

Florida Beach Shopping Centre 71 Dandaragan Drive, Dawesville Development Application

February 2021 | 20-215



element.
the art and science of place

We acknowledge the custodians of this land, the Whadjuk Nyoongar and their Elders past, present and emerging. We wish to acknowledge and respect their continuing culture and the contribution they make to the life of this city and this region.

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1	15.02.2021	Final	George Ashton	Murray Casselton

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Contents

1. Introduction	1	6.3 City of Mandurah Town Planning Scheme No. 3	23
1.1 Planning Approvals Required	1	6.4 Florida Neighbourhood Centre Outline Development Plan	24
2. Subject Site	5	6.5 Local Planning Policies	31
2.1 Site Location	5	6.6 State Planning Policies	32
2.2 Site Description and Tenure	5	7. Technical Reports	35
2.3 Environmental and Heritage Considerations	6	7.1 Acoustic Report	35
3. Project Background	11	7.2 Traffic Report	35
3.1 Previous Development Approval	11	7.3 Waste Management Plan	36
3.2 Project Consultation	11	8. Planning Merit	37
3.3 State Design Review Panel Engagement	12	9. Conclusion	39
3.4 Expected Economic Contribution	12	Appendix A	41
4. Proposed Development	15	Development Plans	41
4.1 Development Overview	15	Appendix B	43
4.2 Design Approach	15	Certificate of Title and Deposited Plan	43
4.3 Landscaping	16	Appendix C	45
4.4 Parking and Access	16	Bushfire Attack Level Assessment and Bushfire Management Plan	45
4.5 Signage	17	Appendix D	47
5. Architectural Design Statement	19	Traffic Report	47
5.1 Context and Character	19	Appendix E	49
5.2 Landscape Quality	19	Correspondence from Coles Group Property Developments	49
5.3 Built Form and Scale	19	Appendix F	51
5.4 Functionality and Build Quality	19	Landscaping Plans	51
5.5 Sustainability	20	Appendix G	53
5.6 Amenity	20	Waste Management Plan	53
5.7 Legibility	21	Appendix H	55
5.8 Safety	21	Environmental Acoustic Report	55
5.9 Community	21		
5.10 Aesthetics	22		
6. Planning Assessment	23		
6.1 Peel Region Scheme	23		
6.2 City of Mandurah Draft Activity Centres Planning Strategy	23		

1. Introduction

This report has been prepared by **element**, on behalf of Coles Group Property Developments Ltd (CGPD), in support of a development application for the delivery of a key component of the planned Florida Neighbourhood Centre, in the form of a proposed shopping centre development located at Lot 924 (No. 71) Dandaragan Drive, Dawesville (the subject site).

The proposed development represents an exciting opportunity to deliver a new Coles supermarket anchored shopping centre to service the local Dawesville community, in accordance with the site's designation as a future neighbourhood centre under the Florida Neighbourhood Centre Outline Development Plan (ODP). The development is designed to provide a best practice supermarket experience, supported by additional specialty retail tenancies, a gym and childcare facility fronting Dandaragan Drive, and extensive landscaping throughout the subject site.

Refer to Figure 1 – Proposed Site Layout

The proposed development also represents a shovel-ready project that will improve access to essential services and stimulate economic and employment growth, as a response to the declared 'State of Emergency' associated with the COVID-19 pandemic. Approval is therefore being sought from the Western Australian Planning Commission (WAPC) in accordance with Part 17 of the *Planning and Development Act 2005*.

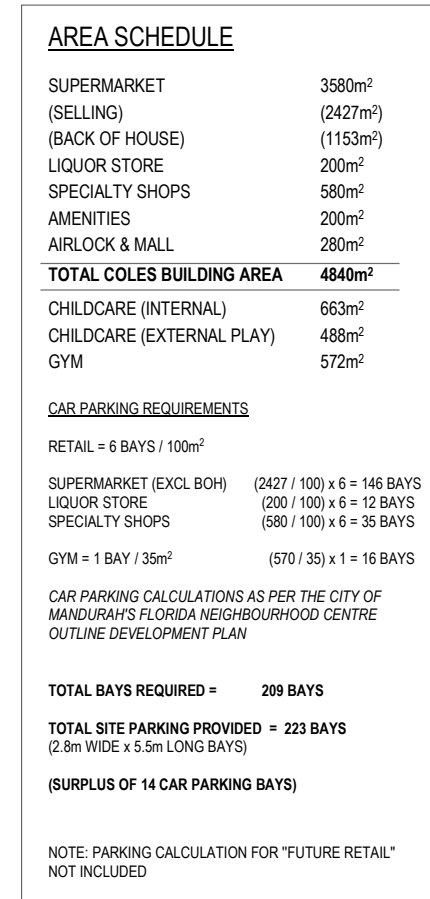
This report has been prepared to provide an overview of the subject site and the proposed development, as well as a detailed assessment against relevant planning requirements and an examination of the planning merits of the proposal. This report is also accompanied by a detailed architectural package prepared by Oldfield Knott Architects and enclosed as Appendix A, as well as supporting technical reports prepared by the following consultants:

- Landscape – Kelsie Davies Landscape Architecture.
- Traffic – Uloth and Associates.
- Waste – Talis Consultants.
- Acoustics – Herring Storer Acoustics.
- Bushfire – Green Start Consulting.

Refer to Appendix A – Development Plans

1.1 Planning Approvals Required

The proposed development has an estimated cost of \$19.425 million and is located outside the 'metropolitan region' for the purpose of Part 17 of the *Planning and Development Act 2005*. The proposed development is therefore eligible for assessment under the significant developments pathway administered by the WAPC and the associated State Development Assessment Unit (SDAU) within the Department of Planning, Lands and Heritage (DPLH). The applicant is therefore electing to forego the typical Joint Development Assessment Panel (JDAP) determination process and have this application determined by the WAPC under the provisions of Part 17 of the *Planning and Development Act 2005*.



2. Subject Site

2.1 Site Location

The subject site is located in the suburb of Dawesville, approximately 14 kilometres southwest of the Mandurah City Centre and immediately to the west of the Dawesville Bypass (previously the Old Coast Road).

The subject site maintains frontages to Woodstock Avenue to the north, Cocklebiddy Gate to the east, Bailey Boulevard to the south, and Dandaragan Drive to the west. The street block also contains a number of additional land parcels, including an existing Water Corporation pumping station to the southwest of the site, four vacant freehold lots owned by Florida Beach Pty Ltd, and a Crown Reserve lot to the northwest of the site that has been identified for the development of a future community centre to be operated by the City of Mandurah (the City).

Refer to Figure 2 – Location Plan

2.2 Site Description and Tenure

The subject site comprises Lot 924 (No. 71) Dandaragan Drive, Dawesville. The Certificate of Title details for the subject site are summarised in Table 1, below. Copies of the Certificate of Title and associated Deposited Plan are enclosed at Appendix B.

Table 1 – Certificate of Title Details

Lot	Survey	Volume	Folio	Area	Registered Proprietor
924	DP73967	2805	198	2.2864ha	Coles Group Property Developments Ltd

Refer to Appendix B – Certificate of Title and Deposited Plan

Refer to Figure 3 – Site Plan

There are a number of easement burdens and notifications listed on the Certificates of Title, as set out below:

- Two easement burdens in favour of the Water Corporation for sewerage and drainage purposes, located in the northwest and southwest corners of the subject site, as shown in the Deposited Plan at Appendix B.
- Document M182173, being a notification that relates to the subject site being located within the buffer area for the aforementioned Water Corporation pumping station site.
- Document M182174, being a notification under Section 165 of the *Planning and Development Act 2005*, which relates to the subject site's proximity to known mosquito breeding areas.

The above easements and notifications do not inhibit the development as proposed, with no buildings proposed over the identified easement areas and no sensitive residential land uses proposed. Copies of the aforementioned notification documents can be provided upon request.

The subject site is currently vacant and has previously been completely cleared of vegetation, although it is noted that there is some low-level regrowth vegetation evident on site. The existing pumping station that abuts the southwest corner of the subject site is the only constructed improvement in the immediate vicinity. A service station has also been constructed to the east of the subject site, at the intersection of Dawesville Bypass and Bailey Boulevard.

Refer to Figure 4 – Aerial Plan

The remainder of the surrounding area is being progressively developed for residential purposes, along with associated recreational and educational facilities. This will ultimately include the development of a new public high school facility immediately to the south of Bailey Boulevard. Anecdotally it has also been observed that residential land sales and development rates have increased in the locality due at least in part to home ownership incentives offered by the State and Federal Governments in response to the COVID-19 pandemic.

2.3 Environmental and Heritage Considerations

A desktop search indicates that the subject site:

- has no known local, state, national or Aboriginal significance; and
- Is not a registered contaminated site.

A portion of the subject site is located within a bushfire prone area under the State Map of Bush Fire Prone Areas, as indicated in Figure 5. As such, this application is supported by a Bushfire Attack Level (BAL) Assessment and Bushfire Management Plan (BMP) prepared by Green Start Consulting, copies of which are enclosed at Appendix C. The findings of the BAL Assessment and BMP are discussed in detail within this report.

Refer to Figure 5 – Extract of State Map of Bush Fire Prone Areas

Refer to Appendix C – Bushfire Attack Level Assessment and Bushfire Management Plan

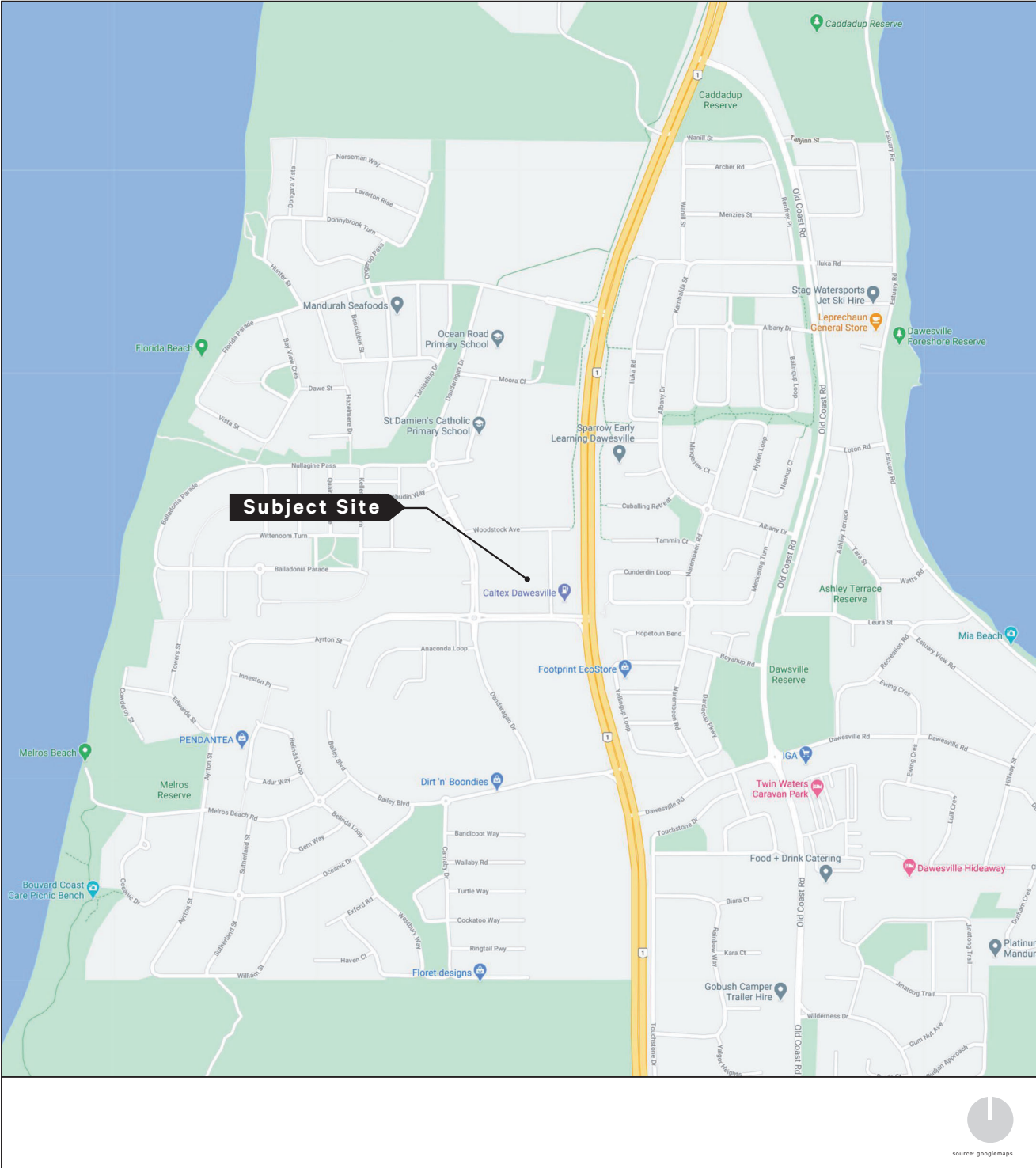


Figure 2. Location Plan

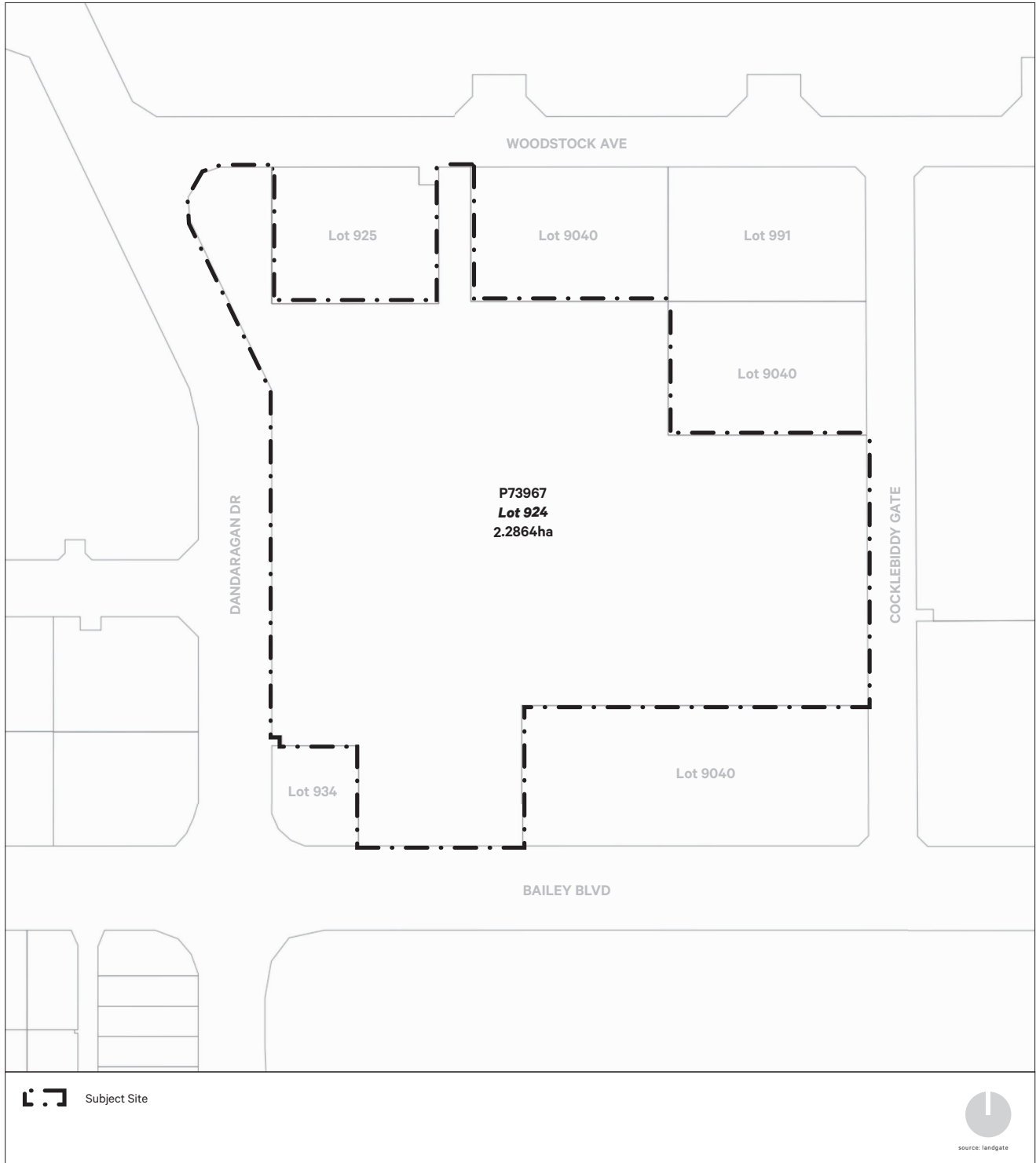


Figure 3. Site Plan



Figure 4. Aerial Plan

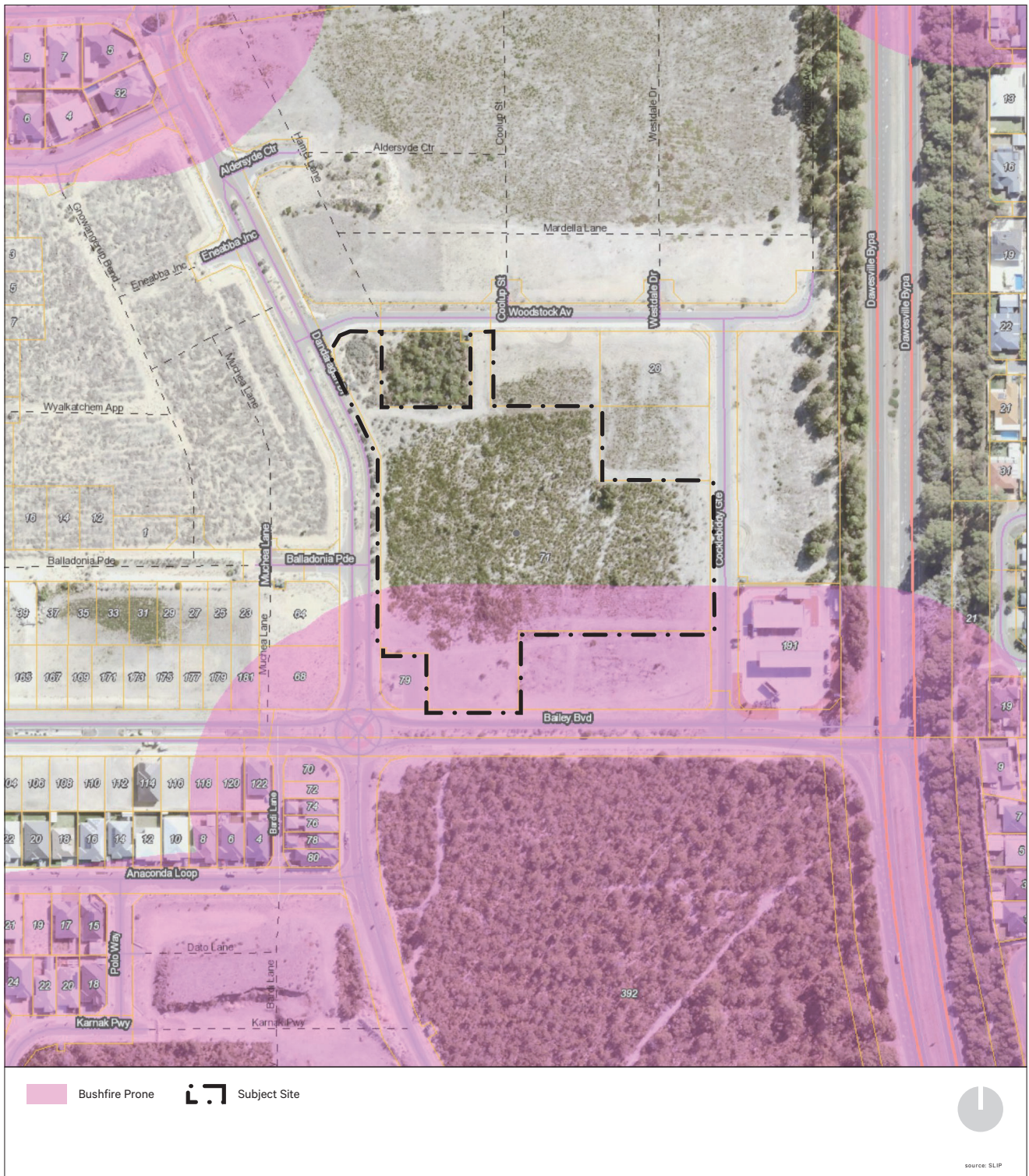


Figure 5. Extract of State Map of Bush Fire Prone Areas

3. Project Background

3.1 Previous Development Approval

In January 2015, **element** submitted a JDAP application for a similarly scaled neighbourhood shopping centre with a comparable configuration to the current proposal, but with no development proposed fronting Dandaragan Drive.

Refer to Figure 6 – Original Development Concept (2015)

However, in response to comments from the City, the original proposal was amended during the application process to provide an alternative configuration that positioned the majority of the built form towards Dandaragan Drive. This amended proposal was approved by the former Peel JDAP at its meeting on 30 June 2015. The approved development included a new Coles supermarket supported by a number of special retail tenancies, and various car parking and loading areas. The validity of this approval was subsequently extended by the City for a further four (4) years, until 13 April 2021. A further two (2) year extension has also been automatically applied as a result of the State Government's response to the COVID-19 pandemic, such that this approval is now valid until 13 April 2023.

Refer to Figure 7 – Approved Development Concept (2015)

Whilst the aforementioned approval remains valid, the approved site layout is neither commercially viable, operationally functional having regard to contemporary CGPD standards and customer amenity requirements, or deliverable in the previous or current retail environment. This is clearly evidenced by the fact the approval has not been acted on by CGPD notwithstanding population growth in the Dawesville locality since 2015. In particular, it is noted that:

- The approved site layout is contrary to contemporary retail planning principles applied by CGPD, particularly in relation to safe and convenient access for customers.
- The extent and configuration of approved speciality retail tenancies is unleaseable under current market conditions.
- The approved site layout does not provide for adequate circulation of servicing vehicles through the subject site, as detailed in the accompanying traffic report at Appendix D, or for the increasingly important 'click and collect' service, which has experienced significant growth as a result of the COVID-19 pandemic.
- The indicative built form interface to Dandaragan Drive has been represented differently in subsequent modifications to the Florida Outline Development Plan, with the adjoining estate developer seeking to pursue residential development on the opposite of Dandaragan Drive.
- The approved plans provide for a poor relationship with the planned community centre fronting Woodstock Avenue, owing to the location of the approved loading and servicing areas.

In accordance with the above, this application seeks approval for an alternative configuration for the proposed shopping centre that will enable important convenience shopping facilities to be delivered in a timely manner, for the benefit of the growing community in the locality.

The design and layout of the current proposal is discussed in detail in the following sections of this report.

3.2 Project Consultation

In formulating and finalising this new development proposal, the proponent has consulted with a number of key stakeholders, including: the City; the SDAU; the State Design Review Panel (SDRP); the Minister for Planning and Transport, Rita Saffioti MLA; the Member for Dawesville, Zak Kirkup MLA; and the owner of the adjoining estate development, Eastcourt Property Group.

It is acknowledged that the City initially raised concerns with the revised layout, due to the initial intent to defer the delivery of a main street outcome along Dandaragan Drive as part of the first stage of the development of the proposed neighbourhood centre. In response to these concerns, the current proposal has been amended to include the proposed gym and childcare tenancies along Dandaragan Drive, to provide greater certainty in relation to the future built form outcome at the street frontage. It is further noted that positive discussions have been held with the other key stakeholders identified above, who either recognise the challenges of viably delivering traditional main street retail centres in greenfield car orientated localities under current economic and market conditions and/or who feel that the service, employment and economic growth benefits that the development will offer the local community are more essential and urgent than a forced main street retail development configuration.

In addition, the proponent also sought to arrange further pre-lodgement engagement with the City's elected members and local resident groups. These endeavours have been ultimately unsuccessful; however, it is noted that public advertising will occur as part of the standard application process through the SDAU.

3.3 State Design Review Panel Engagement

In refining the design of the proposed development, the project team has met with the State Design Review Panel (SDRP) on two separate occasions. The initial feedback provided by the SDRP has resulted in a number of modifications to the original proposal, which were presented to the SDRP for reconsideration on 21 January 2021. The resultant meeting minutes confirm that the SDRP is fully supportive of the proposed shopping centre development inclusive of the proposed gym and childcare land uses fronting Dandaragan Drive.

The SDRP report indicates full support for the proposed development's response to each of the ten design principles under State Planning Policy 7.0 – Design of the Built Environment (SPP7.0) and noted that the proposal *“will provide important retail amenity, with the potential to become a civic hub for the local community, a function that has become particularly pertinent in the context of COVID-19”*. The SDRP report also specifically acknowledges the high level of landscape amenity that is proposed to be provided within the subject site, along with the level of innovation and sustainability proposed within the development.

As suggested by the SDRP, the project team has continued to refine the design of the proposed gym and childcare tenancies fronting Dandaragan Drive, as reflected in the development plans at Appendix A.

Refer to Appendix A – Development Plans

3.4 Expected Economic Contribution

In the context of the intent of Part 17 of the *Planning and Development Act 2005*, the proposed development offers a significant opportunity to support the economic recovery from the COVID-19 pandemic. In particular, the proposed development will:

- Provide for \$19.425 million of private investment in the Dawesville area that will deliver essential convenience shopping facilities for the local community.
- Create approximately 250 jobs during and construction, more than 120 ongoing operational jobs associated with the proposed supermarket, gym and childcare tenancies, and additional opportunities within the supporting speciality retail tenancies. In this respect it is noted that:
 - Recently released CommSec data shows that the Mandurah region, which also incorporates Pinjarra, has the highest unemployment rate in the nation at 18% (24 August 2020, City of Mandurah); and
 - The City's 'Mandurah Matters' Strategic Community Plan 2020-2040 identifies unemployment and lack of employment self-containment as key challenges for the City, with only 49.9% of the City's resident workers employed in the City as of the 2016 Census. This is considerably below the 74% employment self-sufficiency target for the Peel Region under the Perth and Peel @3.5 Million framework.
- Act as a catalyst for further commercial and residential development in the immediate vicinity of the subject site, the majority of which is currently vacant and undeveloped with little obvious future development potential and prospects until the first stage of the neighbourhood centre is developed.

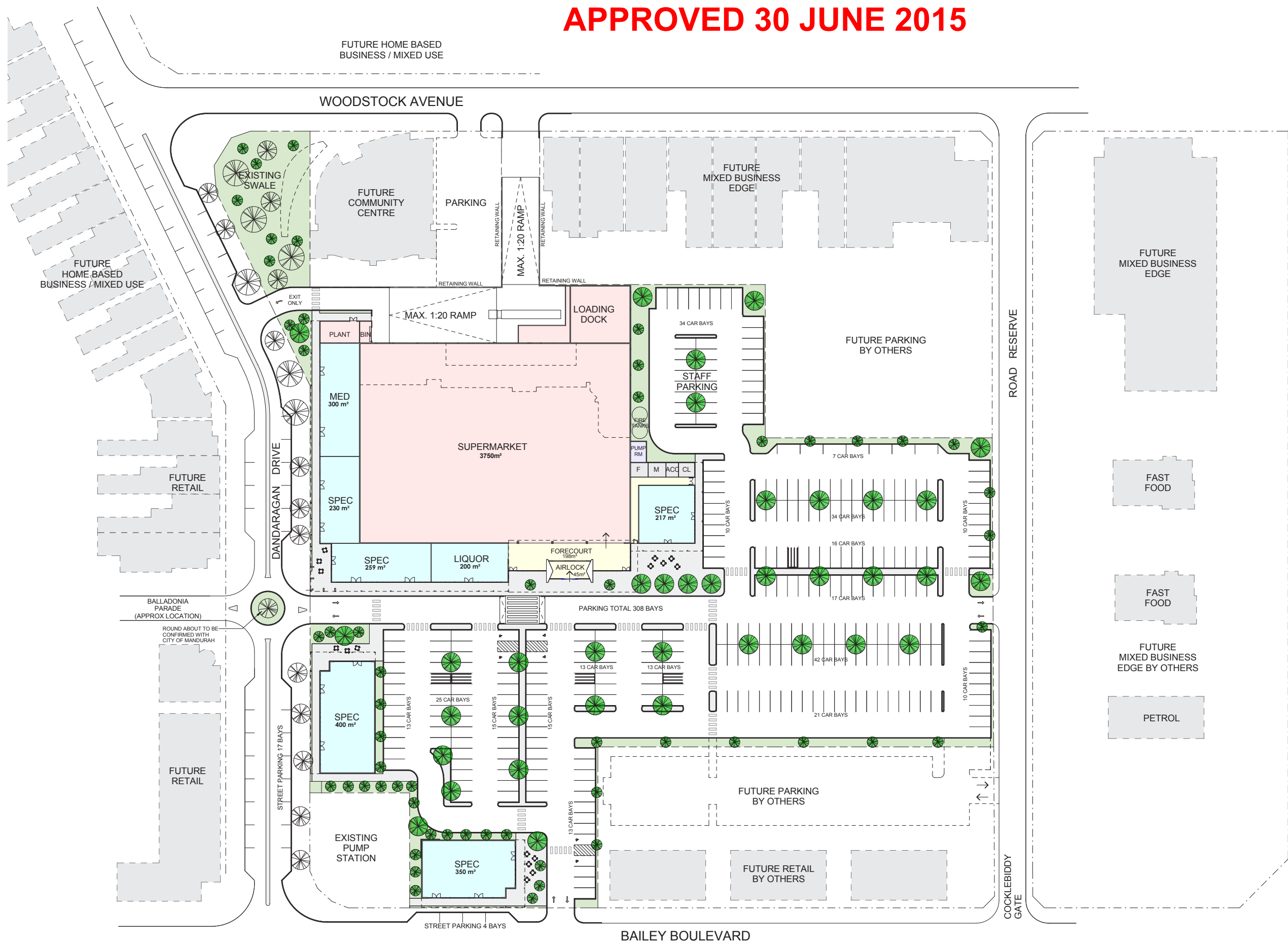
The proposal is also a shovel-ready project that is fully funded by CGPD, with construction scheduled to commence in mid-2021 and a target practical completion in April 2022.

Refer to Appendix E – Correspondence from Coles Group Property Developments



DEVELOPMENT ASSESSMENT PANELS

APPROVED 30 JUNE 2015



AREA CALCULATIONS	
SUPERMARKET	3750m²
SPECIALTIES	706m²
LIQUOR	200m²
MEDICAL	300m²
TOTAL AREAS (GLA)	4956m²

PARKING CALCULATIONS	
SUPERMARKET	226
SPECIALTIES	43
MEDICAL	6
LIQUOR	12
PAD SITE 1	24
PAD SITE 2	21
TOTAL REQUIRED	332

PARKING PROVIDED:	
ON GRADE PARKING	308
STREET PARKING	21
TOTAL BAYS PROVIDED	329
SHORTFALL	-3

CAR PARKING REQUIREMENTS:
RETAIL
BAYS @ 6 BAYS / 100m²
MEDICAL CENTRE
BAYS @ 1 BAY / 50m²

CAR PARKING CALCULATIONS
AS PER THE CITY OF
MANDURAH'S "FLORIDA
NEIGHBOURHOOD CENTRE
OUTLINE DEVELOPMENT PLAN"

Figure 7. Approved Development Concept (2015)



**GROUP
PROPERTY
DEVELOPMENTS**



COLES FLORIDA
SITE MASTER PLAN
19 JUNE 2015

KPA PROJECT NO : 14-056

0m 10m 20m 30m 40m 50m
SCALE 1 : 500 @ A1

ISSUED FOR DEVELOPMENT APPROVAL
DA01_A

DRAWING
REVISION

4 Bowman Street, South Perth, WA 6151
PO Box 271, South Perth, WA 6951
P 61 8 9367 6866
F 61 8 9474 1429
E admin@kpa-architects.com
W kpa-architects.com
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KPA
Architects

4. Proposed Development

4.1 Development Overview

This development application seeks approval from the WAPC for the construction of a Coles supermarket anchored shopping centre, which represents the first stage of the delivery of the Florida Neighbourhood Centre.

Specifically, this application proposes:

- A Coles supermarket tenancy, comprising a retail floor area of 2,427m² and associated back of house facilities.
- A 200m² liquor store and up to seven (7) specialty retail tenancies totaling 580m². The exact internal configuration and number of specialty retail tenancies may be modified in response to leasing opportunities.
- A 573m² gym tenancy and 663m² childcare facility, contained in separate buildings fronting Dandaragan Drive.
- Supporting amenities and ablution facilities for staff and visitors.
- The provision of parking facilities throughout the subject site, with access via new crossovers to Woodstock Avenue, Bailey Boulevard and Dandaragan Drive.
- The provision of trolley bays and shade sails within the proposed car parking areas.
- A separate click and collect parking zone to the south of the proposed supermarket tenancy to meet contemporary customer requirements and expectations.
- A separate servicing area and loading dock to the rear of the proposed supermarket tenancy, with access via new crossovers to Cocklebiddy Gate.
- The installation of extensive strategically positioned landscaping throughout the subject site, as indicated on the plans provided.

The above results in the provision of 3,207m² of retail floorspace to provide for the daily and weekly needs of the local Dawesville community, supported by the gym and childcare facilities at the Dandaragan Drive frontage of the subject site.

The proposed childcare facility has been designed to accommodate a maximum of 72 children and will typically operate between 6:30am and 6:30pm Monday to Friday. The proposed gym tenancy also offers opportunities for activation outside normal retail hours, with extended operating hours including the potential for a 24 hour, seven days a week operation.

Refer to Appendix A - Development Plans

4.2 Design Approach

In formulating a design solution that is viable, deliverable and attractive, the CGPD project team has had particular regard for the following key design elements:

- The delivery of a contemporary supermarket offering that aligns with contemporary customer demands and requirements, as well leasable specialty retail tenancies based on expert advice and research. A key consideration is being able to service families with children easily and safely without the need to traverse potentially dangerous street environments with shopping trolleys.
- The delivery of an appropriate built form outcome to Dandaragan Drive that provides activation and passive surveillance externally from the subject site, through the provision of gym and childcare facilities that will benefit the local community.

- The use of robust, high quality materials, in colours and in patterns that seek to reference the local coastal environment.
- The provision of a prominent entry to the supermarket, with no visual impediments to views from the Dandaragan Drive street frontage to the main entry.
- The provision of an active edge to promote a day/night economy, with food and beverage opportunities.
- Convenient and safe access for pedestrians and vehicles, in line with contemporary retail planning principles, including:
 - Clear and legible movement to and within the subject site.
 - Main site access from Dandaragan Drive, with additional access points to Woodstock Avenue and Bailey Boulevard to assist in distributing traffic impacts.
 - Provision of car parking that is perpendicular to the main shopping centre elevation with two-way traffic throughout.
 - Resolved and safe pedestrian access arrangements, with dedicated pedestrian paths and refuge zones within the proposed car parking areas.
 - Provision of a dedicated 'click and collect' pick up area to accommodate post COVID-19 consumer spending habits.
- Provision of resolved loading and servicing arrangements, including:
 - Siting the loading dock away from other sensitive uses and providing separation from customer parking areas.
 - Providing appropriate swept paths for service vehicles.

The above results in a high quality development proposal that is safe, visually appealing and customer focussed.

4.3 Landscaping

The proposed development will also be supported by high quality landscaping at the Dandaragan Drive, Bailey Boulevard and Cocklebidy Gate frontages, and within the proposed car parking areas. The cohesive landscape strategy includes extensive shade tree plantings and native shrubs, which are located to enhance pedestrian amenity throughout the subject site, including the development of distinctive 'green spines' that form the main north-south and east-west pedestrian connections through the subject site, respite points and community focus nodes. The green spines will serve to provide high amenity pedestrian and cycling connections between the future facilities on the subject site and nearby destination uses such as schools and the future community centre.

Refer to Appendix F - Landscaping Plans

4.4 Parking and Access

The proposed site layout provides a total of 222 car parking bays. This includes suitable allocations for parents with prams, seniors and people with disabilities, as well as short-term parking, drop-off parking, and click and collect bays. Motorcycle parking, trolley bays and electric car charging spaces are also provided, as indicated on the plans provided. The proposed development configuration includes extensive shade to car parking areas through the provision of shade trees and shade sails, so as to offer a suitable level of weather protection for customers.

Access to the proposed car parking areas will be via three new crossovers; one to Woodstock Avenue, one to Bailey Boulevard, and one to Dandaragan Drive. The internal circulation areas are designed in a logical grid pattern for ease of use, with appropriate provision made for pedestrian paths, crossing zones and refuge areas, as well as an enhanced shared pedestrian/vehicle zone adjacent the main shopping centre elevation.

A dedicated loading and servicing area for the proposed supermarket is also provided to the rear of the subject site, which is to be accessed via new crossovers to Cocklebidy Gate and screened by landscaping. The loading and servicing area for the main supermarket tenancy is designed to accommodate large Coles service trucks, with circulation spaces provided to enable these vehicles to enter and exit the subject site in a forward gear.

A secondary loading area is also provided to the north of the subject site with access from Woodstock Avenue. This will service the separate bin storage area for the proposed specialty retail tenancies.

4.5 Signage

With respect to signage, the application proposes two (2) new pylon signs located at the Dandaragan Drive and Bailey Boulevard frontages. The proposed pylon signs are four (4) metres wide by 10.8 metres high and will advertise the Coles supermarket and associated specialty retail tenancies.

Indicative signage zones for individual tenancies have also been shown on the development plans, including new wall signage integrated into the façade of the main shopping centre building. Proposed signage will be refined further at the detailed design stage in response to specific tenant requirements, through the preparation of a comprehensive signage strategy for the subject site.

5. Architectural Design Statement

The following architectural design statement has been prepared in conjunction with Oldfield Knott Architects to articulate the design approach that has been adopted for the proposed development. The design statement is provided as a response to the ten principles of good design established under SPP7.0, as set out below.

5.1 Context and Character

The proposed development directly responds to the identified demand for convenience shopping facilities in the Dawesville area and caters for the significant growth that is occurring in surrounding residential estates. In doing so, the proposal will support the provision of essential services in the locality and fulfill the long held vision for the delivery of a neighbourhood shopping centre in this location.

The development proposes colours and finishes that respond to the local coastal environment, to reinforce the distinctiveness of the local area and encourage the ongoing development of a unique sense of place.

The design of the proposed development provides an activated and articulated built form to Dandaragan Drive and will ensure integration with future development on surrounding sites, with opportunities for shared vehicle access and car parking arrangements based on the pre-established road network. The overall built form and scale is also consistent with the provisions of the applicable ODP, and responds appropriately to the character of the surrounding area as a predominantly single residential estate.

5.2 Landscape Quality

The proposed development incorporates high quality landscaping to manage the interface with surrounding streets and to provide extensive amenity and shade for customers and a comfortable micro-climate. The proposed planting strategy uses predominantly native species to respond to the local climatic conditions and present a waterwise landscaping solution. This will result in a successful landscape outcome that provides for ease of maintenance, and includes layered planting of shrubs and ground covers, as well as feature plants and shade trees throughout the subject site.

The proposed landscape design also incorporates designated green links through the site and spaces for community interaction, including parklet areas at the Dandaragan Drive and Bailey Boulevard frontages.

5.3 Built Form and Scale

The built form and scale of the proposed development is entirely appropriate with respect to the subject site's designation as a neighbourhood shopping centre under the applicable ODP. The proposed development complies with the building height provisions of the ODP and represents a suitably scaled neighbourhood shopping centre to service the local community.

The orientation and composition of the proposed built form elements will deliver an outcome that is optimised for its intended purpose, with a high level of amenity and a focus on the needs of the end user.

5.4 Functionality and Build Quality

The proposed design solution optimises the functionality of the customer experience, with a clear and legible site layout that provides for:

- A state of the art supermarket offering and leasable speciality retail tenancies that align with contemporary customer expectations.

- Convenient and safe access for pedestrians and vehicles, including the provision of dedicated parking spaces for different user groups and provision for 'click and collect' to accommodate post COVID-19 customer retail preferences.
- Resolved service and loading areas that are located to prevent impacts to the appearance and functionality of the proposed shopping centre and minimise disruption to customers and future nearby developments.

The proposed site layout also provides for integration with future development on surrounding sites, with opportunities for shared vehicle access and car parking arrangements. This includes an improved interface with the planned community centre to the north of the subject site, which under the previously approved proposal would have interfaced directly with the loading and servicing area for the proposed supermarket tenancy. The previously approved proposal also positioned car parking on the site in a location that would not have been readily accessible by community centre patrons. This has been resolved in the current design and addresses a clear deficiency in respect to the integration of the previous proposal into the surrounding context.

The proposed specialty retail tenancies have been sized to be readily leasable and adaptable to a range of uses over time, with a configuration that enables the number and size of specialty retail tenancies to be modified over time to suit market demand.

The proposed development also utilises a range of high quality and durable materials that are easy to maintain and responsive to local climatic conditions. By utilising high quality aluminium, concrete and brick finishes, the proposed development is able to provide an articulated and interesting design outcome that will endure over time and minimise ongoing maintenance requirements.

5.5 Sustainability

The proposed development incorporates a range of sustainability measures, including:

- Use of 10% reformed plastic (Polyrok) in the concrete mix for the proposed building slabs and tilt panels, removing roughly one million pieces of plastic out of landfill for every 100 cubic metres of concrete. Reformed plastic will also be used in the main external canopy and canopy furniture.
- Provision for rooftop solar panels and the use of transcritical CO₂ refrigeration systems that reduce energy consumption and greenhouse gas emissions.
- Provision of awnings and shade trees through the subject site to provide shading and reduce urban heat load, particularly on west facing facades.
- Implementing of Coles standards with respect to recycling, sustainable packaging and reducing food waste.
- Prioritising the provision of native vegetation in the proposed landscape design to promote sustainability in the area of water-sensitive urban design and to ensure that the vegetation is suitable for local climatic conditions.
- Providing electric vehicle charging bays with the proposed car parking area.

This application is also supported by a comprehensive waste management plan that provides for the separate collection of waste and recyclables. A copy of the waste management plan is enclosed as Appendix G.

Refer to Appendix G – Waste Management Plan

5.6 Amenity

The proposed development will greatly improve access to convenience shopping facilities and key community services in the locality that have the opportunity to build positive synergies with the future community centre to the north of the site. The significant scale of the development is also expected to act as a catalyst for further commercial development on surrounding sites. This will contribute to a desirable mix of land uses in the area, to create a viable environment that responds to the needs of the local community.

The proposed site layout provides appropriate weather protection, including tree planting, shade sails and extensive awnings, to enhance comfort and useability. Universal access is also a fundamental principle underpinning the proposed design, both in the design and layout of the proposed pedestrian path network, green spines and in the provision of car parking, with dedicated parking spaces provided for seniors, people with disabilities and parents with prams. Such a configuration is considered essential to accommodate typical shopping activities which for the foreseeable future are likely to involve the use of the private vehicle,

particularly as customers move to and from the local area between their houses and places of employment, noting the low employment self-sufficiency in the City.

In addition, the proposed development:

- Does not have the potential to overshadow or overlook any adjacent residential properties.
- Does not propose any large uninterrupted expanses of glass that would have the potential to result in undue glare or reflection.
- Will achieve full compliance with the *Environmental Protection (Noise) Regulations 1997*, as detailed in the accompanying acoustic report at Appendix H.

Refer to Appendix H – Environmental Acoustic Report

5.7 Legibility

Access and circulation areas within the subject site are clear and legible, with the proposed car parking areas arranged in a logical grid pattern, and clear lines of sight provided between the respective site entries and the main shopping centre building. A clear pedestrian path network is also proposed, including landscaped green spines for pedestrian and cycle movements, dedicated pedestrian footpaths, refuge zones and crossing points that prioritise safe pedestrian movement within the subject site.

The main entry to the proposed supermarket tenancy is clearly defined and maximises visibility from the main entry to the subject site off Dandaragan Drive, to provide clear wayfinding for customers. The speciality retail tenancy entries are also clearly defined and oriented perpendicular to the proposed car parking areas, whilst the Dandaragan Drive tenancy entries are situated close to the main entry of the subject site, to activate these key corner locations.

The above will be supported by the implementation of a comprehensive signage strategy for the subject site, including pylon signs at the two major entries to the subject site off Dandaragan Drive and Bailey Boulevard, as shown on the plans provided.

5.8 Safety

The proposed development will provide for significant activation of the subject site and surrounding streets throughout the day, contributing to a marked increase in passive surveillance in the locality.

Specialty retail tenancies have been specifically oriented to maximise surveillance of the proposed car parking areas, to further enhance safety and security within the subject site, whilst the gym and childcare facilities provide dual frontage activation to both Dandaragan Drive and the proposed car parking areas. This includes opportunities for after-hours activation through the provision of a gym tenancy with the potential for extended trading hours.

Appropriate lighting and CCTV will also be provided throughout the development to ensure that all public spaces within the development are secure and well-lit in accordance with relevant Australian Standards, with further details to be provided at the building permit stage.

Proposed vehicle access points have been designed to appropriately distribute traffic on surrounding roads and minimise breaks in the public footpath network. The proposed site layout also prioritises pedestrian movement within the subject site, with dedicated pedestrian footpaths, refuge areas and crossing points.

5.9 Community

The delivery of local convenience shopping facilities and supporting services will provide a long awaited and anticipated focal point for social engagement in the local community, in a form that is compatible with and complements the future community centre to the north of the subject site. It will also encourage physical activity by improving access to essential services within the walkable catchments of surrounding residential estates, for the benefit of local residents.

By increasing the width of the paved apron adjacent the main shopping centre elevation and including landscaped parklets at the Dandaragan Drive and Bailey Boulevard frontages, the proposed development also provides high quality spaces to encourage community interaction and support potential alfresco dining opportunities.

The proposed site layout has been designed to accommodate people of all ages and abilities, with a universally accessible layout and dedicated parking areas for seniors, people with disabilities and parents with prams. The proposal also accounts for emerging retail trends, via the provision of a dedicated 'click and collect' parking zone to the south of the proposed supermarket tenancy.

