% Queue (m)	DOS	Delay (s)	LOS	95% Queue (m)
Everglades Avenue (S)	L	0.165	7.4	A	7.1	0.461	9.7	A	26.8
	T	0.165	7.5	A	7.1	0.461	9.9	A	26.8
	R	0.165	11.9	B	7.1	0.461	14.3	B	26.8
Youle-Dean Road (E)	L	0.399	7.6	A	20.6	0.617	9.2	A	46.7
	T	0.399	8.1	A	20.6	0.617	9.7	A	46.7
	R	0.399	12.4	B	20.6	0.617	14	B	46.7
Everglades Avenue (N)	L	0.398	5.5	A	20.3	0.491	7.4	A	28.6
	T	0.398	5.6	A	20.3	0.491	7.6	A	28.6
	R	0.398	10	B	20.3	0.491	12	B	28.6
Youle-Dean Road (W)	L	0.3	6.0	A	14.5	0.87	22.1	C	125.9
	T	0.3	6.4	A	14.5	0.87	22.7	C	125.9
	R	0.3	10.8	B	14.5	0.87	26.9	C	125.9
All Vehicles		**0.399**	**7.9**	**A**	**20.6**	**0.87**	**14.7**	**B**	**125.9**

Figure 34 - SIDRA Layout for Youle-Dean Road/Everglades Avenue Intersection (Scenario 3)

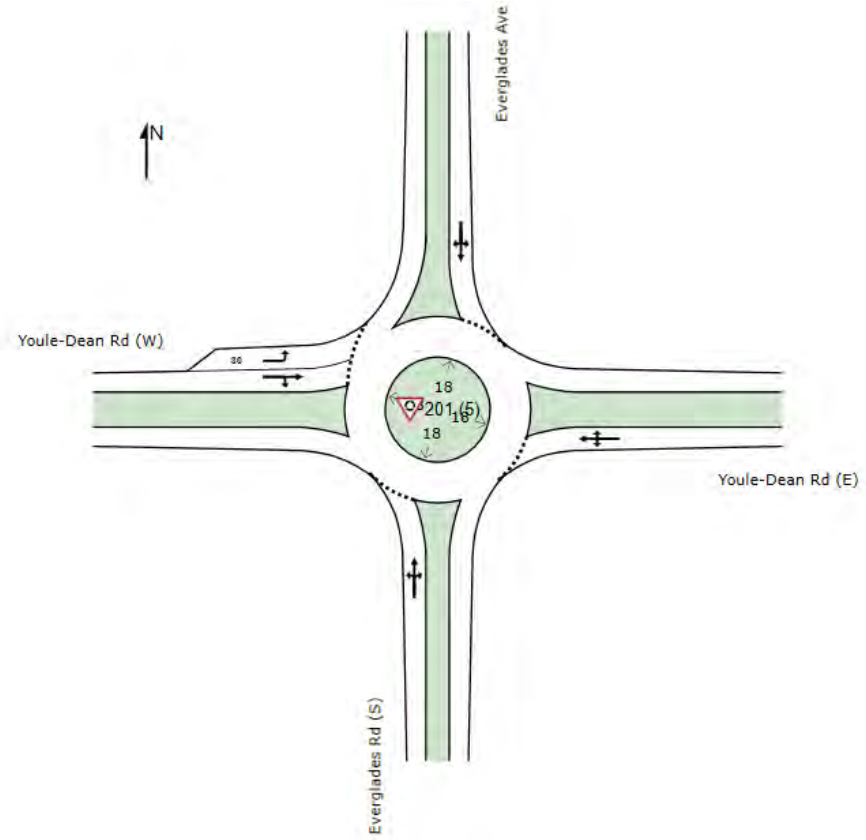


Table 20 - SIDRA Movement Summary for Youle-Dean Road/ Everglades Avenue Intersection – Scenario 3

Intersection Approach		AM Peak				PM Peak			
		DOS	Delay (s)	LOS	95% Queue (m)	DOS	Delay (s)	LOS	95% Queue (m)
Everglades Avenue (S)	L	0.349	8.1	A	17.8	0.546	8.6	A	35.2
	T	0.349	8.3	A	17.8	0.546	8.8	A	35.2
	R	0.349	12.7	B	17.8	0.546	13.2	B	35.2
Youle-Dean Road (E)	L	0.621	10.1	B	47.7	0.527	7.9	A	32.4
	T	0.621	10.7	B	47.7	0.527	8.4	A	32.4
	R	0.621	14.9	B	47.7	0.527	12.7	B	32.4
Everglades Avenue (N)	L	0.536	8.1	A	33.3	0.45	8.5	A	24.4
	T	0.536	8.3	A	33.3	0.45	8.7	A	24.4
	R	0.536	12.7	B	33.3	0.45	13.1	B	24.4
Youle-Dean Road (W)	L	0.074	7.5	A	2.9	0.229	8.3	A	10.7
	T	0.329	7	A	17.5	0.339	8	A	18.8
	R	0.329	11.3	B	17.5	0.339	12.3	B	18.8
All Vehicles		**0.621**	**9.5**	**A**	**47.7**	**0.546**	**9.5**	**A**	**35.2**

Comparison of the SIDRA results against the WAPC thresholds for intersection operation (**Figure 29**) indicates that the Youle-Dean Road / Everglades Avenue Intersection operates satisfactorily for Scenarios 1, 2 and 3. The LOS for Youle-Dean Road (W) have further improved in Scenario 3 due to the addition of the left-turn pocket.

5.7.3 Drumpellier Drive / Youle-Dean Road / Whiteman Drive East

The Drumpellier Drive / Youle-Dean Road / Whiteman Drive East intersection has been analysed for the 10-year horizon only as this represents the worst-case scenario. The SIDRA layout for this intersection is shown in **Figure 35**, with the results summarised in **Table 21**.

Figure 35 - SIDRA Layout for Drumpellier Drive / Youle-Dean Road / Whiteman Drive East Intersection (Scenario 3)

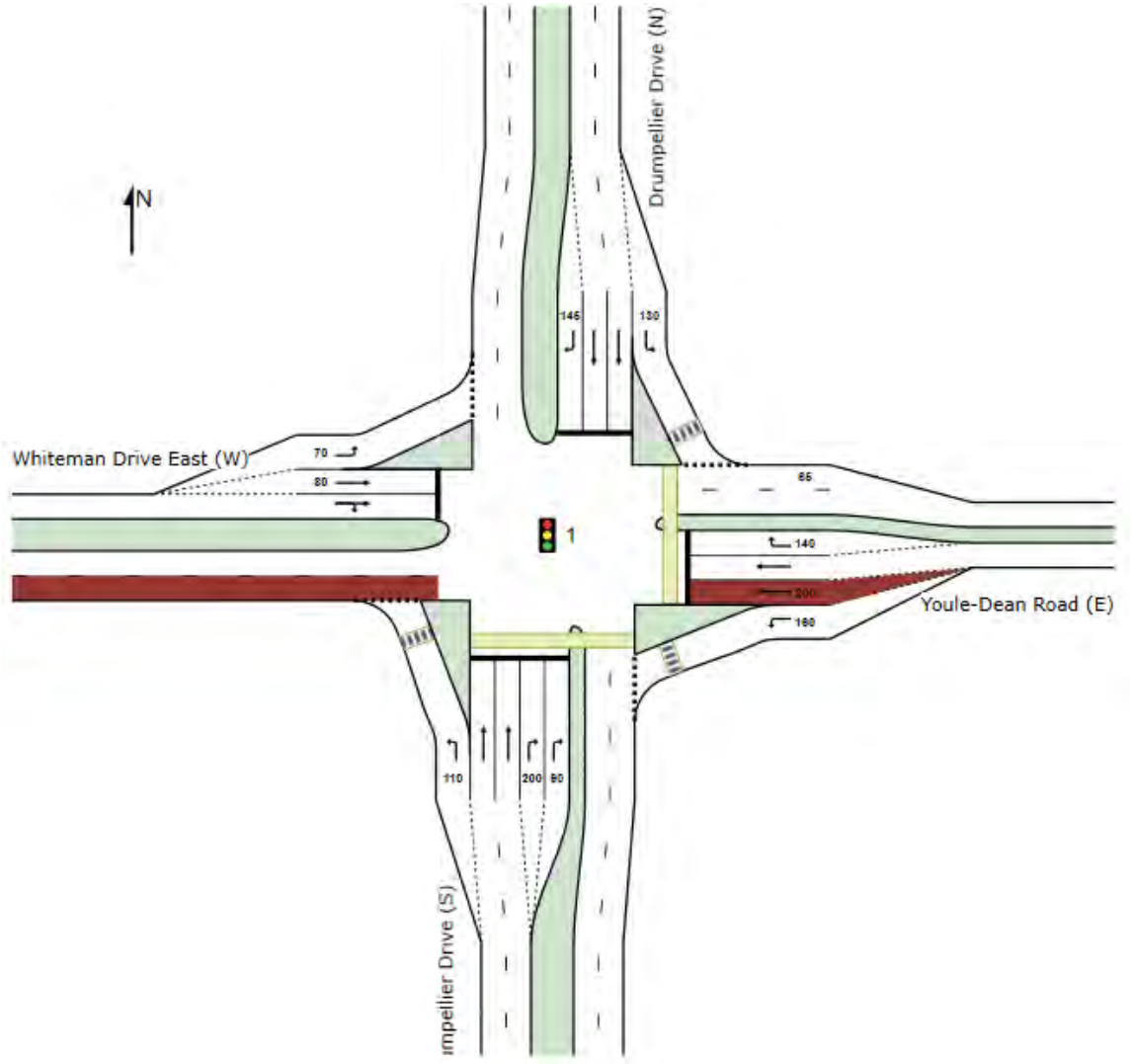


Table 21 - SIDRA Movement Summary for Drumpellier Drive/Youle-Dean Road/Whiteman Drive East Intersection (Scenario 3)

Intersection Approach		AM Peak				PM Peak			
		DOS	Delay (s)	LOS	95% Queue (m)	DOS	Delay (s)	LOS	95% Queue (m)
Drumpellier Drive (S)	L	0.229	9.6	A	16.1	0.046	10.6	B	3.7
	T	0.624	48.2	D	72.3	0.714	37.6	D	211.5
	R	0.841	62.3	E	85.3	0.918	49.2	D	163.4
Youle-Dean Road (E)	L	0.467	31	C	85	0.355	10.9	B	45.6
	T	0.841	55.5	E	133.2	0.547	56.4	E	78.8
	R	0.159	47	D	18.9	0.442	59.7	E	59.4
Drumpellier Drive (N)	L	0.184	9.2	A	15.6	0.063	9	A	3.8
	T	0.841	45.6	D	197.2	0.918	76.4	E	124
	R	0.624	45.6	D	108	0.683	78.6	E	29.6
Whiteman Drive East (W)	L	0.067	6.1	A	5.8	0.233	29.8	C	44.8
	T	0.841	54.2	D	97.6	0.918	70.2	E	176.5
	R	0.841	62.1	E	97.6	0.918	79.8	E	176.5
All Vehicles		**0.841**	**41.8**	**D**	**197.2**	**0.918**	**46.6**	**D**	**211.5**

The model results show that the intersection will operate satisfactorily in the 10-year post-development scenario with LOS D and DOS 0.918 in the PM Peak which is below the MRWA thresholds for traffic signal approvals. Queues on all approaches remain within the available pocket lengths, and queues will not reach the Youle-Dean Road / Marvel Entrance intersection, which is located approximately 350 meters from this intersection.

5.7.4 Everglades Avenue / Access 1

The SIDRA layout for the Marvel Entrance/Access 3 intersection is shown in **Figure 36** for Scenarios 2 and 3 with the results summarised in **Table 22** through to **Table 23**.

Figure 36 - SIDRA Layout for Everglades Avenue/Access 1 Intersection (Scenarios 2 and 3)

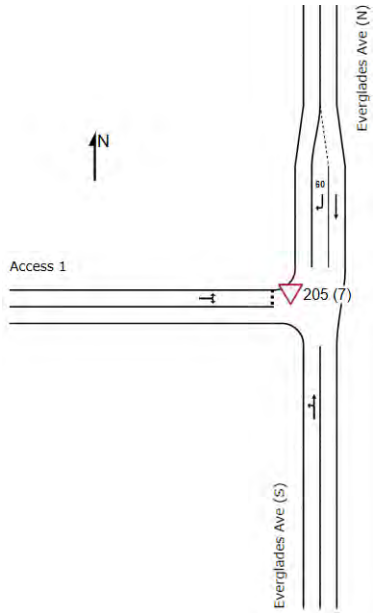


Table 22 - SIDRA Movement Summary for Everglades Avenue/Access 1 Intersection – Scenario 2

Intersection Approach		AM Peak				PM Peak			
		DOS	Delay (s)	LOS	95% Queue (m)	DOS	Delay (s)	LOS	95% Queue (m)
Everglades Avenue (S)	L	0.013	5.6	A	0	0.025	5.6	A	0
	T	0.013	0	A	0	0.025	0	A	0
Everglades Avenue (N)	T	0.001	0	A	0	0.001	0	A	0
	R	0.112	5.5	A	0.5	0.169	5.6	A	6.5
Access 1 (W)	L	0.061	3.9	A	0.2	0.149	3.9	A	4.9
	R	0.061	4.9	A	0.2	0.149	6.2	A	4.9
All Vehicles		**0.112**	**4.9**	**A**	**0.5**	**0.169**	**5**	**A**	**6.5**

Table 23 - SIDRA Movement Summary for Everglades Avenue/Access 1 Intersection – Scenario 3

Intersection Approach		AM Peak				PM Peak			
		DOS	Delay (s)	LOS	95% Queue (m)	DOS	Delay (s)	LOS	95% Queue (m)
Everglades Avenue (S)	L	0.105	5.6	A	0	0.161	5.6	A	0
	T	0.105	0	A	0	0.161	0	A	0
Everglades Avenue (N)	T	0.12	0	A	0	0.083	0	A	0
	R	0.1	6.1	A	3.4	0.174	6.6	A	6.1
Access 1 (W)	L	0.102	4.4	A	2.9	0.24	4.9	A	7.3
	R	0.102	8	A	2.9	0.24	9.9	A	7.3
All Vehicles		**0.12**	**8**	**A**	**3.4**	**0.24**	**3.6**	**A**	**7.3**

Comparison of the SIDRA results against the WAPC thresholds for intersection operation (**Figure 29**) indicates that the Everglades Avenue/Access 1 Intersection operates satisfactorily for Scenarios 2 and 3.

5.7.5 Marvel Entrance/Access 3

The SIDRA layout for the Marvel Entrance/Access 3 intersection is shown in **Figure 37** for Scenario 2 and 3 with the results summarised in **Table 24** through to **Table 25**.

Figure 37 -SIDRA Layout for Marvel Entrance/Access3 Intersection (Scenario 2 and 3)

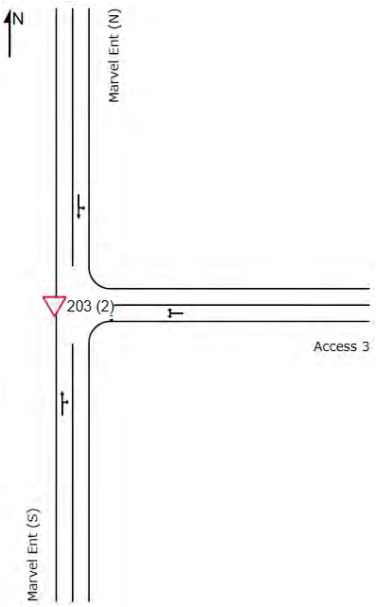


Table 24 - SIDRA Movement Summary for Marvel Entrance/Access 3 Intersection – Scenario 2

Intersection Approach		AM Peak				PM Peak			
		DOS	Delay (s)	LOS	95% Queue (m)	DOS	Delay (s)	LOS	95% Queue (m)
Marvel Entrance (S)	L	0.008	0.3	A	0.3	0.017	0.8	A	0.5
	T	0.008	5.8	A	0.3	0.017	5.3	A	0.5
Access 3 (E)	L	0.126	4.6	A	3.3	0.22	3.9	A	6.4
	R	0.126	4.7	A	3.3	0.22	4.2	A	6.4
Marvel Entrance (N)	L	0.059	5.6	A	0	0.137	4.6	A	0
	T	0.059	0	A	0	0.137	0	A	0
All Vehicles		**0.126**	**5**	**A**	**3.3**	**0.22**	**4.4**	**A**	**6.4**

Table 25 - SIDRA Movement Summary for Marvel Entrance/Access 3 Intersection – Scenario 3

Intersection Approach		AM Peak				PM Peak			
		DOS	Delay (s)	LOS	95% Queue (m)	DOS	Delay (s)	LOS	95% Queue (m)
Marvel Entrance (S)	L	0.116	0.3	A	2.8	0.131	1.1	A	4.7
	T	0.116	5.3	A	2.8	0.131	6	A	4.7
Access 3 (E)	L	0.141	5	A	3.8	0.307	4.6	A	9.3
	R	0.141	6.2	A	3.8	0.307	6.5	A	9.3
Marvel Entrance (N)	L	0.108	5.6	A	0	0.193	4.6	A	0
	T	0.108	0	A	0	0.193	0	A	0
All Vehicles		**0.141**	**6.2**	**A**	**3.8**	**0.307**	**3.8**	**A**	**9.3**

Comparison of the SIDRA results against the WAPC thresholds for intersection operation (**Figure 29**) indicates that the Marvel Entrance/Access 3 Intersection operates satisfactorily for Scenarios 2 and 3.

5.7.6 Everglades Avenue/Access 5

The SIDRA layout for the Everglades Avenue/Access 5 intersection is shown in **Figure 38** for Scenario 2 and 3 with the results summarised in **Table 26** through to **Table 21**.

Figure 38 - SIDRA Layout for Everglades Avenue/Access 5 Intersection (Scenario 2, 3)

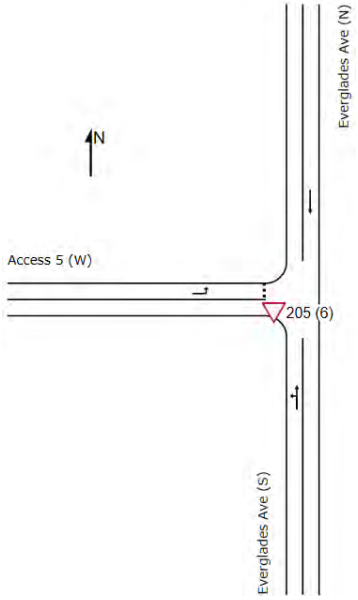


Table 26 - SIDRA Movement Summary for Everglades Avenue/Access 5 Intersection – Scenario 2

Intersection Approach		AM Peak				PM Peak			
		DOS	Delay (s)	LOS	95% Queue (m)	DOS	Delay (s)	LOS	95% Queue (m)
Everglades Avenue (S)	L	0.036	5.5	A	0	0.086	5.5	A	0
	T	0.036	0	A	0	0.086	0	A	0
Everglades Avenue (N)	T	0.101	0	A	0	0.151	0	A	0
Access 5 (W)	L	0.051	4.0	A	1.6	0.132	4.4	A	4.2
All Vehicles		**0.101**	**1.1**	**A**	**1.6**	**0.151**	**1.5**	**A**	**4.2**

Figure 39 - SIDRA Movement Summary for Everglades Avenue/Access 5 Intersection – Scenario 3

Intersection Approach		AM Peak				PM Peak			
		DOS	Delay (s)	LOS	95% Queue (m)	DOS	Delay (s)	LOS	95% Queue (m)
Everglades Avenue (S)	L	0.108	5.5	A	0	0.177	5.5	A	0
	T	0.108	0	A	0	0.177	0	A	0
Everglades Avenue (N)	T	0.197	0	A	0	0.203	0	A	0
Access 5 (W)	L	0.059	4.4	A	1.7	0.142	4.9	A	4.3
All Vehicles		**0.197**	**5.5**	**A**	**1.7**	**0.203**	**1.2**	**A**	**4.3**

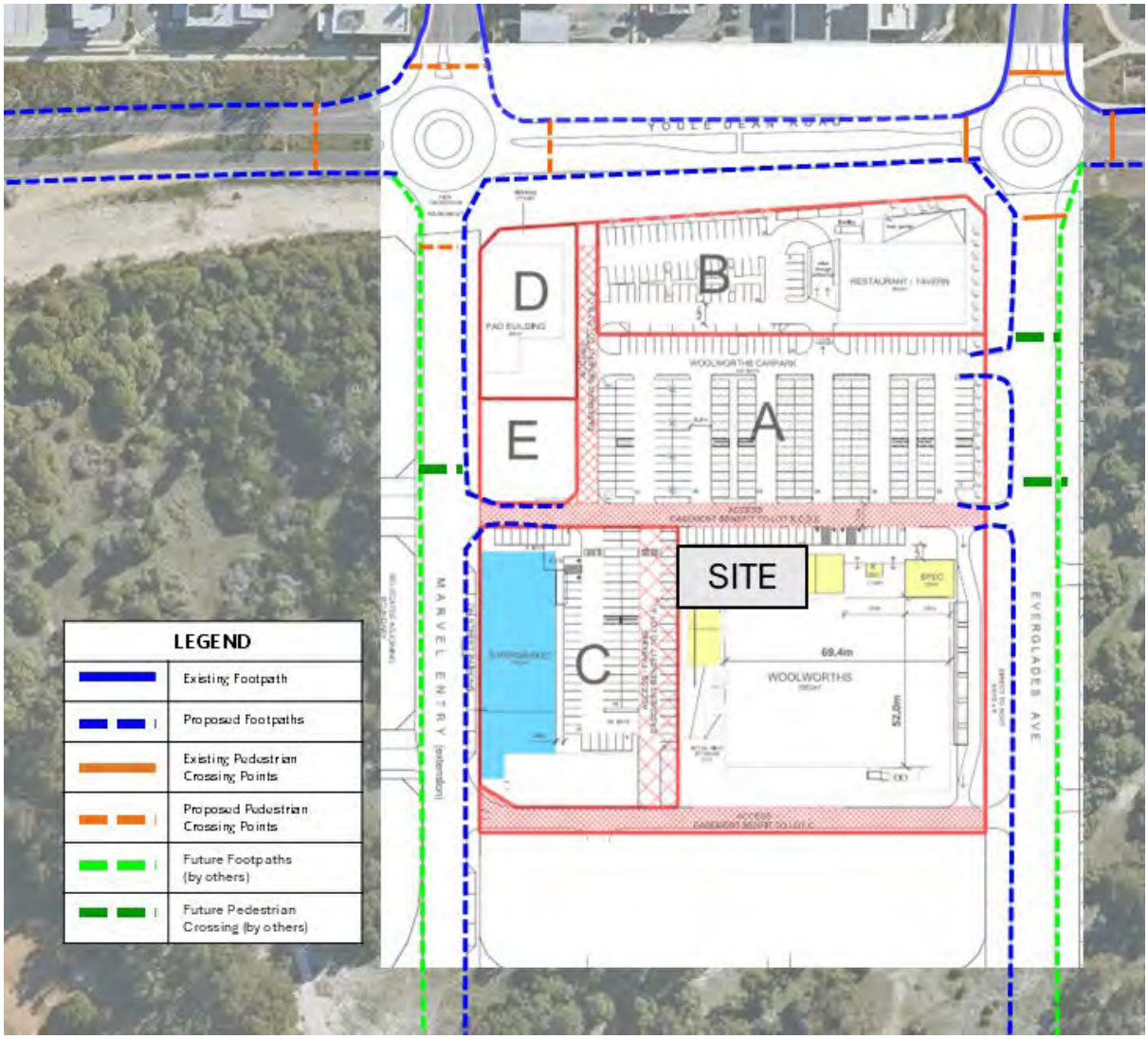
Comparison of the SIDRA results against the WAPC thresholds for intersection operation (**Figure 29**) indicates that the Everglades Avenue/Access 5 Intersection operates satisfactorily for Scenarios 2 and 3.

5.8 Pedestrian/Cycling Network

The pedestrian network within the surrounding area of the Site is shown in **Figure 40** illustrating the existing, proposed and future by others footpath and crossing infrastructure.

- The proposed roundabout at Youle-Dean Road/Marvel Entrance will introduce new pedestrian crossings with splitter islands on all approaches. The existing paths along Pinjarra Road will also be modified and connected to the roundabout.
- A network of footpaths will be constructed on the Site boundary, integrating with existing external footpaths and proposed internal access routes.

Figure 40 - Pedestrian/Cycle Network Diagram



5.9 Public Transport

- It is understood that the extension Marvel Entrance is being designed by the developer of Brabham LSP3 as a future bus route, connecting with Isodon Street and Dayton to the south. Suitable bus stop locations on Marvel Entrance should be determined by the developer in consultation with the PTA to provide convenient public transport access to/from the Site.
- Additional bus stops on Youle-Dean Road may be warranted in each direction between Marvel Entrance and Everglades Avenue to allow passengers on bus routes 347, 349, 358 and 359 to access the Site.

6 SUMMARY

This report has been prepared in accordance with the Western Australian Planning Commission (WAPC) Transport Assessment Guidelines for Developments: Volume 4 – Individual Development.

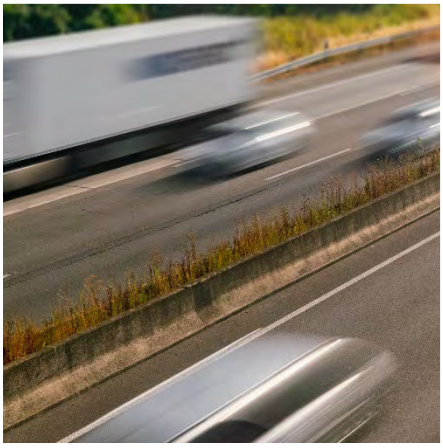
The following conclusions have been made with regard to the proposed development:

- The DA provides a firm proposal for the subject Site (Site A), and indicative proposals for the remaining Sites (Sites B-E), which would be subject to future planning. The concept plan is consistent with the LSP3, which identifies the Site as the designated commercial area within the structure plan. The concept plan comprises the following land uses:
    - DA Proposal (Site A):
        - Woolworths supermarket – 3,800m^2 GLFA
        - Specialty retail – 1,165m^2 GLFA
        - Approximately 237 parking bays
    - Other indicative land uses in the commercial centre (Sites B-E):
        - B – Future commercial / retail development – 900m^2 GLFA
        - C – Supermarket / grocer / retail – 1,500m^2 GLFA
        - D – Future commercial / retail development – 850m^2 GLFA
        - E – Potential additional parking
        - Additional parking bays
- The estimated net overall traffic generation (excluding pass-by trips) for the commercial centre is 475 and 900 trips in the weekday AM and PM, respectively, and approximately 7,012 trips per day. This includes the estimated trip generation for the future indicative land uses within the commercial centre.
- A SIDRA analysis was undertaken for the intersection of Youle-Dean Road / Everglades Avenue, Youle-Dean Road / Marvel Entrance intersections and the main access point of the development for Scenarios 1 to 3 and Drumpellier Drive / Youle-Dean Road / Whiteman Drive East for Scenario 3. This analysis found that:
    - Youle-Dean Road / Marvel Entrance generally operates satisfactorily in Scenario 1, with all delays lower than the threshold listed under WAPC delay threshold except for right-turning movement from Marvel Entrance (N).
    - Upgrading the T-intersection to a roundabout with turning pockets in Scenarios 2 and 3 eases the delays in Marvel Entrance (N), especially for the right turns and Youle-Dean Road / Marvel Entrance intersection will operate with LOS A in both Scenario 2 and 3.
    - Youle-Dean Road / Everglades Avenue will operate with LOS A in AM Peak and LOS B in PM Peak of Scenario 2. However, it will operate with LOS A after the addition of a left turn pocket on Youle-Dean Road western approach in Scenario 3.
    - Drumpellier Drive / Youle-Dean Road / Whiteman Drive East will operate satisfactorily in Scenario 3 with a LOS D. The queue will not reach the Youle-Dean Road / Marvel Entrance intersection, which is located 350m from this intersection and the queue for the right turns will be contained within the turn pockets.
- A total of 237 parking bays are proposed for the proposed development, which results in a surplus of 38 parking spaces.
- A swept path analysis undertaken for the Site indicates that all internal and external movements can be performed satisfactorily by the nominated design vehicles along the proposed access routes.
- Overall, it is considered that the impacts of the proposed development on the surrounding transport network can be suitably managed.

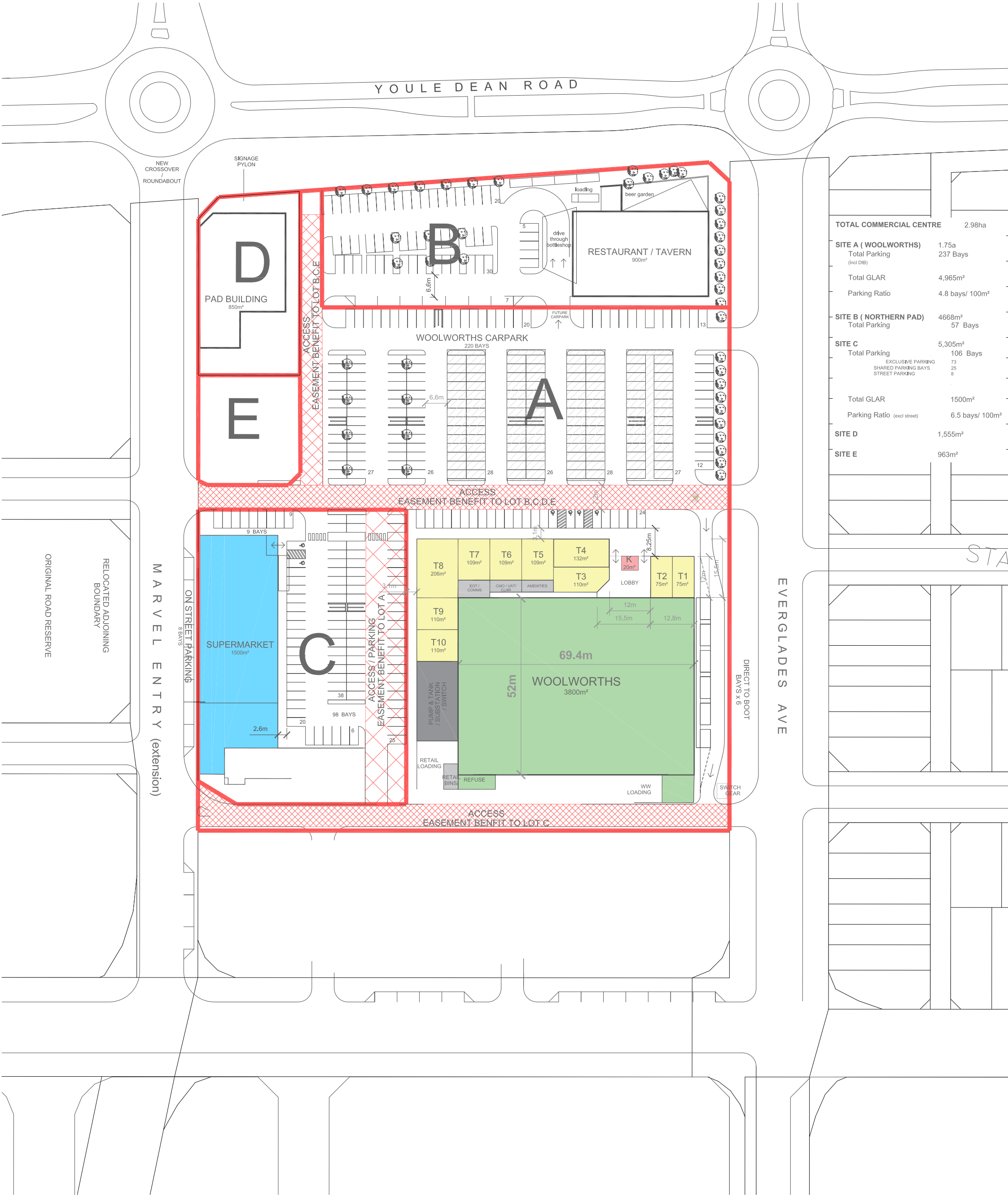


APPENDIX A

Proposed Site Plans







TOTAL COMMERCIAL CENTRE	2.98ha
SITE A (WOOLWORTHS)	1.75a
Total Parking (incl DIB)	237 Bays
Total GLAR	4,965m²
Parking Ratio	4.8 bays/ 100m²
SITE B (NORTHERN PAD)	4668m²
Total Parking	57 Bays
SITE C	5,305m²
Total Parking	106 Bays
EXCLUSIVE PARKING	73
SHARED PARKING BAYS	25
STREET PARKING	8
Total GLAR	1500m²
Parking Ratio (excl street)	6.5 bays/ 100m²
SITE D	1,555m²
SITE E	963m²

SITE PLAN SD REV C
WOOLWORTHS BRABHAM TOWN CENTRE

Status: SCHEMATIC DESIGN
Path:
© Hames Sharley

Scale: 1:1000 @A3

North

Project: 44678
Drawing: SD100
Rev: C
Date: 28/10/2025

Hames Sharley

© COPYRIGHT.
USE FIGURED DIMENSIONS IN PREFERENCE TO SCALED.
ALL DIMENSIONS TO BE VERIFIED AND CHECKED ON SITE.

NORTH

SUPERMARKET NOTES

WOOLWORTHS CONSTRUCTION DETAILS AND NOTES

WOOLWORTHS PLAN 'xxxxx' RECEIVED ON xxxx IS REFERENCED TO PREPARE THIS DRAWING.

GA PLANS

GENERAL NOTES

1. CONTRACTOR MUST VERIFY ALL DIMENSIONS ON SITE BEFORE COMMENCING ANY WORK ON SITE OR PRODUCING SHOP DRAWINGS WHICH MUST BE SUBMITTED FOR REVIEW BEFORE MANUFACTURING.
2. ASSEMBLE ALL BLOCKWORK WALLS IN ACCORDANCE WITH WALL STIFFENING AND SUPPORT DETAILS ON STRUCTURAL ENGINEER'S DRAWINGS.
3. ENSURE CIVIL WORKS CONTRACTOR AND PLUMBING CONTRACTOR COORDINATE AND ALLOW FOR STORMWATER COLLECTION SYSTEM TO BE CONTINUOUS FROM BUILDING FACE TO STORMWATER SYSTEM.

TAG	DESCRIPTION
D001 / D01	DOOR NUMBER / DOOR TYPE - REFER SCHEDULE
W09 / T00	WINDOW NUMBER / WINDOW TYPE - REFER SCHEDULE
W09 / T00	GLAZING SYSTEM NUMBER / SYSTEM TYPE - REFER GLAZING SYSTEMS SCHEDULE
W09 / T00	WALL TYPE - REFER SCHEDULE / WALL HEIGHT - REFER LEGEND

WALL HEIGHT LEGEND
A - FULL HEIGHT TO UNDERSIDE OF STRUCTURE
B - WALL TO NOMINAL 100mm ABOVE CEILING HEIGHT
C - WALL TO UNDERSIDE OF CEILING
D - REFER TO NOMINATED DETAIL

Rev.	Date	Initial	Description
B	23.01.2026	LM	WIP ISSUED FOR COORDINATION
A	06.01.2026	LM	WIP ISSUED FOR COORDINATION

Client

Woolworths Group

Hames Sharley
hamessharley.com.au +61 8 9381 0200

In Partnership With

Project
WOOLWORTHS BRABHAM TC

YOULE DEAN ROAD, BRABHAM

Drawing Title
GENERAL ARRANGEMENT PART PLAN 01

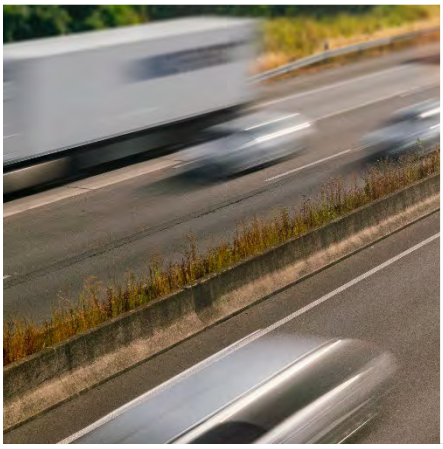
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Author	Checker	As indicated
Project No.	**Drawing No.**	**Revision**
45210	A200	B

Status

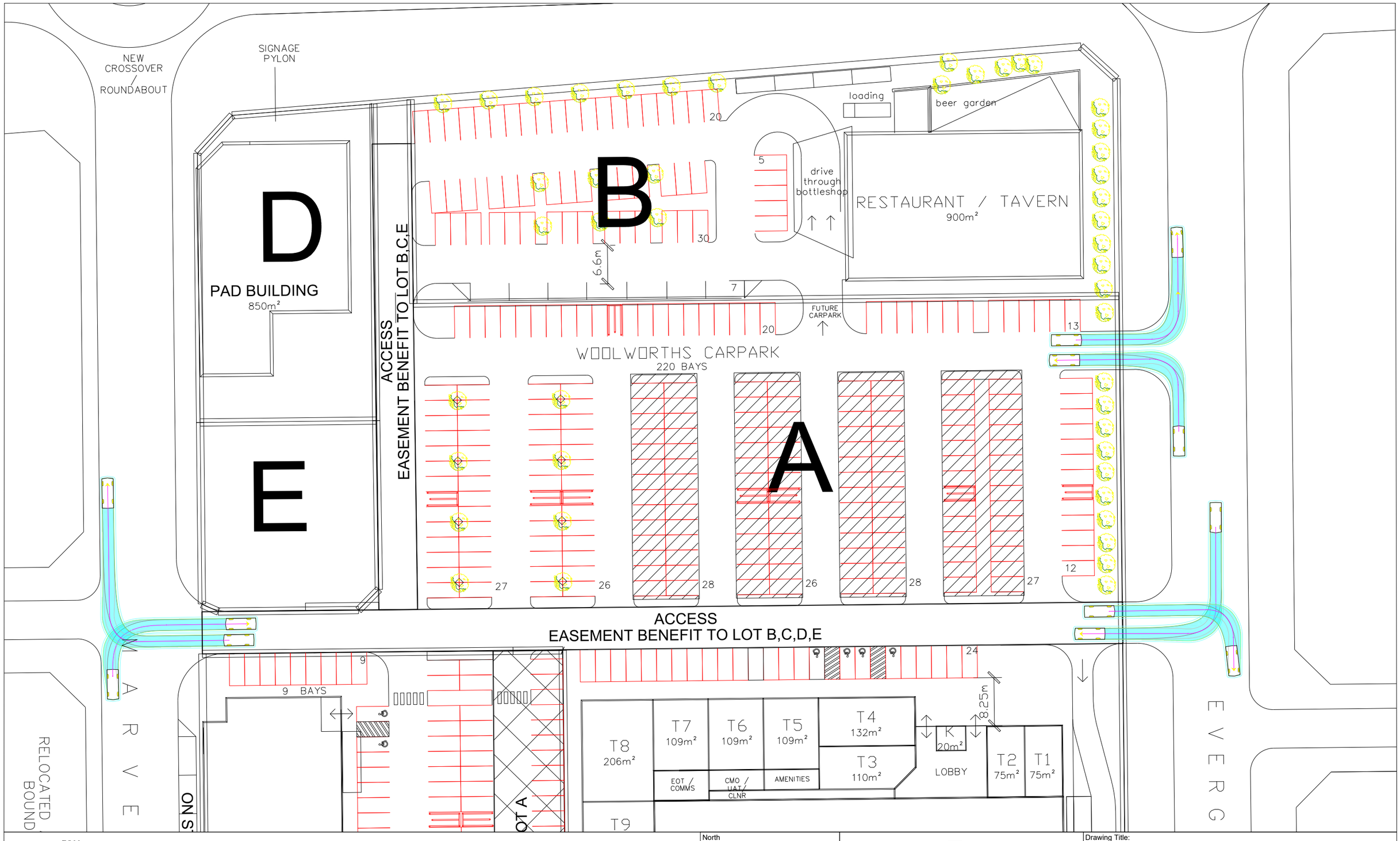


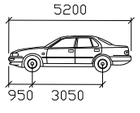
APPENDIX B

Swept Path Plans









B99

	mm
Width	: 1940
Track	: 1840
Lock to Lock Time	: 6.0
Steering Angle	: 33.9

North

Prepared for
Fabcot Pty Ltd

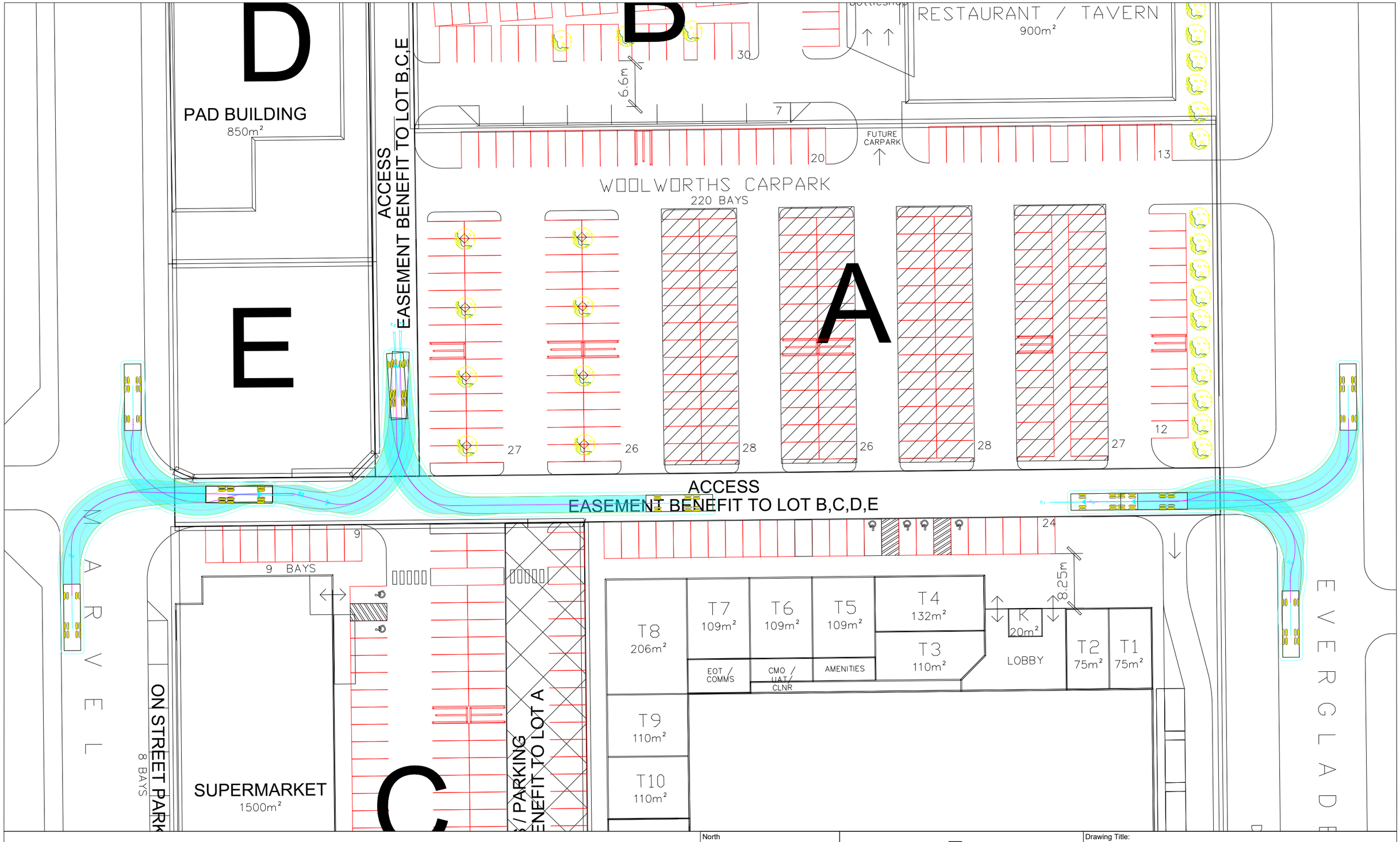
PTG Consulting | ABN 89 668 880 448
Level 4, 167 St George Terrace, Perth, WA, 6000
Tel: (08) 6188 4500
Web: www.ptgconsulting.com.au

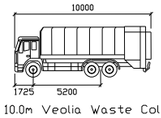
Drawing Title:
SWEPT PATHS DRAWING

Woolworths Brabham

Drawn	Designed	Approved	Scale @ A3	Drawing Status
LH	SB	SGL		FINAL

Date	Project No.	DWG No.	Revision
23/10/25	PTG.03254	D01	A





10.0m Veolia Waste Collection Truck

	mm
Width	2500
Track	2500
Lock to Lock Time	6.0
Steering Angle	27.2

North

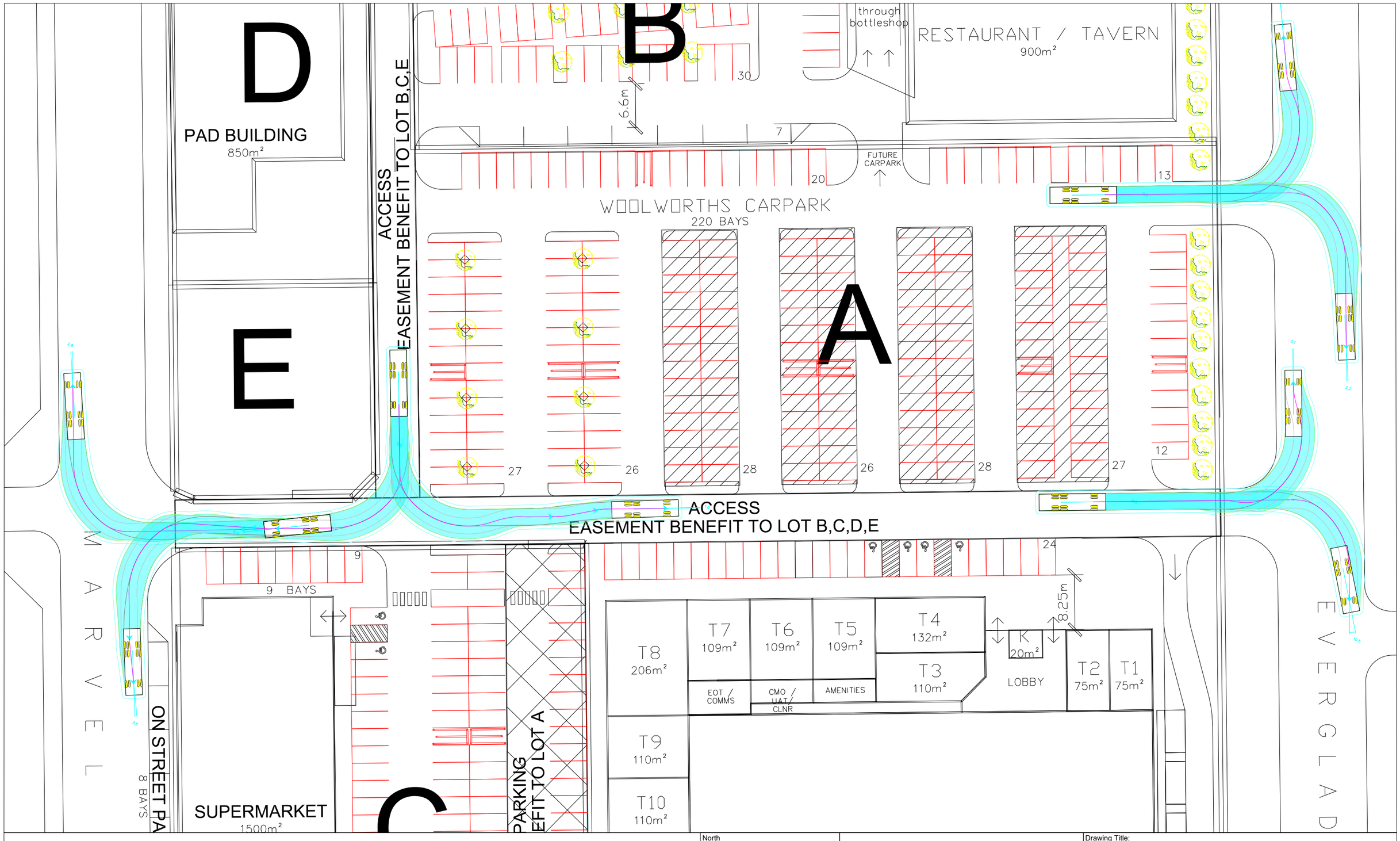
Prepared for
Fabcot Pty Ltd

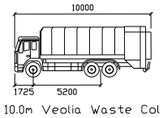
PTG Consulting | ABN 89 668 880 448
Level 4, 167 St George Terrace, Perth, WA, 6000
Tel: (08) 6188 4500
Web: www.ptgconsulting.com.au

Drawing Title:
SWEPT PATHS DRAWING
10m Service Truck - IN
Woolworths Brabham

Drawn	Designed	Approved	Scale @ A3	Drawing Status
LH	SB	SGL		FINAL

Date	Project No.	DWG No.	Revision
20/02/26	PTG.03254	D02	A





10.0m Veolia Waste Collection Truck

	mm
Width	2500
Track	2500
Lock to Lock Time	6.0
Steering Angle	27.2

North

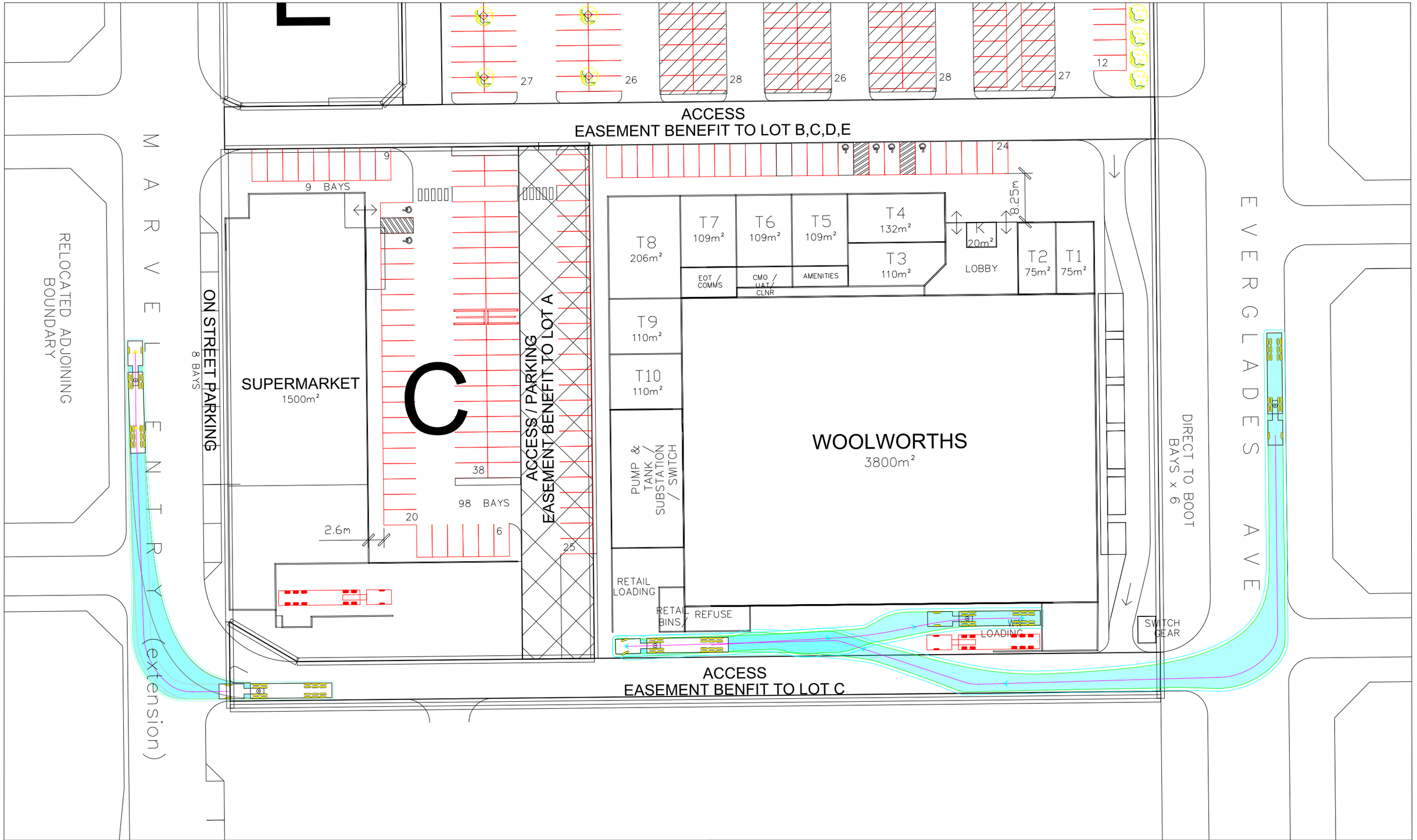
Prepared for
Fabcot Pty Ltd

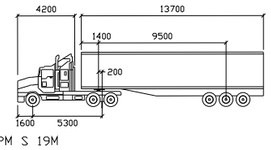
PTG Consulting | ABN 89 668 880 448
Level 4, 167 St George Terrace, Perth, WA, 6000
Tel: (08) 6188 4500
Web: www.ptgconsulting.com.au

Drawing Title:
SWEPT PATHS DRAWING
10m Service Truck - OUT
Woolworths Brabham

Drawn	Designed	Approved	Scale @ A3	Drawing Status
LH	SB	SGL		FINAL

Date	Project No.	DWG No.	Revision
20/02/26	PTG.03254	D03	A





PM S 19M

	mm		
Tractor Width	: 2500	Lock to Lock Time	: 6.0
Trailer Width	: 2500	Steering Angle	: 27.8
Tractor Track	: 2500	Articulating Angle	: 70.0
Trailer Track	: 2500		

North

Prepared for
Fabcot Pty Ltd

PTG Consulting | ABN 89 668 880 448
Level 4, 167 St George Terrace, Perth, WA, 6000
Tel: (08) 6188 4500
Web: www.ptgconsulting.com.au

Drawing Title:
SWEPT PATHS DRAWING

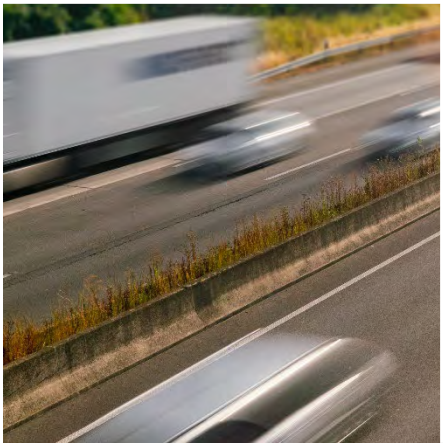
Woolworths Brabham

Drawn	Designed	Approved	Scale @ A3	Drawing Status
LH	SB	SGL		FINAL
Date	**Project No.**		**DWG No.**	**Revision**
23/10/25	PTG.03254		D03	A



APPENDIX C

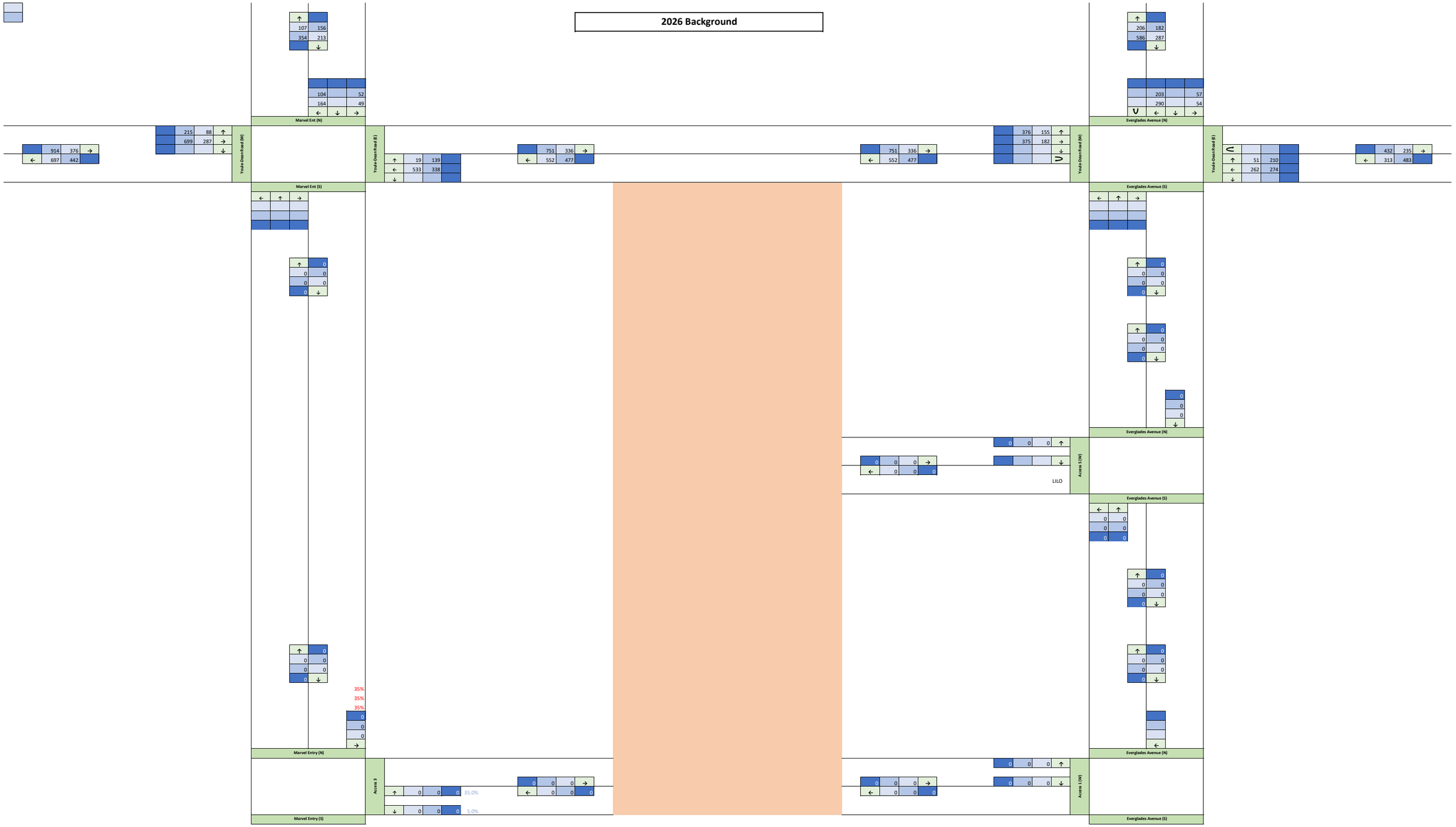
Traffic Volume Diagrams





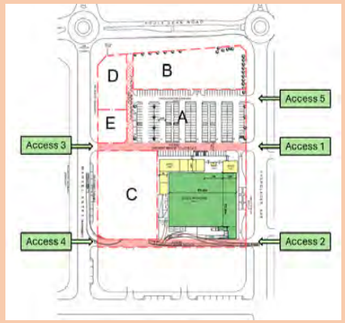
AM Peak
PM Peak

2026 Background



AM Peak
PM Peak

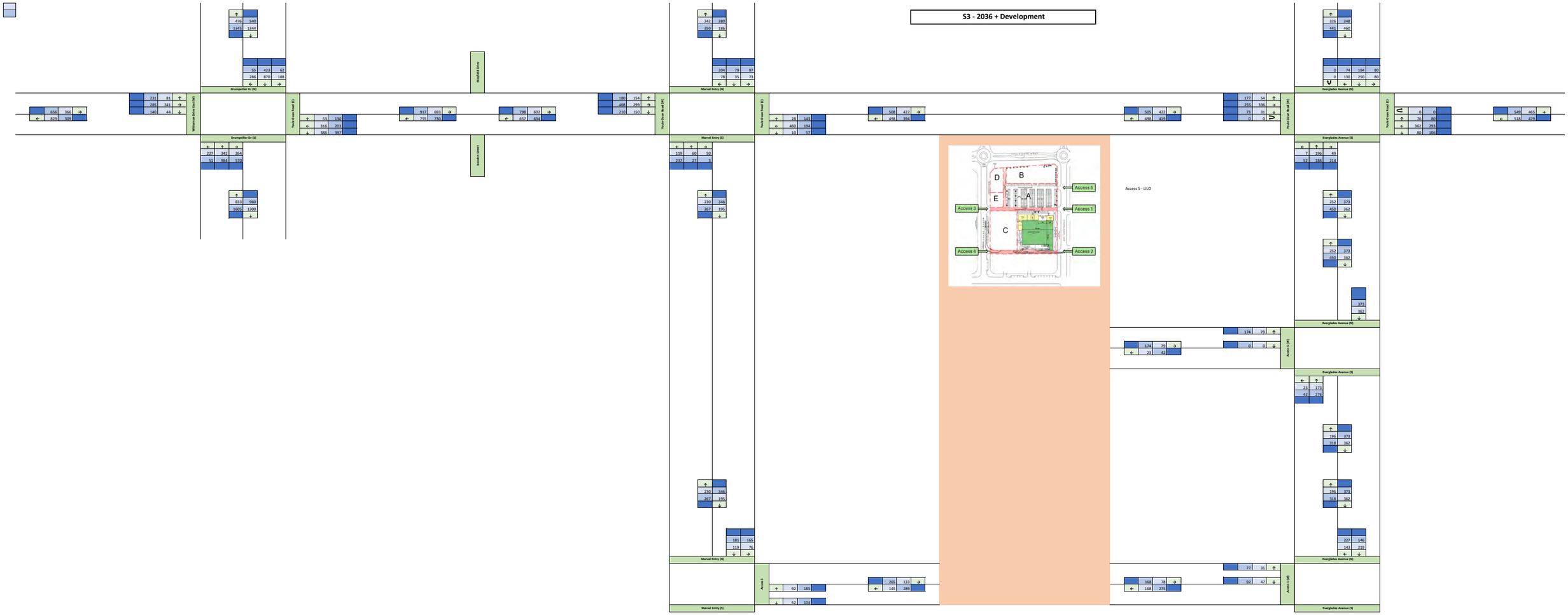
S2 - 2026 + Development



Marvel Entry (N)
Marvel Entry (S)
Yoak-Dean Road (W)
Yoak-Dean Road (E)
Everglades Avenue (N)
Everglades Avenue (S)
Access 5 (W)
Access 3
Access 1 (W)

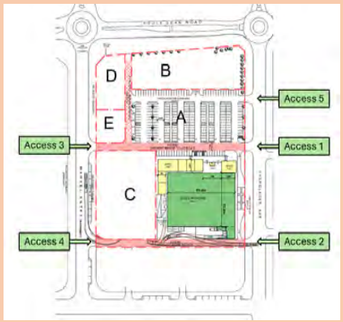
AM Peak
PM Peak

S3 - 2036 + Development



Dev - Primary Trips 2026

	IN	OUT
AM Peak	247	228
PM Peak	441	459
SAT Peak	502	482



Access 5 - LILO

LILO

Marvel Ent (N)

Marvel Ent (S)

Marvel Entry (N)

Marvel Entry (S)

Access 3

Access 5 (W)

Access 1 (W)

Youle-Dean Road (E)

Youle-Dean Road (W)

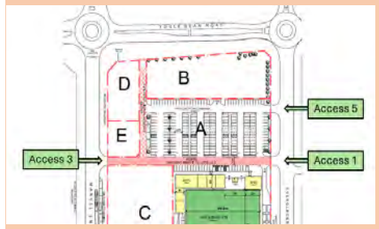
Everglades Avenue (N)

Everglades Avenue (S)

Dev - Non-primary Trips 2026

	IN	OUT
AM Peak	78	72
PM Peak	140	145
SAT Peak	159	159

100% diverted



Marvel Entry (N)

Marvel Entry (S)

Yoda-Dan Road (W)

Yoda-Dan Road (E)

Everglades Avenue (N)

Everglades Avenue (S)

Access 5 (W)

Access 1 (W)

Access 3 €

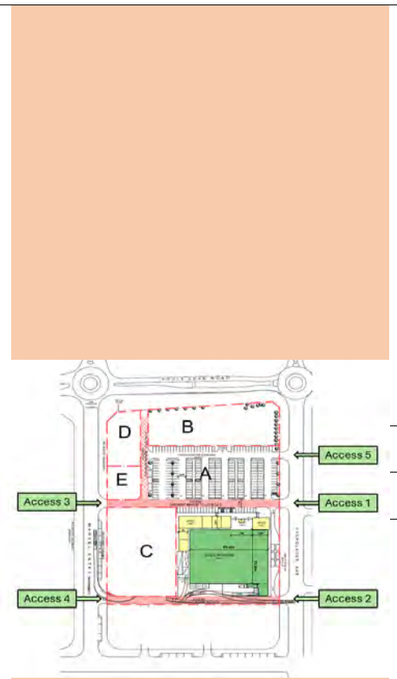
40% 60% 20.0%

80.0% 40% 60%

Dev - Gross Traffic 2026

	IN	OUT
AM Peak	78	72
PM Peak	140	145
SAT Peak	159	159

100% diverted



Marvel Entry (N)

↑	100		
	46	88	
	94	49	
	98	↓	

	0	100	0
	0	88	0
	0	49	0
	←	↓	→

Marvel Entry (S)

←	↑	→	
86	46	6	
115	92	11	
156	90	12	

↑	239		
137	238		
219	102		
264	↓		

Yosemite Road (W)

0	0	0	↑
-64	-84	-16	→
139	150	53	↓

75	66	37	→
←	29	69	70

Yosemite Road (E)

↑	0	0	0
	1	2	2
←	-58	-46	-85
↓	0	0	0

-52	-73	-10	→
←	-57	-45	-83

Everglades Avenue (N)

↑	176		
88	154		
206	86		
203	↓		

0	-48	223	0
0	-28	182	0
0	-31	118	0
↓	←	↓	→

Everglades Avenue (S)

←	↑	→	
6	87	36	
11	204	101	
12	201	92	

↑	123		
128	94		
317	68		
305	↓		

↑	346		
128	277		
317	186		
305	↓		

	0	346	
	0	277	
	0	186	
	←	↓	

Everglades Avenue (N)

←	↑		
12	53		
22	135		
25	128		

↑	346		
65	277		
157	186		
153	↓		

↑	346		
65	277		
157	186		
153	↓		

	346		
	277		
	186		
	←		

Everglades Avenue (S)

Yosemite Road (W)

2	2	1	↑
-54	-75	-11	→
0	0	0	↓
0	0	0	

-52	-73	-10	→
←	-57	-45	-83

Yosemite Road (E)

↑	0	0	0
	0	0	0
←	-31	-28	-48
↓	68	94	123

38	26	25	→
←	37	66	75

Access 5 (W)

176	181	76	↑
0	0	0	→
0	0	0	↓

176	181	76	→
←	0	0	25

Access 1 (W)

128	135	53	↑
48	46	23	↓

176	181	76	→
←	186	277	346

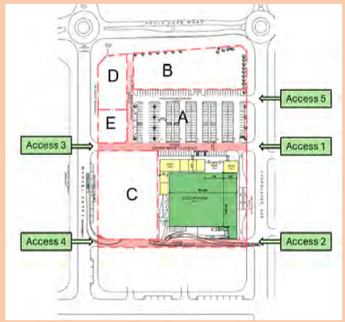
Access 1 E

↑	137	219	264
↓	11	23	24

230	238	102	→
←	149	242	288

Dev - Primary Trips 2036

	IN	OUT
AM Peak	247	228
PM Peak	441	459
SAT Peak	502	482



Access 5 - LILO

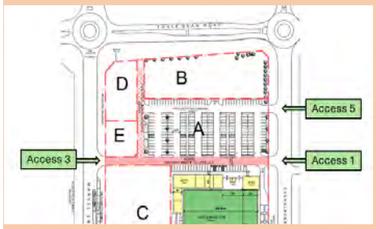
LILO

Marvel Ent (N)
Marvel Ent (S)
Marvel Entry (N)
Marvel Entry (S)
Yoshi-Dan Road (W)
Yoshi-Dan Road (E)
Everglades Avenue (N)
Everglades Avenue (S)
Access 3
Access 5 (W)
Access 1 (W)

Dev - Diverted Trips 2036

	IN	OUT
AM Peak	39	36
PM Peak	70	73
SAT Peak	80	80

50% Diverted



Marvel Entry (N)

Marvel Entry (S)

Yoakum Road (W)

Yoakum Road (E)

Access 3 (E)

Access 5 (W)

Access 1 (W)

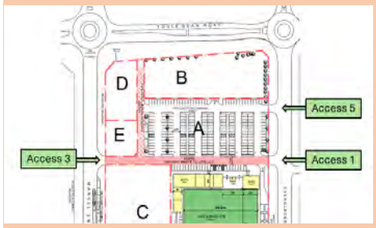
Everglades Avenue (N)

Everglades Avenue (S)

Dev - Pass By 2036

	IN	OUT
AM Peak	39	36
PM Peak	70	73
SAT Peak	80	80

50% Diverted



Marvel Entry (N)

Marvel Entry (S)

Yoakum Road (E)

Yoakum Road (W)

Everglades Avenue (N)

Everglades Avenue (S)

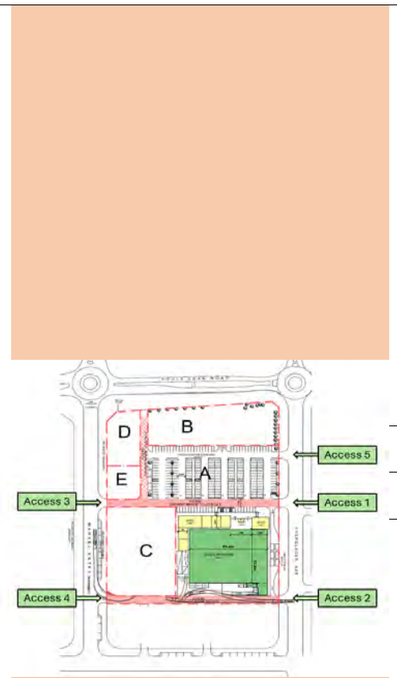
Access 5 (W)

Access 3 €

Access 1 (W)

Dev - Gross Traffic 2036

	IN	OUT
AM Peak	325	300
PM Peak	581	604
SAT Peak	663	641



Marvel Entry (N)

Marvel Entry (S)

Yoak-Dean Road (W)

Yoak-Dean Road (E)

Everglades Avenue (N)

Everglades Avenue (S)

Access 5 (W)

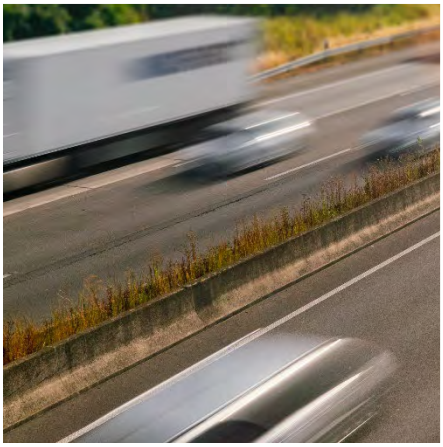
Access 3 €

Access 1 (W)



APPENDIX D

SIDRA Results





MOVEMENT SUMMARY

Site: [200 (4)] S1-Youle-Dean Rd / Marvel Ent AM Peak

(S1-2026 AM Peak)

Network: [3] S1-2026 Network AM Peak (S1-2026)

Output produced by SIDRA INTERSECTION Version: 10.0.5.217

New Site
Site Category: (None)
Give-Way (Two-Way)
Network Scenario: 1 | Local Volumes **Site Scenario: 1 | Local Volumes**

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed km/h
East: Youle-Dean Rd (E)															
5	T1	All MCs	561	5.0	561	5.0	0.291	2.2	LOS A	0.0	0.0	0.00	0.32	0.00	61.2
6	R2	All MCs	20	1.0	20	1.0	0.015	7.4	LOS A	0.1	0.5	0.38	0.58	0.38	40.1
Approach			581	4.9	581	4.9	0.291	2.4	NA	0.1	0.5	0.01	0.33	0.01	60.4
North: Marvel Ent (N)															
7	L2	All MCs	52	1.0	52	1.0	0.042	5.6	LOS A	0.2	1.2	0.36	0.56	0.36	36.0
9	R2	All MCs	173	1.0	173	1.0	0.543	21.4	LOS C	2.7	20.0	0.86	1.08	1.34	35.1
Approach			224	1.0	224	1.0	0.543	17.7	LOS C	2.7	20.0	0.74	0.96	1.12	35.2
West: Youle-Dean Rd (W)															
10	L2	All MCs	93	1.0	93	1.0	0.058	6.6	LOS A	0.2	1.8	0.07	0.56	0.07	49.0
11	T1	All MCs	302	5.0	302	5.0	0.157	2.3	LOS A	0.0	0.0	0.00	0.33	0.00	62.6
Approach			395	4.1	395	4.1	0.157	3.3	LOS A	0.2	1.8	0.02	0.38	0.02	57.4
All Vehicles			1200	3.9	1200	3.9	0.543	5.6	NA	2.7	20.0	0.15	0.47	0.22	52.4

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Network Data dialog (Override Site Data tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).

Two-Way Sign Control Capacity Model: SIDRA Standard.

Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

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MOVEMENT SUMMARY

Site: [201 (2)] S1-Youle-Dean Rd / Everglades Ave AM Peak
(S1-2026 AM Peak)

Network: [3] S1-2026 Network AM Peak (S1-2026)

Output produced by SIDRA INTERSECTION Version: 10.0.5.217

New Site
Site Category: (None)
Roundabout
Network Scenario: 1 | Local Volumes **Site Scenario: 1 | Local Volumes**

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed km/h
East: Youle-Dean Rd (E)															
5	T1	All MCs	276	5.0	276	5.0	0.329	7.3	LOS A	2.1	16.1	0.56	0.60	0.56	35.7
6	R2	All MCs	54	1.0	54	1.0	0.329	11.6	LOS B	2.1	16.1	0.56	0.60	0.56	37.8
Approach			329	4.3	329	4.3	0.329	8.0	LOS A	2.1	16.1	0.56	0.60	0.56	36.2
North: Everglades Ave (N)															
7	L2	All MCs	57	1.0	57	1.0	0.310	5.2	LOS A	1.9	14.2	0.43	0.61	0.43	36.8
9	R2	All MCs	305	1.0	305	1.0	0.310	9.7	LOS A	1.9	14.2	0.43	0.61	0.43	28.1
Approach			362	1.0	362	1.0	0.310	9.0	LOS A	1.9	14.2	0.43	0.61	0.43	30.1
West: Youle-Dean Rd (W)															
10	L2	All MCs	163	1.0	163	1.0	0.254	5.1	LOS A	1.7	12.8	0.23	0.48	0.23	42.7
11	T1	All MCs	192	5.0	192	5.0	0.254	5.6	LOS A	1.7	12.8	0.23	0.48	0.23	46.0
Approach			355	3.2	355	3.2	0.254	5.4	LOS A	1.7	12.8	0.23	0.48	0.23	44.6
All Vehicles			1046	2.8	1046	2.8	0.329	7.5	LOS A	2.1	16.1	0.41	0.56	0.41	37.4

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Network Data dialog (Override Site Data tab).
Roundabout LOS Method: SIDRA Roundabout LOS.
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Roundabout Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

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MOVEMENT SUMMARY

Site: [200 (5)] S1-Youle-Dean Rd / Marvel Ent PM Peak
(S1-2026 PM Peak)

Network: [4] S1-2026 Network PM Peak (S1-2026)

Output produced by SIDRA INTERSECTION Version: 10.0.5.217

New Site
Site Category: (None)
Give-Way (Two-Way)
Network Scenario: 1 | Local Volumes **Site Scenario: 1 | Local Volumes**

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed km/h
East: Youle-Dean Rd (E)															
5	T1	All MCs	356	5.0	356	5.0	0.185	2.2	LOS A	0.0	0.0	0.00	0.33	0.00	61.2
6	R2	All MCs	146	1.0	146	1.0	0.197	10.7	LOS B	0.8	5.9	0.64	0.85	0.64	37.1
Approach			502	3.8	502	3.8	0.197	4.7	NA	0.8	5.9	0.19	0.48	0.19	53.4
North: Marvel Ent (N)															
7	L2	All MCs	55	1.0	55	1.0	0.079	8.5	LOS A	0.3	2.1	0.59	0.79	0.59	32.3
9	R2	All MCs	109	1.0	109	1.0	0.793	63.0	LOS F	3.8	28.4	0.97	1.26	1.95	20.5
Approach			164	1.0	164	1.0	0.793	44.8	LOS E	3.8	28.4	0.85	1.11	1.50	21.8
West: Youle-Dean Rd (W)															
10	L2	All MCs	226	1.0	226	1.0	0.158	7.1	LOS A	0.7	5.1	0.26	0.57	0.26	48.0
11	T1	All MCs	736	5.0	736	5.0	0.382	2.3	LOS A	0.0	0.0	0.00	0.32	0.00	62.5
Approach			962	4.1	962	4.1	0.382	3.4	LOS A	0.7	5.1	0.06	0.38	0.06	56.9
All Vehicles			1628	3.7	1628	3.7	0.793	8.0	NA	3.8	28.4	0.18	0.48	0.24	47.8

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Network Data dialog (Override Site Data tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).

Two-Way Sign Control Capacity Model: SIDRA Standard.

Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

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MOVEMENT SUMMARY

Site: [201 (3)] S1-Youle-Dean Rd / Everglades Ave PM Peak (S1-2026 PM Peak)

Network: [4] S1-2026 Network PM Peak (S1-2026)

Output produced by SIDRA INTERSECTION Version: 10.0.5.217

New Site
Site Category: (None)
Roundabout
Network Scenario: 1 | Local Volumes **Site Scenario: 1 | Local Volumes**

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed km/h
East: Youle-Dean Rd (E)															
5	T1	All MCs	288	5.0	288	5.0	0.452	6.8	LOS A	3.5	26.4	0.56	0.60	0.56	34.7
6	R2	All MCs	221	1.0	221	1.0	0.452	11.2	LOS B	3.5	26.4	0.56	0.60	0.56	37.0
Approach			509	3.3	509	3.3	0.452	8.7	LOS A	3.5	26.4	0.56	0.60	0.56	35.9
North: Everglades Ave (N)															
7	L2	All MCs	60	1.0	60	1.0	0.299	6.5	LOS A	2.0	14.7	0.65	0.68	0.65	36.0
9	R2	All MCs	214	1.0	214	1.0	0.299	11.0	LOS B	2.0	14.7	0.65	0.68	0.65	27.0
Approach			274	1.0	274	1.0	0.299	10.0	LOS B	2.0	14.7	0.65	0.68	0.65	29.8
West: Youle-Dean Rd (W)															
10	L2	All MCs	396	1.0	396	1.0	0.686	7.5	LOS A	7.5	57.1	0.74	0.62	0.77	37.8
11	T1	All MCs	395	5.0	395	5.0	0.686	8.0	LOS A	7.5	57.1	0.74	0.62	0.77	41.2
Approach			791	3.0	791	3.0	0.686	7.7	LOS A	7.5	57.1	0.74	0.62	0.77	39.6
All Vehicles			1574	2.7	1574	2.7	0.686	8.5	LOS A	7.5	57.1	0.67	0.62	0.68	37.0

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Network Data dialog (Override Site Data tab).
Roundabout LOS Method: SIDRA Roundabout LOS.
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Roundabout Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

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MOVEMENT SUMMARY

Site: [200 (2)] S2-Youle-Dean Rd / Marvel Ent AM Peak

(S2-2026+Dev AM Peak)

Network: [3 (2)] S2-2026 Network AM Peak (S2-2026+Dev)

Output produced by SIDRA INTERSECTION Version: 10.0.5.217

New Site
Site Category: (None)
Roundabout
Network Scenario: 1 | Local Volumes **Site Scenario: 1 | Local Volumes**

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed km/h
South: Marvel Ent (South)															
1	L2	All MCs	91	1.0	91	1.0	0.204	9.4	LOS A	1.3	9.5	0.75	0.71	0.75	48.0
2	T1	All MCs	48	1.0	48	1.0	0.204	7.5	LOS A	1.3	9.5	0.75	0.71	0.75	44.0
3	R2	All MCs	6	1.0	6	1.0	0.204	14.3	LOS B	1.3	9.5	0.75	0.71	0.75	36.1
Approach			145	1.0	145	1.0	0.204	9.0	LOS A	1.3	9.5	0.75	0.71	0.75	46.5
East: Youle-Dean Rd															
4	L2	All MCs	1	1.0	1	1.0	0.497	6.9	LOS A	3.7	28.7	0.63	0.59	0.63	35.6
5	T1	All MCs	500	5.0	500	5.0	0.497	7.5	LOS A	3.7	28.7	0.63	0.59	0.63	43.1
6	R2	All MCs	21	1.0	21	1.0	0.497	11.8	LOS B	3.7	28.7	0.63	0.59	0.63	39.7
Approach			522	4.8	522	4.8	0.497	7.6	LOS A	3.7	28.7	0.63	0.59	0.63	43.0
North: Marvel Ent															
7	L2	All MCs	52	1.0	52	1.0	0.088	8.6	LOS A	0.4	3.0	0.54	0.66	0.54	39.2
8	T1	All MCs	52	1.0	52	1.0	0.220	4.8	LOS A	1.2	9.1	0.52	0.65	0.52	36.6
9	R2	All MCs	173	1.0	173	1.0	0.220	11.6	LOS B	1.2	9.1	0.52	0.65	0.52	46.9
Approach			276	1.0	276	1.0	0.220	9.8	LOS A	1.2	9.1	0.52	0.65	0.52	44.9
West: Youle-Dean Rd															
10	L2	All MCs	93	1.0	93	1.0	0.091	5.7	LOS A	0.5	3.6	0.26	0.53	0.26	49.8
11	T1	All MCs	286	5.0	286	5.0	0.225	5.6	LOS A	1.4	11.1	0.25	0.49	0.25	51.1
12	R2	All MCs	55	1.0	55	1.0	0.225	10.0	LOS A	1.4	11.1	0.25	0.49	0.25	51.1
Approach			434	3.6	434	3.6	0.225	6.2	LOS A	1.4	11.1	0.26	0.50	0.26	50.7
All Vehicles			1377	3.3	1377	3.3	0.497	7.8	LOS A	3.7	28.7	0.50	0.59	0.50	45.7

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Network Data dialog (Override Site Data tab).
Roundabout LOS Method: SIDRA Roundabout LOS.
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Roundabout Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

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MOVEMENT SUMMARY

Site: [203 (2)] S2-Marvel Ent / Access 3 AM Peak (S2-2026 +Dev AM Peak)

Network: [3 (2)] S2-2026 Network AM Peak (S2-2026+Dev)

Output produced by SIDRA INTERSECTION Version: 10.0.5.217

New Site
Site Category: (None)
Give-Way (Two-Way)
Network Scenario: 1 | Local Volumes **Site Scenario: 1 | Local Volumes**

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed km/h
South: Marvel Ent (S)															
2	T1	All MCs	1	1.0	1	1.0	0.008	0.3	LOS A	0.0	0.3	0.21	0.51	0.21	50.5
3	R2	All MCs	13	1.0	13	1.0	0.008	5.8	LOS A	0.0	0.3	0.21	0.51	0.21	48.7
Approach			14	1.0	14	1.0	0.008	5.3	NA	0.0	0.3	0.21	0.51	0.21	48.8
East: Access 3															
4	L2	All MCs	12	1.0	12	1.0	0.126	4.6	LOS A	0.4	3.3	0.06	0.54	0.06	48.8
6	R2	All MCs	144	1.0	144	1.0	0.126	4.7	LOS A	0.4	3.3	0.06	0.54	0.06	44.3
Approach			156	1.0	156	1.0	0.126	4.7	LOS A	0.4	3.3	0.06	0.54	0.06	44.8
North: Marvel Ent (N)															
7	L2	All MCs	107	1.0	107	1.0	0.059	5.6	LOS A	0.0	0.0	0.00	0.57	0.00	50.0
8	T1	All MCs	1	1.0	1	1.0	0.059	0.0	LOS A	0.0	0.0	0.00	0.57	0.00	53.2
Approach			108	1.0	108	1.0	0.059	5.5	NA	0.0	0.0	0.00	0.57	0.00	50.1
All Vehicles			278	1.0	278	1.0	0.126	5.0	NA	0.4	3.3	0.04	0.55	0.04	47.3

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Network Data dialog (Override Site Data tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).

Two-Way Sign Control Capacity Model: SIDRA Standard.

Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

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MOVEMENT SUMMARY

Site: [201 (4)] S2-Youle-Dean Rd / Everglades Ave AM Peak

(S2-2026+Dev AM Peak)

Network: [3 (2)] S2-2026 Network AM Peak (S2-2026+Dev)

Output produced by SIDRA INTERSECTION Version: 10.0.5.217

New Site
Site Category: (None)
Roundabout
Network Scenario: 1 | Local Volumes **Site Scenario: 1 | Local Volumes**

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed km/h
South: Everglades Avenue (South)															
1	L2	All MCs	6	1.0	6	1.0	0.165	7.4	LOS A	1.0	7.1	0.65	0.67	0.65	28.2
2	T1	All MCs	92	1.0	92	1.0	0.165	7.5	LOS A	1.0	7.1	0.65	0.67	0.65	34.5
3	R2	All MCs	38	1.0	38	1.0	0.165	11.9	LOS B	1.0	7.1	0.65	0.67	0.65	36.4
Approach			136	1.0	136	1.0	0.165	8.8	LOS A	1.0	7.1	0.65	0.67	0.65	34.9
East: Youle-Dean Rd															
4	L2	All MCs	72	1.0	72	1.0	0.399	7.6	LOS A	2.7	20.6	0.67	0.65	0.67	34.8
5	T1	All MCs	243	5.0	243	5.0	0.399	8.1	LOS A	2.7	20.6	0.67	0.65	0.67	34.8
6	R2	All MCs	54	1.0	54	1.0	0.399	12.4	LOS B	2.7	20.6	0.67	0.65	0.67	35.7
Approach			368	3.6	368	3.6	0.399	8.6	LOS A	2.7	20.6	0.67	0.65	0.67	35.0
North: Everglades Ave															
7	L2	All MCs	57	1.0	57	1.0	0.398	5.5	LOS A	2.7	20.3	0.51	0.60	0.51	37.5
8	T1	All MCs	124	1.0	124	1.0	0.398	5.6	LOS A	2.7	20.3	0.51	0.60	0.51	28.8
9	R2	All MCs	273	1.0	273	1.0	0.398	10.0	LOS B	2.7	20.3	0.51	0.60	0.51	28.8
Approach			454	1.0	454	1.0	0.398	8.3	LOS A	2.7	20.3	0.51	0.60	0.51	30.5
West: Youle-Dean Rd															
10	L2	All MCs	164	1.0	164	1.0	0.300	6.0	LOS A	1.9	14.5	0.44	0.53	0.44	40.8
11	T1	All MCs	180	5.0	180	5.0	0.300	6.4	LOS A	1.9	14.5	0.44	0.53	0.44	44.2
12	R2	All MCs	1	1.0	1	1.0	0.300	10.8	LOS B	1.9	14.5	0.44	0.53	0.44	38.5
Approach			345	3.1	345	3.1	0.300	6.2	LOS A	1.9	14.5	0.44	0.53	0.44	42.7
All Vehicles			1303	2.3	1303	2.3	0.399	7.9	LOS A	2.7	20.6	0.55	0.60	0.55	36.0

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Network Data dialog (Override Site Data tab).
Roundabout LOS Method: SIDRA Roundabout LOS.
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Roundabout Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

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MOVEMENT SUMMARY

Site: [205 (6)] S2-Everglades Ave / Access 5 AM Peak
(S2-2026+Dev AM Peak)

Network: [3 (2)] S2-2026 Network AM Peak (S2-2026+Dev)

Output produced by SIDRA INTERSECTION Version: 10.0.5.217

New Site
Site Category: (None)
Give-Way (Two-Way)
Network Scenario: 1 | Local Volumes **Site Scenario: 1 | Local Volumes**

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed km/h
South: Everglades Ave (S)															
1	L2	All MCs	13	1.0	13	1.0	0.036	5.5	LOS A	0.0	0.0	0.00	0.11	0.00	36.1
2	T1	All MCs	56	1.0	56	1.0	0.036	0.0	LOS A	0.0	0.0	0.00	0.11	0.00	52.0
Approach			68	1.0	68	1.0	0.036	1.0	NA	0.0	0.0	0.00	0.11	0.00	46.9
North: Everglades Ave (N)															
8	T1	All MCs	196	1.0	196	1.0	0.101	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	60.0
Approach			196	1.0	196	1.0	0.101	0.0	NA	0.0	0.0	0.00	0.00	0.00	60.0
West: Access 5 (W)															
10	L2	All MCs	80	1.0	80	1.0	0.051	4.0	LOS A	0.2	1.6	0.14	0.49	0.14	26.1
Approach			80	1.0	80	1.0	0.051	4.0	LOS A	0.2	1.6	0.14	0.49	0.14	26.1
All Vehicles			344	1.0	344	1.0	0.101	1.1	NA	0.2	1.6	0.03	0.14	0.03	47.6

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Network Data dialog (Override Site Data tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).
Two-Way Sign Control Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

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MOVEMENT SUMMARY

Site: [205 (7)] S2-Everglades Ave / Access 1 AM Peak

(S2-2026+Dev AM Peak)

Network: [3 (2)] S2-2026 Network AM Peak (S2-2026+Dev)

Output produced by SIDRA INTERSECTION Version: 10.0.5.217

New Site
Site Category: (None)
Give-Way (Two-Way)
Network Scenario: 1 | Local Volumes **Site Scenario: 1 | Local Volumes**

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed km/h
South: Everglades Ave (S)															
1	L2	All MCs	13	1.0	13	1.0	0.013	5.6	LOS A	0.0	0.0	0.00	0.30	0.00	45.1
2	T1	All MCs	13	1.0	13	1.0	0.013	0.0	LOS A	0.0	0.0	0.00	0.30	0.00	55.0
Approach			25	1.0	25	1.0	0.013	2.8	NA	0.0	0.0	0.00	0.30	0.00	49.3
North: Everglades Ave (N)															
8	T1	All MCs	1	1.0	1	1.0	0.001	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	60.0
9	R2	All MCs	196	1.0	196	1.0	0.112	5.5	LOS A	0.5	4.1	0.10	0.57	0.10	31.7
Approach			197	1.0	197	1.0	0.112	5.5	NA	0.5	4.1	0.10	0.56	0.10	32.0
West: Access 1															
10	L2	All MCs	56	1.0	56	1.0	0.061	3.9	LOS A	0.2	1.8	0.08	0.50	0.08	26.2
12	R2	All MCs	24	1.0	24	1.0	0.061	4.9	LOS A	0.2	1.8	0.08	0.50	0.08	48.1
Approach			80	1.0	80	1.0	0.061	4.2	LOS A	0.2	1.8	0.08	0.50	0.08	41.0
All Vehicles			302	1.0	302	1.0	0.112	4.9	NA	0.5	4.1	0.08	0.53	0.08	37.1

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Network Data dialog (Override Site Data tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).

Two-Way Sign Control Capacity Model: SIDRA Standard.

Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

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MOVEMENT SUMMARY

Site: [101vv (4)] S2-Youle-Dean Rd / Marvel Ent PM Peak
(S2-2026+Dev PM Peak)

Network: [4 (2)] S2-2026 Network PM Peak (S2-2026+Dev)

Output produced by SIDRA INTERSECTION Version: 10.0.5.217

New Site
Site Category: (None)
Roundabout
Network Scenario: 1 | Local Volumes **Site Scenario: 1 | Local Volumes**

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed km/h
South: Marvel Ent (S)															
1	L2	All MCs	121	1.0	121	1.0	0.287	6.6	LOS A	1.9	13.8	0.73	0.66	0.73	47.0
2	T1	All MCs	97	1.0	97	1.0	0.287	6.6	LOS A	1.9	13.8	0.73	0.66	0.73	39.7
3	R2	All MCs	12	1.0	12	1.0	0.287	10.9	LOS B	1.9	13.8	0.73	0.66	0.73	34.7
Approach			229	1.0	229	1.0	0.287	6.8	LOS A	1.9	13.8	0.73	0.66	0.73	43.7
East: Youle-Dean Rd															
4	L2	All MCs	1	1.0	1	1.0	0.475	7.5	LOS A	3.4	26.3	0.68	0.66	0.68	33.7
5	T1	All MCs	307	5.0	307	5.0	0.475	8.0	LOS A	3.4	26.3	0.68	0.66	0.68	42.1
6	R2	All MCs	147	1.0	147	1.0	0.475	12.3	LOS B	3.4	26.3	0.68	0.66	0.68	38.5
Approach			456	3.7	456	3.7	0.475	9.4	LOS A	3.4	26.3	0.68	0.66	0.68	41.1
North: Marvel Ent (N)															
7	L2	All MCs	55	1.0	55	1.0	0.157	12.2	LOS B	0.8	6.3	0.81	0.80	0.81	27.8
8	T1	All MCs	93	1.0	93	1.0	0.337	9.0	LOS A	2.4	17.7	0.88	0.77	0.88	30.2
9	R2	All MCs	109	1.0	109	1.0	0.337	13.3	LOS B	2.4	17.7	0.88	0.77	0.88	42.3
Approach			257	1.0	257	1.0	0.337	11.5	LOS B	2.4	17.7	0.86	0.78	0.86	36.7
West: Youle-Dean Rd															
10	L2	All MCs	226	1.0	226	1.0	0.261	7.2	LOS A	1.5	11.2	0.52	0.61	0.52	48.5
11	T1	All MCs	647	5.0	647	5.0	0.617	7.2	LOS A	5.6	42.7	0.66	0.60	0.66	47.2
12	R2	All MCs	158	1.0	158	1.0	0.617	11.5	LOS B	5.6	42.7	0.66	0.60	0.66	47.2
Approach			1032	3.5	1032	3.5	0.617	7.8	LOS A	5.6	42.7	0.63	0.60	0.63	47.6
All Vehicles			1974	2.9	1974	2.9	0.617	8.6	LOS A	5.6	42.7	0.68	0.64	0.68	43.9

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Network Data dialog (Override Site Data tab).
Roundabout LOS Method: SIDRA Roundabout LOS.
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Roundabout Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

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MOVEMENT SUMMARY

Site: [205 (8)] S2-Marvel Ent / Access 3 - PM Peak (S2-2026 +Dev PM Peak)

Network: [4 (2)] S2-2026 Network PM Peak (S2-2026+Dev)

Output produced by SIDRA INTERSECTION Version: 10.0.5.217

New Site
Site Category: (None)
Give-Way (Two-Way)
Network Scenario: 1 | Local Volumes **Site Scenario: 1 | Local Volumes**

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed km/h
South: Marvel Ent (S)															
2	T1	All MCs	1	1.0	1	1.0	0.017	0.8	LOS A	0.1	0.5	0.34	0.53	0.34	43.4
3	R2	All MCs	23	1.0	23	1.0	0.017	5.3	LOS A	0.1	0.5	0.34	0.53	0.34	41.9
Approach			24	1.0	24	1.0	0.017	5.1	NA	0.1	0.5	0.34	0.53	0.34	42.0
East: Access 3 (E)															
4	L2	All MCs	24	1.0	24	1.0	0.220	3.9	LOS A	0.9	6.4	0.06	0.52	0.06	43.5
6	R2	All MCs	231	1.0	231	1.0	0.220	4.2	LOS A	0.9	6.4	0.06	0.52	0.06	25.7
Approach			255	1.0	255	1.0	0.220	4.1	LOS A	0.9	6.4	0.06	0.52	0.06	32.2
North: Marvel Ent (N)															
7	L2	All MCs	251	1.0	251	1.0	0.137	4.6	LOS A	0.0	0.0	0.00	0.53	0.00	15.5
8	T1	All MCs	1	1.0	1	1.0	0.137	0.0	LOS A	0.0	0.0	0.00	0.53	0.00	45.9
Approach			252	1.0	252	1.0	0.137	4.6	NA	0.0	0.0	0.00	0.53	0.00	15.7
All Vehicles			531	1.0	531	1.0	0.220	4.4	NA	0.9	6.4	0.04	0.52	0.04	19.8

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Network Data dialog (Override Site Data tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).

Two-Way Sign Control Capacity Model: SIDRA Standard.

Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

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MOVEMENT SUMMARY

Site: [101 (5)] S2-Youle-Dean Rd / Everglades Ave PM Peak
(S2-2026+Dev PM Peak)

Network: [4 (2)] S2-2026 Network PM Peak (S2-2026+Dev)

Output produced by SIDRA INTERSECTION Version: 10.0.5.217

New Site
Site Category: (None)
Roundabout
Network Scenario: 1 | Local Volumes **Site Scenario: 1 | Local Volumes**

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed km/h
South: Everglades Ave (S)															
1	L2	All MCs	12	1.0	12	1.0	0.461	9.7	LOS A	3.6	26.8	0.85	0.78	0.93	24.9
2	T1	All MCs	215	1.0	215	1.0	0.461	9.9	LOS A	3.6	26.8	0.85	0.78	0.93	44.7
3	R2	All MCs	106	1.0	106	1.0	0.461	14.3	LOS B	3.6	26.8	0.85	0.78	0.93	33.6
Approach			333	1.0	333	1.0	0.461	11.3	LOS B	3.6	26.8	0.85	0.78	0.93	41.9
East: Youle-Dean Rd (E)															
4	L2	All MCs	99	1.0	99	1.0	0.617	9.2	LOS A	6.2	46.7	0.82	0.74	0.92	30.9
5	T1	All MCs	259	5.0	259	5.0	0.617	9.7	LOS A	6.2	46.7	0.82	0.74	0.92	30.9
6	R2	All MCs	221	1.0	221	1.0	0.617	14.0	LOS B	6.2	46.7	0.82	0.74	0.92	45.3
Approach			579	2.8	579	2.8	0.617	11.3	LOS B	6.2	46.7	0.82	0.74	0.92	39.7
North: Everglades Ave (N)															
7	L2	All MCs	60	1.0	60	1.0	0.491	7.4	LOS A	3.9	28.6	0.76	0.70	0.79	47.0
8	T1	All MCs	192	1.0	192	1.0	0.491	7.6	LOS A	3.9	28.6	0.76	0.70	0.79	45.8
9	R2	All MCs	184	1.0	184	1.0	0.491	12.0	LOS B	3.9	28.6	0.76	0.70	0.79	45.8
Approach			436	1.0	436	1.0	0.491	9.4	LOS A	3.9	28.6	0.76	0.70	0.79	46.0
West: Youle-Dean Rd (W)															
10	L2	All MCs	399	1.0	399	1.0	0.870	22.1	LOS C	16.7	125.9	1.00	1.18	1.85	38.1
11	T1	All MCs	316	5.0	316	5.0	0.870	22.7	LOS C	16.7	125.9	1.00	1.18	1.85	27.9
12	R2	All MCs	1	1.0	1	1.0	0.870	26.9	LOS C	16.7	125.9	1.00	1.18	1.85	19.6
Approach			716	2.8	716	2.8	0.870	22.4	LOS C	16.7	125.9	1.00	1.18	1.85	34.6
All Vehicles			2063	2.1	2063	2.1	0.870	14.7	LOS B	16.7	125.9	0.87	0.89	1.22	39.2

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Network Data dialog (Override Site Data tab).
Roundabout LOS Method: SIDRA Roundabout LOS.
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Roundabout Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

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MOVEMENT SUMMARY

Site: [205 (9)] S2-Everglades Ave / Access 5 PM Peak
(S2-2026+Dev PM Peak)

Network: [4 (2)] S2-2026 Network PM Peak (S2-2026+Dev)

Output produced by SIDRA INTERSECTION Version: 10.0.5.217

New Site
Site Category: (None)
Give-Way (Two-Way)
Network Scenario: 1 | Local Volumes **Site Scenario: 1 | Local Volumes**

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed km/h
South: Everglades Ave (S)															
1	L2	All MCs	23	1.0	23	1.0	0.086	5.5	LOS A	0.0	0.0	0.00	0.08	0.00	30.8
2	T1	All MCs	142	1.0	142	1.0	0.086	0.0	LOS A	0.0	0.0	0.00	0.08	0.00	53.7
Approach			165	1.0	165	1.0	0.086	0.8	NA	0.0	0.0	0.00	0.08	0.00	47.0
North: Everglades Ave (N)															
8	T1	All MCs	292	1.0	292	1.0	0.151	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
Approach			292	1.0	292	1.0	0.151	0.0	NA	0.0	0.0	0.00	0.00	0.00	59.9
West: Access 5 (W)															
10	L2	All MCs	191	1.0	191	1.0	0.132	4.4	LOS A	0.6	4.2	0.25	0.54	0.25	27.3
Approach			191	1.0	191	1.0	0.132	4.4	LOS A	0.6	4.2	0.25	0.54	0.25	27.3
All Vehicles			647	1.0	647	1.0	0.151	1.5	NA	0.6	4.2	0.07	0.18	0.07	45.5

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Network Data dialog (Override Site Data tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).
Two-Way Sign Control Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

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MOVEMENT SUMMARY

Site: [205 (10)] S2-Everglades Ave / Access 1 - PM Peak

(S2-2026+Dev PM Peak)

Network: [4 (2)] S2-2026 Network PM Peak (S2-2026+Dev)

Output produced by SIDRA INTERSECTION Version: 10.0.5.217

New Site
Site Category: (None)
Give-Way (Two-Way)
Network Scenario: 1 | Local Volumes **Site Scenario: 1 | Local Volumes**

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed km/h
South: Everglades Ave (S)															
1	L2	All MCs	23	1.0	23	1.0	0.025	5.6	LOS A	0.0	0.0	0.00	0.30	0.00	45.1
2	T1	All MCs	23	1.0	23	1.0	0.025	0.0	LOS A	0.0	0.0	0.00	0.30	0.00	55.0
Approach			46	1.0	46	1.0	0.025	2.8	NA	0.0	0.0	0.00	0.30	0.00	49.3
North: Everglades Ave (N)															
8	T1	All MCs	1	1.0	1	1.0	0.001	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	60.0
9	R2	All MCs	292	1.0	292	1.0	0.169	5.6	LOS A	0.9	6.5	0.14	0.56	0.14	31.4
Approach			293	1.0	293	1.0	0.169	5.6	NA	0.9	6.5	0.14	0.56	0.14	31.6
West: Access 1 (W)															
10	L2	All MCs	142	1.0	142	1.0	0.149	3.9	LOS A	0.7	4.9	0.12	0.50	0.12	25.3
12	R2	All MCs	48	1.0	48	1.0	0.149	6.2	LOS A	0.7	4.9	0.12	0.50	0.12	42.8
Approach			191	1.0	191	1.0	0.149	4.5	LOS A	0.7	4.9	0.12	0.50	0.12	36.5
All Vehicles			529	1.0	529	1.0	0.169	5.0	NA	0.9	6.5	0.12	0.51	0.12	36.2

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Network Data dialog (Override Site Data tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).

Two-Way Sign Control Capacity Model: SIDRA Standard.

Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

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MOVEMENT SUMMARY

Site: [1] Drumpellier Drive / Youle-Dean Road/ Whiteman Drive East - AM Peak (S3-2036 BG+Dev AM Peak)

Network: [1] S3-2036 Dev Network AM Peak (S3-2036+Dev)

Output produced by SIDRA INTERSECTION Version: 10.0.5.217

Drumpellier Drive / Youle-Dean Road / Whiteman Drive East
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 110.0 seconds (Site Practical Cycle Time)
Network Scenario: 1 | Local Volumes **Site Scenario: 1 | Local Volumes**

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed km/h
South: Drumpellier Drive (S)															
1	L2	All MCs	239	2.0	239	2.0	0.229	9.6	LOS A	2.1	16.1	0.35	1.22	0.35	32.7
2	T1	All MCs	360	4.7	360	4.7	0.624	48.2	LOS D	9.3	72.3	0.99	0.81	0.99	36.6
3	R2	All MCs	278	2.0	278	2.0	* 0.841	62.3	LOS E	11.4	85.3	0.99	0.90	1.16	21.2
Approach			877	3.1	877	3.1	0.841	42.2	LOS D	11.4	85.3	0.81	0.95	0.87	30.9
East: Youle-Dean Road (E)															
4	L2	All MCs	406	2.0	406	2.0	0.467	31.0	LOS C	11.3	85.0	0.72	1.26	0.72	29.8
5	T1	All MCs	333	9.0	333	9.0	* 0.841	55.5	LOS E	17.7	133.2	0.99	0.95	1.16	21.7
6	R2	All MCs	56	2.0	56	2.0	0.159	47.0	LOS D	2.5	18.9	0.87	0.74	0.87	33.0
Approach			795	4.9	795	4.9	0.841	42.4	LOS D	17.7	133.2	0.84	1.09	0.91	25.8
North: Drumpellier Drive (N)															
7	L2	All MCs	198	2.0	198	2.0	0.184	9.2	LOS A	2.1	15.6	0.33	1.19	0.33	30.9
8	T1	All MCs	916	4.7	916	4.7	* 0.841	45.6	LOS D	25.4	197.2	1.00	0.97	1.13	37.6
9	R2	All MCs	301	2.0	301	2.0	0.624	45.5	LOS D	14.4	108.0	0.94	0.84	0.94	28.1
Approach			1415	3.7	1415	3.7	0.841	40.5	LOS D	25.4	197.2	0.89	0.97	0.98	35.1
West: Whiteman Drive East (W)															
10	L2	All MCs	85	2.0	85	2.0	0.067	6.1	LOS A	0.8	5.8	0.20	0.91	0.20	42.0
11	T1	All MCs	254	11.0	254	11.0	* 0.841	54.2	LOS D	12.1	97.6	0.98	0.91	1.14	8.2
12	R2	All MCs	46	2.0	46	2.0	0.841	62.1	LOS E	12.1	97.6	1.00	1.01	1.24	23.7
Approach			385	7.9	385	7.9	0.841	44.5	LOS D	12.1	97.6	0.81	0.93	0.94	17.1
All Vehicles			3472	4.3	3472	4.3	0.841	41.8	LOS D	25.4	197.2	0.85	0.99	0.93	30.1

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Network Data dialog (Override Site Data tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Green.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

* Critical Movement (Signal Timing)

Pedestrian Movement Performance

Mov ID	Crossing	Dem. Flow	Aver. Delay	Level of Service	AVERAGE BACK OF QUEUE [Ped	Dist]	Prop. Qued	Eff. Stop Rate	Travel Time	Travel Dist.	Aver. Speed

	ped/h	sec		ped	m			sec	m	m/sec
South: Drumpellier Drive (S)										
P1 Full	53	48.3	LOS E	0.2	0.2	0.94	0.94	215.0	200.0	0.93
East: Youle-Dean Road (E)										
P2 Full	21	49.2	LOS E	0.1	0.1	0.95	0.95	203.1	200.0	0.98
All Pedestrians	74	48.6	LOS E	0.2	0.2	0.94	0.94	211.6	200.0	0.95

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)
Pedestrian movement LOS values are based on average delay per pedestrian movement.
Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

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MOVEMENT SUMMARY

Site: [200] S3-Youle-Dean Rd / Marvel Ent AM Peak (S3-2036 BG+Dev AM Peak)

Network: [1] S3-2036 Dev Network AM Peak (S3-2036+Dev)

Output produced by SIDRA INTERSECTION Version: 10.0.5.217

New Site
Site Category: (None)
Roundabout
Network Scenario: 1 | Local Volumes **Site Scenario: 1 | Local Volumes**

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed km/h
South: Marvel Ent (S)															
1	L2	All MCs	125	1.0	125	1.0	0.311	7.0	LOS A	2.0	15.1	0.75	0.69	0.75	33.5
2	T1	All MCs	63	1.0	63	1.0	0.311	6.9	LOS A	2.0	15.1	0.75	0.69	0.75	38.8
3	R2	All MCs	53	1.0	53	1.0	0.311	11.2	LOS B	2.0	15.1	0.75	0.69	0.75	33.5
Approach			241	1.0	241	1.0	0.311	7.9	LOS A	2.0	15.1	0.75	0.69	0.75	35.4
East: Youle-Dean Rd (E)															
4	L2	All MCs	11	1.0	11	1.0	0.490	6.9	LOS A	3.7	28.2	0.61	0.58	0.61	35.8
5	T1	All MCs	484	5.0	484	5.0	0.490	7.4	LOS A	3.7	28.2	0.61	0.58	0.61	35.8
6	R2	All MCs	29	1.0	29	1.0	0.490	11.8	LOS B	3.7	28.2	0.61	0.58	0.61	39.8
Approach			524	4.7	524	4.7	0.490	7.7	LOS A	3.7	28.2	0.61	0.58	0.61	36.2
North: Marvel Ent (N)															
7	L2	All MCs	77	1.0	77	1.0	0.100	6.6	LOS A	0.6	4.1	0.61	0.62	0.61	35.0
8	T1	All MCs	37	1.0	37	1.0	0.133	5.9	LOS A	0.8	5.9	0.61	0.65	0.61	32.9
9	R2	All MCs	82	1.0	82	1.0	0.133	10.2	LOS B	0.8	5.9	0.61	0.65	0.61	32.9
Approach			196	1.0	196	1.0	0.133	8.0	LOS A	0.8	5.9	0.61	0.64	0.61	33.6
West: Youle-Dean Rd (W)															
10	L2	All MCs	162	1.0	162	1.0	0.159	6.1	LOS A	0.8	5.7	0.30	0.57	0.30	49.6
11	T1	All MCs	315	5.0	315	5.0	0.333	6.0	LOS A	2.1	15.9	0.31	0.57	0.31	49.4
12	R2	All MCs	158	1.0	158	1.0	0.333	10.4	LOS B	2.1	15.9	0.31	0.57	0.31	49.4
Approach			635	3.0	635	3.0	0.333	7.1	LOS A	2.1	15.9	0.31	0.57	0.31	49.5
All Vehicles			1596	3.0	1596	3.0	0.490	7.5	LOS A	3.7	28.2	0.51	0.60	0.51	42.1

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Network Data dialog (Override Site Data tab).
Roundabout LOS Method: SIDRA Roundabout LOS.
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Roundabout Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

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MOVEMENT SUMMARY

Site: [203] S3-Marvel Ent / Access 3 - AM Peak (S3-2036 BG +Dev AM Peak)

Network: [1] S3-2036 Dev Network AM Peak (S3-2036+Dev)

Output produced by SIDRA INTERSECTION Version: 10.0.5.217

New Site
Site Category: (None)
Give-Way (Two-Way)
Network Scenario: 1 | Local Volumes **Site Scenario: 1 | Local Volumes**

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed km/h
South: Marvel Ent (S)															
2	T1	All MCs	146	1.0	146	1.0	0.116	0.3	LOS A	0.4	2.8	0.20	0.23	0.20	47.3
3	R2	All MCs	58	1.0	58	1.0	0.116	5.3	LOS A	0.4	2.8	0.20	0.23	0.20	47.2
Approach			204	1.0	204	1.0	0.116	1.7	NA	0.4	2.8	0.20	0.23	0.20	47.3
East: Access 3															
4	L2	All MCs	55	0.0	55	0.0	0.141	5.0	LOS A	0.5	3.8	0.32	0.58	0.32	45.2
6	R2	All MCs	96	0.0	96	0.0	0.141	6.2	LOS A	0.5	3.8	0.32	0.58	0.32	43.2
Approach			151	0.0	151	0.0	0.141	5.7	LOS A	0.5	3.8	0.32	0.58	0.32	44.3
North: Marvel Ent (N)															
7	L2	All MCs	79	1.0	79	1.0	0.108	5.6	LOS A	0.0	0.0	0.00	0.23	0.00	53.5
8	T1	All MCs	126	1.0	126	1.0	0.108	0.0	LOS A	0.0	0.0	0.00	0.23	0.00	57.1
Approach			205	1.0	205	1.0	0.108	2.1	NA	0.0	0.0	0.00	0.23	0.00	55.7
All Vehicles			560	0.7	560	0.7	0.141	3.0	NA	0.5	3.8	0.16	0.32	0.16	49.2

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Network Data dialog (Override Site Data tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).

Two-Way Sign Control Capacity Model: SIDRA Standard.

Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

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MOVEMENT SUMMARY

Site: [201] S3-Youle-Dean Rd / Everglades Ave AM Peak

(S3-2036 BG+Dev AM Peak)

Network: [1] S3-2036 Dev Network AM Peak (S3-2036+Dev)

Output produced by SIDRA INTERSECTION Version: 10.0.5.217

New Site
Site Category: (None)
Roundabout
Network Scenario: 1 | Local Volumes **Site Scenario: 1 | Local Volumes**

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed km/h
South: Everglades Rd (S)															
1	L2	All MCs	7	1.0	7	1.0	0.349	8.1	LOS A	2.4	17.8	0.78	0.70	0.78	27.5
2	T1	All MCs	206	1.0	206	1.0	0.349	8.3	LOS A	2.4	17.8	0.78	0.70	0.78	33.9
3	R2	All MCs	52	1.0	52	1.0	0.349	12.7	LOS B	2.4	17.8	0.78	0.70	0.78	35.9
Approach			265	1.0	265	1.0	0.349	9.1	LOS A	2.4	17.8	0.78	0.70	0.78	34.2
East: Youle-Dean Rd (E)															
4	L2	All MCs	84	1.0	84	1.0	0.621	10.1	LOS B	6.2	47.7	0.84	0.77	0.99	30.5
5	T1	All MCs	381	5.0	381	5.0	0.621	10.7	LOS B	6.2	47.7	0.84	0.77	0.99	30.5
6	R2	All MCs	80	1.0	80	1.0	0.621	14.9	LOS B	6.2	47.7	0.84	0.77	0.99	32.7
Approach			545	3.8	545	3.8	0.621	11.2	LOS B	6.2	47.7	0.84	0.77	0.99	30.9
North: Everglades Ave (N)															
7	L2	All MCs	84	1.0	84	1.0	0.536	8.1	LOS A	4.5	33.3	0.77	0.72	0.84	35.8
8	T1	All MCs	263	1.0	263	1.0	0.536	8.3	LOS A	4.5	33.3	0.77	0.72	0.84	26.4
9	R2	All MCs	137	1.0	137	1.0	0.536	12.7	LOS B	4.5	33.3	0.77	0.72	0.84	26.4
Approach			484	1.0	484	1.0	0.536	9.5	LOS A	4.5	33.3	0.77	0.72	0.84	28.7
West: Youle-Dean Rd (W)															
10	L2	All MCs	57	1.0	57	1.0	0.074	7.5	LOS A	0.4	2.9	0.53	0.63	0.53	39.4
11	T1	All MCs	354	5.0	354	5.0	0.329	7.0	LOS A	2.3	17.5	0.59	0.58	0.59	42.1
12	R2	All MCs	33	1.0	33	1.0	0.329	11.3	LOS B	2.3	17.5	0.59	0.58	0.59	35.9
Approach			443	4.2	443	4.2	0.329	7.4	LOS A	2.3	17.5	0.58	0.59	0.58	41.5
All Vehicles			1738	2.7	1738	2.7	0.621	9.5	LOS A	6.2	47.7	0.75	0.70	0.81	34.1

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Network Data dialog (Override Site Data tab).
Roundabout LOS Method: SIDRA Roundabout LOS.
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Roundabout Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

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MOVEMENT SUMMARY

Site: [205 (5)] S3-Everglades Ave / Access 5 AM Peak

(S3-2036 BG+Dev AM Peak)

Network: [1] S3-2036 Dev Network AM Peak (S3-2036+Dev)

Output produced by SIDRA INTERSECTION Version: 10.0.5.217

New Site
Site Category: (None)
Give-Way (Two-Way)
Network Scenario: 1 | Local Volumes **Site Scenario: 1 | Local Volumes**

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed km/h
South: Everglades Ave (S)															
1	L2	All MCs	24	1.0	24	1.0	0.108	5.5	LOS A	0.0	0.0	0.00	0.07	0.00	31.0
2	T1	All MCs	183	1.0	183	1.0	0.108	0.0	LOS A	0.0	0.0	0.00	0.07	0.00	54.6
Approach			207	1.0	207	1.0	0.108	0.7	NA	0.0	0.0	0.00	0.07	0.00	48.6
North: Everglades Ave (N)															
8	T1	All MCs	381	1.0	381	1.0	0.197	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
Approach			381	1.0	381	1.0	0.197	0.0	NA	0.0	0.0	0.00	0.00	0.00	59.9
West: Access 5 (W)															
10	L2	All MCs	82	0.0	82	0.0	0.059	4.4	LOS A	0.2	1.7	0.27	0.52	0.27	24.7
Approach			82	0.0	82	0.0	0.059	4.4	LOS A	0.2	1.7	0.27	0.52	0.27	24.7
All Vehicles			671	0.9	671	0.9	0.197	0.7	NA	0.2	1.7	0.03	0.09	0.03	50.5

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Network Data dialog (Override Site Data tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).

Two-Way Sign Control Capacity Model: SIDRA Standard.

Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

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MOVEMENT SUMMARY

Site: [205 (4)] S3-Everglades Ave / Access 1 - AM Peak

(S3-2036 BG+Dev AM Peak)

Network: [1] S3-2036 Dev Network AM Peak (S3-2036+Dev)

Output produced by SIDRA INTERSECTION Version: 10.0.5.217

New Site
Site Category: (None)
Give-Way (Two-Way)
Network Scenario: 1 | Local Volumes **Site Scenario: 1 | Local Volumes**

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed km/h
South: Everglades Ave (S)															
1	L2	All MCs	26	1.0	26	1.0	0.105	5.6	LOS A	0.0	0.0	0.00	0.08	0.00	47.2
2	T1	All MCs	175	1.0	175	1.0	0.105	0.0	LOS A	0.0	0.0	0.00	0.08	0.00	58.6
Approach			201	1.0	201	1.0	0.105	0.8	NA	0.0	0.0	0.00	0.08	0.00	56.6
North: Everglades Ave (N)															
8	T1	All MCs	233	1.0	233	1.0	0.120	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
9	R2	All MCs	148	1.0	148	1.0	0.100	6.1	LOS A	0.5	3.4	0.32	0.59	0.32	30.4
Approach			381	1.0	381	1.0	0.120	2.4	NA	0.5	3.4	0.12	0.23	0.12	52.6
West: Access 1(W)															
10	L2	All MCs	32	0.0	32	0.0	0.102	4.4	LOS A	0.4	2.9	0.46	0.62	0.46	20.2
12	R2	All MCs	48	0.0	48	0.0	0.102	8.0	LOS A	0.4	2.9	0.46	0.62	0.46	45.9
Approach			80	0.0	80	0.0	0.102	6.6	LOS A	0.4	2.9	0.46	0.62	0.46	42.3
All Vehicles			662	0.9	662	0.9	0.120	2.4	NA	0.5	3.4	0.13	0.23	0.13	52.6

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Network Data dialog (Override Site Data tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).

Two-Way Sign Control Capacity Model: SIDRA Standard.

Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

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MOVEMENT SUMMARY

Site: [1 (2)] Drumpellier Drive / Youle-Dean Road/ Whiteman Drive East - PM Peak (S3-2036 BG+Dev PM Peak)

Network: [2] S3-2036 Dev Network PM Peak (S3-2036+Dev)

Output produced by SIDRA INTERSECTION Version: 10.0.5.217

Drumpellier Drive / Youle-Dean Road / Whiteman Drive East
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 130.0 seconds (Site Practical Cycle Time)
Network Scenario: 1 | Local Volumes **Site Scenario: 1 | Local Volumes**

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed km/h
South: Drumpellier Drive (S)															
1	L2	All MCs	54	2.0	54	2.0	0.046	10.6	LOS B	0.5	3.7	0.18	0.97	0.18	37.5
2	T1	All MCs	1036	2.6	1036	2.6	0.714	37.6	LOS D	28.0	211.5	0.91	0.81	0.91	41.4
3	R2	All MCs	600	2.0	600	2.0	*0.918	49.2	LOS D	21.8	163.4	0.96	1.12	1.14	17.6
Approach			1689	2.4	1689	2.4	0.918	40.9	LOS D	28.0	211.5	0.91	0.93	0.97	31.5
East: Youle-Dean Road (E)															
4	L2	All MCs	418	2.0	418	2.0	0.355	10.9	LOS B	6.1	45.6	0.39	1.39	0.39	33.4
5	T1	All MCs	214	19.0	214	19.0	*0.547	56.4	LOS E	10.5	78.8	0.96	0.79	0.96	21.3
6	R2	All MCs	137	2.0	137	2.0	0.442	59.7	LOS E	7.9	59.4	0.95	0.80	0.95	29.2
Approach			768	6.7	768	6.7	0.547	32.3	LOS C	10.5	78.8	0.65	1.12	0.65	29.5
North: Drumpellier Drive (N)															
7	L2	All MCs	65	2.0	65	2.0	0.063	9.0	LOS A	0.5	3.8	0.32	1.35	0.32	25.8
8	T1	All MCs	445	2.6	445	2.6	*0.918	76.4	LOS E	16.4	124.0	1.00	1.05	1.35	28.6
9	R2	All MCs	58	2.0	58	2.0	0.683	78.6	LOS E	3.9	29.6	1.00	0.81	1.14	20.1
Approach			568	2.5	568	2.5	0.918	68.9	LOS E	16.4	124.0	0.92	1.06	1.21	27.6
West: Whiteman Drive East (W)															
10	L2	All MCs	243	2.0	243	2.0	0.233	29.8	LOS C	6.0	44.8	0.54	1.30	0.54	34.4
11	T1	All MCs	300	9.0	300	9.0	*0.918	70.2	LOS E	22.7	176.5	0.97	0.94	1.13	7.3
12	R2	All MCs	147	2.0	147	2.0	0.918	79.8	LOS E	22.7	176.5	1.00	1.10	1.30	20.3
Approach			691	5.0	691	5.0	0.918	58.0	LOS E	22.7	176.5	0.82	1.10	0.96	17.4
All Vehicles			3717	3.8	3717	3.8	0.918	46.6	LOS D	28.0	211.5	0.84	1.02	0.94	28.0

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Network Data dialog (Override Site Data tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Green.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

* Critical Movement (Signal Timing)

Pedestrian Movement Performance

Mov ID	Crossing	Dem. Flow	Aver. Delay	Level of Service	AVERAGE BACK OF QUEUE [Ped	Dist]	Prop. Qued	Eff. Stop Rate	Travel Time	Travel Dist.	Aver. Speed

	ped/h	sec		ped	m			sec	m	m/sec
South: Drumpellier Drive (S)										
P1 Full	53	58.3	LOS E	0.2	0.2	0.95	0.95	225.0	200.0	0.89
East: Youle-Dean Road (E)										
P2 Full	21	59.2	LOS E	0.1	0.1	0.95	0.95	213.0	200.0	0.94
All Pedestrians	74	58.6	LOS E	0.2	0.2	0.95	0.95	221.6	200.0	0.90

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)
Pedestrian movement LOS values are based on average delay per pedestrian movement.
Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

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MOVEMENT SUMMARY

Site: [101vv (3)] S3-Youle-Dean Rd / Marvel Ent PM Peak

(S3-2036 BG+Dev PM Peak)

Network: [2] S3-2036 Dev Network PM Peak (S3-2036+Dev)

Output produced by SIDRA INTERSECTION Version: 10.0.5.217

New Site
Site Category: (None)
Roundabout
Network Scenario: 1 | Local Volumes **Site Scenario: 1 | Local Volumes**

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed km/h
South: Marvel Ent (S)															
1	L2	All MCs	249	1.0	249	1.0	0.349	7.9	LOS A	2.3	17.2	0.74	0.69	0.74	37.1
2	T1	All MCs	28	1.0	28	1.0	0.349	8.0	LOS A	2.3	17.2	0.74	0.69	0.74	41.4
3	R2	All MCs	3	1.0	3	1.0	0.349	12.4	LOS B	2.3	17.2	0.74	0.69	0.74	37.1
Approach			281	1.0	281	1.0	0.349	7.9	LOS A	2.3	17.2	0.74	0.69	0.74	37.8
East: Youle-Dean Rd (E)															
4	L2	All MCs	60	1.0	60	1.0	0.489	9.3	LOS A	3.9	29.7	0.79	0.72	0.84	31.4
5	T1	All MCs	204	5.0	204	5.0	0.489	9.9	LOS A	3.9	29.7	0.79	0.72	0.84	31.4
6	R2	All MCs	151	1.0	151	1.0	0.489	14.1	LOS B	3.9	29.7	0.79	0.72	0.84	37.0
Approach			415	3.0	415	3.0	0.489	11.3	LOS B	3.9	29.7	0.79	0.72	0.84	34.2
North: Marvel Ent (N)															
7	L2	All MCs	102	1.0	102	1.0	0.188	9.5	LOS A	1.2	8.6	0.74	0.69	0.74	30.9
8	T1	All MCs	83	1.0	83	1.0	0.373	8.0	LOS A	2.9	21.9	0.82	0.69	0.82	30.5
9	R2	All MCs	215	1.0	215	1.0	0.373	12.3	LOS B	2.9	21.9	0.82	0.69	0.82	30.5
Approach			400	1.0	400	1.0	0.373	10.7	LOS B	2.9	21.9	0.80	0.69	0.80	30.6
West: Youle-Dean Rd (W)															
10	L2	All MCs	189	1.0	189	1.0	0.204	6.5	LOS A	1.0	7.5	0.34	0.59	0.34	49.3
11	T1	All MCs	429	5.0	429	5.0	0.473	6.4	LOS A	3.5	26.8	0.38	0.59	0.38	48.9
12	R2	All MCs	221	1.0	221	1.0	0.473	10.7	LOS B	3.5	26.8	0.38	0.59	0.38	48.9
Approach			840	3.0	840	3.0	0.473	7.6	LOS A	3.5	26.8	0.37	0.59	0.37	49.0
All Vehicles			1936	2.3	1936	2.3	0.489	9.1	LOS A	3.9	29.7	0.60	0.66	0.61	41.0

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Network Data dialog (Override Site Data tab).
Roundabout LOS Method: SIDRA Roundabout LOS.
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Roundabout Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

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MOVEMENT SUMMARY

Site: [205] S3-Marvel Ent / Access 3 - PM Peak (S3-2036 BG +Dev PM Peak)

Network: [2] S3-2036 Dev Network PM Peak (S3-2036+Dev)

Output produced by SIDRA INTERSECTION Version: 10.0.5.217

New Site
Site Category: (None)
Give-Way (Two-Way)
Network Scenario: 1 | Local Volumes **Site Scenario: 1 | Local Volumes**

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed km/h
South: Marvel Ent (S)															
2	T1	All MCs	92	1.0	92	1.0	0.131	1.1	LOS A	0.6	4.7	0.41	0.47	0.41	45.1
3	R2	All MCs	103	1.0	103	1.0	0.131	6.0	LOS A	0.6	4.7	0.41	0.47	0.41	43.4
Approach			195	1.0	195	1.0	0.131	3.7	NA	0.6	4.7	0.41	0.47	0.41	44.1
East: Access 3 (E)															
4	L2	All MCs	106	0.0	106	0.0	0.307	4.6	LOS A	1.3	9.3	0.45	0.63	0.45	42.0
6	R2	All MCs	189	0.0	189	0.0	0.307	6.5	LOS A	1.3	9.3	0.45	0.63	0.45	21.7
Approach			296	0.0	296	0.0	0.307	5.8	LOS A	1.3	9.3	0.45	0.63	0.45	36.4
North: Marvel Ent (N)															
7	L2	All MCs	168	1.0	168	1.0	0.193	4.6	LOS A	0.0	0.0	0.00	0.25	0.00	16.0
8	T1	All MCs	196	1.0	196	1.0	0.193	0.0	LOS A	0.0	0.0	0.00	0.25	0.00	48.0
Approach			364	1.0	364	1.0	0.193	2.1	NA	0.0	0.0	0.00	0.25	0.00	32.4
All Vehicles			855	0.7	855	0.7	0.307	3.8	NA	1.3	9.3	0.25	0.43	0.25	36.0

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Network Data dialog (Override Site Data tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).

Two-Way Sign Control Capacity Model: SIDRA Standard.

Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

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MOVEMENT SUMMARY

Site: [201 (5)] S3-Youle-Dean Rd / Everglades Ave PM Peak

(S3-2036 BG+Dev PM Peak)

Network: [2] S3-2036 Dev Network PM Peak (S3-2036+Dev)

Output produced by SIDRA INTERSECTION Version: 10.0.5.217

New Site
Site Category: (None)
Roundabout
Network Scenario: 1 | Local Volumes **Site Scenario: 1 | Local Volumes**

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed km/h
South: Everglades Rd (S)															
1	L2	All MCs	55	1.0	55	1.0	0.546	8.6	LOS A	4.7	35.2	0.81	0.75	0.90	25.1
2	T1	All MCs	194	1.0	194	1.0	0.546	8.8	LOS A	4.7	35.2	0.81	0.75	0.90	31.7
3	R2	All MCs	225	1.0	225	1.0	0.546	13.2	LOS B	4.7	35.2	0.81	0.75	0.90	33.8
Approach			474	1.0	474	1.0	0.546	10.9	LOS B	4.7	35.2	0.81	0.75	0.90	32.3
East: Youle-Dean Rd (E)															
4	L2	All MCs	112	1.0	112	1.0	0.527	7.9	LOS A	4.3	32.4	0.73	0.67	0.75	33.9
5	T1	All MCs	308	5.0	308	5.0	0.527	8.4	LOS A	4.3	32.4	0.73	0.67	0.75	33.9
6	R2	All MCs	84	1.0	84	1.0	0.527	12.7	LOS B	4.3	32.4	0.73	0.67	0.75	35.1
Approach			504	3.4	504	3.4	0.527	9.0	LOS A	4.3	32.4	0.73	0.67	0.75	34.1
North: Everglades Ave (N)															
7	L2	All MCs	84	1.0	84	1.0	0.450	8.5	LOS A	3.3	24.4	0.78	0.73	0.82	36.0
8	T1	All MCs	204	1.0	204	1.0	0.450	8.7	LOS A	3.3	24.4	0.78	0.73	0.82	26.6
9	R2	All MCs	78	1.0	78	1.0	0.450	13.1	LOS B	3.3	24.4	0.78	0.73	0.82	26.6
Approach			366	1.0	366	1.0	0.450	9.6	LOS A	3.3	24.4	0.78	0.73	0.82	29.6
West: Youle-Dean Rd (W)															
10	L2	All MCs	186	1.0	186	1.0	0.229	8.3	LOS A	1.4	10.7	0.68	0.68	0.68	38.2
11	T1	All MCs	268	5.0	268	5.0	0.339	8.0	LOS A	2.4	18.8	0.71	0.66	0.71	40.6
12	R2	All MCs	77	1.0	77	1.0	0.339	12.3	LOS B	2.4	18.8	0.71	0.66	0.71	34.0
Approach			532	3.0	532	3.0	0.339	8.7	LOS A	2.4	18.8	0.70	0.67	0.70	39.1
All Vehicles			1876	2.2	1876	2.2	0.546	9.5	LOS A	4.7	35.2	0.75	0.70	0.79	34.4

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Network Data dialog (Override Site Data tab).
Roundabout LOS Method: SIDRA Roundabout LOS.
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Roundabout Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

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MOVEMENT SUMMARY

Site: [205 (2)] S3-Everglades Ave / Access 5 - PM Peak

(S3-2036 BG+Dev PM Peak)

Network: [2] S3-2036 Dev Network PM Peak (S3-2036+Dev)

Output produced by SIDRA INTERSECTION Version: 10.0.5.217

New Site
Site Category: (None)
Give-Way (Two-Way)
Network Scenario: 1 | Local Volumes **Site Scenario: 1 | Local Volumes**

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed km/h
South: Everglades Ave (S)															
1	L2	All MCs	43	1.0	43	1.0	0.177	5.5	LOS A	0.0	0.0	0.00	0.08	0.00	30.9
2	T1	All MCs	296	1.0	296	1.0	0.177	0.0	LOS A	0.0	0.0	0.00	0.08	0.00	54.2
Approach			339	1.0	339	1.0	0.177	0.7	NA	0.0	0.0	0.00	0.08	0.00	47.9
North: Everglades Ave (N)															
8	T1	All MCs	393	1.0	393	1.0	0.203	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
Approach			393	1.0	393	1.0	0.203	0.0	NA	0.0	0.0	0.00	0.00	0.00	59.9
West: Access 5 (W)															
10	L2	All MCs	178	0.0	178	0.0	0.142	4.9	LOS A	0.6	4.3	0.38	0.58	0.38	23.8
Approach			178	0.0	178	0.0	0.142	4.9	LOS A	0.6	4.3	0.38	0.58	0.38	23.8
All Vehicles			909	0.8	909	0.8	0.203	1.2	NA	0.6	4.3	0.07	0.14	0.07	46.3

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Network Data dialog (Override Site Data tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).
Two-Way Sign Control Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

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MOVEMENT SUMMARY

Site: [205 (3)] S3-Everglades Ave / Access 1 - PM Peak

(S3-2036 BG+Dev PM Peak)

Network: [2] S3-2036 Dev Network PM Peak (S3-2036+Dev)

Output produced by SIDRA INTERSECTION Version: 10.0.5.217

New Site
Site Category: (None)
Give-Way (Two-Way)
Network Scenario: 1 | Local Volumes **Site Scenario: 1 | Local Volumes**

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed km/h
South: Everglades Ave (S)															
1	L2	All MCs	48	1.0	48	1.0	0.161	5.6	LOS A	0.0	0.0	0.00	0.09	0.00	47.0
2	T1	All MCs	260	1.0	260	1.0	0.161	0.0	LOS A	0.0	0.0	0.00	0.09	0.00	58.3
Approach			308	1.0	308	1.0	0.161	0.9	NA	0.0	0.0	0.00	0.09	0.00	56.0
North: Everglades Ave (N)															
8	T1	All MCs	160	1.0	160	1.0	0.083	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	60.0
9	R2	All MCs	233	1.0	233	1.0	0.174	6.6	LOS A	0.8	6.1	0.42	0.64	0.42	29.8
Approach			393	1.0	393	1.0	0.174	3.9	NA	0.8	6.1	0.25	0.38	0.25	46.9
West: Access 1 (W)															
10	L2	All MCs	79	0.0	79	0.0	0.240	4.9	LOS A	1.0	7.3	0.56	0.70	0.56	19.9
12	R2	All MCs	94	0.0	94	0.0	0.240	9.9	LOS A	1.0	7.3	0.56	0.70	0.56	45.7
Approach			173	0.0	173	0.0	0.240	7.6	LOS A	1.0	7.3	0.56	0.70	0.56	41.1
All Vehicles			874	0.8	874	0.8	0.240	3.6	NA	1.0	7.3	0.22	0.34	0.22	49.4

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Network Data dialog (Override Site Data tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).

Two-Way Sign Control Capacity Model: SIDRA Standard.

Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

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BRABHAM WOOLWORTHS DEVELOPMENT

DEVELOPMENT APPLICATION

ENVIRONMENTAL ACOUSTIC ASSESSMENT

OCTOBER 2025

OUR REFERENCE: 35428-2-25383

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FOR

WOOLWORTHS GROUP

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APPENDICES

A DEVELOPMENT PLANS

1. INTRODUCTION

Herring Storer Acoustics were commissioned to undertake an acoustic assessment of noise emissions associated with the proposed Woolworths to be located within the Youle-Dean Road, Brabham Town Centre Precinct in the City of Swan.

The objective of this study was to undertake an assessment of noise received at the noise sensitive premises surrounding the proposed development for compliance with the requirements of the *Environmental Protection (Noise) Regulations 1997*. The noise sources assessed include :

- Mechanical services; and
- Delivery vehicles.

The site plan is attached in Appendix A.

2. SUMMARY

The mechanical services would be located on the roof and are either within plant spaces or screened from the neighbouring residences. The preliminary assessment of the mechanical services shows that noise emissions would comply with the requirements of the *Environmental Protection (Noise) Regulations 1997* at all times. The screening requirements would be determined during the design of the project.

Noise emissions from large truck deliveries within the proposed loading dock have been calculated to comply with the relevant assigned noise levels for all time periods. Additionally, noise received at the neighbouring residences from small rigid truck deliveries (i.e. bakery truck deliveries) have also been calculated to comply at all times, thus deliveries would not need to be restricted.

3. CRITERIA

3.1 ENVIRONMENTAL PROTECTION (NOISE) REGULATIONS 1997

The *Environmental Protection (Noise) Regulations 1997* stipulate the allowable noise levels at any noise sensitive premises from other premises. For noise sensitive premises, the allowable noise level is determined by the calculation of an influencing factor, which is added to the baseline criteria set out in Table 1 of the Regulations. The baseline assigned noise levels are listed in Table 3.1.

TABLE 3.1 – ASSIGNED NOISE LEVELS

Premises Receiving Noise	Time of Day	Assigned Level (dB)		
		L_{A10}	L_{A1}	L_{Amax}
Noise sensitive premises within 15 metres of a dwelling (Highly Sensitive Areas)	0700 - 1900 hours Monday to Saturday (Day)	45 + IF	55 + IF	65 + IF
	0900 - 1900 hours Sunday and Public Holidays (Sunday / Public Holiday Day)	40 + IF	50 + IF	65 + IF
	1900 - 2200 hours all days (Evening)	40 + IF	50 + IF	55 + IF
	2200 hours on any day to 0700 hours Monday to Saturday and 0900 hours Sunday and Public Holidays (Night)	35 + IF	45 + IF	55 + IF
Commercial Premises	All hours	60	75	80

Note: The L_{A10} noise level is the noise that is exceeded for 10% of the time.
The L_{A1} noise level is the noise that is exceeded for 1% of the time.
The L_{Amax} noise level is the maximum noise level recorded.

It is a requirement that noise from the site be free of annoying characteristics (tonality, modulation and impulsiveness) at other premises, defined below as per Regulation 9.

"impulsiveness" means a variation in the emission of a noise where the difference between L_{Apeak} and $L_{Amax\ Slow}$ is more than 15dB when determined for a single representative event;

"modulation" means a variation in the emission of noise that –

(a) is more than 3dB $L_{A\ Fast}$ or is more than 3dB $L_{A\ Fast}$ in any one-third octave band;
(b) is present for more at least 10% of the representative assessment period; and
(c) is regular, cyclic and audible;

"tonality" means the presence in the noise emission of tonal characteristics where the difference between –

(a) the A-weighted sound pressure level in any one-third octave band; and
(b) the arithmetic average of the A-weighted sound pressure levels in the 2 adjacent one-third octave bands,

is greater than 3 dB when the sound pressure levels are determined as $L_{Aeq,T}$ levels where the time period T is greater than 10% of the representative assessment period, or greater than 8 dB at any time when the sound pressure levels are determined as $L_{A\ Slow}$ levels.

Where the above characteristics are present and cannot be practicably removed, the following adjustments are made to the measured or predicted level at other premises.

TABLE 3.2 – ADJUSTMENTS FOR ANNOYING CHARACTERISTICS

Where tonality is present	Where modulation is present	Where impulsiveness is present
+ 5 dB	+ 5 dB	+ 10 dB

For this development, the closest residential premises of concern are located, as shown on Figure 3.1 below.

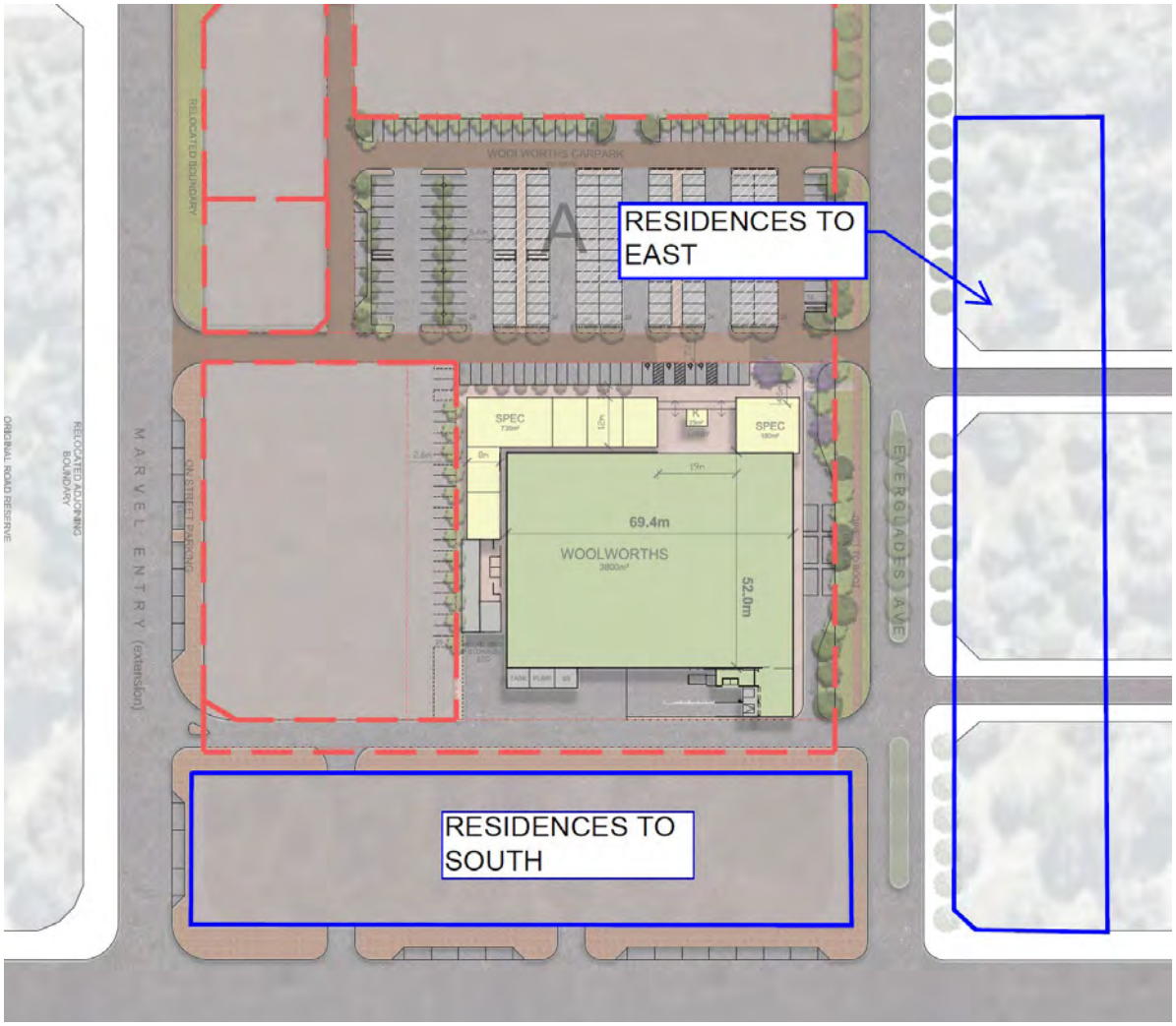


FIGURE 3.1 – NEIGHBOURING PEMISES

The influencing factor at the neighbouring noise sensitive premises have been determined as summarised in Table 3.3.

TABLE 3.3 – INFLUENCING FACTORS

Influencing Factor Parameter	Influencing Factor (dB)	
	South	East
Major Road within inner circle	-	-
Major Road within outer circle	+2	+2
Commercial Premises within the inner circle	+1.5 (30%)	+0.9 (18%)
Commercial Premises within the outer circle	+0.8 (16%)	+0.8 (16%)
TOTAL IF	+4.3 (Rounded to +4 dB)	+3.7 (Rounded to +4 dB)

Based on the above, the assigned noise levels would be as listed in Table 3.4.

TABLE 3.4 - ASSIGNED OUTDOOR NOISE LEVEL
NEIGHBOURING RESIDENCES TO SOUTH AND EAST

Premises Receiving Noise	Time of Day	Assigned Level (dB)		
		$L_{A\ 10}$	$L_{A\ 1}$	$L_{A\ max}$
Noise sensitive premises : Highly sensitive area	0700 - 1900 hours Monday to Saturday	49	59	69
	0900 - 1900 hours Sunday and Public Holidays	44	54	69
	1900 - 2200 hours all days	44	54	59
	2200 hours on any day to 0700 hours Monday to Saturday and 0900 hours Sunday and Public Holidays	39	49	59

Note: L_{A10} is the noise level exceeded for 10% of the time.
L_{A1} is the noise level exceeded for 1% of the time.
L_{Amax} is the maximum noise level.

3.2 WASTE COLLECTION

It is noted that under the *Environmental Protection (Noise) Regulations 1997*, the noise received at a premise from the collection of waste does not need to comply with the Assigned Noise levels, provided it is carried out in accordance with Regulation 14A of the Regulations.

