

Town Planning Report

Proposed Large Format Retail Development

Lot 403 (No. 87) and 701 Armadale Road, Treeby



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Town Planning Report Treeby
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1. Introduction

Rowe Groups acts on behalf of South Central WA Pty Ltd, being the registered owner of Lot 403 (No. 87) and Lot 701 Armadale Road, Treeby (**site**). We are instructed by our Client to prepare and lodge an Application for Development Approval to construct a commercial development (Large Format Retail) on the site. The proposed development comprises 26 tenancies of varying sizes across seven (7) buildings, providing for predominantly large format retail land uses along with a gymnasium, café and a food tenancy. These land uses are all contained within Lot 701.

The application also proposes the removal of an existing large format retail tenancy located within the existing development at Lot 403 to facilitate additional car parking and a new accessway connection between Verde Drive and Lot 701.

This report has been prepared in support of the proposed development and addresses the following matters:

- Site location and description;
- Surrounding land uses and context;
- Overview of relevant planning and design issues;
- Detailed explanation of the proposed development; and
- Justification for the proposed development.

The proposed development has been informed by technical input from the following consultants:

Discipline	Consultant
Acoustic	Herring Storer Acoustics
Architectural Design	Meyer Shircore Architects
Bushfire	Western Environmental
ESD	Emergen
Landscape Design	KDLA
Servicing	Colliers
Town Planning	Rowe Group
Traffic	Transcore
Waste Management	Talis Consultants

Table 1: Project Team

The proposed development has an estimated construction value of \$65 million and therefore meets the threshold for determination by the Outer Metro Development Assessment Panel (**DAP**). On this basis, our Client has elected for the proposed development to be determined under Regulation 17 of the *Planning and Development (Development Assessment Panels) Regulations 2011* (**DAP Regulations**). The associated forms and fees have been included to facilitate determination by the DAP.



2. Description of Site

2.1 Location

The site is located on the border between the suburbs of Jandakot and Treeby, in the municipality of the City of Cockburn. It is located approximately 19 km south of the Perth Central Area and is positioned on the eastern side of the Kwinana Freeway, approximately 1 km east of the Cockburn Central Train Station.

Refer to **Figure 1 – Regional Location**

The site is located on the northern side of Armadale Road at the intersection of Verde Drive and Tapper Road. The land to the immediate east and north-east of the site contains existing residential uses whilst the land to the west and north-west comprise existing large format retail and industrial uses. The site is accessible to the Kwinana Freeway (north and south) via Armadale Road and Beeliar Drive.

Refer to **Figure 2 – Local Context**

2.2 Cadastral Information

Cadastral information relating to the site is summarised in **Table 2** below.

Lot No.	Street Address	Plan/Diagram	Volume/Folio	Landowner
403	No. 87 Armadale Road, Jandakot	DP 59934	2712/370	South Central WA Pty Ltd
701	N/A	DP 413030	2948/709	South Central WA Pty Ltd

Table 2: Cadastral Information

The site has a combined land area of approximately 13.8ha with Lot 403 comprising an area of approximately 6.774ha and Lot 701 comprising an area of approximately 7.033ha.

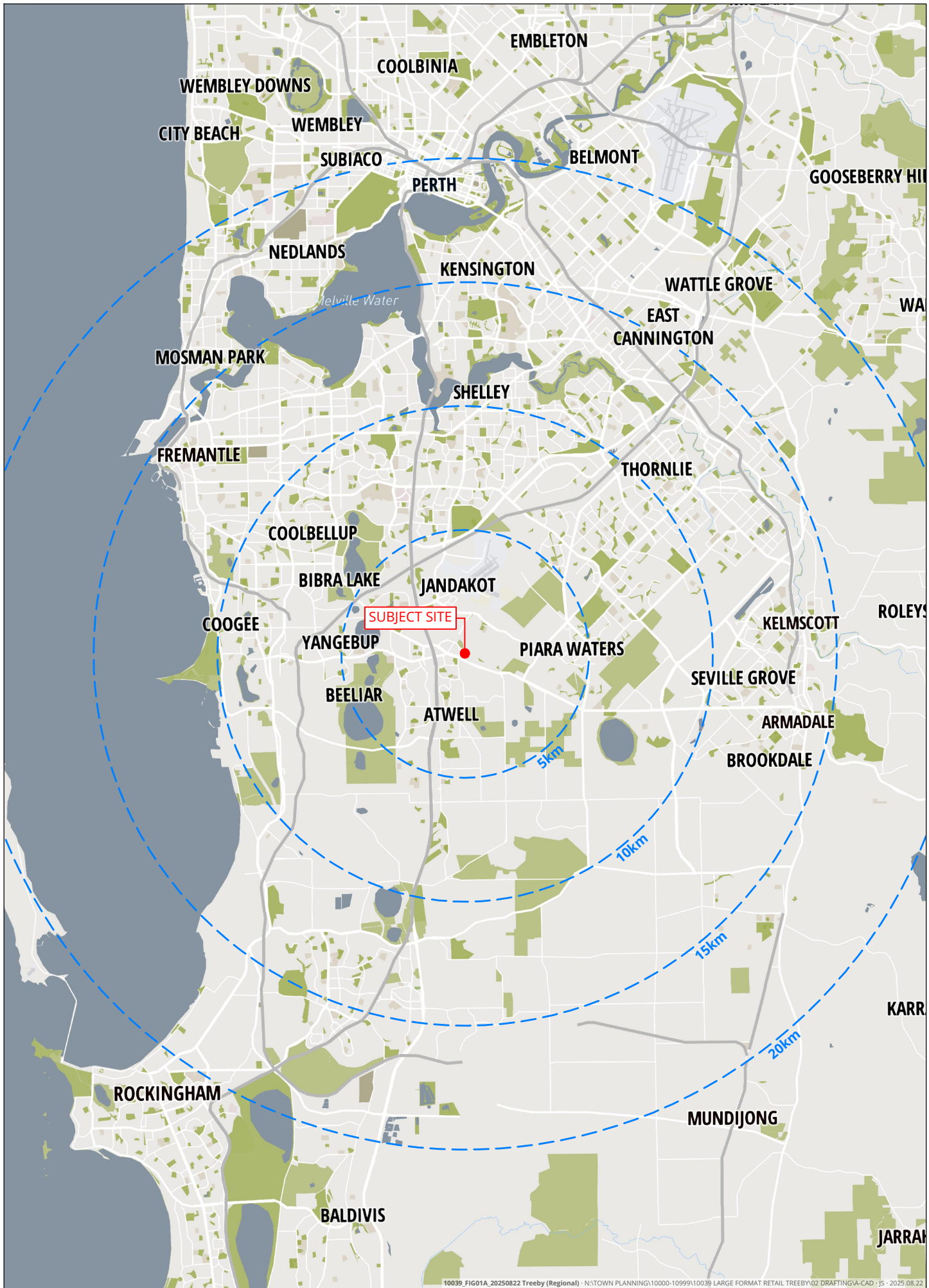
Lot 701 has a frontage of approximately 200m to Armadale Road along its southern boundary and maintains direct vehicle access onto Armadale Road via an existing left-in/left-out crossover with an associated slip lane. Lot 403 has extensive frontage to Verde Drive along its western boundary and maintains frontage to Armadale Road along its southern boundary. Direct vehicle access into Lot 403 is provided via an existing full movement round-a-bout located approximately mid-way between Armadale Road and Biscayne Way. A second crossover located between the round-a-bout and Armadale Road also provides access into Lot 403.

Refer **Figure 3 – Site Plan**

A review of the Certificates of Title reveal that Lot 403 is affected by a number of encumbrances predominantly related to access easements and lease notifications/caveats. Other than a mortgage notification, there are no encumbrances registered on Title in relation to Lot 701.

The landowner is aware of the encumbrances and the proposed development has been designed to accommodate and/or address each as necessary.

Refer **Attachment 1 – Certificates of Title and Deposited Plan**



0 5000 m
SCALE @ A4: 1:200,000



FIGURE 1
REGIONAL LOCATION



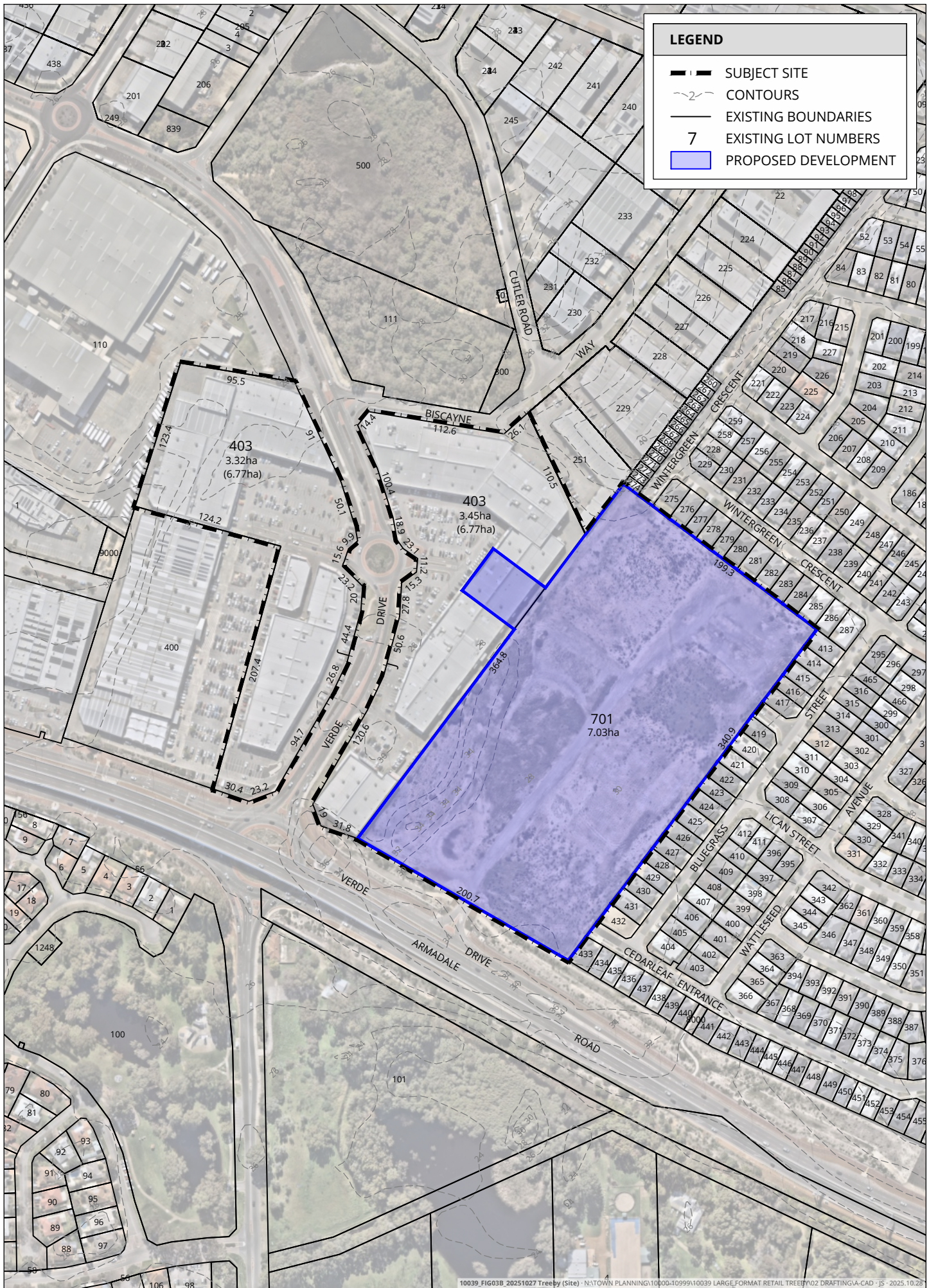
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0 500 m
SCALE @ A4: 1:20,000



FIGURE 2
LOCAL CONTEXT



0 100m
SCALE @ A4: 1:4000



FIGURE 3
SITE PLAN

2.3 Existing Improvements and Surrounding Land Uses

Lot 701 is currently vacant and does not contain any existing buildings or vegetation of any significance. Lot 403 is fully developed, comprising existing large format retail land uses and development. The land to the immediate east and north-east of Lot 701 contains existing single residential uses whilst the land to the west and north-west of Lot 403 comprises existing large format retail and industrial uses.

The adjoining single residential properties predominantly 'back on' to Lot 701 with one property, located at Lot 433 (No.53) Cedarleaf Entrance, maintaining a common side boundary with Lot 701. There are three (3) road connections from the adjoining residential area in total (Hiba View, Sage Vista and Cedarleaf Entrance) that abut the eastern and northern boundaries of Lot 701.

The existing large format retail uses on Lot 403 are well established. These uses operate in conjunction with the large format retail uses on the western side of Verde Drive which forms part of a well-established node for large format retail activities. There is a Crown reserve located to the north of Lot 403 (north of Biscayne Way) however the predominant land use to the north is industrial.

The site is connected to all essential infrastructure including reticulated water, sewer and power.

2.4 Site Conditions and Environmental Considerations

A preliminary assessment of existing conditions and services relating to the subject site has been undertaken by Colliers. Key findings from the assessment in relation to site and environmental considerations are summarised below.

2.4.1 Geology

- Aerial imagery illustrates that the site was historically utilised as a Contractors laydown for the Armadale Road upgrade, which consisted of limestone hardstands, asphalt access roads, stockpiles and dewatering ponds. The remnants of these former land uses may be present on site.
- Preliminary investigations suggest that the site is geotechnically appropriate for the proposed development however a detailed geotechnical investigation is recommended prior to the commencement of design documentation.

2.4.2 Topography

- Site levels across the site range from RL 30.50 to 31.50m Australian Height Datum (**AHD**). Typical crossfalls are at less than 1.0% which is suitable for the proposed development.
- Stockpiles have been noted within the feature survey. A geotechnical investigation of the stockpile material is recommended to verify if the material is suitable for reuse.
- Some minor boundary retaining walls abutting the existing residential dwellings may be required to facilitate a consistent finished floor level throughout the proposed development. If retaining walls are necessary, they are not anticipated to exceed a height of 600mm.
- The existing Armadale Road has a one-way crossfall directing the road reserve runoff towards the two (2) existing basins located within the northern verge of Armadale Road.

2.4.3 Groundwater

- Mapping produced by the Department of Water and Environmental Regulation (**DWER**) indicates that historical maximum groundwater is likely to be encountered at RL 27.0m AHD.



- The existing site surface is located at approximately RL 31.0 AHD, with the proposed finished floor levels likely to be constructed within 0.5m of this existing surface.
- Groundwater levels are demonstrated in the form of a water body on the southern side of Armadale Road, adjacent to Tapper Road.
- Based on these maximum groundwater levels, groundwater is unlikely to impact the proposed development.
- A groundwater monitoring bore is located within Lot 403 however no development is proposed in proximity to this monitoring bore.