5.10 Aesthetics

The proposed development represents a high quality, contemporary retail and commercial development that showcases Coles' recently updated external design guide and is supported by the SDRP. The design incorporates a diverse range of materials and finishes to deliver a coherent, articulated and visually interesting outcome, and utilises colours and patterns that are reflective of the local coastal environment.

The proposal is intentionally customer focussed, informed by CGPD's extensive experience in delivering retail development of this nature and their understanding of evolving customer demands. The proposed site layout prioritises the customer experience, with a safe, convenient, comfortable and attractive site layout that will be supported by high quality landscaping.

6. Planning Assessment

6.1 Peel Region Scheme

The Peel Region Scheme (PRS) provides the legal basis for controls on the development and use of land at the regional level.

The subject site is zoned 'Urban' under the PRS and is not affected by any reserves or Clause 21 areas under the PRS. The Urban Zone is intended to accommodate a range of land uses, including commercial and retail land uses of the type proposed.

Refer to Figure 8 – Extract of PRS

6.2 City of Mandurah Draft Activity Centres Planning Strategy

The City's draft Activity Centres Planning Strategy (ACPS) recognises the important role that activity centres play in providing community focal points that offer a range of service to residents, workers and visitors.

The key objectives of the draft ACPS include a desire to:

- Support the delivery of a diverse supply of commercial and retail development to meet projected community needs.
- Promote the principle of walkable neighbourhoods by distributing activity centres throughout the City and in close proximity to residential areas, to provide local shopping facilities that support the use of sustainable modes of transport.

The subject site forms part of the proposed Florida Neighbourhood Centre under the draft ACPS, with the capacity to accommodate up to 5,000m² of retail floorspace. The delivery of the Florida Neighbourhood Centre is also identified as a priority in regard to servicing the local Dawesville community, which is somewhat isolated by virtue of its location to the south of the Dawesville Channel.

In accordance with the above, the proposed development is observed to be entirely consistent with the draft ACPS in facilitating the timely delivery of important convenience shopping facilities for the Dawesville community. The proposed retail floorspace of 3,207m² is also well below the identified 5,000m² capacity, which will allow for the development of smaller scaled retail developments on surrounding sites when market conditions allow this to occur.

6.3 City of Mandurah Town Planning Scheme No. 3

The City's Town Planning Scheme No. 3 (TPS3) is the primary statutory control on land use and development within the City.

The subject site is zoned 'Urban Development' under TPS3, as shown in Figure 9.

Refer to Figure 9 – Extract of TPS3

The purpose of the Urban Development Zone under TPS3 is to "provide for future residential and urban related development after comprehensive planning of the land has been carried out resulting in an approved Outline Development Plan". Accordingly, land use and development standards for the Urban Development Zone are to be in accordance with an adopted ODP, with the Florida Neighbourhood Centre ODP having been adopted to guide the development of the subject site and surrounds.

An assessment against the Florida Neighbourhood Centre ODP is provided below.

6.4 Florida Neighbourhood Centre Outline Development Plan

The Florida Neighbourhood Centre ODP has the status of a document of 'due regard' under the Deemed Provisions contained within the *Planning and Development (Local Planning Schemes) Regulations 2015*, and provides land use and development controls applicable to the subject site and surrounding landholdings.

The identified vision for the ODP is as follows:

To create a high quality, human-scaled focal point for the developing residential community within the Florida Estate providing for daily convenience shopping for the local neighbourhood within a traditional Main Street environment that places an emphasis on activation of the external public domain. The proposed Florida Neighbourhood Shopping Centre has a role of not only servicing Florida Beach Estate but also the surrounding neighbourhoods south of the Dawesville Channel. Ultimately, development of the Florida Neighbourhood Centre will assist in creating a local character, unique to the Florida Estate.

The above vision is supported by a number of key principles for future development in the area, which include:

- *Providing as much activation of the adjacent streets as possible through the appropriate location of doors and windows;*
- *Increasing the intimacy of the adjacent streets by reducing or eliminating spatial buffers (commonly referred to as setbacks) between buildings and the adjacent streets;*
- *Avoiding large areas of car parking between buildings and the adjacent streets;*
- *Providing sufficient car-parking including on-street car-parking to create a sense of vibrancy in the adjacent streets;*
- *Respecting and enhancing the relationships between buildings across the adjacent streets;*
- *Encouraging pedestrian movement to, and within, the centre;*
- *Balancing the needs of both pedestrians and car-users;*
- *Creating and framing memorable views;*
- *Integrating built form and landscaping to create an attractive and comfortable place;*
- *Utilising colours and materials that reflect the character and heritage of the local region;*
- *Encouraging land uses and built forms that are consistent with a local Neighbourhood Shopping centre; and*
- *Creating opportunities for interaction between different people of different ages within the local community.*

In this regard, the proposed development is observed to address the aforementioned vision and objectives for the area in that the proposal will:

- Deliver a range of retail, commercial and educational land uses within a high quality landscaped context that are entirely consistent with the role of the subject site as an identified neighbourhood centre.
- Utilise colours, materials and design cues that reference the local coastal environment, so as to contribute to the development of a unique sense of place.
- Incorporate high quality landscaping to soften the street interface of the development, form part of the dedicated pedestrian and cycle network through the site and generally contribute to the development of an attractive public realm.
- Encourage pedestrian movement through the subject site with dedicated footpath infrastructure and pedestrian zones within the proposed car parking areas, so as to balance the needs of both pedestrians and car users.
- Provide for sufficient car parking, to meet the applicable requirements under the ODP.
- Provide a focal point for the local community and a catalyst to further the development of a suitably scaled neighbourhood centre for the suburb of Dawesville.
- Provide activation of Dandaragan Drive through the provision of the gym and childcare tenancies at the street frontage, in a manner that accords with the desired built form interface under the ODP.

It is acknowledged that the gym and childcare tenancies represent a minor departure from the original vision of the ODP for the provision of a traditional retail main street uses to Dandaragan Drive. The primary reason for this departure is that whilst the retail main street principles are well-intentioned, it is not an outcome in this instance that will support the establishment of a viable supermarket on the subject site that meets

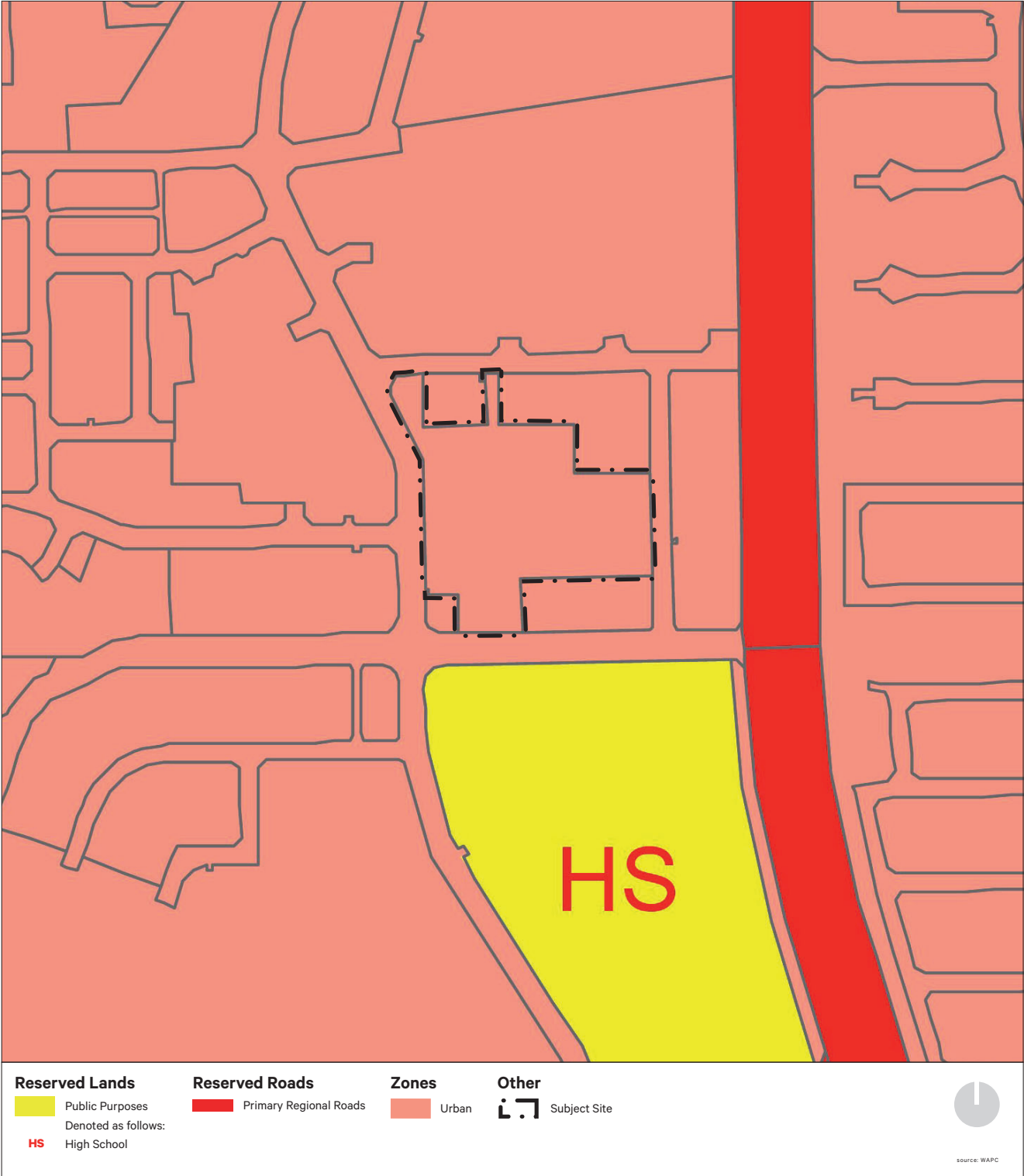


Figure 8. Extract of PRS

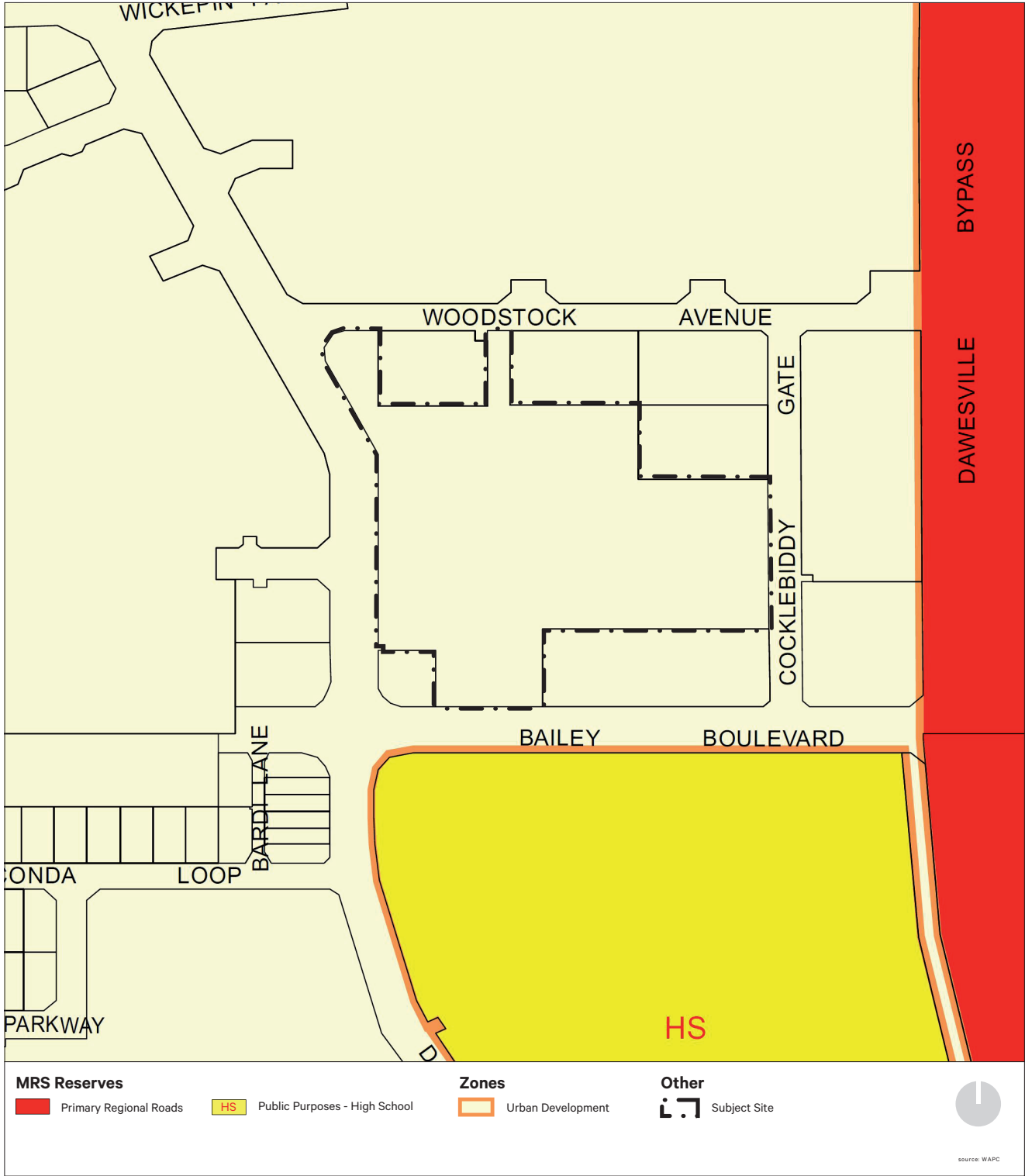


Figure 9. Extract of TPS3

the operational and functional requirements of Coles or the needs and expectations of patrons. This is the primary reason why the current approval for the subject site has not been acted upon, despite having been initially obtained in 2015. By contrast, the current proposal is based on CGPD's extensive experience in delivering customer-focussed, viable and readily serviceable supermarket offerings throughout Australia, informed by the key design principles identified previously in this report.

Notwithstanding, the proposed gym and childcare tenancies are designed to deliver on the desired built form interface at the Dandaragan Drive street frontage by providing activation and passive surveillance to the street frontage. The proposed land uses also offer tangible community benefits and will complement the planned community centre to the north of the subject site. This provides a significant opportunity to consolidate the subject site as a multi-purpose destination and a key focal point for the local community.

In the context of the above, the proposed development is considered entirely appropriate, noting that it will facilitate the delivery of important convenience shopping facilities, community services and much needed amenities for local residents. This is a desirable outcome for the local area that will promote jobs and economic growth and improve access to essential services in the context of the Declared State of Emergency associated with the COVID-19 pandemic.

It is also considered that Woodstock Avenue may ultimately offer a more suitable environment for the delivery of a more traditional future main street retail outcome than Dandaragan Drive. Future development on the southern side of Woodstock Avenue would benefit from lower traffic flows and a desirable northern aspect, which would encourage the development of retail and food and beverage land uses with a high level of street activation.

For these reasons, the proposal is observed to be appropriate in the context of the key objectives and vision for the Florida Neighbourhood Centre under the adopted ODP and warrants approval in accordance with the justification provided above.

An assessment against the individual land use and development control provisions of the ODP is also provided below.

6.4.1 Land Use

Under the provisions of the ODP, the site is identified as being within Retail Core Precinct (Precinct 1), in which the provision of retail land uses is the main land use priority. In this regard, it is noted that the proposed land uses for the main shopping centre building fall within the 'Shop' and 'Liquor Store' land use definitions, which are both permitted ('P') uses that are entirely appropriate within the Retail Core Precinct.

The proposed 'Child Care Premises' is also identified as a 'P' use within the Retail Core Precinct that will complement the planned community centre to the north of the subject site, and the existing and proposed educational establishments to the north and south of the subject site.

The proposed gym tenancy is defined as a 'Health Studio' land use under TPS3, which represents a use not listed that is not specifically contemplated under the ODP. Notwithstanding, the ODP enables uses not listed in the applicable zoning table to be approved where consistent with the desired urban form and relevant objectives of the Retail Core Precinct. In this regard, it is noted that the proposed gym tenancy is an appropriate ancillary use for a neighbourhood shopping centre and will assist in delivering the desired built form interface to Dandaragan Drive in accordance with the identified objectives for the Retail Core Precinct. The proposed use will also provide a benefit to the local community and is consistent with the land use guidance provided for activity centre locations under State Planning Policy 4.2 – Activity Centres for Perth and Peel (SPP4.2).

In accordance with the above, the proposed mix of land uses is considered appropriate and will consolidate the subject site as a multi-purpose destination that services the needs of surrounding residents.

Vehicle Car Parking and Access

An assessment against the relevant vehicle car parking and access requirements of the ODP is provided in Table 2, below.

Table 2 - Vehicle Car Parking and Access Requirements Assessment

Section 2.3: Vehicle Car Parking and Access		
Requirement	Provided	Compliance
Minimum Parking Provisions		
Six (6) car parking spaces per 100m ² of retail floor space.	<p>The proposed development provides a total of 3,207m² of retail floor space, which requires a total of 192 car parking spaces to service the retail component of the proposed development.</p> <p>A rate of one (1) bay per 35m² has been adopted for the proposed gym tenancy, based on the guidance provided by TPS3 in relation to 'Health Studio' land uses in centre zones. This generates a requirement for a further 16 car parking bays for the proposed gym tenancy, to a total of 208 bays required.</p> <p>Excluding the dedicated 10-bay drop-off parking area for the proposed childcare facility, the development provides a total of 212 car parking bays, representing a surplus of four (4) bays.</p> <p>Childcare parking is discussed separately below, in response to the requirements of the City's Childcare Premises Local Planning Policy.</p>	Complies.
One (1) publicly accessible bicycle parking space for every 250m ² of non-residential floor space.	<p>Based on the proposed non-residential floor area of 4,442m², a total of 18 publicly accessible bicycle parking spaces are required.</p> <p>It is requested that this be dealt with via a condition of planning approval.</p>	Condition requested.
Design Provisions		
Larger areas of car parking shall be located behind buildings so as not to form a barrier between buildings and the adjacent street.	<p>The proposed car parking areas are situated behind the proposed gym and childcare tenancies along Dandaragan Drive, to minimise the impact of car parking at the street frontage.</p> <p>High quality landscaping is also provided throughout the proposed car parking areas, to enhance the streetscape interface of the development to all frontages and to facilitate pedestrian and cycle movements through dedicated green links.</p>	Complies.
Vehicular access points will be minimised along Bailey Boulevard, Dandaragan Drive and Woodstock Avenue to facilitate Main Street urban design principles and on street car parking bay opportunities.	<p>The proposed development provides one (1) crossover to Dandaragan Drive, one (1) crossover to Bailey Boulevard and one (1) crossover to Woodstock Avenue, in accordance with the previous JDAP approval.</p> <p>This will serve to:</p> <ul style="list-style-type: none"> • minimise disruption to the built form interface to be provided along Dandaragan Drive, and maximise the frontages of the proposed gym and childcare tenancies; and • enable the future delivery of on-street parking embayments by the City, as shown indicatively on the site plan at Appendix A. 	Complies.
Refer to Appendix A - Development Plans		

Section 2.3: Vehicle Car Parking and Access

Requirement	Provided	Compliance
Car parking areas shall remain accessible for reciprocal use to all centre users during normal business hours.	The proposed car parking facilities will remain accessible to all centre users during normal business hours.	Complies.
Pedestrian Movement		
Sufficient pedestrian routes shall be provided to enable convenient access from any internalised car parking areas to the surrounding streets.	An appropriate pedestrian path network is provided within the subject site, with connections to the proposed shopping centre from Woodstock Avenue, Bailey Boulevard and Dandaragan Drive. This includes appropriate pedestrian paths, crossing points and refuge zones within the proposed car parking areas that link all parts of the subject site to the Dandaragan Drive frontage, and provide opportunities to connect into future development on adjoining development sites.	Complies.

6.4.2 Building Design

An assessment against the relevant building design requirements of the ODP is provided in Table 3, below.

Table 3 - Building Design Requirements Assessment

Section 2.4: Building Design		
Requirement	Provided	Compliance
Services		
Service areas, including bin enclosures, storage areas and drying courts shall be located to ensure they are not visible from Dandaragan Drive. Size and location of service areas are to be in accordance with the City of Mandurah Town Planning Scheme and Residential Design Codes.	<p>The servicing and loading area for the main supermarket is located to the rear of the proposed shopping centre, with access via Cocklebiddy Gate.</p> <p>The separate loading areas for the specialty retail, gym and childcare tenancy bin stores are also located internally within the subject site, and will not be visible from Dandaragan Drive.</p>	Complies.
Mechanical equipment (such as air-conditioning plant) shall be located such that it is not visible from the adjacent streets. Mechanical equipment should be located to the rear of buildings, screened from view in a purpose designed enclosure that is consistent with the building, or located behind a parapet at roof level.	<p>All mechanical equipment will be designed and located so that it is not visible from adjacent streets.</p> <p>It is anticipated that this will be dealt with via a condition of planning approval.</p>	Condition requested.
Signage		
A maximum of one integrated pylon sign is permitted along the Old Coast Road frontage up to 10 metres in height.	<p>The proposed development does not propose any signage adjacent to Old Coast Road (now named Dawesville Bypass).</p> <p>As noted previously, two (2) pylon signs are proposed to support the operation of the proposed supermarket. However, the two (2) pylon signs are located adjacent the Dandaragan Drive and Bailey Boulevard entrances to the subject site, as shown on the site plan at Appendix A.</p> <p>Final details of the proposed signage will be subject to a comprehensive signage strategy that will be developed at the detailed design stage in response to tenant requirements.</p> <p><i>Refer to Appendix A - Development Plans</i></p>	Complies.

Section 2.4: Building Design		
Requirement	Provided	Compliance
Landscape Design		
A detailed Landscape Plan will be prepared as part of a development application in consultation with and implemented to the satisfaction of the City of Mandurah.	<p>This application is supported by a detailed landscaping plan prepared by Kelsie Davies Landscape Architecture, a copy of which is enclosed at Appendix F.</p> <p>The landscaping plan provides for the delivery of high quality landscaping throughout the subject site. Areas of landscaping are located and designed to provide pedestrian amenity within the subject site, enhance the proposed street interfaces and to provide spaces for community interaction.</p> <p><i>Refer to Appendix F - Landscaping Plans</i></p>	Complies.
The Landscape Plan will form part of the development approval process and will be implemented within 12 months of practical completion of construction and maintained in accordance with Section 3.4.2 of the Florida South Shopping Centre Precinct – Overstorey Management Plan approved 4 April 2011 by the Department of Sustainability, Environment, Water, Population and Communities.	It is expected that this will be dealt with via a condition of planning approval.	To comply.
Hard Landscape Works		
<p>Where hard landscape works are proposed as part of a development application the following shall apply:</p> <p>a) Furnishings such as bench seats, picnic settings, metal bollards, rubbish bin enclosures, drinking fountains, public art (if required) and lighting shall be placed to suit functional needs; and,</p> <p>b) Lighting shall be provided to enable safe and secure night use of outdoor areas. Design consideration should prevent overspill of light or point source glare to adjoining residences and associated private open space.</p>	Appropriate lighting will be provided throughout the development in accordance with relevant Australian Standards, with further details to be provided at the building permit stage. It is expected that this will be dealt with via a condition of planning approval.	To comply.

6.4.3 Precinct Specific Criteria – Retail Core Precinct

An assessment against the relevant precinct specific criteria of the ODP is provided in Table 4, below.

Table 4 - Precinct Specific Criteria Assessment

Section 2.4: Building Design		
Requirement	Provided	Compliance
Objective and Urban Form		
Tenancies fronting Dandaragan Drive will be developed as a priority over those tenancies facing Bailey Boulevard to ensure the successful development of the Main Street.	The proposed development includes gym and childcare tenancies fronting Dandaragan Drive, to support the desired built form interface and provide activation of the street.	Complies. Refer to discussion below.
The retail floorspace may consist of one anchor supermarket accessed from an internal pedestrian mall and supported by a number of smaller tenancies (i.e. newsagent, hairdresser etc). The size of the internal pedestrian mall will be kept to a minimum with the internal design to ensure that all external tenancies shall be designed to orientate to public spaces (including parking areas).	<p>The main shopping centre building comprises a Coles supermarket tenancy that is accessed from an internal pedestrian mall, with supporting internally and externally facing speciality retail tenancies.</p> <p>The proposed speciality retail tenancies are accessed directly from the extensive paved forecourt adjacent the proposed car parking areas, to provide external activation.</p>	Complies.
Retail Core Criteria		
In addition to any criteria outlined in Section 2.2, it is mandatory for commercial land uses to occupy the majority of the ground level primary street frontage.	Commercial gym and childcare land uses occupy the majority of the Dandaragan Drive frontage.	Complies.
Setbacks		
A nil primary street setback and a maximum of 4.5m (where alfresco is provided) for Non-Residential uses on Dandaragan Drive within the Precinct.	The proposed gym and childcare tenancies maintain a generally nil setback to Dandaragan Drive, consistent with the desired street interface under the ODP.	Complies.
Buildings are permitted to be developed to a nil setback on both side boundaries.	Noted. A nil setback is proposed to a portion of the northern lot boundary. Setback areas are provided to all other lot boundaries.	Complies.
Height		
A maximum height limit of 15 metres shall apply to all buildings within the Precinct, in order to maintain a scale and character unique to the Florida Neighbourhood Centre.	The proposed development comprises of single storey buildings only, with a maximum height of 10.7 metres above natural ground level.	Complies.
Uppermost floors of buildings with a street frontage above two storeys in height shall be set back by a minimum of 2.5 metres from the storey below, except in key locations where an architectural emphasis is required, or can be adequately justified.	N/A. The proposed development comprises single storey buildings only.	N/A.

6.5 Local Planning Policies

6.5.1 Local Planning Policy 13 – Child Care Premises Policy

The City's Local Planning Policy 13 – Child Care Premises Policy (LPP13) provides guidance on the location and design of proposed childcare facilities within the City.

In accordance with the provisions of LPP13, the proposed childcare facility is located in an area that is highly accessible for the local community, being within an identified neighbourhood centre that will serve as a multi-purpose community destination. The location of the subject site in close proximity to public transport and educational facilities is ideally suited to the provision of a local childcare facility. The facility has been designed to comply with applicable noise regulations so as to prevent adverse impacts to future residential development in the immediate locality.

The proposed childcare facility has also been designed to address the key design requirements under Section 2.3 of LPP13 by:

- Providing a built form and design response that complements the broader shopping centre development and provides for compatibility with the scale of future residential development in the locality.
- Providing a setback response that aligns with the provisions of the applicable ODP, as detailed previously in this report.
- Incorporating a 10-bay dedicated drop off car park along the eastern elevation of the proposed childcare facility, which combined with the four (4) bay surplus of car parking for the remainder of the proposed development and the future on-street parking bays along Dandaragan Drive, is sufficient to accommodate the one (1) bay per five (5) children requirement under LPP13. It is also expected that informal shared use arrangements with the remainder of the shopping centre car park will also readily meet any peak parking demands associated with the facility.
- Integrating vehicle access with the main shopping centre to prevent the need for additional crossovers, whilst enabling cars to enter and exit the childcare parking in a forward gear.
- Including provision for a screened bin storage area, located behind the street setback area.
- Providing play areas that benefit from a desirable northern aspect, with fencing that appropriately balances the desire for passive surveillance with the need to secure appropriate levels of acoustic privacy for future residential development to the west.

This development application is also supported by detailed traffic and acoustic studies addressing the associated impacts of the proposed childcare facility, as required under LPP13. These studies conclude that the childcare facility is capable of operating in accordance with relevant noise regulations and in a manner that will not unduly impact on the surrounding area.

As such, the proposed childcare facility appropriately addresses the requirements under LPP13 and therefore warrants approval.

6.6 State Planning Policies

6.6.1 State Planning Policy 3.7 – Planning in Bushfire Prone Areas

As noted previously, a portion of the subject site is identified as being within a bushfire prone area under the DFES State Map of Bushfire Prone Areas, which triggers the application of the requirements under State Planning Policy 3.7 – Planning in Bushfire Prone Areas (SPP3.7) and the associated Guidelines for Planning in Bushfire Prone Areas (the Guidelines).

Accordingly, this application is supported by a BAL Assessment and BMP prepared by Green Start Consulting, copies of which are enclosed at Appendix C.

Refer to Appendix C – Bushfire Attack Level Assessment and Bushfire Management Plan

The BMP identifies that portions of the subject site are currently subject to a BAL rating of BAL-FZ. However, the implementation of appropriate Asset Protection Zones (APZs) will ensure that all habitable buildings are located within areas subject to a maximum BAL rating of BAL-29, with the majority of the built form located in areas subject to a BAL-12.5 rating.

The BMP also contains an assessment against the bushfire protection criteria contained within the Guidelines and demonstrates that the proposed development is fully compliant with the relevant acceptable solutions. As such, the proposed development adequately addresses the identified bushfire risk to the site and is consistent with the aims and objectives of SPP 3.7, and the associated Guidelines.

It is also noted that the bushfire risk to the site arises primarily from the areas of vegetation within the street block in which the subject site is located, and those to the north of Woodstock Avenue and to the south of Bailey Boulevard. These areas are identified for future commercial development, residential development and the delivery of a new district high school (respectively) under the City's adopted local planning framework, which will result in clearing and ongoing management of the identified existing vegetation. This will ultimately remove the identified bushfire risk that this vegetation currently poses to the subject site.

For further details, please refer to the BMP at Appendix C.

6.6.2 State Planning Policy 4.2 – Activity Centres for Perth and Peel

State Planning Policy 4.2 – Activity Centres for Perth and Peel (SPP4.2) sets out planning and development requirements for new and existing activity centres in the Perth and Peel Region.

In accordance with the definitions contained within SPP4.2, the applicable ODP has identified the site as a ‘neighbourhood centre’, in which the primary land use focus is the provision of retail and commercial land uses that service the daily and weekly needs of the local community. This includes a particular focus on the provision of supermarkets and other convenience shopping facilities, as proposed by this application.

The proposed development also addresses the key requirements under Section 5.3.2 of SPP4.2, on the basis that:

- Sufficient car parking is provided for patrons of the proposed neighbourhood centre, as detailed previously in this report.
- Appropriate provision is made for loading areas and services vehicles. This includes the provision of a separate supermarket service access to promote public safety and minimise the impact of servicing vehicles on the operation of the proposed neighbourhood centre; and
- The proposed development will encourage the use of alternative modes of transport by providing a localised neighbourhood centre for the Dawesville community and improving the pedestrian path network in and around the subject site.

For the reasons outlined above the proposed development is observed to be consistent with the intent of SPP4.2, noting the neighbourhood centre designation under the applicable ODP.

7. Technical Reports

7.1 Acoustic Report

This application is accompanied by a preliminary environmental acoustic assessment prepared by Herring Storer Acoustics and included as Appendix H.

The environmental acoustic assessment considers expected noise emissions from delivery vehicles and mechanical services at the noise sensitive premises surrounding the subject site and assesses these for compliance with the requirements of the *Environmental Protection (Noise) Regulations 1997*. The assessment concludes that:

- *Refrigerated truck deliveries have been calculated to comply at all times.*
- *Smaller truck deliveries, such as bakery deliveries, have been calculated to comply at all times.*
- *Noise levels associated with the typical mechanical plant assumed for the purposes of this preliminary assessment have been calculated to comply at all times.*
- *Additionally, noise emissions from outdoor play associated with the child care would comply with the Assigned Noise Levels during the day period, with the inclusion of the fencing as shown on Figure 8.1.*
- *Finally, noise associated with the gym have also been calculated to comply with the Assigned Noise Levels at all times.*

Further acoustic studies will also be undertaken at the detailed design stage to confirm compliance with the *Environmental Protection (Noise) Regulations 1997*, once final mechanical plant selections have been identified.

For further details please refer to the enclosed Environmental Acoustic Assessment at Appendix H.

7.2 Traffic Report

The application is also accompanied by a traffic report prepared by Uloth and Associates and included as Appendix D. The report provides a comparative analysis with the previously approved development proposal for the subject site and concludes that:

- The proposed floorspace under the revised development plan is less than the floorspace identified within the current development approval for the subject site. Even with inclusion of traffic generated by the proposed childcare centre and gym, the overall traffic generation is approximately 10% less than the traffic generation of the current development approval for the subject site.
- The overall access locations for the site are generally the same as under the current development approval for the subject site, except that the northern access off Woodstock Avenue is now proposed to access the overall car park, rather than just the previous loading dock.
- There are a number of identified concerns with respect to swept paths for service vehicles in the current development approval for the subject site that make it not viable and necessitate an alternative servicing arrangement. This has been addressed in the current proposal, which provides for appropriate servicing areas and associated swept paths, as detailed throughout the traffic report.
- The revised site plan provides a more efficient car park layout, with improved pedestrian and cyclist connectivity.

The traffic report also contains a number of recommendations regarding the proposed vehicle access arrangements and intersection upgrades within the adjacent road reserves in order to support the operation of the proposed shopping centre. These recommended upgrades comprise:

- Minor car park modifications adjacent to the secondary service yard accessed off Woodstock Avenue, to accommodate swept paths for rubbish trucks and other (medium-sized) service vehicles.
- Minor modifications to the Cocklebiddy Gate loading dock access and the associated one-way exit from the proposed 'Click and Collect' pick-up area.
- Upgrading the intersection of Bailey Boulevard and Cocklebiddy Gate to include a dedicated right turn lane into Cocklebiddy Gate, in order to accommodate semi-trailer access to and from the proposed loading dock.
- Providing a new median opening to support full movement access for the proposed access driveway off Bailey Boulevard.
- Constructing a new roundabout adjacent to the main entry to the shopping centre off Dandaragan Drive, in order to properly control the resultant four-way intersection with Balladonia Crescent.

The recommended modifications to the proposed car parking access areas have been incorporated into the plans provided and form part of this application for planning approval.

The remaining recommendations for intersection modifications within the adjoining road reserves will require separate engineering approval from the City. This will be pursued separately by the proponent, to ensure appropriate swept paths for service vehicles accessing the site.

For further details please refer to the enclosed traffic report at Appendix D.

7.3 Waste Management Plan

In addition to the above, a waste management plan (WMP) has been prepared by Talis Consultants in support of the proposed development, a copy of which is enclosed as Appendix G.

The WMP provides an overview of the proposed waste management methodology, including how waste generated will be stored and collected from the subject site. The WMP relates primarily to the proposed specialty retail, gym and childcare tenancies, as the waste management for the proposed supermarket and associated liquor store (Specialty Tenancy 5) have their own internal processes that are governed by national waste collection contracts. Waste for the supermarket and associated liquor store tenancy will be stored in the dedicated bin room located within the proposed supermarket tenancy, with waste collected from the supermarket loading dock.

Waste from the proposed specialty retail tenancies will be stored in the dedicated bin storage area located to the east of Specialty Tenancy 1, with four 1100 litre bins provided for general waste and a further three 1100 litre bins provided for recyclables. These bins will be serviced by a private contractor, directly from the bin storage area and via the adjacent secondary loading area.

Separate bin storage areas are also provided for the gym and childcare facilities. These will also be serviced by a private contractor, directly from the proposed bin storage areas and outside standard business hours.

All waste collection vehicles will have the ability to enter and exit the subject site in a forward gear, as per the swept path analysis provided in the accompanying traffic report. Waste management and collection will also be overseen by centre management.

For further details please refer to the enclosed WMP at Appendix G.

8. Planning Merit

In addition to the detailed assessment and justification provided in the preceding sections of this report, the principles of orderly and proper planning require that new development represents a logical extension of existing development in the locality and is consistent with the planning vision for the area. In the context of the requirements under sub-section 275(6) of the *Planning and Development Act 2005*, the key points regarding the proposal are summarised as follows:

- The proposal will enable the delivery of important convenience shopping facilities for the local Dawesville community in a timely manner, which is identified as a key priority under the City's draft ACPS.
- The inclusion of gym and childcare tenancies will provide further benefit to the local community, whilst delivering an activated built form interface to Dandaragan Drive.
- The overall scale and nature of the proposed development is consistent with the designation of the site as a neighbourhood commercial centre under the applicable local planning framework and SPP4.2.
- The proposed built form provides a high quality and contemporary aesthetic within a well landscaped context that will be compatible with surrounding residential areas.
- The proposed development is a shovel-ready project that is scheduled to commence construction in 2021 and will support approximately 250 temporary construction jobs and over 120 ongoing operational jobs. It therefore represents a significant opportunity to support the economic recovery from the COVID-9 pandemic for the Dawesville area and the wider City, whilst delivering improved access to essential services in the locality.
- The proposed development will act as a catalyst for future commercial development on surrounding sites, and support continued residential development in the locality.

For the reasons outlined above, the proposal is consistent with the requirements under sub-section 275(6) of the *Planning and Development Act 2005*, and is observed to have significant planning merit.

9. Conclusion

This report has been prepared by **element**, on behalf of CGPD, to examine the planning considerations relevant to the development of a new Coles anchored neighbourhood shopping centre at Lot 924 (No. 71) Dandaragan Drive, Dawesville.

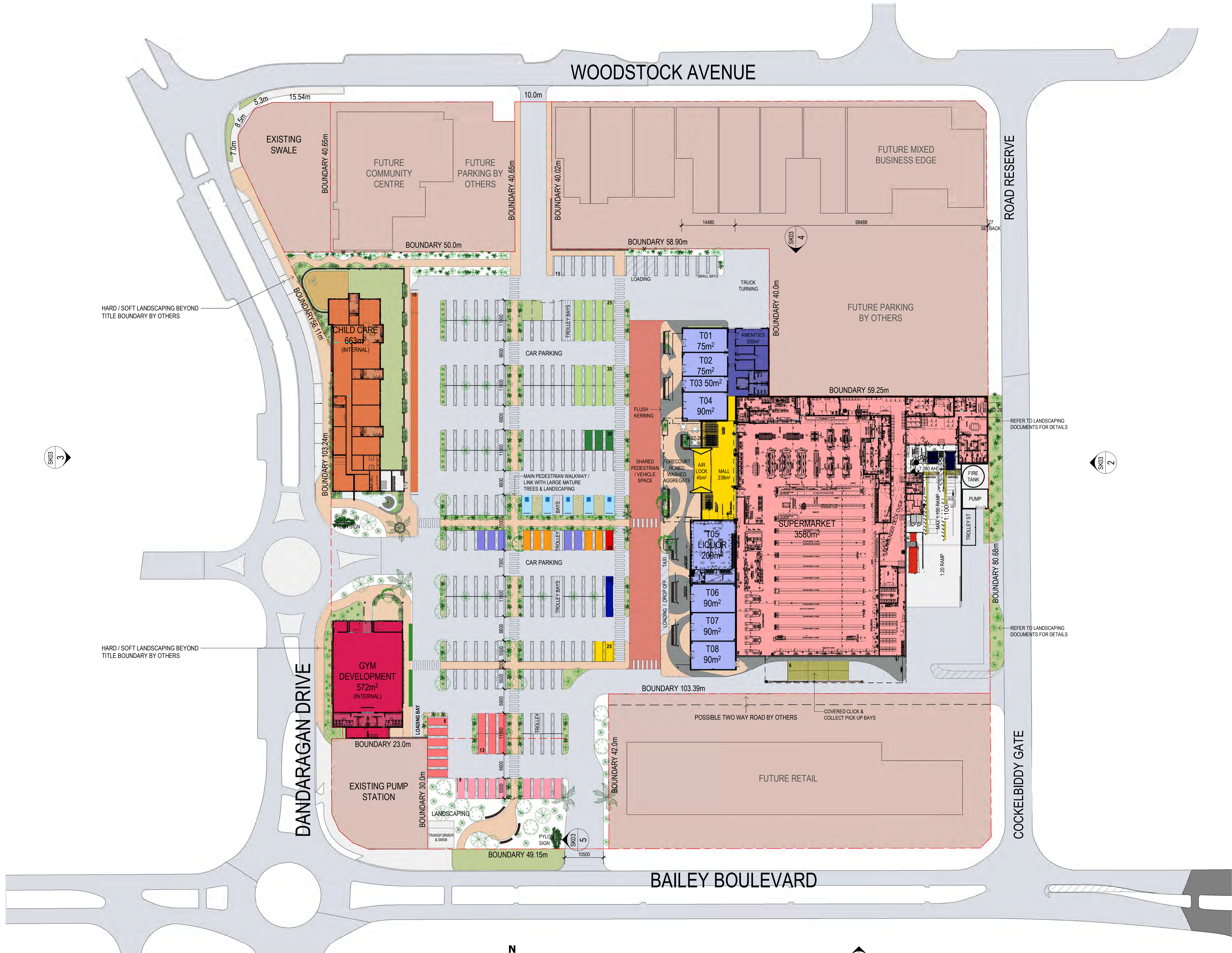
For the reasons discussed throughout this report, the proposed development is deemed appropriate on the basis that:

- The proposed development represents a key step in the delivery of a suitably scaled neighbourhood centre to service surrounding residential areas, in accordance with the intent of the Florida Neighbourhood Centre ODP.
- The proposed development is generally consistent with the applicable development requirements under the Florida Neighbourhood Centre ODP, including the delivery of an appropriate built form interface to Dandaragan Drive.
- The proposed development will provide greatly improved access to convenience shopping facilities and essential services in the immediate locality, for the benefit of the local community.
- In the context of the declared 'State of Emergency' associated with the COVID-19 pandemic, the proposed development will assist in stimulating economic development and improving access to essential services in the locality.

Accordingly, the proposed development is consistent with the principles of orderly and proper planning and represents an appropriate and desirable use for the subject site. It is also consistent with the intent of Part 17 of the *Planning and Development Act 2005*, and therefore the approval of this development application by the WAPC is respectfully requested.