In summary, waste collection carried out during the following times do not need to comply with the Assigned noise levels :

- 0700 hours and 1900 hours on any day that is not a Sunday or a public holiday;

or

- 0900 hours and 1900 hours on a Sunday or public holiday.

For information waste collection carried out during the above times is classified as ***class 1 works***. ***Class 2*** works means specified works carried out otherwise than between the hours specified in the definition of class 1 works.

Note : Class 2 works, also do not need to comply with the assigned noise levels, provided certain requirements, including operating under an approved Noise Management Plan, are followed.

For information it is also noted that, under the Regulations, the above requirements applies to “specified works”. Specified works, includes :

(a) the collection of waste; or
(b) the cleaning of a road or the drains for a road; or
(c) the cleaning of public places, including footpaths, cycle paths, car parks and beaches; or
(d) the maintenance of road verges and public open space (including the collection of rubbish and the planting, trimming, watering or removal of trees); or
(e) the periodic collection of household items or other things placed on street verges by residents for the purpose of such a collection; or
(f) activities associated with hazard or emergency management.

Waste *means* waste from domestic or commercial sources and includes :

(a) putrescible waste; and
(b) non putrescible waste; and
(c) recyclable materials.

Thus, based on the above, noise emissions from waste collections do not need to be assessed and does not form part of the acoustical assessment.

4. MODELLING

To assess the noise that would be received at the neighbouring residences from noise emissions associated with the proposed development, noise modelling was undertaken using the noise modelling program SoundPlan. To determine the noise received at the neighbouring premises, noise modelling was undertaken for the following scenarios :

- Mechanical services; and
- Delivery Vehicles.

Noise modelling was undertaken in accordance with the *EPA Draft Guidance for Assessment of Environmental Factors No. 8 – Environmental Noise*, including worst case down wind conditions.

Calculations were based on the noise levels for the varies noise sources, as listed in Tables 4.1 to 4.2.

TABLE 4.1 – SOUND POWER LEVELS
MECHANICAL SERVICES

Item of Equipment	Sound Power Level, (dB(A))
	Day Period
Air Conditioning Unit	10 @ 75
Exhaust Systems	1 @ 67, 4 @ 74 and 2 @ 80
Condensers	2 @ 91
Refrigeration	2 @ 79

TABLE 4.2 – SOUND POWER LEVELS
DELIVERY TRUCK

Item of Equipment	Sound Power Level, (dB(A))
Refrigerated Delivery truck	
Truck Engine and Refrigeration unit	89
Refrigeration unit only	75
Small Delivery Truck	84

Notes :

1 The use of the delivery dock is understood to accommodate 19m articulated delivery trucks and have been assumed to be refrigerated trucks (i.e worst case scenario). In addition to the larger deliveries, small delivery vans or trucks (ie for bakery delivery etc) would also occur.

2 Given the location of the loading dock, noise emissions from the delivery trucks would occur for less than 10% of the time and noise from these sources would need to meet the assigned L_{A1} noise levels. The noise associated with the delivery is the manoeuvring of the truck into place, upon which the truck engine and refrigeration unit (if applicable) would be switched off – hence – even if the delivery takes some time (i.e. 30 – 60 minutes) the noise level associated with the truck is not present throughout the duration of the delivery. Additionally, we understand that if required, only the refrigeration unit would run during unloading, with the truck engine turned off. From data received, the sound power level of the refrigeration units would be 75 dB(A). This scenario has been included in the noise modelling. It is noted that the refrigeration unit could operate for more than 10% of the time, thus would be assessed under the assigned L_{A10} noise levels

3 In addition to the above, it is understood that the residences to the south (ie across from the delivery /dock) would have garages fronting the laneway, as garages would not be permitted on to Station Street. Thus, the assessable locations for these residences would be the alfresco / outdoor areas located between the garages and the residence / house. Hence, the garages provide a significant barrier between the loading dock and the residences.

4 We note that during the night period, most of the mechanical services would not operate. Only the refrigeration equipment, some of the Woolworths exhaust systems associated with food preparation and the mechanical services associated with the tenancies could operate during the night period. Even then there would be some diversity in the operation for this equipment during various time periods, however, to be conservative, this diversity has not been included in the modelling or assessment.

5. RESULTS

Calculations were carried out to all the neighbouring residences, as shown in Figure 3.1, within each group and to both ground and first floors where applicable. However, to be conservative and to simplify the assessment, only the noise level received in the worst case location have been listed in Tables 5.1 and 5.2, for the different Regulatory parameters.

TABLE 5.1 – RESULTANT NOISE LEVEL FOR L_{A10} NOISE SOURCES MECHANICAL SERVICES

Receiver Location	Operation / Calculated Noise Level, (dB(A))	
	Mechanical	
	Day Period	Night Period
Residences to East	33 (38)	28 (33)
Residences to South	30 (35)	26 (31)

( ) Includes +5 dB(A) penalty for tonal component.

TABLE 5.2 – RESULTANT NOISE LEVEL DELIVERIES

Receiver Location	Operation / Calculated Noise Level, (dB(A))		
	Large Delivery Truck		Small Delivery Truck
	Truck Engine and Refrigeration Unit	Refrigeration unit	
Residences to East	43	30 (35)	29
Residences to South	36	33 (38)	23

Notes:

1 Noise received at the neighbouring noise sensitive premises from mechanical services and the delivery truck refrigeration unit only operating could be tonal, thus, a +5 dB(A) penalty has been applied to these calculated noise levels.

2 From the definition of tonality under the Regulations, noise emission from truck deliveries, being an L_{A1} noise, would not be considered as tonal and no penalty would be applied.

6. ASSESSMENT

Based on the results of the noise modelling, the assessments with regards to compliance with the appropriate assigned noise level has been undertaken and shown below.

6.1 L_{A10} NOISE SOURCES

Noise emissions from the mechanical services and the large delivery truck refrigeration unit only operating would occur for more than 10% of the time. Thus, noise emissions associated with these sources needs to comply with the assigned L_{A10} noise level.

Tables 6.1 and 6.2 compares the calculated noise levels for the L_{A10} noise sources, being the and the large delivery truck refrigeration unit only operating with the assigned noise levels.

TABLE 6.1 – ASSESMENT OF L_{A10} NOISE LEVEL
MECHANICAL SERVICES

Receiver Location	Assessable Noise Level, dB(A)	Assigned Noise Level, L_{A10} dB		Exceedance to Assigned Noise Level
		Time of Day	L_{A10} dB	
Residences to East	38	Day	49	Complies
		Sundays	44	Complies
		Evening	44	Complies
	33	Night	39	Complies
Residences to South	35	Day	49	Complies
		Sundays	44	Complies
		Evening	44	Complies
	31	Night	39	Complies

TABLE 6.2 – ASSESMENT OF L_{A10} NOISE LEVEL
LARGE DELIVERY TRUCK REFRIGERATION UNIT

Receiver Location	Assessable Noise Level, dB(A)	Assigned Noise Level, L_{A10} dB		Exceedance to Assigned Noise Level
		Time of Day	L_{A10} dB	
Residences to East	35	Day	49	Complies
		Sundays	44	Complies
		Evening	44	Complies
		Night	39	Complies
Residences to South	38	Day	49	Complies
		Sundays	44	Complies
		Evening	44	Complies
		Night	39	Complies

6.2 L_{A1} NOISE SOURCES

Noise emissions associated with truck deliveries would take less than 10% of the time. Therefore, noise from deliveries needs to comply with the Assigned L_{A1} noise levels.

Tables 6.3 and 6.4 compares the assessable noise level for large truck deliveries and small truck deliveries against the relevant L_{A1} Assigned Noise Levels for the day, evening (and Sundays) and night periods.

TABLE 6.3 – ASSESMENT OF L_{A1} NOISE LEVEL
LARGE DELIVERY TRUCK ENGINE AND REFRIGERATION UNIT

Receiver Location	Assessable Noise Level, dB(A)	Assigned Noise Level, L_{A1} dB		Exceedance to Assigned Noise Level
		Time of Day	L_{A1} dB	
Residences to East	43	Day	54	Complies
		Sundays	49	Complies
		Evening	49	Complies
		Night	44	Complies
Residences to South	36	Day	54	Complies
		Sundays	49	Complies
		Evening	49	Complies
		Night	44	Complies

TABLE 6.4 – ASSESMENT OF L_{A1} NOISE LEVEL
SMALL DELIVERY TRUCK

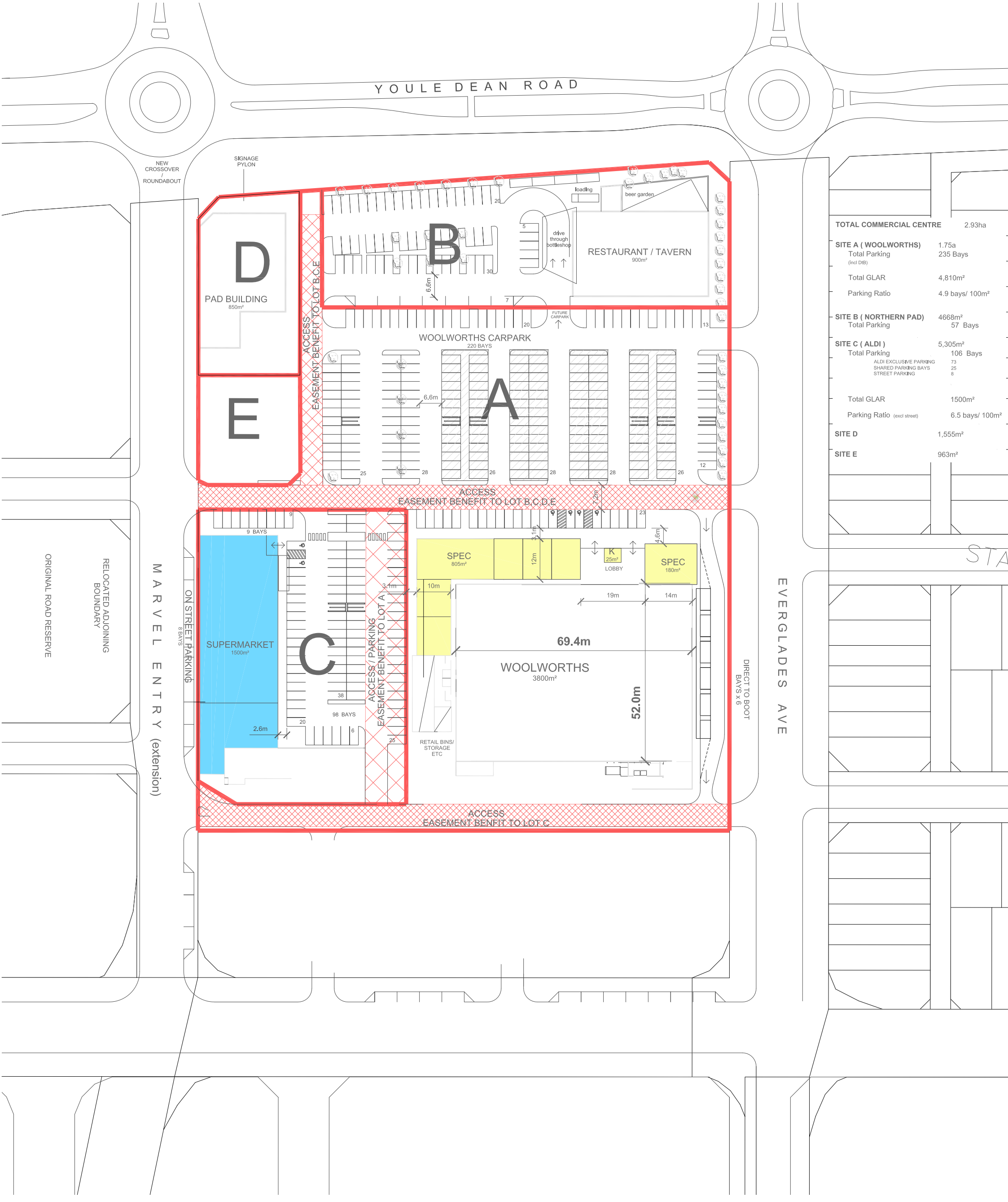
Receiver Location	Assessable Noise Level, dB(A)	Assigned Noise Level, L_{A1} dB		Exceedance to Assigned Noise Level
		Time of Day	L_{A1} dB	
Residences to East	29	Day	54	Complies
		Sundays	49	Complies
		Evening	49	Complies
		Night	44	Complies
Residences to South	23	Day	54	Complies
		Sundays	49	Complies
		Evening	49	Complies
		Night	44	Complies

From the above assessment, it can be seen that noise emissions from the proposed development would comply with the requirements of the *Environmental Protection (Noise) Regulations 1997*, at all times. Even so, the following are recommended / required :

1 The mechanical services will need to include screening from the neighbouring residences to the east and south. To ensure compliance, an acoustic assessment of the mechanical design should be undertaken.

APPENDIX A

SITE PLAN



TOTAL COMMERCIAL CENTRE	2.93ha
SITE A (WOOLWORTHS)	1.75a
Total Parking (incl DIB)	235 Bays
Total GLAR	4,810m²
Parking Ratio	4.9 bays/ 100m²
SITE B (NORTHERN PAD)	4668m²
Total Parking	57 Bays
SITE C (ALDI)	5,305m²
Total Parking	106 Bays
ALDI EXCLUSIVE PARKING	73
SHARED PARKING BAYS	25
STREET PARKING	8
Total GLAR	1500m²
Parking Ratio (excl street)	6.5 bays/ 100m²
SITE D	1,555m²
SITE E	963m²

SITE PLAN SD REV C

WOOLWORTHS BRABHAM TOWN CENTRE

Status: SCHEMATIC DESIGN

Path:

© Hames Sharley

Scale: 1:1000 @A3

North

Project: 44678
Drawing: SD100
Rev: C
Date: 22/10/2025

Hames Sharley

Bushfire management plan / statement addressing the bushfire protection criteria coversheet

Site address: Woolworths Brabham DA (Lot 822 Youle-Dean Road, Brabham)

Site visit: Yes ☑ No ☐

Date of site visit (if applicable): Day 8 Month October Year 2025

Report author or reviewer: Zac Cockerill

WA BPAD accreditation level (please circle):

Not accredited ☐ Level 1 BAL assessor ☐ Level 2 practitioner ☑ Level 3 practitioner ☐

If accredited please provide the following.

BPAD accreditation number: 37803 Accreditation expiry: Month August Year 2026

Bushfire management plan version number: 70932 Rev 0

Bushfire management plan date: Day 27 Month October Year 2025

If one or more of the following are selected, then these should be automatically referred to DFES	YES	NO
Strategic planning is required to address SPP 3.7 and the Guidelines	☐	☑
The application is a vulnerable land use	☐	☑

None of the Above ☑

If one or more of the following are selected, and the decision-maker requires input form DFES, then the application can be referred.	YES	NO
The BAL rating has been calculated by a method other than Method 1 as prescribed by AS 3959	☐	☑
An outcomes-based approach has been submitted to demonstrate compliance with the bushfire protection criteria	☐	☑

None of the Above ☑

Note: If a subdivision or development application meets all the acceptable solutions and does not otherwise trigger a referral as listed above, seeking advice from DFES on SPP 3.7 or other matters is at the discretion of the decision-maker.

The information provided within this bushfire management plan to the best of my knowledge is true and correct:

Signature of report author or reviewer 

Date 10/27/25

70932 M01 Woolworths Brabham DA BMP Addendum (Rev 0)

Name:	Blair Hallion	Date:	27 October 2025
Company:	Woolworths Group Ltd	Job/Doc No:	70932 / 171422 (Rev 0)
Email:	bhallion@woolworths.com.au	Inquiries:	Zac Cockerill

Bushfire Management Plan Addendum: Woolworths Brabham Development Application

Introduction

Emerge Associates (Emerge) prepared a Bushfire Management Plan (BMP) in February 2024 for Peet Brabham Pty Ltd (Peet), on behalf of DevelopmentWA, to support the Brabham District Centre Precinct Structure Plan, which in part covers Lot 822 Youle-Dean Road, Brabham in the City of Swan. The structure plan was approved and staged subdivision and development is being progressed throughout Lot 822 under WAPC Ref. 202393.

Woolworths Group Ltd (the Proponent) is now seeking to lodge a Development Application (DA) for a proposed Woolworths Shopping Centre within future commercial Lot 3001 as provided for under WAPC Ref. 202393. The proposed DA will create a range of commercial buildings (hereon referred to as the project area), including a Woolworths supermarket, adjacent speciality stores, amenities and services infrastructure, along with an internal private road network, associated car parking and low threat landscaped areas, as depicted within Site A in the Figure 1 site plan. Sites B–E represent future commercial land uses that will be subject to separate DAs and are not the subject of this report. Construction of Marvel Entry and Everglades Avenue (west and east of the project area respectively) will be required to service proposed commercial Lot 3001.

This BMP has been prepared as addendum to the previous structure plan BMP (Emerge 2024) and provides an updated bushfire assessment specific to the DA and site plan contained in Figure 1. This BMP addendum should be read in conjunction with the previous Emerge (2024) BMP and includes the following information:

1. A revised bushfire assessment including:
    a. an updated Vegetation Classification and Effective Slope map (Figure 2) depicting the anticipated post-development vegetation classifications and exclusions specific to the DA
    b. an updated BAL Contour map (Figure 3) specific to the DA and post-development vegetation conditions mapped from Item 1a above.
2. An updated assessment against Bushfire Protection Criteria 7 (BPC7) of *Planning for Bushfire Guidelines* (the Guidelines; WAPC 2024a), relevant to commercial DAs, including updated statements against relevant acceptable solutions to demonstrate compliance within the boundary of the development site (Table 3).
3. A works program outlining responsibilities and timing for implementation of the bushfire management actions specific to the DA that can be conditioned as part of planning approval (Table 4).

The entirety of the project area is designated bushfire prone (Area 2) on the Map of Bush Fire Prone Areas (OBRM 2024; Plate 1). Therefore, bushfire risk considerations and BAL assessment are required to inform proposed development design and planning, as per requirements of *State Planning Policy 3.7 Bushfire* (SPP3.7; WAPC 2024b).

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This BMP addendum has been prepared to accompany the DA for the proposed Woolworths Shopping Centre to address requirements under Policy Measure 7.1 (General Measures) of SPP3.7 in accordance with the Guidelines.

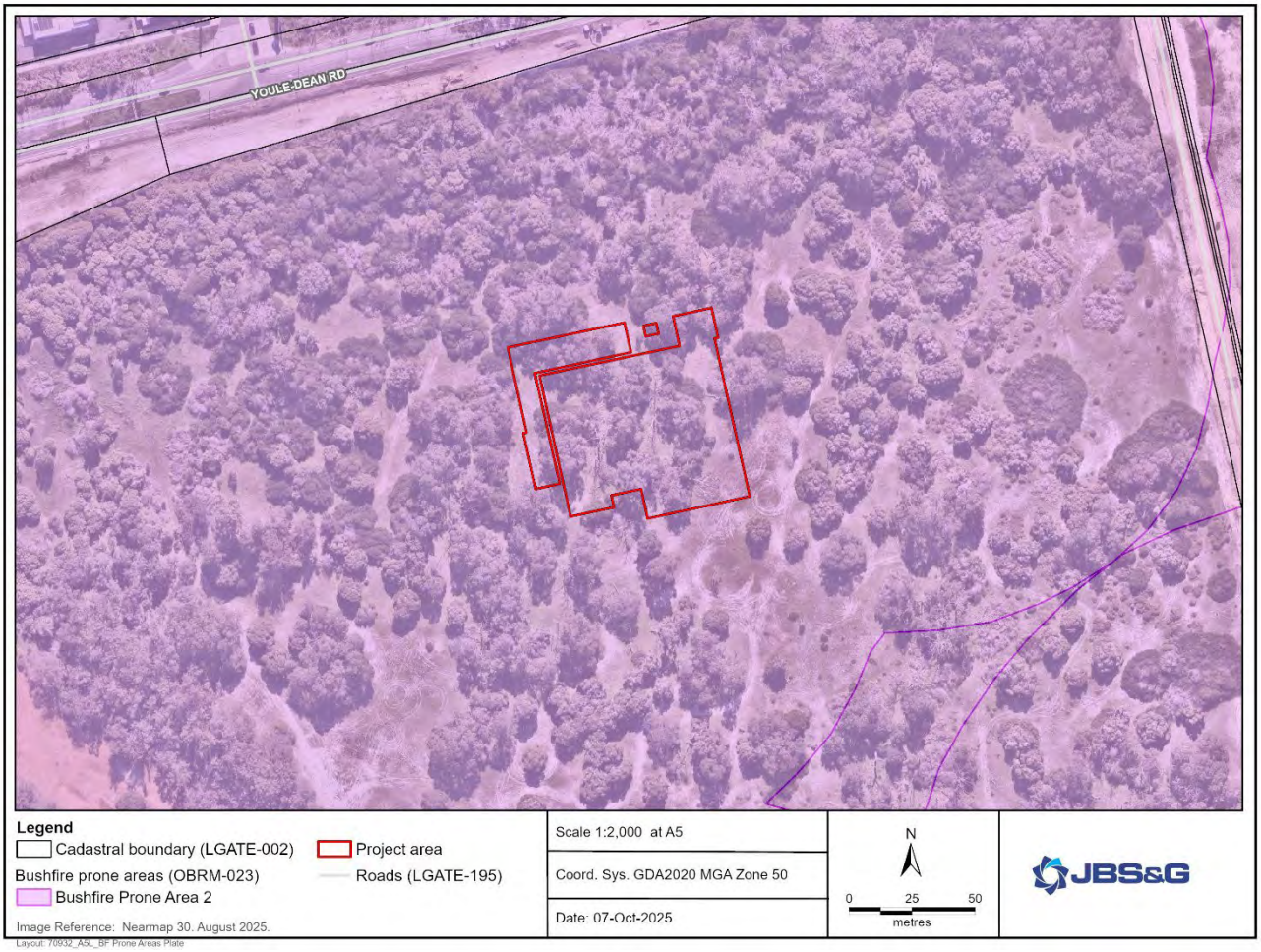
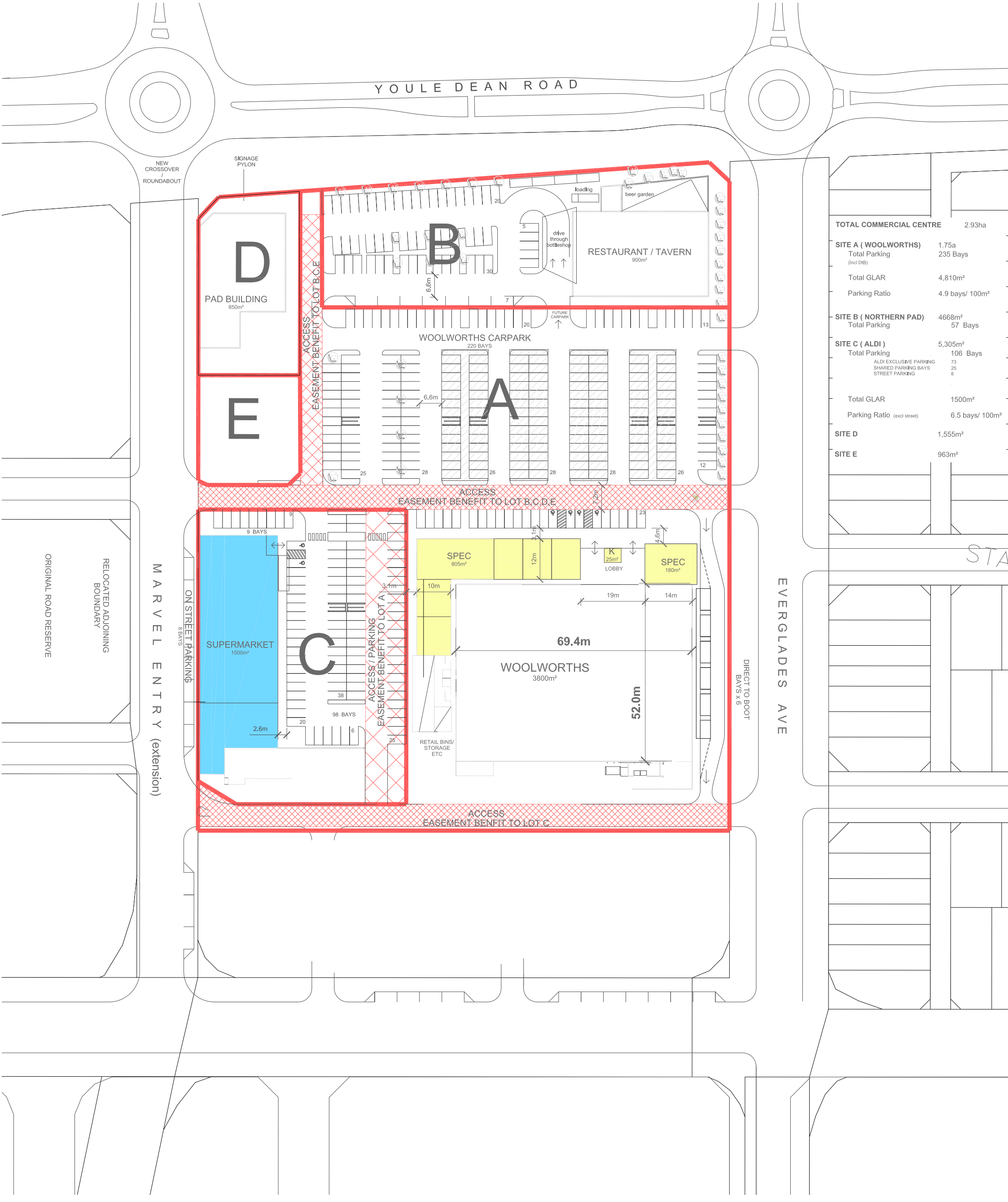


Plate 1: Designated bushfire prone status of the project area



TOTAL COMMERCIAL CENTRE	2.93ha
SITE A (WOOLWORTHS)	1.75a
Total Parking (incl DIB)	235 Bays
Total GLAR	4,810m²
Parking Ratio	4.9 bays/ 100m²
SITE B (NORTHERN PAD)	4668m²
Total Parking	57 Bays
SITE C (ALDI)	5,305m²
Total Parking	106 Bays
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Total GLAR	1500m²
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SITE E	963m²

SITE PLAN SD REV C

WOOLWORTHS BRABHAM TOWN CENTRE

Status: SCHEMATIC DESIGN

Path:

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Scale: 1:1000 @A3

North

Project: 44678
Drawing: SD100
Rev: C
Date: 22/10/2025

Hames Sharley

Bushfire assessment results

Assessment inputs

Vegetation classifications and exclusions

Classified vegetation and exclusions were assessed within the project area and adjacent 150 m assessment area on 8 October 2025 in accordance with *AS3959-2018 Construction of Buildings in Bushfire-Prone Areas* (AS3959; SA 2018) and the *Visual Guide for Bushfire Risk Assessment in Western Australia* (DoP 2016).

Georeferenced site photos and a description of the vegetation classifications and exclusions are contained in Appendix A, with vegetation plots depicted in Figure 2. A summary of the assessed vegetation classifications and exclusions is provided in Table 1. Post development classified vegetation and exclusions identified within 150 m of the project area comprises of the following:

- Class A forest comprising eucalyptus trees up to 30 m in height at maturity with a three tiered fuel structure located to the northeast and west of the project area within future stages of Brabham town site
- Class B woodland comprising eucalyptus trees up to 30 m in height over a grassy understorey to the south of the project area within future stages of Brabham town site
- Class D scrub containing a continuous horizontal fuel profile between 2–6 m in height situated east and west of the project area within future stages of Brabham town site
- Class G grassland containing grasses and weeds greater than 100 mm in height at maturity situated southeast and southwest of the project area within future stages of Brabham town site
- a strip of vegetation less than 20 m in width and not within 20 m of the project area or other areas of classified vegetation is excluded under Clause 2.2.3.2 (d), located within a drainage swale north of Youle-Dean Road
- existing non-vegetated areas (i.e. roads, firebreaks, etc) and low threat managed vegetation (i.e. urban street verges, etc) are excluded under Clauses 2.2.3.2 (e) and (f) of AS3959 respectively
- proposed commercial Lot 3001, along with the adjacent Marvel Entrance (west) and Everglades Avenue (east) road reserves, will be modified to a non-vegetated and/or low threat managed state as part of subdivisional works carried out under WAPC Ref. 202393 and these areas will be excluded under Clauses 2.2.3.2 (e) and (f) of AS3959 as part of proposed development. This includes consideration of proposed low threat landscaping throughout the site, as outlined in the landscape plan (Appendix B).

Effective slope

JBS&G assessed effective slope under classified vegetation within the project area and adjacent 150 m assessment area on 8 October 2025 in accordance with AS3959. Results were cross-referenced with DPIRD 2 m contour data and are depicted in Figure 2 and summarised in Table 1.

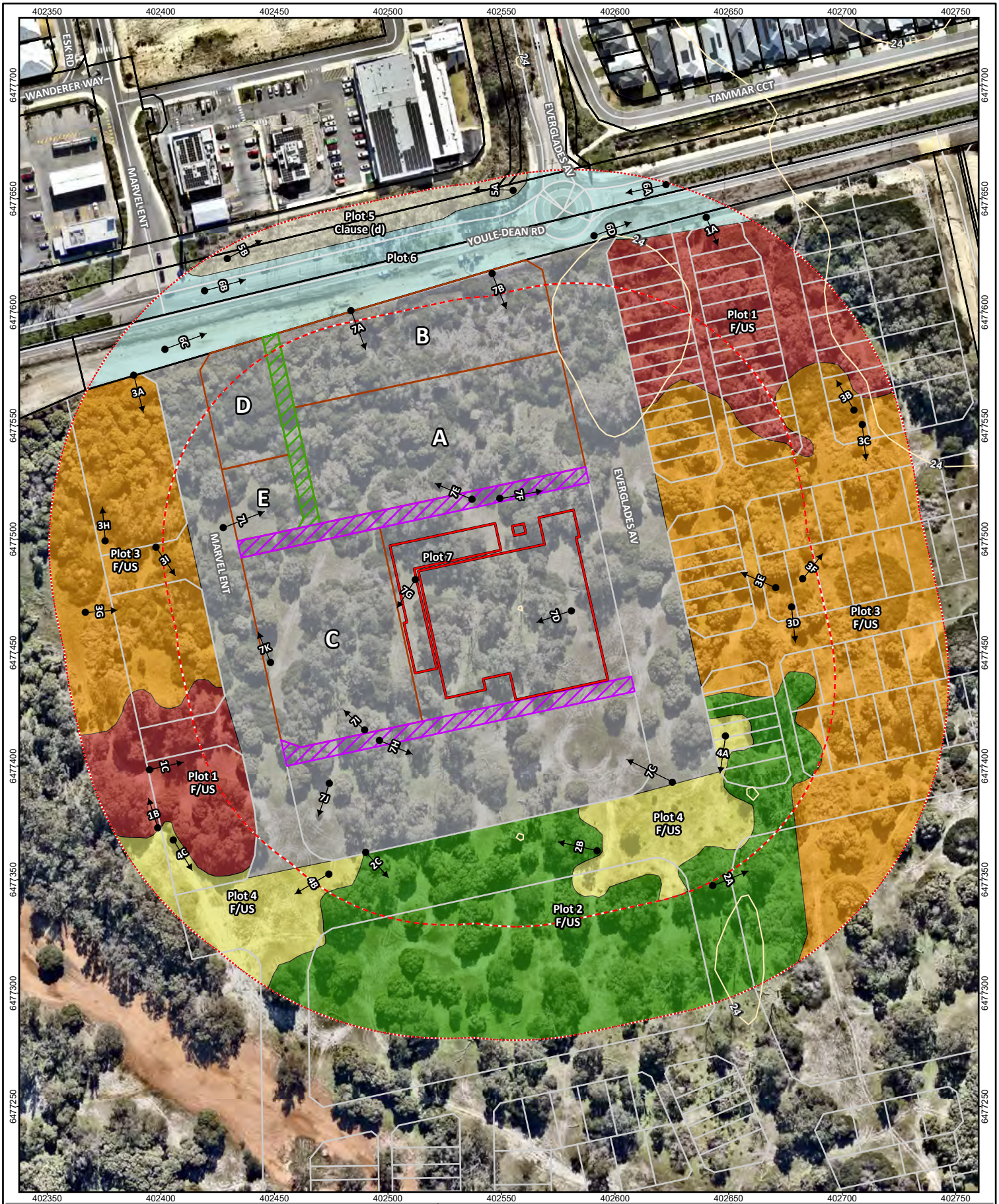
All land under classified vegetation was assessed to be flat/upslope in relation to the project area.

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Table 1: Summary of post-development vegetation classifications, exclusions and effective slope

Vegetation plot	Vegetation classification	Effective slope	Comments
1	Class A Forest	Flat/upslope (0°)	Eucalyptus trees up to 30 m high at maturity with a mid-storey shrub layer and grassy understorey
2	Class B Woodland	Flat/upslope (0°)	Eucalyptus trees up to 30 m in height over a grassy understorey
3	Class D Scrub	Flat/upslope (0°)	Vegetation with a continuous horizontal fuel profile between 2–6 m in height
4	Class G Grassland	Flat/upslope (0°)	Unmanaged grassland greater than 100 mm in height at maturity
5	Excluded – Clause 2.2.3.2 [d]	N/A	Strip of vegetation less than 20 m in width and not within 20 m of the project area or other areas of classified vegetation
6	Excluded – Non-vegetated and Low threat (Clause 2.2.3.2 [e] and [f])	N/A	Existing non-vegetated areas (i.e. roads, firebreaks, etc) and low threat managed vegetation (urban street verges, etc)
7	Excluded – Non-vegetated and Low threat (Clause 2.2.3.2 [e] and [f])	N/A	Area to be modified to a non-vegetated and/or low threat managed state as part of proposed development

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Legend

- Project area
- 100m assessment area
- 150m assessment area
- Cadastral boundary (LGATE-002)
- Service areas
- Future access easement
- Proposed access easements
- Indicative future lot layout on adjacent stages
- Topographic contours in m AHD (DPIRD-072)
- Photo point directions

Vegetation classification

- Class A Forest
- Class B Woodland
- Class D Scrub
- Class G Grassland
- Clause 2.2.3.2 (a), (b), (c) and (d)
- Clause 2.2.3.2 (e) & (f)
- Area to be modified to non-vegetated and low threat state

Roads (LGATE-195)

- Minor road

Scale: 1:2,200 at A4	0 25 50 metres
Coord. Sys. GDA2020 MGA Zone 50	
Job Number: 70932	
Client: Fabcot Pty Ltd	
Version: A	Date: 16-Oct-2025
Drawn By: jcrute	
Checked By: ZCockerill	

Woolworths
Brabham Town Centre,
Brabham WA

VEGETATION CLASSIFICATION AND EFFECTIVE SLOPE

FIGURE 2

JBS&G

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Image Reference: www.nearmap.com© - Imagery Date: 30. August 2025.
Layout: 70932_A4P_02_VegClass

Assessment outputs

Bushfire Attack Level (BAL) contour assessment

JBS&G has undertaken a BAL contour assessment for the project area in accordance with Method 1 of AS3959 and Appendix A.3 of the Guidelines (Figure 3). The Method 1 procedure incorporates the following factors:

- state adopted FDI 80 rating
- vegetation classification
- effective slope
- distance maintained between proposed development areas and the classified vegetation.

The BAL rating gives an indication of the level of bushfire attack (i.e. the radiant heat flux) that may be received by proposed development and subsequently informs the standard of building construction and/or setbacks required for proposed habitable development to potentially withstand such impacts and deliver compliance with relevant bushfire protection criteria of the Guidelines.

The BAL contours are based on:

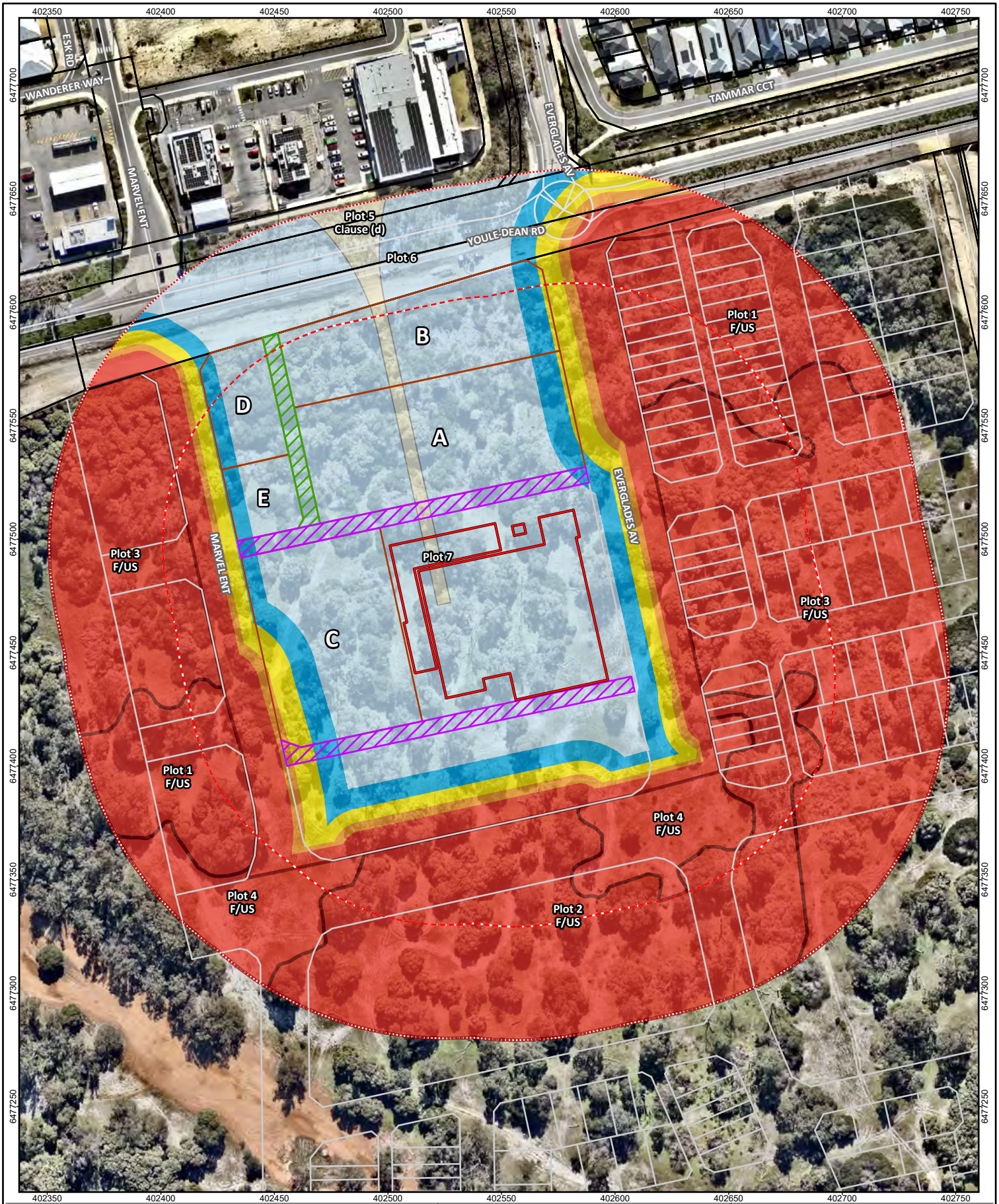
- the vegetation classifications, exclusions and effective slope observed during site inspection
- consideration of proposed clearing and earthworks within commercial Lot 3001 and adjacent road reserves of Marvel Entrance and Everglades Avenue; proposed low threat landscaping internal to the site as per the landscape plan (Appendix B) and resultant separation distances from classified vegetation achieved in line with the DA site plan.

Results of the BAL contour assessment are detailed in Table 2 and illustrated in Figure 3. The determined worst case BAL impact to proposed habitable development is BAL–12.5.

Table 2: BAL contour assessment results

Method 1 BAL determination				
Vegetation plot	**Vegetation classification**	**Effective slope**	**Separation distance to habitable development**	**Highest BAL to habitable development**
1	Class A Forest	Flat/upslope (0°)	54 m	BAL–12.5
2	Class B Woodland	Flat/upslope (0°)	43 m	BAL–12.5
3	Class D Scrub	Flat/upslope (0°)	38 m	BAL–12.5
4	Class G Grassland	Flat/upslope (0°)	48 m	BAL–12.5
5	Excluded – Clause 2.2.3.2 [d]	N/A	N/A	N/A
6	Excluded – Non-vegetated and Low threat (Clause 2.2.3.2 [e] and [f])	N/A	N/A	N/A
7	Excluded – Non-vegetated and Low threat (Clause 2.2.3.2 [e] and [f])	N/A	N/A	N/A

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Legend

- Project area
- 100m assessment area
- 150m assessment area
- Cadastral boundary (LGATE-002)
- Service areas
- Future access easement
- Proposed access easements
- Classified vegetation
- Indicative future lot layout on adjacent stages

BAL contours

- BAL FZ
- BAL 40
- BAL 29
- BAL 19
- BAL 12.5
- BAL Low

Roads (LGATE-195)

- Minor road

Scale: 1:2,200 at A4 (0, 25, 50 metres)

Coord. Sys. GDA2020 MGA Zone 50

Job Number: 70932

Client: Fabcot Pty Ltd

Version: A | Date: 15-Oct-2025

Drawn By: jcrute

Checked By: ZCockerill

Woolworths
Brabham Town Centre,
Brabham WA

BAL CONTOUR MAP

FIGURE 3

JBS&G

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Image Reference: www.nearmap.com© - Imagery Date: 30. August 2025.
Layout: 70932_A4P_03_BALs

Assessment against bushfire protection criteria

Compliance with Elements 1–4 of BPC7

Compliance with Elements 1–4 of BPC7 of the Guidelines is demonstrated by meeting the acceptable solutions, as detailed in Table 3.

Table 3: Compliance with BPC7 of the Guidelines (Elements 1–4)

Bushfire protection criteria	Outcomes	Method of compliance Acceptable solutions	Statement of development compliance	Compliance achieved
Element 1: Location	Not applicable	Not applicable	N/A	N/A
Element 2: Siting and design	**O2** Ensure siting and design solutions: • manage or mitigate the bushfire risk to people, property and infrastructure; and • avoid, or where unavoidable, minimises the clearing of native vegetation.	**A2.1a Siting and design** Every habitable building achieves radiant heat impact not exceeding 29 kW/m² (BAL-29).	The BAL contour assessment summarised in Table 2 and depicted in Figure 3 demonstrates that every proposed habitable building will achieve a radiant heat impact not exceeding BAL-29.	✓
		A2.1b Siting in an area with a radiant heat impact exceeding 29 kW/m2 (BAL-40 or BAL-FZ) The siting of a commercial or industrial habitable building, with a radiant heat impact exceeding 29 kW/m2 (BAL-40 or BAL-FZ) should only be considered where: • the lot was created prior to December 2015; and • there are demonstrated site characteristics and/or biodiversity or conservation values that prevent the achievement of a radiant heat impact not exceeding 29 kW/m2 (BAL-29); and • it is demonstrated that the reduction of the building footprint or a redesign to manage or mitigate the risk, is not practical or appropriate. If the provision of an APZ in accordance with acceptable solution A2.2 cannot be achieved, then the vegetation immediately surrounding the building is to be managed as defendable space in accordance with Appendix B.2, Table 9 – APZ technical requirements.	N/A Habitable buildings will not be subject to a radiant heat impact exceeding BAL-29.	N/A

Bushfire protection criteria	Outcomes	Method of compliance Acceptable solutions	Statement of development compliance	Compliance achieved
		A2.2 Asset Protection Zone (APZ) Where a habitable building cannot be wholly within an area with a radiant heat impact not exceeding 29 kW/m² (BAL-29) in its predevelopment state, an APZ is to be provided and meet the following requirements: • Width: the APZ is to be measured from any external wall or supporting post or column of the building, and of sufficient size to ensure the radiant heat impact of a bushfire does not exceed 29 kW/m² (BAL-29) to any part of the building, in all circumstances. • Location: the APZ is to be contained solely within the boundaries of the lot, except in instances where: o the vegetation on the adjoining lot(s) is, and will continue to be, low threat as per Clause 2.2.3.2 of AS3959 or the requirements of Appendix B.2, Table 9 – APZ technical requirements, or an alternative standard in a gazetted local planning scheme, on an ongoing basis in perpetuity; or o the adjoining land is and will remain in perpetuity, non-vegetated. • Management: the APZ is managed in accordance with the requirements of Appendix B.2, Table 9 – APZ technical requirements, or an alternative standard in a gazetted local planning scheme.	Proposed commercial Lot 3001, along with the adjacent Marvel Entrance (west) and Everglades Avenue (east) road reserves, will be modified to a non-vegetated and/or low threat managed state as part of subdivisional works carried out under WAPC Ref. 202393. These works, as well as any on-site landscaping, will be established in accordance with Asset Protection Zone (APZ) standards of the Guidelines (Appendix C) as a minimum to deliver the required non-vegetated/low threat managed exclusions under Clauses 2.2.3.2 (e) and (f) of As3959.	✓
		A2.3 Clearing of native vegetation The development avoids, or where unavoidable, minimises the clearing of native vegetation.	Clearing of on-site native vegetation is required to facilitate proposed development and is approved under WAPC Ref. 202393.	✓
		A2.4 Storage of hazardous, flammable and/or combustible materials Where a proposed land use will include the storage of hazardous, flammable and/or combustible materials as part of its ongoing day to day operations, the materials are to be stored in an area that: • is subject to a radiant heat impact not exceeding 29 kW/m2 (BAL-29); • is non-combustible and shields the materials to reduce their exposure to radiant heat from the bushfire to levels significantly lower than 29 kW/m2 and prevents the entry of debris and embers; and • limits to the degree necessary and practical, the escape of sources of ignition from the stored materials into bushfire prone vegetation.	N/A Proposed commercial development will not result in significant on-site storage of hazardous, flammable and/or combustible materials.	N/A

Bushfire protection criteria	Outcomes	Method of compliance Acceptable solutions	Statement of development compliance	Compliance achieved
Element 3: Vehicular access	**O3** Ensure the design and capacity of vehicular access and egress provide: • for efficient and effective evacuation to a suitable destination(s) and/or • as a contingency measure for vulnerable land uses, an on-site shelter, where demonstrated appropriate, as a last resort option.	**A3.1 Private driveway** There are no private driveway technical requirements (prescribed by these Guidelines) where the private driveway is within a lot serviced by reticulated water and is no greater than 70 metres in length between the most distant external part of the habitable building and the public road. In circumstances where the above conditions are not met, the private driveway is to meet all of the following requirements: • requirements in Appendix B.3 Table 10, Column 5; and • passing bays every 200 metres with a minimum length of 20 metres and a minimum additional carriageway width of 2 metres (i.e. the combined carriageway width of the passing bay and constructed private driveway to be a minimum 6 metres); and • turn-around area (Figure 30) and within 30 metres of the habitable building (Figure 38).	A compliant internal private driveway network will be constructed in accordance with the DA site plan (Figure 1), with two access easements (one north and one south of the project area) provided to external public subdivision roads to the east (Everglades Avenue) and west (Marvel Entrance). Requirements of Appendix B.3 Table 10, Column 5 of the Guidelines will be met (as outlined in Appendix D), including minimum 6 m wide horizontal clearance, no dead-ends and through access with multiple car parks for turnaround capability adjacent to habitable buildings.	✓
Element 4: Water supply	**O4** Ensure that sufficient water is available to enable people, property and infrastructure to be defended from bushfire.	**A4.1 Water supply** Where a reticulated water supply is existing or proposed, a hydrant connection(s) should be provided in accordance with the specifications of the relevant water supply authority. Where these specifications cannot be met, a water tank(s) should be provided in accordance with the requirements of Appendix A.4, Table 11 – Water supply dedicated for bushfire firefighting.	The proposed development will be connected to the existing reticulated water supply via hydrant connection.	✓

Responsibilities for implementation and management of the bushfire measures

Implementation of the BMP addendum applies to the proponent, developer and prospective landowners to ensure bushfire management measures are adopted and implemented prior to occupation of the site and ongoing where required. A works program is provided in Table 4 to drive implementation of all relevant bushfire management works associated with this BMP addendum.

Table 4: Responsibilities for implementation and management of the bushfire measures

Implementation/management table	
Developer – prior to occupation of buildings	
No.	Implementation action
1	As a minimum, establish proposed commercial Lot 3001, the adjacent road reserves (Marvel Entrance to the west and Everglades Avenue to the east) and any on-site landscaping to a non-vegetated/low threat state in accordance with the requirements of this BMP addendum.
2	Provide an internal private driveway network with multiple connections to the surrounding public road network in accordance with the requirements of this BMP addendum.
3	Provide a reticulated water supply to the proposed development via hydrant connections in accordance with the requirements of this BMP addendum.
4	Prepare a BMP compliance report to demonstrate the relevant bushfire management measures have been implemented to deliver compliance in accordance with this BMP addendum.

References

Department of Planning (DoP) 2016, *Visual guide for bushfire risk assessment in Western Australia*, Department of Planning, Perth.

Emerge Associates (Emerge) 2024, *Bushfire Management Plan: Third Stage Structure Plan, Brabham*, report prepared for Peet Brabham Pty Ltd on behalf of DevelopmentWA, February 2024.

Office of Bushfire Risk Management (OBRM) 2024, *Map of Bush Fire Prone Areas*, [Online], Government of Western Australia, available from: https://maps.slip.wa.gov.au/landgate/bushfireprone/, [07/10/2025].

Standards Australia (SA) 2018, *Australian Standard AS 3959–2018 Construction of Buildings in Bushfire-prone Areas*, Standards Australia, Sydney.

Western Australian Planning Commission (WAPC) 2024a, *Planning for Bushfire Guidelines*, Western Australian Planning Commission, Perth.

Western Australian Planning Commission (WAPC) 2024b, *State Planning Policy 3.7 Bushfire*, Western Australian Planning Commission, Perth.

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Appendix A Photos of vegetation plots

Plot 1		
Vegetation classification	**Pre-development**	Class A Forest
	Post-development	Class A Forest

Description / justification

Trees 10-30 m high at maturity, dominated by Eucalypts, multi-tiered structure comprising tall canopy layer, shrubby middle layer and grass/herb/sedge understorey

Photos of the Site



Photo ID: 1a



Photo ID: 1b



Photo ID: 1c (background)

Plot 2		
Vegetation classification	**Pre-development**	Class B Woodland
	Post-development	Class B Woodland

Description / justification

Trees 2-30 m at maturity, dominated by trees with a grassy understorey (lacks shrubby middle layer and deep surface litter)



Photo ID: 2a



Photo ID: 2c

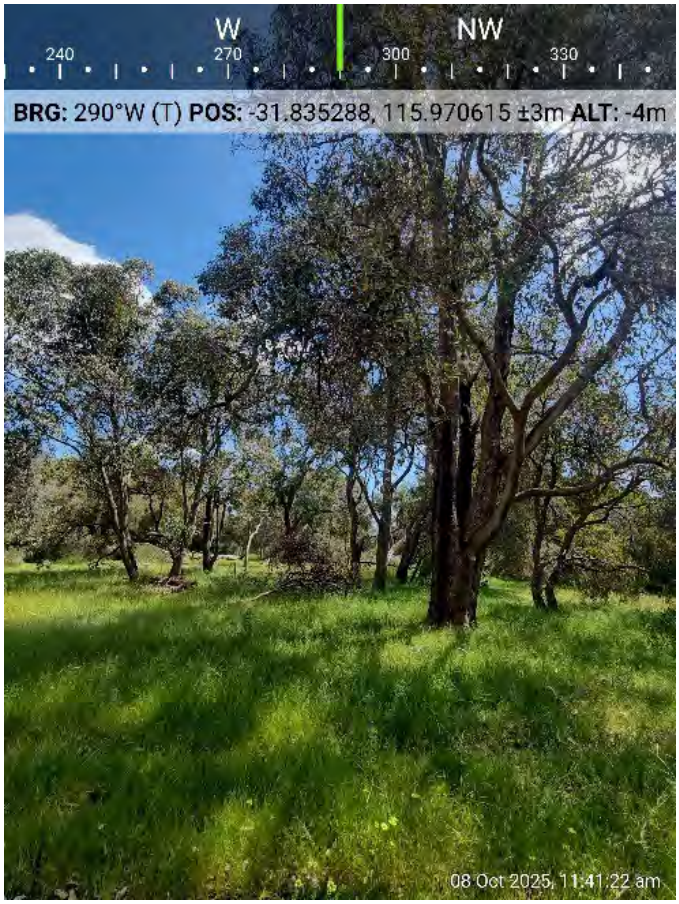


Photo ID: 2b

Plot 3		
Vegetation classification	**Pre-development**	Class D Scrub
	Post-development	Class D Scrub
Description / justification		
Vegetation with a continuous horizontal and vertical structure, greater than 2 m high at maturity		



Photo ID: 3a



Photo ID: 3b



Photo ID: 3c



Photo ID: 3d



Photo ID: 3e



Photo ID: 3f

Plot 3	
 **Photo ID:** 3g	 **Photo ID:** 3h
 **Photo ID:** 3i	

Plot 4		
Vegetation classification	**Pre-development**	Class G Grassland
	Post-development	Class G Grassland
Description / justification		
Grassland greater than 100 mm in height		



Photo ID: 4a



Photo ID: 4c



Photo ID: 4b

Plot 5		
Vegetation classification	**Pre-development**	Excluded – Clause 2.2.3.2 [d]
	Post-development	Excluded – Clause 2.2.3.2 [d]

Description / justification

Strip of vegetation less than 20 m in width regardless of length and not within 20 m of the site or each other, or other areas of classified vegetation



Photo ID: 5a



Photo ID: 5b

Plot 6		
Vegetation classification	**Pre-development**	Excluded – Non-vegetated and Low threat (Clause 2.2.3.2 [e] and [f])
	Post-development	Excluded – Non-vegetated and Low threat (Clause 2.2.3.2 [e] and [f])
Description / justification		
Existing non-vegetated areas (i.e. roads, firebreaks, etc) and low threat managed vegetation (urban street verges, etc)		



Photo ID: 6a



Photo ID: 6b



Photo ID: 6c



Photo ID: 6d

Plot 7		
Vegetation classification	**Pre-development**	Class A Forest, Class B Woodland, Class D Scrub and Class G Grassland
	Post-development	Modified to non-vegetated and/or low threat (Clauses 2.2.3.2 [e] and/or [f])
Description / justification		
Area to be modified to a non-vegetated and/or low threat managed state as part of proposed development		



Photo ID: 7a



Photo ID: 7b



Photo ID: 7c



Photo ID: 7d



Photo ID: 7e



Photo ID: 7f

Plot 7	
 **Photo ID:** 7g	 **Photo ID:** 7h
 **Photo ID:** 7i	 **Photo ID:** 7j
 **Photo ID:** 7k	 **Photo ID:** 7l

Appendix B Landscape Plan

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03 | LANDSCAPE CONCEPT PLAN - OVERALL SITE



LEGEND

01 Significant shade trees (tall and sculptural) to define Everglades Avenue edge and provide legibility and orientation opportunity. Tree species as per Local Structure Plan.

02 Direct to boot bays through one-way road access. Screening trees to provide visual amenity from road.

03 Pedestrian zone with trafficable paving through car park to identify pedestrian movement into Woolworths and specialty stores and assist in slowing vehicle movement through the site.

04 Carpark Shade Trees in structural soil : Tall upright tree form, to maintain sightlines.

05 Art Opportunity to Screening / Wall / Integrated Seating element.

06 Urban 'Parklet' with Alfresco dining and shaded seating opportunities.

07 Entry Plaza / Food & Beverage Precinct with feature paving / trees & seating opportunities.

08 Small evergreen trees below Car Parking Shade Canopies.

PLAN E

LANDSCAPE ARCHITECTS

LEVEL 1 278 RAILWAY PDE WEST LEEDERVILLE WA 6007
T: (08) 9388 9566 E: mail@plane.com.au

WOOLWORTHS BRABHAM / LANDSCAPE CONCEPT

PREPARED FOR HAMES SHARLEY
OCTOBER 2025

C1.103

REV A
1:1000@A3

0 10 20 30 50m

© PLAN E

Appendix C APZ standards of the Guidelines

Appendix B.2, Table 9: Asset Protection Zones technical requirements	
Object	**Requirement**
Fences within the APZ	• Should be constructed from non-combustible materials (for example, iron, brick, limestone, metal post and wire, or bushfire-resisting timber referenced in Appendix F of AS 3959).
Fine fuel load (combustible, dead vegetation matter less than 6 mm in thickness)	• Should be managed and removed on a regular basis to be maintained as low threat vegetation. • Should be maintained at less than two tonnes per hectare (on average). • Mulches should be non-combustible such as stone, gravel, shells, rock or crushed mineral earth or wood mulch more than five millimetres in thickness.
Trees* (more than 6 m in height)	• Trunks at maturity should be a minimum distance of six metres from all elevations of the building. • Branches at maturity should not touch or overhang a building or powerline. • Lower branches and loose bark should be removed to a height of two metres above the ground and/or surface vegetation. • Canopy cover within the APZ should be less than 15 per cent of the total APZ area. • Tree canopies at maturity should be at least 5 m apart to avoid forming a continuous canopy. Stands of existing mature trees with interlocking canopies may be treated as an individual canopy provided the total canopy cover within the APZ does not exceed 15 per cent and is not connected to the tree canopy outside the APZ. 
Shrub* and scrub* (0.5 m to 6 m in height). Shrub and scrub more than 6 m in height are to be treated as trees.	• Should not be located under trees or within three metres of buildings. • Should not be planted in clumps more than five square metres in area. • Clumps should be separated from each other and any exposed window or door by at least 10 metres.
Ground cover* (less than 0.5 m in height. Ground cover more than 0.5 m in height is to be treated as shrub)	• Can be planted under trees but must be maintained to remove dead plant material, as prescribed in 'Fine fuel load' above. • Can be located within two metres of a structure but three metres from windows or doors if more than 100 mm in height.
Grass	• Grass should be maintained at a height of 100 mm or less, at all times. • Wherever possible, perennial grasses should be used and well-hydrated with regular application of wetting agents and efficient irrigation.
Defendable space	• Within three metres of each wall or supporting post of a habitable building; the area is kept free from vegetation but can include ground cover, grass and non- combustible mulches as prescribed above.

Appendix B.2, Table 9: Asset Protection Zones technical requirements	
Object	**Requirement**
Liquid petroleum gas cylinders	• Should be located on the side of a building farthest from the likely direction of a bushfire or on the side of a building where surrounding classified vegetation is upslope, at least one metre from vulnerable parts of a building. • The pressure relief valve should point away from the house. • No flammable material within six metres from the front of the valve. • Must sit on a firm, level and non-combustible base and be secured to a solid structure.

***** *Plant flammability, landscaping design and maintenance should be considered – refer to explanatory notes*

Source: *Planning for Bushfire Guidelines (WAPC 2024a)*

Appendix D Vehicular access technical requirements of the Guidelines

Appendix B.3, Table 10: Vehicular access technical requirements										
	1		2		3		4		5	
Technical requirements	**Perimeter roads**		**Public roads**		**Emergency access way3**		**Fire service access route3**		**Battle-axe and private driveways1**	
Map of Bush Fire Prone Areas designation	Area 2	Area 1	Area 2	Area 1	Area 2	Area 1	Area 2	Area 1	Area 2	Area 1
Minimum horizontal clearance (m)	12	8	See note 5		10	6	10	6	6	
Minimum vertical clearance (m)	4.5									
Minimum weight capacity (t)	15									
Maximum grade unsealed road[3]	See note 5		See note 5		1:10 (10% or 6°)					
Maximum grade sealed road[3]					1:7 (14.3% or 8°)					
Maximum average grade sealed road					1:10 (10% or 6°)					
Minimum inner radius of road curves (m)					8.5					

[1] Driveways and battle-axe legs to comply with the Residential Design Codes and Development Control Policy 2.2 Residential Subdivision where not required to comply with the widths in this Appendix or the Guidelines.

[2] Dips must have no more than a 1 in 8 (12.5% - 7.1 degrees) entry and exit angle.

[3] To have crossfalls between 3 per cent and 6 per cent.

[4] For sealed roads only the maximum grade of no more than 1 in 5 (20 per cent) (11.3 degrees) for no more than 50 metres is permissible, except for short constrictions to 3.5 metres for no more than 30 metres in length where an obstruction cannot be reasonably avoided or removed.

[5] As outlined in the Institute of Public Works Engineering Australasia (IPWEA) subdivision guidelines, Liveable Neighbourhoods, Austroads Standards Main Roads standard, supplement, policy or guideline and/or any applicable or relevant local government standard or policy.

Waste Management Plan

Woolworths Brabham

Prepared for Fabcot

29 October 2025

Project Number: WMP25101

Assets | Engineering | Environment | Noise | Spatial | Waste

DOCUMENT CONTROL					
Version	**Description**	**Date**	**Author**	**Reviewer**	**Approver**
1.0	First Approved Release	23/10/2025	JL	AB	AB
2.0	Second Approved Release	24/10/2025	JL	AB	AB
3.0	Third Approved Release	29/10/2025	JL	AB	AB

Approval for Release		
Name	**Position**	**File Reference**
Ann Brouwer	Project Manager –WMP Lead (WA)	WMP25101-02_Waste Management Plan_3.0
Signature		

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Executive Summary

Fabcot is seeking development approval for the proposed commercial development located at Brabham Town Centre (the Proposal).

To satisfy the conditions of the development application the City of Swan (the City) requires the submission of a Waste Management Plan (WMP) that will identify how waste is to be stored and collected from the Proposal. Talis Consultants has been engaged to prepare this WMP to satisfy the City's requirements.

A summary of the bin size, numbers, collection frequency and collection method is provided in the below table.

Proposed Waste Collection Summary

Waste Type	Generation (L/week)	Bin Size (L)	Number of Bins	Collection Frequency	Collection
Refuse	14,271	1,100	Seven	Twice each week	Private Contractor
Recycling	10,194	1,100	Five	Twice each week	Private Contractor

A private contractor will service the Proposal onsite, directly from the Bin Storage Area. The private contractor's waste collection vehicle will enter and exit the Proposal in forward gear via Everglades Ave.

Centre/building management will oversee the relevant aspects of waste management at the Proposal.

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Diagram 1: Bin Storage Area
Diagram 2: Swept Path Analysis

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Figure 1: Locality Plan

1 Introduction

Fabcot is seeking development approval for the proposed commercial development located at the Brabham Town Centre (the Proposal).

To satisfy the conditions of the development application the City of Swan (the City) requires the submission of a Waste Management Plan (WMP) that will identify how waste is to be stored and collected from the Proposal. Talis Consultants has been engaged to prepare this WMP to satisfy the City's requirements.

The Proposal is bordered by Youle-Dean Road to the north and vacant land to the east, south and to the west, as shown in Figure 1.

1.1 Objectives and Scope

The objective of this WMP is to outline the equipment and procedures that will be adopted to manage waste (refuse and recyclables) at the Proposal. Specifically, the WMP demonstrates that the Proposal is designed to:

- Adequately cater for the anticipated volume of waste to be generated;
- Provide an adequately sized Bin Storage Area, including appropriate bins; and
- Allow for efficient collection of bins by appropriate waste collection vehicles.

To achieve the objective, the scope of the WMP comprises:

- Section 2: Waste Generation;
- Section 3: Waste Storage;
- Section 4: Waste Collection;
- Section 5: Waste Management; and
- Section 6: Conclusion.

2 Waste Generation

The following section shows the waste generation rates used and the estimated waste volumes to be generated at the Proposal.

2.1 Proposed Tenancies

The anticipated volume of refuse and recyclables is based on the number of apartments and the floor area (m^2) of the commercial tenancies at the Proposal. The Proposal consists of the following:

- Spec (50% F%B) – 583m^2; and
- Spec (50% Retail) – 583m^2.

Note, the Supermarket waste generation has been based upon existing facilities and operational capacities. These tenancies have their own back of house and manage waste through their own internal processes, which is governed by national waste collections contracts, and therefore has not been included as part of this report.

2.2 Waste Generation Rates

In order to achieve an accurate projection of waste volumes for the Proposal, consideration was given to the City of Perth's Waste Guidelines for New Developments (Revision 5, effective from June 2019).

It should also be noted that as the tenancy uses are still unknown, a conservative approach has been taken with regards to waste generation across the Proposal by overestimating the potential waste volumes for the commercial tenancies. Bin number calculations have been based on an assumed tenancy mix of 50% food and beverage (Café) and 50% retail in order to overestimate the bin numbers required.

Table 2-1 shows the waste generation rates which have been applied to the Proposal.

Table 2-1: Waste Generation Rates

Tenancy Use Type	City of Perth Guideline Reference	Refuse Generation Rate	Recycling Generation Rate
Tenancies (50% F&B)	Café	300L/100m²/day	200L/100m²/day
Tenancies (50% Retail)	Retail Shop (non-food) > 100m^2	50L/100m²/day	50L/100m²/day

2.3 Waste Generation Volumes

Waste generation is estimated by volume in litres (L) as this is generally the influencing factor when considering bin size, numbers and storage space required.

2.3.1 Waste Generation

Waste generation volumes in litres per week (L/week) adopted for this waste assessment is shown Table 2-2. It is estimated that the commercial tenancies at the Proposal will generate 14,271L of refuse and 10,194L of recyclables each week.

Table 2-2: Estimated Waste Generation

Commercial Tenancies	Area (m^2)	Waste Generation Rate (L/100m^2/day)	Waste Generation (L/week)
Refuse			
F&B	583	300	12,232
Retail	583	50	2,039
		Total	**14,271**
Recyclables			
F&B	583	200	8,155
Retail	583	50	2,039
		Total	**10,194**

3 Waste Storage

Waste materials generated within the Proposal will be collected in the bins located in the Bin Storage Area, as shown in Diagram 1, and discussed in the following sub-sections.

Note: the waste generation volumes are best practice estimates and the number of bins to be utilised represents the maximum requirements once the Proposal is fully operational. Bin requirements may be impacted as the development becomes operational, and the nature of the tenants and waste management requirements are known.

3.1 Internal Transfer of Waste

To promote positive recycling behaviour and maximise diversion from landfill, internal bins will be available throughout the tenancies at the Proposal for the source separation of refuse and recycling.

These internal bins will be collected by the staff/cleaners and transferred to the Bin Storage Area for consolidation into the appropriate bins, as required. This internal servicing method may be conducted outside of main operational hours to mitigate disturbances to staff/visitors.

All bins will be colour coded and labelled in accordance with Australian Standards (AS 4123.7) to assist visitors, staff and cleaners to dispose of their separate waste materials in the correct bins.

3.2 Bin Sizes

Table 3-1 gives the typical dimensions of standard bins sizes that may be utilised at the Proposal. It should be noted that these bin dimensions are approximate and can vary slightly between suppliers.

Table 3-1: Typical Bin Dimensions

Dimensions (m)	Bin Sizes		
	240L	660L	1,100L
Depth	0.730	0.780	1.070
Width	0.585	1.260	1.240
Height	1.060	1.200	1.330

Reference: SULO Bin Specification Data Sheets

3.3 Bin Storage Area Size

To ensure sufficient area is available for storage of the bins, the amount of bins required for the Bin Storage Area was modelled utilising the estimated waste generation in Table 2-1, bin sizes in Table 3-1 and based on collection of refuse and recyclables twice each week.

Based on the results shown in Table 3-2 the Bin Storage Area has been sized to accommodate:

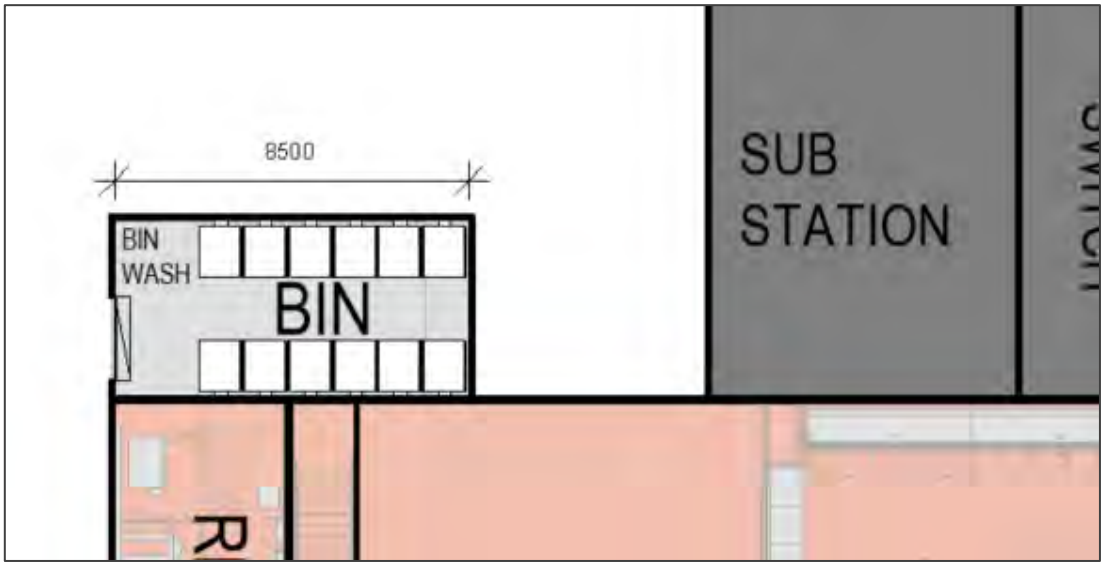
- Seven 1,100L refuse bins; and
- Five 1,100L recycling bins.

Table 3-2: Bin Requirements for Bin Storage Area

Waste Stream	Waste Generation (L/week)	Number of Bins Required		
		240L	660L	1,100L
Refuse	14,271	30	11	7
Recycling	10,194	22	8	5

The size and location of the Bin Storage Area is shown in Diagram 1.

Diagram 1: Bin Storage Area



3.4 Bin Storage Area Design

The design of the Bin Storage Area will take into consideration:

- Walls no less than 1.8m, with bins screened from public view;
- Smooth impervious floor sloped to a drain connected to the sewer system;
- Taps and hose for washing of bins and Bin Storage Area;
- Adequate aisle width for easy manoeuvring of bins;
- No double stacking of bins;
- Doors to the Bin Storage Area self-closing and vermin proof;
- Doors to the Bin Storage Area wide enough to fit bins through;
- Enclosed and located to minimise impacts of noise and odour to sensitive areas, and ventilated to a suitable standard;
- Appropriate signage;
- Undercover where possible and be designed to not permit stormwater to enter into the drain;
- Located behind the building setback line;
- Bins not to be visible from the property boundary or areas trafficable by the public, and practically located for transfer of bins to presentation point; and
- Bins are reasonably secured from theft and vandalism.

Bin numbers and storage space within the Bin Storage Area will be monitored by management during the operation of the Proposal to ensure that the number of bins and collection frequency is sufficient.

4 Waste Collection

A private waste collection contractor will service the Proposal and provide seven 1,100L bins for refuse and five 1,100L bins for recyclables.

The private contractor will collect refuse and recyclables twice each week utilising a rear loader waste collection vehicle.

The private contractor's rear loader waste collection vehicle will service the bins onsite, directly from the Bin Storage Area. The private contractor's rear loader waste collection vehicle will travel with left hand lane traffic flow on Everglades Avenue, turn into the Proposal in forward gear and reverse up to the Bin Storage Area for servicing, refer Diagram 2.

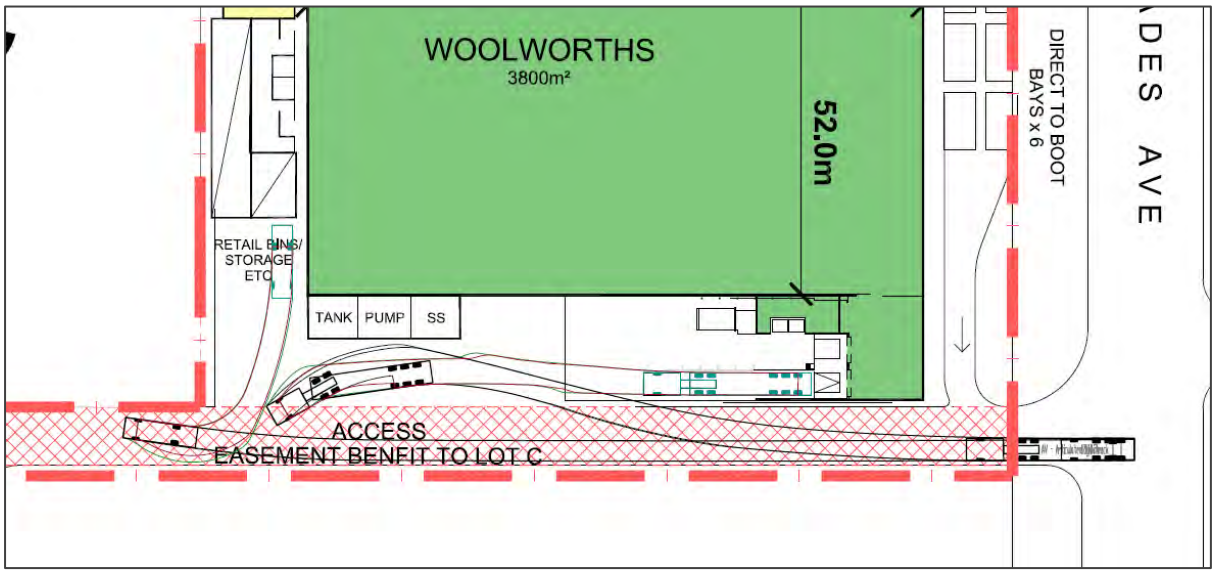
It is proposed that servicing will be conducted outside of normal operating hours to mitigate impacts on local traffic movements during peak traffic hours.

Private contractor's staff will ferry bins to and from the rear loader waste collection vehicle and the Bin Storage Area during servicing. The private contractor will be provided with key/PIN code access to the Bin Storage Area and security access gates to facilitate servicing, if required.

Once servicing is complete the private contractor's rear loader waste collection vehicle will exit in a forward motion, turning onto Everglades Avenue moving with traffic flow.

The above servicing method will preserve the amenity of the area by removing the requirement for bins to be presented to the street on collection days. In addition, servicing of bins onsite will reduce the noise generated in the area during collection. Noise from waste 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.

Diagram 2: Swept Path Analysis



4.1 Bulk and Speciality Waste

Adequate space may be allocated throughout the Proposal for placement of cabinets/containers for collection and storage of bulk and specialty wastes that are unable to be disposed of within the bins in the Bin Storage Areas. These may include items such as:

- Refurbishment wastes from fit outs;
- Clothing;
- Batteries and E-wastes;
- White goods/appliances;
- Used cooking oil;
- Cleaning chemicals; and
- Commercial light globes.

These materials will be removed from the Proposal once sufficient volumes have been accumulated to warrant disposal. Bulk and specialty waste collection will be monitored by centre/building management who will organise their transport to the appropriate waste facility, as required. A temporary skip bin could be utilised for collections, if required.

5 Waste Management

Centre/building management will be engaged to complete the following tasks:

- Monitoring and maintenance of bins and the Bin Storage Area;
- Cleaning of bins and Bin Storage Area, when required;
- Ensure all tenants at the Proposal are made aware of this WMP and their responsibilities thereunder;
- Monitor tenant behaviour and identify requirements for further education and/or signage;
- Monitor bulk and speciality waste accumulation and assist with its removal, as required;
- Regularly engage with tenants to develop opportunities to reduce waste volumes and increase resource recovery; and
- Regularly engage with the private contractors to ensure efficient and effective waste service is maintained.

6 Conclusion

As demonstrated within this WMP, the Proposal provides a sufficiently sized Bin Storage Area for storage of refuse and recyclables, based on the estimated waste generation volumes and suitable configuration of bins. This indicates that an adequately designed Bin Storage Area has been provided, and collection of refuse and recyclables can be completed from the Proposal.

The above is achieved using:

- Seven 1,100L refuse bins, collected twice each week; and
- Five 1,100L recycling bins, collected twice each week.

A private contractor will service the Proposal onsite, directly from the Bin Storage Area. The private contractor's waste collection vehicle will enter and exit the Proposal in forward gear via Everglades Avenue.

Centre/building management will oversee the relevant aspects of waste management at the Proposal.

Figures

Figure 1: Locality Plan

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LEGEND

- Indicative Site Boundary

Cadastre

- Freehold
- Road
- Easement
- Reserve

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Data source: Roads, Cadastre - Landgate, 2025. Imagery: Nearmap, 2025.

LOCALITY

Woolworths Brabham Town Centre
Youle-Dean Rd
Brabham WA 6055

Fabcot

N
0 20 40 60 80 m

Coordinate System: GDA2020 MGA Zone 50
Scale @ A3: 1:2,000

Prepared: E Jackson	Date: 22/09/2025
Reviewed: J Logothetis	Revision: A
Project: WMP25101	

talis consultants

Figure 01

Document Path: \\server\talis\SECTIONS\Waste\PROJECTS\WMP2025\WMP25101 - Woolworths Brabham\GIS\Maps\WMP25101 - Woolworths Brabham\WMP25101 - Woolworths Brabham.aprx

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Woolworths Brabham Town Centre

November 2025
Prepared for: Fabcot Pty Ltd



Urbis staff responsible for this report were:

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Consultant	Sophie Mumford
Project Code	P0062583
Report Number	Final Report

Acknowledgment of Country

Urbis acknowledges the Traditional Custodians of the lands we operate on.
We recognise that First Nations sovereignty was never ceded and respect First Nations peoples continuing connection to these lands, waterways and ecosystems for over 60,000 years.
We pay our respects to First Nations Elders, past and present.

Urbis is committed to incorporating our respect for First Nations cultures, peoples and storytelling in our work across the Country. We are proud to have partnered with Darug Nation artist, **Hayley Pigram**, and to profile her artwork - **Sacred River Dreaming**.



The river is the symbol of the Dreaming and the journey of life. The circles and lines represent people meeting and connections across time and space. When we are working in different places, we can still be connected and work towards the same goal.

All information supplied to Urbis in order to conduct this research has been treated in the strictest confidence. It shall only be used in this context and shall not be made available to third parties without client authorisation. Confidential information has been stored securely and data provided by respondents, as well as their identity, has been treated in the strictest confidence and all assurance given to respondents have been and shall be fulfilled.

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PTG

Waste Management

Talis Consultants

Bushfire Management

Bushfire Prone Planning

Acoustic

Herring Storer Acoustics

Landscape Architect

PlanE

Project Management

Ochre project Services

1 Introduction

This planning report has been prepared by Urbis on behalf of Fabcot Pty Ltd (**Woolworths**) as part of an application for development approval for the use and development of a portion of Lot 822, Youle Dean Road Brabham (subject site) for the purposes of a new neighbourhood shopping offering in Brabham. This application is made in support of a development proposal for a Woolworths supermarket (shop), liquor store, retail tenancies, and a café.

Woolworths is pleased to lodge this application, building on the work undertaken by the parent landowner, Peet and DevelopmentWA, for the proposed offering and the broader Brabham Town Centre. This proposal has been specifically informed by the endorsed Brabham District Centre Precinct Structure Plan which was originally approved by the Western Australian Planning Commission (WAPC) on 10 April 2018 and amended on 22 September 2025 to include the subject site.

We are pleased we have reached this milestone and look forward to further engaging with the City of Swan (the City) and the Development Assessment Panel (DAP) to deliver this project.

This application outlines the rationale and merit for the proposal and specifically presents:

- A contextual description of the site in its immediate, local and broader context.
- A description of the design and architectural merit of the proposal, including discussion on the design evolution through the design review process and an assessment against the 10 principles of good design.
- A description of the technical elements of the proposal and compliance with relevant standards including landscape, traffic, waste management, acoustic and sustainability.
- An assessment against the relevant planning framework.

2 Site Details

This section provides an overview of the contextual elements of the site including its location, site description, context, lot particulars and key characteristics.

2.1 Regional and Local Context

The subject site is located approximately 16km northwest of the Perth CBD and resides within the City of Swan local government area and the suburb of Brabham, located approximately 8km north west of Midland.

Brabham is an emerging suburb in Perth's north east corridor. The suburb features a strong suburban character with a combination of residential dwellings, parks, schools and other various amenities and is set to undergo considerable growth with the evolution of the town centre around the Whiteman Park Train station, as well as residential growth.

The site is positioned close to a range of existing infrastructure, community facilities and attractions including Whiteman Park, Caversham Wildlife park, Brabham Primary School, Maarakool Primary School and the Watervalley Boulevard Park.

The regional context of the site is illustrated in **Figure 1** below.

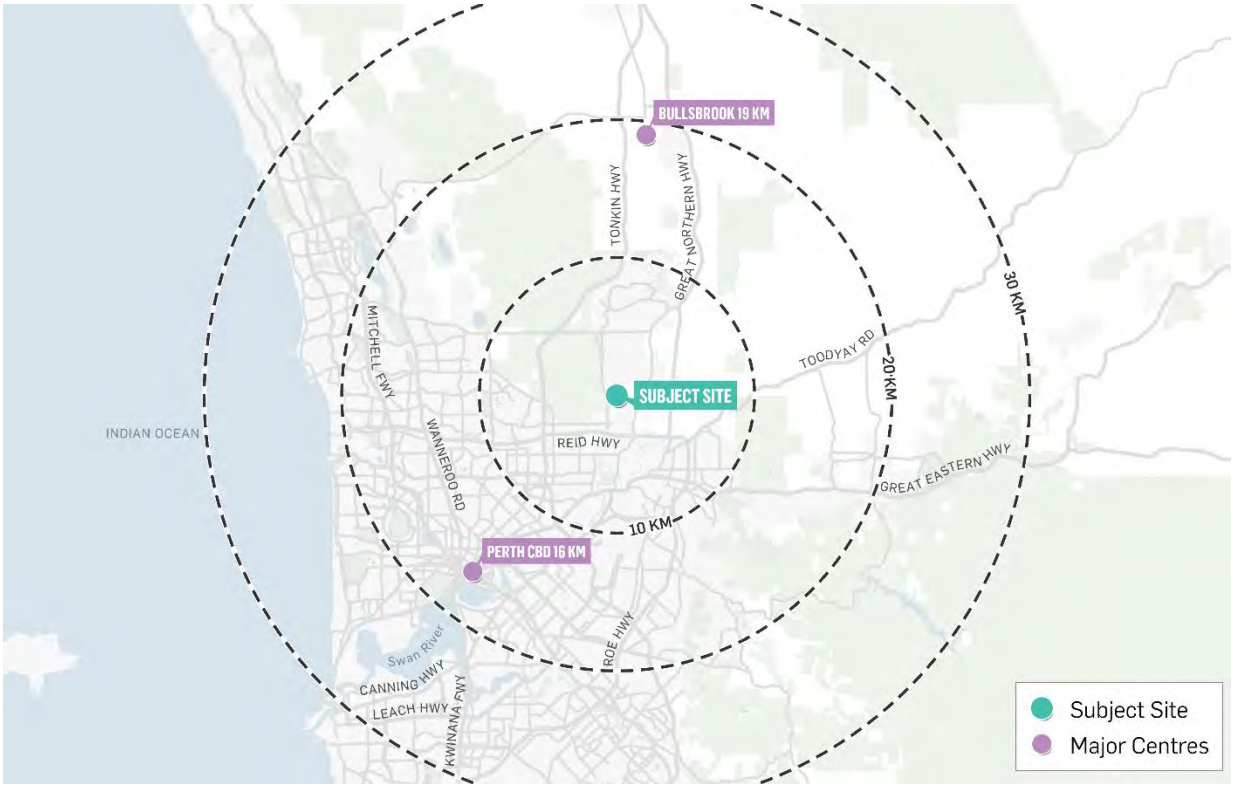


Figure 1 Regional Context Map

2.2 Site Description

The subject site is approximately 109.46 ha (10,946 sqm) in size, being the parent lot. A recent WAPC subdivision approval (ref No: 202393) created a 3.67ha commercial site, being the subject site of this development application. It directly abuts Youle Dean Road to the north and will have a primary frontage to future continuation of Everglade Avenue at the east. The site is rectangular is shape and presently has low level vegetation, with the main access to be provided on Everglade Avenue following its construction.



Figure 2 WAPC Ref No. 202393

Broader civil engineering works are also taking place with respect to the Brabham Town Centre, including the proposed to the site to the west (future supermarket). Everglade Avenue is proposed to serve as a road to support future access to the residential estate to the north and south-east area, with lots currently being created and some dwellings under construction.

.The local context and aerial photo of the site is provided below at **Figure 2** and **Figure 3** respectively.



Figure 3 Local Context Map

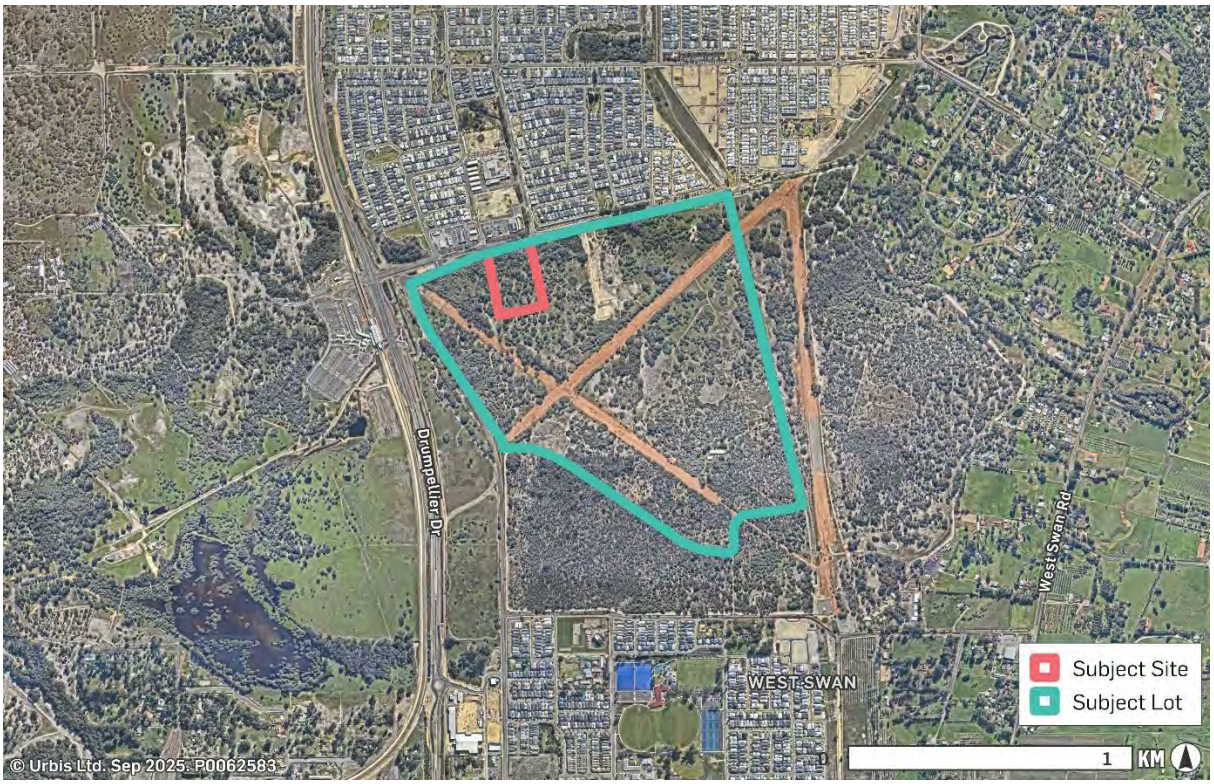


Figure 4 Aerial Photograph of Subject Site

2.3 Lot Details

The site currently forms part of the broader Lot 822 on 410680 . This is outlined in **Table 1** and **Figure 4.**

The total area of Lot 822 is 109.46 ha in which the proposed lot is 2.93ha. A copy of Lot 822 Certificate of title is provided at **Appendix A**.

Table 1 Lot Details

Lot	Plan	Vol/Folio	Street Address	Encumbrances	Area	Proprietor
822	410680	2927/677	No Street Address Information Available	Various. Refer CT	109.46 ha	Housing Authority

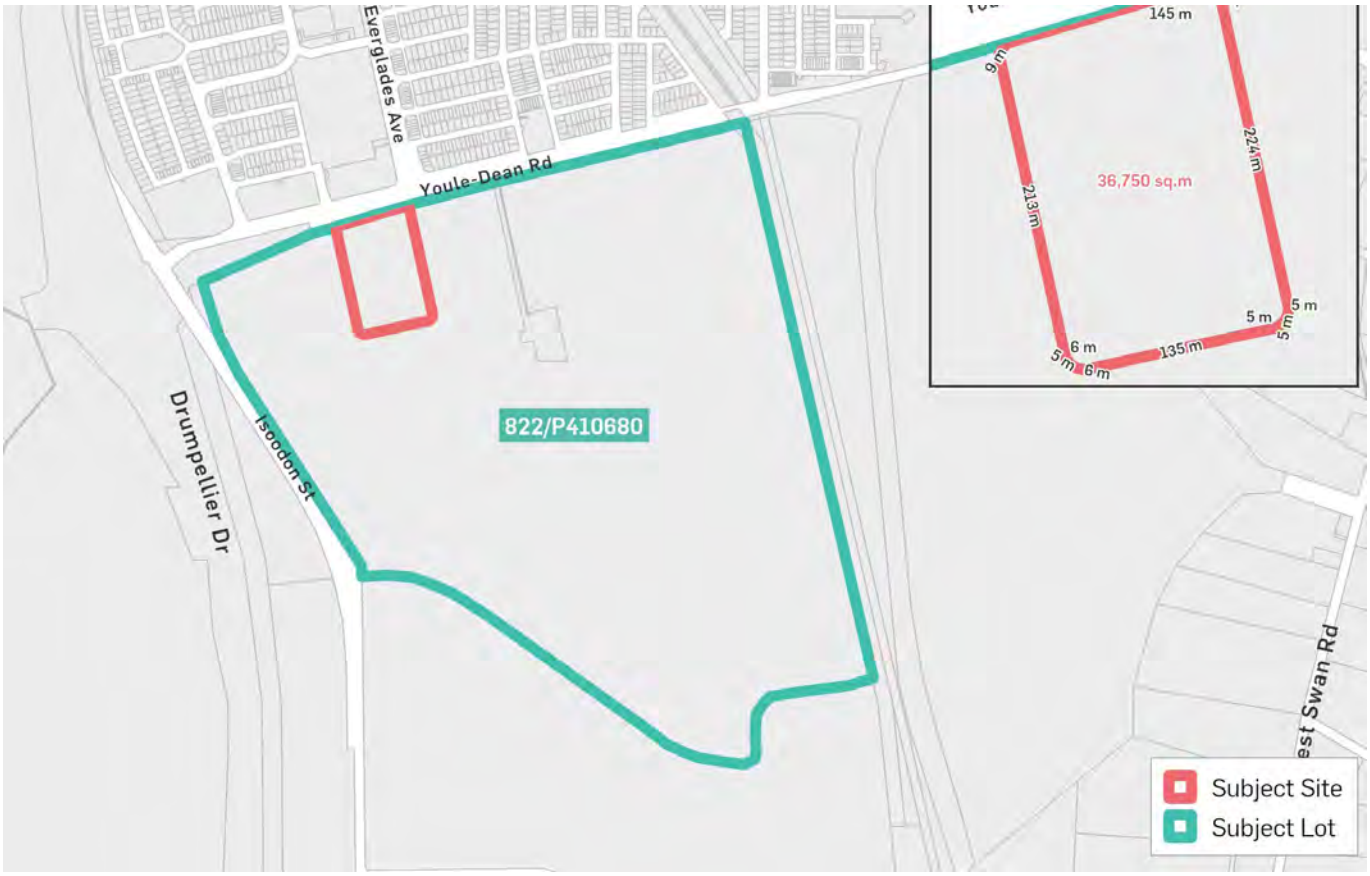


Figure 5 Cadastral Plan

3 Proposed Development

3.1 Development Vision

Consistent with development vision established by the Brabham Third Stage Structure Plan, the proposed development establishes:

> *'A new standard for connected communities that enhances the wellbeing of its residents and maintains the natural vibrancy of the region to ensure the continued delivery of a lifestyle that residents are seeking.'*

The proposal is considered to be a catalyst for community development, as a part of the continued growth of the Brabham, retail town centre.

The following **Figures 5-9** provide architectural renders of the proposal.



Figure 6 Main Supermarket Entry



Figure 7 Everglade Avenue Entry



Figure 8 Special Retail & Future Development Interface



Figure 9 Retail Alfresco Interface On Everglades Avenue



Figure 10 Shopping Mall Frontage

3.2 Landscape Strategy

The landscape concept plan for the site has been prepared by PlanE Landscape Architects and is included at **Appendix D**. The landscape design for the development falls into several landscape categories and these link to foster strong legibility, coherent connectivity, and user-friendly accessibility.

An important feature of the development includes the proposed Main Entrance Forecourt and the linkage through to the adjoining Entrance Parklet public open space. The Shopping centre entrance will incorporate active hospitality uses with alfresco areas, shaded seating, bike racks and wayfinding. The retail alfresco will also have a panoramic vista to the public open space and will lead to the pedestrian link to the car parking area.



Figure 11 Landscaped Entry



Figure 12 Landscaped Forecourt

3.3 Development Overview

This application seeks development approval for a supermarket, , ten speciality food/beverage/retail tenancies and a café. **Table 2** below provides a summary of the key elements of the proposal.

A copy of the Development Plans is provided at **Appendix B.**

Table 2 Development Summary

Item	Note
Development Summary	•A 1.75 ha site, comprising of a total 4,968sqm GLAR shopping centre, comprising of: – A 3,732sqm Woolworths supermarket with customer/trading area, back of house, a loading dock and online pick up area. – Ten (10) Specialist (restaurant/café or retail) tenancies totalling 1,145sqm NLA, sleeving the supermarket to the north-east and north-west. – One Kiosk Tenancy (20sqm) ▪ A total of 237 carparking bays and 5 motorbike bays ▪ High quality landscaping ▪ Secure staff amenities and end-of-trip facilities (including bicycle parking)
Brabham District Structure Plan Land Uses	▪ Shop' (Supermarket and Speciality Retail) ▪ 'Liquor Store' ▪ Restaurant/Café
Landscaping	▪ Approximately 887 sqm of Landscaped Area of which 84 sqm are raised planters / tree diamonds. ▪ Total percentage of Landscaped area: 5.1%
Pedestrian Access	▪ The main pedestrian link will traverse the site from east to west. ▪ A secondary pedestrian link will run north to south, connecting the car parking area with retail spaces and alfresco dining shopping centre entry. ▪ Pedestrian crossings will link the car parking area to the primary pedestrian link, and a residential node will be established facing Marvel Entry.
Vehicle Access	▪ Vehicles will enter the site off dual crossovers at Marvel Entry and Everglade Avenue. ▪ Trucks and delivery vehicles will enter the site via Marvel entry and exit the site via Everglade Avenue. ▪ Direct to Boot pick up/access will be via Everglade Avenue ▪ General traffic will flow north south between ▪ Additional crossover at the north of the site to facilitate customers to enter and exit the car park without passing the front door area of the supermarket which is anticipated to be busy with pedestrians and traffic thereby reducing congestion and improving pedestrian safety.

Loading and Service Areas	Loading and service areas, back of house access areas are located at the southernmost portion of the site.
Parking	237 car parking bays
Bicycle Parking and End-of-Trip Facilities	▪ Bicycle parking is provided adjacent to the car parking area
Signage	Signage locations have been included on the lodged development application plans. An assessment against the City's Signs Policy is provided at **Section 6.3**. ▪ A signage strategy is requested to form part of a condition of approval

4 Specialist Technical Input

The following technical reports have been prepared to inform this proposal. Each of these is summarised below and included within relevant appendices.

4.1 Landscape Concept Plan

Prepared by Plan E – refer Appendix C.

Plan E has prepared a Landscape Concept Plan for the proposed development. A description of the plan and overall landscape strategy is provided at **Section 3.2.**

A copy of the Landscape Concept Plan is provided at **Appendix C.**

4.2 Transport Impact Assessment

Prepared by PTG – refer Appendix D.

A Transport Impact Assessment (TIA) has been prepared to assess the impacts of the proposed development on the adjacent transport network with a detailed focus of the traffic operations, circulations and car parking requirements. The TIA concludes that the development is consistent with prior planning assessments (through the structure planning phases) and is therefore expected to have an acceptable impact on the surrounding transport network. The TIA specifically concludes the following:

- The proposed development is estimated to generate 475 and 900 trips in the weekday AM and PM, respectively and approximately 7,012 trips per day. This does include the estimated trips generated for the future indicative land uses within the centre.
- SIDRA analysis indicates intersections will operate satisfactorily, with upgrades improving performance:
  - Scenario 1: Youle-Dean Rd/Marvel Entrance meets WAPC delay thresholds except for right turns from Marvel Entrance.
  - Scenario 2: Roundabout upgrade with turning pockets reduces delays at Marvel Entrance; intersection operates at LOS A.
  - Youle-Dean Road/Marvel Entrance intersection will operate with LOS A in both Scenario 2 and 3.
  - Scenario 3: Addition of left-turn pocket on Youle-Dean Rd (western approach) improves Yo ule-Dean Rd/Everglades Ave to LOS A.
- A total of 237 parking bays are proposed on site which is sufficient. (a surplus of 38 parking spaces)
- The results of the swept path analysis concludes that all internal movements can be performed satisfactorily.

A copy of the Transport Impact Assessment is provided at **Appendix D.**

4.3 Acoustic Assessment

Prepared by Herring Storer Acoustics – refer Appendix E

The Environmental Acoustic Assessment prepared by Herring Storer Acoustics (Reference: 35428-1-25383) for the proposed Woolworths development at the Youle-Dean Road, Brabham Town Centre Precinct, confirms that all assessed noise emissions comply with the *Environmental Protection (Noise) Regulations 1997* at all times.

Using SoundPlan modelling under worst-case downwind conditions, the assessment considered mechanical services, refrigeration equipment, and delivery vehicle operations, applying relevant tonality penalties where required. Results show that both continuous (LA10) and intermittent (LA1) noise sources meet the assigned noise levels for nearby sensitive receivers, with no restrictions on delivery times necessary.

Key findings of the acoustic report are provided in **Table 3** below.

Table 3 Noise Compliance Summary

Section	Key Points	Details
Purpose	Compliance check	Determine if noise emissions at surrounding noise-sensitive premises meet the *Environmental Protection (Noise) Regulations 1997*.
Scope & Methodology	Modelling approach	SoundPlan modelling under worst-case downwind conditions per EPA Draft Guidance No. 8.
	Noise sources assessed	Mechanical services (air conditioning, exhausts, condensers, refrigeration – up to 91 dB(A)); delivery vehicles (large refrigerated trucks – 89 dB(A), small trucks/vans – 84 dB(A)).
	Waste collection	Classified as "specified works" under Regulations; exempt if within permitted hours; not assessed.
Key Findings	Mechanical services	East residences: 38 dB(A) Day / 33 dB(A) Night – complies (limit 39 dB). South residences: 35 dB(A) Day / 31 dB(A) Night – complies.
	Large truck refrigeration unit	South residences worst case: 38 dB(A) – complies (limit 39 dB).
	Large delivery truck	East residences: 43 dB(A) – complies (limit 44 dB Night).
	Small delivery truck	South residences: 23 dB(A) – complies (limit 44 dB Night).
Overall Compliance		All assessed noise sources comply with Regulations at all times; no delivery restrictions required.
Recommendations / Requirements	Mechanical services	Provide screening from residences to east and south.
	Acoustic review	Undertake final mechanical design acoustic assessment to confirm compliance.

The proposed Woolworths Brabham development is expected to operate in full compliance with the *Environmental Protection (Noise) Regulations 1997*, with recommended design measures ensuring ongoing adherence during its operation.

While compliance is achieved, it is recommended that mechanical services be screened from residences to the east and south, and that a final acoustic review of the mechanical design be undertaken to ensure ongoing compliance during operation.

A copy of the Acoustic Report s provided at **Appendix E**.

4.4 Bushfire Management Plan

Prepared by JBS&G– refer Appendix F

JBS&G have prepared a Bushfire Management Plan (BMP) addendum to accompany the previously prepared BMP by Emerge to support the Structure Plan amendment. The site forms part of the approved Third Stage Structure Plan for Brabham, with subdivision and development progressing under WAPC Ref. 202393.

The addendum updates the earlier BMP prepared for the structure plan to address bushfire risk specific to the DA and site plan. The project area is entirely within a designated bushfire prone area, requiring compliance with SPP3.7 and the Guidelines for Planning in Bushfire Prone Areas. The BAL assessment located in figure 8 allocates the site as BAL 12.5 and recommends implementations for the proponent, developer and landowners, including:

- As a minimum, establish proposed commercial Lot 3001, the adjacent road reserves (Marvel Entrance to the west and Everglades Avenue to the east) and any on-site landscaping to a non-vegetated/low threat state in accordance with the requirements of this BMP addendum.
- Provide an internal private driveway network with multiple connections to the surrounding public road network in accordance with the requirements of this BMP addendum.
- Provide a reticulated water supply to the proposed development via hydrant connections in accordance with the requirements of this BMP addendum.
- Prepare a BMP compliance report to demonstrate the relevant bushfire management measures have been implemented to deliver compliance in accordance with this BMP addendum.

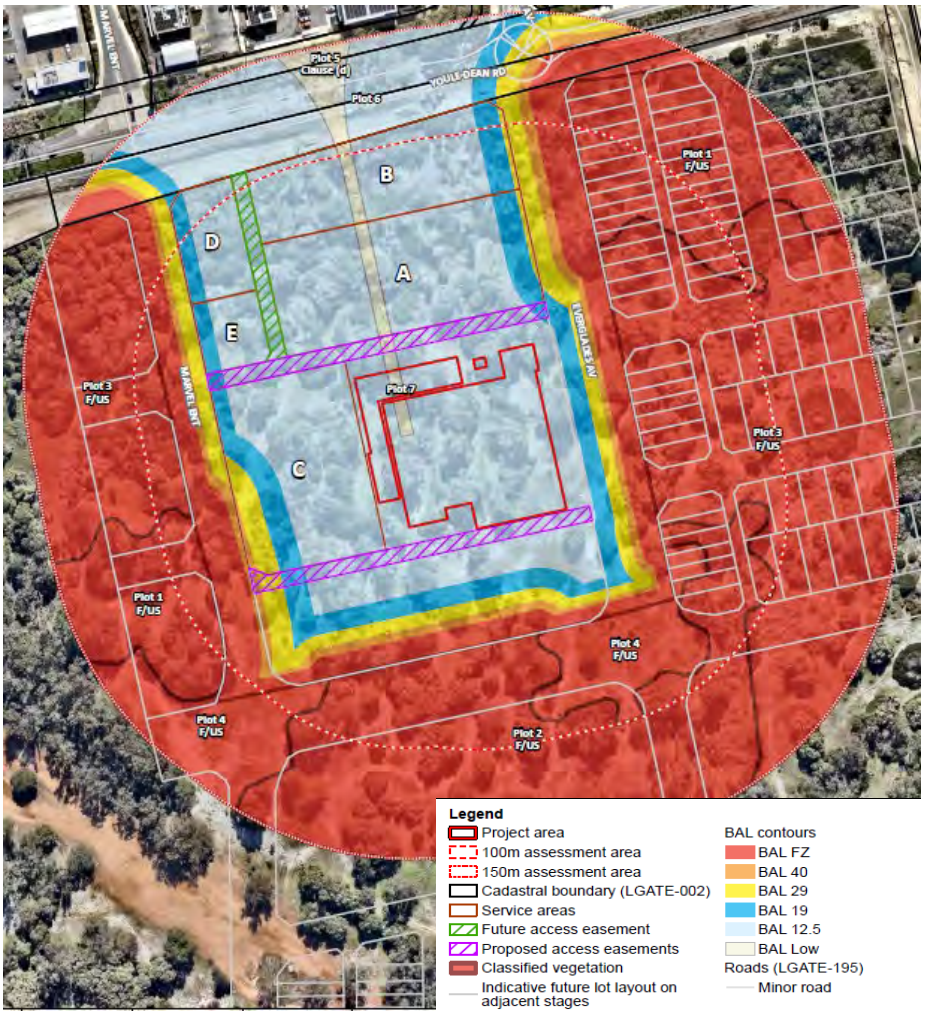


Figure 13 BAL Contour Map

A copy of the Bushfire Management Plan Addendum is provided at **Appendix F.**

4.5 Waste Management Plan

Prepared by Talis– refer Appendix G

The Waste Management Plan (**WMP**) prepared by Talis specifically aims to demonstrate that the Proposal is designed to adequately cater for anticipated waste volumes, provide a sufficiently sized Bin Storage Area (BSA) with appropriate bins, and allow for efficient collection by waste collection vehicles.

The following measure swill be implemented as part of the proposal associate Waste Management Plan.

- A dedicated Bin Storage Area (BSA) will accommodate seven 1,100 L refuse bins and five 1,100 L recycling bins, with twice-weekly collections by a private contractor using a rear loader vehicle. The BSA will meet design standards for screening, drainage, and manoeuvrability, with bins colour-coded and labelled to Australian Standards.
- Waste collection will occur onsite, outside normal operating hours, via Everglades Avenue access, minimising noise and traffic impacts.
- Bulk and speciality waste will be managed by centre/building management, with temporary skip bins used as required.

Centre/building management will oversee bin maintenance, tenant compliance, waste education, and contractor coordination, with ongoing monitoring to ensure bin numbers and collection frequency remain adequate.

The proposed waste management arrangements meet the City of Swan's requirements by providing adequate storage capacity, compliant design, safe and efficient collection methods, and clear management responsibilities. The WMP ensures the development will operate with minimal impact on local amenity while supporting resource recovery.

A copy of the Waste Management Plan is provided at **Appendix G.**

4.6 Sustainability (ESD) Strategy

Prepared by Full Circle Design Services – refer Appendix H

The Sustainability Strategy prepared by Full Circle Design Services demonstrates Woolworth environmentally sustainable design (ESD) approach for the proposal, aiming to deliver best-practice sustainability outcomes across design, construction, and operation.

Key Sustainability Themes:

- **Community Benefits:** Improved access to specialty retail, food and beverage, and parking with pedestrian connectivity, community spaces, and end-of-trip facilities to encourage active transport.
- **Minimised Footprint & Operational Costs:** The Proposal has been designed with an awareness of the need for projects to act responsibly with their ecological footprint both initially and in operation through life cycle assessment and building design. Best practise design can successfully reduce energy and water consumption, divert waste from landfill and minimise refrigerant carbon footprint.

  The following additional design features are intended to delivery embodied and operational carbon footprint improvements:

  - Building envelope performance improved by 10% over BCA 2022 standards
  - On-site solar photovoltaic system (~100 kW, offsetting ~100 t CO_2/year).
  - Efficient services, waste segregation for recycling, and low-water-use fixtures.
- **Climate Resilience & Future Focus:**

A base review of the Proposal and the likely impact of climate change on the site based on the following:

- Climate risk assessment addressing temperature rise, flood, and bushfire risks.

- Drought-tolerant landscaping and smart irrigation to reduce water use by 30%.
- Infrastructure for EV charging (capacity for 4 bays).

- **Commitment to Performance:**
  - Targeting **minimum 4.5-Star NABERS Energy and Water certification**.
  - Ongoing building tuning and performance monitoring through embedded metering systems.

The strategy positions Woolworths Brabham as a low-carbon, climate-resilient, and community-integrated retail centre, consistent with Woolworths' national sustainability commitments.

A copy of the Sustainability Strategy is provided at **Appendix H.**

4.7 Civil Stormwater and Surface Design

Prepared by Colliers– refer Appendix I

The Stormwater Management Strategy prepared by Colliers demonstrates that the proposed Woolworths Brabham development is designed to effectively manage stormwater in accordance with site-specific conditions, geotechnical findings, and the requirements of the Local Water Management Strategy (LWMS). The strategy ensures adequate retention, detention, and treatment of stormwater, provides infrastructure to protect against flooding and groundwater impacts, and incorporates measures to maintain the pre-development hydrological regime.

The following **Table 4** summarises the key Site Conditions and Geotechnical Findings informing the design of stormwater and surface design.

A copy of the Civil Stormwater and Surface Design is provided at **Appendix I.**

Table 4 Site Conditions and Geotechnical Findings

Section	Key Points	Details
Purpose	Strategy intent	Demonstrates that the Woolworths Brabham development will manage stormwater effectively in line with site conditions, geotechnical findings, and LWMS requirements. Ensures retention, detention, treatment, flood protection, and maintenance of pre-development hydrology.
Site Conditions	Geology & soils	S10 sand over sandy clay (Guildford Formation). High permeability, low slope stability, high ease of excavation, medium–high bearing capacity. Expected Class A site classification with standard preparation.
Geotechnical findings		Sand to 3.0 m depth in boreholes; permeability 2.0 m/day (range 2.8–>10.0 m/day); groundwater 1.0–1.4 m below ground; Class A requires ≥1.8 m sand fill over clay.
Groundwater levels		Max RL 24.8 m AHD (north), RL 24.0 m AHD (south).
Acid Sulphate Soils risk		Moderate–Low risk within 3 m of surface; testing required before design; limit excavation depth near ASS.
LWMS Requirements	Stormwater objectives	Retain/treat first 15 mm rainfall at-source; roof/hardstand runoff to soakwells; flood protection: floor levels ≥0.3 m above 1% AEP urban drainage, ≥0.5 m above 1% AEP major flow paths; minor drainage to manage 20% AEP event.

	Catchment strategy	Western half: retain first 15 mm, discharge larger events to Horse Swamp Drain via culverts. Eastern half: retain/infiltrate up to 20% AEP, limited discharge via agricultural drain.
	Groundwater management	Subsoil drains in roads, swales, POS; ≥1.2 m below lot levels; maintain >1.0 m depth to water; discharge via vegetated channels for nutrient uptake.
Earthworks Strategy	Levels	RL 25.25–25.50 m AHD (north) to RL 24.50–24.75 m AHD (south); ~0.5% crossfall.
Detailed Design Considerations	Key actions	Connect lots to City of Swan drainage for overflow; install subsoil drainage in commercial site; tank loading dock if below MGL; install pump station if detention under dock not feasible.

5 Design Evolution

5.1 10 Principles of Good Design

This section presents the design merit of the proposal against the 10 Principles of Good Design outlined in State Planning Policy No.7.0 (SPP 7.0). Refer to **Appendix J** – Architectural Design Statement.

In addition, the City's Design Review Panel (DRP) provided commentary on the proposal against the SPP 7.0 principles. This section provides the summary of the key comments and recommendations received and how the lodged proposal responds to each comment.

5.2 Design Review Feedback

To inform the design evolution of the proposal, the Project Team presented to the City's DRP to inform the design evolution leading up to the lodgement of this application on the **7 November 2025**.

The Project Team presented to the City's Design Review Panel (DRP) in October 2025. While the DRP was not supportive of the current design and suggested a Local Development Plan (LDP) was required prior to development, it is submitted that the proposal already meets the objectives and built form requirements of the Brabham District Centre Precinct Structure Plan Amendment 2. It delivers a cohesive, well-integrated town centre that responds to the site's context, streetscape, and surrounding built form, and aligns with the existing Structure Plan. Given this alignment and level of detail, an LDP is not considered necessary, and the Structure Plan does not require the preparation of an LDP, only requires one for single and grouped dwelling residential proposals.

Table 5 provides an outline of the DRP feedback with a design response articulating how the lodged proposal responds to each of the comments.

Table 5 DRP1 Feedback

Principle	DRP Recommendation	Design Response
1 Context and Character	Develop a masterplan for the site with a vision for a cohesive town centre that properly addresses and defines the public realm, and back it up with a comprehensive LDP that provides an acceptable level of certainty on aspects such as built form, street interfaces, and pedestrian movement. Revisit the site planning and the proposed Stage 1 design in the context of the above. Further develop the local character analysis	The site's context and character have been carefully considered in the proposal through its response to the streetscape, surrounding built form, and alignment with the existing Structure Plan. Given this alignment and the level of detail provided within the Development Plans (refer **Appendix B**) with the Structure Plan, an LDP is not considered necessary to provide certainty on how the design will deliver a cohesive, well-integrated town centre outcome, with clear definition of the public realm, built form, street interfaces, and pedestrian movement. It should also be noted that the Structure Plan only requires a LDP for Singel Houses or Grouped Dwellings.
2 Landscape Quality	Clarify whether verge landscape is included in the design concept and how, and by whom, it will delivered. Provide more clarity on the locations of the tree species.	The proposal incorporates verge landscaping as part of the overall design concept as outlined in the Landscape Plan at Appendix C

	Include usable landscape spaces Clarify the extent of landscape provided on site	The design provides clarity on the location and species of trees, ensures the inclusion of usable landscape spaces, and defines the extent of landscaping across the site. These elements contribute to a cohesive and accessible public realm that supports local character and amenity.
3 Built Form and Scale	Develop a masterplan for the site with a vision for a cohesive town centre that properly addresses and defines the public realm, and back it up with a comprehensive LDP that provides an acceptable level of certainty on aspects such as built form, street interfaces, and pedestrian movement. Swap the locations of the retail tenancies and the drive-through collection area to provide engagement with the street. Provide more clarity on the interface with the proposed residential development to the south Use the car park shade structures as a PV opportunity.	The proposal establishes a clear vision for a cohesive town centre that responds to its context and defines the public realm through considered built form, street interfaces, and pedestrian connections. Given the level of detail provided, an LDP is not considered necessary to provide certainty on these outcomes. The layout has been refined to enhance street engagement, including the relocation of retail tenancies and the drive-through collection area. The interface with the proposed residential development to the south has been addressed through appropriate setbacks, landscaping, and built form treatments to ensure a positive transition. In addition, the car park shade structures have been designed to accommodate photovoltaic panels, supporting sustainable energy generation
4 Functionality and Build Quality	Provide more detail on the internal layout. Clarify waste management and collection for all proposed tenancies and the other development opportunities within the street block. Clarify the location of AC plant Review the relationship between site entries and nearby street intersections. Provide more rationale for the proposed number of car bays. Identify areas for future car parking, access and servicing for the future parts of the development in a master plan/ LDP. Review the width of the footpath in areas where al-fresco seating could be reasonably anticipated.	The proposal has been developed to The proposal has been developed to ensure a high level of functionality and build quality, with the internal layout refined to support efficient operations and a positive user experience. Waste management and collection arrangements have been clearly defined for all proposed tenancies and future development opportunities within the street block. The location of AC plant has been identified to minimise visual and acoustic impacts. The relationship between site entries and nearby street intersections has been reviewed to ensure safe and efficient vehicle and pedestrian movement. The proposed number of car bays is supported by a clear rationale based on anticipated demand, with provision for future car parking, access, and servicing identified in the master plan.

		Alfresco dining areas have been incorporated into the design, with footpath widths reviewed to ensure adequate space for both dining and pedestrian movement. All frontages are consistent with the requirements of Section 6.2.4 of the Brabham District Centre Precinct Structure Plan Amt 2, ensuring active street edges and a high-quality public realm.
5 Sustainability	Develop an acceptable response to this fundamental principle.	Sustainability principles have been integrated into the proposal to support environmental performance, long-term efficiency, and community benefit. Key features include a north facing front of house, photovoltaic panels on car park shade structures, native planting and water-efficient landscaping, and the selection of durable, low-maintenance materials. The design promotes active transport through safe pedestrian connections and bicycle facilities and supports climate resilience by maximising natural light and ventilation. These measures ensure the development delivers a sustainable and future-ready outcome.
6 Amenity	Clarify the proposed mitigation of noise impacts on the residents to the south. Demonstrate through a masterplan/ LDP how a pedestrian network with high amenity can be delivered, including active frontage to streets to increase amenity and visual interest. Identify any staff amenities on the plan. Identify any public amenities on the plan. Review the capacity of the canopies to provide shade and shelter. Provide a breakout space(s) for casual seating and social engagement, with summer shade and access to winter sun.	The proposal incorporates measures to mitigate potential noise impacts on residents to the south, including appropriate setbacks, acoustic treatments, and landscaping buffers. A pedestrian network with high amenity is embedded in the design, featuring active street frontages that enhance visual interest and support safe, comfortable movement through the site. Staff and public amenities are clearly identified on the plans to ensure accessibility and convenience for all users. Canopy structures have been designed to provide effective shade and shelter, with capacity reviewed to meet seasonal needs. Breakout spaces for casual seating and social interaction are included, offering summer shade and access to winter sun to create welcoming, year-round outdoor environments.
7 Legibility	Clarify through a master plan/ LDP a cohesive pedestrian network across the	The proposal delivers a cohesive pedestrian network across the site,

	site, including a comprehensive pedestrian network diagram. Demonstrate through a masterplan/ LDP how the future developments on the periphery of the site will contribute and enhance both pedestrian and vehicle legibility. Provide active frontage to streets to increase amenity and visual interest to the public realm. Provide clearly delineated pedestrian crossing points.	supported by a clear and legible movement framework that connects key destinations and interfaces seamlessly with surrounding streets. This network is illustrated through a comprehensive pedestrian movement diagram, ensuring safe and direct connections for all users. Future development areas on the site's periphery have been planned to enhance both pedestrian and vehicle legibility, reinforcing the overall connectivity of the precinct. Active street frontages are provided to increase amenity and visual interest within the public realm, while clearly delineated pedestrian crossing points ensure safe and convenient movement across the site. Given the level of detail provided, an LDP is not considered necessary to achieve certainty in delivering these outcomes.
8 Safety	Demonstrate through a master plan/ LDP how the site can accommodate a cohesive and safe pedestrian network, including opportunities for passive surveillance of all pedestrian routes adjacent, into and within the site. Extend the swept path analysis to include entry and egress movements to the site rather than just the loading bays. Move the site entries so they do not force traffic directly into the areas most used by pedestrians. Continue pedestrian footpath materials across crossovers. Provide clearly marked crossing points that link the car park footpaths to the supermarket and shops and reinforce with level changes.	The proposal incorporates CPTED principles to ensure a cohesive and safe pedestrian network throughout the site. Pedestrian routes adjacent to, into, and within the site have been designed to maximise passive surveillance through active frontages, clear sightlines, and appropriate lighting. Swept path analysis has been extended to include entry and egress movements for the entire site, ensuring safe vehicle circulation beyond the loading bays. Site entries have been located to avoid directing traffic into areas most heavily used by pedestrians, reducing potential conflict points. Pedestrian footpath materials are continued across crossovers to reinforce priority and visual continuity, while clearly marked crossing points link car park footpaths to the supermarket and shops. These crossings are upheld with level changes to further enhance safety and accessibility. Given the level of detail provided, an LDP is not considered necessary to achieve certainty in delivering these outcomes.
9 Community	Develop a masterplan for the site with a vision for a cohesive town centre that properly addresses and defines the public realm, and back it up with a	The proposal establishes a clear vision for a cohesive town centre that defines and enhances the public realm, creating a place with a welcoming 'Town Centre'

	comprehensive LDP that provides an acceptable level of certainty and creates a place with a 'village' experience. Develop and incorporate, within the masterplan and the proposal, a place-based narrative that builds on the site's rich history Include a space(s) for casual social interaction	experience. This is achieved through active street frontages, accessible public spaces, and a layout that encourages social interaction. A place-based narrative has been developed to reflect and build upon the residential character of the locality, informing design decisions and reinforcing local identity of an emerging Distrct Centre in Brabham. Spaces for casual social engagement are incorporated into the design, providing opportunities for community connection and interaction, specifically in alfresco dining spaces. Given the level of detail provided, an LDP is not considered necessary to achieve certainty in delivering these outcomes.
10 Aesthetics	Further develop the local character analysis and incorporate the findings into the design. Provide proper elevation drawings. Locate public art where it can be best appreciated from the public realm. Include guidance on materials and finishes for the other parts of the site as part of a comprehensive masterplan/ LDP.	The design is informed by a detailed local character analysis, with findings integrated into the built form, materials, and public realm treatments. Elevation drawings have been prepared to illustrate the architectural character and relationship to the streetscape. Public art is located where it can be best appreciated from the public realm (Refer to Development Plans) contributing to visual interest and cultural expression. Guidance on materials and finishes for future stages of the site is included to ensure a consistent and high-quality aesthetic across the precinct. Given the level of detail provided, an LDP is not considered necessary to achieve certainty in delivering these outcomes.

6 Planning Assessment

The following sections outlines the proposal's alignment with the planning framework.

6.1 Key Strategic And State Planning Documents

Table 6 below provides an assessment of the proposal against the applicable State Planning documents.

Table 6 State Planning Documents assessment

Document	Relevant Provisions/Objectives	Response
Perth and Peel @ 3.5 Million – North-East Sub-Regional Planning Framework	The Perth and Peel @ 3.5 Million Central Sub-Regional Framework builds on the vision of Directions 2031 and Beyond. The subject site is located within the North-East sub-region and is identified as a district centre.	The proposed development is consistent with the aspiration as it provides a diversity of retail and local services to an emerging residential population. The development will provide a range of local employment opportunities and urban amenities to the area.
Directions 2031 and Beyond	This high-level spatial framework establishes a vision for the future expansion of Perth and a population of 3.5 million people by 2031.	The proposed development is consistent with the strategic intentions of this document in that it provides a retail and convenience offering that will support the growth of the Brabham District Centre.
Metropolitan Region Scheme	The subject site is zoned 'Urban' under the Metropolitan Region Scheme (MRS), as illustrated in the figure below. This zone allows for a variety of land uses, including residential, commercial, and light industry.	The proposal is consistent with the Urban zone in that it proposes a development comprising a supermarket, specialty shops and a liquor store. Drumpellier Drive, located immediately west of the site, is identified as a 'Primary Regional Road' under the MRS.
SPP 3.7 – Planning in Bushfire Prone Areas	State Planning Policy 3.7 (SPP 3.7) applies to land designated as bushfire prone by the Department of Fire and Emergency Services (DFES) Commissioner. SPP3.7 is intended to guide the implementation of effective risk-based land use planning and development to preserve life and reduce loss of property and infrastructure from bushfires.	The development application has been accompanied by a Bushfire Attack Level (BAL) assessment and Bushfire Management Plan (BMP). The development is capable of approval with the building accommodated in the BAL-low and BAL-12.5 rated areas. Due to the BAL rating and the nature of the development, DFES referral is not required.
SPP 4.2 – Activity Centres for Perth and Peel	The subject site is identified as a future District Centre with a greater focus on servicing the daily and weekly needs of residents. These centres are ideal for a greater local community focus and provide	The local planning framework has been prepared considering the provisions of SPP 4.2 and the strategic aim to have a District Centre level of activity in Brabham Town centre. The amount of retail floor space proposed is

	services, facilities, and job opportunities that reflect the needs of the catchments.	considered to make substantial progress toward achieving this level of activity early in the establishment of the residential component of the town centre development. The centre will also provide local employment opportunities.

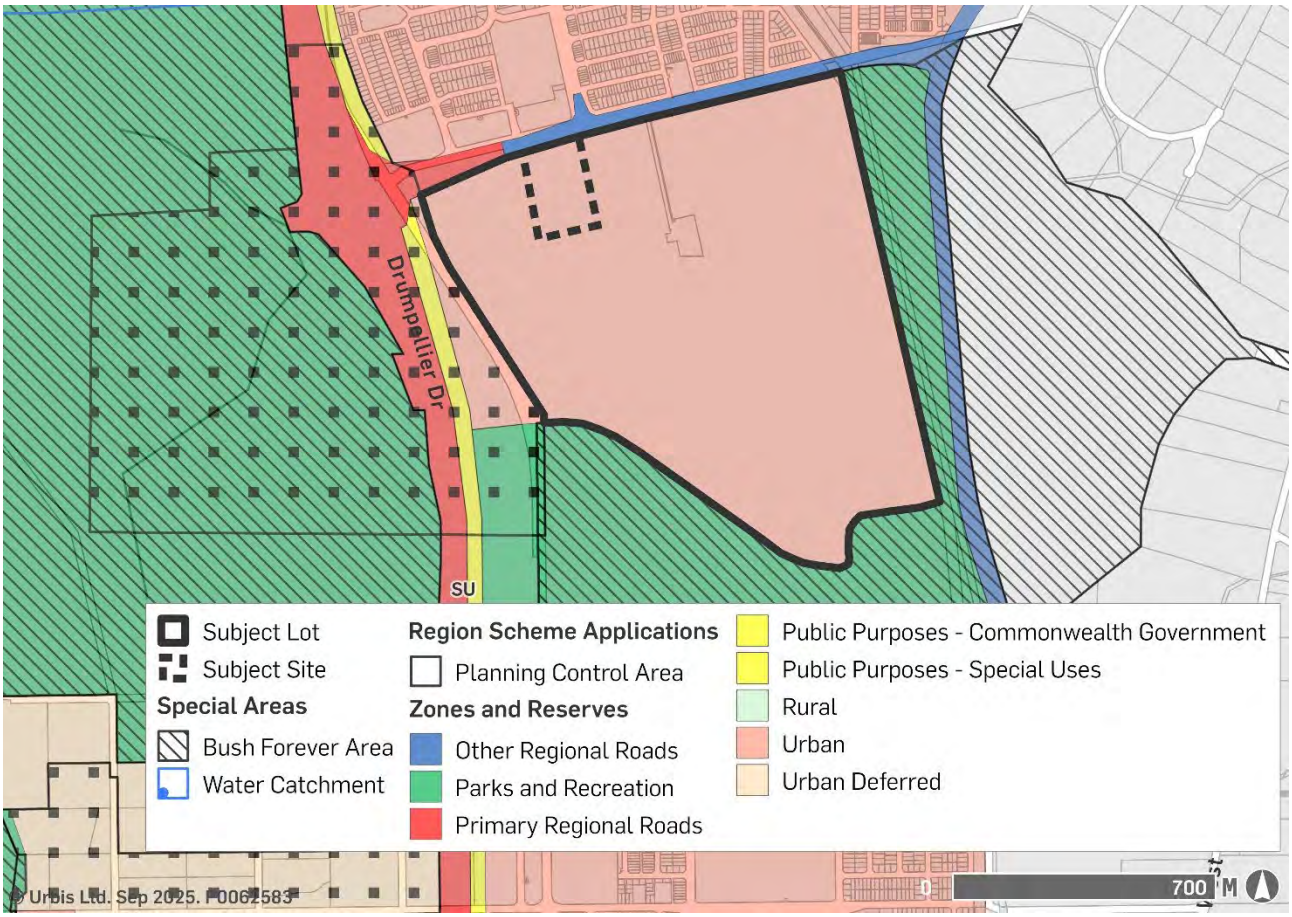


Figure 14 MRS Map

6.2 Local Planning Framework

6.2.1 Local Planning Strategy

The City of Swan's Local Planning Strategy (**the Strategy**) was endorsed by the WAPC in August 2020 and outlines the development direction and long-term planning for the City. Two significant features of the Strategy are accommodating population growth and meeting future employment needs. The City is forecast to experience substantial increase in population, from 112,802 in 2011 to 239,934 in 2031. This population influx will require services and employment opportunities, and the proposal will be critical in meeting this demand.

More specifically for Brabham, the Strategy:

- Supports the establishment of a District Centre in Brabham to cater for future population growth;
- Encourages a wide mix of activity centres as well as their consolidation and physical enhancement;
- Promotes the provision of appropriate retail floor space to support urban growth areas.

A major supermarket is essential to support population growth for the following reasons:

- Their scalable operations allow for growth in the surrounding population, but also, importantly signal to potential future residents that essential goods are available in the locality.
- They generate high levels of footfall, bringing activity to surrounding streets and supporting complementary businesses and uses around them.
- The above effect helps prevent spending and employment leakage to other areas, keeping economic activity and employment opportunities stay local. A typical Woolworths employs over 100 people.
- Having essential services closer to where people live will reduce required travel distances – improving the quality of life for residents and increasing the attractiveness and likelihood of utilising more sustainable modes of travel for local shopping journeys.

For this reason, the proposed development, is fundamentally aligned with the City's key strategic goals.

6.2.2 City Of Swan Local Planning Scheme No.17

The subject site is zoned 'Special Use' under the City of Swan Local Planning Scheme No.17 (LPS17), which requires a structure plan to be prepared over the site.



Figure 15 Local Planning Scheme Zone

6.2.2.1 Zone Objectives

The objective of the Special Use Zone are as follows:

a. *provide for specific uses or combination of uses in circumstances where the uses have particular locational and developmental requirements for which a generic zoning is unsuitable;*

b. *facilitate the development of strategically important facilities that cannot be satisfactorily provided for within any of the generic zones, and to ensure compatibility with adjacent development*

The proposed Brabham Town Centre Woolworths development strongly aligns with the City's vision for creating connected, vibrant, and sustainable communities. By establishing a supermarket-anchored local

centre that integrates with surrounding residential areas and public open spaces, the proposal delivers on the City's strategic intent to provide high-quality, accessible, and employment-generating local infrastructure.

The development:

- Meets the intent of the Special Use Zone by accommodating a strategically significant land use that could not be suitably provided within standard commercial or residential zoning.
- Supports population growth in Brabham and the surrounding urban growth corridor by providing essential goods and services within walking and cycling distance for residents.
- Generates local employment, both during construction and through ongoing retail operations, aligning with the City's employment and economic development goals.
- Promotes sustainable transport choices through the inclusion of end-of-trip facilities for staff, bicycle parking, and strong pedestrian connectivity between the site, open space, and adjacent residential areas.
- Contributes to the landscape and urban character of Brabham through high-quality design, active frontages, and attractive landscaped pedestrian linkages that enhance community wellbeing and encourage local gathering.

6.2.3 Brabham Third Stage Structure Plan

The Brabham Third Stage Structure Plan (refer Figure 16) identifies the site as 'Special Use' in accordance with LPS17, which requires land to be developed in accordance with a separate structure plan. The Structure Plan provides the following statement:

- *Provide for specific uses or combination of uses in circumstances where the uses have particular locational and developmental requirements for which a generic zoning is unsuitable; and*
- *Facilitate the development of strategically important facilities that cannot be satisfactory provided for within any of the generic zones, and to ensure compatibility with adjacent development*

Furthermore, the structure plan provides the overarching planning framework for the Brabham area which provides a basis for the preparation of detailed district structure plans. The district plans guide the progressive development of the respective areas. As such, Brabham District Centre Precinct Structure Plan Amd 2 is the primary planning document for the site, further discussed below.



Figure 16 Brabham Third Stage Structure Plan Map

6.2.4 Brabham District Centre Precinct Structure Plan Amd 2

The Brabham District Centre Structure Plan Adm 2 (**BDCPSP,** refer Figure 17) was prepared to guide subdivision and development of the land north of Youle Dean Road and more recently inclusion of the south lot being the subject site, within the City of Swan. The plan provides the coordination and integrated provisions of an appropriate mix of land uses and infrastructure, necessary to create a vibrant community.

The site is located within the Commercial Zone and identified as a 'Shopping Centre' site.

The key objectives of the District Centre that are relevant to the proposed development are as follows:

- The Brabham activity centre is to offer the local community a high-quality, retail-focused mixed use district centre development.
- All parts of the activity centre are to be connected via a pedestrian spine from Station Street at the activity centre's southern boundary to Jungle Park at the activity centre's northern boundary.
- Two main streets are to be provided, one between Everglades Avenue and Mayfield Drive and a second along Marvel Entrance between Youle-Dean Road and Station Street. The main streets will be the focus of activity in the centre either side of You le-Dean Road and will be treated with high quality landscaping and activated frontages. In particular, the Marvel Entrance main street will provide a critical role in connectivity the community and District Centre with the Whiteman Park Metronet Station by providing a clear and legible connection to the station's pedestrian underpass.

- The centre should accommodate safe and pleasant pedestrian and cyclist internal movement, and connections to surrounding areas.
- Community and other non-retail, commercial land uses are to be accommodated in the centre to ensure there is a diversity of land uses.
- Non-residential development is to be designed with consideration of potential amenity and visual impacts to residential development within and beyond the activity centre boundary.
- Surrounding and internal roads, intersections and crossovers are to be designed to allow for the safe and efficient movement of vehicles to and from the centre.

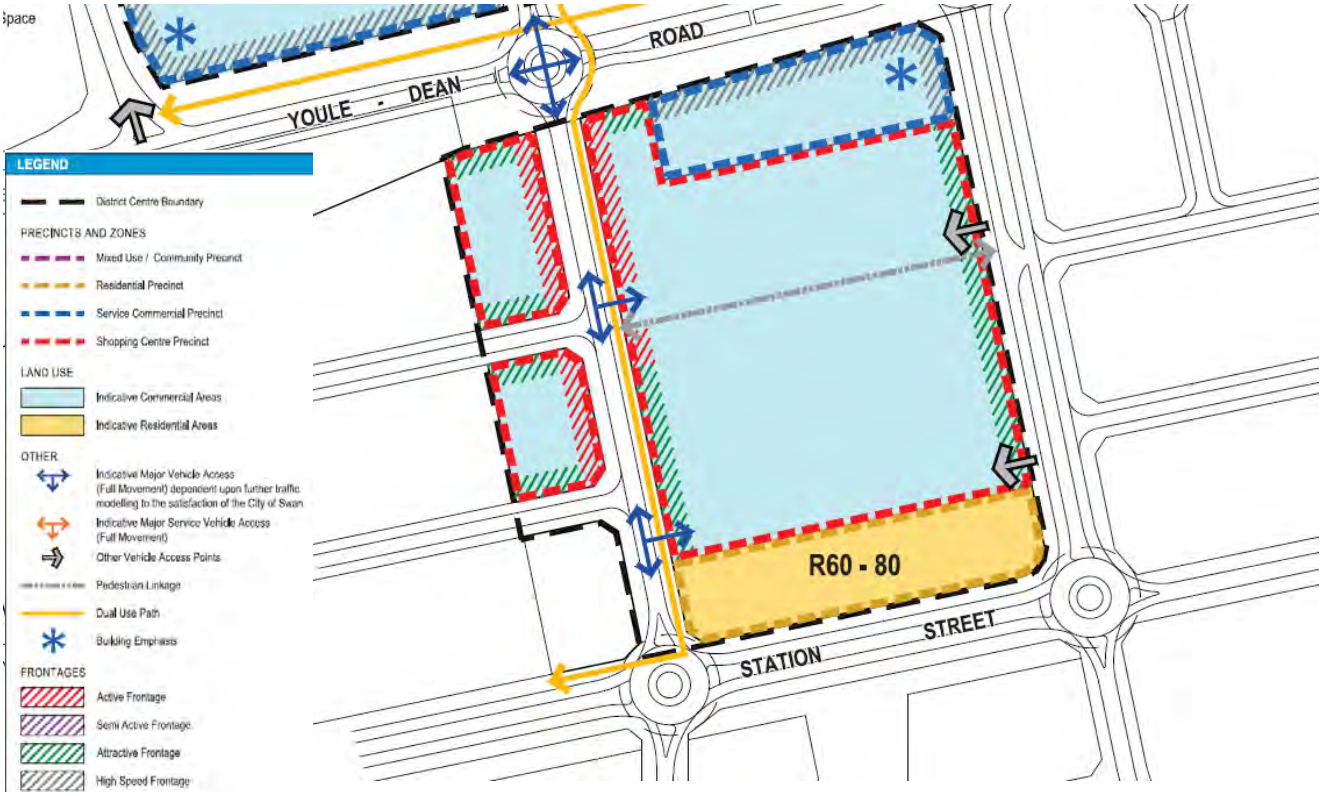


Figure 17 BDCSP Map 1

The proposal is consistent with the Brabham Activity Centre Structure Plan, delivering a high-quality, supermarket-anchored mixed-use centre that supports local population growth and employment. It provides active frontages along Everglade Avenue and Youle-Dean Road, strong pedestrian connections to surrounding areas and future Metronet links, and safe, efficient vehicle access. High-quality landscaping, alfresco areas, and built form enhance amenity and community activity. Overall, the development aligns with the Structure Plan's intent to create a connected, vibrant, and sustainable district centre for Brabham.

An assessment against the Development Requirements and Built Form Requirements outlined in Sections 5.2, 5.3 and 5.4 (Part 1) of the Structure Plan is provided in Table 7, Table 8 and Table 9 below.

Table 7 Section 5.2 - Precinct Specific Objective Alignments

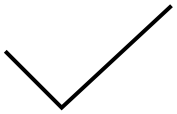
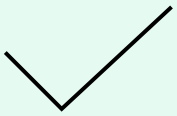
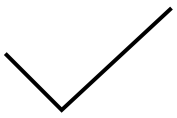
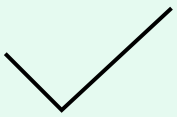
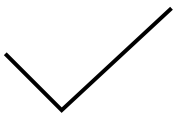
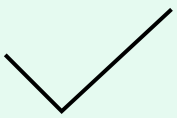
Shopping Centre Precinct	Proposed	Alignment
Vision: This precinct will accommodate a mix of retail and commercial land uses in a shopping centre environment, with active uses concentrated toward the main street. The precinct will include some large format retail uses (including supermarket/s, a discount department store, and mini majors), and a consolidated area for car parking in the southern portion of the precinct	The proposal delivers a supermarket-anchored retail centre with supporting specialty tenancies, providing a convenient and vibrant shopping destination. Active frontages along Marvel Entrance and Everglade Avenue reinforce the main street character, supported by landscaped pedestrian connections and a consolidated parking area to the south.	✓
Objectives Provide a convenient district shopping centre environment for the surrounding community. Provide for development that activates the main street. Provide safe and pleasant pedestrian connections Provide an amenable interface to surrounding development**.**	The proposal meets the objectives of the Shopping Centre Precinct by providing a convenient and accessible retail destination that serves the surrounding community. It activates the main street through active frontages, alfresco areas, and high-quality landscaping, creating a vibrant and engaging pedestrian environment. The development incorporates safe and legible pedestrian connections linking to adjoining areas and future transport infrastructure, while maintaining an attractive and compatible interface with nearby residential development.	✓

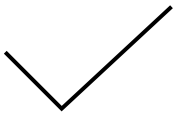
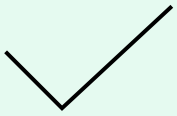
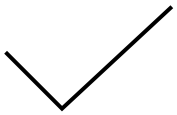
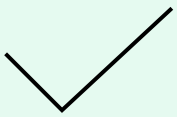
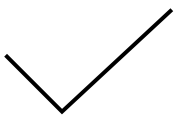
Table 8 Section 5.3 - Land Use Permissibility

Land Use Permissibility	Proposed	Complies
Shopping Centre Precinct Land Use Permissibility as per LPS 17 zone: General Commercial	'Shop' Use – Permitted 'P' use under LPS17 within the General Commercial Zone 'Restaurant' – Permitted 'P' use under LPS17 within the General Commercial Zone	✓

Table 9 Section 5.4 Built Form Controls

Built Form Control	Proposed	Complies
Maximum Overall Building Height	▪ Architectural features and minor projections are 7.7m at parapet height. ▪ All elevations and do not extend above the maximum height prescribed of 12m	✓

Attractive Frontage	▪ Façade articulation: 70% glazing (minimum 50% unobscured). ▪ Continuous narrow frontages to maximise tenancy mix. ▪ Façade articulation through materials, texture, and depth. ▪ Main Street (if applicable): – Default nil setback (may allow alfresco). – Maximum 2 storeys at street interface (step back above). – 0% glazing or satisfy one of: – Varied materials – Public art – Landscaping/vertical gardens ▪ Façades oriented and articulated to street, avoiding blank walls. ▪ Façades and entries addressing both street and public realm. ▪ Ensure variation in building plane, materials, colours, and textures across all precincts.	
Building Emphasis Locations	Entryways and key locations to be highly visible, with: Second storeys or pronounced parapets. Distinct architectural features/materials. Façades and entries addressing both street and public realm.	
Architectural Design	Ensure variation in building plane, materials, colours, and textures across all precincts.	
Vehicle Access Points	Major access points as shown on structure plan. Additional crossover which has been supported by a Transport Impact Assessment at DA stage.	
Pedestrian Paths	- All road verges (except laneways): min. width 2m.- Paths to connect to building entries.- Dual-use paths to prioritise pedestrians and cyclists.	
Pedestrian Linkages	• Align generally with structure plan map. • Direct, continuous, tree-lined, min. width 3m. • Accessible for all users, well lit, with seating. • Wayfinding signage provided. • Passages through buildings to allow access during reasonable hours.	

Landscaping	All landscaped areas to implement waterwise design using approved Water Corporation species. Refer Landscape Plan at **Appendix C**	
Car Parking	The Structure Plan allows for a minimum car parking rate of 4 bays per 100sqm NLA. Car parking has been provided on site at a rate of 4.8 bays per 100sqm in accordance with Woolworths standard state wide. A surplus of parking has been provided which is in accordance with the Structure Plan	
Bicycle Parking	Bike parking has been provided in accordance with the Structure Plan. Refer to site plan	
Screening of Services	External fixtures are consistent colours to the building they are affixed to. Service areas are located at the rear of the site away from public spaces and streets.	
Signage	A pylon sign is proposed at 8m tall compliant with the Structure Plan An assessment against the Local Planning Policy is provided below	

Part 2 of the Structure Plan sets out the Masterplan for the site, which this application has been designed to follow. The Masterplan includes provision for a supermarket, with the following key elements:

- A direct-to-boot facility located along the prominent frontage to Everglades Avenue
- A loading dock positioned at the rear of the site, adjoining the residential development
- Retail and specialty retail tenancies facing the northern car park
- Car parking and associated landscaping consistent with the submitted development application plans

The proposed development is consistent with the approved Masterplan, as endorsed by the City of Swan and the Western Australian Planning Commission within the Brabham District Centre Structure Plan (Parts 1 and 2), as shown below.



Figure 18 Concept Masterplan

6.3 Local Planning Policies

6.3.1 Local Planning Policy 125 Building and Development Standards – Commercial Zones

The objective of LPP 125 is to ensure that the development of land within the General Commercial zone consistent with the principles of proper and orderly planning and furthers the objectives of the zone. **Table 10** below outlines the applicable controls and assesses the proposal's compliance with LPP 125.