2.4.4 Site Contamination

- A search of the DWER's Contaminated Sites Database indicates that the subject site is not classified as a known or suspected contaminated site.

2.4.5 Acid Sulphate Soils

- Acid Sulphate Soil (**ASS**) risk mapping by DWER indicates that the subject site has a moderate to low risk of disturbing ASS within 3m of the natural soil surface.
- Subject to the final development levels, the depth of excavation in proximity to the potential ASS shall be limited to minimise the risk associated with encountered acid sulphates.

2.4.6 Bushfire

- Mapping produced by the Department of Fire and Emergency Services (**DFES**) indicates that the subject site is predominantly clear of bushfire risk, except for a small section of the site along its southern boundary fronting Armadale Road. Management of bushfire risk is addressed in section 5.2.2 of this report.

3. Description of Proposed Development

This Application seeks approval for the construction of a large format retail development on the site. The proposed development consists of 26 individual tenancies across seven (7) buildings. The tenancies vary in size to accommodate a range of commercial offerings and will include a gymnasium, café and a food tenancy. The total Gross Floor Area (**GFA**) of the proposed development is 36,346m².

The large format retail tenancies, café and food tenancy are expected to operate 7 days a week between the hours of 9.00am and 5.30pm Monday to Saturday (with longer trading hours on Thursday evenings) and between the hours of 11.00am and 5.00pm on Sundays in accordance with Western Australia's retail trading hours. The gymnasium is expected to operate 7 days a week, potentially with 24 hour access (subject to operator requirements), providing activity outside of normal retail trading hours.

The proposed development will be serviced by 705 car parking bays of which 656 will be constructed on Lot 701 and 49 bays will be constructed on Lot 403. 91 of these bays have been set aside for designated staff parking and are located to the rear of Buildings 1 and 2.

Each of the proposed buildings will be provided with a designated delivery and service area accessible to the rear of the building. Most of the delivery and service vehicles will enter the site from the north-west along Biscayne Way and exit via Armadale Road in the south. Access for delivery and service vehicles has been designed to avoid customer traffic and provide physical separation between the proposed development and adjoining residential dwellings to the north and east.

Pedestrian access to the site will be provided via a network of existing footpaths along Armadale Road, Verde Drive and Biscayne Way. Internally, the parking area will be serviced by a series of designated pedestrian access points providing for the safe movement of pedestrians between the car park and shopping area.

A 'pocket park' measuring approximately 150m² in area will be constructed centrally within the site adjoining the proposed gymnasium, café and food tenancies. The park will be landscaped and include seating for use by customers and employees.

Extensive landscaping is proposed throughout the balance of the site including the Armadale Road verge which adjoins the site's southern boundary. The Armadale Road verge area is managed by Main Roads WA (**MRWA**). In total, 4,400m² of landscaping will be provided across the site (and the adjoining road reserve) including 269 trees.

Key elements of the proposed development are summarised below:

- Overall GFA of 36,346m²
- 26 tenancies ranging in size from 150m² to 8,800m² GFA
- Showroom, gymnasium and café / lunch bar land uses
- 705 on-site car parking bays
- Designated service and delivery vehicle access
- Vehicle access via Armadale Road and Verde Drive
- 4,213m² (6%) of landscaping including 150m² 'pocket park' and adjoining verge areas
- 269 trees
- Integration with existing large format retail development to the west

Refer **Attachment 2 – Development Proposal Plans**



4. Pre-Lodgement Consultation and Design Review

The proposed development has been informed by consultation with the City of Cockburn's Planning Department and Design Review Panel (**DRP**).

Noting that Lot 701 is zoned 'Development' under the provisions of the City of Cockburn *Town Planning Scheme No. 3 (TPS3)* and that an existing Structure Plan applies to Lot 403 but not Lot 701, a key topic of discussion was the need for a Structure Plan prior to the consideration of development on Lot 701. The City has confirmed in this instance that it is agreeable to progressing an Application for Development Approval on the site in the absence of a Structure Plan given the site is in single ownership, is bounded by fully developed land and that a public consultation process will be undertaken as part of the application process. This is discussed in more detail in section 5.5.2 of this report.

On 24 September 2025, the Applicant presented to the DRP to assess and provide comments on the proposed development against the City's planning framework. Key aspects of the DRP meeting are summarised in **Table 3** below, together with the Applicant's responses.

DRP Recommendations

Introductory Comments:		
- The proposal generally includes a number of positive aspects not always integrated into this typology - Integration with and links to the adjoining west side large format retail site are logical - The inclusion of a cafe, pocket parks and pedestrian arcade establish a social aspect for the development - A legible pedestrian pathway network has been established through the site - Fire tanks and pumps are positioned concealed from view from the public realm - A good proportion of the delivery, loading and service areas are separated from the customer parking area - A Landscape Architect has been engaged - The landscaping incorporates native and endemic planting species - The majority of the carpark has trees providing shade in continuous planters - Wandoo trees are supported - A landscaped buffer is positioned on the north and east edge interfaces to the adjacent single residential properties		
Principle 1:	Context and Character	Applicant Response
1.	Soften the western end of the Armadale Road streetscape interface using generous landscaping. If Main Roads don't support generous landscaping on the verge introduce a setback to the built form so a generous landscaping buffer can be provided within the site.	MRWA has indicated preliminary support for infill planting within the existing flowerbeds and mulch in some areas outside the existing drainage sumps. Whilst this verge landscaping assists, the built form along this frontage has been setback so that more substantial landscaping can be provided on-site in conjunction with the proposed verge treatment. This has generated an additional 300m ² of landscaping within the site along the Armadale Road frontage.
2.	Provide a high level Masterplan showing the arrangement of the future residential estates including cul-de-sac terminations on the adjoining north and east side properties. Illustrate how the proposed development will interface with the adjoining single storey houses and terminating roads in an attractive manner.	Additional elevation plans have been prepared illustrating proposed treatments and resulting views from the Hiba View and Cedarleaf Entrance cul-de-sacs to the north and east of the site (see Sheets 36 and 37 of the enclosed Development Proposal Plans).
3.	The pedestrian connection to Verde Street should be strengthened.	The Verde Drive pedestrian connections are now clearly shown.

DRP Recommendations

Principle 2: Landscape Quality		
4.	Liaise with MRWA to confirm what landscaping they will support on the Armadale Road verge area	Consultation with MRWA has been undertaken and preliminary support for infill planting received – refer to response at item 1 above.
5.	Increase the width of the landscape buffer on the east edge of the site to match the generosity of the buffer on the north side of the site	Widening of the landscape buffer along the site's eastern boundary was considered however it was determined that any widening of the landscape buffer would compromise vehicle access arrangements and building placement within the site more broadly. A landscaping buffer of 2m is considered adequate to accommodate landscaping and tree growth and provide an appropriate buffer to adjoining residential land uses.
6.	Consider treating the full width of the buffer planting strips for habitat and screen planting with a greater mix of species	A detailed landscaping plan has been prepared in support of the proposed development and details proposed treatments to the buffer areas located along the site's northern and eastern boundaries. These buffer areas will be developed with semi-mature trees and low level native planting with dense native and endemic planting species to provide a visual buffer to adjacent residential lots.
7.	Select screen planting to block views of the rear walls of the large format development from adjacent residential properties and cul-de-sacs	Noted. Refer to response at Item 6 above.
8.	Add public space infrastructure in the pocket park on the Armadale Road streetscape interface including seating, tables, bike racks, shade etc. to accommodate use of this space	The landscaping plan has been updated to illustrate, in further detail, proposed soft and hard landscaping treatments within the 'pocket park'.
9.	Illustrate how hard landscaping materiality will be utilised to play a role in defining a unique sense of 'place' for the development	The development proposal and landscaping plans have been updated to illustrate how hard landscaping elements will be incorporated to create a sense of place and distinguish between pedestrian and vehicle spaces. The main access driveways will comprise a "Brown Hotmix" finish while the balance of the car parking area will comprise "Black Hotmix" paving. All pedestrian footpaths will comprise of a brushed aggregate finish.
Principle 3: Built Form and Scale		
10.	No recommendations	Noted
Principle 4: Functionality and Build Quality		
11.	No recommendations	Noted
Principle 5: Sustainability		
12.	Strengthen the ESD narrative / strategy for the site by providing commitments in relation to the active initiatives that will be integrated and detailing how materiality selections can assist in carbon reduction	An ESD Report has been prepared in support of the proposed development and is enclosed at Attachment 3. The Report expands on the sustainable design principles previously discussed for the site and outlines the various commitments to be undertaken by the Applicant. Refer to Sections 8 and 9 in the Sustainable

DRP Recommendations

		Design Report regarding materiality selections assisting to reduce carbon.
13.	Provide details in relation to the number and size of the PV solar systems that will be installed on the site upfront	The development proposal plans have been updated to identify the location of proposed PV Solar Systems (refer to Building Roof Plans). In the ESD Design, Section 3.2.1 'Estimated Energy Used' indicates the size required for each building to meet the 30% energy reduction.
14.	Ensure initiatives in the ESD Report are co-ordinated with and shown on the architectural drawings including the bicycle racks	The development proposal plans have been updated to ensure the initiatives outlined in the ESD report are suitably captured. This includes the provision of bicycle parking facilities.
15.	Consider integrating further active ESD initiatives into the proposal	All proposed sustainability initiatives are documented in the enclosed ESD Report and reflected on the development proposal plans where appropriate. Energy use reduction is targeted as 30%, Lighting is nominated as 20% below NCC max requirement, as well as Solar PV, water and waste efficiency.
Principle 6: Amenity		
16.	Ensure the café and pocket park are positioned and orientated to receive adequate natural light and achieve good visibility within the site	The development proposal plans have been updated to modify the roof of the Café and adjacent Showroom to a provide additional sunlight into the alfresco and 'pocket park'.
17.	Look for all opportunities to maximise glazing to the showroom tenancies and the Gym	The development proposal plans have been updated to include unlimited glazing to the western, northern and eastern walls of the proposed gym.
Principle 7: Legibility		
18.	Review the legibility and ease of access to the rear service road for customers collecting items	Tenancy No. 10 within proposed Building 2 has been modified to include a designated customer pick-up area to the front of the Tenancy. Customer access to the rear of the proposed Buildings will not be permitted.
Principle 8: Safety		
19.	Consider all opportunities to increase passive surveillance of the internal carpark areas, pocket park and pedestrian arcade through increasing the extent of windows to the tenancies	Passive surveillance to the internal carpark has been maximised through increased glazing. Electronic surveillance will also be utilised throughout the site. The gymnasium is expected to operate 7 days a week, potentially with 24 hour access (subject to operator requirements), providing activity outside of normal retail trading hours.
Principle 9: Community		
20.	Provide a Public Art Strategy for the site at an early stage illustrating the locations and forms of public art that will contribute to the development in a meaningful and positive way	A Public Art Strategy for the site will be developed in consultation with the City's Planning Department following the granting of Development Approval.
Principle 10: Aesthetics		
21.	Provide further information in relation to the proposal's architectural language and materiality to	Materials and base construction colours have been included on all elevation plans.

DRP Recommendations

	establish a unique sense of 'place' for the development	
22.	Provide a Signage Strategy for the development illustrating that signage will be integrated in a sensitive and cohesive way whilst still achieving adequate levels of commercial visibility for tenants	Signage zones are shown on all elevation plans to indicate the location and type of signage expected. Specific Tenant signage within each of these nominated zones will be by separate Application by Tenants to the City of Cockburn. All proposed signage within the site will need to comply with the City's Signage Policy.

Concluding Remarks:

The Proposal includes a number of positive aspects including the overall site organisation and is generally working towards a supportable outcome. The Applicant is encouraged to soften the Armadale Road streetscape interface with landscaping, strengthen the sustainability narrative and respond to the other recommendations provided above to ensure the positive aspects of the proposal result in meaningful and usable benefits for workers, visitors as well as the surrounding community.

Table 3: Design Review Panel Summary

5. Town Planning Considerations

5.1 Strategic Planning Framework

5.1.1 South Metropolitan Peel Sub-Regional Planning Framework

The *South Metropolitan Peel Sub-Regional Planning Framework* (**Framework**) was adopted by the WAPC in 2018 and establishes a long-term planning framework for land use and infrastructure to guide future growth across the south metropolitan region. The Framework forms part of the *Perth and Peel @ 3.5 Million* suite of documents and is specific to the South Metropolitan and Peel regions.

The Framework identifies Lot 403 as 'Industrial' and Lot 701 as 'Urban', consistent with their regional zoning under the *Metropolitan Region Scheme* (**MRS**).

Refer **Figure 4 - South Metropolitan Peel Sub-Regional Planning Framework**

5.1.2 City of Cockburn Local Planning Strategy

The City of Cockburn *Local Planning Strategy* (**Planning Strategy**) was endorsed by the WAPC in October 2024. It sets out the long term planning direction for the City, covering a 10-15 year timeframe, and is intended to guide the ultimate land use pattern for the district, and a context for planning and development under both the MRS and LPS13.

The Planning Strategy does not specifically consider the site in isolation but rather deals more broadly with a range of district-wide issues relating to matters such as housing, employment, shopping and transport. The subject site is identified on the Planning Strategy Map as a 'Structure Planning Area for Future Rationalisation' however no specific land use designation is identified.