Appendix A

Development Plans



CAR PARK TYPES

STANDARD PARKING	148 BAYS
DISABLED PARKING	5 BAYS
PARENTS WITH PRAMS PARKING	5 BAYS
SENIORS PARKING	5 BAYS
DROP OFF PARKING	3 BAYS
SHORT TERM PARKING	16 BAYS
TEAM MEMBER PARKING	9 BAYS
ELECTRIC PARKING	2 BAYS
EMERGENCY PARKING	1 BAYS
CLICK & COLLECT PARKING	6 BAYS
CHILD CARE	10 BAYS
GYM DEVELOPMENT	12 BAYS
MOTORCYCE PARKING	

TOTAL CAR PARKING BAYS 222 BAYS

EXC: PARKING OUTSIDE BOUNDARY

AREA SCHEDULE

SUPERMARKET	3580m²
(SELLING)	(2427m²)
(BACK OF HOUSE)	(1153m²)
LIQUOR STORE	200m²
SPECIALTY SHOPS	580m²
AMENITIES	200m²
AIRLOCK & MALL	280m²
TOTAL COLES BUILDING AREA	4840m²
CHILDCARE (INTERNAL)	663m²
CHILDCARE (EXTERNAL PLAY)	488m²
GYM	572m²

CAR PARKING REQUIREMENTS

RETAIL = 6 BAYS / 100m²

SUPERMARKET (EXCL BOH)	(2427 / 100) x 6 = 146 BAYS
LIQUOR STORE	(200 / 100) x 6 = 12 BAYS
SPECIALTY SHOPS	(580 / 100) x 6 = 35 BAYS

GYM = 1 BAY / 35m² (570 / 35) x 1 = 16 BAYS

CAR PARKING CALCULATIONS AS PER THE CITY OF MANDURAH'S FLORIDA NEIGHBOURHOOD CENTRE OUTLINE DEVELOPMENT PLAN

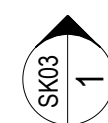
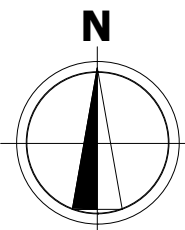
TOTAL BAYS REQUIRED = 209 BAYS

TOTAL SITE PARKING PROVIDED = 223 BAYS
(2.8m WIDE x 5.5m LONG BAYS)

(SURPLUS OF 14 CAR PARKING BAYS)

NOTE: PARKING CALCULATION FOR "FUTURE RETAIL" NOT INCLUDED

1 SITE PLAN
A-02-26 SCALE: 1 : 500



Rev.	Date	Issued By	Revision Description
K	03.12.2020	RG	REVISED ISSUE
L	18.12.2020	RG	ISSUE FOR REVIEW
M	11.01.2021	RG	DESIGN REVIEW
N	09-02-2021	DG	DESIGN REVIEW SUBMISSION

Project Name
**Florida Beach Shopping Centre,
Cnr Dandaragan Drive & Bailey Boulevard
Dawesville WA**

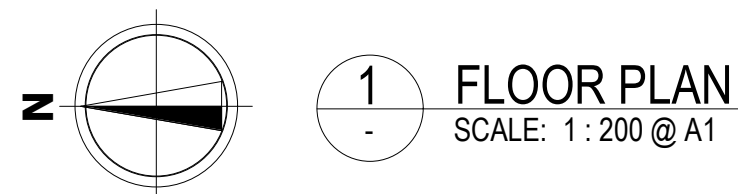
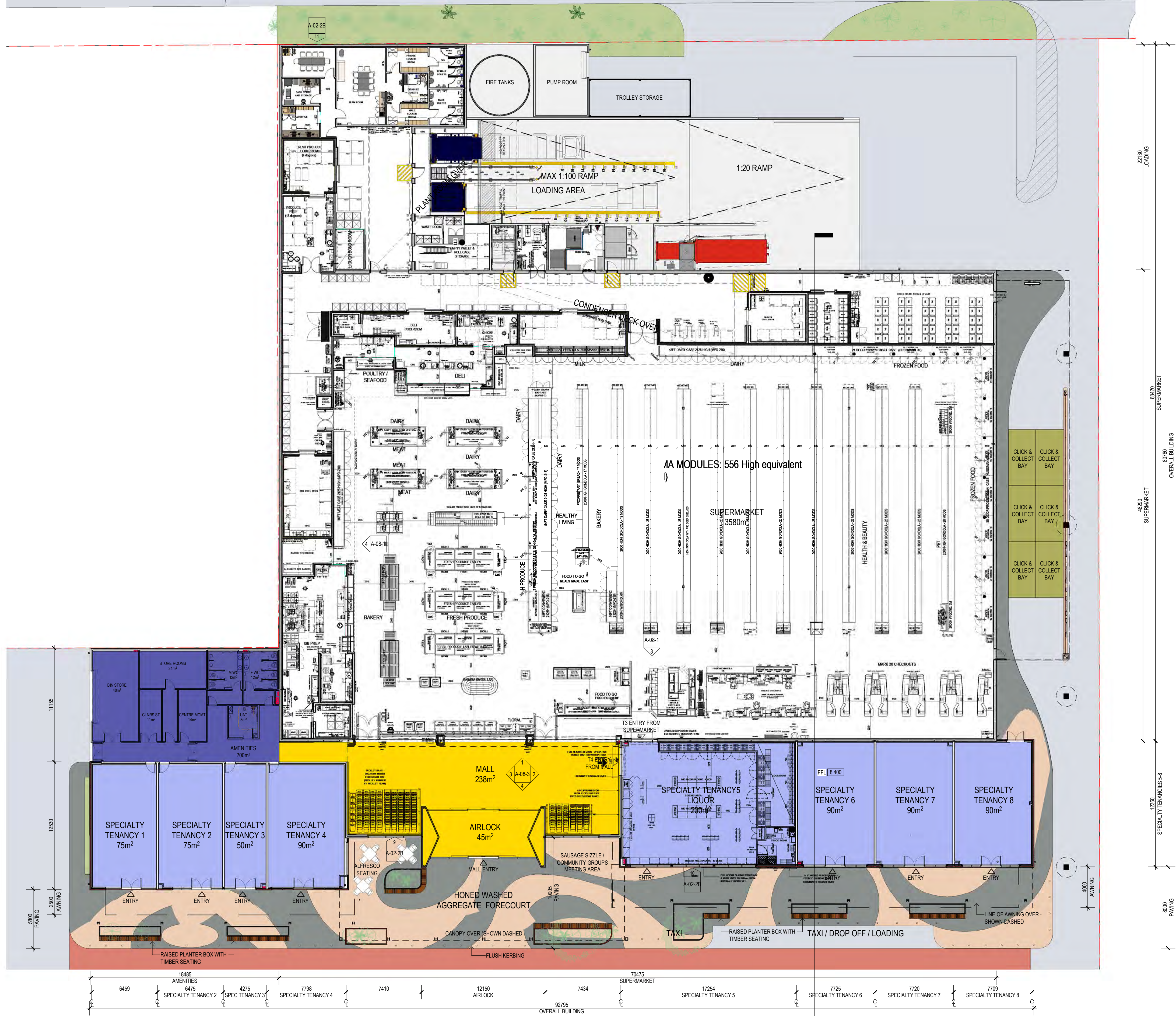
Drawing Name
SITE PLAN

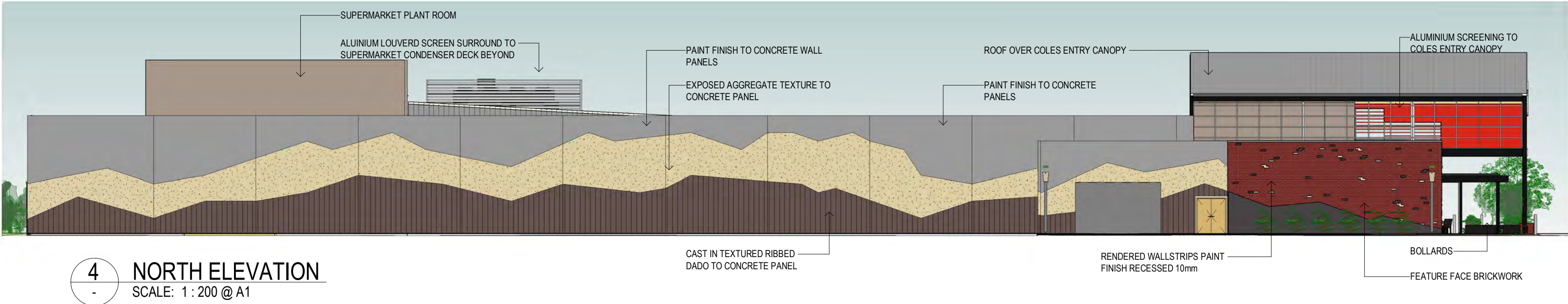
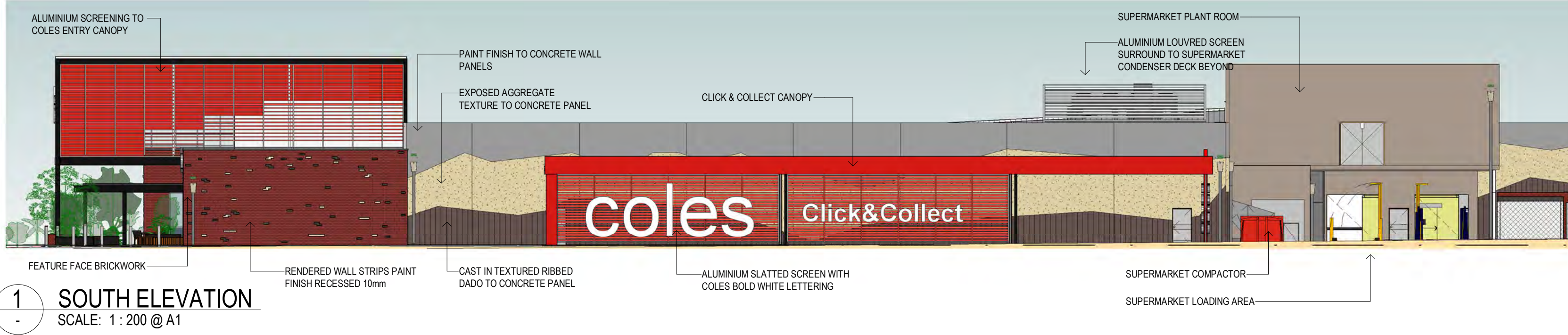
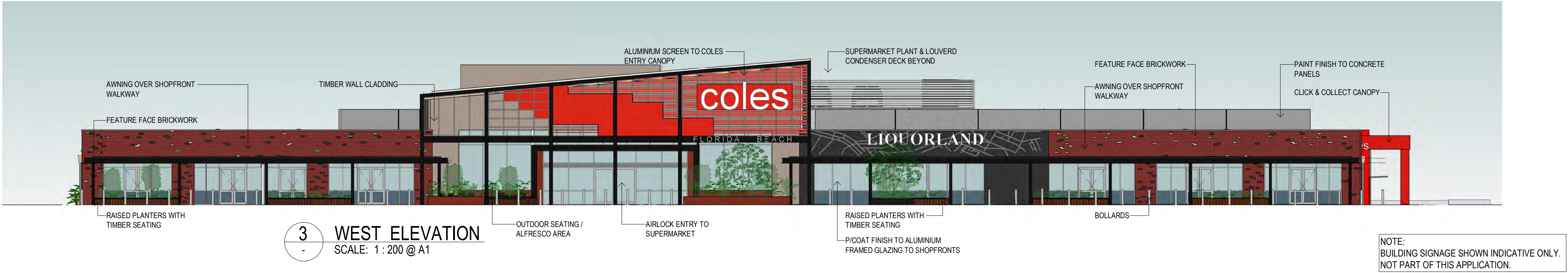
Project Number
20067

Drawing No.
SK01

Rev.
N

Reduction 25mm on A1 | Scale As indicated | Date June 2019 | Drawn CG | Checked FJ/RG
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Rev.	Date	Issued By	Revision Description
J	06.11.2020	RG/FT	REVISED TO REFLECT UPDATED COLES EXTERNAL DESIGN STANDARDS
K	03.12.2020	RG	REVISED ISSUE
L	18.12.2020	RG	ISSUE FOR REVIEW
M	09-02-2021	DG	DESIGN REVIEW SUBMISSION

Project Name
**Florida Beach Shopping Centre,
Cnr Dandaragan Drive & Bailey Boulevard
Dawesville WA**

Drawing Name
ELEVATIONS

Project Number
20067

Drawing No.
SK03

Rev.
M

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June 2019 | Drawn CG | Checked FJ/RG
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Rev.	Date	Issued By	Revision Description
K	03.12.2020	RG	REVISED ISSUE
L	18.12.2020	RG	ISSUE FOR REVIEW
M	04-02-2021	DG	CONSULTANT ISSUE
N	09-02-2021	DG	DESIGN REVIEW SUBMISSION

Project Name
**Florida Beach Shopping Centre,
Cnr Dandaragan Drive & Bailey Boulevard
Dawesville WA**

Drawing Name
3D PERSPECTIVES

Reduction 25mm on A1 | Scale

Project Number
20067

Date

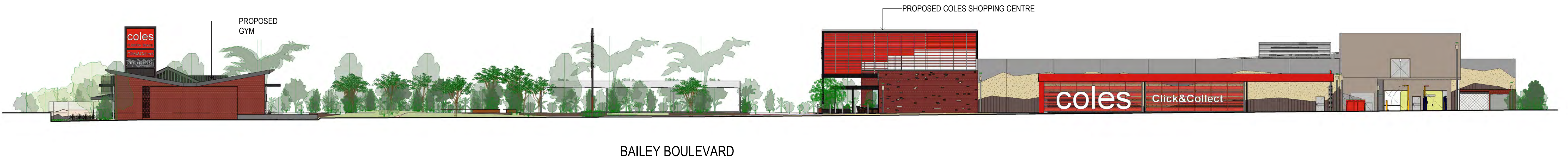
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Rev.
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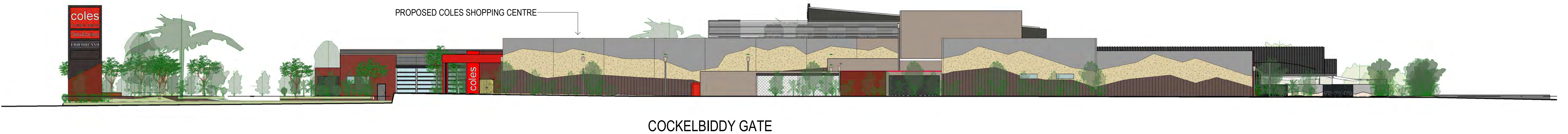
June 2019 | Drawn CG | Checked FJ/RG
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2 SITE ELEVATION - WEST
SCALE: 1 : 250



3 SITE ELEVATION - SOUTH
SCALE: 1 : 250



4 SITE ELEVATION - EAST
SCALE: 1 : 250



1 SITE ELEVATION - NORTH
SCALE: 1 : 250

Rev.	Date	Issued By	Revision Description
A	18.12.2020	RG	ISSUE FOR REVIEW
B	11.01.2021	RG	DESIGN REVIEW
C	09-02-2021	DG	DESIGN REVIEW SUBMISSION

Project Name
**Florida Beach Shopping Centre,
Cnr Dandaragan Drive & Bailey Boulevard
Dawesville WA**

Drawing Name
SITE ELEVATIONS

Project Number
20067

Drawing No.
SK05

Rev.
C



1 OVERALL VIEW 1
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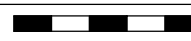


2 OVERALL VIEW 2
SCALE:

Rev.	Date	Issued By	Revision Description
A	18.12.2020	RG	ISSUE FOR REVIEW
B	11.01.2021	RG	DESIGN REVIEW
C	09-02-2021	DG	DESIGN REVIEW SUBMISSION

Project Name
**Florida Beach Shopping Centre,
Cnr Dandaragan Drive & Bailey Boulevard
Dawesville WA**

Drawing Name
SITE PERSPECTIVES

Reduction  25mm on A1 | Scale

Project Number
20067

Date

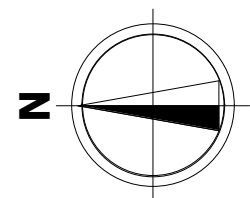
Drawing No.
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Rev.
C

June 2019 | Drawn Author | Check Checker
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1 GROUND FLOOR
AC301 SCALE: 1 : 100 @ A1



Rev.	Date	Issued By	Revision Description
A	18.12.2020		ISSUED FOR REVIEW
B	11.01.2020		ISSUED FOR REVIEW
C	08.02.2021		ISSUE FOR REVIEW

Project Name
**Florida Beach Shopping Centre, Cnr
Dandaragan Drive & Bailey Boulevard
Dawesville WA**

Drawing Name
FLOOR PLAN - GYM

Project Number
20067

Drawing No.
SK07

Rev.
C



Rev.	Date	Issued By	Revision Description
A	18.12.2020		ISSUED FOR REVIEW
B	11.01.2021		ISSUED FOR REVIEW
C	08.02.2021		ISSUED FOR REVIEW

Project Name
**Florida Beach Shopping Centre, Cnr
Dandaragan Drive & Bailey Boulevard
Dawesville WA**

Drawing Name
ELEVATIONS - GYM

Project Number
20067

Drawing No.
SK08

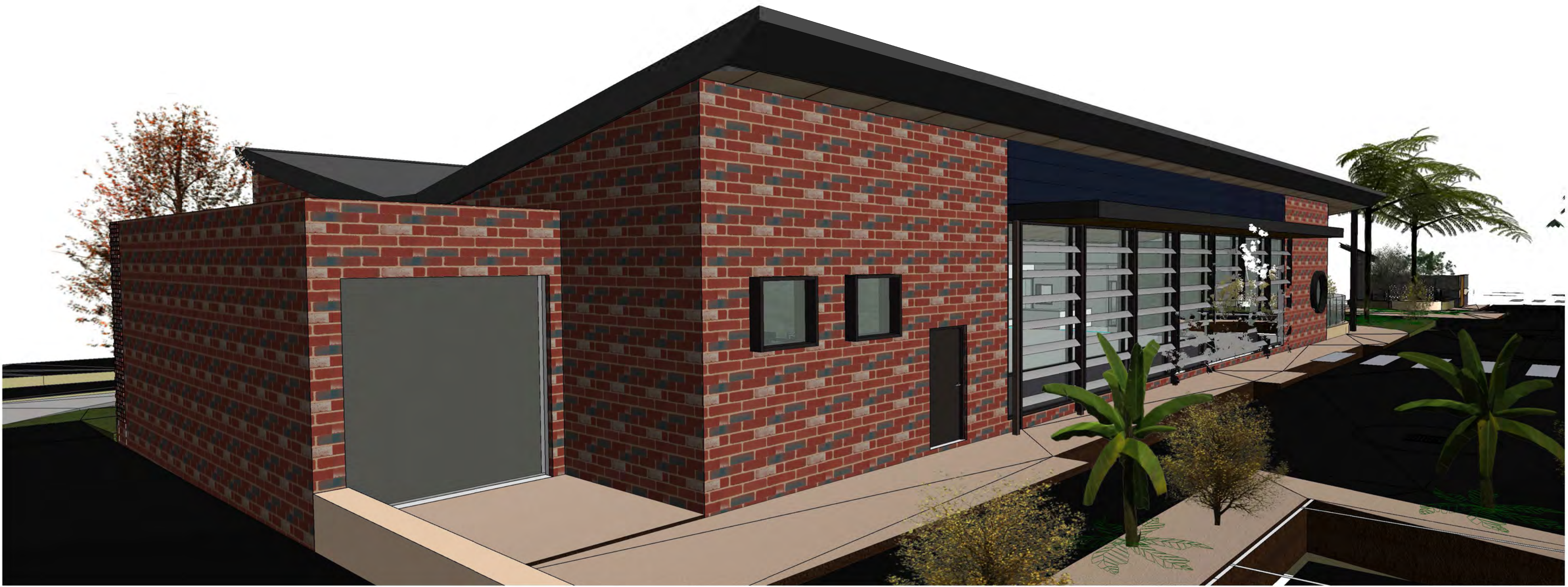
Rev.
C



1 PERSPECTIVE
NTS



3 PERSPECTIVE
SCALE: @ A1



2 PERSPECTIVE
SCALE: @ A1

Rev.	Date	Issued By	Revision Description
A	18.12.2020		ISSUED FOR REVIEW
B	11.01.2020		ISSUED FOR REVIEW
C	08.02.2021		ISSUE FOR REVIEW

Project Name
**Florida Beach Shopping Centre, Cnr
Dandaragan Drive & Bailey Boulevard
Dawesville WA**

Drawing Name
3D PERSPECTIVES - GYM

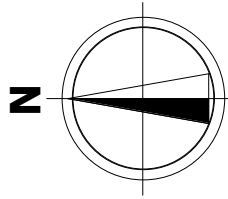
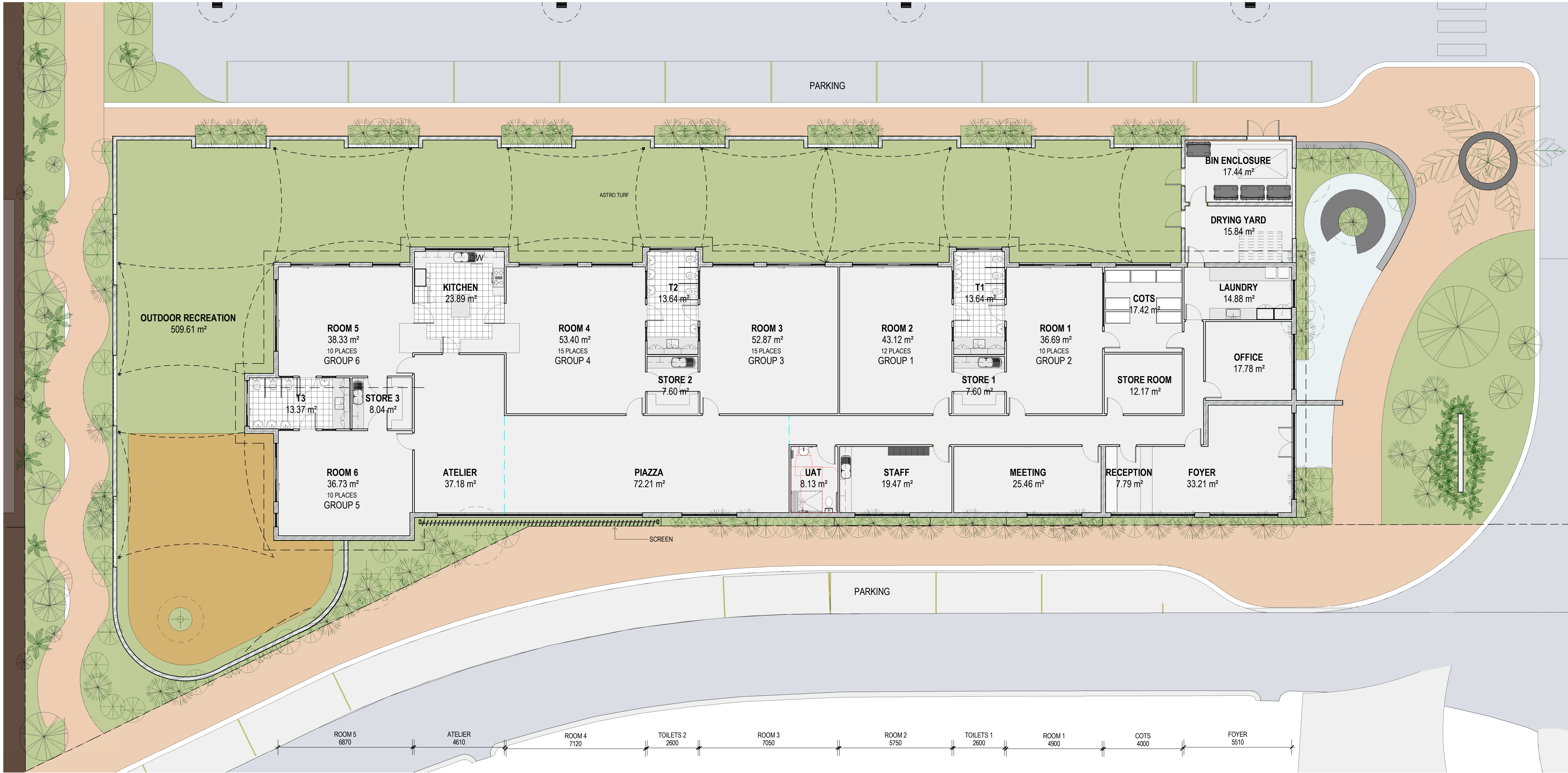
Project Number
20067

Drawing No.
SK09

Rev.
C

Reduction 25mm on A1 | Scale

Date December 2020 | Drawn Author | Check Checker
C:\Revit Temp\20067 Gym BLDG_dgenovese@okarch.com.au\rd



AREA SUMMARIES

- TOTAL INTERNAL - 665m²
- INTERNAL CHILD MINDING - 261.15m²
- INTERNAL PLAYSPACE - 109.39m²
- EXTERNAL PLAYSPACE - 509.68m²

CHILD MINDING ACCOMODATION

- GROUP 1 (0-24 MONTHS) - 12 PLACES
- GROUP 2 (24-36 MONTHS) - 10 PLACES
- GROUP 3 (24-36 MONTHS) - 15 PLACES
- GROUP 4 (10 x 36 MONTHS and 5 x 24-26 MONTHS) - 15 PLACES
- GROUP 5 (36 MONTHS+) - 10 PLACES
- GROUP 6 (36 MONTHS+) - 10 PLACES

Rev.	Date	Issued By	Revision Description
A	18.12.2020		ISSUED FOR REVIEW
B	11.01.2021		DESIGN REVIEW
C	08.02.2021		ISSUE FOR REVIEW

Project Name
**Florida Beach Shopping Centre, Cnr
Dandaragan Drive & Bailey Boulevard
Dawesville WA**

Drawing Name
FLOOR PLAN

Reduction 25mm on A1 | Scale 1 : 100 | Date Month 2019 | Drawn Author | Check Checker
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Project Number
20067

Drawing No.
SK10

Rev.
C



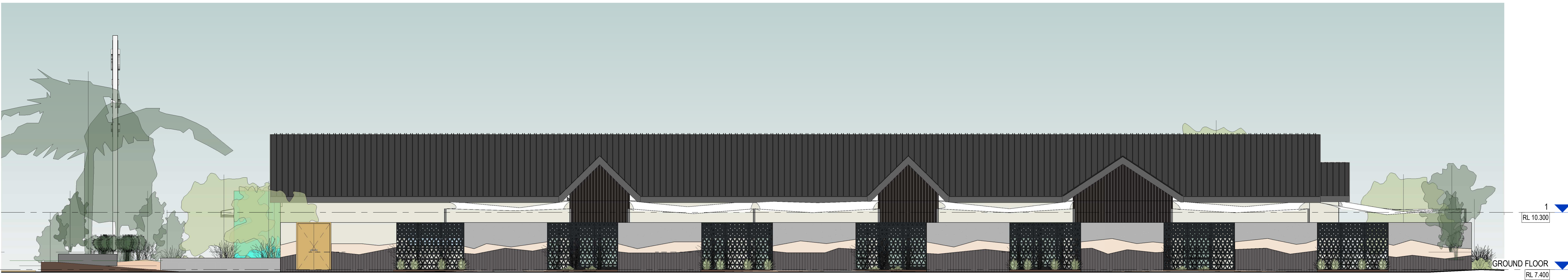
1 WEST ELEVATION
AB211 SCALE: 1 : 100 @ A1



2 SOUTH ELEVATION
AB211 SCALE: 1 : 100 @ A1



3 NORTH ELEVATION
AB211 SCALE: 1 : 100 @ A1



4 EAST ELEVATION
SCALE: 1 : 100 @ A1

Rev.	Date	Issued By	Revision Description
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B	11.01.2021		ISSUED FOR REVIEW
C	08.02.21		ISSUED FOR REVIEW

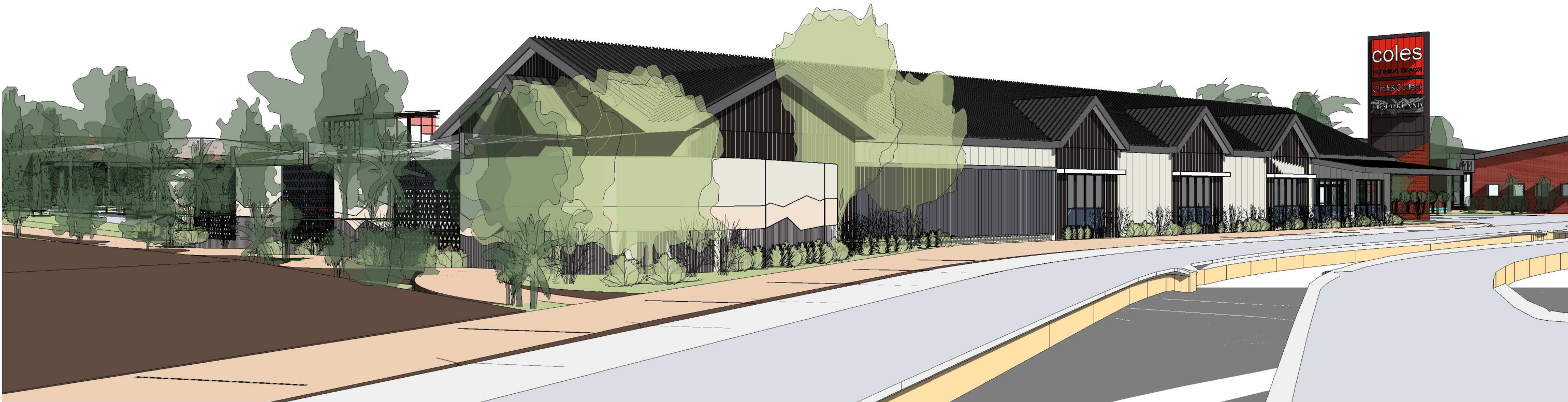
Project Name
**Florida Beach Shopping Centre, Cnr
Dandaragan Drive & Bailey Boulevard
Dawesville WA**

Drawing Name
ELEVATIONS

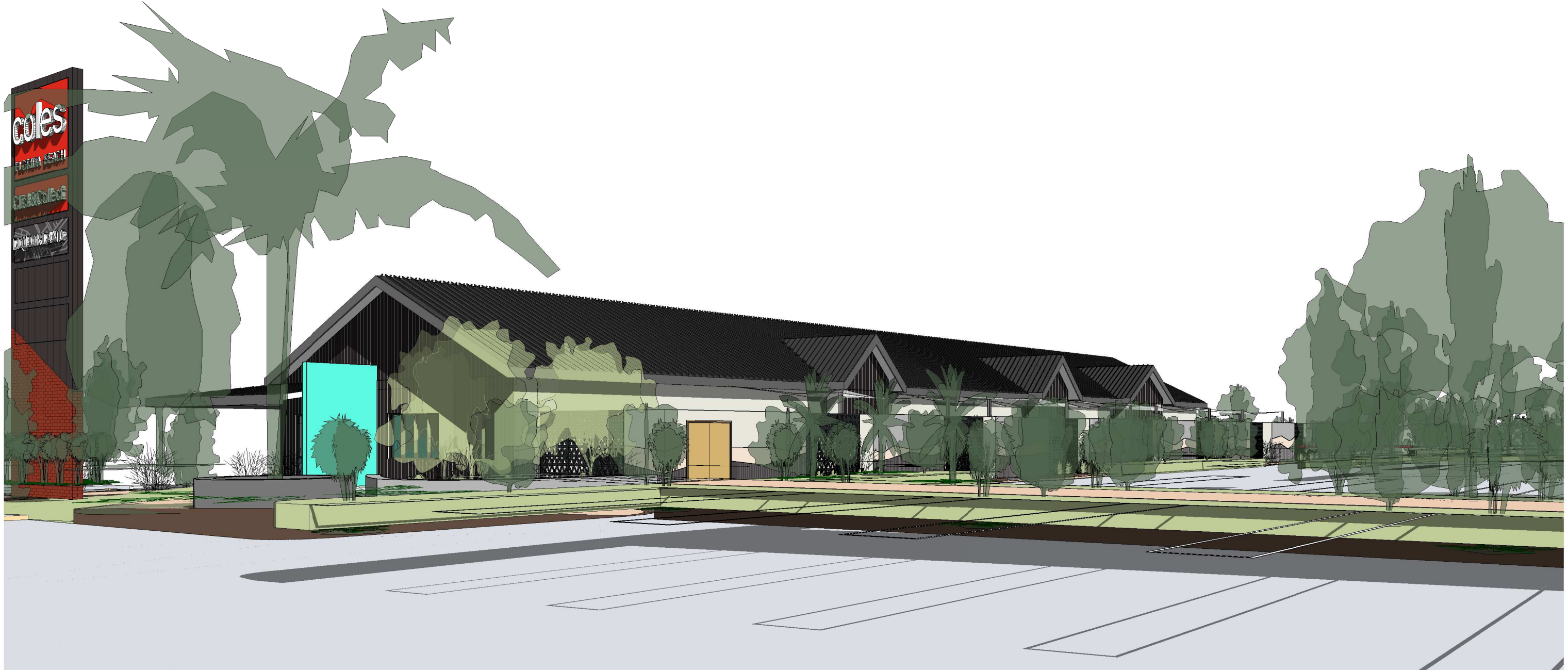
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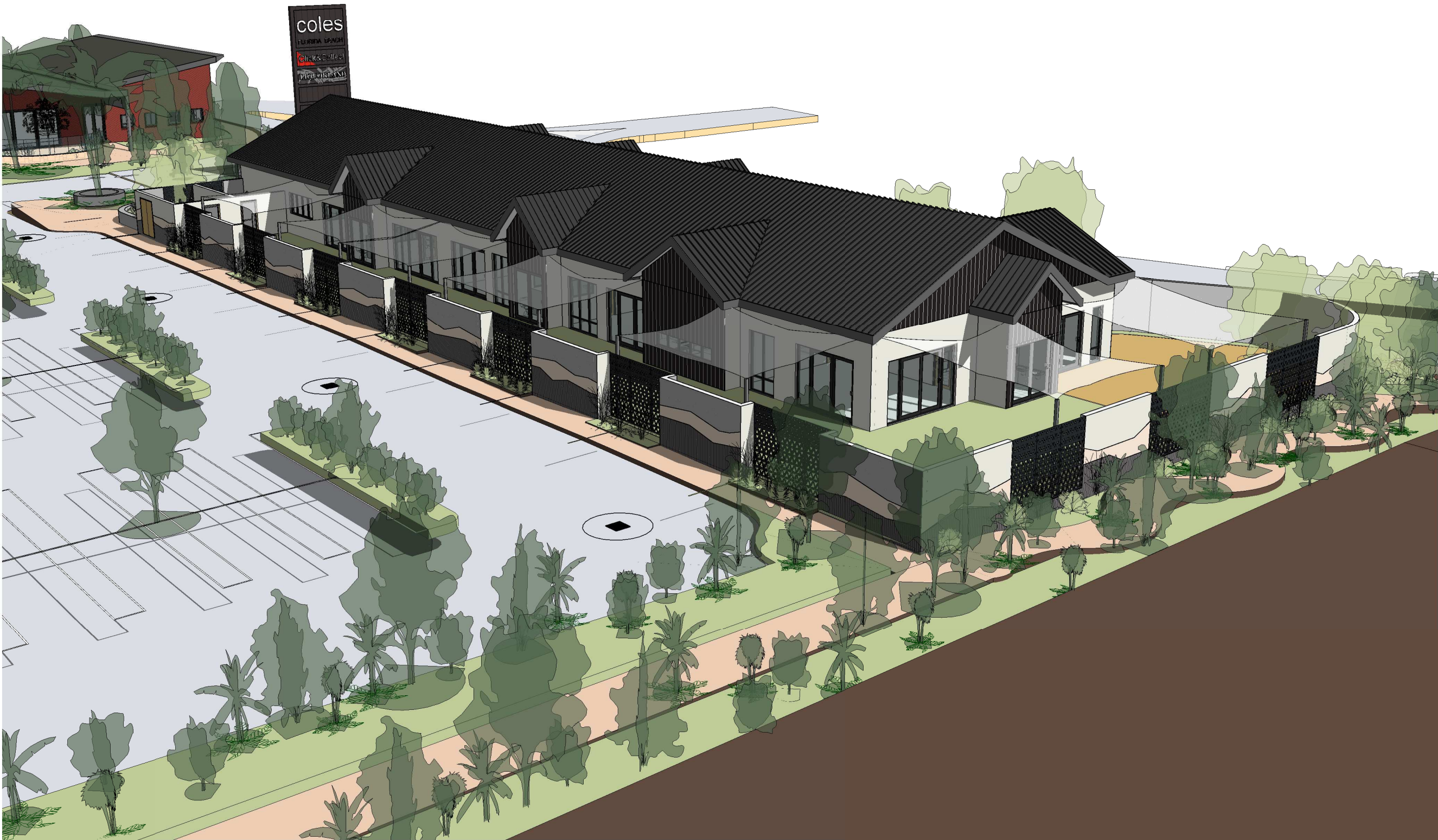
Rev.
C



1 PERSPECTIVE VIEW 1
NTS



3 PERSPECTIVE VIEW
NTS



4 PERSPECTIVE VIEW
NTS



2 PERSPECTIVE VIEW 2
NTS

Rev.	Date	Issued By	Revision Description
A	18.12.2020		ISSUED FOR REVIEW
B	11.01.2021		DESIGN REVIEW
C	08.02.2021		ISSUE FOR REVIEW

Project Name
**Florida Beach Shopping Centre, Cnr
Dandaragan Drive & Bailey Boulevard
Dawesville WA**

Drawing Name
PERSPECTIVES

Reduction 25mm on A1 | Scale

Project Number
20067

Date Month 2019 | Drawn Author | Check

Drawing No.
SK12

Rev.
C

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Appendix B

Certificate of Title and Deposited Plan

WESTERN



AUSTRALIA

REGISTER NUMBER

924/DP73967DUPLICATE
EDITION**2**

DATE DUPLICATE ISSUED

11/8/2014VOLUME
2805FOLIO
198

RECORD OF CERTIFICATE OF TITLE

UNDER THE TRANSFER OF LAND ACT 1893

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



REGISTRAR OF TITLES

LAND DESCRIPTION:

LOT 924 ON DEPOSITED PLAN 73967

REGISTERED PROPRIETOR:
 (FIRST SCHEDULE)

COLES GROUP PROPERTY DEVELOPMENTS LTD OF 800 TOORAK ROAD, HAWTHORN EAST, VICTORIA
 (T M730939) REGISTERED 8/8/2014

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

1. EASEMENT BURDEN CREATED UNDER SECTION 167 P. & D. ACT FOR SEWERAGE PURPOSES TO WATER CORPORATION SEE DEPOSITED PLAN 73967 AS CREATED ON DEPOSITED PLAN 73950.
2. EASEMENT BURDEN CREATED UNDER SECTION 167 P. & D. ACT FOR DRAINAGE PURPOSES TO CITY OF MANDURAH - SEE DEPOSITED PLAN 73967.
3. *M182173 NOTIFICATION CONTAINS FACTORS AFFECTING THE WITHIN LAND. LODGED 11/2/2013.
4. *M182174 NOTIFICATION SECTION 165 PLANNING & DEVELOPMENT ACT 2005 LODGED 11/2/2013.

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

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

STATEMENTS:

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

SKETCH OF LAND: DP73967
 PREVIOUS TITLE: 2795-386
 PROPERTY STREET ADDRESS: 71 DANDARAGAN DR, DAWESVILLE.
 LOCAL GOVERNMENT AUTHORITY: CITY OF MANDURAH

www.landgate.wa.gov.au

HELD BY LANDGATE
IN DIGITAL FORM ONLY.

FOR HEADING SEE SHEET 1
FOR INTERESTS AND NOTIFICATIONS SEE SHEET 1

SEE SHEET 3

KELLERBERRIN
TURN

NULLAGINE
PASS

QUAIRADING

RISE

WITTENOOM
TURN

JERRAMUNGUP GREEN

TURN

BALLADONIA

PARADE

WITTENOOM

PARADE

GOLDSWORTHY
LOOP

GOLDSWORTHY
LOOP

MEEKATHARRA
PLACE

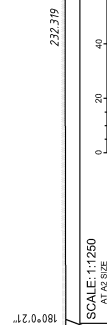
BODDINGTON
COURT

GREENBUSHES
CRESCENT

PINGELLY
CLOSE



SEE SHEET 3



SCALE: 1:1250
AT AS SIZE
ALL DIMENSIONS ARE IN METRES



Landgate
Western Australian Land Information Authority

DEPOSITED PLAN

73967

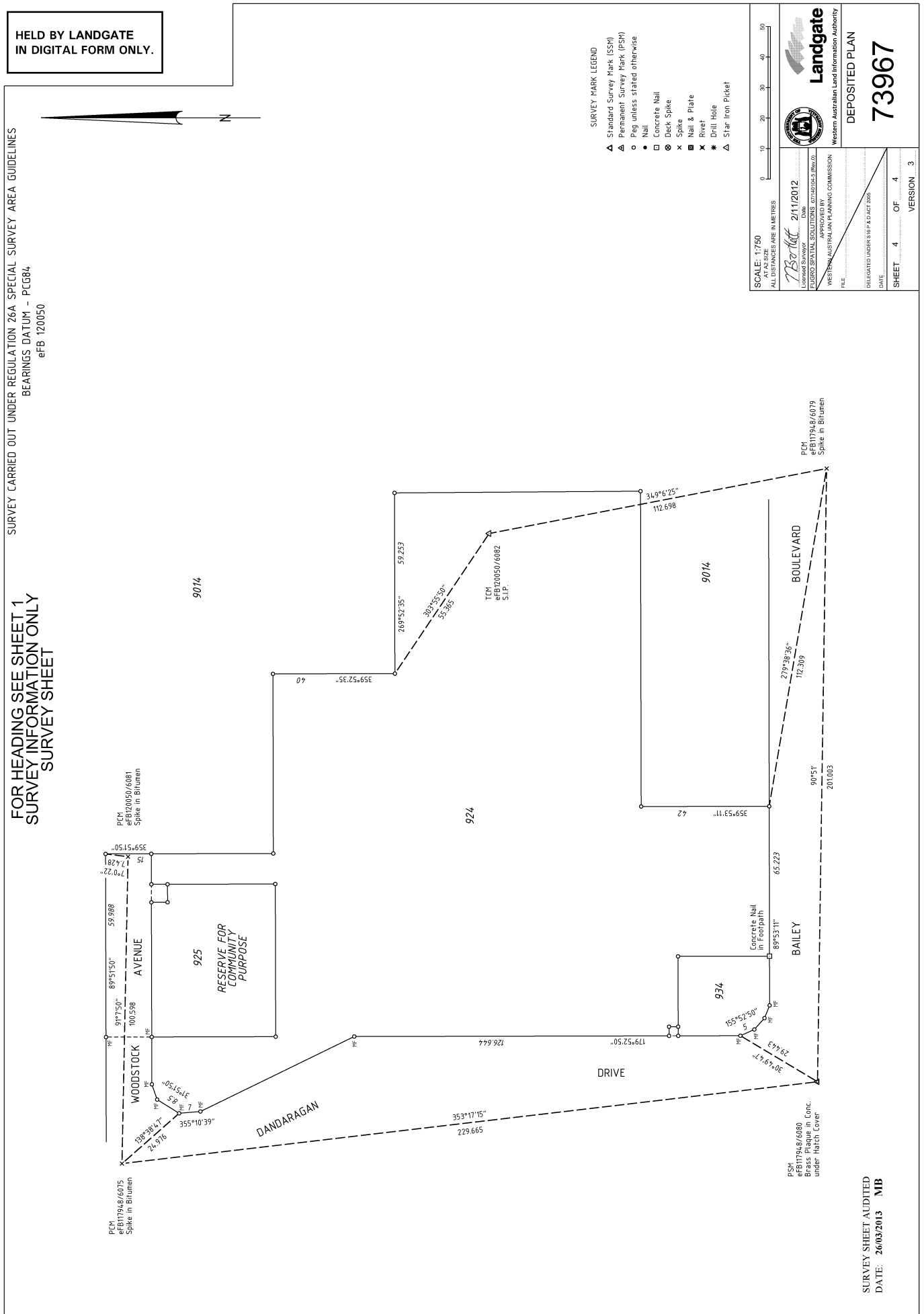
APPROVED BY
FLUGRO SPATIAL SOLUTIONS 97101004.5 (Rev A)
DATE 9/10/2012
DELEGATED UNDER SUB P 4.0 ACT 2000

FILE
WESTERN AUSTRALIAN PLANNING COMMISSION

DATE

SHEET 2 OF 4

VERSION 3



Appendix C

Bushfire Attack Level Assessment and Bushfire Management Plan

Bushfire management plan/Statement addressing the Bushfire Protection Criteria coversheet

Site address:

Site visit:

Yes

☐

No

☐

Date of site visit (if applicable):

Day

Month

Year

Report author or reviewer:

WA BPAD accreditation level (please circle):

Not accredited

☐

Level 1 BAL assessor

☐

Level 2 practitioner

☐

Level 3 practitioner

☐

If accredited please provide the following.

BPAD accreditation number:

Accreditation expiry: Month

Year

Bushfire management plan version number:

Bushfire management plan date: Day

Month

Year

Client/business name:

	Yes	No
Has the BAL been calculated by a method other than method 1 as outlined in AS3959 (tick no if AS3959 method 1 has been used to calculate the BAL)?		
Have any of the bushfire protection criteria elements been addressed through the use of a performance principle (tick no if only acceptable solutions have been used to address all of the bushfire protection criteria elements)?		

Is the proposal any of the following (see [SPP 3.7 for definitions](#))?

	Yes	No
Unavoidable development (in BAL-40 or BAL-FZ)		
Strategic planning proposal (including rezoning applications)		
High risk land-use		
Vulnerable land-use		

None of the above


☐

Note: Only if one (or more) of the above answers in the tables is yes should the decision maker (e.g. local government or the WAPC) refer the proposal to DFES for comment.

Why has it been given one of the above listed classifications (E.g. Considered vulnerable land-use as the development is for accommodation of the elderly, etc.)?

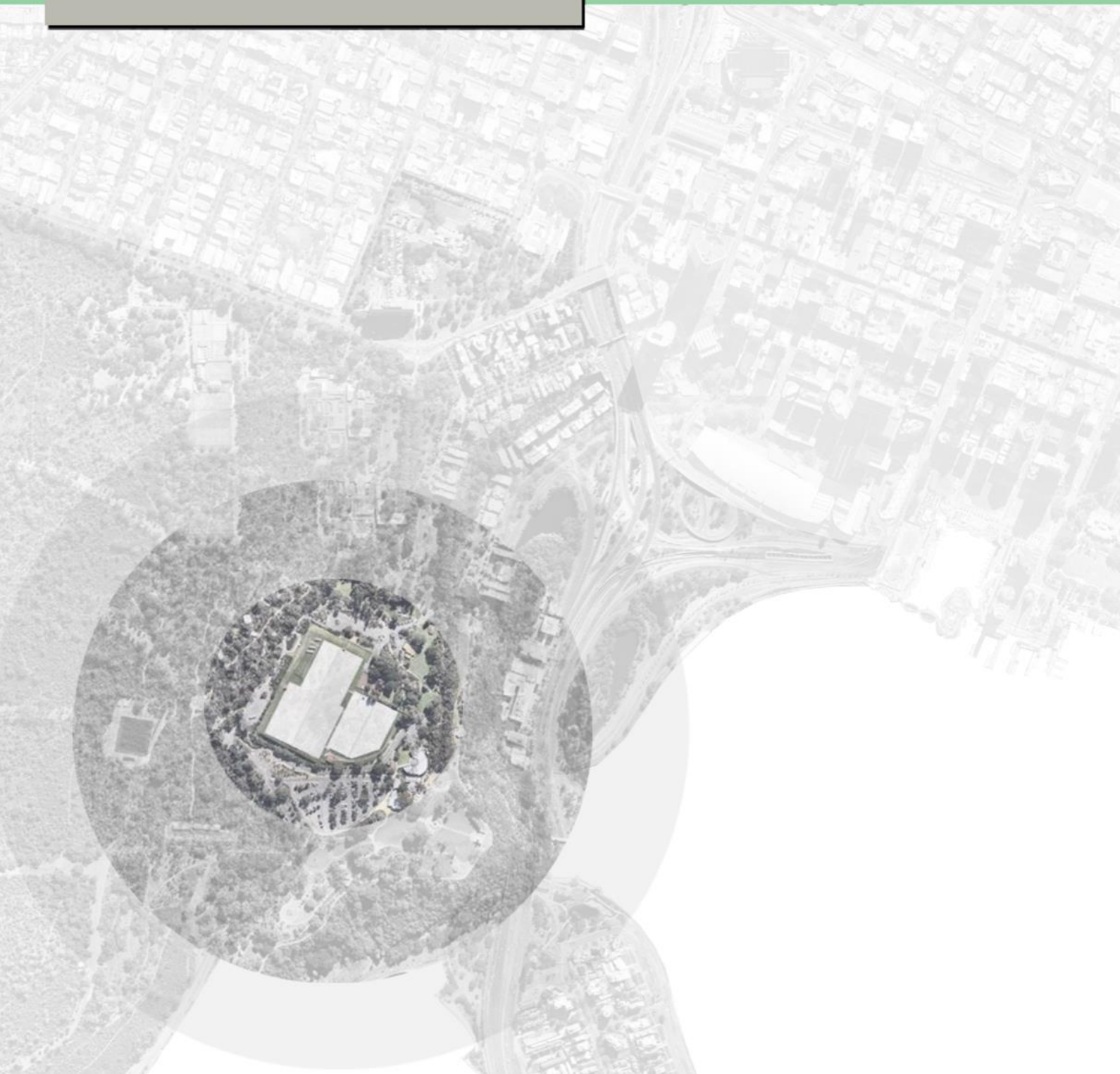
The information provided within this bushfire management plan to the best of my knowledge is true and correct:

Signature of report author
or reviewer



Date

Bushfire Management Plan



Report Details		
Project:	Proposed Commercial Development	
Project Address:	71 Dandaragan DR, DAWESVILLE	
Prepared by:	James Terenciuk, BPAD Accredited Level 2 Assessor, BPAD36529, MAIBS, AIMM.	
Report / Job Number 14488	Report Version 1	Date submitted: 28 August 2020



Address: Suite 26, 443 Albany Highway, Victoria Park, WA 6100, **Phone:** (08) 6114 9356
Email: admin@greenstartconsulting.com.au, **Web:** www.greenstartconsulting.com.au

1. Background Information

This Bushfire Management Plan was prepared to provide guidance for the planning and management of potential bushfire threat. The standards and recommendations within this plan are based on the performance criteria as set out in Guidelines for Planning in Bushfire Prone Areas (Version 1.3, Dec-2017).