Table 10 LPP 125 Assessment

Policy Requirement	Assessment	Complies
2.1 – Off Street Parking **Provision shall be made for the off-street parking of motor vehicles in accordance with the Vehicle Parking Standards policy, except as otherwise provided for in this policy.**	The PSP applicable to the subject site has more specific car parking requirements. However, the development is also assessed against LPP 129 below.	See below.
2.2 – Plot Ratio and Site Coverage **The maximum plot ratio and site coverage for all developments in a**	There are no applicable plot ratio and site coverage requirements for this	N/A

commercial zone shall be in accordance with the provisions of Table 1, except where otherwise provided for in this policy.	development, with a mix of land uses proposed for the centre.	
2.5 – Setback Requirements **2.6 – Two street frontages** **2.7 – Side and Rear Setbacks** **2.8 – Use of Setbacks**	The PSP applicable to the subject site has more specific car parking requirements. However, the development is also assessed against LPP 129 below.	N/A
2.9 – Landscaping Requirements **In connection with any application for approval to commence development in a commercial zone, the Council shall require that such landscaping be provided as the Council sees fit in the interest of amenity and orderly and proper planning.** **Any landscaping required shall be provided in accordance with the provisions set out hereunder:**	See the attached Landscape Plan (**Appendix C**) showing the proposed landscape strategy for the subject site.	Complies
a) the required landscaping shall cover a minimum of 10% of the total site area in a form approved by the Council. The calculation of this area shall include any area required as boundary landscaping and open parking facilities landscaping where off-street parking is required in accordance with the Vehicle Parking Standards policy;	The landscaping provided for the development is proposed to be 5.06% or 887sqm. It should be noted that this number excluding the future development sites, which are all expected to provide sufficient landscaping supporting the development The landscaping proposed to be provided will be of high quality, provide shade for the car parking areas and amenity for the public square space to encourage people to congregate and foster sense of community. The context of the centre being identified as a future District Centre and within the BDCPSP, the urban form requiring active frontages removes the opportunity for additional landscape opportunities in setback areas. The landscaping is responsive to the character and context of the location and provides shade and green relief amenity to the outdoor areas of the development site.	Discretion sought
b) any landscaped area shall be separated from an adjacent	Where landscape areas are located adjacent to vehicle access and car	Complies.

vehicular area by a wall or kerb at least 150mm higher than the adjacent vehicular area or in some other manner be protected from vehicular damage;	parking areas, kerbing is proposed to be provided to protect the landscaping. See the attached Landscape Plan (**Appendix C**) showing the proposed landscape strategy for the subject site	
c) landscaped areas shall not average in width less than 1.5 metres, and shall not be continuous for more than 10 metres without a properly designed pedestrian crossing point, except where such landscaped area is adjacent to a permanent fence, or a wall of a building;	The landscaping areas have been deigned to be placed within planter boxes at 0.5m wide x 2m long x 1m high planters. Where the length is more than 10 metres, the intention is to encourage movement through the aisles to the appropriate pedestrian crossing points to minimise conflict within the landscaping and encourage persons to cross the main thoroughfares at designated cross walks to improve pedestrian safety.	Discretion sought.
d) the part of the area of the site required to be provided as landscaping shall not include areas which would normally be set aside for pedestrian movement;	This has been considered in the landscaping strategy provided at Appendix C.	Complies.
e) landscaped areas required by this policy shall be planted in accordance with an approved landscape plan and within 30 days of practical completion of the development, or any relevant part thereof, as determined by the Council or at such later time as may be agreed in writing by the Council.	Noted and anticipate condition to this effect.	Complies.
2.10 – Service Areas **Provision shall be made for service access to the rear of a commercial building for the purpose of loading and unloading of goods unless, in the opinion of the Council, the interests of amenity and orderly and proper planning do not warrant the provision of such access.** **Any service access provided shall be in accordance with the following requirements:**	The development includes a loading dock on the eastern side of the development, which includes service areas to accommodate the development.	Complies
a) the access way shall be so constructed that vehicles using it	The service/loading dock allows vehicles to enter and exit the site in	Complies.

may return to a public thoroughfare in forward gear;	forward gear as per the swept path diagrams provided.	
b) if there exists a right-of-way to the rear or side of the subject lot or lots, an area shall be paved on the lot or lots so that vehicles when loading or unloading do not need to remain in the right-of-way. Such paved area shall be of such a size that if no alternative route exists, vehicles may turn so as to return to the public thoroughfare in forward gear;	No existing rights of way adjacent to the site.	N/A
c) except as hereinafter mentioned in this paragraph, the access way shall be not less than 6 metres in width, but if the size of the subject lot or lots makes the provision of a 6-metre wide access way impracticable or unreasonable, the Council may permit an access way of a lesser width, but in no case less than 3 metres;	The accessway is more than 6 metres in width to provide the necessary vehicle movements and prevent conflicts for access into and from the site.	Complies.
d) the access way shall be designed so as to segregate service vehicles, both moving and stationary from parking areas and access ways provided for customer parking;	The service and loading dock area is proposed to be screened from view from the public realm and internal areas.	Complies.
e) where alternative access is provided and such access is considered acceptable by the Council, the Council may waive the requirements set out in this policy.	Access complies.	N/A
2.11 – Refuse and Storage Areas **Provision shall be made for one or more areas for the storage of cartons, containers, or refuse.** **A refuse or storage area shall be:**	The service and loading dock area contains space for waste collection.	Complies.
a) screened from view from any public street and from within the site and enclosed by a wall of masonry or other approved building material of not less than 1.8 metres in height;	The waste collection area is screened from view from the public realm.	Complies.

b) located not less than 15 metres from any residential building on an adjoining lot having a common property boundary unless it is fully enclosed;	The loading and service dock area is located on the eastern side and will be separated from more sensitive land uses by commercial development to ensure mitigation of potential conflict in the future.	Complies.
c) accessible to service vehicles; and	Swept path diagrams demonstrate that large vehicles can enter and exit the site in forward gear to enable convenient collection.	Complies.
d) not less than 9 square metres of floor area.	The waste collection area within the service and loading dock is larger than 9 square metres.	Complies.
2.12 Maximum Floor Areas **Having regard to the purpose and intent of the zone, the Council shall not permit any retail or office development in the zone which has a gross leasable floor area in excess of 5,000 square metres within three kilometres of any part of the Strategic Regional Centre, and shall not permit any retail or office development in the zone which has a gross leasable area in excess of 9,500 square metres within five kilometres of any part of the Strategic Regional Centre.**	The subject site is not within three kilometres of a Strategic Regional Centre.	Complies.

Local Planning Policy 129 Vehicle Parking Standards

The objective of LPP 129 is to ensure that adequate provisions are made for the parking of vehicles and to provide general design requirements for off-street parking areas. Noting that the car parking requirements within the draft PSP are more specific for the proposed development and subject site, the number of required car parking spaces is assessed above and complies with the requirements. The other relevant provisions are assessed in the **Table 11** below.

Table 11 LPP 129 Assessment

Policy Requirement	Assessment	Complies
Provision of off-street parking		N/A
Parking facilities are to be located so that they do not dominate the surroundings or development and are generally to be located and designed so they are an integral part of the development for the site.	The car parking area is located internally to the site with the proposed development and future development sites located to activate the street edges and minimise the visibility of the car parking area on the streetscape.	Complies.

Parking facilities for persons with disabilities are to be clearly visible and conveniently located.	ACROD car parking spaces are located to be close to the building entries.	Complies.
Parking facilities are to be maintained to a high standard in terms of lighting, paving, drainage, landscaping and layout, ensuring that these facilities do not visually detract from the locality or impede pedestrians, cyclists and vehicle movements.	The car parking design includes landscaping, shade and lighting with separated pedestrian access and crossings to minimise internal conflict. Bike parking is located within the landscaped forecourt to avoid conflict with the car parking areas.	Complies.
No building or land the subject of an application for approval to commence development shall be occupied until all required parking and loading facilities have been provided to the satisfaction of the Council.	To be conditioned.	Condition.
All permitted or required parking and loading facilities shall be provided on the same site as the building or use served, except where Council considers an off-site location to be more appropriate.	The parking is provided for customers and staff use only. A dedicated service and loading dock area is provided on site for the subject development.	N/A
Parking facilities shall not be used for the storage of: vehicles or goods for sale; recreational vehicles; commercial vehicles, trucks or trailers (unless the parking facilities used to store such commercial vehicles trucks or trailers are in excess of the minimum requirement); nor shall parking facilities be used for the repair of vehicles.	The parking is provided for customers and staff use only. A dedicated service and loading dock area is provided on site for the subject development.	Complies.
All parking spaces shall be provided with adequate access by means of manoeuvring lanes or otherwise with spaces designed so that it is not necessary to reverse directly into a public street to enter or to leave the parking area.	The car parking provided has been designed to ensure all manoeuvring can occur onsite and avoids major thoroughfares through the site.	Complies.
Adequate means of access and egress to and from the parking area shall be provided for all vehicles.	The subject site has appropriate access to the car parking area from all street frontages and separate access to the servicing and loading dock.	Complies.
Circulation within a parking area shall be such that all parking spaces shall be accessible and usable for the full number of parking spaces required whenever the building or use which they serve is in operation.	No car parking spaces provided are proposed to be obstructed for servicing or other such means. Trolley collection will be undertaken to minimise conflict with the car parking use.	Complies.

The entire parking area, including parking spaces and manoeuvring lanes required by this or any other relevant policy shall be paved with either asphalt, concrete or brick paving or other sealed surfacing acceptable to the Council. The standard of paving shall be in accordance with specifications approved by the Council.	The car parking area is proposed to be sealed with asphalt and drained to accommodate stormwater on site in accordance with City's requirements.	Complies.
Where lighting is provided in parking areas the lights should not have a detrimental impact on adjoining residential uses or road users and should not be reduced in effectiveness due to overgrown vegetation or poor placement.	Lighting is proposed to be provided on site noting that the car parking is not proposed to interface with residential areas. The lights will not be positioned to interfere with the local road network. The tree placement has considered the lighting proposed to ensure that growth will not impact on the lighting provided for the car parking area.	Complies.
Parking for persons with disabilities is to be designed in accordance with the appropriate ACROD standard.	ACROD spaces are located and designed to comply with the relevant standard.	Complies.
Plans for the layout and marking of off-street parking facilities shall be in accordance with the City's Property Development Design Guidelines or where no Council guidelines exist the relevant Australian Standard and Austroads Guidelines apply.	The car parking area has been designed to comply with the relevant standard.	Complies.
All parking facilities shall contain aisles, approach lanes, and manoeuvring areas that are clearly marked with directional arrows and lines to expedite traffic movements. Once a parking facility has been marked in accordance with the approved site plan, the marking shall be permanently maintained.	The car parking areas have been designed to reduce conflict with internal thoroughfares where possible to ensure efficient movement of vehicles through the site. The car parking area will be line marked appropriately along with necessary signage to minimise conflict between vehicles and pedestrian movements accordingly.	Complies.
If parallel parking spaces are paired, with at least 2.4m of no parking between the pairs, the space depth may be a minimum of 5.5m. Otherwise the minimum space depth for parallel parking spaces shall be between 6.5 and 7.0m.	No parallel spaces are proposed	N/A.
Where car parking stalls are covered, the minimum width of the car stalls is to be increased to 3 metres.	Shade sails are not considered 'cover' as they are water permeable.	N/A
All areas between parking facilities and adjoining streets shall have a minimum of 3m wide permanent landscape area. In addition, the Council may also require	The car parking areas are appropriately setback from adjoining streets and are buffered by the shopping centre building and adjoining future tenancies.	Complies.

permanent landscaping between the parking facilities and all other side and rear property lines.		
For open parking facilities, with 21 or more parking spaces, there shall be provided a minimum of 1 sq. metre of permanent landscaping for every 10 sq. metres of parking stall area. Such landscaping shall not be in addition to any other landscaping required by any other policy.	Landscaping has been provided in accordance with BDCPSP and LPP 125.	See above assessment.
In addition to the parking spaces required for owners, occupants, employees, customers, or visitors, one parking space shall be provided for each commercial vehicle used in conjunction with the operation of any land use. Parking spaces for such accessory vehicles shall be within the parking facility on the same lot or adjacent to any building.	The service and loading dock area is proposed to provide the necessary space for the servicing of the majority of the tenancies. The northern tenancies adjacent to the proposed main street may require an additional service bay in the parallel car parking provided on the Main Street for ease of access to these tenancies. The development is provided with 10 trolley spaces to accommodate trolley collection in the car parking area.	Complies.

6.3.2 Local Planning Policy 1.10 Provision of Public Art

The purpose of LPP 1.10 is to guide the provision of public art of substantial developments. Public art is acknowledged to have the potential to improve and enhance the wellbeing of people in the environments where they live, work and play. The policy applies to most developments with a cost of development over $2 million (noting some exemptions) and requires a contribution amount equivalent of 1% of the cost of development to be provided as public art or cash in lieu to fund public art nearby in public reserve.

The proposed development includes a public art wall along the east and west and elevations, as illustrated in the development plans in **Appendix B.**

6.3.3 Local Planning Policy 70 Advertising Signs Within the Commercial and Industrial Zones

The purpose of LPP 70 is to control advertising signage to ensure well signed commercial and industrial precincts throughout the City. **Table 12** below outlines the policy requirements and assessment.

Table 12 LPP 70 Assessment

Policy Requirement	Assessment	Complies
Advertising signs shall not be approved on land other than on the land where the business being advertised operates from.	No third-party signage is proposed as part of this application.	Complies.
An unnecessary proliferation of signs shall be avoided. Where a number of signs may exist or are proposed, the applicant or landowner should be encouraged to rationalise the number and type of signs. In determining whether a proliferation of signs would exist if a sign were displayed on land, due regard shall be given to the number of pylon, free standing and fence signs that already exist on the land as well as the size of the area of the land or landholding relating to the sign and the length of frontage along a main road.	The development plans show the indicative signage locations, which have been rationalised to ensure the façade is not cluttered with signage. A more detailed signage strategy will be provided through detailed design, which includes any window signage and under-awning signage proposed.	Complies.
Permanent advertising signs shall: not be approved for display within any thoroughfare - neither along a particular road or at an intersection; and shall be located entirely within the land where approved.	No signage is proposed within the verge or thoroughfare areas as part of this application.	Complies.
No sign shall be approved that would be displayed either upon the roof cladding or above the roof.	The roof design includes a fascia which provides an appropriate façade for signage. No signage is proposed to project above this fascia.	Complies.
No sign shall be approved that protrudes from a wall beyond one metre.	Signage is proposed to be flush with the building façade where possible, with any protruding signage less than one metre outside the building envelope.	Complies.

No sign shall be installed with an underside clearance that may be hazardous to or an unnecessary obstruction to any pedestrian.	No underside signage is proposed to the awnings as part of this application.	Complies.
Moving advertising devices or advertising devices incorporating flashing or pulsating light shall not be approved.	None proposed as part of this application.	Complies.
Portable signs may only be licensed for display within a thoroughfare where there are: no safety or obstruction problems; no pylon or free-standing signs on the land; and there are significant obstacles preventing effective display of the portable sign on the land.	None proposed as part of this application.	Complies.
Signs may contain the following features: business logo street number; owners name and contact details; main services provided; and be clear and well maintained.	The signage locations have been indicatively shown on the plans, however, final content will be determined based on tenant requirements.	Condition.

7 Conclusion

This report demonstrates the overall merit of the proposal in the context of the applicable planning framework and principles of good design. Further, the proposed development provides a design response that is coherent, site responsive and will make a significant contribution to the surrounding area.

The proposed development is largely consistent with the relevant State and Local planning requirements. The proposal is therefore capable and worthy of development approval. We respectfully request the application is approved subject to fair and reasonable conditions.

Urbis and the Project Team look forward to working with the City of Swan for a robust and timely assessment of this application.

Disclaimer

This report is dated 7 November 2025 and incorporates information and events up to that date only and excludes any information arising, or event occurring, after that date which may affect the validity of Urbis Ltd **(Urbis)** opinion in this report. Urbis prepared this report on the instructions, and for the benefit only, of Fabcot Pty Ltd **(Instructing Party)** for the purpose of Development Application **(Purpose)** and not for any other purpose or use. To the extent permitted by applicable law, Urbis expressly disclaims all liability, whether direct or indirect, to the Instructing Party which relies or purports to rely on this report for any purpose other than the Purpose, and to any other person which relies or purports to rely on this report for any purpose whatsoever (including the Purpose).

In preparing this report, Urbis was required to make judgements which may be affected by unforeseen future events, the likelihood and effects of which are not capable of precise assessment.

All surveys, forecasts, projections and recommendations contained in or associated with this report are made in good faith and on the basis of information supplied to Urbis at the date of this report, and upon which Urbis relied. Achievement of the projections and budgets set out in this report will depend, among other things, on the actions of others over which Urbis has no control.

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This report has been prepared with due care and diligence by Urbis and the statements and opinions given by Urbis in this report are given in good faith and in the reasonable belief that they are correct and not misleading, subject to the limitations above.

24-354.1

15 October 2025

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SUBIACO WA 6008

Dear Ulrich

Woolworths, Brabham – Stormwater Strategy

Colliers have been engaged by Fabcot Pty Ltd as the Civil Engineering Consultants for the proposed Woolworths Brabham development. The purpose of this report is to validate the stormwater strategy for implementation during detailed design.

1 Site Conditions

1.1 Geology Mapping

Colliers have reviewed the 1:50,000 Geological Mapping Series map, which nominates the site is founded upon S_{10} SAND (over sandy clay), which can be summarised as:

- Very light grey at surface, yellow at depth, fine to medium-grained, sub-rounded quartz, moderately well sorts of eolian origin, overlying Guildford formation (silt)
- High Permeability
- Low Slope Stability
- High Ease of Excavation
- Medium to High Bearing Capacity

Based upon the likely site conditions, a site classification of Class A would likely be granted in accordance with AS 2870–2011, provided that normal site preparation is undertaken prior to construction.

1.2 Geotechnical Investigation

A geotechnical investigation was undertaken by Galt Geotechnics titled J1501195 001 R Rev 0 dated 5 October 2015, which covered a large land holding in the order of 220 ha of which the proposed Woolworths Brabham site is located within.

The geotechnical investigation confirms the ground conditions are generally in accordance with the geological mapping, with a variable thickness of sand overlying clayey soils of the Guildford Formation.

Three tests were undertaken in proximity to the proposed Woolworths Brabham development site which provided the following results:

- BH07 → SAND encountered for a depth of 3.0m through to hole termination
- BH09 → SAND encountered for a depth of 3.0m through to hole termination
- BH13 → SAND encountered for a depth of 3.0m through to hole termination

Other geotechnical information provided by Galt Geotechnics, based on their site investigations, includes the following:

- Design permeability value for the in-situ soils of 2.0m/day which is based upon the site specific testing results which measures from 2.8m/day through to greater than 10.0m/day
- Groundwater depth at time of investigation — 1.0m to 1.4m beneath the existing ground level.
- "Class A" site classification (in accordance with AS2870-2011) with importation and placement of sand fill to produce a total sand thickness of at least 1.8m overlying clayey soils.

1.3 Perth Groundwater Atlas

The Department of Water and Environmental Regulation (DWER) indicates that the maximum groundwater at the development site is likely to be RL 24.8m AHD at the northern boundary, and RL 24.0m AHD at the southern boundary of the development site.

1.4 Acid Sulphate Soils

Acid Sulphate Soil (ASS) risk mapping by DWER indicates that the development site has a Moderate to Low Risk of disturbing ASS within 3m of the natural soil surface.

Testing of acid sulphate soils could be undertaken by the geotechnical consultant prior to design works being undertaken to ensure that the consultant team implements a design which will mitigate impacting the ASS. Subject to the final development levels, the depth of excavation in proximity to the potential acid sulphate soils shall be limited to minimise the risk associated with encountered acid sulphates.

2 Local Water Management Strategy

A Local Water Management Strategy (LWMS) was prepared by Pentium Water titled PW000222 dated 15 May 2024, which details the proposed stormwater strategy for a large 98 ha landholding to the south of Youle-Dean Drive, of which the proposed Woolworths Brabham site is located within.

Some of the key findings of the LWMS include:

- *Executive Summary – Stormwater Management*
  - *The following design objectives and criteria are adopted in the stormwater management strategy and preliminary drainage design:*
    - *Manage, retain and/or detain, and treat stormwater run-off from constructed impervious surfaces generated by the first 15 mm of rainfall at-source as much as practical.*
    - *Habitable floor levels to be at least 0.3 m above the 1% AEP flood level of the urban drainage system and road reserve.*
    - *Habitable floor levels at least 0.5 m above the 1% AEP flood level of major flow paths (e.g., Horse Swamp Drain)*
  - *Stormwater run-off from constructed impervious surfaces generated by the first 15 mm of rainfall will be managed at-source as much as practical using soakwells (on lots) and bio-retention basins/swales located in the POS. Other, at-source infiltration mechanisms will be considered at detailed design stage and incorporated within road reserves where practical (e.g., potential use of tree pits or roadside swales at locations where there is no crossover frontage for lots).*
  - *The LSP area is broadly divided into two stormwater drainage catchments; The western approximately half of the LSP area will retain the first 15 mm of rainfall on-site prior to discharging runoff from larger events to Horse Swamp Drain via the recently upgraded culverts beneath Drumpellier Drive. The eastern approximately half of the site which will retain and infiltrate the majority of stormwater on-site. The eastern catchments will retain all rainfall events up to and including the 20%, whilst a small amount of discharge in-line with pre-development conditions will occur during events greater than 20% AEP via an existing agricultural drain on the eastern boundary.*

- *Executive Summary – Groundwater Management*
  - *Infrastructure will be protected from groundwater inundation through subsoil drainage to provide a controlled groundwater level. Subsoil drains will be installed with a minimum of 1.2 m separation between lot levels and subsoil drains.*
  - *This subsoil drainage system will be installed in road reserves, roadside swale systems, and beneath POS areas and directed into either the Horse Swamp Drain or existing drainage features to the south of the LSP area.*
  - *Underlying groundwater resources will be protected by minimising nutrient export to maintain or improve the quality of groundwater leaving the site through:*
    - *encouraging infiltration of stormwater as close to source as possible (e.g., use of soakwells) to prevent mobilisation of contaminants to downstream drainage / infiltration areas.*
    - *subsoil drains will discharge to existing or constructed vegetated conveyance channels for treatment opportunity via plant uptake of nutrients. Any new conveyance channels that may be constructed to connect subsoil drains into existing drainage systems will be constructed with amended soil and vegetated.*

- *Section 5.1 Stormwater Management – Design Criteria*
  - *Small / common events (1 EY - one hour event)*
    - *The following criteria are adopted for the management of small rainfall events, defined as the one hour - one exceedance per year (one hour - 1 E Y) rainfall event:*
    - *Maintain the pre-development hydrological regime by encouraging infiltration close-to-source.*
    - *Manage, retain and/or detain, and treat (if required) stormwater run-off from constructed impervious surfaces generated by the first 15 mm of rainfall at-source as much as practical.*
  - *Minor events (20% AEP)*
    - *Provide piped drainage system capacity for the critical 20% AEP event to maintain serviceability of roads and pedestrian areas.*
  - *Major events (1% AEP)*
    - *Provide adequate flood detention storage to maintain pre-development or design flow rates downstream of the site.*
    - *Habitable floor levels to be at least 0.3 m above the 1% AEP flood level of the urban drainage system and road reserve.*

- *Section 5.5 Structural Controls – Minor Drainage System*
  - *Retaining small rainfall events close to the source is particularly important for the management of water quality. Rainfall events up to 15 mm (equivalent to the 1 EY - 1 hour event) account for approximately 99% of all stormwater run-off and the majority of pollutants from road and roof surfaces. Run-off generated from rainfall events up to 15 mm will be retained and infiltrated as close to source, and as high in the catchment, as possible with the aim to maintain the pre-development hydrologic regime and maximise close-to- source treatment and infiltration of stormwater.*
  - *On this basis, the 15 mm event will be infiltrated within lot boundaries with run-off from roofs and impermeable surfaces being directed into soakwells. Having the majority of lots retain and infiltrate the minor rainfall events on-site will provide better water quality outcomes and assist in reducing short term peak flow rates. Imported sand fill and subsoil drainage will be used provide 'Class A' geotechnical site classification with at least 1.2m separation to the subsoil drains, thus ensuring that all lots will have suitable conditions for the use of soakwells.*

- *Section 6.3 Groundwater Management – Infrastructure Protection*
  - *Subsoil drains will be installed a minimum 1.2 m below lot levels in accordance with City of Swan requirements. To inform the LWMS, design earthworks elevation and proposed subsoil drain layout for the LSP area were incorporated into the groundwater model. The minimum depth to water levels (calculated by subtracting the simulated peak water levels from the earthworks contours) suggest that the subsoil drainage will be sufficient to*

maintain depth to water of greater than 1.0 m in all planned lot areas. However, locally shallow water levels are expected in POS areas and proposed basin locations.

- *The design earthworks elevation and proposed subsoil drain layout are presented in the Figure below, along with pre-development AAMGL contours for comparison. The proposed subsoil system has been designed in accordance with DWER's Water Resource Considerations When Controlling Groundwater Levels in Urban Development (Department of Water, 2013).*

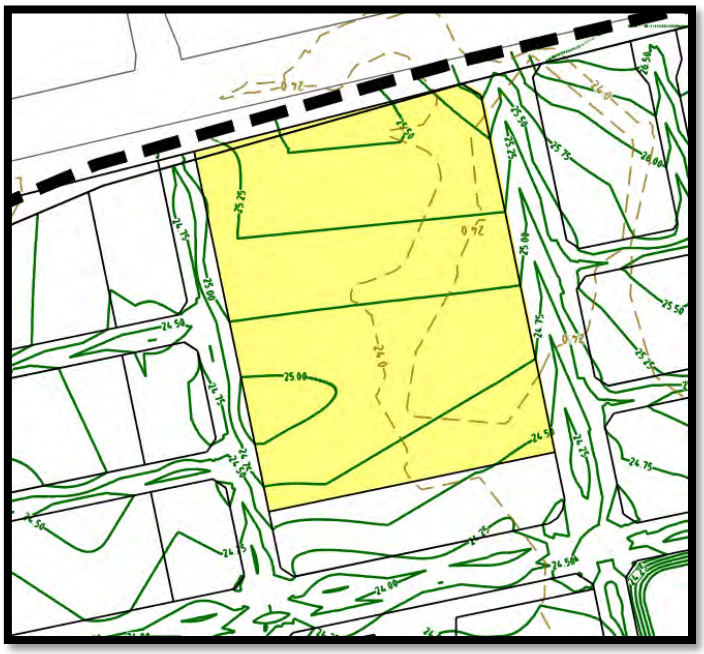


- *Simulated Groundwater Levels*
  - *Simulated peak water levels are shown in the Figure below for the wet and dry climates. In general, the peak water level is in the order of 0.25 m higher in the wet climate scenario where water levels are not controlled by subsoils drainage (i.e. where no subsoils exist or natural groundwater levels are well below the subsoil invert level and do not rise into the drainage level). Controlled water levels show negligible difference between climate scenarios as the subsoil drains prevent significant rise in water levels.*



3 Proposed Earthworks

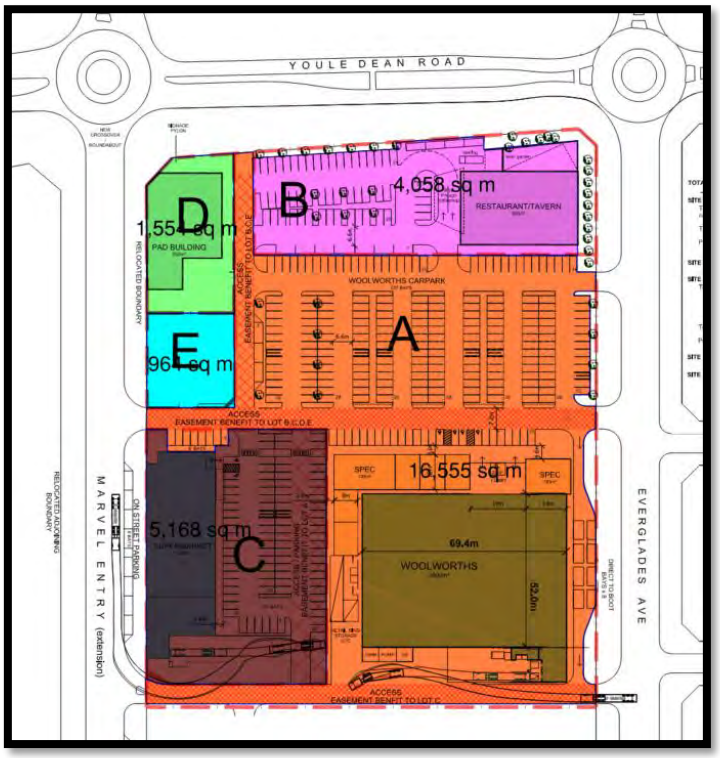
Whilst final documentation has not been obtained from the developer, an Earthworks Strategy has been extracted from the LWMS. The Earthworks Strategy illustrates the likely Woolworths Brabham development levels of RL 25.25 – 25.50m AHD along the northern boundary, and RL 24.50 – 24.75m AHD to the southern boundary resulting in a typical crossfall in the order of 0.5%.



4 Stormwater Strategy

In accordance with the LWMS findings above, the proposed commercial development of Woolworths Brabham will be required to manage, detain and treat stormwater run-off from constructed impervious surfaces generated by the first 15 mm of rainfall at-source as much as practical.

The development has been broken into the five key sub-catchment areas for the purpose of determining the relevant stormwater detention volumes within each precinct. The Figure below illustrates the key catchment areas.



The table below succinctly summarises the stormwater detention requirements within each of the precincts. Whilst a site specific detention solution has not been prepared at this master planning phase, Colliers have offered an approximate solution which comprises of both shallow soakwells in combination with underground storage cells (GRAF). During detailed design, the exact composition of the drainage network will need to be validated.

CATCHMENT CHARACTERISTICS						
CATCHMENT	A	B	C	D	E	TOTAL
Impervious Area (m^2)	16,555	4,058	5,168	961	1,554	28,296
Runoff Coefficient	1	1	1	1	1	
Equivalent Impervious Area (m^2)	16,555	4,058	5,168	961	1,554	28,296
Design Storm (mm)	15	15	15	15	15	
PROPOSED SOAKWELL VOLUME						
Soakwell Size	Ø1800 x 600					
Soakwell Volume (m^3)	1.527					
Soakwells Proposed	20	6	8	2	2	38
Volume Provided (m^3)	30.536	9.161	12.215	3.054	3.054	58.019
GRAF SMART VOLUME						
Modules Proposed	980	240	300	60	100	1,680
Volume Provided (m^3)	218.540	53.520	66.900	13.380	22.300	374.640
OVERALL VOLUME						
Total Volume Required (m^3)	248.325	60.870	77.520	14.415	23.310	424.440
Total Volume Provided (m^3)	249.076	62.681	79.115	16.434	25.354	432.659

During the detailed design phase, further investigation and attention will be required with respect to:

- Implement lot connections to the City of Swan road reserve network to enable stormwater in excess of 15mm to overflow to the City's network.
- Implement subsoil drainage within the commercial site to control groundwater rise and maintain MGL throughout the development site.
- Tanking of the loading dock if located below the MGL.
- Implement a stormwater pump station to the loading dock should stormwater detention beneath the dock not be achievable due to the MGL.

Please contact our office should you require further information.

Yours sincerely



JAMIE DE PALMA
Director – Built Form
Perth

Woolworths Brabham

Brabham Town Centre

ARCHITECTURAL DESIGN STATEMENT

04/11/2025

Hames Sharley

PREPARED FOR

Woolworths Group

CONTENTS

a | context and place

Context & Character (SPP 7.0 Principle 01)

b | concept & approach

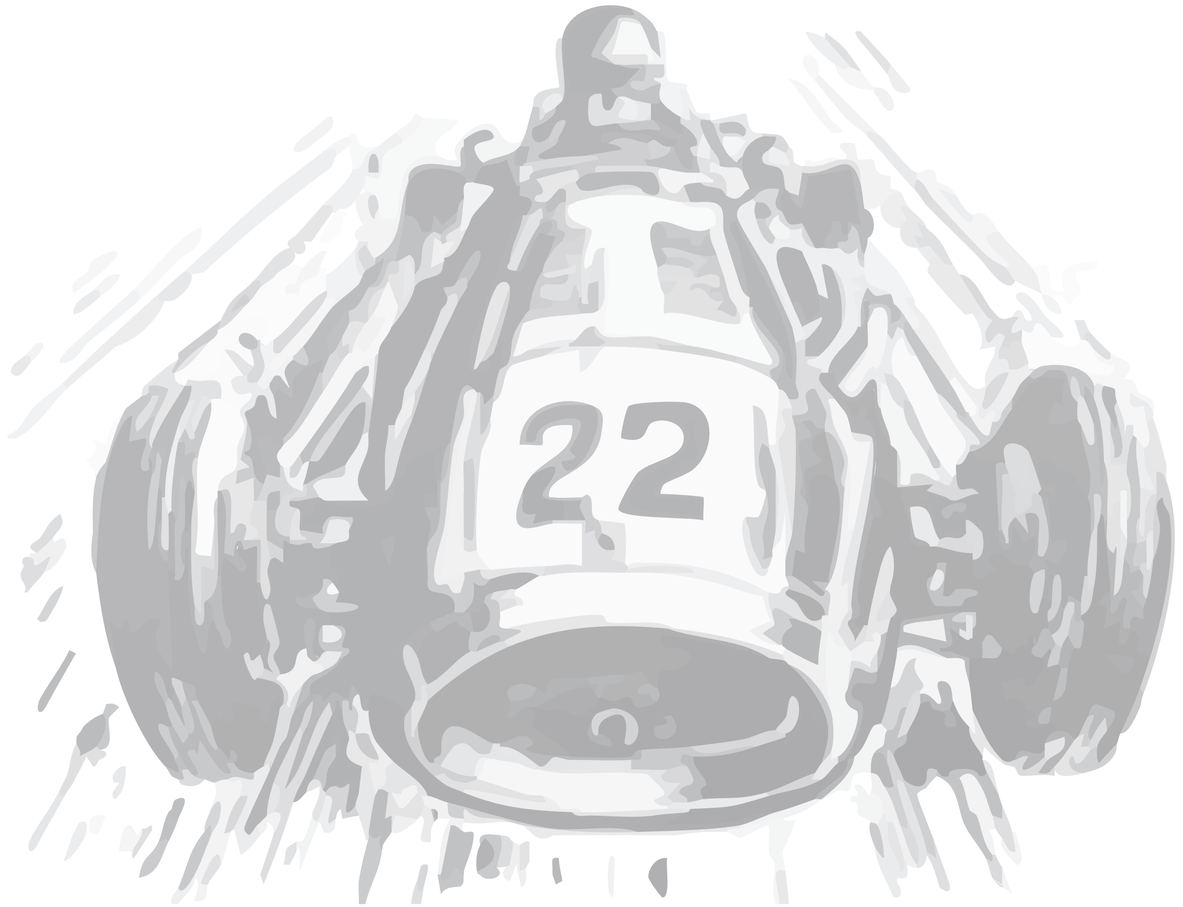
Site Aspirations
Planning Principles & Built Form and Scale (SPP 7.0 Principle 03)

c | design response

Functionality and Build Quality (SPP 7.0 Principle 04)
Landscape (SPP 7.0 Principle 02)
Aesthetics (SPP 7.0 Principle 10)
Legibility (SPP 7.0 Principle 07)
Safety (SPP 7.0 Principle 08)
Community (SPP 7.0 Principle 09)
Sustainability (SPP 7.0 Principle 05)

a | context and place

Context & Character (SPP 7.0 Principle 01)



Site Location



BRABHAM REGION-NTS

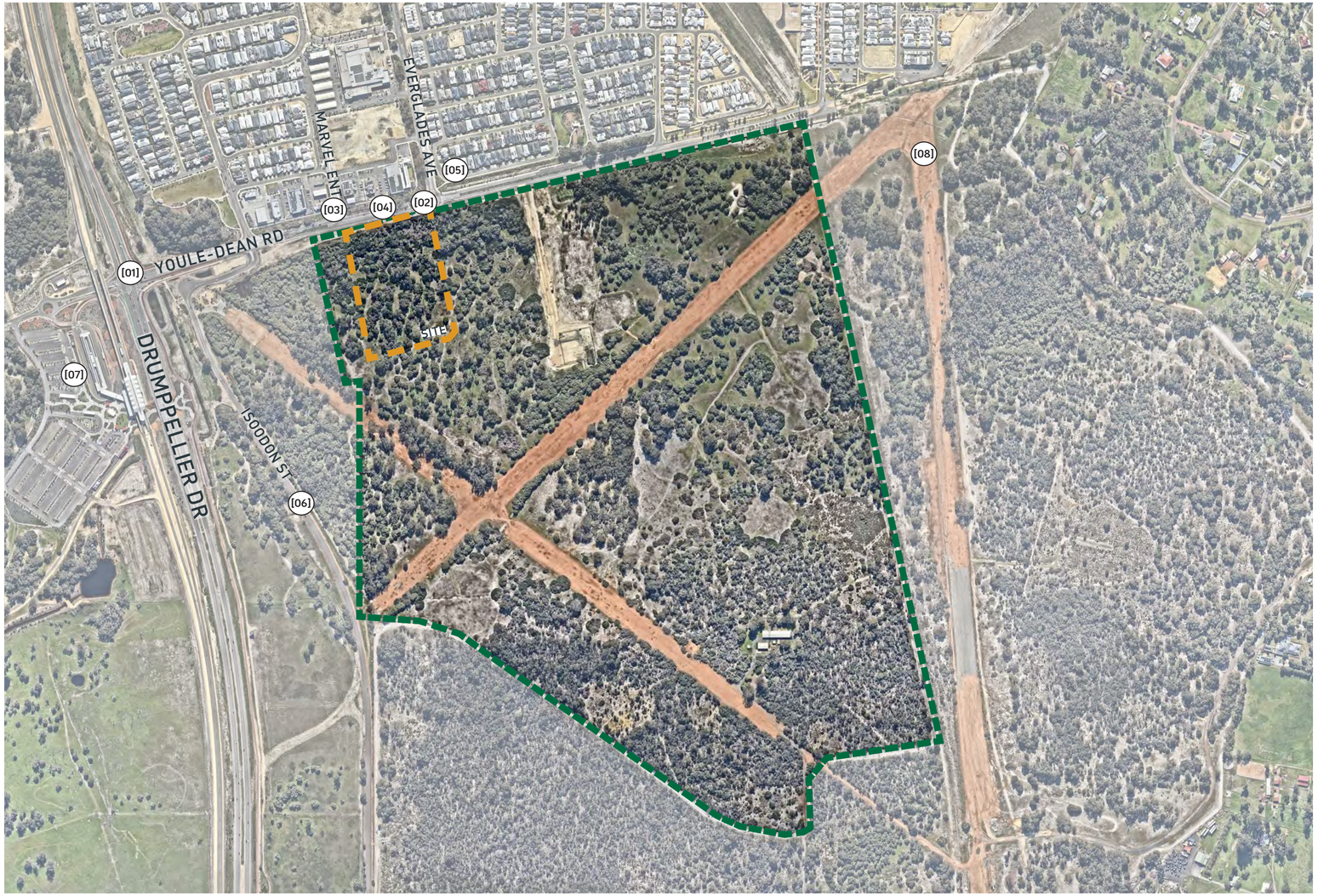


GREATER REGION-NTS

EGLINTON ZONE USAGE

- NATURE RESERVE
- ACTIVITY ZONE
- PARK ZONE
- FUTURE DEVELOPMENT

Site Context



BRABHAM REGION-NTS

The proposed neighbourhood centre site is located within the growing retail setting on the intersection of Youle Dean Road and the extensions to Marvel Entrance, and Everglade Avenue.



[01] Drumpellier Dr and Youle-Dean Road



[02] Youle-Dean Rd and Everglade Avenue



[03] Youle-Dean Road (facing site)



[04] Youle-Dean Road, Marvel Entrance (existing retail)



[05] Youle-Dean Rd, Everglade Avenue Residential



[06] Isoodon Street



[07] Whiteman Park Station

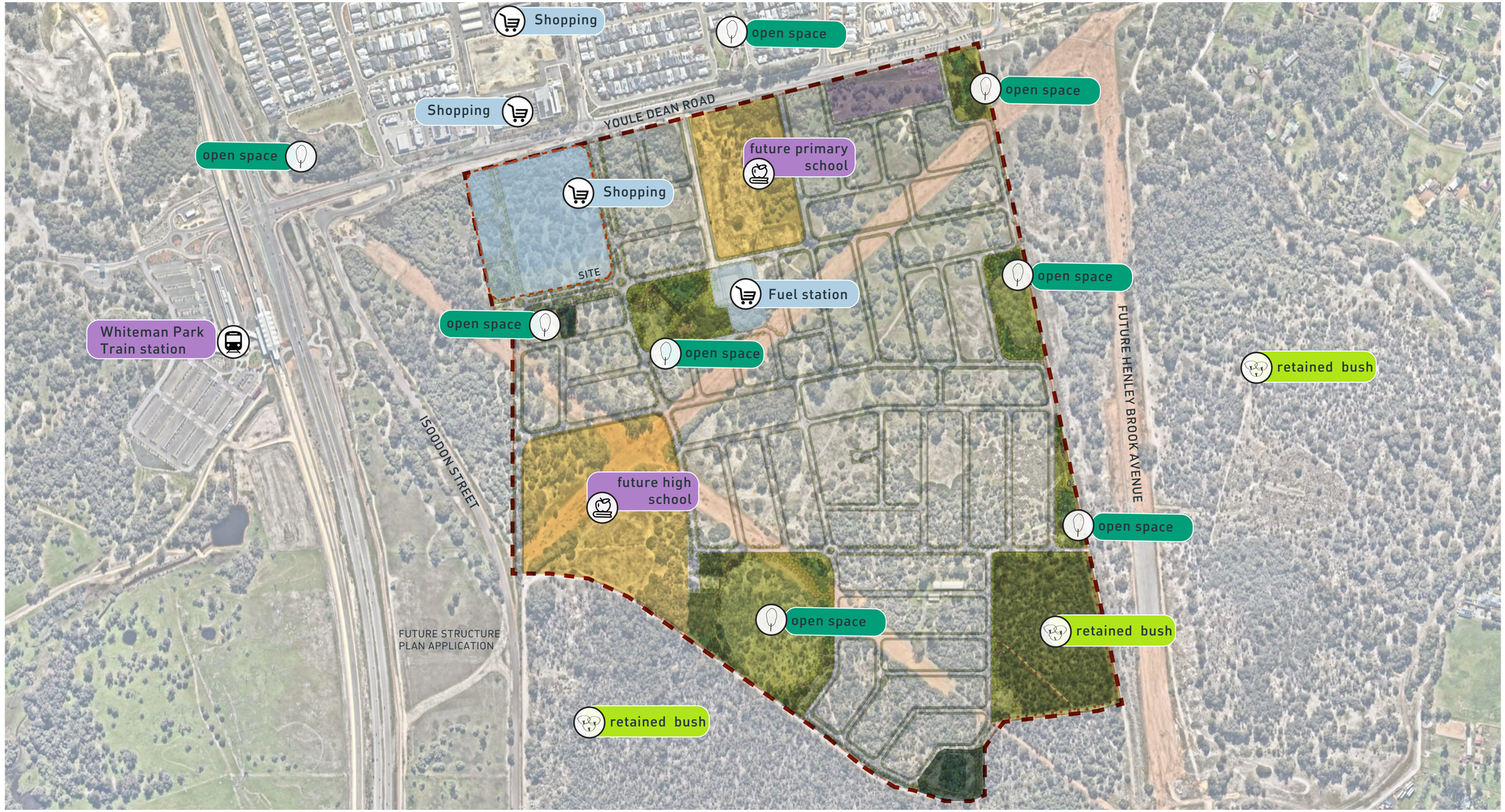


[08] Caversham Raceway

Contextual Relationships - Bushland & Neighbourhood



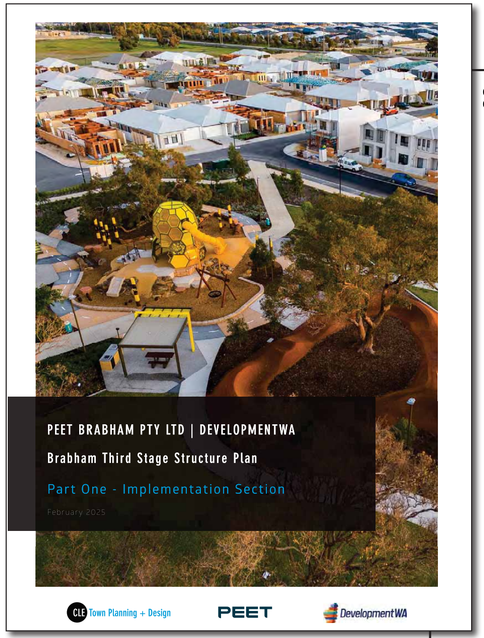
Site Context



Planning Context

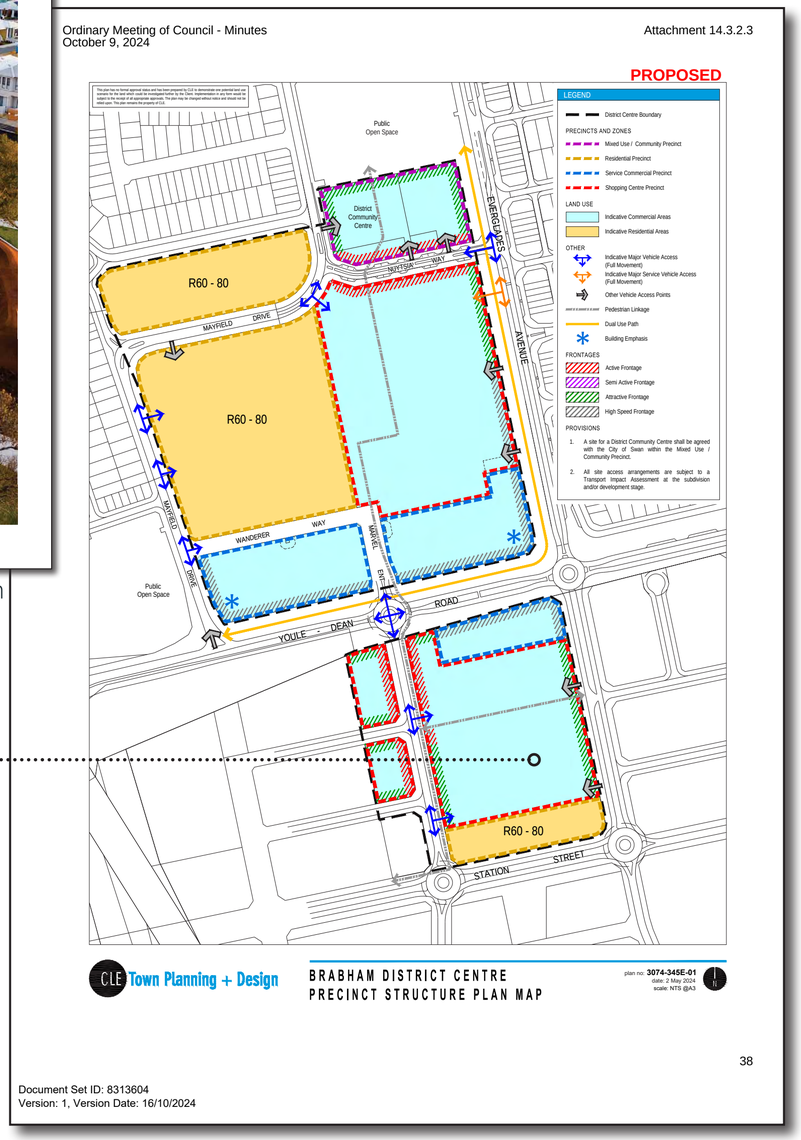
+ The Structure Plan area is zoned 'Urban' under the Metropolitan Region Scheme (MRS) and 'Special Use' (SU10 - commercial) under the City's Local Planning Scheme No. 17 (LPS 17).

+ The WAPC has granted subdivision approval for a 3.64 hectare commercial site adjacent to Youle-Dean Road



Brabham Stage 3 Local Structure Plan

SITE



ENDORSED LDP

Planning Context

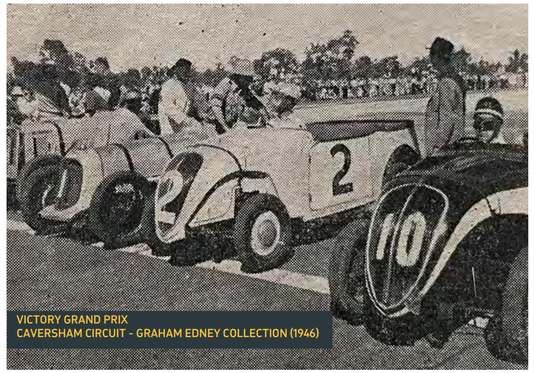
+ Page 30 from the Brabham District Centre Precinct Structure Plan containing the approved updated Concept Masterplan
  (Part 2, Page 5)

+ DA scheme is consistent with this masterplan

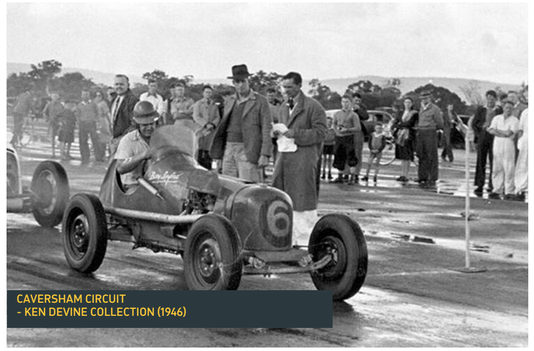


FIGURE 3 - UPDATED CONCEPT MASTERPLAN

Site Context Aviation and Racing Character



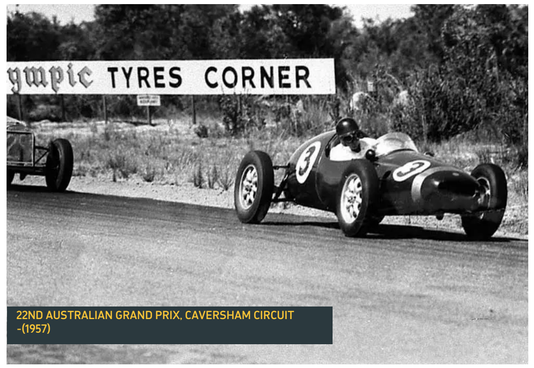
VICTORY GRAND PRIX
CAVERSHAM CIRCUIT - GRAHAM EDNEY COLLECTION (1946)



CAVERSHAM CIRCUIT
- KEN DEVINE COLLECTION (1946)



SIR JACK BRABHAM AUSTRALIAN GRAND PRIX, CAVERSHAM CIRCUIT - MILTON MCCUTCHEON (1962)



22ND AUSTRALIAN GRAND PRIX, CAVERSHAM CIRCUIT
-(1957)



VICTORY GRAND PRIX
- WA SPORTING CAR CLUB (1946)



AUSTRALIAN GRAND PRIX, CAVERSHAM CIRCUIT
- ABC (1962)

Site Evolution



1953



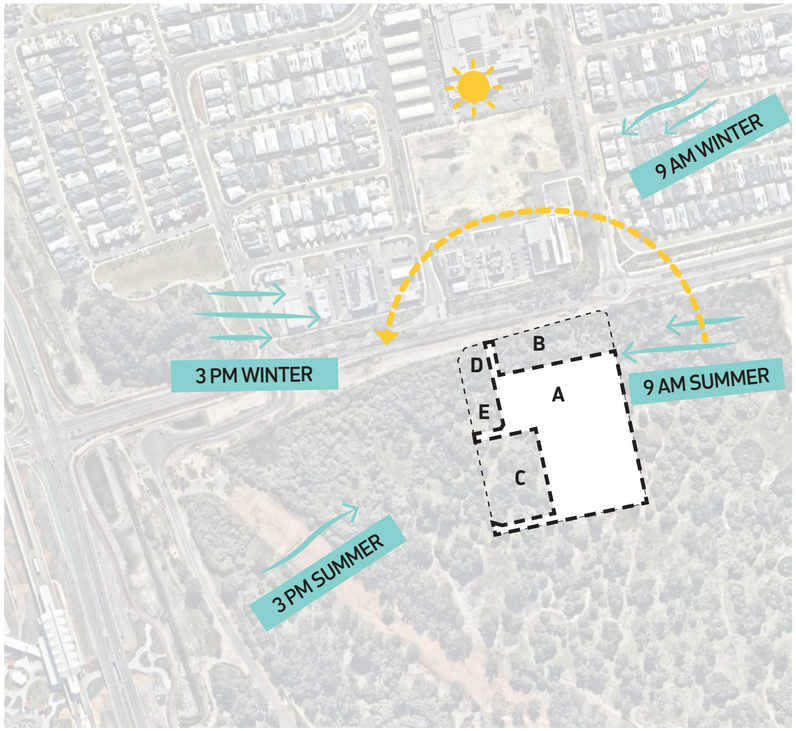
1985



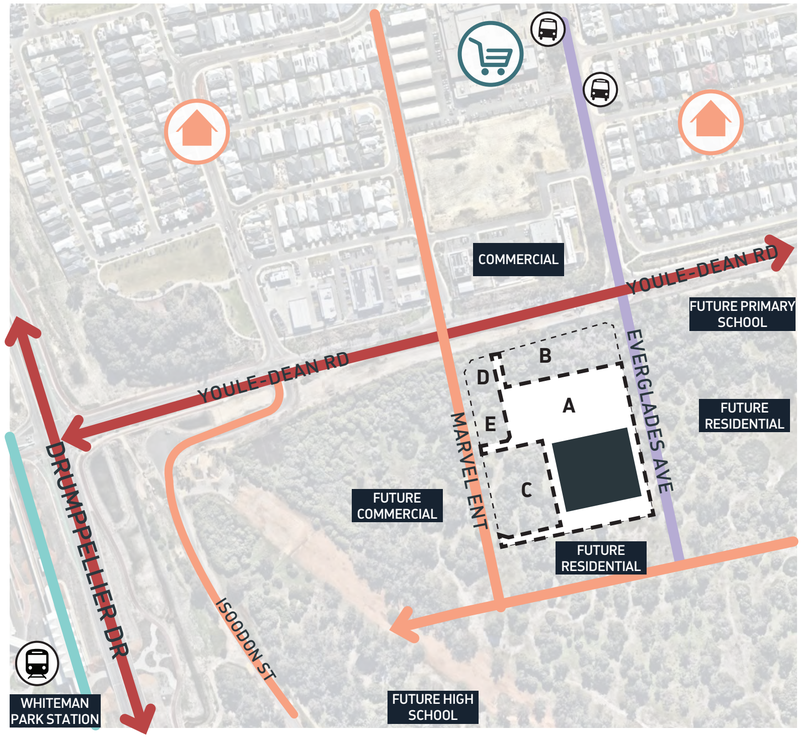
2023

Site Opportunities and Constraints

Environment

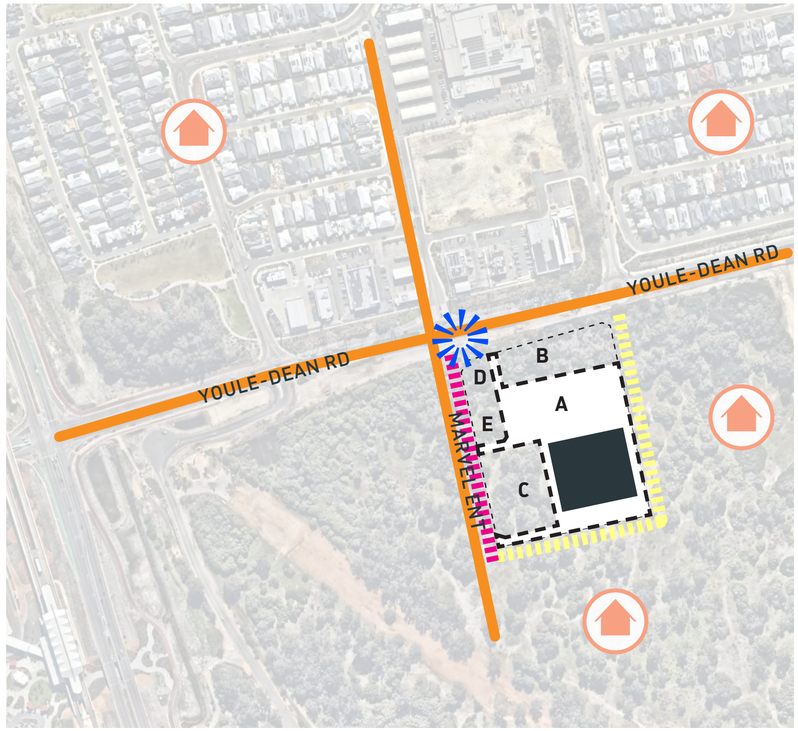


Movement



train line
primary regional road
main street
secondary street

Interfaces



high vehicle exposure
residential interface
Commercial interface
prominent corner

Surrounding Built-form Character



PROPOSED BRABHAM DISTRICT COMMUNAL CENTRE
- HUNT ARCHITECTS.




WHITEMAN PARK TRAIN STATION
- WOODS BAGOT


BRABHAM HONEYCOMB PLAYGROUND
- PLAN E




CORRUGATED ROOFS


RENDER


WEATHERBOARD WHITE


TIMBER LOOK PANELING


BRICK


SANDSTONE BRICKWORK


CURATED LANDSCAPE


NATIVE GARDENS

b | concept & approach

Site Aspirations

Planning Principles & Built Form and Scale (SPP 7.0 Principle 03)



Site Aspirations



01 real activation

+ successful active uses

+ feel connected



02 convenient and destinational

+ convenient parking access

+intuitive way-finding/visible

+legible hierarchy

+lively shop-fronts

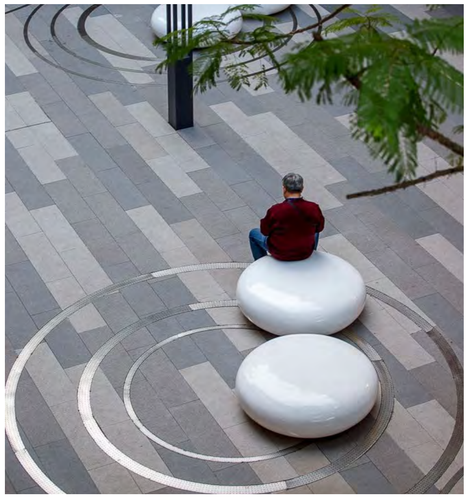


03 town centre

+high ammenity retail environment

+place to meet

+local engagement & wellbeing



04 landscape

+interactive landscape opportunities

+public artwork opportunities

+incorporation of Brabham's heritage

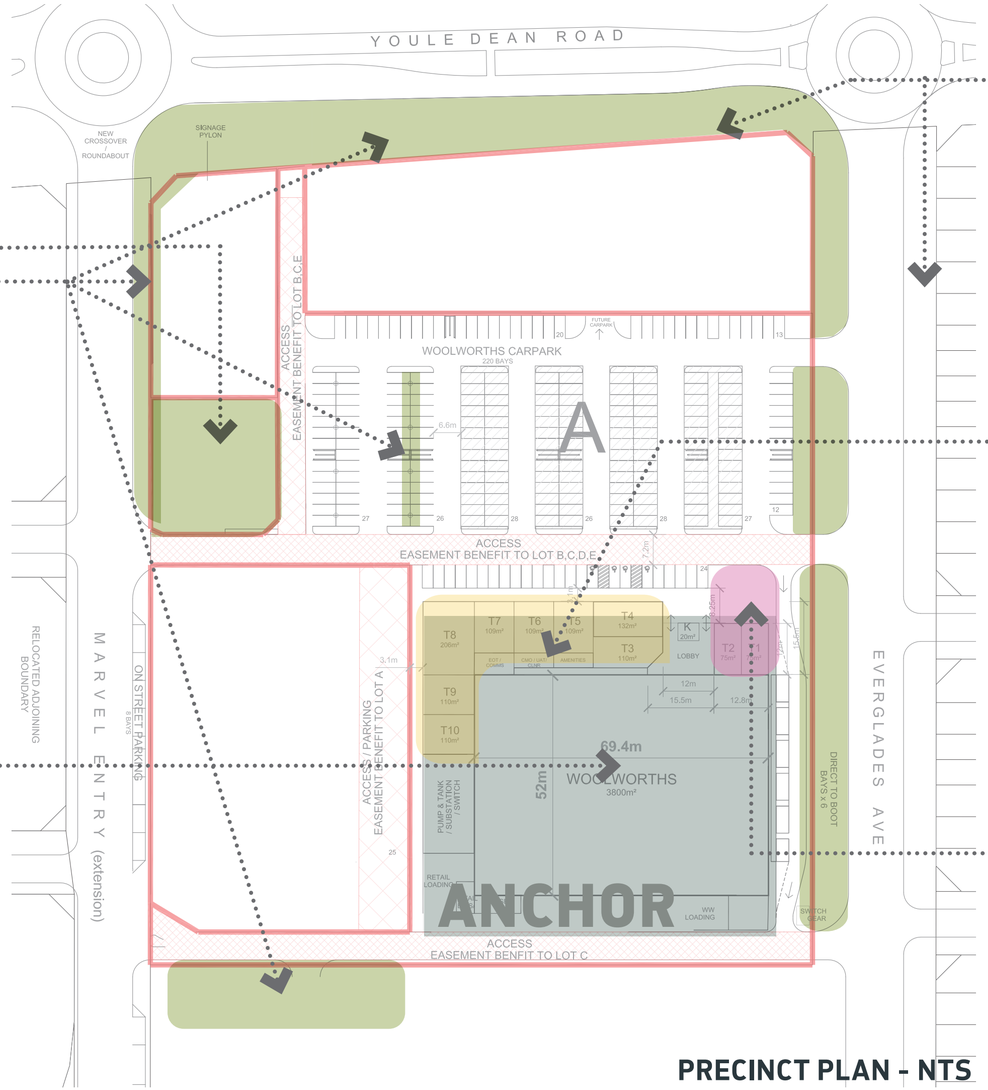
Precincts and Amenity



LANDSCAPED CONNECTIONS
Pedestrian routes with trees and green edges leading into the site.



HIGH CONVENIENCE RETAIL
Well parked and highly visible shopfront area with safe covered amenity within pedestrian routes.



PRECINCT PLAN - NTS



WALKABLE COMMUNITY
Central located town centre, providing access for walkable community connections.



RETAIL STREET
Retail edge defined with active frontages, high amenity environment.

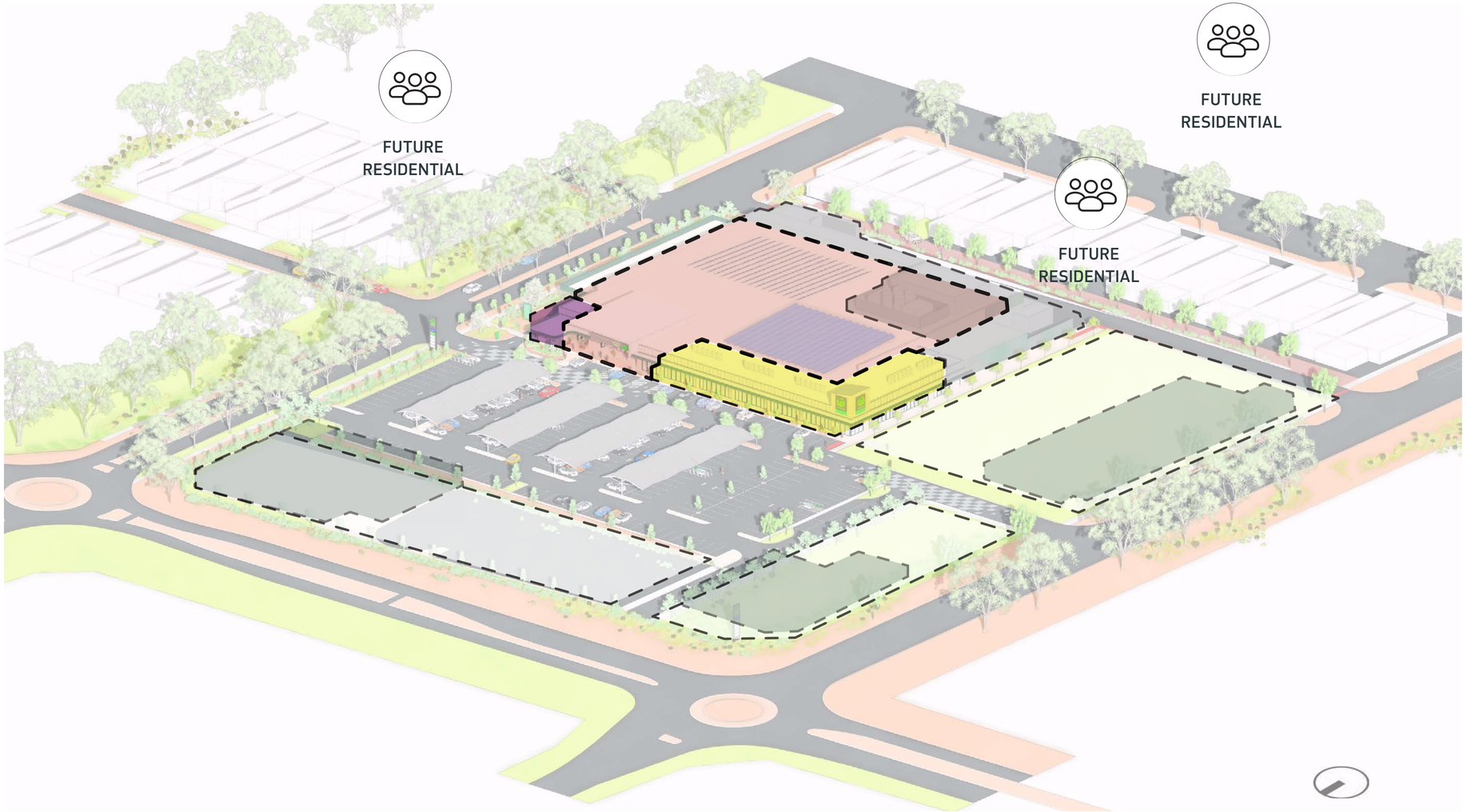


ALFRESCO SEATING
North facing alfresco seating with integrated F&B offerings enhances public amenity and activating the pedestrian edge.

Uses

BUILDING ZONING

- CAFE/F&B
- SPECIALTY RETAIL/F&B
- BACK OF HOUSE FACILITY
- SUPERMARKET
- FUTURE DEVELOPMENT SITES
- FUTURE DEVELOPMENT

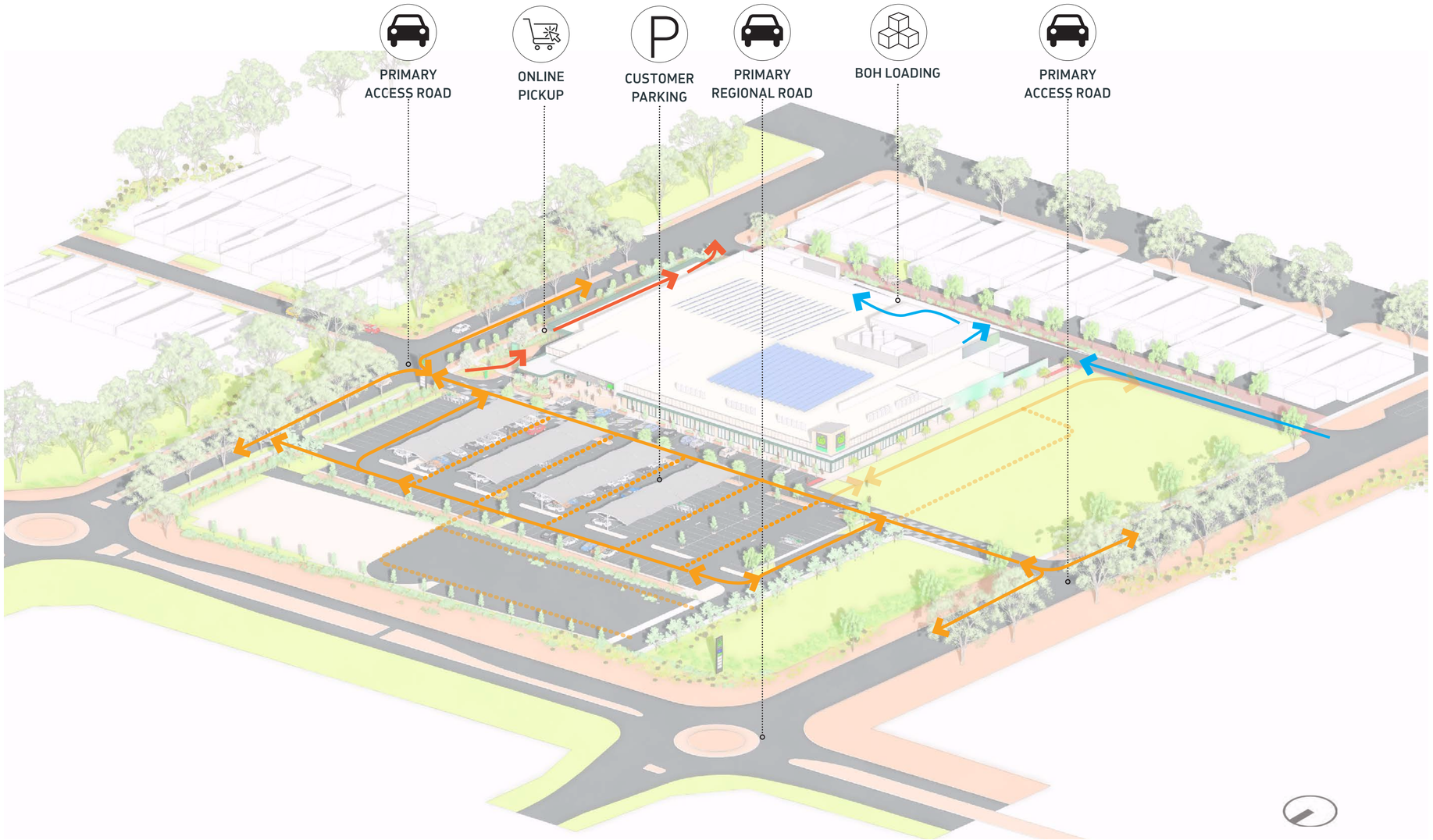


PRECINCT PLAN - NTS

Vehicle parking & Access

TRAFFIC FLOW

- GENERAL TRAFFIC FLOW
- TRUCK AND BOH ACCESS
- ONLINE PICK UP ACCESS

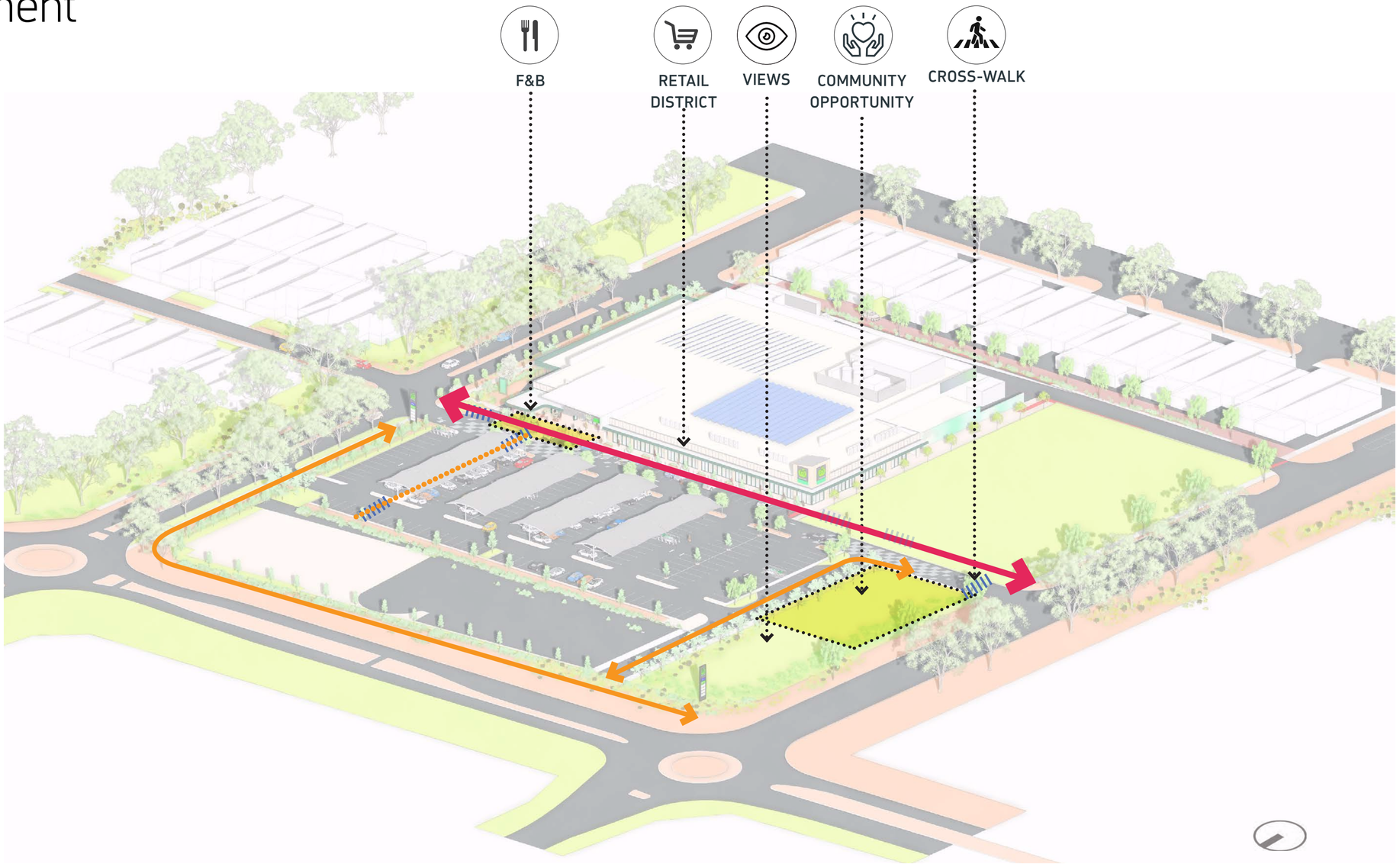


PRECINCT PLAN - NTS

Pedestrian movement

TYPICAL PEDESTRIAN MOVEMENT

- PRIMARY LINK
- SECONDARY LINK
- PEDESTRIAN CROSSING
- PEDESTRIAN NODE



PRECINCT PLAN - NTS

Landscape design approach

The landscape design for the commercial precinct falls into several landscape categories and these link to foster strong legibility, coherent connectivity, and user-friendly accessibility.

These concepts include :

+ Landscape context cohesively relates to the Brabham Town Centre.
+ Streetscape Interfaces.
+ Linear pathways reflecting alignment of existing site runways, reinforcing site history & local context.
+ Establishment irrigated native planting, with new shade trees provided.
+ Retaining significant portions of existing vegetation.
+ Open space soft landscapes.
+ Site context aviation and racing theming.
+ Integrated draingage with streetscape and urban wetland approach.



L E G E N D

- LOCAL STRUCTURE PLAN BOUNDARY
- IRRIGATED ROLL-ON TURF.
- ESTABLISHMENT IRRIGATED NATIVE PLANTING WITH NEW SHADE TREES PROVIDED.
- 1-5 YEAR DRAINAGE BASIN WITH SWALE PLANTING.
- RETAINED EXISTING VEGETATION WITH SIGNIFICANT TREES AND EPBC REQUIREMENTS
- PROPOSED TREES.
- EXISTING TREE: AIM TO RETAIN IN DETAIL DESIGN UPON ARBORIST INSPECTION AND HEALTH ASSESSMENT
- EXISTING TRAILS RETAINED FOR MAINTENANCE OR BUSH FIRE ACCESS
- 01 REFER DETAIL CONCEPT SHEET 01: STATION STREET AND CENTRAL OPEN SPACE
- 02 REFER DETAIL CONCEPT SHEET 02: DISTRICT OPEN SPACE
- 03 REFER DETAIL CONCEPT SHEET 03: CONSERVATION SPACE
- 04 POS AREAS ADJACENT EXISTING GAS PIPELINE EASEMENT
- 05 SOUTHERN POS AREA ADJACENT EXISTING BUSH FOREVER SITE

PREPARED FOR: PEET BRABHAM PTY LTD ON BEHALF OF DEVELOPMENT WA.

LANDSCAPE CONCEPT - MASTER PLAN
FEBRUARY 2024

JOB NO. 1608915
1:5000 @ A3

M1.101

REV C

0 50 100 150 250m

PLAN E
LANDSCAPE ARCHITECTS
L1/378 RAILWAY PDE,
WEST LEEDERVILLE WA 6007
T: (08) 9388 9566 E: mail@plane.com.au

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Landscape design approach I response

03 | LANDSCAPE CONCEPT PLAN - OVERALL SITE



LEGEND

01 Significant shade trees (tall and sculptural) to define Everglades Avenue edge and provide legibility and orientation opportunity. Tree species as per Local Structure Plan.

02 Direct to boot bays through one-way road access. Screening trees to provide visual amenity from road.

03 Pedestrian zone with trafficable paving through car park to identify pedestrian movement into Woolworths and specialty stores and assist in slowing vehicle movement through the site.

04 Carpark Shade Trees in structural soil : Tall upright tree form, to maintain sightlines.

05 Art Opportunity to Screening / Wall / Integrated Seating element.

06 Urban 'Parklet' with Alfresco dining and shaded seating opportunities.

07 Entry Plaza / Food & Beverage Precinct with feature paving.

08 Small evergreen trees below Car Parking Shade Canopies.

✳ Opportunities for public art strategy / signage, relating to the significant history of the site, including the Caversham Motor Racing Circuit, Noongar history and Caversham Airfield.

PLAN E

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WOOLWORTHS BRABHAM / LANDSCAPE CONCEPT
PREPARED FOR HAMES SHARLEY
OCTOBER 2025

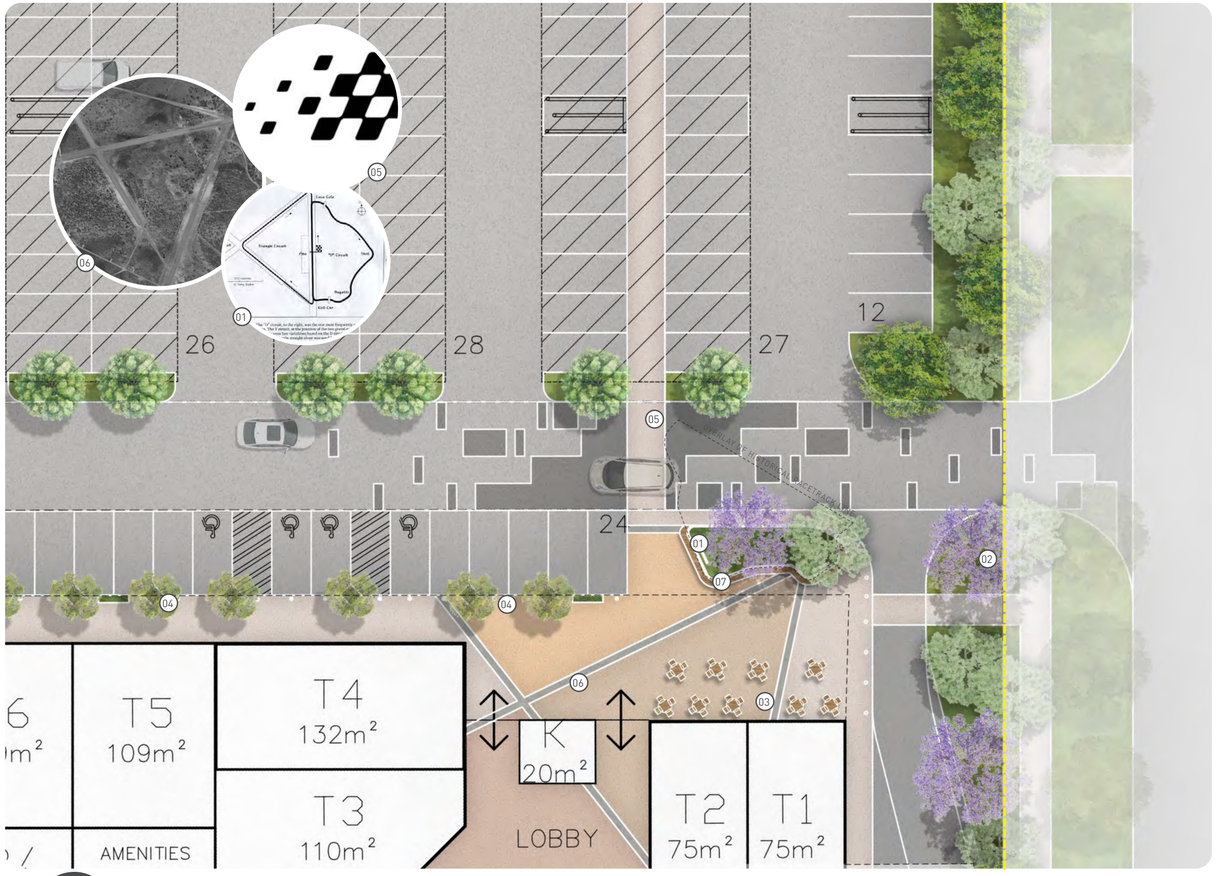
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2513801 WOOLWORTHS BRABHAM - landscape concept
© PLAN E

Landscape design approach I response

04 | LANDSCAPE CONCEPT PLAN - MAIN ENTRANCE PROMENADE



LEGEND

01 Raised planter with seating respite, shade and cooling opportunities with integrated furniture & art opportunity to enhance community amenity. Planter to follow shape of historic Caversham Racetrack, where Jack Brabham raced, and who the suburb is named after.

02 Feature trees to signify entry into Woolworths site. Placed to allow visual sight lines to significant signage.

03 Alfresco dining area under canopy.

04 Raised planter boxes, in-ground trees and bollards placed along car parking to building frontage to allow pedestrian permeability through car bays and provide landscape softening.

05 Trafficable paving to delineate pedestrian zone, allowing movement from North to the entrance of Woolworths. Racing flag inspired concrete stenciling to slow traffic leading to crossings.

06 Feature paving to entrance of Woolworths, delineating different concrete or paving types to main forecourt, following layout of historical airfields located south of the site.

07 Opportunity for integrated signage in raised planter, depicting the airfield & race track history of the site & history relating to the Whadjuk Noongar people.

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2513801 WOOLWORTHS BRABHAM - landscape concept
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Landscape design approach I response

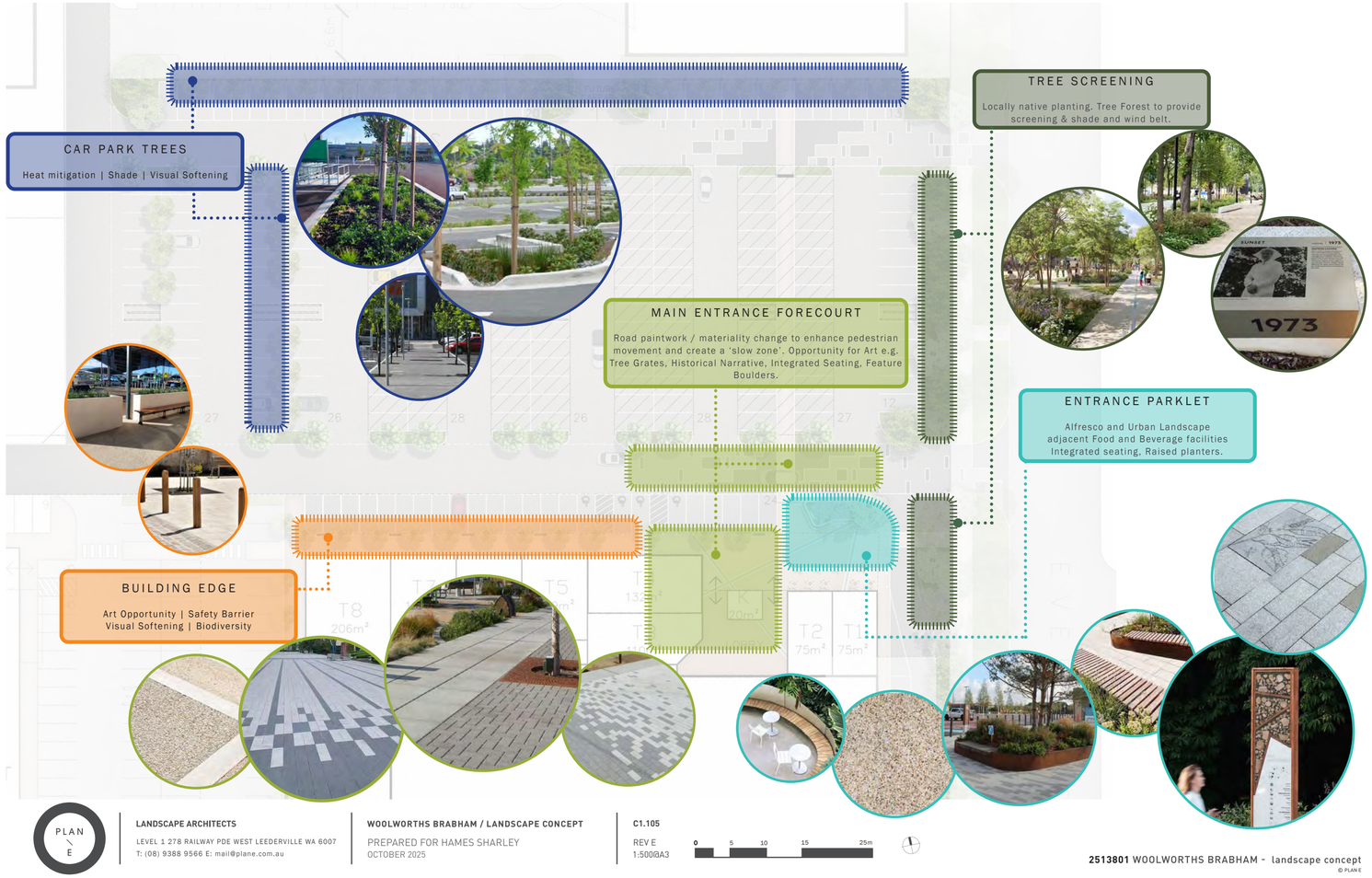
02 | NARRATIVE + THEMING
LANDSCAPE IMAGERY



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Landscape design approach I response

05 | LANDSCAPE EXPERIENCE



Landscape design approach I response

06 | STORE FRONT ELEVATION



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0 1.25 2.5 5 7.5 12.5m

2513801 WOOLWORTHS BRABHAM - landscape concept

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Landscape design approach I response

07 | PLANTING PALETTE
trees

FEATURE TREES


Gleditsia 'Shademaster'


Lagestroemia indica 'Natchez'


Liquidambar rotundiloba


Prunus 'Crimson Spire'


Ulmus 'Red Emperor'


Agonis flexuosa


Cupaniopsis anacardioides


Eucalyptus leucoxylon megalocarpa


Eucalyptus maculata


Eucalyptus torquata


Eucalyptus wandoo


Melaleuca leucadendra


Melaleuca viridiflora 'Broadleaf'


Tristaniopsis laurina 'Luscious'


Waterhousea floribunda

Planting species will be selected with a mixture of textures and shades while also being low maintenance and low water use. To enhance the Brabham Landscape Character, the tree palette includes 'white-trunked' tree species to compliment the existing retained tree canopy within, and around the site. All planting to be permanently irrigated with organic mulch, tree stakes, and structural soil to trees within carpark areas.

NOTE:
ALL SPECIES PROPOSED ARE NOT CURRENTLY IDENTIFIED AS HIGH/ MODERATE RISK REPRODUCTIVE HOSTS FOR POLYPHAGOUS SHOT-HOLE BORER

(DEPARTMENT OF PRIMARY INDUSTRIES AND REGIONAL DEVELOPMENT - JUNE 2025)

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Landscape design approach I response

08 | PLANTING PALETTE


Acacia lasiocarpa 'prostrate'


Acacia 'Honey Bun'


Adenanthos sericeus 'Compact'


Banksia ashbyii 'Dwarf'


Callistemon 'Better John'


Conostylis candicans


Calothamnus quadrifidus prostrate


Darwinia citriodora prostrate


Dianella 'Streetscape'


Eremophila 'Kalbarri Carpet'


Ficinia nodosa (WSUD)


Grevillea 'GinGin Gem'


Grevillea thelemanniana 'Green Gem'


Hemiandra pungens


Lomandra 'Katrinus Delux'


Lomandra 'Lime Turf'


Westringia 'Low Horizon'

Planting will be predominantly Australian Native species that enhance the broader landscape themes of the shopping precinct.

Species selected will aim to reinforce the existing landscape character of Brabham, and strengthen placemaking elements of the new landscape design.

A mix of leaf typologies and growth characteristics will be used to create a textured natural palette. All planting to be permanently irrigated with organic mulch.

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WOOLWORTHS BRABHAM TOWN CENTRE / LANDSCAPE CONCEPT
PREPARED FOR HAMES SHARLEY
OCTOBER 2025

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Landscape design approach I response

09 | PLANTING PALETTE


Acmena 'Allyn Magic'


Anigozanthos 'Gold Velvet'


Callistemon 'Great Balls of Fire'


Casuarina 'Cousin it'


Doryanthes excelsa


Grevillea 'Apricot Glow'


Grevillea 'Red Coral'


Grevillea 'Seaspray'


Hibbertia scandens


Melaleuca incana nana


Myoporum parvifolium 'Yareena'


Pittosporum 'Miss Muffet'


Rhaphiolepis 'Snow Maiden'


Viburnum 'Dense Fence'


Westringa 'Naringa'

Planting will be predominantly Australian Native species that enhance the broader landscape themes of the shopping precinct.

Species selected will aim to reinforce the existing landscape character of Brabham, and strengthen placemaking elements of the new landscape design.

A mix of leaf typologies and growth characteristics will be used to create a textured natural palette. All planting to be permanently irrigated with organic mulch.

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C1.109
REV E
NTS

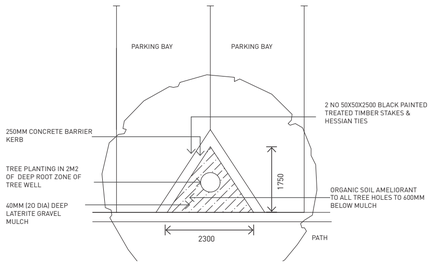
© PLAN E

Landscape design approach I response

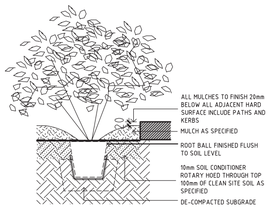
10 | INDICATIVE LANDSCAPE DETAILS

LANDSCAPE NOTES:

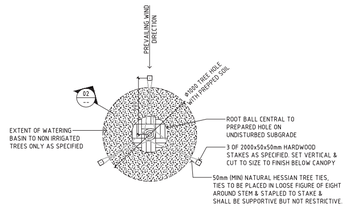
- Permanent irrigation to all garden beds, turf grassing and tree planting.
- General garden bed plant density to be 4 plants per 1 m2.
- Soil ameliorant to garden bed, turf and planting to be C-Wise Horticulture only.
- Organic mulch to be coarse hardwood only.
- Structural soil proposed for tree within diamond car park areas.



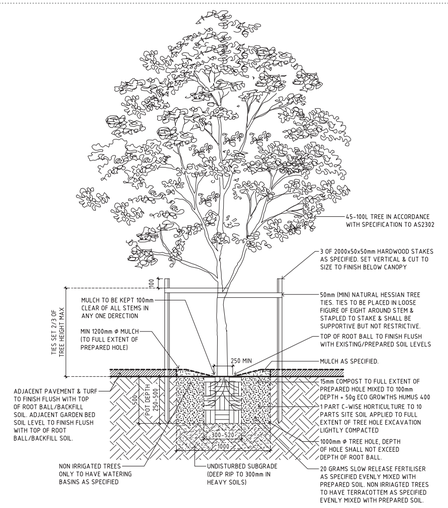
TYPICAL DETAIL 02 : INDICATIVE TREE WELL IN CARPARK, NOT TO SCALE



TYPICAL DETAIL 01 : SHRUB PLANTING, NOT TO SCALE



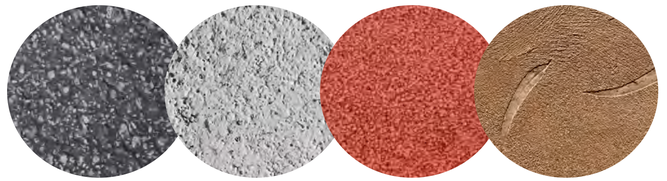
TYPICAL DETAIL 03 : 45 - 100 LTR TREE PLANTING PLAN, NOT TO SCALE



TYPICAL DETAIL 04 : 45 - 100 LTR TREE PLANTING SECTION, NOT TO SCALE







BLACK BITUMEN | GREY CONCRETE PATH | RED ASPHALT | COLOURED CONCRETE PAVING

PLAN E

LANDSCAPE ARCHITECTS
LEVEL 1 278 RAILWAY PDE WEST LEEDERVILLE WA 6007
T: (08) 9388 9566 E: mail@plane.com.au

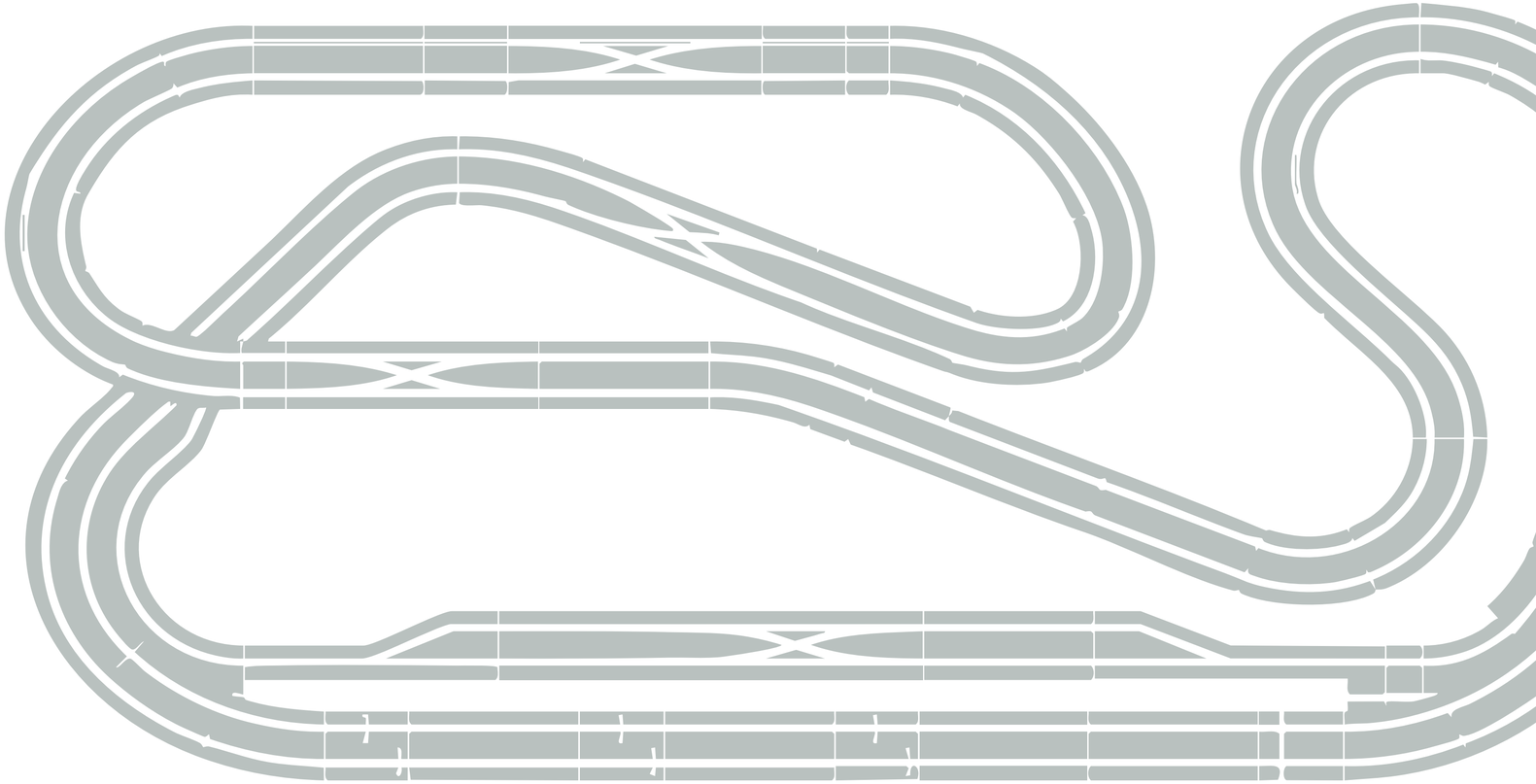
WOOLWORTHS BRABHAM TOWN CENTRE / LANDSCAPE CONCEPT
PREPARED FOR HAMES SHARLEY
OCTOBER 2025

C1.1010
REV E
NTS

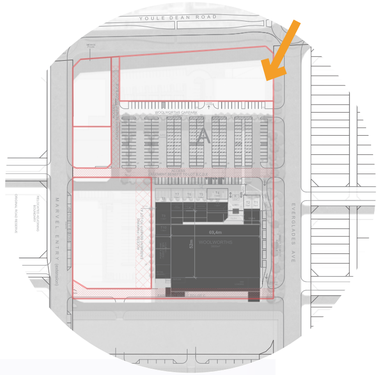
2500601 PINJARRA TOWN CENTRE - landscape concept
© PLANE

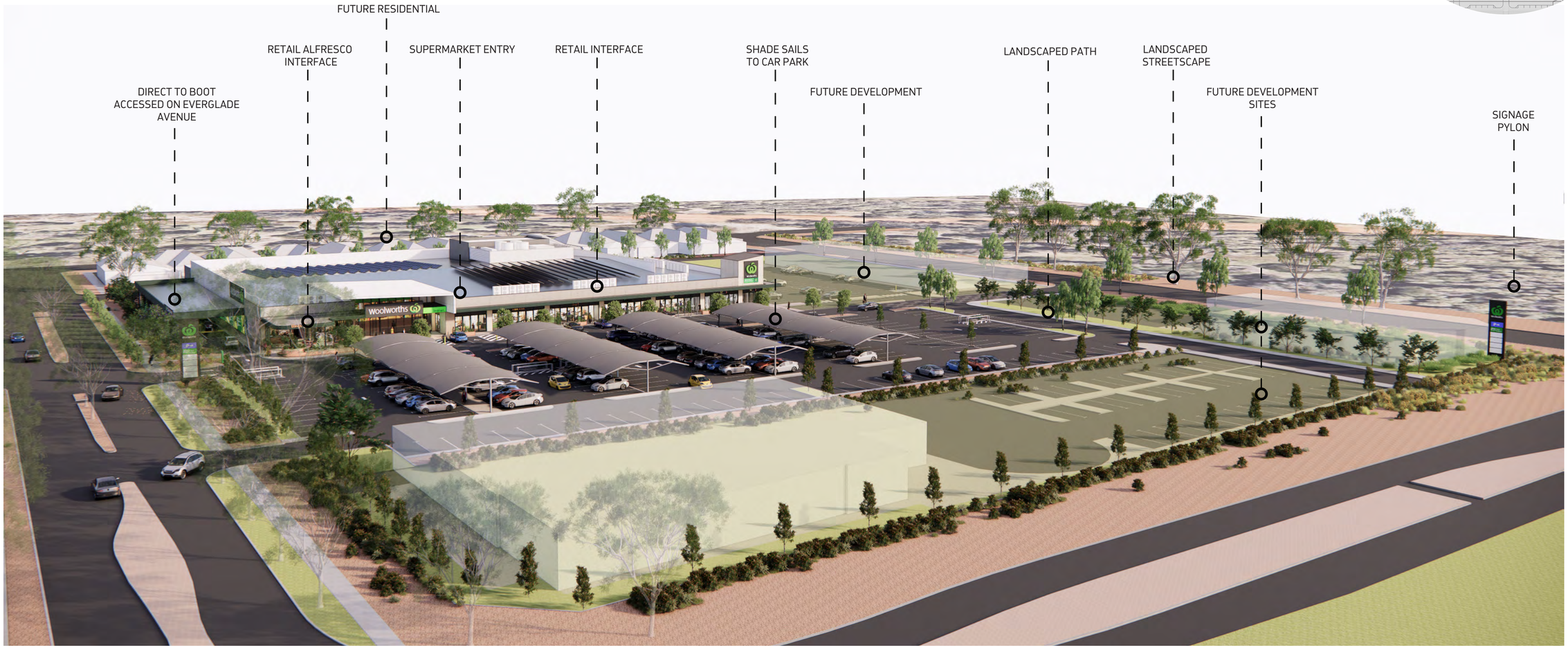
c | design response

Built Form & Scale (SPP 7.0 Principle 03)
Aesthetics (SPP 7.0 Principle 10)
Functionality & Build Quality (SPP 7.0 Principle 4)
Landscape (SPP 7.0 Principle 02)
Legibility (SPP 7.0 Principle 07)
Safety (SPP 7.0 Principle 08)
Community (SPP 7.0 Principle 09)
Sustainability (SPP 7.0 Principle 05)

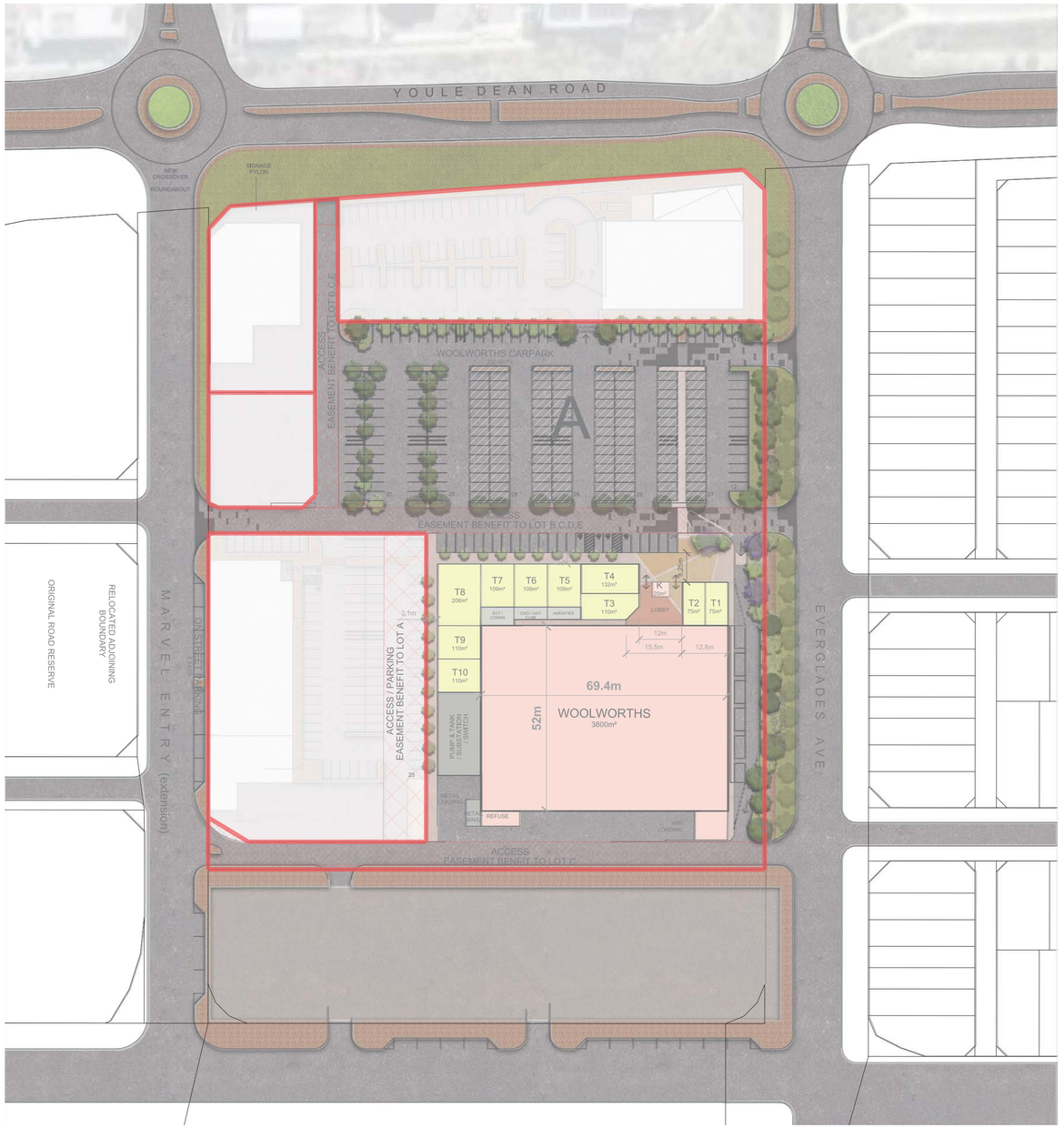


Aerial view




FUTURE RESIDENTIAL
RETAIL ALFRESCO INTERFACE
SUPERMARKET ENTRY
RETAIL INTERFACE
SHADE SAILS TO CAR PARK
LANDSCAPED PATH
LANDSCAPED STREETSCAPE
DIRECT TO BOOT ACCESSED ON EVERGLADE AVENUE
FUTURE DEVELOPMENT
FUTURE DEVELOPMENT SITES
SIGNAGE PYLON
woolworths

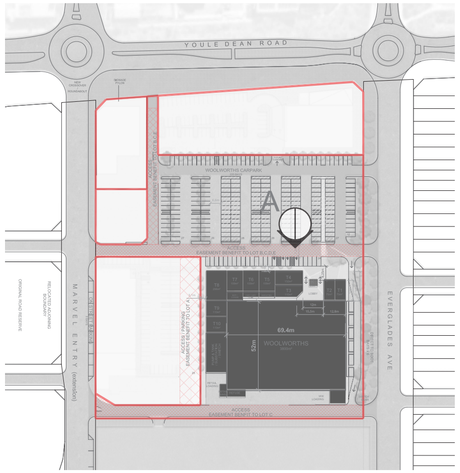
Floor plan



1:1000
FLOOR PLAN

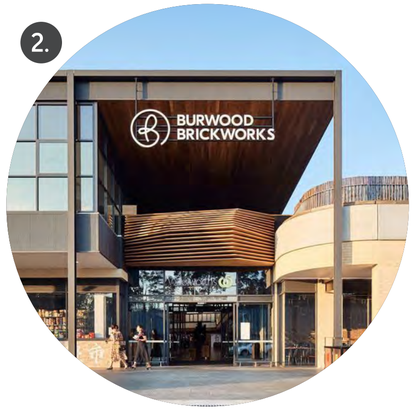
Concept elevation massing

FROM CARPARK (NORTH)





1. RETAIL STREET.
PROTECTED WALKWAYS, WARM & TEXTURED
WHERE IT CAN BE EXPERIENCED.



2. PROMINENT ENTRY



3. ALFRESCO F&B CONNECTION



EVERGLADE AV. | DIRECT TO BOOT | F&B ALFRESCO | SUPERMARKET ENTRY | SHOPFRONTS | PAD SITE

NORTH ELEVATION FROM CARPARK

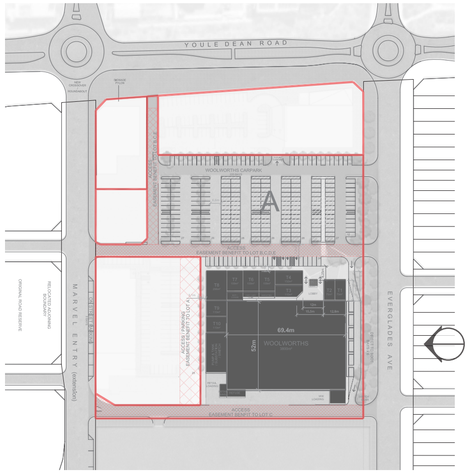
Main Supermarket Entry



PRELIMINARY ARTIST IMPRESSION ONLY

Concept elevation massing

EVERGLADE AVENUE (EAST)

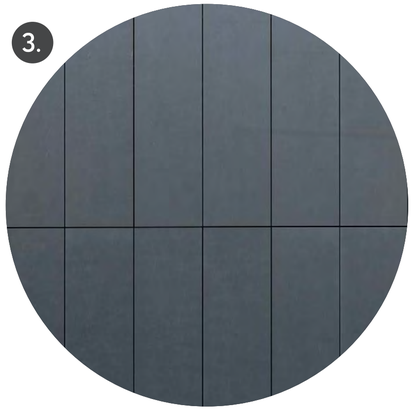




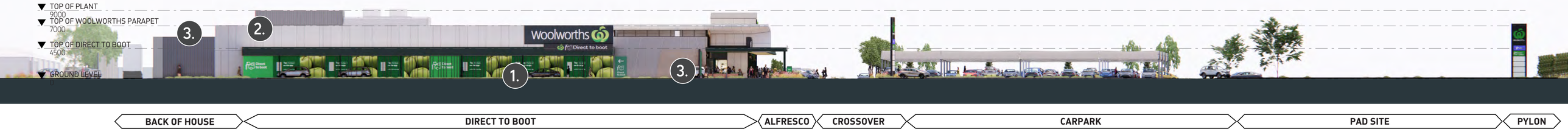
SCREENED EDGES



PATTERNED CONCRETE PANELS



COMPOSITE METAL PANELING



EAST ELEVATION FROM EVERGLADE AVENUE

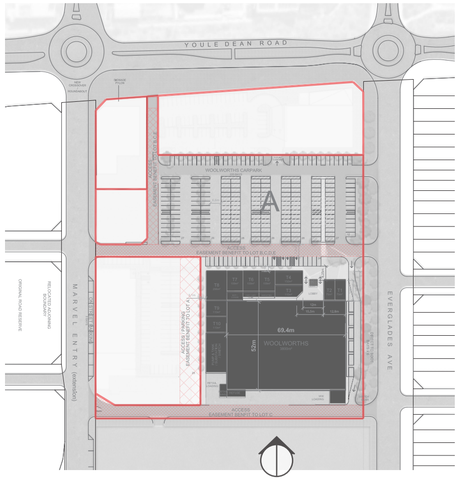
Everglade Avenue Entry



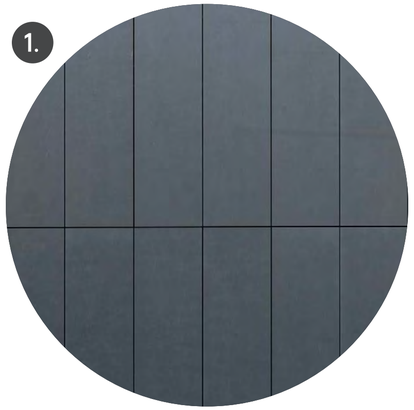
PRELIMINARY ARTIST IMPRESSION ONLY

Concept elevation massing

FROM BOH (SOUTH)



1.



COMPOSITE METAL PANELING

2.

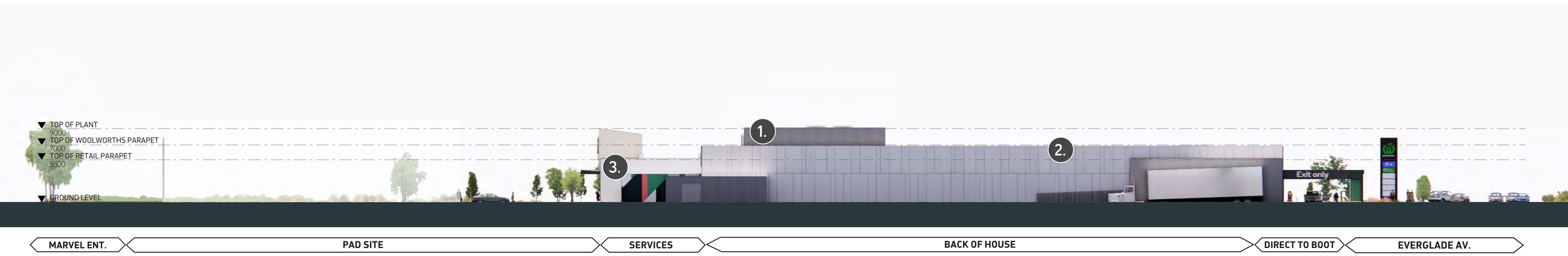


PATTERNED CONCRETE PANELS

3.



PUBLIC ART WALL



SOUTH ELEVATION FROM FUTURE BOH

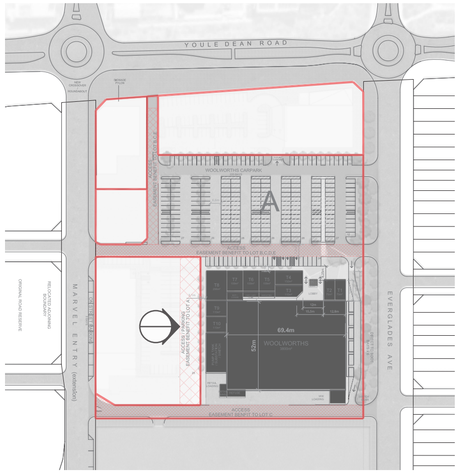
Rear Everglade Avenue



PRELIMINARY ARTIST IMPRESSION ONLY

Concept elevation

MARVEL ENTRANCE (WEST)





RETAIL STREET



LANDSCAPE INTERFACE



PUBLIC ART WALL



PAD SITE | CARPARK | CROSSOVER | RETAIL SHOPFRONTS | BACK OF HOUSE | FUTURE RESIDENTIAL

WEST ELEVATION FROM MARVEL ENTRANCE, FUTURE PAD SITE

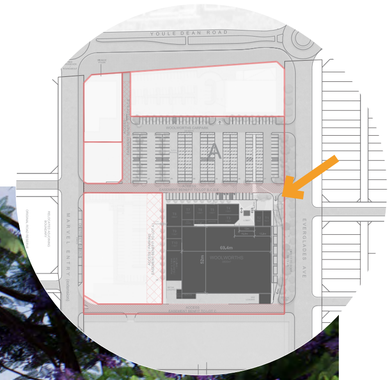
Speciality Retail + F&B



PRELIMINARY ARTIST IMPRESSION ONLY

Direct to Boot

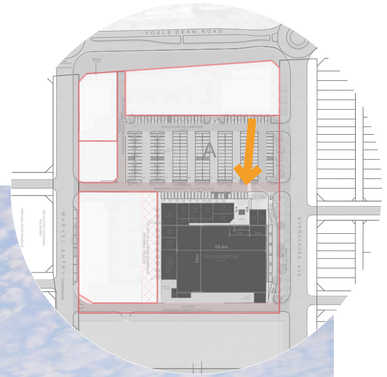




PRELIMINARY ARTIST IMPRESSION ONLY

Main Supermarket Entry

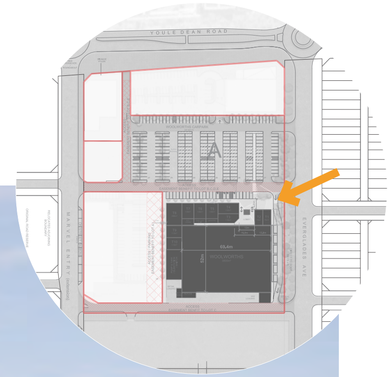




PRELIMINARY ARTIST IMPRESSION ONLY

Alfresco Dining

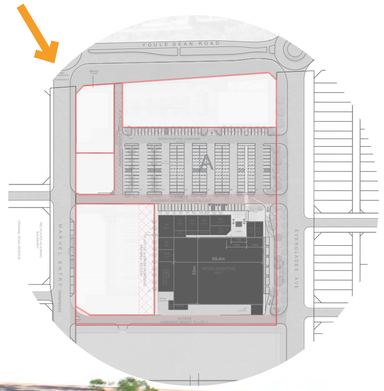




PRELIMINARY ARTIST IMPRESSION ONLY

Aerial from Marvel Entrance





PRELIMINARY ARTIST IMPRESSION ONLY

Safety

+ **Passive surveillance** through the development along the ground public realm
+ Dedicated and **secure parking** for visitors
+ Integrated lighting and **CCTV** to be utilized in public and service areas
+ Well connected **pedestrian pathways and crossings**
+ **Clear and secure** access points



OPEN CONNECTION AND PASSIVE SURVEILLANCE





LANDSCAPED PEDESTRIAN ROUTES LEADING INTO THE SITE



LANDSCAPE BUFFER



WELL LIT CARPARK



ACTIVE FRONTAGES

Community

+ **Place to stay** - facilitating social interaction with informal seating areas, and retail and f&b
+ Introduces access to a **diverse** range of functions
+ **Convenient** community amenities
+ Consideration for **flexible future** use spaces
+ **Walkable** community connection
+ Catalyst for community development, as a part of a retail **town centre**
+ Retail encouraging **casual interactions**





WALKABLE COMMUNITY CONNECTION



RETAIL/F&B FACILITATING SOCIAL INTERACTION



COMMUNITY CONVENIENCE



RETAIL OFFERS

https://motorsportmagazine.b-cdn.net/database/wp-content/uploads/sites/2/2021/01/Caversham-215.svg

thank you

Design Review Report

Location/Venue: **City of Swan Council Chambers - Midland Town Hall - 312 Great Eastern Highway Midland**
Meeting Date: **Tuesday 14th October 2025**
Meeting Time: **2pm**

Item 2 – Concept - Woolworths & Associated Retail tenants & car park – Lot 822 Youle-Dean Road BRABHAM – DRP-18/2025 – 1ST DRP Meeting

Design Review Report	
Subject	Woolworths & Associated Retail tenants & car park
Design Reviewers	Malcolm Mackay - Chairperson (Mackay Urban Design)
	Brett Wood-Gush – Deputy Chairperson (Insight Urbanism)
	Stephen Carrick – Panel Member (Stephen Carrick Architects)
	Wayne Dufty – Panel Member (DNA Architects)
Proponent & Project Team	Blair Hallion - Fabcot Pty Ltd Mason Harrison – Hames Sharley Andrew Barabowski – Plan-E Alica Jones – Fabcot Pty Ltd Kris Nolan – Urbis Cameron Liebgott – Urbis Paul Trettel – Ochre Project Services Ulrich Gschnaidtner – Ochre Project Services
Declarations	None.

Design quality evaluation		
Principle 1 **Context and character**		*Good design responds to and enhances the distinctive characteristics of a local area, contributing to a sense of place.*
Comments and Recommendation		**Strengths** a) Some explanation of the surrounding area has been provided. **Areas for improvement** a) The supermarket is premature insofar as there is no meaningful site masterplan or explanation of how it is a component of a larger response to the place. b) There is a real risk of repeating the problem at Bullsbrook where the supermarket was supported on

		the promise contained in a master plan, but the promise was subsequently eroded in the absence of statutory support in the form of an LDP. c) The additional plan tabled at the DRP meeting confirmed that there is no intent to provide a meaningful urban environment that might constitute a town centre. d) In any event, this site needs a meaningful urban design vision, illustrated in a master plan and backed up with an LDP with enough detail that provides a reasonable degree of certainty on aspects such as built form, street interfaces, and pedestrian movement. e) Sadly, this design is in part a response to an unfortunate structure plan that has set up two competing car -based shopping centres in proximity, but too far apart to create an activity centre that is greater than the sum of its parts (a kind of Dog Swamp or Byford outcome but far worse). f) The supermarket has a poor relationship (drive-through collection) to its only street interface. g) The supermarket has no relationship to any other street or area of public domain. h) In the absence of responding adequately to any public realm, the development fails to create any as an alternative. i) The site needs to be replanned to create meaningful engagement with the public realm. j) Clarify the intended interface with the residential to the south. k) Provide more detail in the local character analysis, noting that this was done well for the Bullsbrook development. ***Recommendations*** ***1. Develop a masterplan for the site with a vision for a cohesive town centre that properly addresses and defines the public realm, and back it up with a comprehensive LDP that provides an acceptable level of certainty on aspects such as built form, street interfaces, and pedestrian movement.*** ***2. Revisit the site planning and the proposed Stage 1 design in the context of the above.*** ***3. Further develop the local character analysis.***
Principle 2 **Landscape quality**		*Good design recognises that together landscape and buildings operate as an integrated and sustainable*

		system, within a broader ecological context.
Comments and Recommendation		**Strengths** a) A well-intentioned landscape vision, albeit light on detail at this stage and hampered with limited opportunities in the site planning. b) A diverse planting palette. **Areas for improvement** a) Provide confirmation as to whether the verge landscaping will also be delivered, or whether it is shown indicatively. b) Identify where the various tree species are located. c) Include areas of useable landscape rather than simply using landscape as a screening element to the site's periphery. d) No amount of landscape will be able to compensate for the poor site planning. e) Confirm the extent of landscape on site (i.e. not include the verge), noting the planning requirement for 10% of the site area. ***Recommendations*** ***1. Clarify whether verge landscape is included in the design concept and how, and by whom, it will delivered.*** ***2. Provide more clarity on the locations of the tree species.*** ***3. Include usable landscape spaces.*** ***4. Clarify the extent of landscape provided on site.***
Principle 3 **Built form and scale**		*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.*
Comments and Recommendation		**Strengths** a) The scale of development is not unusual given the suburban context but is arguably underdeveloped in a TOD context. **Areas for improvement** a) The address to the adjacent street is poorly articulated and not activated. b) The specialty tenancies trade to the car park and make no contribution to the public realm. Even the closest tenancy to the street presents a blank wall towards the street.

		c) Provide a detailed cross section through the southern site interface to demonstrate shading impact on the residential lots to the south. d) Consider relocating the supermarket lobby to the NE corner and swapping the drive-through collection with the tenancies so the tenancies face the street and the drive-through is more discreetly located with the car park. e) Demonstrate through a master plan/ LDP how the other development sites in the street block can make up for the shortfall in intensity and scale arising from a single-storey supermarket. f) Whilst the idea of shading car bays is supported, they shade structures could be better and more robustly employed as a location for PVs. ***Recommendations*** ***1. Develop a masterplan for the site with a vision for a cohesive town centre that properly addresses and defines the public realm, and back it up with a comprehensive LDP that provides an acceptable level of certainty on aspects such as built form, street interfaces, and pedestrian movement.*** ***2. Swap the locations of the retail tenancies and the drive-through collection area to provide engagement with the street.*** ***3. Provide more clarity on the interface with the proposed residential development to the south.*** ***4. Use the car park shade structures as a PV opportunity.***
Principle 4 **Functionality and build quality**		*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.*
Comments and Recommendation		**Strengths** a) The design appears to be a logical response to a functional brief. However, functionality is only one of many design considerations. **Areas for improvement** a) Insufficient information on the internal layout to assess functionality. b) Extend the swept path analysis to include entry and egress movements to the site rather than just the loading bays, to enable better assessment of the need for rollover thresholds and their impact on

		pedestrian safety and amenity. c) Clarify waste management and collection for all proposed tenancies and the other development opportunities within the street block (see previous comments on master planning). d) Clarify the location of AC plant. e) Review the relationship between site entries and nearby street intersections. f) Provide more rationale for the proposed number of car bays. g) Identify areas for future car parking, access and servicing for the future parts of the development in a master plan/ LDP. h) The footpath area appears overly tight to enable both al fresco areas and clear pedestrian movement. ***Recommendations*** ***1. Provide more detail on the internal layout.*** ***2. Clarify waste management and collection for all proposed tenancies and the other development opportunities within the street block.*** ***3. Clarify the location of AC plant.*** ***4. Review the relationship between site entries and nearby street intersections.*** ***5. Provide more rationale for the proposed number of car bays.*** ***6. Identify areas for future car parking, access and servicing for the future parts of the development in a master plan/ LDP.*** ***7. Review the width of the footpath in areas where al-fresco seating could be reasonably anticipated.***
Principle 5 **Sustainability**		*Good design optimises the sustainability of the built environment, delivering positive environmental, social and economic outcomes.*
Comments and Recommendation		**Strengths** a) Use of PVs implied in the imagery. **Areas for improvement** a) The lack of any reference to sustainability, let alone a meaningful response, is extremely disappointing. Sustainability should be at the core of contemporary design. ***Recommendations***

		1. Develop an acceptable response to this fundamental principle.
Principle 6 **Amenity**		*Good design optimises internal and external amenity for occupants, visitors and neighbours, providing environments that are comfortable, productive and healthy.*
Comments and Recommendation		**Strengths** a) Awnings have been provided to shop fronts. b) Some car bays have shade cover. **Areas for improvement** a) Clarify the proposed mitigation of noise impacts on the residents to the south. b) Demonstrate through a masterplan/ LDP how a pedestrian network with high amenity can be delivered. c) Provide active frontage to streets to increase amenity and visual interest to the public realm. d) Identify any staff amenities on the plan. e) Identify any public amenities on the plan. f) Demonstrate through cross sections the capacity of the canopies to provide shade and shelter. g) Provide a breakout space(s) for casual seating and social engagement, with summer shade and access to winter sun. ***Recommendations*** ***1. Clarify the proposed mitigation of noise impacts on the residents to the south.*** ***2. Demonstrate through a masterplan/ LDP how a pedestrian network with high amenity can be delivered, including active frontage to streets to increase amenity and visual interest.*** ***3. Identify any staff amenities on the plan.*** ***4. Identify any public amenities on the plan.*** ***5. Review the capacity of the canopies to provide shade and shelter.*** ***6. Provide a breakout space(s) for casual seating and social engagement, with summer shade and access to winter sun.***
Principle 7 **Legibility**		*Good design results in buildings and places that are legible, with clear connections and easily identifiable elements to help people find their way around.*

Comments and Recommendation		**Strengths** a) The architecture makes some effort to highlight the supermarket entrance. **Areas for improvement** a) Clarify through a master plan/ LDP a cohesive pedestrian network across the site (for example, the footpath in front of the northern tenancies goes nowhere to the west) b) Develop a meaningful relationship with the pedestrian network in the adjacent public realm. c) Provide clearly marked crossing points that link the car park footpaths to the supermarket and shops. d) Include a comprehensive pedestrian network diagram to test where pedestrians come from and go to in and around the site in order ensure there is a clear and connected pedestrian network. e) Demonstrate through a masterplan/ LDP how the future developments on the periphery of the site will contribute and enhance both pedestrian and vehicle legibility. ***Recommendations*** ***1. Clarify through a master plan/ LDP a cohesive pedestrian network across the site, including a comprehensive pedestrian network diagram.*** ***2. Demonstrate through a masterplan/ LDP how the future developments on the periphery of the site will contribute and enhance both pedestrian and vehicle legibility.*** ***3. Provide active frontage to streets to increase amenity and visual interest to the public realm.*** ***4. Provide clearly delineated pedestrian crossing points***.
Principle 8 **Safety**		*Good design optimises safety and security, minimising the risk of personal harm and supporting safe behaviour and use.*
Comments and Recommendation		**Strengths** a) Truck and car movements have been largely separated. **Areas for improvement** a) Provide opportunities for passive surveillance of all pedestrian routes adjacent, into and within the site. b) Demonstrate through a master plan/ LDP how the

		site can accommodate a cohesive and safe pedestrian network, especially as pedestrian movement becomes more critical with a parking shortfall and proximity to a rail station. c) Extend the swept path analysis to include entry and egress movements to the site rather than just the loading bays. d) Move the site entries so they do not force traffic directly into the areas most used by pedestrians. e) Continue pedestrian footpath materials across crossovers. f) Provide clearly marked crossing points that link the car park footpaths to the supermarket and shops and reinforce with level changes. ***Recommendations*** ***1. Demonstrate through a master plan/ LDP how the site can accommodate a cohesive and safe pedestrian network, including opportunities for passive surveillance of all pedestrian routes adjacent, into and within the site.*** ***2. Extend the swept path analysis to include entry and egress movements to the site rather than just the loading bays.*** ***3. Move the site entries so they do not force traffic directly into the areas most used by pedestrians.*** ***4. Continue pedestrian footpath materials across crossovers.*** ***5. Provide clearly marked crossing points that link the car park footpaths to the supermarket and shops and reinforce with level changes.***
Principle 9 **Community**		*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.*
Comments and Recommendation		**Strengths** a) Increase in the diversity of local services. **Areas for improvement** a) In the absence of a meaningful heart to the broader activity centre so far, this development should be it. b) Provide an appealing outdoor seating area to engender casual social interaction and contribute to community formation. c) Check whether there is a public art requirement and,

		if so, develop a public art strategy. d) Look to the site's rich history (pre-European, the airfield, the racetrack, etc) to build a place-based narrative that can help develop a community with a clear identity. e) Consider how to create a place with a 'village' experience, rather than a collection of car-based land uses. f) Provide a breakout space(s) for casual seating and social engagement, with summer shade and access to winter sun. ***Recommendations*** ***1. Develop a masterplan for the site with a vision for a cohesive town centre that properly addresses and defines the public realm, and back it up with a comprehensive LDP that provides an acceptable level of certainty and creates a place with a 'village' experience.*** ***2. Develop and incorporate, within the masterplan and the proposal, a place-based narrative that builds on the site's rich history*** ***3. Include a space(s) for casual social interaction.***
Principle 10 **Aesthetics**		*Good design is the product of a skilled, judicious design process that results in attractive and inviting buildings and places that engage the senses.*
Comments and Recommendation		**Strengths** a) Some attempt at articulating what is essentially a large box. **Areas for improvement** a) The materials do not reflect the (albeit limited) local context and character analysis provided. b) Use stall risers, piers and solid bulkheads to introduce opportunities for architecture and reduce the blandness of the shopfront curtain walling. c) Draw the elevations with more clarity. d) The public art is in the least visible location from the public realm. e) Provide more details on the external finishes. f) Include guidance on materials and finishes for the other parts of the site as part of a comprehensive masterplan/ LDP. ***Recommendations***

		1. ***Further develop the local character analysis and incorporate the findings into the design.*** 2. ***Provide proper elevation drawings.*** 3. ***Locate public art where it can be best appreciated from the public realm.*** 4. ***Include guidance on materials and finishes for the other parts of the site as part of a comprehensive masterplan/ LDP.***

Design Review progress	
	Supported
	Pending further attention
	Not yet supported
	Yet to be addressed

	DRP Meeting 1 14/10/2025 Concept 1st DRP	***DRP Meeting 2***	***DRP Meeting 3***	***DRP Meeting 4***
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**				

Concluding Remarks
The Panel thanks the Applicant for presenting the proposed design. However, the Panel's view is that the design for this part of the centre is premature until the overall vision for the centre has been acceptably resolved. At present, there is a very high risk that the proposed design will prejudice the orderly and proper planning of an activity centre, and the outcome would most likely be a collection of commercial land uses with no sense of place or amenity.

The Panel is of the view that a comprehensive masterplan for the whole of the site is essential and should be backed up with a Local Development Plan that provides an acceptable level of certainty on aspects such as built form, street interfaces, and pedestrian movement.

Notwithstanding the above, the proposed design, even if considered in isolation, fails to meet the bare minimum of acceptability as a design response to the 10 principles of SPP7.

The Panel hopes the Applicant takes on board the advice of the DRP and returns in due course with a design package that includes a master plan for the whole site, a framework for an LDP, and a far better design response for the initial stage of development.

Is the proposal required to go back to a future Design Review Panel Meeting?
Please tick one of the following:
√ **Yes – future full panel design review**
☐ **No – future chair review only**
☐ **No – supported – no further review required**

Is the proposal supported?
Please tick one of the following:
☐ **Yes - Supported**
☐ **Yes - Supported – pending further attention and/or conditions to be imposed**
√ **No - Not supported**

Design Review Report endorsement & DRP Recommendation	 Malcolm Mackay DRP Chair

Design Review Report

Location/Venue: **City of Swan Council Chambers - Midland Town Hall - 312 Great Eastern Highway Midland**
Meeting Date: **Tuesday 3rd February 2026**
Meeting Time: **1pm**

Item 1 –Group Dwelling (12) - 1-36/13 Elvire Street VIVEASH – DRP-14/2025 – DA-1450/2025 – 2nd DRP Post DA

Design Review Report	
Subject	Item 1 - Group Dwelling (12) - Elvire Chalets 1-36/13 Elvire Street VIVEASH
Design Reviewers	Malcolm Mackay - Chairperson (Mackay Urban Design)
	Brett Wood-Gush – Deputy Chairperson (Insight Urbanism)
	Wayne Dufty – Panel Member (DNA Architects)
	Peter Damen - Panel Member (Level 5 Design)
Proponent & Project Team	Reegan Cake – Dynamic Planning & Developments Justin Mansillas – Aspen Group Brayden Just – Aspen Group
Declarations	None.

Design quality evaluation		
Principle 1 **Context and character**		*Good design responds to and enhances the distinctive characteristics of a local area, contributing to a sense of place.*
Comments and Recommendation		**Strengths** a) Some useful broader context has been provided. b) The placement of the new dwellings minimises impact on the public realm. c) The new infill is of a similar scale and form the existing dwellings without seek to replicate them architecturally. **Areas for improvement** a) Clarify fencing treatment to the adjacent reserve and ensure it affords an outlook to the open space beyond. ***Recommendations*** ***1. Clarify fencing treatment to the adjacent reserve and ensure it affords an outlook to the open space beyond.***

Principle 2 **Landscape quality**		*Good design recognises that together landscape and buildings operate as an integrated and sustainable system, within a broader ecological context.*
Comments and Recommendation		**Strengths** a) The general intent for the re-landscaping of the site looks promising but still lacks detail. b) The inclusion of productive gardens is commendable, especially in a development for residents on low incomes. **Areas for improvement** c) Provide more detail on the landscape associated with the infill component – trees and other species, hardscape materials and fencing treatments, including the courtyard areas. d) Given the tightness/intimacy of the spaces created, carefully consider how buffer landscape can be used to enhance privacy to opening and illustrate in vignette plans and/or more effective renders of the walkway areas. ***Recommendations*** ***1. Provide more detail on the landscape associated with the infill component.*** ***2. Carefully consider how landscape can be uses to enhance privacy.***
Principle 3 **Built form and scale**		*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.*
Comments and Recommendation		**Strengths** a) The intent for infill into the existing development is an innovative way of providing more affordable housing and is strongly supported. b) The overall massing and scale of the infill is appropriate. c) The single-storey scale is consistent with the existing development. d) The use of a modest modular buildings avoids over-capitalising and, thus, diminishing the capacity to redevelop the whole site in the future. However, it is acknowledged that the price of modular is limited flexibility of design. e) The flipping of the southern dwellings is supported. **Areas for improvement** f) Provide cross sections to better enable an understanding of the spaces between the new and existing buildings. g) The location of the sheds was questioned, but they are logical given window placements and site levels that fall to the boundaries.

		Recommendations ***1. Provide site cross sections to better enable an understanding of the spaces between the new and existing buildings.***
Principle 4 **Functionality and build quality**		*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.*
Comments and Recommendation		**Strengths** a) The unit plans are functional and efficient and appear to be fit for purpose. b) A WMP with details of an upgrade of the existing waste management approach has been provided. **Areas for improvement** c) Ensure AC condenser units are at ground level to avoid visual and noise impacts beyond the dwelling and located to minimise amenity impact on the usable part of the outdoor living areas – in the respect they may be better located on the other side of the OLAs adjacent to the sheds, or in the rear setbacks away from the OLAs altogether. d) Provide an overlay of the plans to demonstrate gold or silver-level liveability if being sought. ***Recommendations*** ***1. Review the locations for AC condenser units.*** ***2. Demonstrate achievement of gold-level liveability***.
Principle 5 **Sustainability**		*Good design optimises the sustainability of the built environment, delivering positive environmental, social and economic outcomes.*
Comments and Recommendation		**Strengths** a) There is a compelling sustainability story hiding within the design, which deserves to be told. b) The modular approach and use of lightweight framed construction is strongly supported. c) The light colour palette is appropriate, albeit the shades of grey is dull. d) Cross ventilation to all units is positive. e) The re-use of existing structures is a strong component of the potential sustainability narrative. h) The intent for an all-electric development is supported. i) The inclusion of 125 trees is good. **Areas for improvement** j) Provide a stand-alone sustainability statement that captures the initiatives baked into the plans, the written

		responses to the previous DRP commentary. k) Include PV on the roofs to increase on-going affordability for tenants and make provision for future battery back-up. l) Make provision for EV charging (noting also the new requirements under the NCC). m) Include ceiling fans as a low-cost cooling method. n) Consider the use of asphalt with a recycled content which is both cost neutral and significantly reduces embodied energy. ***Recommendations*** ***1. Develop a sustainability statement that builds on the fundamentals of a strong sustainability narrative, noting the comments above.***
Principle 6 **Amenity**		*Good design optimises internal and external amenity for occupants, visitors and neighbours, providing environments that are comfortable, productive and healthy.*
Comments and Recommendation		**Strengths** a) Habitable rooms have access to natural light, ventilation and an outlook. b) The increased ceiling height is commendable. **Areas for improvement** c) The extensive use of 1.8m solid Colorbond fencing is a concern as it over-prioritises privacy at the expense of passive surveillance and social interaction. Replace portions of the fencing to the walkways with open slat or louvered fencing to achieve a balance of privacy and visual permeability. However, the portions next to the sheds could remain solid. ***Recommendations*** ***1. Review the fencing treatments to the walkways to ensure passive surveillance of shared spaces.***
Principle 7 **Legibility**		*Good design results in buildings and places that are legible, with clear connections and easily identifiable elements to help people find their way around.*
Comments and Recommendation		**Strengths** a) The unit entrances are clearly visible from the path network. **Areas for improvement** b) There is some ambiguous SLOAP (Space Left Over After Planning) between units that would be better given to one of the adjacent units as private open space. c) The 90-degree corners in the walkways are not ideal but a

		consequence of the existing context and appear to be unavoidable. ***Recommendations*** ***1. Review the allocation of landscaped space and whether they should be in the private or communal domain.***
Principle 8 **Safety**		*Good design optimises safety and security, minimising the risk of personal harm and supporting safe behaviour and use.*
Comments and Recommendation		**Strengths** a) Bushfire risk analysis has been provided. b) Passive surveillance of the adjacent P&R reserve has been increased. **Areas for improvement** c) Note the comments under Amenity above. d) Introduce a raised plateau(s) to reduce ambient vehicle speeds on what is a long driveway. ***Recommendations*** ***1. Refer to the recommendation under Amenity above.*** ***2. Introduce a raised plateau(s) to reduce ambient vehicle speeds on what is a long driveway.***
Principle 9 **Community**		*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.*
Comments and Recommendation		**Strengths** a) The new units improve housing diversity and availability in the locality. b) The new units seek to resolve the conundrum of achieving both affordability and an acceptable level of amenity. c) Veggie gardens are an opportunity to engender social interaction if not otherwise allocated to individual units. **Areas for improvement** d) Note the comments under Amenity above to enable better social interaction with the common walkways. ***Recommendations*** ***1. Refer to the recommendation under Amenity above.***

Principle 10 **Aesthetics**		*Good design is the product of a skilled, judicious design process that results in attractive and inviting buildings and places that engage the senses.*
Comments and Recommendation		**Strengths** a) The designs go to some length to avoid the worker's camp aesthetic associated with modular construction. b) There is a pleasing simplicity to the form and articulation. c) The use of lightweight cladding provides texture. **Areas for improvement** d) The colour palette is overly uniform and uninspiring – consider a mix of unit palettes and the use of colour highlights to provide more visual interest and a sense of identity for individual units. The colour palette could also echo the colour of the render used on the existing units to further settle the new development into the existing. ***Recommendations*** ***1. Review and provide a schedule for the colour and material palette.***

Design Review progress	
	Supported
	Pending further attention
	Not yet supported
	Yet to be addressed

	DRP Meeting 1 05/08/25 Post DA	***DRP Meeting 2 03/01/26 Post DA***	***DRP Meeting 3***	***DRP Meeting 4***
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**				

Concluding Remarks

The Panel thanks the Applicant for bringing the design concept for review. The Panel acknowledges that the delivery of affordable housing is incredibly difficult in the current economic climate, and the proposed design is an innovative attempt (in the context of the prevailing conventional construction) that is commendable in its ingenuity and simplicity. It is also highly sustainable as a matter of principle.

The design has been refined since the last DRP but there remain a few area that require further attention before the Panel can give its full support to the proposal. These include further refinement of the fencing, particularly where it interfaces with the common walkways, refinement of the AC condenser placement, further detail on landscape, particularly in relation to the common walkways, refinement of the colour palette, and capturing the sustainability attributes and initiatives in a sustainability statement.

These are matters that don't require review by the full DRP and can be reviewed by the Chair to help expedite the process.

Is the proposal required to go back to a future Design Review Panel Meeting?
Please tick one of the following:
☐ **Yes – future full panel design review**
√ **No – future chair review only**
☐ **No – supported – no further review required**

Is the proposal supported?
Please tick one of the following:
☐ **Yes - Supported**
√ **Yes - Supported in principle – pending further attention and/or conditions to be imposed**
☐ **No - Not supported**

Design Review Report endorsement & DRP Recommendation	 Reviewers Signature Malcolm Mackay DRP Chair

Design Review Report

Location/Venue: **City of Swan Council Chambers - Midland Town Hall - 312 Great Eastern Highway Midland**
Meeting Date: **Tuesday 3rd February 2026**
Meeting Time: **2pm**

Item 2 – Woolworths & Associated Retail tenants & car park – Lot 822 Youle-Dean Road BRABHAM – DRP-18/2025 & DA-1396/2026– 2nd DRP

Design Review Report	
Subject	Woolworths & Associated Retail tenants & car park
Design Reviewers	Malcolm Mackay - Chairperson (Mackay Urban Design)
	Brett Wood-Gush – Deputy Chairperson (Insight Urbanism)
	Wayne Dufty – Panel Member (DNA Architects)
	Peter Damen - Panel Member (Level 5 Design)
Proponent & Project Team	Blair Hallion - Fabcot Pty Ltd Mason Harrison – Hames Sharley Andrew Barabowski – Plan-E Alica Jones – Fabcot Pty Ltd Kris Nolan – Urbis Cameron Liebgott – Urbis Paul Trettel – Ochre Project Services Ulrich Gschnaidtner – Ochre Project Services
Declarations	None.