Refer **Figure 5 - Local Planning Strategy Map**

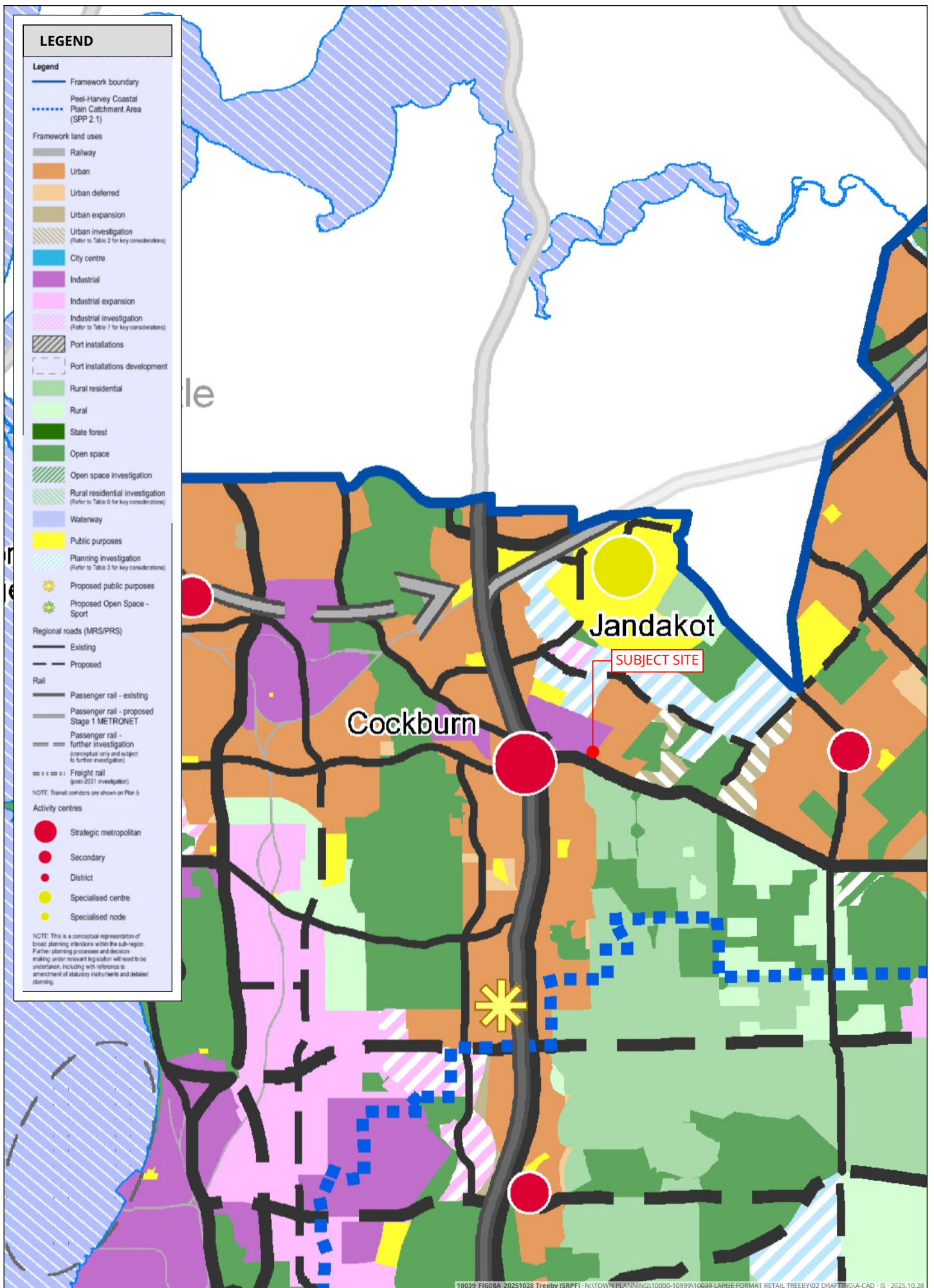
5.1.3 City of Cockburn Local Commercial and Activity Centres Strategy (2012)

The City of Cockburn *Local Commercial and Activity Centres Strategy* (**Commercial Strategy**) was adopted by Council in 2012 and sets the strategic vision and broad framework to guide the planning and development of the City's activity centres. The findings and recommendations from the Commercial Strategy have informed the City's Planning Strategy and draft Local Planning Scheme No. 13.

The subject site is broadly identified under the Commercial Strategy as forming part of the 'Jandakot East Industrial Centre' which performs the role of a Strategic Employment Centre within the hierarchy of activity centres. Strategy Employment Centres support a high density of jobs outside of the City's commercial focused activity centres.

The proposed development is consistent with its designation under the Commercial Strategy and will assist in the delivery of local employment opportunities.

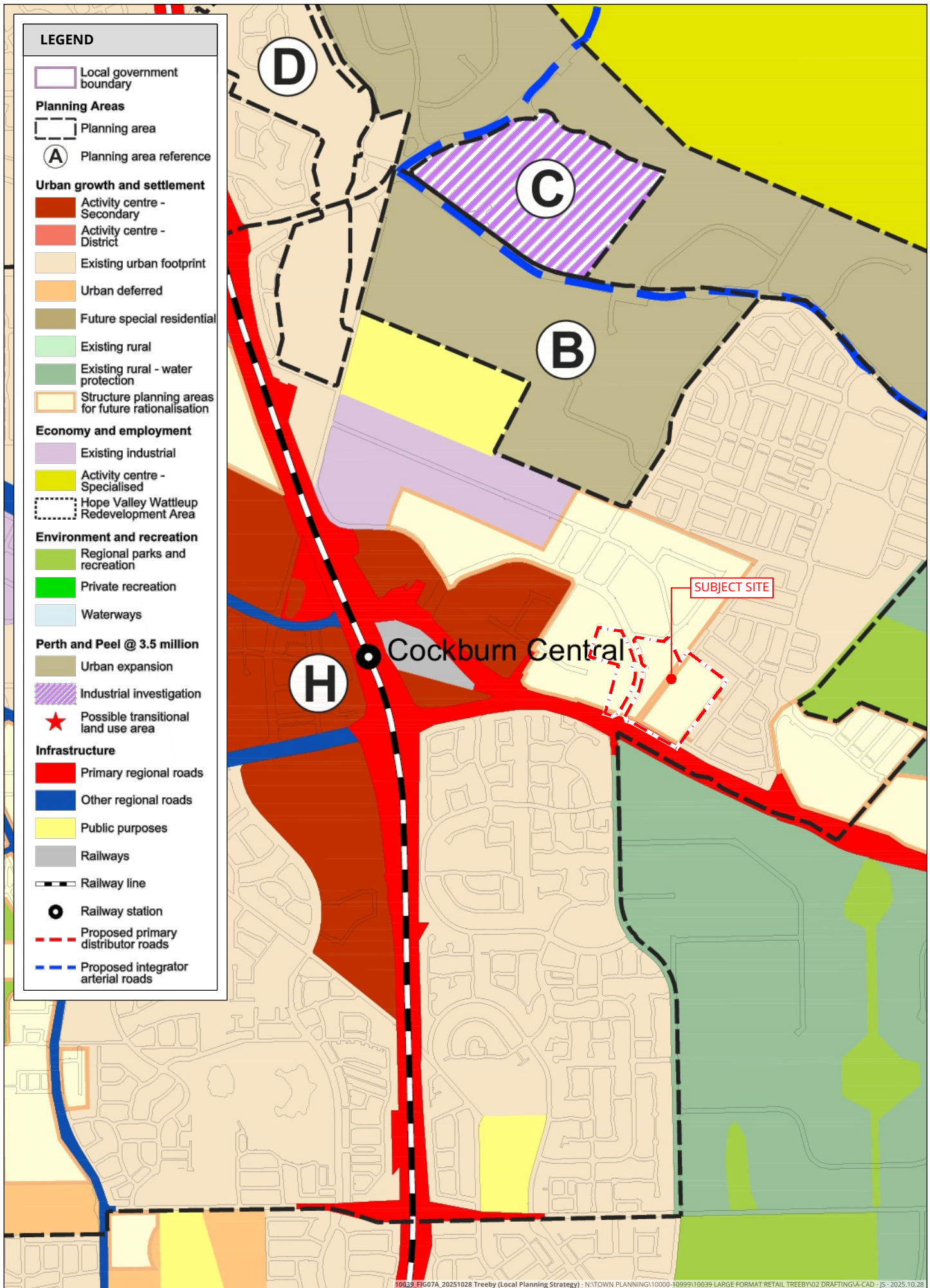
Refer **Figure 6 - Commercial Strategy Activity Centre Location Plan**



0 2500m
SCALE @ A4: 1:100,000



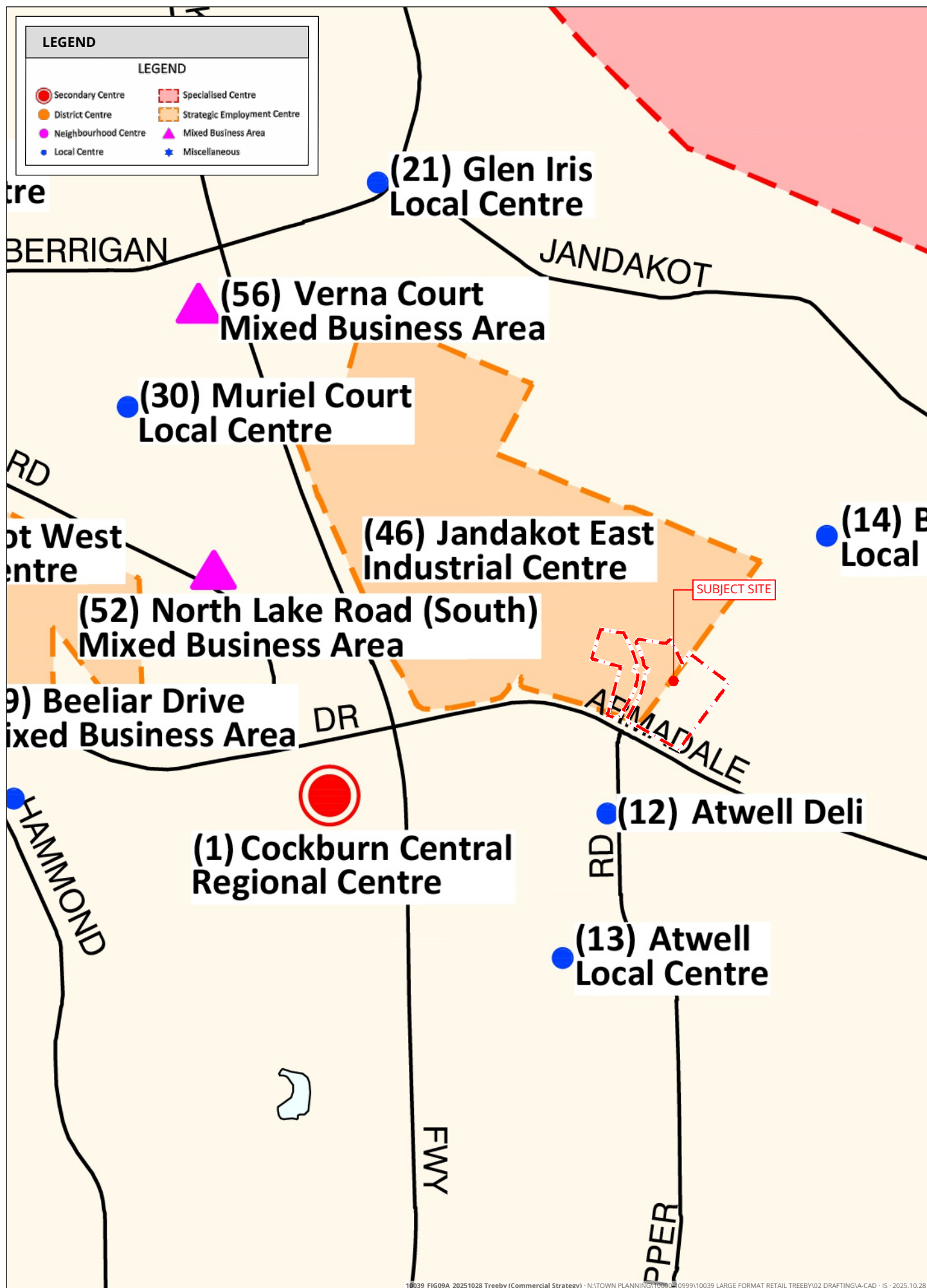
FIGURE 4
SOUTH METROPOLITAN PEEL SUB-REGIONAL PLANNING FRAMEWORK



0 500m
SCALE @ A4: 1:20,000



FIGURE 5
LOCAL PLANNING STRATEGY MAP



0 500m
SCALE @ A4: 1:20,000



FIGURE 6
COMMERCIAL STRATEGY ACTIVITY CENTRE LOCATION PLAN

5.2 State Planning Policies

5.2.1 State Planning Policy No. 2.3 – Jandakot Groundwater Protection

Lot 403 is classified as a Priority 3 (P3) Groundwater Protection Area and Lot 701 is classified as a Priority 3* (P3*) Groundwater Protection Area. The southern part of both lots are also partially located within Wellhead Protection Zone. The site is therefore subject to the principles and policy measures contained within the Western Australian Planning Commission's (**WAPC**) *State Planning Policy No. 2.3 - Jandakot Groundwater Protection (SPP 2.3)*. The purpose of SPP 2.3 is to protect the Jandakot Groundwater Area from development and land uses that may have a detrimental impact on the water resource.

The Department of Water's *Land Use Compatibility Tables for Public Drinking Water Source Areas Water Quality Protection Note No. 25* (2021) identifies urban, commercial and light industrial land uses as being acceptable within the P3 and P3* Protection Areas. The site's location within the Jandakot Groundwater Area therefore does not preclude development, although some specific land uses and development restrictions/exclusions (such as a petrol station) may apply. No such land uses are proposed as part of this development.

Refer to **Figure 7 – SPP 2.3 Jandakot Groundwater Protection Area Map**

5.2.2 State Planning Policy No. 3.7 – Planning in Bushfire Prone Areas

The site is partially mapped by the Department of Fire and Emergency Services (**DFES**) as being within a Bushfire Prone Area however the mapped areas are limited to the southern boundary of Lot 701 and the north-eastern corner of Lot 403. No new development other than landscaping is proposed within these areas. Notwithstanding, the proposed development has been assessed against the objectives and requirements contained within the WAPC's *State Planning Policy No. 3.7 – Bushfire (SPP 3.7)* and accompanying *Planning for Bushfire Guidelines (SPP 3.7 Guidelines)*. SPP 3.7 seeks to guide the implementation of effective risk-based land use planning and development to preserve life and reduce the impact of bushfire on property / infrastructure.

The Applicant has engaged Western Environmental to undertake a Bushfire Attack Level (**BAL**) and prepare a Bushfire Management Plan (**BMP**) to advise on any bushfire management measures required to ensure compliance with SPP 3.7. The Assessment determined that post-development, all of the proposed commercial buildings will be subject to BAL ratings of less than BAL-19. As none of the proposed buildings are Class 1, 2 or 3, construction to *Australian Standard 3959 Construction of Buildings in Bushfire-Prone Areas* (AS 3959: 2018) is not required however it is recommended that the ember protection measures outlined in sections 3 and 5 of AS 3959: 2018 are incorporated into the design and construction of any warehouses or offices.

Refer to **Figure 8 – SPP 3.7 Bushfire Prone Areas Map** and **Attachment 4 – BMP**

5.2.3 State Planning Policy No. 4.2 – Activity Centres

State Planning Policy 4.2 – Activity Centres for Perth and Peel (SPP 4.2) sets out the broad planning requirements for the planning and development of new activity centres and the redevelopment and renewal of existing centres in Perth and Peel. It particularly encourages development and employment growth to be focused within and around activity centres containing train stations in order to capitalise on the use of existing and planned infrastructure.