This Bushfire Management Plan meets the requirements of SPP 3.7 and the Guidelines for Planning in Bushfire Prone Areas.



James Terenciuk
Level 2 BPAD Practitioner

1.1 Purpose of Plan

The purpose of this Plan is minimise the occurrence and impact of bushfires and their devastating effects to life, property and the environment, and to document fire prevention requirements at the Site. By providing acceptable solutions the BAL level can be managed to an acceptable level.

1.2 Objectives

The objectives of this Plan are to:

- Define areas where values are located
- Define and rank hazard areas
- Identify individuals and organizations responsible for fire management and associated works within the area of the plan
- Develop fire management strategies for all land with regard to life, property and the environment
- Nominate an assessment procedure that evaluates the effectiveness and impact of proposed and existing fire prevention work and strategies
- Identify performance criteria and acceptable solutions for all fire management works, including acceptable solutions for fire breaks, low fuel areas and building construction standards.

This Plan will achieve the objectives by:

- Assessing the bushfire attack level
- Determining bushfire management requirements
- Determining ongoing management responsibilities

1.3 Statement against Other Relevant Documents

This Bushfire Management Plan meets the intent of:

1. State Planning Policy 3.7,
2. Guidelines for Planning in Bushfire Prone Areas,
3. Local planning strategy references to bushfire risk management,
4. Local planning scheme provisions relating to bushfire risk management,
5. Applicable structure plans, special control area provisions, previous planning approvals or similar referencing bushfire risk management applicable to the subject site,
6. Standard fire break orders of the area; and
7. AS3959 Construction of Buildings in Bushfire-Prone Areas.

1.4 Proposal details

The Site is located approximately 86.7 km South of the Perth CBD. The lot area is about 4840m². The proposal at 71 Dandaragan DR DAWESVILLE seeks approval for a shopping center (refer to Figure 1: Site layout plan).

It has been identified as being located within a bushfire prone area according to the most recent map published by the Department of Fire and Emergency Services (refer to Figure 2).

There are no relevant environmental considerations, including local reserves, State Forest, National park, wetlands, Bush Forever sites, etc. within the site or being affected by the development.

There are no known previous bushfire assessments that have been undertaken for the site.

1.4.2 Figure 2: Map of Bushfire Prone Areas for the subject site



2. Bushfire assessment Results

2.1 Assessment Inputs


The location and extent of the classifiable vegetation in relation to the proposed developments have been assessed and recorded in the attached BAL Assessment Report extract. The BAL Assessment Report is produced based on a methodology 1 assessment, with the vegetation being assessed “as is” in accordance with AS3959. The initial BAL rating is given in the table below.

Table 2A: Worst case BAL that applies to the site

Plot	Vegetation Classification	Effective Slope	Separation (m)	BAL
1	Class G Grassland	Flat land	8m	BAL – 29
2	Class B Woodland	Flat land	67.8m	BAL – 12.5
3	Class G Grassland	Flat land	18.6m	BAL – 12.5
4	Excludable – Clause 2.2.3.2(a)	-	-	BAL – LOW
5	Class G Grassland	Flat land	8m	BAL – 29
6	Excludable – Clause 2.2.3.2(e)	-	-	BAL – LOW
	Excludable – Clause 2.2.3.2(f)	-	-	BAL – LOW
7	Class B Woodland	Flat land	72.5m	BAL – 12.5
8	Excludable – Clause 2.2.3.2(a)	-	-	BAL – LOW
9	Class C Shrubland	Flat land	0m	BAL – FZ
10	Excludable – Clause 2.2.3.2(a)	-	-	BAL – LOW
11	Class C Shrubland	Flat land	64.75m	BAL – 12.5
12	Excludable – Clause 2.2.3.2(a)	-	-	BAL – LOW

Table 2B: Determined Bushfire Attack Level (BAL)

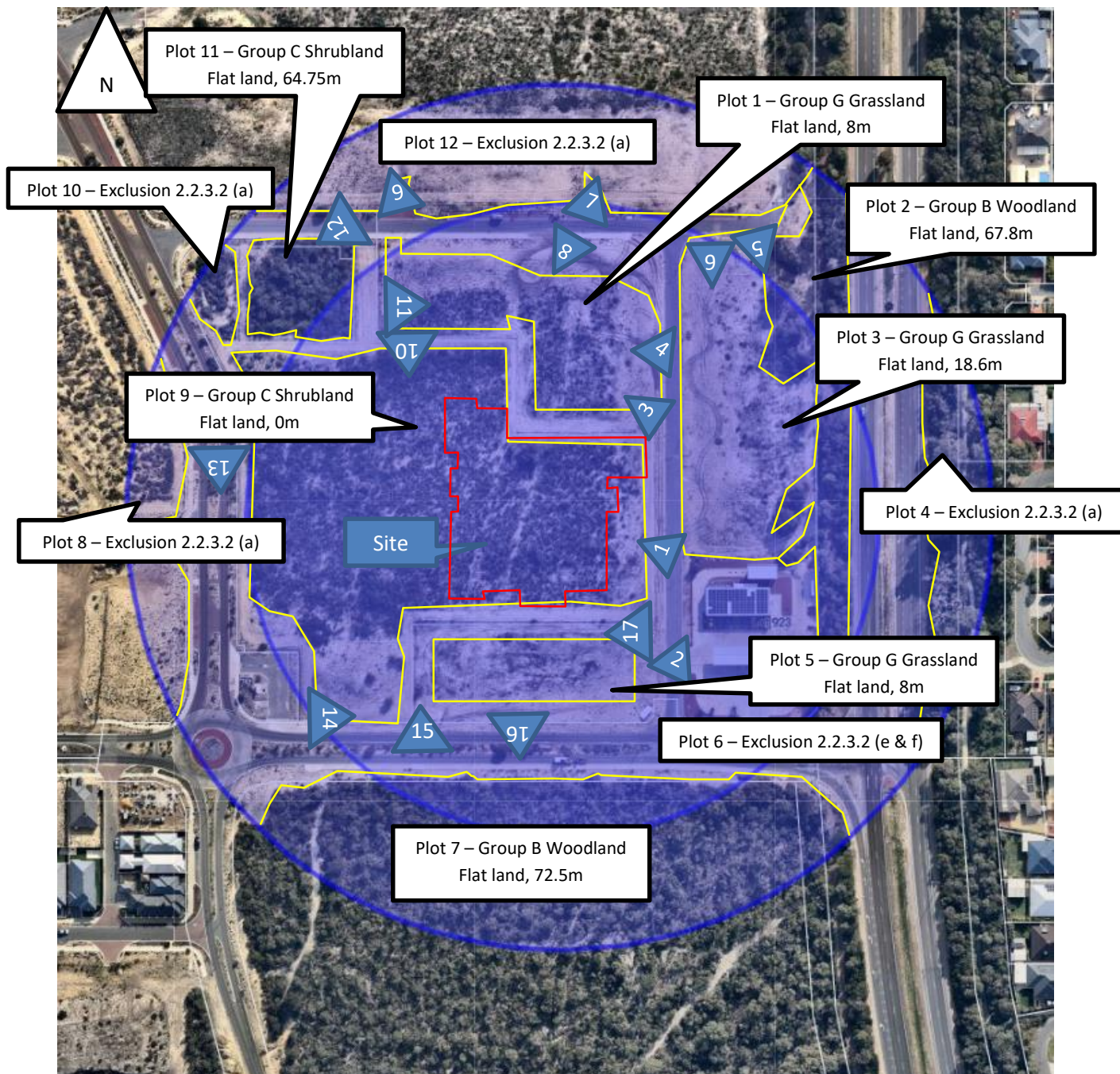
The Determined Bushfire Attack Level for the proposed development has been determined in accordance with clause 2.2.6 of AS 3959-2018 using the above analysis.

Determined Bushfire Attack Level				BAL – FZ
Photo ID:	1	Plot:	9	
Vegetation Classification or Exclusion Clause				
Class C Shrubland - Low shrubland C-12				
Description / Justification for Classification				
Shrubs <2 m high; greater than 30% foliage cover. Understoreys may contain grasses. Acacia and Casuarina often dominant in the arid and semi-arid zones.				





2.2 Preliminary BAL Assessment

2.2.1 Site Assessment & Site Plans

The assessment of this site was undertaken by a BPAD Accredited Practitioner for the purpose of determining the Bushfire Attack Level in accordance with AS 3959 - 2018 Simplified Procedure (Method 1).



Legend

-  = Photo location
-  = 100m and 150m wide buffers
-  = Vegetation plots
-  = Site

2.2.2 Vegetation Classification

All vegetation within 100m of the site development was classified in accordance with Clause 2.2.3 of AS 3959-2018. Each distinguishable vegetation plot with the potential to determine the Bushfire Attack Level is identified below.


Photo ID:	1	Plot:	9	
Vegetation Classification or Exclusion Clause				
Class C Shrubland - Low shrubland C-12				
Description / Justification for Classification				
Shrubs <2 m high; greater than 30% foliage cover. Understoreys may contain grasses. Acacia and Casuarina often dominant in the arid and semi-arid zones.				


Photo ID:	2	Plot:	6	
Vegetation Classification or Exclusion Clause				
Excludable - 2.2.3.2(e) Non Vegetated Areas				
Description / Justification for Classification				
Non-vegetated areas, that is, areas permanently cleared of vegetation, roads, footpaths, buildings and rocky outcrops.				

Photo ID: 3	Plot: 1	
Vegetation Classification or Exclusion Clause		
Class G Grassland – Open tussock G-23		
Description / Justification for Classification		
All forms (except tussock moorlands), including situations with shrubs and trees, if the overstorey foliage cover is less than 10%. Includes pasture and cropland.		
Photo ID: 4	Plot: 3	
Vegetation Classification or Exclusion Clause		
Class G Grassland – Open tussock G-23		
Description / Justification for Classification		
All forms (except tussock moorlands), including situations with shrubs and trees, if the overstorey foliage cover is less than 10%. Includes pasture and cropland.		
Photo ID: 5	Plot: 2	
Vegetation Classification or Exclusion Clause		
Class B Woodland - Low woodland B-07		
Description / Justification for Classification		
Trees 10 m–30 m high; 10%–30% foliage cover dominated by eucalypts and/or callistris with a prominent grassy understorey. May contain isolated shrubs.		




Photo ID: 6 Plot: 3	
Vegetation Classification or Exclusion Clause	
Class G Grassland – Open tussock G-23	
Description / Justification for Classification	
All forms (except tussock moorlands), including situations with shrubs and trees, if the overstorey foliage cover is less than 10%. Includes pasture and cropland.	
Photo ID: 7 Plot: 12	
Vegetation Classification or Exclusion Clause	
Excludable - 2.2.3.2(a) >100m from site	
Description / Justification for Classification	
Vegetation of any type that is more than 100 m from the site.	
Photo ID: 8 Plot: 1	
Vegetation Classification or Exclusion Clause	
Class G Grassland – Open tussock G-23	
Description / Justification for Classification	
All forms (except tussock moorlands), including situations with shrubs and trees, if the overstorey foliage cover is less than 10%. Includes pasture and cropland.	

Photo ID:	9	Plot:	12	
Vegetation Classification or Exclusion Clause				
Excludable - 2.2.3.2(a) >100m from site				
Description / Justification for Classification				
Vegetation of any type that is more than 100 m from the site.				

Photo ID:	10	Plot:	9	
Vegetation Classification or Exclusion Clause				
Class C Shrubland - Low shrubland C-12				
Description / Justification for Classification				
Shrubs <2 m high; greater than 30% foliage cover. Understoreys may contain grasses. Acacia and Casuarina often dominant in the arid and semi-arid zones.				



Photo ID:	11	Plot:	1
Vegetation Classification or Exclusion Clause			
Class G Grassland – Open herbfield G-27			
Description / Justification for Classification			
All forms (except tussock moorlands), including situations with shrubs and trees, if the overstorey foliage cover is less than 10%. Includes pasture and cropland.			
			
Photo ID:	12	Plot:	11
Vegetation Classification or Exclusion Clause			
Class C Shrubland - Closed (low) heath C-10			
Description / Justification for Classification			
Found in wet areas and/or areas affected by poor soil fertility or shallow soils. Shrubs 1 m–2 m high. Wet heaths occur in sands adjoining dunes of the littoral (shore) zone. Montane heaths occur on shallow or water-logged soils.			
			






Photo ID: 13	Plot: 6	
Vegetation Classification or Exclusion Clause		
Excludable - 2.2.3.2(f) Low Threat Vegetation		
Description / Justification for Classification		
Vegetation regarded as low threat due to factors such as flammability, moisture content or fuel load. This includes grassland managed in a minimal fuel condition, maintained nature strips.		
Photo ID: 14	Plot: 9	
Vegetation Classification or Exclusion Clause		
Class C Shrubland - Low shrubland C-12		
Description / Justification for Classification		
Shrubs <2 m high; greater than 30% foliage cover. Understoreys may contain grasses. Acacia and Casuarina often dominant in the arid and semi-arid zones.		
Photo ID: 15	Plot: 5	
Vegetation Classification or Exclusion Clause		
Class G Grassland – Open tussock G-23		
Description / Justification for Classification		
All forms (except tussock moorlands), including situations with shrubs and trees, if the overstorey foliage cover is less than 10%. Includes pasture and cropland.		






Photo ID:	16	Plot:	7
Vegetation Classification or Exclusion Clause			
Class B Woodland - Low woodland B-07			
Description / Justification for Classification			
Trees 10 m–30 m high; 10%–30% foliage cover dominated by eucalypts and/or callistris with a prominent grassy understorey. May contain isolated shrubs.			
			
Photo ID:	17	Plot:	5
Vegetation Classification or Exclusion Clause			
Class G Grassland – Open tussock G-23			
Description / Justification for Classification			
All forms (except tussock moorlands), including situations with shrubs and trees, if the overstorey foliage cover is less than 10%. Includes pasture and cropland.			
			

2.3 Assessment outputs






2.3.1 Figure 3. Vegetation Classification



LEGEND

-  SUBJECT LAND
-  PROPOSED
-  150m FROM THE EXTERNAL BOUNDARY OF THE SUBJECT SITE
-  VEGETATION PLOT BOUNDARY
-  PHOTO LOCATION

VEGETATION CLASS

-  CLASS B WOODLAND
-  CLASS C SHRUBLAND
-  CLASS G GRASSLAND
-  EXCLUDED AS PER 2.2.3.2 (e) & (f)
-  EXCLUDED AS PER 2.2.3.2 (a)

Prepared by:
James Terenciuk,
BPAD Accredited Level 2 Assessor,
BPAD36529, MAIBS, AIMM.



Project:
Commercial Building

Location details:
Cnr Dandaragan Drive &
Bailey Boulevard
Dawesville WA 6211

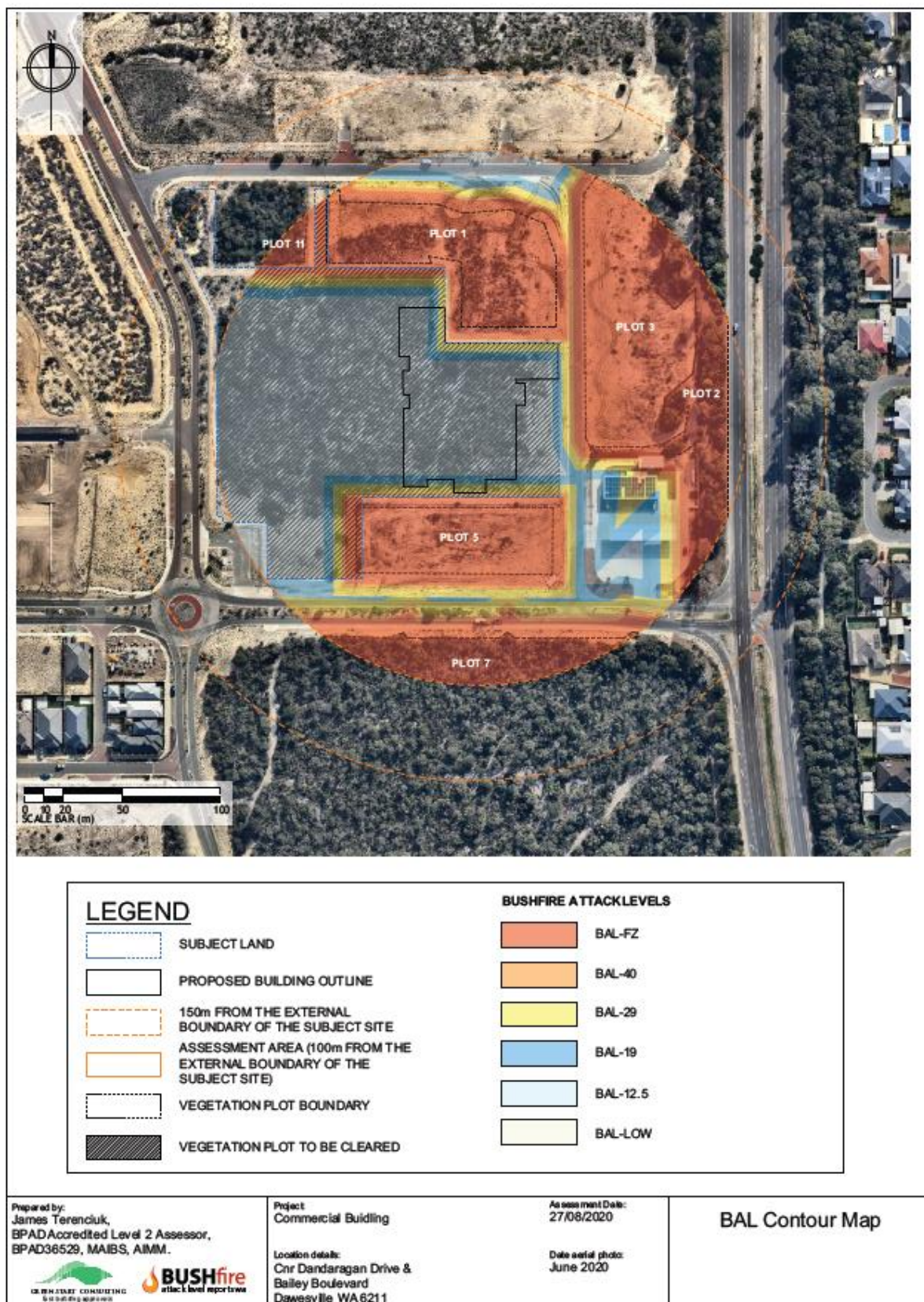
Assessment Date:
27/08/2020

Date aerial photo:
June 2020

**Vegetation Classification
Map**

3 Assessment outputs (when Contour Map)

3.1.1 Figure 4: BAL Contour Map



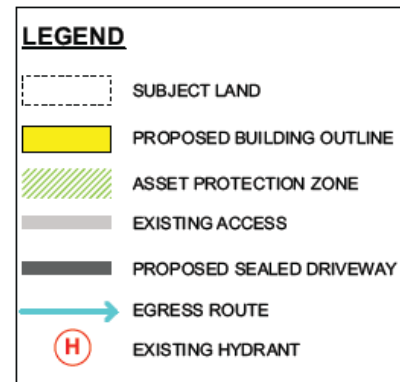
4. Assessment against the Bushfire Protection Criteria

4.1 Compliance

Each of the elements listed within Appendix 4 of the Guidelines for Planning in Bushfire Prone Areas has been addressed in this bushfire management plan as per the following table.

Bushfire protection criteria	Method of Compliance/Acceptable Solutions	Proposed bushfire management strategies
Element 1: Location	A1.1 Development location	<p>The site is located in an area subjects to BAL-FZ (refer to Table 2A and 2B).</p> <p>However, it is demonstrated in Figure 3 that the risk around the proposed construction will be managed to achieve BAL-29.</p>
Element 2: Siting and design of development	A2.1 Asset Protection Zone	<p>The APZ is to be contained solely within the boundaries of the lot except in instances where areas are managed in a low-fuel state on an ongoing basis.</p> <p>The standards for APZ from the <i>Guidelines for Planning in Bushfire Prone Areas</i> is attached as Appendix 1.</p>
Element 3: Vehicular access	A3.1 Two access routes	<p>The existing road network demonstrates that access provided to the site giving a choice of two safe egress destinations, one to the East (Bailey Boulevard to Dawesville Bypass) and one to the South (Dandargan Drive to Ocean Road).</p> <p>Both are available to all people at all times.</p>
	A3.2 Public road	All public roads are constructed as per the requirements of Table 6 Column 1 (attached as Appendix 2).
	A3.3 Cul-de-sac (including dead-end-road)	N/A
	A3.4 Battle-axe	N/A
	A3.5 Private driveway longer than 50m. A private driveway is to meet detailed requirements contained within the Guidelines.	N/A
	A3.6 Emergency access way	N/A
	A3.7 Fire services access routes (perimeter roads)	N/A
	A3.8 Firebreak width	N/A
Element 4: Water	A4.1 Reticulated areas	The development or land use is provided with a reticulated water supply in accordance with the specifications of the relevant water supply authority and Department of Fire and Emergency Services.
	A4.2 Non-reticulated areas	N/A
	A4.3 Individual lots within non-reticulated areas (Only for use if creating 1 additional lot and cannot be applied cumulatively)	N/A

4.1.1 Figure 3: Spatial representation of the bushfire management strategies



Notes

- 1) The APZ is within the boundary of the lot. Refer to Appendix 1.
- 2) The existing network is minimum 6m and trafficable (bitume and hard gravel).
- 3) Firebreak to comply with the City of Mandurah's Firebreak and hazard Reduction Notice attached in Appendix 3.

Location Details: 71 Dandaragan DR, DAWESVILLE

Local Government Area: City of Mandurah

Assessment Date: 27/08/2020

Date of aerial photo: Unknown

Prepared by: James Tereciuk

Accreditation Level: Level 2 BPAD Bushfire

Accreditation Number: BPAD36529

Accreditation Expiry Date: February 2021

5. Responsibilities for Implementation and Management of the Bushfire Measures

DEVELOPER/LANDOWNER – PRIOR TO SALE OR OCCUPANCY	
No.	Implementation Action
1	Install the private driveway to the standards stated in the BMP.
2	Establish the Asset Protection Zone to the dimensions and standards stated in the BMP.
LANDOWNER/OCCUPIER – ONGOING MANAGEMENT	
No.	Management Action
1	Maintain the Asset Protection Zone to the dimensions and standard stated in the BMP.
2	Comply with the relevant local government annual firebreak notice issued under s33 of the <i>Bush Fires Act 1954</i> .
3	Maintain vehicular access routes within the lot to the required surface condition and clearances .

To ensure that the above individuals/organisations are able to comply with the Bushfire Management Plan they are to be notified of their responsibilities by the developer and be given a copy of the endorsed Bushfire Management Plan.

This Bushfire Management Plan relates to a specific planning approval and should be referred to periodically as part of the owner's fire mitigation strategy. As time passes, any items found to require review due to changing circumstances are to be brought to the attention of the local government and the Bushfire Management Plan author.

Certification by bushfire consultant

I James Terenciuk, certify that at the time of inspection, the BAL ratings contained within this BMP are correct; Clearance by local government is recommended.



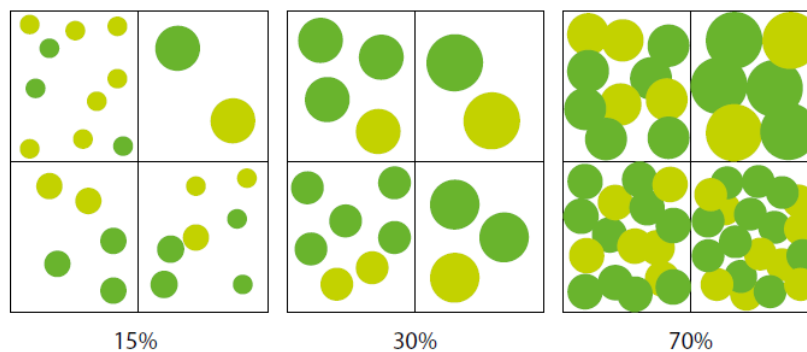
James Terenciuk
Level 2 BPAD Practitioner

Date: 28 August 2020

6. Appendix 1: Schedule 1: Standard for Asset Protection Zones (Appendix 4 of the Guidelines)

- **Fences:** within the APZ are constructed from non-combustible materials (e.g. iron, brick, limestone, metal post and wire).
It is recommended that solid or slatted non-combustible perimeter fences are used.
- **Objects:** within 10 metres of a building, combustible objects must not be located close to the vulnerable parts of the building i.e. windows and doors.
- **Fine Fuel load:** combustible dead vegetation matter less than 6 millimetres in thickness reduced to and maintained at an average of two tonnes per hectare.
- **Trees (> 5 metres in height):** trunks at maturity should be a minimum distance of 6 metres from all elevations of the building, branches at maturity should not touch or overhang the building, lower branches should be removed to a height of 2 metres above the ground and or surface vegetation, canopy cover should be less than 15% with tree canopies at maturity well spread to at least 5 metres apart as to not form a continuous canopy.

Figure 18: Tree canopy cover – ranging from 15 to 70 per cent at maturity



- **Shrubs (0.5 metres to 5 metres in height):** should not be located under trees or within 3 metres of buildings, should not be planted in clumps greater than 5m² in area, clumps of shrubs should be separated from each other and any exposed window or door by at least 10 metres. Shrubs greater than 5 metres in height are to be treated as trees.
- **Ground covers (<0.5 metres in height):** can be planted under trees but must be properly maintained to remove dead plant material and any parts within 2 metres of a structure, but 3 metres from windows or doors if greater than 100 millimetres in height. Ground covers greater than 0.5 metres in height are to be treated as shrubs.
- **Grass:** should be managed to maintain a height of 100 millimetres or less.

7. Appendix 2: Table 6 – Vehicular access technical requirements

TECHNICAL REQUIREMENTS	1 Public road	2 Cul-de-sac	3 Private driveway	4 Emergency access way	5 Fire service access routes
Minimum trafficable surface (m)	6*	6	4	6*	6*
Horizontal clearance (m)	6	6	6	6	6
Vertical clearance (m)	4.5	N/A	4.5	4.5	4.5
Maximum grade <50 metres	1 in 10	1 in 10	1 in 10	1 in 10	1 in 10
Minimum weight capacity (t)	15	15	15	15	15
Maximum crossfall	1 in 33	1 in 33	1 in 33	1 in 33	1 in 33
Curves minimum inner radius (m)	8.5	8.5	8.5	8.5	8.5
*Refer to E3.2 Public roads: Trafficable surface					

E3.1 Two access route

Two different vehicular access routes are provided, both of which connect to the public road network, provide safe access and egress to two different destinations and are available to all residents/the public at all times and under all weather conditions.

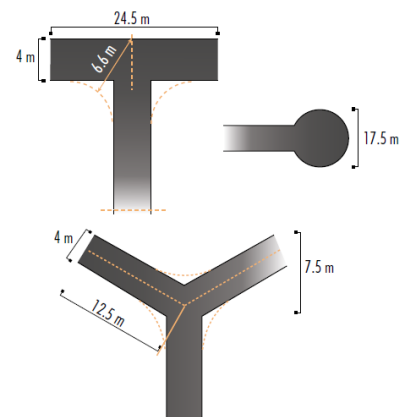
E3.2 Public road

Trafficable surface: Widths quoted for access routes refer to the width of the trafficable surface. A six metre trafficable surface does not necessarily mean paving width. It could, for example, include four metre wide having one metre wide constructed road shoulders. In special circumstances, where eight lots or less are being serviced, a public road with a minimum trafficable surface of four metres for a maximum distance of 90 metres may be provided subject to the approval of both the local government and Department of Fire and Emergency Services.

E3.5 Private Driveway longer than 50 metres

A private driveway is to meet all of the following requirements:

- Requirements in Table 4, Column 3;
- Required where a house site is more than 50 metres from a public road;
- Passing bays: every 200 metres with a minimum length of 20 metres and a minimum width of two metres (i.e. the combined width of the passing bay and constructed private driveway to be a minimum six metres);
- Turn-around areas designed to accommodate type 3.4 fire appliances and to enable them to turn around safely every 500 metres (i.e. kerb to kerb 17.5 metres) and within 50 metres of a house; and
- Any bridges or culverts are able to support a minimum weight capacity of 15 tonnes.
- All-weather surface (i.e. compacted gravel, limestone or sealed).



8. Appendix 3: LG's Firebreak Notice

What do I need to do?

Preparing for fire is a shared responsibility

The City of Mandurah has a role in setting the requirements for fire preparation on properties within its boundaries. Owners are encouraged to contact Ranger Services to discuss fire management measures in the lead up to fire season or seek further information from the City's website.

What is required?

According to Section 33 of the *Bush Fires Act 1954* you are required to carry out fire prevention work on land you own.

Work must be carried out by 17 November 2019 or within 14 days of becoming the owner, and maintained until 31 May 2020.

Firebreak variations

If impractical to clear firebreaks or if natural features make firebreaks unnecessary, you may apply to the City by 1 November 2019 for an alternative solution.

Fire Management Plans

Where an approved Fire Management Plan relates to a property, owners are required to fully comply with the requirements of that plan.

It can happen to you

ALL properties within Mandurah are subject to ember attacks from nearby fires. Preparing your property can help to prevent damage, loss and significant trauma.

Who can enter my property?

Under section 14 of the *Bush Fires Act 1954* a Bush Fire Control Officer is appointed in accordance with the provisions of the Act and can enter your property to inspect firebreaks and/or anything he considers to be a fire hazard.

If you do not meet your responsibilities as a property owner, you could be liable for a **maximum penalty of \$10,000** plus costs. The City may access a property and undertake required work at the expense of the owner.

Asset Protection Zones (APZ) Properties zoned rural residential and on all land 4000m² and over, south of William Street, Dawesville are required to:

- Maintain a minimum 2 metre gap between trees, shrubs and any building or infrastructure
- Ensure that no trees overhang any building or infrastructure.



mandurah.wa.gov.au



Fire Compliance Notice

Requirements for properties



Larger Blocks

Occupied or Unoccupied Land 4000m² and Over

When the area of land is 4000m² and over, provide a trafficable mineral earth firebreak of 4 metres wide, with a height clearance of 4.2 metres:

- Inside all external boundaries on the property
- Surrounding all outbuildings erected on the property
- Surrounding haystacks, fuel storage or other flammable materials.

Smaller Blocks

Occupied or Unoccupied Land less than 4000m²

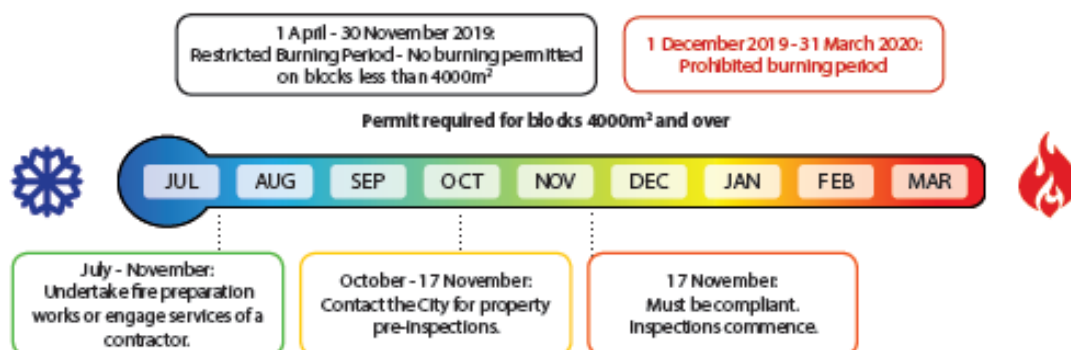
- Have the entire property clear of all flammable materials except for living standing trees
- Mowing, slashing, whipper snipping to a height of no more than 4 cm
- Ploughing, cultivating, scarifying or chemical spraying, followed by slashing to 4cm or other approved method by the City.



NOTE: A 4 metre firebreak may not be sufficient on properties with dense vegetation. Owners may be required to thin vegetation out to the satisfaction of the City to reduce any significant fire risk.

Fire Preparedness Timeline

Ongoing maintenance is required throughout the fire season, this is the owners responsibility.



All enquiries to Ranger Services 9550 3777
Mon-Fri 8.30am - 4.30pm or email
ranger.admin@mandurah.wa.gov.au.



mandurah.wa.gov.au



Appendix D

Traffic Report

Proposed Coles Supermarket - Florida Neighbourhood Centre

REVIEW OF SITE PLAN AND
ACCESS ARRANGEMENTS

TABLE OF CONTENTS

	<u>Page</u>
1. INTRODUCTION	1
1.1 Study Objectives	1
2. EXISTING SITUATION	2
3. REVIEW OF CURRENTLY APPROVED PLAN	3
3.1 Floorspace and Access	3
3.2 Future Traffic Flows	3
3.3 Service Vehicle Access Under Approved Plan	3
4. REVISED DEVELOPMENT APPLICATION	4
4.1 Modified Site Plan	4
4.2 Future Traffic Flows and Overall Traffic Impact	4
4.3 Car Park Layout, Servicing and Pedestrian/Cyclist Access	4
4.4 Access Driveways and Adjacent Intersections	5
5. OVERALL CONCLUSIONS AND RECOMMENDATIONS	6
 TECHNICAL APPENDIX A - CURRENTLY APPROVED PLAN	 A-1
A.1 FUTURE TRAFFIC FLOWS FOR APPROVED PLAN	A-2
A.2 SERVICE VEHICLE SWEPT PATHS FOR THE APPROVED PLAN	A-3
 TECHNICAL APPENDIX B - REVISED DEVELOPMENT APPLICATION	 B-1
B.1 FUTURE TRAFFIC FLOWS FOR MODIFIED PLAN	B-2
B.2 PEDESTRIAN/CYCLIST FACILITIES	B-2
B.3 SERVICE VEHICLE SWEPT PATHS FOR MODIFIED PLAN	B-3

LIST OF FIGURES

	<u>Follows</u> <u>Page</u>
1. Locality Plan – Florida Neighbourhood Centre	2
2. Existing Roads and Intersections In the Vicinity of Proposed Development Site	2
3. Existing Situation – Immediately Adjacent to Proposed Development	2
4. Approved Development Application Plan – June 2015	3
5. Previously Approved Development – With Adjacent Roads and Intersections	3
6. Currently Proposed Development Application Coles Supermarket - Florida Neighbourhood Centre	5
7. Currently Proposed Development – With Adjacent Roads and Intersections	5
8. Recommended Modifications for Semi-Trailer Access Bailey Boulevard - Cocklebidy Gate	6
9. Recommended Concept Plan For Loading Dock Access and ‘Click & Collect’	6
10. Recommended Concept Plan Bailey Boulevard - Access Driveway 1	6
11. Recommended Concept Plan Dandaragan Drive - Balladonia Parade - Driveway 2	6
12. Recommended Modifications For Access Driveway 3 and Adjacent Loading Area	6

TECHNICAL APPENDIX A

A.1 Future Daily Traffic Flows – For Approved Development Plan	A-2
A.2 Swept Paths for Semi-Trailer (19 metres) Accessing Currently Approved Loading Dock	A-3
A.3 Swept Paths for Heavy Rigid Vehicle (12.5 metres) Accessing Currently Approved Loading Dock	A-3

TECHNICAL APPENDIX B

B.1 Future Daily Traffic Flows – For Revised Development Plan	B-2
B.2 Future Pedestrian/Cyclist Facilities – With Revised Development Plan	B-2
B.3 Swept Paths for Semi-Trailer (19.0 metres) Accessing Site via Bailey Boulevard - Cocklebidy Gate	B-3

(...Cont'd)

LIST OF FIGURES (CONT'D)

	<u>Follows</u> <u>Page</u>
B.4 Swept Paths for Semi-Trailer (19.0 metres) Accessing Proposed Loading Dock	B-3
B.5 Swept Paths for Heavy Rigid Vehicle (12.5 metres) Accessing Proposed Loading Dock and Compactor	B-3
B.6 Swept Paths for Rubbish Truck (10.0 metres) Accessing Secondary Loading Dock	B-3
B.7 Swept Paths for Medium Rigid Vehicle (8.8 metres) Accessing Secondary Loading Dock	B-3

1. INTRODUCTION

A Development Application for a new Supermarket and Speciality Shop development within the Florida Neighbourhood Centre was initially approved by the Peel Joint Development Assessment Panel in June 2015. An amended approval was then granted by City of Mandurah in April 2017, applying the same conditions of approval, with no changes to the approved plan, but extending the duration of the approval to a period of 4 years (to April 2021).

It is important to note, however, that due to changes being made to the proposed plan during the initial JDAP assessment period (in 2015), various aspects of the approved plan were not properly reviewed, including the proposed service vehicle access and manoeuvring requirements, as well as the overall car park access arrangements.

In order to address concerns regarding the commercial viability of the approved plan, a new Development Application is now being prepared, and Uloth and Associates has been commissioned to review the overall car park layouts, access arrangements and servicing requirements.

1.1 STUDY OBJECTIVES

The overall study objectives are to initially identify the shortcomings of the currently approved development plan, and to then provide input to the proposed new site plan and modified access arrangement.

Specific study objectives are as follows:

- Identify the existing situation in the vicinity of the proposed development;
- Provide a summary of issues and/or shortcomings with the currently approved plan;
- Identify the overall trip generation for both the currently approved plan and the revised plan, for comparison, in order to confirm that the overall traffic impact remains unchanged;
- Identify the distribution of future traffic flows onto the proposed access driveways; and,
- Make recommendations regarding the overall access requirements, proposed car park layout, pedestrian/cyclist accessibility and servicing.

2. EXISTING SITUATION

The Florida Neighbourhood Centre is bounded by Woodstock Avenue, Dandaragan Drive, Bailey Boulevard and the Dawesville Bypass, in Florida, as shown in the Locality Plan in Figure 1. However, the proposed Development Application is confined to Lot 924 Dandaragan Drive, which is located west of Cocklebidy Gate.

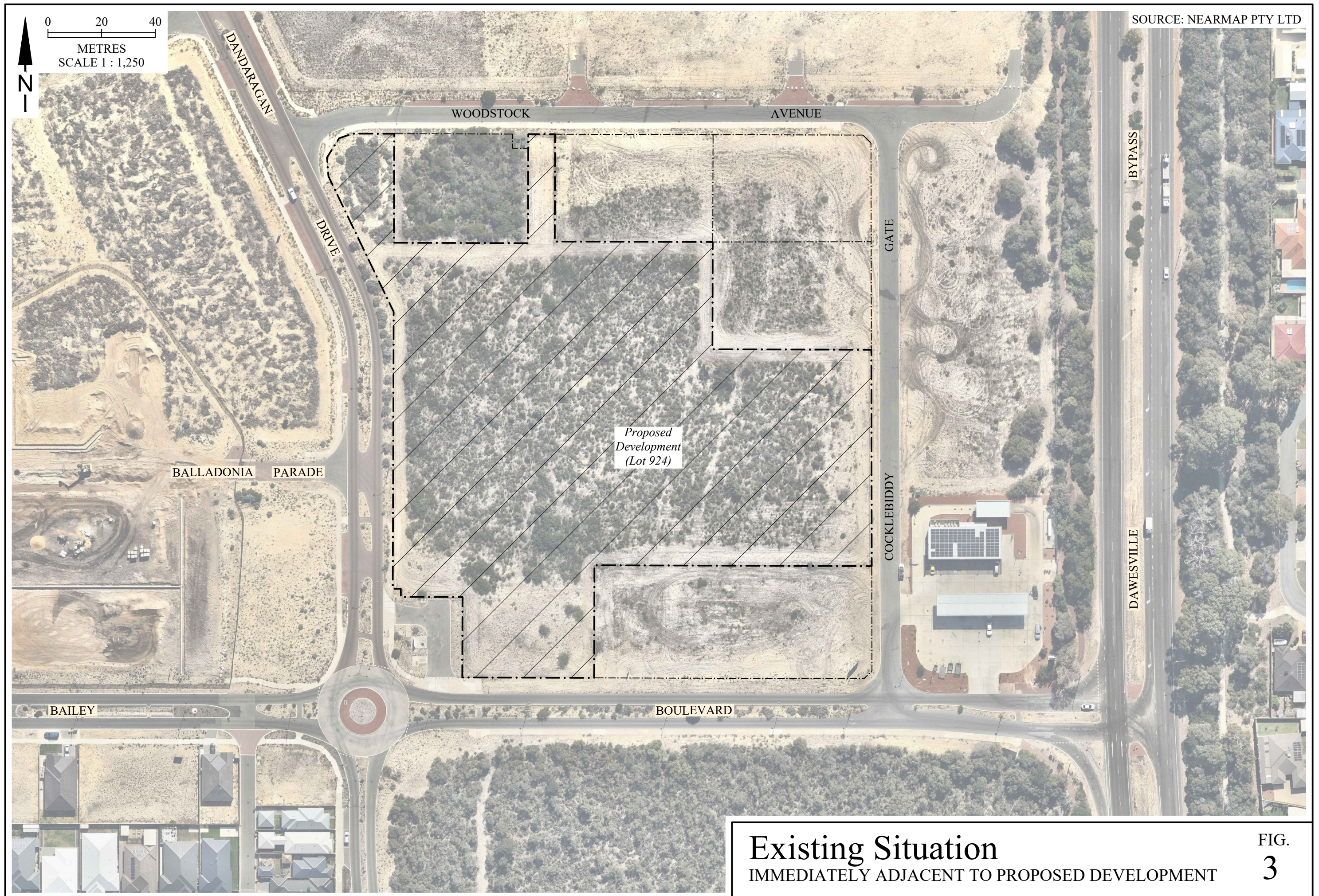
The existing roads and intersections in the vicinity of the proposed development are shown in Figure 2, while the existing situation immediately adjacent to the site is shown in Figure 3.

It can be seen in Figure 2 that Bailey Boulevard provides access for the overall Neighbourhood Centre off Dawesville Bypass, while Dandaragan Drive forms a north-south spine for the adjoining residential neighbourhood.

Figure 3 then shows that both Bailey Boulevard and Dandaragan Drive are 2-lane boulevards, with wide central medians and with an existing roundabout at their intersection (at the south-east corner of the proposed development site). It can also be seen in Figure 3 that Cocklebidy Gate and Woodstock Avenue are both 2-lane single-carriageway roads, with all-movement access off Bailey Boulevard and Dandaragan Drive, respectively, while there is also an existing median opening within Dandaragan Drive at Balladonia Parade.







3. REVIEW OF CURRENTLY APPROVED PLAN

Figure 4 shows the currently approved development plan from June 2015, while Figure 5 shows the plan in the context of the existing adjacent roads and intersections.

3.1 FLOORSPACE AND ACCESS

- The approved plan includes a total floorspace of 4,956 square metres GLA within the main Shopping Centre building, plus 2 pad-sites with 400 square metres and 350 square metres, respectively (although Condition 2a of the approval requires the removal of the 350 square metre tenancy).
- Car park access was proposed via 2 access driveways, with 1 each off Bailey Boulevard, Dandaragan Drive and Cocklebidy Gate, with separate service vehicle access in the north-east corner from Woodstock Avenue and Dandaragan Drive. The plan also shows was proposed roundabout at the access driveway off Dandaragan Drive, which is also required to be deleted (under Condition 2b). However, the proposed access driveway itself remains, leaving it unclear how the resulting 4-way intersection with Balladonia Parade was intended to operate.