Design quality evaluation		
Principle 1 **Context and character**		*Good design responds to and enhances the distinctive characteristics of a local area, contributing to a sense of place.*
Comments and Recommendation		**Strengths** a) Some explanation of the surrounding area has been provided. **Areas for improvement** a) Whilst there may be an indicative master plan in the approver structure plan, it is a poor urban design outcome – and being in an approved document does not make it good. It is also of due consideration rather than an enforceable template. In the absence of a

		good masterplan, it is essential that each subsequent application within this street block works to overcome the failings of the master plan by demonstrating design merit against the design principles of SPP7. b) The structure plan and indicative master plan sets up a planning context that makes a good design outcome particularly challenging, and the proposed design currently fails to overcome those challenges - for example, the plans indicate a second supermarket on the main street. Supermarkets have limited frontage. Hence, the outlook to the Site C car park may be a blank façade, or the second supermarket will have to turn its back on the street. Neither is acceptable. c) Unlike the term 'active frontage, the term 'attractive frontage' is overly subjective and ill-defined, and not an appropriate rationale for the proposed street interface. d) Whist this site needs a meaningful urban design vision, illustrated in a master plan and backed up with an LDP with enough detail that provides a reasonable degree of certainty on aspects such as built form, street interfaces, and pedestrian movement, it is acknowledged that the DRP needs to review the extent of the proposal presented. e) Furthermore, the fragmented model of development, as exhibited at Bullsbrook, erodes trust in the overall vision without clear commitments that hold future developments to account. The current site planning sets up the other sites within the street block with an urban design challenge that is unlikely to be satisfied and, therefore, unlikely to secure DRP support. f) The supermarket has a unacceptably poor relationship (drive-through collection and blank walls) to its only street interface. This is an affront to the public realm. g) The supermarket has no relationship to any other street or area of public domain. h) Swapping the drive-through collection and the western tenancies would move the drive-through component away from the street and create meaningful engagement with the public realm. i) Given that the focus for stage one should be on ensuring the main street [Marvel Entry] on the masterplan is delivered properly, the proposal could assist if located west with its active frontage to the main street j) Clarify the intended interface with the residential to the south. k) Provide more detail in the local character analysis,

		based on existing character cues rather than future development, noting that this was done well for the Bullsbrook development. ***Recommendations*** ***1. In the absence of a meaningful and appropriate masterplan for a cohesive town centre that properly addresses and defines the public realm (and backs it up with a comprehensive LDP that provides an acceptable level of certainty on aspects such as built form, street interfaces, and pedestrian movement), develop an active appealing interface to the eastern street, or reconfigure the street block so the Supermarket building provides frontage to the western street (Marvel Entry.)*** ***2. Further refine the overall planning of the street block to ensure that remnant sites can and will be developed in a manner that delivers good quality active streetscape.*** ***3. Further develop the local character analysis, based on existing character cues rather than future development.***
Principle 2 **Landscape quality**		*Good design recognises that together landscape and buildings operate as an integrated and sustainable system, within a broader ecological context.*
Comments and Recommendation		**Strengths** a) A well-intentioned and well considered landscape vision albeit hampered with limited opportunities offered by the site planning. b) A diverse planting palette. c) The subtle references to the previous uses of the site **Areas for improvement** a) Provide confirmation as to whether the verge landscaping will also be delivered, or whether it is shown indicatively. b) Identify where the various tree species are located and back up with a tree canopy plan. c) Include areas of useable landscape that can deliver amenity for staff and visitors, rather than simply using landscape as a screening element to the site's periphery. d) No amount of landscape will be able to compensate for the poor architectural response to the adjacent street.

		e) Confirm the extent of landscape on site (i.e. not include the verge), noting the planning requirement for 10% of the site area. f) Clarify the green area shown on one of the plans to the west of the supermarket car park - is this a possible future village green? The site appears to be too small to generate an effective street front and its own on-site parking ***Recommendations*** ***1. Clarify whether verge landscape is included in the design concept and how, and by whom, it will be delivered.*** ***2. Provide more clarity on the locations of the tree species an extent of tree canopy.*** ***3. Include usable landscape spaces.*** ***4. Clarify the extent of landscape provided on site.*** ***5. Clarify the green area shown on one of the plans to the west of the supermarket car park.***
Principle 3 **Built form and scale**		*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.*
Comments and Recommendation		**Strengths** a) The scale of development is not unusual given the suburban context but is underdeveloped in a TOD context. b) The shade structures to the car park are positive. **Areas for improvement** a) The address to the adjacent street is poorly articulated and not activated. b) The northern tenancies trade to the car park and make no contribution to the public realm. Even the closest tenancy to the street presents a blank wall towards the street. c) The western tenancies are likely to trade to a footpath sandwiched against vacant land with an unknown design outcome given the timing of development. d) Provide a detailed cross section through the southern site interface to demonstrate shading impact on the residential lots to the south. e) Consider relocating the supermarket lobby to the NE corner and swapping the drive-through collection with the western tenancies so those

		tenancies face the street and the drive-through is more discreetly located within the car park and body of the site. f) Whilst the idea of shading car bays is supported, the shade structures could be better and more robustly employed as a location for PVs. g) The signage tower in the NW corner of the building is underwhelming and poorly located for both signage function and as an architectural point of interest. h) There is a missed opportunity to also reflect historic land use like the landscaping does well. The building should do the same. i) The L-shaped entry feature should be raised to better match its height to its scale. j) Review the structure plan and indicative master plan so that the other development sites in the street block can make up for the shortfall in intensity and scale arising from a single-storey supermarket. ***Recommendations*** ***1. Review the current masterplan for the site to create a more cohesive town centre that properly addresses and defines the public realm, and back it up with a comprehensive LDP that provides an acceptable level of certainty on aspects such as built form, street interfaces, and pedestrian movement.*** ***2. Swap the locations of the western retail tenancies and the drive-through collection area to provide engagement with the street.*** ***3. Provide more clarity on the interface with the proposed residential development to the south.*** ***4. Use the car park shade structures as a PV opportunity.***
Principle 4 **Functionality and build quality**		*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.*
Comments and Recommendation		**Strengths** a) The design appears to be a logical response to a functional brief. However, functionality is only one of many design considerations. **Areas for improvement** a) Insufficient information on the internal layout to

		assess functionality. b) Extend the swept path analysis to include entry and egress movements to the site rather than just the loading bays, to enable better assessment of the need for rollover thresholds and their impact on pedestrian safety and amenity. c) Clarify waste management and collection for all proposed tenancies and the other development opportunities within the street block (see previous comments on master planning). d) Clarify the location of AC plant. e) Review the relationship between site entries and nearby street intersections. f) Provide more rationale for the proposed number of car bays. g) The shelf detail below the main entry canopy is a maintenance issue and a prime location for a Pidgeon habitat. h) The footpath area appears overly tight to enable both potential al fresco areas and clear pedestrian movement. i) Identify areas for future car parking, access and servicing for the future parts of the development in a refined master plan/ LDP. ***Recommendations*** ***1. Provide more detail on the internal layout.*** ***2. Clarify waste management and collection for all proposed tenancies and the other development opportunities within the street block.*** ***3. Clarify the location of AC plant.*** ***4. Review the relationship between site entries and nearby street intersections.*** ***5. Provide more rationale for the proposed number of car bays.*** ***6. Review the management of the shelf space created below the main canopy.*** ***7. Identify areas for future car parking, access and servicing for the future parts of the development in a master plan/ LDP.*** ***8. Review the width of the footpath in areas where al-fresco seating could be reasonably anticipated.***
Principle 5 **Sustainability**		*Good design optimises the sustainability of the built environment, delivering positive environmental, social and economic outcomes.*

Comments and Recommendation		**Strengths** a) Use of PV implied in the imagery (although not backed up in any plans). **Areas for improvement** a) The lack of any reference to sustainability, let alone a meaningful response, is extremely disappointing. Sustainability should be at the core of contemporary design and there is no reason why this project cannot develop a compelling sustainability narrative. b) Ensure sustainability indicatives that are 'baked in' to the design are captured in the drawing set. c) Sustainability initiatives that can be readily incorporated include: • DC fast charging for EVs that best matches the duration of visits • Use of low carbon materials, particular for the extensive hardscape, and noting that aluminium is carbon intensive unless it is sourced from recycled material • Use of larger trees • Extensive PV to best match the power demand from the development and backed up with batteries for after-daylight use. • Optimising passive solar gain. ***Recommendations*** ***1. Develop an acceptable response to this fundamental principle.***
Principle 6 **Amenity**		*Good design optimises internal and external amenity for occupants, visitors and neighbours, providing environments that are comfortable, productive and healthy.*
Comments and Recommendation		**Strengths** a) Awnings have been provided to shop fronts. b) Some car bays have shade cover. **Areas for improvement** a) Clarify the proposed mitigation of noise impacts on the residents to the south. b) Demonstrate through an improved masterplan/ LDP how a pedestrian network with high amenity can be delivered. c) Provide active frontage to streets to increase amenity

		and visual interest to the public realm. d) Identify any staff amenities on the plan. e) Identify any public amenities on the plan. f) Demonstrate through cross sections the capacity of the shopfront canopies to provide shade and shelter. g) Provide a breakout space(s) for casual seating and social engagement, with summer shade and access to winter sun. ***Recommendations*** ***1. Clarify the proposed mitigation of noise impacts on the residents to the south.*** ***2. Demonstrate through a masterplan/ LDP how a pedestrian network with high amenity can be delivered, including active frontage to streets to increase amenity and visual interest.*** ***3. Identify any staff amenities on the plan.*** ***4. Identify any public amenities on the plan.*** ***5. Review the capacity of the canopies to provide shade and shelter.*** ***6. Provide a breakout space(s) for casual seating and social engagement, with summer shade and access to winter sun.***
Principle 7 **Legibility**		*Good design results in buildings and places that are legible, with clear connections and easily identifiable elements to help people find their way around.*
Comments and Recommendation		**Strengths** a) The architecture makes some effort to highlight the supermarket entrance. **Areas for improvement** a) Develop a direct and meaningful relationship between the proposed uses and the pedestrian network in the adjacent eastern street. b) The lack of a commitment to a pedestrian route in this stage of development from the supermarket (the centre's 'anchor') to the future main street to the west and leaving any future connection to the whims of another developer is beyond belief and cannot be supported. c) Provide more than one clearly marked car park footpath and crossing point to the supermarket and shops. d) Include a comprehensive pedestrian network diagram to test where pedestrians come from and go

		to, both in and around the site, in order ensure there is a clear and connected pedestrian network. e) Clarify and commit to, through an improved master plan/ LDP, the delivery of a cohesive pedestrian network across the whole of the street block. f) Demonstrate through an improved masterplan/ LDP how the future developments on the periphery of the site will contribute and enhance both pedestrian and vehicle legibility. g) Use different coloured canopies to signify the EV charging bays. h) Provide for rideshare pickup and drop off. ***Recommendations*** ***1. Provide active frontage to the adjacent street to increase amenity and visual interest to the public realm.*** ***2. Provide more safe pedestrian routes and clearly delineated pedestrian crossing points within the car park***. ***3. Establish a pedestrian connection from the supermarket to the western street as part of this development.*** ***4. Clarify through an improved master plan/ LDP a cohesive pedestrian network across the site, including a comprehensive pedestrian network diagram.*** ***5. Demonstrate through an improved masterplan/ LDP how the future developments on the periphery of the site will contribute and enhance both pedestrian and vehicle legibility.*** ***6. Explore the use of colour-coded canopy to signify different forms of parking such as EV charging.***
Principle 8 **Safety**		*Good design optimises safety and security, minimising the risk of personal harm and supporting safe behaviour and use.*
Comments and Recommendation		**Strengths** a) Car movements have been largely separated from truck manoeuvring. b) The addition of the NE car park entry helps to reduce the conflicts associated with the main eastern entry. However, this could also/be better achieved by moving the main eastern entry northwards. **Areas for improvement**

		c) Move the site entries so they do not force traffic directly into the areas most used by pedestrians – the pedestrian/vehicle conflicts arising between the colocation of the main car park entry and the main pedestrian crossing to the supermarket is unacceptable. The main vehicle thoroughfare should not run directly past the building and the main pedestrian entrance and should be redirected, and consideration should be given to closing or modifying the middle crossover. d) Provide opportunities for passive surveillance of all pedestrian routes adjacent, into and within the site. e) Extend the swept path analysis to include entry and egress movements to the site rather than just the loading bays. f) Continue pedestrian footpath materials across crossovers. g) Provide more than one pedestrian path and delineated crossing points that link the car park to the supermarket and shops and reinforce crossing points with level changes to avoid it becoming an interpretation of the historic racetrack. ***Recommendations*** ***1. Move (or close) the main eastern site entry so traffic is not force directly into the areas most used by pedestrians*** ***2. Extend the swept path analysis to include entry and egress movements to the site rather than just the loading bays.*** ***3. Continue pedestrian footpath materials across crossovers.*** ***4. Provide more than one pedestrian path and delineated crossing points that link the car park to the supermarket and shops and reinforce crossing points with level changes.*** ***5. Demonstrate through an improved master plan/ LDP how the site can accommodate a cohesive and safe pedestrian network, including opportunities for passive surveillance of all pedestrian routes adjacent, into and within the site.***
Principle 9 **Community**		*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.*

Comments and Recommendation		**Strengths** a) An increase in the diversity of local services. **Areas for improvement** a) In the absence of a meaningful heart to the broader activity centre so far, this development should be it. b) Provide an appealing outdoor seating area to engender casual social interaction and contribute to community formation. c) Check whether there is a public art requirement and, if so, develop a public art strategy. d) Look to the site's rich history (pre-European, the airfield, the racetrack, etc) to build a place-based narrative that can help develop a community with a clear identity. e) Consider how to create a place with a 'village' experience, rather than a collection of car-based land uses. f) Provide a breakout space(s) for casual seating and social engagement, with summer shade and access to winter sun. ***Recommendations*** ***1. Continue to develop and incorporate a place-based narrative that builds on the site's rich history*** ***2. Include a space(s) for casual social interaction.*** ***3. Review the masterplan for the site to establish a cohesive town centre that properly addresses and defines the public realm, and back it up with a comprehensive LDP that provides an acceptable level of certainty and creates a place with a 'village' experience.***
Principle 10 **Aesthetics**		*Good design is the product of a skilled, judicious design process that results in attractive and inviting buildings and places that engage the senses.*
Comments and Recommendation		**Strengths** a) Some attempt at articulating what is essentially a large box. **Areas for improvement** a) The materials do not reflect the (albeit limited) local context and character analysis provided. This also results in a disconnect in the architectural expression, where the building appears to be

		unlinked to the place. b) Use stall risers, piers and solid bulkheads to introduce opportunities for architecture and reduce the homogeneity of the shopfront curtain walling. c) Draw the elevations with more clarity. d) The public art is in the least visible location from the public realm. e) Provide more details on external finishes and avoid pretend 'lookalike' materials – prioritise architectural integrity over creating a stage set. f) Include guidance on materials and finishes for the other parts of the site as part of a more comprehensive masterplan and/or LDP. ***Recommendations*** ***1. Further develop the local character analysis and incorporate the findings into the design.*** ***2. Provide more detailed elevation drawings.*** ***3. Locate public art where it can be best appreciated from the public realm.*** ***4. Include guidance on materials and finishes for the other parts of the site as part of a comprehensive masterplan and/or LDP.***

Design Review progress					
	Supported				
	Pending further attention				
	Not yet supported				
	Yet to be addressed				
		DRP Meeting 1 14/10/2025 Concept 1st DRP	***DRP Meeting 2 03/02/2026 2nd DRP***	***DRP Meeting 3***	***DRP Meeting 4***
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**				

Concluding Remarks

The Panel thanks the Applicant for presenting the proposed design, although it appears to be largely the same as the design and information presented previously.

Notwithstanding the Panel's concerns with the underlying master planning, the proposed design, considered on its own merits, fails to meet even the bare minimum of acceptability as a design response to the 10 principles of SPP7.

The primary concern is the wholly unacceptable interface with the public realm. A street frontage that is composed entirely of open car parking, blank walls and a drive-through is an affront to best-practice planning and urban design. However, it is noted that this could be largely resolved by handing the building, so the western tenancies face the eastern street and the drive-through component is located within the body of the site. This would also free up landscape to better screen the car park than having to screen the building.

Whilst this would go a long way to addressing the DRP's concerns, there remain a host of other issue that also need to be addressed. The Panel is of the view that with sufficient changes and additional information, support for Stage 1 could be achievable.

In addition to the Panel's concerns about the proposal, the Panel, in thinking ahead, is also concerned that the proposed design will prejudice the ability to create a good and meaningful street interfaces around the rest of the street block. Therefore, the Applicant is encouraged to revisit the overall site master planning and back it up with a Local Development Plan that provides an acceptable level of certainty on aspects such as built form, street interfaces, and pedestrian movement. In addition, an overall parking strategy appears necessary to guide the neccessary urban response of the other sites to the Main Street. This would provide the DRP with more comfort that the design will noy prejudice the delivery of a cohesive and appealing activity centre.

The Panel hopes the Applicant takes on board the advice of the DRP and returns in due course with a significantly updated design package that addresses the DRP's concerns, including an updated master plan for the whole site and an LDP, that provides the DRP with the confidence that the Stage 1 development will not prejudice the rest of the centre.

Is the proposal required to go back to a future Design Review Panel Meeting?
Please tick one of the following:
√ **Yes – future full panel design review**
☐ **No – future chair review only**
☐ **No – supported – no further review required**

Is the proposal supported?
Please tick one of the following:
☐ **Yes - Supported**
☐ **Yes - Supported – pending further attention and/or conditions to be imposed**
√ **No - Not supported**

Design Review Report endorsement & DRP Recommendation	 Reviewers Signature Malcolm Mackay DRP Chair

Design Review Report

Location / Venue: **City of Swan - via MS Teams (weblink)**
Meeting Date: **Tuesday 7th April 2026**
Meeting Time: **1.00 pm**

Item 1 – Woolworths – Lot 822 Youle-Dean Road BRABHAM – DRP-18/2025 & DA-1396/2025 – 3rd DRP Meeting

Design Review Report	
Subject	Woolworths & Associated Retail tenants & car park
Design Reviewers	Malcolm Mackay - Chairperson (Mackay Urban Design)
	Brett Wood-Gush – Deputy Chairperson (Insight Urbanism)
	Wayne Dufty – Panel Member (DNA Architects)
	Peter Damen - Panel Member (Level 5 Design)
Proponent & Project Team	Declined invite to attend.
Declarations	None.

Design quality evaluation		
Principle 1 **Context and character**		*Good design responds to and enhances the distinctive characteristics of a local area, contributing to a sense of place.*
Comments and Recommendation		**Strengths** a) Some explanation of the surrounding area has been provided. **Areas for improvement** a) Whilst there may be an indicative master plan in the approver structure plan, it is a poor urban design outcome – and being in an approved document does not make it good. It is also of due consideration rather than an enforceable template. In the absence of a good masterplan, each subsequent application within this street block will need to work exception ally hard to overcome the failings of the master plan demonstrating design merit against the design principles of SPP7 and, potentially, in an environment that has been irrevocably compromised If this proposal is approved.

		b) The structure plan and indicative master plan sets up a planning context that makes a good design outcome particularly challenging, and the proposed design currently fails to overcome those challenges - for example, the plans indicate a second supermarket on the main street. Supermarkets have limited frontage. Hence, the outlook to the Site C car park may be a blank façade, or the second supermarket will have to turn its back on the street. Neither is acceptable. c) Unlike the term 'active frontage, the term 'attractive frontage' is overly subjective and ill-defined, and not an appropriate rationale for the proposed street interface. d) Whist this site needs a meaningful urban design vision, illustrated in a master plan and backed up with an LDP with enough detail that provides a reasonable degree of certainty on aspects such as built form, street interfaces, and pedestrian movement, it is acknowledged that the DRP needs to review the extent of the proposal presented. However, a focus on the current proposal alone risks creating an environment where the ability to achieve a good design outcome for the rest of the site is irrevocably compromised. e) Furthermore, the fragmented model of development, as exhibited at Bullsbrook, erodes trust in the overall vision without clear commitments that hold future developments to account. The current site planning sets up the other sites within the street block with an urban design challenge that is unlikely to be satisfied and, therefore, unlikely to secure DRP support. f) The supermarket has an unacceptably poor relationship (drive-through collection and blank walls) to its only street interface. This is an affront to the public realm. g) The supermarket has no relationship to any other street or area of public domain. h) Swapping the drive-through collection and the western tenancies would move the drive-through component away from the street and create meaningful engagement with the public realm. i) Given that the focus for stage one should be on ensuring the main street [Marvel Entry] on the masterplan is delivered properly, the proposal could assist if located west with its active frontage to this future main street. j) Clarify the intended interface with the residential to the south. k) Provide more detail in the local character analysis

		based on existing character cues rather than future development, noting that this was done reasonably well for the Bullsbrook development (even though it wasn't followed through in subsequent developments in the precinct. ***Recommendations*** ***1. In the absence of a meaningful and appropriate masterplan for a cohesive town centre that properly addresses and defines the public realm (and backs it up with a comprehensive LDP that provides an acceptable level of certainty on aspects such as built form, street interfaces, and pedestrian movement), develop an active appealing interface to the eastern street, or reconfigure the street block so the Supermarket building provides frontage to the western street (Marvel Entry), which is intended to be the future main street.*** ***2. Further refine the overall planning of the street block to ensure that remnant sites can and will be developed in a manner that delivers good quality active streetscape.*** ***3. Further develop the local character analysis, based on existing character cues rather than future development.***
Principle 2 **Landscape quality**		*Good design recognises that together landscape and buildings operate as an integrated and sustainable system, within a broader ecological context.*
Comments and Recommendation		**Strengths** a) A well-intentioned and well considered landscape vision albeit hampered with limited opportunities offered by the site planning. b) A diverse planting palette. c) The subtle references to the previous uses of the site **Areas for improvement** a) Provide confirmation as to whether the verge landscaping will also be delivered, or whether it is shown indicatively. b) Identify where the various tree species are located and back up with a tree canopy plan. c) Include areas of useable landscape that can deliver amenity for staff and visitors, rather than simply using landscape as a screening element to the site's periphery. d) No amount of landscape will be able to compensate

		for the poor architectural response to the adjacent street. e) Confirm the extent of landscape on site (i.e. not include the verge), noting the planning requirement for 10% of the site area. f) Clarify the green area shown on one of the plans to the west of the supermarket car park - is this a possible future village green? The site appears to be too small to generate an effective street front and its own on-site parking ***Recommendations*** ***1. Clarify whether verge landscape is included in the design concept and how, and by whom, it will be delivered.*** ***2. Provide more clarity on the locations of the tree species an extent of tree canopy.*** ***3. Include usable landscape spaces.*** ***4. Clarify the extent of landscape provided on site.*** ***5. Clarify the green area shown on one of the plans to the west of the supermarket car park.***
Principle 3 **Built form and scale**		*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.*
Comments and Recommendation		**Strengths** a) The scale of development is not unusual given the suburban context, although it is underdeveloped in a TOD context. b) The shade structures to the car park are positive. **Areas for improvement** a) The address to the adjacent street is poorly articulated and not activated. b) The northern tenancies trade to the car park and make no contribution to the public realm. Even the closest tenancy to the street presents a blank wall towards the street. c) The western tenancies are likely to trade to a footpath sandwiched against vacant land with an unknown design outcome given the timing of development. d) Consider relocating the supermarket lobby to the NE corner and swapping the drive-through collection with the western tenancies so those tenancies face the street and the drive-through is more discreetly located within the car park and body of the site.

		e) Whilst the idea of shading car bays is supported, the shade structures could be better and more robustly employed as a location for PVs. f) The signage tower in the NW corner of the building is underwhelming and is poorly located for both signage function, given patrons are already in the site and the signs don't relate to the supermarket entrance. g) There is a missed opportunity to reflect the historic land use in the architecture, beyond just a graphic on a wall. h) Review the structure plan and indicative master plan so that the other development sites in the street block can make up for the shortfall in intensity and scale arising from a single-storey supermarket. ***Recommendations*** ***1. Review the current masterplan for the site to create a more cohesive town centre that properly addresses and defines the public realm, and back it up with a comprehensive LDP that provides an acceptable level of certainty on aspects such as built form, street interfaces, and pedestrian movement.*** ***2. Swap the locations of the western retail tenancies and the drive-through collection area to provide engagement with the street.*** ***3. Provide more clarity on the interface with the proposed residential development to the south.*** ***4. Use the car park shade structures as a PV opportunity.***
Principle 4 **Functionality and build quality**		*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.*
Comments and Recommendation		**Strengths** a) The design appears to be a logical response to a functional brief. However, functionality is only one of many design considerations. **Areas for improvement** a) Extend the swept path analysis to include entry and egress movements to the site rather than just entry to the loading bays, to enable better assessment of the need for rollover thresholds and their impact on pedestrian safety and amenity. b) Clarify waste management and collection for all proposed tenancies and the other development

		opportunities within the street block (see previous comments on master planning). c) Clarify the location of AC plant and confirm whether the AHU area identified on the roof plan is for the whole building or just the supermarket. d) Review the relationship between site entries and nearby street and laneway intersections. e) Provide more rationale for the proposed number of car bays. f) The shelf detail below the main entry canopy is a maintenance issue and a prime location for a Pidgeon habitat. g) The footpath area appears overly tight to enable both potential al fresco areas and clear pedestrian movement – provide clear dimensions. h) Relocate the eastern entrance to tenancy T4 so that it opens into, and helps activate, the main lobby. i) Provide more clarity in how changes of level are managed in the rear laneway and adjacent manoeuvring spaces. j) Show bikes in the bike racks near the main entrance to confirm adequate clearance from the main pedestrian route. k) Identify areas for future car parking, access and servicing for the future parts of the development in a refined master plan/ LDP. ***Recommendations*** ***1. Clarify waste management and collection for all proposed tenancies and the other development opportunities within the street block.*** ***2. Clarify the location of all AC plant.*** ***3. Review the relationship between site entries and nearby street intersections.*** ***4. Provide more rationale for the proposed number of car bays.*** ***5. Review the management of the shelf space created below the main canopy.*** ***6. Review the width of the footpath, especially in areas where al-fresco seating could be reasonably anticipated.*** ***7. Review tenancy door locations to further activate the main lobby.*** ***8. Provide more clarity in how changes of level are managed in the rear laneway and adjacent maneuvering spaces.*** ***9. Show bikes in the bike racks near the main entrance to confirm adequate clearance from the main pedestrian route.***

		10. Identify areas for future car parking, access and servicing for the future parts of the development in a master plan/ LDP.
Principle 5 **Sustainability**		*Good design optimises the sustainability of the built environment, delivering positive environmental, social and economic outcomes.*
Comments and Recommendation		**Strengths** a) Use of PV is implied in some of the imagery provided (although not backed up in any plans including the roof plan). **Areas for improvement** a) The lack of any reference to sustainability, let alone a meaningful response, is extremely disappointing. Sustainability should be at the core of contemporary design and there is no reason why this project cannot develop a compelling sustainability narrative. b) Ensure sustainability indicatives that are 'baked in' to the design are captured in the drawing set. c) Whilst EoT facilities are identified, they are remote from the bike parking area. d) Confirm the proviso of PV and clarify the intended output. e) Sustainability initiatives that can be readily incorporated include: • DC fast charging for EVs that best matches the duration of visits • Use of low carbon materials, particular for the extensive hardscape, and noting that aluminium is carbon intensive unless it is sourced from recycled material • Use of larger trees • Extensive PV to best match the power demand from the development and backed up with batteries for after-daylight use. • Optimising passive solar gain. ***Recommendations*** ***1. Develop an acceptable response to this fundamental principle.***
Principle 6 **Amenity**		*Good design optimises internal and external amenity for occupants, visitors and neighbours, providing environments that are comfortable, productive and healthy.*

Comments and Recommendation		**Strengths** a) Awnings have been provided to shop fronts. b) Some car bays have shade cover. **Areas for improvement** a) Clarify the proposed mitigation of noise impacts on the residents to the south from truck movement and rooftop plant. b) Demonstrate through an improved masterplan/ LDP how a pedestrian network with high amenity can be delivered. c) Provide active frontage to streets to increase amenity and visual interest to the public realm. d) Demonstrate through cross sections the capacity of the shopfront canopies to provide shade and shelter. e) Provide a breakout space(s) for casual seating and social engagement, with summer shade and access to winter sun. ***Recommendations*** ***1. Clarify the proposed mitigation of noise impacts on the residents to the south.*** ***2. Demonstrate through a masterplan/ LDP how a pedestrian network with high amenity can be delivered, including active frontage to streets to increase amenity and visual interest.*** ***3. Identify any staff amenities on the plan.*** ***4. Identify any public amenities on the plan.*** ***5. Review the capacity of the canopies to provide shade and shelter.*** ***6. Provide a breakout space(s) for casual seating and social engagement, with summer shade and access to winter sun.***
Principle 7 **Legibility**		*Good design results in buildings and places that are legible, with clear connections and easily identifiable elements to help people find their way around.*
Comments and Recommendation		**Strengths** a) The architecture makes some effort to highlight the supermarket entrance. **Areas for improvement** a) Develop a direct and meaningful relationship between the proposed uses and the pedestrian network in the adjacent eastern street. b) The lack of a commitment to a pedestrian route in

		this stage of development from the supermarket (the centre's 'anchor') to the future main street to the west and leaving any future connection to the whims of another developer is beyond belief and cannot be supported. c) Provide more than one clearly marked car park footpath and crossing point to the supermarket and shops. d) Include a comprehensive pedestrian network diagram to test where pedestrians come from and go to, both in and around the site, in order ensure there is a clear and connected pedestrian network. e) Clarify and commit to, through an improved master plan/ LDP, the delivery of a cohesive pedestrian network across the whole of the street block. f) Demonstrate through an improved masterplan/ LDP how the future developments on the periphery of the site will contribute and enhance both pedestrian and vehicle legibility. g) Use different coloured canopies to signify the EV charging bays. h) Provide for rideshare pickup and drop off. ***Recommendations*** ***1. Provide active frontage to the adjacent street to increase amenity and visual interest to the public realm.*** ***2. Provide more safe pedestrian routes and clearly delineated pedestrian crossing points within the car park***. ***3. Establish a pedestrian connection from the supermarket to the western street as part of this development.*** ***4. Clarify through an improved master plan/ LDP a cohesive pedestrian network across the site, including a comprehensive pedestrian network diagram.*** ***5. Demonstrate through an improved masterplan/ LDP how the future developments on the periphery of the site will contribute and enhance both pedestrian and vehicle legibility.*** ***6. Explore the use of colour-coded canopy to signify different forms of parking such as EV charging.***
Principle 8 **Safety**		*Good design optimises safety and security, minimising the risk of personal harm and supporting safe behaviour and use.*

Comments and Recommendation		**Strengths** a) Car movements have been largely separated from truck manoeuvring. b) The addition of the NE car park entry helps to reduce the conflicts associated with the main eastern entry. However, this could also/be better achieved by moving the main eastern entry northwards. **Areas for improvement** a) Move the site entries so they do not force traffic directly into the areas most used by pedestrians – the pedestrian/vehicle conflicts arising between the colocation of the main car park entry and the main pedestrian crossing to the supermarket is unacceptable. The main vehicle thoroughfare should not run directly past the building and the main pedestrian entrance and should be redirected, and consideration should be given to closing or modifying the middle crossover. b) The turning movements into and out of the drive-through area happen at a primary car park entry point and at a point shared with truck traffic, which raises safety concerns. c) Provide opportunities for passive surveillance of all pedestrian routes adjacent, into and within the site. d) Extend the swept path analysis to include entry and egress movements to the site rather than just the loading bays. e) Continue pedestrian footpath materials across crossovers. f) Provide more than one pedestrian path and delineated crossing points that link the car park to the supermarket and shops and reinforce crossing points with level changes to avoid it becoming an interpretation of the historic high-speed racetrack straight. ***Recommendations*** ***1. Move (or close) the main eastern site entry so traffic is not force directly into the areas most used by pedestrians.*** ***2. Avoid the sharing of space between cars and large delivery trucks.*** ***3. Extend the swept path analysis to include entry and egress movements to the site rather than just the loading bays.*** ***4. Continue pedestrian footpath materials across crossovers.***

		5. Provide more than one pedestrian path and delineated crossing points that link the car park to the supermarket and shops and reinforce crossing points with level changes. ***6. Demonstrate through an improved master plan/ LDP how the site can accommodate a cohesive and safe pedestrian network, including opportunities for passive surveillance of all pedestrian routes adjacent, into and within the site.***
Principle 9 **Community**		*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.*
Comments and Recommendation		**Strengths** a) An increase in the diversity of local services. **Areas for improvement** a) In the absence of a meaningful heart to the broader activity centre so far, this development should be it. b) Provide an appealing outdoor seating area to engender casual social interaction and contribute to community formation. c) Check whether there is a public art requirement and, if so, develop a public art strategy. d) Look to the site's rich history (pre-European, the airfield, the racetrack, etc) to build a place-based narrative that can help develop a community with a clear identity. e) Consider how to create a place with a 'village' experience, rather than a collection of car-based land uses. f) Provide a breakout space(s) for casual seating and social engagement, with summer shade and access to winter sun. A long south-facing bench adjacent to the busiest traffic intersection in the site does not suffice. ***Recommendations*** ***1. Continue to develop and incorporate a place-based narrative that builds on the site's rich history*** ***2. Include a space(s) for meaningful casual social interaction.*** ***3. Review the masterplan for the site to establish a***

		cohesive town centre that properly addresses and defines the public realm, and back it up with a comprehensive LDP that provides an acceptable level of certainty and creates a place with a 'village' experience.
Principle 10 **Aesthetics**		*Good design is the product of a skilled, judicious design process that results in attractive and inviting buildings and places that engage the senses.*
Comments and Recommendation		**Strengths** a) Some attempt at articulating what is essentially a large box. **Areas for improvement** a) The materials do not reflect the (albeit limited) local context and character analysis provided. This also results in a disconnect in the architectural expression, where the building appears to be unlinked to the place. b) Use stall risers, to introduce more opportunities for architecture and reduce the homogeneity of the shopfront curtain walling. c) The public art is remote from the public realm and largely obscured by landscape. d) Avoid pretend 'lookalike' materials – prioritise architectural integrity over creating a stage set. e) Include guidance on materials and finishes for the other parts of the site as part of a more comprehensive masterplan and/or LDP. f) Whilst the non-orthogonal CFC cladding is supported, the detail will be lost in a monochrome finish- consider how colour could assist in the reading of the panel geometries (and, likewise, the concrete panel detailing). ***Recommendations*** ***1. Further develop the local character analysis and incorporate the findings into the design.*** ***2. Locate public art where it can be best appreciated from the public realm.*** ***3. Include guidance on materials and finishes for the other parts of the site as part of a comprehensive masterplan and/or LDP.*** ***4. Review how colour can be used to better express the architectural detail.*** ***5. Be more consistent in the geometrical language of the canopies.***

		6. Make better and more extensive use of the face-brick, which is a Swan Valley characteristic.

Design Review progress	
	Supported
	Pending further attention
	Not yet supported
	Yet to be addressed

	DRP Meeting 1 14/10/2025 1st DRP	***DRP Meeting 2 03/02/2026 2nd DRP***	***DRP Meeting 3 07/04/2026 3rdDRP***	***DRP Meeting 4***
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**				

Concluding Remarks

The Panel notes that the design provided to the DRP for the third review is essentially unchanged from the previous two reviews other than for the provision of a more detailed set of architectural drawings. It is also noted that the Applicant declined to attend the third DRP.

Notwithstanding the Panel's significant concerns with the underlying master planning and its ability to create a functional and appealing centre across the whole site, the proposed design, even considered on its own, fails to meet even the bare minimum of acceptability as a design response to the 10 principles of SPP7.

The primary concern is the wholly unacceptable interface with the public realm. A street frontage that is composed entirely of open car parking, blank walls and a drive-through is an affront to best-practice planning and urban design. However, it is noted that this could be largely resolved by handing the building, so the western tenancies face the eastern street

and the drive-through component is located within the body of the site. This would also free up landscape to better screen the car park than having to screen the building.

A second major concern is the funnelling of traffic into the area of the car park where there will be the highest pedestrian flows. Again, this a major shortcoming that can be readily addressed by either moving the eastern car park entrance closest to the main supermarket entry further north or deleting it relying on the northeastern site entry. This would significantly reduce pedestrian/vehicle conflicts.

A third major concern is the lack of consideration of safe and appealing pedestrian connectivity. In an activity centre of all places. This is particularly apparent in how pedestrian connectivity from the supermarket to the future main street is 'out of scope' and left to a third party to deliver, or not as the case may be. Likewise, the north-south pedestrian route goes nowhere and simply stops at a place in a laneway where trucks will be reversing.

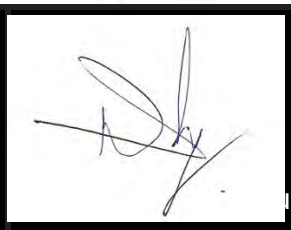
Whilst addressing these three concerns would go a long way to improving the design and easing the DRP's concerns, there remain a host of other issue that also need to be addressed, not least of which is how this proposal is premature insofar as it prejudices the ability to achieve a good design outcome on the other 'out-of-scope' parcels within the overall site – in this respect the Applicant needs to revisit the overall site master planning and back it up with a Local Development Plan that provides an acceptable level of certainty on aspects such as built form, street interfaces, and pedestrian movement. In addition, an overall parking strategy needs to be developed to guide parking integration and ensure an appropriate urban response on the 'out-of-scope' sites to their adjacent streets and, especially, the future main street. This would provide the DRP with the comfort it seeks that the design will not prejudice the delivery of a cohesive and appealing activity centre.

The advice provided by the DRP over the course of the three review meetings has been consistent, has not been unreasonable, and would have been relatively easy to accommodate. The Panel is disappointed that this advice, provided in good faith, has been largely ignored.

In summary the Panel does not support the proposed design as a satisfactory response to the 10 design principles of SPP7.

Is the proposal required to go back to a future Design Review Panel Meeting?
Please tick one of the following:
√ **Yes – future full panel design review (subject to further changes)**
☐ **No – future chair review only**
☐ **No – supported – no further review required**

Is the proposal supported?
Please tick one of the following:
☐ **Yes - Supported**
☐ **Yes - Supported – pending further attention and/or conditions to be imposed**
√ **No - Not supported**

Design Review Report endorsement & DRP Recommendation	 ure m Mackay
	DRP Chair

Government of **Western Australia**
Department of **Health**

Your Ref: DA-1396/2025
Our Ref: F-AA-90521-32 EDOC26/630
Contact: Vic Andrich 9222 2000

Mr Stephen Cain
Chief Executive Officer
City of Swan
PO Box 196
MIDLAND DC WA 6936

Attention: Gabby Popovski, Senior Planning Officer

Via email: swan@swan.wa.gov.au
gabby.popovski@swan.wa.gov.au

Dear Mr Cain

PROPOSED DA – WOOLWORTHS SUPERMARKET – LOT 822 YOULE-DEAN ROAD, BRABHAM

Thank you for your letter dated 24 December 2025, requesting comment from the Department of Health (DoH) on the above proposal.

The DoH provides the following comment which is in addition to advice provided by your local environmental health services in relation to this proposal.

DoH position

☐ No objection – no comments or advice to provide.
☒ No objection – with comments and/or recommended conditions and advice notes provided below.
☐ Do not support – reasons provided below, i.e. additional reports, studies, plans or other information that should be provided to determine public health risk / legislative compliance.

DoH advice and recommended conditions

Infrastructure - Water supply and wastewater disposal

The development is subject to connection to drinking water and sewage services provided by a licensed service provider.

189 Royal Street East Perth Western Australia 6004
Telephone (08) 9222 4222 TTY 133 677
PO Box 8172 Perth Business Centre Western Australia 6849
ABN 28 684 750 332
www.health.wa.gov.au

Food safety
Advise the proponents that any handling of food intended for sale, or sale of food at this facility will need to comply with the *Food Act 2008*, *Food Regulations 2009* and any relevant standards of the *Australia New Zealand Food Standards Code*. This includes the requirement to notify or register the food business under the *Food Act 2008* with the City of Swan Health Services prior to commencing operating.

More information on starting a food business can be found at https://www.health.wa.gov.au/Articles/S_T/Starting-a-food-business-in-WA

Should you have any queries or require further information, please contact System Performance on 9222 2000 or eh.eSubmissions@health.wa.gov.au.

Yours sincerely



Jane Cook
A/EXECUTIVE DIRECTOR
ENVIRONMENTAL HEALTH DIRECTORATE

3 February 2026

Government of **Western Australia**
Department of **Transport**
Urban Mobility

Your ref: DA-1396/2025
Our ref: DT/24/00348
Enquiries: Martin Keen 6551 6453

Ms Gabby Popovski
Senior Planning Oficer
City of Swan
2 Midland Square, Midland
PO Box 196 MIDLAND DC WA 6936
By email: swan@swan.wa.gov.au

Dear Ms Popovski

RE: PROPOSED DAP FORM 1 – WOOLWORTHS SUPERMARKET – LOT 822 YOULE-DEAN ROAD, BRABHAM WA 6005 – DA1396/2025

Thank you for your email dated 24 December 2025 inviting the Department of Transport and Major Infrastructure (DTMI) to provide comment on the above proposed development. The Urban Mobility (UM) division of DTMI has reviewed the submitted documents and advises that we support the proposed development in-principle subject to the recommendations below.

Bicycle Parking & End of Trip Facilities
Section 3.5.2 Bicycle Parking and End of Trip Facilities of the Transport Impact Assessment (TIA) states that no bicycle parking (or end of trip (EOT) facilities) are proposed as part of the development and that there is no provision for bicycle parking and EOT specified for the City of Swan Planning Scheme No. 17 or Braham Local Planning Scheme.

The Planning Report and Development plans, however, state/show a bike store (9) adjacent to the loading dock/service area, five bike racks in the F&B alfresco area, and five bike racks adjacent to Tenancy 8.

Where there is inconsistency between the documents it is important that any planning approval includes the requirement to provide these facilities. DTMI recommended that both bicycle parking and EOT facilities are provided in accordance with *Austroads Guide to Traffic Management Part 11 – Parking (2017) tables 4.3 'parking ratios by land use', and 4.4 'end-of-trip facilities', Austroads Bicycle Parking Facilities report, and AS 2890.3.*

We further advise that the proposed location of the Bike Store adjacent the loading dock/service area does not appear to be fit for purpose due to sharing access with heavy loading vehicles and lack of clear pedestrian access to the store for users from all tenancies of the development. It is important that safe cycling and pedestrian access to the bike store is clearly delineated.

Footpaths & Priority
The Planning Report (p.24) states the design promotes active transport through safe pedestrian connections and cycle facilities.

There is a potential conflict between vehicles and people walking, wheeling and riding at the proposed new crossovers on Everglade Avenue. It should be made clear to exiting and entering drivers that people walking, wheeling and riding have priority. This should be achieved through the continuation of the path paving material over the crossovers.

Suggested conditions
If the City chooses to support the current application, DTMI recommends that the following conditions are imposed as part of any development approval:

1. Bicycle Parking and End of Trip Facilities are to be provided in accordance with *Austroads Guide to Traffic Management Part 11 – Parking (2017)* to the satisfaction of the City of Swan in consultation with the Department of Transport and Major Infrastructure.

2. Footpath paving material is to be continued over the crossovers on Everglade Avenue to demonstrate pedestrian priority, to the satisfaction of the City of Swan in consultation with the Department of Transport and Major Infrastructure.

Supplementary advice:

- Relating to suggested condition 1 above: Safe access to and from the bike store should be provided for cyclists and pedestrians to separate vulnerable road users from loading vehicles and to provide safe pedestrian access from the bike store to the various tenancies within the development.
- The Western Australian Planning Commission (WAPC) released a draft position statement – Electric Vehicle Charging Infrastructure in June 2023. We recommend that that EV charging bays are provided, per Table 1 - Electric vehicle charging infrastructure – recommended provisioning ratios.

Thank you for the opportunity to provide comments for the above development. If you wish to follow up on any of these matters, please do not hesitate to contact Martin Keen on 6551 6453.

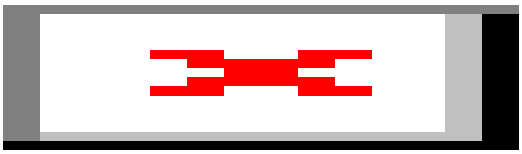
Yours sincerely



Matt Buckels
Manager Strategic Transport Planning

29/01/2026

From: WAPCreferrals <WAPCreferrals@pta.wa.gov.au>
Sent: Tuesday, 27 January 2026 11:27 AM
To: swan Email <swan@swan.wa.gov.au>
Cc: Gabby Popovski <Gabby.Popovski@swan.wa.gov.au>
Subject: PUBLIC TRANSPORT AUTHORITY (PTA) REFERRAL RESPONSE – PROPOSED SUPERMARKET – LOT 822 YOULE-DEAN ROAD, BRABHAM – APPLICATION NO. DA-1396/2025



OFFICIAL

Dear Sir/Madam,

Document Set ID: 9074167
Version: 1, Version Date: 28/01/2026

Thank you for your correspondence dated 24 December 2025 regarding the proposed supermarket development at Lot 822 Youle-Dean Road, Brabham. In response to the correspondence received on this date, please be advised that the Public Transport Authority (PTA) has no objections to the proposal subject to the inclusion of the following condition and advice note on the Metro Outer Development Assessment Panel's decision letter:

Condition:

1. Prior to Occupancy of the development, the applicant/developer shall construct two (2) accessible bus stops along Youle-Dean Road in locations agreed to by the Public Transport Authority (PTA) and to the PTA's specifications, the full cost being borne by the applicant/developer. Refer advice note (a).

   Justification for Condition: As noted in Section 5.9 of the provided Transport Impact Assessment (PTG/03254, Revision B, dated 31 October 2025),

   > "Additional bus stops on Youle-Dean Road may be warranted in each direction between Marvel Entrance and Everglades Avenue to allow… [bus passengers] … to access the site."

   The proposed development, and the larger development site as outlined on development plans, will create a new destination, increasing demand for public transport services and accessibility to the subject site. The requested pair of bus stops will provide public transport accessibility to the development site, from a corridor with a high level of public transport services but no bus stops in the immediate vicinity.

Advice:

a. With regards to condition 1, the applicant/developer is to construct one (1) eastbound bus stop and one (1) westbound bus stop along the development site's frontage to Youle-Dean Road, at a location agreed to by the Public Transport Authority. These bus stops shall be constructed in accordance with Public Transport Authority specifications and be capable of compliance with the *Disability Standards for Accessible Public Transport 2002*. Technical drawings for these bus stops can be provided. For further information, please contact busstops@pta.wa.gov.au.

   Justification for advice: in support of Condition 1.

Should the City of Swan disagree with or resolve not to include as part of its recommendation any of the above conditions or advice, the PTA requests an opportunity to meet and discuss the application further, prior to a final determination being made.

The PTA requests a copy of the final determination on this proposal to be sent to wapcreferrals@pta.wa.gov.au.

Document Set ID: 9074167
Version: 1, Version Date: 28/01/2026

In the interim, if you have any queries, please do not hesitate to contact myself at the email address below.

Yours sincerely,

Jackson Ballardin
Planning Assistant | Infrastructure Planning & Land Services
Public Transport Authority of Western Australia
Tel: (08) 9326 5916
Email: WAPCreferrals@pta.wa.gov.au | Web: www.pta.wa.gov.au
Work days: Mon – Fri

Public Transport Authority

We acknowledge the Traditional Custodians of this land and pay respect to Elders past and present.

The Public Transport Authority of Western Australia cannot accept any liability for any loss or damage sustained as a result of software viruses. You must carry out such virus checking as is necessary before opening any attachment to this message. The information in this email and any files transmitted with it may be of a privileged and/or confidential nature and is intended solely for the addressee(s). If you are not an intended addressee, please notify the sender immediately, and note that any disclosure, copying or distribution by you is prohibited and may be unlawful. The views expressed in this email are not necessarily the views of the Public Transport Authority.

mainroads WESTERN AUSTRALIA

Enquiries: Stefan Wielebinski on (08) 9323 4112
Our Ref: 19/7909 (D26#429754)
Your Ref: DA-1396/2025
DAP Ref: DAP/25/03023

9 April 2026

Chief Executive Officer
City of Swan
PO Box 196
MIDLAND WA 6936

Email: planning.submissions@swan.wa.gov.au (via email)

Dear Sir/Madam,

DEVELOPMENT ASSESSMENT PANEL – PROPOSED WOOLWORTHS SUPERMARKET, RETAIL & COMMERCIAL TENANCIES – LOT 822 YOULE-DEAN ROAD, BRABHAM – CITY OF SWAN – DA-1396/2025 & DAP/25/03023

In response to correspondence received on 10 March 2026, please be advised Main Roads supports the development proposal and recommends that if development approval is granted, the following conditions be imposed:

Conditions

1. All signs must be placed on private property and must not overhang or encroach the Other Regional Road Reservation.
2. Any proposed illumination of the signs must not exceed 300 cd/m^2 (candela per square metre) during the daytime and 150 cd/m^2 during night-time.
3. The signs must not contain fluorescent, reflective or retro-reflective colours or materials.

Main Roads encourages local government in liaising with applicants to promote and capitalise on our pre-lodgement consultation service, prior to lodgement of planning proposals, especially where development plans involve land adjacent to or have the potential to impact on the State road network.

Further information on the pre-lodgement consultation process can be found on Main Roads website at mainroads.wa.gov.au > Technical & Commercial > Planning & Development

Should the City disagree with the above conditions or require further information please do not hesitate to contact Stefan Wielebinski on (08) 9323 4112 prior to the submission of the City's Responsible Authority Report.

Please ensure a copy of the DAP's final determination is sent to planninginfo@mainroads.wa.gov.au.

Yours sincerely

CFudge

Chris Fudge
A/Road Access and Planning Manager

Development Services
629 Newcastle Street Leederville WA 6007
PO Box 100 Leederville WA 6902
T (08) 9420 2099
F (08) 9420 3193

Your Ref: DA-1396/2025
Our Ref: 207337394 - DAP430687
Enquiries: Kerry Moore
Direct Tel: 9420 2209
Email: Building.services@watercorporation.com.au

13 January 2026

Senior Planning Officer
City Of Swan
PO BOX 1410
MIDLAND DC WA 6936

Attention of: Gabby Popovski

Re: 100 EVERGLADES AV BRABHAM LOT 2107

Thank you for your email dated 24th December 2025. We offer the following comments regarding this proposal.

There is a current subdivision application, WAPC 160495 covering the subject area. We will address all our requirements via that process. Tom Foppoli is the contact officer for that application.

Water

Reticulated water is currently available to the subject area. There is currently a 50mm direct service and a 150mm unmetered fire service onsite.

The applicant will be responsible for funding any costs of a water connection (meter) and make payment of the appropriate fees and charges and/or applicable Standard Infrastructure Contributions attributed to the nominated size and flow rate of the connection/s required.

The requirement for a new and/or additional fire service connection (meter) will incur additional costs, attributed to the nominated size of the connection/s required. These connections will also be subject to an agreement at the time of application.

A water connection may result in the installation of a backflow protection device. The applicant must consult a suitably qualified licensed plumbing contractor or hydraulic consultant to assess the developments requirements. The cost of the installation and ongoing testing and maintenance is the responsibility of the lot owner.

Wastewater

Reticulated sewerage is currently available to the subject area. All sewer main extensions, if required for the development site, should be laid within the existing and proposed road reserves, on the correct alignment and in accordance with the Utility Providers Code of Practice.

It should be noted that existing sewerage mains are located within the subject land near the northern boundary. An easement exists over the sewer main. Any portion of the proposed development which is in close proximity to this reticulated sewer mains may require structural piles to protect the sewer main in accordance to our technical guidelines. These will be required to be submitted at time of building approval. Piling design for sewer main protection shall be designed by a suitably qualified practicing professional engineer who has appropriate structural engineering experience, and is a holder of our current design standards.

Approval for works
Any works carried out in proximity to our Assets must receive prior approval by applying for an Asset Protection Risk Assessment (APRA) To assess whether the proposed development will require and APRA details of the Prescribed Proximities and relevant legislation are available in our guidelines.

Building Approval Application
The applicant is required to submit a Commercial Application by using our online portal BuilderNet. Attachments required for approval will include:

- Final construction site & architectural floor plans
- Engineer certified piling detail plans
- Hydraulic Plans – Water & Wastewater

The information provided above is subject to review and may change. If the proposal has not proceeded within the next 6 months, please contact us to confirm that this information is still valid. Please provide the above comments to the landowner, developer and/or their representative. Should you have any queries or require further clarification on any of the above issues, please do not hesitate to contact our Enquiries Officer.

Kind Regards,

K Moore

Kerry Moore
Advisor - Building Services
Development Services
Assets Planning & Delivery Group
E building.services@watercorporation.com.au
T 13 13 95

WATER CORPORATION

watercorporation.com.au

Department of Planning, Lands and Heritage

GOVERNMENT OF WESTERN AUSTRALIA

Your ref: DA-1396/2025
Our ref: DP/10/00344
Enquiries: Lina Restrepo (6551 8090)

City of Swan
2 Midland Square
MIDLAND WA 6056

Attention: Gabby Popovski

Dear Gabby,

Lot 822 Youle-Dean Road, Brabham.

Thank you for forwarding the application on 19 December 2025 to provide comments on the proposal for a supermarket, associated retail, speciality retail and car parking.

In accordance with the Western Australian Planning Commission (WAPC) Instrument of Delegation dated 31 March 2025, the Road Planning Team within the Department of Planning, Lands and Heritage provides the following comments.

Land Requirements

Youle-Dean Road is classified as an Other Regional Road (ORR) in the Metropolitan Region Scheme (MRS) and Category 1 per WAPC Plan Number SP 694/7. The site is not affected by the MRS reservation and is located within the area defined by Local Structure Plan SPN/2381, Brabham Third Stage Structure Plan.

Access

The site is currently vacant. As part of the proposal, both Marvel Entry and Everglades Avenue will be extended further south. A new roundabout is proposed at the intersection of Marvel Entry and Youle-Dean Road. The access will be provided via crossovers on Marvel Entry and Everglade Avenue. Heavy vehicles serving the site will enter via Marvel Entry and exit via Everglade Avenue.

Access arrangements are summarised as follows:

- Three crossovers along Everglade Avenue;
- Two crossovers along Marvel Entry; and
- Proposed roundabouts at both Everglade Avenue and Marvel Entry where they intersect Youle-Dean Road.

No access is proposed from Youle-Dean Road, which aligns with the WAPC's Regional Roads (Vehicular Access) Policy D.C. 5.1 that seeks to minimise new crossovers onto regional roads.

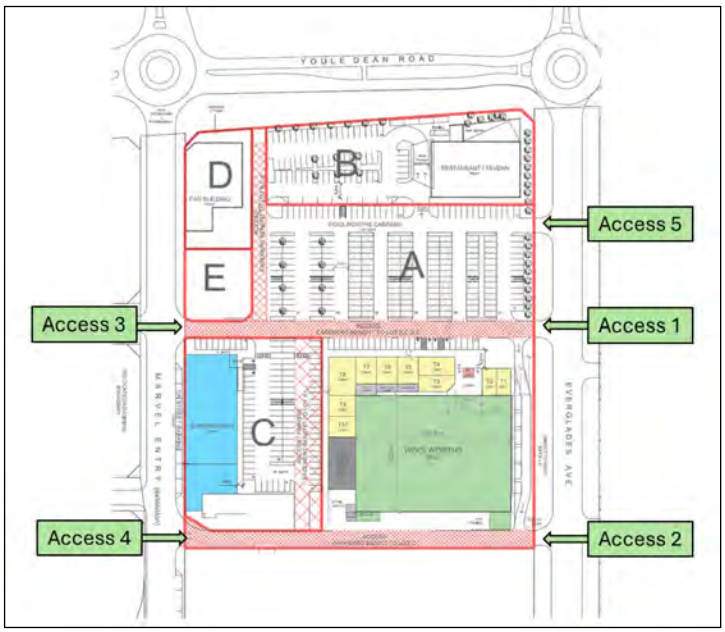
WAPC State Planning Policy (SPP) 5.4 Road and Rail Noise

The proposed development is not sensitive to noise. Therefore, State Planning Policy 5.4 *Road and Rail Noise* requirements and that all necessary measures, as detailed in the SPP 5.4 Implementation Guidelines are not applicable.

Transport Impact Assessment prepared by PTG Consulting dated 31 October 2025

A Transport Impact Assessment prepared by PTG Consulting in October 2025 was submitted in support of the proposed development. The proponent has proposed total five accesses - three from Everglade Avenue and two additional crossovers from Marvel Entry.

Section 3.3 of the TIA indicates full movement access at Access Points 1 to 4 and left-in/left-out at Access Point 5. (refer to below figure). Given the site includes other services and businesses within sections B, D, and E, it is recommended to provide full swept path analysis for service (refuse vehicles) and delivery vehicles for all movements through all access points to service those businesses.



The site plan shows the location of pylons. The pylons should be outside the sight distance triangles for both vehicular movements and pedestrians.

SIDRA modelling indicates acceptable levels of service for most scenarios, except the right-turn from Marvel Entry under the existing layout without development traffic. The existing median appears adequate for accommodating waiting vehicles and may improve intersection performance if modelled correctly.

Scenarios 2 (opening year) and 3 (10-year horizon) show an improvement once the proposed roundabout is installed. The RPT also recommends extending the area of the SIDRA Intersection analysis to include the Drumpellier Road intersection. The Road Planning Team (RPT) recommends upgrading the intersection accordingly to avoid negative impacts on the road network.

The TIA included crash data and analysis for the section of Youle-Dean Road between Marvel Entry and Everglade Avenue. Given significant projected traffic growth, it is recommended for the crash analysis to include a broader road network including the Drumpellier Drive intersection.

Section 5.8 of the TIA does not include the proposed cycling network within the surrounding area. Section 2.7- Existing pedestrian/cycle network- shows an on-road bicycle lane on both sides of Youle-Dean Road, which is connected to a shared path along Drumpellier Drive. It is unclear whether

these bicycle lanes will remain. Clarification is sought on the proposed cycling network considering future traffic volumes, road layout changes such as the proposed roundabout at Marvel Entry.

The TIA, section 3.5.2, states that no bicycle parking or EoT facilities are proposed as part of the development, while the planning report, section 3.3, mentions that bicycle parking is provided adjacent to the car parking area. It is recommended to clarify if bicycle parking and EoT facilities will be provided and include the location of these and safety considerations.

It is anticipated that the City will review the parking layout plan and other aspects in accordance with Australian Standard AS/NZS 2890.1.

Recommendations:

The Department raises no objections to the proposed development. The Road Planning Team recommends that the City of Swan consider the following recommendations:

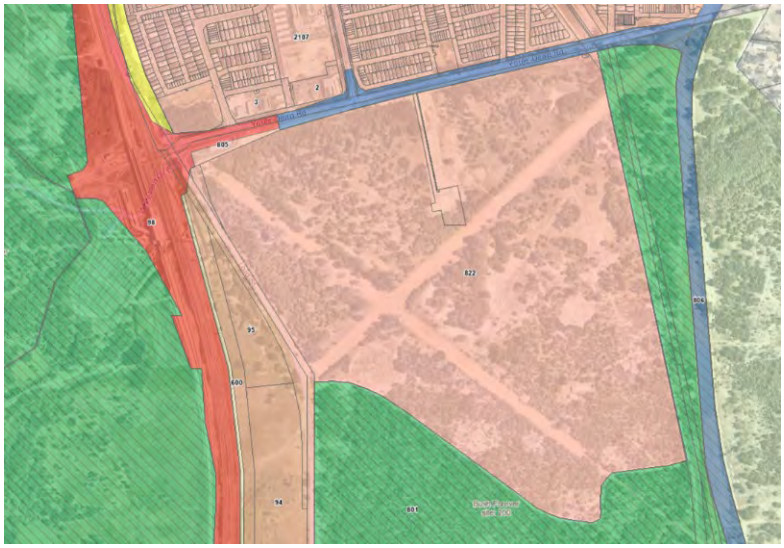
1) The Applicant should confirm that the signage pylons are located:
    i. outside of the sight distance triangles (or sightline triangles) in accordance with Australian Standard AS/NZS 2890.1 and do not obstruct drivers' visibility; and
    ii. the pylons should not obstruct motorists (and cyclists and other micromobility device users) visibility for pedestrian safety in accordance with Figure 3.3 of Australian Standard AS/NZS 2890.1.
2) The Applicant should update the TIA incorporating crash data and crash analysis for a broader road network including Drumpellier Drive intersection due to the proposed development and projected increase of traffic volumes.
3) The Applicant should update the TIA incorporating vehicle swept paths at the intersection of access locations 1 to 5 with the following scenarios:
    i. Refuse collection vehicles and delivery vehicles can make necessary turns safely;
    ii. a B99 vehicle can exit taking left turn from the access while simultaneously, another B99 vehicle can turn left into the access maintaining necessary clearances.
    iii. a B99 vehicle can exit taking left turn from the access while simultaneously, another B99 vehicle can turn right into the access.
4) Update the TIA to include SIDRA Intersection Network models incorporating intersections of Drumpellier Drive – Youle-Dean Road, Youle-Dean Road - Marvel Entrance, Youle-Dean Road – Everglades Avenue, and Youle-Dean Road – Mayfield Drive. The SIDRA Intersection analysis should be conducted for the year of opening and 10 years after opening of the development.
5) The Applicant should show the locations of bicycle parking and end of trip facility.
6) Investigate the potential of include bus stops on Youle-Dean Road and potential conflicts with on-road bicycle lane and safe pedestrian crossings across Youle-Dean Road.

Should you have any further queries, please contact Ms. Lina Restrepo on 6551 8090 or via email to lina.restrepo@dplh.wa.gov.au.

Yours sincerely

Simon Luscombe
Principal Planning Officer
Strategy and Engagement

19 January 2026



MRS map

PART C – CITY OF COCKBURN

1. Declarations of Due Consideration

2. Disclosure of Interests

3. Form 1 DAP Applications

3.1 Lot 67 (11) Garston Way, North Coogee - Mixed Use Development - Multiple Dwellings (28 Units), and Lunch Bar – DAP/26/03052

4. Form 2 DAP Applications

Nil

5. Section 31 SAT Reconsiderations

Nil

Part C – Item 3.1 – 67 (11) Garston Way NORTH COOGEE WA 6163 – Mixed Use Development – Multiple Dwellings (28 units), and Lunch Bar

Form 1 – Responsible Authority Report
(Regulation 12)

DAP Name:	Metro Outer Development Assessment Panel
Local Government Area:	City of Cockburn
Applicant:	Doepel Marsh Architects
Owner:	Henoz Investments Pty Ltd
Value of Development:	$17.5 million
Responsible Authority:	City of Cockburn
Authorising Officer:	Jamie Evans
LG Reference:	DAP25/006
DAP File No:	DAP/26/03052
Application Received Date:	21 January 2026
Report Due Date:	15 April 2026
Application Statutory Process Timeframe:	90 Days
Attachment(s):	1. Application Forms 2. Planning Report 3. Development Plans 4. Landscape Plans 5. Sustainable Design Assessment Report 6. Waste Management Plan 7. Design Review Panel Report 8. Schedule of Submissions

Responsible Authority Recommendation

That the Metro Outer Development Assessment Panel resolves to::

1. **Approve** DAP Application reference DAP/26/03052 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 Cockburn Town Planning Scheme No. 3, subject to the following conditions:

1. Development shall be carried out in accordance with the approved plans.

2. This decision constitutes planning approval only and is valid for a period of 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. **Prior to the issue of a Building Permit**, the landowner/applicant contributing towards development infrastructure provisions pursuant to the City's Town Planning Scheme No. 3, to the City's satisfaction

4. 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, unless otherwise approved by the City.

5. 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.

6. The 5 visitor and 3 commercial car parking bays are to be constructed and maintained in accordance with the City's engineering requirements and design guidelines. The bays must be individually marked on site as 'Visitor Bays' 'Commercial Bays' and made available for use by visitors/commercial members at all times.

7. The loading and/or unloading of vehicles is to occur on-site and in a manner that does not interfere with the parking of vehicles in the car park. All car parking bays in the car park are to be always made available for the parking of vehicles by residents, visitors or employees.

8. Crossover/s to meet City's Vehicle Crossover Specification. A separate approval is required by the City's Development Engineering team. Please submit a crossover application on City's website with a detailed site plan

9. A minimum of 28 bicycle stands/racks that conform to Australian Standard 2890.3 shall be provided in close proximity to the entrance of the building prior to occupation of the building.

10. All stormwater to be contained on site. Stormwater drainage to be able to contain a 1 in 100-year, 24 hour storm event.

11. Details about the stormwater drainage design intended for the proposed development shall be submitted to the **City prior to the lodgement of a**

Building Permit Application, for review and approval. Details should include drainage calculations with catchment area, rainfall intensity etc.

12. A geotechnical report prepared by an appropriately qualified consultant certifying that the ground is capable of accommodating the proposed development, shall be lodged with the City prior to the commencement of construction on site, at the cost of the owner/applicant, to the satisfaction of the City.

13. **Prior to the issue of a Building Permit**, a construction management plan (CMP) 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; and
    f. management of construction waste.

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

14. **Prior to the issue of a Building Permit,** a Traffic Impact Report, shall be submitted to and approved by the City, in line with WAPC guidelines, is required to assess the provision of accessible and continuous pedestrian paths along Parney Close, the proposed parking provision and layout, and loading and unloading facilities.

15. **Prior to the issue of a Building Permit**, an Acoustic Report shall be submitted to and approved by the City, and implemented thereafter, to the satisfaction of the City.

16. **Prior to the issue of a Building Permit,** a notification, pursuant to Section 70A of the Transfer of Land Act 1893 is to be place on the certificates of title of the proposed lot(s) advising of the existence of a hazard or other factor. Notice of this notification is to be included on the diagram or plan of survey (deposited plan). The notification is to state as follows:

    "This lot is located in the vicinity of a transport corridor and is currently affected or may in the future be affected by transport noise. Residential amenity, therefore, may be affected by the transport noise related to this location. Further information is available on request from the City of Cockburn."

    "This land is located within the Cockburn Coast town centre. The vision for this town centre is that of a vibrant mixed use area. Residential amenity, therefore, may be affected by the mixed use nature of the location, including noise and other impacts. Further information is available on request from the City of Cockburn."

17. **Prior to the issue of a Building Permit**, a notification, pursuant to Section 70A of the Transfer of Land Act 1893 is to be place on the certificates of title of the proposed lot(s) advising of the existence of a hazard or other factor. Notice of this notification is to be included on the diagram or plan of survey (deposited plan). The notification is to state as follows:

"This lot is situated in the vicinity of existing industrial land uses currently affected, or may in future be affected by noise".

18. Written confirmation from the builder that all recommendations made in the Acoustic Report have been incorporated into the proposed development, shall be submitted to the City with the Building Permit Application

19. Prior to the occupation of the development, the builder shall provide written confirmation that the requirements of the Acoustic Report referred to in condition 13 have been incorporated into the completed development.

20. **Prior to the issue of a Building Permit** detailed landscaping plan shall be submitted to and approved by the City, and shall include the following:-
    a. the location, number, size and species type of existing and proposed trees and shrubs, including calculations for the landscaping area;
    b. any lawns to be established;
    c. any existing landscape areas to be retained;
    d. those areas to be reticulated or irrigated; and
    e. verge treatments.

21. 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 during the first available planting season post completion of 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.

22. **Prior to the issue of a Building Permit**, the owner/applicant shall:
    a. submit to the City for approval a preliminary proposal for an art work designed be a professional artist at a cost of 1% of the total project cost (to a maximum of $250,000), to be to be located within the subject site as an integral part of the development;
    b. submit to the City for approval an 'Application for Art Work Design';
    c. enter into a contract with a professional artist/s to design and install (if appropriate) the artwork approved by the City.

23. The street number, or where there is no street number, the lot number, shall be clearly displayed on the façade of the building prior to occupation of the building hereby approved and remain in perpetuity to the satisfaction of the City

24. All services and service-related hardware, including clothes drying areas, antennae, satellite dishes and air conditioning units, being suitably located away from public view and/or screened to the satisfaction of the City. The location of services and related service hardware must also minimise the impact of noise on future occupants of the development and adjoining residents.

25. The signage component is not approved as part of this application.

26. **Prior to the issue of a building permit**, a revised Waste Management Plan (WMP) shall be submitted to and approved by the City of Cockburn. The WMP shall be implemented in perpetuity.

27. All waste and recycling materials must be contained within bins. These must be stored in an internal enclosure within the buildings or within an external enclosure located and constructed to the satisfaction of the City. This information shall be submitted to and approved by the City prior to the lodgement of a Building Permit Application.

Advice Notes

a) 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.

b) Please be advised that the development must comply with the requirements of the Building Codes of Australia.

c) Where the obligation for payment of developer contributions has been met by a previous approval, such as subdivision, Condition No. 3 will be deemed to have been complied with. The principles and administrative requirements for Development Contribution Plans are set out in Part 5.3 of the City of Cockburn's Town Planning Scheme No. 3. Further information may be found at https://www.cockburn.wa.gov.au/Building-and-Development/Developer-Contributions

d) In relation to Condition No 13, the CMP shall be implemented to the satisfaction of the City. The Construction Management Plan (CMP) shall be prepared in accordance with the 'City of Cockburn Construction Management Plan Guidelines' (available on the City's website) and shall include the provision of a completed CMP checklist. Please note that in accordance with the Guidelines, a Dust Management Plan and/or Traffic Management Plan may be required to form part of the CMP. You are advised to contact the City's Environmental Health team and Traffic & Transport team to discuss whether these are required.

e) In relation to Condition No 14, the acoustic report shall be prepared by a suitably qualified and recognised acoustic consultant and demonstrate that the design of the development meets the following requirements:
   a. the design of the development when assessed against the criteria within the WAPC State Planning Policy 5.4 entitled "Road and Rail Transport Noise and Freight Considerations in Land Use Planning", will result in acceptable indoor noise levels and at least one outdoor living area exposed to noise which meets the criteria for outdoor living areas identified in Table 1 of the Policy; and
   b. the design and location of plant and other sources of noise within the development (such as air conditioners, entry gates and break out noise) will not exceed the assigned noise levels set out in the Environmental Protection (Noise) Regulations 1997 (as amended); and
   c. hat the proposed design and construction of the habitable areas of the development will comply with the City of Cockburn Noise Attenuation Policy (LPP 1.12), with particular regard to provision 4.2(6) of the Noise Attenuation Guidelines, to satisfactorily attenuate potential future noise levels for the area.

d. that indoor noise levels will comply with the requirements of the National Construction Code (Building Code of Australia) with regard to sound transmission between units and floors of the development

f) All food businesses shall comply with the Food Act 2008 and Chapter 3 of the Australia New Zealand Food Standard Code (Australia Only).

g) 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.

h) With regard to condition 14, the acoustic report shall be prepared by a suitably qualified and recognised acoustic consultant and demonstrate that the design and location of plant and other sources of noise within the development will not exceed the assigned noise levels set out in the Environmental Protection (Noise) Regulations 1997 (as amended).

i) With regards to street numbering of this proposal, you are advised to contact the City’s Strategic Planning team on 9411 3444 or email streetnumbers@cockburn.wa.gov.au to ensure that any street numbers used comply with the City’s requirements.

j) 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

k) 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.

l) The installation of outdoor lighting shall be in accordance with the requirements of Australian Standard AS 4282 - 2019 "Control of the Obtrusive Effects of Outdoor Lighting

Details: outline of development application

Region Scheme	Metropolitan Region Scheme
Region Scheme - Zone/Reserve	Urban
Local Planning Scheme	City of Cockburn Town Planning Scheme No.3
Local Planning Scheme - Zone/Reserve	Development Zone - DA33
Structure Plan/Precinct Plan	Robb Jetty Local Structure Plan No. 33A
Structure Plan/Precinct Plan - Land Use Designation	Mixed Use
Use Class and permissibility:	Residential – D-Use Lunch Bar – Permitted Use
Lot Size:	1500 m2
Existing Land Use:	Vacant Land
State Heritage Register	No
Local Heritage	☒ N/A ☐ Heritage List ☐ Heritage Area
Design Review	☐ N/A ☒ Local Design Review Panel ☐ State Design Review Panel ☐ Other
Bushfire Prone Area	No
Swan River Trust Area	No

Proposal:

The application is seeks approval for a mixed-use development at 11 Garston Way, North Coogee. The development comprises a multi-storey building constructed on a vacant site with dual street frontages, incorporating an 81 m² ground-floor lunch bar, residents' gym, communal facilities and a community pétanque area, with 28 residential apartments located across the upper levels, and storages units.

The residential component provides a diverse mix of one-, two- and three-bedroom dwellings designed to optimise solar access, cross-ventilation and coastal amenity, complemented by balconies, a rooftop communal open-space area.

Vehicle access and servicing are appropriately located via Parney Close to minimise visual and functional impacts on the primary street interface.

The development provides a combination of secure residential, visitor and commercial parking located at ground level, accessed via Parney Close. A total of 36 secure residential car bays is provided through a car-stacker arrangement, along with five dedicated visitor bays.

The ground-floor lunch bar is supported by three on-site commercial bays, including one accessible bay, with the shortfall to statutory requirements addressed through the site's walkable location, and anticipated local support. The proposal also includes generous bicycle and scooter parking facilities for residents, visitors and commercial users.

Proposed Land Use	Residential - Multiple Dwellings Lunch Bar
Proposed Net Lettable Area	81 m² net lettable area for Lunch Bar
Proposed No. Storeys	5 and rooftop terrace
Proposed No. Dwellings	28

Background:

The subject site at 11 Garston Way, North Coogee comprises a vacant 1,500 m² lot located within the Robb Jetty Precinct. The site benefits from dual street frontages to Garston Way to the north and Parney Close to the south. Historically, the land formed part of the former Robb Jetty industrial and processing area. As a result of the planned rezoning of the precinct, the area is transitioning from traditional industrial uses to higher-density residential and mixed-use development.

The land is zoned *Mixed Use R100* under the City of Cockburn Local Planning Scheme No. 3 and the Robb Jetty Local Structure Plan (LSP 33A). This planning framework seeks to deliver a compact urban form characterised by active street frontages and the creation of a vibrant coastal neighbourhood.

The site is currently vacant and contains no existing buildings or vegetation of significance. It is bounded by vacant land to both the west and east, with established residential development to the south.

The subject site is well located within walking distance of the foreshore, public open space and emerging activity nodes, and is supported by existing infrastructure and public transport services.

Legislation and Policy:

Legislation

Planning and Development Act 2005
Planning and Development (Local Planning Schemes) Regulations 2005
Planning and Development (Development Assessment Panels) Regulations 2011
City of Cockburn Town Planning Scheme No.3
Environmental Protection Act 1986
Environmental Protection (Noise) Regulations 1997

State Government Policies

State Planning Policy 4.2 - Activity Centres for Perth and Peel
State Planning Policy 7.0 - Design of the Built Environment

Structure Plans/Activity Centre Plans

Robb Jetty Local Structure Plan No. 33A

Local Policies

Local Planning Policy 1.12 - Noise Attenuation
Local Planning Policy 1.14 - Waste Management

Local Planning Policy 3.1 - Commercial Development
Local Planning Policy 4.6 - Cockburn Coast Design Guidelines for the Robb Jetty and Emplacement Precinct
Local Planning Policy 5.13 - Percent for Art
Local Planning Policy 5.16 - Design Review Pabel
Local Planning Policy 5.18 - Street Trees

Consultation:

Public Consultation

The application was publicly advertised for a period of 14 days between 24 February and 13 March, a letter was sent to 93 nearby landowners/operators.

A total of 6 submission was received. The breakdown of the submissions can be seen below:

Type of Submission	No. Received
Full support	2
Support (with exceptions)	2
Oppose	2

A schedule of submissions is provided as Attachment 8, but a summary of the issues raised in the objections is provided in the table below

Issue Raised	**Officer comments**
Noise omitting from the Cold Store	**Conditions 15, 16, 17, 18, and 19** are imposed on the application to address and mitigate potential noise impacts.
Parking and on street Parking	**Condition 6** is imposed to ensure all parking bays provided for commercial premise and visitors are made available for this use. All local parking regulations will continue to apply, and patrons will be required to comply with these requirements.

Referrals/consultation with Government/Service Agencies

No external referral was required.

Design Review Panel Advice

In accordance with Local Planning Policy 5.16 – Design Review Panel (DRP), the proposal required DRP consideration as its estimated cost exceeds $10 million.

Two Design Review Panel (DRP) meetings were held prior to the lodgement of the application. The DRP provided detailed feedback on the initial design and, at the second meeting, commended the applicant for responding strongly to previous recommendations, which significantly improved the proposal.

DRP Minutes can be found in Attachment 7.

Design Review progress				
	Supported			
	Pending further attention			
	Not yet supported			
	Insufficient information provided by applicant to assess			
		DR1 – 22/10/25	***DR2 – 26/11/25***	***DR3***
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**				

Planning Assessment:

Zoning

The subject site is located within the Mixed-Use zone pursuant to the City's Town Planning Scheme 3 (TPS3). The objectives of the Mixed-Use zone are as follows:

"*To provide for a mixed use environment that includes residential development and a range of compatible smaller scale commercial uses such as office, retail and eating establishments*."

Under the Metropolitan Region Scheme (MRS), the site is zoned Urban . Pursuant to the MRS text, the purpose of the urban zone is to:

"*to provide for residential development and associated local employment, recreation and open space, shopping, schools and other community facilities*"

Robb Jetty Local Structure Plan No. 33A

The Robb Jetty Local Structure Plan No. 33A is the primary statutory planning instrument governing development of the site. The Structure Plan identifies the land for higher-density mixed-use development and establishes the intended urban form, access arrangements and coastal character outcomes for the precinct.

The proposal accords with the Structure Plan by delivering density consistent with the R100 density, providing active interfaces to Garston Way, locating vehicle access off Parney Close and adopting built form and setbacks that is consistent with the surrounding land.

The built form responds to the coastal character and precinct vision through articulated architecture, appropriate building height and materiality suited to the coastal context.

State Planning Policy 4.2 - Activity Centres for Perth and Peel

Activity Centres provides guidance for the integration of mixed-use development and the creation of walkable, activated precincts.

The proposal responds to this policy by delivering an active ground-floor lunch bar, community facilities and pedestrian-oriented design, contributing to street-level activity and reinforcing walkability within the precinct.

State Planning Policy 7.0 - Design of the Built Environment

Design of the Built Environment provides the overarching design framework for development assessment, requiring proposals to demonstrate high-quality built form, contextual responsiveness and positive contributions to the public realm.

The development has been reviewed by the Design Review Panel on two occasions, and the design outcomes demonstrate a strong response to the Design WA principles through articulated massing, active street frontages, coastal-appropriate materials, enhanced landscaping and strong pedestrian interfaces. The incorporation of DRP feedback further supports the proposal's compliance with this policy.

State Planning Policy 7.3 – Residential Design Codes Volume 2

The development is also assessed against State Planning Policy 7.3. The proposal demonstrates broad compliance with the R-Codes Volume 2 and exceeds several minimum requirements, including communal open space provision and liveable housing dwellings. Minor performance-based variations, particularly in relation to side setbacks and solar access distribution, are supported by design outcomes that maintain residential amenity and remain consistent with the intent of the Codes.

The applicant provided a full R-Codes assessment for the proposal. The City has no additional comments.

Local Planning Policy 1.12 – Noise Attenuation

The requirement for an acoustic report was considered during the assessment. It was agreed that an acoustic report is not required to be submitted at the Development Application stage. Accordingly, it is recommended that all acoustic matters be addressed at the building permit stage, as appropriate.

Local Planning Policy 4.6 - Cockburn Coast Design Guidelines for the Robb Jetty and Emplacement Precinct

LPP exempts plot ratio. Within 'High Density Residential' typology Building height plan shows 3-5 storeys. 6 storeys (communal open space and storage) The City does not object to the addition rooftop terrace proposed.

Local Planning Policy 5.13

Percent for Art As the estimated cost of the development exceed $2million, the requirement for public art is triggered as per Local Planning Policy 5.13. Clause 2 of LPP 5.13 states 'All development proposals for multiple dwellings of a value greater than $2 million (exclusive of GST) are to set aside a minimum of one per cent (1%) of the total project cost (up to a maximum value of $250,000) for the development of

artworks on the subject land which reflect the place, locality and/or community.' This has been reflected in condition 22.

City of Cockburn Town Planning Scheme (TPS3)

The subject is zoned Mixed Use R100 under the City of Cockburn Local Planning Scheme No. 3 (LPS3). This zoning facilitates higher-density residential development in conjunction with compatible commercial or employment-generating uses, aligning with the strategic intent for regeneration within the Robb Jetty / Cockburn Coast precinct. LPS3 provides the statutory framework for assessing land use permissibility, development standards, parking and access arrangements, ensuring development outcomes are consistent with the adopted Local Structure Plan and relevant local planning policies.

In addition to its zoning, the site is located within Development Area 33 (DA33) – Cockburn Coast Development Area, as identified under the City of Cockburn Town Planning Scheme. The objectives of DA33 promote integrated and orderly development that supports a diverse mix of land uses, housing types and lifestyles, while ensuring that building scale, density and land use transitions are managed sensitively in relation to surrounding development.

Under the development provisions of DA33, each development application is required to achieve a minimum of 85% of the potential dwelling yield permitted under the applicable R-Code identified in the adopted Local Structure Plan. For the subject site, the minimum requirement equates to 12 dwellings. The proposal seeks approval for 28 residential units, significantly exceeding the minimum density requirement and thereby fully complying with, and supporting, the intended development outcomes for the Cockburn Coast Development Area

Land Use

There are a number of land uses being proposed as part of this development

Land Use	TPS3 Definition
Multiple Dwellings	has the same meaning as in the Residential Design Codes
Lunch bar:	means premises or part of premises used for the sale of takeaway food (in a form ready to be consumed without further preparation) within industrial or commercial areas.

Parking:

Residential Parking
Required: 33 resident car bays
Provided: 36 resident bays via a car-stacker system (exceeds requirements by 3 bays).

- 1 bay for each 1- and 2-bedroom apartment
- 2 bays for each 3-bedroom apartment

Residential visitor parking:

- 5 dedicated visitor bays, fully compliant and clearly separated from resident bays.

All residential parking is secure and restricted to residents
Commercial:
Required: 7 car bays, including 1 accessible bay
Provided: 3 car bays, including 1 accessible bay, a shortfall of 4 bays.

The reduced parking provision for the lunch bar is considered appropriate given its modest size of 81 m², which limits staff numbers and patron turnover. The use is intended to primarily serve the local neighbourhood, with a high proportion of customers expected to access the site on foot. In addition, the development provides bicycle bays in excess of LPP 4.6 requirements for both tenants and patrons, supporting active transport and reducing reliance on on-site car parking.

In addition to the Parking Bays provided the application includes,

- 14 x Residential bicycle bays
- 4 x Residential Visitor bicycle bays
- 10 x Commercial bicycle bays

Traffic

Vehicle access to the development is provided exclusively from Parney Close, enabling Garston Way to remain fully activated and pedestrian-focused, thereby enhancing the streetscape and supporting passive surveillance. Residential parking is accessed via secure, controlled entry, while commercial and visitor bays are available during daytime hours with restricted access at night.

A Traffic Impact Statement, in accordance with WAPC guidelines, is required to assess the suitability of the proposed access and movement arrangements, including the provision of accessible and continuous pedestrian paths along Parney Close, the parking provision and internal layout, and the adequacy of loading and unloading facilities to ensure the safe and efficient operation of the development.

Noting the access from Parney Close, is supported by the City.

Landscaping

The city is satisfied with the initial Landscaping Plan provide as part of the application, attachment 4. A Detailed Landscaping plan is conditioned to be provided, to outline the location, number, size and species of all proposed trees and shrubs, including calculations of the total landscaping area. It will also identify any new lawns to be established, and the portions of the site that will be reticulated or irrigated, along with details of proposed verge treatments.

Conclusion:

The City supports the proposed mixed-use development at 11 Garston Way, North Coogee and considers the variations identified are minor in nature and have been adequately justified through a performance-based assessment. Overall, the proposal is consistent with the objectives and intent of the relevant State and Local planning framework, including the Robb Jetty Local Structure Plan, Mixed Use R100 zoning and Cockburn Coast design policies.

The development will contribute positively to the ongoing redevelopment of the Cockburn Coast precinct by delivering higher-density housing, local employment opportunities and active ground-floor uses that enhance street activation and walkability. The inclusion of a lunch bar and community facilities will provide a valuable local amenity for residents and visitors, while the architectural design, landscaping and public realm interface are considered to improve visual amenity and streetscape character along Garston Way. Having regard to the site's context, the planning framework and the demonstrated compliance outcomes, the proposed development is considered to be a suitable and well-designed addition to the North Coogee area. Accordingly, the City supports the proposal and recommends conditional approval.

This information is provided by the City of Cockburn

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 $17,500,000.00	**$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.	

12,633.00
12.5 x 0.123%
15,375
$28,008.00

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**

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Version: 3, Version Date: 25/07/2025
Document Set ID: 12559858
Version: 1, Version Date: 19/12/2025
Print Date: 15 April 2026, 11:10 AM

This information is provided by the City of Cockburn

Form of Application for Development Approval

OWNER DETAILS

Name: HENOZ INVESTMENTS PTY LTD

ABN (if applicable): 64 680 141 226

Address: SUITE 507, LEVEL 5, 35-45 SPRING ST BONDI JUNCTION N.S.W Postcode: 2022

Phone: Work:	Fax:	Email:
Home:		
Mobile: 0491181133		

Contact person: Daniel Christopher Munoz

Signature: Date: 15/12/2025

Signature: Date: 15/12/2025

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).

APPLICANT DETAILS (IF DIFFERENT TO OWNER)

Name: DOEPEL MARSH ARCHITECTS PTY LTD

Address: P.O. BOX 308 SUBIACO Postcode: 6904

Phone: Work: 0893882281	Email: kim@doepelmarsh.com.au
Home:	
Mobile: 0423255110	

Contact person for correspondence: KIM DOEPEL ARCHITECT ABXA1251

The information and plans provided with this application may be made available by the local government for public viewing in connection with the application. YES

Signature: DMA DIRECTOR Date: 15-12-2025

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PROPERTY DETAILS		
Lot No: 67	House/Street No: 11	House/Street No:
Diagram or Plan No: 54097	Certificate of Title Vol. No: 2689	Folio: 290
Title encumbrances (e.g. easements, restrictive covenants): YES SEE COPY OF TITLE		
Street name: GARSTON WAY	Suburb: NORTH COOGEE	
Nearest street intersection: DARKAN AV.		

PROPOSED DEVELOPMENT	
Nature of development:	☐ Works ☐ Use ☒ Works and use
Is an exemption from development claimed for part of the development?	☐ Yes ☒ No
If yes, is the exemption for:	☐ Works ☐ Use
Description of proposed works and/or land use:	MIXED USE
Description of exemption claimed (if relevant):	N/A.
Nature of any existing buildings and/or land use:	VACANT LAND
Approximate cost of proposed development (excludes GST):	
Estimated time of completion:	18 TO 24 MTHS ON SITE.

PLEASE NOTE: The estimated development cost provided in the development application form will be reviewed and compared to the cost stated in the subsequent building permit application. If a significant discrepancy is identified, the City reserves the right to recover any resulting difference in application fees. The release of the building permit may be deferred until the outstanding fee balance is paid in full.

OFFICE USE ONLY

Acceptance Officer's initials: Date received:

Local government reference No:

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Version: 3, Version Date: 25/07/2025
Document Set ID: 12559852
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PLANNING APPLICATION CHECKLIST

Please note that the City 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 ***(If owner is a Company - Sole Director or a Director and Secretary or a minimum of two Directors as relevant to Company to sign)***	✓
Appropriate fee	
Current copy of Certificate of Title with Diagram and Strata Plan where applicable – *These can be obtained from www.landgate.wa.gov.au*	✓
Detailed written statement in support of the proposal including:	✓
• Full details of the use/development	✓
• Compliance with Scheme/R-Codes/Policies	✓
• Justification for any variations	✓
• Any further information that the City may reasonably require to better understand the proposed development	✓
• Design Quality Statement for 3 or more grouped/multiple dwellings	✓
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)	X
• A statement or report that demonstrates that all relevant bushfire protection acceptable solutions, or alternatively all relevant performance criteria, contained in the *Planning for Bush Fire Protection Guidelines (Latest Edition)* have been considered and complied with, and effectively address the level of bush fire hazard applying to the land	X
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	✓
• Lot number(s), area, boundaries, dimensions of the site and North point	✓
• Location of existing buildings to be retained	—
• Location of proposed buildings and their features (e.g. air conditioning units, clothes drying facilities, etc)	✓
• Details of roads, assess ways, crossovers, car parking and manoeuvring, fencing and verge treatments	✓
• Location and details of existing and proposed landscaping	✓
• Details of open space and outdoor living areas	✓
• Site levels and floor levels	✓
• Location and details of cut/fill and method of retaining	✓
• Method of stormwater treatment (Calculations and Plans)	✓
• Location of bin storage areas (4 or more grouped dwellings and commercial/industrial developments only)	✓
• Location of adjoining buildings and separation distances	✓
• Feature & Contour Survey	✓
Additional Requirements:	
• Coloured streetscape perspectives for all new build commercial and industrial development irrespective of the estimated cost of development.	✓
• Coloured streetscape perspectives for all new build residential development exceeding $500,000 (and includes Single houses)	✓
• Developers endorsement of the proposed development (where required)	—
• Waste Management Plan	✓
• Acoustic Report/Noise Management Plan	✓
• Landscape Plan	✓

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.



KIM DOEPEL ARCHITECT ABWA 1251 15-12-25

Applicant Signature | Print Name | 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.***

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Print Date: 15 April 2026, 11:10 AM

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WESTERN AUSTRALIA

TITLE NUMBER	
Volume	Folio
2689	**290**

RECORD OF CERTIFICATE OF TITLE

UNDER THE TRANSFER OF LAND ACT 1893

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.

BG Roberts
REGISTRAR OF TITLES

REGISTRAR OF TITLES WESTERN AUSTRALIA

LAND DESCRIPTION:

LOT 67 ON DEPOSITED PLAN 54097

REGISTERED PROPRIETOR:
(FIRST SCHEDULE)

HENOZ INVESTMENTS PTY LTD OF SUITE 507 LEVEL 5 35-45 SPRING STREET BONDI JUNCTION NSW 2022
(T Q541601) REGISTERED 11/8/2025

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

1. K557112 NOTIFICATION CONTAINS FACTORS AFFECTING THE WITHIN LAND. AS TO PORTION ONLY LODGED 4/4/2008.
2. K557113 NOTIFICATION CONTAINS FACTORS AFFECTING THE WITHIN LAND. AS TO PORTION ONLY LODGED 4/4/2008.
3. K557114 NOTIFICATION CONTAINS FACTORS AFFECTING THE WITHIN LAND. AS TO PORTION ONLY LODGED 4/4/2008.

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. 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:	DP54097
PREVIOUS TITLE:	2049-135, 2049-136
PROPERTY STREET ADDRESS:	11 GARSTON WAY, NORTH COOGEE.
LOCAL GOVERNMENT AUTHORITY:	CITY OF COCKBURN

LANDGATE COPY OF ORIGINAL NOT TO SCALE 15/12/2025 02:23 PM Request number: 69181736

Landgate
www.landgate.wa.gov.au

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DOEPEL MARSH architects
Architects
Planners

MIXED USE DEVELOPMENT,
11 GARSTON WAY, NORTH COOGEE

PREPARED FOR HENOZ INVESTMENTS PTY LTD

PREPARED BY DOEPEL MARSH ARCHITECTS + PLANNERS.

18 DECEMBER 2025
25.046



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DOCUMENT CONTROL				25.046
Date	Issue Details	Author	Checked	Approved
18.12.25	DA Planning Report Issue	JM	KD	JM

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Planning Report:

Mixed Use Development, 11 Garston Way, North Coogee.

1 EXECUTIVE SUMMARY

This Development Application seeks approval for a high-quality development at 11 Garston Way, North Coogee. The site benefits from two street frontages, with rear access via Parney Close. Its relatively square configuration has influenced the overall design evolution.

The proposal comprises a contemporary coastal mixed-use building on a currently vacant site, consistent with the *Cockburn Coast Design Guidelines for Robb Jetty & Emplacement Precinct (LPP4.6)*`vision for a vibrant and activated neighbourhood.

The development provides housing diversity through three dwelling types and supports local employment and activation via the inclusion of a lunch bar and communal pétanque area. The design enhances the public realm interface through active street edges, articulated façades, and high-quality landscaping along street frontages and on structure.

Comprehensive assessments—including State Planning Policy 7.0 Design of the Built Environment: 10 Design Principles, SPP 7.3 R-Codes Volume 2, Design WA, Waste Management, ESD, and broader City of Cockburn planning framework compliances—demonstrate that the proposal satisfies strategic and statutory requirements. Minor variations sought are supported by performance-based outcomes for 11 Gaston Way and remain consistent with the intent of the *Robb Jetty Local Structure Plan (LPS 33A)* and the *City of Cockburn Local Planning Scheme 3.*

This report supports the submission of a Development Application and provides supporting documentation to assist the City in assessing the Application. Overall, the proposal represents a well-considered, site-responsive development that will contribute positively to the ongoing transformation of the Cockburn Coast into a sustainable, active, and connected coastal community.

2 LAND DETAILS

The site is bounded by Garston Way to the north and Parney Close (cul-de-sac) to the south, with vacant lots located on both the eastern and western boundaries. Ownership particulars, key land details for the subject site, and details of easements are provided below.

2.1 Owner & Land Details

- Owner: Henoz Investments Pty Ltd
- Lot Number: 67
- Street address: 11 Garston Way, North Coogee
- C/T: Vol 2689 Folio 290
- Area: 1500m²

2.2 Plot Ratio

Under the Cockburn Coast Design Guidelines for Robb Jetty & Emplacement Precincts (Local Planning Policy 4.6), development within the Robb Jetty precinct is guided by design principles that focus on built form quality, streetscape, activation, amenity, and contextual outcomes rather than a strict numeric plot ratio control. LPP 4.6 guides the assessment of Development Applications alongside the approved structure plan, R-Codes, and other relevant policies, with an emphasis on design performance.

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2.3 Land Use

The subject site is zoned R100 – Mixed Use under the Robb Jetty Local Structure Plan (LPS 33A). This zoning supports higher-density residential development alongside compatible employment-generating uses, enabling a mix of housing, commercial activity, and active street frontages. The precinct is intended to deliver a vibrant, mixed-use coastal community, consistent with the long-term regeneration objectives for North Coogee.

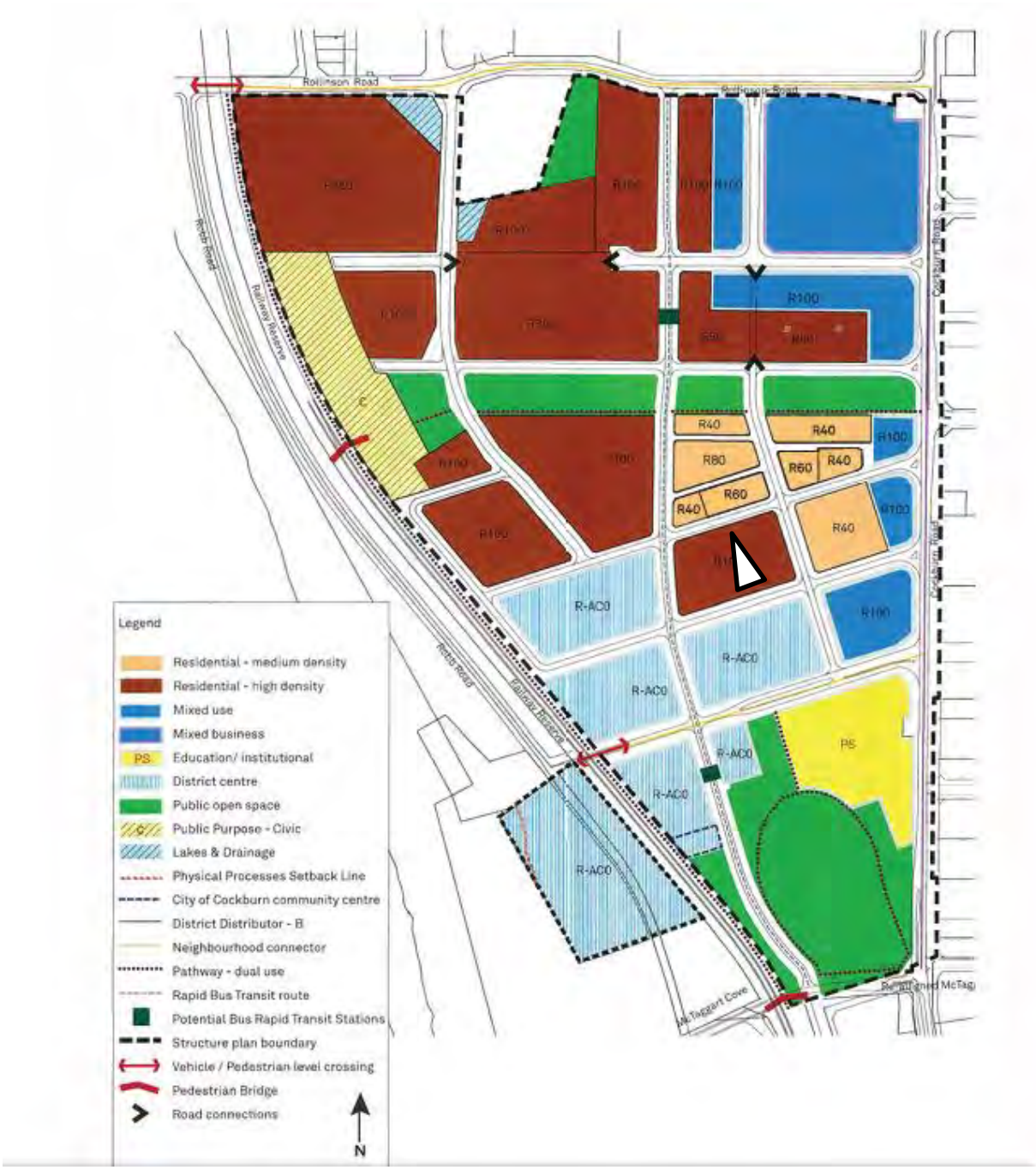


Figure 1: Rob Jetty Local Structure Plan No. 33A Plan 1

2.4 Easements

The Right of Carriageway Easement (Document F939222) in favour of the City of Cockburn has been removed, as it is not applicable to the subject site.

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3 SITE CONTEXT & ANALYSIS

3.1 Site Description

The site is currently vacant and was historically associated with the Robb Jetty processing facilities. It is largely clear of vegetation or structures, enabling efficient redevelopment, and is serviced by existing water, sewer, and electricity infrastructure. The site slopes 1.5m from north-east to south-west toward Parney Close, requiring minimal cut or fill by taking into account the topography and will support integrated stormwater management. Originally part of a proposed road, the land has now been absorbed into the subject lot.

3.2 Surrounding Context

Located in North Coogee, the site benefits from dual street frontages with rear access via Parney Close, with proximity to the foreshore, recreational areas, and local facilities. The precinct is transitioning from industrial and holding yard uses to a consolidated mixed-use coastal community, combining higher-density residential development, employment uses, and active open spaces, with strong pedestrian, cycling, and public transport connections.

3.2.1 Adjacent Land Uses and Streetscape

The site sits within an R100 mixed-use precinct. Surrounding properties include townhouses, multiple dwellings, and warehouse/light industrial buildings, reflecting the intended land-use mix. The streetscape is transitional, with contemporary multi-residential development emerging alongside older buildings, gradually evolving toward a coastal, higher-density character.

Refer Figure 1: Robb Jetty Local Structure Plan No. 33A

3.2.2 Proximity to Transport and Open Space

The site is well connected to local bus services linking Fremantle, Cockburn Central, and nearby activity centres. Future shared pedestrian and cycling paths will connect the site to Port Coogee Marina, the neighbourhood centre, and coastal recreational areas. Public open spaces, including beaches, promenades, foreshore reserves and planned parks, are within convenient walking distance, supporting active transport and recreation.

The site is strategically positioned within the Cockburn Coast redevelopment framework, benefiting from proximity to activity corridors, established and planned infrastructure under the DCP and Local Structure Plan, and a development pattern that supports increased density around activity nodes while maintaining a human-scaled streetscape.

Refer Figure 2: Port Coogee Local Structure Plan

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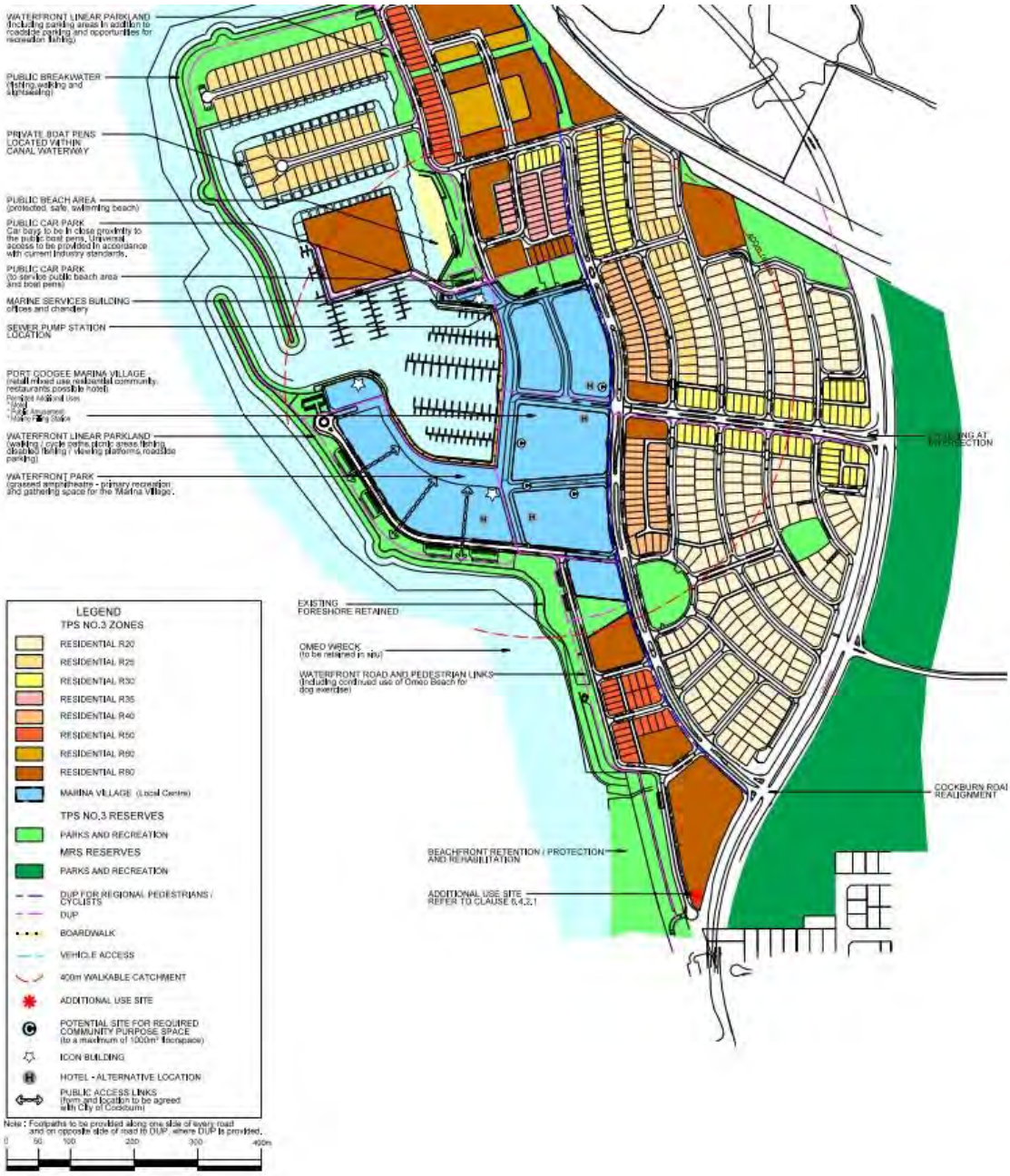


Figure 2: Port Coogee Local Structure Plan

3.2.3 Contextual Design Response

The proposed development responds directly to the surrounding context by providing a mixed-use building that complements the evolving land use mix, enhances streetscape activation through extensive glazed frontages, and limits vehicular access only to Parney Close, thereby prioritising pedestrian-friendly street interfaces to Garston Way. While a road was originally planned through the site, a pedestrian spine has now been established in lieu, providing rear access to the lunch bar via a pedestrian walkway and connecting to Garston Way, improving connectivity and pedestrian amenity.

The square-shaped site and north–south orientation of the block have created a design that engages all four sides. This orientation results in some south-facing apartments due to street alignment to Parney Close; however, through careful layout and planning, 64% of apartments feature northern-facing living areas, optimising solar access and amenity.

Building scale, massing, and articulation have been designed to integrate with neighbouring development while enhancing ocean views, natural ventilation, and overall residential amenity.

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Being in a coastal location, the site is subject to prevailing sea breezes. These conditions have been considered in the building orientation, massing, and façade design to enhance natural ventilation, thermal comfort, and residential amenity. Coastal climatic factors, including salt-laden air and wind exposure, have been considered through material selection, façade articulation, and landscaping design to ensure durability and long-term performance.

Overall, the site characteristics support a responsive and efficient design outcome that integrates environmental conditions, topography, and infrastructure in accordance with Design WA and best-practice urban design principles.

3.2.4 Design Quality Statement:

The development demonstrates a high level of design quality through the considered use of materials, colours, and architectural detailing, reflecting the Robb Jetty Precinct context. Key design elements include:

- Massing and Orientation:

  The building's massing and orientation respond to the Robb Jetty precinct, reducing perceived bulk through articulated upper levels and varied setbacks to adjoining properties. Mid-length apartments are oriented to provide north-facing living areas, enhancing solar access, natural ventilation and ocean views, while introducing greater articulation to the side elevations compared to the prescribed straight nil and 3 m setbacks at the lower and upper levels respectively.

  The communal open space has been deliberately designed with a compact footprint and is setback and/or screened from side boundaries to ensure no overlooking of neighbouring sites and no visibility from the street below. Associated store areas are setback by approximately 12m, further minimising visual and amenity impacts. Overall, the layout provides efficient circulation, legible building footprints, and an alignment along Garston Way and Parney Close that enhances street activation and contributes positively to the coastal streetscape.

- Material Palette: The development incorporates the Robb Jetty material palette, including limestone cladding, marine-grade ocean-coloured perforated screens, and feature coloured panels in complementary tones, reinforcing the precinct's coastal identity. Light-coloured façade treatments enhance visual lightness and reflect the coastal environment, with accents referencing surf lifesaving colours of red and yellow used in selected locations such as retractable awnings, window reveals, entry gate, and soft furnishing etc.

  Breeze blocks, a common local element, are integrated to provide cross ventilation to the car park, texture, privacy and passive shading. Textured paving in sandy tones further complements the coastal theme. Perforated coloured screens are designed as vertical public artwork elements while also concealing air-conditioning and hot water services to applicable apartment balconies, with discreet inset service access doors.

- Façade Articulation and Modulation: Balconies are modulated and staggered to create movement and depth across the façade, enhancing visual interest, reducing perceived bulk, and contributing to a dynamic streetscape. The primary street façade is clearly defined, with separate and legible entrances provided for the commercial lunch bar (including alfresco access) and the residential lobby, reinforcing activation and functional clarity at ground level.

  While a continuous awning along 80% of the frontage is required, it is not feasible due to the absence of a footpath. However, provision has been made for a centralised awning to clearly identify the residential lobby entrance. Brightly coloured retractable awnings, referencing surf lifesaving colours, define the lunch bar alfresco area and the pétanque pitch, located on the opposite sides of the main residential entrance.

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- Inset East-West Apartment Treatments: Apartments located on the inner sides of the building feature coloured panels that complement the perforated vertical service screens, creating a cohesive composition between functional and decorative elements. These treatments also transition from lighter contrast coloured interior-facing façades to more solid, massed front and rear wall elements, enhancing visual depth and articulation across the building.
- Functional and Amenity Considerations: Communal open spaces, roof terraces, street level gym, and active street frontages including the community pétanque pitch are strategically located to maximise amenity, encourage social interaction, and maintain residential privacy at the upper levels, and passive surveillance. The design responds to natural ventilation, solar access, and prevailing coastal breezes.

Collectively, these design measures achieve a contemporary coastal aesthetic that is sensitive to the precinct's emerging character, reinforces the public realm, and supports the precinct's transition toward a higher-density, walkable, and activated mixed-use coastal community, consistent with the objectives of the Robb Jetty Local Structure Plan and Design WA principles.

4 PLANNING FRAMEWORK CONTEXT

The subject site is guided by a layered planning framework comprising both State-level strategic policy and detailed Local Planning Instruments specific to the Cockburn Coast Redevelopment Area.

4.1 State Planning Framework

At the State level, the proposal is informed by:

4.1.1 State Planning Strategy 2050

Promotes consolidated urban growth, coastal access, and mixed-use development within strategic infill locations. The site aligns with these requirements in provision of 28 proposed apartments of mixed options.

4.1.2 SPP 7.0 – Design of the Built Environment

Establishes the overarching design principles applied to all development, ensuring high-quality built form, integration with local character, and improved amenity.

Two Design Review Panel (DRP) meetings have been held:

- 22 October 2025
- 26 November 2025

The advice and recommendations provided by the Panel have been reviewed and incorporated into the development documentation where appropriate and applicable, ensuring that the design responds effectively to urban design, streetscape, and built form considerations.

DMA responses to the comments on the 10 Design WA principles raised during the DRP reviews have been summarised, accompanying the Minutes of DRP Meetings 1 and 2, included in the Appendix. There has been a very positive response and endorsement from the DRP Committee.

4.1.3 SPP 7.3 – R-Codes Volume 2 (Apartments)

A comprehensive SPP 7.3 R-Codes Volume 2 Template has been completed for the proposed development, addressing all relevant provisions and performance criteria. The assessment demonstrates compliance with the Residential Design Codes (R-Codes) Volume 2 for apartment

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development, including key considerations such as building separation, solar access, deep soil areas, landscaping, privacy, and apartment design quality.

Where performance-based solutions are proposed, full justification is provided within the completed R-Codes Vol 2 Template within the Appendix.

4.1.4 SPP 4.2 – Activity Centres

Where relevant, SPP 4.2 provides guidance on the integration of mixed-use development and the creation of walkable, activated centres consistent with coastal regeneration objectives.

- The proposal addresses SPP 4.2 by delivering a walkable, mixed-use outcome with an activated ground floor, integrating the lunch bar, gym and community pétanque to provide street-level activity consistent with coastal centre regeneration objectives. Safe pedestrian connections, active frontages, and a fine-grain interface support a vibrant local centre environment and reinforce walkability within the precinct.

These State policies collectively support the proposed higher-density, mixed-use development within established infill locations such as North Coogee, particularly where redevelopment contributes to activation and coastal community building.

4.2 Local Planning Framework

At the local level, the site is guided by the City of Cockburn's statutory and strategic planning frameworks, including:

4.2.1 City of Cockburn Local Planning Scheme 3

The site at 11 Garston Way, North Coogee is zoned Mixed Use R100 under the City of Cockburn Local Planning Scheme No. 3 (LPS3). This zoning allows higher-density residential development with compatible employment uses, consistent with the Robb Jetty precinct regeneration. LPS3 regulates land use, development standards, parking, and access, ensuring proposals align with the Local Structure Plan and relevant local planning policies.

4.2.2 Cockburn Coast Design Guidelines for Robb Jetty & Emplacement Precincts (LPP4.6)

The Cockburn Coast Design Guidelines for the Robb Jetty & Emplacement Precincts (LPP 4.6) provide principle-based design guidance to achieve high-quality built form, streetscape activation, and coastal urban character. Key principles include:

- Massing and setbacks that reduce bulk and provide articulated facades.
- Active street frontages and well-defined entrances.
- Use of coastal materials, colours, and landscaping to reinforce precinct identity.
- Integration of communal open space and sustainable design features.

4.2.3 Robb Jetty Local Structure Plan (LPS 33A)

In contrast, the Robb Jetty Local Structure Plan (LSP 33A) is a statutory planning framework that specifies:

- Zoning and density - R100 for 11 Garston Way
- Land use permissibility and precinct hierarchy.
- Setback ranges, building heights, and lot coverage requirements.
- Road and open space networks, including access and connectivity.

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The Robb Jetty Precinct is envisioned as a higher-density, activated coastal neighbourhood transitioning away from historic industrial uses. Development is expected to contribute to a vibrant urban environment with active street edges, articulated building forms, and strong connections to the beach and public realm. Overall, the proposal integrates the key directions of the Robb Jetty Local Structure Plan, contributing positively to the character, amenity, and activation of the broader Cockburn Coast redevelopment area.

4.2.4 Cockburn Coast District Structure Plan (DSP & DSP2)

Forming the strategic basis for redevelopment of the former industrial precinct into a vibrant coastal urban community.

- The proposal aligns with the DSP by:
    - Delivering a true mixed-use outcome, combining a ground-floor lunch bar with residential apartments, consistent with the DSP land-use framework.
    - Contributing to housing diversity through a balanced mix of 1-, 2- and 3-bedroom dwellings.
    - Supporting pedestrian-focused, activated streetscapes along Garston Way through glazing, active uses and public-realm improvements.
    - Providing high-quality landscaping and enhanced pedestrian connectivity between Parney Close and Garston Way, consistent with DSP public-realm and permeability objectives.
    - Respecting coastal character and built-form intent through articulated architecture, appropriate height, and materiality suited to the precinct vision.
    - Promoting sustainable transport through reduced commercial parking, increased bicycle facilities than required and promoting walkability, consistent with DSP movement and access principles.

4.2.5 Policy A6 – Compliance Summary

The proposed mixed-use development at 11 Garston Way demonstrates a high level of design quality consistent with Policy A6 and State Planning Policy 7.0. The design responds to the coastal and mixed-use context of North Coogee through active street interfaces, pedestrian prioritisation, articulated built form, and a material palette aligned with the Robb Jetty precinct. Residential amenity, sustainability, safety, and public realm outcomes are integral to the proposal, which supports the ongoing transformation of the area into a walkable, activated coastal community.

4.2.6 Local Planning Policy 1.12 – Noise Attenuation

Provisions of Local Planning Policy 1.12 – Noise Attenuation Report is not applicable as the eight key triggers identified in the Policy would not apply, and in particular to Items 4 and 5. This is due to the site being located further from the freight corridor and major roads than other sites in North Coogee and Port Coogee which are explicitly targeted by the policy.

The following Table reviews the proposed development against the City of Cockburn local planning framework, including the relevant provisions of Local Planning Scheme No. 3, the Robb Jetty Local Structure Plan, and applicable local planning policies. Compliance and any variations are identified in the Table below, with detailed justification provided where required.

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4.2.7 Review of Cockburn Planning Frameworks as Applicable 11 Garston Way

Item	Requirement	Proposal Response / Compliance
Land Use Mix & Interface	Mixed residential and non-residential uses, with active non-residential ground floor uses. Mixed-use zone functions as an interface between activity areas and residential neighbourhoods.	COMPLIANT: The proposal delivers an appropriate blend of residential and non-residential uses, with a ground-floor commercial tenancy activating Garston Way and residential apartments above, consistent with the LSP's mixed-use intent. Provides 81 m² NLA lunch bar at ground level, defined central residential entrance off Garston Way and associated gym with entrance off the residential lobby providing exposure to the main street. Car parking is concealed behind. Above over 4 levels are 28 residential apartments, delivering appropriate mixed-use interface and active street frontage.
Density & Building Height	R100 density framework, subject to Structure Plan, coastal setbacks, view corridors, and height parameters within the Robb Jetty precinct.	COMPLIANT: Proposal aligns with R100 intent and applicable Structure Plan controls. The development responds to the indicative height and massing expectations identified in the LSP, providing a scale that supports the emerging higher-density character while respecting surrounding development patterns and coastal considerations.
Active Frontages & Street Relationship	Ground floor activation through glazed shopfronts, visible entry points, and avoidance of blank or inactive façades. Car parking and vehicle access should not dominate the street.	COMPLIANT: The architectural expression, material palette and landscape strategy draw from the coastal context and the design cues promoted in the LSP, supporting a cohesive and distinctive Robb Jetty precinct identity. The lunch bar provides an active street interface through extensive glazing and a clearly defined entry. The glazing represents 80% to the streetscape. The adjacent community pétanque pitch further enhances activation along the full Garston Way frontage, supported by the glazed gym behind, which introduces movement and passive surveillance. Vehicle access is appropriately located off Parney Close, ensuring no interruption to the Garston Way streetscape.

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Item	Requirement	Proposal Response / Compliance
Acoustics / Noise & Vibration	Acoustic design needed where sensitive uses interface with noise sources. May require design mitigation or notifications.	COMPLIANT: Living areas and bedrooms appropriately will incorporate design measures to mitigate potential noise impacts. Acoustic requirements will be addressed as part of detailed design in the Building Permit Stage.
Public Realm, Landscaping & Access	High-quality pedestrian environment, landscaping consistent with precinct guidelines, attractive and safe streetscapes, POS integration, potential public art.	COMPLIANT: The proposal delivers a high-quality and cohesive public realm through a landscaping scheme tailored to the coastal context, incorporating durable plant species, shaded areas, and integrated pedestrian pathways. There is significant DSA on both street frontages and on deck landscaping to create significant terraced and large DSA areas for outlook and shade. Dedicated pedestrian access has been purposefully designed to provide a clear and legible connection from Parney Close through to Garston Way, strengthening walkability and wayfinding within the site. Safety is further supported through integrated lighting that improves visibility along pedestrian routes, building entries, and communal areas, ensuring a secure environment during evening hours. Areas suitable for public art have been identified on the plans, adding cultural and visual interest to the public realm.
Infrastructure Contributions	Development Contribution Plans (DCPs) apply to Cockburn Coast / Robb Jetty redevelopment	COMPLIANT: The Services Consultant Team as part of the review process have determined the site is suitable for the level of development in relation to drainage and utilities connection.
Sustainability / Environmental Risk	Address coastal setbacks, sea level rise, WSUD, ecological considerations, and environmental performance.	COMPLIANT: The AHD levels for the site respect the sea level requirements. The ESD Report (Appendix) confirms sustainability measures including water-sensitive design, energy efficiency, and coastal resilience considerations.

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5 PROPOSED DEVELOPMENT

5.1 Development Overview

The design outcome is developed through the Cockburn Coast Design Guidelines for Robb Jetty & Emplacement Precincts – Local Planning Policy LPP 4.6. The development comprises of the following uses:

Ground Floor (Level 1)

- 81 m² NLA commercial space lunch bar orientated to Gaston Way active street frontage including rear lunch bar pedestrian access way from Parney Close;
- Residents' gym;
- Main residential lobby and building entry;
- Community pétanque;
- Shared entry but divided car parking for both commercial , residential visitors and secure residential use, including a loading zones
- Communal facilities, including residential and commercial bin storage and service areas

Levels 2 – 5

- 28 Residential apartments with a mix of unit types
- Balconies and terraces providing amenity and passive surveillance
- Store Rooms where noted

Roof Deck

- Communal open space on the roof level offering visual and acoustic privacy from the floors below and adjacent sites
- Store rooms (where not on the specific apartment floor levels)
- PV Solar panels

5.2 Built Form

The proposed development responds sensitively to the surrounding context through considered building height and setback design. Street frontages fully comply with setback requirements, reinforcing a consistent and activated streetscape. Side setbacks are varied to optimise apartment layouts, ocean views, and residential amenity, while maintaining overall average compliance with planning standards. The upper-level communal open space is stepped and articulated to reduce perceived visual bulk, maintain light access and privacy for adjoining properties, and integrate with the evolving coastal-marine character of the precinct. This level is setback to ensure it is not generally visible from the street below.

5.2.1 Setbacks

Street Frontages

The Cockburn Coast Design Guidelines for the Robb Jetty Precinct (LPP 4.6), specifically Table 5 – Building Setbacks for Mixed Residential Development, set out the required setbacks to achieve a consistent, activated streetscape and to ensure upper levels are stepped back from the primary street interface.

Side and Rear Boundaries

Side and rear setbacks are intended to reduce perceived bulk, maintain neighbour amenity, and preserve light and ventilation. While lower levels allow nil setbacks, setbacks have been varied to accommodate DSA and façade articulation. As shown in the Table below, the proposed setbacks comply with all relevant requirements, with further justification for the side setbacks

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provided in Section 6.2. The side setbacks have no impact of overshowing on neighbouring properties.

Setback	Status	Street (Min & Max)	Side / Rear (Minimum)	Laneway (Minimum)	Public Open Space (Min)
Levels 1 - 3 Compliant	ALLOWED				
		Nil	Nil	Nil	4m to wall and 2m to balconies (cantilevered light weight)
	PROPOSED				
		Level 1: 3m to wall Level 2 – 3 5.05m to wall 2.05m – 3m to balconies (cantilevered / light weight only)	Side An average weighting setback of 3.22m Rear Ranges from 3m to 5.5m	N/a	N/a
Levels 4 – 5 Compliant overall with variation Refer Section 6.2	ALLOWED				
		5m to wall and 2m to balconies (cantilevered / light weight only)	3m	3m	5m to wall and 2m to balconies (cantilevered / light weight only)
	PROPOSED				
		5m to wall and 2.05m to 3m balconies (cantilevered / light weight only)	Side An average weighting setback of 3.22m Rear Ranges from 3m to 5.5m	N/a	N/a)

5.2.2 Height and Massing

Under the Robb Jetty Planning Framework, building height and massing controls, including glazing requirements, are prescribed to ensure development responds appropriately to the coastal context, minimises visual bulk, and maintains residential amenity. The applicable maximum heights and glazing provisions for the subject site are outlined below:

Level 1

- Floor-to-floor heights should be 4.5 m to accommodate commercial uses, enabling flexible tenancy layouts such as café or retail frontages. – Compliant
- Glazing to the frontage 80% - compliant
- A minimum finished floor level of +3.8 m AHD is also required in the precinct to respond to coastal processes (e.g., erosion and accretion) – Compliant

Levels 2 - 5

- Upper residential floors should maintain a minimum 3.1 m floor-to-floor height to support good internal amenity, daylighting, ventilation and adaptability. – Compliant
- Apartments are also required to meet the minimum floor-to-ceiling heights set out in Clause 4.3 of the Residential Design Codes Volume 2 – Compliant
- Glazing should be a minimum of 40%. Compliant at 71%.

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5.3 Residential Components

The apartments are designed to maximise internal functionality, solar access, and natural ventilation. Layouts prioritise efficient use of space, clear circulation, and separation of living and private areas. Balconies, outlooks, and apartment orientation have been configured to optimise amenity, privacy, and connection to the communal open spaces and coastal environment.

5.3.1 Apartment Mix

The proposed development provides a well-considered dwelling mix to cater to a range of household types, comprising:

- 4 × 1-bedroom apartments
- 16 × 2-bedroom apartments
- 8 × 3-bedroom apartments

5.3.2 Apartment Amenity

The apartments have been designed to maximise resident amenity, with attention to cross-ventilation, solar access, and efficient circulation:

- Each apartment features dual access points supported by corridors with extensive operable glazed windows for cross ventilation. Apartment entry doors, together with side louvers and highlight openable windows, further promote cross-ventilation, natural daylight penetration, and visual connectivity throughout the building, enhancing both internal comfort and environmental performance.
- 78% of apartments achieve at least 2 hours of direct sunlight on 21 June, exceeding minimum solar access requirements.
- Circulation and wayfinding are straightforward, from the main residential lobby, visitor car park, or secure residential car park on the ground floor, with all apartments accessible from a central lift core on the levels above the ground floor.

  All communal corridors exceed minimum standards, with widths of 1.5m–2.2m and generous circulation spaces at lift lobbies (3.3m–4.75m), enhancing amenity, legibility, and wayfinding. Apartment entry doors are recessed to define individual entries and create minor lobby spaces (1.9m–2.2m), improving circulation comfort and overall spatial quality.

5.3.3 Liveable Housing

In accordance with the Liveable Housing Design Guidelines and SPP 7.3 Volume 2, the minimum requirement of 20% Silver Level dwellings equates to six (6) apartments.

- Silver Level (8 apartments – 29%) — Refer DA 502
  - Apartments 1, 3, 9, 11, 17, 18, 23 and 24
- Gold Level (4 apartments – 14%) — Refer DA 503
  - Apartments 2, 6, 10 and 14

In total, twelve (12) apartments, representing 43% of the development, achieve Silver or Gold Level Liveable Housing standards. This exceeds the minimum 20% Silver requirement and fully complies with the applicable liveable housing provisions, ensuring improved accessibility, functionality and adaptability for residents with diverse mobility needs, while supporting long-term occupancy and the ability to age in place.

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5.3.4 Communal Open Space

A total of 6 m² per dwelling is required for communal open space, equating to 168 m² for the 28 apartments. A total of 190 m² is proposed, exceeding the minimum requirement.

The communal amenities are located at roof level and provide residents with a combination of internal and external shared spaces, including barbecue facilities, lounges, a rooftop cinema and resting zones. These areas benefit from expansive ocean views and are finished to a high standard.

The western DSA areas have been extended to maximise ocean views while preserving future visual privacy, featuring a clear glass wind shield above the planter. External communal areas are partially covered by a Vergola for shade and weather protection as seasons change. To the east, a privacy screen prevents overlooking of future development.

Collectively, these spaces promote social interaction, support active lifestyles, and foster a strong sense of community, while reinforcing the building's connection to its coastal context. The separation of the communal open space at roof level has been deliberately designed to provide effective acoustic and visual privacy to the dwellings below, minimising noise transmission and overlooking and maintaining a high level of residential amenity.

Residential storage is provided within individual apartment floors, with additional storage areas land-banked on the top floor adjacent to the communal open space. All storage areas are fully compliant with the applicable requirements for size, minimum width and door swing, ensuring convenient and practical access for residents.

The rooftop communal areas are setback and are generally not visible from the street, while the storage areas are significantly setback from the side and rear boundaries. This approach minimises impacts on the streetscape and surrounding properties. The roof areas where practicable are covered with PV panels as per the ESD Report.

5.4 Commercial / Non-Residential Components

5.4.1 Type and Scale of Tenancy

The development includes a lunch bar tenancy of 81 m², incorporating both internal and alfresco seating as well as universal access toilets for staff and patrons. The tenancy is designed to provide local amenity, benefiting both the wider community and residents of the development. The scale and design of the lunch bar are appropriate to the precinct, providing activation at the street level without generating excessive traffic or overshadowing residential amenity.

5.4.2 Access, Servicing, Storage, and Waste Management

Access to the lunch bar is provided via main doors fronting the alfresco area, and rear access from the pedestrian spine, ensuring safe and convenient entry for patrons. Commercial parking and servicing are facilitated through a dedicated car parking area, with a small drop-off area outside the kitchen, allowing delivery vehicles and trucks to access the site safely without impacting residential access. Waste management has been carefully considered, with bins located in close proximity for convenient access while maintaining separation from public areas.

5.4.3 Noise and Acoustic Considerations

Acoustic performance has been considered to minimise impacts on residents and neighbouring properties. The design incorporates internal layouts, acoustic rated building materials, and separation distances to reduce noise transmission from the tenancy, separated from servicing

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areas, and outdoor seating. Any plant and equipment associated with the tenancy are selected and located to comply with relevant acoustic standards and local planning requirements, ensuring that residential amenity is preserved.

5.5 Parking, Access & Traffic

5.5.1 Residential Parking:

The proposal complies with all residential car parking requirements.

- 33 residential car bays are required and 36 bays are provided via car stacker arrangement. Each 1- and 2-bedroom apartment is provided with 1 car bay, and each 3-bedroom apartment is provided with 2 car bays. (Exceeds requirements by 3 car bays). All parking in secure and accessible only by residents.
- Residential visitor parking is fully compliant, with five (5) dedicated bays provided and clearly separated from resident parking. In addition, the commercial car bays are available for reciprocal use during evening periods when the lunch bar is closed.
- Scooter bays exceeding statutory requirements at 5 instead of 4;
- Bicycle parking residents – based on Robb Jetty Guidelines LPP4.6 is:
    - 1 bay per unit = 28 bays.

  Provision for bicycle bays have been provided with alternative options:

    - Provision of secure bicycle bays at ground level – 14 bays
    - Units 2, 6, 10, 12, 13, 14, 15, 16, 19, 22, 25 & 28 have 1m² additional for bike storage - 12 bays
    - Bicycle stands in Communal Open Space - 4 bays

      30 bays (Exceeds Compliant)

  Note: This is double the bicycle bays as required under the SPP7.3 R-Codes Vol 2.

- Bicycle parking for residential visitors meets statutory requirements under the R-Codes. The 4 bicycle stands are located close to the main entrance to the residential lobby entrance for convenience for visitors.

5.5.2 Commercial Parking:

- The lunch bar component provides 3 car bays including 1 accessible bay, which is a shortfall of 4 bays relative to the statutory requirement of 7 (including 1 accessible) .
- The shortfall is offset by:
    - Local neighbourhood use so a proportion of patrons will walk to the premises
    - Additional bicycle parking to encourage alternative transport (under Robb Jetty Guidelines LPP4.6)
        - Required Tenant – 1 with 2 provided (Exceeds Compliant)
        - Required Patron – 1 with 8 provided (Exceeds Compliant)
    - Anticipated patronage largely comprising residents, reducing demand for dedicated car parking.
    - On-street parking along Garston Way further accommodates commercial visitors.

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- Note the one bicycle prerequisite for the Tenant requires an End of Trip facility which is provided. The number of staff will be limited and therefore one shared facility has been provided as there will be less than 5 staff at any one time, working over a staggered period. Refer Section 6.2 for further information.

5.5.3 Access and Street Interface:

Vehicle access is provided from Parney Close, preserving full activation along Garston Way to enhance the streetscape and provide passive surveillance. Residential parking is through secures access, while commercial and visitor bays are accessible during the day with controlled night access. The strategy balances compliance, sustainable transport objectives, and an active, vibrant street frontage.

5.6 Landscaping & Public Realm

The landscaping design for the development has been carefully considered to enhance amenity, contribute to the streetscape, and provide environmental and social benefits.

Based on a site area of 1500m², the required DSA is 150m2. The proposal includes:

- Exceeding Deep Soil Area (DSA) requirements by 54.85m² (37%)
- Providing significant canopy cover for shading, microclimate improvement, and visual amenity.

DSA Location	Total	Grand Total	DSA In Excess	% Extra Over
Required		150.0 M²		
Level 1 (Grd)		114.7m²		
On structure	180.3m²			
Divide 2		90.15m²		
TOTAL DSA		204.85m²	54.85m²	37%

The size and number of trees required is based on the following:

Tree Size	Tree # Based on Area	Required	Provided	Extra Over
Large	1000m²	1	1	
Medium	1 / 400m²	2	1	
Small			10	
Small ornamental			11	
TOTAL # TREES		3	23	20

5.6.1 Landscape Intent

The landscape strategy prioritises a high-quality coastal aesthetic, complementing the Robb Jetty precinct character. Planting is selected to be drought-tolerant, low-maintenance, and resilient to coastal conditions, providing both seasonal interest and long-term sustainability.

5.6.2 Verge Upgrades

The development includes upgrades to the street verge along Garston Way, enhancing pedestrian amenity and improving connectivity. Hard and soft landscaping elements are designed to create a cohesive interface between public and private realms, with a

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predominance of native shrub cover over lawn to ensure a low-maintenance and sustainable streetscape that complements the coastal context.

5.6.3 Canopy Cover and Planting Palette

The planting palette incorporates a mix of native and coastal species to provide layered vegetation and maximise canopy cover. Trees and shrubs are strategically positioned to provide shading to communal and private open spaces, reduce heat island effects, and reinforce the precinct's coastal character. Vegetation also provides visual outlooks from various apartments over DSA at different levels as well as from communal open spaces, enhancing residential amenity and connection to greenery.

Trees are elevated on landscaped terraces and internal courtyards, creating visual interest, privacy, and microclimate benefits for the apartments while maintaining clear sightlines for safety and passive surveillance. The landscaping design integrates functional and aesthetic objectives, delivering both environmental benefits and a high-quality, safe, and attractive living environment.

Overall, the landscaping strategy exceeds statutory requirements, enhances visual and environmental amenity, and contributes to a safe, active, and attractive streetscape.

5.7 Sustainability Features

The development incorporates a range of sustainability measures to minimise environmental impact and support long-term efficiency. Heat island mitigation strategies have been integrated through light-coloured and reflective materials, landscaping, and shading. Construction waste recycling and waste minimisation measures will be implemented to reduce landfill contributions during the building phase. Sustainable transport initiatives include provisions for electric vehicle (EV) charging, promotion of alternative transport modes, and design strategies to encourage a modal shift away from private vehicle use. Additionally, the development will incorporate energy metering and monitoring systems to track performance, optimise energy consumption, and support ongoing sustainability outcomes.

Further detail on these sustainability measures is provided in the ESD Report included in the Appendix.

6 PLANNING ASSESSMENT

This section identifies elements that do not fully comply with planning standards. Compliant aspects are addressed elsewhere in the report. Justification demonstrates that the overall design meets the intent and outcomes of the planning framework.

6.1 Justification of Variations

Summaries comparing proposed development against relevant statutory and policy requirements:

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6.2 Justification of Minor Variations Table

Minor variations sought for the proposal are summarised in the Table below, together with supporting justification:

Variation Sought	Requirement	Proposal Response / Compliance	Supporting Justification
Side Setbacks LPS 3 Cockburn Coast Design Guidelines for Robb Jetty & Emplacement Precincts 4 Annexure C Table 2: Mixed Use	3 m setback on Levels 4 and 5	COMPLIANT: Side setbacks vary across Levels 4 and 5, ranging from 0 m to 12.4m, with an average setback of 3.22m (exceeding 3m requirement). As this is a mixed use high-density development, the City of Cockburn's Strategic Development team (David King) has indicated that a varied setback could be supported in this context to respond to the site layout and adjoining built form.	• The variation allows for better articulation of the building, and supports internal amenity for residents. • The proposal maintains adequate light, ventilation, and privacy for adjoining properties. • Consistent with the objectives of higher-density development within the Robb Jetty Precinct. • The design has been reviewed by the DRP Panel, which expressed support for the proposed layout as discussed during DRP Meeting 2. • The overshading created by the change in the side elevation setbacks has no impact. Refer Overshadow drawings.
Commercial Car Bays (Lunch Bar) LPS 3 Table 3, Commercial Use Classes – Vehicle Parking SHOP: Lunch Bar	Based on 1 car bay /12m² NFA 7 car bays including 1 accessible bay	Provided 3 car bays including 1 accessible bay. This approach balances parking provision with sustainable transport objectives, minimises unnecessary hardstand, and aligns with the intent of encouraging active, pedestrian-friendly streetscapes.	The provision of three car bays is considered sufficient given the small scale of the lunch bar and the anticipated patronage. • The lunch bar is primarily intended for local use, meaning that much of the traffic is expected to be pedestrian. • Additional on-site bicycle parking (three bays) has been provided to encourage alternative modes of transport, including cycling and walking. • Many lunch bar patrons are expected to be residents of the development, which therefore

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Variation Sought	Requirement	Proposal Response / Compliance	Supporting Justification
			will notably reduce the demand for on-site commercial car parking. • On-street parking along Garston Way is also available to accommodate additional parking if required.
Lunch Bar: End of Trip Facilities - Accessible Showers	Min of 2 female and 2 male showers, located in separate changing rooms for first 10 bicycle bays.	The proposed lunch bar is small in scale and is expected to employ fewer than 5 staff at any one time, resulting in minimal demand for bicycle commuting and End-of-Trip facilities. Only 1 bicycle is required. Therefore, 1 UAT has been proposed with shower and change facilities.	Requiring multiple gender-segregated change rooms and showers for a tenancy of this size would be disproportionate and likely underutilised. The proposed EOT provision therefore represents a practical and performance-based response that is appropriate to the scale and operational needs of the use while still supporting sustainable transport outcomes.
	Lockers x 1.5 for each bicycle bay	Lockers have been provided at a compliant and generous rate, with 4 lockers provided where only 2 is required for the required 1 bicycle bay (tenant)	Compliant
Solar Access R-Codes Vol 2, A4.1.1 (a)	Min of 2 hrs sunlight between 9am and 3pm on 21 June (70% of dwellings)	79% of the dwellings fall within the West to East orientation which receive more than 2 hours sunlight between 9am and 3pm on 21 June. Exceeds the 70% requirement. (Fig 4.1b)	Compliant
R-Codes Vol 2, A4.1.1 (b)	Maximum of 15% dwellings receive no direct sunlight between 9am and 3pm on 21 June	For compliance, 15% of the total dwelling yield equates to 5 dwellings. The proposal exceeds this allowance by 1 dwelling, with 6 south-facing dwellings receiving limited winter solar access.	While the proposal does not fully meet the requirement of no more than 15% of apartments receive less than the minimum winter solar access, the overall outcome remains strong, with more than 70% (79%) of dwellings achieving at least two hours of direct sunlight between 9:00 am and 3:00 pm on 21 June. Refer to the following Table for Dwellings Orientation. A small number of south-facing apartments receive limited winter sunlight; however, this is consistent with the existing built context, where surrounding dwellings also orient south due to street and lot orientation. Solar access has been maximised

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MIXED USE DEVELOPMENT, 11 GARSTON WAY, NORTH COOGEE

Variation Sought	Requirement	Proposal Response / Compliance	Supporting Justification
			wherever practicable through careful apartment orientation and internal planning. Based on these considerations, the overall level of residential amenity is considered acceptable.

Summary Table of Dwellings Primary Living Area Orientation

(Based on SSP7.3 R-Codes Vol 2 Table 4.1 Fig 4.1b)

DWELLING APARTMENT NUMBERS	North	East ^	West ^	South
1, 2, 3, 4, 8, 9, 10, 11, 12, 16, 17, 18, 19, 22, 23, 24, 25, 28	**18**			
21, 27		**2**		
22, 26			**2**	
5, 6, 7, 13, 14, 15				**6**
TOTAL	**22**			

^ dual orientation (S)

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7 TECHNICAL REPORTS SUMMARY

The following technical reports have been considered:

7.1 Waste Management Plan

A Waste Management Plan has been prepared for the proposal and is included in the Appendix. Required number of bins for all use types, were based on the *Local Government Waste Management Calculator.* All waste collection will be undertaken by a private contractor, servicing both the residential and commercial components of the development. The waste storage and collection areas have been designed in accordance with relevant standards and are fully compliant with the City's requirements.

Collection Frequency:

- Residential: General waste, FOGO and recycling weekly.
- Commercial: General waste, FOGO recycling and weekly

7.2 Environment ESD

An Environmental Sustainable Design (ESD) Report has been prepared for the development and is included in the Appendix. The report outlines the sustainability measures incorporated into the design, addressing energy efficiency, water conservation, material selection, and passive environmental design strategies. All proposed ESD initiatives are consistent with the City's planning requirements and relevant State policies, ensuring the development achieves a high standard of environmental performance. This Report and proposed ESD Measures have been given a green assessment under SPP 7.0.

7.3 Stormwater

A Stormwater Management Report will be prepared at the Building Permit stage. Roof runoff will be managed on site via six soak wells, designed in accordance with City of Cockburn volume requirements. An external relief system is included to manage overflow. This approach retains and infiltrates stormwater on site, minimising street runoff and maintaining pre-development drainage conditions.

7.4 Acoustic Report

Under the provisions of Local Planning Policy 1.12 – Noise Attenuation, an acoustic report is not required at Development Application stage, as the eight key triggers identified in the Policy are not applicable to the subject site. In particular, the site is located at a greater distance from freight corridors and major road networks than other sites in North Coogee and Port Coogee that are explicitly targeted by the policy.

An appropriately qualified Acoustic Consultant will prepare and submit an acoustic report prior to the Building Permit Application stage.

7.5 Bushfire Assessment

A Bushfire Assessment is not required for this site, as it is not located within a designated bushfire-prone area. Consequently, no bushfire management measures are necessary for the proposed development.

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8 CONSULTATION

The proposal has undergone a comprehensive consultation process, including both formal and informal engagement with relevant stakeholders:

- Pre-lodgement Consultation: Discussions were held with the City of Cockburn to review planning requirements and provide guidance on the proposed development. Key outcomes from these meetings informed the design and planning approach.
- Design Review Panel (DRP): The proposal was presented at two DRP meetings. Minutes of the meetings and Architect responses to DRP comments are included in the Appendix, demonstrating how feedback has been addressed in the current design. The proposed development has received strong support from the DRP Committee.

9 CONCLUSION

The proposed Mixed-Use Development at 11 Garston Way represents a well-considered, site-responsive design that aligns with both State and Local planning objectives while advancing the broader vision for the Robb Jetty precinct. The proposal demonstrates a thoughtful balance between residential amenity, commercial activation, and public realm enhancement, contributing positively to the emerging coastal community. It contributes to a coherent urban fabric consistent with the LPS vision.

By integrating high-quality architecture, active frontages, sustainable design measures, and appropriate urban density, the development enhances the streetscape and supports a vibrant, walkable environment. It responds directly to the site's context, provides diverse housing opportunities, and delivers employment-generating uses at street level, all while respecting the surrounding built form and natural setting.

Given the demonstrated compliance with key statutory and policy requirements, the strategic benefits of activating the precinct, and the high-quality outcomes delivered, the proposal represents a sound planning outcome. Approval of the Development Application will facilitate the continued transformation of the Robb Jetty precinct into a sustainable, engaged, and thriving coastal neighbourhood.