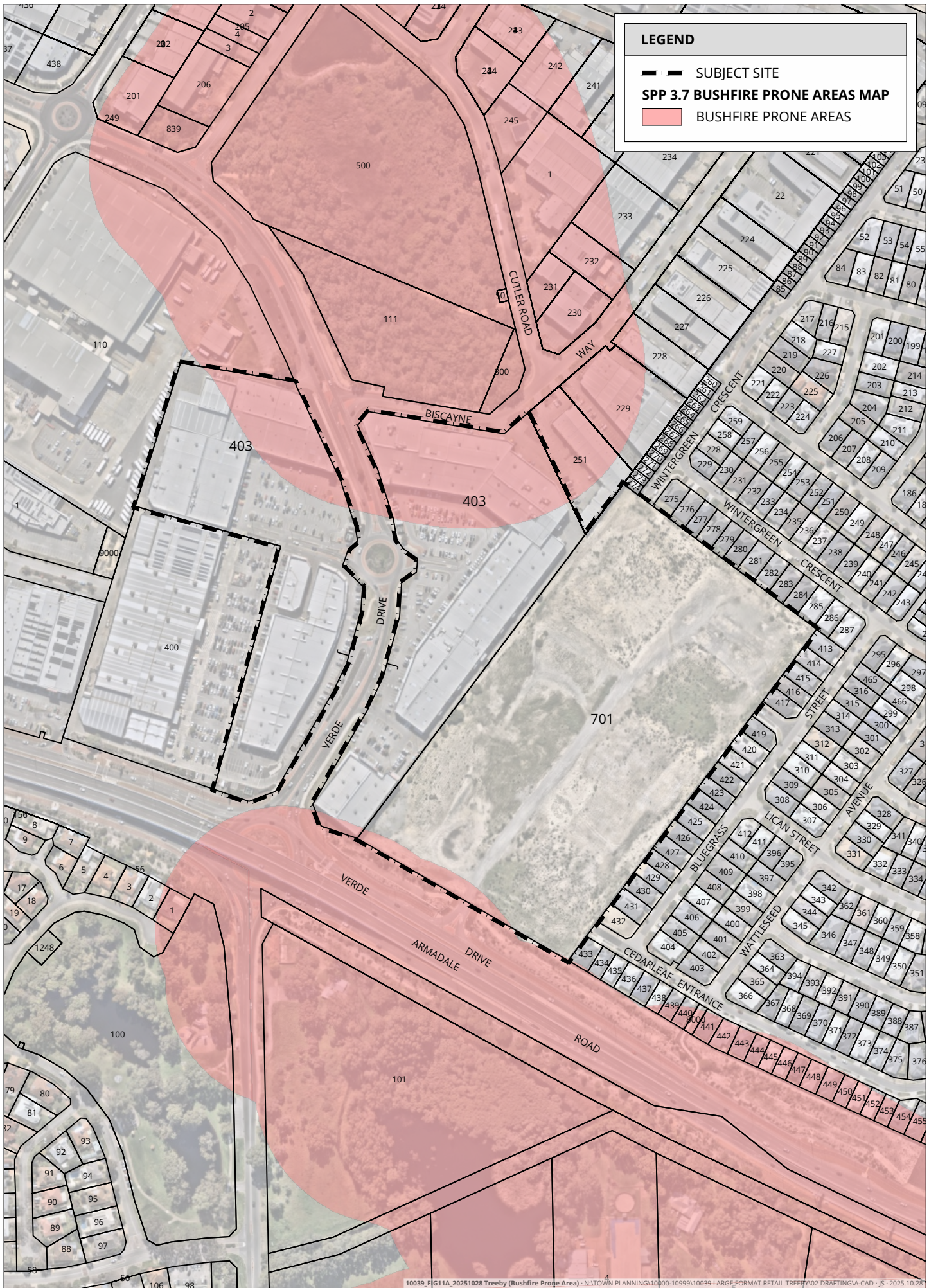
The subject site is broadly identified under the City's Commercial Strategy as forming part of the 'Jandakot East Industrial Centre' which performs the role of a Strategic Employment Centre within the hierarchy of activity centres. 'Strategic Employment' is defined under SPP 4.2 as being associated with the production and transfer of goods, services and knowledge predominantly to serve markets beyond the immediate location or catchment. Also known as trade clusters, as distinct from local clusters, which comprise industries that serve local population and business driven demand.



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SCALE @ A4: 1:4000



FIGURE 7
SPP 2.3 JANDAKOT GROUNDWATER PROTECTION AREA MAP



10039_FIG11A_20251028 Treeby (Bushfire Prone Area) - N:\TOWN PLANNING\10000-10999\10039 LARGE FORMAT RETAIL TREE\102 DRAFTING\A-CAD - JS - 2025.10.28



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FIGURE 8
SPP 3.7 BUSHFIRE PRONE AREAS

5.2.4 State Planning Policy No. 5.4 – Road and Rail Noise

The WAPC's *State Planning Policy No. 5.4 - Road and Rail Transport Noise (SPP 5.4)* and accompanying *Road and Rail Noise Guidelines* apply to planning proposals where noise sensitive land uses are located within a specified distance of a transport corridor, major road or railway line. Armadale Road is identified as a strategic freight or major traffic route under the provisions of SPP 5.4 and the majority of the site is therefore within the 'trigger' distance for assessment. As the proposed development provides for a commercial land use outcome, an assessment of noise generation or the consideration of noise mitigation strategies is required.

Refer **Figure 9 – SPP 5.4 Road and Rail Noise Map**

5.2.5 State Planning Policy No. 7.0 – Design of the Built Environment

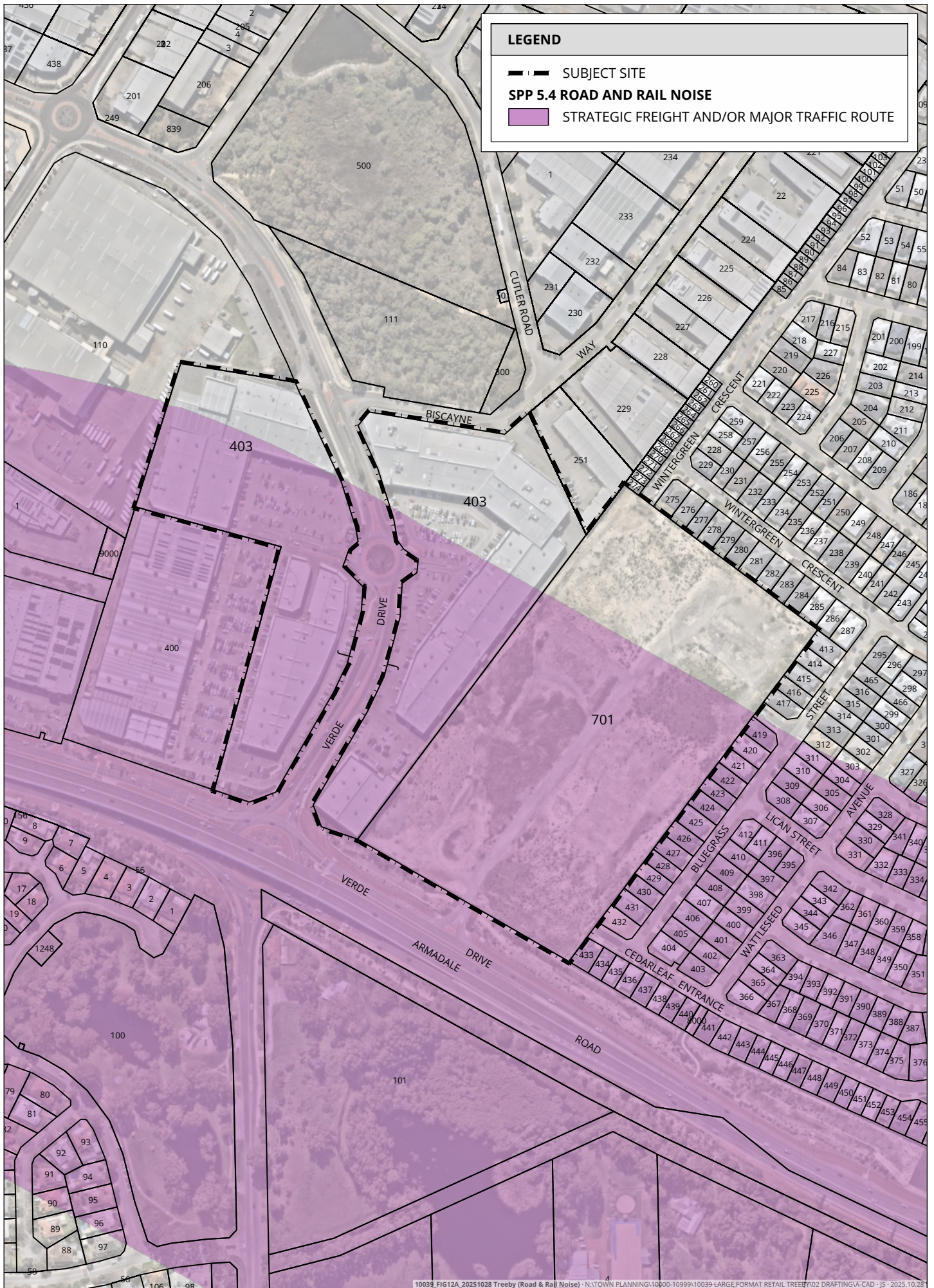
The WAPC's *State Planning Policy 7.0 – Design of the Built Environment (SPP 7.0)* provides the broad framework for the design of the built environment across Western Australia and establishes ten (10) key principles for good design. **Table 4** provides a summary of the proposed development's response to these design principles.

Design Principle	Design Statement
Context and Character Good design responds to and enhances the distinctive characteristics of the local area, contributing to a sense of place.	The site is located in a well-established regional destination for large format retail that supports the higher order retail activities in the Cockburn Central District Centre. The proposed development has been designed to fit seamlessly within this existing commercial context.
Landscape Quality Good design recognises that together landscape and buildings operate as an integrated and sustainable system, within a broader ecological context.	The proposed landscaping is designed to enhance and complement the built form, with a strong focus on human scale and comfort. It aims to strengthen the development's identity, walkability, connectivity, and sense of place. The design also responds to the broader context, drawing on existing landscape features to ensure integration with the surrounding area. The design response incorporates the following landscape objectives: - A range of tree species throughout car park to preserve sight lines and reduce the heat island effect. - Feature planting mixes and single species within setbacks to accentuate buildings and development entry point. - Dense native and endemic planting species to provide buffer to adjacent residential lot. - Heavy tree buffer to both east and north boundaries abutting residential development.
Built Form and Scale Good design ensures that the massing and height of the development is appropriate to its setting and successfully negotiates between existing built form and the intended future character of the local area.	The proposed development features a high-quality architectural design that acts as a gateway along Armadale Road, marking the transition from commercial activity to surrounding residential areas. Carefully designed to reflect the car-oriented nature of the area while remaining sensitive to the local context, the built form responds appropriately to key frontages. The buildings are positioned to enable strong connections with the adjacent large format retail centre, contributing to a cohesive and integrated retail destination. The proposal continues an architectural language that reflects the natural landscape, site topography, and the area's intended land uses. Varying building heights along Armadale Road and

Design Principle	Design Statement
	throughout the site help to break up the built form, creating visual interest and a more human-scaled environment.
Functionality and Built 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.	The design represents a functional, efficient and competent commercial retail proposal. The proposed development has been designed to be fully integrated with the existing adjoining LFR development via car, service and pedestrian movement. The existing development on Lot 403 will be partially demolished to provide an important accessway to Verde Drive. Staff parking and semi-trailer access are separated from public areas. The materials selected for the development are proposed to be highly durable to withstand harsh environmental conditions, minimise maintenance and shall respond to the desired context and character of the site.
Sustainability Good design optimises the sustainability of the built environment, delivering positive environmental, social and economic outcomes.	An ESD Report has been developed for the proposed development and is enclosed at Attachment 3. The Framework proposed the following sustainability initiatives: - On-site solar photovoltaic (PV) systems - Water efficient fittings and fixtures - LED lighting - Waste Management Plan - Materials with low carbon emissions and recycled content will be considered - Finishes with low VOC and formaldehyde content will be considered - Roofing materials with a Solar Reflective Index of less than 64 - Glazing and sunshades to buildings - Water efficient landscaping - End-of-trip facilities and bicycle parking to promote sustainable transport options
Amenity Good design provides successful places that offer a variety of uses and activities while optimising internal and external amenity for occupants, visitors and neighbours, providing environments that are comfortable, productive and healthy.	The proposal will deliver valuable amenity to the area by providing residents with convenient access to a diverse range of goods in a single, accessible location. This retail offering not only enhances the functionality of the suburb but also contributes to a more complete and connected local retail landscape, improving the overall liveability and appeal of the area. Importantly, the amenity of nearby residential areas will be preserved, with vehicular access separated from adjacent homes. Additionally, a buffer of native trees along shared boundaries further protects the residential interface, maintaining privacy and reducing visual and noise impacts.
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 proposed development has been designed to ensure a high degree of legibility for pedestrians and vehicles, which is demonstrated through the following: - The development provides a clear understanding of the land uses. - The entrances to the buildings are clearly defined.

Design Principle	Design Statement
	- Access through the site creates service corridors within and connecting to the adjacent development lots. - Servicing access is discreet and separated from public areas. - Internal pedestrian movement is prioritised. - Clear sight lines, well-designed car parking and pedestrian connections are provided.
Safety Good design optimises safety and security, minimising the risk of personal harm and supporting safe behaviour and use.	The proposed development creates and contributes to an activated and effective street and public space. It provides passive surveillance and has been designed in consideration of the CPTED principles to improve safety and amenity. Sightlines have been considered through the design process, with the buildings designed to allow clear vision to the car parking areas and street frontages. Proposed landscaping has been designed to provide shade and amenity, but not to impact on sight lines across the site, minimising opportunity for visual barriers or hidden areas. An effective lighting scheme shall be incorporated to enhance visibility and result in a well-lit site and streetscape environment. Clearly defined car bays, line markings, landscape strips, buildings and footpaths identify the use of specific areas of the site. The inclusion of a gym as part of the land use mix creates a degree of activation outside normal retail trading hours.
Community Good design responds to local community needs as well as the wider social context, providing environments that support a diverse range of people that facilitate social interaction.	The proposal aims to provide an active, engaged and passively surveilled ground plane and public domain. The inclusion of a central green space and cafe provides a focal point for users and fosters a sense of community. The proposal brings significant benefits to the local community. The stores provide convenient access to essential goods, reducing the need for trips to other areas. They also create local employment opportunities and stimulate economic activity by attracting foot traffic that can support nearby small businesses. Moreover, their presence signals investment in the area's growth, contributing to the development of a more self-sufficient and vibrant suburban community.
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.	Although several of the proposed tenants or owners have a generic aesthetic, the development has been thoughtfully designed to be well-planned, visually coherent, and appealing with robust materials surrounded by an enduring landscape. The buildings have been designed to a high visual standard, with facades articulated with contrasting elements which create visual interest, and is of a size and scale appropriate to the surrounding area.