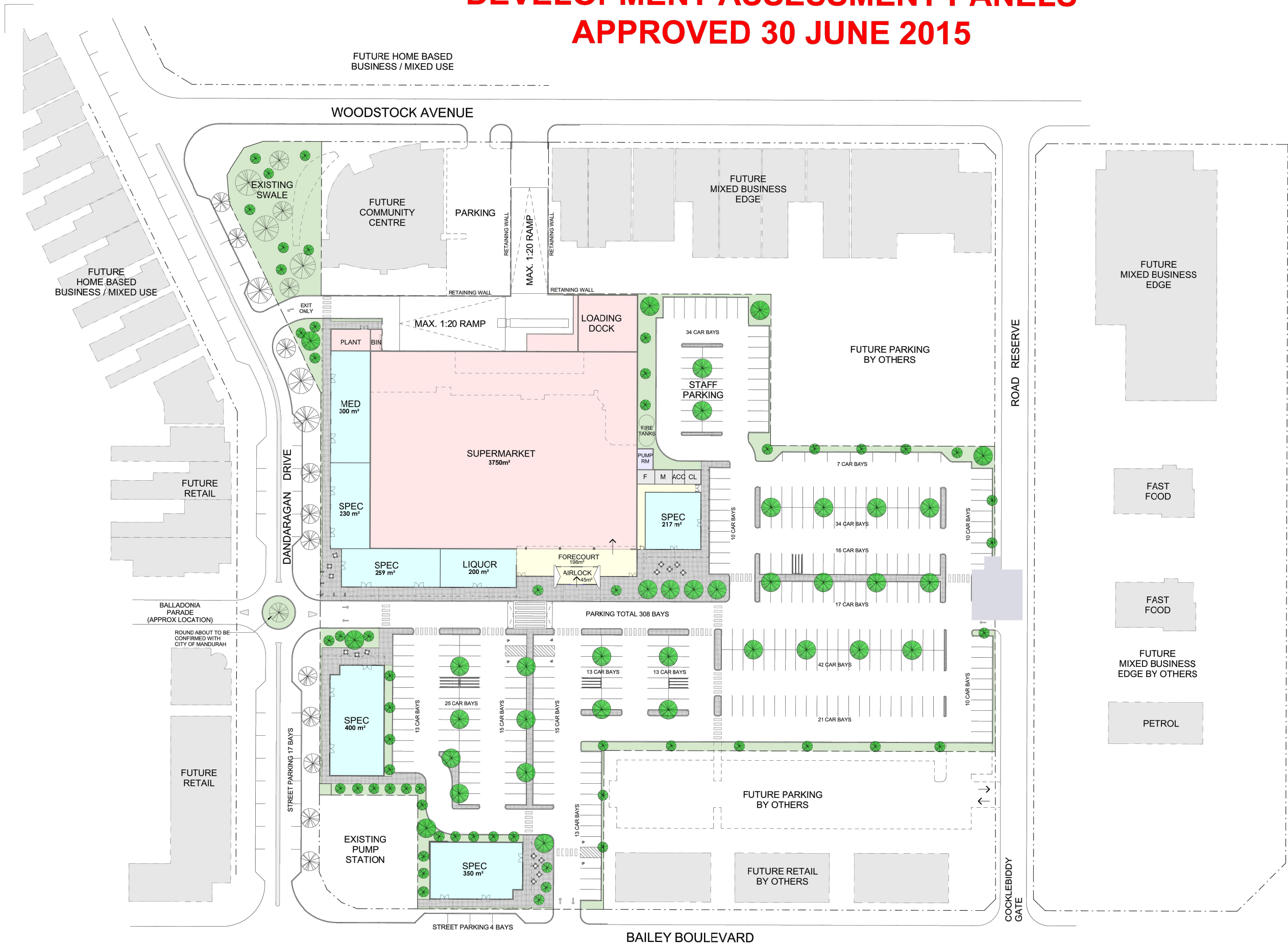
3.2 FUTURE TRAFFIC FLOWS

- The initial Development Application was supported by a Transport Assessment Report prepared by KCCT (dated February 2015), which provided future traffic flows and analysis for the initially proposed development plan. However, as noted above in Chapter 1, the plan was significantly modified during the DA assessment period, but the corresponding analyses were never updated.
- On the basis of an overall daily trip generation rate of 121 vehicle trips per 100 square metres Gross Leasable Floor Area (as specified in the NSW RMS traffic generation guideline), it is estimated that the currently approved development would generate a total of 6,170 vehicle trips per day.
- Figure A.1 in the Technical Appendix shows the allocation of these future traffic flows onto the access driveways and adjacent roads, taking into account the overall traffic distribution identified within the KCCT report, with 55 percent of the total traffic travelling to/from Dawesville Bypass and the remaining 45 percent via the adjacent local roads. It can be seen in Figure A.1 that the busiest access driveway under the currently approved plan would be Driveway 1 (off Bailey Boulevard) with 2,770 vehicles per day, followed by Driveway 2 (off Dandaragan Drive) with 1,990 vehicles per day, and then Driveway 4 (off Cocklebidy Gate) with 1,410 vehicles per day, noting that Driveway 3 (off Woodstock Avenue) is for Service Vehicle access only.

3.3 SERVICE VEHICLE ACCESS UNDER APPROVED PLAN

- Figures A.2 and A.3 in Technical Appendix A show swept path diagrams for the currently approved development plan, with Figure A.2 showing swept paths for a Semi-Trailer (19.0 metres) accessing the proposed supermarket loading dock, and Figure A.3 showing swept paths for a 12.5 metre Heavy Rigid Vehicle or Compactor Lift-Truck.
- It can be seen in Figure A.2 that the Semi-Trailer will not be able to access the loading dock if another vehicle is already at the dock. It can also be seen that significant widening would be required at the exit driveway onto Dandaragan Drive, with a crossover width in excess of 15 metres. Figure A.3 then shows that a Heavy Rigid Vehicle will also be unable to access the loading dock if another vehicle is already at the dock.
- It is therefore clear that the currently approved plan is not viable, and an alternative servicing arrangement is required.

DEVELOPMENT ASSESSMENT PANELS
APPROVED 30 JUNE 2015



AREA CALCULATIONS	
SUPERMARKET	3750m²
SPECIALTIES	706m²
LIQUOR	200m²
MEDICAL	300m²
TOTAL AREAS (GLA)	4956m²

PARKING CALCULATIONS	
SUPERMARKET	226
SPECIALTIES	43
MEDICAL	6
LIQUOR	12
PAD SITE 1	24
PAD SITE 2	21

TOTAL REQUIRED	332
----------------	-----

PARKING PROVIDED:	
ON GRADE PARKING	308
STREET PARKING	21
TOTAL BAYS PROVIDED	329
SHORTFALL	-3

CAR PARKING REQUIREMENTS:
RETAIL
BAYS @ 6 BAYS / 100m²
MEDICAL CENTRE
BAYS @ 1 BAY / 50m²

CAR PARKING CALCULATIONS
AS PER THE CITY OF
MANDURAH'S "FLORIDA
NEIGHBOURHOOD CENTRE
OUTLINE DEVELOPMENT PLAN"

FIG.
4



GROUP
PROPERTY
DEVELOPMENTS



COLES FLORIDA
SITE MASTER PLAN
19 JUNE 2015

KPA PROJECT NO : 14-036

0m 10m 20m 30m 40m 50m
SCALE 1 : 500 @ A1

ISSUED FOR DEVELOPMENT APPROVAL
DA01_A
DRAWING

REVISION

4 Bowman Street, South Perth, WA 6151
PO Box 271, South Perth, WA 6951
P 61 8 9367 6866
F 61 8 9474 1429
E admin@kpa-architects.com
W kpa-architects.com
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4. REVISED DEVELOPMENT APPLICATION

As noted above in Chapter 1, a revised Development Plan has now been prepared.

4.1 MODIFIED SITE PLAN

- The modified plan for the revised Development Application is shown in Figure 6, as prepared by Oldfield Knott Architects. Figure 7 then shows the same plan in the context of the existing roads and intersections.
- It can be seen in Figure 6 that the modified plan includes a total Shopping Centre floorspace of 4,340 square metres GLA (excluding the amenities and airlock & mall), now located on the eastern side of the site (with service vehicle access off Cocklebidy Gate), plus 2 freestanding buildings for a proposed Child Care Centre (for 72 children) and a Gym (with a proposed internal floor area of 572 square metres) along the Dandaragan Drive road frontage.
- Car park access driveways are proposed off Dandaragan Drive, Bailey Boulevard and Woodstock Avenue, as also shown, together with a 1-way exit onto Cocklebidy Gate to service the proposed 'Click & Collect' pick-up area for the proposed supermarket.
- The proposed plan provides a total of 223 parking spaces, including 6 spaces for the 'Click & Collect' pick-up bays along the southern side of the Supermarket (with 1-way flow out onto Cocklebidy Gate). The plan also identifies a proposed allocation of parking areas for a range of different user groups within the main car park.

4.2 FUTURE TRAFFIC FLOWS AND OVERALL TRAFFIC IMPACT

- On the basis of the NSW RMS trip generation rate of 121 vehicle trips per day per 100 square metres, together with standard trip generation rates of 3.5 trips per child for the Child Care Centre and 35 trips per 100 square metres for the Gym, it is estimated that the overall modified development will now generate 5,610 vehicle trips per day (including an assumed 20 percent reduction of Child Care and Gym traffic due to linked trips with the Shopping Centre).
- This is approximately 10 percent less than the expected trip generation of 6,170 vehicles per day for the currently approved plan (as identified above in Section 3.2), ensuring that the overall traffic impact on the broader road network will be less than it would have been under the currently approved plan.
- Figure B.1 shows the estimated future traffic flows for the modified plan, allocated onto the proposed access driveways and adjacent roads. It can be seen in Figure B.1 that Driveway 1 (off Bailey Boulevard) is now expected to carry 2,960 vehicles per day, while Driveway 2 (off Dandaragan Drive) will carry 1,880 vehicles per day and Driveway 3 (off Woodstock Avenue) will carry 680 vehicles per day. The remaining 90 vehicles per day are expected to use Driveway 2 (off Cocklebidy Gate).

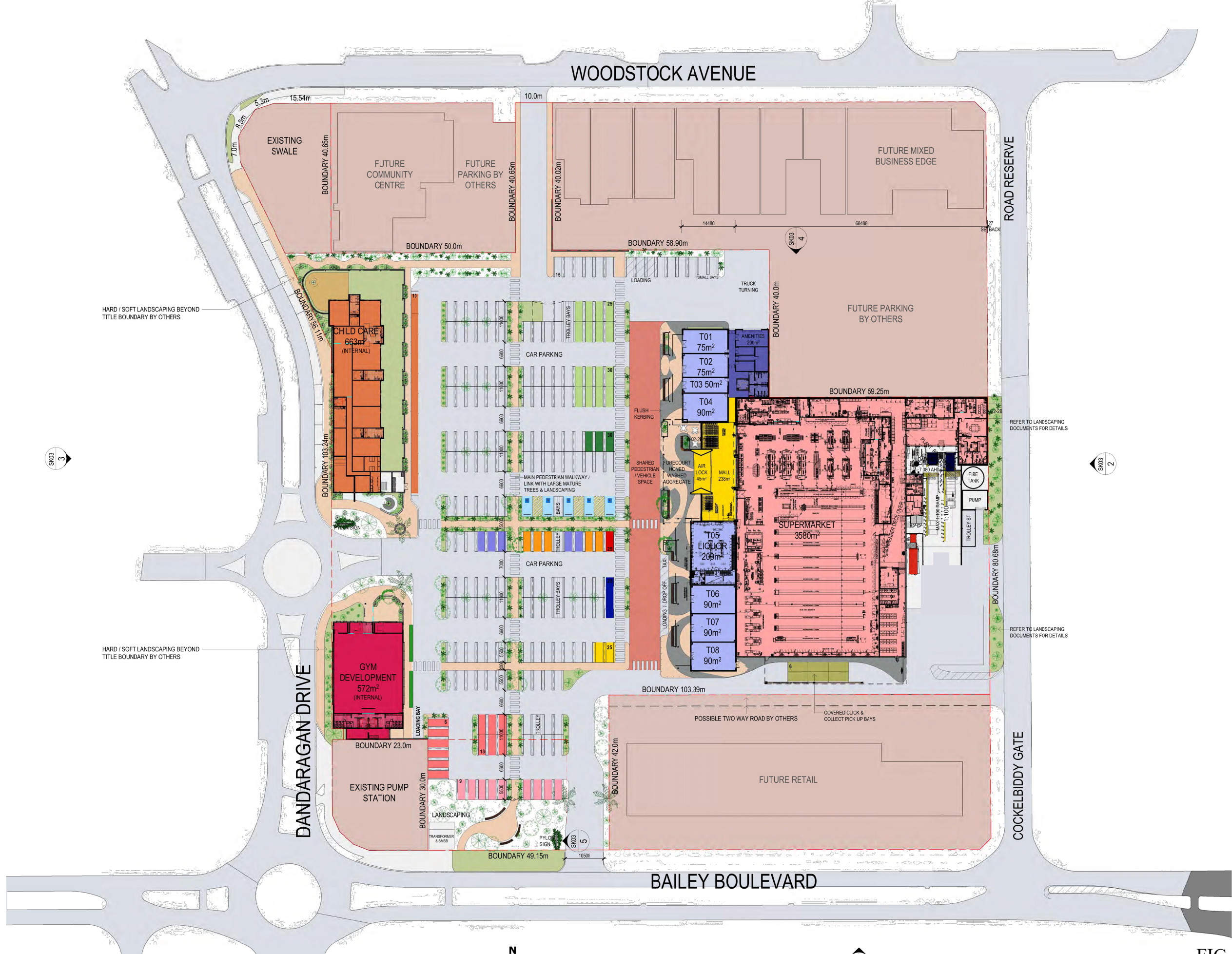
4.3 CAR PARK LAYOUT, SERVICING AND PEDESTRIAN/CYCLIST ACCESS

- It can be seen in Figures 6 and 7 that the revised plan now provides a combined overall parking area located centrally between the proposed retail development and the Child Care and Gym development fronting Dandaragan Drive.
- The revised plan also provides for good pedestrian/cyclist access to/from the site, as shown in Figure B.2 in Technical Appendix B.

- It also provides a properly designed loading dock and service yard for the proposed Supermarket, with service vehicles now able to access the site via Cocklebidy Gate, as shown in Figures B.3 to B.5 in Technical Appendix B, rather than having to travel via Bailey Boulevard, Dandaragan Drive and Woodstock Avenue under the currently approved plan.
- Service vehicle swept paths for access to the secondary service yard off Woodstock Avenue are then shown in Figures B.6 and B.7 in Technical Appendix B.

4.4 ACCESS DRIVEWAYS AND ADJACENT INTERSECTIONS

- The proposed access arrangements are shown in Figures 8 to 12 in Chapter 5 Overall Conclusions and Recommendations.
- In order to allow semi-trailer access to and from the proposed loading dock without having to travel around the perimeter at the site, it is recommended to upgrade the Bailey Boulevard - Cocklebidy Gate intersection as shown in Figure 8 in Chapter 5 (based on swept paths shown in Figure B.3 in Technical Appendix B). This will leave only smaller trucks and vans to access the site via Dandaragan Drive and Woodstock Avenue, to service the Speciality Shops, Child Care Centre and Gym.
- The recommended layout for access to the proposed loading dock and the adjacent 'Click & Collect' bays is shown in Figure 9 (with swept paths as shown in Figures B.4 and B.5 in Technical Appendix B), noting that the 1-way exit (Driveway 4) onto Cocklebidy Gate could also be upgraded to a 2-way access when development on the adjacent site is proposed.
- The proposed new median opening in Bailey Boulevard at Driveway 1 is shown in Figure 10 in Chapter 5, in order to allow full-movement access off Bailey Boulevard. It is also proposed to construct a roundabout in Dandaragan Drive at Driveway 2, as shown in Figure 11, in order to control the resulting 4-way intersection with Balladonia Parade.
- Figure 12 in Chapter 5 then shows the proposed layout at Woodstock Avenue - Driveway 3, noting that this access will be used by Medium Rigid Vehicles and Rubbish trucks accessing the Speciality Shop service yard in the north-east corner of the site (as shown in swept path diagrams in Figures B.6 and B.7 in Technical Appendix B).

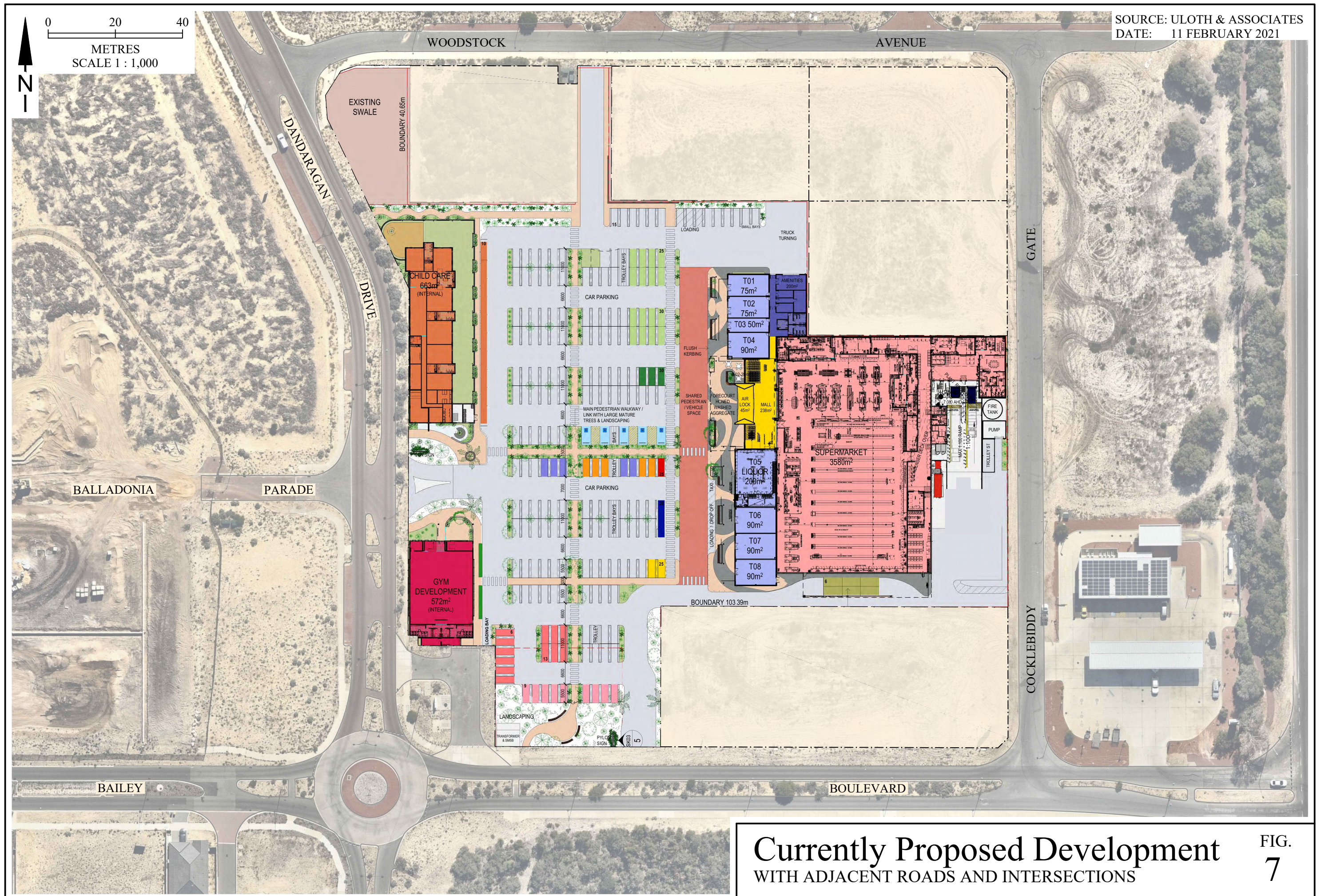


CAR PARK TYPES		
	STANDARD PARKING	148 BAYS
	DISABLED PARKING	5 BAYS
	PARENTS WITH PRAMS PARKING	5 BAYS
	SENIORS PARKING	5 BAYS
	DROP OFF PARKING	3 BAYS
	SHORT TERM PARKING	16 BAYS
	TEAM MEMBER PARKING	9 BAYS
	ELECTRIC PARKING	2 BAYS
	EMERGENCY PARKING	1 BAYS
	CLICK & COLLECT PARKING	6 BAYS
	CHILD CARE	10 BAYS
	GYM DEVELOPMENT	12 BAYS
	MOTORCYCLE PARKING	
TOTAL CAR PARKING BAYS		222 BAYS
EXC: PARKING OUTSIDE BOUNDARY		

AREA SCHEDULE	
SUPERMARKET	3580m²
(SELLING)	(2427m²)
(BACK OF HOUSE)	(1153m²)
LIQUOR STORE	200m²
SPECIALTY SHOPS	580m²
AMENITIES	200m²
AIRLOCK & MALL	280m²
TOTAL COLES BUILDING AREA	4840m²
CHILDCARE (INTERNAL)	663m²
CHILDCARE (EXTERNAL PLAY)	488m²
GYM	572m²
CAR PARKING REQUIREMENTS	
RETAIL = 6 BAYS / 100m²	
SUPERMARKET (EXCL BOH)	(2427 / 100) x 6 = 146 BAYS
LIQUOR STORE	(200 / 100) x 6 = 12 BAYS
SPECIALTY SHOPS	(580 / 100) x 6 = 35 BAYS
GYM = 1 BAY / 35m² (570 / 35) x 1 = 16 BAYS	
CAR PARKING CALCULATIONS AS PER THE CITY OF MANDURAH'S FLORIDA NEIGHBOURHOOD CENTRE OUTLINE DEVELOPMENT PLAN	
TOTAL BAYS REQUIRED =	209 BAYS
TOTAL SITE PARKING PROVIDED =	223 BAYS (2.3m WIDE x 5.5m LONG BAYS)
(SURPLUS OF 14 CAR PARKING BAYS)	
NOTE: PARKING CALCULATION FOR "FUTURE RETAIL" NOT INCLUDED	

1 SITE PLAN
A-02-2B SCALE: 1 : 500

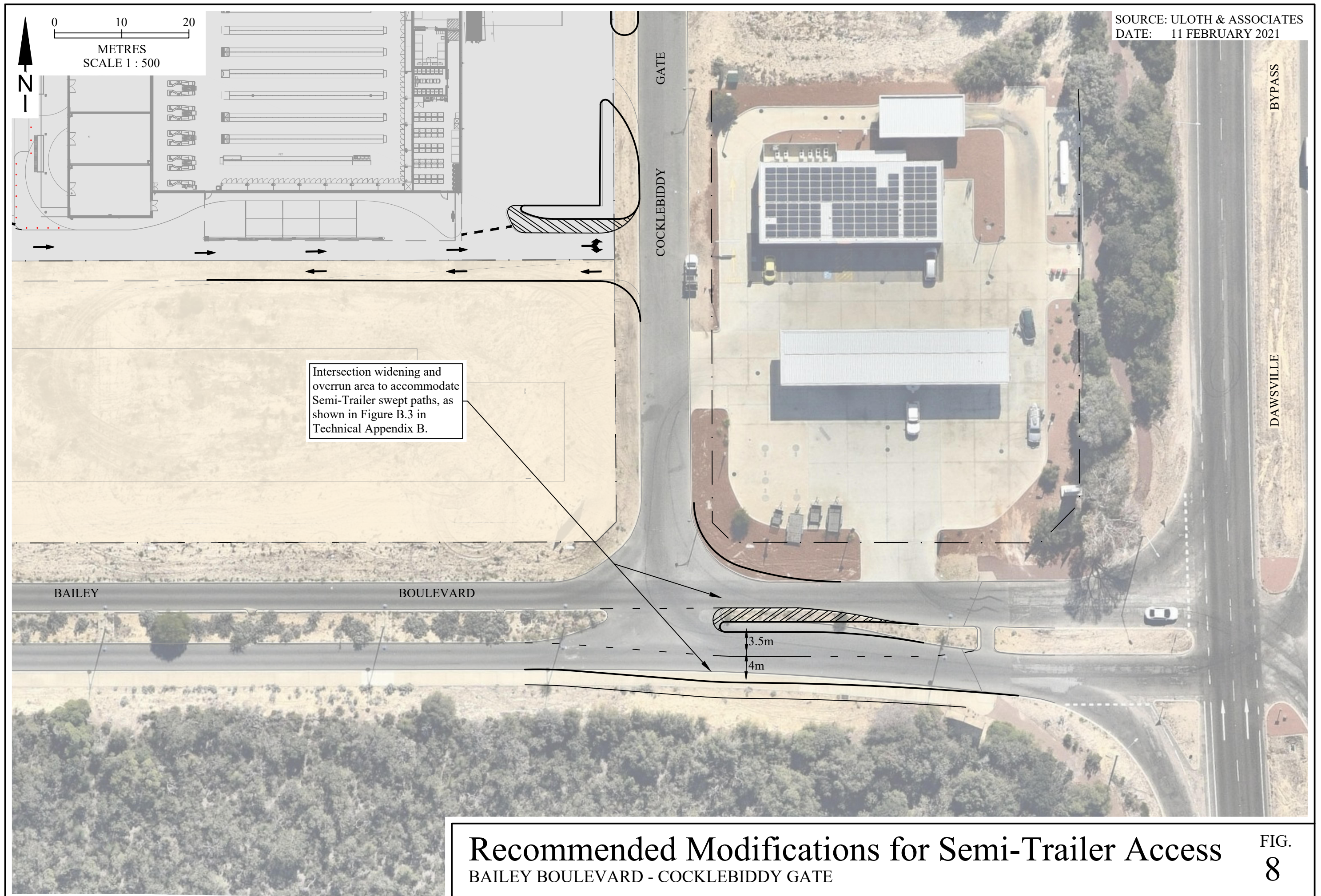
FIG. 6

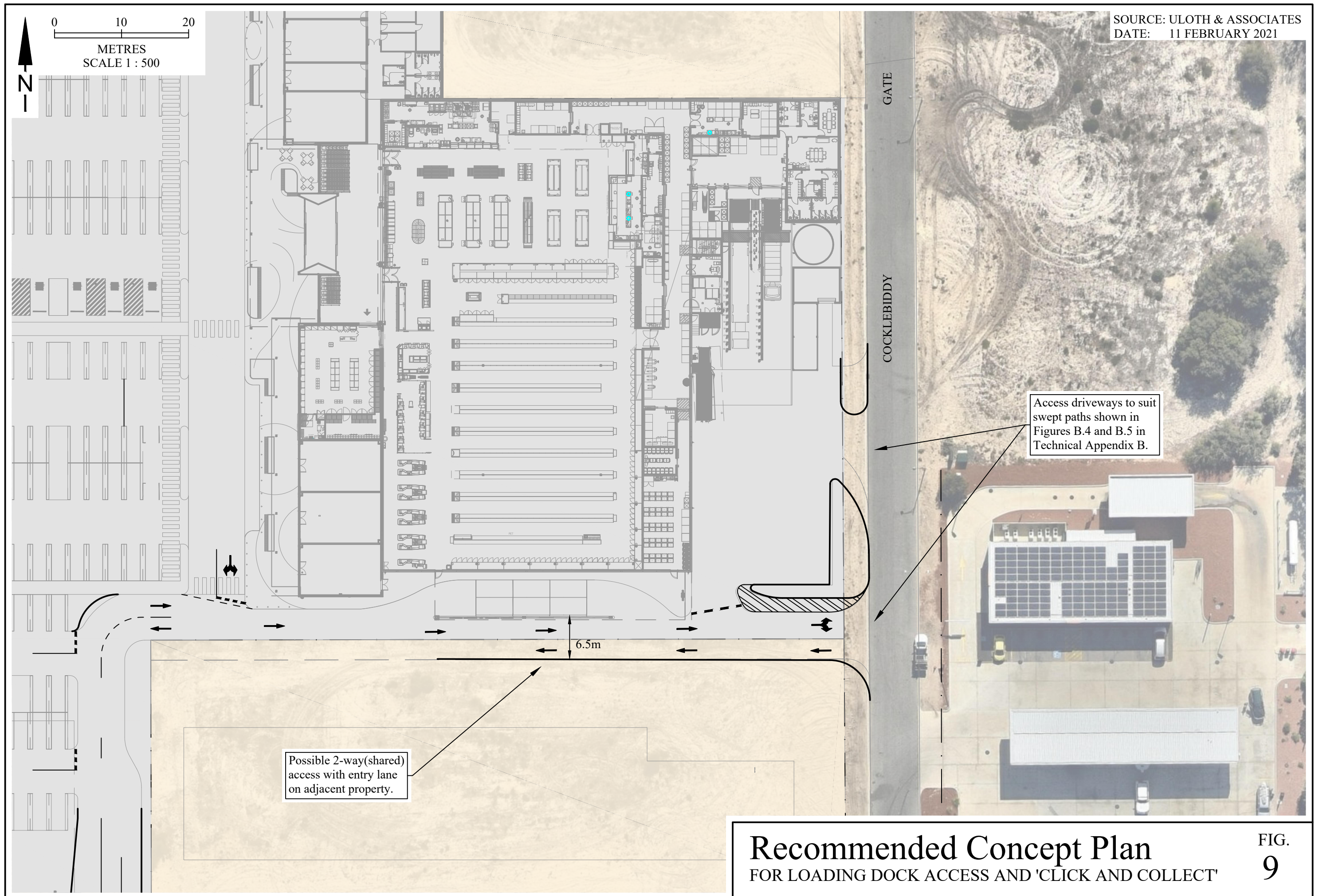


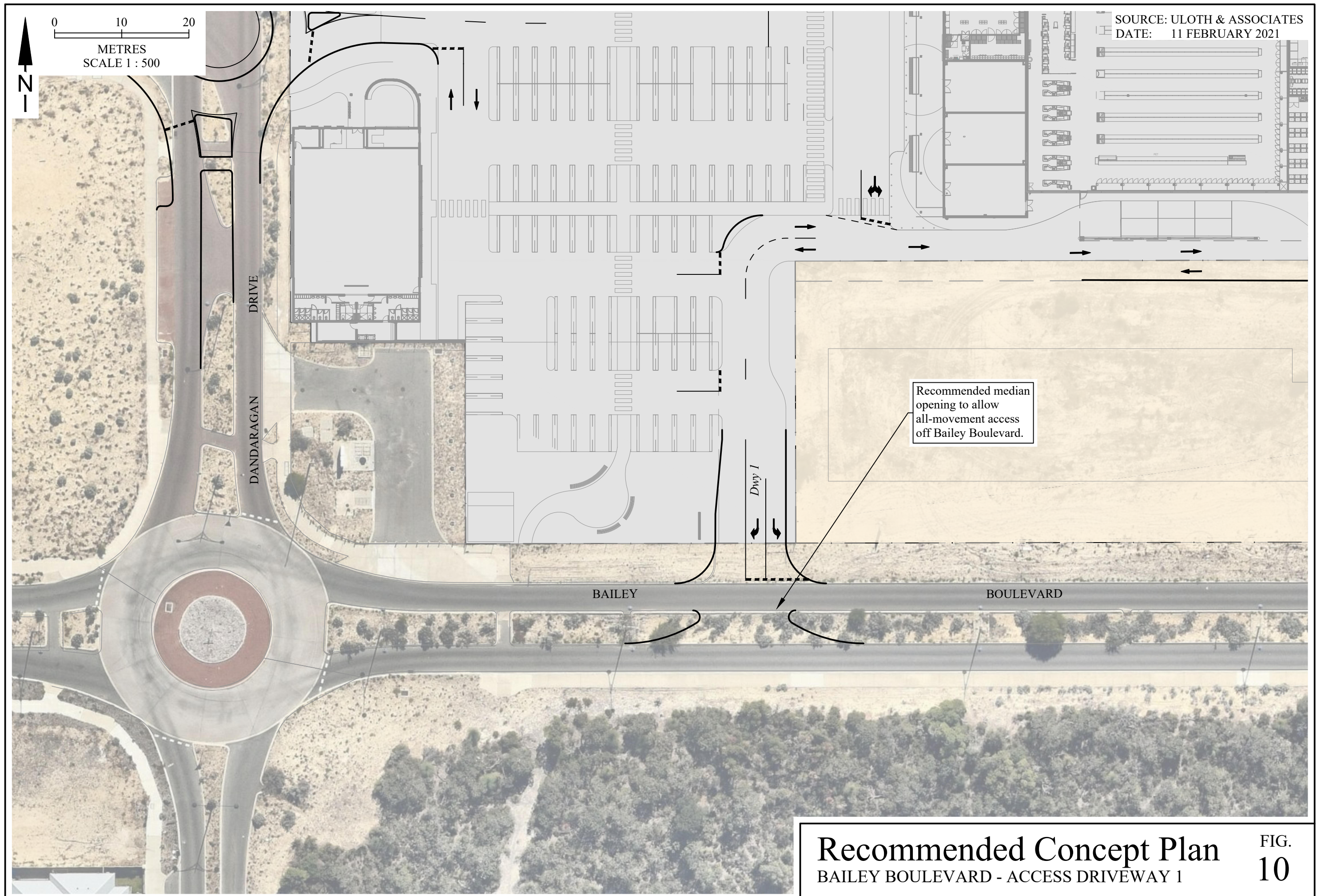
5. OVERALL CONCLUSIONS AND RECOMMENDATIONS

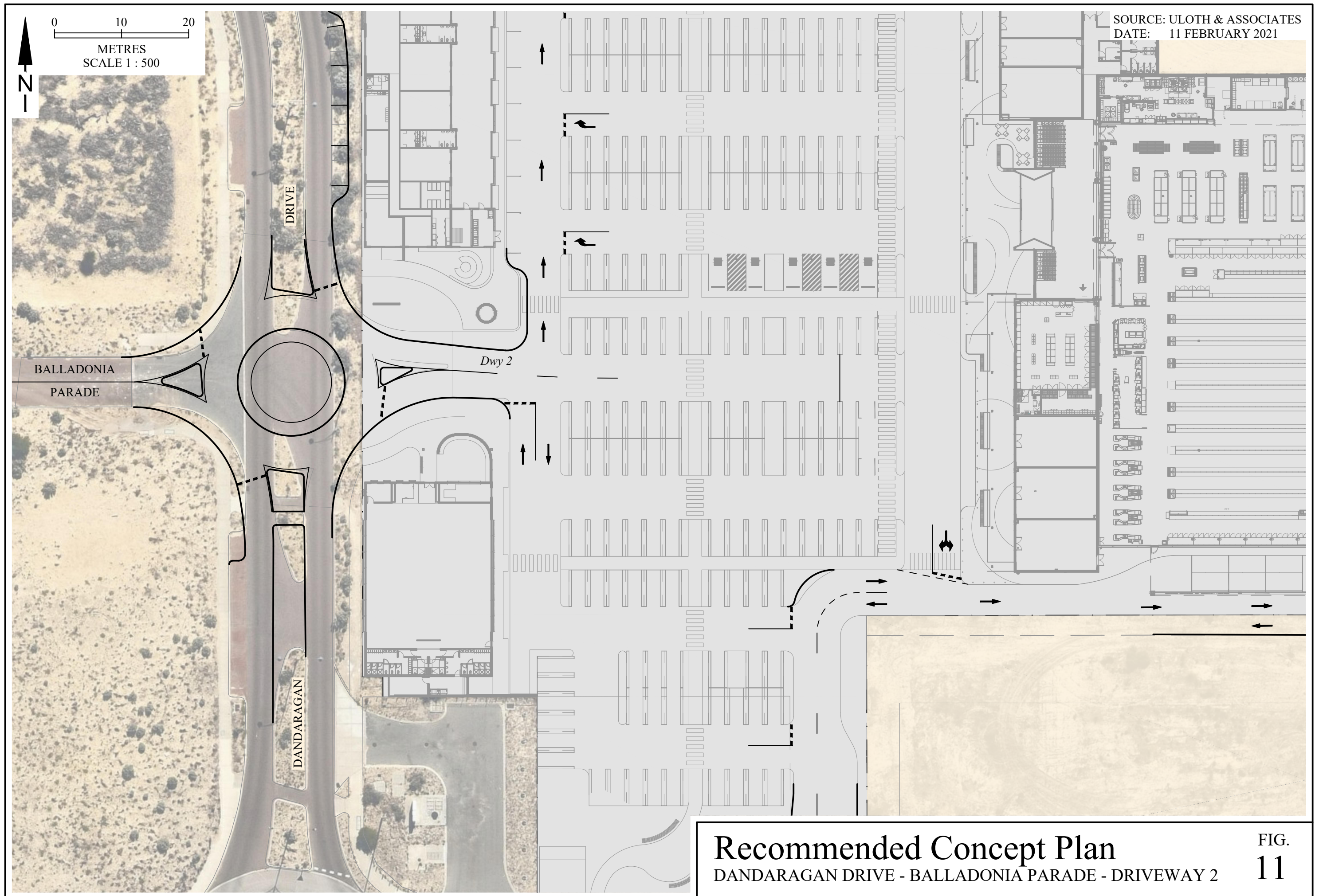
The overall conclusions and recommendations regarding the proposed new plans for Lot 924 Dandaragan Drive are drawn from the analysis and discussions documented above in Chapters 2 to 4, together with the additional data presented in the Technical Appendices, as follows:

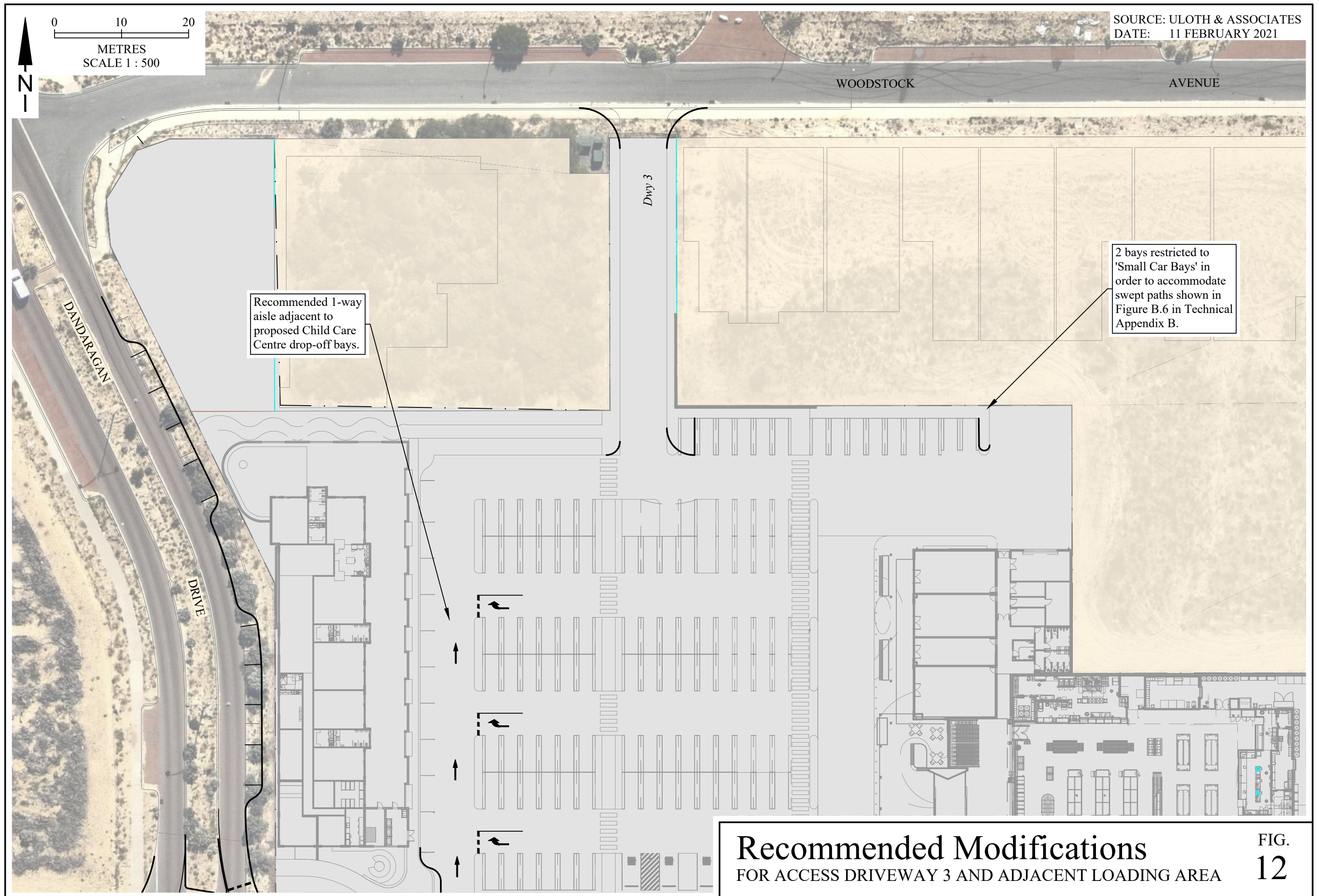
- The proposed floorspace under the revised development plan is less the floorspace identified within the previously approved plan. Even with inclusion of traffic generated by the proposed Child Care Centre and Gym, the overall traffic generation is approximately 10 percent less than the traffic generation of the currently approved development.
- The overall access locations for the site are generally the same as under the currently approved plan, except that the northern access (Driveway 3) off Woodstock Avenue is now proposed to access the overall car park, rather than just the previous loading dock, and Driveway 4 (off Cocklebiddy Gate) is instead proposed as an 'exit only', to be used primarily for 'Click & Collect' customers and service vehicles.
- The revised site plan also provides a more efficient car park layout, with improved pedestrian/cyclist connectivity, as shown in Figure B.3 in Technical Appendix B.
- The recommended intersection upgrades and access arrangements are shown in Figures 8 to 12, as follows:
 - It is recommended to upgrade the Bailey Boulevard - Cocklebiddy Gate intersection, as shown in Figure 8, in order to accommodate semi-trailer access to and from the proposed loading dock.
 - The recommended loading dock access, together with the 1-way exit from the proposed 'Click & Collect' pick-up area, is shown in Figure 9.
 - It is recommended to provide a new median opening at Bailey Boulevard - Driveway 1, as shown in Figure 10, in order to provide full-movement access directly off Bailey Boulevard.
- It is recommended to construct a new roundabout at Dandaragan Drive - Driveway 2, as shown in Figure 11, in order to properly control the 4-way intersection with Balladonia Crescent.
- The recommended access (Driveway 3) off Woodstock Avenue is then shown in Figure 12, together with minor car park modifications adjacent to the secondary service yard, noting that rubbish trucks and other (medium-sized) service vehicles will access the site via Driveway 3.









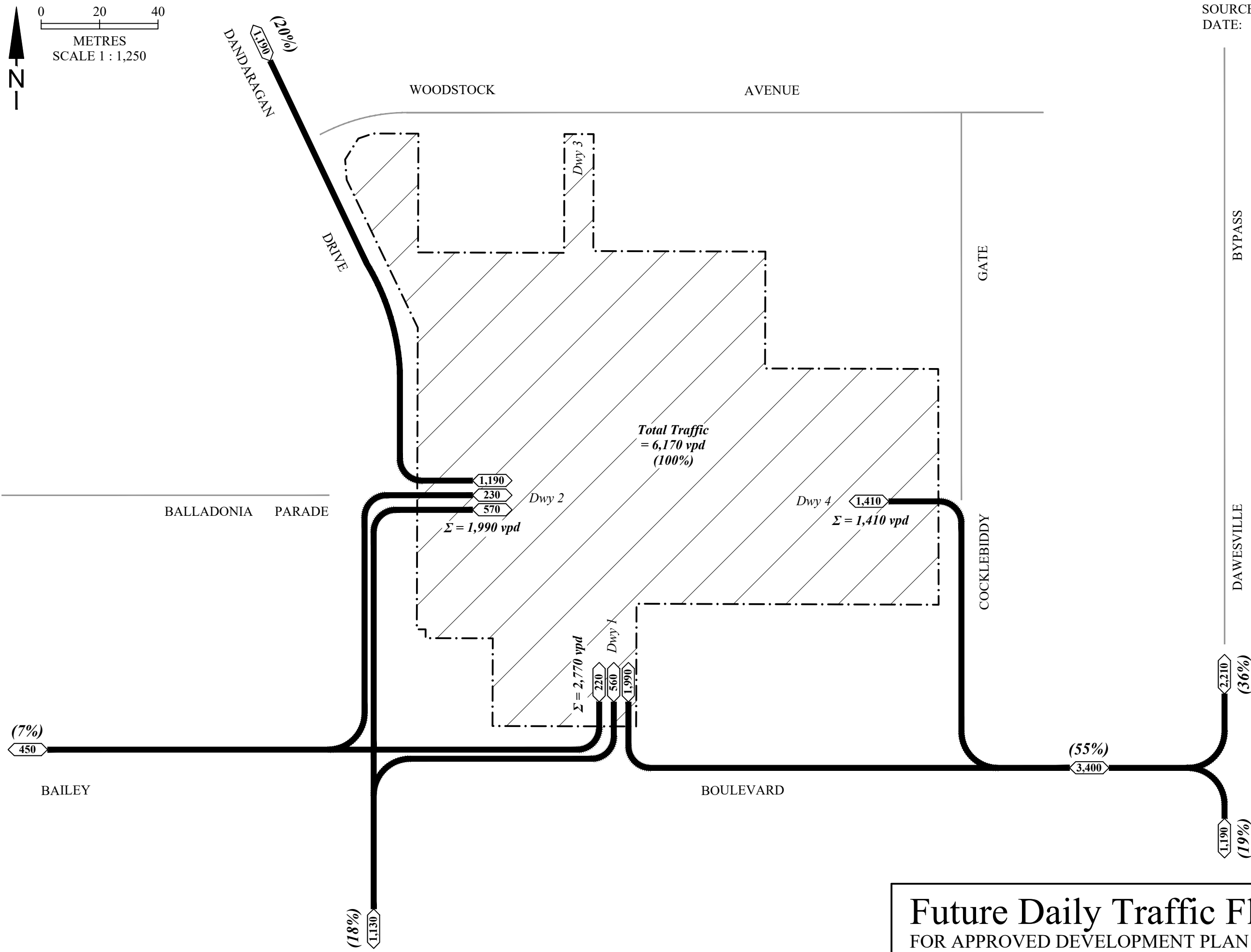


TECHNICAL APPENDIX A - CURRENTLY APPROVED PLAN

Future traffic flows and swept paths for service vehicles under the currently approved development plan are documented within Technical Appendix A.

A.1 FUTURE TRAFFIC FLOWS FOR APPROVED PLAN

Figure A.1 shows the anticipated future traffic flows generated by the currently approved development, as discussed above in Section 4.2.