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10 APPENDICES

- Certificate of Titles and Deposited Plan
- Signed Forms
- Architectural Documentation
- SPP7.3 R-Codes Vol 2 Template
- SPP7.0 10 Principles Design Reports_ DRP01 & DRP02
- Landscape Architect Documentation
- ESD Report
- Waste Management Report

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MIXED-USE DEVELOPMENT

DRAWING SCHEDULE	
No.	**Name**
DA000	COVER PAGE
DA001	AERIAL PLAN WIDER CONTEXT
DA002	AERIAL PLAN
DA003	SURVEY PLAN
DA004	SITE ANALYSIS-CONTEXT & CHARACTER_SECTIONS
DA100	SITE PLAN
DA101	BASEMENT FLOOR PLAN
DA102	GROUND FLOOR PLAN (LEVEL 1)
DA103	LEVEL 2 FLOOR PLAN
DA104	LEVEL 3 FLOOR PLAN
DA105	LEVEL 4 FLOOR PLAN
DA106	LEVEL 5 FLOOR PLAN
DA107	COMMUNAL OUTDOOR LIVING PLAN - LEVEL 6
DA108	ROOF PLAN
DA109	PLOT RATIO AREAS- ALL STOREYS
DA110	GFA AREAS- ALL STOREYS
DA201	SECTION 1
DA202	SECTION 2
DA300	NORTH ELEVATION

DRAWING SCHEDULE	
No.	**Name**
DA301	SOUTH ELEVATION
DA302	WEST ELEVATION
DA303	EAST ELEVATION
DA400	TYPICAL LEVEL 2&3- VISUAL PRIVACY (COMPLIANT)
DA401	TYPICAL LEVEL 4&5- VISUAL PRIVACY (COMPLIANT)
DA402	LEVEL 6 COMMUNAL AREA- VISUAL PRIVACY
DA403	OVERLOOKING DIAGRAM
DA404	SOLAR INGRESS-EAST-MORNING-APTS 4,12,19 & 25
DA405	SOLAR INGRESS-WEST-AFTERNOON-APTS 8,16,22 & 28
DA406	OVERSHADOWING DIAGRAM
DA407	GROUND FLOOR CROSS VENTILATION DIAGRAMS
DA408	LEVEL 2 & LEVEL 4 VENTILATION DIAGRAMS
DA409	PROPOSED SOAKWELL
DA500	GROUND FLOOR PLAN (LEVEL 1) LOBBY FINISHES
DA501	PUBLIC ART OPPORTUNITIES
DA502	SILVER LEVEL UNITS
DA503	GOLD LEVEL UNITS
DA600	3D PERSPECTIVES 1
DA601	3D PERSPECTIVES 2
DA602	3D PERSPECTIVES 3
DA603	3D PERSPECTIVES 4
DA604	3D PERSPECTIVES 5

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(LOT 67) 11 GARSTON WAY, NORTH COOGEE WA 6163
HENOZ INVESTMENTS PTY LTD

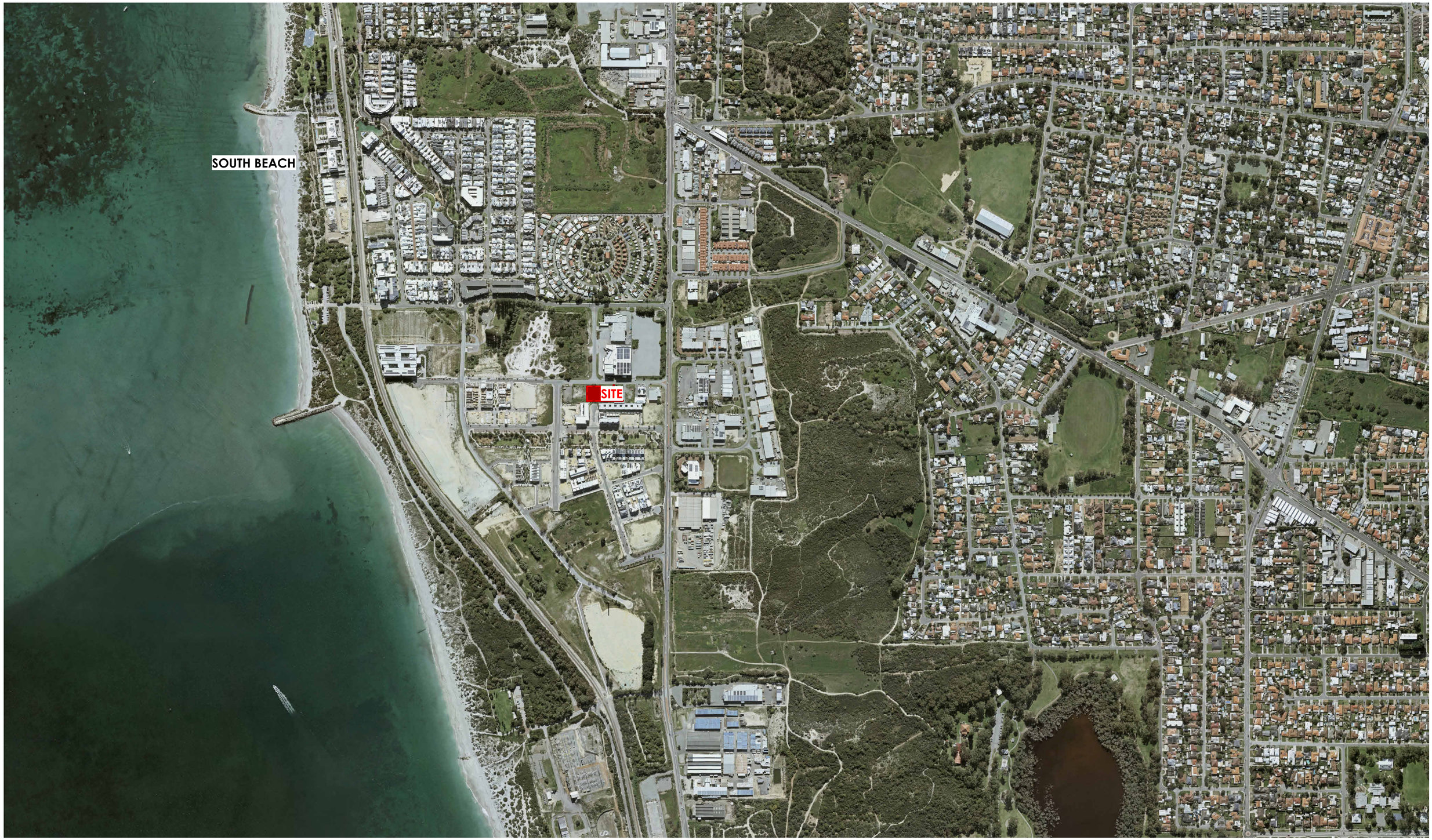
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AERIAL PLAN WIDER CONTEXT
SCALE: 1 : 5000

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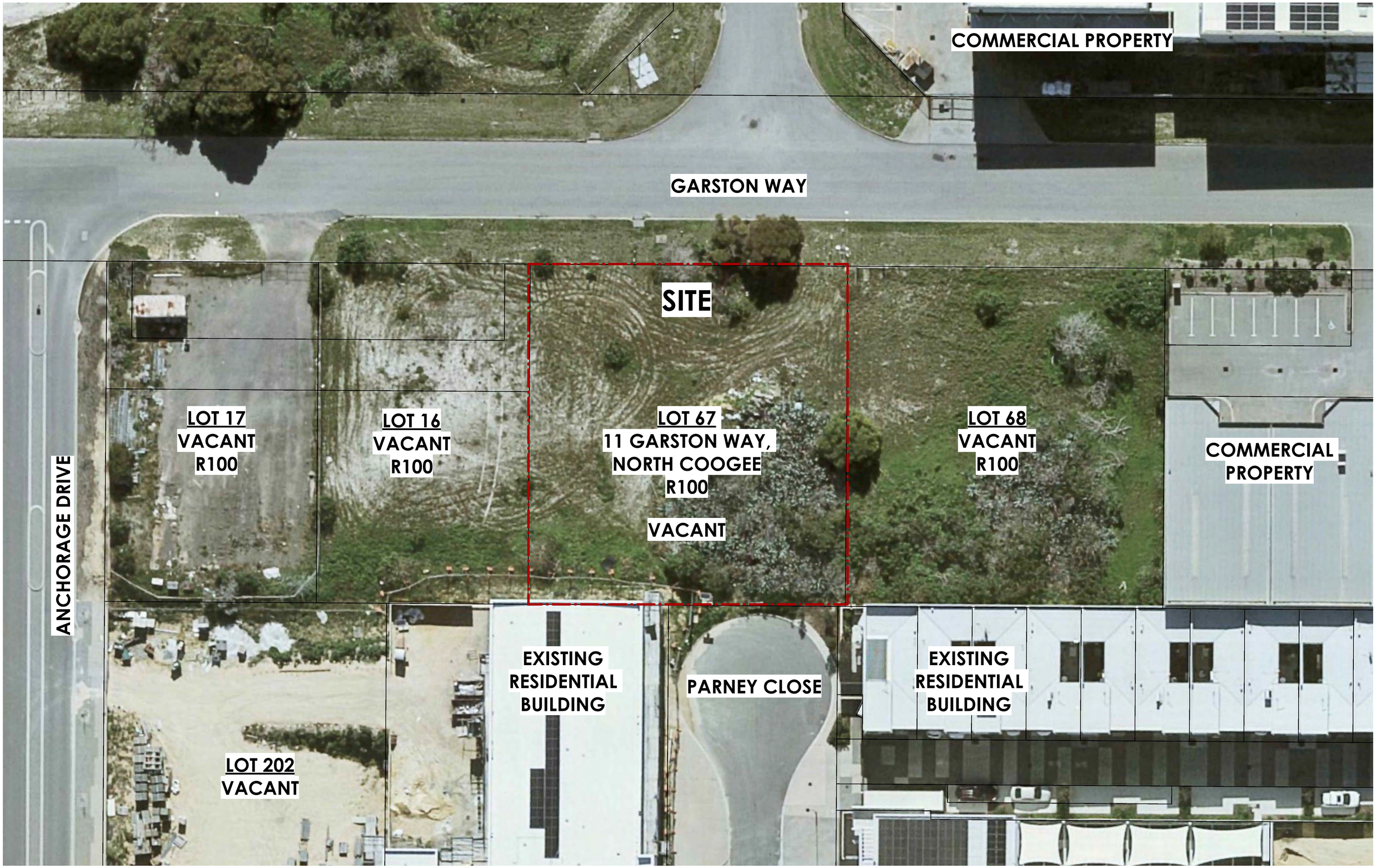
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AERIAL PLAN

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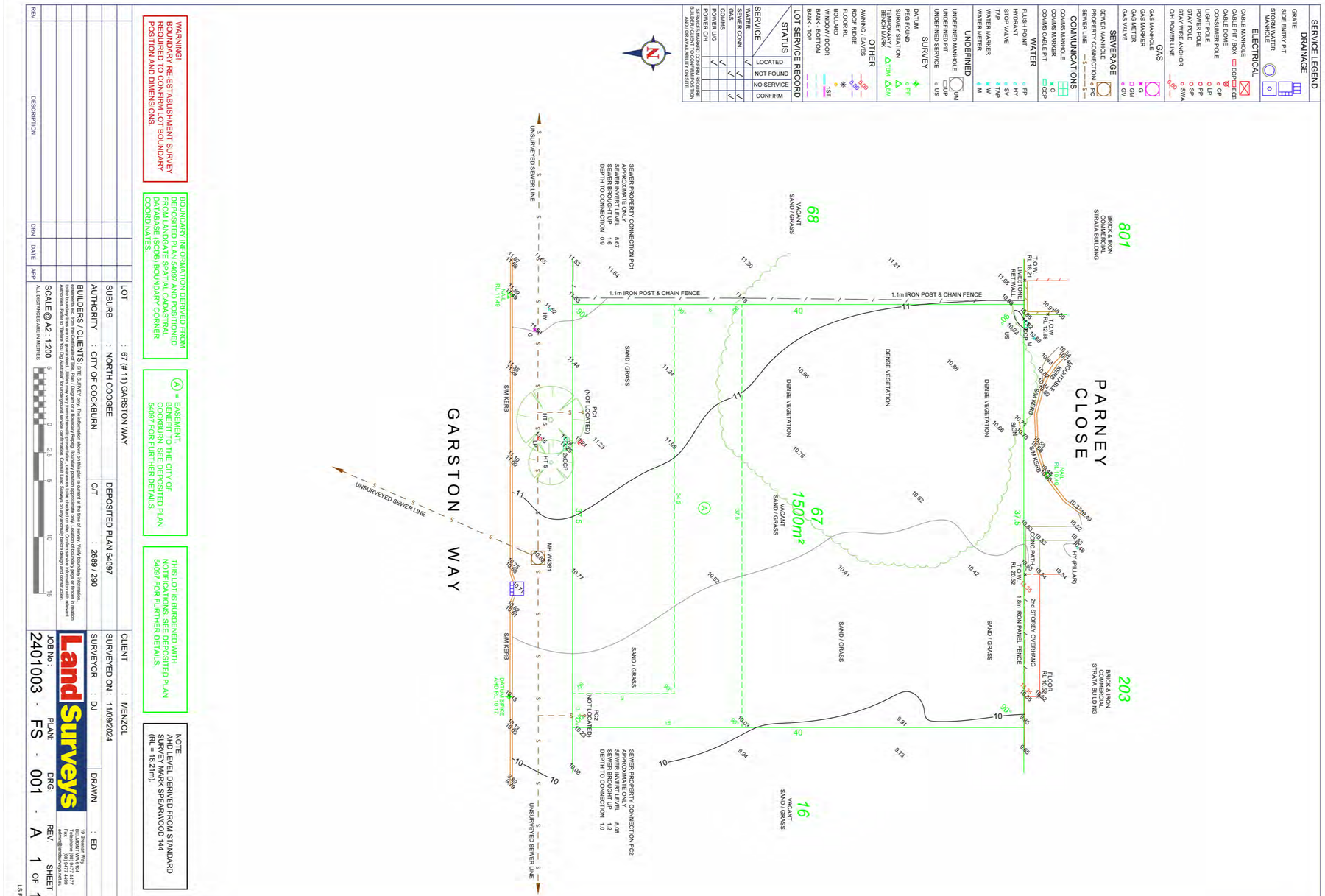
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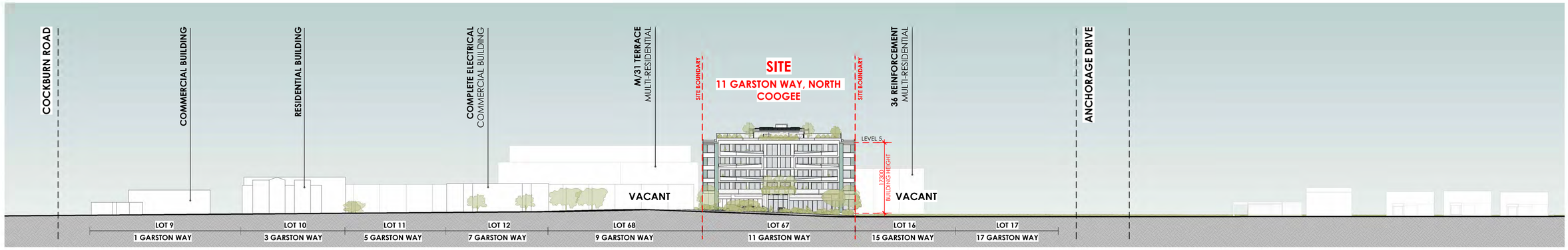
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DA002

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SERVICE LEGEND
DRAINAGE
GRATE
SIDE ENTRY PIT
STORM WATER MANHOLE
ELECTRICAL
CABLE MANHOLE
CABLE PIT / BOX
CABLE DOME
CONSUMER POLE
LIGHT POLE
POWER POLE
STAY POLE
STAY WIRE ANCHOR
O/H POWER LINE
GAS
GAS MANHOLE
GAS MARKER
GAS METER
GAS VALVE
SEWERAGE
SEWER MANHOLE
PROPERTY CONNECTION
SEWER LINE
COMMUNICATIONS
COMMS MANHOLE
COMMS MARKER
COMMS CABLE PIT
WATER
FLUSH POINT
HYDRANT
STOP VALVE
TAP
WATER MARKER
WATER METER
UNDEFINED
UNDEFINED MANHOLE
UNDEFINED PIT
UNDEFINED SERVICE
SURVEY
DATUM
PEG FOUND
SURVEY STATION
TEMPORARY BENCH MARK
OTHER
AWNING / EAVES
ROOF RIDGE
FLOOR RL
BOLLARD
WINDOW / DOOR
MANHOLE / BOTTOM
BANK - TOP
LOT SERVICE RECORD
STATUS
LOCATED
NOT FOUND
NO SERVICE
CONFIRM
SERVICE
WATER
SEWER CONN.
GAS
COMMS
POWER LUG
POWER O/H
SERVICES MARKED CONFIRM REQUIRE EXCAVATION AND / OR AVAILABILITY ON SITE
GARSTON WAY
801
BRICK & IRON COMMERCIAL STRATA BUILDING
203
BRICK & IRON COMMERCIAL STRATA BUILDING
PARNEY CLOSE
68
VACANT SAND / GRASS
67
1500m²
VACANT SAND / GRASS
16
VACANT SAND / GRASS
1.1m IRON POST & CHAIN FENCE
1.8m IRON PANEL FENCE
2nd STOREY OVERHANG
DENSE VEGETATION
SAND / GRASS
SM KERB
CONC PATH
UNSURVEYED SEWER LINE
SEWER PROPERTY CONNECTION PC1
APPROXIMATE ONLY
SEWER INVERT LEVEL 8.67
SEWER BROUGHT UP 1.8
DEPTH TO CONNECTION 0.9
SEWER PROPERTY CONNECTION PC2
APPROXIMATE ONLY
SEWER INVERT LEVEL 8.08
SEWER BROUGHT UP 1.2
DEPTH TO CONNECTION 1.0
PC1 (NOT LOCATED)
PC2 (NOT LOCATED)
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MH HW381
T.O.W. RL 18.21
T.O.W. RL 20.32
FLOOR RL 19.50
T.O.W. RL 19.80
T.O.W. RL 19.49
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T.O.W. RL 19.48

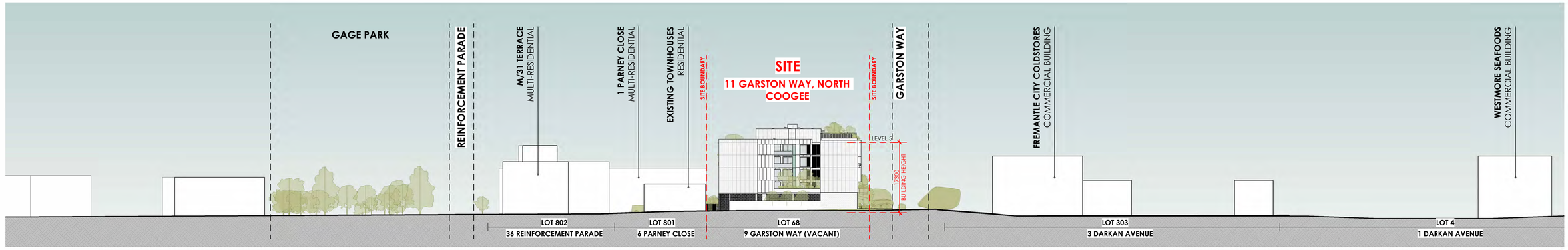
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1 Section 1 _Site Context
SCALE: 1 : 500



LOT 9 (COMMERCIAL BUILDING) | LOT 10 (RESIDENTIAL BUILDING) | LOT 11 (VACANT) | LOT 12 (COMMERCIAL BUILDING) | LOT 68 (VACANT) | LOT 67 (THE SITE) | LOT 16 (VACANT) | LOT 17 (VACANT)



2 Section 2_Site Context
SCALE: 1 : 500



COMMERCIAL BUILDING (VACANT) | GAGE PARK | M/21 TERRACE (MULTI-RESIDENTIAL) | 36 REINFORCEMENT PARADE (MULTI-RESIDENTIAL) | TOWNHOUSES (RESIDENTIAL) | GARSTON WAY ROAD | FREMANTLE COLD STORES (COMMERCIAL BUILDING) | WESTMORE SEAFOODS (COMMERCIAL BUILDING)

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TITLE
SITE ANALYSIS-CONTEXT & CHARACTER_SECTIONS

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PROJECT STATUS
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PROJECT NAME
MIXED-USE DEVELOPMENT

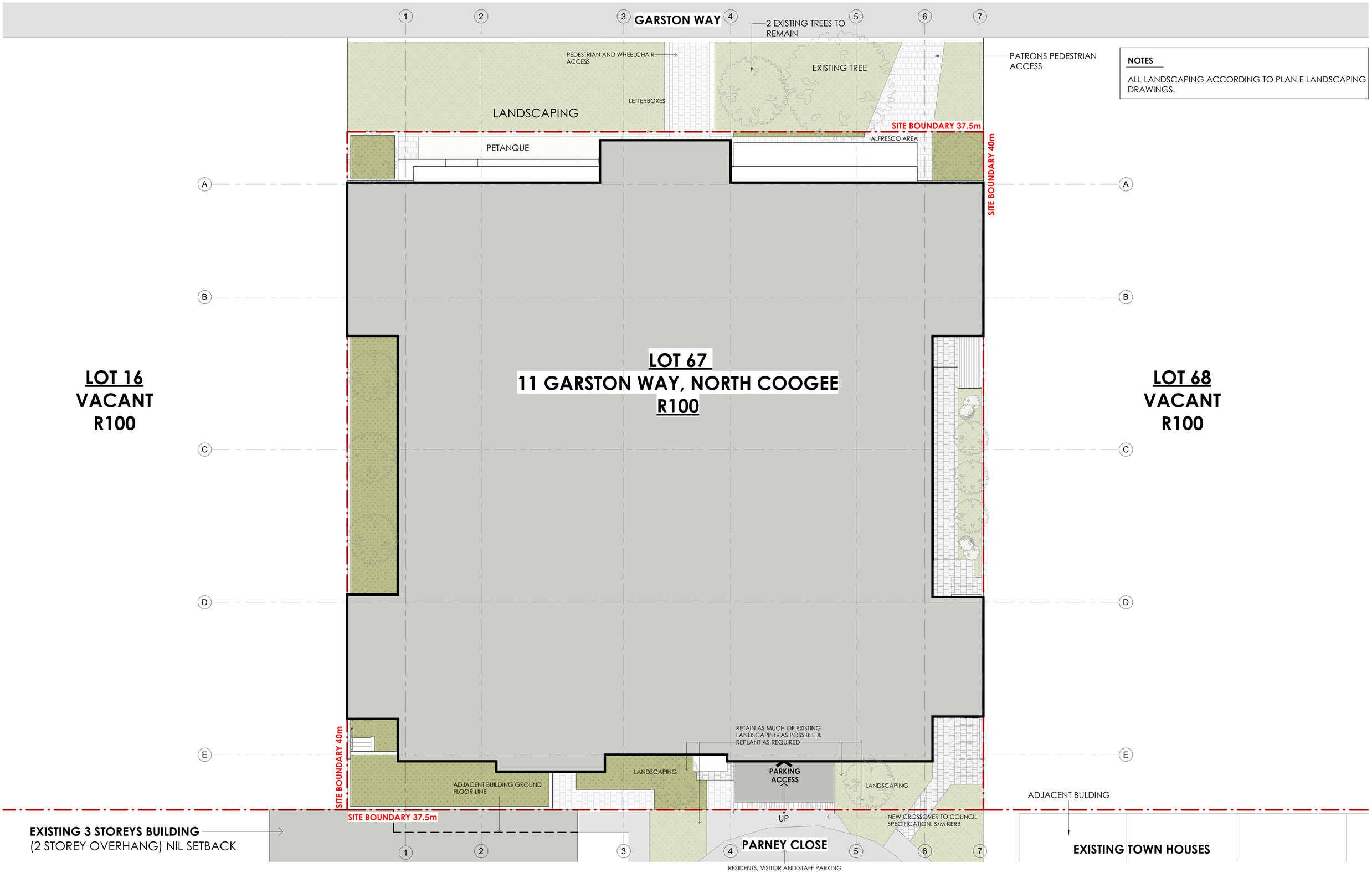
ADDRESS
(LOT 67) 11 GARSTON WAY, NORTH COOGEE WA 6163

25.046

DRAWING NO.
DA004

Document Set ID: 12559852
Version: 1, Version Date: 19/12/2025
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NOTES

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TITLE
SITE PLAN

0 1 2 5 10 20m
SCALE 1:100

PROJECT STATUS
DA- DEVELOPMENT APPLICATION

DATE
19/12/2025 12:54:15 PM

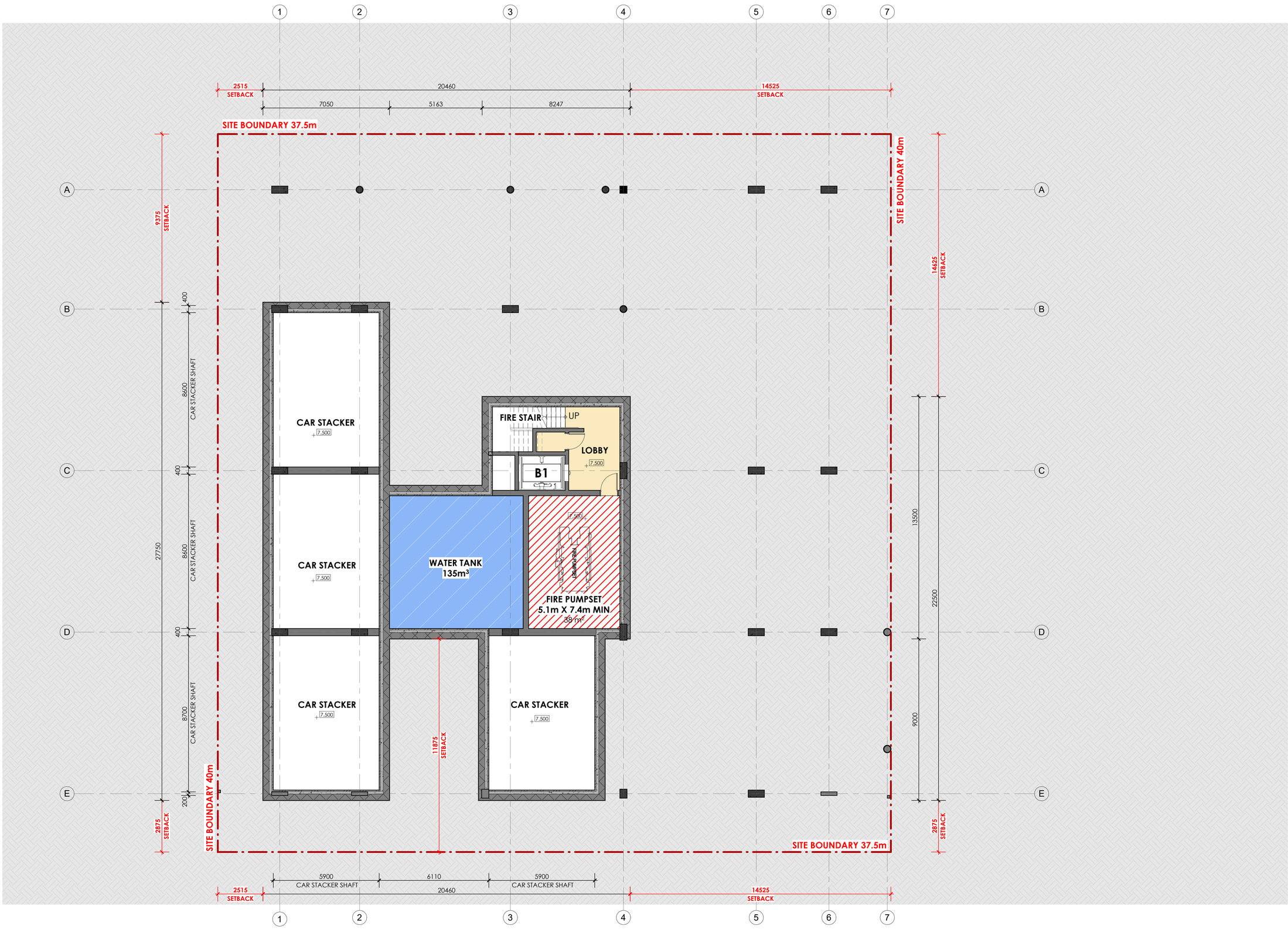
PROJECT NAME
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TITLE
BASEMENT FLOOR PLAN

0 1 2 5 10 20m
SCALE 1:100

PROJECT STATUS
DA- DEVELOPMENT APPLICATION

DATE
19/12/2025 12:54:16 PM

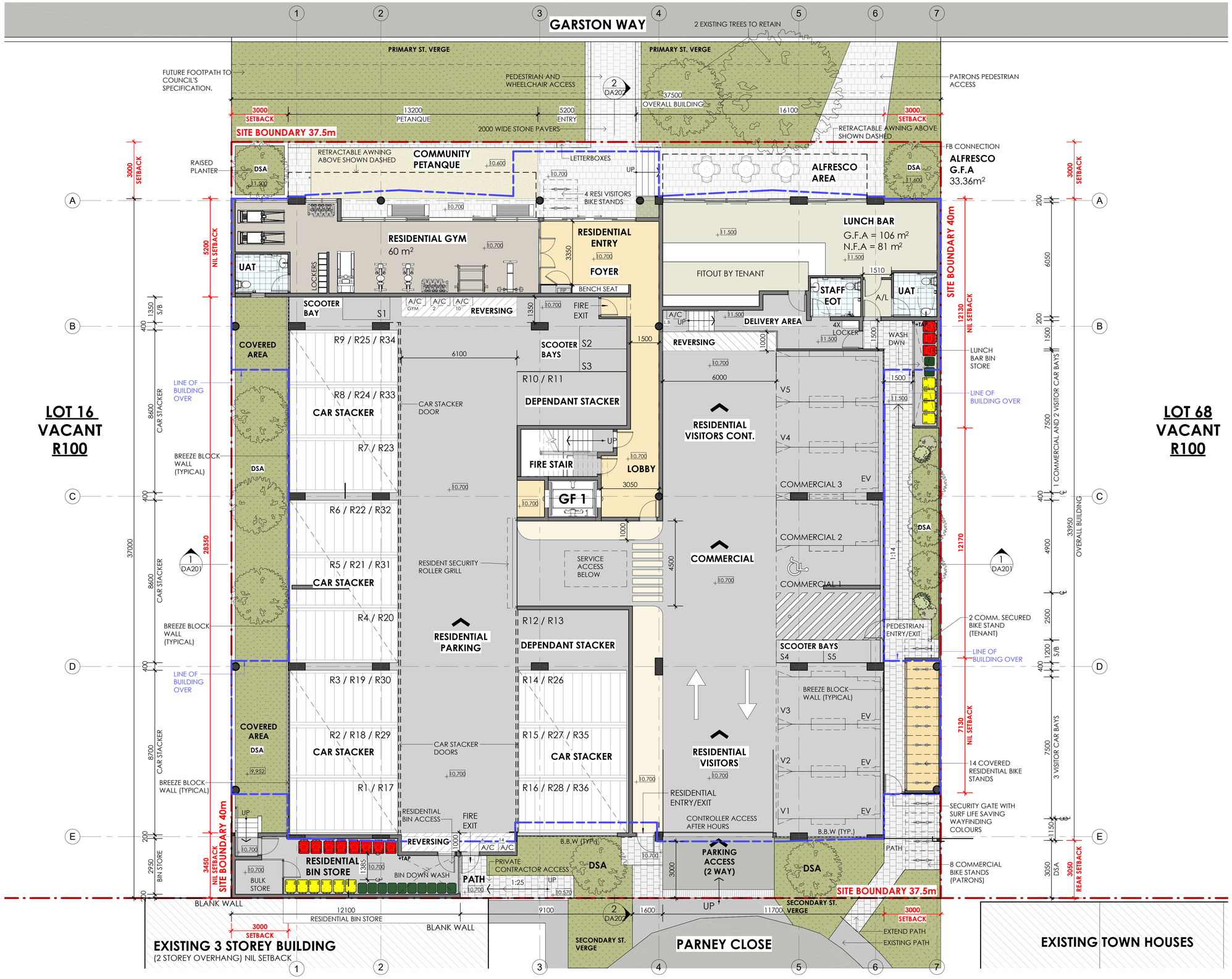
PROJECT NAME
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NOTES

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PARKING SUMMARY

RESIDENTIAL
- **36** RESIDENT CAR BAYS
- **05** SCOOTER BAYS
- **14** BIKE STANDS

RESIDENTIAL VISITORS
- **05** VISITOR CAR BAYS
- **04** BIKE STANDS

COMMERCIAL
- **03** COMMERCIAL CAR BAYS (INC. 1 ACCESSIBLE)
- **08** COMMERCIAL BIKE STANDS (PATRONS)
- **02** COMMERCIAL BIKE STANDS (TENANTS)

GLAZING STREET FRONTAGE

GROUND FLOOR

REQUIRED: **80%**
PROVIDED: **80%** **COMPLIANT**

GLAZING UPPER LEVELS (LEVEL 2-5)

REQUIRED: **40%**
PROVIDED: **71%** **COMPLIANT**

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TITLE
GROUND FLOOR PLAN (LEVEL 1)

0 1 2 5 10 20m
SCALE 1:100

PROJECT STATUS
DA- DEVELOPMENT APPLICATION

DATE
19/12/2025 12:54:18 PM

PROJECT NAME
MIXED-USE DEVELOPMENT

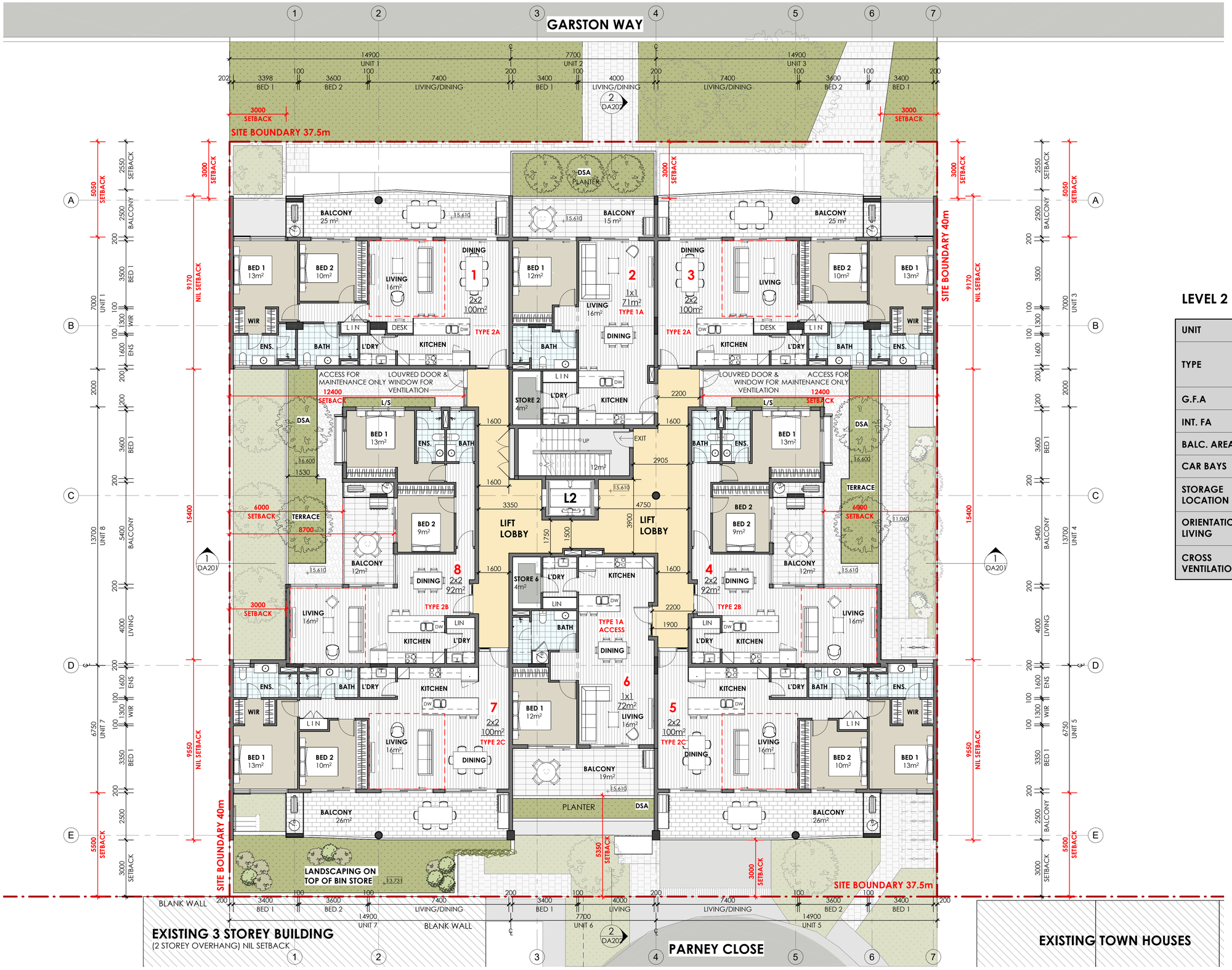
ADDRESS
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DA102

Document Set ID: 12559852
Version: 1, Version Date: 19/12/2025
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NOTES

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FLOOR TYPES

- LANDSCAPING. TO L. ARCH DRAWINGS.
- TIMBER / VINYL OR SIMILAR TO FUTURE SELECTION.
- CARPET TO FUTURE SELECTION.
- BATHROOM TILES TO FUTURE SELECTION.
- EXTERIOR BALCONY TILES TO FUTURE SELECTION.

LEVEL 2 UNITS LEGEND

UNIT	1	2	3	4	5	6	7	8
TYPE	2A	1A	2A	2B	2C	1A	2C	2B
	2x2	1x1	2x2	2x2	2x2	1x1	2x2	2x2
G.F.A	100 m²	71 m²	100 m²	92 m²	100 m²	72 m²	100 m²	92 m²
INT. FA	96 m²	68 m²	96 m²	86 m²	95 m²	69 m²	95 m²	86 m²
BALC. AREA	31 m²	15 m²	31 m²	12 m²	27 m²	19 m²	27 m²	12 m²
CAR BAYS	1	1	1	1	1	1	1	1
STORAGE LOCATION	C.O.A	LVL 2	C.O.A	C.O.A	C.O.A	LVL 2	C.O.A	C.O.A
ORIENTATION LIVING	NORTH	NORTH	NORTH	NORTH	SOUTH	SOUTH	SOUTH	NORTH
CROSS VENTILATION	YES	YES	YES	YES	YES	YES	YES	YES

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TITLE
LEVEL 2 FLOOR PLAN

0 1 2 5 10 20m
SCALE 1:100

PROJECT STATUS
DA- DEVELOPMENT APPLICATION

DATE
19/12/2025 12:54:22 PM

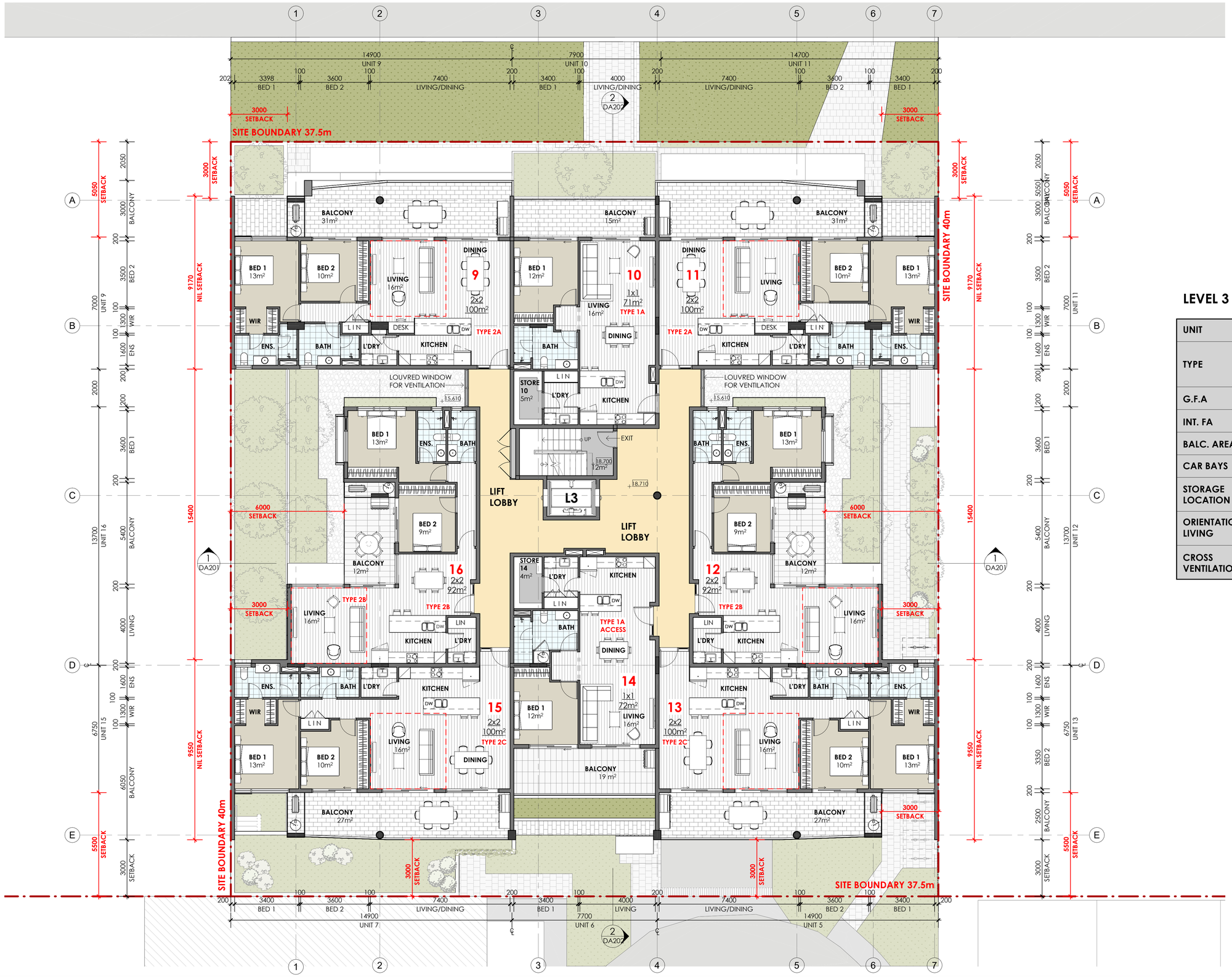
PROJECT NAME
MIXED-USE DEVELOPMENT

ADDRESS
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DA103

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FLOOR TYPES

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- TIMBER / VINYL OR SIMILAR TO FUTURE SELECTION.
- CARPET TO FUTURE SELECTION.
- BATHROOM TILES TO FUTURE SELECTION.
- EXTERIOR BALCONY TILES TO FUTURE SELECTION.

LEVEL 3 UNITS LEGEND

UNIT	9	10	11	12	13	14	15	16
TYPE	2A	1A	2A	2B	2C	1A	2C	2B
	2x2	1x1	2x2	2x2	2x2	1x1	2x2	2x2
G.F.A	100 m²	71 m²	100 m²	92 m²	100 m²	72 m²	100 m²	92 m²
INT. FA	96 m²	68 m²	96 m²	86 m²	95 m²	69 m²	95 m²	86 m²
BALC. AREA	31 m²	15 m²	31 m²	12 m²	27 m²	19 m²	27 m²	12 m²
CAR BAYS	1	1	1	1	1	1	1	1
STORAGE LOCATION	C.O.A	LVL 3	C.O.A	C.O.A	C.O.A	LVL 3	C.O.A	C.O.A
ORIENTATION LIVING	NORTH	NORTH	NORTH	NORTH	SOUTH	SOUTH	SOUTH	NORTH
CROSS VENTILATION	YES	YES	YES	YES	YES	YES	YES	YES

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TITLE
LEVEL 3 FLOOR PLAN

0 1 2 5 10 20m
SCALE 1:100

PROJECT STATUS
DA- DEVELOPMENT APPLICATION

DATE
19/12/2025 12:54:26 PM

PROJECT NAME
MIXED-USE DEVELOPMENT

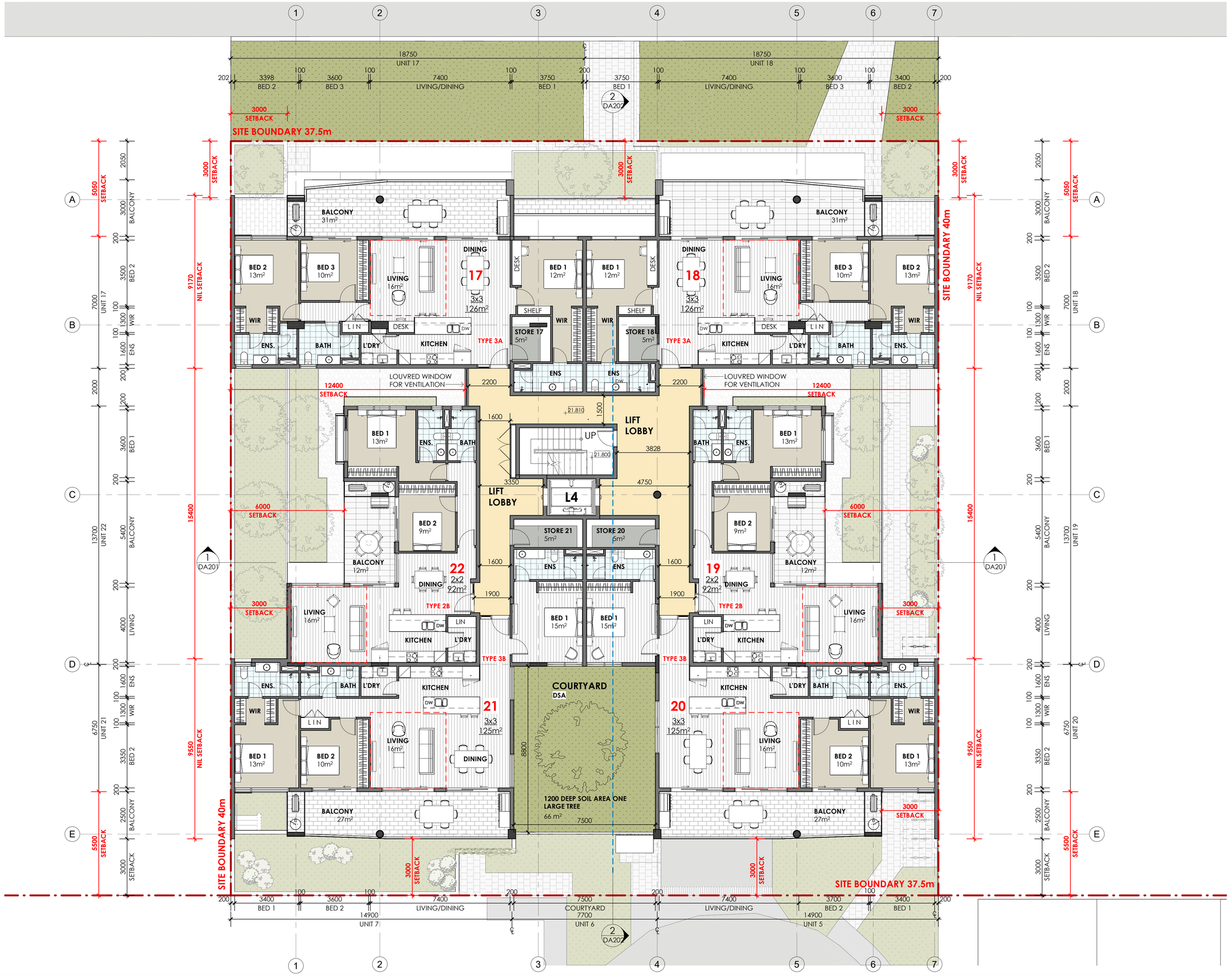
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DA104

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FLOOR TYPES

- LANDSCAPING. TO L. ARCH DRAWINGS.
- TIMBER / VINYL OR SIMILAR TO FUTURE SELECTION.
- CARPET TO FUTURE SELECTION.
- BATHROOM TILES TO FUTURE SELECTION.
- EXTERIOR BALCONY TILES TO FUTURE SELECTION.

LEVEL 4 UNITS LEGEND

UNIT	17	18	19	20	21	22
TYPE	3A	3A	2B	3B	3B	2B
	3x3	3x3	3x3	3x3	3x3	3x3
G.F.A	126 m²	126 m²	92 m²	125 m²	125 m²	92 m²
INT. FA	120 m²	120 m²	86 m²	120 m²	120 m²	86 m²
BALC. AREA	31 m²	31 m²	12 m²	27 m²	27 m²	12 m²
CAR BAYS	2	2	1	2	2	1
STORAGE LOCATION	LVL 4	LVL 4	C.O.A	LVL 4	LVL 4	C.O.A
ORIENTATION LIVING	NORTH	NORTH	NORTH	WEST SOUTH	EAST SOUTH	NORTH
CROSS VENTILATION	YES	YES	YES	YES	YES	YES

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TITLE
LEVEL 4 FLOOR PLAN

0 1 2 5 10 20m
SCALE 1:100

PROJECT STATUS
DA- DEVELOPMENT APPLICATION

DATE
19/12/2025 12:54:31 PM

PROJECT NAME
MIXED-USE DEVELOPMENT

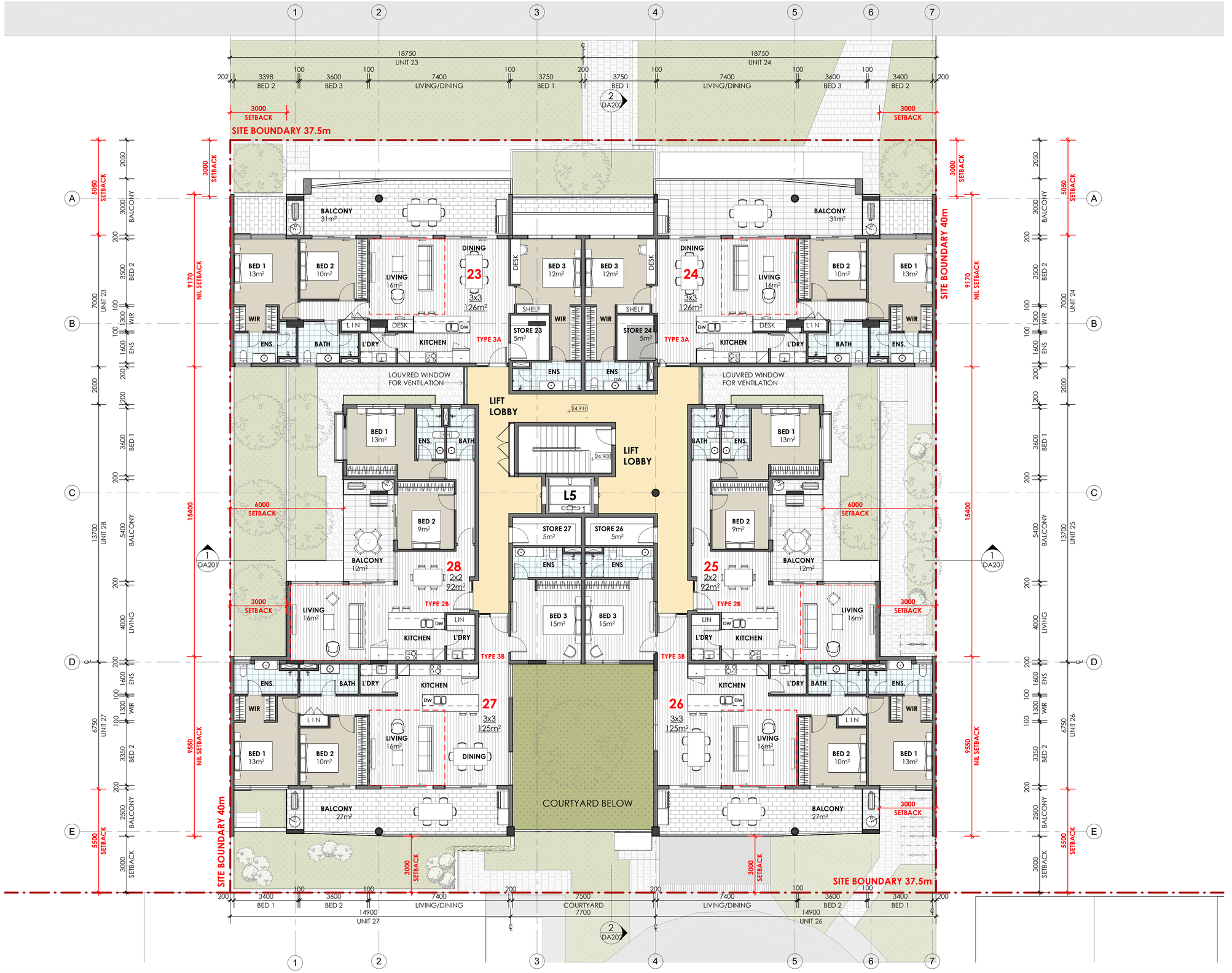
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FLOOR TYPES

- LANDSCAPING. TO L. ARCH DRAWINGS.
- TIMBER / VINYL OR SIMILAR TO FUTURE SELECTION.
- CARPET TO FUTURE SELECTION.
- BATHROOM TILES TO FUTURE SELECTION.
- EXTERIOR BALCONY TILES TO FUTURE SELECTION.

LEVEL 5 UNITS LEGEND

UNIT	23	24	25	26	27	28
TYPE	3A	3A	2B	3B	3B	2B
	3x3	3x3	3x3	3x3	3x3	3x3
G.F.A	126 m²	126 m²	92 m²	125 m²	125 m²	92 m²
INT. FA	120 m²	120 m²	86 m²	120 m²	120 m²	86 m²
BALC. AREA	31 m²	31 m²	12 m²	27 m²	27 m²	12 m²
CAR BAYS	2	2	1	2	2	1
STORAGE LOCATION	LVL 5	LVL 5	C.O.A	LVL 5	LVL 5	C.O.A
ORIENTATION LIVING	NORTH	NORTH	NORTH	WEST SOUTH	EAST SOUTH	NORTH
CROSS VENTILATION	YES	YES	YES	YES	YES	YES

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TITLE
LEVEL 5 FLOOR PLAN

0 1 2 5 10 20m
SCALE 1:100

PROJECT STATUS
DA- DEVELOPMENT APPLICATION

DATE
19/12/2025 12:54:37 PM

PROJECT NAME
MIXED-USE DEVELOPMENT

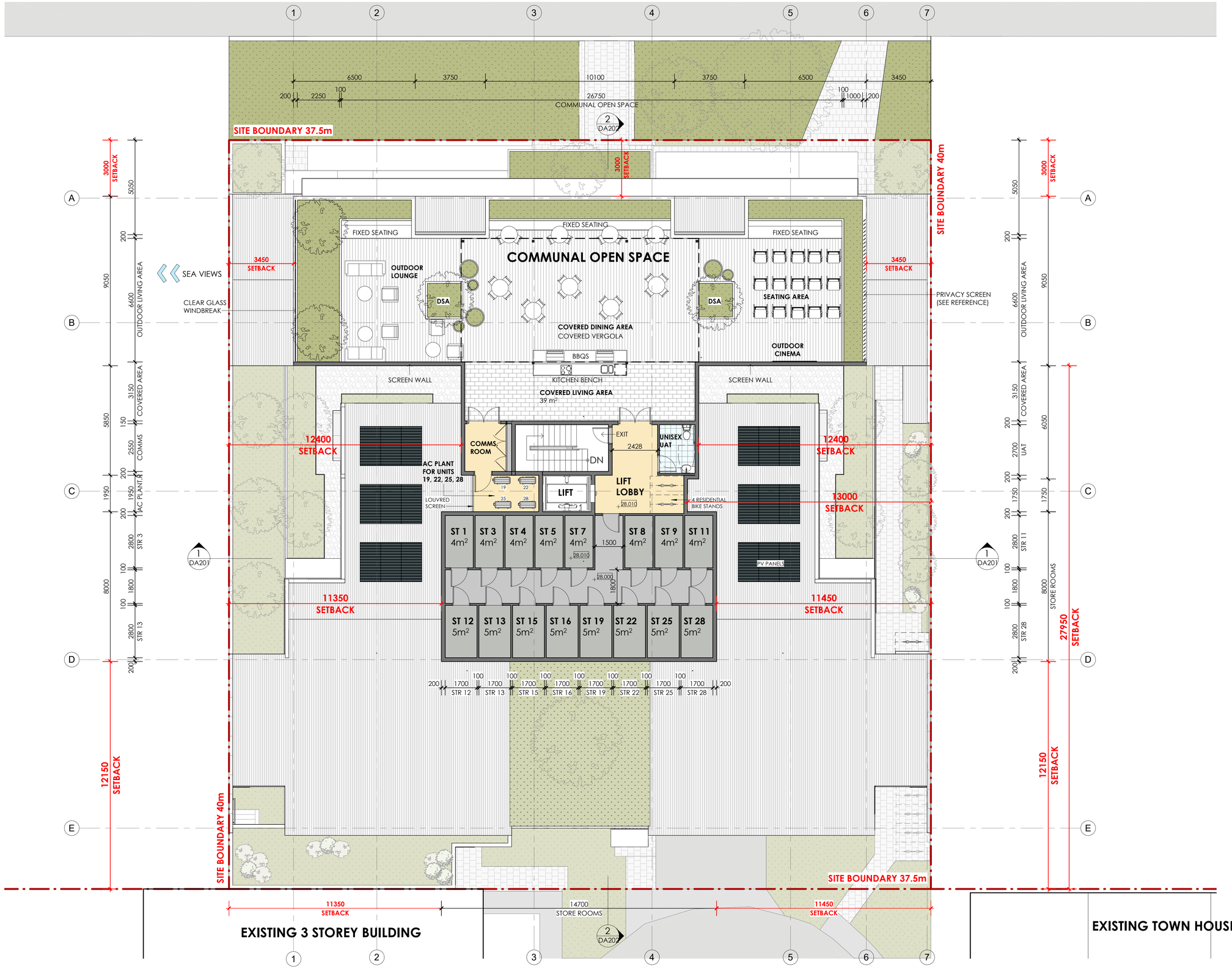
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NOTES

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FLOOR TYPES

- LANDSCAPING. TO L. ARCH DRAWINGS.
- TIMBER / VINYL OR SIMILAR TO FUTURE SELECTION.
- CARPET TO FUTURE SELECTION.
- BATHROOM TILES TO FUTURE SELECTION.
- EXTERIOR BALCONY TILES TO FUTURE SELECTION.

PRIVACY SCREEN REFERENCE



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TITLE
COMMUNAL OUTDOOR LIVING PLAN - LEVEL 6

0 1 2 5 10 20m
SCALE 1:100

PROJECT STATUS
DA- DEVELOPMENT APPLICATION

DATE
19/12/2025 12:54:43 PM

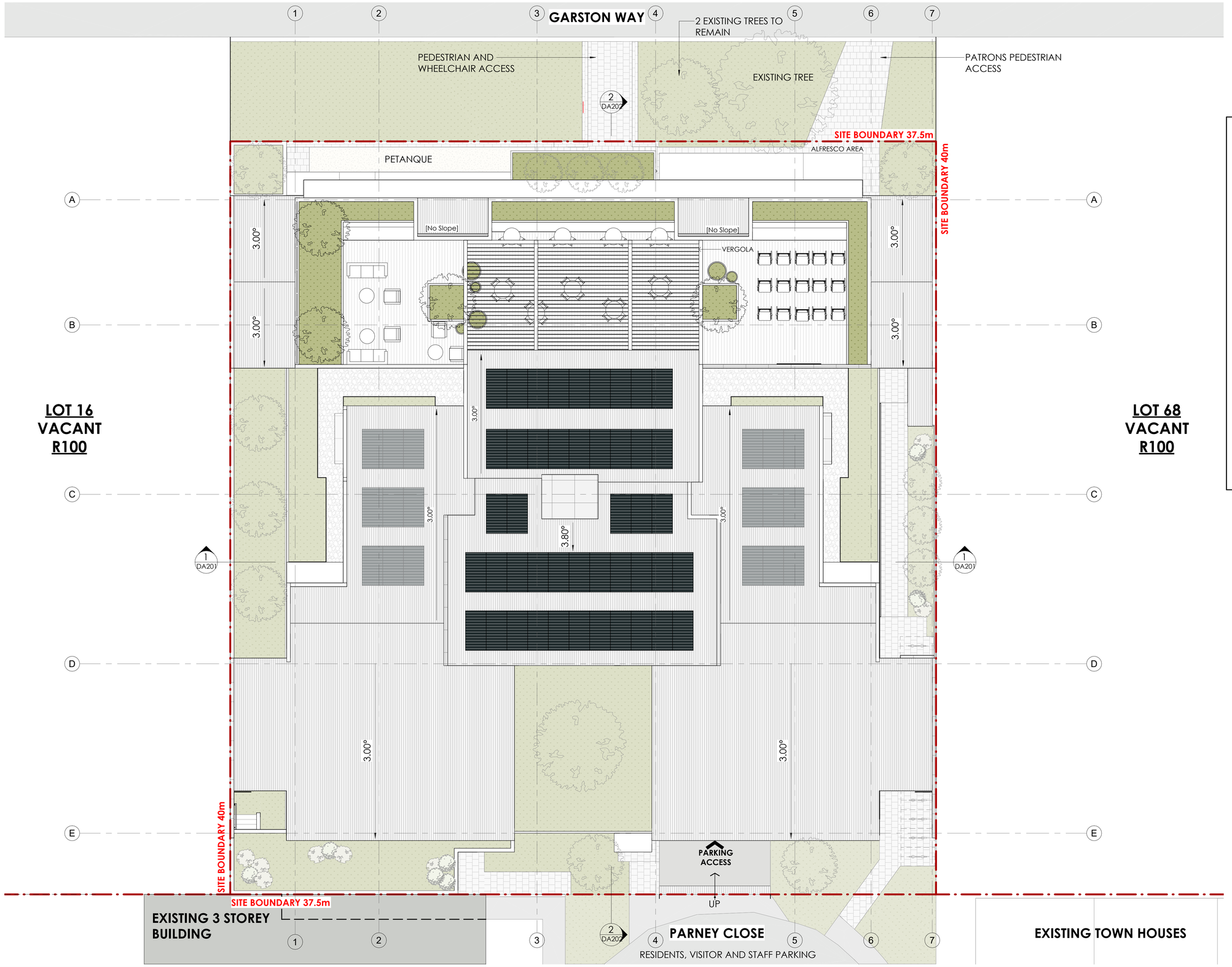
PROJECT NAME
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NOTES

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ROOF AREAS

ROOF LEVEL	AREA
LOWER (FRONT)	58.9 m^2
LOWER (REAR)	446.8 m^2
UPPER	213.7 m^2
TOTAL AREA	**720 m^2**

STORAGE VOLUME =720m^2 + 80
= 800 m^3

1200 DIAM x 1500 DEEP SOAKWELL VOLUME = 135.68 m^3

NUMBER OF SOAKWELLS = 800 m^3 / 135.68 m^3
= 5.89 = **6 SOAKWELLS**

ACCORDING TO CITY OF COCKBURN ON SITE DRAINAGE REQUIREMENTS FOR RESIDENTIAL LOTS

BY USING 1200 mm DIAM. x 1500 mm DEEP SOAKWELL: 135.68 m^3

TOTAL ROOF AREA = 800 m^3 / 135.68 m^3
= **6 SOAKWELLS**

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TITLE
ROOF PLAN

0 1 2 5 10 20m
SCALE 1:100

PROJECT STATUS
DA- DEVELOPMENT APPLICATION

DATE
19/12/2025 12:54:46 PM

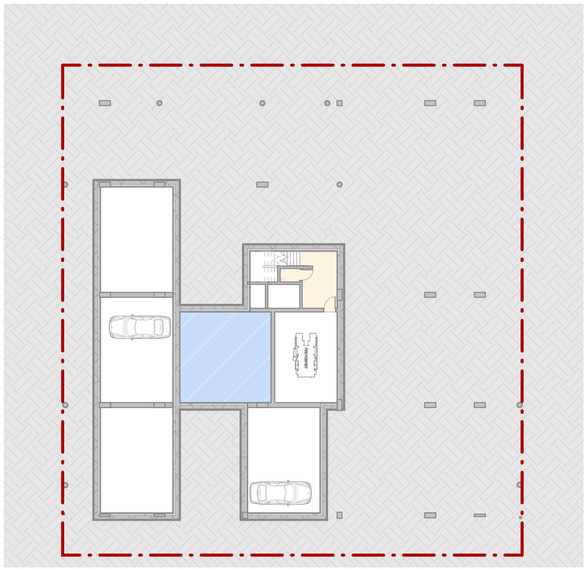
PROJECT NAME
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ADDRESS
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DRAWING NO.
DA108

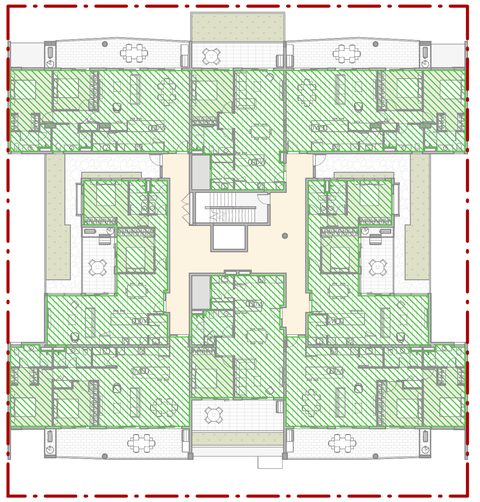
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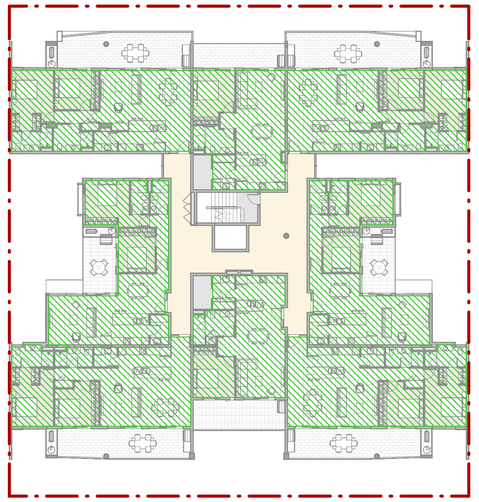
1 DA201 Basement 1 (PRA)
SCALE: 1 : 250



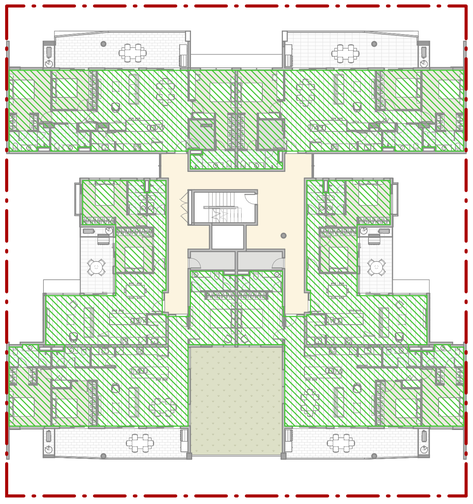
2 DA201 GROUND FLOOR (PRA)
SCALE: 1 : 250



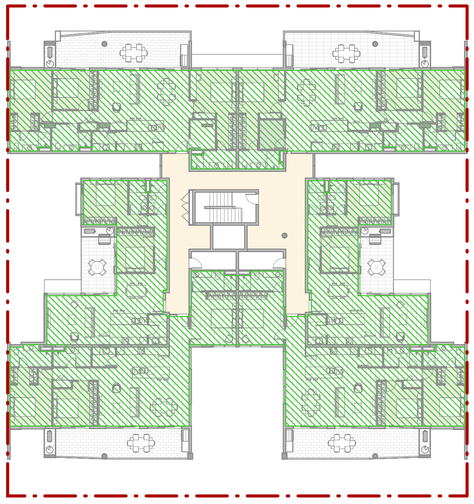
3 - LEVEL 2 (PRA)
SCALE: 1 : 250



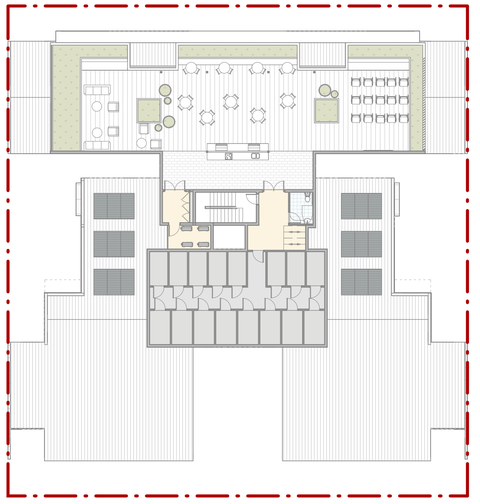
4 DA201 LEVEL 3 (PRA)
SCALE: 1 : 250



5 DA201 LEVEL 4 (PRA)
SCALE: 1 : 250



6 DA201 LEVEL 5 (PRA)
SCALE: 1 : 250



7 DA201 LEVEL 6 COMMUNAL OUTDOOR LIVING (PRA)
SCALE: 1 : 250

PLOT RATIO AREA

BASEMENT-	N/A
GROUND FLOOR (LEVEL 1)-	148m²
LEVEL 2-	798m²
LEVEL 3-	798m²
LEVEL 4-	770m²
LEVEL 5-	770m²
LEVEL 6 (COMMUNAL AREA)-	N/A
TOTAL-	3284m²

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TITLE
PLOT RATIO AREAS- ALL STOREYS

PROJECT STATUS
DA- DEVELOPMENT APPLICATION

DATE
19/12/2025 12:54:53 PM

PROJECT NAME
MIXED-USE DEVELOPMENT

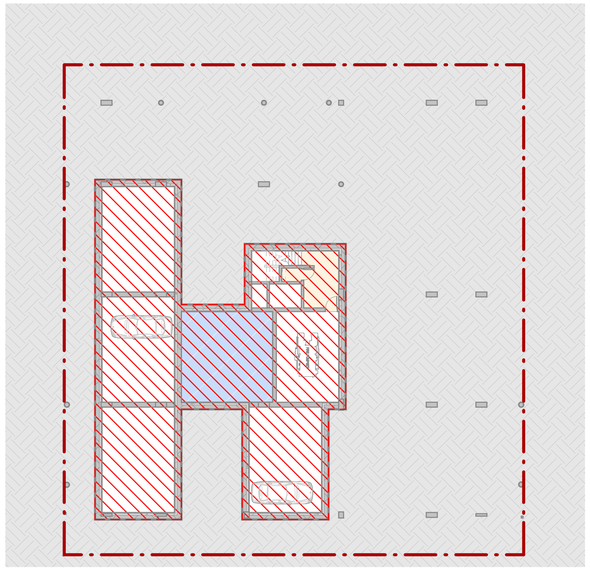
ADDRESS
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25.046

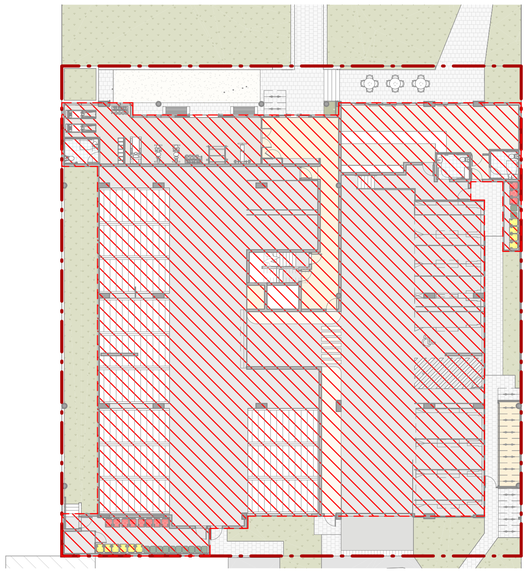
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DA109

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Version: 1, Version Date: 19/12/2025
Print Date: 15 April 2026, 11:09 AM

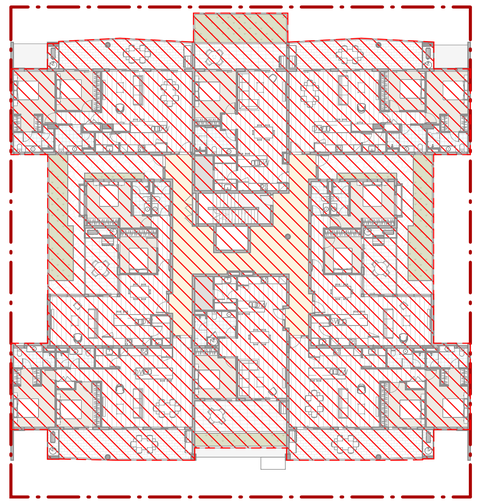
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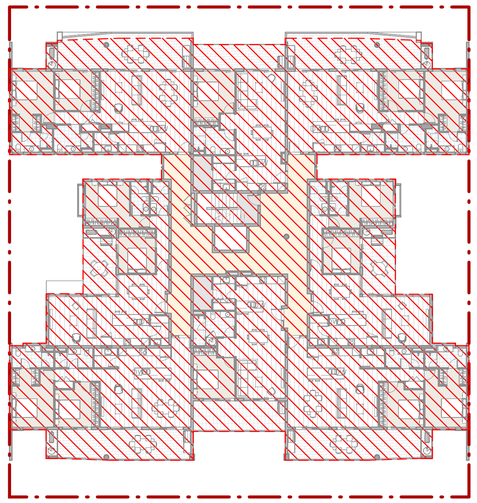
1 - Basement 1 (GFA)
SCALE: 1 : 250



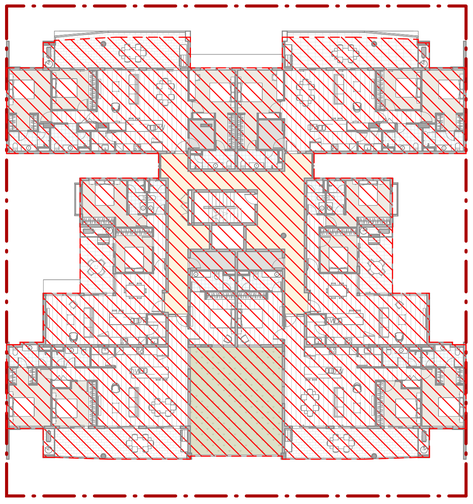
2 - GROUND FLOOR (GFA)
SCALE: 1 : 250



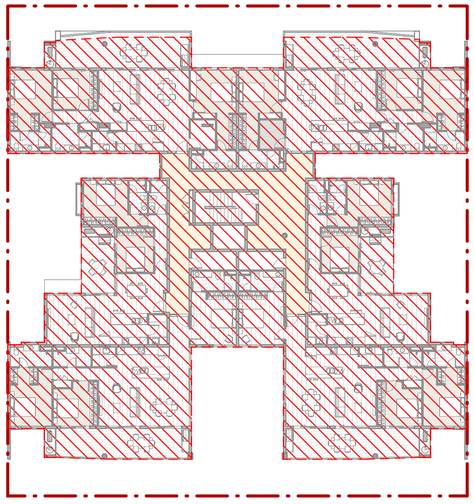
3 - LEVEL 2 (GFA)
SCALE: 1 : 250



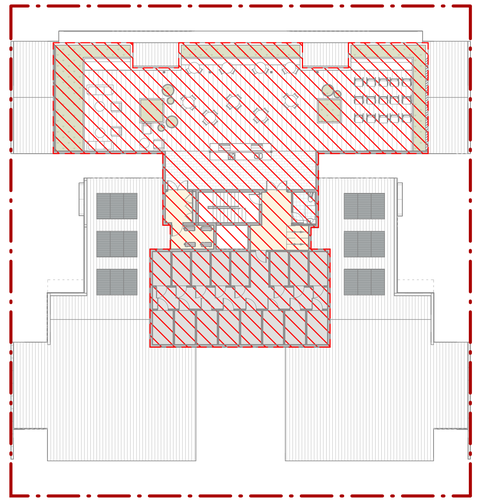
4 - LEVEL 3 (GFA)
SCALE: 1 : 250



5 - LEVEL 4 (GFA)
SCALE: 1 : 250



6 - LEVEL 5 (GFA)
SCALE: 1 : 250



7 - LEVEL 6 COMMUNAL OUTDOOR LIVING (GFA)
SCALE: 1 : 250

GROSS FLOOR PLATE AREAS

BASEMENT-	415m²
GROUND FLOOR (LEVEL 1)-	1134m²
LEVEL 2-	1174m²
LEVEL 3-	1051m²
LEVEL 4-	1052m²
LEVEL 5-	985m²
LEVEL 6 (COMMUNAL AREA)-	476m²
TOTAL-	6287m²

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TITLE
GFA AREAS- ALL STOREYS

PROJECT STATUS
DA- DEVELOPMENT APPLICATION

DATE
19/12/2025 12:55:00 PM

PROJECT NAME
MIXED-USE DEVELOPMENT

ADDRESS
(LOT 67) 11 GARSTON WAY, NORTH COOGEE WA 6163

25.046

DRAWING NO.
DA110

Document Set ID: 12559852
Version: 1, Version Date: 19/12/2025
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1 SHORT SECTION
DA102 SCALE: 1 : 100

NOTES

A NO OVERLOOKING FROM APARTMENTS TO BIN STORE/PATH

B NO OVERLOOKING FROM PATH (GROUND FLOOR) TO APARTMENTS

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TITLE
SECTION 1

0 1 2 5 10 20m
SCALE 1:100

PROJECT STATUS
DA- DEVELOPMENT APPLICATION

DATE
19/12/2025 12:55:05 PM

PROJECT NAME
MIXED-USE DEVELOPMENT

ADDRESS
(LOT 67) 11 GARSTON WAY, NORTH COOGEE WA 6163

25.046

DRAWING NO.
DA201

Document Set ID: 12559852
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2 DA102 LONG SECTION
SCALE: 1 : 100

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TITLE
SECTION 2

0 1 2 5 10 20m
SCALE 1:100

PROJECT STATUS
DA- DEVELOPMENT APPLICATION

DATE
19/12/2025 12:55:09 PM

PROJECT NAME
MIXED-USE DEVELOPMENT

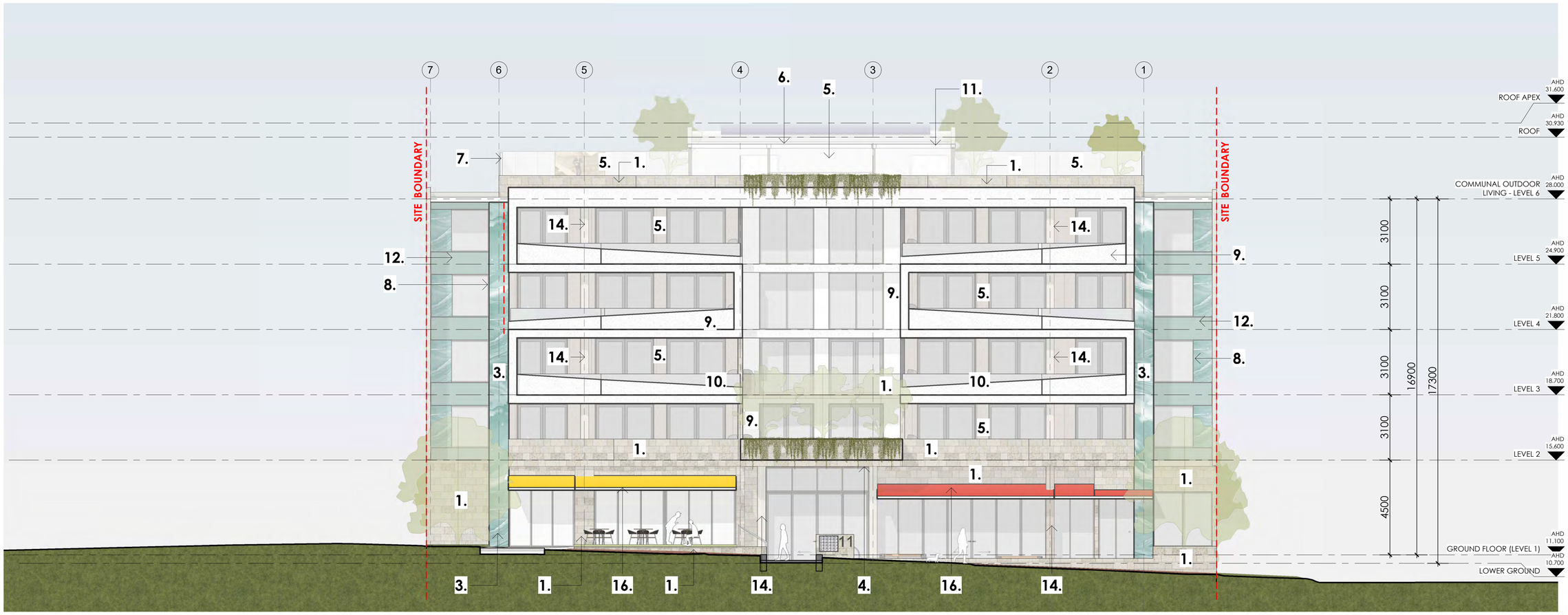
ADDRESS
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DRAWING NO.
DA202

Document Set ID: 12559852
Version: 1, Version Date: 19/12/2025
Print Date: 15 April 2026, 11:09 AM

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VIEW FROM GARSTON WAY

1. FEATURE EXTERNAL WALL	2. CARPARK BREEZE WALLS	3. FEATURE PERORATED SCREENS	4. FEATURE SOFFIT LINING	5. EXTERNAL WALL FINISH	6. SHADE PERGOLA	7. PRIVACY SCREEN	8. WINDOW FRAMES	9. PAINT FINISH	10. BALUSTRADE	11. ROOF & METAL TRIMS	12. WALL CLADDING	13. SUN SHADES	14. STRUCTURAL COLUMNS	15. FENCING	16. SURF LIFE SAVING COLOR SCHEME	17. VENTILATION	18. METAL PANEL GATE
LIMESTONE FEATURE CLADDING	BREEZE BLOCK MASONRY WALL	PERFORATED METAL SCREEN WITH FEATURE PUBLIC ARTWORK PATTERN.	TIMBER LINED SOFFIT TO MAIN ENTRY	RENDERED MASONRY LOOK EQUITONE N154 CREAM WHITE OR SIMILAR	POWDERCOAT STEEL FRAMED SHADE VERGOLA WITH ADJUSTABLE LOUVRES	POWDERCOATED PERFORATED PRIVACY SCREEN	ALUMINIUM FRAMED DOUBLE GLAZED WINDOWS AND DOORS IN POWDERCOAT INTERPIN D2525 NATURAL SHIMMER	PAINT FINISH WALLS DULUX NATURAL WHITE DURATEX TEXTURED COATING	FRAMELESS GLAZED BALUSTRADE WITH MARINE GRADE STAINLESS STEEL HANDRAIL	COLORBOND SOUTHERLY	EQUITONE NATURA N411 SEAMIST	FEATURE SUNSHADES WITH HIGHLIGHT COLOUR INTERNALLY - RED FOR WEST, YELLOW FOR EAST	SAND COLOUR CONCRETE COLUMNS	ALUMINIUM TIMBER LOOK VERTICAL FENCING	BRIGHTLY COLOURED RETRACTABLE AWNING	GLAZED LOUVRES	POWDERCOAT METAL SLATS

MATERIALS AND FINISHES SCHEDULE

SCALE: 1 : 100

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TITLE
NORTH ELEVATION

0 1 2 5 10 20m
SCALE 1:100

PROJECT STATUS
DA- DEVELOPMENT APPLICATION

DATE
19/12/2025 12:55:22 PM

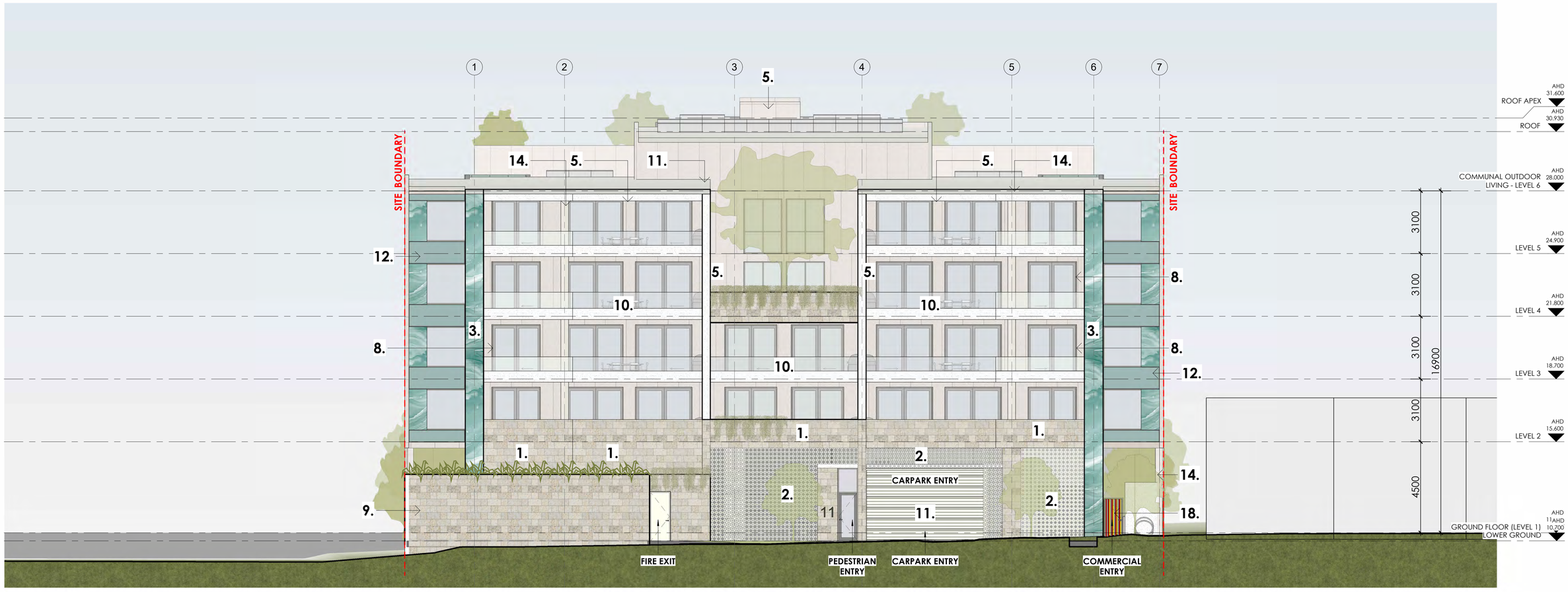
PROJECT NAME
MIXED-USE DEVELOPMENT

ADDRESS
(LOT 67) 11 GARSTON WAY, NORTH COOGEE WA 6163

25.046

DRAWING NO.
DA300

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LIMESTONE FEATURE CLADDING	BREEZE BLOCK MASONRY WALL	PERFORATED METAL SCREEN WITH FEATURE PUBLIC ARTWORK PATTERN.	TIMBER LINED SOFFIT TO MAIN ENTRY	RENDERED MASONRY LOOK EQUITONE N154 CREAM WHITE OR SIMILAR	POWDERCOAT STEEL FRAMED SHADE VERGOLA WITH ADJUSTABLE LOUVRES	POWDERCOATED PERFORATED PRIVACY SCREEN	ALUMINIUM FRAMED DOUBLE GLAZED WINDOWS AND DOORS IN POWDERCOAT INTERPIN D2525 NATURAL SHIMMER	PAINT FINISH WALLS DULUX NATURAL WHITE DURATEX TEXTURED COATING	FRAMELESS GLAZED BALUSTRADE WITH MARINE GRADE STAINLESS STEEL HANDRAIL	COLORBOND SOUTHERLY	EQUITONE NATURA N411 SEAMIST	FEATURE SUNSHADES WITH HIGHLIGHT COLOUR INTERNALLY - RED FOR WEST, YELLOW FOR EAST	SAND COLOUR CONCRETE COLUMNS	ALUMINIUM TIMBER LOOK VERTICAL FENCING	BRIGHTLY COLOURED RETRACTABLE AWNING	GLAZED LOUVRES	POWDERCOAT METAL SLATS

MATERIALS AND FINISHES SCHEDULE
SCALE: 1 : 100

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TITLE
SOUTH ELEVATION

0 1 2 5 10 20m
SCALE 1:100

PROJECT STATUS
DA- DEVELOPMENT APPLICATION

DATE
19/12/2025 12:55:28 PM

PROJECT NAME
MIXED-USE DEVELOPMENT

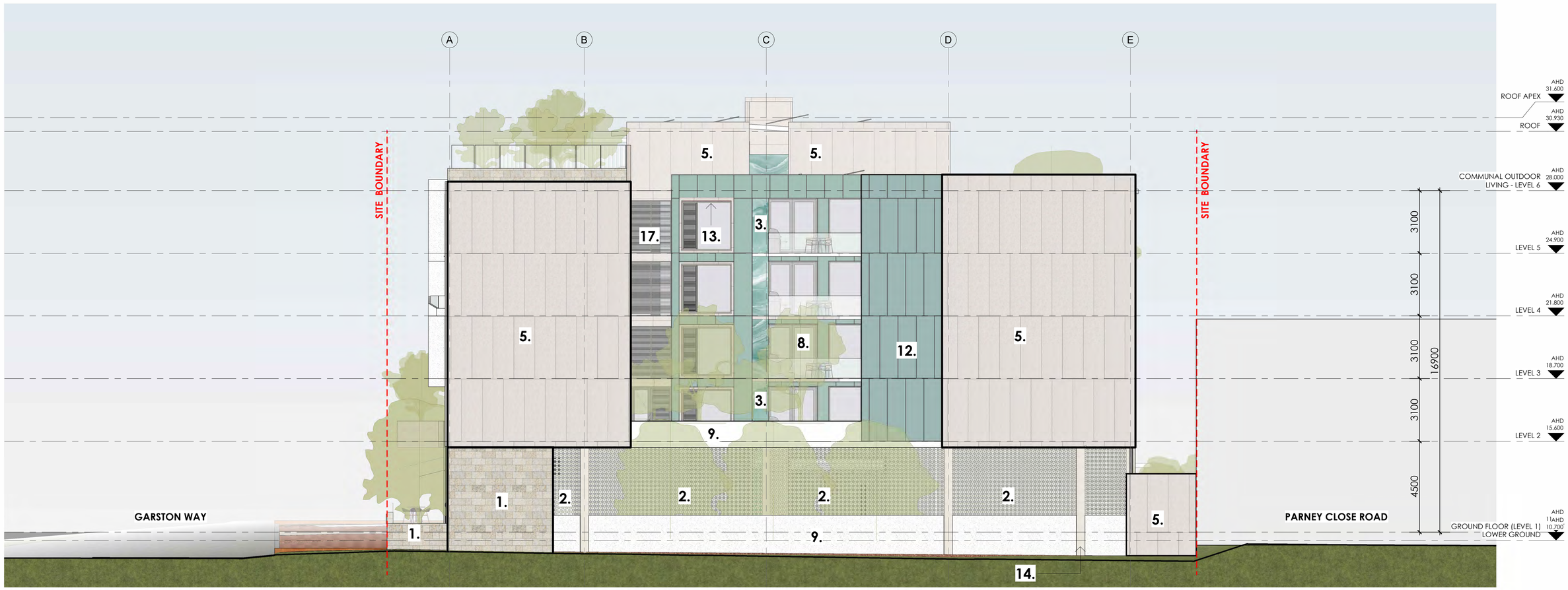
ADDRESS
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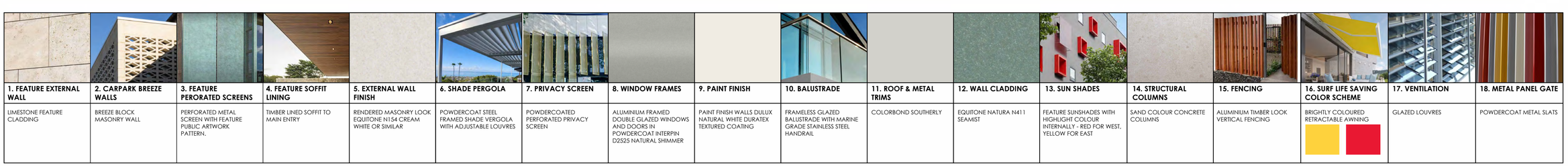
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DRAWING NO.
DA301

Document Set ID: 12559852
Version: 1, Version Date: 19/12/2025
Print Date: 15 April 2026, 11:09 AM

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1. FEATURE EXTERNAL WALL	2. CARPARK BREEZE WALLS	3. FEATURE PERORATED SCREENS	4. FEATURE SOFFIT LINING	5. EXTERNAL WALL FINISH	6. SHADE PERGOLA	7. PRIVACY SCREEN	8. WINDOW FRAMES	9. PAINT FINISH	10. BALUSTRADE	11. ROOF & METAL TRIMS	12. WALL CLADDING	13. SUN SHADES	14. STRUCTURAL COLUMNS	15. FENCING	16. SURF LIFE SAVING COLOR SCHEME	17. VENTILATION	18. METAL PANEL GATE
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MATERIALS AND FINISHES SCHEDULE
SCALE: 1 : 100

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TITLE
WEST ELEVATION

0 1 2 5 10 20m
SCALE 1:100

PROJECT STATUS
DA- DEVELOPMENT APPLICATION

DATE
19/12/2025 12:55:35 PM

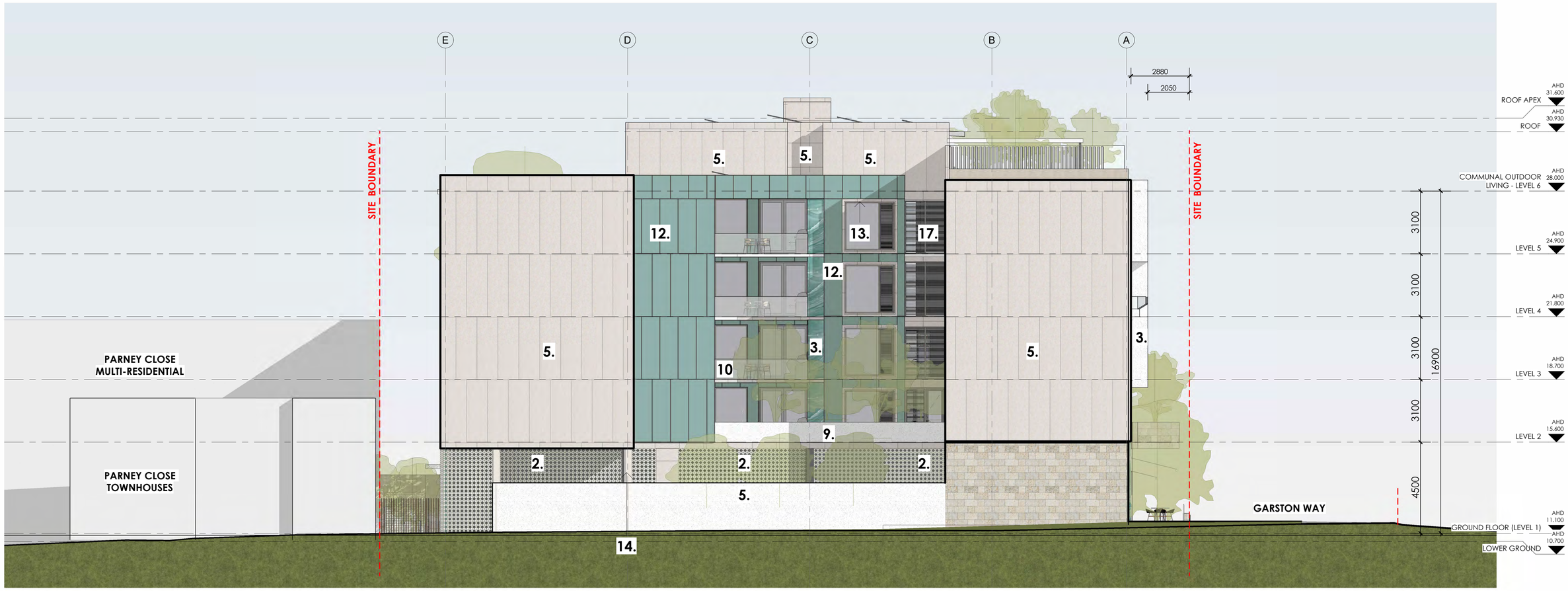
PROJECT NAME
MIXED-USE DEVELOPMENT

ADDRESS
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25.046

DRAWING NO.
DA302

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1. FEATURE EXTERNAL WALL	2. CARPARK BREEZE WALLS	3. FEATURE PERORATED SCREENS	4. FEATURE SOFFIT LINING	5. EXTERNAL WALL FINISH	6. SHADE PERGOLA	7. PRIVACY SCREEN	8. WINDOW FRAMES	9. PAINT FINISH	10. BALUSTRADE	11. ROOF & METAL TRIMS	12. WALL CLADDING	13. SUN SHADES	14. STRUCTURAL COLUMNS	15. FENCING	16. SURF LIFE SAVING COLOR SCHEME	17. VENTILATION	18. METAL PANEL GATE
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MATERIALS AND FINISHES SCHEDULE
SCALE: 1 : 100

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TITLE
EAST ELEVATION

0 1 2 5 10 20m
SCALE 1:100

PROJECT STATUS
DA- DEVELOPMENT APPLICATION

DATE
19/12/2025 12:55:56 PM

PROJECT NAME
MIXED-USE DEVELOPMENT

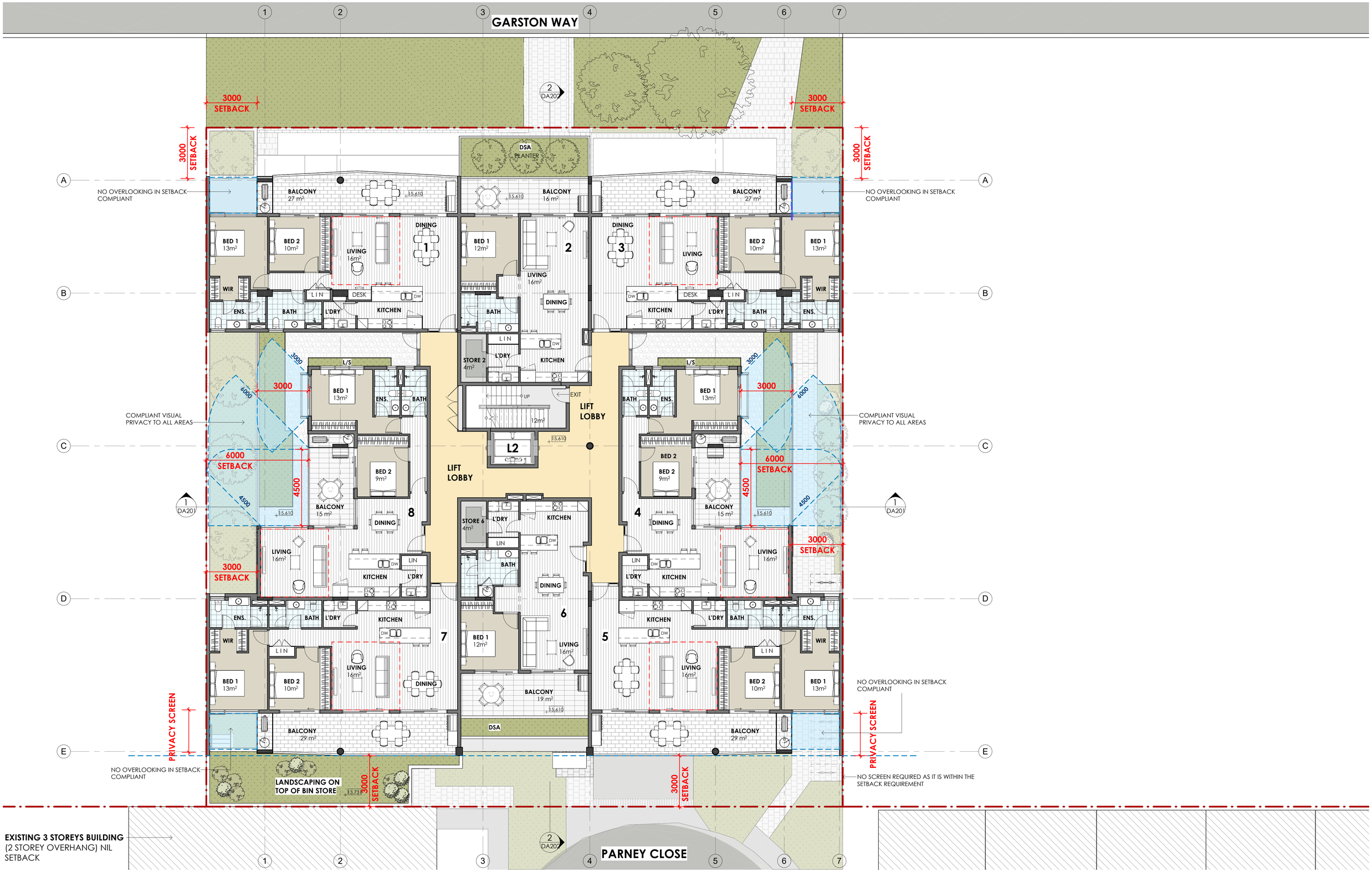
ADDRESS
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DA303

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TITLE
TYPICAL LEVEL 2&3- VISUAL PRIVACY (COMPLIANT)

PROJECT STATUS
DA- DEVELOPMENT APPLICATION

DATE
19/12/2025 12:56:01 PM

PROJECT NAME
MIXED-USE DEVELOPMENT

ADDRESS
(LOT 67) 11 GARSTON WAY, NORTH COOGEE WA 6163

25.046

DRAWING NO.
DA400

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TITLE
TYPICAL LEVEL 4&5- VISUAL PRIVACY (COMPLIANT)

PROJECT STATUS
DA- DEVELOPMENT APPLICATION

DATE
19/12/2025 12:56:06 PM

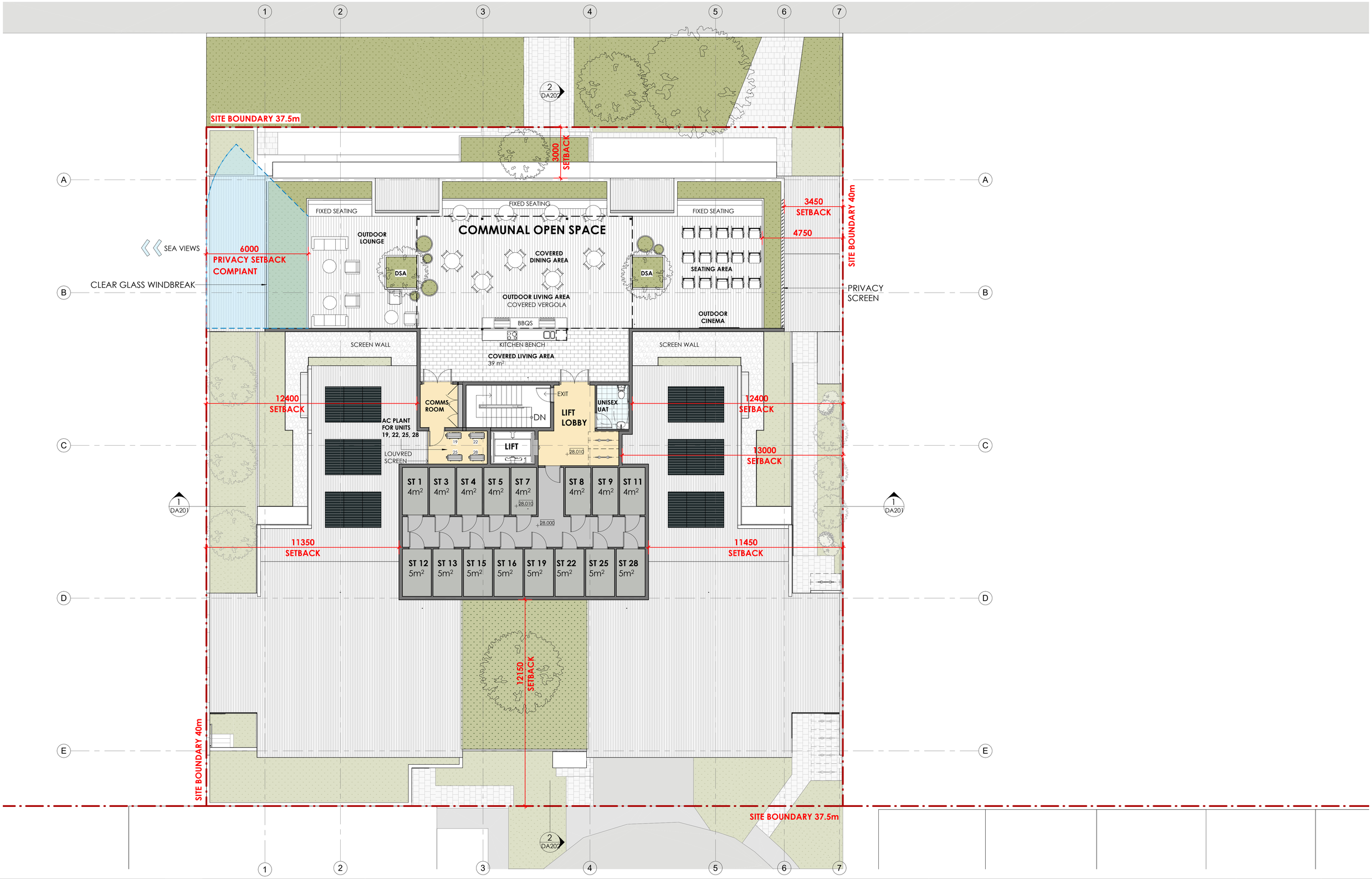
PROJECT NAME
MIXED-USE DEVELOPMENT

ADDRESS
(LOT 67) 11 GARSTON WAY, NORTH COOGEE WA 6163

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DRAWING NO.
DA401

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TITLE
LEVEL 6 COMMUNAL AREA- VISUAL PRIVACY

PROJECT STATUS
DA- DEVELOPMENT APPLICATION

DATE
19/12/2025 12:56:12 PM

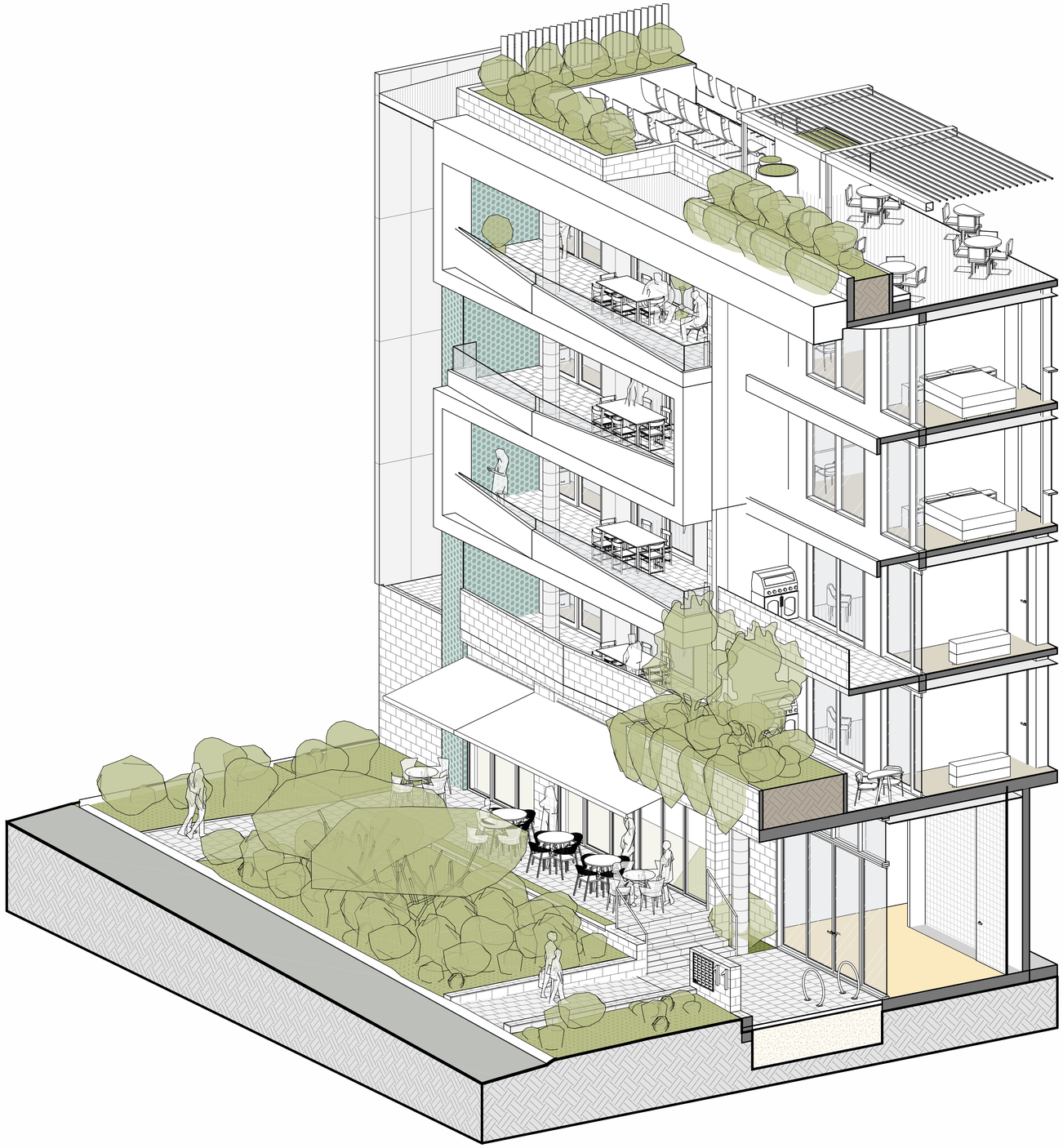
PROJECT NAME
MIXED-USE DEVELOPMENT

ADDRESS
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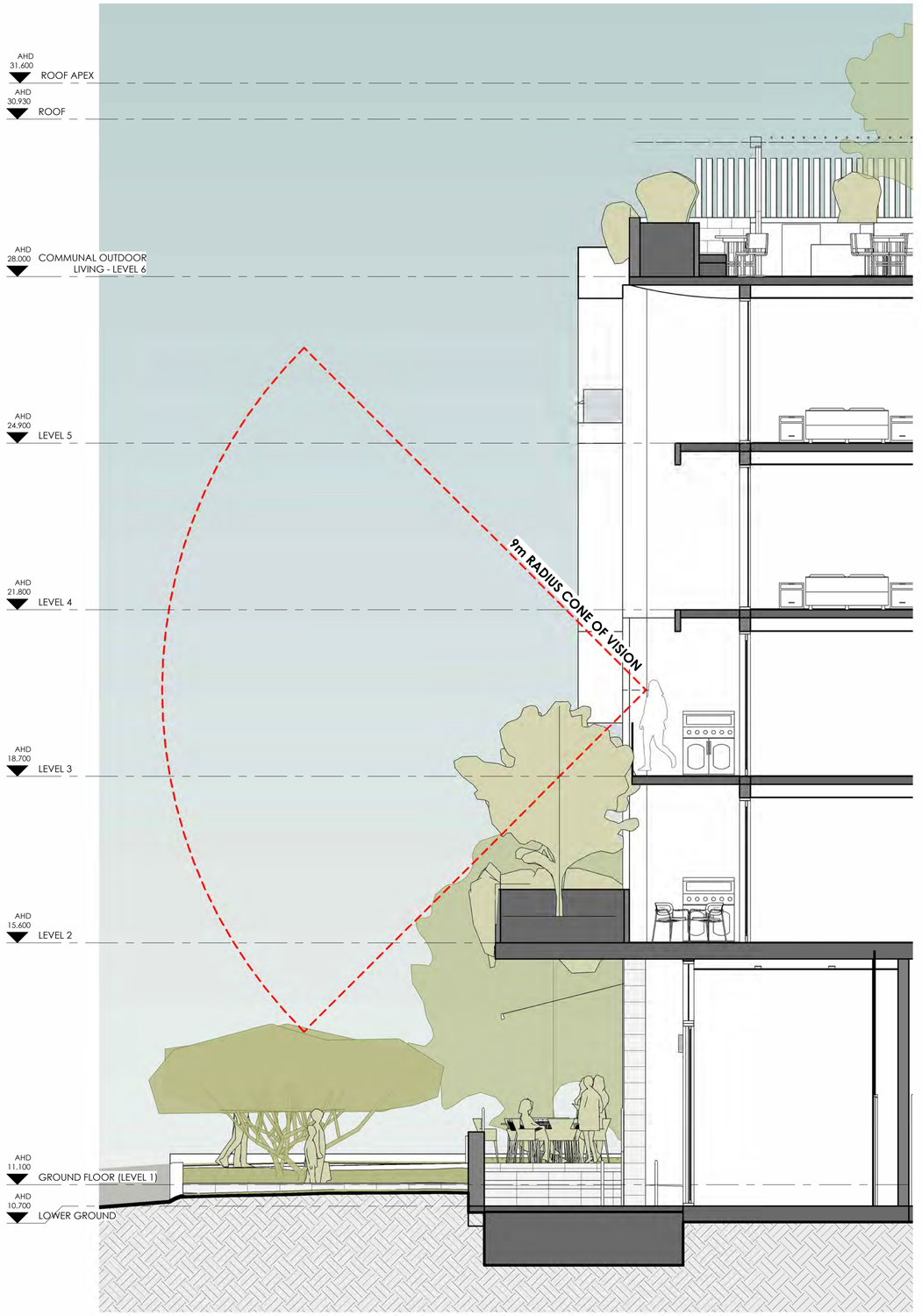
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DRAWING NO.
DA402

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1 3D SECTIONAL VIEW
SCALE:



2 OVERLOOKING SECTION
ZA502 SCALE: 1 : 50

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TITLE
OVERLOOKING DIAGRAM

PROJECT STATUS
DA- DEVELOPMENT APPLICATION

DATE
19/12/2025 12:56:27 PM

PROJECT NAME
MIXED-USE DEVELOPMENT

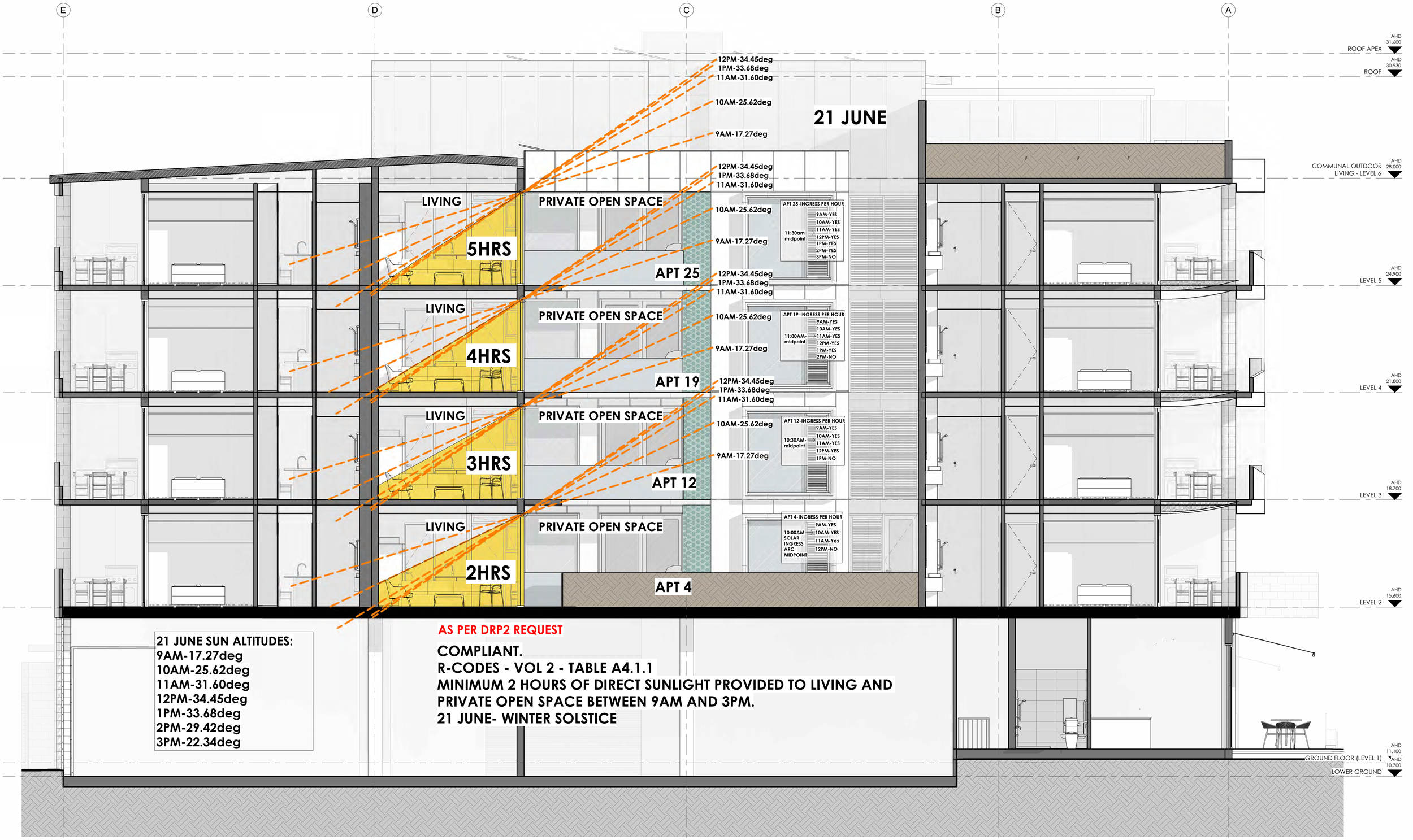
ADDRESS
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DRAWING NO.
DA403

Document Set ID: 12559852
Version: 1, Version Date: 19/12/2025
Print Date: 15 April 2026, 11:09 AM

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1 ZA502 SOLAR INGRESS-EAST-MORNING
SCALE: 1 : 50

ALL OTHER APARTMENTS COMPLY WITH R-CODES VOL 2 TABLE 4.1B INCLUDING APARTMENT UNIT 1,2,3,9,10,11,17,18,20,21,23,24,26,27 (NO DIAGRAMS PROVIDED)

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TITLE **AS PER DRP2 REQUEST**
SOLAR INGRESS-EAST-MORNING-APTS 4,12,19 & 25

0 .5 1 2 5 10m
SCALE 1:50

PROJECT STATUS
DA- DEVELOPMENT APPLICATION

DATE
19/12/2025 12:57:35 PM

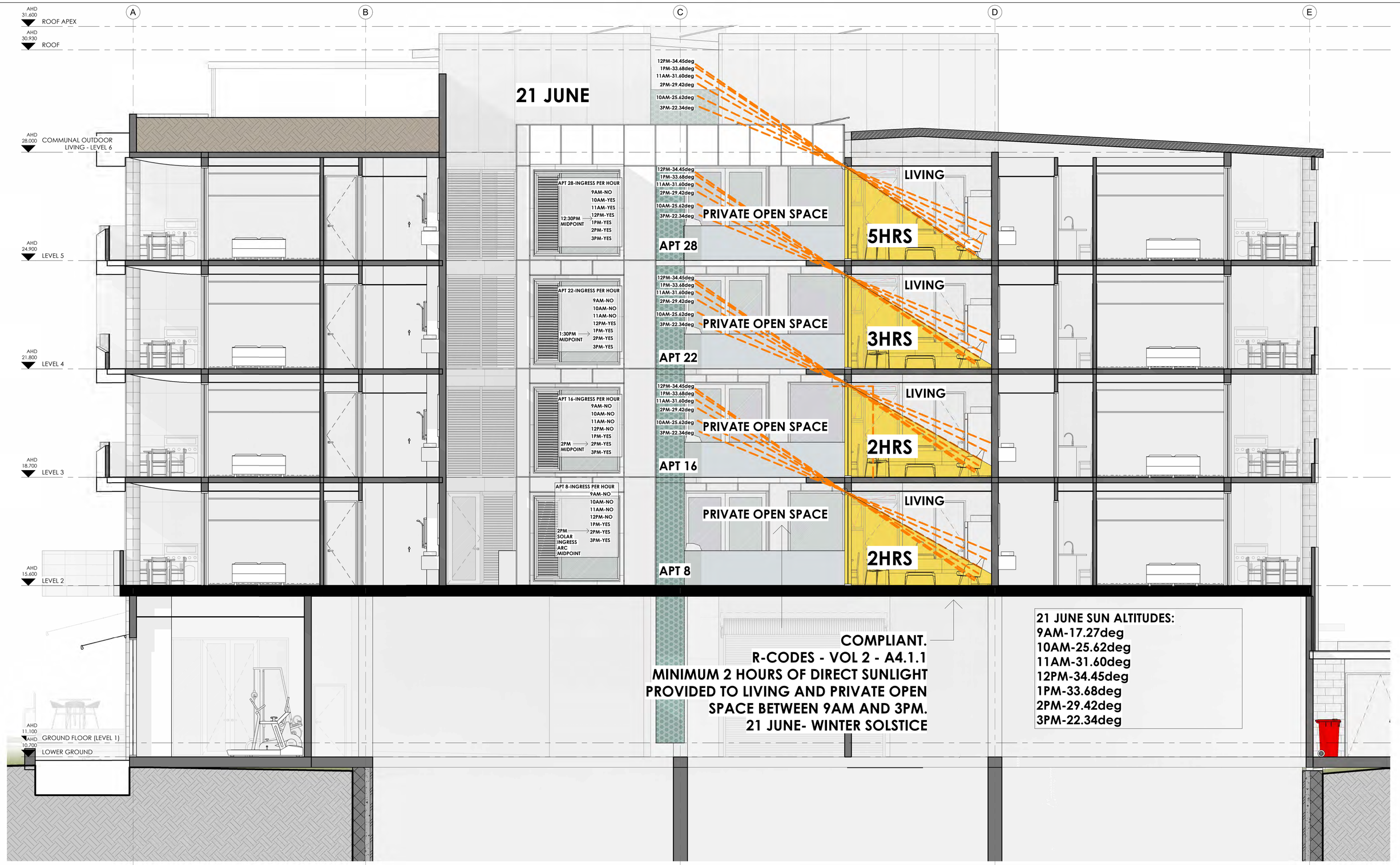
PROJECT NAME
MIXED-USE DEVELOPMENT

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DRAWING NO.
DA404

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1 ZA502 SOLAR INGRESS-WEST-AFTERNOON
SCALE: 1 : 50

ALL OTHER APARTMENTS COMPLY WITH R-CODES VOL 2 TABLE 4.1B
INCLUDING APARTMENT UNIT 1,2,3,9,10,11,17,18,20,21,23,24,26,27 (NO DIAGRAMS PROVIDED)

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TITLE **AS PER DRP2 REQUEST**
SOLAR INGRESS-WEST-AFTERNOON-APTS 8,16,22 & 28

0 .5 1 2 5 10m
SCALE 1:50

PROJECT STATUS
DA- DEVELOPMENT APPLICATION

DATE
19/12/2025 12:58:14 PM

PROJECT NAME
MIXED-USE DEVELOPMENT

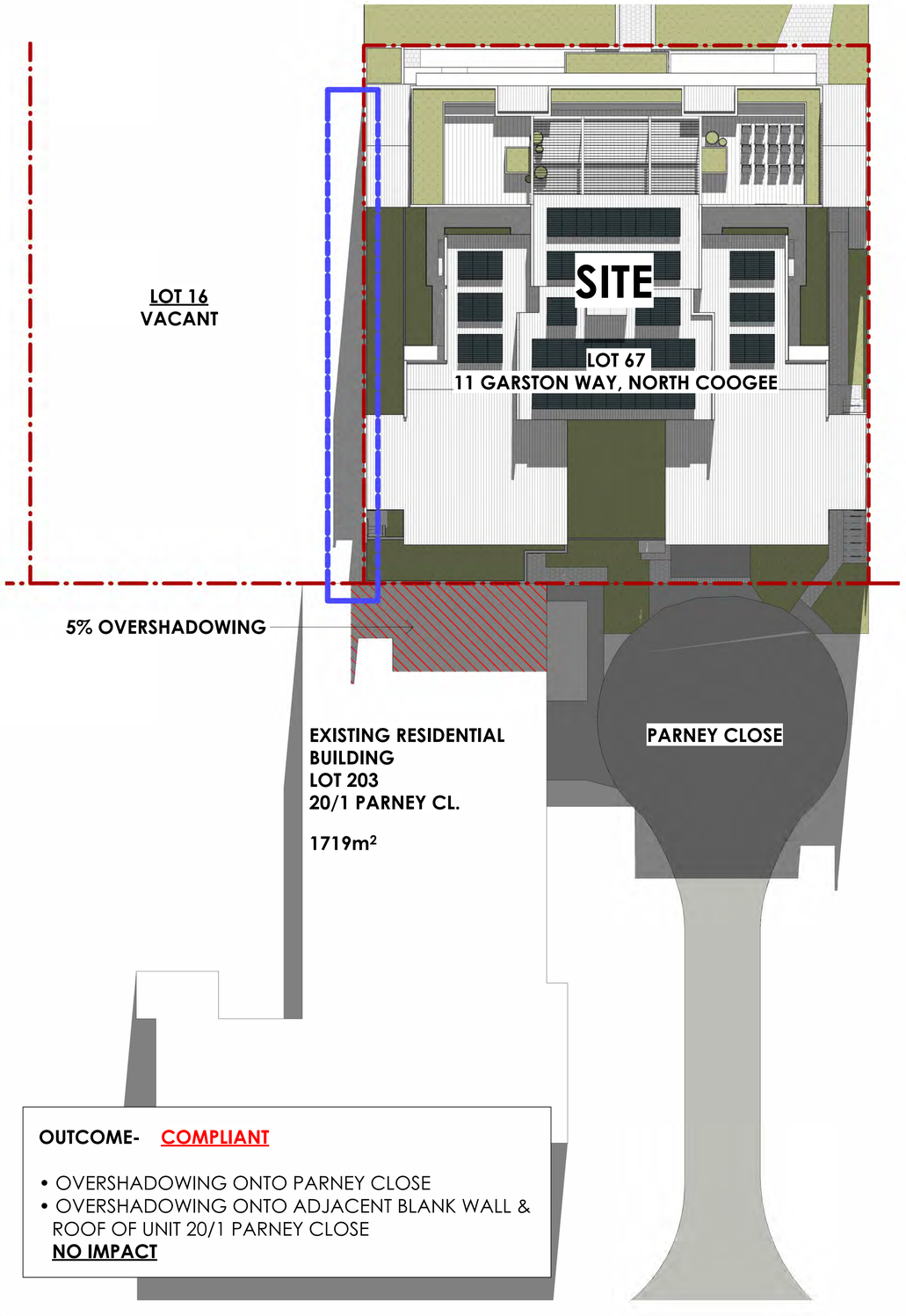
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PROPOSED DEVELOPMENT (VARIED SIDE SETBACKS)

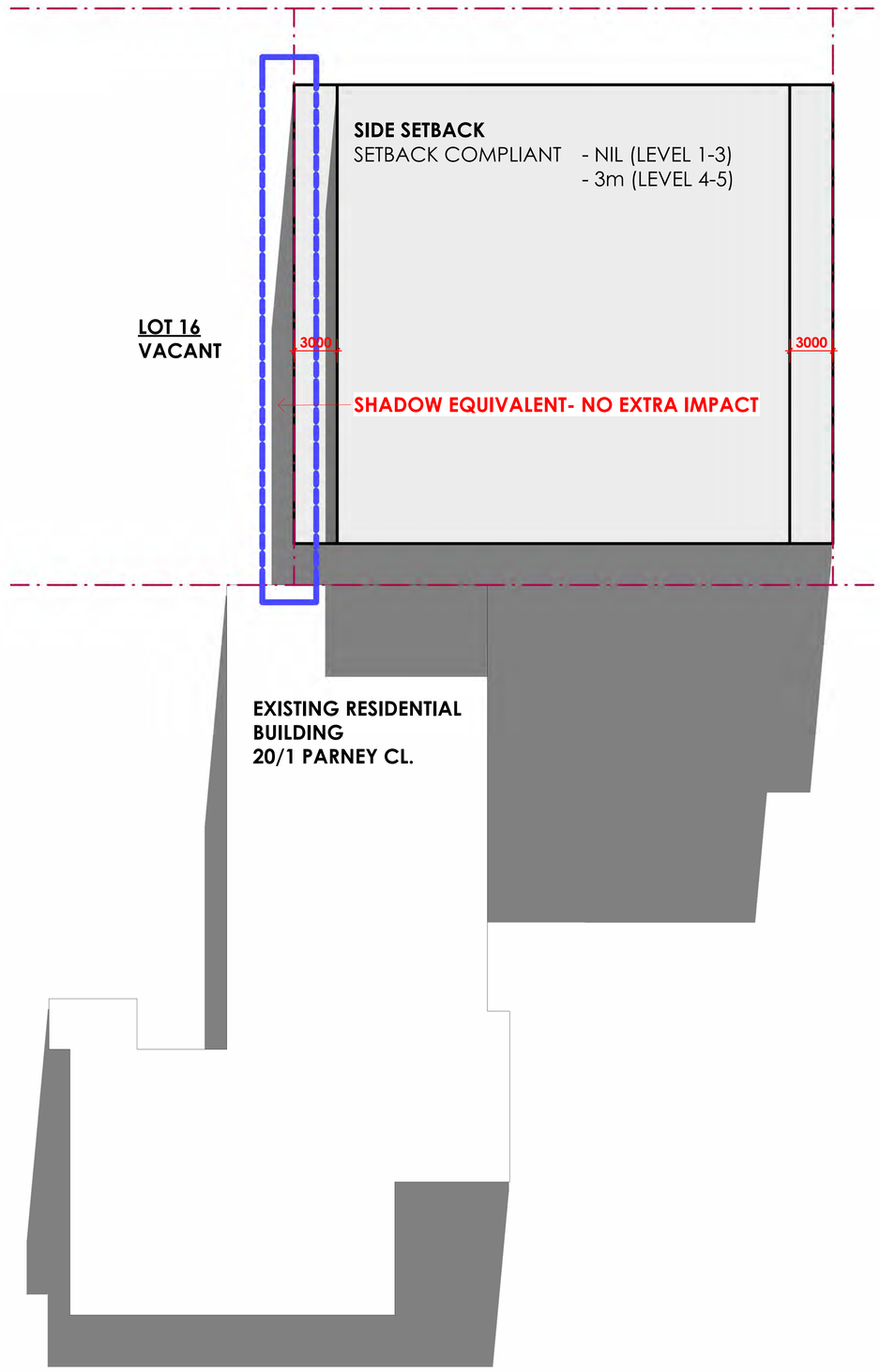


OUTCOME- COMPLIANT

- OVERSHADOWING ONTO PARNEY CLOSE
- OVERSHADOWING ONTO ADJACENT BLANK WALL & ROOF OF UNIT 20/1 PARNEY CLOSE
  NO IMPACT

1 OVERSHADOWING DIAGRAM
SCALE: 1 : 200

COMPLIANT DEVELOPMENT



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TITLE
OVERSHADOWING DIAGRAM

0 1 2 5 10 20m
SCALE 1:100

PROJECT STATUS
DA- DEVELOPMENT APPLICATION

DATE
19/12/2025 12:58:19 PM

PROJECT NAME
MIXED-USE DEVELOPMENT

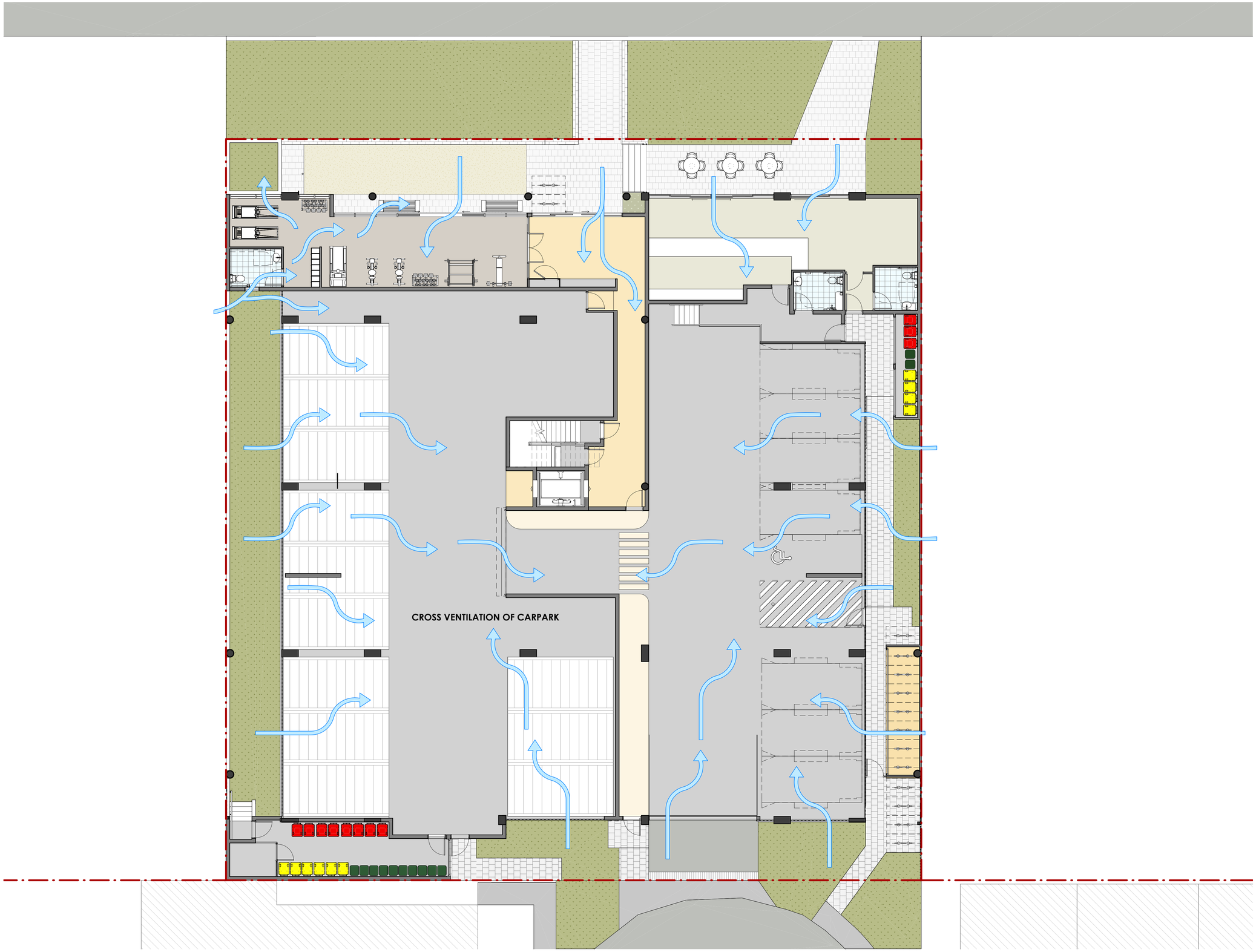
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DA406

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TITLE

GROUND FLOOR CROSS VENTILATION DIAGRAMS

0 1 2 5 10 20m

SCALE 1:100

PROJECT STATUS

DA- DEVELOPMENT APPLICATION

DATE

19/12/2025 12:58:21 PM

PROJECT NAME

MIXED-USE DEVELOPMENT

ADDRESS

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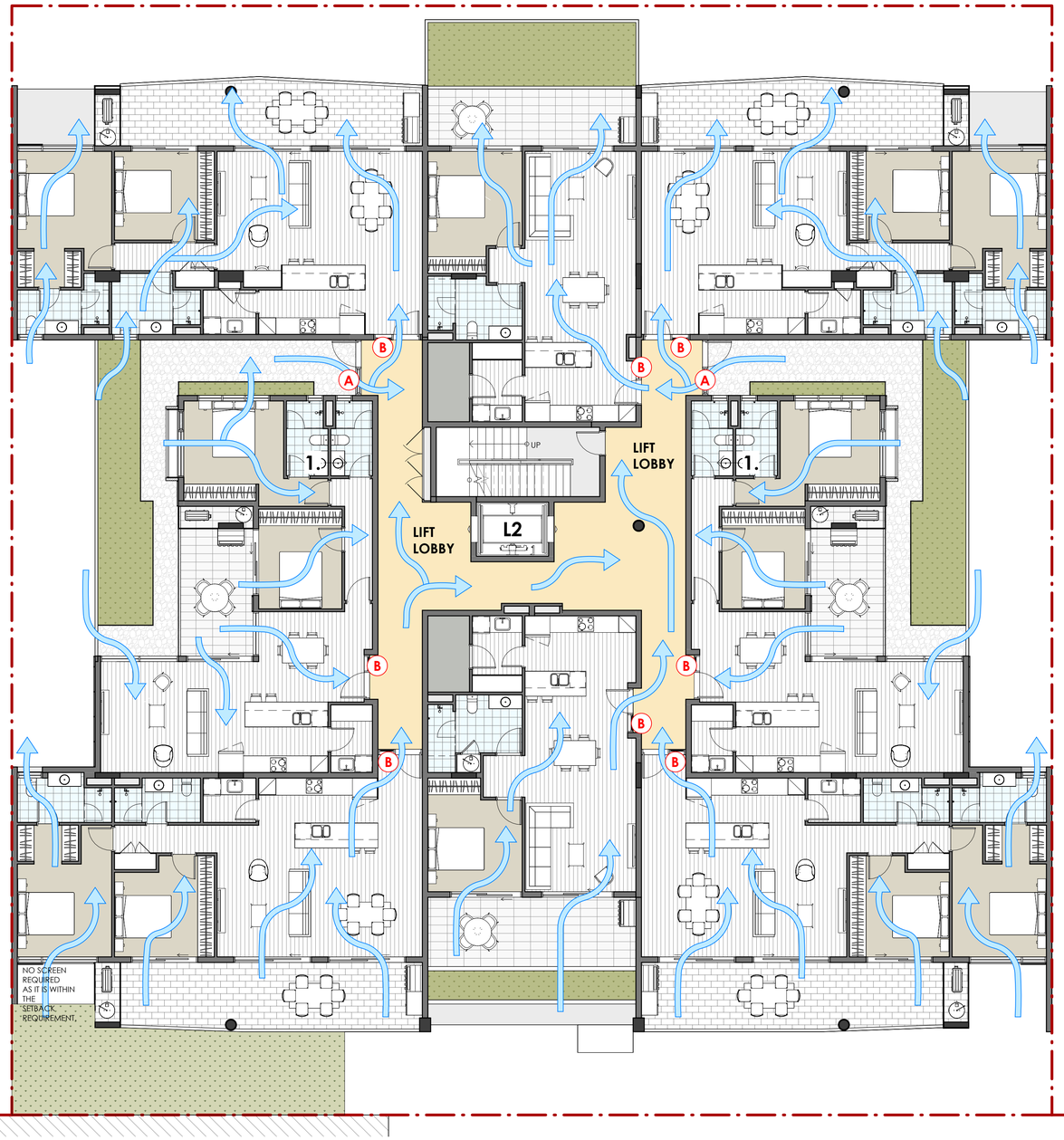
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DRAWING NO.

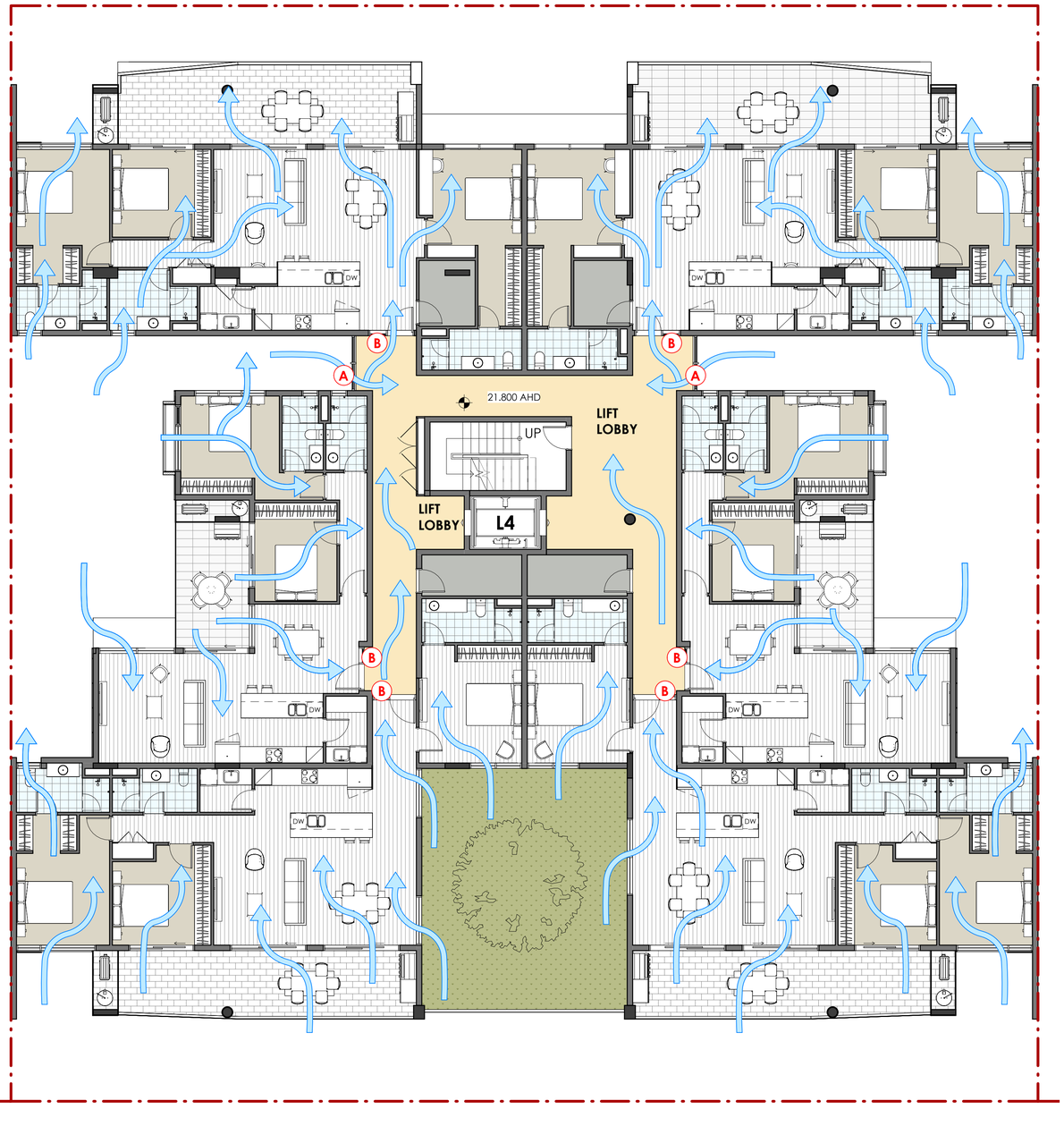
DA407

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1 TYPICAL LEVEL 2&3 CROSS VENTILATION DIAGRAM
DA201 SCALE: 1 : 100



2 TYPICAL LEVEL 4&5 CROSS VENTILATION DIAGRAM
DA201 SCALE: 1 : 100

NOTES

ALL APARTMENTS ARE DUAL ACCESS

A LOUVERED WINDOW FOR CROSS VENTILATION TO LOBBY AREAS

B ENTRY DOOR HAVE SIDE LOUVERED WINDOW & WINDOW ABOVE DOOR TO ASSIST CROSS VENTILATION

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TITLE
LEVEL 2 & LEVEL 4 VENTILATION DIAGRAMS

0 1 2 5 10 20m
SCALE 1:100

PROJECT STATUS
DA- DEVELOPMENT APPLICATION

DATE
19/12/2025 12:58:24 PM

PROJECT NAME
MIXED-USE DEVELOPMENT

ADDRESS
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DA408

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GARSTON WAY

PRIMARY ST. VERGE

PRIMARY ST. VERGE

SITE BOUNDARY 37.5m

SITE BOUNDARY 40m

SITE BOUNDARY 40m

SITE BOUNDARY 37.5m

RELIEF D.T

RELIEF D.T

RELIEF D.T

RELIEF D.T

RELIEF D.T

RELIEF D.T

COMMUNITY PETANQUE

ALFRESCO AREA

LUNCH BAR

RESIDENTIAL ENTRY

FOYER

RESIDENTIAL GYM

UAT

STAFF EOT

A/L

UAT

SCOOTER BAY

S1

REVERSING

FIRE EXIT

DELIVERY AREA

COVERED AREA

R9 / R25 / R34

SCOOTER BAYS

S2

S3

REVERSING

R10 / R11

DEPENDANT STACKER

R8 / R24 / R33

CAR STACKER

V5

V4

R7 / R23

DSA

FIRE STAIR

UP

LOBBY

COMMERCIAL 3

EV

GF

R6 / R22 / R32

DSA

COMMERCIAL 2

R5 / R21 / R31

CAR STACKER

COMMERCIAL 1

R4 / R20

R12 / R13

DEPENDANT STACKER

SCOOTER BAYS

S4

S5

R3 / R19 / R30

R14 / R26

V3

EV

COVERED AREA

DSA

R2 / R18 / R29

CAR STACKER

R15 / R27 / R35

CAR STACKER

V2

EV

R1 / R17

R16 / R28 / R36

V1

EV

FIRE EXIT

REVERSING

RESIDENTIAL BIN STORE

PATH

1:25

BLANK WALL

BLANK WALL

UP

SECONDARY ST. VERGE

SECONDARY ST. VERGE

PARNEY CLOSE

EXISTING 3 STOREY BUILDING

(2 STOREY OVERHANG) NIL SETBACK

EXISTING TOWN HOUSES

LOT 16
VACANT
R100

LOT 68
VACANT
R100

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TITLE
PROPOSED SOAKWELL

PROJECT STATUS
DA- DEVELOPMENT APPLICATION

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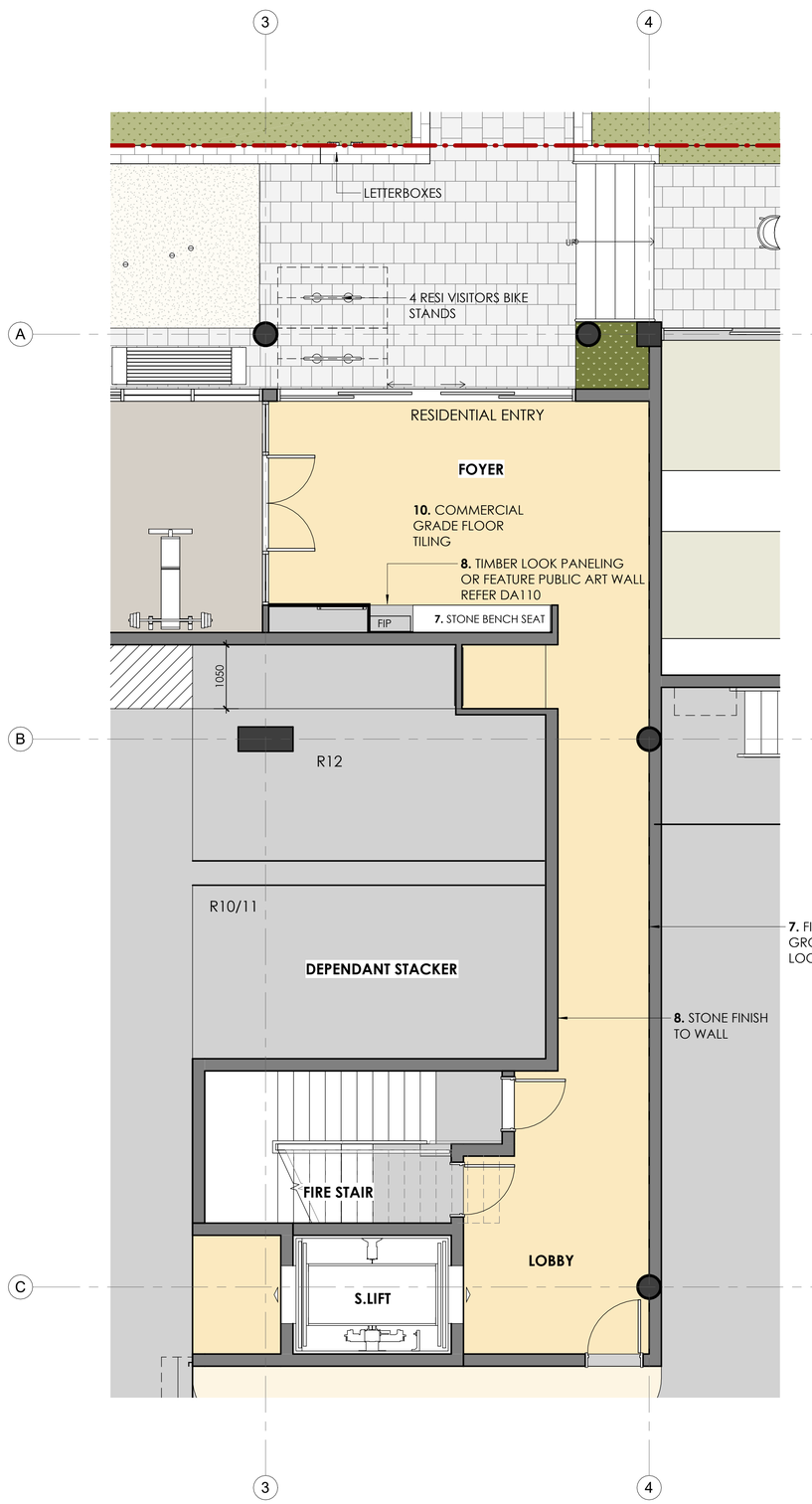
PROJECT NAME
MIXED-USE DEVELOPMENT

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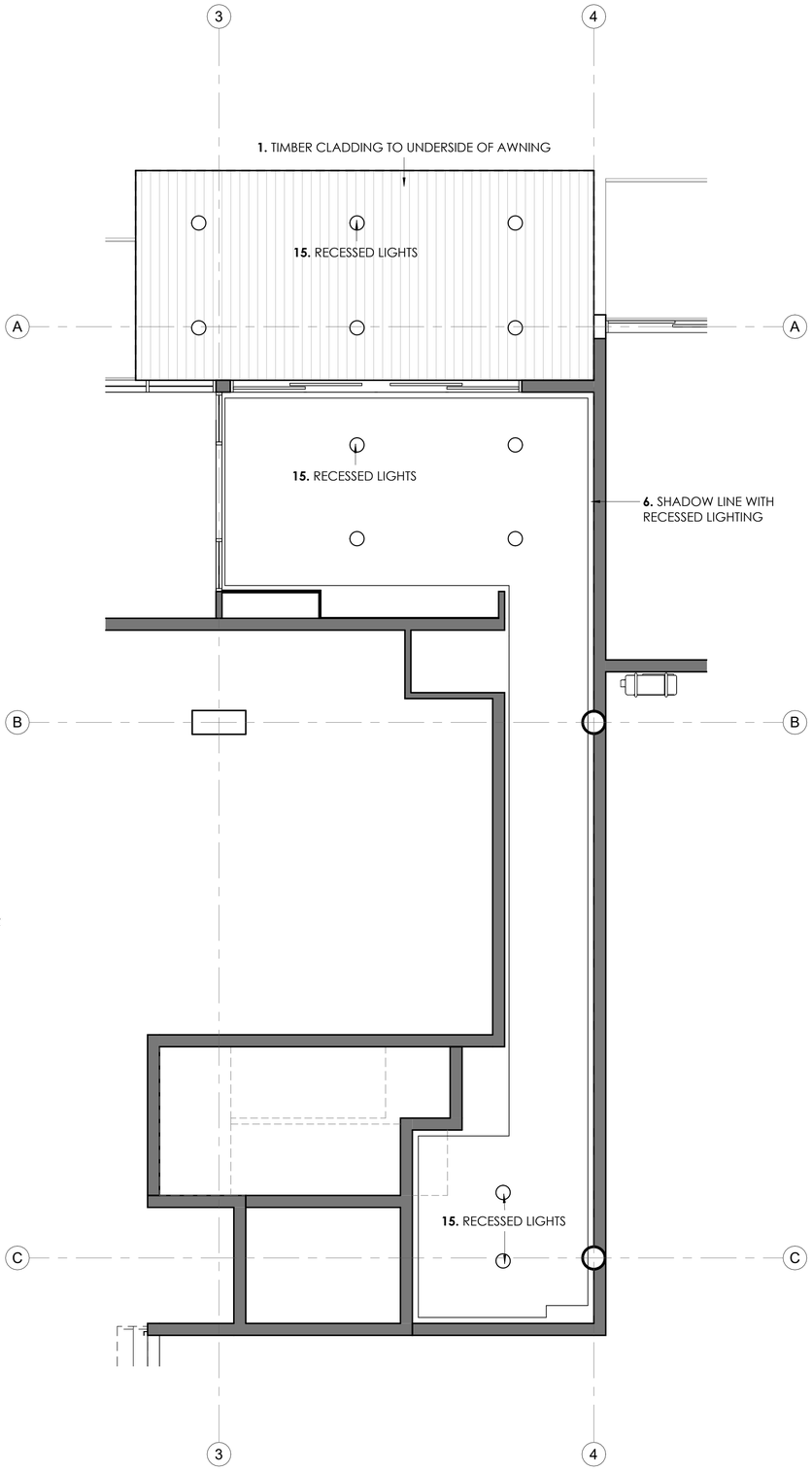
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DA409

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1 GROUP FLOOR (LEVEL 1) 1.50
DA201 SCALE: 1 : 50

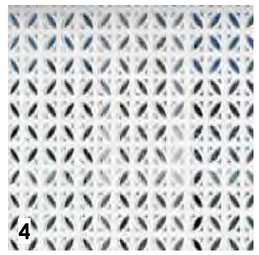


2 GROUP FLOOR (LEVEL 1)
DA201 SCALE: 1 : 50

FINISHES SCHEDULE



















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TITLE
GROUND FLOOR PLAN (LEVEL 1) LOBBY FINISHES

0 .5 1 2 5 10m
SCALE 1:50

PROJECT STATUS
DA- DEVELOPMENT APPLICATION

DATE
19/12/2025 12:58:27 PM

PROJECT NAME
MIXED-USE DEVELOPMENT

ADDRESS
(LOT 67) 11 GARSTON WAY, NORTH COOGEE WA 6163

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DRAWING NO.
DA500

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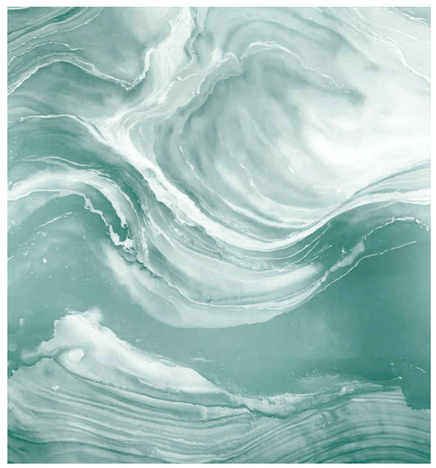
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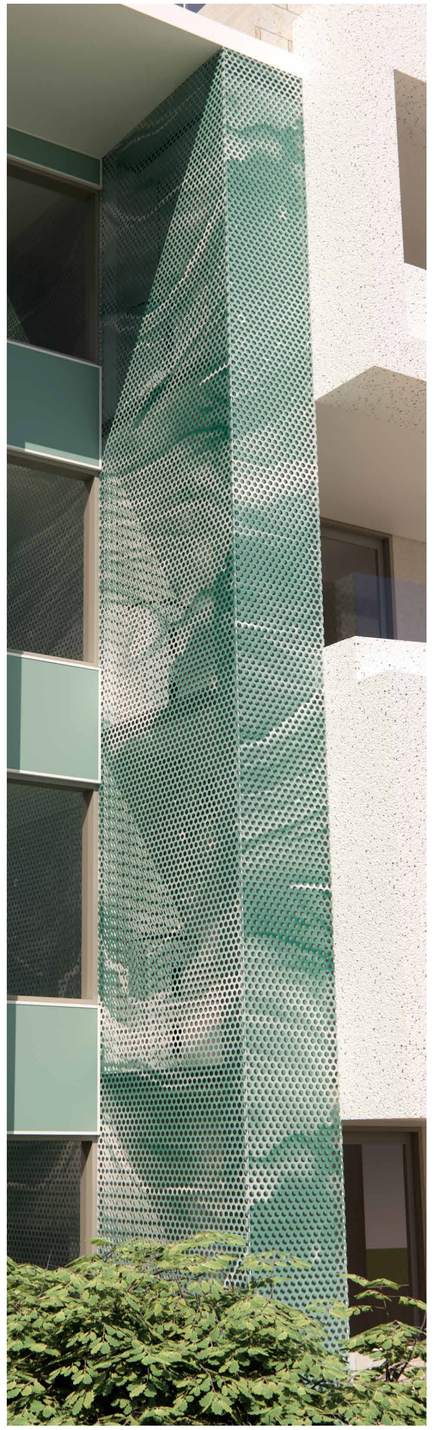
PUBLIC ART REFERENCE FOR RESIDENTIAL LOBBY ENTRY
USING SURF LIFE SAVING COLOURS AND MAIN BUILDING FEATURE COLOUR
REFER NOTE 8. DA500



COMMERCIAL REAR ENTRY GATE
COLOURED METAL PANELS
REFER NOTE 18. DA301



FEATURE ARTWORK REFERENCE
FOR PERFORATED METAL SCREENING



FEATURE PERFORATED METAL SCREENS TO ALL BUILDING ELEVATIONS
REFER NOTE 3. ON ELEVATION DRAWINGS

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TITLE
PUBLIC ART OPPORTUNITIES

PROJECT STATUS
DA- DEVELOPMENT APPLICATION

DATE
19/12/2025 12:58:28 PM

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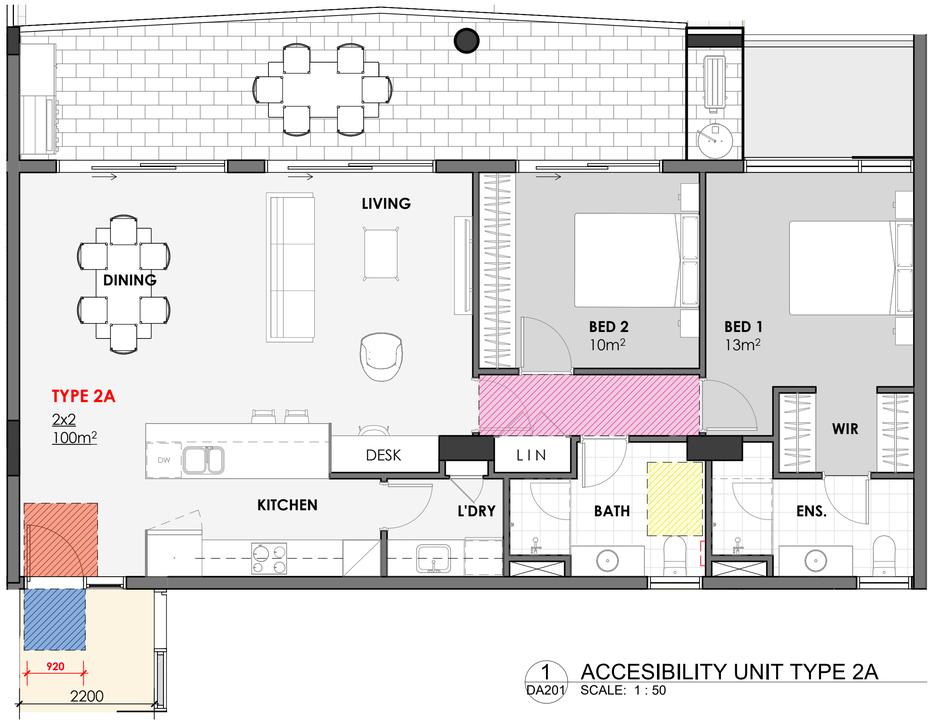
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DA501

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Version: 1, Version Date: 19/12/2025

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1 DA201 ACCESIBILITY UNIT TYPE 2A
SCALE: 1 : 50



2 DA201 ACCESIBILITY PLAN UNIT TYPE 3A
SCALE: 1 : 50

ACCORDING TO LIVABLE HOUSING DESIGN GUIDELINES AND R-CODES VOL. 2:

SILVER LEVEL UNITS

LEVEL	UNITS	TYPE
L2	1 3	2A
L3	9 11	2A
L4	17 18	3A
L5	23 24	3A
TOTAL	8 UNITS	

SILVER REQUIRED:
20% OF ALL DWELLINGS MEET SILVER LEVEL REQUIREMENTS.