Table 4: Response to SPP 7.0 Design Principles



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SCALE @ A4: 1:4000



FIGURE 9
SPP 5.4 ROAD AND RAIL NOISE

5.3 Local Planning Policies

5.3.1 Noise Attenuation

The City's *Local Planning Policy No. 1.12 – Noise Attenuation (LPP 1.12)* applies to commercial developments located in proximity to residential areas where potential noise and amenity impacts may be generated. LPP 1.12 requires that for commercial or industrial development, an Acoustic Report is required to demonstrate that the requirements of the *Environmental Protection (Noise) Regulations 1997 (Noise Regulations)* can be achieved and that there will be no adverse amenity impact upon any nearby noise sensitive premises.

Given the site's proximity to existing residential land uses, the Applicant has engaged acoustic consultants Herring Storer to undertake an acoustic assessment of the proposed development, identify any potential areas of non-compliance and recommend mitigation measures to be incorporated into the building design (where required). Noise sources considered as part of this assessment include:

- Mechanical services;
- Delivery vehicles; and
- Waste collection.

Noise emissions from the proposed development have been assessed to comply with the requirements of the Noise Regulations at all times, however the following mitigation measures are proposed:

- The mechanical services design needs to be confirmed during the design development phase. An acoustic study of the mechanical services should be undertaken once the design has been finalised, to ensure compliance is achieved.
- Waste collections are to be undertaken in accordance with the requirements of Regulation 14A – "Waste collection and other works".
- Deliveries by *large* trucks are restricted to the daytime (including Sundays and Public Holidays) and evenings (ie. no deliveries are permitted during the nighttime period).

Refer to **Attachment 5 – Acoustic Assessment**

5.3.2 Waste Management

The City's *Local Planning Policy No. 1.14 – Waste Management (LPP 1.14)* applies to various types of development including those of a non-residential nature where waste is generated (eg. commercial, retail, and food and beverage establishments). LPP 1.14 requires a Waste Management Plan (**WMP**) to be submitted and approved by the City as part of the Development Application process.

A WMP has been prepared by Talis Consultants in support of the proposed development and addresses matters including waste minimisation, the location and size of bin stores, the location and access arrangements for on-site collection, estimates of waste volumes, the method and timing of collection, communication with tenants and/or cleaning contractors, and implementation and review. Further information regarding waste management is provided at section 6.3 of this report.

Refer to **Attachment 6 – Waste Management Plan**

5.3.3 Commercial Development

The City's *Local Planning Policy No. 1.3 – Commercial Development (LPP 3.1)* applies to the planning and development of specific commercial land uses within the City including childcare premises, health studios, service stations and motor vehicle wash facilities. Given the proposed development includes provision for a

gymnasium (Health Studio), the provisions of LPP 3.1 have been taken into consideration. **Table 5** below provides a summary of the proposed development's compliance with LPP 3.1.

Policy Requirement	Compliant (Y/N)
Location	
(a) Health studios are encouraged where there is sufficient vehicle parking, such as in commercial and industrial areas with a readily available supply of parking spaces or a capacity to create additional parking spaces. Where possible, health studios shall be purpose built as opposed to retrofitting other uses such as warehouses.	Y
(b) All activities associated with an approved health studio shall be conducted within the approved building and not extend to the parking areas and/or Council property.	Y
Parking	
(a) Car parking bays shall be located within the lot boundaries of the subject site unless utilising joint use of car parking facilities as outlined under the requirements of TPS3.	Y
(b) Applications for a change of use to health studios that result in a parking shortfall on site may be considered at the discretion of the City. Discretion may be exercised with regard to parking shortfalls for a unit in a tenancy with shared parking arrangements where classes are proposed to operate outside standard business hours.	N/A
Gymnasium Health Studios	
(a) Car parking for 'gymnasiums' shall be provided at the rate of 1 per 3 machines plus 1 per 20m ² of active floor space and 1 car parking bay per staff members.	Y (refer to parking assessment at section 5.7.6 of this report)
(b) With every planning application submitted for a 'gymnasium', a detailed floor plan showing number of machines and active floor space in square metres proposed is to be provided in order to calculate the number of car parking bays required.	N The internal layout of the gymnasium is subject to design by the future tenant. No specific internal layout plan is available at this stage.
Other Health Studios	
(a) Car parking for health studios shall be provided at the rate of 1 car parking bay for every two persons accommodated.	Y (refer to parking assessment at section 5.7.6 of this report)
Bicycle Parking	
(a) Bicycle parking for all health studios is to be at the rate of 1 per 100m ² of active floor space.	Y (refer to parking assessment at section 5.7.7 of this report)
End-of-Trip Facilities	
(b) The provision of End of Trip Facilities must be provided on site and shall be in accordance with LPP 3.8.	Y
Other	
(a) When making application for a change of use to a health studio, proposals that are located in strata titled properties containing a car parking area in common property, require approval from the body corporate/strata manager	N/A

Policy Requirement	Compliant (Y/N)
where the change of use results in a parking shortfall. A letter with a strata body common seal clearly indicating non-objection to the proposed health studio is required with regard to this.	
(b) Applications for Health Studios shall include a completed 'Health Studio Supplementary Information Form'. Applications for a change of use to health studio will not be considered unless the checklist is completed.	N/A
(c) Classes on City reserves and public spaces such as beaches, football ovals etc. are exempt from the need to obtain Planning Approval. However, prospective applicant wishing to use City reserves and public spaces shall liaise with the City's Recreation Services.	N/A

Table 5: Summary of Compliance with LPP 3.1

5.3.4 Signs and Advertising

The City's *Local Planning Policy No. 3.7 – Signs and Advertising (LPP 3.7)* aims to ensure that the display of signs and advertisements on properties does not adversely impact upon the amenity of the area while providing appropriate exposure of activities or services. The development proposal plans identify the general size, location and number of signs proposed, demonstrating that signage has been carefully integrated into the overall development.

Signage zones are shown on all elevation plans to indicate the location and type of signage expected. Specific tenant signage within each of these nominated zones will be by separate application by tenants to the City of Cockburn. All proposed signage within the site will need to comply with the City's Signage Policy.

5.3.5 Industrial Subdivision and Development

The City's *Local Planning Policy No. 3.8 – Industrial Subdivision and Development (LPP 3.8)* applies to land within the (various) industrial and 'Mixed Business' Zones and land within the 'Development' Zone which is identified for industrial or mixed business use under an approved Structure Plan. LPP 3.8 prescribes development controls relating to various matters including land use, built form, materials, setbacks, access, parking and landscaping. These controls have been taken into consideration in the design of the proposed development and are included in the development compliance assessment at section 5.7 of this report.

5.3.6 Vehicle Access

The City's *Local Planning Policy No. 5.6 – Vehicle Access (LPP 5.6)* applies to development adjacent to major, arterial, distributor or important roads. Given the site's location adjoining Armadale Road, the provisions of LPP 5.6 have been taken into consideration. The purpose of LPP 5.6 is to ensure a coordinated approach to vehicle access is provided in these situations in order to provide for the safe and efficient movement of vehicles, public transport users and pedestrians.

A City has prepared and adopted a 'Vehicle Access Plan' in relation to Verde Drive which identifies access arrangements including intersection location and spacing, traffic control type and crossover location. The proposed development is consistent with the Verde Drive Vehicle Access Plan as it provides for an internal road connection to an existing and approved round-a-bout located on Verde Drive approximately midway between Armadale Road and Biscayne Way. No new or additional access points between the site and Verde Drive are proposed.

The proposed development has also been designed in a manner that ensures all vehicle movement to and from the site are undertaken in a forward direction and comply with the City of Cockburn's car parking and on-site vehicle circulation requirements.

5.3.7 Public Art

The City of Cockburn's *Local Planning Policy 5.13 – Percent for Art (LPP 5.13)* aims to develop a collection of distinct and diverse public artworks and increase awareness of public art as a significant cultural asset, by requiring the delivery of artworks through significant development proposals. It requires commercial development proposals with a value exceeding \$1 million (exclusive of GST) to set aside a minimum 1% of the total project cost (up to a maximum value of \$250,000) for the development of artworks.

Given the construction value of the proposed development, a 1% public art contribution will be required as a condition of development approval. The public art concept for the site will be developed following approval of the Application and in accordance with any conditional requirements.

5.4 Structure Plans

5.4.1 Cockburn Central East Structure Plan

The *Cockburn Central East Structure Plan (CCESP)* was approved by the WAPC in December 2018 and applies to the area located immediately east of the Kwinana Freeway, north of Armadale Road generally in the vicinity of the Armadale Road and North Lake Road Bridge Interchange Project. Lot 403 is located within the CCESP boundary and Lot 701 is located to the immediate east.

The CCESP identifies Lot 403 as 'Mixed Business – excluding residential'. Land use permissibility for each land use designation under the CCESP is to be as per the equivalent named zoned and/or reserve within TPS3. Residential uses are not preferred land uses within mixed business designation under the CCESP as there is a primary presumption in favour of retaining and fostering employment use over residential use.

Refer **Figure 10 – Cockburn Central East Structure Plan Map**

5.4.2 Local Development Plan 17/06

A Local Development Plan (**LDP**) applies to the residential area located to the east and north of Lot 701. It provides for residential development, predominately at a density of R25, and designates three (3) potential future road connections into Lot 701.

5.5 Zones and Reservations

5.5.1 Metropolitan Region Scheme

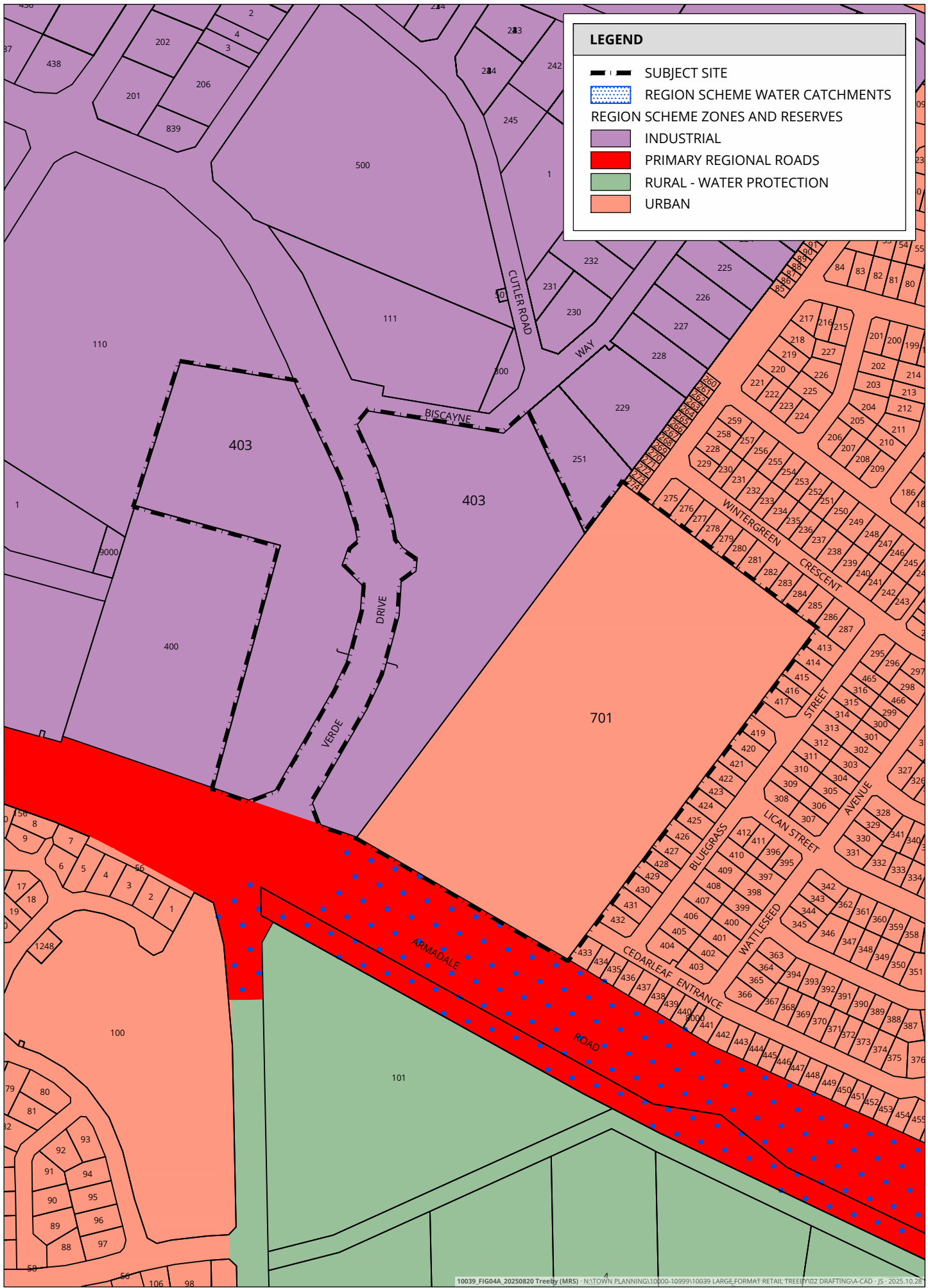
Lot 403 is zoned 'Industrial' and Lot 701 is zoned 'Urban' under the provisions of MRS. The purpose of the 'Industrial' and 'Urban' Zones is as follows:

Industrial: *To provide for manufacturing industry, the storage and distribution of goods and associated uses*

Urban: *To provide for residential development and associated local employment, recreation and open space, shopping, schools and other community facilities*

The land to the north and west of Lot 403 is zoned 'Industrial' under the MRS and the land to the north and east of Lot 701 is zoned 'Urban'. Armadale Road, abutting the site's southern boundary, is reserved 'Water Catchment' and 'Primary Regional Road' (red road).

Refer to **Figure 11 – MRS Zoning**



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FIGURE 11
METROPOLITAN REGION SCHEME ZONING

5.5.2 City of Cockburn Town Planning Scheme No. 3

The site is zoned 'Development' under the provisions of TPS 3. The Objective of the 'Development' Zone is:

To provide for future residential, industrial or commercial development to be guided by a comprehensive Structure Plan prepared under the Scheme

Both Lots 403 and 701 are located within 'Development Areas' under TPS3 with Lot 403 forming part of *Development Area 20 – Solomon Road (DA20)* and Lot 701 forming part of *Development Area 37 - Banjup Quarry Redevelopment (DA37)*. Development Areas are subject to specific provisions that apply in addition to the general provisions of TPS3 and any provision relating to the 'Development' Zone.

Refer **Figure 12 – LPS3 Zoning**

The specific 'Development Area' provisions applicable to both DA20 and DA37 require that any Structure Plan applying to the land is given due regard in the consideration of subdivision, land use or development proposals. In relation to DA20, the 'Development Area' provisions state that any Structure Plan prepared in relation to the Area is to provide for light and service industrial and mixed use development to complement the Thomsons Lake Regional Centre and mixed business development where appropriate.