Future Daily Traffic Flows
FOR APPROVED DEVELOPMENT PLAN

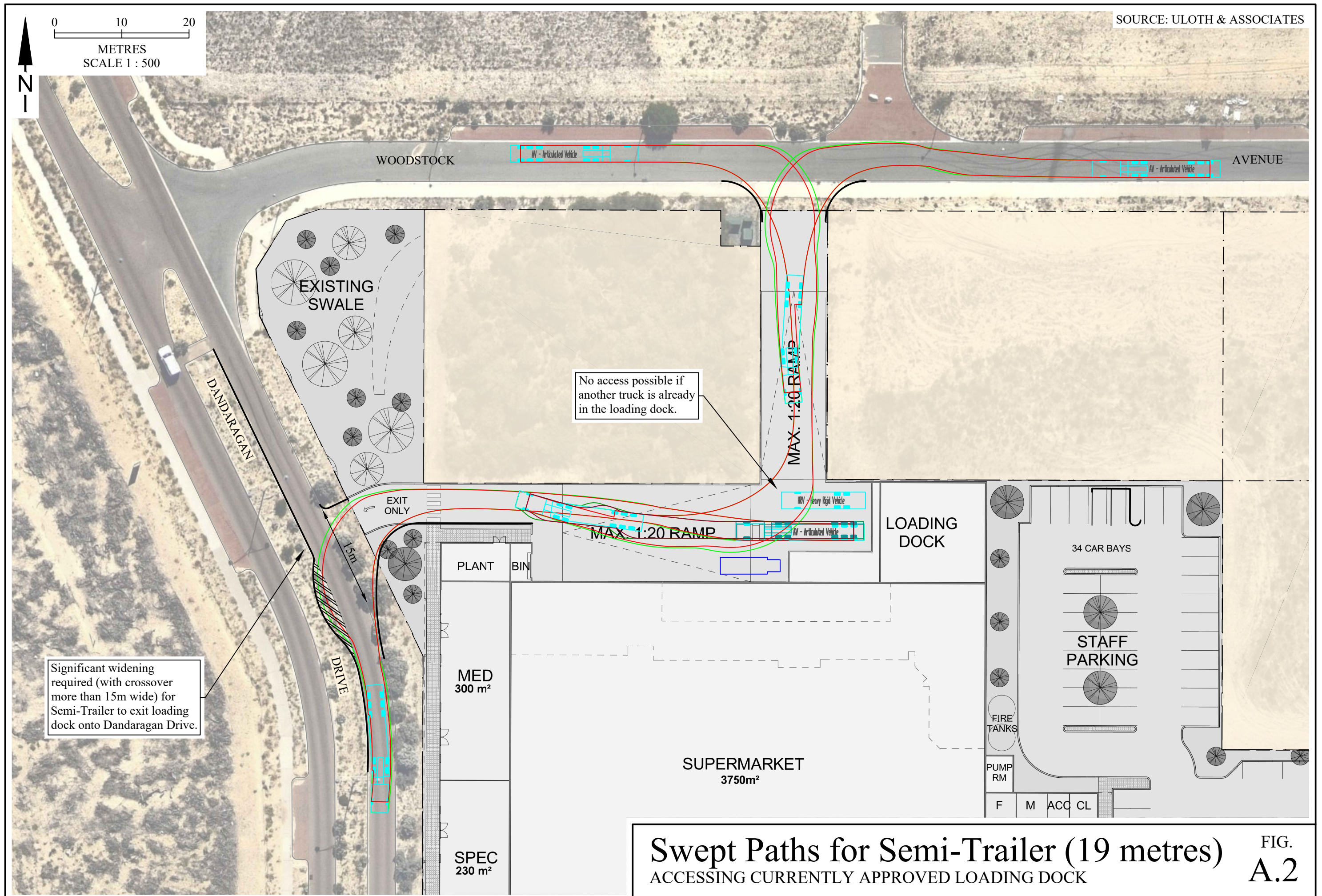
FIG. A.1

A.2 SERVICE VEHICLE SWEPT PATHS FOR THE APPROVED PLAN

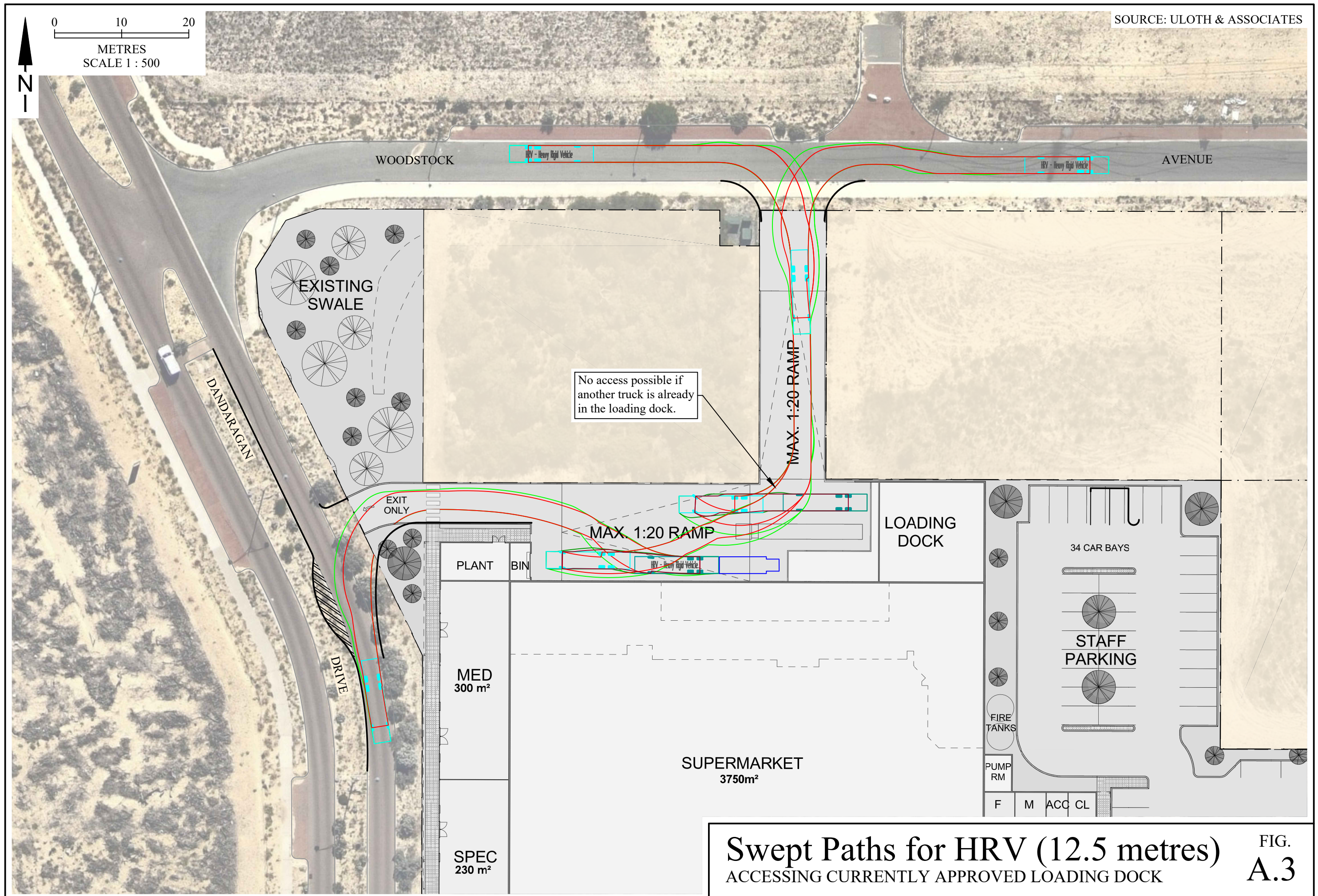
Figure A.2 shows the swept paths for a 19.0 metre Semi-Trailer accessing the proposed supermarket loading dock under the currently approved Development Plan. The plan shows that the Semi-Trailer can only access the loading dock if there is no other vehicle within the dock.

It can also be seen in Figure A.2 that the swept path for Semi-Trailers exiting the approved loading dock would result in an extremely wide crossover (of at least 15 metres) onto Dandaragan Drive, resulting in a very poor streetscape for pedestrians and/or on-street parking.

Figure A.3 then shows the swept paths for a 12.5 metre Heavy Rigid Vehicle accessing the approved loading dock. It can be seen in Figure A.3 that no other trucks will be able to access the approved loading dock when a Semi-Trailer is already in the dock unloading, thereby confirming that the proposed loading dock arrangement under the currently approved plan is inefficient and unviable.



Swept Paths for Semi-Trailer (19 metres)
ACCESSING CURRENTLY APPROVED LOADING DOCK



TECHNICAL APPENDIX B - REVISED DEVELOPMENT APPLICATION

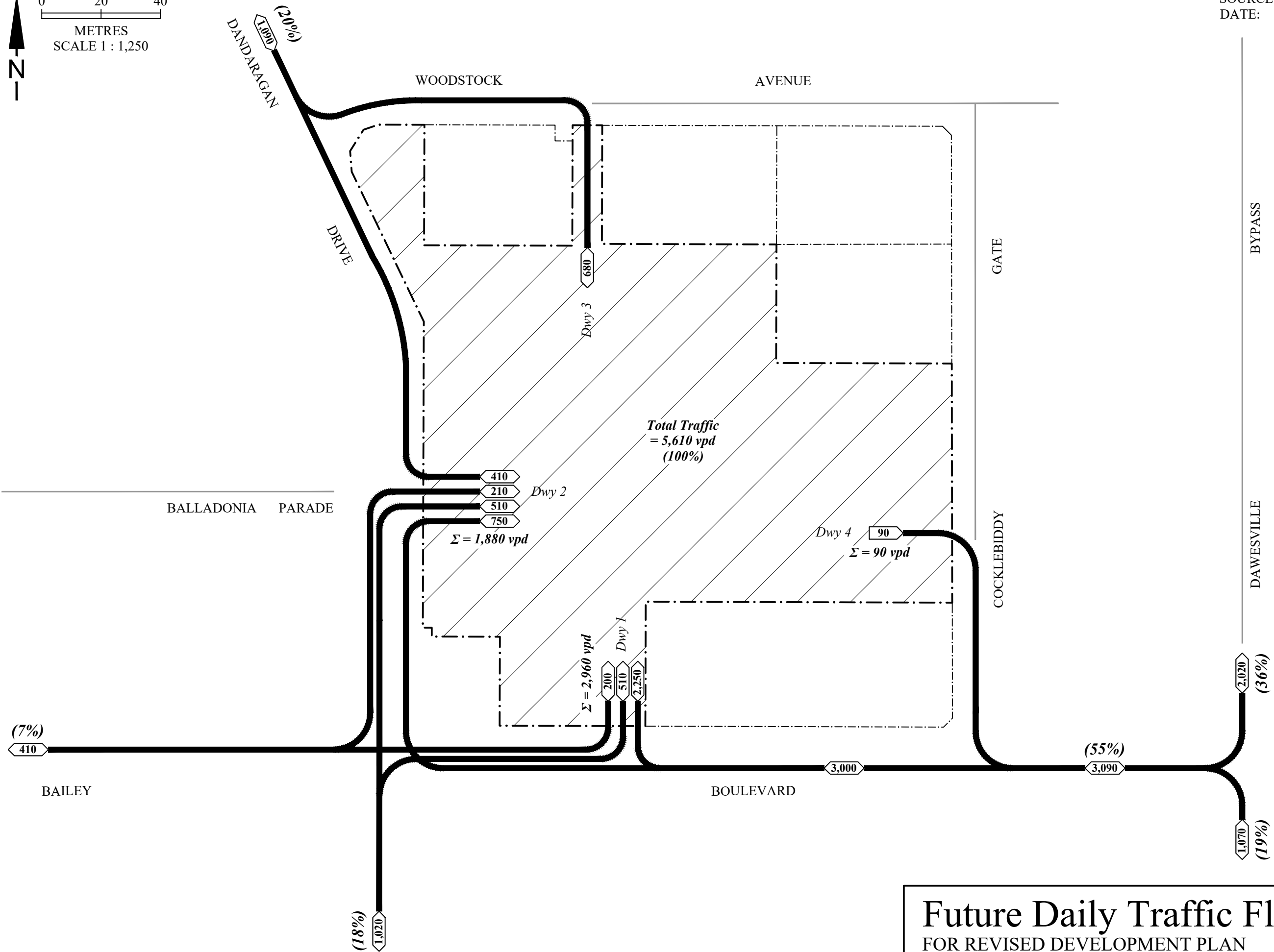
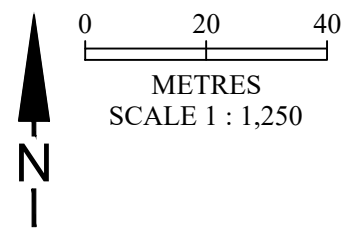
Technical Appendix B documents the revised future traffic flows expected to occur under the now proposed development plan, together with the updated swept path diagrams for service vehicles accessing the site.

B.1 FUTURE TRAFFIC FLOWS FOR MODIFIED PLAN

Figure B.1 shows the anticipated future traffic flows for the modified site plan and access arrangement reflected within the currently proposed Development Application.

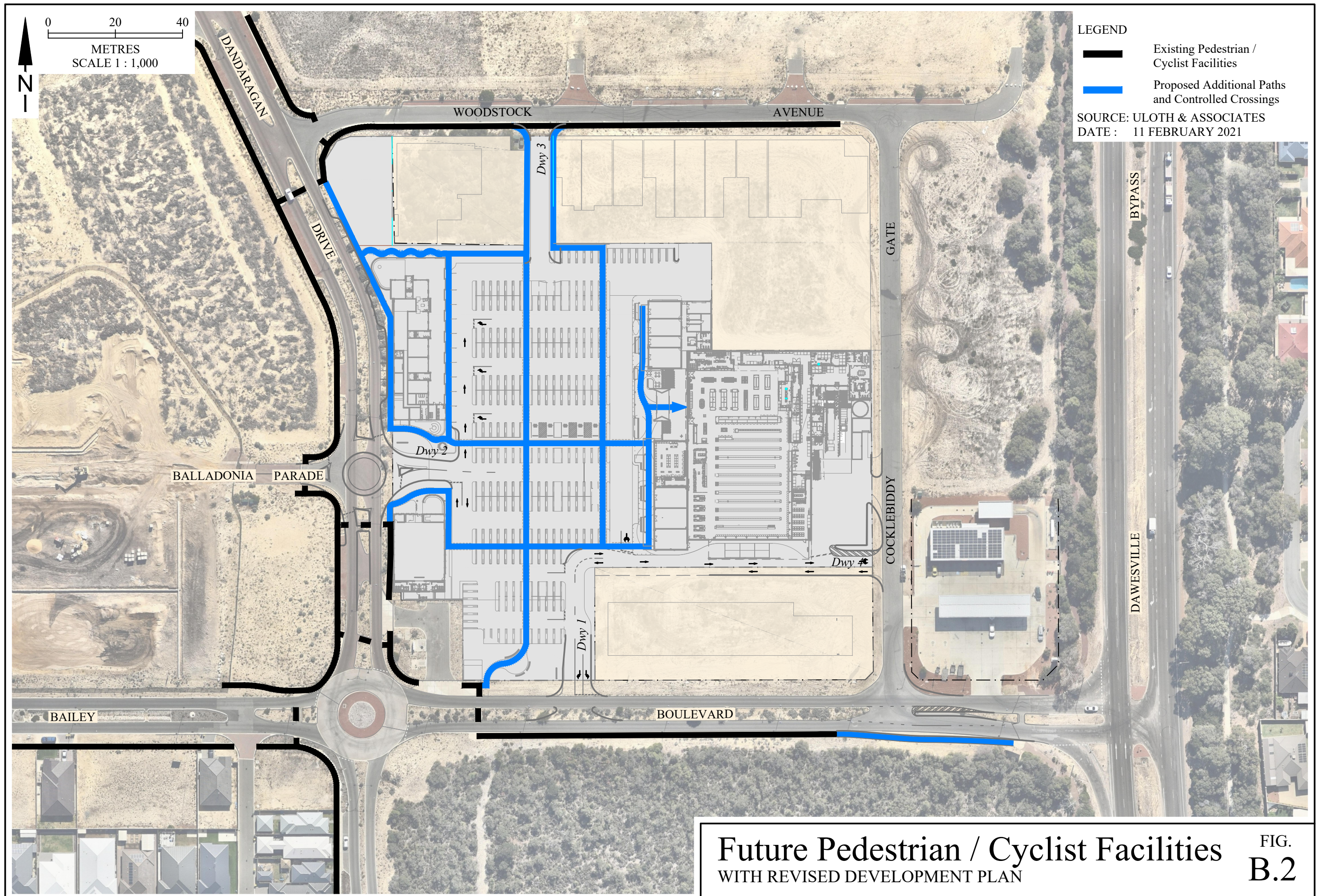
B.2 PEDESTRIAN/CYCLIST FACILITIES

Figure B.2 shows the future pedestrian/cyclist facilities available for access to the proposed development under the currently proposed plan, taking into account the recommended access modifications identified in Figures 8 to 12 in Chapter 5.



Future Daily Traffic Flows
FOR REVISED DEVELOPMENT PLAN

FIG.
B.1

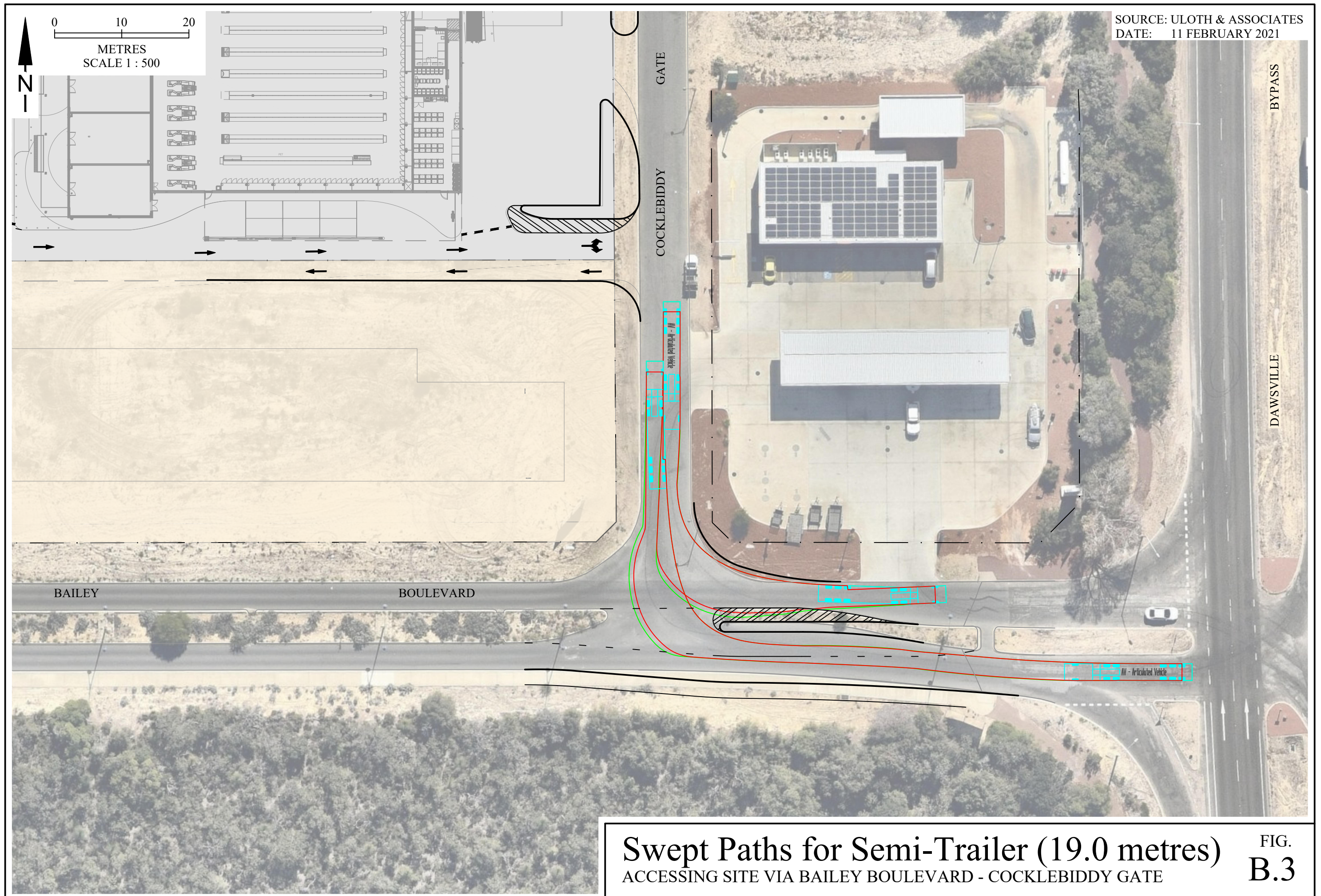


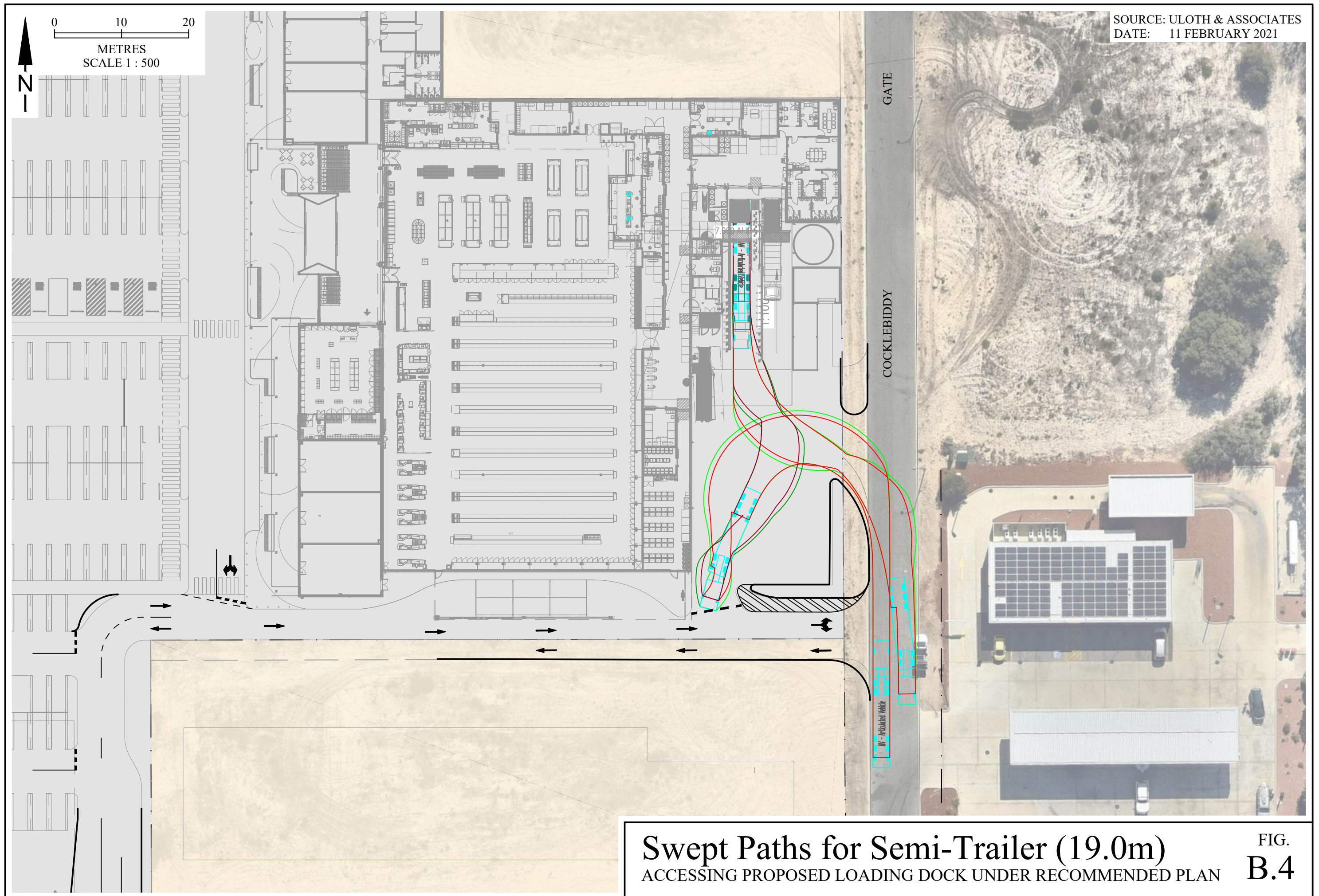
B.3 SERVICE VEHICLE SWEPT PATHS FOR MODIFIED PLAN

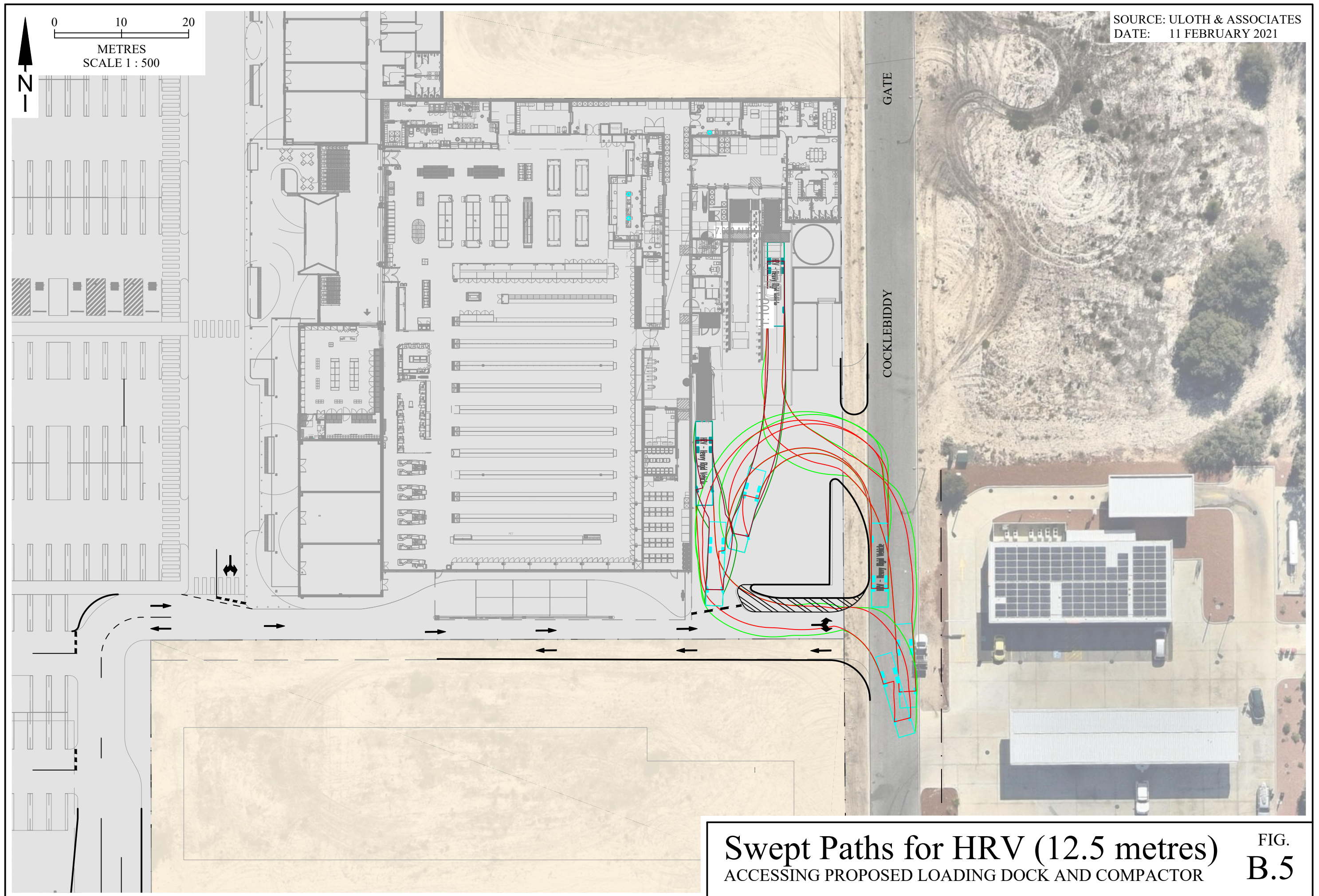
Figure B.3 shows the swept paths for a 19 metre Semi-Trailer accessing the proposed development site via the Bailey Boulevard - Cocklebidy Gate unsignalised intersection, while Figure B.4 shows the Semi-Trailer accessing the proposed Supermarket loading dock under the modified plan.

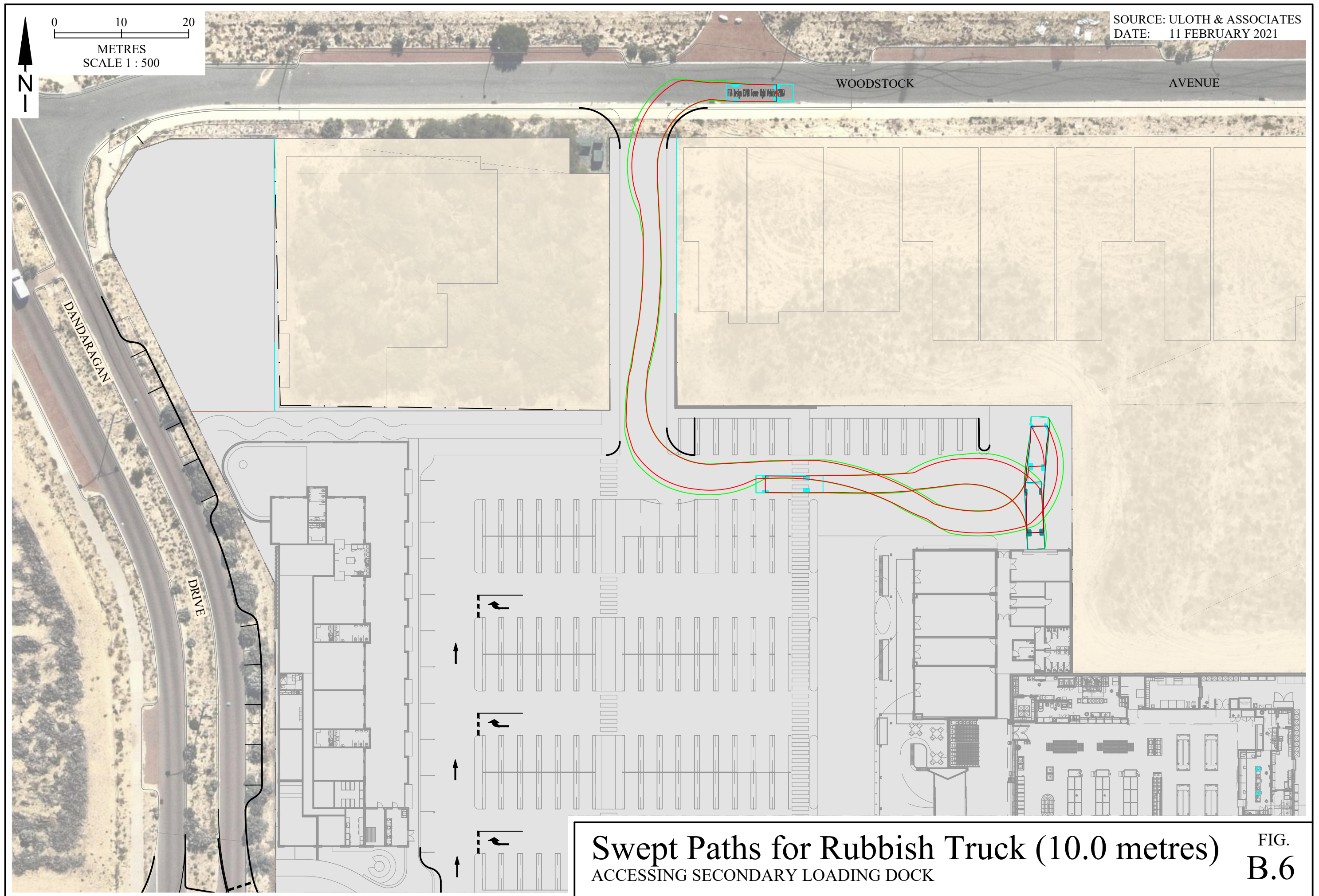
Figure B.5 then shows the swept paths for a 12.5 metre Heavy Rigid Vehicle accessing both the loading dock itself and the proposed Compactor.

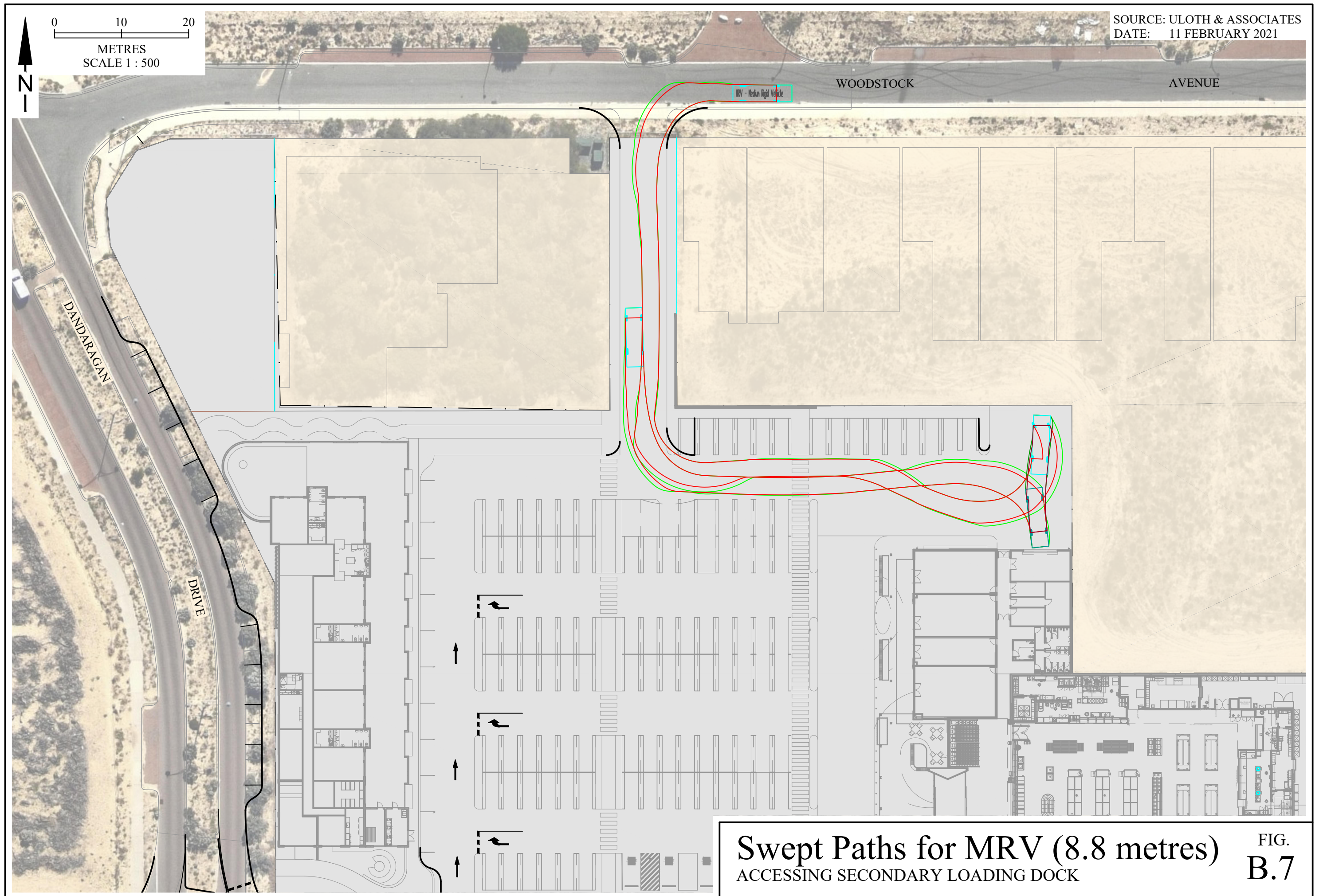
Figure B.6 shows the swept paths for a 10-metre Rubbish truck accessing the proposed secondary loading area off Woodstock Avenue, including minor modifications to 2 adjacent parking spaces, while Figure B.7 shows an 8.8 metre Medium Rigid Vehicle at the same location.











Appendix E

Correspondence from Coles Group Property Developments



9 October 2020

State Development Assessment Unit
Department of Planning, Lands & Heritage
140 William Street
Perth WA 6000

To Whom it May Concern,

**COVID-19 ECONOMIC RECOVERY SUPPORT PLAN
FLORIDA BEACH SHOPPING CENTRE
LOT 924 (NO.71) DANDARAGAN DRIVE, DAWESVILLE**

Coles is a leading Australian supermarket retailer and operates and maintains approximately 2,447 stores nationally across its businesses and employs more than 118,000 team members.

During the COVID-19 pandemic, Coles has played an important role by providing an essential service to the community while prioritising the safety of team members and customers and we continue to do so in accordance with the various State Government restrictions and guidelines.

Coles is taking steps to support Australia's economic recovery including hiring an additional 12,000 team members and continuing our multi-billion-dollar capital and operating expenditure plans to underpin future growth. This includes the proposed new Florida Beach Shopping Centre development located in Dawesville which offers a significant opportunity to support the economic recovery by stimulating local economic development, job creation and improving access to essential services to the surrounding community.

In particular, the proposed development will:

- Create approximately 250 jobs during construction, more than 100 ongoing operational jobs associated with the proposed supermarket tenancy, and additional job opportunities within the supporting speciality retail tenancies.
- Act as a catalyst for further commercial and residential development in the immediate vicinity of the site which will provide additional economic stimulus and job creation for the local community.
- Provide a significant improvement to the accessibility of essential and convenient shopping facilities for the local community.
- Deliver a focal point for social engagement. The design of the Centre has been prepared to create synergies with the current and proposed

community services and to promote activity and engagement both day and night.

- Improve safety in the local area by contributing to and encouraging passive surveillance throughout the day and evening.

The anticipated cost for this development is in the region of \$14 million with an emphasis on local West Australian labour and materials being used in the development. Preliminary funding approval has been granted with final funding approval expected to be presented to our Board in December 2020.

The proposed development can commence immediately following receipt of development approval and compliance with any conditions and/or Local Government permit processes. Construction is currently scheduled to commence early in 2021 with a target practical completion and trading date in the first quarter of 2022.

Detailed design for the proposed development is progressing and as this is a greenfield site, we do not foresee any site conditions or other constraints that will prevent the anticipated construction times from being achieved.

As a business, we are committed to providing safe, accessible and convenient facilities for our local communities and are proud to assist with the economic recovery of Australia in these uncertain times.

Regards,



Matthew Bounds

Development Manager (WA/SA/NT)

Coles Property

Level 2, 115 Cambridge St,
West Leederville, WA 6007, Australia

T 61 8 9350 4269

M 0417 576 421

E matthew.bounds@coles.com.au

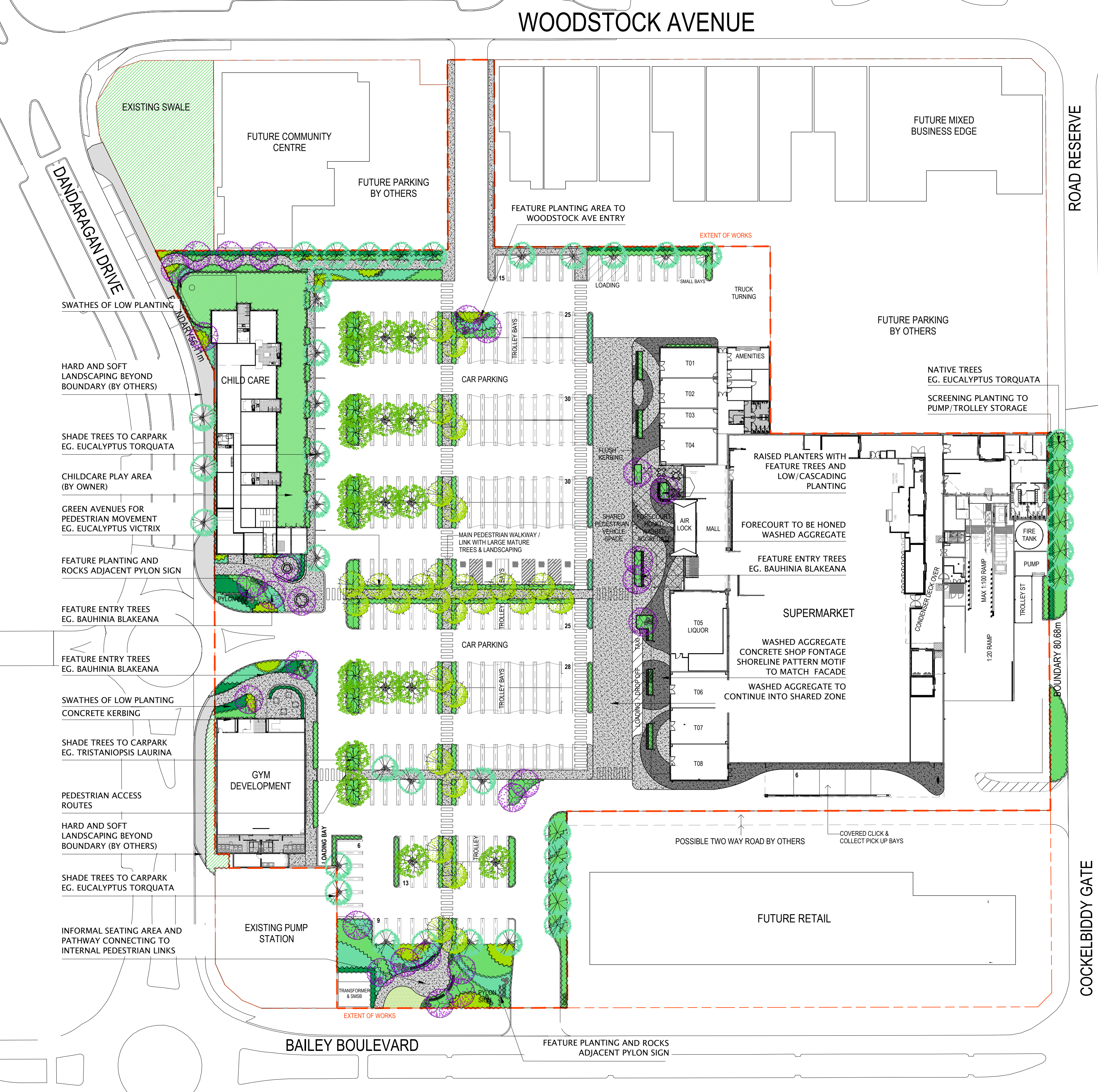


Value the Australian way

Appendix F

Landscaping Plans

GENERAL NOTES:
1. THIS IS A CONCEPT PLAN ONLY.
2. ALL STRUCTURES SUBJECT TO ENGINEERING AND COUNCIL APPROVAL.
3. ALL MEASUREMENTS TO BE CHECKED PRIOR TO CONSTRUCTION.



LANDSCAPE PLANTING PLATTE

Symbol	Species	Common Name	Spacing	Size
Trees:				
BAUpur	Bauhinia purpurea	Hong Kong Orchid Tree	As shown	200L
EUClor	Eucalyptus torquata	Coral Gum	As shown	100L
EUCvic	Eucalyptus victrix	Little Ghost Gum	As shown	100L
TRlaur	Tristanopsis laurina	Luscious	As shown	100L
Shrubs and Groundcovers:				
CARgla	Carpobrotus glaucescens	Aussie Rambler	2m2	140mm
CAScou	Casuarina 'Cousin It'	Cousin It	3m3	140mm
DIABla	Dianella tasmanica 'Blaze'	Blaze	3m3	140mm
DIAME	Dianella tasmanica 'Emerald Arch'	Emerald Arch	3m3	140mm
DIAYwe	Dianella tasmanica 'Wyeena'	Wyeena	3m3	140mm
DICsil	Dichondra 'Silver Falls'	Silver Falls	3m3	140mm
EREBlu	Eremophila 'Blue Horizon'	Blue Horizon	2m2	140mm
FINnod	Ficinia nodosa	Knobby Club Rush	3m3	140mm
GAZdou	Gazania 'Double Gold'	Double Gold	3m3	140mm
GREgin	Grevillea obtusifolia 'Gin Gin Gem'	Gin Gin Gem	2m2	140mm
HEMPun	Hemidra pungens	Snake Bush	2m2	140mm
LEUbro	Leucophyta brownii	Silver Cushion Bush	3m3	140mm
LOmit	Lomandra 'Little Con'	Little Con	3m3	140mm
LOman	Lomandra 'Tanika'	Tanika	3m3	140mm
NANblu	Nandina domestica 'Blush'	Dwarf Sacred Bamboo	3m3	140mm
PHOfra	Photinia x fraseri	Thin Red	3m3	140mm
RHAori	Rhapiolepis 'Oriental Pearl'	Indian Hawthorn	3m3	140mm
SCAhum	Scaevola humilis 'Purple Fusion'	Fan Flower	2m2	140mm
WESaus	Westringia 'Aussie Box'	Compact Coastal Rosemary	3m3	140mm
WESmun	Westringia 'Mundi'	Flat Coastal Rosemary	3m3	140mm
WESgre	Westringia 'Grey Box'	Grey box	3m3	140mm
Feature Plants:				
STRreg	Strelitzia reginae	Bird of Paradise	As shown	12L

NOTES

- 1.1 DO NOT SCALE DRAWINGS - WRITTEN DIMENSIONS TAKE PRECEDENCE
- 1.2 ALL SCALES ARE AS NOTED AND TO SUIT A1 PAPER SIZE
- 1.3 ALL DIMENSIONS ARE IN MILLIMETERS, UNLESS OTHERWISE NOTED.
- 1.4 THIS DRAWING MUST BE READ IN CONJUNCTION WITH ALL RELEVANT CONTRACTS, SPECIFICATIONS, SCHEDULES, REPORTS AND DRAWINGS (TO FUTURE DETAIL).
- 1.5 NO HARDSCAPES OUTSIDE BOUNDARY TO BE INCLUDED WITHIN THIS APPLICATION.
2. SOIL PREPARATION
- 2.1 PLANTED AREAS SHALL BE SPREAD WITH MIN. 30mm OF APPROVED STANDARD SOIL CONDITIONER THAT SHALL BE RIPPED INTO EXISTING SOIL TO A MIN. DEPTH OF 200mm.
- 2.2 TURF AREAS SHALL BE EVENLY SPREAD WITH MIN. 30mm OF APPROVED STANDARD SOIL CONDITIONER THAT SHALL BE RIPPED INTO EXISTING SITE SOIL TO A DEPTH OF 100mm.
3. PLANTING
- 3.1 PLANTING TO BE SELECTED FROM PLANTING PALETTE ABOVE.
- 3.2 PLANTED AREAS SHALL BE MULCHED WITH AN ORGANIC MULCH UNLESS OTHERWISE STATED TO A MINIMUM DEPTH OF 75mm.
- 3.3 ADVANCED TREES SHALL BE STAKED W/ 50x50mm DIA HARDWOOD POSTS. POSTS SHALL BE PAINTED BLACK AND INSTALLED TO A MIN DEPTH OF 500mm. TREES SHALL BE SECURED TO POLES W/ RUBBER TIES IN FIGURE 8.
- 3.4 TREES PLANTED WITH IN 1000mm OF BOUNDARY WALLS AND/OR PARKING AREAS SHALL BE INSTALLED WITHIN 600mm DEPTH NYLEX ROOT BARRIER MEMBRANE. MEMBRANE SHALL BE INSTALLED AS PER MANUFACTURERS RECOMMENDATIONS.
- 3.5 TREE LOCATIONS ARE AS SHOWN - REFER TO LEGEND.
- 3.6 SHRUBS & GROUNDCOVERS IN MIXED PLANTING AREAS ARE TO BE PLANTED AT RANDOM IN GROUPINGS OF 2 OR 3.
- 3.7 ALL SHRUBS & GROUNDCOVERS ARE TO BE PLANTED AT EVEN SPACING. (TYPICALLY 2-3m2).
- 3.8 IF SPECIES ARE UNAVAILABLE (OR IN SIZES SPECIFIED), SUBSTITUTES MUST BE APPROVED BY SUPERINTENDENT BEFORE DELIVERY AND INSTALLATION.
4. IRRIGATION
- 4.1 ALL PLANTING AND TURF AREAS TO BE IRRIGATED VIA A FULLY AUTOMATIC SYSTEM FROM MAINS.
- 4.2 ALL TURF TO BE IRRIGATED VIA ARTICULATED RISERS. ALL GARDEN BEDS TO BE IRRIGATED VIA POLY RISER JETS. ALL TREES TO BE IRRIGATED VIA BUBBLERS.
- 4.3 WATER PRESSURE TO HAVE A MINIMUM FLOW RATE OF 30L/pm AT 300kPa FROM THE WATER CONNECTION POINT.
- 4.4 CONTROLLER TO BE LOCATED IN SERVICE ROOM UNLESS OTHERWISE DIRECTED.
- 4.5 SLEEVES BENEATH PAVED SURFACES TO BE PROVIDED BY OTHERS.
- 4.6 IRRIGATION SYSTEM SHALL BE DUAL PROGRAM TO ALLOW TURF AND PLANTING AREAS TO BE WATERED SEPARATELY.