SILVER PROVIDED:
8 UNITS OF 28 UNITS = **29% SILVER LEVEL UNITS.**

+

4 GOLD UNITS OF 28 UNITS = **14% GOLD LEVEL UNITS. (DA 503)**

REQUIRED:
20% OF ALL DWELLINGS MEET **SILVER** LEVEL REQUIREMENTS.

TOTAL PROVIDED:
12 UNITS OF 28 UNITS = **43% LIVABLE HOUSING DESIGNED UNITS. SILVER + GOLD**

SILVER LEVEL UNITS LEGEND:

- **TOILET CLEARANCE** 900 x 1200 mm
- **CORRIDOR MIN. CLEARANCE** 1000 mm
- **DWELLING ENTRANCE** 1200 x 1200 mm
- **DWELLING ACCESS MIN. CLEARANCE** 1000 mm
- FUTURE HANDRAILS

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TITLE
SILVER LEVEL UNITS

0 .5 1 2 5 10m
SCALE 1:50

PROJECT STATUS
DA- DEVELOPMENT APPLICATION

DATE
19/12/2025 12:58:30 PM

PROJECT NAME
MIXED-USE DEVELOPMENT

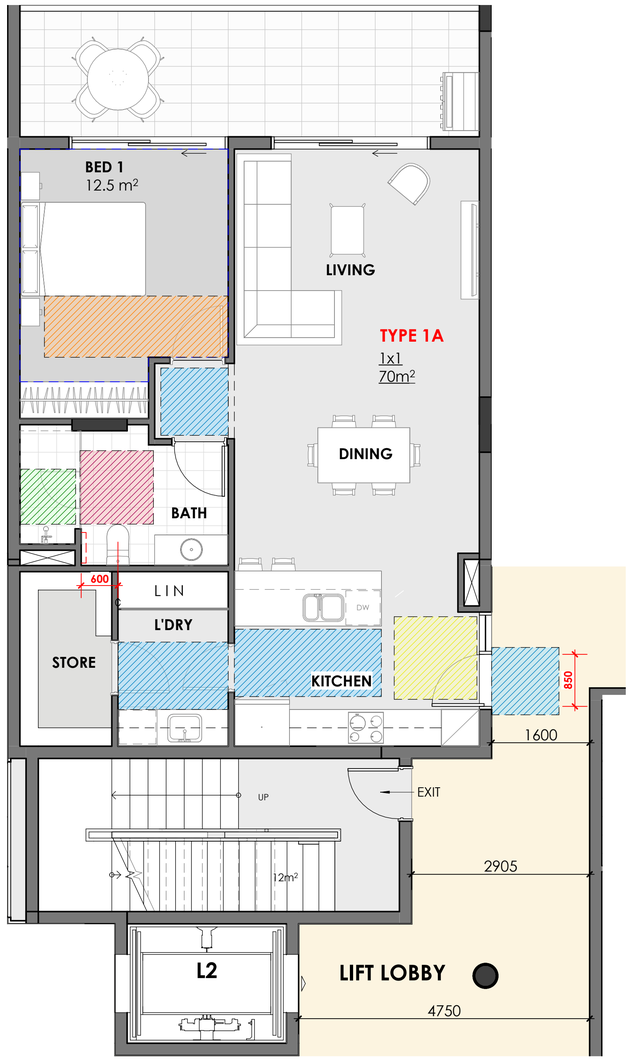
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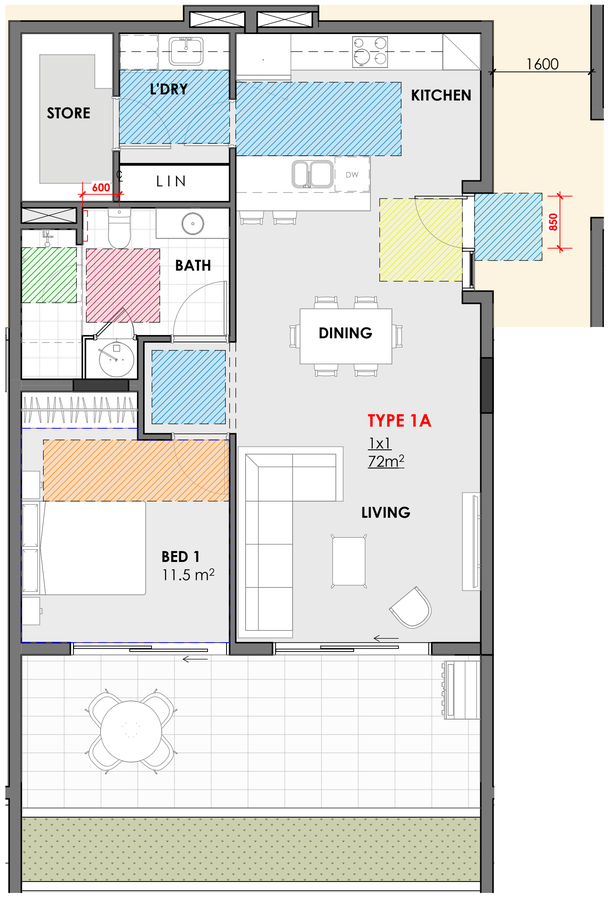
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DA502

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1 DA201 ACCESIBILITY PLAN UNIT TYPE 1A NORTH
SCALE: 1 : 50



2 DA201 ACCESIBILITY PLAN UNIT TYPE 1A SOUTH
SCALE: 1 : 50

ACCORDING TO LIVABLE HOUSING DESIGN GUIDELINES AND R-CODES VOL. 2:

GOLD LEVEL UNITS

LEVEL	UNITS	TYPE
L2	2	1A (NORTH)
	6	1A (SOUTH)
L3	10	1A (NORTH)
	14	1A (SOUTH)
TOTAL	4 UNITS	

GOLD REQUIRED:
NO REQUIREMENT OF GOLD LEVEL UNIT TYPES.

GOLD PROVIDED:
4 UNITS OF 28 UNITS = **14% GOLD LEVEL UNITS.**

+

8 SILVER UNITS OF 28 UNITS = **29% SILVER LEVEL UNITS. (DA 502)**

REQUIRED:
20% OF ALL DWELLINGS MEET **SILVER** LEVEL REQUIREMENTS.

TOTAL PROVIDED:
12 UNITS OF 28 UNITS = **43% LIVABLE HOUSING DESIGNED UNITS. SILVER + GOLD**

GOLD LEVEL UNITS LEGEND:

- **BEDROOM MIN. CIRCULATION** 1000 mm
- **DWELLING ACCESS, KITCHEN, LAUNDRY AND CORRIDOR CIRCULATION** 1100 mm
- **SHOWER MIN. DIMENSIONS** 900 x 900 mm
- **TOILET AND SHOWER CLEARANCE** 1200 x 1200 mm
- **DWELLING ENTRANCE** 1350 x 1350 mm
- FUTURE HANDRAILS

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TITLE
GOLD LEVEL UNITS

0 .5 1 2 5 10m
SCALE 1:50

PROJECT STATUS
DA- DEVELOPMENT APPLICATION

DATE
19/12/2025 12:58:31 PM

PROJECT NAME
MIXED-USE DEVELOPMENT

ADDRESS
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DA503

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TITLE
3D PERSPECTIVES 1

PROJECT STATUS
DA- DEVELOPMENT APPLICATION

DATE
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PROJECT NAME
MIXED-USE DEVELOPMENT

ADDRESS
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DA600

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TITLE
3D PERSPECTIVES 2

PROJECT STATUS
DA- DEVELOPMENT APPLICATION

DATE
19/12/2025 12:58:32 PM

PROJECT NAME
MIXED-USE DEVELOPMENT

ADDRESS
(LOT 67) 11 GARSTON WAY, NORTH COOGEE WA 6163

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DRAWING NO.
DA601

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TITLE
3D PERSPECTIVES 3

PROJECT STATUS
DA- DEVELOPMENT APPLICATION

DATE
19/12/2025 12:58:32 PM

PROJECT NAME
MIXED-USE DEVELOPMENT

ADDRESS
(LOT 67) 11 GARSTON WAY, NORTH COOGEE WA 6163

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DRAWING NO.
DA602

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TITLE
3D PERSPECTIVES 4

PROJECT STATUS
DA- DEVELOPMENT APPLICATION

DATE
19/12/2025 12:58:32 PM

PROJECT NAME
MIXED-USE DEVELOPMENT

ADDRESS
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DRAWING NO.
DA603

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TITLE
3D PERSPECTIVES 5

PROJECT STATUS
DA- DEVELOPMENT APPLICATION

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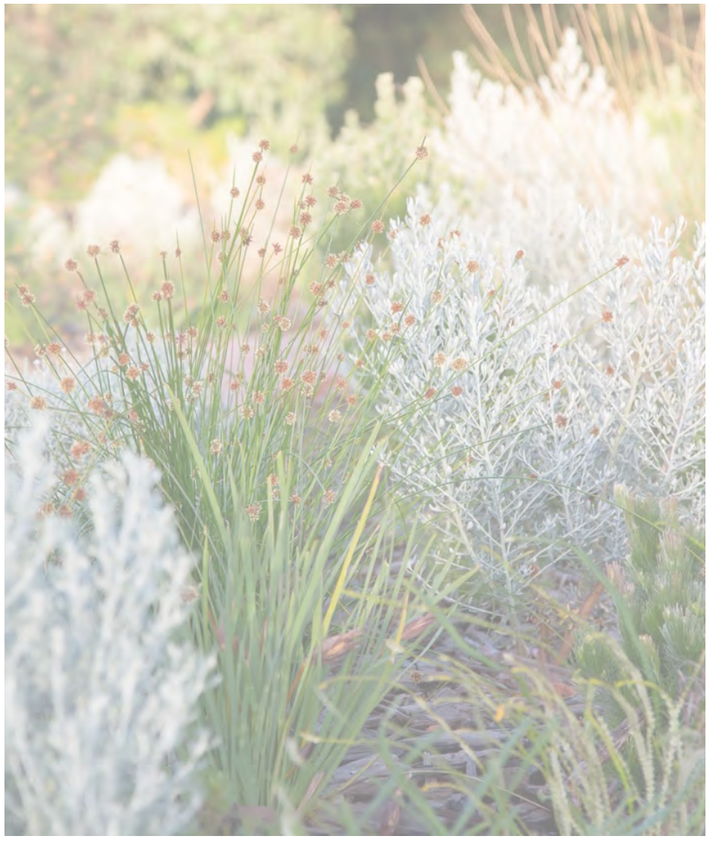
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11 Garston Way, North Coogee

landscape concept | december 2025 [C]

Document Set ID: 12588079
Version: 1, Version Date: 21/01/2026

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01 Context & Site Analysis

02 Design Approach

03 Landscape Concept

04 Landscape Imagery

05 Material Selection

06 Planting Palette

07 Deep soil & Tree provision compliance

PLAN E

LANDSCAPE ARCHITECTS

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LANDSCAPE CONCEPT

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01 CONTEXT & SITE ANALYSIS



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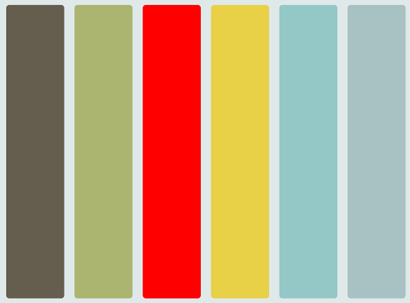
02 | DESIGN APPROACH















The proposed landscape design is influenced by the coastal nature of Coogee. The site sits approximately 600m from Catherine Point.

High quality finishes in sandy earthy tones, with native coastal planting reinforce the sense of place while proposed pops of colour in furniture and hardscape details create interest and a unique character.

PLAN E

LANDSCAPE ARCHITECTS

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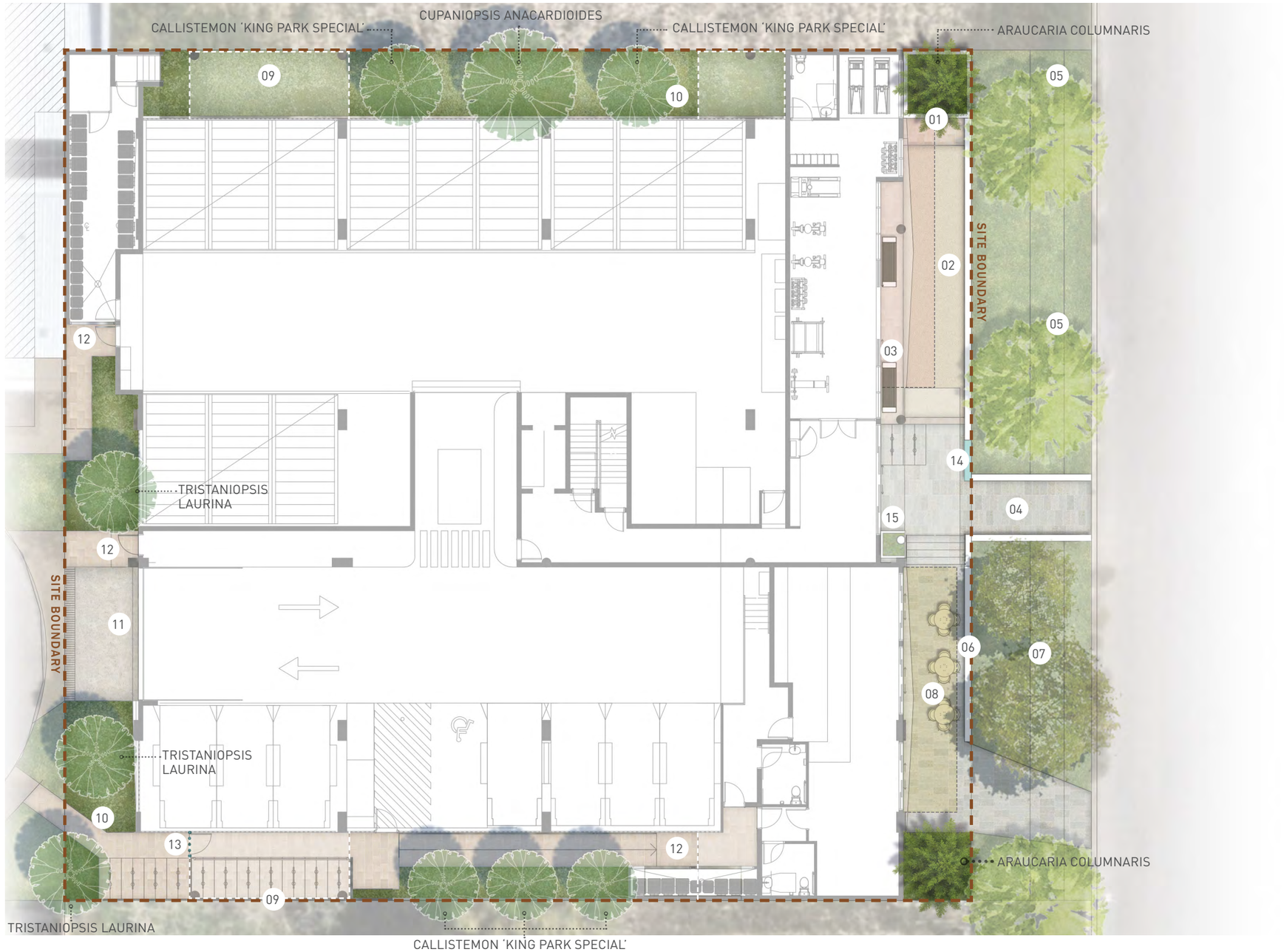
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03 GROUND FLOOR (LEVEL 1) - LANDSCAPE CONCEPT



LEGEND

01 RAISED PLANTERS WITH FEATURE TREE AND COASTAL PLANT SPECIES

02 PETANQUE AREA WITH RED AWING

03 FEATURE PAVING WITH TIMBER SEATING AROUND PETANQUE AREA

04 PEDESTRIAN & WHEELCHAIR ACCESS

05 PROPOSED STREET TREES WITH VERGE LOCAL NATIVE WATER WISE PLANTS FROM SELECTION SHOWN

06 HEDGE TO BOUNDARY

07 EXISTING TREES TO BE RETAINED IN VERGE

08 LUNCH BAR ALFRESCO AREA WITH LOOSE FURNITURE FOR GATHERING & YELLOW AWNING TO PROVIDE SHADE

09 BUILDING OVERHEAD

10 GARDEN BED PLANTING WITH TREES WHERE VOIDS IN BUILDING FLOOR ABOVE

11 TRAFFICABLE PAVING / EXPOSED AGGREGATE CONCRETE TO VEHICLE ENTRANCE OF PROPOSED BUILDING

12 FEATURE PAVING TO PEDESTRIAN ACCESS POINTS INTO PROPOSED BUILDING

13 GATED ENTRANCE POINT

14 RESIDENT LETTER BOXES

15 FEATURE POTS TO ENTRANCE OF BUILDING

PLAN E

LANDSCAPE ARCHITECTS

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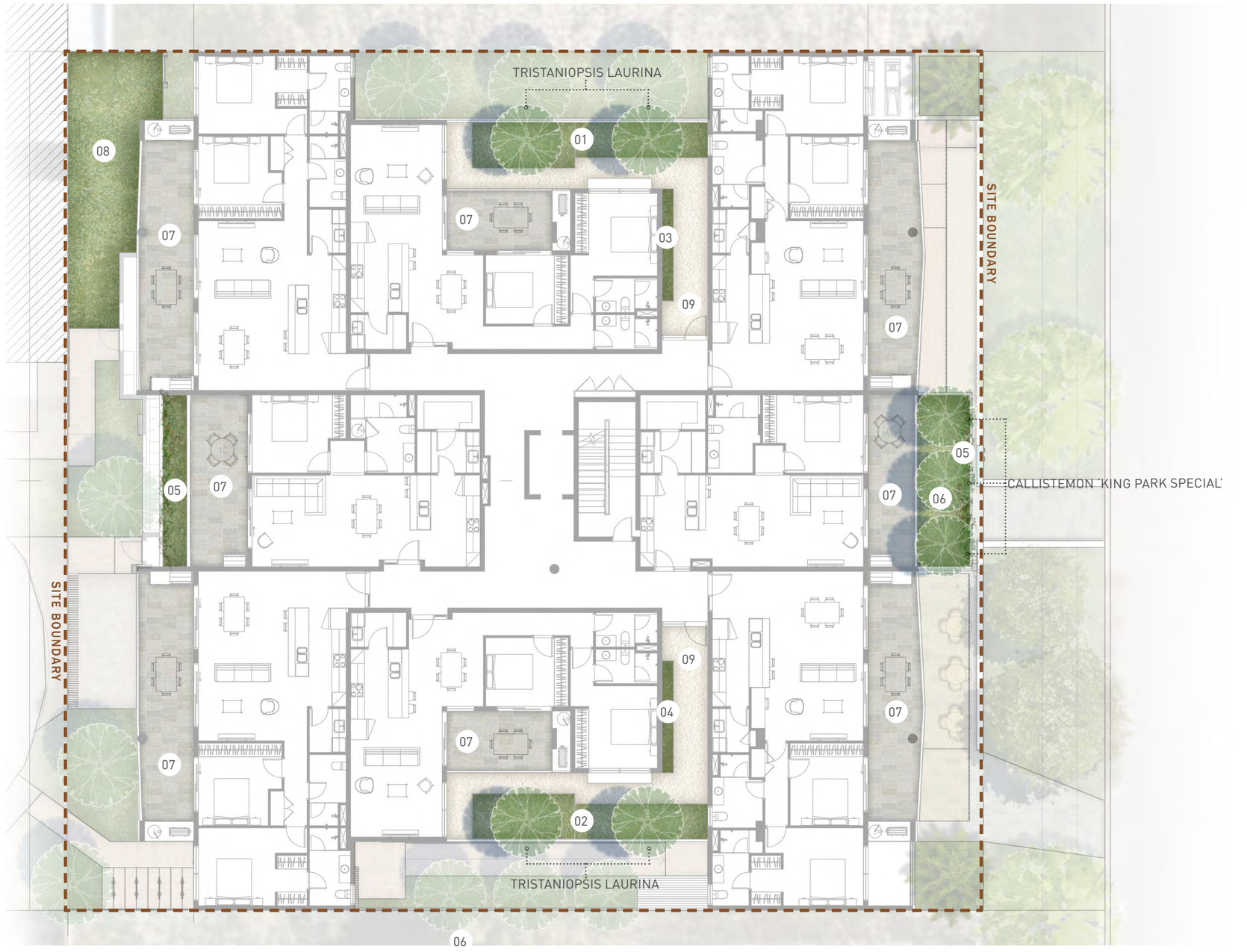
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03 | LEVEL 2 - LANDSCAPE CONCEPT



LEGEND

01 GARDEN BED ON ROOF WITH 'COASTAL SUMMER' PLANTING PALETTE AND SCREENING TREES

02 GARDEN BED ON ROOF WITH 'COASTAL SPRING' PLANTING PALETTE AND SCREENING TREES

03 GARDEN BED ON ROOF WITH 'COASTAL WINTER' PLANTING PALETTE

04 GARDEN BED ON ROOF WITH 'COASTAL AUTUMN' PLANTING PALETTE

05 GARDEN BED ON ROOF WITH COASTAL PLANTING PALETTE AND FEATURE CASCADING SPECIES

06 FEATURE TREES

07 FEATURE PAVING TO PRIVATE BALCONIES

08 LOW SHRUB & GROUNDCOVER ON BIN STORE ROOF

09 GRAVEL TO MAINTENANCE ACCESS

PLAN E

LANDSCAPE ARCHITECTS

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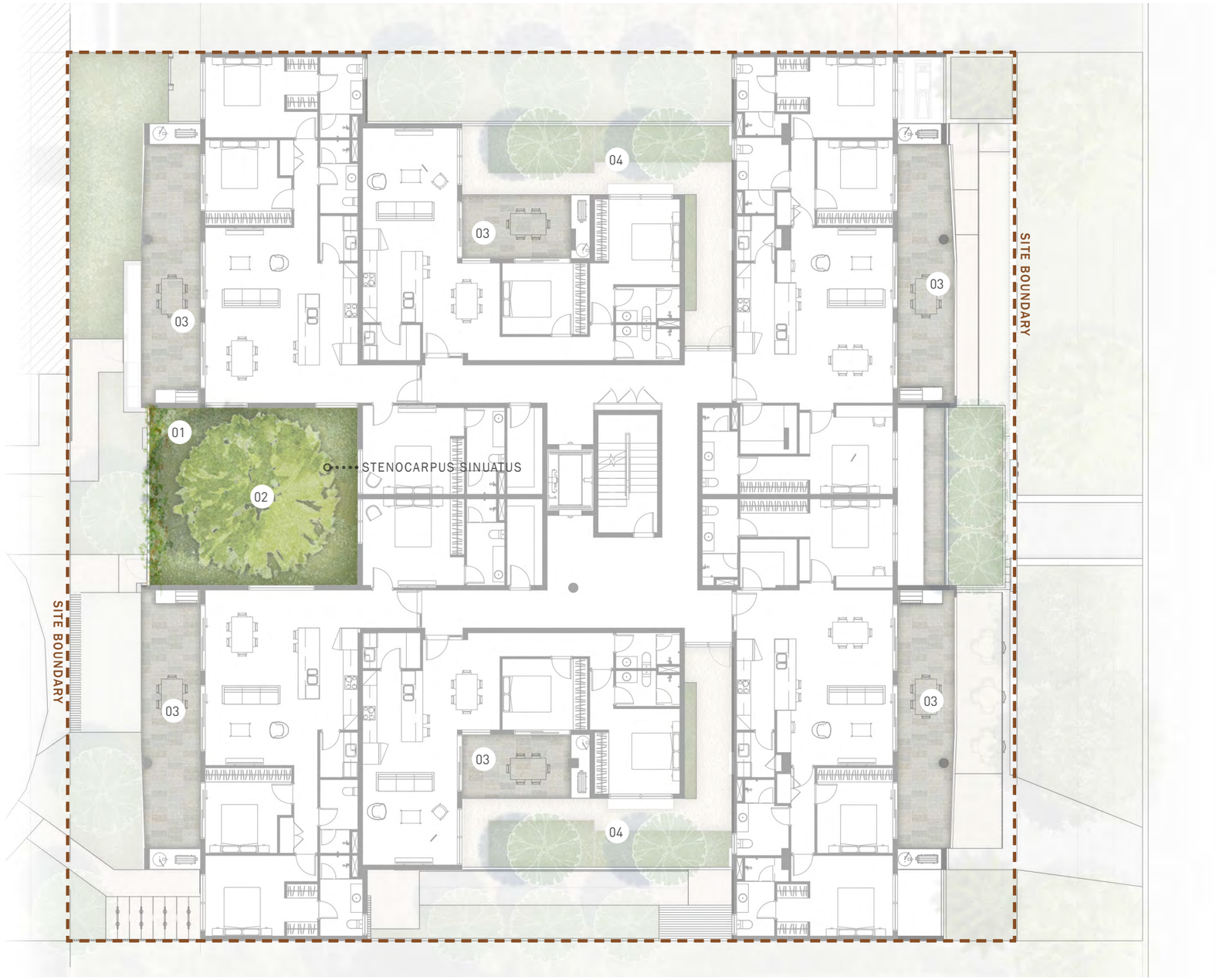
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03 | LEVEL 4 - LANDSCAPE CONCEPT



LEGEND

01 GARDEN BED ON ROOF WITH COASTAL PLANTING PALETTE AND FEATURE CASCADING SPECIES

02 FEATURE DECIDUOUS TREE E.G. STENOCARPUS SINUATUS

03 FEATURE PAVING TO PRIVATE BALCONIES

04 VOID TO GARDEN BEDS / BALCONIES BELOW

PLAN E

LANDSCAPE ARCHITECTS

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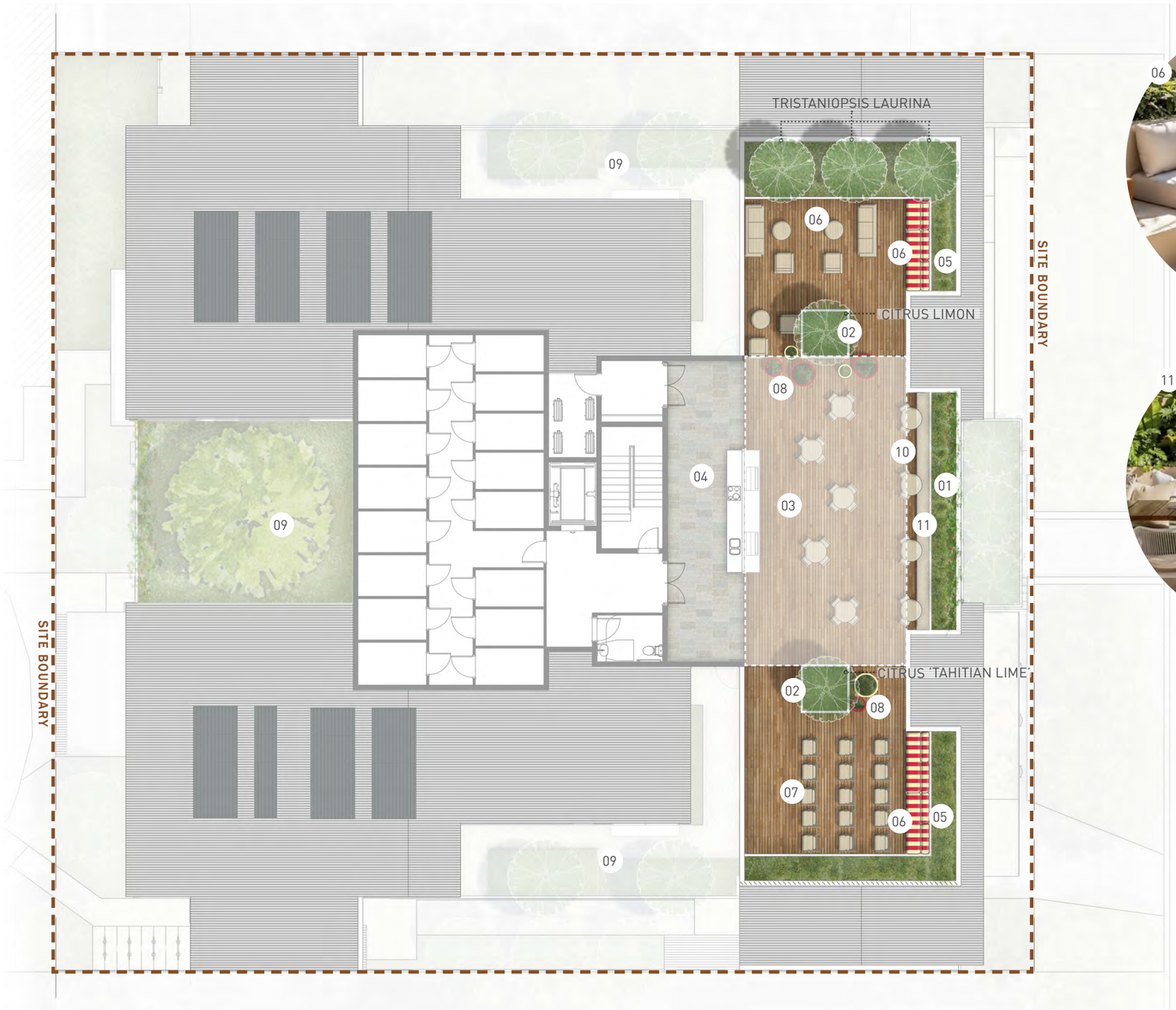
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03 ROOF (COMMUNAL OUTDOOR LIVING) - LANDSCAPE CONCEPT







LEGEND

01 GARDEN BED ON ROOF WITH COASTAL PLANTING PALETTE AND FEATURE CASCADING SPECIES

02 RAISED PLANTER WITH FEATURE FRUIT TREES

03 TIMBER DECKING TO ALFRESCO DINING SPACE

04 FEATURE PAVING TO KITCHEN

05 RAISED PLANTERS WITH SHADE TOLERANT COASTAL SPECIES & SCREENING SHRUBS

06 FIXED TERRACED SEATING WITH 'SURF LIFE SAVING COLOURS' INSPIRED CUSHIONS

07 MOVEABLE OUTDOOR FURNITURE TO FEATURE PAVED AREAS / FLEXIBLE USE SPACES - POSSIBLE OUTDOOR CINEMA SPACE

08 FEATURE POTS WITH EDIBLE SPECIES / FRUIT TREES

09 VOID TO GARDEN BEDS / BALCONIES BELOW

10 PERGOLA OVERHEAD

11 INTEGRATED CONCRETE BENCH SEAT TO RAISED PLANTER WITH ALFRESCO DINING FURNITURE

PLAN E

LANDSCAPE ARCHITECTS

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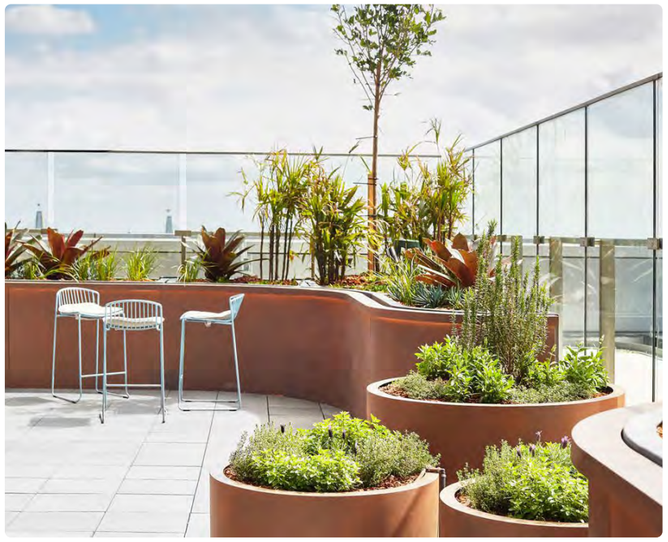
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04 | LANDSCAPE IMAGERY

















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2516601 GARSTON WAY - landscape concept

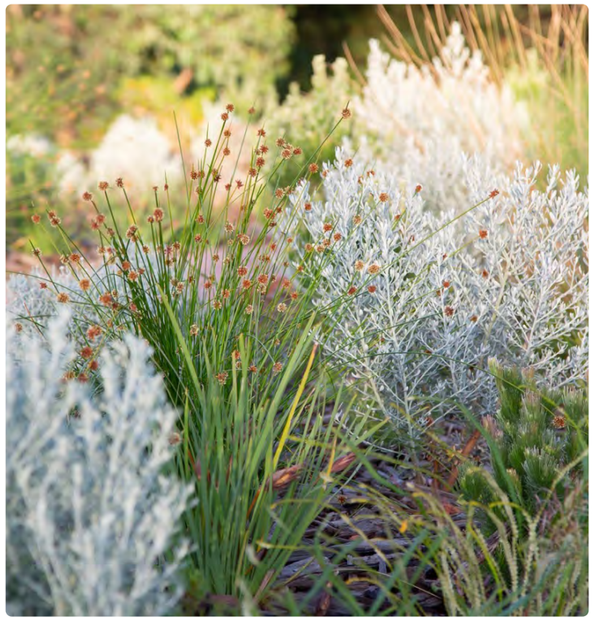
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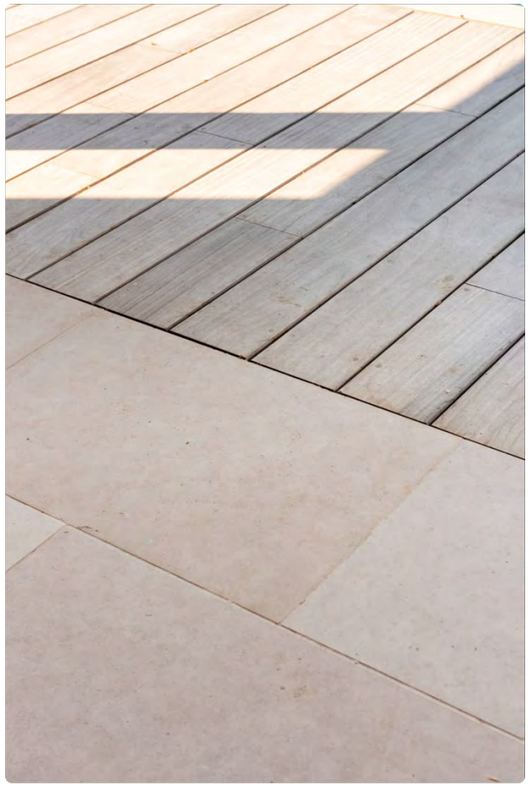
05 | MATERIAL SELECTION



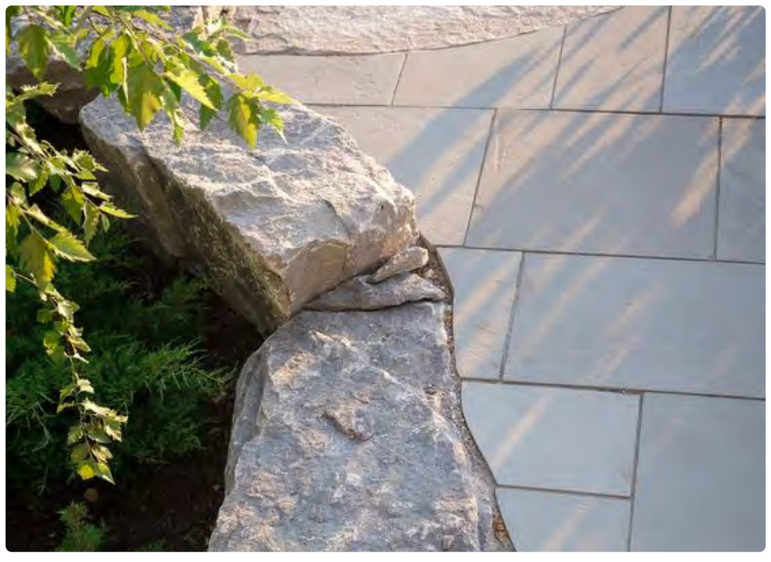














PLAN E

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06 | PLANTING PALETTE

SHRUBS & GROUND-COVERS


GREVILLEA CRITHMIFOLIA ‘GREEN CARPET’


HIBBERTIA SCANDENS


ROSMARINUS OFFICINALIS ‘PROSTRATUS’


DIANELLA REVOLUTA


HEMIANDRA PUNGENS


LEUCOPHYTA SILVER NUGGET


RHAPHIOLEPIS ‘ORIENTAL PEARL’


CHAMELAUCIUM X VERTICORDIA


ACACIA SALIGNA PROSTRATE


EREMOPHILA KALBARRI CARPET


MYOPORUM INSULARE PROSTRATE


CARPOBROTUS VIRESCENS


LOMANDRA ‘NYALLA’


LEPIDOSPERMA GLADIATUM


SCAEVOLA CRASSIFOLIA ‘FLAT FRED’


ANIGOZANTHOS VARIOUS


OLEARIA LITTLE SMOKIE


LEPTOSPERMUM ‘FORE SHORE’


GREVILLEA APRICOT GLOW


CONOSTYLIS CANDICANS


WESTRINGIA FRUTICOSA

PLAN E

LANDSCAPE ARCHITECTS

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06 | PLANTING PALETTE

TREES & SCREENING


AGONIS FLEXUOSA


CASUARINA EQUISETIFOLIA


CALLISTEMON ‘KING PARK SPECIAL’


TRISTANIOPSIS LAURINA


CUPANIOPSIS ANACARDIOIDES


STENOCARPUS SINUATUS


ARAUCARIA COLUMNARIS

FRUIT TREES


CITRUS LIMON


CITRUS ‘TAHITIAN LIME’

MEDIUM SHRUBS


ADENANTHOS SERICEA COMPACT

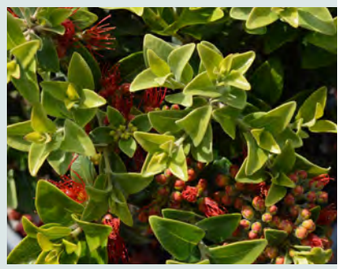

WESTRINGIA BLUE GEM


CHAMELAUCIUM UNCINATUM


AGONIS FLEXUOSA NANA


CALOTHAMNUS CLEAN AND GREEN


BANKSIA INTEGRIFOLIA ‘SENTINEL’


METROSIDEROS DALESE

PLAN E

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07 | DEEP SOIL & TREE PROVISION COMPLIANCE

ITEM 3.3A - MINIMUM DEEP SOIL AREA AND TREE PROVISION

REQUIRED DEEP SOIL AREA: 150 SQ.M / BASED ON A SITE AREA OF 1500 SQ.M (10%)

REQUIRED TREE PROVISION: 1 x LARGE TREE IN DEEP SOIL BASED ON A SITE AREA OF 1500 SQ.M

DEEP SOIL AREA PROVISION REQUIREMENTS - TABLE 01

THE DEVELOPMENT PROVIDES COMPLIANT TREE PROVISION IN DEEP SOIL ON GROUND.

THE TABLE BELOW OUTLINES MINIMUM REQUIREMENTS FOR DEEP SOIL AREAS AS DEFINED IN DESIGNWA.

TABLE 01: DEEP SOIL ZONE REQUIREMENTS

	LOT AREA: 1500 SQ.M	MINIMUM REQUIREMENTS	PROJECT REQUIREMENT FOR PROVISION
WAPC DEEP SOIL AREA REQUIREMENTS	> 1000 SQ.M	10% OF DEEP SOIL AREA ON SITE (150 SQ.M)	REQUIRED MIN OF 150 SQ.M PROVIDED DEEP SOIL AREA OF 114.7 SQ.M PROVIDED ADDITIONAL UNDER BUILDING PLANTING (NON-CONFORMING) 31.8 SQ.M SHORT OF 35.3 SQ.M
		Planting on structure with an area equivalent to two times the shortfall in deep soil area provision is provided. 2x 35.3 = 70.6 SQ.M min	MIN OF 70.6 SQ.M PROVIDED TOTAL PLANTING ON STRUCTURE OF 180.3 SQ.M

DEEP SOIL AREA AND PLANTING ON STRUCTURE PROVISION - TABLE 02

THE DEVELOPMENT EXCEEDS THE DEEP SOIL AREA AND OFFSET REQUIREMENTS.

TABLE 02: LANDSCAPE AREAS / DEEP SOIL AREAS

	DEEP SOIL AREA (IN GROUND)	PLANTING ON STRUCTURE (1000MM DEPTH MIN) AS DEEP SOIL AREA	PLANTING ON STRUCTURE (600MM DEPTH)	SOFT LANDSCAPE GARDEN AREA
GROUND FLOOR (LEVEL 01)	114.7 SQ.M NON CONFORMING - 31.8 SQ.M	-	1 SQ.M	147.5 SQ.M
LEVEL 02	-	61.1 SQ.M	42.6 SQ.M	103.7 SQ.M
LEVEL 04	-	66 SQ.M	-	66 SQ.M
ROOF LEVEL	-	53.2 SQ.M	2.5 SQ.M	55.7 SQ.M
TOTAL	146.5 SQ.M	180.3 SQ.M	46.1 SQ.M	372.9 SQ.M

THE TABLE BELOW OUTLINES MINIMUM REQUIREMENTS FOR TREE PROVISION AS DEFINED IN DESIGNWA.

TABLE 03: TREE PROVISION REQUIREMENTS

	LOT AREA: 1500 SQ.M	MINIMUM REQUIREMENTS	PROJECT REQUIREMENT FOR PROVISION
WAPC TREE CANOPY REQUIREMENTS	>1000 SQ.M	1 LARGE TREE	MINIMUM OF 64 SQ.M OF TREE CANOPY COVER PROVIDED 408 SQ.M COMPLIANT & 308 SQ.M NON COMPLIANT TREE CANOPY COVER

THE DEVELOPMENT EXCEEDS THE TREE PROVISION REQUIREMENTS.

TABLE 04: TREE PROVISION

	SMALL TREES: 2-6m DIAMETER 28 SQ.M CANOPY COVER AT MATURITY	MEDIUM TREES: 6-9m DIAMETER 64 SQ.M CANOPY COVER AT MATURITY	LARGE TREES: >9m DIAMETER 64 SQ.M CANOPY COVER AT MATURITY	TOTAL CANOPY COVER (NOT INCLUDING EXISTING TREES)
GROUND FLOOR (LEVEL 01)	3 COMPLIANT & 6 NON COMPLIANT	1 COMPLIANT	-	148 SQ.M COMPLIANT 168 SQ.M NON COMPLIANT
LEVEL 02	5 COMPLIANT & 2 NON COMPLIANT	-	-	140 SQ.M COMPLIANT 56 SQ.M NON COMPLIANT
LEVEL 04	-	-	1 COMPLIANT	64 SQ.M COMPLIANT
ROOF LEVEL	2 COMPLIANT & 3 NON COMPLIANT	-	-	56 SQ.M COMPLIANT 84 SQ.M NON COMPLIANT
TOTAL				408 SQ.M COMPLIANT 308 SQ.M NON COMPLIANT

IRRIGATION STRATEGY

A FULLY AUTOMATIC IRRIGATION SYSTEM WILL BE INSTALLED FOR 11 GARSTON WAY, NORTH COOGEE PROJECT. THE SCOPE WILL INCLUDE:
- IRRIGATION TO ALL LANDSCAPE AREAS
- MOISTURE SENSORS THROUGHOUT, TO ENSURE WATER USE IS MINIMISED
- USE OF LOW WATER USE EMITTERS TO ENSURE ONLY SUFFICIENT WATER IS PROVIDED TO IRRIGATE PLANTING AREAS
- IN-LINE FERTILISATION UNIT TO ENSURE FERTILISING AND MOISTURE RETENTION IS CONTROLLED
- USE OF POP - UP FLOOD BUBBLERS TO SUIT SIZE OF GARDEN BEDS TO ENSURE ANY OVER-SPRAY AND WASTAGE IS MITIGATED, AND;
- A DETAILED DESIGN AND SPECIFICATION WILL BE PROVIDED AT BUILDING LICENSE APPLICATION STAGE.

PLAN E

LANDSCAPE ARCHITECTS

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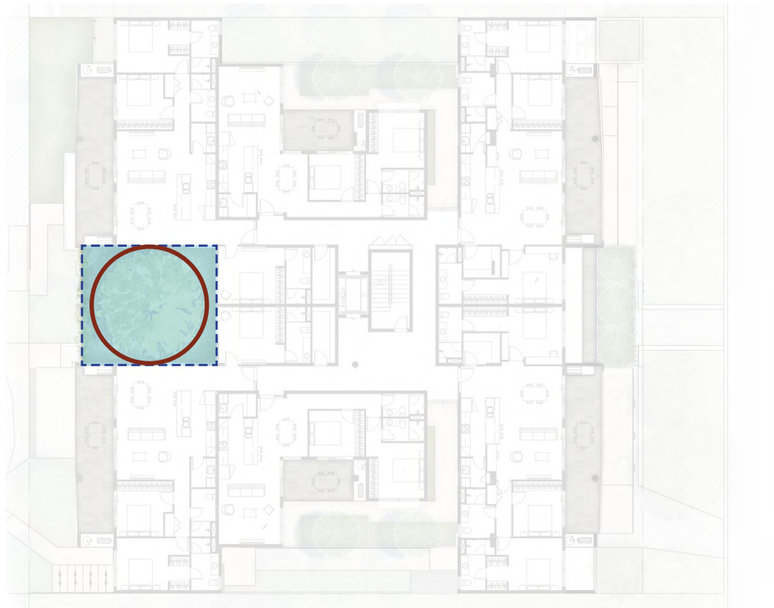
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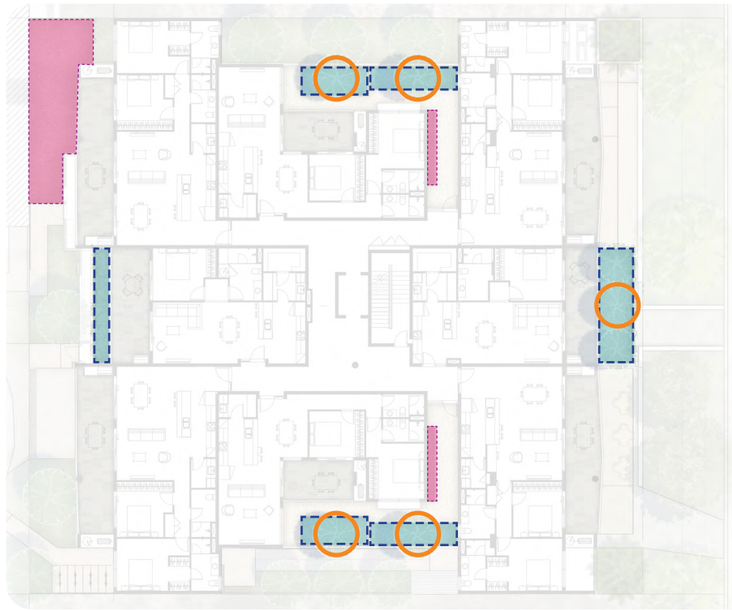
07 DEEP SOIL & TREE PROVISION COMPLIANCE



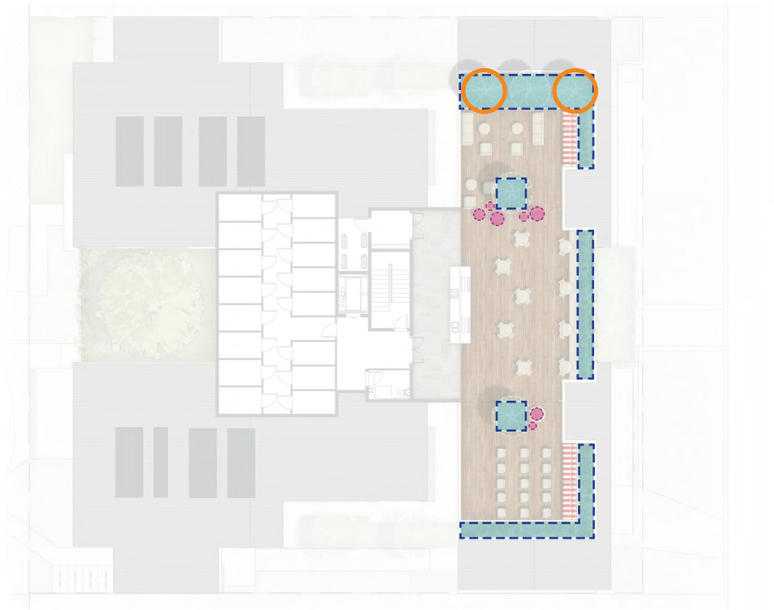
GROUND FLOOR (LEVEL 01)



GROUND FLOOR (LEVEL 04)



GROUND FLOOR (LEVEL 02)



ROOF LEVEL

LEGEND

- SITE BOUNDARY
- IN GROUND - DEEP SOIL AREA (NON COMPLIANT)
- IN GROUND - DEEP SOIL AREA
- ON STRUCTURE - MIN 1000MM DEPTH PLANTERS
- ON STRUCTURE - 600MM DEPTH PLANTERS
- SMALL TREES (2-6M DIAMETER)
- MEDIUM TREES (6-9M DIAMETER)
- LARGE TREES (9M DIAMETER)

PLAN E

LANDSCAPE ARCHITECTS

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PLAN E

2516601 GARSTON WAY - landscape concept

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SUMMATION

11 Garston Way

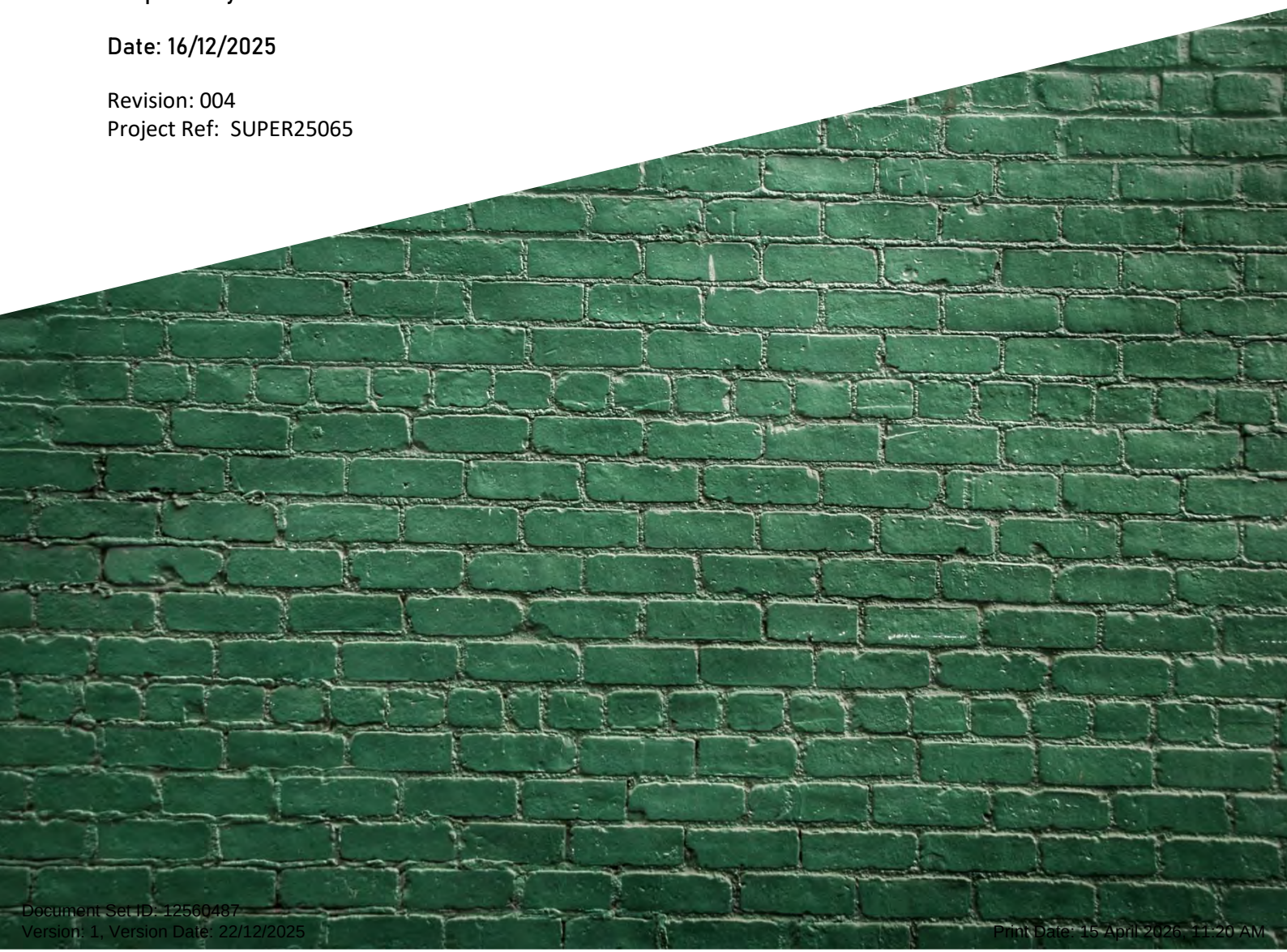
Sustainable Design Assessment Report

Prepared for: Doepel Marsh

Prepared by: Prasanna Suraweera

Date: 16/12/2025

Revision: 004
Project Ref: SUPER25065



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Executive Summary

This document has been prepared to outline the sustainability initiatives that are being considered for inclusion in the 11 Garston Way project located in North Coogee.

The following guidelines are acknowledged as applicable to the site and this strategy addresses Principal 5 – Sustainability of the Design Quality Evaluation requirements:

- WA Design Guideline SPP 7.3 - Residential Design Codes, Volume 2
- WA State Planning Policy 7.0 – Design of the Built Environment

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

Specific references to sustainability include Section 4.15 – Energy Efficiency with the following criteria:

- Element Objectives - O4.15.1 Reduce energy consumption and greenhouse gas emissions from the development.
- Acceptable Outcomes - A4.15.1 (a) Incorporate **at least one significant energy efficiency** initiative within the development that exceeds minimum practice

It is confirmed this project has exceeded the above requirement and includes numerous Energy Efficiency as well as other broader sustainability features.

Summary of the key sustainability initiatives targeted for the project are outlined below:

- Energy Efficiency and Passive Design Feature
- Water Sensitive Design
- Renewables - Solar PV
- Electrification – Hot Water, Space Heating and Cooking
- Heat Island Mitigation
- Construction Waste Recycling
- Waste Minimisation
- Sustainable Transport
    - Promoting EV Transition – Future EV Charging Infrastructure
    - Vehicle Use Modal Shift -Bike and Scooter Parking
- Energy and Water Metering and Monitoring

Refer to Section 2 for further discussion of the proposed initiatives.

Summation Pty Ltd has been engaged as the sustainability consultants for the project and will be responsible for the delivery of the sustainability objectives. The sustainability team for this project will be led by Prasanna Suraweera, who is a Director with Summation and a Green Star Accredited Professional with over 20 years of experience in delivery of sustainable developments. It is confirmed that Summation has been engaged prior to concept planning stage and will be involved in and contribute until project completion.

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Abbreviations/Glossary

Abbreviation	Description
ESD	Environmentally Sustainable Design
GBCA	Green Building Council of Australia
GSAP	Green Star Accredited Professional
KPI	Key Performance Indicators
EOT	End of Trip
NCC	National Construction Code
BMS	Building Management System

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1 Introduction

1.1 Project Background

The proposed 11 Garston Way project is located in North Coogee, WA. The site location is shown in Figure 1 below.



Figure 1 – Site Location and Context

1.2 Disclaimer

This report provides high level guidance regarding the sustainability commitments targeted for this project and the preliminary strategies and initiatives to be adopted therein.

The purpose of this report is to articulate the sustainability initiatives being committed by the project. Due care has been taken to ensure the initiatives are coordinated and achievable for the project, however, note that the specific strategies mentioned in this report are indicative and may evolve throughout the futures stages of design.

1.3 Deliverables

The specific deliverables/commitments for each milestone are confirmed below:

- **Development Application Deliverables:**
  - Sustainable Design Assessment Report – This report
- **Working Drawing (Building Permit) Phase Deliverables:**
  - Updated Sustainable Design Assessment Report.

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2 Proposed Initiatives

2.1 Summary of Initiatives

A summary and discussion of the key initiatives proposed are outlined below:

- Energy Efficiency
- Water Sensitive Design
- Renewables - Solar PV
- Electrification – Hot Water, Space Heating and Cooking
- Heat Island Mitigation
- Construction Waste Recycling
- Waste Minimisation
- Sustainable Transport
    - Promoting EV Transition – Future EV Charging Infrastructure
    - Vehicle Use Modal Shift -Bike and Scooter Parking
- Energy and Water Metering and Monitoring

2.2 Energy Efficiency and Passive Design Feature

Energy efficiency requires combination of high-performance building envelope together with efficient servicing strategy. The following fundamental concepts will be considered in the design of 11 Garston Way Project:

- High performance envelope including high-performance double-glazing systems.
- Electric instantaneous hot water systems which eliminate storage and pipe losses
- LED lighting throughout for light quality and efficiency
- 7.5 Star Average NatHERS rating (exceeds minimum compliance by 0.5 stars)

The design also incorporates cross-ventilation to all units, with most dwellings oriented to capture prevailing cooling breezes. Louvres are provided to all apartment entry doors and within lobby areas to promote natural airflow throughout the building.

2.3 Water Sensitive Design

Water efficiency will be targeted through the selection of suitable fittings and fixtures. The following initiatives will be targeted:

- Waterwise landscaping to minimise dependence on potable water.
- High efficiency fittings and fixtures – High Water Efficiency Labelling and Standards (WELS) rated fittings:
    - Taps – 5 Star
    - Toilets – 4 Star
    - Showers – 3 Star (7.5 l/min)

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2.4 Renewables - Solar PV

Provision of renewables is critical to the sustainability performance of buildings. It is a key initiative for reducing carbon emissions and will also provide operating cost benefits to the residents.

The 11 Garston Way project has nominated an approximate total of 327.05sqm of roof area (approximately 213.48 sqm on the upper roof and 113.57 sqm on the lower roof) which has been allocated for Solar PV. The commitment is to install a grid integrated Solar PV array with a capacity of 30kW, with an expected yield of ~38,000kWhr/annum. The expected carbon savings are 20,000 kgCO2e/annum.

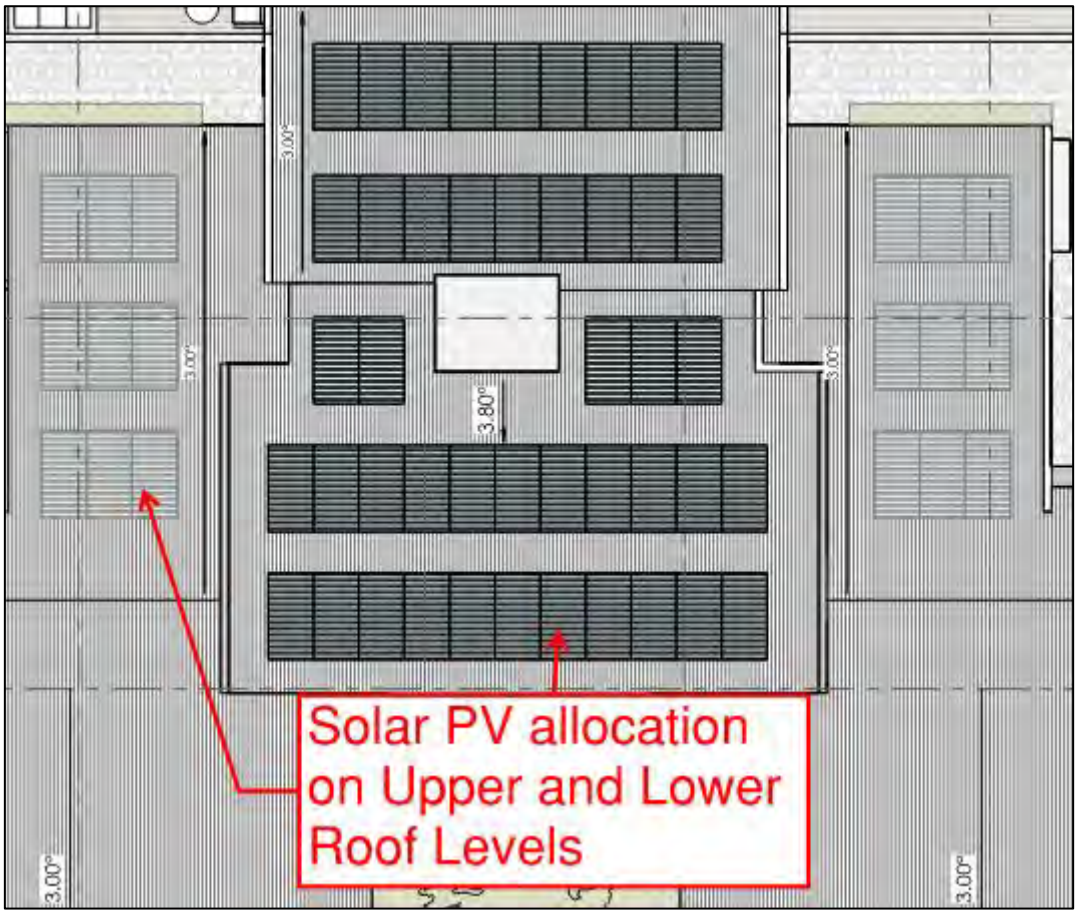


Figure 2: Solar PV allocations

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2.5 Electrification – Hot Water, Space Heating and Cooking

Electrification is a key strategy for ongoing emissions improvement as the electricity grid continues to improve its carbon intensity. This is due to the ongoing 'greening' of the grid as the additional renewable's capacity is realised. As an example, over the past 15 years, the grid emissions have improved by approximately 40% to 50% on the South-West Interconnected System (SWIS). This trend is expected to continue with further investment into renewable projects planned for the SWIS.

The project will ensure all services such as hot water, cooking and space heating is provided by electricity based systems.

By having all services and energy demands electrified, this project is well placed to achieve ongoing savings in carbon emissions alongside the grid.

2.6 Heat Island Mitigation

The external colour of roof and landscape elements can have significant impact on the local microclimate, specifically temperature. Dark surfaces will absorb heat and can increase ambient temperatures by 5+ degrees. Light coloured roofs and surfaces will assist in minimising this impact, along with landscaped areas.

The 11 Garston Way Project will adopt this strategy to minimise its impact on the local microclimate.

2.7 Construction Waste Recycling

A minimum 80% of all construction waste will be diverted from landfill including ongoing monthly reporting. This will be specified in the Head Contractor obligations and in line with current industry best practice.

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2.8 Waste Minimisation

Appropriate waste sorting area has been determined based on the expected throughput of each waste streams, these have been located on the ground floor with safe efficient access by occupants and waste vehicles. Specific waste streams targeted include the following:

- General
- Comingled Recycling
- Food Organics and Garden Organics (FOGO)

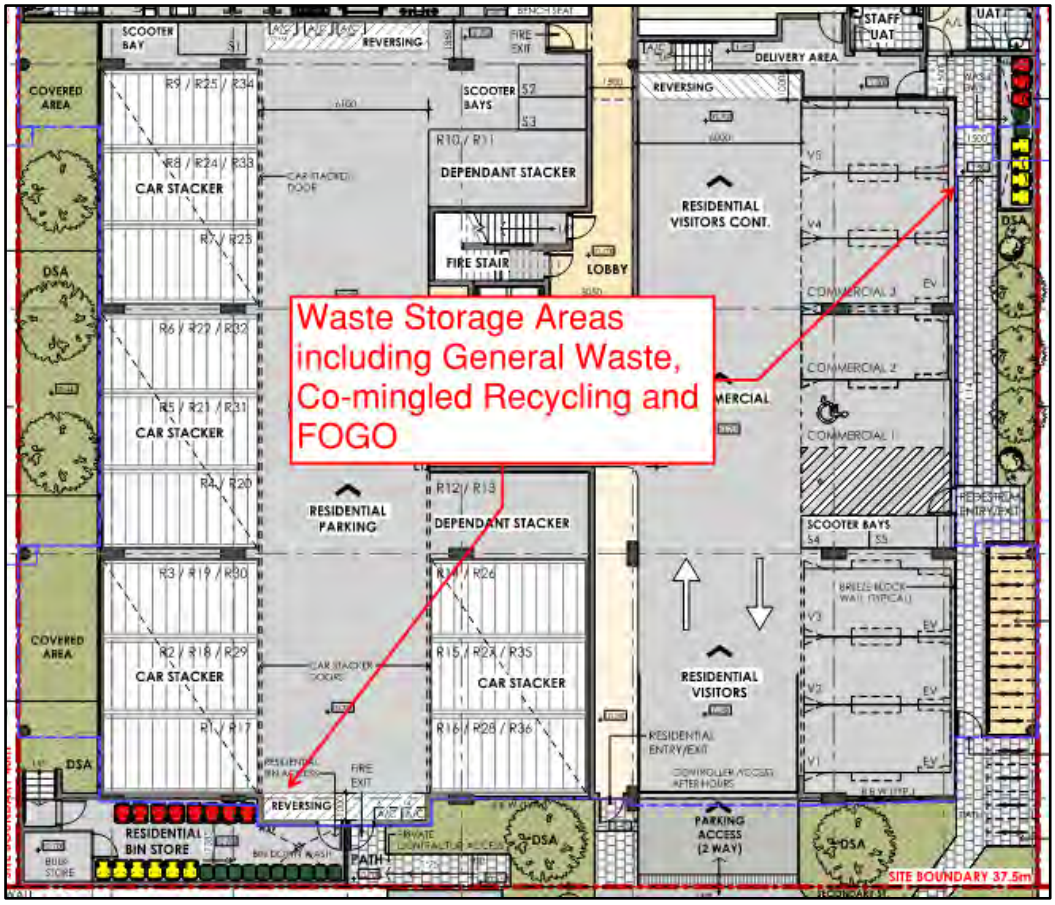


Figure 3 – Waste Storage Area including Recycling

2.9 Energy and Water Metering and Monitoring

Effective metering and monitoring are essential criteria to ensure the facility performance is optimised during the operations phase. To enable this, extensive metering and monitoring systems will be provided for all major end uses of energy and water consumption. This data collected from the metering system will be made available for the residents. This will facilitate tracking of performance, identification of anomalies as well as assist in fault finding and tuning.

This is in keeping with the requirements of the NCC Section J requirements.

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2.10 Sustainable Transport

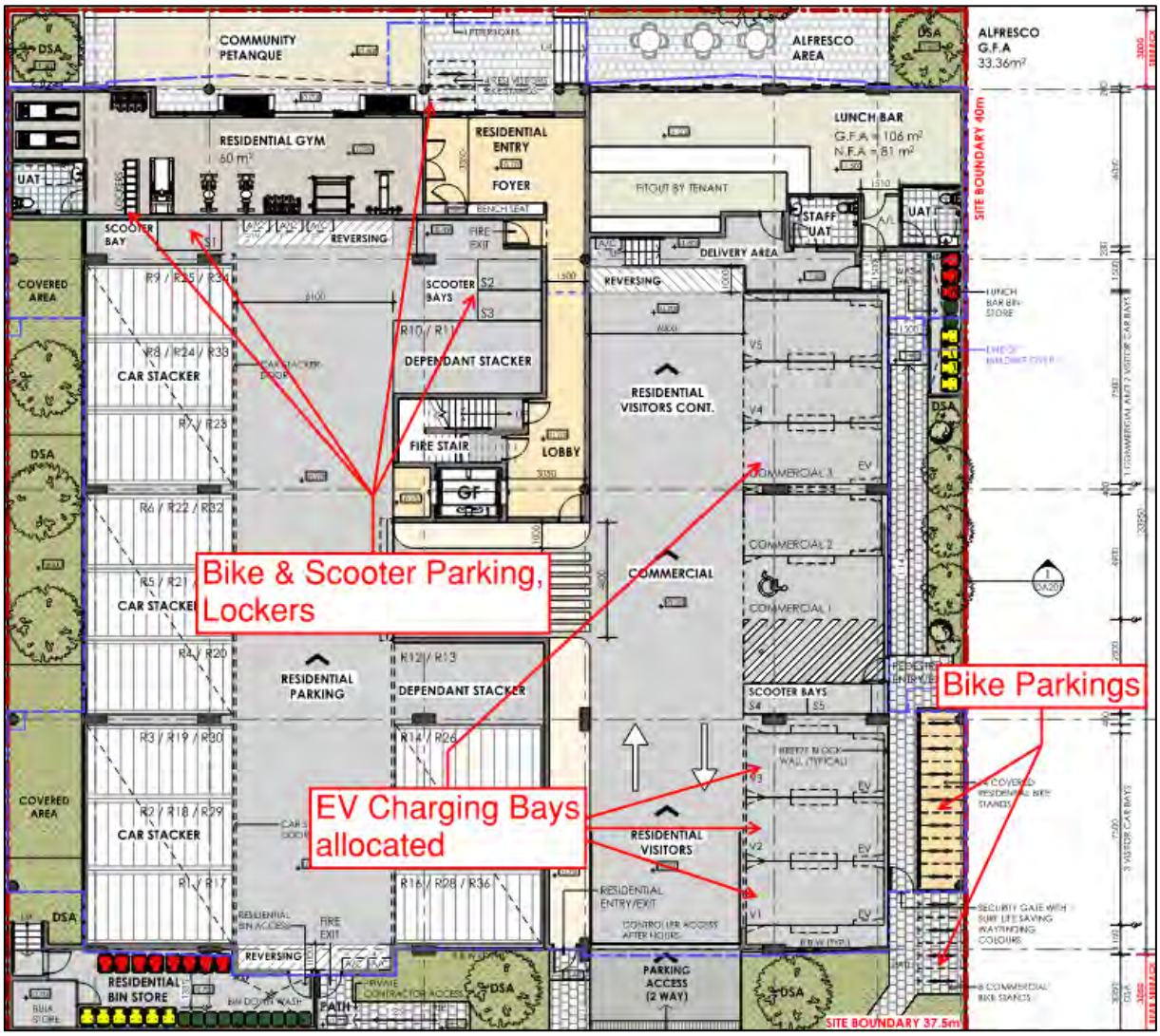


Figure 4 – EV and Bike Parking Facilities

2.10.1 Promoting EV Transition – Future EV Charging Infrastructure

The Electric Vehicle transition is a key strategy for reducing global emissions. Facilitating the EV transition for projects such as the 11 Garston Way project involve provision of nominated charging bays to ensure residents have easy access to charging infrastructure should they wish to adopt EV.

The project commitment includes for the following:

- Future Provision for 4 charging bays, namely switchboard spatial, capacity and conduits.
- Chargers to be installed based on occupant demand, including loan management software.

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2.10.2 Vehicle Use Modal Shift-Bike and Scooter Parking

Reducing reliance on vehicle use is a key strategy for a low emission future. Provision of bike and scooter parking facilities will also promote healthy activities for occupants. 11 Garston Way project will include provisions for these facilities to promote this modal shift.

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WASTE MANAGEMENT PLAN.

Project: Mixed Use Development
25.046 - 11 Garston Way, North Coogee WA

For Henoz Investments Pty Ltd

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DOEPEL MARSH architects

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DOCUMENT CONTROL 19.09

Issue	Date	Issue Details	Author	Checked	Approved
0	9th Dec 2025	DA Issue	JM	KD	
1					

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1.0 Project Description

The proposed Project at 11 Garston Way, North Coogee incorporates the following:

- Ground Floor-Lunch Bar including Community Pétanque and Apartment Gym Facilities.
- 28 Residential Apartments from Level 2 – Level 5

PROJECT ACCOMMODATION SCHEDULE (WASTE GENERATING)	GND (Level 1)	LEVEL 2	LEVEL 3	LEVEL 4	LEVEL 5	TOTAL
Takeaway / Lunch Bar - NFA	81					81SQM
1 Bedroom Dwelling		2	2			4
2 Bedroom Dwelling		6	6	2	2	16
3 Bedroom Dwelling				4	4	8
					TOTAL	28

Figure 1: Accommodation Schedule

2.0 Waste Management Plan DA Condition

The City of Cockburn has necessitated a Waste Management Plan as part of the DA Application Process.

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3.0 Waste Generation

The volume of general waste, recyclable waste, and food and garden organics is based on the building uses and also the number of apartments within the development.

3.1 Waste Generation Rates

APARTMENT WASTE GENERATION DESCRIPTION (>12 Dwellings)	GENERAL WASTE (RED) L/week	#	Sub-Total L/Week	CO-MINGLED RECYCLING (YELLOW) L/week	#	Sub-Total L/Week	FOGO (GREEN) L/week	#	Sub-Total. L/Week
1 Bedroom Dwelling	40	4	160	20	4	80	20	4	80
2 Bedroom Dwelling	60	16	960	40	16	640	40	16	640
3 Bedroom Dwelling	80	8	640	90	8	720	60	8	480
TOTAL			1760L			1440L			1200L

Figure 2: Waste Generation Rates -Apartments

TAKEAWAY / LUNCH BAR - GENERATION DESCRIPTION	GENERAL WASTE (RED) L/week	CO-MINGLED RECYCLING (YELLOW) L/week	FOGO(GREEN) L/week
81sqm NFA	567 L	851L	199L

Figure 3: Waste Generation Rates – Lunch Bar

Based on these rates of waste generation, the number of bins required would be as per Figure 4/5.

3.2 Total Waste Generation and Bins Number vs Volume Comparison

Apartments- Bin Enclosure 01 Waste Stream	Total Waste Generated (L/week)	Number of Bins Required			
		120L	240L	660L	1100L
General waste	1760	14.6	7.3	2.7	1.6
Recycling	1440	12	6	2.2	1.3
FOGO (Food and Garden Organics)	1200	10	5	1.8	1.1

Figure 4: Number of Bins Required -Apartment (Enclosure 1)

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Takeaway / Lunch Bar- Bin Enclosure 02 Waste Stream	Total Waste Generated (L/week)	Number of Bins Required			
		120L	240L	660L	1100L
General waste	561	4.7	2.3	0.85	0.51
Recycling	851	7.1	3.5	1.28	0.77
FOGO (Food and Garden Organics)	199	1.65	0.83	0.30	0.18

Figure 5: Number of Bins Required -Lunch Bar (Enclosure 2)

4.0 Required and Provided Bin Numbers

	GENERAL WASTE (RED)		RECYCLE (YELLOW)		FOGO (GREEN)	
Location	Required	Provided	Required	Provided	Required	Provided
Apartments- Bin Enclosure 1	7.3 x 240L	8 x 240L	6 x 240L	6 x 240L	10 x 120L	10 x 120L
Takeaway/ Lunch Bar – Bin Enclosure 2	2.3 x 240L	3 x 240L	3.5 x 240L	4 x 360L	1.65 x 120L	2 x 120L

Figure 6: Required and Provided Bins (Proposal)

The Bin Store Area has been designed to accommodate the calculated bins required for the development. The Private Contractor would retrieve the bins directly from the bin stores.

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5.0 Waste Storage

5.1 Bin Sizing

The bin type dimensions available to service this generated waste are as below.

Bin Dimensions	120L	240L	660L	1110L
Depth (mm)	480	730	780	1,070
Width (mm)	480	585	1,260	1,240
Height (mm)	930	1,060	1,200	1,300
Area (mm2)	230	427	983	1,327

Figure 7: Typical Bin Dimensions

6.0 Bin Store Layouts

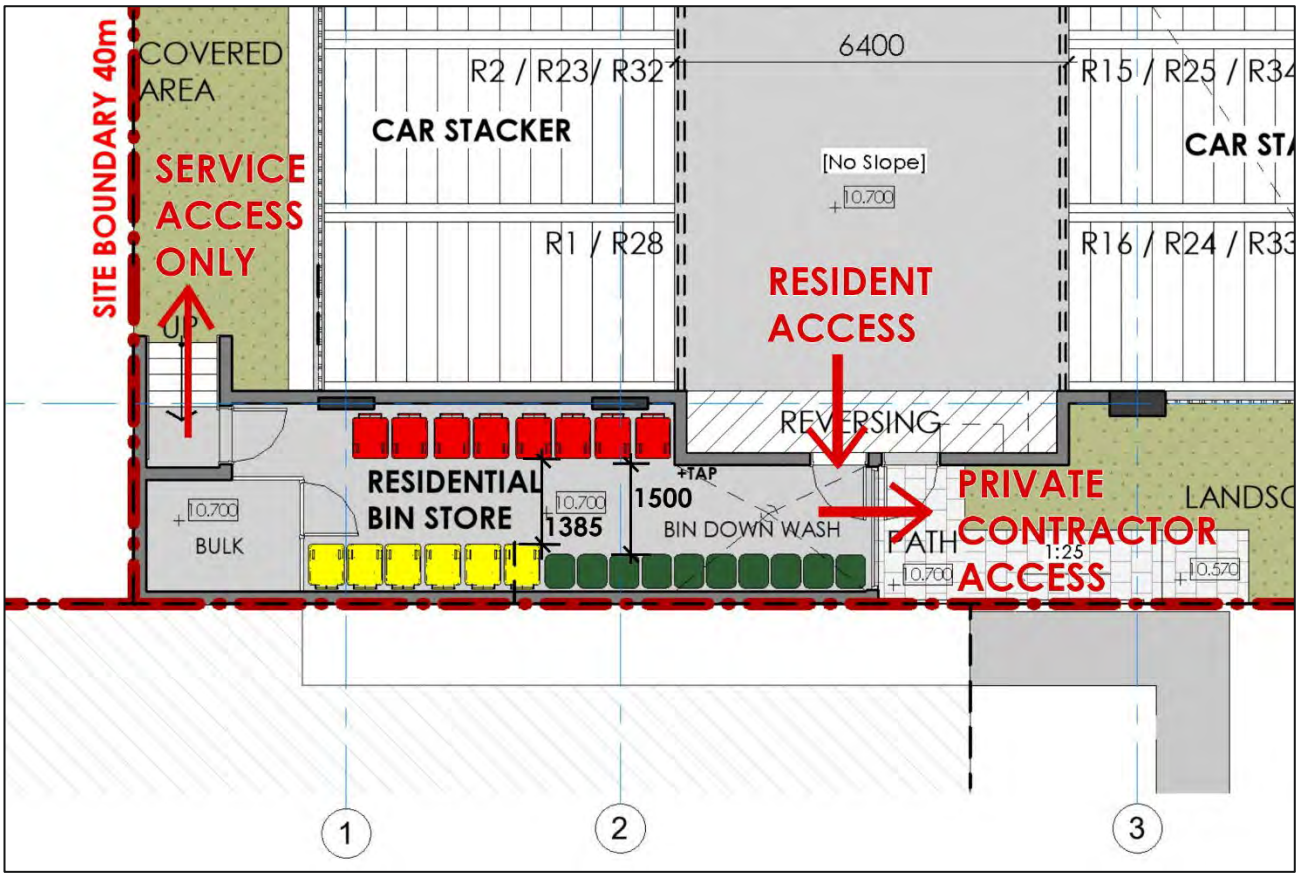


Figure 8: Bin Enclosure 1- Apartments Waste Disposal

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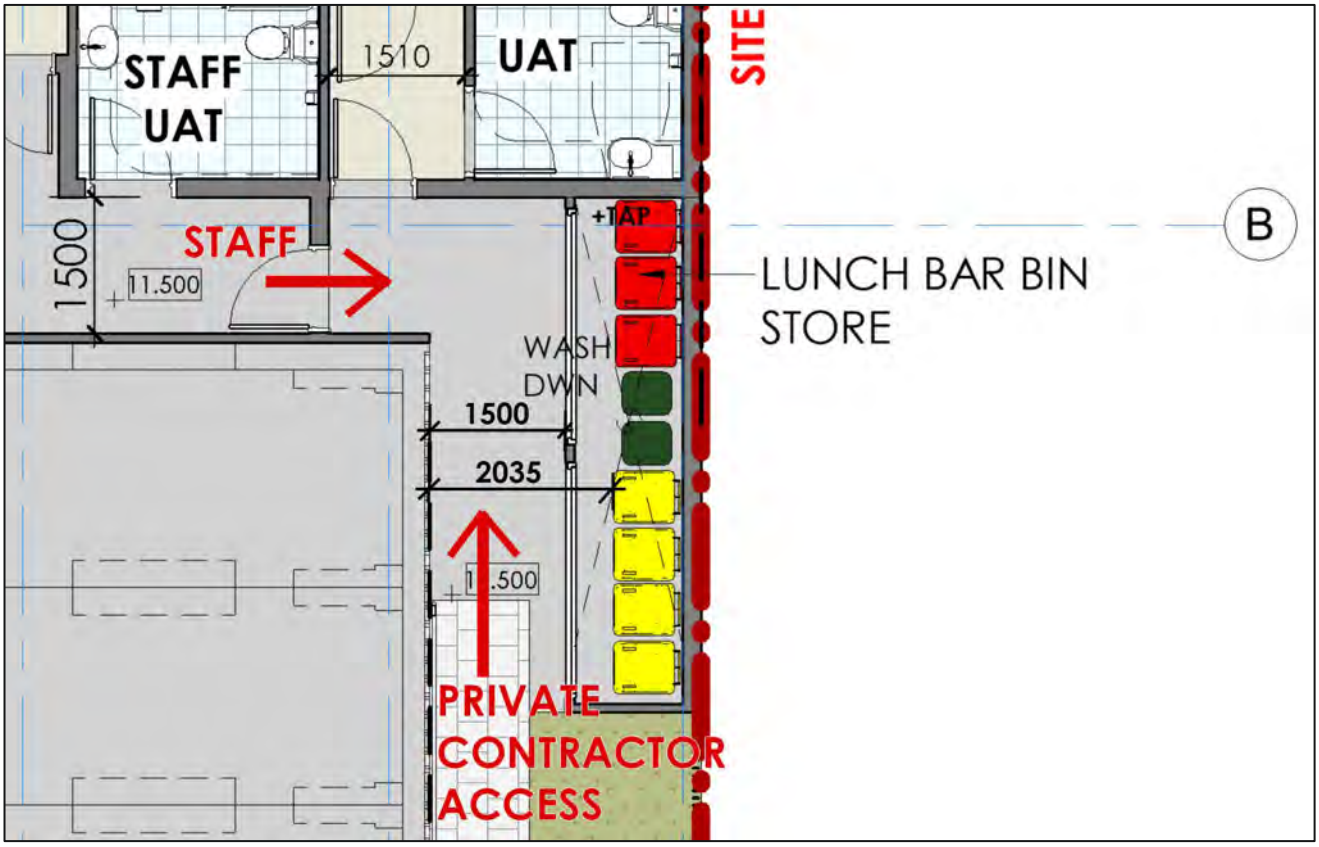


Figure 9: Bin Enclosure 2- Takeaway/Lunch Bar Waste Disposal

7.0 Bin Storage Construction
The bin area will be designed based on the following Specification:

- The floors, walls and ceiling will be impermeable to water so they can be jet washed as required
- The floors will be graded with a smooth impervious finish of not less than 75mm in thickness and evenly graded to an industrial floor waste, connected to the sewer
- Bin washing facilities to include the supply of hot and cold water mixed through a centralised mixing value with hose cock and floor drainage
- The walls will be full height to the underside of the roof or floor slab above and therefore undercover
- Full width roller doors have been chosen for practicality to allow full utilisation of the bin area and direct access to all the bins. This would allow the door to be up out of the way when the bins are being removed and replaced. The roller door would be vermin proof.
- Aisle designed for ease of movement with a minimum of 1385 and 1500mm minimums for Bin Enclosure 1 and 2 respectively.
- Bins will not be visible from either street and are concealed from view.
- The bin room will be adequately signed for residents to see and has direct linear access to the lift. The commercial/lunch bar bin room has direct external access for staff and contractors alike.
- Fixed ventilation louvres with insect screens will be located at either end of the Bin Store. These will allow permanent and unobstructed natural ventilation with openings direct to external air.

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8.0 Bin Store Location

The Bin stores are located on the ground floor with direct paved and graded access to Parney Close for pickup.

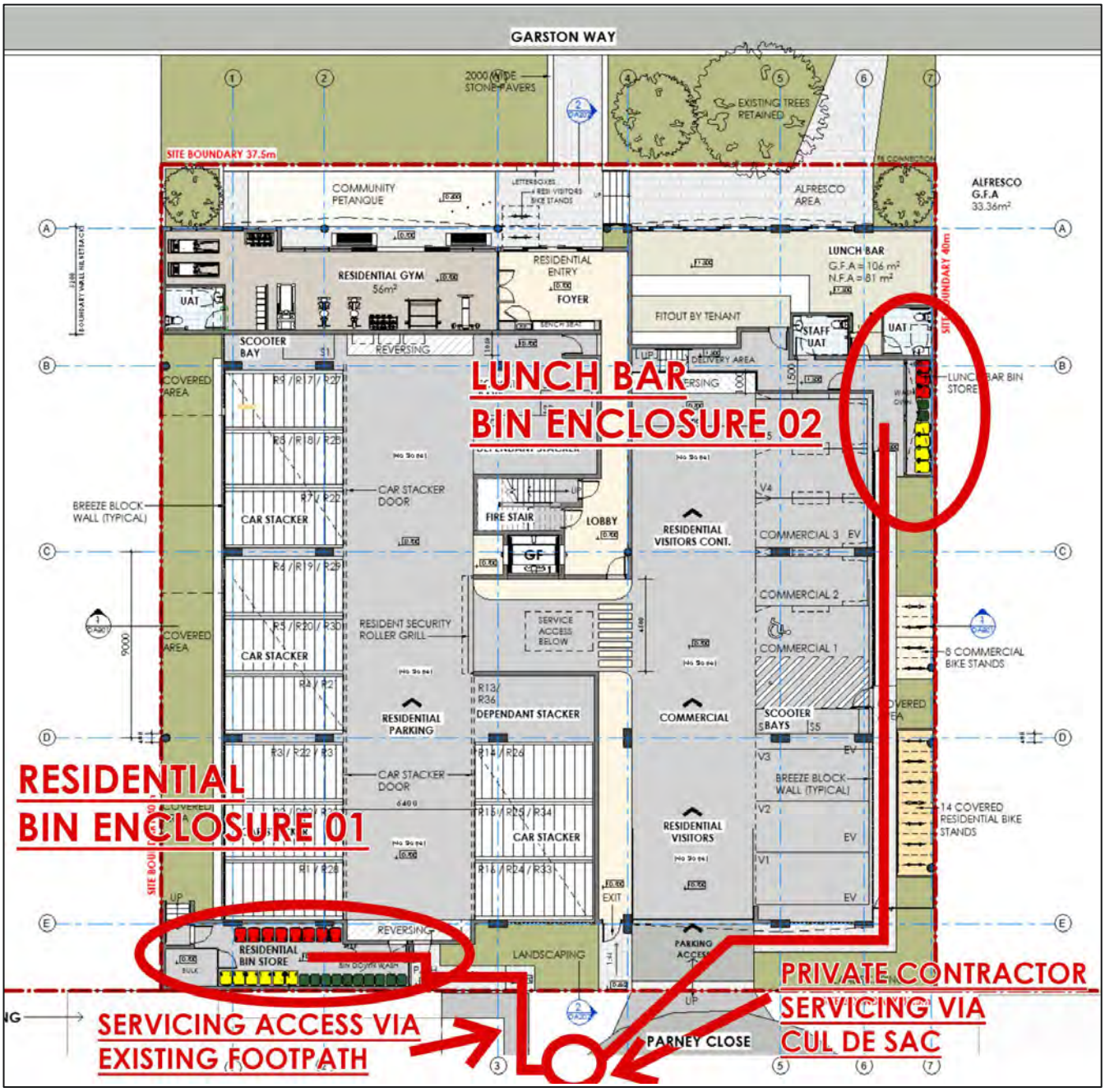


Figure 10: Bin Store Locations

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9.0 Waste Collection

Waste Collection will be carried out once per week by a private contractor.

The Collection will be performed on the Cul de Sac - Parney Close.

There is sufficient space for the largest 10m truck size to park diagonally on the North West side whilst still allowing access to both the crossover at Lot 203 and the new crossover at the proposed. The Waste Truck has sufficient space to park and allow access for operators.

The Private Contractor will retrieve the bins that require emptying directly from both bin enclosures and return them once completed.

Bulk Waste will be collected as required.



Figure 11: Site Plan Showing Rear Waste Collection Access

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10.0 Bin Transport Area and Collection Point

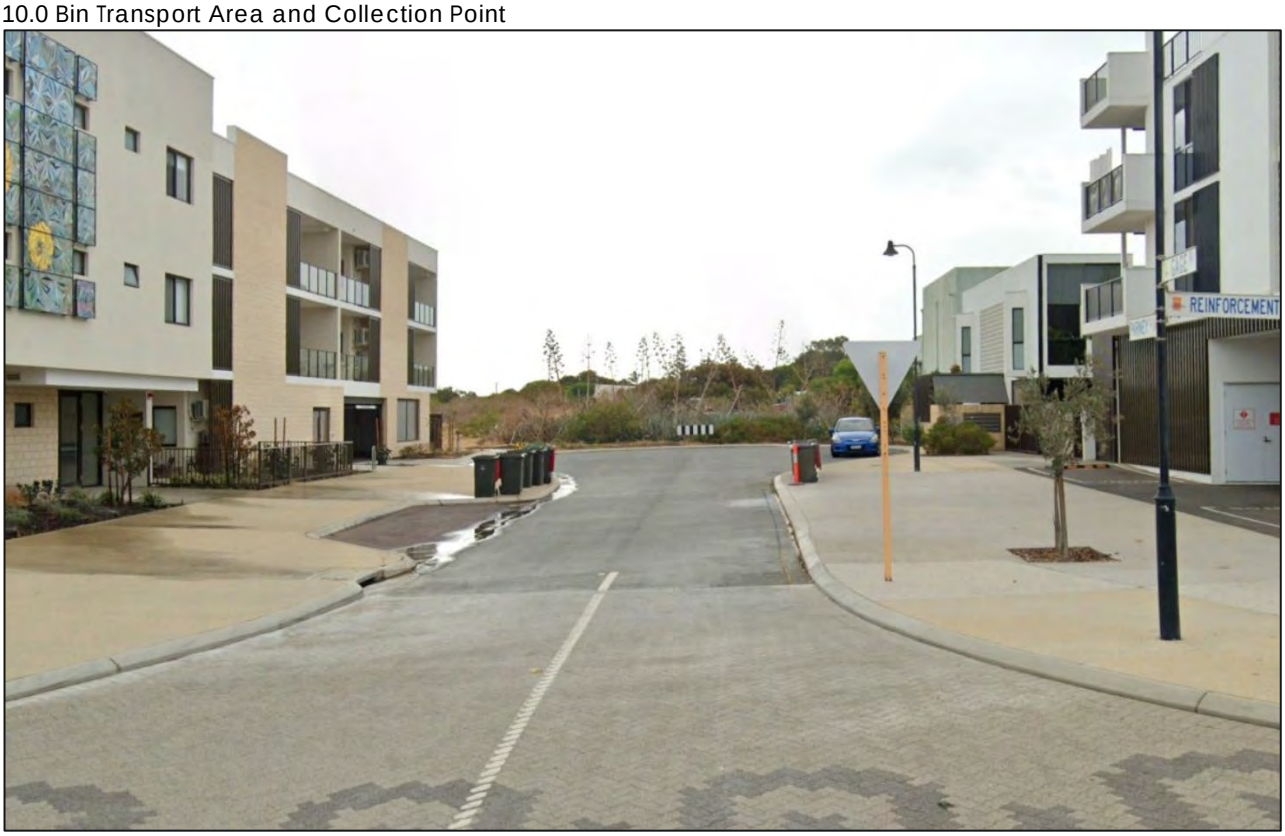


Figure 12: Google Earth Photo showing existing verge collection on Parney Close

Whilst the proposed scheme incorporates private commercial collection, this image illustrates the existing waste collection vehicles can enter and exit the cul-de-sac in forward gear.

11.0 Bulk Waste and Garden Waste

Provision for bulk waste has been included in the Residential Bin Enclosure 1

It is envisaged that garden waste will be removed by the gardener engaged by the strata body.

Apartment generated food and garden waste will be disposed in FOGO accordingly, however larger items can be disposed as per the City of Cockburn Verge Collections calendar.

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12.0 Waste Management

There will be a strata manager who will be responsible for the following tasks.

- Cleaning of bins and bin storage areas as required.
- Monitoring and maintenance of the Bin Storage Area and also the bins as required
- Ensuring all parties including residents, contractors, cleaners, and staff are aware of their responsibilities under the Waste Management Plan
- Regularly engage with the City of Cockburn to ensure that an effective and efficient waste service is maintained
- Regularly engage with the residents, staff and cleaners to review reduction in waste volumes
- The strata manager monitor bulk and green waste and liaise with private contractor(s) to arrange for the removal so green waste and bulky waste do not enter the refuse bins allocated.

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Design Review Report

Mixed Use Development
Lot 67 No.11 Garston Way, North Coogee

City of Cockburn

November 2025

Document Set ID: 12637246
Version: 1, Version Date: 10/12/2025
Print Date: 15 April 2026, 11:55 AM

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Design Review Report		
Subject	**Mixed Use Development – Lot 67 No.11 Garston Way, North Coogee**	
Date	26/11/2025	
Time	1:30 – 2:30PM	
Location	City of Cockburn	
Design Reviewers	Simon Venturi Brett Wood-Gush David Barr	Panel Chair Panel Member Panel Member
Proponent	Kim Doepel	Doepel Marsh Architects
Project Team	Christopher Munoz George Munoz Juliana Mugno Sol Flores	Henoz Investments Pty Ltd Henoz Investments Pty Ltd Doepel Marsh Architects Doepel Marsh Architects
Planning Authority	City of Cockburn	
City of Cockburn	Lucia Dunstan Riley Brown Gayle O'Leary	Service Manager Development Services Service Lead Development Services Planning Officer
Declarations	None	
Design Review Report Endorsement		
Chair Signature		

Introductory Comments

The Panel thanks the applicant for responding strongly to previous commentary and recommendations. The below recommendations are provided to inform the proposal's design development moving forward.

Design quality evaluation

		Supported
		Pending further attention
		Not supported
		Insufficient information provided by applicant to assess

Strengths of the Proposal (based on changes)		• The presentation directly addresses the Panel's previous comments • 3d renders have been updated to accurately reflect the site and proposal • Fire tanks and pumps have been shown in the basement • A pedestrian footpath has been added in-front of the carpark entrance and the ramp in this area has been removed • Extensive overlooking on both side boundaries has been addressed • An ESD professional has been engaged and an ESD Report provided • ESD initiatives such as a 30kW PV solar system, all electric development, energy / water monitoring, infrastructure for future EV charging, double glazing, instantaneous HWSs have been confirmed as commitments • A Landscape Architect has been engaged and provided a Landscape Plan • The landscaping utilises native planting species • Canopy coverage on the site has increased from the previous version • Native planting in mulched beds rather grass is provided on the verge • A proportion of the roof deck has a canopy over it allowing use in different weather conditions • The roof deck is generous in size and has been designed with a number of smaller intimate spaces to accommodate use by a number of groups • Stores have been relocated to the roof with outward opening doors • A security fence and gate has been added on the rear boundary • Transitions have been added to bedroom doors opening directly into living areas • An external materials and colours schedule has been provided
Principle 1 **Context and character**		*Good design responds to and enhances the distinctive characteristics of a local area, contributing to a sense of place.*
		a) No further development comments. Supported.
Recommendations		• **None**
Principle 2 **Landscape quality**		*Good design recognises that together landscape and buildings operate as an integrated and sustainable system, within a broader ecological context.*
		a) Consider if bicycle parking and the bin-store are located in areas that could accommodate additional landscaping.
Recommendations		**1. Consider alternate locations for bicycle parking and the bin-store that cannot accommodate additional landscape and be visible from apartments above.**
Principle 3 **Built form and scale**		*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.*

		a) Nil setback walls are proposed at upper levels on both side boundaries which doesn't comply with the City's Planning Framework but appears appropriate within the surrounding context.
Recommendations		**1. Liaise with the City in relation to the acceptability of the upper level nil setback walls currently proposed.**
Principle 4 **Functionality and build quality**		*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.*
		a) The floor to floor height of the ground level café is limited which may restrict its use in the future.
Recommendations		**1. Consider future proofing the café by increasing the floor to floor height of this tenancy accommodating future flexible use of this space.**
Principle 5 **Sustainability**		*Good design optimises the sustainability of the built environment, delivering positive environmental, social and economic outcomes.*
		a) PV solar panels on the south roof may get shaded by the upper level stores. b) Consider and confirm if bedrooms facing the internal light wells have high windows to increase natural light access and cross ventilation to these rooms.
Recommendations		**2. Consider relocating the solar panels on the south roof to the middle roof to maximise their efficiency.** **3. Confirm and illustrate if bedrooms facing the internal light wells have high level windows.**
Principle 6 **Amenity**		*Good design optimises internal and external amenity for occupants, visitors and neighbours, providing environments that are comfortable, productive and healthy.*
		a) The extent of overlooking from balconies on both side boundaries was previously not supportable. The applicant has addressed this by re-organising these apartments / balconies to face internally in the site however the inward facing balconies will generate limited outlook and natural light access due to the small size of the light wells in the centre of the site. b) Apartments 4, 8, 12, 16, 19 and 22 could be re-organised so all apartments face the front and back boundary of the development with second bedrooms at the rear accessing natural light through light wells in the centre of the site. Alternatively the light well between the rear and middle apartments which is largely a dead space not generating meaningful amenity could be removed so the rear and middle apartments back onto each other with small light wells on both sides to allow natural light into the bathrooms. This would double the size of the light wells that the middle apartments look into increasing north light access, natural ventilation and outlook for the inward facing apartments. c) Some communal corridors are quite narrow in some locations. d) The entry to Apartments 6 and 14 could be relocated so you enter into the living area rather than the kitchen allowing the kitchen to be increased in size. e) Some upper level east and west facing windows don't have any passive shading.
Recommendations		**1. Re-arrange apartments 4, 8, 12, 16, 19 and 22 so the inward facing apartments receive greater natural light access, natural ventilation and outlook. Provide updated solar access diagrams and sectional diagrams illustrating solar access to assess the options and ensure appropriate solar access is provided for these apartments.** **2. Ensure all communal corridors achieve generous widths.** **3. Relocate the entry to Apartments 6 and 14 so you enter into the living area rather than the kitchen.** **4. Ensure upper level east and west facing windows have passive shading in the form of a roof overhang or passive shading devices.**
Principle 7 **Legibility**		*Good design results in buildings and places that are legible, with clear connections and easily identifiable elements to help people find their way around.*
		a) No further opportunity comments. Supported.
Recommendations		• **None**

Principle 8 **Safety**		*Good design optimises safety and security, minimising the risk of personal harm and supporting safe behaviour and use.*
		a) No further opportunity comments. Supported.
Recommendations		• **None**
Principle 9 **Community**		*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.*
		a) No further opportunity comments. Supported.
Recommendations		• **None**
Principle 10 **Aesthetics**		*Good design is the product of a skilled, judicious design process that results in attractive and inviting buildings and places that engage the senses.*
		a) Concrete breeze blocks have been used on the side elevations and could also generate additional visual interest on the front streetscape elevation. b) The Life Saver cap colours integrated into the canopies on the front elevation are supported but could be repeated and further emphasized throughout the development and materiality.
Recommendations		**1. Consider using concrete breeze blocks on the front elevation.** **2. Look for opportunities to integrate the Life Saver cap colours in other locations in a subtle way.**

Concluding Remarks

The Panel thanks the applicant for responding strongly to previous recommendations which has improved the proposal significantly. The proposal has one key issue relating to the amenity of the inward facing apartments that needs to be addressed as well as a number of smaller suggestions in order to achieve full support for the proposal.

The proposal should return to the Panel Chair for review to ensure the above mentioned items have been addressed.

Design Review progress

	Supported
	Pending further attention
	Not yet supported
	Insufficient information provided by applicant to assess

	DR1 – 22/10/25	***DR2 – 26/11/25***	***DR3***
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**			

This information is provided by the City of Cockburn

DAP25/006
DAP/26/03052

Schedule of Submissions

Type	Submission	Officer Response
Objection	Concerned about the possible smells form café/commercial bins. Noise and added foot traffic. Also added traffic in Parney Close shortfall of 4 parking bays could mean cars will block our complex. Not opposed to the apartments or pétanque	Noted The proposed lunch bar will comply with all relevant health regulations, including requirements relating to odour control and food preparation. The development is consistent with the intent of the Mixed Use zoning and applicable planning legislation, noting that a lunch bar is a discretionary use. Condition 6 added. All local parking regulations will continue to apply, and patrons will be required to comply with these requirements.
Objection	1.Pedestrian access from Parney Close to Garston Way The plans state that the pedestrian path from Parney Close will “continue from the existing path,” however there is currently no existing path in this location. The area referenced is presently a verge garden with established trees and vegetation, which provide privacy screening for the neighbouring terrace home courtyard. It has a narrow border and curb and is not a designated pedestrian path. Clarification is requested as to where this path is proposed and whether existing verge landscaping and trees will be removed. At present there is an informal dirt track through the vacant block that is regularly used by residents as a pedestrian link between Parney Close and Garston Way. Clarification is requested as to whether the proposed pathway will be restricted solely for Garston Way residences or whether it will remain accessible to surrounding residents. It would be strongly preferred that this pathway remain available for use by all local residents. 2. Privacy impacts from building height The proposed building will be five storeys in height. The development sits behind the existing townhouses and adjoins the rear corner of my courtyard. Due to the height of the building, this will significantly impact the privacy of my courtyard area. While privacy screening is indicated in the plans, it does not appear sufficient to prevent direct views into this private courtyard space from the upper levels of the building. Given the height and proximity of the development, additional privacy measures should be considered to	Noted. 1.Noted 2. The proposed building height is consistent with the LPP 4.6 Design Guidelines, and all setbacks comply with the R-Codes requirements relating to overlooking. **3.** Condition 6 added, All local parking regulations will continue to apply, and patrons will be required to comply with these provisions. Any minor parking shortfall is considered acceptable due to the modest scale of the use, with the residential building providing a surplus of parking.

This information is provided by the City of Cockburn

	adequately protect the privacy of this courtyard, such as enhanced screening or other design solutions. 3. Parking shortfall The proposal indicates a parking shortfall of four bays. Parking in this area is already under significant pressure due to nearby apartments, and the Parney Close cul-de-sac regularly experiences overflow parking, with vehicles often parked illegally within the turning area. Introducing additional dwellings with a known parking shortfall is likely to increase this existing pressure and further impact access and safe vehicle movement within the cul-de-sac. Thank you for considering these comments as part of the planning assessment.	
Support (with expectations)	For the purpose of this submission, we confirm that our client intends to continue operating the Cold Storage Facility for the foreseeable future in accordance with the planning approval(s) granted. The landowner has no current intention to relocate the operation of their business and is entitled to continue operating under the protections afforded to a non-conforming use. Notwithstanding this, the landowner is concerned that the encroachment of high-density residential development in close proximity to the facility may attract complaints or scrutiny which could challenge the ongoing operation of the business, resulting in a continual need to reaffirm its lawful right to operate. While high density residential development is contemplated on 11 Garston Way under the Robbs Jetty Structure Plan, the adjoining Cold Storage Facility is zoned ‘Mixed Business’, where residential development is excluded to revent land use conflict and potential nuisance, particularly from heavy vehicle movements servicing the site, which may continue even if the Cold Storage facility were to cease operations in the future. As such, the impacts typically associated with the Mixed Business zone are likely to directly affect residential amenity, particularly for apartments fronting Garston Way. This is further exacerbated by the building design, which maximises exposure to the streetscape through a permeable frontage and high levels of glazing, with bedrooms and living areas oriented toward the street. We are advised by the City of Cockburn that no acoustic assessment has been undertaken for the subject site, and that there are no proposed design interventions to address potential noise exposure from the Cold Storage facility.	**Noted.** **Conditions 15, 16, 17, 18, and 19** are imposed on the application to address and mitigate potential noise impacts.

This information is provided by the City of Cockburn

	The City of Cockburn Local Planning Policy 1.12 – Noise Attenuation (LPP 1.12) provides for the City to require an acoustic report to accompany a development application where a proposal is likely to be exposed to elevated ambient noise levels. In this context, it would be unreasonable to assume that an acoustic assessment is not required to support the application, particularly given the development's proximity to the Fremantle Cold Storage facility and 'Mixed Business' zone. An alternative approach would be to require a Notification of Title for apartments potentially affected by noise from the Fremantle Cold Storage facility. This would ensure prospective purchasers are aware of the facility's operations and associated noise generating activities. Such a measure would also provide a degree of protection for the existing business against future complaints, while reinforcing the ongoing validity and appropriateness of the Cold Storage facility within the urban context, as recognised by the Cockburn Coast DSP. Request In the interest of the Fremantle Cold Storage Facility and the future residents of DAP25/006, it is recommended that the following matters be required of the applicant: • An Acoustic Assessment to identify suitable noise attenuation measures to ensure the development does not adversely impact the existing and ongoing operation of the Cold Storage Facility; and/or • • A Notification on Title to disclose to future purchasers of the potential noise generated by the Cold Storage Facility.	
Support (with expectations)	Its great to see additional development proposed for the area, however whilst we are supportive of the proposed development I want to raise the query with council as to how the noise impacts of the cold store across the road are being dealt with by council and or the applicant? During the approval phase of our development at 16 Garston Way we were required to undertake a detailed noise study of the impacts of the cold store which council has copies of. This study shows that 11 Garston way, like our sites are impacted by the cold store. Currently we have stringent requirements regarding ensuring compliance of various lots to combat the noise from the Cold Store and one of our lots is currently undevelopable for residential because of the noise emissions from the cold store. The reason I raise this is we do not want to see residential development delayed or stopped, we continue to seek that council ensures that the Cold Store, which is a non-conforming use, is bought into line with the required acoustic standards to enable development to progress as expected. This would ensure that the council is not unduly	**Noted.** **Conditions 15, 16, 17, 18, and 19** are imposed on the application to address and mitigate potential noise impacts.

This information is provided by the City of Cockburn

	burdening developers with unnecessary construction measures because they are in the vicinity of the cold store.	
Support	No Comments provided	Noted
Support	Looks perfect	Noted

PART D – CITY OF WANNEROO

1. Declarations of Due Consideration

2. Disclosure of Interests

3. Form 1 DAP Applications

3.1 Lot 2401 (37) Amalfi Avenue, Mindarie - Proposed Commercial Development – DAP/25/03033

4. Form 2 DAP Applications

Nil

5. Section 31 SAT Reconsiderations

Nil

Part D - Item 3.1 - LOT 2401 (37) AMALFI AVENUE, MINDARIE – COMMERCIAL DEVELOPEMENT

Form 1 – Responsible Authority Report
(Regulation 12)

DAP Name:	Metro Outer DAP
Local Government Area:	City of Wanneroo
Applicant:	Alexia Yacoubian/ Planning Solutions
Owner:	Relink Management WA PTY LTD
Value of Development:	$4,500,000
Responsible Authority:	City of Wanneroo
Authorising Officer:	Nick de Vecchis – Manager Approval Services
LG Reference:	DA2025/1821
DAP File No:	DAP/25/03033
Application Received Date:	17 December 2025
Report Due Date:	15 April 2026
Application Statutory Process Timeframe:	90 Days plus an additional 7 day agreed extension
Attachment(s):	1. Development Plans 2. Deposited Plan 3. Location Plan 4. Schedule of Submissions 5. DPLH Referral Response 6. Design Review Panel Report 7. Net Benefit Test 8. Transport Impact Assessment 9. Landscape Plan 10. Preliminary Acoustic Assessment 11. Waste Management Plan

Responsible Authority Recommendation

That the Metro Outer DAP resolves to:

1. **Approve** DAP Application reference DAP/25/03033 and accompanying plans included in **Attachment 1** 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 (DPS 2), subject to the following conditions:

Conditions

1. 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.

2. The approved **uses** must conform to the District Planning Scheme No. 2 definitions listed below. The following uses are approved:

Tenancy	Land Uses
1	Fast Food Outlet, Lunch Bar, Restaurant/Café, Small Bar Tavern
2 - 5	Consulting Rooms, Fast Food Outlet, Lunch Bar, Office, Recreation – Private, Restaurant/Café and Shop
6	Fast Food Outlet, Lunch Bar, Restaurant/Café, Small Bar and Tavern

Consulting Rooms *means premises used by no more than 2 health practitioners at the same time for the investigation or treatment of human injuries or ailments and for general outpatient care;*

Fast Food Outlet *means premises, including premises with a facility for drive-through service, used for the preparation, sale and serving of food to customers in a form ready to be eaten —*

(a) without further preparation; and

(b) primarily off the premises;

Lunch Bar *means premises or part of premises used for the sale of takeaway food (in a form ready to be consumed without further preparation);*

Office *means premises used for administration, clerical, technical, professional or similar business activities;*

Recreation- Private *means premises that are —*

(a) used for indoor or outdoor leisure, physical exercise, recreation or sport; and

(b) not usually open to the public without charge;

Restaurant/Café *means premises primarily used for the preparation, sale and serving of food and drinks for consumption on the premises by customers for*

whom seating is provided, including premises that are licenced under the Liquor Control Act 1988;

Shop *means premises other than a bulky goods showroom, a liquor store — large or a liquor store — small used to sell goods by retail, to hire goods, or to provide services of a personal nature, including hairdressing or beauty therapy services;*

Small Bar *means premises the subject of a small bar licence granted under the Liquor Control Act 1988;*

Tavern *means premises the subject of a tavern licence granted under the Liquor Control Act 1988;*

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

3. The applicant/owner must ensure that all illuminated signage must have any boxing or casing in which it is enclosed constructed of incombustible materials, must not comprise of flashing, pulsating, chasing or running lights and must not have such intensity as to cause annoyance to the public or illuminate beyond the extent of the lot boundaries as determined by the City.

4. 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.

5. Wheel stops must be provided in accordance with AS 2890 where the parking bays abuts a concrete path.

6. 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.

7. Prior to the lodgement of a building permit, a detailed schedule of external finishes (including materials, colour schemes and details) must be submitted and approved by the City. The development must then be finished in accordance with the approved schedule.

8. Prior to a building permit being issued, detailed landscaping plans must be lodged for approval by the City. The detailed landscaping plan must include a minimum 8% soft landscaping across the site, detail tree and plant species, quantities and locations. Once approved, planting and installation must then be undertaken 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.

9. 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 and approved prior to a building permit being issued. The system must then be installed during the construction of the development.

10. The development is to comply with the recommendations and assumptions of the Acoustic Report (Ref 35316-3-25352) prepared by Herring Storer Acoustics dated February 2026.

11. Prior to issuing of an occupancy permit for tenancies 1 and 6, an updated Environmental Noise Assessment must be prepared by a qualified acoustic (noise) consultant and be submitted to the City for approval to demonstrate that the operational noise complies with the *Environmental (Noise) Regulations 1997*. Once approved, development must then be undertaken in accordance with the recommendations and assumptions of the revised Environmental Noise Assessment. Where the recommendations and assumptions of this report conflict with the report previously prepared by Herring and Storer Acoustics dated February 2026, the revised assessment will prevail to the extent of the inconsistency.

12. Prior to issuing of a Building Permit, a Parking Management Plan must be submitted to and approved by the City, detailing:

    a) confirmed land uses and tenancy layouts;
    b) maximum patron numbers and hours of operation;
    c) an assessment of peak parking demand, including consideration of overlapping peak periods;
    d) identification of on site and off site parking allocation and management measures; and
    e) requirements for ongoing updating as tenants change overtime so that the Parking Management Plan remains relevant and effective.

    The approved Parking Management Plan is to be implemented and complied with at all times to the satisfaction of the City of Wanneroo.

13. Prior to issuing an occupancy permit for either the 'Tavern', 'Café/Restaurant' and/or 'Small Bar', an Operational Management Plan must be submitted to the City for approval, detailing measures to minimise the impact of the use upon the amenity of the surrounding area including but not limited to the following; noise management, rubbish disposal and collection, deliveries, security, complaint management, and patron control. The Operational Management Plan must then be implemented at the cost of the proponent to the satisfaction of the City.

14. Prior to issuing an occupancy permit, lighting must be installed in accordance with the relevant Australian Standards along all driveways, pedestrian pathways, car parking areas and in all common service areas.

15. 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 screened from view from streets, public places and adjacent properties to the satisfaction of the City.

16. All waste must be stored within the designated bin enclosure and collected from the site by a private contractor at the cost of the owner/occupier. Bin servicing must occur between 7.00am and 7.00pm Monday to Saturday only. Future operations on the lot must be undertaken in accordance with the approved Waste Management Plan (Ref U25.123.r02a) prepared by Urbi dated 12 December 2025.

17. Any graffiti applied to the external surfaces of the building must be removed to the satisfaction of the City of Wanneroo.

18. All awnings depicted on the approved plans and developed within the adjoining public open space must comply with the provisions of section 45B(1) of the *Building Regulations 2012* at the building permit stage.

19. This development is approved to incorporate a maximum retail net lettable area (as defined in the City's District Planning Scheme No.2 (as amended)) of 1,009m^2 within the 'West Tamala Park Local Centre' as identified in Local Structure Plan No.79 Tamala Park and Local Development Plan No.11.

20. Prior to the granting of an occupancy permit arrangements being made with the City of Wanneroo for the registration of an easement over Lot 8032 (113) Portofino Promenade, Mindarie for the purposes of the encroaching awning.

21. Prior to the issuing of a Building Permit, a Construction Management Plan must be submitted for approval. 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. Construction is to be implemented in accordance with the approved construction management plan.

Advice Notes

1. In relation to managing dust and sand drift in accordance with the construction management Plan condition, adequate measures to minimise any impacts of dust and sand drift from the site include all requirements as stipulated within the Department of Water and Environmental Regulation's "A guideline for managing the impacts of dust and associated contaminants from land development sites, contaminated sites remediation and other related activities".

2. 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.

Details:

Region Scheme	Metropolitan Region Scheme
Region Scheme - Zone	Urban
Local Planning Scheme	District Planning Scheme No.2
Local Planning Scheme - Zone	Urban Development
Structure Plan	Tamala Park Agreed Local Structure Plan (LSP 79)
Structure Plan - Land Use Designation	Commercial
Use Class and permissibility:	Consulting Rooms - 'P' Permitted Fast Food Outlet - 'D' Discretionary Lunch Bar - 'P' Permitted Office - 'P' Permitted Recreation - Private - 'D' Discretionary Restaurant/Café - 'P' Permitted Shop - 'P' Permitted Small Bar - 'A' Advertising required Tavern - 'A' Advertising required
Lot Size:	2257 m^2
Existing Land Use:	Vacant land
State Heritage Register	No
Local Heritage	☒ N/A ☐ Heritage List ☐ Heritage Area
Design Review	☐ N/A ☒ Local Design Review Panel ☐ State Design Review Panel ☐ Other
Bushfire Prone Area	Yes
Swan River Trust Area	No

Proposal:

The application seeks approval for a commercial development incorporating a combination of commercial and retail land uses located at Lot 2401 (37) Amalfi Avenue, Mindarie (subject site). Details of the proposal are as follows:

- A single-storey commercial development featuring six tenancies which are summarised as follows:

Tenancy	Net Lettable Area (m^2)	Proposed Land Uses
1	355m^2	Fast Food Outlet, Lunch Bar, Restaurant/Café, Small Bar Tavern
2 - 5	70m^2	Consulting Rooms, Fast Food Outlet, Lunch Bar, Office, Recreation – Private, Restaurant/Café and Shop
6	339m^2	Fast Food Outlet, Lunch Bar, Restaurant/Café, Small Bar and Tavern

- Provision of a waste store and a utilities room including switchboards, bathrooms and lockers;
- Vehicular access to the subject site via Amalfi Avenue;
- A total of 27 on-site car parking spaces including 2 ACROD bays and 1 service bay; and
- Associated signage and landscaping.

Pedestrian access to the subject site is accommodated from an existing pedestrian footpath along Portofino Promenade to the north and an existing footpath within the adjoining POS to the west. A continuous canopy is proposed above the footpath along the site's western and northern boundaries within the adjoining public open space. The canopy provides weather protection for pedestrians and alfresco seating areas within the park and the street.

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

Background:

The subject site is located within 140 metres from the Mindarie Foreshore and is bound at its eastern and northern boundaries by a public open space. The northern portion of the public open space is relatively narrow providing landscaping and a principle shared path providing connectivity to the coast. The public open space then transitions to on street parking within the Portofino Promenade road reserve. The southern boundary is bound by Amalfi Avenue and the northern portion of its eastern boundary is shared with a residential lot coded R60. The remainder of its eastern boundary abuts Genoa Lane which is partially subject to an access restriction inhibiting direct vehicular access to the site (**Attachment 2**). In accordance with Local Development Plan No.7 - Catalina Estate, the R60 coded lots surrounding the site are required to be developed to a minimum of two (2) storeys consistent with other development with frontage to Portofino Promenade.

Planning Context:

The subject site is zoned 'Urban' under the Metropolitan Region Scheme (MRS), 'Urban Development' under the City's District Planning Scheme No.2 (DPS 2) and 'Commercial' under *Tamala Park Agreed Local Structure Plan* (LSP 79). Further, LSP 79 identifies the subject site as 'West Tamala Park Local Centre' and designates a maximum net lettable area (NLA) of 250m^2. Local Development Plan No. 11 - Tamala Park applies to the subject site and establishes the built form outcomes intended as part of the development of the site including but not limited to a minimum building height of two (2) storeys, designation of active frontages and required landscaping outcomes.

The subject site is currently vacant. A location plan is included as **Attachment 3**.

Legislation and Policy:

Legislation

Planning and Development Act 2005
Environmental Protection (Noise) Regulations 1997
Planning and Development (Local Planning Schemes) Regulations 2015

Metropolitan Region Scheme
District Planning Scheme No.2

State Government Policies

State Planning Policy 3.7: Planning in Bushfire Prone Areas (SPP 3.7)
State Planning Policy 4.2: Activity Centres (SPP 4.2)
State Planning Policy 7.0: Design of the Built Environment (SPP 7.0)

Structure Plans/Activity Centre Plans

Tamala Park Structure Plan (LSP 79)
Local Development Plan No.7 – Tamala Park (LDP 7)
Local Development Plan No. 11 - Tamala Park (LDP 11)

Local Policies

Local Planning Policy 2.8: Licensed Premises (LPP 2.8)
Local Planning Policy 4.23: Design Review Panel (LPP 4.23)
Local Planning Policy 4.6: Advertising Signs (LPP 4.6)

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 16 January 2026 and concluding on 30 January 2026. 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.

Following the completion of the advertising period, a total of 39 submissions were received, with 21 providing support, 17 objecting and one making comment on the proposal. A summary of submissions received, and Administrations response is included as **Attachment 4**.

The key concerns raised through the public consultation were:

- Increased traffic and location of vehicular access;
- Inadequacy of on site car parking;
- Proposed land uses and size of development; and
- Impact on residential amenity.

These are discussed in further detail in the planning assessment below.

Referrals/consultation with Government/Service Agencies

Department of Planning, Lands and Heritage

The subject site adjoins Public Open Space vested in the State of Western Australia. The proposal incorporates an outdoor dining area within this land, which is not

currently under the care and management of the City of Wanneroo. Accordingly, the application was referred to the Department of Planning, Lands and Heritage (DPLH) pursuant to Clause 66 of the Deemed Provisions, as the development is considered to impact State-managed land.

The DPLH Land Use Planning team provided comments on the proposal, which are included as **Attachment 5**. The DPLH did not raise any objection to the outdoor area encroachment onto POS whilst noting that this POS will be managed by the City of Wanneroo in the future.

Once the public open space (POS) is under the City's management, an easement will be required in the adjoining POS to address access, maintenance, and indemnity for the awnings of Tenancies 1 and 6.

The use of a portion of the POS for outdoor dining associated with Tenancies 1 and 6 will require appropriate licensing from the City's Health Services. This licensing must include clear physical markers or barriers to define the approved dining area and prevent its extension beyond the designated zone.

Design Review Panel Advice

The application was referred to the City's Design Review Panel (DRP) in November 2025 prior to the lodgement of the subject application. The DRP was generally supportive of the built form and scale, street activation, central pedestrian link and alfresco plaza. The DRP identified several areas for improvement, including enhancing passive surveillance of the car park, refining servicing arrangements, and strengthening the landscaping design.

The DRP minutes from the November 2025 meeting are included as **Attachment 6**.

In response to the matters raised by the DRP, the applicant has made the following modifications to the plans:

- The landscape design has been further developed to include detailed specifications for species selection and canopy cover;
- Tenancy 6 now includes a rear door providing access to the internal car park; and
- Entry doors facing Portofino Promenade have been amended to open inward.

Noting the modifications made by the applicant, the City is satisfied that the matters raised by the DRP have been adequately addressed or are capable of being addressed through the imposition of conditions.

Planning Assessment:

An assessment of the proposal has been undertaken against the relevant provisions of the City's DPS 2, State and Local Planning Policies, Tamala Park Local Structure Plan (LSP 79) and Local Development Plan No.11 – Tamala Park (LDP 11) 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:

- Land Use Permissibility;
- Built Form Compatibility;

- Retail Floorspace (NLA);
- Traffic, Access and Parking;
- Landscaping;
- Noise;
- Waste; and
- Signage.

Land Use Permissibility

Submissions were received regarding the compatibility and need for the proposed uses, noting that similar land uses are located within the vicinity of the proposal.

The subject site is located within the Commercial zone under LSP 79 and the permissibility of land uses on the subject site is in accordance with Schedule 1 - Zoning Table of DPS 2 and is summarised as follows:

'P' Permitted Use	'D' Discretionary Use	'A' Discretionary use requiring advertising
Restaurant/Café	Fast Food Outlet	Small Bar
Lunch Bar	Recreation - Private	Tavern
Shop		
Consulting Rooms		
Office		

Development of private land is at the discretion of the landowner and subject to the previously mentioned zoning table. All land uses proposed are capable of being considered on the site subject to approval. The appropriateness of the above land uses is discussed in further detail below.

'Fast Food Outlet' and 'Recreation – Private' are proposed to be considered for tenancies 2-5 which are 70m^2 in floor area each. Given the size of these tenancies, the scale of these land uses is considered to be restricted and is therefore unlikely to attract large volumes of people at any one time. These smaller tenancies provide for a diverse range of land uses and are not considered to be disruptive to the residential amenity of the locality. Tenancy 5 immediately abuts a residential property to the east and is separated to the nearest residential property to the south by approximately 22 metres.

An acoustic report has been provided in support of the application, and this is discussed further in the noise section below.

The proposed Small Bar and Tavern land uses are proposed for tenancies 1 and 6 of the development which are the 355m^2 and 339m^2 in floor area respectively. Both of these land uses are discretionary uses which require advertising ('A') within the Commercial zone. As such, these land uses are capable of approval subject to advertising and the decision maker exercising its discretion. Where these land uses are developed, they are subject to a separate approval issued by the Department of Local Government, Industry Regulation and Safety for the sale/distribution of alcohol under the *Liquor Control Act 1893.*

To ensure that these land uses don't adversely affect the amenity of the surrounding locality, the land uses have been considered with regard to the requirements of Local Planning Policy 2.8: Licensed Premises (LPP 2.8). The subject development reflects

the planned distribution of commercial land envisaged under LSP 79 and accordingly, the location of the proposed licensed premises is not within a 200m radius of an existing or proposed 'Educational Establishment', 'Child Care Premises' or 'Place of Worship. Further, the nearest licensed premises is located over 700m north of the site, along Anchorage Drive/Neerabup Road. Lastly, in accordance with LPP 2.8, an Operational Management Plan (OMP) will be required prior to the commencement of the land use/s, to demonstrate that matters such as; noise, rubbish disposal and collection, deliveries, security, complaints management and patron control are adequately addressed minimising the impact of the development upon the amenity of the locality. Given an Operational Management Plan has not been provided as part of the application, the City recommends the imposition of a condition requiring that an Operational Management Plan is provided for all licensed premises prior to the granting of an occupancy permit.

The objective of the commercial zone is to incorporate a wide range of uses including retailing, entertainment, professional offices, business services and residential to meet the daily and weekly needs of the residents. The proposed land uses provide for various commercial uses including food and beverage services, retail and health services which cater for daily and/or weekly needs of the residents nearby and accordingly satisfies the objectives of the commercial zone.

Built Form Compatibility

Iconic Development Site

LSP 79 identifies the subject site as an Iconic Development Site, with specific development requirements set out in LDP 11. The proposal responds to these requirements by providing a single storey development with the height of two storeys. The two-storey built form is oriented towards both Portofino Promenade and the adjoining park, featuring awnings that extend beyond the lot boundary into the public open space reserve. This design provides weather protection and supports a comfortable pedestrian environment.

The street-facing façades are well articulated, incorporating contemporary materials, and varied fenestration. The development includes nil setbacks to the Public Open Space to the northern and western lot boundaries with large stacker doors incorporated into the western elevation to maximise physical and visual connectivity. The design promotes reciprocal surveillance between the tenancies and the public realm, enhancing the interaction between the development and its surroundings.

An east-west pedestrian through-site link is centrally located within the development, connecting the Public Open Space, the at-grade car park, and Genoa Lane. This link breaks up the continuous built form along the developments western façade, improves the pedestrian movement network and adds visual interest to the development. The east/west pedestrian link is covered by a pergola which improves pedestrian amenity.

Two storey boundary wall to the boundary of Lot 2402

The proposed boundary wall along the eastern boundary abutting Lot 2402 has a height of 4.3 metres from natural ground level. However, the subject site is approximately 0.7 metres lower than the adjoining lot to the east, resulting in an effective wall height of 3.6 metres when viewed from Lot 2402. Local Development Plan No.11 requires that a two storey boundary wall is erected along a portion of its

eastern boundary abutting Lot 2402. The proposal is seeking a variation to the height of boundary wall proposed to the boundary of Lot 2402 in lieu of a two storey boundary wall required. The City supports this variation, as the reduced wall height results in less building bulk impacting the adjoining residential property than that permitted under LDP 11. The single storey boundary wall provides a transition from the residential property to the predominant two storey height (6.5m) of the subject development. At the time of consideration of the subject development application, the residential lot to the east (Lot 2402) is vacant, with an approved building permit for a two-storey dwelling which does not include a boundary wall along the shared boundary. In light of the above, the City is supportive of the single storey boundary wall to the eastern lot boundary.

Minimum 2m Landscaping strip to Amalfi Lane Frontage

LDP 11 requires that landscaping is provided within the first two metres of Amalfi Avenue boundary. The proposal seeks a variation to this requirement by incorporating a six-metre wide crossover and providing Tenancy 6 with a nil setback to the southern lot boundary for a length of 12 metres. Despite this reduced setback, the overall landscaping across the site exceeds 8% minimum soft landscaping required under DPS 2. Further, Tenancy 6 presents an active frontage to Amalfi Avenue with pedestrian access and full height glazing on this elevation.

In light of the above, the City acknowledges that Amalfi Avenue is better suited for vehicular access than Genoa Lane and accordingly is supportive of the crossover location and resultant departure from the two metre landscaped strip required as part of LDP 11.

Retail Floorspace (NLA)

LSP 79 limits retail floorspace for the West Tamala Park Local Centre to a maximum of 250m² NLA. LSP 79 details that the maximum floorspace can be increased through a Local Development Plan where the requirements of SPP 4.2 are satisfied. Noting that a structure plan is due regard and that increases in floorspace can be considered as part of a development application, a Net Benefit Test (NBT) has been provided which supports the increase in floorspace from the permitted 250m² to the proposed 1,009m² NLA. The NBT is included as **Attachment 7**.

The NBT concludes the following:

- The adopted Structure Plan permits 250m² NLA of retail floorspace for the Local Centre, which is substantially below the 1,500m² NLA typically supported for a Local Centre under State Planning Policy 4.2: Activity Centres;
- The proposed increase in floorspace will not adversely impact the viability of existing or planned centres;
- The development will support local employment generation and enhance amenity; and
- The surrounding residential catchment is sufficient to support the additional floorspace.

The NBT has been reviewed by the City's Economic Development team, who concurred with its findings that the proposal would not adversely impact the existing activity centres. Accordingly, the City is supportive of the proposed increase in

maximum NLA to 1,009m^2 subject to a condition being imposed enforcing this increase in maximum NLA.

Traffic, Access and Parking

Traffic

A number of submissions raised concern that the development would cause further congestion upon the local road network.

A Transport Impact Statement (TIS) is prepared for the proposed commercial development (**Attachment 8**).

The TIS outlines traffic generation and distribution of the proposed development within the surrounding road network. The TIS estimates a peak hourly generation of 86 vehicles per hour (total of inbound and outbound traffic) during the weekday AM, PM peaks. The TIS further states the development will add fewer than 100 vehicle trips per hour, which is below the threshold identified in the WAPC Transport Impact Assessment Guidelines (2016) for a material impact on the surrounding road network. The TIS has been reviewed by the City's Traffic Services, who concurred with its findings that the proposal would not adversely impact the surrounding road network.

Access

Vehicle access is proposed via a single crossover from Amalfi Avenue, with a 6 metre wide accessway accommodating low-speed, two-way traffic. This access arrangement is supported for the following reasons:

- The Portofino Promenade reserve is separated from the subject site via an east-west strip of public open space which accommodates landscaping and a principle shared path;
- The proposed crossover location to Amalfi Avenue minimises the impact of vehicular trips to the surrounding residential amenity given that all visitors will access the site via Amalfi Avenue;
- The site has an existing access restriction to a portion of Genoa Lane; and
- Access from Genoa Lane to the east being a residential laneway which is not suitable for regular commercial traffic.

Overall, the proposed access arrangement appropriately concentrates vehicle movements on Amalfi Avenue, minimises conflict with pedestrians, and avoids impacts to the residential laneway.

Parking

The development proposes a total of 27 on site car parking bays, comprising 25 standard bays and 2 ACROD bays. In addition, the City acknowledges that approximately 16 on street bays along Portofino Promenade, representing around two thirds of the adjoining street frontage, may reasonably be available to support the development. This results in an effective parking provision of approximately 43 bays.

Car parking has been assessed in accordance with Schedule 11 of District Planning Scheme No. 2 (DPS 2), which remains the primary statutory planning control for the City of Wanneroo.

Applying the 'Shopping Centres under 10 000m^2' rate of 7 bays per 100m² net lettable area results in a requirement of approximately 71 bays.

Recognising that the final tenancy mix and operational characteristics have not been confirmed, the City has also undertaken a more flexible assessment under DPS 2 to determine a reasonable lower bound scenario. This assumes Tenancies 2 to 5 operate as office uses at a rate of 1 bay per 30m², with tenancies 1 and 6 assessed as 'Shop' uses due to the absence of detailed operational information. Under this scenario, the minimum parking requirement is approximately 58 bays.

Notwithstanding the above, the applicant's Transport Impact Statement provides a defined land use scenario, identifying Tenancy 1 as a tavern and Tenancy 6 as a restaurant. Applying the relevant DPS 2 parking rates to this land use mix results in a requirement of approximately 92 bays. In addition, where alfresco dining areas extend into the adjoining public open space, a further indicative demand of approximately 16 bays is generated, resulting in a total potential parking demand of approximately 108 bays.

Notwithstanding the above, the City has also had regard to the WAPC Planning Manual for Non Residential Car Parking Rates, which adopts a more flexible and contemporary approach to parking rates.

The applicant's Transport Impact Statement (TIS) identifies a parking demand range of approximately 19 to 75 bays based on the anticipated tenancy mix and operational characteristics. The proposed provision of 27 on site bays, increasing to an effective supply of approximately 43 bays when considering on street parking, sits within this range.

In this regard, the City notes that the Planning Manual expressly contemplates variations to local planning scheme parking requirements on a case by case basis, where supported by appropriate justification and a car parking management plan. In particular, section 4.2 of the Planning Manual and clause 77D of the *Planning and Development (Local Planning Schemes) Regulations 2015* require consideration of:

- the likely use of the car parking spaces;
- the availability of off site car parking facilities; and
- the likely use of alternative modes of transport.

Having regard to these matters, the City acknowledges the following has been outlined in the TIS:

- The development forms part of a Local Centre intended to serve a walkable residential catchment, which is likely to reduce reliance on private vehicle trips for short stay convenience uses;
- Approximately 16 on street bays are available in close proximity to the site and are capable of supplementing on site provision without concentrating parking demand in a single location;

- The site is supported by pedestrian and cycling infrastructure, as well as public transport connections, which provide alternative access options for both staff and patrons; and
- The final tenancy mix remains flexible, and the ultimate operation of Tenancies 1 and 6 may not reflect concurrent peak demand scenarios. For example, a café style restaurant use may operate with daytime trading hours, while a tavern use may peak later in the evening.

On this basis, the City considers that while the proposal represents a significant variation from the requirements of DPS 2, the parking provision can be supported in principle having regard to the performance based framework established under the WAPC Planning Manual.

However, it is also recognised that the ultimate parking demand will be highly dependent on the specific tenancy mix, patron numbers, and hours of operation, particularly in relation to Tenancies 1 and 6.

Recommended Approach

To ensure that parking demand is appropriately managed, it is recommended that a condition be imposed requiring the preparation and approval of a Parking Management Plan prior to the issue of a Building Permit.

The Parking Management Plan is to be prepared to the satisfaction of the City and is to include, at a minimum:

f) confirmed land uses and tenancy layouts;
g) maximum patron numbers and hours of operation;
h) an assessment of peak parking demand, including consideration of overlapping peak periods;
i) identification of on site and off site parking allocation and management measures; and
j) requirements for ongoing updating as tenants change overtime so that the Parking Management Plan remains relevant and effective.

This approach is consistent with section 4.2 of the WAPC Planning Manual, which supports variations to standard parking rates where justified and supported by a parking management plan.

Conclusion

While the development does not satisfy the prescriptive parking requirements of DPS 2, the City is satisfied that the proposal can be supported having regard to the performance based framework of the WAPC Planning Manual and clause 77D of the Regulations.

The proposed parking provision, when considered in conjunction with available on street parking and alternative transport options, is capable of accommodating the anticipated demand subject to appropriate operational controls.

Accordingly, the variation to parking requirements is supported, subject to the implementation of a Parking Management Plan to ensure that the final tenancy mix

operates within an acceptable parking demand profile and does not result in adverse impacts on the surrounding locality.

Landscaping

DPS 2 requires that a minimum of 8% of the site consists of soft landscaping. The proposal incorporates 9% soft landscaping and complies with this requirement. A Landscaping Plan is included as **Attachment 9**. Additionally, DPS 2 requires one shade tree is provided for every four (4) car parking bays provided. The proposed development provides 27 car parking bays on site with 15 trees within the car park which exceeds the minimum shade tree requirement of DPS 2. The City recommends that an alternative native shade tree species is utilised within the development to suit the local conditions. As such, the City recommends the imposition of a condition requiring a revised detailed landscaping plan be lodged and approved by the City prior to the lodgement of a building permit. The detailed landscaping plan should incorporate a minimum of 8% soft landscaping and outline tree and plant species, quantities, location of plantings and mulch details.

Noise

A preliminary acoustic assessment (**Attachment 10**) has been provided, which examines the potential external noise associated with the proposed alfresco area. The report presents a high-level and general review, as specific land uses and operational details have not been determined at this stage. On this basis, the report concludes that noise from the alfresco dining area can be managed to comply with the *Environmental Protection (Noise) Regulations 1997*.