In relation to DA37, the 'Development Area' provisions state that a Structure Plan prepared in relation to the Area is to provide for an appropriate mix of residential and non-residential land uses, in order to support the objective for a mixed use neighbourhood. Non-residential land uses may include compatible commercial and industrial (light and service industry) land uses, as a means to provide an appropriate interface and transition to the western adjoining DA20. The proposal to develop Lot 701 for large format retail land uses is consistent with the specific 'Development Area' provisions applicable to DA37 under TPS3. A Structure Plan has been prepared and adopted in respect to DA20 and is known as the *Cockburn Central East Structure Plan*. No Structure Plan has been prepared in respect to DA37.

In the absence of an adopted Structure Plan, the provisions at Clause 27 in Schedule 2 'Deemed Provisions' of the *Planning and Development (Local Planning Schemes) Regulations 2015 (Deemed Provisions)* apply. Clause 27 (2) of the Deemed Provisions provides that a decision-maker may approve development in the absence of a Structure Plan provided the decision-maker is satisfied that (a) the proposed development or subdivision does not conflict with the principles of orderly and proper planning; and (b) the proposed development or subdivision would not prejudice the overall development potential of the area.

The City has confirmed in this instance that it is agreeable to progressing an Application for Development Approval on the site in the absence of a Structure Plan given the site is in single ownership, is bound by fully developed land and that a public consultation process will be undertaken as part of the application process. Correspondence from the City confirming the above is enclosed at **Attachment 7**.

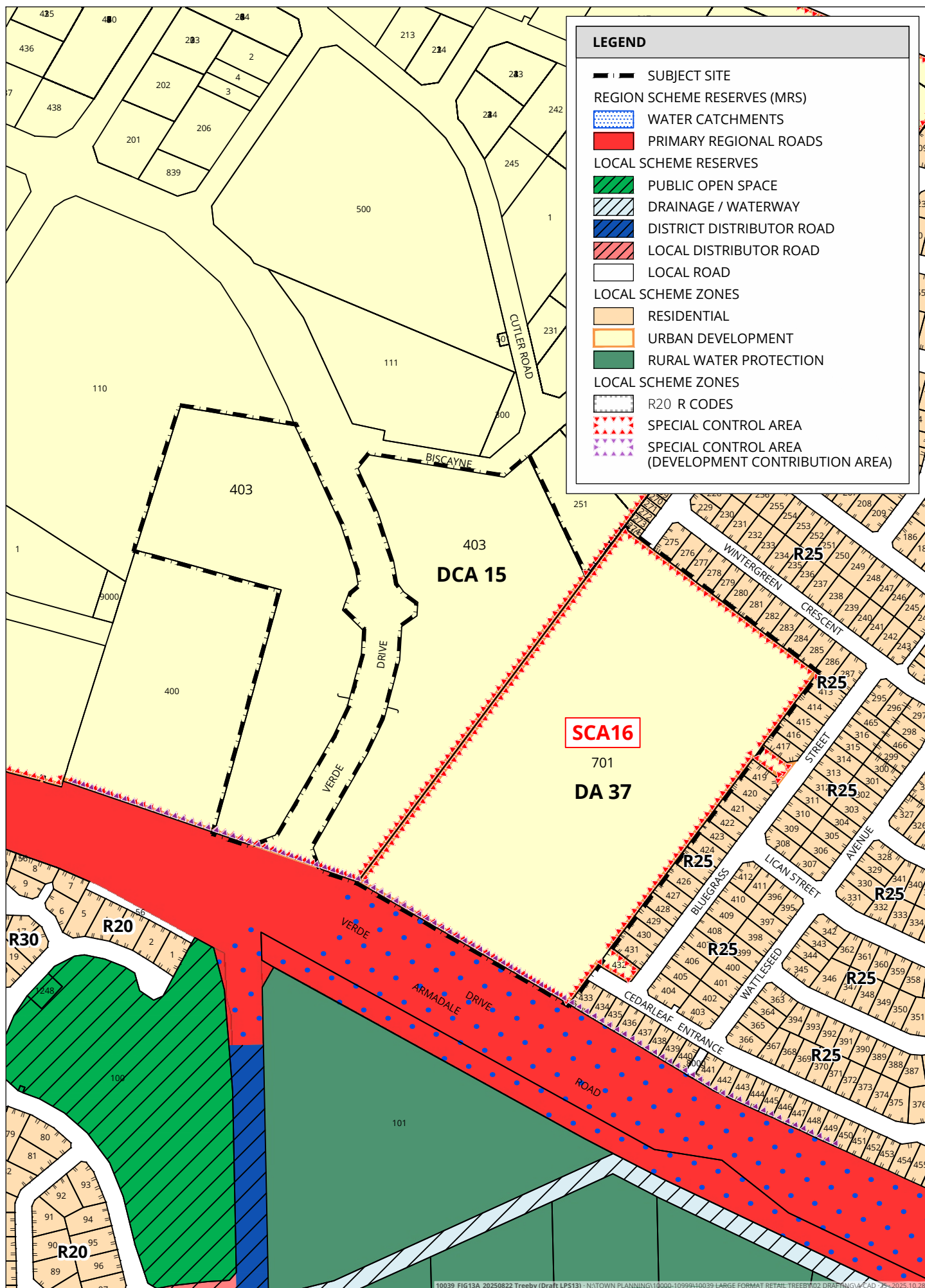
5.5.3 City of Cockburn Local Planning Scheme Review

The City of Cockburn has prepared a draft new local planning scheme (**draft LPS13**) to replace existing TPS3. Draft LPS13 is currently with the WAPC for examination and approval to advertise. Once WAPC approval is granted, draft LPS13 will be formally advertised for public comment.

Draft LPS13 proposes an 'Urban Development' zoning over both Lots 403 and 701 and designates both lots within a Special Control Area (**SCA**). Lot 403 is proposed to be located within SCA6 – Cockburn Central East and Lot 701 is proposed to be located within SCA16 – Banjup Quarry. The provisions set out under draft LPS13 in relation to SCA6 and SCA16 are broadly consistent with those that currently apply under the 'Development Area' provisions of existing TPS3.

Refer **Figure 13 – Draft LPS13 Zoning**





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5.6 Land Use Permissibility

In accordance with the provisions of TPS3, the use and development of land within the 'Development' Zone is to be guided by an approved Structure Plan. The zones and reserves designated under any approved Structure Plan apply to the land within it as if the zones and reserves were incorporated into TPS3.

As discussed at section 5.4.1, Lot 403 is located within the CCESP and is designated 'Mixed Business - excluding residential'. The provisions contained within TPS3 relating to the 'Mixed Business' Zone have therefore been applied to Lot 403 for the purposes of determining land use permissibility. The objective of the 'Mixed Business' Zone under TPS3 are as follows:

To provide for a wide range of light and service industrial, wholesaling, showrooms, trade and professional services, which, by reason of their scale, character, operation or land requirements, are not generally appropriate to, or cannot conveniently or economically be accommodated within the Centre or industry zones

Lot 701 does not form part of an approved (or proposed) Structure Plan. In the absence of an approved Structure Plan, the permissibility of land uses on Lot 701 is determined by the decision-maker in accordance with Clause 27 (2) of the Deemed Provisions.

The proposed development includes 26 individual tenancies across seven (7) buildings. 23 of the proposed tenancies will be used for large format retail land uses with the three (3) remaining tenancies designated for use as a gymnasium, a café and a food outlet/lunch bar. These classes, and their corresponding permissibility under the Zoning Table in TPS3, is summarised in **Table 6** below:

Use Class	Permissibility under TPS3 (Lot 403 – Mixed Business Zone)	Permissibility under TPS3 (Lot 701 – No Structure Plan)
Showroom	P	At the City's discretion as per Clause 27 (2) of the Deemed Provisions
Recreation - Private	P	
Restaurant	P	
Health Studio	P	
Lunch Bar	A	
Warehouse	P	

Table 6: Land Use Permissibility (TPS3)

All of the abovementioned land uses sought by this Application are capable of approval under TPS3.

An assessment of land use permissibility under the provisions of draft LPS13 has also been undertaken and is summarised in **Table 7** below. This assessment has been undertaken on the basis of the 'unadvertised' version of draft LPS13 which is currently under assessment by the WAPC.

Use Class	Permissibility under draft LPS13 (Lot 403 – Service Commercial Zone)	Permissibility under draft LPS13 (Lot 701 – No Structure Plan)
Bulky Goods Showroom	P	At the City's discretion as per Clause 27 (2) of the Deemed Provisions
Fast Food Outlet / Lunch Bar	D	
Recreation - Private	D	
Restaurant / Café	D	
Warehouse / Storage	P	

Table 7: Land Use Permissibility (draft LPS13)

All of the abovementioned land uses sought by this Application are capable of approval under draft LPS13.

5.7 Development Standards

Various development standards apply to the site specifically and/or to the form of development proposed. Some of these standards are contained within TPS3 whilst others are set out in the applicable Structure Plan (Lot 403) or under the City's local planning policy framework. Each of the applicable development standards are addressed separately below.

5.7.1 Building Setbacks

There are no specific building setback standards under TPS3 that apply to the 'Mixed Business' or 'Development' Zones and no specific setback requirements under the CCESP. General guidance is provided at Clause 4.9.1 of TPS3 which requires:

- Commercial buildings to be setback from lot boundaries in accordance with the provisions of the Building Code of Australia (BCA); and
- Buildings to be setback from boundaries so that the impact on the use and amenity of the adjoining buildings is minimised and the scale and bulk of the building is compatible with the streetscape.

Boundary setbacks proposed by the development are listed in **Table 8** below.

Boundary	Proposed Setbacks
South (Armadale Road)	2m – 15m
West (Verde Drive)	46m – 155m
East (Residential)	8m – 50m
North (Residential)	10m – 60m

Table 8: Proposed Lot Boundary Setbacks

The proposed development has been carefully sited and designed to ensure appropriate building setbacks are provided to the adjoining residential areas located north and east of Lot 701.

A minimum building setback of 8m is proposed along the site's eastern boundary and includes a 2m landscaping strip. The setback area will be used for service vehicle access and staff parking associated with Buildings 1 and 2. A minimum building setback of 10m is proposed along the site's northern boundary and includes a 5m landscaping strip. This setback area will similarly be used for service vehicle access and staff parking. Noise and amenity considerations relating to the northern and eastern boundary setbacks are discussed in further detail at section 5.7.4 of this report.

Building setbacks to Armadale Road generally reflect the setback of existing buildings to the immediate west and have been designed to maintain a consistent streetscape. The setback area will be partially used for service vehicle access with the balance of the setback area to be landscaped. Further details regarding the landscaping treatments proposed along the site's Armadale Road frontage are provided at section 5.7.3 of this report.

The Verde Drive frontage of the site will remain largely unchanged as a result of the proposed development given the existing building interface at this location. Internally, setbacks between buildings have been designed to allow for the safe and efficient movement of vehicles and pedestrians and to provide for a high degree of public amenity.

The building setbacks proposed by the development are considered acceptable and appropriate for the site given they:

- Maintain a consistent streetscape along Armadale Road;
- Are restricted to use by service vehicles and staff only;
- Will be sensitively landscaped; and
- Provide separation between commercial and adjoining residential land uses.

5.7.2 Building Height

As with building setbacks, there are no specific building height provisions under TPS3 that apply to the 'Mixed Business' or 'Development' Zones and no specific height requirements under the CCESP. The following general guidance is provided at Clause 4.9.3 (b) in relation to 'Amenity':

Buildings shall be designed so that they are complementary with their surroundings and adjoining development in terms of their external appearance, design, height, scale and bulk

Building heights of between 8.1m and 9.6m are proposed across the site and reflect the height of existing buildings within the adjoining large format retail precinct to the west. Some minor variations above these heights are proposed to provide for an appropriate level of building articulation. The use of consistent building heights across the broader precinct is considered desirable.

Having regard to the adjoining residential areas to the north and east, the building heights proposed are considered appropriate in scale for an urban residential context noting that landscaping and building setbacks of between 8m and 10m will be provided.

5.7.3 Landscaping

Clause 4.9.2 of TPS3 sets out standards for landscaping associated within commercial and industrial uses. The proposed development's compliance with these standards is summarised in **Table 9** below.

Required		Provided
(a)	A minimum on-site provision of 10% of the total area of the lot or a defined portion of the site shall be set aside, developed and maintained as a landscaped area	Less than 10% on-site landscaping is proposed – refer to (b) below
(b)	The local government may reduce the minimum on-site provision to not less than 5% of the total area of the lot to be set aside, developed and maintained as a landscaped area where the owner agrees in writing that all of the street verge abutting the lot shall be included in the landscape area	The proposed development incorporates a total of 4,213m ² of landscaping which equates to approximately 6% of the total site area. Some of the proposed landscaping is located within the Armadale Road verge area which adjoins the site's southern boundary. Landscaping proposed within the Armadale Road verge has been designed to satisfy MRWA requirements and will be maintained by the Applicant on an ongoing basis.
(c)	Where the street verge is included in the landscaped area it shall be developed and maintained by the owner	Noted and agreed
(d)	The landscaped area shall have a minimum width of not less than 1.5m and distributed in areas of not less than 4m ²	Compliant

Required		Provided
(e)	No less than 1 shade tree shall be planted for every linear metre of verge frontage or for every 50m ² of total landscaped area, whichever is greater	Compliant
(f)	No less than 1 shade tree shall be planted in the car parking area for every 3 side-by-side car parking bays	Compliant
(g)	Landscaping is to be confined to the area of the lot between the building or the use of the land and the boundaries of the lot adjoining the public road reserve, or other public reserve, unless varied by the local government	Landscaping within the Armadale Road verge is proposed

Table 9: Summary of Compliance with Landscaping Provisions (TPS3)

The proposed development incorporates a total of 4,213m² of landscaping which equates to approximately 6% of the total site area.

The proposed landscaping is designed to enhance and complement the built form, with a strong focus on human scale and comfort. It aims to strengthen the development's identity, walkability, connectivity, and sense of place, respond to the broader context and drawing on existing landscape features to ensure integration with the surrounding area. Landscaping will consist of trees (various deciduous and evergreen species), groundcover and low level native planting to preserve sight lines and reduce the heat island effect. Feature planting mixes and single species will be provided within setback areas to accentuate buildings and development entry point.

A landscaped 'pocket park' measuring 200m² is proposed within the site and will be developed with lighting and seating for use by staff and visitors. The park is located centrally within the development between the proposed café and food outlet (lunch bar) to maximise ease of access and will be connected to the broader development by a network of internal pathways.