LEGEND

TREES

SELECTED PEDESTRIAN AVENUE TREES
EG. EUCALYPTUS VICTRIX

SELECTED ENTRY FEATURE TREES
EG. BAUHINIA BLAKEANA

SELECTED CARPARK TREES
EG. EUCALYPTUS TORQUATA

SELECTED CARPARK TREES
EG. TRISTANIOPSIS LAURINA

FEATURE PLANTS

FEATURE PLANTING
EG. BIRDS OF PARADISE

PLANTING

PLANTING OUTSIDE OF PROJECT SCOPE

PLANTING TYPE 01 (LOW/GREEN FOLIAGE)

PLANTING TYPE 02 (SHRUB PLANTING)

PLANTING TYPE 03 (LOW/GREY FOLIAGE)

PLANTING TYPE 04 (DARK/PURPLE FOLIAGE)

SELECTED TURF
EG. WINTERGREEN COUCH LAWN

LANDSCAPE ELEMENTS

CONCRETE KERB

ORGANIC MULCH
EG. WOODCHIP MULCH 75mm

WASHED EXPOSED AGGREGATE MIX 01 - TBC

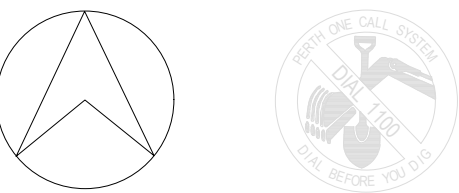
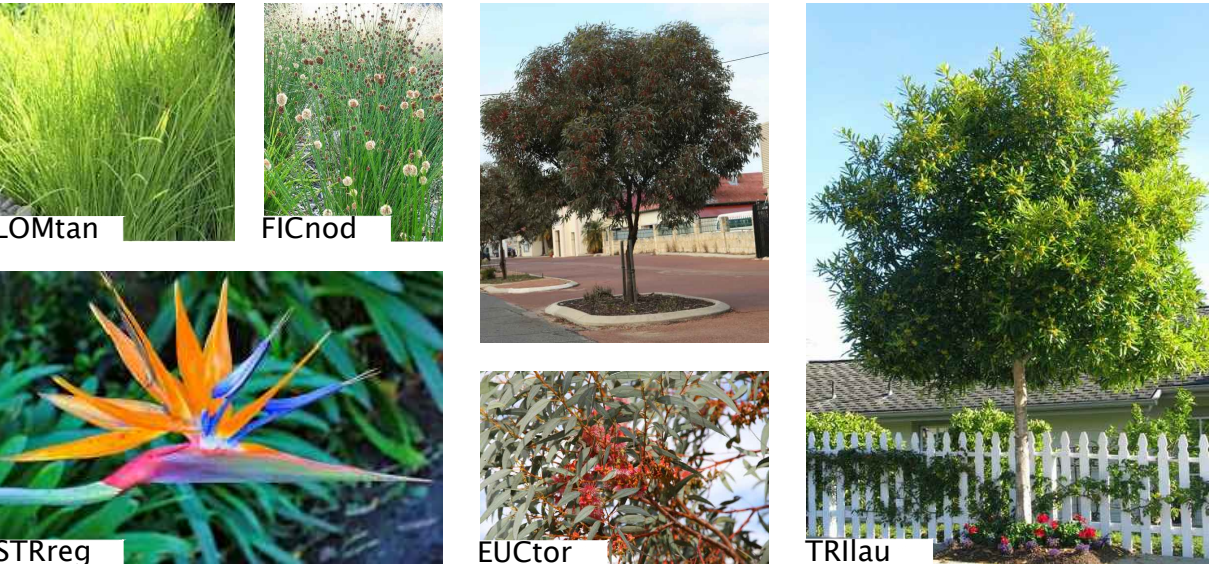
WASHED EXPOSED AGGREGATE MIX 02 - TBC

HONED EXPOSED AGGREGATE

PAVING OUTSIDE OF PROJECT SCOPE

FEATURE LIMESTONE BOULDERS

REV	DATE	DWN	APP	DESCRIPTION
A	24.08.2020	KD	KD	LANDSCAPE GA PLAN
B	15.10.2020	KD	KD	UPDATED LAYOUT
C	16.12.2020	KD	KD	REDESIGN WITH PEDESTRIAN FOCUS
D	14.01.2021	KD	KD	REDESIGN WITH ADDITIONAL TENANCIES
E	15.02.2021	KD	KD	UPDATED TO COUNCIL COMMENT



Appendix G

Waste Management Plan



Assets | Engineering | Environment | Noise | Spatial | Waste

Waste Management Plan

Florida Beach Shopping Centre – Cnr Dandaragan Drive and
Bailey Boulevard, Dawesville

Prepared for Coles Group Property Developments

February 2021

Project Number: TW20087



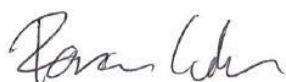
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Approval for Release

Name	Position	File Reference
Ronan Cullen	Director and Waste Management Section Leader	TW20087 - Waste Management Plan.2b

Signature



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Executive Summary

Coles Group Property Developments is seeking development approval for the proposed Florida Beach Shopping Centre development at the corner of Dandaragan Drive and Bailey Boulevard, Dawesville (the Proposal).

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

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

Proposed Waste Collection Summary

Waste Type	Generation (L/week)	Bin Size (L)	Number of Bins	Collection Frequency	Collection
Speciality Bin Storage Area					
Refuse	4,200	1,100	4	Once each week	Private Contractor
Recycling	2,785	1,100	3	Once each week	Private Contractor
Childcare Bin Storage Area					
Refuse	2,321	660	2	Twice each week	Private Contractor
Recycling	2,321	660	2	Twice each week	Private Contractor
Gym Bin Storage Area					
Refuse	400	1,100	1	Once each week	Private Contractor
Recycling	400	1,100	1	Once each week	Private Contractor

A private contractor will service the Proposal onsite, directly from the Bin Storage Areas utilising the dedicated Loading/Servicing Areas. The private contractor's waste collection vehicle will have the ability to enter and exit the Proposal in forward gear.

Centre management/cleaners will oversee the relevant aspects of waste management at the Proposal.



Table of Contents

1	Introduction	1
1.1	Objectives and Scope	1
2	Waste Generation	2
2.1	Proposed Tenancies	2
2.2	Waste Generation Rates	2
2.3	Waste Generation Volumes	3
2.3.1	Speciality Tenancy Waste Generation	3
2.3.2	Childcare Waste Generation	4
2.3.3	Gym Waste Generation.....	4
3	Waste Storage	6
3.1	Internal Bins	6
3.2	Bin Storage Areas	6
3.2.1	Bin Sizes.....	6
3.2.2	Speciality Tenancy Bin Storage Area	6
3.2.3	Childcare Bin Storage Area.....	7
3.2.4	Gym Bin Storage Area	7
3.2.5	Bin Storage Area Design	8
4	Waste Collection	9
4.1	Bulk Waste and Speciality Waste Collection.....	9
5	Waste Management	10
6	Conclusion.....	11



Tables

Table 2-1: Refuse and Recyclables Waste Generation Rates

Table 2-2: Speciality Tenancy Estimated Waste Generation

Table 2-3: Childcare Estimated Waste Generation

Table 2-4: Gym Estimated Waste Generation

Table 3-1: Typical Bin Dimensions

Table 3-2: Bin Requirements for Speciality Tenancy Bin Storage Area

Table 3-3: Bin Requirements for Childcare Bin Storage Area

Table 3-4: Bin Requirements for Gym Bin Storage Area

Figures

Figure 1: Locality Plan

Figure 2: Speciality Tenancy Bin Storage Area

Figure 3: Childcare Bin Storage Area

Figure 4: Gym Bin Storage Area



1 Introduction

Coles Group Property Developments is seeking development approval for the proposed Florida Beach Shopping Centre development at the corner of Dandaragan Drive and Bailey Boulevard, Dawesville (the Proposal).

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

The Proposal is bordered by Woodstock Avenue to the north, Cockelbiddy Gate to the east, Bailey Boulevard to the south and Dandaragan Drive to the west, as shown in Figure 1.

1.1 Objectives and Scope

The objective of this WMP is to outline the equipment and procedures that will be adopted to manage waste (refuse and recyclables) at the Proposal. Specifically, the WMP demonstrates that the Proposal is designed to:

- Adequately cater for the anticipated quantities of waste to be generated;
- Provide adequately sized Bin Storage Area, including appropriate bins; and
- Allow for efficient collection of bins by appropriate waste collection vehicles.

To achieve the objective, the scope of the WMP comprises:

- Section 2: Waste Generation;
- Section 3: Waste Storage;
- Section 4: Waste Collection;
- Section 5: Waste Management; and
- Section 6: Conclusion.



2 Waste Generation

The following section shows the waste generation rates used and the estimated waste volumes to be generated at the Proposal.

2.1 Proposed Tenancies

The anticipated volume of refuse and recyclables is based on the floor area (m²) of the commercial tenancies at the Proposal. The Proposal consists of the following:

- Supermarket – 3,580m²;
- Speciality Tenancies:
 - Tenancy 01 – 75m²;
 - Tenancy 02 – 75m²;
 - Tenancy 03 – 50m²;
 - Tenancy 04 – 90m²;
 - Tenancy 05 (Liquor Store) – 200m²;
 - Tenancy 06 – 90m²;
 - Tenancy 07 – 90m²; and
 - Tenancy 08 – 90m².
- Childcare – 663m²; and
- Gym – 572m².

Please note, the Supermarket and associated Speciality Tenancy 05 Liquor Store has their own back of house and manages waste through their own internal processes governed by national waste collections contracts, and therefore have not been included as part of this report. Liquor Store waste will be collected in bins located in the dedicated bin room located with the Supermarket tenancy and have waste collected from the Supermarket Loading Dock.

2.2 Waste Generation Rates

The estimated amount of refuse and recyclables to be generated by the Proposal has been based on the Western Australian Local Government Association's (WALGA) *Commercial and Industrial Waste Management Plan Guidelines* (2014) and the City of Melbourne's *Guidelines for Preparing a Waste Management Plan* (2017).

It should also be noted that a conservative approach has been taken with regards to waste generation across the Proposal by overestimating the potential waste volumes for the commercial tenancies. This includes using food and beverage waste generation rates for tenancies for which the final uses are still unknown, and assuming seven days of operation for all commercial tenancies.

Table 2-1 shows the waste generation rates applied to the proposed tenancies at the Proposal.

Table 2-1: Refuse and Recyclables Waste Generation Rates

Tenancy	Use Type	Guidelines	Refuse Generation Rate	Recyclables Generation Rate
Speciality Tenancy 01	<i>Butcher/Bakery</i>	Melbourne	80L/100m ² /day	50L/100m ² /day
Speciality Tenancy 02	<i>Butcher/Bakery</i>	Melbourne	80L/100m ² /day	50L/100m ² /day
Speciality Tenancy 03	<i>Takeaway</i>	Melbourne	150L/100m ² /day	150L/100m ² /day
Speciality Tenancy 04	<i>Café/Takeaway</i>	Melbourne	300L/100m ² /day	200L/100m ² /day
Speciality Tenancy 06	<i>Retail</i>	WALGA	50L/100m ² /day	25L/100m ² /day
Speciality Tenancy 07	<i>Retail</i>	WALGA	50L/100m ² /day	25L/100m ² /day
Speciality Tenancy 08	<i>Retail</i>	WALGA	50L/100m ² /day	25L/100m ² /day
Childcare	<i>Childcare</i>	Melbourne	350L/100m ² /week	350L/100m ² /week
Gym	<i>Gym</i>	Melbourne	10L/100m ² /day	10L/100m ² /day

2.3 Waste Generation Volumes

Waste generation is estimated by volume in litres (L) as this is generally the influencing factor when considering bin size, numbers and storage space required.

2.3.1 Speciality Tenancy Waste Generation

Waste generation volumes in litres per week (L/week) adopted for this waste assessment is shown Table 2-2. It is estimated that the speciality tenancies at the Proposal will generate 4,200L of refuse and 2,785L of recyclables each week.

Table 2-2: Speciality Tenancy Estimated Waste Generation

Tenancy	Floor Area (m ²)	Waste Generation Rate (L/100m ² /day)	Waste Generation (L/Week)
Refuse			
Speciality Tenancy 01	75	80	420
Speciality Tenancy 02	75	80	420
Speciality Tenancy 03	50	150	525
Speciality Tenancy 04	90	300	1,890
Speciality Tenancy 06	90	50	315
Speciality Tenancy 07	90	50	315
Speciality Tenancy 08	90	50	315
Total			4,200
Recyclables			
Speciality Tenancy 01	75	50	263
Speciality Tenancy 02	75	50	263
Speciality Tenancy 03	50	150	525
Speciality Tenancy 04	90	200	1,260
Speciality Tenancy 06	90	25	158
Speciality Tenancy 07	90	25	158
Speciality Tenancy 08	90	25	158
Total			2,785

2.3.2 Childcare Waste Generation

Waste generation volumes in litres per week (L/week) adopted for this waste assessment is shown Table 2-3. It is estimated that the Childcare will generate 2,321L of refuse and 2,321L of recyclables each week.

Table 2-3: Childcare Estimated Waste Generation

Tenancy	Floor Area (m ²)	Waste Generation Rate (L/100m ² /week)	Waste Generation (L/Week)
Refuse			
Childcare	663	350	2,321
Total			2,321
Recyclables			
Childcare	663	350	2,321
Total			2,321

2.3.3 Gym Waste Generation

Waste generation volumes in litres per week (L/week) adopted for this waste assessment is shown Table 2-4. It is estimated that the Gym will generate 400L of refuse and 400L of recyclables each week.



Table 2-4: Gym Estimated Waste Generation

Tenancy	Floor Area (m ²)	Waste Generation Rate (L/100m ² /day)	Waste Generation (L/Week)
Refuse			
Gym	572	10	400
Total			400
Recyclables			
Gym	572	10	400
Total			400

3 Waste Storage

To ensure that waste is managed appropriately at the Proposal, it is important to allow for sufficient space to accommodate the required quantity of bins within the Bin Storage Areas. The quantity, size and design of the Bin Storage Areas are described in the following sections.

3.1 Internal Bins

To promote positive recycling behaviour and maximise diversion from landfill, each commercial tenancy will have two internal bins for the separate disposal of refuse and recyclables. Waste from these internal bins will be transferred by the tenant, staff or cleaners to the designated Bin Storage Area and deposited into the appropriate refuse and recycling bins. Tenants, staff or cleaners will utilise the dedicated service corridors and will transfer waste to the Bin Storage Areas outside of normal operating hours to minimise disturbance to customers and visitors at the Proposal.

3.2 Bin Storage Areas

3.2.1 Bin Sizes

Table 3-1 gives the typical dimensions of standard bins sizes that may be utilised at the Proposal. It should be noted that these bin dimensions are approximate and can vary slightly between suppliers.

Table 3-1: Typical Bin Dimensions

Dimensions	Bin Sizes			
	240L	360L	660L	1,100L
Depth (mm)	730	848	780	1,070
Width (mm)	585	680	1,260	1,240
Height (mm)	1,060	1,100	1,200	1,300
Area (mm ²)	427	577	983	1,327

Reference: SULO Bin Specification Data Sheets

3.2.2 Speciality Tenancy Bin Storage Area

To ensure sufficient area is available for storage of the bins, the amount of bins required for the Speciality Tenancy Bin Storage Area was modelled utilising the estimated waste generation in Table 2-2, bin sizes in Table 3-1 and based on collection of refuse and recyclables once each week from the Proposal.

Based on the results shown in Table 3-2 the Bin Storage Area has been sized to accommodate:

- Four 1,100L refuse bins; and
- Three 1,100L recycling bins.

Table 3-2: Bin Requirements for Speciality Tenancy Bin Storage Area

Waste Stream	Waste Generation (L/week)	Number of Bins Required			
		240L	360L	660L	1,100L
Refuse	4,200	18	12	7	4
Recycling	2,785	12	8	5	3

The configuration of these bins within the Bin Storage Area is shown in Figure 2. It is worth noting that the number of bins and corresponding placement of bins shown in Figure 2 represents the maximum requirements assuming one collection each week of refuse and recyclables. Increased collection frequencies would reduce the required number of bins.

3.2.3 Childcare Bin Storage Area

To ensure sufficient area is available for storage of the bins, the amount of bins required for the Childcare Bin Storage Area was modelled utilising the estimated waste generation in Table 2-3, bin sizes in Table 3-1 and based on collection of refuse and recyclables twice each week from the Proposal.

Based on the results shown in Table 3-3 the Bin Storage Area has been sized to accommodate:

- Two 660L refuse bins; and
- Two 660L recycling bins.

Table 3-3: Bin Requirements for Childcare Bin Storage Area

Waste Stream	Waste Generation (L/week)	Number of Bins Required			
		240L	360L	660L	1,100L
Refuse	2,321	5	4	2	2
Recycling	2,321	5	4	2	2

The configuration of these bins within the Bin Storage Area is shown in Figure 3. It is worth noting that the number of bins and corresponding placement of bins shown in Figure 3 represents the maximum requirements assuming two collections each week of refuse and recyclables. Increased collection frequencies would reduce the required number of bins.

3.2.4 Gym Bin Storage Area

To ensure sufficient area is available for storage of the bins, the amount of bins required for the Gym Bin Storage Area was modelled utilising the estimated waste generation in Table 2-4, bin sizes in Table 3-1 and based on collection of refuse and recyclables once each week from the Proposal.

Based on the results shown in Table 3-2 the Bin Storage Area has been sized to accommodate:

- One 1,100L refuse bins; and
- One 1,100L recycling bin.

Table 3-4: Bin Requirements for Gym Bin Storage Area

Waste Stream	Waste Generation (L/week)	Number of Bins Required			
		240L	360L	660L	1,100L
Refuse	400	2	2	1	1
Recycling	400	2	2	1	1

The configuration of these bins within the Bin Storage Area is shown in Figure 4. It is worth noting that the number of bins and corresponding placement of bins shown in Figure 4 represents the maximum requirements assuming one collection each week of refuse and recyclables. Increased collection frequencies would reduce the required number of bins.



3.2.5 Bin Storage Area Design

The design of the Bin Storage Areas will take into consideration:

- Smooth impervious floor sloped to a drain connected to the sewer system;
- Taps for washing of bins and Bin Storage Areas;
- Adequate aisle width for easy manoeuvring of bins;
- No double stacking of bins;
- Doors to the Bin Storage Areas self-closing and vermin proof;
- Doors to the Bin Storage Areas wide enough to fit bins through;
- Ventilated to a suitable standard;
- Appropriate signage;
- Undercover where possible and be designed to not permit stormwater to enter into the drain;
- Located behind the building setback line;
- Bins not to be visible from the property boundary or areas trafficable by the public; and
- Bins are reasonably secured from theft and vandalism.

Bin numbers and storage space within the Bin Storage Areas will be monitored by the centre management/cleaners during the operation of the Proposal to ensure that the number of bins and collection frequency is sufficient.



4 Waste Collection

A private contractor will service the Proposal and provide the Speciality Tenancies, Childcare and Gym with the required bins for refuse and recyclables.

The private contractor's rear loader waste collection vehicle will service bins directly from the Bin Storage Areas utilising the dedicated Loading Areas/Servicing Areas. Private contractor's staff will ferry bins to and from the rear loader waste collection vehicle and the Bin Storage Areas during servicing. The private contractor will be provided with key/PIN code access to the Bin Storage Areas and any security access gates to facilitate servicing, if required.

The private contractor's rear loader waste collection vehicle will have the ability to enter and exit the Proposal in forward gear.

Servicing of bins onsite will reduce the noise generated in the area during collection. In addition, it will remove the need for bins on the street, maintaining the amenity of the area and removing the requirement for a lay down area to temporarily store bins on the verge before the waste collection vehicle arrives.

The ability for the private contractors rear loader waste collection vehicle to access the Proposal in a safe manner has been assessed by qualified traffic engineers and is included within their traffic impact statement.

4.1 Bulk Waste and Speciality Waste Collection

Bulk and speciality waste materials will be removed from the Proposal as they are generated.

Adequate space will be allocated throughout the individual tenancies for placement of cabinets/containers for collection and storage of bulk and specialty wastes that should not be disposed of within the bins. These may include items such as:

- Refurbishment wastes from fit outs;
- Clothing;
- Batteries;
- E-wastes;
- Used cooking oil;
- White goods/appliances;
- Cleaning chemicals; and
- Commercial Light globes

Removal of bulk and specialty wastes will be the responsibility of the individual tenants. Removal of bulk and specialty waste will be monitored by the centre management/cleaners, who will assist tenants with the removal of these wastes, as required.



5 Waste Management

Centre management/cleaners/tenants will ensure the following duties are completed:

- Monitoring and maintenance of bins and the Bin Storage Areas;
- Cleaning of bins and Bin Storage Areas, when required;
- Ensure all tenants/staff/cleaners at the Proposal are made aware of this WMP and their responsibilities thereunder;
- Monitor tenant/staff/cleaner behaviour and identify requirements for further education and/or signage;
- Monitor bulk and speciality waste accumulation and assist tenants with its removal, as required;
- Regularly engage with tenants/staff/cleaners to develop opportunities to reduce waste volumes and increase resource recovery; and
- Regularly engage with the private contractors to ensure efficient and effective waste service is maintained.



6 Conclusion

As demonstrated within this WMP, the Proposal provides sufficiently sized Bin Storage Areas for storage of refuse and recyclables, based on the estimated waste generation and suitable configuration of bins. This indicates that adequately designed Bin Storage Areas have been provided, and collection of refuse and recyclables can be completed from the Proposal.

A private contractor will service the Proposal onsite, directly from the Bin Storage Areas utilising the dedicated Loading/Service Areas. The private contractor's waste collection vehicle will have the ability to enter and exit the Proposal in forward gear.

Centre management/cleaners will oversee the relevant aspects of waste management at the Proposal.



Figures

Figure 1: Locality Plan

Figure 2: Speciality Tenancy Bin Storage Area

Figure 3: Childcare Bin Storage Area

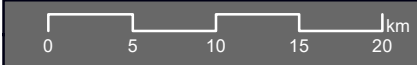
Figure 4: Gym Bin Storage Area



LEGEND

- Site Boundary
- Cadastre

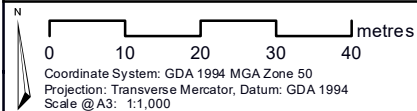
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LOCALITY

Florida Beach Shopping Centre
71 Dandaragan Drive
Dawesville, WA 6211

Wallace PM



Prepared:	F Walker	Date:	28/07/2020
Reviewed:	D Patel	Revision:	A
Project:	TW20087		



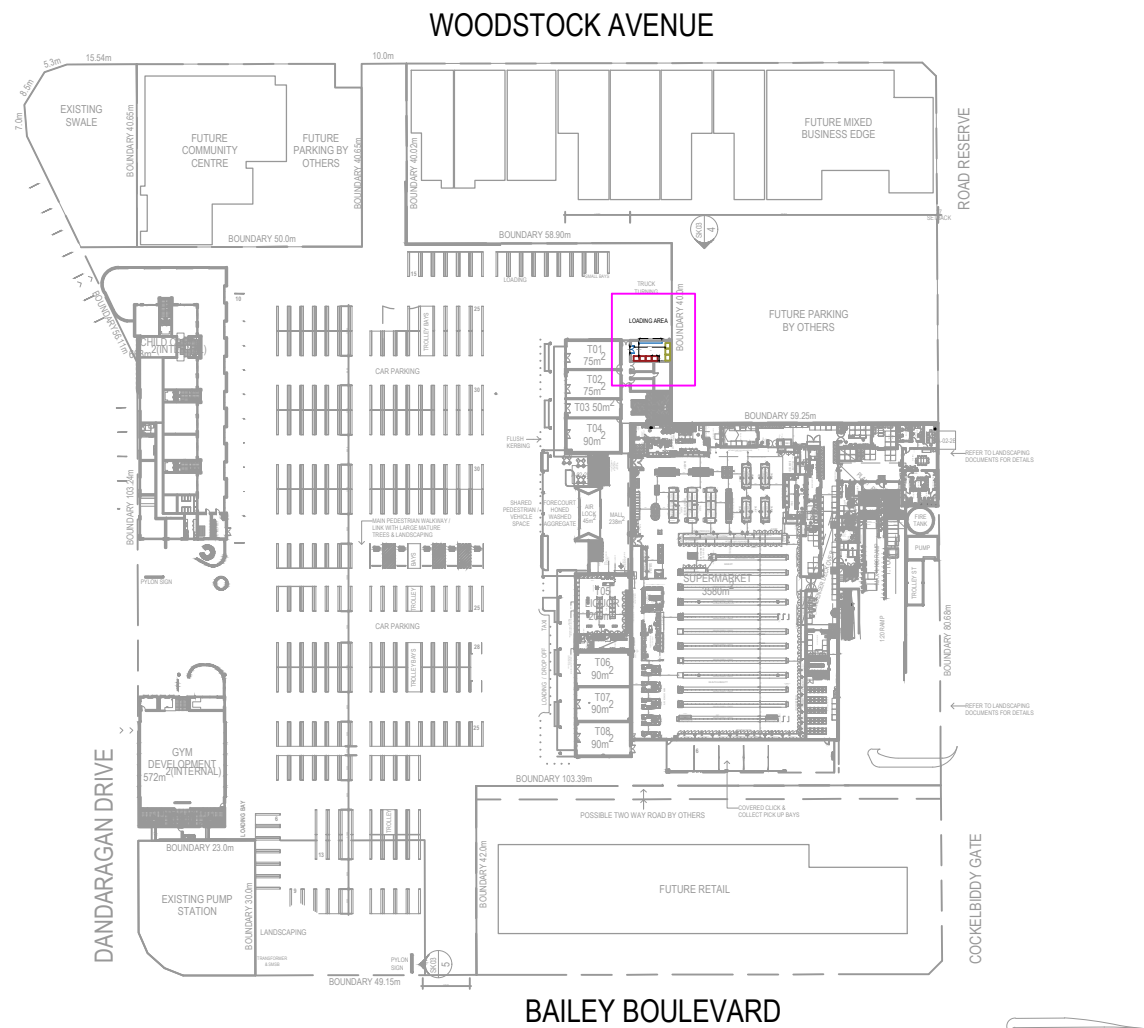
Figure 01

Data source: Roads - MRWA, 2020. Imagery: Landgate, 2020.

Speciality Tenancy Bin Storage Area

LOADING AREA

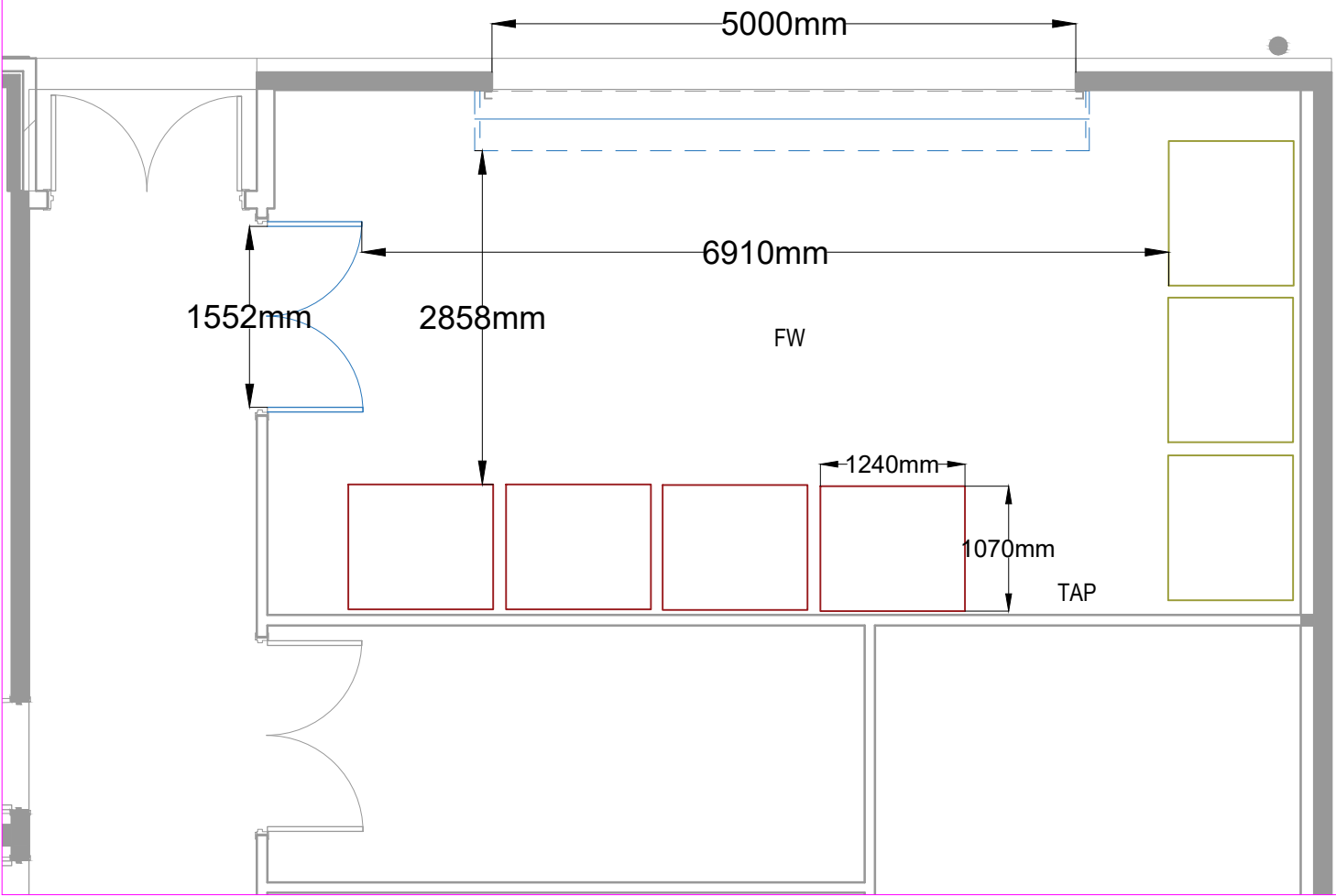
BOUNDARY



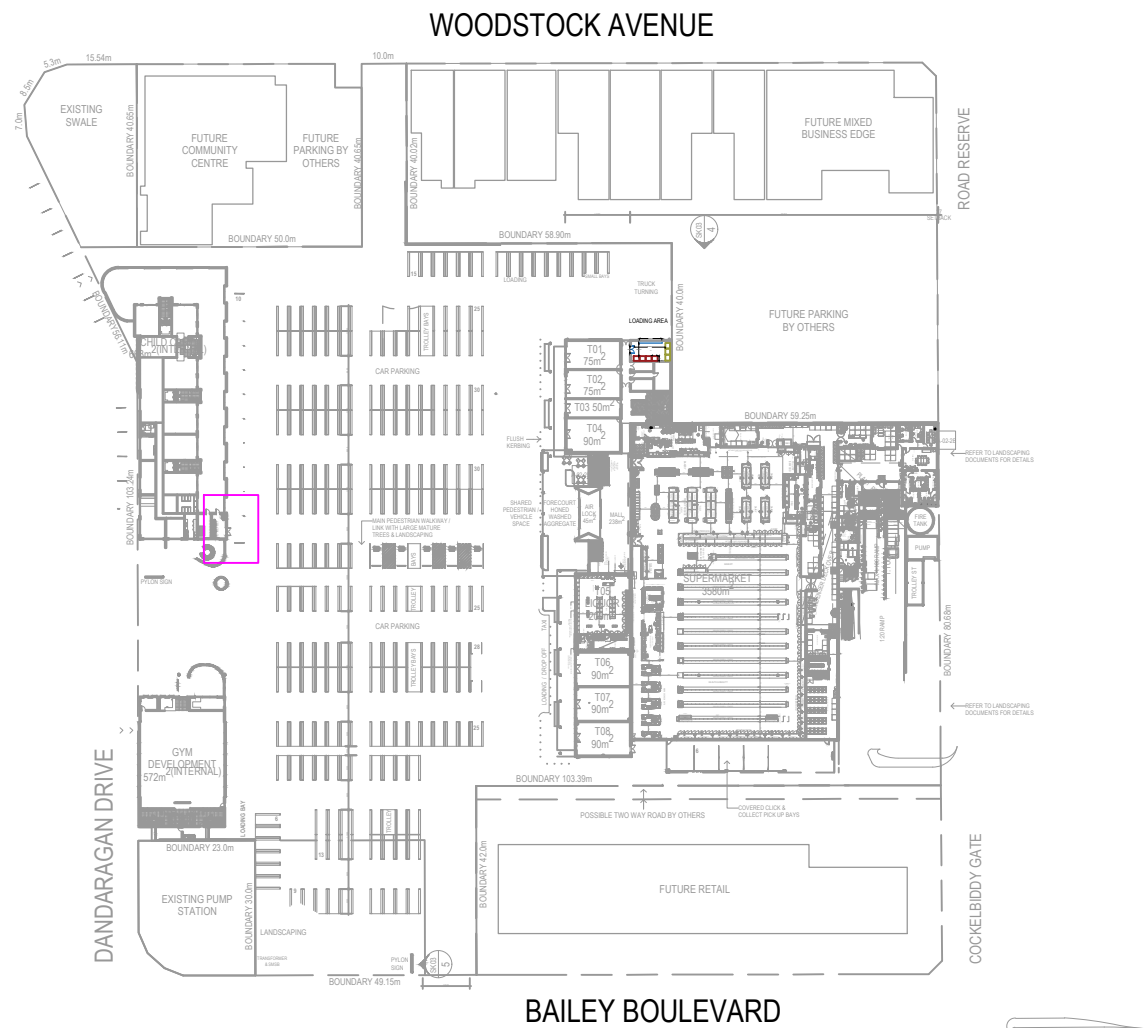
Legend:

Bin Storage Area

- 4 x 1,100L refuse (1070mm x 1240mm)
- 3 x 1,100L recycling (1070mm x 1240mm)





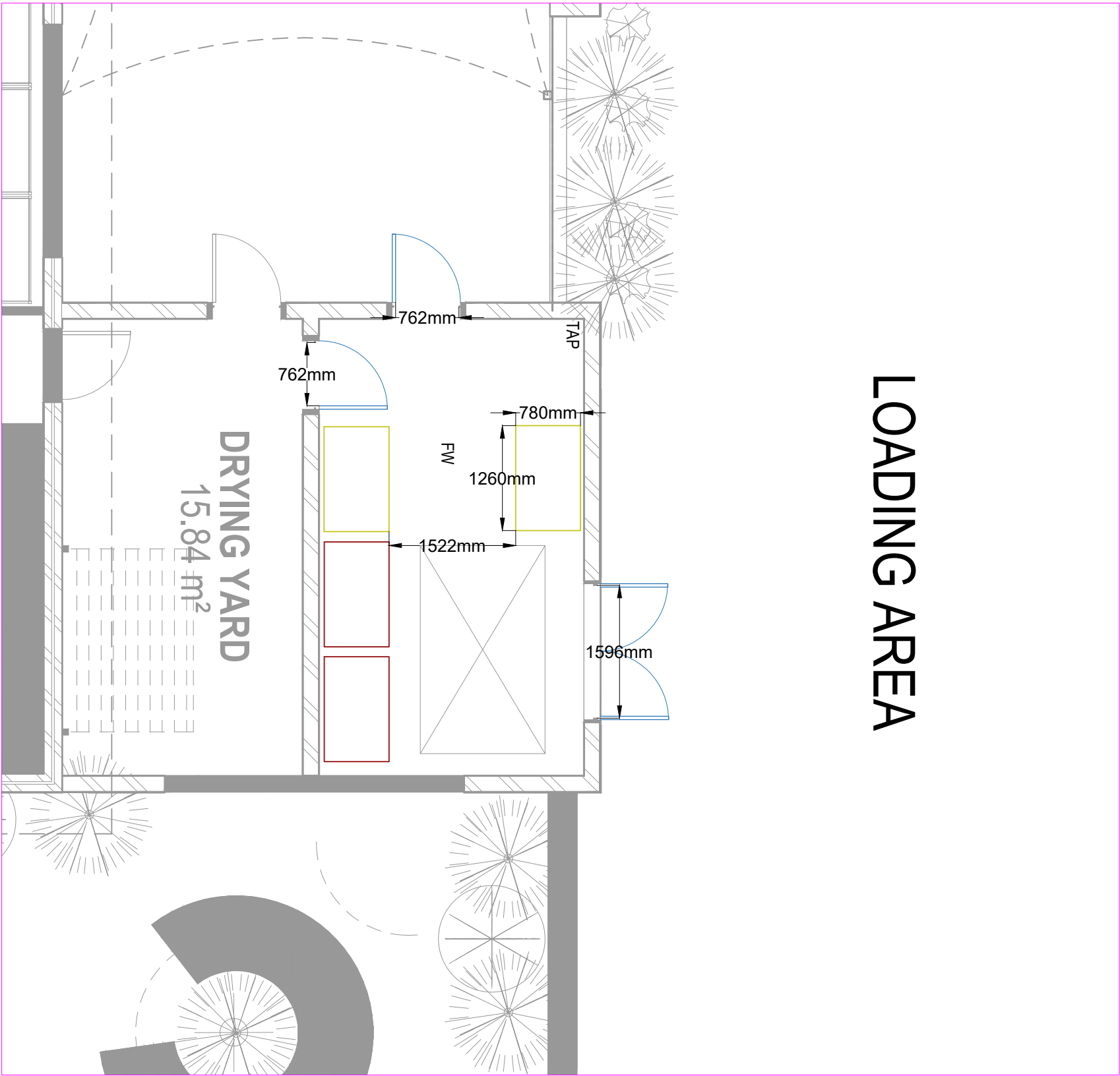
Childcare Bin Storage Area



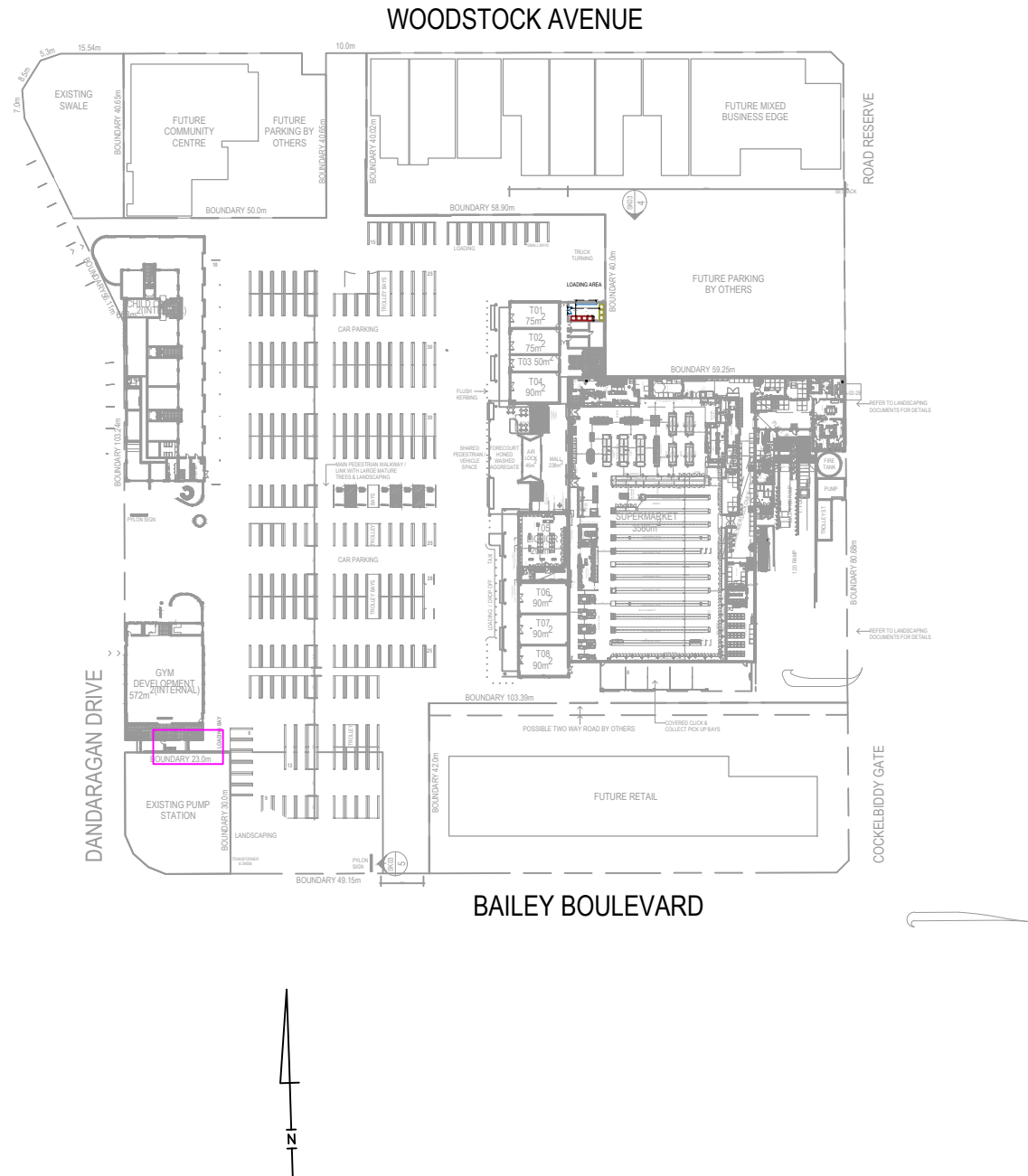
Legend:

Bin Storage Area

-  2 x 660L refuse (1260mm x 780mm)
-  2 x 660L recycling (1260mm x 780mm)





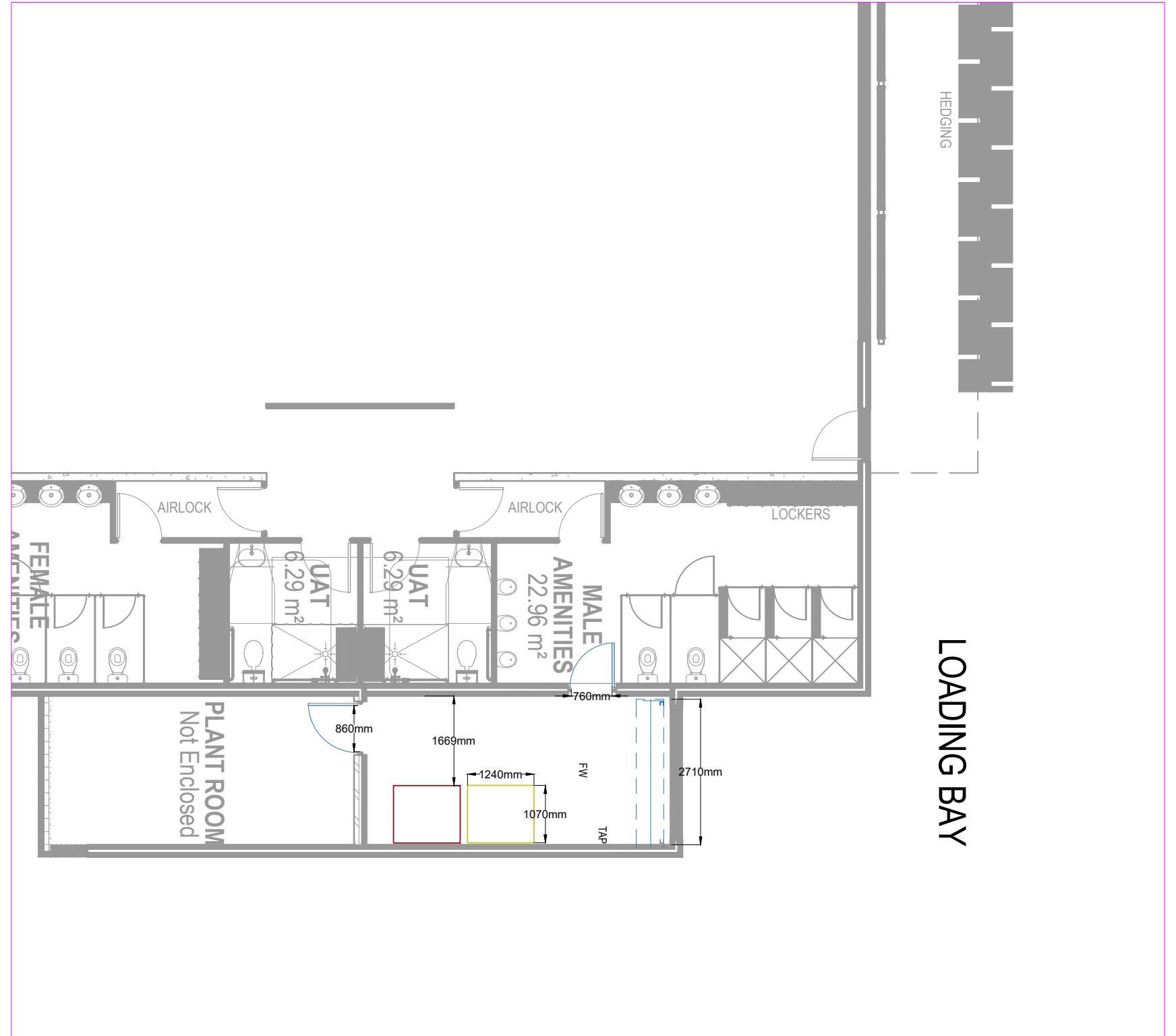
Gym Bin Storage Area



Legend:

Bin Storage Area

-  1 x 1,100L refuse (1070mm x 1240mm)
-  1 x 1,100L recycling (1070mm x 1240mm)



Talis Consultants

**Level 1, 604 Newcastle Street,
Leederville,
Western Australia 6007**

**PO Box 454,
Leederville,
Western Australia 6903**

Phone: 1300 251 070

Email: info@talisconsultants.com.au



Appendix H

Environmental Acoustic Report



WALLACE PM

**COLES FLORIDA BEACH DEVELOPMENT
FLORIDA BEACH**

ENVIRONMENTAL ACOUSTIC ASSESSMENT

JANUARY 2021

OUR REFERENCE: 27160-2-20205-02



DOCUMENT CONTROL PAGE

ENVIRONMENTAL ACOUSTIC ASSESSMENT
FLORIDA BEACH SHOPPING CENTRE DEVELOPMENT

Job No: 20205-02

Document Reference: 27160-3-20205-02

FOR

WALLACE PM

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CONTENTS

1.	INTRODUCTION	1
2.	SUMMARY	1
3.	CRITERIA	1
3.1	Environmental Protection (Noise) Regulations 1997	1
4.	PROPOSED DELIVERIES	4
5.	MECHANICAL PLANT	4
6.	CHILD CARE CENTRE	4
7.	GYM	5
8.	METHODOLOGY	5
9.	RESULTS	7

APPENDICES

A	DEVELOPMENT PLANS
---	-------------------

1. INTRODUCTION

Herring Storer Acoustics were commissioned by Coles Group Property Developments Ltd, through Wallace PM, to undertake an acoustic assessment of noise emissions associated with the proposed shopping centre development located in Dawesville.