The preliminary acoustic report does not consider noise generated from waste collection, on the basis that collection will occur between 7:00am and 7:00pm, or otherwise in accordance with an approved waste management plan. The City recommends the imposition of a condition limiting waste collection hours to ensure compliance with the *Environmental Protection (Noise)Regulations 1997*.

Additionally, the preliminary acoustic report recommends that other operational noise including but not limited to the mechanical noise to be assessed once the individual land uses for each tenancy is confirmed. Accordingly, to protect the residential amenity of the locality, it is recommended that a condition be imposed requiring that prior to issuing of occupancy permit, an acoustic report is provided demonstrating that the development complies with the *Environmental Protection (Noise) Regulations 1997*.

Waste

Commercial Waste is proposed to be collected by private collectors from a bin set-down area located to the east of subject site. Waste trucks will park along Genoa Lane and reverse to the bin set-down area for collection.

A waste Management Plan is provided in support of the development (**Attachment 11**). WMP calculates weekly waste generation as 3399.8L of general waste and 7652.4L recyclables. The bin store is designed to accommodate 6 general bins and 2 recycling bins, each with a capacity of 1100L. Based on these volumes, general and recyclable waste will be collected 6 and 4 times per week, respectively, with a maximum of 2 collection trips per day. WMP indicates that Waste collections are scheduled outside commuter peak periods (typically scheduled between 10:00am

and 3:00pm) and the City of Wanneroo's residential waste collection periods to minimise interaction with other laneway traffic.

WMP includes swept path analysis for Medium Rigid Vehicle (MRVs) waste trucks to manoeuvre within Genoa Lane and reverse to the bin set down area. The swept path ensures that waste trucks will not obstruct any portion of the adjoining residential lot frontage. Based on the above, the City recommends the imposition of a condition requiring compliance with the WMP.

Signage

The proposal has been assessed against the provisions set out within the City's Local Planning Policy 4.6: Signage (LPP 4.6). Since specific tenants are yet to be confirmed, only indicative signage panel locations have been demonstrated on the plans.

Window Signs

Tenancies 1–5 feature window signs along the top 0.6 meters of their front glazing facing Portofino Promenade. The proposed signage occupies less than 50% of the glazed area of each tenancy, in accordance with LPP 4.6 requirements.

Tenancies 2–4 also have additional window signs located at the top of the entry doors facing the internal car park. These signs are internal and not visible from the street. As they cover less than 50% of the door glazing, they are also compliant with LPP 4.6.

Verandah Signs

Tenancies 1 and 6 each propose two verandah signs. Tenancy 1 has one sign facing Portofino Promenade and one facing the park, while Tenancy 6 has one sign facing Amalfi Avenue and one facing the internal car park.

Except for Tenancy 6's verandah sign facing the internal car park, the other three signs project 3 meters into the adjoining public open space, in line with the awning to which they are fixed. Noting that the awning and signage proposed public open space projects into the adjoining public open space, it is recommended that a condition be imposed requiring that an easement be registered on the public open space to the benefit of the subject site. The terms of the easement will specify maintenance, insurance and outline the obligations of each party.

Although the proposed verandah signs do not comply with the maximum height and length requirements of LPP 4.6, they are considered acceptable for the following reasons:

- Verandah signs are only proposed for Tenancies 1 and 6, which are the larger tenancies.
- Only one verandah sign is proposed per façade for the entire development.
- The signs do not project beyond the awning.

In light of the above, the signage proposed as part of the subject application are considered to be acceptable.

Conclusion:

The proposed West Tamala Park Local Centre comprises a mix of commercial tenancies across six tenancies, incorporating supporting facilities including a waste room and amenities.

The development is generally consistent with the relevant legislative and planning framework under District Planning Scheme No. 2, with the exception of car parking provision. While the proposal does not meet the prescriptive parking requirements of DPS 2, the City has had regard to the WAPC Planning Manual - Non Residential Car Parking Rates for Perth and Peel. The proposed parking provision, when considered alongside the availability of on street parking and alternative transport options, sits within the acceptable range identified by the WAPC guidance.

Noting the flexibility in the ultimate tenancy mix and operation, particularly in relation to potential tavern, restaurant and small bar uses, a condition requiring the preparation and implementation of a Parking Management Plan has been recommended. This will ensure that peak parking demand is appropriately assessed and managed at the operational stage, having regard to cumulative and overlapping peak periods, and will provide the City with an appropriate mechanism to manage any potential impacts on the surrounding locality.

The proposal is consistent with the intent and provisions of Local Structure Plan 79, facilitating the delivery of a Local Centre to serve the surrounding community. On this basis, the development is considered acceptable and is recommended for approval, subject to conditions.



LOT 2401 PORTOFINO PROMENADE

NEW COMMERCIAL CENTRE

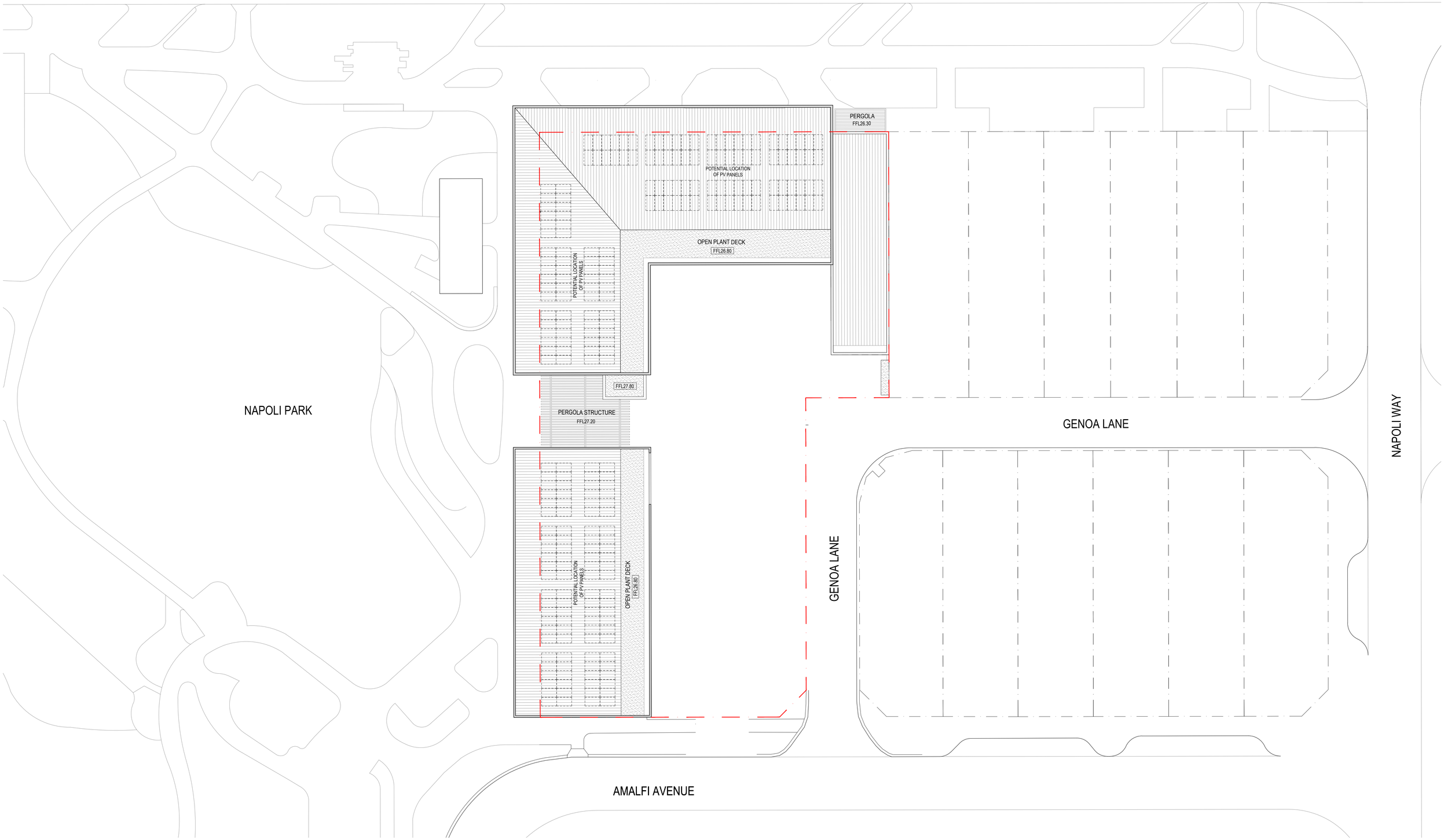
GROUND FLOOR PLAN

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DATE: 03/12/2025
DRAWN: MZ
DESIGNED: MZ
JOB NO: 226002
DRAWING: DA-2100 **REV:** A

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LOT 2401 PORTOFINO PROMENADE

NEW COMMERCIAL CENTRE

ROOF PLAN

SCALE: 1:200 @ A1
DATE: 03/12/2025
DRAWN: MZ
DESIGNED: MZ
JOB NO: 226002
DRAWING: DA-2101 **REV:** A

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NORTH ELEVATION 1:100



EAST ELEVATION 1:100

LOT 2401 PORTOFINO PARADE

NEW COMMERCIAL CENTRE

ELEVATIONS - 1

SCALE: 1:100 @ A1
DATE: 04/12/2025
DRAWN: MZ
DESIGNED: MZ
JOB NO: 226002
DRAWING: DA-3100 **REV:** A

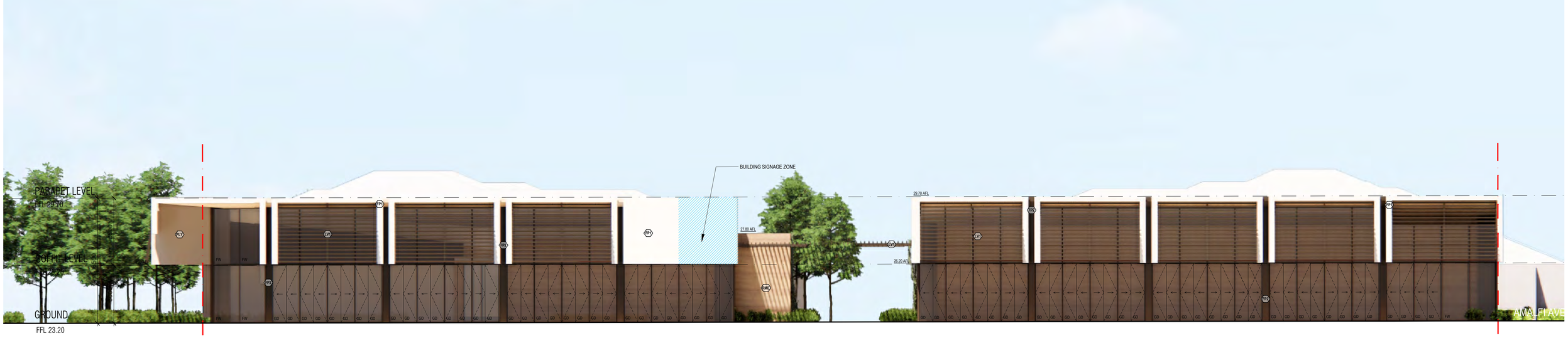
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SOUTH ELEVATION 1:100



WEST ELEVATION 1:100

LOT 2401 PORTOFINO PARADE

NEW COMMERCIAL CENTRE

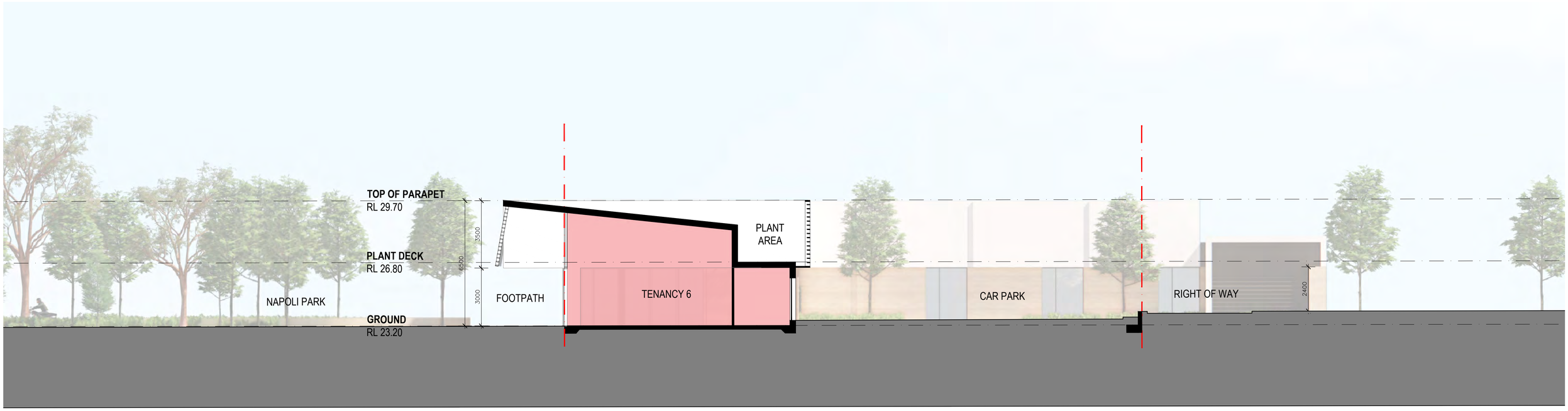
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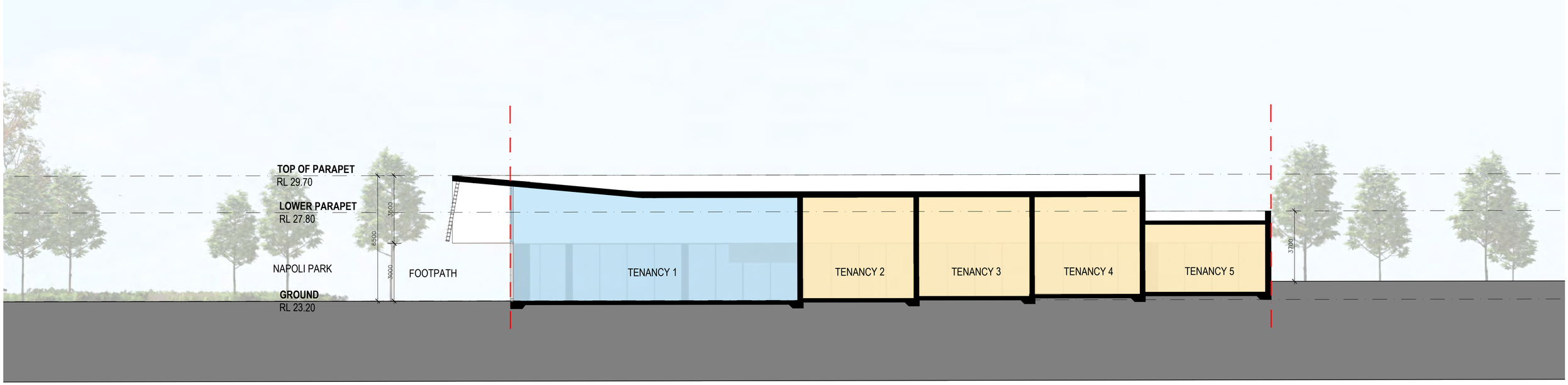
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WEST - EAST SECTION 1:100



WEST - EAST SECTION 1:100

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NEW COMMERCIAL CENTRE

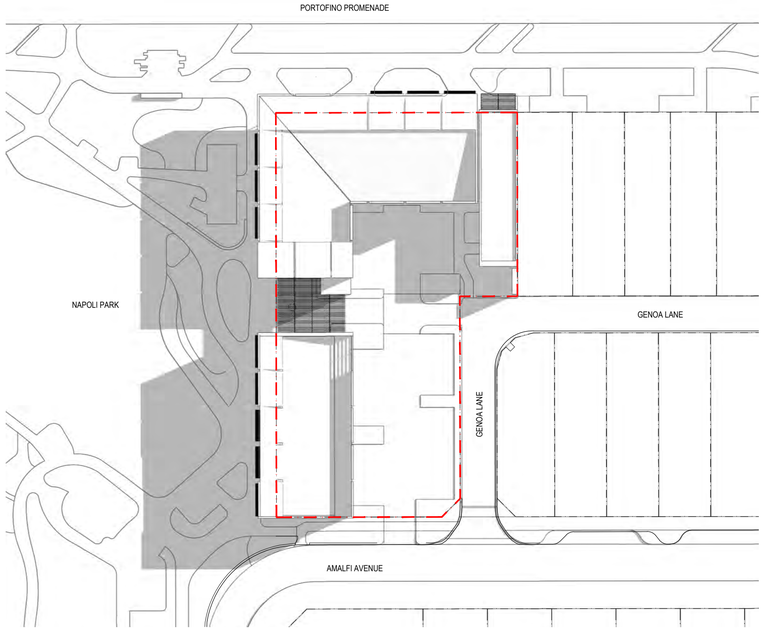
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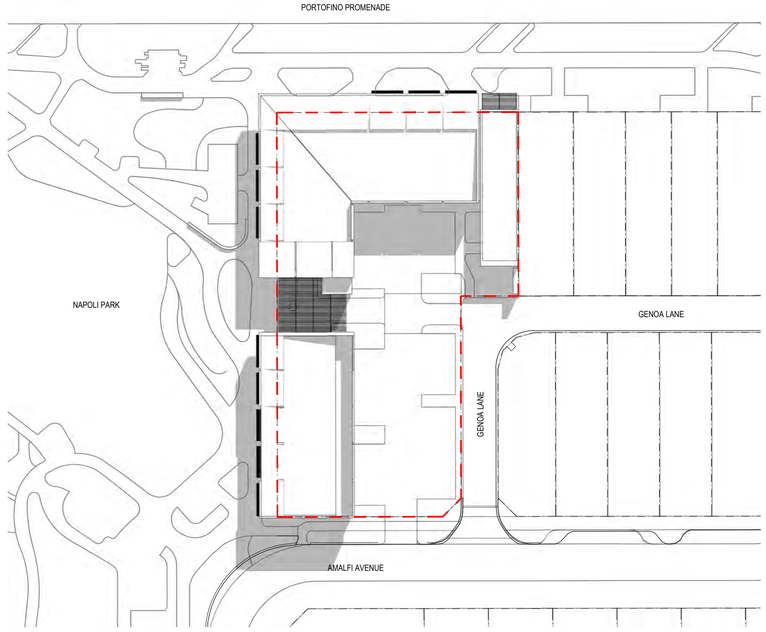
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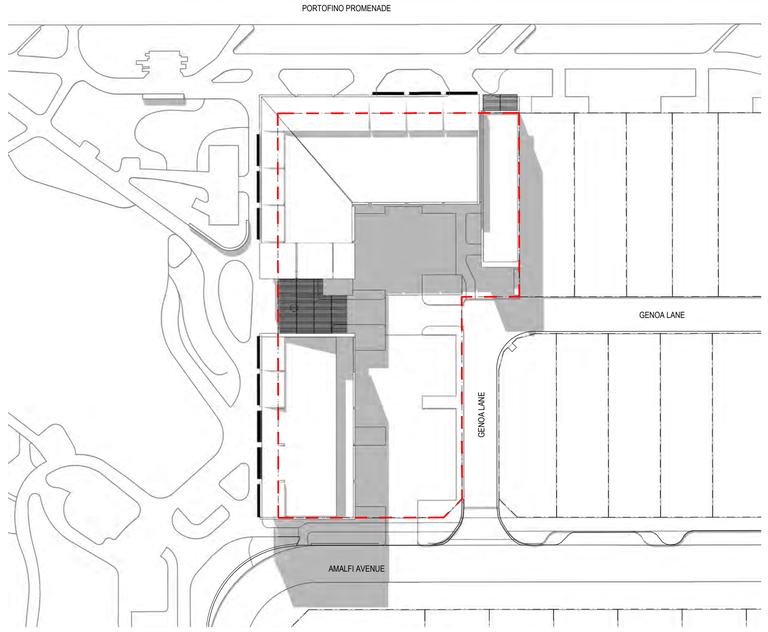
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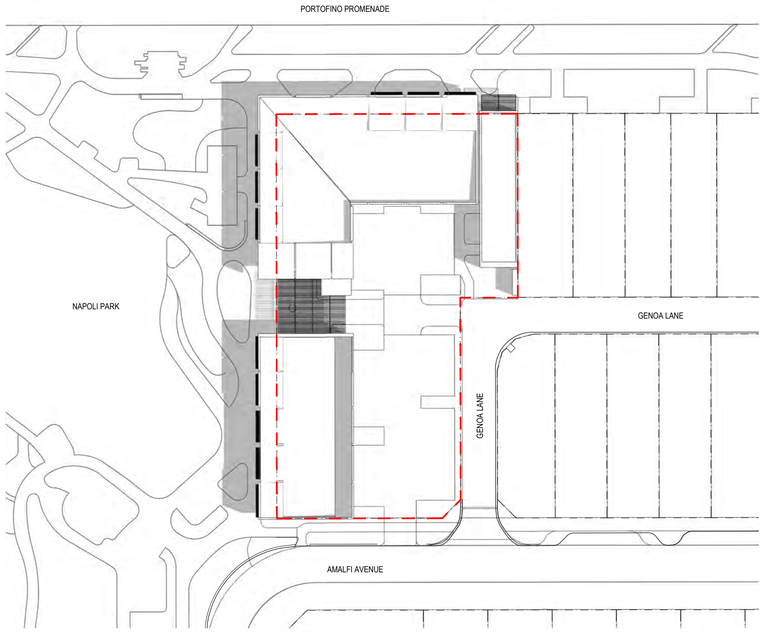
21 JUNE - 0900hrs



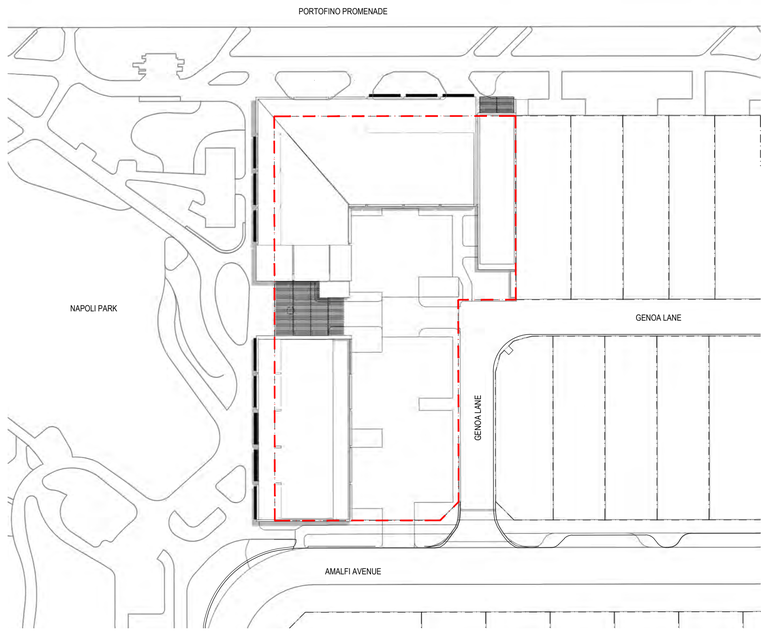
21 JUNE - 1200hrs



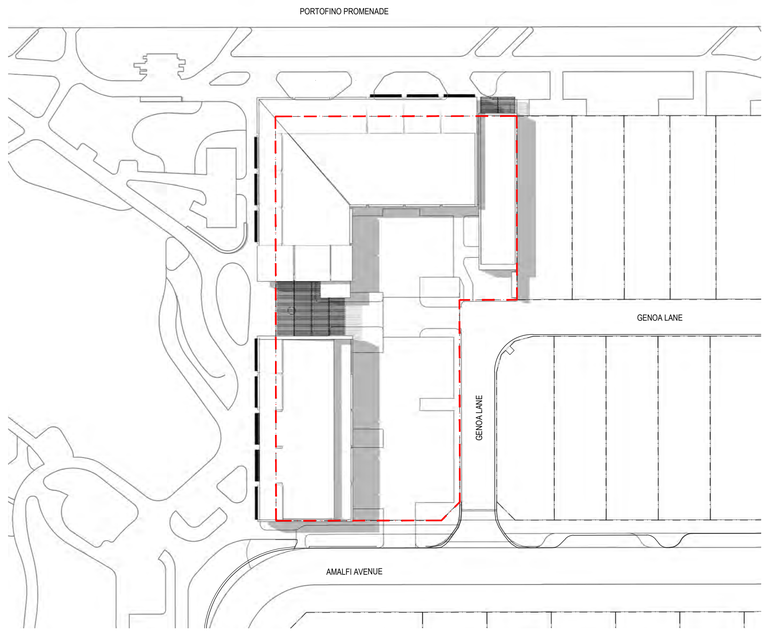
21 JUNE - 1500hrs



22 DECEMBER - 0900hrs



22 DECEMBER - 1200hrs



22 DECEMBER - 1500hrs

LOT 2401 PORTOFINO PROMENADE

NEW COMMERCIAL CENTRE

OVERSHADOWING DIAGRAMS

SCALE: 1:500 @ A1
DATE: 04/12/2025
DRAWN: MZ
DESIGNED: MZ
JOB NO: 226002
DRAWING: DA-1101 **REV:** A

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Plan Information

Tenure Type	Freehold
Plan Type	Deposited Plan
Plan Purpose	Subdivision

Plan Heading

Lots 2401, 9052 and Covenant

Locality & Local Government

Locality	Mindarie
Local Government	City of Wanneroo

Department of Planning, Lands and Heritage

File Number	

Examination

MM	12.12.2024
Examined	Date

Planning Approval

Planning Authority	Western Australian Planning Commission
Reference	162931

Delegated under S. 16 P&D Act 2005	Date	30-Apr-2025

In Order For Dealings

Subject To
- Sec 150 & 165 P&D Act

	1.5.2025
For Inspector of Plans and Surveys	Date

Plan Approved

Reg. 26A (4)

	1.5.2025
Inspector of Plans and Surveys / Authorised Land Officer	Date

Survey Details

Field Records	129996
Declared as Special Survey Area	Yes

Survey Method Regulatory Statement

Survey carried out under Reg. 26A Special Survey Area Guidelines. See survey sheet(s) to determine the true final position and type of all survey marks placed for this plan.

Survey Method and Plan Content Variations

Approved Variation Type	Reference

Survey Certificate - Regulation 54

I, Kenny R. SELLERS
hereby certify that this plan is accurate and is a correct representation of the -
(a) survey; and
(b) calculations from measurements recorded in the field records,
undertaken for the purposes of this plan and that it complies with the relevant written law(s) in relation to which it is lodged.

Ken Sellers
2024.11.06 10:00:25
+08'00'

Licensed Surveyor	Date

Survey Organisation

Name	MNG MCMULLEN NOLAN GROUP
Address	PO Box 124, BULLCREEK W.A. 6149
Phone	6436 1599
Fax	6436 1500
Email	info @ mngsurvey.com.au
Reference	96641dp-633d

Amendments

Version	Lodgement Type	Amendment Description	Authorised By	Date
2	Replacement Plan	Amend vehicle access covenant (A-B)	Kenny R. SELLERS	05/11/2024

Former Tenure

New Lot / Land	Parent Plan Number	Parent Lot Number	Title Reference	Subject Land Description
2401 & 9052	DP 428335	Lot 9049	4060/276	

Former Tenure Interests and Notifications

Subject	Purpose	Statutory Reference	Origin	Land Burdened	Benefit To	Comments
G	NOTIFICATION	SEC 70A OF THE TLA 1893	DOC N674368	LOT 9052		NOISE COMPLIANCE
33c 2	EASEMENT (Electricity Supply)	SEC 167 OF THE P & D ACT 2005 REG 33 (c)	DP 423066	LOT 9052	ELECTRICITY NETWORKS CORPORATION	
33b 2 , 33b 3	EASEMENT (Sewerage)	SEC 167 OF THE P & D ACT 2005 REG 33 (b)	DP 426324	LOT 9052	WATER CORPORATION	

New Interests

Subject	Purpose	Statutory Reference	Origin	Land Burdened	Benefit To	Comments
A B	COVENANT	SEC 150 OF THE P & D ACT 2005	THIS PLAN	LOT 2401	CITY OF WANNEROO	RESTRICTION OF ACCESS No road vehicle access to and from Genoa Lane

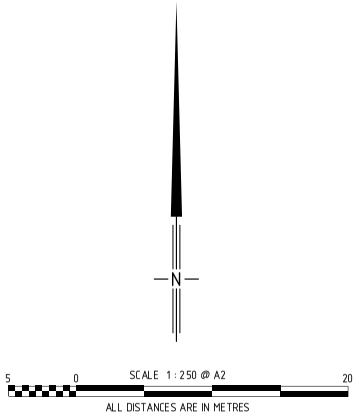
New Notifications and Memorials

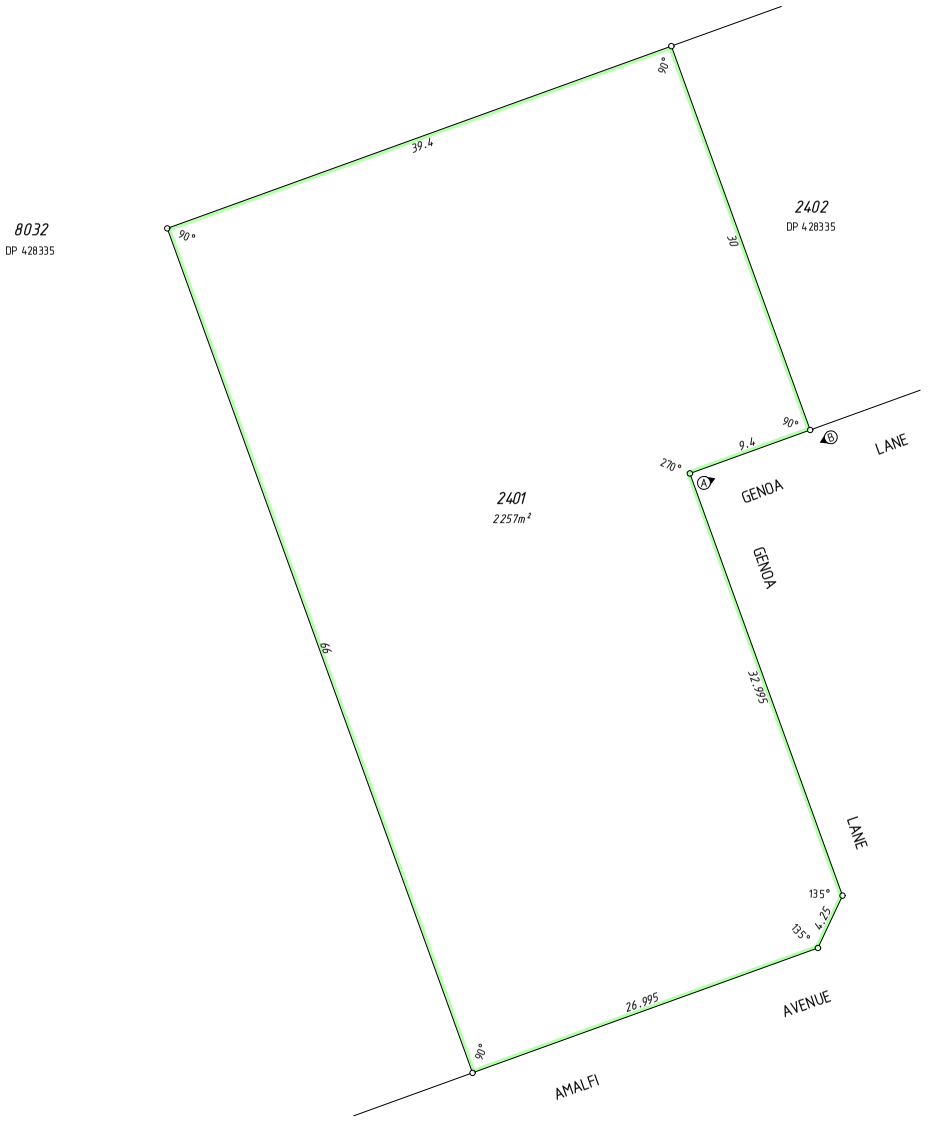
Subject	Purpose	Statutory Reference	Origin	Land Burdened	Benefit To	Comments
	NOTIFICATIONS (Hazards or other Factors)	SEC 165 OF THE P & D ACT 2005	DOC Q232526	LOT 2401		BUSHFIRE MANAGEMENT PLAN

GOVERNMENT OF WESTERN AUSTRALIA
Landgate
MNG
MC MULLEN NOLAN GROUP
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Email: info@mngsurvey.com.au
MNG Ref : 96641dp-633d - Lot 2401 - DP429549.CSD

ADDITIONAL SHEETS	SHEET		SHEETS	VERSION NUMBER	DEPOSITED PLAN
SURVEY SHEET	1	OF	5	2	429549

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ADDITIONAL SHEETS	SHEET		SHEETS	VERSION NUMBER	DEPOSITED PLAN
SURVEY SHEET	3	OF	5	2	429549



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City of Wanneroo

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Location Plan

Date: 08/04/2026

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CITY OF WANNEROO
DA2025/1821 DAP – COMMERCIAL DEVELOPMENT – 37 AMALFI AVENUE, MINDARIE
SCHEDULE OF SUBMISSIONS FOLLOWING ADVERTISING
(Advertising Closed 30 January 2026)

No.	Summary of Submission	Administration Response
1.	**Submitter 1 (Support)**	
1.1	Support	Noted.
2.	**Submitter 2 (Support)**	
2.1	Support.	Noted.
3.	**Submitter 3 (Support)**	
3.1	Support	Noted.
4.	**Submitter 4 (Object)**	
4.1	This area doesn't need another stupid shopping centre. Down the road we'll have Catalina plaza too. We need cafes and restaurants and to keep the area uncongested so the park is accessible.	The subject site is privately owned and a Commercial Development is proposed. The lot is zoned Commercial under the Tamala Park Local Structure Plan (LSP 79) and Local Development Plan No. 11 - Tamala Park which indicates the intended built form outcome of the local centre. The proposed land uses are all capable of consideration within Commercial zone. Should the Metro Outer Development Assessment Panel (MODAP) resolve to approve the application in line with the City's recommendation, each tenancy will be permitted to be used for the purposes of a Café/Restaurant. Further, the operator is responsible for managing tenancy mix within the development.
5.	**Submitter 5 (Support)**	
5.1	If a tavern was to open it would hopefully encourage more people away from the two taverns in the marina.	Noted.
6.	**Submitter 6 (Support)**	
6.1	I am submitting notice of my support for this application,	Noted.

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	it will be a great addition to the area.	
7.	**Submitter 7 (Support)**	
7.1	Support	Noted.
8.	**Submitter 8 (Support)**	
8.1	Support	Noted.
9.	**Submitter 9 (Support)**	
9.1	Support	Noted.
10.	**Submitter 10 (Support)**	
10.1	I love the design concept and can't wait to have somewhere to grab a coffee after walking my dog. The idea of a new restaurant is exciting and we would love to try it out if all the plans go ahead.	Noted.
11.	**Submitter 11 (Support)**	
11.1	Support	Noted.
12.	**Submitter 12 (Support)**	
12.1	Support	Noted.
13.	**Submitter 13 (Object)**	
13.1	Key concerns regarding a shopping precinct in a residential area include: Traffic and parking impacts — increased vehicle movements, congestion, delivery traffic and on-street parking pressure on streets not designed for commercial use.	The subject site is zoned Commercial under LSP 79 and is indicated to be developed as West Tamala Park Local Centre. A Traffic Impact Statement (TIS) was provided and has been reviewed by the City's Traffic team. The Traffic team are satisfied with the findings of the TIS that the proposed development would generate less than 100 vehicle movements during peak hours and as such the proposal is not considered to have significant impact upon the surrounding road network. Vehicle access is proposed via a single crossover from Amalfi Avenue, which effectively concentrates traffic on Amalfi Avenue, reduces pedestrian conflict, and minimises vehicle movements along the residential laneway.

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		As discussed in detail within the responsible authority report the flexible development approach sought by the applicant results in a minimum car parking requirement of 58 bays and a maximum shortfall based upon the tenancy mix assumptions in the TIS of 92 bays based upon the requirements of DPS 2. The subject application proposes 27 parking bays on site. Immediately north of the subject development in the Portofino Promenade road reserve there are 11 on-street parking bays adjacent to the development site, with an additional 58 bays within a 400m walking radius of the proposed local centre, all offering short-term kerbside parking. These on-street bays may help alleviate the peak parking demand of the eventual tenancy mix. To ensure that sufficient parking is available to service the tenancy mix, the City recommends the imposition of a condition requiring the submission of a Parking Management Plan (PMP) prior to the submission of a building permit confirming the tenancy mix, maximum patron and staffing numbers for each tenancy, hours of operation and parking demand analysis.
13.2	Noise and loss of residential amenity — extended trading hours, delivery operations, mechanical plant and late-night activity affecting residents' quiet enjoyment of their homes.	The development application was supported by a preliminary Acoustic Assessment. The Acoustic Assessment provided demonstrates that the proposal is capable of compliance with the noise emission requirements under the *Environmental Protection (Noise) Regulations 1997*. Notwithstanding this, to protect the residential amenity of the locality, the City recommends the imposition of a condition requiring that prior to the occupation of the development an acoustic report to be undertaken demonstrating future operator's compliance with the *Environmental Protection (Noise) Regulations 1997*.
13.3	Incompatibility with residential character — building scale, car parks, signage and lighting that are inconsistent with the established low-density residential streetscape.	The subject site is zoned Commercial under Tamala Park Structure Plan (ASP 79), to be developed as West Tamala Park Local Centre. Local Development Plan No. 11 - Tamala Park indicates the

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		intended built form outcomes for West Tamala Park Local Centre. The scale and height of the proposal is consistent with the provision of Local Development Plan No. 11 - Tamala Park. The subject site is surrounded by residential developments, with R60 lots to the north and across Portofino Promenade, R60 lots to the east abutting the site and across Genoa Lane, and R30 lots to the south and across Amalfi Avenue. Under Local Development Plan No. 7 - Catalina Estate, the R60 lots surrounding the site are required to be developed to a minimum of two storeys. Therefore, the proposed development is of a scale consistent with the surrounding residential built form.
13.4	Safety and social impacts — increased pedestrian-vehicle conflict, loitering and antisocial behaviour, particularly where late-night trading or alcohol sales are proposed.	Vehicle access is proposed via a single crossover from Amalfi Avenue, minimising traffic and disturbance within the laneway and with the existing pedestrian pathways. With respect to loitering and antisocial behaviour, the City recommends the imposition of a condition requiring prior to the granting of an occupancy permit that an Operational Management Plan be submitted and approved for the 'Tavern and/or 'Small Bar' use, detailing measures to minimise the impact of the development upon the amenity of the surrounding area. In addition to the above, it is noted that instances of antisocial behaviour are to be reported to the police where necessary.
13.5	Potential impact on property values — reduced residential appeal due to noise, traffic and amenity impacts.	The proposal's impact upon property values is not a relevant planning consideration.
13.6	Environmental and infrastructure pressures — loss of green space, increased hardstand, stormwater runoff, light spill and additional demand on local infrastructure.	The subject site is vacant with no vegetation on site. The application proposes 9% soft landscaping which exceeds the 8% soft landscaping requirement of the City's District Planning Scheme No.2 (DPS 2). Further, in accordance with LSP 79, the subject site is intended to accommodate the West Tamala Park Local Centre.

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		In relation to stormwater, the City recommends the imposition of a condition requiring that stormwater is contained on site. In relation to light spill, the City recommends that a condition be imposed requiring that all lighting to driveways, pedestrian pathways, car parking areas and other common areas is designed and installed in accordance with the relevant Australian Standards. In relation to demand upon local infrastructure, the lot is already appropriately serviced given that the subject site has been titled. It is the developer/operators' responsibility to ensure that the ultimate development is connected to the appropriate services. Further, the application proposes a commercial development consistent with the zoning of the subject site under Tamala Park Structure Plan.
13.7	Precedent for further commercial development — concern that approval may lead to future expansion or additional non-residential uses.	The application proposes a commercial development consistent with the zoning of the subject site under Tamala Park Structure Plan. All land uses proposed are capable of consideration in the Commercial zone and further expansion of the local centre would be subject to assessment under State Planning Policy 4.2: Activity Centres where it meets the relevant policy triggers.
13.8	Planning and zoning inconsistency — potential conflict with residential zoning objectives, local planning strategies and the established activity centre hierarchy.	Please see the City's response in 13.7. In addition, the proposal seeks a variation to the permitted Net Lettable Area (NLA) under LSP 79. A Net Benefit Test has been provided to support the proposed increase in retail net lettable area (retail NLA). The Net Benefit Test has been reviewed by the City's Economic Development Team who have concurred with the findings of the report and determined that the increase in retail NLA will not impact the viability of established activity centres in the surrounding locality or undermine their role within the activity centre hierarchy. Should the MODAP resolve to approve the development application, the City recommends the imposition of a condition requiring that the

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		maximum retail NLA permitted for the site not exceed 1,009m$^{2.}$
14.	**Submitter 14 (Support)**	
14.1	Love it! Would love a place to buy small groceries (bread, milk etc). Coffee shop/ cafe to walk the dog to the park and then go get a coffee. A bar/restaurant would be an amazing addition too. Hurry up and build, can't wait!	Noted.
15.	**Submitter 15 (Object)**	
15.1	I support the restaurant and commercial shops, however, I am concerned about a tavern being on site, especially being so close to houses. Taverns attract late night drinking, noise and anti-social behaviour such as violence and damage to property. This tavern is very close to housing and the noise will disrupt the peace of the residents in this area. This area also has a lot of children and elderly and feel that their peace and safety is the upmost important. I would be supportive of independent, boutique restaurants, cafes and retail companies renting space in this area over chains. This can bring character and community to the space.	The 'Tavern' land use is a discretionary use which require advertising ('A') within the Commercial zone, as such a 'Tavern' is capable of approval subject to advertising and the decision maker exercising its discretion. To ensure that a tenancy subject to a liquor licence is appropriately managed, the City recommends the imposition of a condition requiring an Operational Management Plan to be submitted and approved prior to an occupancy permit being granted for a 'Tavern' and/or 'Small Bar' use. The management plan is to address noise management, rubbish disposal and collection, deliveries, security, complaint management, and patron control. In relation to Noise, refer to the City's response in 13.2.
16.	**Submitter 16 (Support)**	
16.1	Nice Plan.	Noted.
17.	**Submitter 17 (Support)**	
17.1	Support	Noted.
18.	**Submitter 18 (Support)**	
18.1	I am an owner currently building a 2 story house at 36 Amalfi Ave, directly adjacent to 37 Amalfi Ave. I will live at this property with my family. I am supportive of this development for the reasons	Noted.

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	below: Development has been submitted as single story. Therefore I have no concerns for any privacy issues regarding patrons views into my property. Development has been submitted with a fair amount of car parking spaces. Therefore I have no issues with potential verge parking issues. I don't see any issues with the traffic flow proposed (entry off Amalfi Ave and an exit into secondary street). I also don't have any issues with the layout in regards to noise. From the application it appears as if the cafe / restaurant will be adjacent to my property and the secondary streets, which wouldn't be a problem. I am also very supportive of the design, and overall planning with the space (having multiple tenancies). I will certainly use this local centre as intended and often. I don't see any negatives or issues with the proposed development, and I will live directly adjacent to this proposal. If I had to rate this proposal, I'd give it a 10/10 as I don't see how any change could be an improvement based on my property and situation. I'm very excited for this development, please keep me updated!	
19.	**Submitter 19 (Support)**	
19.1	The area needs a hospitality venue, hoping that is what goes into this spot. Big supporter of this development.	Noted.

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20.	**Submitter 20 (Object)**	
20.1	I highly object the proposal. My home is located at 9 Napoli Way Mindarie and all cars coming in and out of the carpark at the rear of the development will be driving past my house. My grand children will be walking down to the park (Amalfi Ave) and all the traffic entering will create a very dangerous thoroughfare for any children going to and away from the beautiful park that has been created for the families to use. The carpark should be entered through Portofino Boulevarde Mindarie. Please re locate entry to the proposed new development. VERY DANGEROUS SAFETY OF OUR CHILDREN.	Vehicle access is proposed via a single crossover from Amalfi Avenue. The proposed crossover does not interrupt the continuity of the principle shared pathway along Portofino Promenade. Further, access to the development via Portofino Promenade is not possible given that the subject development is separated from Portofino Promenade via a strip of public open space. Further, there is no evidence to substantiate that the traffic volumes generated by the development will result in any decrease in traffic safety in the locality. The pedestrian footpath along Amalfi Avenue will be amended to accommodate the proposed crossover however the pedestrian connection to the east of this crossover is not proposed to be modified as part of the subject proposal. Vehicular Access from Genoa Lane to the east of the site is not considered suitable for the quantity and type of vehicles required to be accommodated. In light of the above, the proposed access arrangement appropriately requires vehicular access via Amalfi Avenue, minimises conflict with pedestrians, and avoids impacts to the residential laneway.
20.2	In addition to my first comments submitted. I also am concern with the entry of the carpark being apprx 20m from the playground on the park next door to a tenancy proposal of a tavern, alcohol and children on the play ground is not the best combination for safety. The developers have stated there will 27 car bays only when the ratio is 44 car bays this will not make it any safer for our children walking, biking etc to the park. The	With regards to vehicular and pedestrian access, refer to the City's response in 20.1. With regards to Tavern land use and operation, refer to the City's response in 15.1. With regards to car parking shortfall, refer to the City's response in 13.1.

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	overflow will be in front of our house streets in the car bays on the street making even more dangerous for our children. Entry from Portofino is not direct into the car bays/carpark the cars will have to drive into Napoli Way first and then turn into Amalfi Ave roads that children/family will be walking down to access the park from all the homes built up to Marmion Ave. I believe this proposal is creating a dangerous outcome for the safety of the residence of The Catalina Beach Estate. Please contact me if you wish to discuss further.	
21.	**Submitter 21 (Support)**	
21.1	Keen to see how it works out, will be nice to have another restaurant / bar venue within walking distance. Being across from the park is good to let the kids run off some beans at the same time!.	Noted.
22.	**Submitter 22 (Support)**	
22.1	I am in support of the plans. I am hoping for a family friendly vibe. I would not support any fast food venues. I would hope there are enough toilet amenities planned for the facility as I believe it will be busy.	Noted.
23.	**Submitter 23 (Comments)**	
23.1	From someone who will be living on Amalfi Avenue, I support the actual businesses side of the development, but I do not think the parking side has been thought through properly with neighbouring residents in mind. It states that there are 27 parking spaces included in the development, it also says that up to 40 jobs will be created, I assume that about 2/3rds of these jobs will be during peak business hours (9am - 5pm?) which would probably mean that these 27 parking spaces would be	The City acknowledges that the proposed development is intended to function as a Local Centre, primarily serving residents within an 800 m (10-minute) walkable catchment, which is likely to support a high proportion of trips by foot and reduce peak parking demand. The site is also well-served by alternative transport options, including bus services connecting to Clarkson Railway Station on the Perth–Yanchep rail line, which could facilitate a portion of visits. In addition, there are 11 on-street parking bays on Portofino Promenade immediately adjacent to the site that may provide some

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	taken up by staff with very little available for customers. It also states that there will be 616 anticipated vehicle movement per day, again assuming 2/3rds of these will be during peak business hours (9am - 5pm?) this means about 50 cars an hour will be turning up with very little room to park, likely causing congestion around folks houses and parking illegally on pavements and/or planted areas/folk's properties. It even says in the plans that parking availability is below recommended levels, which would surely go against planning approval rules. Can adequate parking as per recommended requirements please be considered?	supplementary parking. There are 11 on-street parking bays adjacent to the development site, with an additional 58 bays within a 400m walking radius of the proposed local centre, all offering short-term kerbside parking and is dispersed across the locality. The City acknowledges that the application proposes a parking shortfall on site and the proposal should place excessive demand on formal on street parking provided within the locality. Notwithstanding the above, the City acknowledges that due to the range of land uses proposed across the site that parking demand can vary. Accordingly, the City recommends the imposition of a condition requiring the submission of a Parking Management Plan prior to the granting of a building permit which confirms the tenancy mix, maximum number of patron and staff for each tenancy, hours of operation and parking demand analysis.
24.	**Submitter 24 (Support)**	
24.1	Good for the area.	Noted.
25.	**Submitter 25 (Support)**	
25.1	I think this could be a good development for the residents of Catalina beach and should see house prices and suburb appeal increase. Please just ensure that there will be enough car parking to stop people from parking illegally in the area. I live in Catalina Beach and i do support the proposal.	Noted.
26.	**Submitter 26 (Object)**	
26.1	The council have approved my building plans for 91 Portofino Promenade which is adjacent to the proposed commercial area and my outdoor living space will be severely compromised by the current plan and position of	The subject site is zoned Commercial under Tamala Park Structure Plan (ASP 79), to be developed as West Tamal Park Local Centre. Local Development Plan No. 11 - Tamala Park indicates the intended built form outcomes for West Tamala Park Local Centre.

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	the toilets and waste bins. Please refer to my letter attached.	Further, as discussed in the body of the report, the City recommends the imposition of a condition requiring the development to be undertaken in accordance with the provided Waste Management Plan (WMP). As such, maintenance of waste bins and the bin store area is required to be managed in accordance with these requirements.
26.2	Waste Management and Sanitation Concerns My primary objection is the proposed location of the tavern/restaurant's waste area and bins directly next to my garden/alfresco area. This placement will create multiple problems: · Odors: Restaurant waste, including food scraps and grease, will produce persistent unpleasant smells, especially during warm weather, making it impossible to enjoy my outdoor space. · Pests: Waste bins will attract rats, mice, flies, and other vermin that will inevitably spread to my property. · Noise: Frequent bin collections, waste disposal throughout operating hours, and staff activity in the waste area will create ongoing noise disturbance. I suggest a green buffer is placed along this perimeter. Bins collection will cause access issues to my property as my garage is to the rear on Genoa Lane and this is a 90 degree blind corner, causing potential road hazards. · Visual impact: Commercial waste bins and a servicing area will directly overlook my garden, destroying the residential character and my property's enjoyment. · Security Issues: Toilets can create havens for undesirable behaviour even after the shops/tavern and restaurants are closed, attracting drug users and impacting my security as we share a fence.(91 Portofino Promenade) I suggest the toilets and bins are placed behind the	A Waste Management Plan (WMP) is provided in support of this application. The WMP indicates that Wate collections are expected to occur outside peak commuter periods (typically scheduled between 10:00am and 3:00pm) and to avoid the City of Wanneroo's residential waste collection days to minimise interaction with other laneway traffic. The City recommends that a condition be imposed requiring that the waste collection be operated in accordance with the WMP, should the MODAP resolve to approve the application. Waste is proposed to be collected from bin set-down area located to the east of subject site. Waste trucks are to park at Genoa Lane in front of bin set-down area. The location of Bin area is considered appropriate due to proximity to Genoa Lane for servicing, similar to the residential servicing lane. The swept path ensures that waste trucks will not obstruct any portion of the adjoining residential lot frontage. The bin store is entirely enclosed and does not result in any overlooking into the neighbouring property. The landowner/property manager is responsible for ongoing management of the development including security. Antisocial behaviour concerns should be reported to the Police.

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	restaurant allowing safer access for bin collection, use by the public in the park and located away from residential properties.	
26.3	Traffic and parking: Increased vehicle congestion on our residential street, with customers competing for limited parking spaces.	Refer to the City's response in 13.1.
26.4	Noise pollution: Late-night operations, customer conversations, music, delivery vehicles, and kitchen extraction systems will disrupt the peace of our neighbourhood.	Refer to the City's response in 13.2.
26.5	Operating hours: Extended evening and weekend hours are incompatible with the residential nature of our area.	Refer to the City's response in 15.1.
26.5	Operating hours: Extended evening and weekend hours are incompatible with the residential nature of our area.	With regards to tavern operation and management, refer to the City's response in 15.1. With regards to compatibility with residential area, refer to the City's response in 13.3.
26.6	Property values: The commercial intrusion and associated problems will negatively impact property values for all nearby residents.	Refer to the City's response in 13.5.
26.7	Lighting: Commercial lighting and security lights operating late into the night will create light pollution affecting neighbouring homes.	There is no evidence to substantiate that lighting will result in light spill adversely impacting the neighbouring residential properties. Notwithstanding this, the City recommends the imposition of a condition requiring that lighting complies with the relevant Australian Standards and is maintained thereafter to the satisfaction of the City.
26.8	Deliveries: Early morning and frequent delivery trucks will add to noise and traffic problems.	The development application was supported by a preliminary Acoustic Assessment. The Acoustic Assessment provided demonstrates that the proposal is capable of compliance with the noise emission requirements under the *Environmental Protection (Noise) Regulations 1997*.

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		The preliminary Acoustic Assessment states that noise associated with the delivery is the manoeuvring of the truck into place, upon which the truck is switched off. The noise levels associated with the delivery dock are calculated to comply with the relevant assigned noise levels provided that delivery dock is not utilised during the night period. In order to protect the residential amenity of the locality, the City recommends the imposition of a condition requiring that prior to the occupation of the development an acoustic report to be undertaken demonstrating future operator's compliance with the *Environmental Protection (Noise) Regulations 1997*. The revised acoustic report is to include the operating hours and deliveries.
26.9	Request The placement of commercial waste facilities directly adjacent to residential gardens demonstrates inadequate consideration for existing residents. I urge the Planning Board to either deny this application or require substantial modifications, including relocating the waste area to a position that does not border residential properties and implementing adequate screening, buffer zones, and operational restrictions. I would appreciate the opportunity to speak at any public hearing on this matter and request notification of all proceedings related to this application. Thank you for considering the concerns of affected residents.	The subject site is zoned Commercial under Tamala Park Structure Plan (ASP 79), to be developed as West Tamala Park Local Centre. Local Development Plan No. 11 - Tamala Park indicates the intended built form outcomes for West Tamala Park Local Centre. The proposed built form is consistent with the provision of Local Development Plan No. 11 - Tamala Park. The location of Bin area is considered appropriate due to proximity to Genoa Lane for servicing, similar to the residential servicing lane. The swept path ensures that waste trucks will not obstruct any portion of the adjoining residential lot frontage. The WMP provided in support of this application outlines design consideration for noise, odour, hygiene and security of the waste storage areas. The City recommends that a condition be imposed requiring that the waste collection be operated in accordance with the WMP, should the MODAP resolve to approve the application Once the City is notified by the DAP Secretariat of a meeting date,

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		the City will notify all submitters of the meeting date via email. The email will include links to the meeting agenda and presentation request forms which are often available at least 7 days prior to the meeting date. Completed Presentation Request Forms must then be emailed to the DAP Secretariat daps@dplh.wa.gov.au at least 72 hours prior to the DAP meeting.
27.	**Submitter 27 (Object)**	
27.1	I write to formally object to the above development application, which is on land zoned 'Urban Development' under the District Planning Scheme No. 2 and governed by the Tamala Park Agreed Local Structure Plan No. 79 (LSP79). LSP79 clearly limits retail floorspace to 250 sqm NLA. The proponent seeks approval for 1,009 sqm NLA, which represents a four-fold increase over this approved cap and, therefore, must satisfy a rigorous 'Net Benefit Test' under the State Planning Policy 4.2. (SPP 4.2).	The proposal seeks a variation to the permitted Net Lettable Area (NLA) under LSP 79. A Net Benefit Test has been provided to support the proposed increase in retail net lettable area (retail NLA). The Net Benefit Test has been reviewed by the City Economic Development Team who have concurred with the findings of the report and determined that the increase in retail NLA will not impact the viability of established activity centres in the surrounding locality or undermine their role within the activity centre hierarchy. Should the MODAP resolve to approve the development application, the City recommends the imposition of a condition requiring that the maximum retail NLA permitted for the site not exceed 1,009m^2.
27.2	Traffic & Nuisance SPP 4.2 requires (amongst other things) decision-makers not to support development applications that are likely to unreasonably affect the amenity of the locality through traffic or other impacts. Vehicle access to the proposed development is proposed via a crossover on Amalfi Avenue, a loop street that serves as the only access road to approximately 50 nearby lots. Increased traffic on this, as well as adjacent streets (including Napoli Way and Malacca Way), which are approximately 6.0m wide and designed for low-density, low-speed, two-way traffic flow (i.e., not suitable for the traffic expected to be generated by the proposed development), will pose significant nuisance to local	With regards to traffic, refer to the City's response in 13.1. With regards to vehicular and pedestrian access, refer to the City's response in 20.1.

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	residents and a risk to pedestrians (especially children) living in the area and walking to, from and around Napoli Park. The traffic volume generated by the proposed development has been estimated using trip genera on rates derived from a Trip Genera on and Parking Demand Surveys of Shopping Centre Analysis Report dated September 2011. It is unclear whether, objectively, the rates set out in this report are fit for purpose or outdated. Nevertheless, the estimated traffic genera on for the proposed development is 616 vehicles per day, and 34 and 68 vehicles per hour during the weekday AM and PM peak hours, respectively, which is significant for a resident al area such as ours. Additionally, where all vehicles will be required to utilise the same streets (either Portofino Promenade > Napoli Way > Amalfi Avenue or Portofino Promenade > Malacca Way > Amalfi Avenue) to access the site, this is likely to overwhelm local roads, despite expected traffic not exceeding the WAPC threshold of +100 vehicles per hour. I note that these streets already struggle with parking, even though many houses are still under construction	
27.3	Further, the proposed 27-bay car park (which will likely encourage traffic) may be insufficient during peak times (weekends especially) when patrons visit the proposed development and Napoli Park. There is insufficient parking available at Napoli Park to serve as an overflow car park area, so any surplus vehicles are likely to park on nearby roads, causing further nuisance to local residents and increased risk to pedestrians. The proponent suggests that placing the car park entrance on Amalfi Avenue will avoid introducing a driveway crossover on the Portofino Promenade	With regards to car parking, refer to the City's response in 13.1. With regards to vehicular and pedestrian access, refer to the City's response in 20.1.

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	frontage, which forms the key pedestrian-oriented edge of the development and interfaces with Napoli Park. Portofino Promenade is larger and be er suited to a car park turn, so whilst the proposed solution may avoid vehicle crossings on this main road, it will create significant disruptions to the existing pedestrian environment and overwhelm low-density roads, which are clearly not suited to higher vehicle turnover. Increasing pedestrian-vehicle conflict points on local streets in lieu of a vehicle crossing on the main road is illogical and inconsistent with the approved urban planning for the estate, which noted that walk-up trips to Napoli Park and Mindarie Beach were expected to be a major component of demand.	
27.4	The proponent also asserts that the proposed arrangement will avoid creating an access on Genoa Lane, which operates as a “quiet residential laneway” and is subject to access restrictions (Local Development Plan 11). Yet, the proponent proposes that waste collection be undertaken via Genoa Lane, with the bin collection zone provided within the site boundary, adjacent to the laneway. This laneway is the only access road to 12 neighbouring lots. Waste collection via the laneway will be impractical due to its size and an unjustifiable nuisance to local residents. Noise levels from the proposed development are also likely to adversely impact the peace and tranquillity of the neighbourhood, especially for nearby residential lots.	With regards to waste collection, refer to the City’s response in 26.2. With regards to noise, refer to the City’s response in 13.2.
27.5	Compliance The proponent claims that the proposed development: 1. Supports an appropriate service population and demand levels; 2. Does not impose unreasonable or detrimental impacts on the activity centre hierarchy; 3.	Refer to the City’s responses in 27.6 – 27.11.

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	Does not undermine public or private investment in existing centres; 4. Does not impose additional burdens on public agencies; 5. Delivers a net community, economic, and employment benefit; and 6. Meets the objectives and intent of SPP 4.2. For the reasons set out below, I submit that the proposal fails to meet the required tests and should not be approved.	
27.6	1.Failure to demonstrate an appropriate service population and demand The proponent's 'Net Benefit Test' relies heavily on assumed future population growth and optimistic trade capture, rather than demonstrated current or committed demand. The LSP79 cap of 250 sqm NLA reflects the intended role of the site as a small, local convenience node serving immediate residents. Expanding the centre to 1,009 sqm materially alters its function and scale. The proponent's assessment: • Assumes full occupancy and high turnover across food and beverage uses; • Assumes expenditure capture beyond a walkable catchment; and • Does not provide enforceable mechanisms to restrict tenancy mix over me. This approach conflicts with the intent of SPP 4.2, which prioritises local-serving centres, walkability, and containment of retail expansion within the planned hierarchy. The proposal, therefore, lacks a sound and defensible demand justification.	It is reasonable for planning and assessment of activity centres to rely on projected population growth and anticipated demand, rather than solely on existing population. However, it is also agreed that the primary catchment of a Local Centre should be based on a walkable catchment, generally within 250 metres, consistent with its intended role as a local-serving convenience node. It is also worth noting that based on the location of the proposed centre being in the south west of the Catalina Estate development, it is 1.1km walking distance from Mindarie Keys, 1.8km walking distance from Mindarie Marina and 1.9km walking distance from Ocean Keys Shopping Centre.
27.7	2.Unreasonable and detrimental impact on the activity centre hierarchy At 1,009 sqm NLA, the proposed development exceeds the scale of a low-order local centre and risks functioning as a de facto neighbourhood centre, despite not being planned or located as such. SPP 4.2 seeks to:	The proposed development, at approximately 1,009 sqm NLA and is at the upper end of the Local Centre size. However, having regard to the nature of the proposed uses and the absence of higher-order retail anchors, the centre is not considered to function as a Neighbourhood Centre. The development remains consistent with the role of a Local Centre under State Planning Policy 4.2 and is not

No.	Summary of Submission	Administration Response
	• Maintain a clear hierarchy of centres; and • Avoid incremental erosion of higher-order centres through unplanned retail expansion. The proponent's 'Net Benefit Test' fails to adequately quantify: • Trade diversion from existing centres; • Cumulative impacts on approved but undeveloped centres; and • The precedent effect of approving a four-fold increase outside LSP79. As such, the proposal undermines the integrity of the activity centre hierarchy.	expected to undermine the established activity centre hierarchy or materially divert trade from higher-order centres.
27.8	3.Undermining public and private investment in existing centres The proposal introduces unplanned retail floorspace without demonstrating that it represents net new expenditure, rather than redistribution of existing demand. Approval would: • Weaken investment certainty in existing and planned centres; • Undermine strategic planning outcomes established through district and local structure planning; and • Encourage further ad hoc applications seeking to exceed approved caps. This outcome is, therefore, inconsistent with the objectives of SPP 4.2 and sound strategic planning.	The development is consistent with the role of a Local Centre under State Planning Policy 4.2 and is not expected to undermine the established activity centre hierarchy or materially divert trade from higher-order centres. Further, there is no evidence substantiating that the development will undermine viability of existing centres.
27.9	4.Additional burdens on public infrastructure and residential amenity In addition to the traffic and nuisance concerns I expressed above, the proponent's Transport Impact Assessment underestimates the real-world impacts of:	With regards to traffic, refer to the City's response in 13.1. With regards to tavern operation and management, refer to the City's response in 15.1.

No.	Summary of Submission	Administration Response
	• Extended trading hours associated with food and beverage uses; • Delivery and service vehicle activity; and • Cumulative traffic genera on within a residential street network. The proposal relies on idealised assumptions regarding off-peak servicing and compliance, without sufficient regard to resident amenity, pedestrian safety, and conges on. In addition, the proponent's Waste Management Plan confirms weekly waste genera on volumes exceeding 33,000 litres, a scale wholly inconsistent with a 250 sqm local centre. This will result in: • Increased heavy vehicle movements; • Noise and disturbance; and • Servicing activity incompatible with the surrounding residential context. These impacts were not contemplated when the LSP79 was approved.	With regards to deliveries, refer to the City's response in 26.8. With regards to waste collection, refer to the City's response in 26.2.
27.10	5. Failure to demonstrate a net community, economic, and employment benefit Page of 3 4 The proponent's claimed benefits of the proposal are generic and not dependent on exceeding the 250 sqm cap. Employment outcomes are likely to be: • Low-wage and largely casual; and • Displaced from existing centres rather than net additional. Any improvement in local convenience or amenity could be achieved within the approved LSP79 parameters, without imposing additional impacts on nearby residents. Further, ample employment opportunities are already available at nearby commercial centres, so the approval of the proposed development will immaterially alter local employment hubs. Accordingly, the proposal delivers	The City's assessment of the development application has been undertaken with primary regard to planning outcomes and consistency with the objectives and intent of State Planning Policy 4.2: Activity Centres (SPP 4.2), rather than the potential employment structure of individual tenancies. SPP 4.2 does not require that development proposals demonstrate the creation of high-wage or permanent employment, nor does it prescribe the quantum or type of employment to be generated by Local Centres. Employment outcomes at this scale are inherently influenced by market conditions and tenancy decisions and, as such, projections regarding the nature or displacement of employment remain speculative. The assessment has instead focused on whether the proposal is

No.	Summary of Submission	Administration Response
	private commercial benefit, not a demonstrable net community benefit.	consistent with the planned role and function of a Local Centre, including the provision of local convenience, improved accessibility to everyday services within a walkable catchment, and the efficient use of land in accordance with the activity centre hierarchy.
27.11	6. Inconsistency with the objectives and intent of SPP 4.2 Overall, the proposal is inconsistent with SPP 4.2 as it: • Is not subordinate to higher-order centres; • Exceeds the planned scale and role of the site; • Weakens long-term strategic planning certainty; and • Encourages out-of-centre retail escala on. The development represents policy-led overdevelopment rather than plan-led growth.	The proposal has been assessed against the objectives and intent of State Planning Policy 4.2: Activity Centres (SPP 4.2). Based on the information provided, the development is considered to be generally consistent with the role and function of a Local Centre as defined in the policy. SPP 4.2 identifies Local Centres as providing for the day-to-day convenience and incidental needs of the local community, with a focus on walkable access to services and facilities. The proposed development is intended to fulfil this role and includes land uses consistent with those contemplated for a Local Centre under SPP 4.2, including a convenience store, small shops, small liquor store, fast food outlet, lunch bar, restaurant, café and small bar. With a total floorspace of approximately 1,009 sqm, the development is at the upper end of the Local Centre scale and may be characterised as a larger Local Centre. However, having regard to the scale, configuration and nature of the proposed land uses, the centre is not considered to function as a Neighbourhood Centre and is not expected to undermine the established activity centre hierarchy or the role of higher-order centres. The proposal is therefore considered to remain subordinate to nearby Neighbourhood, District and Strategic Centres.
27.12	Conclusion For the reasons outlined above, the proposed development: • Fails the 'Net Benefit Test'; • Is inconsistent with LSP79 and SPP 4.2; • Imposes unreasonable impacts on residential amenity and infrastructure; and	Having regard to the submissions received and the assessment against State Planning Policy 4.2, the proposed development is considered to be consistent with the intended role and function of a Local Centre. While the proposal is at the upper end of the Local Centre scale, the nature of the land uses and absence of higher-order retail anchors mean it is not expected to undermine the activity centre hierarchy.

No.	Summary of Submission	Administration Response
	• Undermines the activity centre hierarchy. The assertions that the proposed development will create "greater amenity and retail choice for the community", "new employment opportunities" and "enhance the vibrancy and unique identity of West Tamala Park" are nothing short of nonsensical commercial development talk and a practical fallacy. Local residents have ample access to hospitality, retail and medical/health services facilities at and around Mindarie Marina and Ocean Keys, all of which are within a 5-10 minute drive. Joondalup and Quinns Rock also offer ample amenities. The proposed development will create far more nuisance for local residents than it will benefit the local community. It represents incohesive urban planning, as it will significantly alter the peaceful, coastal atmosphere of Napoli Park and the surrounding nature reserve and beach areas with a commercial development that is clearly not suited to the area and should not be allowed to proceed.	
28.	**Submitter 28 (Object)**	
	LSP79 clearly limits retail floorspace to 250 sqm NLA. The proponent seeks approval for 1,009 sqm NLA, which represents a four-fold increase over this approved cap and, therefore, must satisfy a rigorous 'Net Benefit Test' under the State Planning Policy 4.2. (SPP 4.2). SPP 4.2 requires (amongst other things) decision-makers not to support development applications that are likely to unreasonably affect the amenity of the locality through traffic or other impacts. The estimated traffic generated by the proposed development is 616 vehicles	With regards to increased Net Lettable Area, refer to the City's response in 13.8. With regards to traffic, refer to the City's response in 13.1. With regards to tavern operation and management, refer to the City's response in 15.1. With regards to car parking, refer to the City's response in 13.1. With regards to vehicular and pedestrian access, refer to the City's response in 20.1.

No.	Summary of Submission	Administration Response
	per day, which will absolutely overwhelm local roads, given that the proposed 27-bay car park will face Amalfi Avenue, a loop street that is clearly unfit to handle increased traffic. This will be a major nuisance to local residents and pose significant risks to local pedestrians (especially children) accessing Napoli Park. In addition, the assertions by the proponent that the proposed development will create "greater amenity and retail choice for the community", "new employment opportunities" and "enhance the vibrancy and unique identity of West Tamala Park" are simply marketing talk. Local residents have ample access to hospitality, retail and medical/health services facilities at and around Mindarie Marina and Ocean Keys, all of which are within a 5-10 minute drive. Joondalup and Quinns Rock also offer ample similar amenities. The proposed development will create far more nuisance for local residents than it will benefit the local community. It is also a bad precedent given that it clearly go beyond the scope of what was originally envisioned for the area, and threatens the peaceful atmosphere of our small coastal community.	
29.	**Submitter 29 (Object)**	
29.1	Im really excited to have that area filled with a tavern Cafe restaurant or what ever. But I feel like chopping the retail areas and hospo areas up so much will make them unsuccessful and ineffective. I feel like this plan is trying the squeeze as much as they can out of the area instead of trying to create something great that locals would actually use and recommend freinds visiting. I feel this plan prioritizes the rent it can get from collect from	Tenancy mix, configuration, size, commercial viability and ability to lease is all dependent upon the commercial rental market. These are matters which are not controlled by the Planning system and are at the discretion of the property manager. In addition, refer to the City's response in 20.2.

No.	Summary of Submission	Administration Response
	tenants more than anything else. I dont oppose the commercial area and encourage it but do it right or it will just be a let down for investors, new business owners, patrons and the locals that are intended as the ones who's money will keep these business going. Also parking isnt really that great is it? Look at quinns portofino as a good example. Happy to be proven wrong, feel free to ask me more	
30.	**Submitter 30 (Object)**	
30.1	The size has increased from what was previously proposed which will cause additional noise and traffic in the area. The estate is only small and does not require such a large retail area. The original proposal of a small cafe: restaurant would be sufficient to allow appropriate amount of people and traffic in the estate at any one time. It would be more appropriate with the current housing crisis to keep the proposed additional sites as land for building rather than retail spaces.	With regards to increased Net Lettable Area, refer to the City's response in 13.8. With regards to traffic, refer to the City's response in 13.1. With regards to noise, refer to the City's response in 13.2. With regards to the proposed land uses, refer to the City's response in 4.1.
31.1	When we purchased Lot 2462 (5) Amalfi Avenue in 2023, the Property Developer proposed a use for Lot 2401 Amalfi Avenue that is at odds to the proposed Commercial Development. In keeping with the Coastal, Residential Community theme of Catalina Beach Estate, we were sold on the idea of a Village Style, Small Community Café/Restaurant development. The Estate's small residential plots, the landscaped community areas and the closed residential road layout justified the concept of a local, user friendly, neighbourhood-based, food/beverages precinct. The prospect of 6 commercial tenancies on the site with	With regards to the proposed land uses, refer to the City's response in 4.1. With regards to vehicular and pedestrian access, refer to the City's response in 20.1. With regards to car parking, refer to the City's response in 13.1.

No.	Summary of Submission	Administration Response
	diverse, and as yet unknown, usage is not descriptive of the Coastal, Residential, Low Impact message that drove the sales pitch. Indeed, given that there is no traffic access from Portofino Promenade, I doubt that such a Multi-Use Commercial proposal was part of the original Urban Planning concept. Urban Planning should have a focus on Risk Aversion for the users of any planned development. Entry to the proposed development from Amalfi Avenue is directing traffic into a High Plot Ratio, Heavily Populated, Residential Area.	
31.2	Such access is not Risk Averse and is at odds with good Urban Planning. A commercial centre should, by its nature, be primarily accessible from a major road. In this case, Portofino Promenade is the obvious access point to a commercial facility. Access should not be deviated through secondary residential thoroughfares. The consultant report acknowledges that the allocation for parking falls 11 bays short of commercial planning guidelines. The consultant justifies the planning guideline shortfall by identifying that there are 58 lay-by parking bays within 400 metres of the proposed development. Given the High Plot ratio of the Catalina Beach Estate, these existing parking bays were installed for local resident use and for the users of the Napoli Park Community area. The bays were not designed for the imposition of a post master-plan commercial development and for the use of commercial tenancies.	With regards to car parking, refer to the City's response in 13.1.
31.3	Established streets in Catalina Beach Estate like Cristianos Rd, Bilbao Grove, Santander Way and the Eastern end of Amalfi Avenue already demonstrate residential overflow parking issues. Street parking is	With regards to car parking, refer to the City's response in 13.1.

No.	Summary of Submission	Administration Response
	common. To simply say 'We are a bit short-on for parking in the commercial area but there are plenty of parking bays elsewhere' is not a justifiable response under the Planning criteria. The City of Wanneroo has taken this flippant attitude to parking previously with detrimental outcomes. Their disregard for Community opinion and the best use of Ratepayers funds has been appalling. For example, the development of a Glamping proposal at Lot 2 Quinns Rd has significantly impacted the amenity and productivity of residents and the local businesses. The lack of parking was an obvious outcome when the Glamping development was approved, but the City failed to take appropriate measures to compensate. We now have road closures and significant expenditure of Ratepayer funds on traffic management. (…and the Glamping enterprise hasn't even commenced.)	
31.4	The Metro Outer Development Assessment Panel must take into consideration the reasons why minimum parking bay allocations have been implemented in the Planning guidelines and not just rely on a 'She'll be right' attitude. Other bays are available, however, they weren't planned for, or been implemented for use by, overflow for commercial tenancy parking. In Summary · The proposed use for 6 commercial tenancies is at odds with the original Catalina Beach Estate concept/Urban Plan. · The traffic design plan promotes unwarranted and unnecessary risk to residents and users. · Access to a commercial facility should be from a major road and not through thoroughfares originally designed for residential use.	The development proposes 27 car parking bays on site which falls within the recommended car parking range under WAPC Guidelines being 19-75 bays for this development, assessed under shopping centre car parking rate. In addition, see the City's response in 13.1.

No.	Summary of Submission	Administration Response
	· Existing lay-by parking has been designed for local residential and community facility use, not for commercial overflow. · Street parking for residents is already a common sight in the established areas of the Catalina Estate. We are not in favour of the approval of the development as submitted.	
32.	**Submitter 32 (Object)**	
32.1	We will be living in 48 Amalfi and we do not want our quiet street a main thorough fair. The entry to the complex need to be off Portofino and not use 2 quiet streets Napoli on to Amalfi in a residential area. There will be way too much traffic for that residential street and also the close proximity to a children's playground and footpaths that are regularly used by young children on bikes and scooters	With regards to vehicular and pedestrian access, refer to the City's response in 20.1.
33.	**Submitter 33 (Support)**	
33.1	Think it's great idea to have community tavern and cafe outlets most people in the area will walk not drive if people drive they would go down to Marina complex to socialise	Noted.
34.	**Submitter 34 (Object)**	
34.1	I believe this development is bigger than what this area was initially approved for, which will bring more traffic into the area near a childrens playground. With the marina just a few minutes away I don't think such a large facility is warranted.	With regards to vehicular and pedestrian access, refer to the City's response in 20.1. With regards to increased Net Lettable Area, refer to the City's response in 13.8.
35.	**Submitter 35 (Object)**	
35.1	The site is zoned for a small local centre not a large commercial development site, this will create increased traffic, noise pollution, waste, excessive parking on roads	With regards to increased Net Lettable Area, refer to the City's response in 13.8.

No.	Summary of Submission	Administration Response
		With regards to traffic, refer to the City's response in 13.1. With regards to noise, refer to the City's response in 13.2. With regards to waste collection, refer to the City's response in 26.2. With regards to car parking, refer to the City's response in 13.1.
36.	**Submitter 36 (Object)**	
36.1	Planning Compliance Site is zoned for small local center limited to 250sqm floorspace. Developer is seeking approval for 1009sqm, more than 4 times the panned area for this residential area Traffic & Nuisance Increased size of the development will generate significantly more traffic, deliveries, waste collection and noise than originally planned, Estimated traffic generated by the proposed development is 616 vehicles per day, residents of Malacca Way, Genoa Way, Napoli Way and Amalfi Ave will be impacted due to the 27 bay car park will face Amalfi Avenue. Please review the application documents and consider the impact on our local community.	With regards to increased Net Lettable Area, refer to the City's response in 13.8. With regards to traffic, refer to the City's response in 13.1. With regards to noise, refer to the City's response in 13.2. With regards to waste collection, refer to the City's response in 26.2. With regards to car parking, refer to the City's response in 13.1.
37.	**Submitter 37 (Object)**	
37.1	I object to the aditional trafic that this will generate. I have young children and this is a major safety concern for them. The site is right across from the park that my kids frequent and increased safety risk in regard to people and traffic is going to affect their daily lives. They will not be able to utilise the outdoor facilities nearly as	With regards to traffic, refer to the City's response in 13.1. With regards to vehicular and pedestrian access, refer to the City's response in 20.1.

No.	Summary of Submission	Administration Response
	often.	
38.	**Submitter 38 (Object)**	
38.1	We purchased a property in Catalina estate knowing that there would be a retail space at 37 Amalfi Ave. Initially, the development was for 250sqm which would have caused minimal traffic in the Street. Now that we have moved in, the development has increased to over a thousand sqm with an estimated traffic of 616 vehicles per day. Amalfi Ave was supposed to be a quiet street where children could move around freely. The increased traffic as well as people would cause significant threats to children going to parks. I strongly object to this development as this should have been approved prior to selling the land around it as we would not have bought there knowing the size of the expected development. How can you now increase the development by 4 times knowing that there are multiple young families in the surrounding streets? This development would cause that we would consider selling straight away as this extra development would not be in the best interest of our kids.	With regards to increased Net Lettable Area, refer to the City's response in 13.8. With regards to traffic, refer to the City's response in 13.1. With regards to vehicular and pedestrian access, refer to the City's response in 20.1.
39.	**Submitter 39 (Object)**	
39.1	I don't support the proposed premises being utilised as a small bar, tavern or fast food outlet given the proximity and impact those particular types of businesses will undoubtedly have on surrounding houses. Not to mention, 27 car parking bays is woefully inadequate when considering the suggested tenancy use. Aside from the proposed usage of the premises not being conducive to local residences having quiet enjoyment of their properties, the design of the proposed premises is extremely undesirable. It looks cheap, nasty and not in any way representative of the surrounding houses or location. In a new seaside suburb with modern-looking	With regards to Tavern land use and operation, refer to the City's response in 15.1. With regards to car parking, refer to the City's response in 13.1. As discussed in the Responsible Authority Report, the proposal was reviewed by the City's Design Review Panel prior to lodgement of the development application. The Panel considered the proposal to respond well to its surrounding context and contribute positively to the character of the locality.

No.	Summary of Submission	Administration Response
	houses, the proposed premises will look out of place and like an afterthought as no consideration has been given to a design that will complement the suburb in which it is located.	

Boss, Shabnam

From: [redacted]
Sent: Wednesday, 25 March 2026 7:44 AM
To: Boss, Shabnam
Cc: [redacted]
Subject: FW: DA2025/1821 - Referral to DPLH - Commercial Development - 37 Amalfi Avenue Mindarie- follow up (2)

[EXTERNAL EMAIL] This email was received from outside the City of Wanneroo. Please do not click on links or open attachments unless you recognise the sender and know the content is safe.

OFFICIAL

Good morning Shabnam,

I have sought comment from our Land Management team, and they provide the following advice:

In regard to the development it is noted that the encroachment:

- can be considered an awning and/or architectural feature,
- is at least 2.75m in height above the surface of the ground level of the public place, and
- has no supports connecting it to the surface of the public place.

In accordance with section 76 of the *Building Act 2011* and section 45B of the *Building Regulations 2012* this encroachment can be considered a prescribed circumstance and the Minister for Lands consent is not required to facilitate its construction.

I note that the City of Wanneroo would be the future management body of the adjoining reserve containing the encroachment and should the City require tenure they can submit a proposal to [redacted]

On this is basis, no objections are raised to the outdoor area under the encroachment, and any planning matters can be dealt with through the development application process.

This is officer level advice only and I am happy to discuss further.

Regards,

[redacted]
Department of Planning, Lands and Heritage
140 William Street, Perth WA 6000
W: dplh.wa.gov.au | P: [redacted]



The Department of Planning, Lands and Heritage acknowledges Aboriginal people as the traditional custodians of Western Australi
We pay our respects to the Ancestors and Elders, both past and present, and the ongoing connection between people, land, water
and community. We acknowledge those who continue to share knowledge, their traditions and culture to support our journey for

[redacted]

Locked Bag 1, Wanneroo WA 6946

wanneroo.wa.gov.au

We wish to acknowledge the Traditional Custodians of the land we are working on, the Whadjuk people. We would like to pay respect to the Elders of the N future, who have walked and cared for the land and we acknowledge and respect their continuing culture and the contributions made to the life of this City a

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From: [redacted]
Sent: Monday, 16 March 2026 7:42 AM
To: Boss, Shabnam [redacted]
Cc: [redacted]
Subject: RE: DA2025/1821 - Referral to DPLH - Commercial Development - 37 Amalfi Avenue Mindarie

[EXTERNAL EMAIL] This email was received from outside the City of Wanneroo. Please do not click on links or open attachments unless you recognise the sender and know the content is safe.

OFFICIAL

Good morning Shabnam,

Apologies for the late response; I tried to give you a call last week to discuss.

Regarding the Commercial Development - 37 Amalfi Avenue Mindarie, please see some broad comments below:

- Tamala Park LSP 79 identifies the site as West Tamala Park Local Centre with a NLA of 250 m2. This is reinforced in the City of Wanneroo draft Strategy. The proposal is for 1009m2 of floor space – I am not sure how much of this is NLA and if it exceeds the amount in LSP 79.
- According to SPP 4.2 Local Centres provide for the convenience and incidental needs of local communities, and identifies the following uses: convenience store, shop – small, liquor store – small, fast food outlet / lunch bar, restaurant/café, small bar. The DA proposes some uses that are outside the function of a Local Centre.
- The impact of this proposed development on the central Local Centre and Neighbourhood Centre in LSP 79 needs to be considered. Are these centres still being delivered?
- The applicants NBT suggests the centre will provide local employment and amenity opportunities, and the residential catchment will be sufficient to support the increased floorspace. The NBT also states the proposed 1,009sqm Local Centre is therefore considered appropriate. Has this been verified by your economic development team?
- SPP 4.2 states that if centres need to be expanded or new centres designated to accommodate increases, these should be identified in the local planning strategy, which is not the case in this instance.

This is officer level advice only and I am happy to discuss further.

Regards,

[redacted]
Department of Planning, Lands and Heritage
140 William Street, Perth WA 6000
W: dplh.wa.gov.au | P: [redacted]

Design review report and recommendations Item 4.2 – Catalina Local Centre 37 Amalfi Avenue, Mindarie		
Design quality evaluation		
		Supported
		Pending further attention
		Not supported
		Insufficient information to evaluate
Strengths of the proposal		• An instructive presentation arranged clearly around the 10 Design Principles of SPP7; • A master plan arrangement of built form that successfully capitalises on the Napoli Park aspect; • A high quality shaded, west facing al fresco space with canopy cover offering high-levels of visitor and occupant amenity; • High levels of streetscape interaction and a built form that creates a sense of scale and rhythm that both responds and contributes to the existing and future streetscape; • The built form scale successfully communicates a two storey reading with double height shops and shade screening contributing to the streetscape and public realm. • A car park that is sleeved from the public realm; • A through site pedestrian link and an al fresco pocket plaza provide for high levels of legibility and amenity; • The strategic use of paving assists with signalling a high-quality public realm and one which prioritises pedestrian over vehicular movement; • An attractive and distinctive built form with elevations that incorporate scale, layering and a judicious selection of materials demonstrating colour and texture; • High quality landscape design concept and the appointment of a landscape professional at an early stage of design; • Generous tree canopy within the car park; • Screened plant; and • The removal of splay to the al fresco space and widening of pocket plaza are supported as they create a more generous outdoor space and minimise the risk of wind tunnel amplification.
Principle 1 - **Context and character**		*Good design responds to and enhances the distinctive characteristics of a local area, contributing to a sense of place.*
		• The proposal responds well to context and will contribute positively to the character of the area.
Recommendation		• **Supported.**
Principle 2 - **Landscape quality**		*Good design recognises that together landscape and buildings operate as an integrated and sustainable system, within a broader ecological context.*
		• The landscape design concept is of a high-quality; • The Panel look forward to more detail regarding species selection, canopy cover and planter dimensional characteristics.
Recommendation		• **Confirm species selections;** • **Consider more tree planting between car bays where possible.**
Principle 3 - **Built form and scale**		*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.*
		• The built form and scale are considered appropriate.

Recommendation		• **Supported.**
Principle 4 - **Functionality and build quality**		*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.*
		• It is not clear how tenancy 6 will be serviced without a door to the rear; • Tenancies facing Portofino Promenade have doors that open outward over the boundary. It is not clear if this is possible.
Recommendation		• **Confirm how tenancy 6 will be serviced;** • **Consider creating recesses for doors to tenancies 1, 2, 3, 4 and 5 so they do not open over the boundary. This may also help introduce further layering to the shop fronts.**
Principle 5 - **Sustainability**		*Good design optimises the sustainability of the built environment, delivering positive environmental, social and economic outcomes.*
		• The overall approach to sustainable design is supported; • However, the absence of an ESD professional and supporting report makes it challenging to understand what is targeted and what is an actual commitment.
Recommendation		• **Consider engaging an ESD professional and confirming commitments**
Principle 6 - **Amenity**		*Good design optimises internal and external amenity for occupants, visitors and neighbours, providing environments that are comfortable, productive and healthy.*
		• The proposal offers excellent levels of occupant and visitor amenity.
Recommendation		• **Supported.**
Principle 7 - **Legibility**		*Good design results in buildings and places that are legible, with clear connections and easily identifiable elements to help people find their way around.*
		• The proposal offers high levels of legibility and permeability.
Recommendation		• **Supported.**
Principle 8 - **Safety**		*Good design optimises safety and security, minimising the risk of personal harm and supporting safe behaviour and use.*
		• The absence of windows to the rear of Tenancy 1 and 6 raises concerns about passive surveillance or the perception of surveillance over the car park.
Recommendation		• **Whilst the Panel understand that Tenancy 1 and 6 will have considerable back-of-house spaces there may be the opportunity to introduce some windows to create a stronger impression of surveillance over the car park area.**
Principle 9 - **Community**		*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.*
		• For a project of this scale the most important consideration for the community is to provide an active and engaged streetscape which this project achieves.
Recommendation		• **Supported, subject to ensuring that double sided tenancies retain their primary active frontage to Napoli Park and Portofino Promenade.**
Principle 10 **Aesthetics**		*Good design is the product of a skilled, judicious design process that results in attractive and inviting buildings and places that engage the senses.*
		• The double height-built form and scale, the judicious application of quality materials and the overall form of the architecture result in an attractive and distinctive presence in the streetscape; • The architecture is further enhanced by the landscape frame that is sits within
Recommendation		• **Supported, subject to ensuring a signage strategy is incorporated and integrated with the building design.**

Key issues/recommendations	The proposal is of high-quality. The Panel are supportive of the proposal subject to a few minor considerations being addressed.

Design Review progress			
	Supported		
	Pending further attention		
	Not yet supported		
	Yet to be addressed		
	DR1	*DR2*	*DR3*
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 Chairperson – Dominic Snellgrove

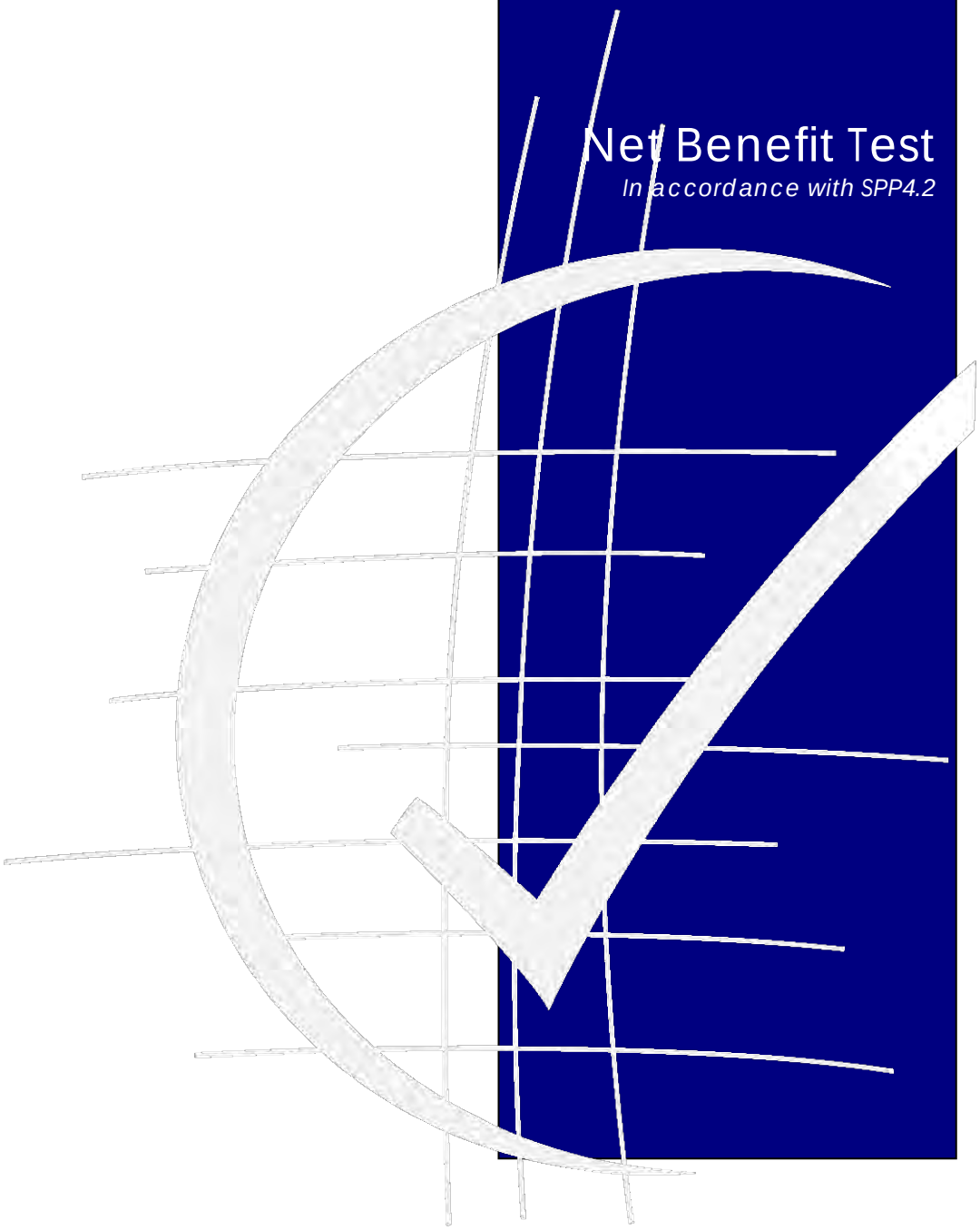


Dated: 2025-11-28

Taktics4
West Tamala Park Local Centre

Net Benefit Test

In accordance with SPP4.2



Project

Project name	West Tamala Park Local Centre
Project number	2592
Prepared for	Relink Management Pty Ltd

Contact

Enquiries regarding this document should be directed to	Taktics4 Greg Davis +61 439 959 762 g.davis@taktics4.com.au

Version

Document Name	Date	Description	Prepared
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Distribution

Document Name	Date	Distribution	Format	Delivery
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EXECUTIVE SUMMARY

This report assesses a proposal to increase the West Tamala Park Local Centre's permitted retail floorspace from 250 sqm Net Lettable Area (NLA) to a total of 1,009 sqm NLA.

The assessment has been carried out in accordance with State Planning Policy 4.2 (Activity Centres for Perth and Peel) and the Tamala Park Agreed Local Structure Plan No. 79 (LSP79).

The assessment determines whether the proposed expansion will deliver a net benefit to the local community and economy, while ensuring consistency with broader planning objectives and avoiding disruption to the current activity centre hierarchy in the region.

The proposed increase of 759 sqm NLA is intended to serve the immediate needs of the surrounding community, without attracting significant trade away from larger, higher-order centres such as Ocean Keys Regional Centre or the comparable Mindarie Keys and Mindarie Marina precinct.

The proposed centre's size, tenancy composition, and absence of a major anchor tenant mean it cannot alter existing shopper travel patterns or affect the catchment areas of nearby centres.

Additionally, the expansion is not projected to diminish service accessibility for residents or negatively impact local amenity.

Overall, the expanded local centre is anticipated to provide positive outcomes. These include greater amenity and retail choice for the community, the creation of new employment opportunities, and an enhancement of the vibrancy and unique identity of West Tamala Park.

The proposal aligns with strategic policy goals and is expected to contribute to a more dynamic and resilient local economy, ensuring benefits are delivered without adverse effects on the established retail landscape.

1. INTRODUCTION

This Net Benefit Test assesses the proposal to increase the allowable floorspace at the West Tamala Park Local Centre from the current 250 sqm Net Lettable Area (NLA) to 1,000 sqm NLA. The assessment is undertaken in accordance with State Planning Policy 4.2 (Activity Centres for Perth and Peel) and the requirements of the Tamala Park Agreed Local Structure Plan No. 79 (LSP79).

1.1 Proposal

The proposal seeks to increase retail floorspace at the Tamala Park Local Centre from the currently permitted 250 sqm NLA to a total of 1,009 sqm NLA, comprising 584 sqm of PLUC 5 uses, 70 sqm NLA of PLUC 7 use – Office and 355 sqm NLA PLUC 9 use - Tavern. This represents a net increase of 756 sqm above the Structure Plan allowance.

The proposed increase in permitted floor space is not sufficient to support a supermarket or large grocery premises and therefore cannot compete with higher-order centres such as Ocean Keys. The proposed increase simply enables the centre to operate more viably at an appropriate local scale, supporting small-format hospitality and convenience offerings, without shifting broader retail dynamics or affecting the established activity centre hierarchy.

PROPOSAL

Planning Land Use Category	*Permitted*	*Proposed*
Shop	*250*	*175*
Fast food		*70*
Restaurant/Café		*339*
PLUC5 Total	250	584
PLUC7 Office (Category B)		*70*
PLUC9 Tavern (Category B)		*355*
Total All Uses	*250*	*1,009*

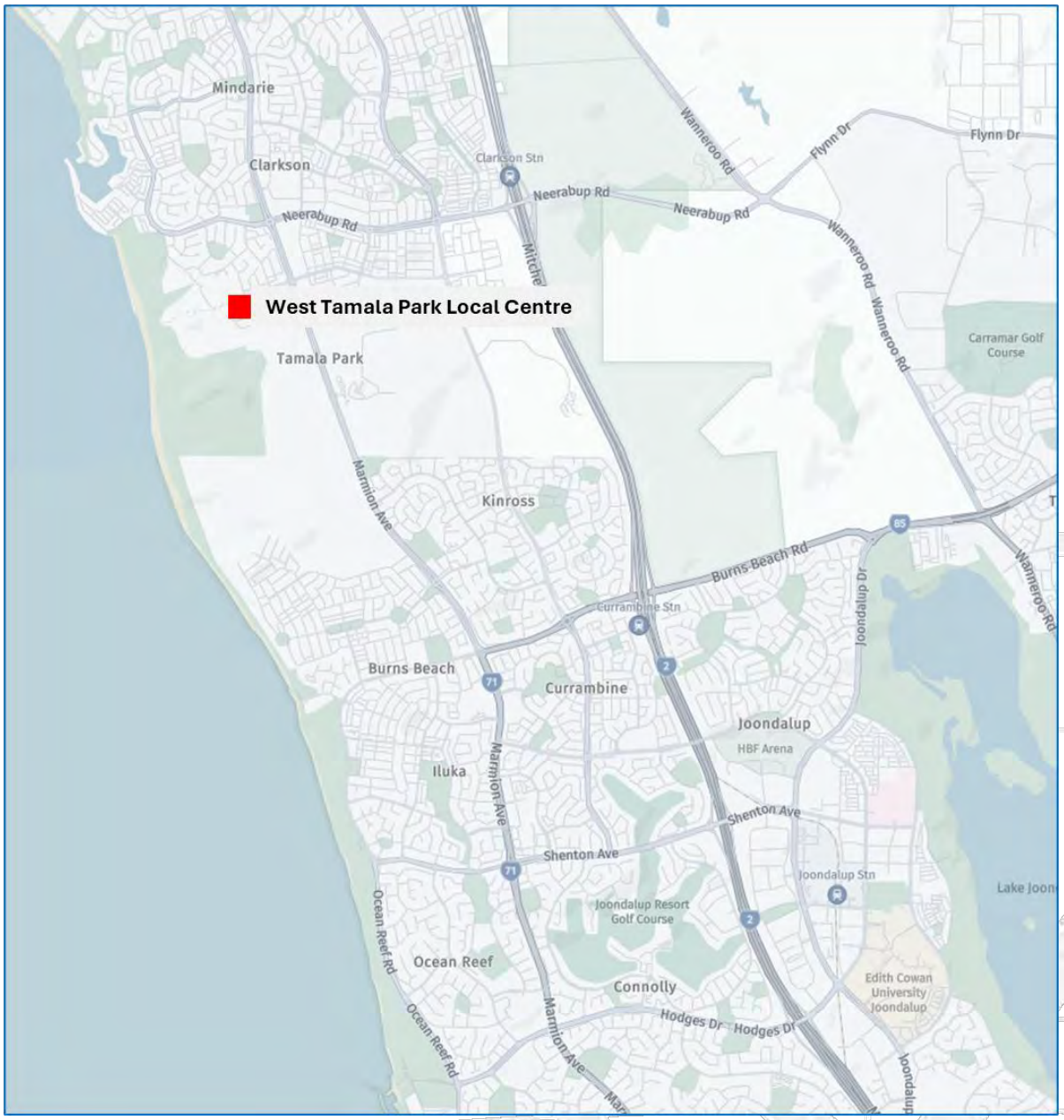
Planning Solutions

Some of the proposed uses are not required to form part of the floor space allocation for the purposes of the NBT, however, in the interest of allowing for future changes in uses, the NBT has been modelled on the assumption of testing whether a proposed centre of 1,009 sqm NLA of relevant activity floor space can be supported in this location.

1.2 Location

The West Tamala Park Local Centre is located at Lot 2401 Portofino Parade (37 Amalfi Avenue), Mindarie. The centre sits within a developing residential area in the northern suburbs of Perth, benefitting from proximity to local housing developments and community amenities. The surrounding precinct is characterised by ongoing urban development and is positioned to serve the needs of both current and future residents within the Tamala Park locality.

TAMALA PARK LOCAL CENTRE



1.3 Policy Category

The proposed local centre is defined as a planned centre under SPP4.2 criteria for determining the measures to be assessed. In accordance with State Planning Policy 4.2 (SPP4.2) – Activity Centres for Perth and Peel, a planned centre refers to any activity centre that has been identified for future development within a local structure plan, but which has not yet been constructed or occupied. SPP4.2 requires that such centres undergo assessment to ensure they appropriately integrate into the existing activity centre hierarchy, support projected population and employment needs, and do not detrimentally affect the viability of established centres.

All planned centres which have not been developed are classified as major developments for the purpose of the tests and measures to be applied. This classification under SPP4.2 triggers the need for analysis, including a Net Benefit Test, to demonstrate that the proposed centre will deliver positive community, economic, and employment outcomes. The assessment must consider factors such as the centre's size, tenancy mix, catchment area, potential impacts on surrounding centres, and alignment with strategic planning objectives. If these criteria are satisfied, authorities may grant approval for development that exceeds the standard limits set out in the governing structure plan.

1.4 Purpose

The West Tamala Park Local Centre is zoned Urban Development under DPS2 and is governed by the Tamala Park Agreed Local Structure Plan No. 79 (LSP79), which caps development to 250 sqm NLA of retail floor space. The proponent seeks approval for 1,009 sqm NLA, requiring an economic and planning-based Net Benefit Test to demonstrate that the increased floorspace:

1. Supports an appropriate service population and demand levels
2. Does not impose unreasonable or detrimental impacts on the activity centre hierarchy
3. Does not undermine public or private investment in existing centres
4. Does not impose additional burdens on public agencies
5. Delivers a net community, economic, and employment benefit
6. Meets the objectives and intent of SPP 4.2

The purpose of this test is to determine whether the expanded development will provide a positive outcome for the local community and economy, while aligning with strategic planning objectives and avoiding adverse impacts on the established activity centre hierarchy.

2. CATCHMENT

The catchment for a proposed local centre is typically defined as residents living within 2 km, representing standard walkable and short-drive access for a local centre. Although customers will invariably travel beyond this distance to access goods and services if they include a unique offer or enhanced amenity and vista/environment.

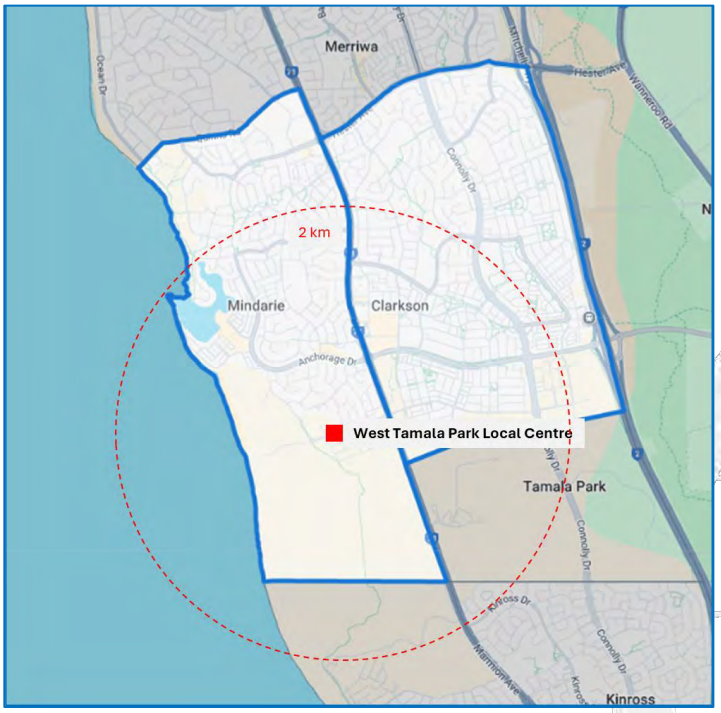
The catchment for the proposed centre is therefore contained entirely within the Mindarie and Clarkson communities. The communities of Burns Beach, Kinross, and Iluka to the south are excluded due to distance and poor internal access/connectivity.

The combined Mindarie and Clarkson catchment was home to 22,557 residents in 2021, increasing steadily to 24,940 residents by 2026. Continued growth is forecast to lift the population to 27,449 residents in 2031, before stabilising at 27,621 residents by 2036.

Mindarie is forecast to grow modestly from 8,150 residents in 2021 to 10,000 by 2036, while Clarkson, being the larger community, is forecast to expand from 14,407 residents in 2021 to 17,621 by 2036.

The broader catchment is expected to experience strong growth to 2031, adding nearly 5,000 residents, followed by minimal growth between 2031 and 2036, indicating that the area will reach a relatively stable long-term population plateau of around 27,600 residents.

DISTRICT CATCHMENT / TRADE AREA



POPULATION TABLE (DISTRICT POPULATION)

Trade Areas	2026	2031	2036
Mindarie	9,316	9,929	10,000
Clarkson	15,624	17,520	17,621
Total Catchment	24,940	27,449	27,621

WA Tomorrow No. 12

The communities located within 2km of the planned local centre contained a resident population of 12,800 residents in 2021. Extrapolation of the estimated growth rates within the broader Mindarie and Clarkson Areas between 2021 and 2026 indicates that the catchment now contains 14,250 in 2026 and will increase to 15,650 residents by 2036. For demand modelling purposes, the catchment contains the broader catchment of Mindarie and Clarkson to better reflect the unique nature of the offer available from the location.

CENTRE CATCHMENT / TRADE AREA



POPULATION TABLE (2 KM CATCHMENT)

Trade Areas	2026	2031	2036
Mindarie (within 2km)	6,850	7,300	7,350
Clarkson (within 2 km)	7,400	8,250	8,300
Total 2 km Catchment	14,250	15,550	15,650

WA Tomorrow No. 12

2.1 Retail Needs Assessment

The planned Local Centre is permitted 250 sqm NLA of retail floor space under the existing structure plan. This permitted retail allocation is significantly lower than that considered appropriate (1,500 sqm NLA) for a local centre in SPP4.2.

When this is compared to the resident population within the walkable 2 km catchment the level of retail provision per resident remains extremely low, equating to approximately 0.02 sqm of retail floorspace per resident. This level of provision is well below typical benchmarks for local convenience centres and is only capable of supporting very small-scale, low-intensity retail or café operations.

If the permitted floorspace increases to 1,009 sqm NLA, the provision rises to 0.07 sqm per resident. While this represents a four-fold increase in floorspace, the per-resident allocation remains modest compared with standard retail planning benchmarks, which often range between 0.2 and 0.4 sqm per capita for convenience-based centres in suburban locations.

The net increase of 759 sqm NLA equates to an uplift of only 0.05 sqm per resident, increasing total provision from 0.02 sqm to 0.07 sqm per capita across the catchment. Despite the proportional increase, 0.05 sqm per resident is still too small to materially influence the demand–supply balance within the catchment or change the functional role of the centre.

RETAIL FLOORSPACE PER CAPITA (Development Ratio)

	Retail Floor space (sqm per capita)		
	2026	2031	2036
Total Catchment	14,250	15,550	15,650
250 sqm Centre	0.02	0.02	0.02
1,009 sqm Centre	0.07	0.06	0.06

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3. CENTRE ACTIVITY

The proposed increase in Tamala Park Local Centre is not expected to influence the role, function, or viability of activity centres in the network. Even with the proposed increase the centre will continue to operate as a small, walkable, convenience-based node serving residents within 1–2 km. The centres most relevant to assessing potential impacts from the proposed Tamala Park Local Centre are Ocean Keys Regional Centre, Mindarie Keys and the Mindarie Marina Precinct.

3.1 Ocean Keys Regional Centre (Clarkson)

Ocean Keys is the dominant retail and commercial destination in the trade area and functions as a Regional Centre under SPP 4.2. With approximately 82,000 sqm of commercial activity floorspace, including 76,000 sqm of shop–retail, it provides full-line supermarkets, majors, department-store style retailing, specialty retail, entertainment, and services. Located 1.75 km by road from the planned Tamala Park Local Centre, it is more than 80 times larger than the proposed Tamala Park local centre and captures most of the retail expenditure in the trade area. Ocean Keys is well-established, largely built out, and has the scale and competitive strength to absorb minor variations in local spending without any measurable effect on its viability or development trajectory.

3.2 Mindarie Marina

Mindarie Marina is a localised hospitality and boutique precinct. It contains around 1,900 sqm of commercial floorspace, comprising cafés, restaurants, small specialty shops, and limited retail services. At approximately 1.6 km by road from the Tamala Park site, it draws primarily from the coastal residential market and visiting marina patrons. Its scale and tenant mix mean it is not configured to accommodate major retail growth, and it has limited capacity for further commercial expansion. Its role is strongly centred on dining, entertainment, and destination-based visitation. The centre functions as a boutique hospitality and lifestyle precinct with limited general retail. Its scale, built form, and waterfront orientation differentiate it from small-format centres and minimise any functional overlap with Tamala Park.

3.3 Mindarie Key

Mindarie Key is a neighbourhood centre located near the corner of Marmion Avenue and Anchorage Drive, Mindarie. It contains approximately 3,000 sqm NLA of retail floor space including 500 sqm NLA of hospitality floor space. It shares two roles as it includes floor space such as pool services which is not a typical neighbourhood centre function as well as food and grocery and related convenience-based neighbourhood centre function.

CENTRES FLOOR SPACE

Floorspace	Mindarie Marina	Mindarie Keys	Ocean Keys	Total	Tamala Park Planned Centre	Tamala Park Proposed Centre
Retail	600	2,500	72,850	76,600	125	245
Hospitality	1,300	500	5,450	7,300	125	764
Total	1,900	3,000	78,300	83,900	250	1,009

Land Use Employment (WAPC 2025)

Residents within the Mindarie/Clarkson catchment currently have access to a total of 83,900 sqm NLA of retail and hospitality floor space within these listed centres. The introduction of the Tamal Park Local Centre proposed floor space increases the amount of available floor space in the catchment by 0.9%.

3.4 Demographics

The trade area surrounding the planned Tamala Park Local Centre - comprising the communities of Mindarie and Clarkson - supports a large, stable, and diverse residential population. The catchment is characterised by established family households, a high proportion of working-age adults, and strong workforce participation. Mindarie presents higher-income, family-oriented demographic traits, while Clarkson provides a broader mix of household types and a more varied socio-economic profile.

The trade area has the population scale, income levels, and spending patterns needed to support additional local convenience and hospitality services. The demographics reinforce a strong underlying demand for small, neighbourhood-based retail, food, and service uses, consistent with the role of a local centre under SPP4.2.

3.5 Resident Retail Spending Capacity

Resident retail spending capacity is typically determined by analysing both retail sales data and household spending patterns within a defined catchment area. This approach provides a clear picture of the total available expenditure generated by residents, helping to assess the potential for existing and future retail activity in the area.

Retail Spending Capacity

The trade area surrounding the planned Tamala Park Local Centre exhibits a substantial and expanding retail spending base. Residents within the 2 km catchment currently generate approximately $299 million per annum in retail expenditure across categories such as food and grocery, household goods, clothing, and general merchandise. This level of spending reflects the size and maturity of the surrounding suburbs, particularly Mindarie and Clarkson, which together form a well-established residential market with stable household income levels. By 2036, retail spending within the catchment is forecast to rise significantly, reaching an estimated $331 million per annum, driven by population growth and ongoing household formation. This steady increase ensures continued market depth and reinforces the long-term viability of local retail activity.

RESIDENT RETAIL SPENDING CAPACITY ($M P.A.)

Catchment	2026	2031	2036
Mindarie	$111.8	$119.1	$120.0
Clarkson	$187.5	$210.2	$211.5
Total Catchment	$299.3	$329.4	$331.5

Retail Sales 2025 / HHES 2019

Hospitality Spending Capacity

In addition to strong retail demand, residents currently contribute around $75 million per year in hospitality spending, including cafés, takeaway food, casual dining and entertainment. The surrounding community features high visitation to coastal precincts and recreation spaces, which further supports hospitality expenditure. By 2036, hospitality spending is expected to grow to approximately $82 million annually, reflecting demographic changes, evolving lifestyle preferences, and the continued appeal of nearby coastal amenities. This growing hospitality market supports opportunities for small-format food and beverage operators typical of a local centre.

RESIDENT HOSPITALITY SPENDING CAPACITY ($M p.a.)

	2026	2031	2036
Mindarie/Tamala Park	$27.9	$29.8	$30.0
Clarkson	$46.9	$52.6	$52.9
Total Catchment	$74.8	$82.3	$82.9

Retail Sales 2025 / HHES 2019

Combined Retail and Hospitality Spending Capacity

Together, retail and hospitality expenditure within the catchment amounts to approximately $374 million per annum. By 2036, this combined spending capacity is projected to exceed $413 million per year. This represents an increase of more than $40 million over the next decade and demonstrates the strength of the local economy and its ability to support a modest increase in commercial floor space. The scale and growth of spending within the catchment confirm that the local market has sufficient depth to absorb incremental retail and hospitality activity without altering broader shopping patterns or the established activity centre hierarchy.

RESIDENT RETAIL AND HOSPITALITY SPENDING CAPACITY ($M p.a.)

Catchment	2026	2031	2036
Mindarie	$139.7	$148.9	$150.0
Clarkson	$234.4	$262.8	$264.3
Total Catchment	$374.1	$411.7	$414.3

Retail Sales 2025 / HHES 2019

4. SCENARIO MODELLING

Two development scenarios were modelled to test how the different centre sizes would influence retail demand, market share, and network impacts within the Tamala Park catchment.

1. *Baseline - 250 sqm NLA (current approved allowance)*
2. *Proposal - 1,009 sqm NLA (proposed expansion)*

The purpose of running both scenarios is to provide a transparent, evidence-based comparison that isolates the incremental effects of the additional 759 sqm of floor space.

- Quantify the incremental impact of the additional 759 sqm NLA.
- Demonstrate whether the proposal alters the demand–supply balance in a meaningful way.
- Test compliance with SPP 4.2 by comparing approved versus proposed outcomes.
- Identify whether any adverse impacts arise, their magnitude, and whether they are offset by benefits.
- Show whether any effects are modest and recoverable, with surrounding centres retaining their established hierarchy and roles.

4.1 Scenario 1: Approved Structure Plan Limit - 250 sqm NLA

This scenario represents the current statutory planning framework, reflecting the centre's permitted capacity under the Tamala Park Agreed Structure Plan. It establishes the baseline trading performance and sets a benchmark for assessing:

- expected sales under the existing planning controls
- current demand absorption levels
- how the centre functions in its intended local-convenience role

This baseline is essential to determine whether the existing 250 sqm allocation is under-providing, adequate, or insufficient relative to local demand.

4.2 Scenario 2: Proposed Development - 1,009 sqm NLA

This scenario tests the anticipated performance and impacts of the centre if expanded to the scale proposed. It evaluates:

- whether the expanded floor space can be supported by the catchment's retail demand
- the immediate and medium to long term impacts on surrounding centres (Ocean Keys, Mindarie Keys, Mindarie Marina and others)

4.3 Sales Potential

Under the two development scenarios, the Tamala Park Local Centre is expected to generate the following sales from the trade area in 2026.

Scenario 1

With a net lettable area (NLA) of 250 square metres, estimated sales are projected at $1.2 million, accounting for 0.3% of total trade-area spending.

Scenario 2

With an expanded NLA of 1,009 square metres, estimated sales increase to $4.6 million, representing 1.2% of total trade-area spending.

Increasing the floorspace from 250 square metres to 1,009 square metres lifts projected annual sales from $1.2 million to $4.6 million, a gain of $3.4 million. The Tamala Park Local Centre's share of available trade-area spending rises from 0.3% to 1.2%, allowing it to maintain its status as a small, local-scale centre while supporting stronger commercial performance.

The proposed increase ensures that Tamala Park Local Centre remains a locally focused amenity, complementing rather than competing with established centres, and reinforcing the planned and balanced distribution of retail and service offerings across the network.

Proposed minor expansion of the planned Tamala Park Local Centre will not divert significant trade from higher-order centres such as Ocean Keys or centres with comparable offers in Mindarie Keys and Mindarie Marina, nor does it alter shopper travel patterns or catchment boundaries.

POTENTIAL SALES PERFORMANCE

		Total Potential Sales ($M p.a.)			
		2026	2031	2036	Market Share
Planned	250 sqm	$1.2	$1.3	$1.3	0.3%
Proposed	1,009 sqm	$4.5	$5.0	$5.0	1.2%
Difference	759 sqm	$3.3	$3.7	$3.7	0.9%

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5. SALES IMPACT ASSESSMENT

Sales impact analysis and retail modelling are standard techniques used to assess how proposed retail development may influence spending patterns within a defined trade area. The modelling process estimates how much retail expenditure is available from the surrounding population, how this spending is currently distributed across existing centres, and how it may shift under different development scenarios. By comparing a "base case" (250 sqm NLA) with an "enhanced case" (1,009 sqm NLA), the analysis quantifies the additional sales the proposed centre could generate and identifies the proportion attributable to natural growth versus redistribution. This approach provides an objective, evidence-based assessment of the centre's performance and ensures alignment with the impact assessment requirements of SPP 4.2.

The analysis utilises the **SPP4.2 Impact Matrix**, which provides the required framework for assessing proportional sales changes across centres when additional retail floorspace is introduced. The matrix benchmarks impact by expressing changes in centre turnover as a percentage of baseline sales, allowing a consistent comparison of effects across centres of different scales. Applying the SPP4.2 Impact Matrix to the two Tamala Park scenarios quantifies the extent to which each centre's turnover varies relative to the 2026 base year, providing a transparent and policy-aligned method for reporting retail impacts.

SPP4.2 SALES IMPACT

Turnover Impact (%)	Level of Impact
Less than 5%	Minor / Insignificant
5.1% to 9.9%	Moderate
10% and above	Significant

SPP4.2

5.1 Baseline Scenario

Under a 250 sqm NLA scenario:

- Mindarie Marina is projected to capture $12.5M from catchment spending in 2026, increasing to $13.8M in both 2031 and 2036, representing 3.3% of trade area expenditure.
- Mindarie Keys is projected to capture $13.5M from catchment spending in 2026, increasing to $14.9M in both 2031 and 2036, representing 3.5% of trade area expenditure.
- Ocean Keys is estimated to capture $206.2M from catchment spending in 2026, increasing to $226.9M in 2031 and $228.4M in 2036, representing 55.1% of total catchment spending.
- Other centres outside the catchment collectively generate $140.6M from catchment spending in 2026, before increasing to $154.7M in 2031 and $155.7M in 2036, accounting for 37.6% of total catchment spending.

5.2 Proposed Scenario

Under a 1,009 sqm NLA scenario, estimated sales are distributed as follows:

- Mindarie Marina is projected to achieve $12.2M in sales in 2026, increasing to $13.4M by 2031 and $13.5M in 2036. This equates to 3.3% of the total trade area expenditure.
- Mindarie Keys is projected to achieve $13.1M in sales in 2026, increasing to $14.4M by 2031 and $14.5M in 2036. This equates to 3.5% of the total trade area expenditure.
- Ocean Keys is estimated to record $205.0M in sales in 2026, increasing to $225.6M in 2031 and $227.0M in 2036. This centre accounts for 54.8% of the total expenditure in the trade area.
- Other centres are forecast to generate $1440.6M in 2026, increasing to $154.7M in 2031 and $155.7M in 2036. These centres represent 37.6% of the overall trade area expenditure.

5.3 Difference in Sales

The sales-impact results show that

- Mindarie Marina would expect a change of –$0.3 million on 2026 sales, before increasing by $0.9 million in 2031 and $0.1 million in 2036. This equates to–2.4 percent in 2026, 7.4 percent in 2031 and 8.1 percent in 2036.
- Mindarie Keys would expect a change of –$0.4 million in 2026, before increasing by $0.9 million in 2031 and $1.0 million in 2036. This equates to a –2.8 percent in 2026, 6.4 percent in 2031 and 6.9 percent in 2036.
- Ocean Keys would expect a change of –$1.2 million in 2026, before increasing by $19.4 million in 2031 and $20.8 million in 2036. This equates to –0.6 percent in 2026, 8.6 percent in 2031 and 9.1 percent in 2036.
- Other centres would expect a change of –$1.4 million in 2026, before increasing by $12.6 million in 2031 and $13.5 million in 2036. This equates to –0.6 percent in 2026, 8.6 percent in 2031 and 9.1 percent in 2036.

ESTIMATED SALES FROM TRADE AREA - TAMALA PARK @ 250 SQM

Centres	2026	2031	2036	Market Share
Mindarie Marina	$12.5	$13.8	$13.8	3.3%
Mindarie Keys	$13.5	$14.8	$14.9	3.5%
Ocean Keys	$206.2	$226.9	$228.4	55.1%
Tamala Park Local Centre	$1.2	$1.3	$1.3	0.3%
Other	$140.6	$154.7	$155.7	37.6%
Total Sales	$374.1	$411.7	$414.3	100%

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ESTIMATED SALES FROM TRADE AREA - TAMALA PARK @ 1,000 SQM

Centres	2026	2031	2036	Market Share
Mindarie Marina	$12.2	$13.4	$13.5	3.3%
Mindarie Keys	$13.1	$14.4	$14.5	3.5%
Ocean Keys	$205.0	$225.6	$227.0	54.8%
Tamala Park Local Centre	$4.6	$5.0	$5.0	1.2%
Other	$139.2	$153.2	$154.1	37.2%
Total	$374.1	$411.7	$414.3	100%

Taktics4 Retail Model

SALES IMPACT RELATIVE TO 2026 SALES FIGURES

Centres	2026	2031	2036
Mindarie Marina	-$0.3	$0.9	$1.0
Mindarie Keys	-$0.4	$0.9	$1.0
Ocean Keys	-$1.2	$19.4	$20.8
Other	-$1.4	$12.6	$13.5
Tamala Park Local Centre	$3.4	$3.7	$3.7

Taktics4 Retail Model

% SALES IMPACT RELATIVE TO 2026 SALES FIGURES

Centres	2026	2031	2036
Mindarie Marina	-2.4%	7.4%	8.1%
Mindarie Keys	-2.8%	6.4%	6.9%
Ocean Keys	-0.6%	8.6%	9.1%
Other	-1.0%	8.1%	8.7%

Taktics4 Retail Model

5.4 Conclusion

The Impact Assessment confirms that the market share movements are extremely small and do not alter the hierarchy or centres' functional roles. The proposed increase delivers only marginal sales diversion, well within acceptable thresholds under SPP 4.2, and does not harm the hierarchy. Population growth from 2026-2036, and normal retail expansion quickly offset any short-term effects of the additional 759 sqm NLA at Tamala Park.

Consistent with SPP 4.2

The impact analysis demonstrates that:

- No unreasonable or detrimental impacts occur to the activity centre hierarchy.
- Existing and planned investment at Ocean Key and Mindarie Marina remains viable and robust.
- The planned local centre remains appropriately scaled, functioning only as a neighbourhood convenience node.
- The additional floor space (750 sqm NLA) does not distort retail patterns or undermine centres' roles.

Public Infrastructure

SPP 4.2 requires that the proposal does not impose additional costs on public agencies.

- The site is already planned and zoned for a local centre
- No changes to the road network or bus routing are expected
- No need for additional utilities beyond standard service connections
- No requirement for new public infrastructure

The proposal does not impose additional costs on government or require new infrastructure.

6. NET BENEFIT ASSESSMENT

The Net Benefit Test evaluates any positive impacts of the proposed development on the local community and economy. This assessment considers factors such as enhanced amenity, increased consumer choice, employment generation, and the efficient use of existing public infrastructure. By analysing both the direct and indirect benefits, the test provides a understanding of how the proposal will support sustainable growth and improve the wellbeing of residents and businesses in the area.

6.1 Enhanced Local Amenity and Choice

The proposed increase in floorspace at the West Tamala Park Local Centre will be designed to significantly elevate the local amenity and consumer choice for the surrounding neighbourhood. By including a small purpose-built coastal food and beverage focus, the development will introduce boutique and casual dining options that will not be available at nearby centres such as Ocean Keys and Mindarie Keys. This diversity in offerings will broaden the culinary landscape and fill a gap in the market for high-quality, community-oriented hospitality experiences.

The centre's location overlooking Napoli Park and the coastal dunes will provide an attractive setting with premium amenity, adding value to both residents and visitors. Its strategic position will enable walkable access for residents in adjacent catchments, reducing the need for car travel and supporting active lifestyles. The integration of outdoor seating, landscaped pedestrian connections, and visual engagement with natural features will further enhance the sense of place and community pride, making the centre a local destination of choice for social interaction and leisure.

6.2 Employment Benefits

The expansion from 250 sqm to 1,009 sqm Net Lettable Area (NLA) will deliver an uplift in employment opportunities within the locality. At the initial scale, 250 sqm NLA will support approximately 10 full-time equivalent (FTE) positions, while the expanded facility is expected to accommodate around 40 FTE roles. This will translate to a net increase of 30 FTE jobs, which will be particularly beneficial for youth and the part-time workforce, as well as hospitality workers and residents seeking employment opportunities close to home.

The centre's focus on food and beverage venues, together with supporting retail and service outlets, will create diverse job prospects ranging from customer service and kitchen staff to management, maintenance, and event coordination. By fostering local employment, the proposal will contribute to economic resilience, reduce commuting distances, and support the development of skills and career pathways for community members.

6.3 Vibrancy and Local Identity

The addition of new floorspace and uses within the local centre will be anticipated to create a vibrant activity node with strong synergies to nearby recreation areas, including Napoli Park and the coastal trails. The activation of this site will support place-making objectives by encouraging community gathering, informal social events, and programmed activities that will enhance neighbourhood cohesion.

The centre's distinct identity, shaped by its coastal setting and tailored retail and hospitality mix, will offer experiences not found in surrounding centres. This uniqueness will foster a sense of belonging and pride among residents, strengthening the local character and contributing to

the overall attractiveness of the suburb. The project will be expected to draw locals, supporting local economic activity and reinforcing the centre's status as a community hub.

6.4 No Reduction in Access to Services

The proposed expansion, increasing the centre's total NLA from 250 sqm to 1,009 sqm, will not result in the removal of any existing services. Instead, it will enhance the range of options available to the community, adding new choices and improving accessibility for daily needs. The development will be designed to operate as a walkable, community-serving hub, meaning residents will be able to access retail and hospitality services easily and efficiently within their neighbourhood.

This approach will support inclusive access for all age groups and abilities, encourage sustainable travel behaviours, and ensure the centre remains responsive to the evolving requirements of the population. The expansion will be aligned with community aspirations for greater convenience, lifestyle amenity, and localised service provision.

6.5 Compliance with SPP 4.2

Hierarchy Protection:

The proposed increase in floorspace will not undermine the roles of Ocean Keys, Mindarie Keys or any other established centre within the activity centre hierarchy. The development will maintain the integrity of the planning structure by fulfilling its intended function as a local centre.

Walkability and Urban Structure:

The centre will be designed to serve a community catchment within a 2 km radius, consistent with the objectives of a Local Centre. Its walkable environment, pedestrian-friendly access, and integration with adjacent parks will ensure it meets key planning requirements for connectivity and accessibility.

Infrastructure Efficiency:

The proposal will utilise existing public infrastructure efficiently and will not require the provision of new public assets. Standard service connections will be sufficient, and there will be no anticipated changes to road networks or public transport routes.

Retail Need:

Population projections will confirm that the service area can support the additional 750 sqm NLA, ensuring that the expansion will be both viable and responsive to current and future demand.

Alignment with Planning Framework:

The centre's role and status within the activity centre hierarchy will remain unchanged and will be consistent with the principles set out in SPP 4.2.

6.6 Conclusion

The proposed increase in permitted floorspace, from 250 sqm NLA to 1,009 sqm NLA, at the West Tamala Park Local Centre, has been assessed against the principles and criteria of SPP 4.2. The evidence demonstrates that:

- The development will not generate unreasonable or detrimental impacts on the activity centre hierarchy.
- It will not harm existing or planned investment in surrounding centres.
- No additional costs will be imposed on public authorities or agencies.
- The service population will be sufficient to support the increased floorspace.
- Community access to retail and hospitality will be enhanced.
- Meaningful local employment opportunities will be generated.
- Local amenity and neighbourhood identity will be improved.
- A clear net benefit will be delivered to residents and businesses.

Therefore, based on SPP 4.2 principles and the comprehensive net benefit assessment, the proposal should be supported as it will satisfy all key planning and community benefit criteria.



urbii

Sustainable Transport. Safe Solutions

37 Amalfi Avenue, Mindarie

Proposed Commercial Development

TRANSPORT IMPACT STATEMENT



Prepared for:

Relink Management WA Pty Ltd

December 2025

37 Amalfi Avenue, Mindarie

Prepared for: Relink Management WA Pty Ltd
Prepared by: Paul Ghantous
Date: 12 December 2025
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1 Introduction

This Transport Impact Statement has been prepared by Urbii on behalf of Relink Management WA Pty Ltd with regards to the proposed commercial development, located at 37 Amalfi Avenue, Mindarie.

The subject site is bound by Portofino Promenade to the north, Napoli Park to the west, Genoa Lane and a residential lot to the east and Amalfi Avenue to the south, as shown in Figure 1.

The site is presently vacant and is surrounded by residential and community land uses. The area is under development, with a mix of constructed dwellings and vacant residential lots. It is proposed to develop the site into a local centre, delivering a total of 1,009m^2 GFA.

The key issues that will be addressed in this report include the traffic generation and distribution of the proposed development, access and egress movement patterns, car parking and access to the site for alternative modes of transport.



Figure 1: Subject site location

2 Scope of work

The WAPC *Transport Assessment Guidelines 2016* identifies the proposed development as being “Moderate Impact” (Figure 2). Accordingly, a Transport Impact Statement (TIS) has been prepared to support a robust Development Application and to assist the LGA with demonstration of traffic impact.

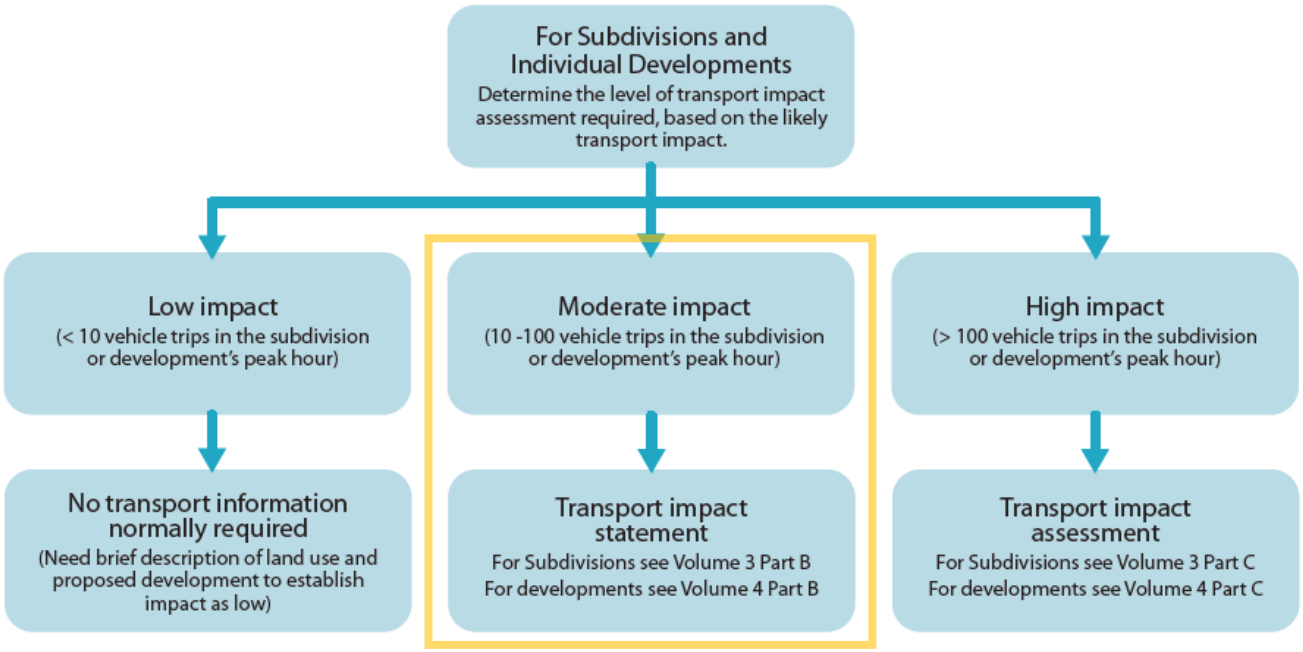


Figure 2: WAPC Transport Assessment Guidelines – reporting requirements

3 Proposed development

The proposal for the subject site is for a commercial development, comprising:

- A local centre delivering a total 1,009m^2 of GFA, including:
  - Tenancy 1: F&B 355m^2
  - Tenancy 2: Commercial/shop 70m^2
  - Tenancy 3: Commercial/shop 70m^2
  - Tenancy 4: Commercial/shop 70m^2
  - Tenancy 5: Commercial/shop 105m^2
  - Tenancy 6: F&B 339m^2
- A total of 27 car parking bays, including 2 x ACROD bays;
- 1 x delivery/service bay, which can accommodate 6.4m Small Rigid Vehicles (SRVs);
- Paved walking link to Napoli Park on the western boundary of the site, with integrated alfresco seating;
- 6 bicycle parking spaces for staff and visitors provided onsite;
- 6 bicycle parking spaces provided in the park reserve on the western boundary of the site;
- End of trip facilities including separate male and female shower and change room, with lockers; and
- Centralised commercial bin store.

Vehicle access to the site is proposed via one crossover on Amalfi Avenue. People walking and cycling will access the development from the external path network abutting the site.

Waste collection is proposed to be undertaken via Genoa Lane, with the bin collection zone provided within the site boundary, adjacent to the laneway.

The proposed development plans are included for reference in Appendix A.

4 Vehicle access and parking

4.1 Existing vehicle access

The site is presently vacant with no existing vehicle access or parking.

4.2 Proposed vehicle access

As detailed in Figure 3, the proposed local centre provides a single vehicular access point from Amalfi Avenue at the southern boundary of the site. This access leads directly into the onsite car park, which is arranged to allow simple internal circulation for customers and clear manoeuvring paths.

Locating access on Amalfi Avenue avoids introducing a driveway crossover on the Portofino Promenade frontage. Portofino Promenade forms the key pedestrian-oriented edge of the development and interfaces with Napoli Park, so avoiding vehicle crossings on this road maintains a continuous, safe and legible walking environment. This reduces pedestrian–vehicle conflict points, protects the public realm quality, and supports the intended local-centre function where walk-up trips are expected to be a major component of demand.

The arrangement also avoids creating an access on Genoa Lane. Genoa Lane operates as a quiet residential laneway, and establishing customer access there would increase commercial traffic in a setting not suited to higher vehicle turnover. Additionally, there is a formal access restriction along sections of the Genoa Lane site frontage, as identified in Local Development Plan 11 (Figure 4).

By keeping all site traffic on Amalfi Avenue, the proposal protects residential amenity, limits noise and disturbance in the laneway, and ensures that commercial activity is directed to the street that is best able to accommodate it.

Bringing vehicle access to the southern edge allows the commercial tenancies to address the western frontage without interruption from driveways. This enables the development to integrate strongly with the adjoining park, encouraging walk-up patronage and making alfresco seating and active frontages facing Napoli Park both feasible and attractive. The outcome is a more cohesive urban form, with the most active uses oriented toward public open space and the pedestrian network, while vehicle functions are discreetly accommodated away from the primary public interface.

Overall, the Amalfi Avenue access is optimal because it concentrates vehicle movements where they cause the least conflict, preserves the highest-amenity frontage for pedestrians and park activation, avoids commercial intrusion into a residential laneway, and supports an efficient internal parking and servicing layout aligned with the role and scale of a local centre.

The vehicle access point and parking aisle is 6.0m wide, which is sufficient for low-speed, two-way traffic flow.



Figure 3: Proposed development vehicle access

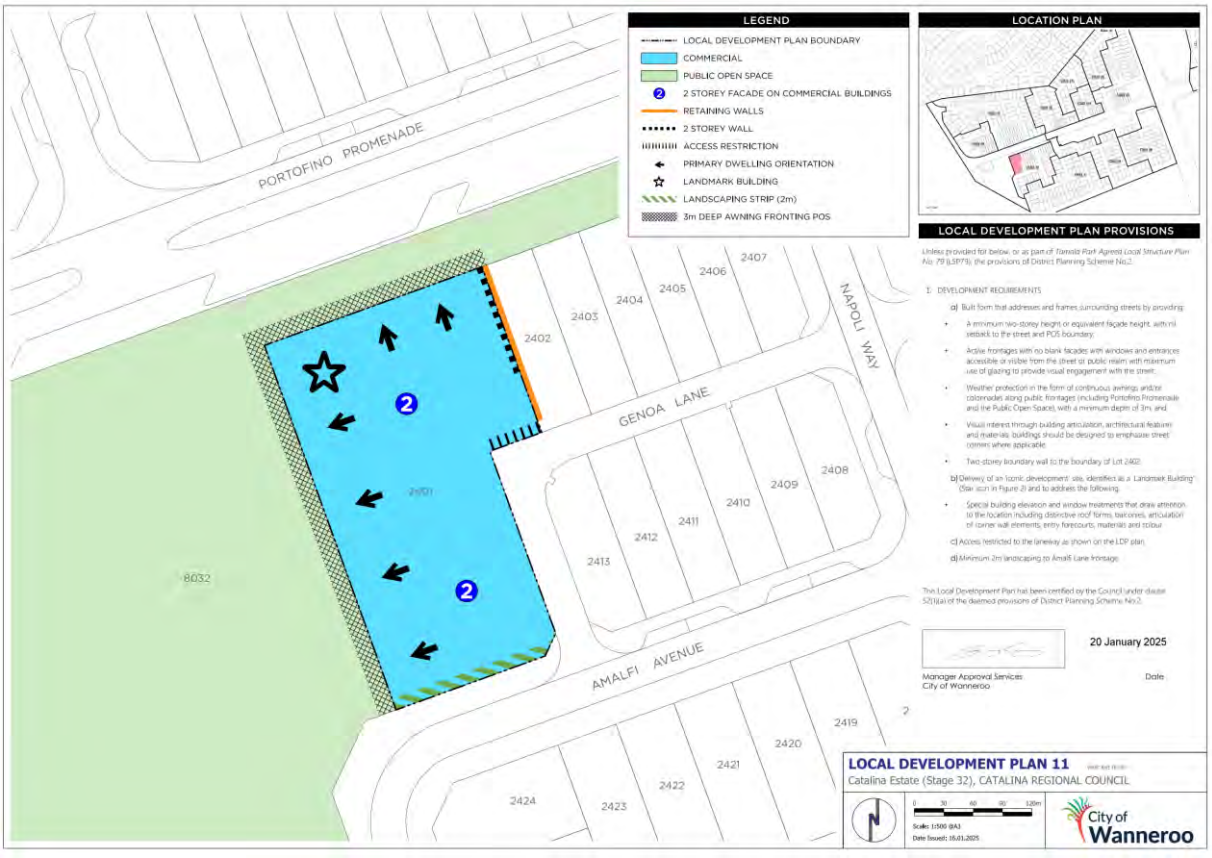


Figure 4: Local Development Plan 11

4.3 Car parking layout

Dimensions of car parking aisles and bays are compliant with AS2890.1. Onsite bays are 2.5m wide by 5.5m long and an aisle width of 6.0m has been provided. This is suitable for medium term parking in an urban town centre environment. The ACROD bays are designed to AS2890.6 with a shared space and bollard. A 1m blind aisle extension is provided at the end of the car park.

A dedicated turnaround bay at the end of the blind aisle has not been included because providing one would require the removal of an additional parking bay from the development. While a formal turnaround facility can be desirable in dead-end aisles, the operational intent is still achieved through the service/delivery bay located near the aisle terminus.

The service/delivery bay is positioned near the end of the blind aisle and is sized to accommodate larger rigid vehicles. In normal operation, this bay will be unoccupied for most of the time. Servicing for a local centre is intermittent and typically scheduled outside peak trading periods to avoid conflicts with customer parking demand.

Consequently, during periods when the car park is busiest (such as weekends, lunch peaks, and evenings), the service bay is expected to remain available, providing a generous manoeuvring area for passenger vehicles to undertake a simple multi-point turn and exit in a forward direction. Given its dimensions exceed those of a standard parking bay, it functions as a suitable turnaround facility.

Overall, the design provides a safe and practical turning solution via the routinely vacant service bay, while preserving essential parking supply and maintaining acceptable car park operation.

4.4 Applicable parking requirements

The applicable planning requirements for car parking have been reviewed with reference to the City of Wanneroo District Planning Scheme No. 2 (DPS2) and the WAPC Parking Policy Manual, as summarised in Table 1. Under DPS2, the development is classified as a "Shopping Centre (under 10,000m²)" associated with a local centre. The scheme requires parking at a rate of 7 bays per 100m² of NLA. Applying this rate results in a requirement for 71 onsite parking bays. On this basis, the proposed provision of 27 bays represents a shortfall when assessed strictly against the DPS2 standard.

The WAPC Parking Manual adopts a more detailed, performance-based approach that differentiates between the key constituent uses within the local centre. As set out in Table 1, the manual provides a range of minimum and maximum rates for tavern, shop and restaurant land uses. Applying these rates yields an overall requirement in the order of 19 to 75 bays.

The proposed supply of 27 bays therefore sits comfortably within the WAPC's acceptable range, satisfying the minimum parking expectation and remaining well below the upper bound.

Table 1: Town planning assessment of parking requirements

City of Wanneroo DPS2 rates:

Land use	Car parking rates	Benchmark	Required
Shopping Centre (under 10,000sqm)	7 per 100sqm NLA	1,009sqm	71
Total required			**71**
Total proposed			**27**

WAPC Parking Manual rates:

Land Use	Requirement	Benchmark	Required
T1 - Tavern	Minimum 1 space per every 100m2 of bar and public floorspace Maximum 1 space per every 10m2 of bar and public floorspace	230sqm bar and public floorspace	2.3 - 23
T2-5 - Shop	Minimum 1 space per 50m2 FA Maximum 1 space per 20m2 FA	315sqm	6.3 - 15.7
T6 - Restaurant	Minimum 1 space for every 10 persons accommodated within the public floorspace Maximum 1 space for every 3 persons accommodated within the public floorspace	105 people persons	10.5 - 35
Total required			**19 - 75**
Total proposed			**27**

Source: Planning Solutions

4.5 Parking demand estimate

Reference was made to the *TfNSW Shopping Centre Analysis Report*, September 2011 for detailed analysis of retail parking demand. The report identifies Gross Leasable Floor Area (GLFA) as the primary and most reliable variable for estimating parking demand in shopping centres.

The report demonstrates that GLFA-based models perform consistently across centres with varied tenancy mixes, including specialty retail and allied service uses such as hairdressers and takeaway/fast-food outlets.

This supports the application of a single aggregate shopping-centre demand rate to developments that contain multiple small tenancies of different types, particularly where the future operators and final fit-outs are not yet confirmed.

For centres within the 0–20,000 m² GLFA range, the seasonally adjusted Saturday peak parking demand rate is 3.7 spaces per 100m² GLFA (Table 2). Applying this benchmark yields an estimated Saturday peak parking demand of approximately 37.3 spaces (1,009/100 × 3.7), which rounds to **38 bays** for assessment purposes.

As Saturday represents the highest trading-day demand in local shopping centres, this estimate provides an appropriate measure of peak parking requirements.

Table 2: Seasonally adjusted shopping centre parking demand rates

Range in Total Floor Area (GLFA - m^2)	Car Parking Spaces per 100m^2 GLFA			
	Thursday	Friday	Saturday	Sunday
0 - 20,000	3.2	3.2	3.7	2.8
20,000 - 40,000	3.9	3.7	5.3	4.0
40,000 - 60,000	4.4	4.3	4.9	3.7
60,000 - 80,000	3.6	3.5	4.4	4.0
Above 80,000	3.6	3.1	3.5	3.0

Source: TfNSW *Trip Generation and Parking Demand Surveys of Shopping Centre* Analysis Report, September 2011

Using a blanket shopping-centre rate is appropriate for this development because the tenancies are small, are expected to experience overlapping peak periods typical of local centres and may change over time. The approach captures the combined demand effect of the tenancy mix as a whole and provides a robust basis for peak demand estimation at the development stage. The adopted approach also allows flexibility for future leasing.

The adopted demand rate of 3.7 spaces per 100m² GLFA is consistent with observed peak parking characteristics for local shopping centres. It sits within the typical range of surveyed weekend peak demands and aligns with parking performance commonly seen in Perth centres of similar role and scale.

Accordingly, the rate provides a credible and defensible estimate of parking demand for the proposal while maintaining a conservative focus on the busiest trading period.

4.6 Parking supply and allocation

A total of 27 car parking bays is proposed to be provided onsite, including 2 x ACROD bays. This equates to an onsite practical parking shortfall of (-)11 bays.

4.7 Justification for parking shortfall

The onsite parking shortfall of 11 bays is considered acceptable because the onsite supply is not the sole source of parking for the centre, and the surrounding movement network provides multiple convenient alternatives that reduce reliance on private vehicle access and allow demand to be absorbed within the broader locality.