Landscaping within the Armadale Road verge will be undertaken in consultation with MRWA, being the custodian of this road reservation. Proposed verge landscaping treatments will consist of low level planting, groundcover within the MRWA nominated garden bed area and mulch. The landscaping within the verge is to be maintained on an ongoing basis by the management of the development. Consultation has been undertaken with MRWA's Road Access and Planning team in relation to landscaping of the Armadale Road verge area, with the following advice received:

The area is still in DLP for the landscaping as part of the Armadale Access Alliance.

No future planting would be approved for the area between the site boundary and the sump fencing (Lot 701). The width of this area is small and there is a clearance required. This area would therefore need to remain mulch only. There is a small garden bed at either side of the unbuilt entry. These may possibly have some infill landscaping but it would need to be a maximum mature height of 500mm and there would need to be 2m clearance off the back of kerb and 2m from the sump fence.

On Lot 403 there is a small area of mulch in front of the Cockburn East sign and also a small area of compacted laterite around services. This would need to be untouched as it is part of the current project. The area directly behind this appears to provide access to the double gates which will need to remain clear for access. There is a small section of private property that can be planted.

The northern and eastern boundaries of Lot 701 will be sensitively landscaped to provide an appropriate interface with the adjoining residential uses. A 5m landscaping strip is proposed along the site's northern boundary and a 2m landscaping strip is proposed along the eastern boundary. Both landscaping areas will be

developed with semi-mature trees and low level native planting with dense native and endemic planting species to provide a buffer to adjacent residential lots.

Refer to **Attachment 8 – Landscape Plan**

5.7.4 Interface to Residential

The proposed development has been carefully sited and designed to ensure an appropriate level of amenity is maintained for the adjoining residential areas located north and east of Lot 701. No direct vehicle access is proposed between the site and the adjoining residential areas to ensure that the integrity of the residential area is not compromised with the introduction of through traffic.

A minimum building setback of 8m is proposed along the site's eastern boundary (including a 2m landscaping strip) and a minimum building setback of 10m is proposed along the site's northern boundary (including a 5m landscaping strip). The substantial building setbacks proposed to the east ensure no overshadowing of adjoining residential properties. No windows are proposed at the upper levels along the northern and eastern facades of the proposed buildings, ensuring no overlooking of adjoining residential properties. Service yard/delivery areas are set further back within alcoves hence increasing the separation distance to the residential properties.

The setback areas will be used for landscaping, delivery/service vehicle access and staff parking only. Vehicle movements within the delivery/service and staff parking areas will be limited to one-way, with vehicles entering via Biscayne Way to the north and existing via Armadale Road to the south. To ensure compliance with the Noise Regulations, deliveries by large trucks will be time-restricted with no deliveries to occur during the night. An assessment of potential noise generating activities and proposed mitigation measures to address these activities are provided in the Acoustic Assessment at **Attachment 5**.

As discussed at section 5.7.3 above, the landscaping buffers along the northern and eastern boundaries of the site will be planted with native trees to provide a visual buffer between existing residential and proposed commercial land uses. A mix of species have been selected to provide both screening and potential habitat functions and will be maintained in perpetuity by the developer. Detailed plans showing the location, number and size of proposed plant species are provided in the Landscape Plan at **Attachment 8**.

5.7.5 Convenience and Functionality

Clause 4.9.4 of TPS3 requires commercial developments to be designed to ensure that they are convenient and functional for those who will use it. The proposed development has been designed to offer convenience and functionality by:

- Fully integrating with the existing adjoining large format retail development to the west via car, service and pedestrian movement;
- Separating staff parking and service vehicle access from customer parking and movement;
- Delivering valuable amenity to the area by providing residents with convenient access to a diverse range of goods in a single, accessible location;
- Clearly defining land use offerings and building entrances;
- Providing clear sight lines and well-designed car parking and pedestrian connections;
- Prioritising internal pedestrian movement;
- Providing an informal meeting and public amenity space by way of centrally located 'pocket park';
- Respecting the scale of surrounding development; and

- Providing extensive and well-positioned landscaping.

This proposed development will not only enhance the functionality of the suburb but also contribute to a more complete and connected local retail landscape, improving the overall liveability and appeal of the area.

5.7.6 Vehicle Parking

In addition to the parking proposed on Lot 701, the modifications to the existing built form on Lot 403 will generate an additional 45 car bays where the showroom/warehouse is to be demolished and an additional 4 car bays adjoining the existing 'Good Guys' tenancy resulting in a total new car bay provision of 705 bays. Clause 4.9.5 of TPS3 sets out the minimum requirements for the provision of on-site car parking bays, delivery spaces and bicycle parking depending on land use. The WAPC has also released the *WA Planning Manual - Non-Residential Car Parking Rates in Perth and Peel Guidelines*, which are intended provide consistent car parking requirements for non-residential land uses and support the review of car parking ratios under individual local planning frameworks.

A parking assessment of the proposed development has been undertaken in relation to the standards set out TPS3 and draft LPS13, along with the standards set out within the WA Planning Manual. The findings of this assessment are summarised in **Tables 10, 11 and 12** below. For the purposes of the parking assessment, the following breakdown of land uses and GFA have been applied:

- Total Showroom use: 31,421m²
- Total Warehouse use: 2,575m²
- Total Café/Restaurant use: 350m²
- Total Recreation – Private use: 2,000m²

Land Use	Use Class (Commercial Vehicle Parking Table)	Parking Requirement	Area	No. of Bays Required
Showroom	Showroom	1 : 50m ² GLA	31,421m ²	628.4
Warehouse	Showroom	1 : 50m ² GLA	2,575m ²	51.5
Café/Food	Lunch Bar*	1 : 15m ² NLA	350m ²	23.3
Gym	Recreation – Private**	1 per 3 machines 1 per 20m ² of active FA 1 per staff member	50 machines 1,500m ² active FA 10 staff ***	86.6
Notes: * The Parking requirement for 'Lunch Bar' Use Class has been applied. The 'Restaurant' Use Class may similarly apply however the number of seats/people accommodated cannot be determined at this stage (tenant dependant) ** The parking requirement for the proposed gym has been calculated in accordance with LPP 3.1 *** The internal layout of the gym is subject to design by the future tenant. No specific internal layout plan is available at this stage and accordingly the number of machines, active floorspace and staff have been assumed				
Total Bays Required				789.8 (790)
Total Bays Provided				705
Shortfall				85

Table 10: Car Parking Assessment (TPS3 standards)

Land Use	Use Class (Parking Standards Table)	Parking Requirement	Area	No. of Bays Required
Showroom	Bulky Good Showroom	1 : 100m ² GLA	31,421m ²	314.21
Warehouse	Warehouse/Storage	1 : 100m ² GLA	2,575m ²	25.75
Café/Food	Restaurant/Cafe*	1 : 15m ² NLA	350m ²	23.3
Gym	Recreation – Private**	1 per 3 machines 1 per 20m ² of active FA 1 per staff member	50 machines 1,500m ² active FA 10 staff ***	86.6
Notes: * The number of seats/people accommodated cannot be determined at this stage (tenant dependant). The parking requirement for 'Fast Food Outlet/Lunch Bar' has been applied and is considered to reflect a 'worst case' scenario ** The parking requirement for the proposed gym has been calculated in accordance with LPP 3.1 *** The internal layout of the gym is subject to design by the future tenant. No specific internal layout plan is available at this stage and accordingly the number of machines, active floorspace and staff have been assumed				
Total Bays Required				449.8 (450)
Total Bays Provided				705
Surplus				255

Table 11: Car Parking Assessment (Draft LPS13 standards)

Land Use	Use Class (Appendix B Standards)*	Parking Requirement	Area	No. of Bays Required
Showroom	Bulky Good Showroom	1 : 100m ² FA	31,421m ²	314.21
Warehouse	Bulky Good Showroom	1 : 100m ² FA	2,575m ²	25.75
Café/Food	Lunch Bar**	1 : 25m ² FA	350m ²	14
Gym	Recreation – Private***	1 per 3 machines 1 per 20m ² of active FA 1 per staff member	50 machines 1,500m ² active FA 10 staff ***	86.6
Notes: * Based on the parking rates set out in Appendix B of the WA Planning Manual Standards relating to service commercial zones ** There is no use class for 'Café' or 'Restaurant' under the WA Planning Manual Appendix B standards. The parking requirement for a 'Lunch Bar' use class has been applied on its place *** The parking requirement for the proposed gym has been calculated in accordance with LPP 3.1. The internal layout of the gym is subject to design by the future tenant. No specific internal layout plan is available at this stage and accordingly the number of machines, active floorspace and staff have been assumed				
Total Bays Required				440.5 (441)
Total Bays Provided				705
Surplus				264

Table 12: Car Parking Assessment (WA Planning Manual – Non-Residential Parking Rates (Appendix A) Standards)

The above tables demonstrates that the proposed development provides:

- A parking shortfall of 85 bays when assessed under TPS3;
- A parking surplus of 255 bays when assessed under draft LPS13; and
- A parking surplus of 264 bays when assessed under the WA Planning Manual.

It is clear from the above that there is a significant variation in parking standards applicable to the site. For the purposes of our assessment, we have assumed a 'worst case' parking shortfall but would expect that 'actual' parking demand to sit somewhere in between all three (3) of the above.

Assuming a parking shortfall in the order indicated above, we offer the following as justification for the variation proposed:

- A number of the proposed land uses are not assigned a specific parking requirement under TPS3, draft LPS13 or the WA Planning Manual. In these instances, a 'worst case' requirement (typically 'Lunch Bar') has been applied for the purposes of assessment.
- The parking requirement for the proposed gym has been applied in accordance with the standards set out in LPP 3.1. This standard is considerably higher than the standard for the 'Recreation – Private' use class under TPS3 and draft LPS13.
- The gym is expected to experience typical (peak) trading hours between 5.00am - 10.00am and between 5.00pm - 10.00pm, which is outside the trading hours of the proposed showrooms.
- Parking assessments based on NLA or GFA figures do not take into account 'back of house' areas, staff amenities and other areas not accessible by the public. For each NLA or GFA figure, actual 'public' floorspace comprises approximately 50%. This is not factored into parking ratios.
- The demolition of the existing showroom / warehouse on Lot 403 to provide connectivity between Verde Drive and Lot 701 results in an overall reduction of 1,875m² of showroom / warehouse floorspace within Lot 403. This is equivalent to 37.5 bays that are no longer required to service the existing development on Lot 403. This would effectively reduce the parking shortfall under TPS3 from 85 bays to 48 bays.
- Retail employees tend to be 'younger' people who do not drive or do not have a vehicle, and find other means of getting to work. The site's proximity to public transport (bus and train) is conducive to this form of travel.
- The parking standards contained within TPS3 are generally excessive having regard to the parking standards set out in draft LPS13 and the WA Planning Manual which suggests significantly lower ratios, particularly for the 'Showroom' use class.
- The parking assessment does not take into account the significant cross-trade between the various tenancies as well as the potential for reciprocal parking arrangements among these uses, and the existing large format retail tenancies to the west.
- The proposed food/café tenancies are expected to be used primarily by the staff and patrons of the proposed development and in this regard are unlikely to attract customers independently.
- The parking shortfall (85 bays) represents approximately 10% of the overall parking requirement under TPS3.

Having regard to the above, it is anticipated that in a practical sense the proposed development will operate with a significant surplus of parking when compared against actual parking demand.

5.7.7 Bicycle Parking

An assessment of bicycle parking has been undertaken having regard to the provisions contained within TPS3. The findings of this assessment are summarised in **Table 13** below.

Land Use	Use Class (Commercial Vehicle Parking Table)	Parking Requirement	Area	No. of Bays Required
Showroom	Showroom	N/A	N/A	N/A
Warehouse	Showroom	N/A	N/A	N/A
Café/Food	Lunch Bar*	1 : 20m ² NLA	350m ²	17.5
Gym	Health Studio**	1 per 100m ² of active FA	1,200m ² ***	12
Notes:				
* The Parking requirement for 'Lunch Bar' Use Class has been applied. The 'Restaurant' Use Class may similarly apply however the number of seats/people accommodated cannot be determined at this stage (tenant dependant)				
** The parking requirement for the proposed gym has been calculated in accordance with LPP 3.1 on the basis of 'Health Studio' given there is no bicycle parking requirement for the 'Recreation – Private' use class under TPS3.				
*** The internal layout of the gym is subject to design by the future tenant. No specific internal layout plan is available at this stage and accordingly the number of machines, active floorspace and staff have been assumed				
Total Bays Required				29.5 (30)
Total Bays Provided				16

Table 13: Bicycle Parking

Parking for up to 16 bicycles is provided on site, distributed throughout the development for ease of use. There are ample opportunities to supplement the bicycle parking across the site should there be additional future demand.

5.7.8 Matters to be Considered

Clause 67 of the Deemed Provisions contained within Schedule 1 of the *Planning and Development (Local Planning Schemes) Regulations 2015* ('LPS Regulations') sets out 'matters to be considered' by a local government in considering a development application. Compliance with these matters is summarised in **Table 14** below:

Matter to be Considered	Response
(c) The aims and provisions of this Scheme (including any planning codes that are read, with or without modifications, into this Scheme) and any other local planning scheme operating within the Scheme area;	The proposed development satisfies the relevant provisions of, and is capable of approval under, TPS3.
(b) The requirements of orderly and proper planning including any proposed local planning scheme or amendment to this Scheme that has been advertised under the Planning and Development (Local Planning Schemes) Regulations 2015 or any other proposed planning instrument that the local government is seriously considering adopting or approving;	The proposed development has been designed having close consideration for the applicable planning framework.
(c) Any approved State planning policy;	The proposed development has been designed in a manner cognisant of the WAPC's State Planning Policies 2.3, 3.7, 4.2, 3.7 and 7.0 - refer to section 5.2 of this report. No other approved State Planning Policies apply to the site.