An estimated 58 public on-street car parking bays are provided within the 400m walking distance catchment of the site, as detailed in Section 10.2 of this report. Local streets provide short stay kerbside capacity that is well suited to local centre trips. Given the distributed nature of kerbside parking in the surrounding area, the shortfall can be accommodated without creating concentrated parking demand on any single street.

The site is also located within a strong residential walking catchment, with an established local population within an 800m (10-minute) walk. Local centres are intended to serve nearby residents, and the surrounding urban form and connected street network encourage walk-up patronage for daily convenience trips. A meaningful proportion of visits, particularly for food, takeaway and small format retail/services, are therefore expected to be on foot. This reduces peak parking demand compared with a car dominant suburban retail model. The co-location of active tenancies along the park edge and the absence of driveway conflicts on Portofino Promenade further support this walkable catchment function.

Cycling and micromobility access provides another practical substitute for short vehicle trips. The centre sits within a broad cycling catchment, supported by shared paths and on-street cycling lanes on Portofino Promenade, a finer-grain path network through Napoli Park, and a coastal PSP spine extending south. When coupled with the proposed bicycle parking and end-of-trip facilities, this network makes cycling and e-scooter travel a realistic option for both customers and staff, especially for local trips within the coastal corridor. This further diversifies mode share and lowers the reliance on site parking bays at peak times.

Public transport accessibility also supports a moderated parking demand outcome. Bus stops on Portofino Promenade within easy walking distance provide direct connections to surrounding suburbs and activity centres, allowing staff and visitors to access the site without driving. The availability of frequent local services, combined with the safe pedestrian links to stops, means that a portion of employee trips and discretionary customer trips can be expected by public transport, again reducing peak parking pressure on the site.

In combination, the accessible on-street supply, strong walk-up residential catchment, connected cycling and micromobility network with supporting facilities, and convenient public transport options provide a robust basis to accept the modest shortfall.

The proposal aligns with contemporary local centre planning outcomes by prioritising a walkable, park-integrated centre while relying on shared local parking resources and sustainable travel modes to meet residual demand.

5 Provision for service vehicles

5.1 Delivery and service vehicles

A delivery and service vehicle bay is provided within the development car park. The bay is in a central location, for convenient use by all tenancies and is designed to accommodate 6.4m Small Rigid Vehicles (SRVs), in accordance with AS2890.2 – Off-street commercial vehicle facilities.

Swept path analysis was undertaken to confirm that service vehicles can enter the car park in forward gear, reverse into the delivery and service bay, then proceed to exit the car park in forward gear.

5.2 Waste truck movements

Waste trucks are proposed to enter Genoa Lane from Amalfi Avenue, then park adjacent to the site (facing east). A bin set down area is provided within the site for waste collection. Waste contractors will wheel bins from the bin store to the rear of the truck to be emptied. Empty bins will then be returned promptly to the bin store.

Given the low collection frequency and short dwell time, the waste truck is not expected to cause queueing or constrain access along the laneway.

Collections are expected to occur outside commuter peak periods (typically scheduled between 10:00am and 3:00pm) to minimise interaction with other laneway traffic. Waste collection days will be scheduled to avoid the City of Wanneroo residential waste days.

Overall, the proposed waste collection strategy enables safe and efficient service entirely from within the public road reserve, with negligible impact on surrounding traffic conditions and minimal disruption to residents, pedestrians and cyclists within the area.

Swept path analysis confirms satisfactory service vehicle movements and is presented in Appendix B.

6 Hours of operation

The commercial tenancies are expected to operate at varied times. Commercial / shop tenancies likely operate during standard business hours, while the restaurant and tavern are expected to operate across the evening and on weekends, consistent with typical opening hours of food and beverage outlets.

7 Daily traffic volumes and vehicle types

7.1 Traffic generation

The traffic volume that will be generated by the proposed development has been estimated using trip generation rates derived with reference to the following sources:

- TfNSW *Trip Generation and Parking Demand Surveys of Shopping Centre* Analysis Report, September 2011.

The trip generation rates adopted are detailed in Table 3. *Shopping Centres* in the TfNSW guide include a wide range of land uses integrated into one centre, this includes supermarkets, slow and fast trade retail, food and beverage, medical and other offices.

Therefore, the trip rate for *Shopping Centre* is appropriate for the proposed development.

Table 3: Adopted trip rates for traffic generation

Land use	Trip rate source	Daily rate	AM rate	PM rate	AM-in	AM-out	PM-in	PM-out
Shopping Centre	TfNSW	0.61	0.0335	0.067	50%	50%	50%	50%

The estimated traffic generation of the proposed development is detailed in Table 4. The proposed development is estimated to generate a total of 616 vehicles per day (vpd), 34 vehicles per hour (vph) and 68 vph in the weekday AM and PM peak hours, respectively.

These trips include both inbound and outbound vehicle movements. It is anticipated that most vehicles would be small passenger cars and compact SUVs.

Surveys presented in the TfNSW Shopping Centre Analysis Report recorded an average passing trade rate of 46%. However, no passing trade discount was adopted in the analysis, which is conservative.

Table 4: Daily and peak hour traffic generation

Land Use	GLFA (m2)	Daily Trips	AM Peak	PM Peak	AM Peak		PM Peak	
					IN	OUT	IN	OUT
Retail/commercial	1009	616	34	68	17	17	34	34

7.2 Impact on surrounding roads

The WAPC Transport Impact Assessment Guidelines for Developments (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 any roads adjacent to the site by the quoted WAPC threshold of +100vph to warrant further analysis.

8 Traffic management on the frontage roads

Information from online mapping services, Main Roads WA, Local Government, and/or site visits was collected to assess the existing traffic management on frontage roads.

8.1.1 Portofino Promenade

Portofino Promenade near the subject site is a 14.5m wide, two-lane divided boulevard style road. A 3.5m wide raised median is provided, with integrated street lighting and tree planting. Paths for walking and cycling, and on-street cycling lanes are provided along both sides of the road.

Portofino Promenade employs a variety of road surface colours, textures and materials to help calm traffic speeds in the vicinity of the site.

Portofino Promenade is classified as an *Access* road in the Main Roads WA road hierarchy (Figure 5) and operates under a speed limit of 50km/h (Figure 6). Access roads are the responsibility of Local Government and are for the provision of vehicle access to abutting properties (Figure 7).

8.1.2 Amalfi Avenue and Genoa Lane

Amalfi Avenue near the subject site is an approximately 6m wide, two-lane undivided road. A footpath for walking and cycling is provided along the northern side of the road.

Genoa Lane near the subject site is an approximately 5.5m wide, two-lane undivided road.

Amalfi Avenue and Genoa Lane are classified as *Access* roads in the Main Roads WA road hierarchy (Figure 5) and operate under a speed limit of 50km/h (Figure 6). Access roads are the responsibility of Local Government and are for the provision of vehicle access to abutting properties (Figure 7).

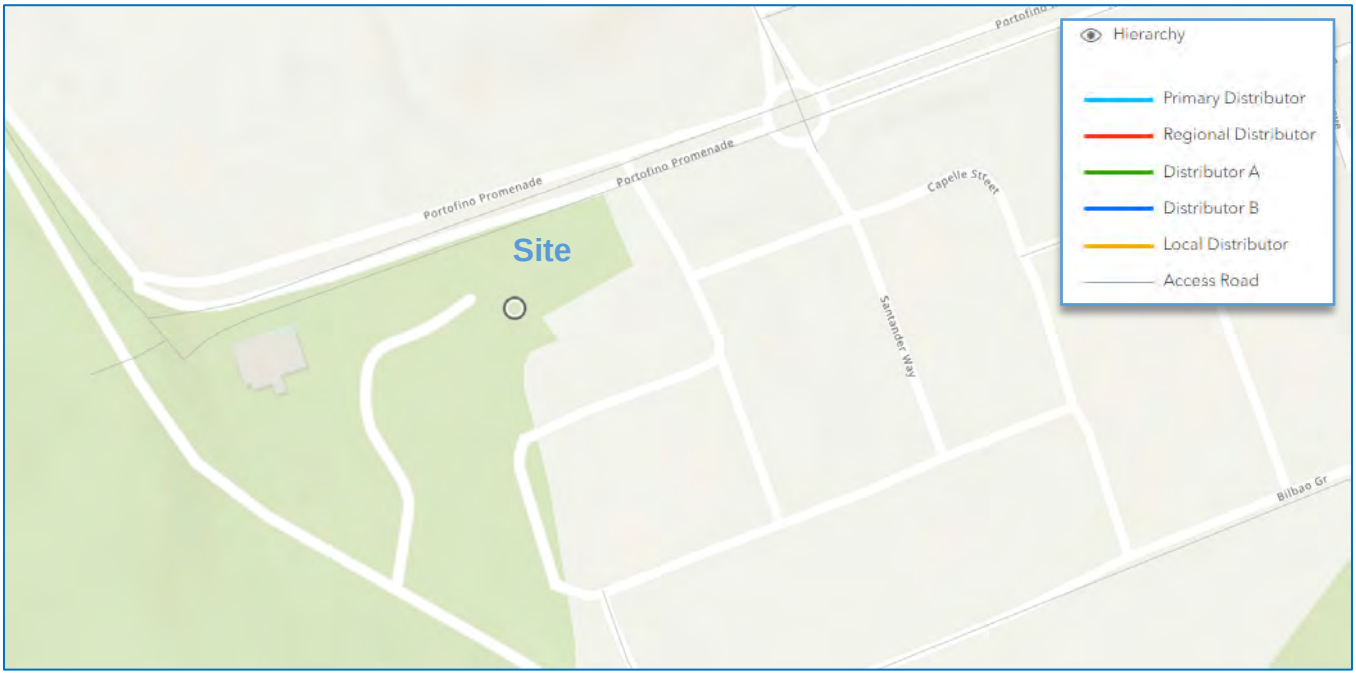


Figure 5: Main Roads WA road hierarchy plan

Source: Main Roads WA Road Information Mapping System (RIM)



Figure 6: Main Roads WA road speed zoning plan

Source: Main Roads WA Road Information Mapping System (RIM)

ROAD HIERARCHY FOR WESTERN AUSTRALIA
ROAD TYPES AND CRITERIA (see Note 1)

CRITERIA	PRIMARY DISTRIBUTOR (PD) (see Note 2)	DISTRICT DISTRIBUTOR A (DA)	DISTRICT DISTRIBUTOR B (DB)	REGIONAL DISTRIBUTOR (RD)	LOCAL DISTRIBUTOR (LD)	ACCESS ROAD (A)
Primary Criteria						
1. Location (see Note 3)	All of WA incl. BUA	Only Built Up Area.	Only Built Up Area.	Only Non Built Up Area. (see Note 4)	All of WA incl. BUA	All of WA incl. BUA
2. Responsibility	Main Roads Western Australia.	Local Government.	Local Government.	Local Government.	Local Government.	Local Government.
3. Degree of Connectivity	High. Connects to other Primary and Distributor roads.	High. Connects to Primary and/or other Distributor roads.	High. Connects to Primary and/or other Distributor roads.	High. Connects to Primary and/or other Distributor roads.	Medium. Minor Network Role Connects to Distributors and Access Roads.	Low. Provides mainly for property access.
4. Predominant Purpose	Movement of inter regional and/or cross town/city traffic, e.g. freeways, highways and main roads.	High capacity traffic movements between industrial, commercial and residential areas.	Reduced capacity but high traffic volumes travelling between industrial, commercial and residential areas.	Roads linking significant destinations and designed for efficient movement of people and goods between and within regions.	Movement of traffic within local areas and connect access roads to higher order Distributors.	Provision of vehicle access to abutting properties
Secondary Criteria						
5. Indicative Traffic Volume (AADT)	In accordance with Classification Assessment Guidelines.	Above 8 000 vpd	Above 6 000 vpd.	Greater than 100 vpd	Built Up Area - Maximum desirable volume 6 000 vpd. Non Built Up Area – up to 100 vpd.	Built Up Area - Maximum desirable volume 3 000 vpd. Non Built Up Area – up to 75 vpd.
6. Recommended Operating Speed	60 – 110 km/h (depending on design characteristics).	60 – 80 km/h.	60 – 70 km/h.	50 – 110 km/h (depending on design characteristics).	Built Up Area 50 - 60 km/h (desired speed) Non Built Up Area 60 – 110 km/h (depending on design characteristics).	Built Up Area 50 km/h (desired speed). Non Built Up Area 50 – 110 km/h (depending on design characteristics).
7. Heavy Vehicles permitted	Yes.	Yes.	Yes.	Yes.	Yes, but preferably only to service properties.	Only to service properties.
8. Intersection treatments	Controlled with appropriate measures e.g. high speed traffic management, signing, line marking, grade separation.	Controlled with appropriate measures e.g. traffic signals.	Controlled with appropriate Local Area Traffic Management.	Controlled with measures such as signing and line marking of intersections.	Controlled with minor Local Area Traffic Management or measures such as signing.	Self controlling with minor measures.
9. Frontage Access	None on Controlled Access Roads. On other routes, preferably none, but limited access is acceptable to service individual properties.	Prefer not to have residential access. Limited commercial access, generally via service roads.	Residential and commercial access due to its historic status Prefer to limit when and where possible.	Prefer not to have property access. Limited commercial access, generally via lesser roads.	Yes, for property and commercial access due to its historic status. Prefer to limit whenever possible. Side entry is preferred.	Yes.
10. Pedestrians	Preferably none. Crossing should be controlled where possible.	With positive measures for control and safety e.g. pedestrian signals.	With appropriate measures for control and safety e.g. median/islands refuges.	Measures for control and safety such as careful siteing of school bus stops and rest areas.	Yes, with minor safety measures where necessary.	Yes.
11. Buses	Yes.	Yes.	Yes.	Yes.	Yes.	If necessary (see Note 5)
12. On-Road Parking	No (emergency parking on shoulders only).	Generally no. Clearways where necessary.	Not preferred. Clearways where necessary.	No – emergency parking on shoulders – encourage parking in off road rest areas where possible.	Built Up Area – yes, where sufficient width and sight distance allow safe passing. Non Built Up Area – no. Emergency parking on shoulders.	Yes, where sufficient width and sight distance allow safe passing.
13. Signs & Linemarking	Centrelines, speed signs, guide and service signs to highway standard.	Centrelines, speed signs, guide and service signs.	Centrelines, speed signs, guide and service signs.	Centrelines, speed signs and guide signs.	Speed and guide signs.	Urban areas – generally not applicable. Rural areas - Guide signs.
14. Rest Areas/Parking Bays	In accordance with Main Roads' *Roadside Stopping Places Policy*.	Not Applicable.	Not Applicable.	Parking Bays/Rest Areas. Desired at 60km spacing.	Not Applicable.	Not Applicable.

Figure 7: Road types and criteria for Western Australia

Source: Main Roads Western Australia D10#10992

9 Public transport access

Information was collected from Transperth and the Public Transport Authority to assess the existing public transport access to and from the site.

The subject site has access to one bus service within walking distance, as detailed in Table 5.

Table 5: Bus routes servicing the subject site

Route	Service description
479	Clarkson Stn - Mindarie Marina via Aviator Bvd (Figure 9)

Public transport services provide a viable alternative mode of transport for staff and visitors to the proposed development.

The closest bus stops are located on Portofino Promenade, less than 150m walk from the site (Figure 8). Bus services provide excellent coverage and connectivity to the rail network via Clarkson Station.

The existing public transport network plan is shown in Figure 9.



Figure 8: Closest bus stops serving the proposed development

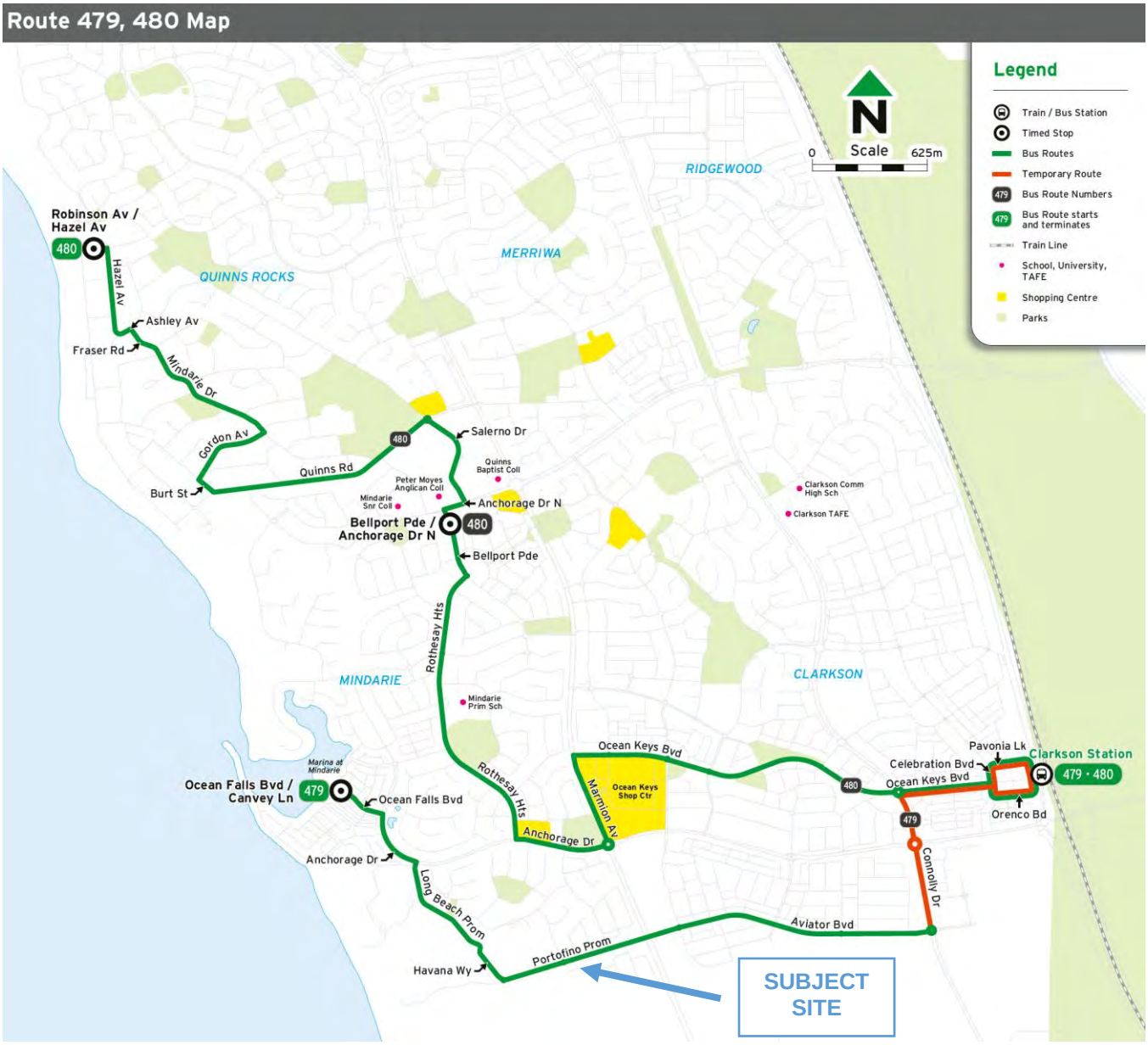


Figure 9: Transperth public transport plan (route 479)

Source: Transperth

10 Pedestrian access

Information from online mapping services, Main Roads WA, Local Government, and site visits was collected to assess the pedestrian access for the proposed development.

10.1 Pedestrian facilities and level of service

A footpath is provided on the northern, western and southern frontages adjacent to the site. Pedestrian crossing facilities, including kerb ramps and median refuge islands, are provided at nearby intersections, which promotes improved access for bicycles, wheelchairs and prams.

The WAPC Transport Impact Assessment Guidelines for Developments (2016) provide warrants for installing pedestrian priority crossing facilities. This is based on the volume of traffic as the key factor determining if pedestrians can safely cross a road. The guidelines recommend pedestrian priority crossing facilities be considered once the peak hour traffic exceeds the volumes detailed in Table 6.

The traffic volumes in this table are based on a maximum delay of 45 seconds for pedestrians, equivalent to Level of Service E. The pedestrian crossing facilities on adjacent roads near the site are sufficient and within the traffic volume thresholds.

Table 6: Traffic volume thresholds for pedestrian crossings

Road cross-section	Maximum traffic volumes providing safe pedestrian gap
2-lane undivided	1,100 vehicles per hour
2-lane divided (with refuge)	2,800 vehicles per hour
4-lane undivided*	700 vehicles per hour
4-lane divided (with refuge)*	1,600 vehicles per hour

10.2 Walking catchment analysis

A geospatial analysis was undertaken to assess the 400m and 800m walking catchment of the site. As depicted in Figure 10, there is a significant local residential catchment residing within the 10-minute walking catchment. The proposed local centre can benefit from attracting local customers who live within a short walking distance of the site, which will reduce reliance on parking.

Additionally, there is an estimated 58 public on-street car parking bays provided within the 400m walking distance catchment.

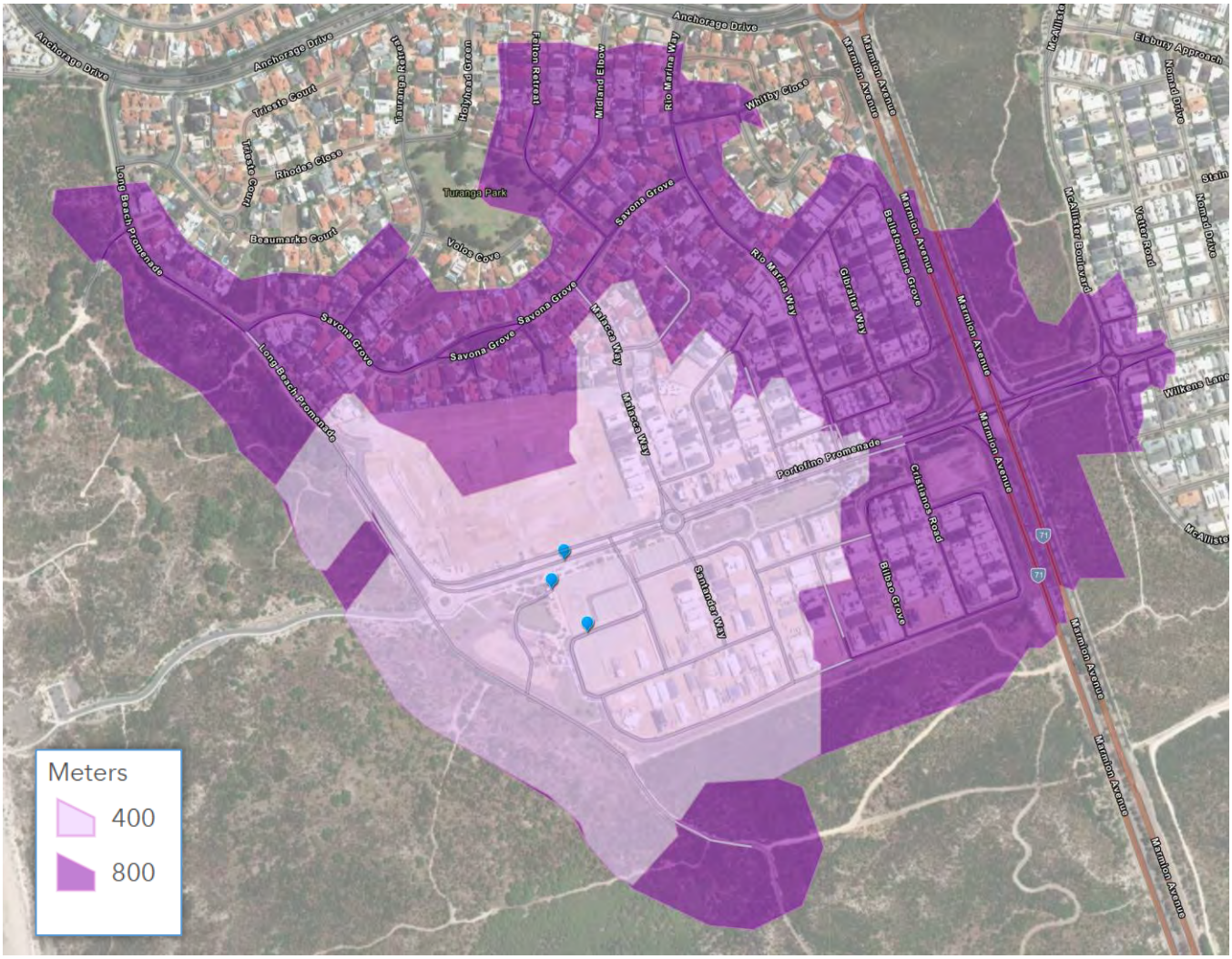


Figure 10: 400m – 800m walking catchment to the site

11 Bicycle access

Information from online mapping services, Department of Transport, Local Government, and/or site visits was collected to assess bicycle access for the proposed development.

11.1 Bicycle network

The site is well connected to a developing local and district cycling network. Portofino Promenade provides strong east–west linkage with shared paths and on-street cycling lanes on both sides of the road, allowing cyclists to approach from either direction in a low-stress environment and to transition easily between on-road and off-road facilities.

Immediately west of the site, Napoli Park contains a fine-grain network of shared paths that support local access and recreation, providing direct, traffic-free connections between surrounding local streets, the park reserve, and the Portofino Promenade frontage.

These paths tie into the broader coastal cycling spine, including the coastal shared path/PSP that extends south from the park area, offering a continuous north–south route for longer commuter and recreational trips.

Together, these facilities provide safe, legible and convenient cycling access to the local centre from the surrounding catchment and the wider coastal corridor.

11.2 Bicycle parking and end of trip facilities

The development provides 6 bicycle parking spaces within the site and 6 bicycle parking spaces in the park reserve on the western boundary of the site.

End of trip facilities, including separate male and female showers, changing rooms and lockers are provided in the development, to encourage active transport for staff.

11.3 Sustainable transport catchment

As shown in Figure 11, the subject site is well placed to support sustainable transport for both staff and visitors, particularly by cycling and micromobility.

The mapped catchment demonstrates that a substantial residential and activity area within the northern coastal corridor lies within a comfortable riding distance of the local centre. The 8km cycling and micromobility isochrone equates to an approximately 20–25 minute trip for typical users, capturing established suburbs to the south and north, as well as locals extending east of the Mitchell Freeway.

This broad, continuous catchment reflects the availability of connected shared paths, coastal PSP links and local street networks that together provide safe and direct routes to the site.

In this context, the development is expected to attract a meaningful proportion of short local trips by bike, e-scooter or other low-emission modes, reinforcing the development as a walkable and cycling accessible destination within the surrounding community.

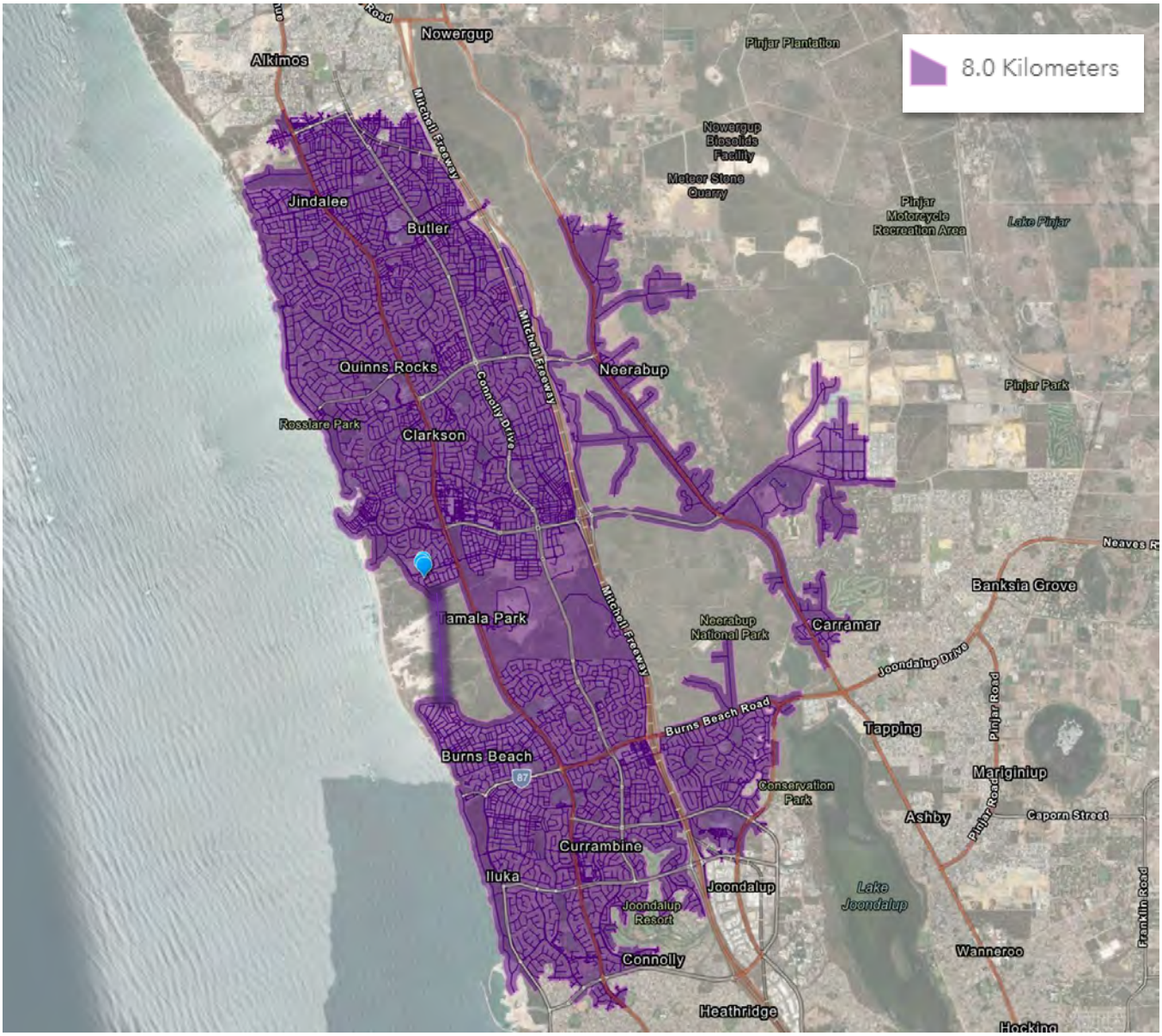


Figure 11: Cycling and micro-mobility catchment

12 Site specific issues

No additional site-specific issues were identified within the scope of this assessment.

13 Safety issues

The five-year crash history in the vicinity of the site was obtained from Main Roads WA. As detailed in Figure 12, two crashes were recorded in the locality in the last five years. The detailed crash history is presented in Table 7.

The low traffic generation of the proposed development is unlikely to impact traffic safety in the area.



Figure 12: 5-year crash map in the locality (2020-2024)

Source: MRWA crash mapping tool

Table 7: 5-year crash history in the locality (2020-2024)

Severity	No.	%
Fatal	0	0
Hospital	0	0
Medical	2	100.00
PDO Major	0	0
PDO Minor	0	0

Year	No.	%
2024	2	100.00

Nature	No.	%
Head On	0	0
Hit Animal	0	0
Hit Object	1	50.00
Hit Pedestrian	0	0
Non Collision	0	0
Not Known	0	0
Rear End	0	0
Right Angle	1	50.00
Right Turn Thru	0	0
Sideswipe Opposite Dirn	0	0
Sideswipe Same Dirn	0	0

Light	No.	%
Dark - Street Lights Not Provided	0	0
Dark - Street Lights Off	0	0
Dark - Street Lights On	0	0
Dawn Or Dusk	0	0
Daylight	2	100.00
Not Known	0	0

Conditions	No.	%
Dry	2	100.00
Not Known	0	0
Wet	0	0

Alignment	No.	%
Curve	0	0
Not Known	0	0
Other / Unknown	2	100.00
Straight	0	0

Total	2

14 Conclusion

This Transport Impact Statement has been prepared by Urbii on behalf of Relink Management WA Pty Ltd with regards to the proposed commercial development, located at 37 Amalfi Avenue, Mindarie.

The subject site is bound by Portofino Promenade to the north, Napoli Park to the west, Genoa Lane and a residential lot to the east and Amalfi Avenue to the south, as shown in Figure 1.

The site is presently vacant and is surrounded by residential and community land uses. The area is under development, with a mix of constructed dwellings and vacant residential lots. It is proposed to develop the site into a local centre, delivering a total of 1,009m^2 GFA.

The site features good connectivity with the existing road, cycling and walking network. There is good public transport coverage through nearby bus services and connectivity to the rail network.

The traffic analysis undertaken in this report shows that the traffic generation of the proposed development is moderate (less than 100vph on any lane) and as such would have moderate impact on the surrounding road network.

Parking demand modelling for the proposed local centre indicates an estimated peak demand of 38 bays against an onsite provision of 27 bays, resulting in an 11-bay shortfall. In context, this shortfall is acceptable because the centre is supported by substantial publicly available on-street parking within a 400m walking catchment and a strong residential walk-up catchment within 800m that is expected to generate a meaningful share of trips on foot.

Additionally, there is a high-quality cycling/micromobility network linked to Portofino Promenade, Napoli Park and the coastal PSP, complemented by onsite bicycle parking and end-of-trip facilities. Public transport stops within easy walking distance further broaden access options for both staff and customers.

Collectively, these shared parking resources and sustainable mode opportunities reduce reliance on private vehicle parking and provide sufficient capacity to accommodate peak conditions without adverse impacts on the surrounding road network.

It is concluded that the findings of this Transport Impact Statement are supportive of the proposed development.

Appendices

Appendix A: Proposed development plan



LOT 2401 PORTOFINO PROMENADE

NEW COMMERCIAL CENTRE

GROUND FLOOR PLAN

SCALE: 1:200 @ A1
DATE: 03/12/2025
DRAWN: MZ
DESIGNED: MZ
JOB NO: 226002
DRAWING: DA-2100 REV: A

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West Perth, WA 6005

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Appendix B: Swept path diagrams

Swept path diagrams are included in this section of the report. Different coloured lines are employed to represent the various envelopes of the vehicle swept path, as described below:

Cyan represents the wheel path of the vehicle

Green represents the vehicle body envelope

Blue represents a buffer 300mm/500mm line, offset from the vehicle swept path

The swept path diagrams are also provided separately in high-quality, A3 PDF format.



Revision notes:		
Rev:	Date:	Notes:
1	09/12/2025	Dark blue swept path line represents a 500mm buffer.

Drawn by: Paul Ghantous

Client: Relink Management WA Pty Ltd

Project: U25.123 - 37 Amalfi Avenue, Mindarie
Proposed Commercial Development

Drawing Title: Swept path analysis - Delivery Truck Entry
AS2890.2 - 6.4m Small Rigid Vehicle (SRV)

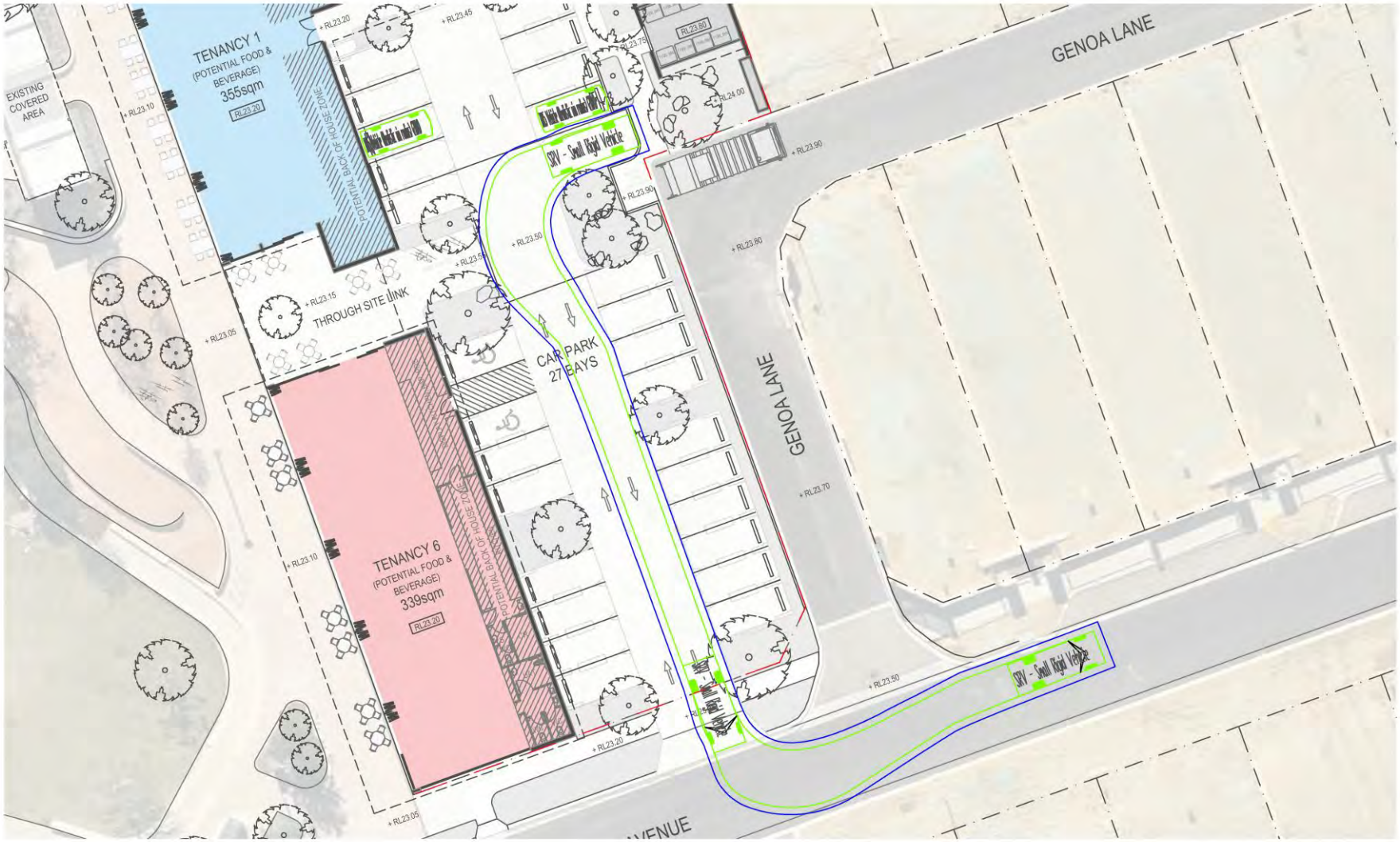
Date: 09/12/2025

Scale @ A3: 1:250

Revision: sk01

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Revision notes:

Rev:	Date:	Notes:
1	09/12/2025	Dark blue swept path line represents a 500mm buffer.

Drawn by: Paul Ghantous

Client: Relink Management WA Pty Ltd

Project: U25.123 - 37 Amalfi Avenue, Mindarie
Proposed Commercial Development

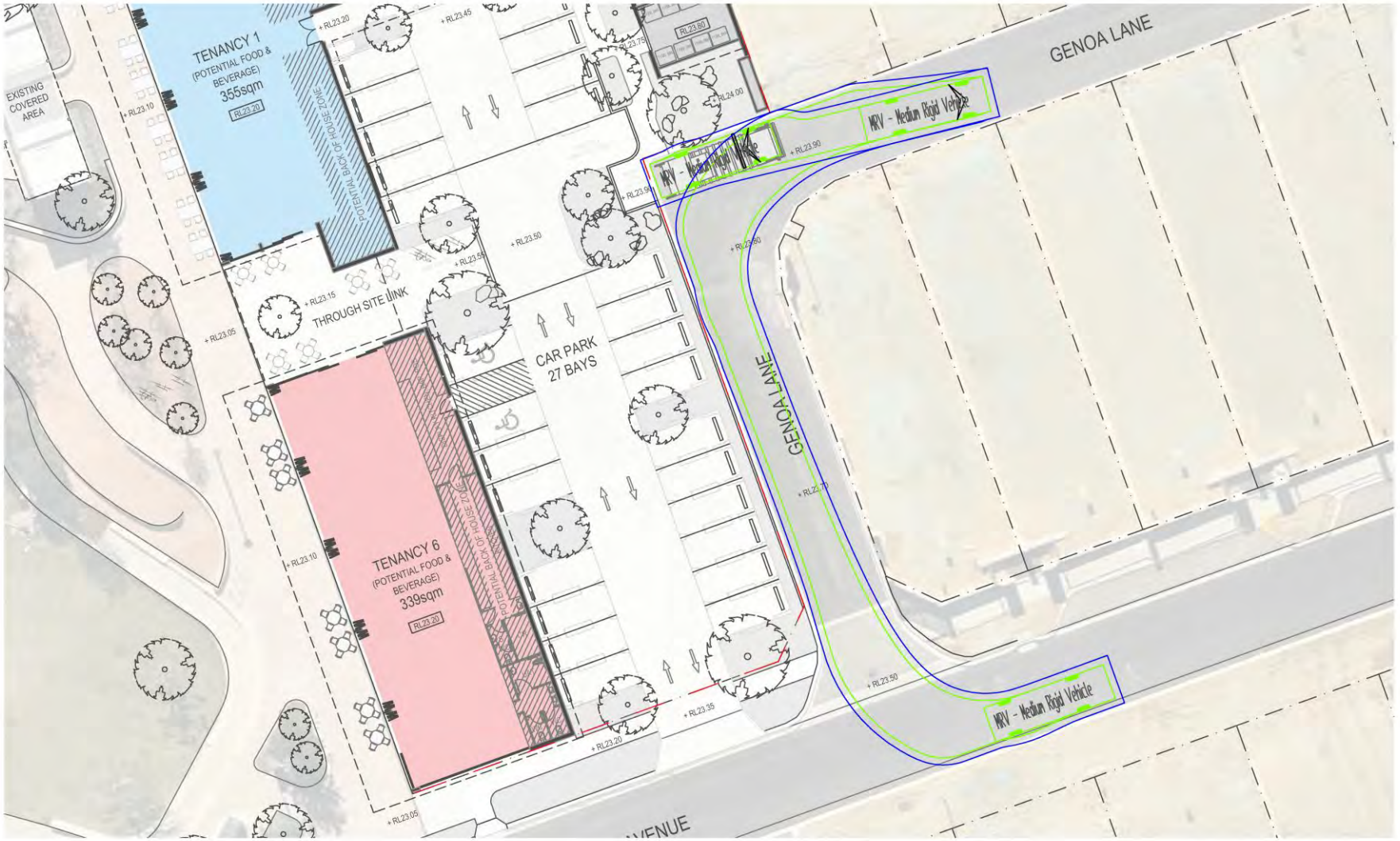
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AS2890.2 - 6.4m Small Rigid Vehicle (SRV)

Date: 09/12/2025

Scale @ A3: 1:250

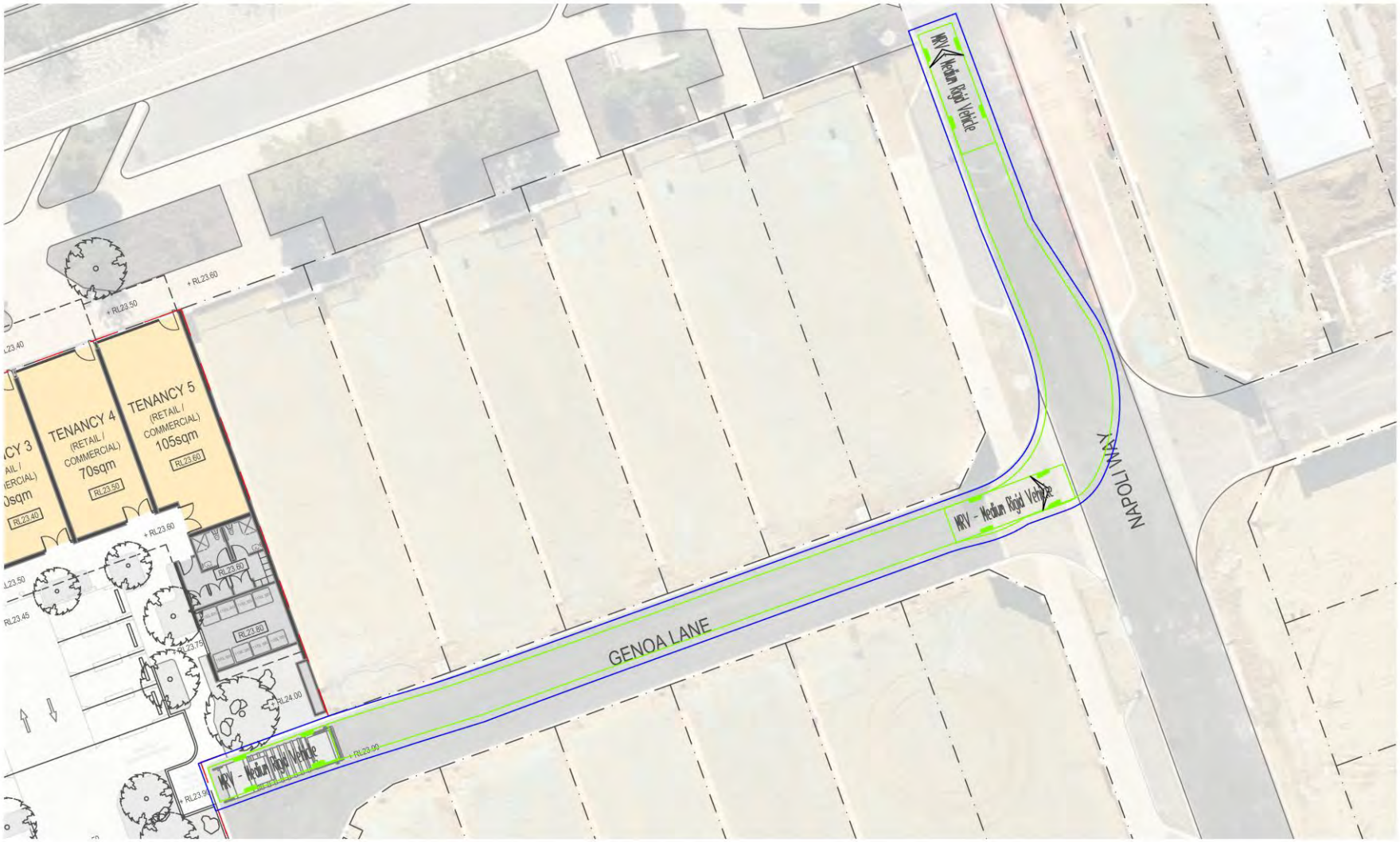
Revision: sk02

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Rev:	Date:	Notes:
1	09/12/2025	Dark blue swept path line represents a 500mm buffer.

Drawn by: Paul Ghantous	Project: U25.123 - 37 Amalfi Avenue, Mindarie Proposed Commercial Development	Date: 09/12/2025	urbii Sustainable Transport. Safe Solutions PO Box 4315, Baldivis WA 6171 customer@urbii.com.au 0433658164	
Client: Relink Management WA Pty Ltd	Drawing Title: Swept path analysis - Waste Truck Entry AS2890.2 - 8.8m Medium Rigid Vehicle (MRV)	Scale @ A3: 1:250 Revision: sk03		



Revision notes:

Rev:	Date:	Notes:
1	09/12/2025	Dark blue swept path line represents a 500mm buffer.

Drawn by: Paul Ghantous

Client: Relink Management WA Pty Ltd

Project: U25.123 - 37 Amalfi Avenue, Mindarie
Proposed Commercial Development

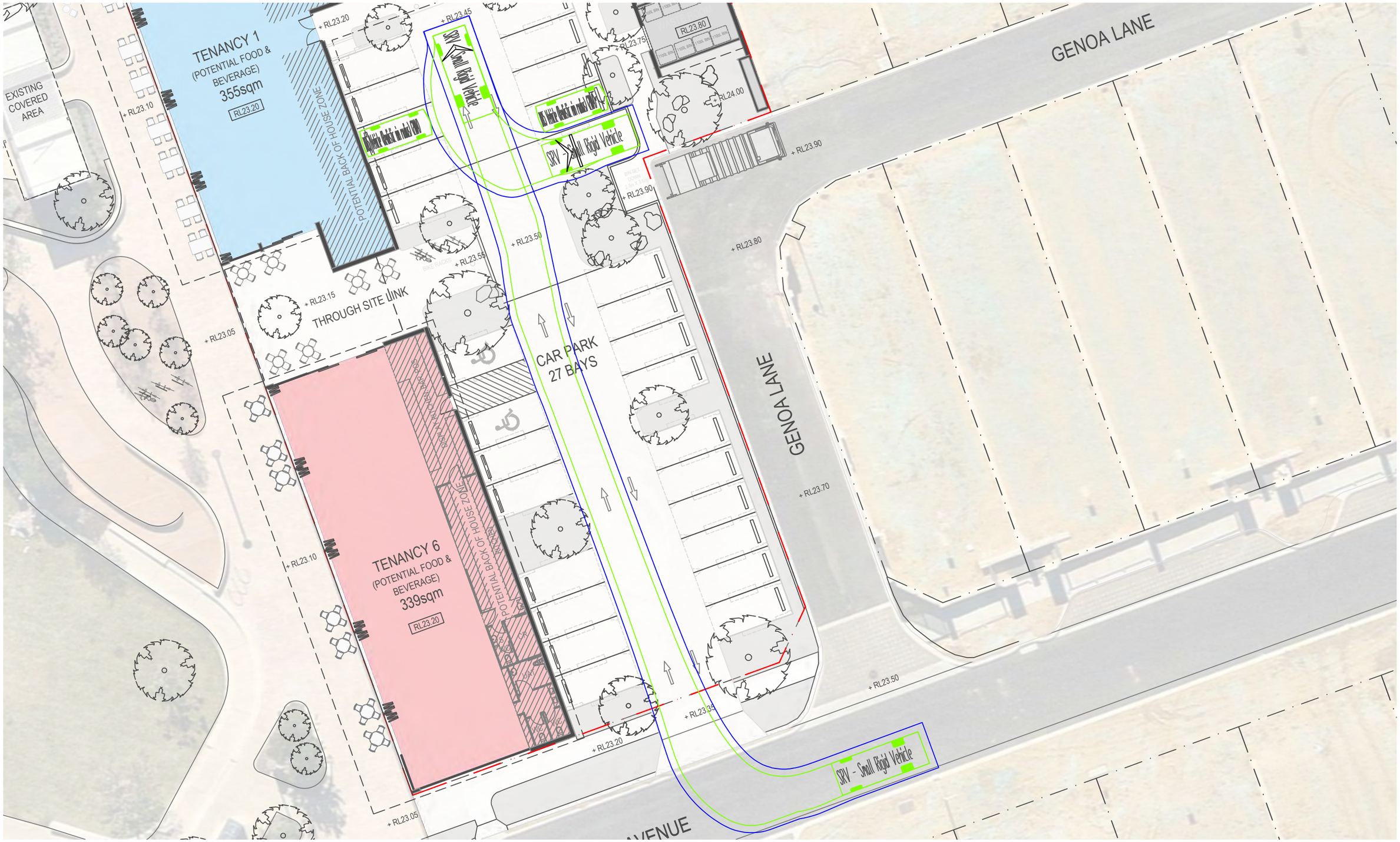
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AS2890.2 - 8.8m Medium Rigid Vehicle (MRV)

Date: 09/12/2025

Scale @ A3: 1:250

Revision: sk04

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1	09/12/2025	Dark blue swept path line represents a 500mm buffer.

Drawn by:
Paul Ghantous

Client:
Relink Management WA Pty Ltd

Project:
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Proposed Commercial Development

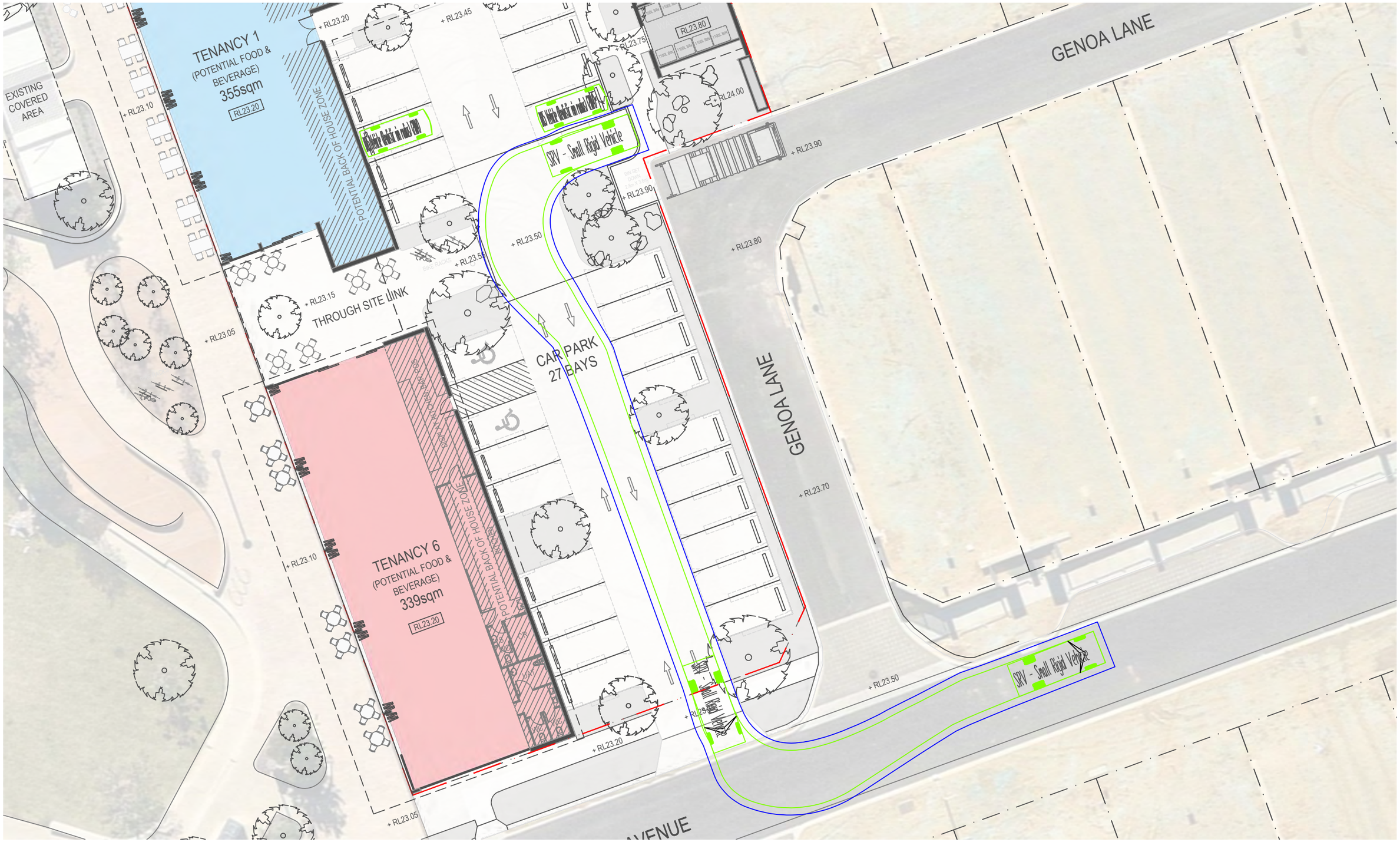
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Swept path analysis - Delivery Tuck Entry
AS2890.2 - 6.4m Small Rigid Vehicle (SRV)

Date:
09/12/2025

Scale @ A3:
1:250

Revision:
sk01

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Revision notes:

Rev:	Date:	Notes:
1	09/12/2025	Dark blue swept path line represents a 500mm buffer.

Drawn by:
Paul Ghantous

Client:
Relink Management WA Pty Ltd

Project:
U25.123 - 37 Amalfi Avenue, Mindarie
Proposed Commercial Development

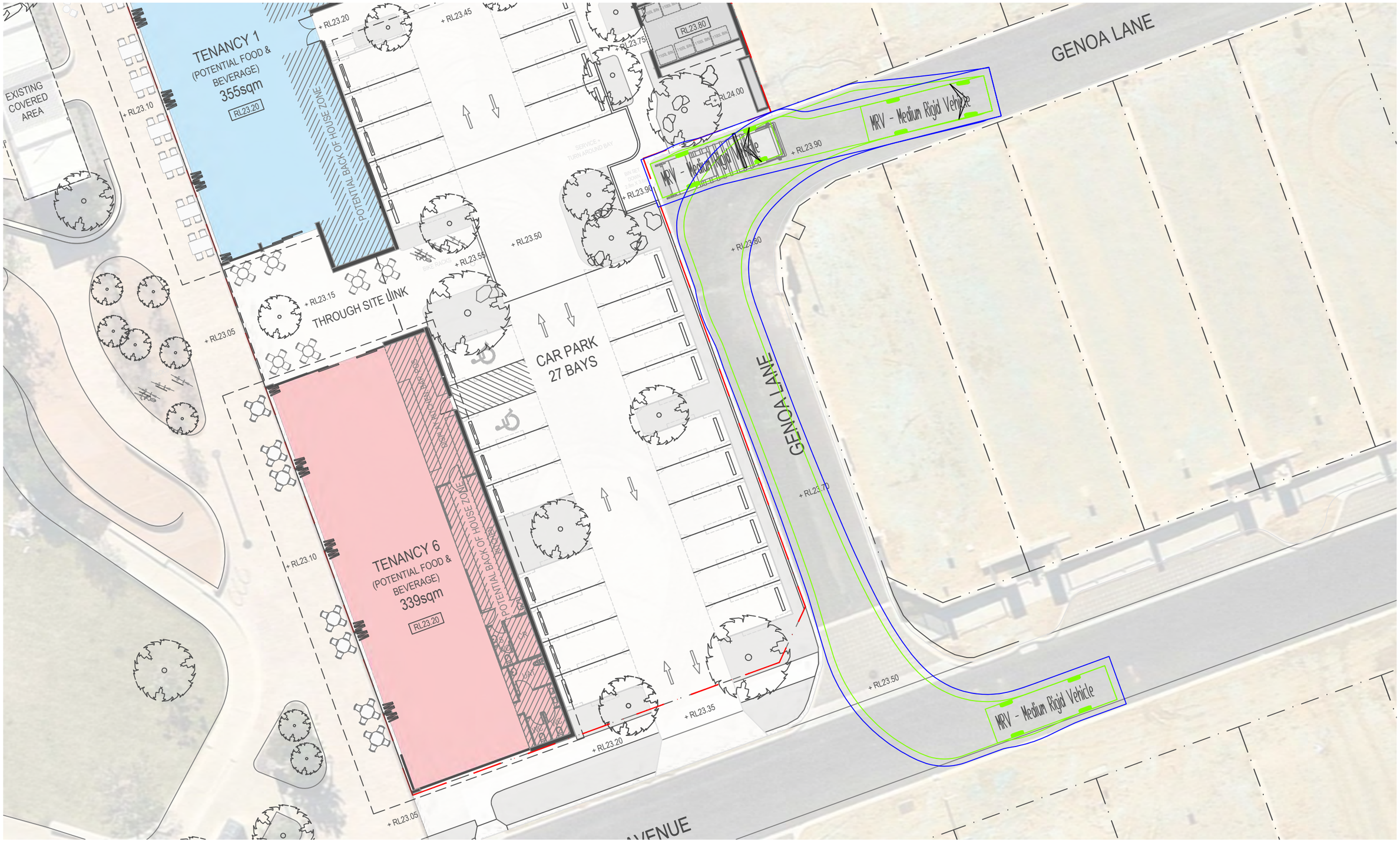
Drawing Title:
Swept path analysis - Delivery Tuck Exit
AS2890.2 - 6.4m Small Rigid Vehicle (SRV)

Date:
09/12/2025

Scale @ A3:
1:250

Revision:
sk02

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Rev:	Date:	Notes:
1	09/12/2025	Dark blue swept path line represents a 500mm buffer.

Drawn by:
Paul Ghantous

Client:
Relink Management WA Pty Ltd

Project:
U25.123 - 37 Amalfi Avenue, Mindarie
Proposed Commercial Development

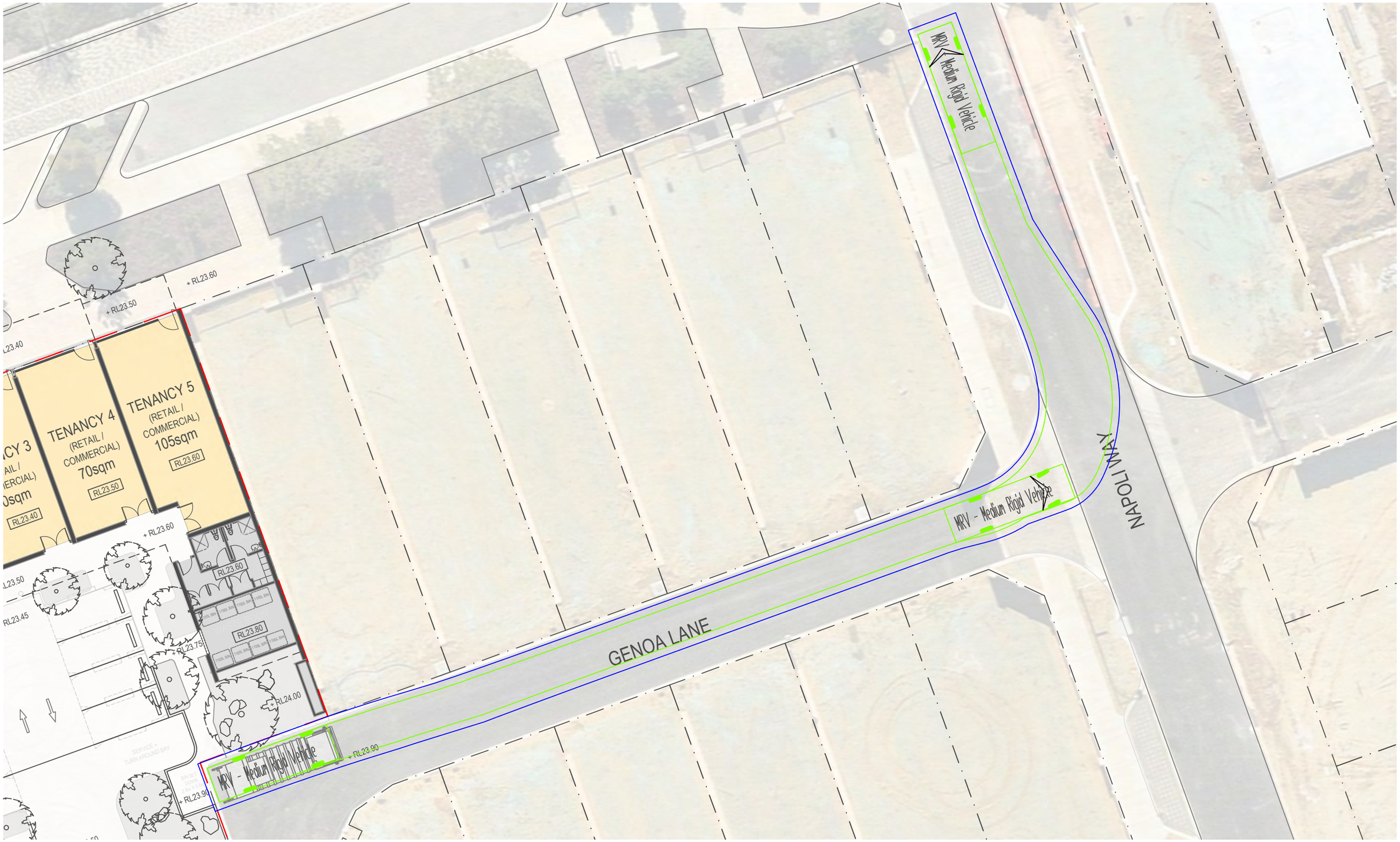
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Swept path analysis - Waste Tuck Entry
AS2890.2 - 8.8m Medium Rigid Vehicle (MRV)

Date:
09/12/2025

Scale @ A3:
1:250

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Revision notes:

Rev:	Date:	Notes:
1	09/12/2025	Dark blue swept path line represents a 500mm buffer.

Drawn by:
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Client:
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Project:
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Proposed Commercial Development

Drawing Title:
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Date:
09/12/2025

Scale @ A3:
1:250

Revision:
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Revision notes:

Rev:	Date:	Notes:
1	09/12/2025	6 x 1,100L General Waste Bins 2 x 1,100L Recycling Bins

Drawn by:
Paul Ghantous

Client:
Relink Management WA Pty Ltd

Project:
U25.123 - 37 Amalfi Avenue, Mindarie
Proposed Commercial Development

Drawing Title:
Bin Storage and Collection Access Route Plan
General Waste & Recycling

Date:
09/12/2025

Scale @ A3:
1:100

Revision:
sk05

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Landscape Plan - Ground Floor

LEGEND

1. Bike Racks x3
2. Extended pedestrian connection
3. Trafficable Paving / Shared zone
4. High boundary wall
5. Opportunity for informal seating. Dependent on final Tenant and to be co-ordinated with CoW.
6. Robust native planting
7. Shade trees in canopy
8. Turn-Around Bay
9. Bike Racks - Proposed in park x3

– – Plot Boundary



MORO

Planting Approach

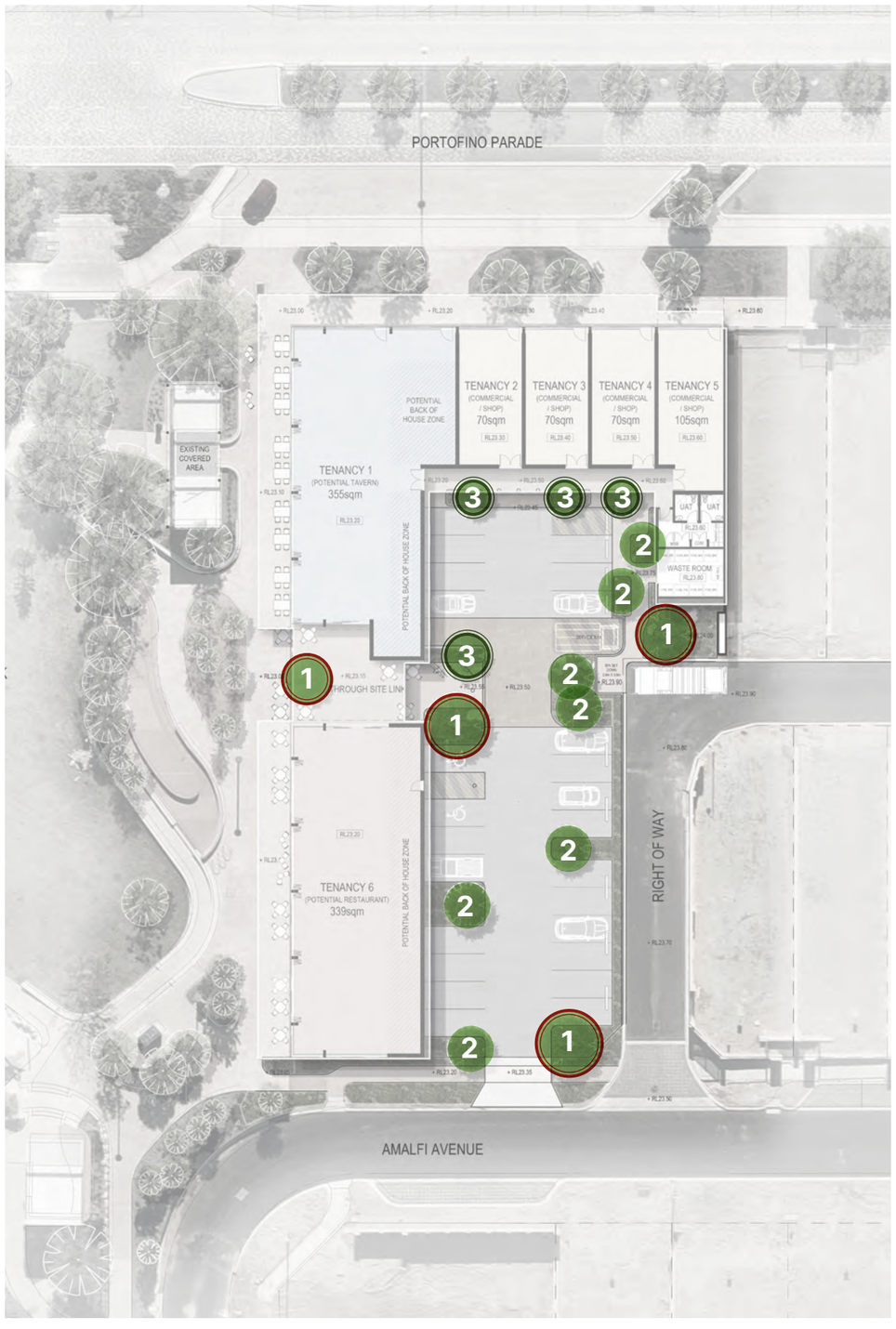
Shared character, layered comfort

The planting approach builds on the existing landscape of Napoli Park, extending its palette and atmosphere into the new development. Rather than introducing a new aesthetic, the intent is to connect and complement, using shared species, textures, and tones to create a consistent landscape from day one.

Planting softens the built edges, defines alfresco zones, and improves comfort through shade, structure, and seasonal variety. Within the car park, hardy coastal species provide resilience and reduce reflected heat. Along the western terrace, planting blends with the park's edge to maintain openness while reinforcing the sense of a shared public place.

LEGEND

Proposed Trees



Trees







Deciduous

1. Erythrina × sykesii (Coral tree)

Evergreen

2. Agonis flexuosa (Western Australian peppermint)
3. Melaleuca lanceolata (Moonash Tree)

Plant Palette

Walk Through Link

Planting in the walkthrough zones stays low and open, guiding movement without blocking views. Compact coastal species provide texture and rhythm against the paths while keeping maintenance light and sightlines clear. These areas act as gentle transitions between parking, alfresco and the park edge.

Narrow Planting Strips

The thinner planting bands use hardy, upright or compact species that perform well in constrained spaces. These plants stabilise the edges, manage occasional runoff and maintain a tidy profile, offering structure without overwhelming the hardscape.

More Substantial Planting Areas

In the broader pockets, the palette becomes more layered, allowing for small canopy trees, mid-storey shrubs and resilient groundcovers. These zones introduce shade, soften the car park and create moments of colour and density that anchor the landscape.

Ground Covers





Strappy Plants



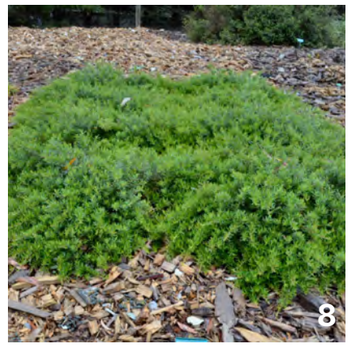


Shrubs









Accents

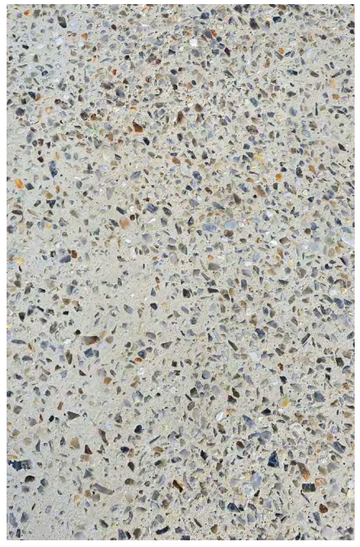




1. Scaevola aemula
2. Carpobrotus virescens
3. Lomandra ‘Tanika’
4. Dianella ‘Little Rev’
5. Myoporum insulare
6. Olearia axillaris
7. Westringia fruticosa
8. Grevillea obtusifolia
9. Acacia lasiocarpa prostrate
10. Senecio vitalis

Surface Finishes

The surface finishes follow the same approach as the planting, carrying through the materiality, tones and textures already established in the park so the new spaces feel connected, coastal and familiar from the outset.



Material: Exposed Aggregate Insitu Concrete

Colour: Creme Base

Location: Through Site Link



Material: Insitu Concrete

Colour: Creme Base

Location: Circulation Pathway



Material: Limestone Boulders

Colour: Natural

Location: Garden

Deep Soil Summary

Summary

Deep Soil Area (DSA) Total Summary	
Lot Area	2256 sqm
Deep Soil Planting	205 sqm (9% of site area)

In-ground Deep Soil Planting



HERRING STORER ACOUSTICS

T&Z ARCHITECTS

LOT 2401 PORTOFINO PARADE
MINDARIE

DEVELOPMENT APPLICATION
PRELIMINARY ACOUSTIC ASSESSMENT

FEBRUARY 2026

OUR REFERENCE: 35316-3-25352

Rochdale Holdings Pty Ltd A.B.N. 85 009 049 067 trading as:
HERRING STORER ACOUSTICS
P.O. Box 219, Como, W.A. 6952
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hsa@hsacoustics.com.au

DOCUMENT CONTROL PAGE

DEVELOPMENT APPLICATION
PRELIMINARY ACOUSTIC ASSESSMENT
LOT 2401 PORTOFINO PARADE
MINDARIE

Job No: 25352

Document Reference: 35316-3-25352

DOCUMENT INFORMATION			
Author:	George Watts	**Checked By:**	Tim Reynolds
Date of Issue:	18th September 2025		

REVISION HISTORY

Revision	Description	Date	Author	Checked
1	Revision following changes to plans	24/11/25	GW	TR
2	Addition of Waste Collection Noise discussion following council feedback	19/2/2026	GW	TR

DOCUMENT DISTRIBUTION

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1	3	T&Z Architects Attn: Mark Zuvela Email: mark@tz.com.au		✓

CONTENTS

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2.0	CRITERIA	3
3.0	NOISE MODELLING AND RESULTS	6
4.0	ASSESSMENT	8
5.0	CONCLUSION	9

APPENDICIES

A	DEVELOPMENT PLANS
B	NOISE CONTOUR PLOTS

EXECUTIVE SUMMARY

Herring Storer Acoustics have been commissioned through T & Z Architects, to carry out an acoustical assessment of noise emissions associated with the proposed commercial development at Lot 2401 Portofino Parade, Mindarie.

This is a preliminary assessment to ascertain if the proposed development is capable of complying with the relevant Regulations. It is recommended that any restrictions on the use of the development be refrained from being imposed until the actual operations of the proposed tenant is known – at which stage, the operator would need to apply for the relevant approvals through council, and likely liquor licencing through the relevant authorities in the case of the food and beverage tenancies.

Our preliminary assessment of noise levels associated with the proposed alfresco areas and delivery dock are calculated to comply with the relevant assigned noise levels under certain operating conditions. The following summarises the conditions that are deemed necessary:

- Alfresco areas to be limited to ambient music only.
- External alfresco areas not to be used during the night period (after 10pm and before 7am Monday to Saturday / 9am on Sundays and Public Holidays).
- Delivery dock not to be utilised during the night period.

We note that with the inclusion of the above, compliance is achieved at all times.

It is noted that this is a preliminary noise impact assessment, based upon assumptions of the use of the spaces. Should the alfresco areas be utilised for seated dining purposes, the noise impact would be less, and the restrictions to use likely to be less stringent. It would be appropriate for the operational conditions of the actual occupant to be determine any restrictions on the use of the tenancy – rather than this preliminary assessment, which has been undertaken primarily to ascertain if the proposed uses can be accommodated.

Mechanical services have not been considered in this assessment, as they have not been designed at the early stage of the development. It is considered appropriate that an assessment of the noise impact associated with the mechanical design be a condition of development approval.

Waste management, and noise associated with the collection of waste, has not been assessed as part of this report. Noise levels associated with waste collection are exempt from the requirement of meeting the Assigned Noise Levels stipulated by the Regulations, on the proviso that they are undertaken during specific hours – or – in the event of being outside of these hours, under an approved management plan. This methodology of noise management is the same as what is undertaken by council to manage typical residential bin pick ups.

In the event that waste management from the site will be undertaken by a commercial operator (i.e. not the ‘ordinary’ council pick up) then this will be undertaken following exactly the same process that council follows for their own waste management.

1.0 INTRODUCTION

Herring Storer Acoustics have been commissioned through T&Z Architects to carry out a preliminary assessment of noise emissions associated with the proposed commercial development at Lot 2401 Portofino Parade, Mindarie.

This is understood to have been requested to accompany the development application for the project.

The objectives of the study were to:

- Construct a predictive noise model for noise levels associated with the proposed development.
- Assess the predicted noise levels received at the closest noise sensitive premises, for compliance with the *Environmental Protection (Noise) Regulations 1997*.
- If exceedances are predicted, investigate possible noise control options that will reduce noise emissions to achieve compliance with the Regulations.

For reference, development plans are attached in Appendix A.

2.0 CRITERIA

The *Environmental Protection (Noise) Regulations 1997* stipulate the allowable noise levels at any noise sensitive premises from other premises. The allowable noise level is determined by the calculation of an influencing factor, which is added to the baseline criteria set out in Table 1 of the Regulations. The baseline assigned noise levels are listed in Table 2.1.

TABLE 2.1 – ASSIGNED NOISE LEVELS

Premises Receiving Noise	Time of Day	Assigned Level (dB)		
		$L_{A\ 10}$	$L_{A\ 1}$	$L_{A\ max}$
Noise sensitive premises within 15 metres of a dwelling	0700 - 1900 hours Monday to Saturday	45 + IF	55 + IF	65 + IF
	0900 - 1900 hours Sunday and Public Holidays	40 + IF	50 + IF	65 + IF
	1900 - 2200 hours all days	40 + IF	50 + IF	55 + IF
	2200 hours on any day to 0700 hours Monday to Saturday and 0900 hours Sunday and Public Holidays	35 + IF	45 + IF	55 + IF

Note: The L_{A10} noise level is the noise that is exceeded for 10% of the time.
The L_{A1} noise level is the noise that is exceeded for 1% of the time.
The L_{Amax} noise level is the maximum noise level recorded.

It is a requirement that noise from the site be free of annoying characteristics (tonality, modulation and impulsiveness) at other premises, defined below as per Regulation 9.

"impulsiveness" means a variation in the emission of a noise where the difference between L_{Apeak} and $L_{Amax\ Slow}$ is more than 15dB when determined for a single representative event;

"modulation" means a variation in the emission of noise that –

(a) is more than 3dB $L_{A\ Fast}$ or is more than 3dB $L_{A\ Fast}$ in any one-third octave band;

(b) is present for more at least 10% of the representative assessment period; and

(c) is regular, cyclic and audible;

"tonality" means the presence in the noise emission of tonal characteristics where the difference between –

(a) the A-weighted sound pressure level in any one-third octave band; and

(b) the arithmetic average of the A-weighted sound pressure levels in the 2 adjacent one-third octave bands,

is greater than 3 dB when the sound pressure levels are determined as $L_{Aeq,T}$ levels where the time period T is greater than 10% of the representative assessment period, or greater than 8 dB at any time when the sound pressure levels are determined as $L_{A\ Slow}$ levels.

Where the above characteristics are present and cannot be practicably removed, the following adjustments are made to the measured or predicted level at other premises.

TABLE 2.2 – ADJUSTMENTS FOR ANNOYING CHARACTERISTICS

Where tonality is present	Where modulation is present	Where impulsiveness is present
+ 5 dB	+ 5 dB	+ 10 dB

Where the noise emission is music, then any measured level is adjusted according to Table 2.3 below.

TABLE 2.3 – ADJUSTMENTS TO MEASURED MUSIC NOISE LEVELS

Where **impulsiveness** is not present	Where **impulsiveness** is present
+10 dB(A)	+15 dB(A)

The nearest noise sensitive premises considered in our assessment are as shown in Figure 1 below. It is noted that potential noise sensitive premises have been considered in this assessment, with all locations assumed to be two storeys. In the instances of the "laneway" residences, the areas fronting the laneways are highly likely to consist of garages (i.e. not assessable locations) however have been conservatively considered to be potential locations.

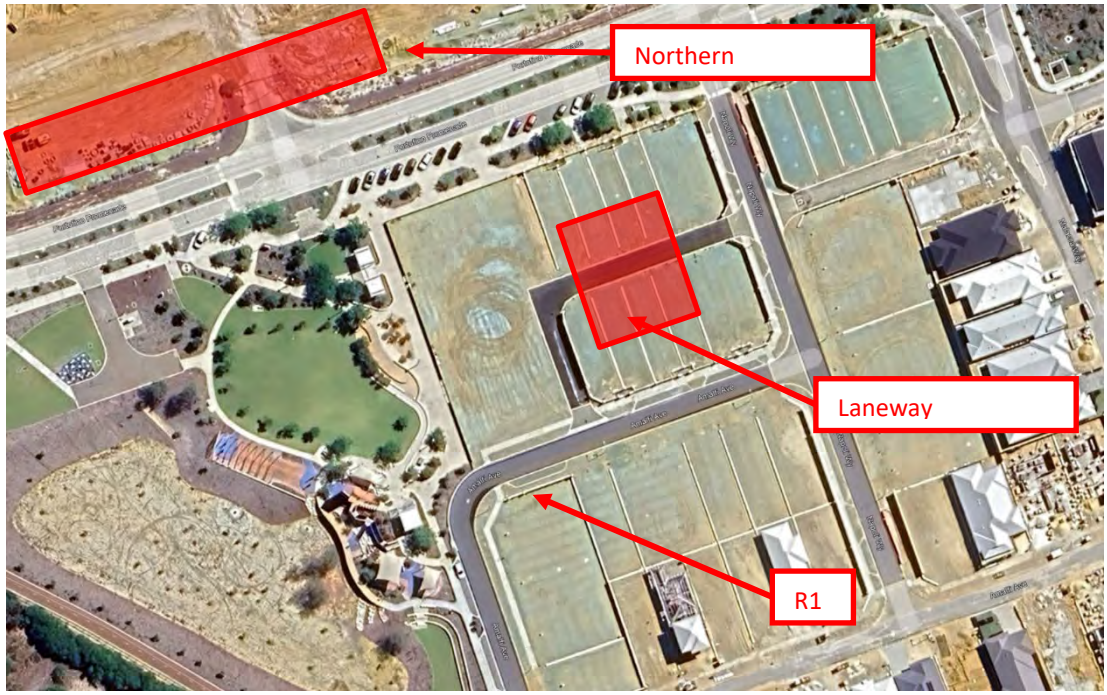


FIGURE 1 – DEVELOPMENT LOCATION AND SURROUNDS

The influencing factor at the identified noise sensitive premises has been determined as 1 dB.

The influencing factor calculation has been based on the following:

Commercial Premises within the inner circle;	
20 %	+ 1 dB
Total IF	**+ 1 dB**

Therefore, the assigned noise levels are listed in Tables 2.4.

TABLE 2.4 - ASSIGNED OUTDOOR NOISE LEVELS

Premises Receiving Noise	Time of Day	Assigned Level (dB)		
		L_{A10}	L_{A1}	L_{Amax}
Noise sensitive premises within 15 metres of a dwelling	0700 - 1900 hours Monday to Saturday	46	56	66
	0900 - 1900 hours Sunday and Public Holidays	41	51	66
	1900 - 2200 hours all days	41	51	56
	2200 hours on any day to 0700 hours Monday to Saturday and 0900 hours Sunday and Public Holidays	36	46	56

Note: L_{A10} is the noise level exceeded for 10% of the time.
L_{A1} is the noise level exceeded for 1% of the time.
L_{Amax} is the maximum noise level.

It is noted that under the Environmental Protection (Noise) Regulations 1997, the noise received at a premise from the collection of waste does not need to comply with the Assigned Noise Levels, provided it is carried out in accordance with Regulation 14A of the Regulations.

In summary, waste collection carried out during the following times do not need to comply with the Assigned Noise Levels:

- 0700 hours and 1900 hours on any day that is not a Sunday or a public holiday;
  Or
- 0900 hours and 1900 hours on a Sunday or a public holiday.

For information waste collection carried out during the above times is classified as ***Class 1 works. Class 2 works*** means specified works carried out otherwise than between the hours specified in the definition of class 1 works.

Note: Class 2 works also do not need to comply with the assigned noise levels, provided certain requirements, including operating under an approved Noise Management Plan, are followed.

For information it is also noted that, under the Regulations, the above requirements apply to "specified works". Specified works, includes:

a) The collection of waste, or
b) The cleaning of a road or the drains for a road; or
c) The cleaning of public places, including footpaths, cycle paths, car parks and beaches; or
d) The maintenance of road verges and public open space (including the collection of rubbish and the planting, trimming, watering or removal of trees); or
e) The periodic collection of household items or other things placed on street verges by residents for the purpose of such a collection; or
f) Activities associated with hazard or emergency management.

Waste means waste from domestic or commercial sources and includes:

a) Putrescible waste; and
b) Non putrescible waste; and
c) Recyclable materials.

Thus, based on the above, noise emissions from waste collections do not need to be assessed and does not form part of the acoustical assessment.

3.0 NOISE MODELLING AND RESULTS

From information provided, a noise model was developed of the proposed development, which is understood to consist of two food and beverage tenancies to the west side of the development and four assumedly retail tenancies fronting the north side of the development.

Noise emissions from within the buildings have been assumed to be able to be contained within the building, with this preliminary assessment considering external noise sources only.

External noise levels associated with the food and beverage tenancies have been assumed to consist of patrons within alfresco areas (to the west side of the development) or through the bifold doors on this facade.

Noise levels within the external areas has been assumed to be 66 dB(A)/m^2 sound power level. This noise level is representative of beer garden noise levels. This noise level has been utilised as the sound power level for the alfresco area as it has been utilised for numerous assessments of a similar nature and has been confirmed as being sufficiently accurate for the purposes of assessment.

In this instance it is understood that this noise level may overestimate the actual noise level emissions associated with the alfresco area, as the alfresco areas might be utilised for seated dining purposes – in which case, the assumed noise level would overrepresent what would occur.

Any music in the alfresco areas, or from inside, has been considered to be ambient only, and not significantly contributing to the noise received at neighbouring premises. It is noted that with ambient music noise levels, there is the additional assumption that the music would not contain significant levels of low frequency noise (i.e. bass component).

Bifold windows/doors have been assumed to be open – with any music internally at background/ambient level. In the event of music being played at any significant level, these openings would need to be closed.

Noise emissions associated with mechanical services has not been included in this assessment, as the mechanical design has not been undertaken at this stage of the project. This design work would be undertaken during the design development phase of the project, and it would be considered appropriate – and the norm – for an assessment of noise impacts associated with the mechanical design to be undertaken during the design development phase.

The use of the delivery dock has been assumed to accommodate rigid trucks in the order of 13m long. The noise level associated with the manoeuvring of such a delivery truck has been assumed at sound power level 85 dB(A), based upon noise level measurements of these sorts of trucks.

Notes:

1 For the noise to be less than 10% of the time and be assessed under the L_{A1} assigned noise levels, the truck engines would need to be turned off while unloading is occurring. This is understood to be able to be accommodated and presents as standard practice in many delivery docks in Western Australia. The requirement to do so would be expected to be incorporated into the operational noise management plan once constructed.

2 The L_{A1} assigned noise level would be the pertinent prescribed noise level in this instance (for delivery truck movements) as the duration of time that the noise of the truck manoeuvring is present is less than 10% of a representative time period. The noise associated with the delivery is the manoeuvring of the truck into place, upon which the truck is switched off – hence – even if the delivery takes some time (i.e. 30 – 60 minutes) the noise level associated with the truck is not present throughout the duration of the delivery.

3 The representative time period for deliveries has been considered in this context to be reasonable to be in the order of 1 hour – as this is the typical duration of a delivery.

4 It is noted that this also means the noise assessment is more “realistic” as if the L_{A10} parameter was to be used as the noise level associated with the truck is not present for more than 10% of a representative time period, the L_{A10} noise level would be at the ambient noise level of the area, rather than the truck noise.

Noise levels at the identified noise sensitive premises, are listed in Table 3.1. Noise contour plots are included for information purposes in Appendix B.

TABLE 3.1 – CALCULATED NOISE LEVELS AT NOISE SENSITIVE PREMISES

Location	Calculated Noise Level dB(A)	
	Alfresco Patrons	Truck Delivery
Northern Residences	38	16
Laneway Residences	20	48
R3	41	29

4.0 ASSESSMENT

Noise levels associated with the alfresco areas of the food and beverage tenancies are to be limited to patron noise only, with background music to be restricted to a level such that it does not significantly contribute to the noise emissions of the development.

Based on the definitions of tonality, noise emissions from truck movements and compactor noise, being an L_{A1}, being present for less than 10% of the time, would not be considered tonal.

Hence, no adjustment to the calculated noise levels are applicable in accordance with the *Environmental Protection (Noise) Regulations 1997*.

Therefore, Table 4.1 and 4.2 summarises the assessment of the calculated noise levels against the pertinent Assigned Noise Levels.

TABLE 4.1 – ASSESSMENT OF ALFRESCO PATRON NOISE

Location	Assessable Noise Level, dB(A)	Applicable Times of Day	Applicable L_{A10} Assigned Level (dB)	Exceedance to Assigned Noise Level (dB)
Northern Residences	38	Day	46	Complies
		Sunday Public Holiday Day Period	41	Complies
		Evening	41	Complies
		Night	36	+ 2 dB
Laneway Residences	20	Day	46	Complies
		Sunday Public Holiday Day Period	41	Complies
		Evening	41	Complies
		Night	36	Complies
R3	41	Day	46	Complies
		Sunday Public Holiday Day Period	41	Complies
		Evening	41	Complies
		Night	36	+ 5 dB

TABLE 4.2 – ASSESSMENT OF LOADING DOCK NOISE

Location	Assessable Noise Level, dB(A)	Applicable Times of Day	Applicable L_{A1} Assigned Level (dB)	Exceedance to Assigned Noise Level (dB)
Northern Residences	16	Day	56	Complies
		Sunday Public Holiday Day Period	51	Complies
		Evening	51	Complies
		Night	46	Complies
Laneway Residences	48	Day	56	Complies
		Sunday Public Holiday Day Period	51	Complies
		Evening	51	Complies
		Night	46	+ 2 dB
R3	29	Day	56	Complies
		Sunday Public Holiday Day Period	51	Complies
		Evening	51	Complies
		Night	46	Complies

As can be seen from the above table, noise levels associated with the proposed alfresco areas and delivery dock are calculated to comply with the relevant assigned noise levels under certain operating conditions. The following summarises the conditions that are deemed necessary:

- Alfresco areas to be limited to ambient music only.
- External alfresco areas not to be used during the night period (after 10pm and before 7am Monday to Saturday / 9am on Sundays and Public Holidays).
- Delivery dock not to be utilised during the night period.

We note that with the inclusion of the above, compliance is achieved at all times.

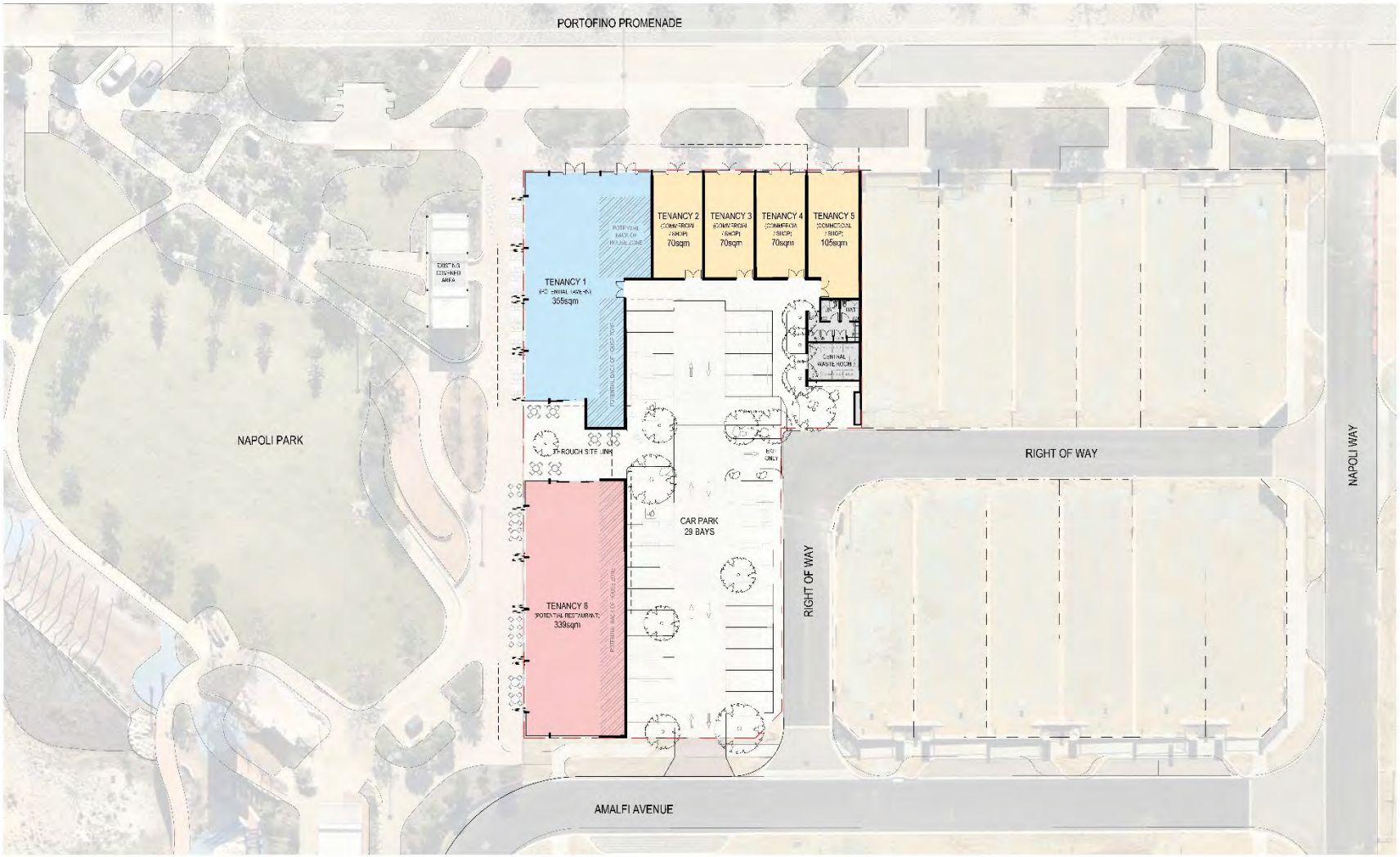
It is further noted that this is a preliminary noise impact assessment, based upon assumptions of the use of the spaces. Should the alfresco areas be utilised for seated dining purposes, the noise impact would be less, and the restrictions to use likely to be less stringent. It would be appropriate for the operational conditions of the actual occupant to be determine any restrictions on the use of the tenancy – rather than this preliminary assessment, which has been undertaken primarily to ascertain if the proposed uses can be accommodated – which they can.

5.0 CONCLUSION

Based on the above assessment, noise level emissions associated with the proposed tavern can comply with the Assigned Noise Level stipulated by the *Environmental Protection (Noise) Regulations 1997*.

APPENDIX A

DEVELOPMENT PLAS



LOT 2401 PORTOFINO PARADE

NEW FOOD + RETAIL LOCAL CENTRE

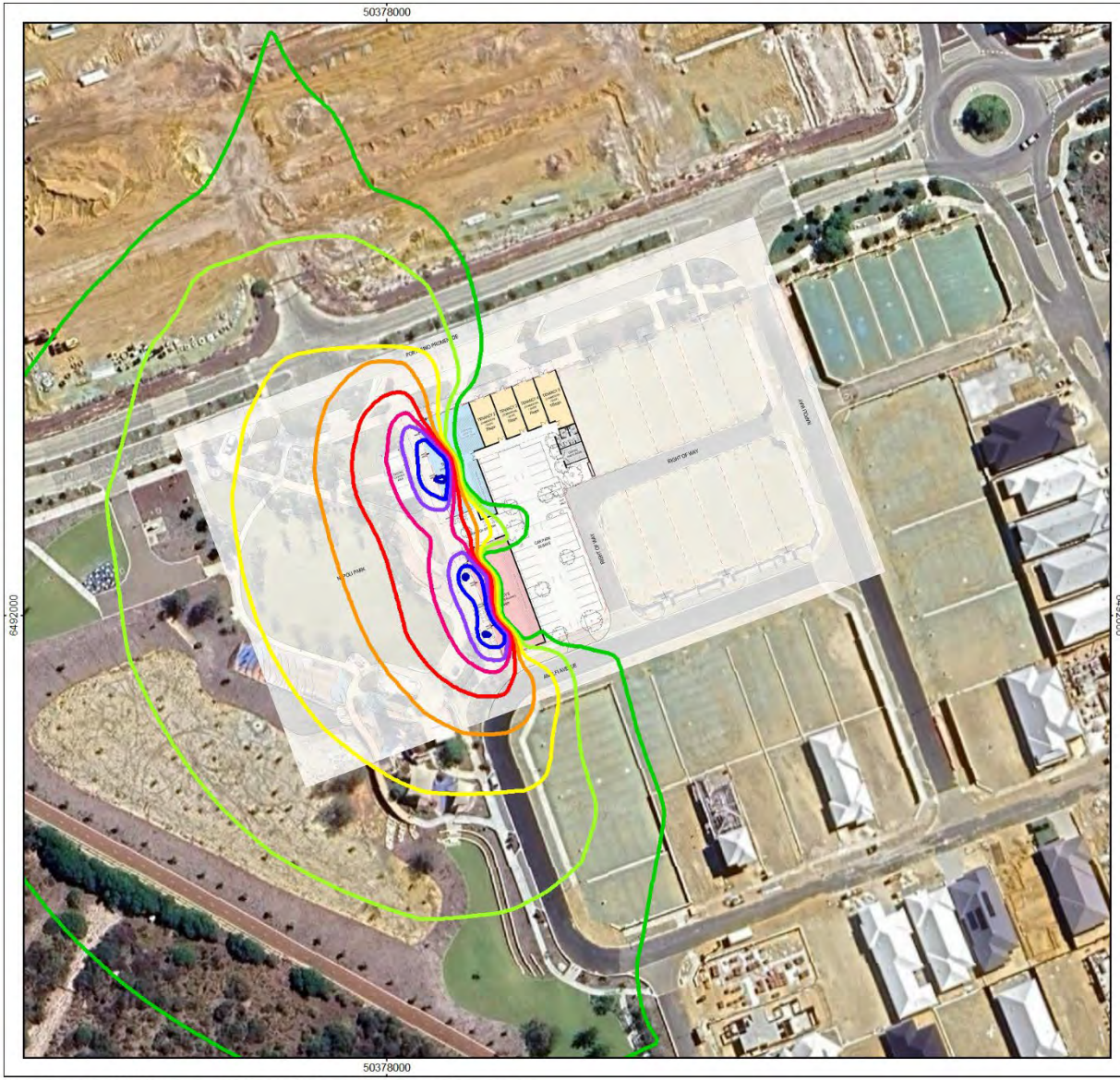
SITE PLAN

SCALE: 1:200 @ A1
DATE: 14/11/2025
DRAWN: MZ
DESIGNED: MZ
JOB NO: 225002
DRAWING: SK01 REV: D

T&Z Architects
www.tz.com.au
+61 8 9423 0000
mail@tz.com.au
L3, 6/9 Murray St,
West Perth, WA 6005

APPENDIX B

NOISE CONTOUR PLOT



Customer:
T&Z Architects
Project: Lot 2401 Portofino Parade
Project-No. 25352

Map
1

Alfresco Patrons - GNM - Rev 2
Result number 6
Calculation in 1.5 m above ground

Project engineer: George Watts
Created: 17/09/2025
Processed with SoundPLAN 9.1, Update 18/11/2025

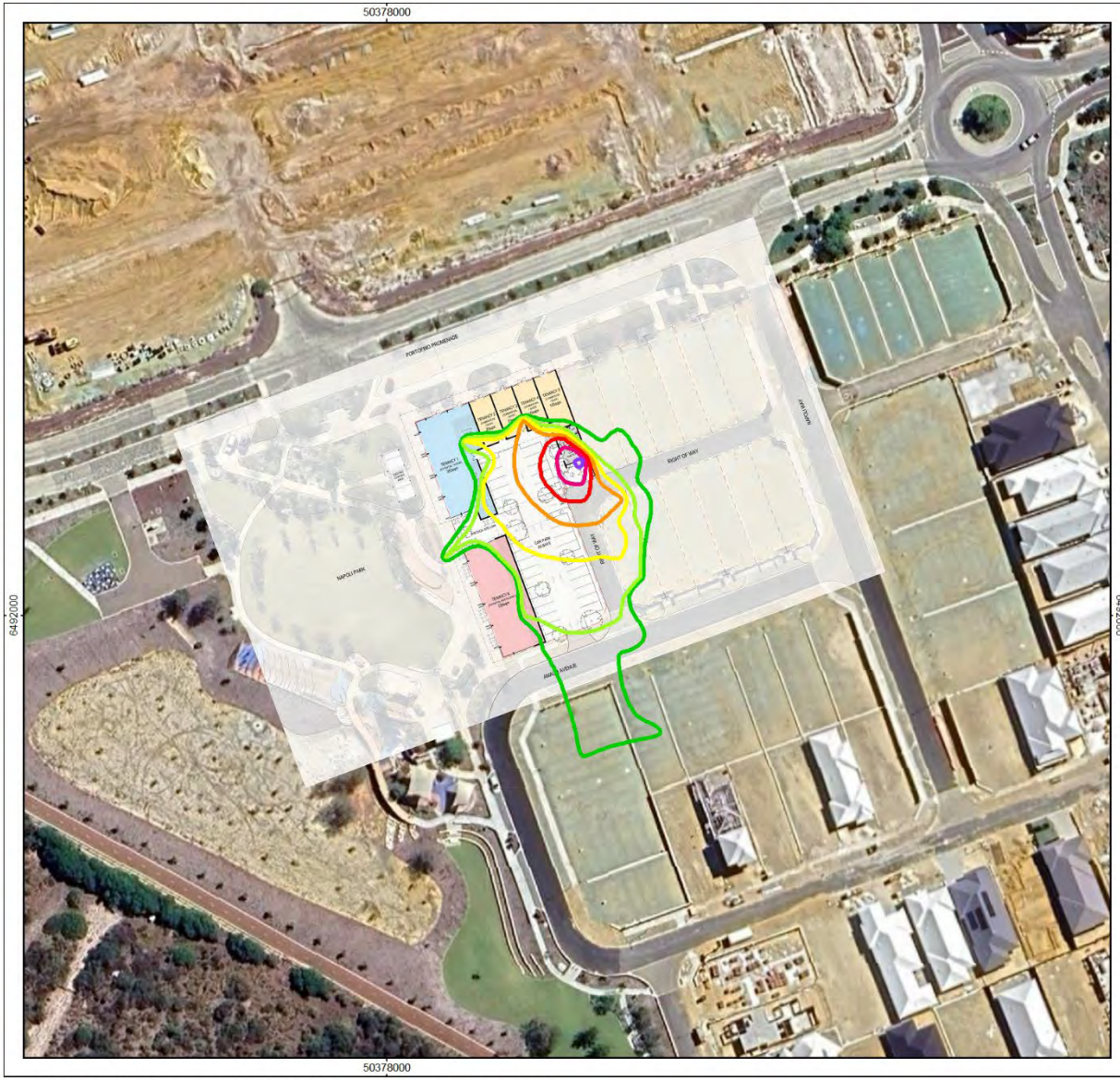
Levels LA10
in dB(A)

- = 30
- = 35
- = 40
- = 45
- = 50
- = 55
- = 60
- = 65
- = 70

Length scale 1:1000
0 5 10 20 30 40 m

HERRING STORER ACOUSTICS

SoundPLANnoise 9.1 C:\DATA\ActiveProjectsGW\25352 - Lot 2401 Portofino Parade\Project 1\AlfrescoPatrons.sgs



Customer:
T&Z Architects
Project: Lot 2401 Portofino Parade
Project-No. 25352

Map
2

Loading Bay - GNM - Rev 2
Result number 7
Calculation in 1.5 m above ground

Project engineer: George Watts
Created: 17/09/2025
Processed with SoundPLAN 9.1, Update 18/11/2025

Levels LA1
in dB(A)

- = 30
- = 35
- = 40
- = 45
- = 50
- = 55
- = 60
- = 65
- = 70

Length scale 1:1000
0 5 10 20 30 40 m

HERRING STORER ACOUSTICS

SoundPLANnoise 9.1 C:\DATA\ActiveProjectsGW\25352 - Lot 2401 Portofino Parade\Project 1\DeliveryTruckGNM.sgs

Urbii

Reduce. Reuse. Recycle

37 Amalfi Avenue, Mindarie

Proposed Commercial Development

Waste Management Plan



Prepared for:

Relink Management WA Pty Ltd

December 2025

37 Amalfi Avenue, Mindarie

Prepared for: Relink Management WA Pty Ltd
Prepared by: Paul Ghantous
Date: 12 December 2025
Project number: U25.123

Version control

Version No.	Date	Prepared by	Revision description	Issued to
U25.123.r02	09/12/25	Paul Ghantous	DRAFT	T&Z Architects
U25.123.r02a	12/12/25	Paul Ghantous	FINAL	T&Z Architects

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1 Introduction

This Waste Management Plan has been prepared by Urbii on behalf of Relink Management WA Pty Ltd with regards to the proposed commercial development, located at 37 Amalfi Avenue, Mindarie.

The subject site is bound by Portofino Promenade to the north, Napoli Park to the west, Genoa Lane and a residential lot to the east and Amalfi Avenue to the south, as shown in Figure 1.

The site is presently vacant and is surrounded by residential and community land uses. The area is under development, with a mix of constructed dwellings and vacant residential lots. It is proposed to develop the site into a local centre, delivering a total of 1,009m^2 GFA.

The key issues that will be addressed in this WMP include calculation of the waste generation of the site, assessment of waste storage provisions and documentation of the waste collection arrangements.



Figure 1: Subject site

2 Objectives

The objectives of this WMP are adapted from WALGA:

- Ensure that the long-term waste management needs for the development are met in an efficient and sustainable manner.
- Minimise the impact of waste services and facilities on the streetscape and surrounds, in relation to both the footpath/public realm and the frontage of the development.
- Reduce the impact of waste collection services and facilities on the amenity of the locality particularly in terms of noise and odour.
- Maximise safety for both waste collection staff and the public.
- Minimise traffic and footpath obstruction.

3 Referenced documents

The documents referenced in preparing this WMP may include, but are not limited to:

- WALGA *Commercial and Industrial Waste Management Plan Guidelines*;
- WALGA *Multiple Dwelling Waste Management Plan Guidelines*;
- WALGA *Subdivision Waste Management Plan Guidelines*; and,
- Waste Authority WA *Waste Avoidance and Resource Recovery Strategy for 2030*.

4 Guiding concepts

Urbii adopts the guiding concepts of the State's Waste Strategy and encourages these concepts to be considered in all developments to the furthest extent feasible.

4.1 Waste hierarchy

The *Waste Avoidance and Resource Recovery Strategy 2030* applies the waste hierarchy (Figure 2), which is a widely accepted decision-making tool. The waste hierarchy ranks waste management options in order of their general environmental desirability. Waste avoidance is the most preferred option in the hierarchy.

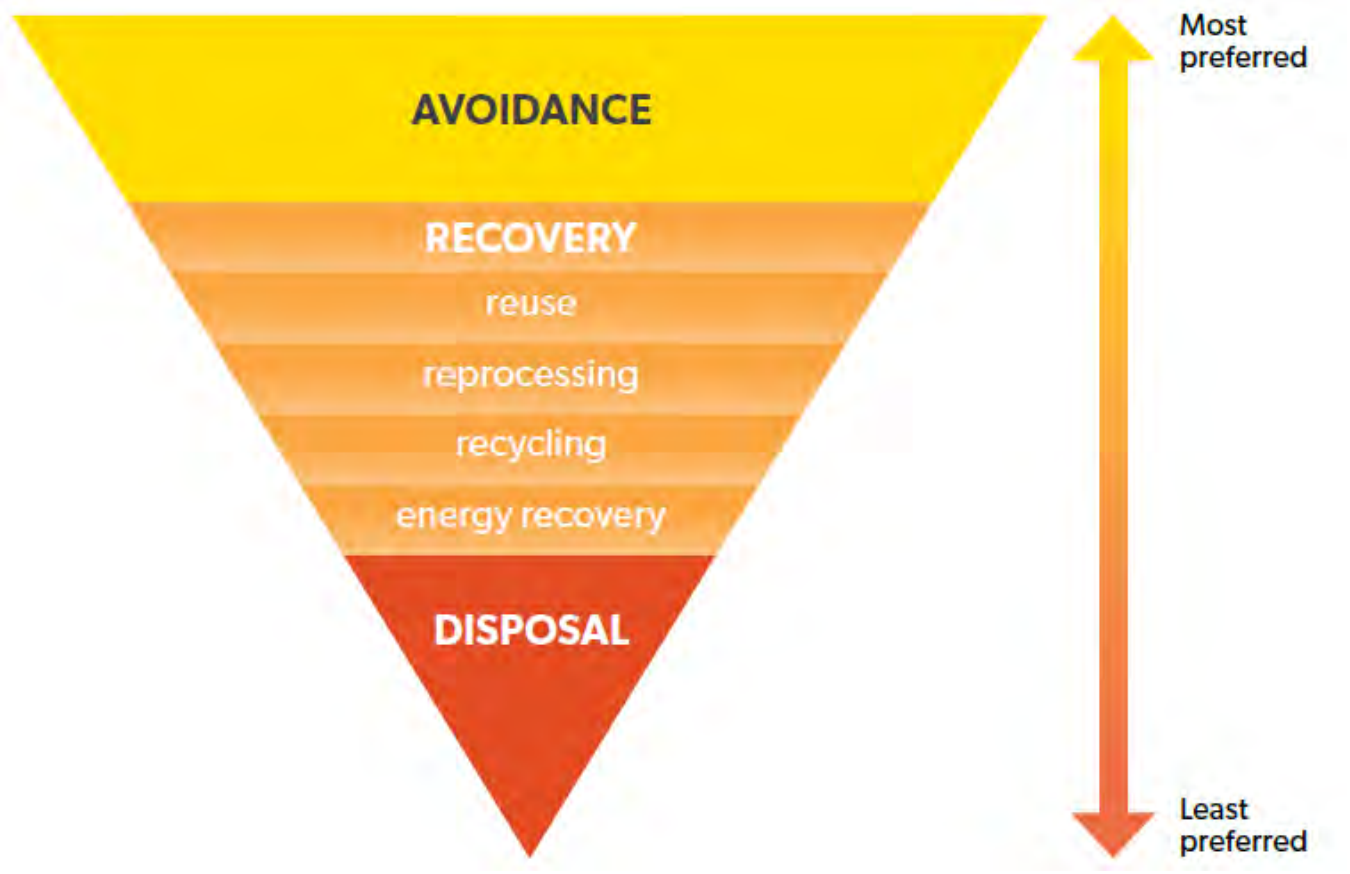


Figure 2: Waste hierarchy

Source: Waste Authority WA *Waste Avoidance and Resource Recovery Strategy for 2030.*

Resource recovery options recover value from materials, thereby offsetting the environmental impacts of extracting and processing raw materials. Energy recovery is the least preferred recovery option. Disposal is the least preferred option. Disposal generally recovers the least value from materials and delivers the least environmental benefit.

4.2 Circular economy

A circular economy (Figure 3) makes use of established sustainability concepts, including life cycle thinking and resource efficiency. A circular economy should consider the flow of both materials and energy. It moves away from the linear 'take, make, use and dispose' model, to one which keeps materials and energy circulating in the economy for as long as possible.

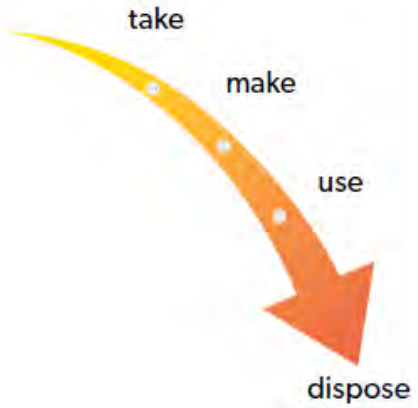
Current approach	Circular economy
	
Linear flow of materials – 'take, make, use and dispose' model.	Circular flow of materials – materials sorted and retained in the economy for as long as possible.
Limited use of renewable materials and energy.	Preference for renewable materials and energy.
Significant volumes of materials disposed of and lost to the economy. Loss of embodied materials, energy and water.	Materials recovered as high up the waste hierarchy as possible. Embodied materials, energy and water retained in the economy. Organic materials re-enter and regenerate the environment safely (for example, as compost).
Materials managed locally and globally.	Preference to manage materials locally to reduce the costs and impacts of transport, and to provide local employment and investment opportunities.
Economic value of materials, employment and investment not fully accounted for.	Economic value of materials, employment and investment accounted for.
Limited focus on life cycle thinking.	Products designed and manufactured to minimise environmental impact through whole of life.

Figure 3: Transitioning to a circular economy

5 Proposed development

The proposal for the subject site is for local centre / commercial development comprising:

- A local centre delivering a total 1,009m^2 of GFA, including:
  - Tenancy 1: F&B 355m2
  - Tenancy 2: Commercial/shop 70m2
  - Tenancy 3: Commercial/shop 70m2
  - Tenancy 4: Commercial/shop 70m2
  - Tenancy 5: Commercial/shop 105m2
  - Tenancy 6: F&B 339m^2
- A total of 27 car parking bays, including 2 x ACROD bays;
- 1 x delivery/service bay, which can accommodate 6.4m Small Rigid Vehicles (SRVs);
- Paved walking link to Napoli Park on the western boundary of the site, with integrated alfresco seating;
- 6 bicycle parking spaces for staff and visitors provided onsite;
- 6 bicycle parking spaces provided in the park reserve on the western boundary of the site;
- End of trip facilities including separate male and female shower and change room, with lockers; and
- Centralised commercial bin store.

Vehicle access to the site is proposed via one crossover on Amalfi Avenue. People walking and cycling will access the development from the external path network abutting the site.

Waste collection is proposed to be undertaken via Genoa Lane, with the bin collection zone provided within the site boundary, adjacent to the laneway.

The proposed development plans are included for reference in Appendix A.

6 Waste stream composition and generation

6.1 Waste composition

The composition and amount of waste generated by commercial and industrial developments vary in line with individual operations and management.

Examples of typical waste streams generated by commercial and industrial operations, and how these individual waste streams are managed are outlined in Table 1.

Waste for this development is planned to be sorted into two streams, general waste and recycling.

Table 1: Types of waste generated by commercial and industrial operations

Waste Stream	Comment
General Waste	The quantity and composition of general waste generated by a commercial or industrial operation can vary significantly. General waste includes non-recyclable plastics, food waste, recyclable packaging which is contaminated with food waste and other non-recyclable materials, as well as recyclables which have not been placed in the correct bin.
Recyclables	Workers frequently consume beverages packaged in recyclable containers, such as aluminium cans and polyethylene terephthalate (PET) bottles and milk is often provided by organisations in liquid paperboard or high density polyethylene (HDPE) containers. These materials can form a significant proportion of the waste stream in commercial and industrial buildings. Occasional company events can also generate irregular but significant quantities of glass and other containers.
Glass	Glass bottles are a primary component of the waste streams generated within licensed venues such as pubs and clubs, as well as food retailers such as cafes and some take-away shops. Glass is very dense which makes it difficult to store and move efficiently.
Office Paper	Waste audits have shown that by quantity, paper is by far the largest waste stream generated from offices. Office paper is generally white, A4-size and 80 grams per square metre (gsm, g/m2), although many other combinations of colour, size and grade are also generated. Office paper is a higher grade paper and as it is usually generated in large quantities it is generally collected separately and recycled.
Cardboard and Bulk Packaging	Most waste generated from non-food retail facilities is bulk packaging material that protects goods delivered to the facility for sale or distribution.
Plastic Film	Plastic film, such as shrink pallet wrap, is another major component of non-food retail building waste. This material is very bulky, but very light weight and compacts well.
Food Waste	Most commercial and industrial developments generate some quantities of food waste. The volumes of food waste generated within a development can vary significantly depending on the type and scale of the business; ranging from uneaten employee/staff meals within office buildings through to food outlets, which can produce large quantities of food waste on a daily basis.
Cooking Oil & Grease	Used cooking oil is produced in large volumes by food retailers such as fish and chips shops and fried chicken stores. Waste oil can cause significant issues if improperly disposed of to the sewage system.
Controlled Waste	The Environmental Protection (Controlled Waste) Regulations 2004 apply to a controlled waste that is produced by, or as a result of: • An industrial or commercial activity • A medical, nursing, dental, veterinary, pharmaceutical or other related activity • Activities carried out on or at a laboratory • An apparatus for the treatment of sewage. An apparatus for the treatment of sewage. Controlled Waste is defined as all liquid waste, and any waste that cannot be disposed at a Class I, II or III landfill site.
Other wastes	These can include printers, copies, and toner cartridges, IT equipment, batteries, mobile phones, furniture, florescent lights, paint, pallets and mattresses, timber, ferrous and non-ferrous metal.

6.2 Waste generation rates

The waste generation rates for general waste and recyclables are sourced from the WALGA Guidelines. Two waste generation scenarios were assessed, to represent a potential tenancy mix, and a 'high waste' tenancy mix. The commercial waste generation rates are presented in Tables 2 & 3.

Table 2: Commercial waste generation rates – potential tenancy mix

Land use	Description	General waste generation rate	Recyclables generation rate
T1 - Tavern	Restaurant	660L/100m² floor area/day	130L/100m² floor area/day
T2 - Office	Office	10L/100m² floor area/day	10L/100m² floor area/day
T3 - Hairdresser	Hairdresser	60L/100m² floor area/day	60L/100m² floor area/day
T4 - Takeaway	Takeaway	150L/100m² floor area/day	150L/100m² floor area/day
T5 - Shop	Shops > 100m2 floor area	50L/100m² floor area/day	50L/100m² floor area/day
T6 - Restaurant	Restaurant	660L/100m² floor area/day	130L/100m² floor area/day

Table 3: Commercial waste generation rates – high waste tenancy mix

Land use	Description	General waste generation rate	Recyclables generation rate
T1 - Tavern	Restaurant	660L/100m² floor area/day	130L/100m² floor area/day
T2	Takeaway	150L/100m² floor area/day	150L/100m² floor area/day
T3	Takeaway	150L/100m² floor area/day	150L/100m² floor area/day
T4	Takeaway	150L/100m² floor area/day	150L/100m² floor area/day
T5	Shops > 100m2 floor area	50L/100m² floor area/day	50L/100m² floor area/day
T6 - Restaurant	Restaurant	660L/100m² floor area/day	130L/100m² floor area/day

For the purpose of estimating waste generation, Tenancy 1 (tavern) and Tenancy 6 (restaurant) have been assessed using full-week operation reflective of typical food and beverage trading.

The smaller specialty/commercial tenancies (T2–T5) have been based on standard local centre operating patterns (generally 6 days per week depending on use).

These assumptions are conservative and align with WALGA generation-rate guidance for mixed-use centres, noting that actual waste volumes and collection frequencies can be refined following tenancy fit-out and operator confirmation.

6.3 Waste generation calculations

The estimated potential/high waste generation for the development is:

- General Waste: 33,400L / 34,320L (high waste) per week
- Comingled recyclables: 7,650L / 8,570L (high waste) per week.

Detailed waste generation calculations are provided in Appendix D.

7 Design considerations

7.1 Noise

The **applicable** better practice principles which have been adopted for this development to reduce noise include:

☒	Locating bin storage areas and collection points away from neighbours, tenants and public areas to reduce the impact of noise during bin use and collection
☐	Eliminating the need for collection vehicles to reverse (Waste collection is undertaken with minimal and low-speed reversing movements confined to the immediate collection area in Genoa Lane, occurring infrequently and outside peak periods to minimise any amenity or safety impact.)
☒	Using road, driveway and pathway surfacing materials that minimise noise
☒	Considering how materials will be transferred into bins or static compactors at storage points
☒	Proposing collection times which ensure the least amount of disturbance to neighbours, tenants and those using public areas, particularly in mixed-use developments

7.2 Odour

Green waste or food waste (organic waste) are the most likely part of the waste stream to cause odour. Where large amounts of organic waste are generated, having separate and more frequent collections will help to reduce the problem. Alternatively, dedicated freezers can be used to store wrapped food waste until collection. In enclosed storage and service areas, the air flowing from interim storage areas and central waste storage areas should not exit near public areas. Ventilation openings should be located as close to the ceiling and floor as possible and designed to protect against flies and vermin.

The proposed odour control for the waste storage area includes:

☐	The waste storage area is uncovered
☒	The waste storage area is covered. The design of the bin store will provide for adequate natural ventilation through ventilated doors or an alternative method which will be permanent, unobstructed natural ventilation openings direct to the external air, **not less than one-twentieth i.e. 5% of the floor area.**
☐	The waste storage area is completely enclosed with no natural ventilation. A mechanical ventilation system is required, with the following features: • It should be in accordance with the ventilation requirements of the Building Code of Australia and Australian Standard *AS 1668.2 The use of Ventilation and Air Conditioning in Buildings.* • It should not be connected to the same ventilation system supplying air to the units.

7.3 Hygiene and vermin

Waste not sealed in containers attracts vermin and is potentially unhygienic. To minimise the potential for this, keep waste collection and storage areas free of clutter and dumped waste, do not allow bins to sit open for extended periods of time and **as far as possible, prevent vermin getting into waste collection and storage areas**.

Communal bin storage areas need to be easy to clean, with access to water (a tap and a hose) and **correct drainage to the sewer**. The disposal of water from washing bins and/or waste storage areas to stormwater drains **should be avoided**, wash-down areas having **drainage connected to the sewer**.

Drains to sewer should be located under cover to prevent rainwater inflows. Ideally, having covered floor junctions at walls helps with cleaning and avoids the build-up of dirt/spills. To maintain hygiene wash bins, floors and walls of waste bays and rooms regularly.

The development bin store includes the following features:

☒	Self-closing doors to control vermin
☒	Bin store doors can be locked open while moving bins
☒	Impermeable walls and floor with a tap and hose to facilitate washing of bins and the bin store
☒	Suitably graded floor with a waste drain that is connected to sewer
☒	Designed to prevent storm water from entering the drain

7.4 Security

As far as practicable, the design of waste storage areas should:

- Maximise everyday surveillance by other tenants
- Allow and encourage easy access for tenants and building management whilst barring access by the public.

Some examples of how this could be done include:

- Locate the bin storage area away from public thoroughfares
- Design bin storage areas that can be locked
- For communal bin areas, ensure they are sufficiently open and well-lit to allow their use after dark.

The proposed development bin store will include lighting and is located in a secure area within the car park. The bin store doors will be locked to prevent public access.

8 Waste storage

8.1 Bin storage area design summary

The proposed development incorporates the following design elements which are applicable:

☒	The bin store is large enough for the bins to sit next to each other, not behind each other, as tenants may not take responsibility for rotating bins
☒	The height of the bin store is sufficient for the residual waste bin lids to be opened
☒	Bins are located on-site (not on the verge), and they are screened from any street frontage
☒	Adequate lighting will be provided to allow the usage of the bin store after dark
☒	Internal waste rooms are well ventilated and have a smooth, easily cleanable floor
☒	Suitable drainage, with water discharging into a sewer drain, will be installed to allow the washing of bins
☒	A tap with hose will be available for use by tenants/cleaners to wash out bins
☐	CCTV will be fitted inside the bin room

8.2 Internal bin storage

Each tenancy will be responsible for supplying internal bins for the temporary accumulation of waste. Tenants or hired cleaners will transfer their waste to the centralised bin store, at the end of each trading day, and during the day as required.

8.3 External bin storage areas

Bin storage areas for this development must be adequate to contain all waste streams generated on the premises for the proposed waste collection frequency.

8.3.1 Bin size, quantity and colour

It is proposed to provide the following bins in a centralised bin store:

- 6 x 1,100L General waste (red lid bin).
- 2 x 1,100L Comingled recycling (yellow lid bin).

The number of bins required for the development is detailed in Appendix D. The development provides excess bin capacity to account for potential future changes to the tenancy mix and seasonal variations in demand, as demonstrated by the 'high waste' tenancy mix assessment.

8.3.2 Bin storage area size

As detailed in Table 4, each 1,100L bin has a footprint area of 1.7m^2. A minimum 50mm gap is allowed between the bins to allow easy pull movement, and suitable clearance allowed between opposite bins and in walkways to maintain convenient walking access. The proposed bin storage area size is sufficient to accommodate the required bins. An indicative bin layout plan is shown in Appendix B.

Table 4: Mobile Garbage Bin (MGB) dimensions

Bin capacity	80L	120L	140L	240L	360L
Height (mm)	870	940	1065	1080	1100
Depth (mm)	530	560	540	735	885
Width (mm)	450	485	500	580	600
Approximate footprint (m^2)	0.24	0.27	0.27	0.43	0.53

Bin capacity	660L	770L	1,100L	1,300L	1,700L
Height (mm)	1250	1425	1470	1408	1470
Depth (mm)	850	1100	1245	1250	1250
Width(mm)	1370	1370	1370	1770	1770
Approximate footprint (m^2)	1.16	1.5	1.7	1.21	1.27

8.3.3 Bin storage area use

All collections should take place in accordance with all relevant legislation. If the storage area and presentation point are in separate locations, bins will have to be moved by staff, cleaners or caretakers from the storage area to the collection point. In order to protect the occupational health and safety of employees:

Where bins of up to, and including, **660L** in capacity need to be wheeled to the collection point:

☐	The distance should not exceed 75m in all circumstances
☐	The bin transfer grade should not exceed 1:14
☐	There should be no steps or kerbs along the route.

For bins **greater than 660L capacity**, if relocation of bins is required:

☐	Bins should not be wheeled over steps (neither up nor down)
☐	If less than or equal to 1,100L in capacity, bins should not need to be wheeled more than 5m from the interim storage point to the collection point
☐	If greater than 1,500L in capacity, manual manoeuvring of bins should be avoided wherever possible. Where it cannot be avoided (for example if bins are stored in a room or enclosure), the bins should not need to be wheeled more than 3m from the interim storage point to the collection point
☐	The bin-transfer grade should not exceed 1:30.

☒	Note: The above requirements are not applicable as bins are stored within the central bin room and are collected directly by the waste contractor, who wheels bins to the vehicle for emptying and returns them to the bin room. No separate presentation point or tenant bin movement is required.

9 Waste collection

9.1 Waste vehicle types

Waste collection will be serviced by:

☐	Local government collection service:
☒	Private contractor collection service: The commercial bin store will be serviced by a private contractor. A rear loader waste truck will be used, with commercial bins collected directly from the bin store on scheduled collection days.

9.2 Waste collection frequency

The following commercial waste collection frequency is proposed:

☒	General waste	Six days per week
☒	Comingled recyclables	Four days per week
☐	FOGO	N/A

Collection frequencies are based on conservative pre-development estimates and may be reviewed and adjusted by the waste contractor post-occupation, to reflect actual tenancy operations and observed bin fill rates.

9.3 Waste collection method and presentation points

The proposed waste collection method and presentation point is:

☐	Standard kerbside service by placing bins on the verge
☒	Street collection directly from the bin store
☐	Onsite waste collection

Waste trucks are proposed to enter Genoa Lane from Amalfi Avenue, then park adjacent to the site (facing east). Waste contractors will wheel bins for a short distance from the bin store to the rear of the truck to be emptied. Empty bins will then be returned promptly to the bin store.

A bin storage and route access plan is included in Appendix B.

9.4 Vehicle access and maneuvering

Waste trucks are proposed to enter Genoa Lane from Amalfi Avenue, then park within the laneway adjacent to the site.

Collections are expected to occur outside commuter peak periods (typically scheduled between 10:00am and 3:00pm) to minimise interaction with other laneway traffic. Waste collection days will be scheduled to avoid the City of Wanneroo residential waste days.

Overall, the proposed waste collection strategy enables safe and efficient service entirely from within the public road reserve, with negligible impact on surrounding traffic conditions and minimal disruption to residents, pedestrians and cyclists within the area.

Swept path analysis confirms satisfactory waste truck movements and is presented in Appendix C.

10 Additional waste requirements

10.1 Bulk waste

Bulk waste can include old and broken furniture and electronic items/white goods and materials generated. Bulk waste can be stored in the bin store, or other area for a brief time until arrangements can be made for removal.

10.2 E-waste

Storage space for E-waste will be accommodated in designated storage areas. E-waste will be disposed of in a suitable manner, such as bulk drop-off to the tip or using public battery recycling boxes.

10.3 Garden organics

The site caretaker will manage organic garden waste. Garden waste can be composted onsite, placed in general waste bins or can be removed by trailer to be disposed of offsite in a suitable location.

11 Waste management

The building caretaker will be responsible for:

- Cleaning the bin storage areas and facilities; and,
- Regularly cleaning the bins.

Tenants and staff should comply with waste sorting requirements and only place permitted waste in each respective bin type. Waste that does not belong in any bin should be disposed of through another appropriate method.

Each tenancy will be responsible for regularly emptying their bins and transferring the waste to the centralised bin store.

A copy of the Waste Management Plan will be maintained within the premises for reference and records.

12 Signage and education

Regardless of the type of building or development, signage and education are critical to ensuring that the waste and recycling system is used appropriately and works effectively. Clear signage is vital, as it provides those using the waste management system with instructions on how to use the system.

Education and communication must be regular and ongoing in order to overcome the transient nature of cleaning contractors and the commercial rental market. The main aspects of signage to be considered are:

- *Waste recycling and organics bins must be clearly and correctly labelled at all times*
- *Waste storage areas must have clear signage instructing cleaners and tenants how to correctly separate waste, recycling and organic materials. Pictorial guides and community languages should be used if appropriate*
- *The location of, and directions to, waste storage areas must be well signposted, with directional signs, arrows or lines on the floor indicating the most direct routes for cleaners and tenants*
- *All hazards or potential dangers associated with the waste facilities should be clearly identified, especially those linked to compaction or other waste handling equipment*
- *Emergency contact information should be displayed in case there are any issues with the waste and recycling systems/services in the building.*
- *All signage should conform to the relevant Australian Standard and relevant standard signage requirements.*

13 Ongoing management

There are a number of considerations to be considered in relation to the ongoing management of a commercial or industrial development.

Table 5 provides an outline of some of these considerations:

Table 5: Considerations for ongoing management of waste

Ongoing service requirement	Comment
Waste type and quantity	In order to manage the waste from the development, understand the type and quantity of waste to be generated.
Service Contract	There are several different types of service contract that can be entered into.
Legal obligations	Be aware of the legal obligations in relation to due diligence.
Cleaners	Cleaners are a very important part of the overall waste management system as they will frequently have full responsibly for waste collection.
Waste management contractors	There are a range of different service providers, with different specialities. Talk to several providers to understand the best option for your development.
Access	Ensure sufficient access for contractors to be able to service the waste infrastructure.
Equipment	The type of equipment provided will often affect the price of service.
Regulatory of service	Services can be on call or scheduled. For developments with limited space, more regular collections are an option.
Pricing	There is no fixed price for waste collection, therefore it is important to receive multiple quotes for service delivery.
Building management	Good ongoing management of the waste facilities requires monitoring of the overall system performance.
Service monitoring and reporting	To ensure the systems functions as anticipated it is important to have ongoing monitoring/ reporting mechanisms in place.

14 Conclusion

The waste generation calculations confirm that the proposed bin storage area has sufficient capacity to accommodate the forecast commercial waste volumes, under both a ‘potential’ and ‘high waste’ tenancy mix scenario.

The design allows for separation of waste streams, promotes recycling recovery, and provides convenient access for both building occupants and collection contractors.

The development aligns with the WALGA Waste Management Planning Guidelines and the Waste Authority WA *Waste Avoidance and Resource Recovery Strategy for 2030*, supporting the broader objectives of waste minimisation, resource recovery, and environmental sustainability.

In conclusion, the proposed waste management strategy is considered practical, efficient, and fully compliant, ensuring that waste servicing can be undertaken without adverse impact on site operations, amenity, or the surrounding transport network.

Appendices

Appendix A: Proposed development plan



LOT 2401 PORTOFINO PROMENADE

NEW COMMERCIAL CENTRE

GROUND FLOOR PLAN

SCALE: 1:200 @ A1
DATE: 03/12/2025
DRAWN: MZ
DESIGNED: MZ
JOB NO: 226002
DRAWING: DA-2100 REV: A

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Appendix B: Bin storage and presentation plans



Revision notes:		
Rev:	Date:	Notes:
1	09/12/2025	6 x 1,100L General Waste Bins 2 x 1,100L Recycling Bins

Drawn by: Paul Ghantous	Project: U25.123 - 37 Amalfi Avenue, Mindarie Proposed Commercial Development	Date: 09/12/2025	urbii Sustainable Transport. Safe Solutions
Client: Relink Management WA Pty Ltd	Drawing Title: Bin Storage and Collection Access Route Plan General Waste & Recycling	Scale @ A3: 1:100	PO Box 4315, Baldivis WA 6171 customer@urbii.com.au 0433058164
		Revision: sk05	

Appendix C: Swept path diagrams

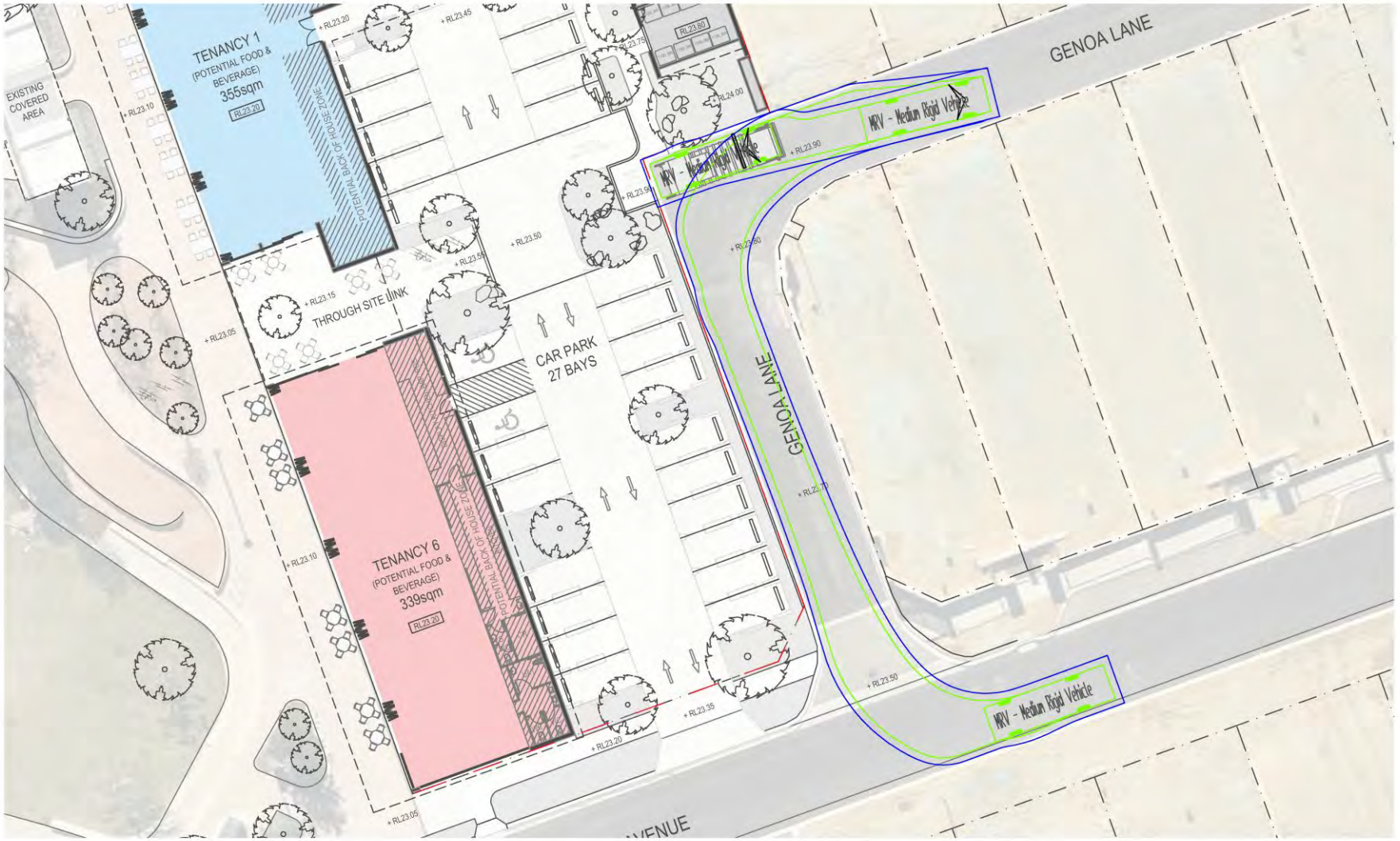
Swept path diagrams are included in this section of the report. Different coloured lines are employed to represent the various envelopes of the vehicle swept path, as described below:

Cyan represents the wheel path of the vehicle

Green represents the vehicle body envelope

Blue represents a buffer 500mm line, offset from the vehicle swept path

The swept path diagrams are also provided separately in high-quality, A3 PDF format.



Revision notes:

Rev:	Date:	Notes:
1	09/12/2025	Dark blue swept path line represents a 500mm buffer.

Drawn by: Paul Ghantous

Client: Relink Management WA Pty Ltd

Project: U25.123 - 37 Amalfi Avenue, Mindarie
Proposed Commercial Development

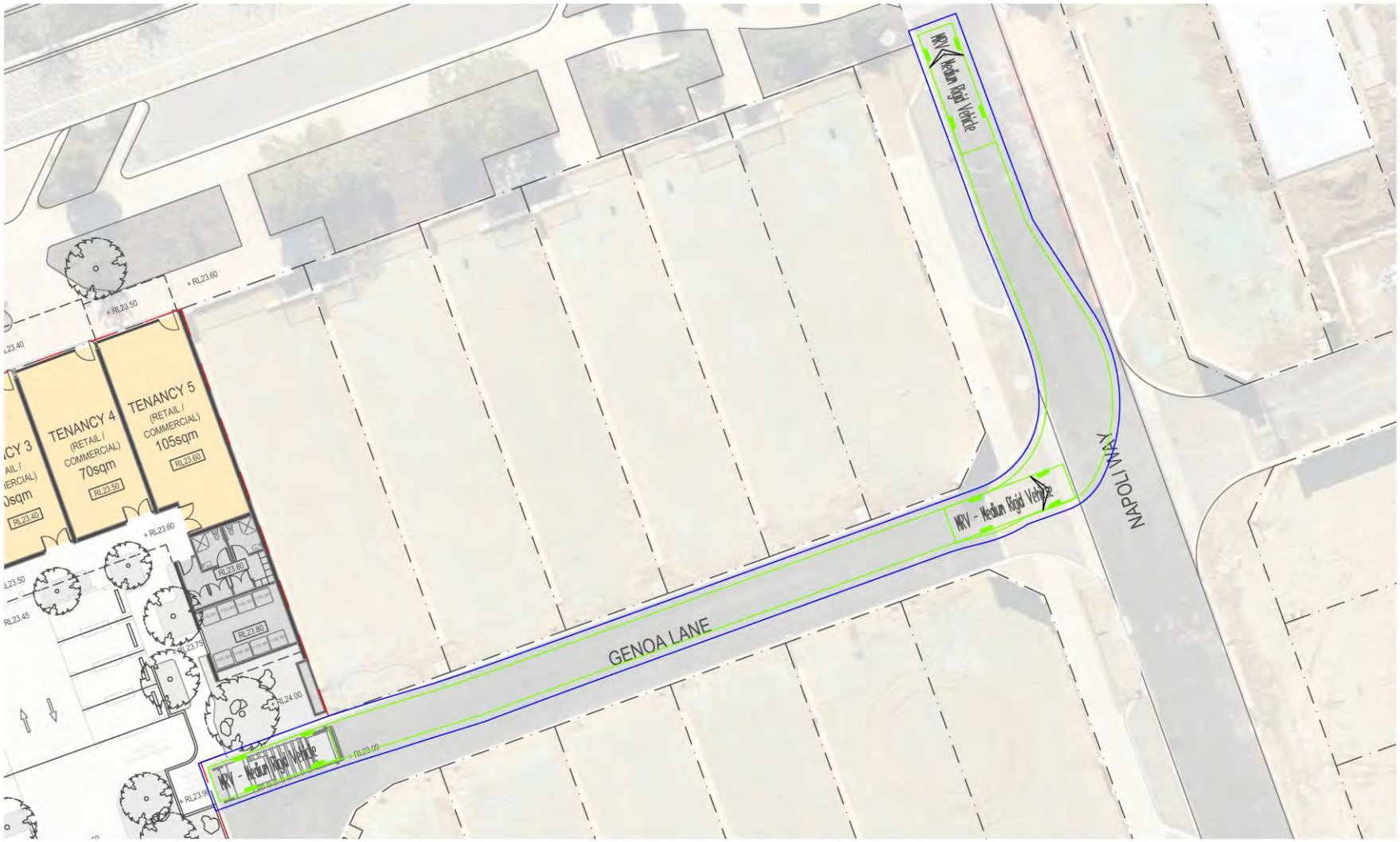
Drawing Title: Swept path analysis - Waste Truck Entry
AS2890.2 - 8.8m Medium Rigid Vehicle (MRV)

Date: 09/12/2025

Scale @ A3: 1:250

Revision: sk03

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Revision notes:

Rev:	Date:	Notes:
1	09/12/2025	Dark blue swept path line represents a 500mm buffer.

Drawn by: Paul Ghantous

Client: Relink Management WA Pty Ltd

Project: U25.123 - 37 Amalfi Avenue, Mindarie
Proposed Commercial Development

Drawing Title: Swept path analysis - Waste Truck Exit
AS2890.2 - 8.8m Medium Rigid Vehicle (MRV)

Date: 09/12/2025

Scale @ A3: 1:250

Revision: sk04

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Appendix D: Waste calculations

Table 6: Weekly waste generation and collection – Potential tenancy mix scenario

Land use	Description	Floor area (m2)	General waste generation rate	Recyclables generation rate	Days in operation (per week)	Weekly general waste	Weekly recyclables
T1 - Tavern	Restaurant	355	660L/100m² floor area/day	130L/100m² floor area/day	7	16401	3230.5
T2 - Office	Office	70	10L/100m² floor area/day	10L/100m² floor area/day	5	35	35
T3 - Hair dresser	Hairdresser	70	60L/100m² floor area/day	60L/100m² floor area/day	6	252	252
T4 - Takeaway	Takeaway	70	150L/100m² floor area/day	150L/100m² floor area/day	7	735	735
T5 - Shop	Shops > 100m2 floor area	105	50L/100m² floor area/day	50L/100m² floor area/day	6	315	315
T6 - Restaurant	Restaurant	339	660L/100m² floor area/day	130L/100m² floor area/day	7	15661.8	3084.9
Total						33399.8	7652.4

Waste type	Weekly waste generation (L)	Weekly collection frequency
General waste	33399.8	6
Recyclables	7652.4	4

General Waste Bins

Bin Size (L)	Number of bins	Weekly capacity
1100	6	39600
	Total weekly capacity (L)	39600

Recycle Waste Bins

Bin Size (L)	Number of bins	Weekly capacity
1100	2	8800
	Total weekly capacity (L)	8800

Table 7: Weekly waste generation and collection – High waste tenancy mix scenario

Land use	Description	Floor area (m2)	General waste generation rate	Recyclables generation rate	General waste daily generation (L)	Weekly general waste	Weekly recyclables
T1 - Tavern	Restaurant	355	660L/100m² floor area/day	130L/100m² floor area/day	2343	16401	3230.5
T2	Takeaway	70	150L/100m² floor area/day	150L/100m² floor area/day	105	630	630
T3	Takeaway	70	150L/100m² floor area/day	150L/100m² floor area/day	105	630	630
T4	Takeaway	70	150L/100m² floor area/day	150L/100m² floor area/day	105	630	630
T5	Shops > 100m2 floor area	105	50L/100m² floor area/day	50L/100m² floor area/day	52.5	367.5	367.5
T6 - Restaurant	Restaurant	339	660L/100m² floor area/day	130L/100m² floor area/day	2237.4	15661.8	3084.9
Total					4947.9	34320.3	8572.9

Waste type	Weekly waste generation (L)	Weekly collection frequency
General waste	34320.3	6
Recyclables	8572.9	4

General Waste Bins

Bin Size (L)	Number of bins	Weekly capacity
1100	6	39600
	Total weekly capacity (L)	39600

Recycle Waste Bins

Bin Size (L)	Number of bins	Weekly capacity
1100	2	8800
	Total weekly capacity (L)	8800



PART E – OTHER BUSINESS

1. State Administrative Tribunal Applications and Supreme Court Appeals

2. Meeting Closure