Matter to be Considered	Response
(d) Any environmental protection policy approved under the <i>Environmental Protection Act 1986</i> section 31(d);	No environmental protection policies apply to the site.
(e) Any policy of the Commission;	The proposed development has been assessed for compliance with the WAPC's WA Planning Manual - Non-Residential Car Parking Rates in Perth and Peel Guidelines – refer to section 5.7.6 of this report.
(f) Any policy of the State;	N/A
(fa) Any local planning strategy for this Scheme endorsed by the Commission;	The proposed development is consistent with the directions set out in the City of Cockburn Local Planning Strategy and Local Commercial and Activity Centres Strategy - refer to section 5.1 of this report.
(g) Any local planning policy for the Scheme area;	The proposed development is consistent with the objectives and provisions contained within all applicable local planning policies – refer to section 5.3 of this report.
(h) Any structure plan or local development plan that relates to the development;	The proposed development is consistent with the CCESP which applies to Lot 403. No Structure Plan applies to Lot 701 – refer to section 5.4 of this report.
(i) Any report of the review of the local planning scheme that has been published under the <i>Planning and Development (Local Planning Schemes) Regulations 2015</i> ;	N/A
(j) In the case of land reserved under this Scheme, the objectives for the reserve and the additional and permitted uses identified in this Scheme for the reserve;	N/A
(k) The built heritage conservation of any place that is of cultural significance;	N/A
(l) The effect of the proposal on the cultural heritage significance of the area in which the development is located;	N/A
(m) The compatibility of the development with its setting;	The range of land uses proposed under the Application are capable of being approved under TPS3 and draft LPS13 and are complementary to the existing shops and other land uses currently provided within the broader precinct.
(n) The amenity of the locality;	The proposed development has been carefully sited and designed to ensure an appropriate level of amenity is maintained for the adjoining residential areas located north and east of Lot 701. No direct vehicle access is proposed between the site and the adjoining residential areas and substantial (landscaped) setbacks are provided along the site's northern and eastern boundaries.
(o) The likely effect of the development on the natural environment or water resources and any means that are proposed to protect or to mitigate impacts on the natural environment or the water resource;	No environmental impacts identified

Matter to be Considered	Response
(p) Whether adequate provision has been made for the landscaping of the land to which the application relates and whether any trees or other vegetation on the land should be preserved;	The proposed development incorporates a total of 4,213m ² of landscaping which equates to approximately 6% of the total site area. Some of the proposed landscaping is located within the Armadale Road verge area which adjoins the site's southern boundary. Lot 701 is vacant and does not contain any existing vegetation of significance. Lot 403 is fully developed, comprising existing large format retail land uses.
(q) The suitability of the land for the development taking into account the possible risk of flooding, tidal inundation, subsidence, landslip, bush fire, soil erosion, land degradation or any other risk;	N/A
(r) The suitability of the land for the development taking into account the possible risk to human health or safety;	N/A
(s) The adequacy of (i) the proposed means of access to and egress from the site; and (ii) arrangements for the loading, unloading, manoeuvring and parking of vehicles;	Proposed access arrangements into, out of and throughout the site have been assessed and determined to be adequate.
(t) The amount of traffic likely to be generated by the development, particularly in relation to the capacity of the road system in the locality and the probable effect on traffic flow and safety;	The Application is supported by a TIA which considers the impact of traffic generated by the proposed development on the surrounding road network. The TIA has determined that the proposed development can operate within the capacity of the existing road system.
(u) The availability and adequacy for the development of the following — (i) public transport services; (ii) public utility services; (iii) storage, management and collection of waste; (iv) access for pedestrians and cyclists (including end of trip storage, toilet and shower facilities); (v) access by older people and people with disability;	Existing local public transport services are available in proximity to the site and include various bus routes and a rail service (Cockburn Central), providing convenient connectivity for commuters.
(v) The potential loss of any community service or benefit resulting from the development other than potential loss that may result from economic competition between new and existing businesses;	N/A
(w) The history of the site where the development is to be located;	N/A
(x) The impact of the development on the community as a whole notwithstanding the impact of the development on particular individuals;	The proposed development is consistent with its designation under the Commercial Strategy and will assist in the delivery of local employment opportunities.
(y) Any submissions received on the application;	To be determined
(za) The comments or submissions received from any authority consulted under clause 66	To be determined
(zb) Any other planning consideration the local government considers appropriate	N/A

Table 14: Matters to be Considered by Local Government

6. Movement and Servicing

6.1 Traffic Impact Assessment

A Transport Impact Assessment (**TIA**) has been prepared in support of the proposed development and is enclosed at **Attachment 9**. The TIA assesses the impacts of the proposed development upon the adjacent road network, with a focus on capacity, access, safety, and car parking requirements and has been prepared in accordance with the WAPC's *Transport Impact Assessment Guidelines for Developments: Volume 4 – Individual Developments* (2016).

Key findings from the TIA are summarised below:

- A total of 705 on-site parking bays will be provided on site. This is anticipated to be more than sufficient for the proposed development based on the significant cross-trade between the various land uses within the site as well as the potential for reciprocal parking arrangements among these uses. A cross trade of 30% is assumed to be reasonable to allow for internal trips between the proposed land uses within the site.
- The site currently features a left in/left out crossover on Armadale Road (service road). As part of the proposed development, some existing tenancies and car bays within the existing large format retail development on Lot 403 will be removed to facilitate two (2) further connections via internal driveways to Verde Drive. This includes western connections that link the site directly to the existing round-a-bout and the left in/left out crossover on Verde Drive.
- These upgrades are designed to integrate the site with the surrounding road network while effectively utilising the existing infrastructure and will facilitate effective traffic circulation for general traffic and service vehicles.
- Turn path analysis confirms satisfactory movements for service vehicles. A 19m semi-trailer accessing the service areas for Buildings 1 and 2 will enter via the existing gated crossover on Biscayne Way, located at the north-west corner of the site and exit via Armadale Road crossover. This crossover will be used for service vehicles only.
- The other showroom tenancies would be serviced by vehicles up to 12.5m long. The 12.5m service vehicle can enter via the round-a-bout intersection on Verde Drive and exit via the existing left in/left out crossover on Armadale Road.
- Existing local public transport services are available in proximity to the site and include various bus routes and a rail service (Cockburn Central), providing convenient connectivity for commuters.
- Pedestrian and cyclists' connectivity to the site is currently available via the existing shared paths along Armadale Road and Verde Drive.
- Due to the nature of the proposed development, the greatest demand on the local road network capacity is expected to occur during the combined peak business activity of the development and the peak commuter traffic during the weekday afternoon and Saturday midday periods.
- Traffic assessments have been carried out for two horizon years - 2026, which is assumed to represent the post-development scenario, and 2036, which is assumed as the 10-year post-development assessment year.

- The proposed development is expected to generate approximately 8,371 trips per regular weekday with approximately 599 vph and 695 vph (both inbound and outbound) during the weekday AM and PM peak hours respectively and about 1,316vph during the Saturday mid-day peak hour.
- The SIDRA network outputs for the critical Saturday peak hour demonstrate satisfactory operations with no queue backs reported from the Armadale Road round-a-bout intersection extending to the development crossover and Verde Drive northern round-a-bout intersection during the critical Saturday peak period for both the 2026 and 2036 assessment years.
- No queue back from the development crossover on Armadale Road is expected to the Armadale Road round-a-bout intersection during the critical Saturday peak hour for the same assessment years.

Refer **Attachment 9 – Traffic Impact Assessment**

6.2 Delivery Management

A designated delivery and service area will be provided along the northern and eastern boundaries of Lot 701, located to the rear of proposed Buildings 1 and 2, providing separated access for delivery and waste collection vehicles. The area will also accommodate staff parking and other services such as fire tanks and pumps.

Access to this delivery/service and parking area will be limited to one-way traffic, with vehicles entering via Biscayne Way to the north and existing via Armadale Road to the south. To ensure compliance with the Noise Regulations, deliveries by large trucks will be time-restricted with no deliveries to occur during the night. An assessment of potential noise generating activities and proposed mitigation measures to address these activities are provided in the Acoustic Assessment at **Attachment 5**.

Each of the remaining buildings will be provided with a designated delivery and services area, the majority of which are positioned to the rear of each building and separated from customer access and parking areas.

Vehicle movements within each of the delivery/service areas have been assessed with Swept Paths as part of the TIA and demonstrated to provide for appropriate manoeuvrability to and from the loading areas, facilitating service vehicles up to a 19m long.

6.3 Waste Management

A Waste Management Plan (**WMP**) has been prepared by Talis Consultants in relation to the proposed development and addresses matters including waste minimisation, the location and size of bin stores, the location and access arrangements for on-site collection, estimates of waste volumes, the method and timing of collection, communication with tenants and/or cleaning contractors, and implementation and review.

Key findings and recommendations from the WMP are summarised below:

- A private contractor will service the proposed development on-site, directly from the bin storage areas.
- Each building is provided with at least one (1) designated Bin Storage Area, designed to align with the requirements of the City's Health Laws and consider noise, odour, hygiene, vermin, security, health and safety and the environment.
- Each Bin Storage Area has been cited and designed to accommodate the volume of waste expected to be generated by each individual tenancy within that building.

- To promote positive recycling behaviour and maximise diversion from landfill, internal bins will be available to each tenancy for the source separation of refuse and recycling.
- These internal bins will be collected by the staff/cleaners and transferred to the respective Bin Storage Area for consolidation into the appropriate bins. All bins will be colour coded and labelled in accordance with Australian Standards (AS 4123.7) to assist staff/cleaners to dispose of their separate waste materials in the correct bins.
- The private contractor will collect refuse and recyclables twice weekly utilising a rear loader waste collection vehicle.
- The private contractor's waste collection vehicle will enter and exit the site in forward gear.
- Noise from waste collections vehicles will be required to comply with the *Environmental Protection (Noise) Regulations 1997* and 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.
- Bin numbers and storage space within the bin storage area will be monitored by the building manager/caretaker during the operation of the development to ensure that the number of bins and collection frequency is sufficient.
- The WMP will form part of the building management agreement and will continue to be applied in perpetuity across the life of the development.

The WMP demonstrates that the proposed development has been designed to adequately cater for the anticipated volume of waste to be generated, provide adequately sized Bin Storage Areas and allow for the efficient collection of bins by appropriate waste collection vehicles.

Refer to **Attachment 6 – Waste Management Plan**

6.4 Servicing

A preliminary assessment of existing conditions and services associated with the proposed development has been undertaken by Colliers. Key findings from the assessment in relation to servicing considerations are summarised below.

6.4.1 Sewer

- The subject site is not currently serviced with a Water Corporation sewer connection, although existing sewer mains are present within the adjacent road reserves.
- In order to service the proposed development, an extension of one (or more) of these networks will be required, likely via Verde Drive.

6.4.2 Water

- The subject site is not currently serviced with a Water Corporation water connection, although existing water mains are present within the adjacent road reserves.
- The proposed development will be serviced by an extension of one (or more) of these water mains, likely via the existing connection located within the Armadale Road verge.

6.4.3 Gas

- Several existing gas connections are located within the adjacent road network.

- The proposed development will be serviced by an extension of one (or more) of these connections, the most likely being located within the Armadale Road verge.

6.4.4 Power

- Underground High Voltage (**HV**) infrastructure is located within the Armadale Road verge, adjacent to the southern boundary of the site.
- Underground Low Voltage (**LV**) infrastructure exists within the western verge of Bluegrass Street, the southern verge of Cedarleaf Entrance, and the southern verge of Wintergreen Crescent – all within the surrounding residential area.
- An existing power dome to the site has been provided within the western verge of Hiba View, in the north-western corner of the site. This power supply may have been implemented to facilitate temporary power to the Contractors laydown during the construction of the Armadale Road upgrade.
- An existing transformer is located to the west of the site on the north-western corner of the Verde Drive and Armadale Road round-a-bout. A new (additional) transformer is expected to be required to service the proposed development. Preliminary investigations suggest this transformer would be most suitably located in the south-western corner of Lot 703.

6.4.5 Telecommunications

- The site is currently serviced by NBN, Telstra and Vocus communications infrastructure. Additional connections to the existing communications network are expected to be feasible.

6.4.6 Drainage

- Drainage infrastructure in the form of gully pits are located within both the Armadale Road and Verde Drive road reserves, adjoining the subject site.
- Two (2) basins are located adjacent to the southern boundary, serving as discharge points for MRWA's drainage network. Stormwater discharge from the proposed development is not expected to be permitted to enter these basins.
- There are no existing stormwater lot connections to the subject site.
- The City of Cockburn require all stormwater that falls within the lot to be contained on site, with a design capacity of 1 in 100-year event over a 24-hour duration.
- Based on the sandy soil geology and groundwater table, it is anticipated that stormwater detention on site can be achieved via the use of shallow connected soakwells and underground storage cells throughout the driveway and carpark areas.

7. Conclusion

This Application seeks approval for the construction of a large format retail development on the site. The proposed development consists of 26 individual tenancies across seven (7) buildings and comprises a total Gross Floor Area (**GFA**) of 36,346m². The Application represents a sound and considered proposal for the site and should be supported for the following reasons:

- The range of land uses proposed by the Application are capable of being approved under TPS3 and draft LPS13 and are complementary to the existing land uses currently provided within the broader precinct.
- The proposed development satisfies the objectives and provisions of all relevant WAPC State Planning Policies including SPP 2.3 – Jandakot Groundwater Protection, SPP 3.7 – Bushfire and accompanying Guidelines for Bushfire Protection, SPP 4.2 – Activity Centres, and SPP 7.0 – Design of the Built Environment.
- The proposed development is consistent with the objectives and provisions contained within the City of Cockburn’s Local Planning Strategy and all applicable local planning policies.
- The proposed development is consistent with its designation under the Commercial Strategy and will assist in the delivery of local employment opportunities.
- The proposed use of the site for commercial purposes is consistent with its zoning under the MRS and TPS3.
- The land uses proposed are all capable of approval under existing TPS3 and draft LPS13.
- The built form, amenity and landscaping treatments proposed are consistent with the requirements set out in TPS3 and respond to feedback provided during the design review process.
- The proposed development has been carefully sited and designed to ensure an appropriate level of amenity is maintained for the adjoining residential areas located north and east of Lot 701. No direct vehicle access is proposed between the site and the adjoining residential areas and substantial (landscaped) setbacks are provided along the site’s northern and eastern boundaries.
- The proposed development satisfies the matters to be considered by a Local Government in assessing an Application for Development Approval as set out in Clause 67 of the Deemed Provisions contained within Schedule 1 of the *Planning and Development (Local Planning Schemes) Regulations 2015*.
- The proposed development will incorporate more than sufficient parking, having regard to the likely multi-purpose trips, peak demand periods, proximity to public transport, walkable catchment and the WAPC’s *WA Planning Manual - Non-Residential Car Parking Rates in Perth and Peel Guidelines*.
- The proposed development will comply with the *Environmental Protection (Noise) Regulations 1997* subject to the implementation of noise mitigation and management measures as detailed in this report.
- A number of ESD initiatives are incorporated into the proposed development, including roof-top Solar PV panels.
- The proposed development incorporates extensive and high quality landscaping which will be located both within the site and adjoining road reserves.

- The proposal includes a centrally located 'pocket park' providing high quality amenities for staff and visitors to the site. The pocket park is supported by food and beverage offerings and is located in a sheltered yet prominent part of the site.
- The local road network and proposed access points are capable of accommodating traffic associated with the proposed development.
- The development can readily accommodate and manage waste and delivery vehicles in a manner that does not compromise safety or amenity in the area.

The development is consistent with the principles of orderly and proper planning. The land uses proposed provide an important large format retail service for the community in a logical, efficient facility that represents a 'rounding off' of the existing precinct. On this basis, the proposed development should be supported and approved.