The objective of this study was to assess noise emissions from delivery vehicles and mechanical services at the noise sensitive premises surrounding the proposed site for compliance with the requirements of the *Environmental Protection (Noise) Regulations 1997*.

The assessment was undertaken to inform the design development team of the store and accompany the development application.

The site plan is attached in Appendix A.

2. SUMMARY

Refrigerated truck deliveries have been calculated to comply at all times.

Smaller truck deliveries, such as bakery deliveries, have been calculated to comply at all times.

Noise levels associated with the typical mechanical plant assumed for the purposes of this preliminary assessment have been calculated to comply at all times.

Additionally, noise emissions from outdoor play associated with the child care would comply with the Assigned Noise Levels during the day period, with the inclusion of the fencing as shown on the drawings attached in Appendix A.

Finally, noise associated with the gym have also been calculated to comply with the Assigned Noise Levels at all times.

It is noted that the mechanical plant assumed in our assessment is indicative only, hence, the calculated noise levels are an indication that control of noise emissions associated with mechanical plant and location on the roof of the proposed store, will be critical during the design phase of the development. Based on previous projects of this nature, the selection/location of exhaust fans that are utilised during the early hours of the morning (i.e. bakery and chicken cooker exhaust fans) will be critical in ensuring compliance with the Regulations is achieved.

3. CRITERIA

3.1 ENVIRONMENTAL PROTECTION (NOISE) REGULATIONS 1997

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

TABLE 3.1 – ASSIGNED NOISE LEVELS

Premises Receiving Noise	Time of Day	Assigned Level (dB)		
		L _{A 10}	L _{A 1}	L _{A max}
Noise sensitive premises within 15 metres of a dwelling (Highly Sensitive Areas)	0700 - 1900 hours Monday to Saturday	45 + IF	55 + IF	65 + IF
	0900 - 1900 hours Sunday and Public Holidays	40 + IF	50 + IF	65 + IF
	1900 - 2200 hours all days	40 + IF	50 + IF	55 + IF
	2200 hours on any day to 0700 hours Monday to Saturday and 0900 hours Sunday and Public Holidays	35 + IF	45 + IF	55 + IF
Commercial Premises	All Hours	60	75	80

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

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

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

“modulation” means a variation in the emission of noise that –

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

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

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

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

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

TABLE 3.2 – ADJUSTMENTS FOR ANNOYING CHARACTERISTICS

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

Where the noise emission is music, if the music is audible, then any measured level is adjusted according to Table 4.3 below.

TABLE 3.3 – ADJUSTMENTS TO MEASURED MUSIC NOISE LEVELS

Where impulsiveness is not present	Where impulsiveness is present
+10 dB(A)	+15 dB(A)

The following locations have been determined to require an assessment of noise level emissions.



FIGURE 3.1 – RECEIVER POINTS

The influencing factor at the identified noise sensitive premises has been estimated as follows :

Noise Sensitive Premises - R1 (Residences east of the Dawesville Bypass)

Secondary Road within the inner circle;

Old Coast Road + 2 dB

Commercial Premises within the outer circle;

20 % + 1 dB

Noise Sensitive Premises – R2 (Residences west of Dandaragan Drive, south of Bailey Boulevard) **and R3** (Residences west of Dandaragan Drive, north of Bailey Boulevard).

Commercial Premises within the inner circle;

40 % + 2 dB

Commercial Premises within the outer circle;

20 % + 1 dB

Hence, the influencing factor is estimated at 3 dB for the identified noise sensitive premises, noting that the residential premises R1 to # represent the noise that would be received at the group of residences in the area indicated.

Based on the above influencing factor, the assigned outdoor noise levels are listed in Table 3.4.

TABLE 3.4 - ASSIGNED OUTDOOR NOISE LEVEL FOR R1 AND R7

Premises Receiving Noise	Time of Day	Assigned Level (dB)		
		L _A 10	L _A 1	L _A max
Noise sensitive premises	0700 - 1900 hours Monday to Saturday (Day)	48	58	68
	0900 - 1900 hours Sunday and Public Holidays (Sundays)	43	53	68
	1900 - 2200 hours all days (Evening)	43	53	58
	2200 hours on any day to 0700 hours Monday to Saturday and 0900 hours Sunday and Public Holidays (Night)	38	48	58

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

4. PROPOSED DELIVERIES

The use of the delivery dock is understood to accommodate 19m articulated delivery trucks, which have been assumed to be refrigerated trucks (i.e worst case scenario). In addition to the larger deliveries, smaller delivery vehicles (i.e. for bakery goods) have been assumed to be a 13m rigid truck.

5. MECHANICAL PLANT

Mechanical plant details have been based on information provided for previous developments of similar size and provided information are located on the roof as shown in the drawings in Appendix A.

Additionally, mechanical plant has been notionally located above each tenancy roof.

6. CHILD CARE CENTRE

From information supplied, we understand that the child care centre normal hours of operations would be between 0630 and 1830 hours, Monday to Friday (closed on public holidays). It is understood that the proposed childcare centre will cater for a maximum of 72 children; with the following breakdown :

Group Room 1	0 – 24 months	12 places
Group Room 2	24 – 36 months	10 places
Group Room 3	24 – 36 months	15 places
Group Room 4	24 – 36 months	15 places
Group Room 5	36+ months	10 places
Group Room 6	36+ months	10 places

It is noted that although the proposed child care centre would open before 7 am (ie during the night period), the outdoor play area would not be used until after 7am.

7. GYM

It is understood that the gym would operate, 24 hours per day / 7 days per week.

With regards to noise breakout from the gym, we note that normally gyms, for safety, use “pinned” weight machines. As such these weights cannot be dropped and the noise of weights dropping is limited to the barbells. Additionally, although they do play background music within gyms, the noise levels within these spaces is limited and the building structure would contain the noise generated. Even so, for information purposes, we have undertaken an assessment of noise breakout from the gym with regards to the Regulatory criteria.

For this this assessment noise emissions from a gym class has been used, as it is typically, marginally higher than the noise within the normal gym area, as gym personnel need to provide instructions. Additionally, an assessment of a 15kg barbell dropping has also been assessed. The sound power levels used in the assessment are listed in Table 7.1.

It is noted that noise from the gym instructor would need to comply with the assigned L_{A10} noise levels. However, noise from the barbell dropping would need to comply with the assigned L_{Amax} noise levels.

TABLE 7.1 – GYM SOUND POWER LEVELS

Item of Equipment	Sound Power Level, (dB(A))
Class	80
Barbell	92

To calculate the noise breakout from the gym, the following have been assumed with regards to construction.

- 10.38mm thick laminated glass; and
- Walls with a minimum R_w rating of 50 dB.

The above constructions would be adequate to contain noise generated within the gym. Even so, noise modelling has been undertaken to the neighbouring residences.

8. METHODOLOGY

Noise modelling of the noise propagation from the site was carried out using the environmental noise modelling computer program, “SoundPlan”. Single point calculations were undertaken.

Input data for computer modelling included:

- Design of store as per drawings in Appendix A.
- EPA standard weather condition for the day and night periods (see Table 6.1).
- Sound power levels, as summarised in Tables 6.2 to 6.5.

TABLE 6.1 - WEATHER CONDITIONS

Condition	Day Period	Night Period
Temperature	20 °C	15 °C
Relative humidity	50%	50%
Pasquil Stability Class	E	F
Wind speed	4 m/s*	3 m/s*

* From source to receiver

TABLE 6.2 – SOUND POWER LEVELS OF DELIVERY VEHICLES

DESCRIPTION	Sound Power Level (dB(A))
15m articulated delivery truck with refrigeration unit	97
13m rigid delivery truck	85

TABLE 6.3 – SOUND POWER LEVELS OF MECHANICAL PLANT

DESCRIPTION	Sound Power Level (dB(A))
Kitchen Exhaust Fan	83 dB(A)
Exhaust Fans	3 @ 70 dB(A)
Refrigeration Equipment	2 @ 88 dB(A)
Commercial Tenancy Equipment	4 @ 88 dB(A)
Packaged Air Conditioning Unit	75 dB(A)
Child Care Air Conditioning	4 @ 71 dB(A)
Gym Air Conditioning	2 @ 76 dB(A)

TABLE 6.4 – GYM SOUND POWER LEVELS

Item of Equipment	Sound Power Level, (dB(A))
Background Music	80
Barbell	92

TABLE 6.5 – SOUND POWER LEVELS

Item	Sound Power Level, dB(A)
Children Playing	83 (per 10 children)

For the above sound power levels, single point calculations were undertaken for the following scenarios :

Scenario 1 : One large refrigerated truck delivery.

Scenario 2 : One 13m rigid truck delivery (bakery delivery).

Scenario 3 : Mechanical Plant.

Scenario 4 : Child Care outdoor play.

Scenario 5 : Gym background music.

Scenario 6 : Gym equipment (Barbell).

Notes :

- 1 For the noise to be less than 10% of the time and be assessed under the L_{A1} assigned noise levels, the truck engines and refrigeration units would need to be turned off while unloading is occurring.
- 2 The L_{A1} assigned noise level would be the pertinent prescribed noise level in this instance (for deliveries) as the duration of time that the noise of the deliveries is present is less than 10% of a representative time period. The noise associated with the delivery is the manoeuvring of the truck into place, upon which the truck is switched off – hence – even if the delivery takes some time (i.e. 30 – 60 minutes) the noise level associated with the truck is not present throughout the duration of the delivery.
- 3 It is noted that this also means the noise assessment is more “realistic” as if the L_{A10} parameter was to be used as the noise level associated with the truck is not present for more than 10% of a representative time period, the L_{A10} noise level would be at the ambient noise level of the area, rather than the truck noise.
- 4 Given the number and breakdown of children, acoustic modelling of outdoor play noise was made, based on 70 children playing within the outdoor play areas at the one time, utilising 8 groups of 10 children, sound power levels distributed as plane sources.
- 5 With regards to the air conditioning, we understand that the air conditioning has not been designed at this stage of the development. However, it is understood that the mechanical service plant for the shopping centre and child care centre would be located on their roofs, with the mechanical service for the gym to be located in a service area location on the southern side of the gym.
- 6 Boundary fencing to the child care to be as shown on the plans attached in Appendix A.

9. RESULTS

Single point calculations were undertaken for all locations shown in Figure 3.1, with the results of the modelling listed in Table 9.1.

TABLE 9.1 – RESULTANT NOISE LEVEL

Receiver Location	Scenario / Calculated Noise Level, (dB(A))					
	Scenario 1	Scenario 2	Scenario 3	Scenario 4	Scenario 5	Scenario 6
C1	36	24	39	11	2	14
C2	40	28	36	14	14	26
C3	43	32	30	21	16	28
C4	29	17	38	31	1	13
C5	21	9	39	37	15	27
C6	13	7	37	52	16	28
R1	30	18	31	15	1	13
R2	13	1	29	32	21	33
R3	11	1	33	44	25	37

Given the location and the nature of the noise emissions, noise levels associated with the deliveries – being an L_{A1} – cannot contain tonal characteristics. Whilst unlikely, noise levels associated with mechanical, to be conservative, has had an adjustment of +5 dB(A) to the assessable noise level. It is also noted that noise emissions from children playing does not contain any annoying characteristics and the noise received at the neighbouring from the gym equipment, although unlikely, to be conservative the +10 dB penalty for impulsiveness has been applied. Finally, although again unlikely, the +10dB penalty has been applied to the music within the gym. Therefore, Table 9.2 lists the assessable noise level for each scenario (including the adjustment for tonality for mechanical plant emissions).

TABLE 9.2 – ASSESSABLE NOISE LEVELS

Receiver Location	Scenario / Assessable Noise Level, (dB(A))					
	Scenario 1	Scenario 2	Scenario 3	Scenario 4	Scenario 5	Scenario 6
C1	36	24	44	11	12	24
C2	40	28	41	14	24	36
C3	43	32	35	21	26	38
C4	29	17	43	31	11	23
C5	21	9	44	37	25	37
C6	13	7	42	52	26	38
R1	30	18	36	15	11	23
R2	13	1	34	32	31	43
R3	11	1	38	44	35	47

Tables 9.3 and 9.4 compares the assessable noise level for large truck deliveries and small truck deliveries against the relevant L_{A1} Assigned Noise Levels for the night period, being the critical time period for compliance.

TABLE 9.3 – ASSESMENT OF NOISE LEVEL – SCENARIO 1 – LARGE TRUCK DELIVERIES

Receiver Location	Assessable Noise Level, dB(A)	Assigned Noise Level, L_{A1} dB		Exceedance to Assigned Noise Level
	Scenario 1	Time of Day	L_{A1} dB	
C1	36	All Hours	75	Complies
C2	40	All Hours	75	Complies
C3	43	All Hours	75	Complies
C4	29	All Hours	75	Complies
C5	21	All Hours	75	Complies
C6	13	All Hours	75	Complies
R1	30	Night	48	Complies
R2	13	Night	48	Complies
R3	11	Night	48	Complies

TABLE 9.4 – ASSESMENT OF NOISE LEVEL – SCENARIO 2 – SMALL TRUCK DELIVERIES

Receiver Location	Assessable Noise Level, dB(A)	Assigned Noise Level, L_{A1} dB		Exceedance to Assigned Noise Level
	Scenario 2	Time of Day	L_{A1} dB	
C1	24	All Hours	75	Complies
C2	28	All Hours	75	Complies
C3	32	All Hours	75	Complies
C4	17	All Hours	75	Complies
C5	9	All Hours	75	Complies
C6	7	All Hours	75	Complies
R1	18	Night	48	Complies
R2	1	Night	48	Complies
R3	1	Night	48	Complies

Table 9.5 compares the assessable noise level for mechanical plant against the relevant L_{A10} Assigned Noise Levels for the critical night period.

TABLE 9.5 – ASSESSMENT OF NOISE LEVEL – SCENARIO 3 – MECHANICAL PLANT

Receiver Location	Assessable Noise Level, dB(A)	Assigned Noise Level, L_{A10} dB		Exceedance to Assigned Noise Level
	Scenario 3	Time of Day	L_{A10} dB	
C1	44	All Hours	60	Complies
C2	41	All Hours	60	Complies
C3	35	All Hours	60	Complies
C4	43	All Hours	60	Complies
C5	44	All Hours	60	Complies
C6	42	All Hours	60	Complies
R1	36	Night	38	Complies
R2	34	Night	38	Complies
R3	38	Night	38	Complies

Table 9.6 compares the assessable noise level for outdoor play against the relevant L_{A10} Assigned Noise Levels for the day period.

TABLE 9.6 – ASSESSMENT OF NOISE LEVEL – SCENARIO 4 – OUTDOOR PLAY

Receiver Location	Assessable Noise Level, dB(A)	Assigned Noise Level, L_{A10} dB		Exceedance to Assigned Noise Level
	Scenario 3	Time of Day	L_{A10} dB	
C1	44	All Hours	60	Complies
C2	41	All Hours	60	Complies
C3	35	All Hours	60	Complies
C4	43	All Hours	60	Complies
C5	44	All Hours	60	Complies
C6	42	All Hours	60	Complies
R1	36	Day	48	Complies
R2	34	Day	48	Complies
R3	44	Day	48	Complies

Tables 9.7 compares the assessable noise level for music within the gym against the relevant L_{A10} Assigned Noise Levels for the critical night period, while Table 9.8 compares the assessable noise level for gym equipment against the relevant L_{Amax} Assigned Noise Levels for the critical night period

TABLE 9.7 – ASSESSMENT OF NOISE LEVEL – SCENARIO 5 – GYM MUSIC

Receiver Location	Assessable Noise Level, dB(A)	Assigned Noise Level, L_{A10} dB		Exceedance to Assigned Noise Level
	Scenario 3	Time of Day	L_{A10} dB	
C1	12	All Hours	60	Complies
C2	24	All Hours	60	Complies
C3	26	All Hours	60	Complies
C4	11	All Hours	60	Complies
C5	25	All Hours	60	Complies
C6	26	All Hours	60	Complies
R1	11	Night	38	Complies
R2	31	Night	38	Complies
R3	35	Night	38	Complies

TABLE 9.8 – ASSESMENT OF NOISE LEVEL – SCENARIO 6 – GYM EQUIPMENT

Receiver Location	Assessable Noise Level, dB(A)	Assigned Noise Level, L _{A10} dB		Exceedance to Assigned Noise Level
	Scenario 3	Time of Day	L _{A10} dB	
C1	12	All Hours	80	Complies
C2	24	All Hours	80	Complies
C3	26	All Hours	80	Complies
C4	11	All Hours	80	Complies
C5	25	All Hours	80	Complies
C6	26	All Hours	80	Complies
R1	11	Night	58	Complies
R2	31	Night	58	Complies
R3	35	Night	58	Complies

Refrigerated truck deliveries have been calculated to comply at all times.

Smaller truck deliveries, such as bakery deliveries, have been calculated to comply at all times.

Noise levels associated with the typical mechanical plant assumed for the purposes of this preliminary assessment have been calculated to comply with the Assigned Noise Levels at all times.

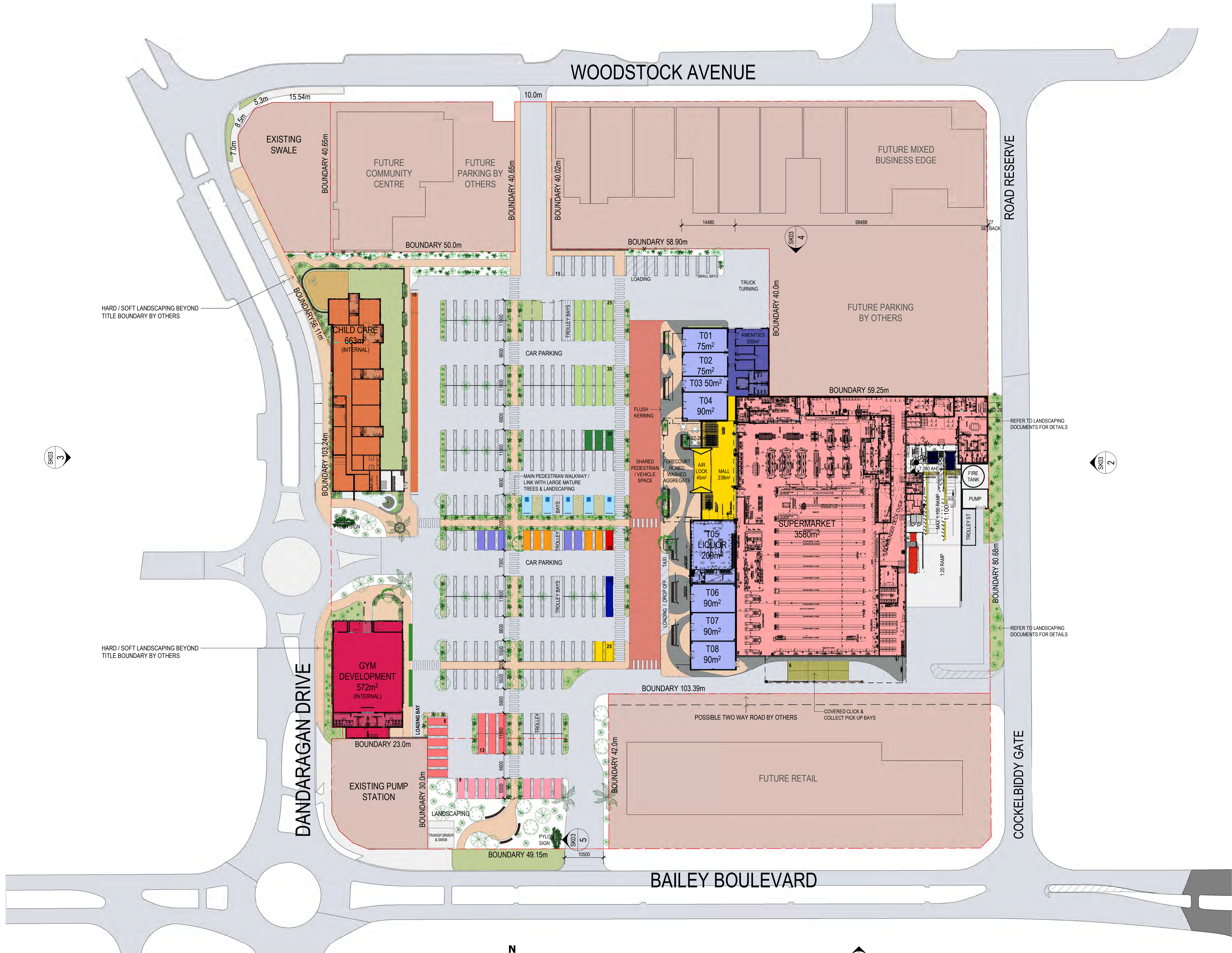
Additionally, noise emissions from outdoor play associated with the child care would comply with the Assigned Noise Levels during the day period, with the inclusion of the fencing as shown on Figure 8.1.

Finally, noise associated with the gym have also been calculated to comply with the Assigned Noise Levels at all times.

It is noted that the mechanical plant assumed in our assessment is indicative only, hence, the calculated noise levels are an indication that the control of noise emissions associated with mechanical plant and location on the roof of the proposed development, will be critical during the design phase of the development. Based on previous projects of this nature, the selection/location of exhaust fans that are utilised during the early hours of the morning (i.e. bakery and chicken cooker exhaust fans) will be critical in ensuring compliance with the Regulations is achieved.

APPENDIX A

DEVELOPMENT PLANS



CAR PARK TYPES

STANDARD PARKING	148 BAYS
DISABLED PARKING	5 BAYS
PARENTS WITH PRAMS PARKING	5 BAYS
SENIORS PARKING	5 BAYS
DROP OFF PARKING	3 BAYS
SHORT TERM PARKING	16 BAYS
TEAM MEMBER PARKING	9 BAYS
ELECTRIC PARKING	2 BAYS
EMERGENCY PARKING	1 BAYS
CLICK & COLLECT PARKING	6 BAYS
CHILD CARE	10 BAYS
GYM DEVELOPMENT	12 BAYS
MOTORCYCE PARKING	

TOTAL CAR PARKING BAYS 222 BAYS

EXC: PARKING OUTSIDE BOUNDARY

AREA SCHEDULE

SUPERMARKET	3580m²
(SELLING)	(2427m²)
(BACK OF HOUSE)	(1153m²)
LIQUOR STORE	200m²
SPECIALTY SHOPS	580m²
AMENITIES	200m²
AIRLOCK & MALL	280m²
TOTAL COLES BUILDING AREA	4840m²
CHILDCARE (INTERNAL)	663m²
CHILDCARE (EXTERNAL PLAY)	488m²
GYM	572m²

CAR PARKING REQUIREMENTS

RETAIL = 6 BAYS / 100m²

SUPERMARKET (EXCL BOH) (2427 / 100) x 6 = 146 BAYS
LIQUOR STORE (200 / 100) x 6 = 12 BAYS
SPECIALTY SHOPS (580 / 100) x 6 = 35 BAYS

GYM = 1 BAY / 35m² (570 / 35) x 1 = 16 BAYS

CAR PARKING CALCULATIONS AS PER THE CITY OF MANDURAH'S FLORIDA NEIGHBOURHOOD CENTRE OUTLINE DEVELOPMENT PLAN

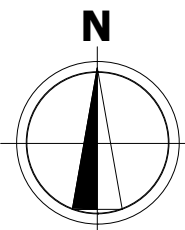
TOTAL BAYS REQUIRED = 209 BAYS

TOTAL SITE PARKING PROVIDED = 223 BAYS
(2.8m WIDE x 5.5m LONG BAYS)

(SURPLUS OF 14 CAR PARKING BAYS)

NOTE: PARKING CALCULATION FOR "FUTURE RETAIL" NOT INCLUDED

1 SITE PLAN
A-02-26 SCALE: 1 : 500



Rev.	Date	Issued By	Revision Description
K	03.12.2020	RG	REVISED ISSUE
L	18.12.2020	RG	ISSUE FOR REVIEW
M	11.01.2021	RG	DESIGN REVIEW
N	09-02-2021	DG	DESIGN REVIEW SUBMISSION

Project Name
**Florida Beach Shopping Centre,
Cnr Dandaragan Drive & Bailey Boulevard
Dawesville WA**

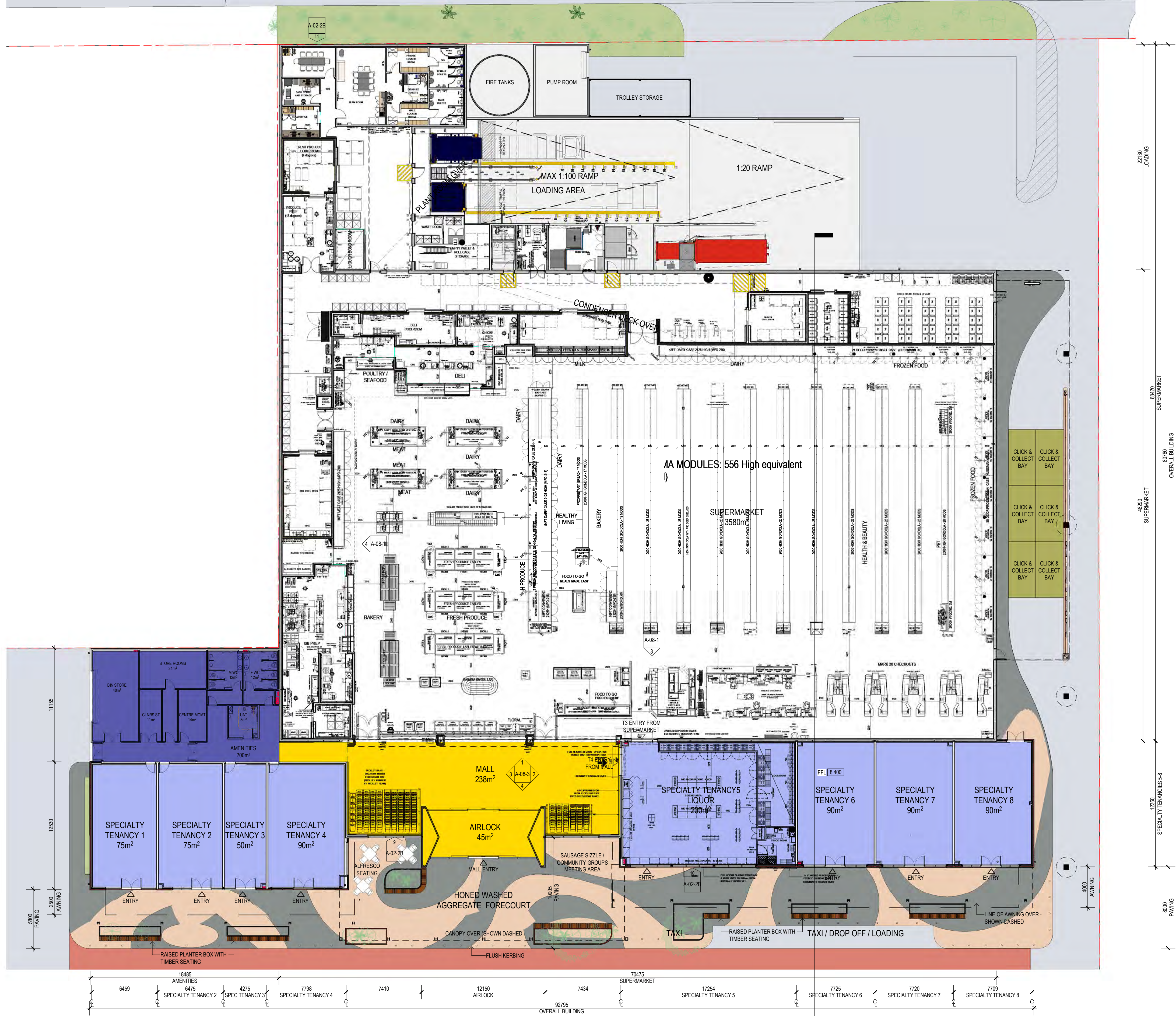
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Project Number
20067

Drawing No.
SK01

Rev.
N

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1 FLOOR PLAN
SCALE: 1 : 200 @ A1

AREA SCHEDULE

SUPERMARKET	3580m ²
(SELLING)	(2427m ²)
(BACK OF HOUSE)	(1153m ²)
LIQUOR STORE	200m ²
SPECIALTY SHOPS	580m ²
AMENITIES	200m ²
AIRLOCK & MALL	280m ²
TOTAL COLES BUILDING AREA	4840m²
CHILDCARE (INTERNAL)	663m ²
CHILDCARE (EXTERNAL PLAY)	488m ²
GYM	572m ²

CAR PARKING REQUIREMENTS

RETAIL = 6 BAYS / 100m²

SUPERMARKET (EXCL BOH) (2427 / 100) x 6 = 146 BAYS
LIQUOR STORE (200 / 100) x 6 = 12 BAYS
SPECIALTY SHOPS (580 / 100) x 6 = 35 BAYS

GYM = 1 BAY / 35m² (570 / 35) x 1 = 16 BAYS

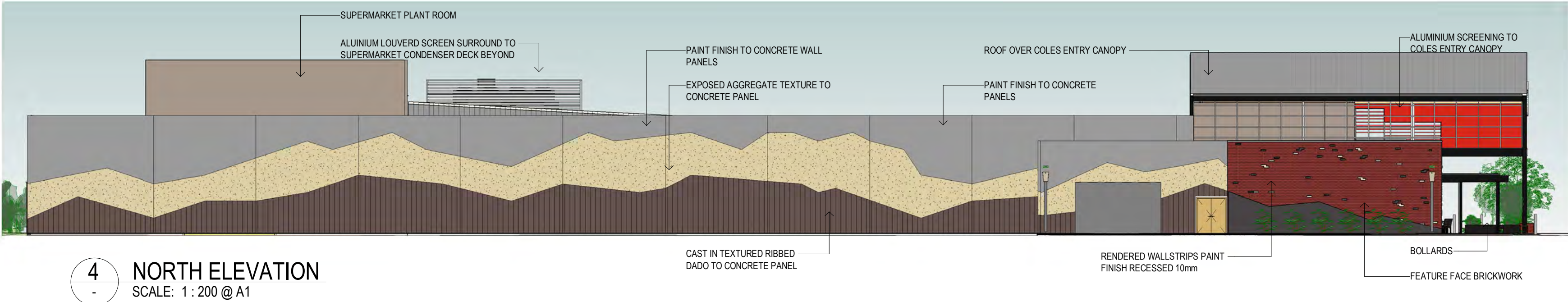
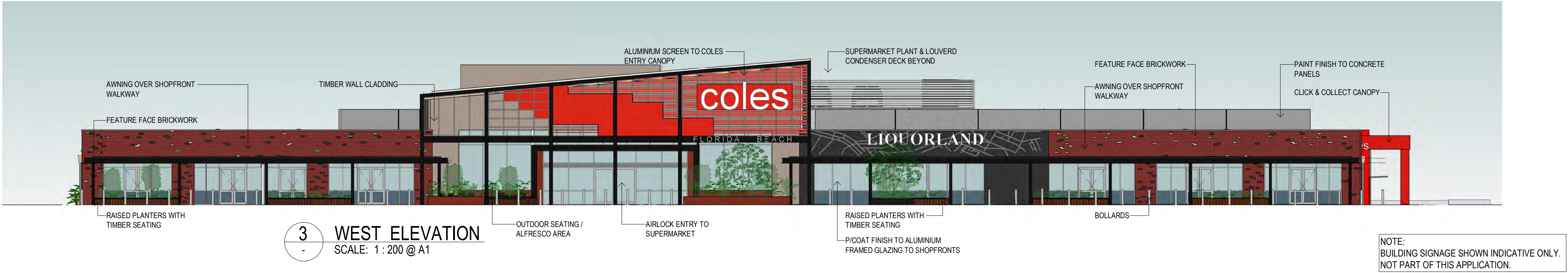
CAR PARKING CALCULATIONS AS PER THE CITY OF
MANDURAH'S FLORIDA NEIGHBOURHOOD CENTRE
OUTLINE DEVELOPMENT PLAN

TOTAL BAYS REQUIRED = 209 BAYS

TOTAL SITE PARKING PROVIDED = 223 BAYS
(2.8m WIDE x 5.5m LONG BAYS)

(SURPLUS OF 14 CAR PARKING BAYS)

NOTE: PARKING CALCULATION FOR "FUTURE RETAIL"
NOT INCLUDED



Rev.	Date	Issued By	Revision Description
J	06.11.2020	RG/FT	REVISED TO REFLECT UPDATED COLES EXTERNAL DESIGN STANDARDS
K	03.12.2020	RG	REVISED ISSUE
L	18.12.2020	RG	ISSUE FOR REVIEW
M	09-02-2021	DG	DESIGN REVIEW SUBMISSION

Project Name
**Florida Beach Shopping Centre,
Cnr Dandaragan Drive & Bailey Boulevard
Dawesville WA**

Drawing Name
ELEVATIONS

Project Number
20067

Drawing No.
SK03

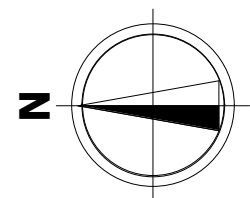
Rev.
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1 GROUND FLOOR
AC301 SCALE: 1 : 100 @ A1



Rev.	Date	Issued By	Revision Description
A	18.12.2020		ISSUED FOR REVIEW
B	11.01.2020		ISSUED FOR REVIEW
C	08.02.2021		ISSUE FOR REVIEW

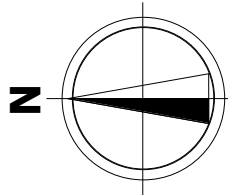
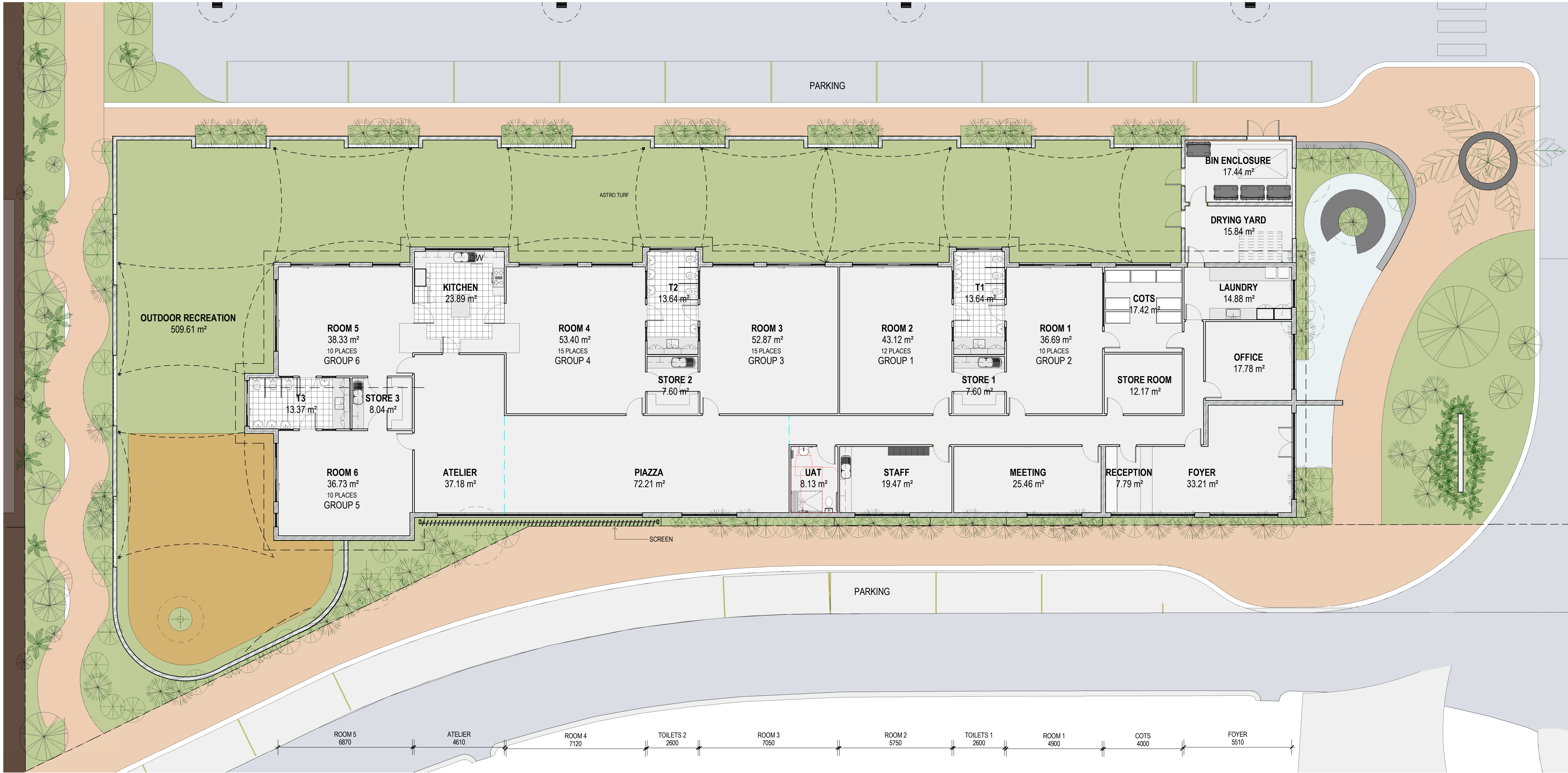
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Dandaragan Drive & Bailey Boulevard
Dawesville WA**

Drawing Name
FLOOR PLAN - GYM

Project Number
20067

Drawing No.
SK07

Rev.
C



AREA SUMMARIES

- TOTAL INTERNAL - 665m²
- INTERNAL CHILD MINDING - 261.15m²
- INTERNAL PLAYSPACE - 109.39m²
- EXTERNAL PLAYSPACE - 509.68m²

CHILD MINDING ACCOMODATION

- GROUP 1 (0-24 MONTHS) - 12 PLACES
- GROUP 2 (24-36 MONTHS) - 10 PLACES
- GROUP 3 (24-36 MONTHS) - 15 PLACES
- GROUP 4 (10 x 36 MONTHS and 5 x 24-26 MONTHS) - 15 PLACES
- GROUP 5 (36 MONTHS+) - 10 PLACES
- GROUP 6 (36 MONTHS+) - 10 PLACES

Rev.	Date	Issued By	Revision Description
A	18.12.2020		ISSUED FOR REVIEW
B	11.01.2021		DESIGN REVIEW
C	08.02.2021		ISSUE FOR REVIEW

Project Name
**Florida Beach Shopping Centre, Cnr
Dandaragan Drive & Bailey Boulevard
Dawesville WA**

Drawing Name
FLOOR PLAN

Reduction 25mm on A1 | Scale

Project Number
20067

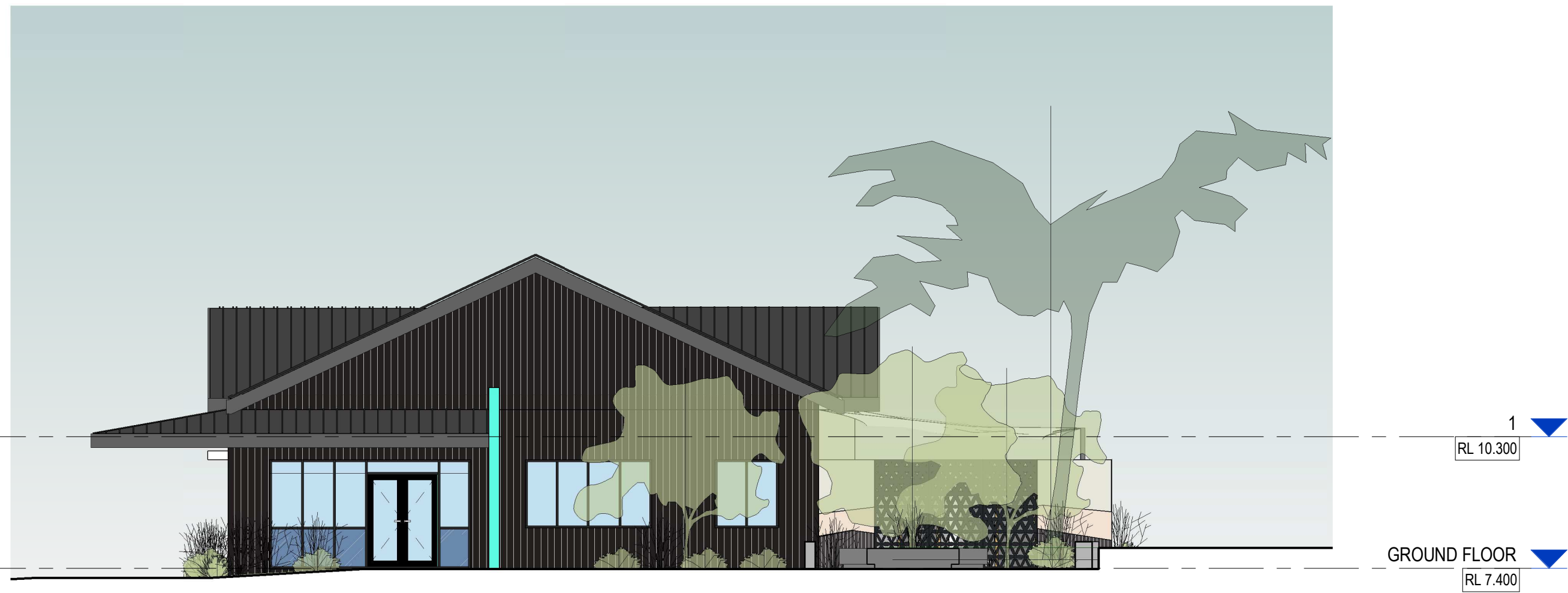
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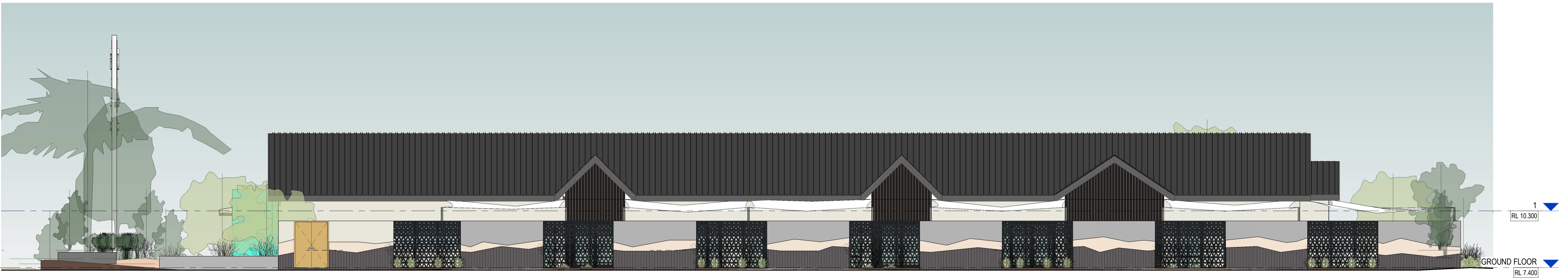
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AB211 SCALE: 1 : 100 @ A1



2 SOUTH ELEVATION
AB211 SCALE: 1 : 100 @ A1



3 NORTH ELEVATION
AB211 SCALE: 1 : 100 @ A1



4 EAST ELEVATION
SCALE: 1 : 100 @ A1

Rev.	Date	Issued By	Revision Description
A	18.12.2020		ISSUED FOR REVIEW
B	11.01.2021		ISSUED FOR REVIEW
C	08.02.21		ISSUED FOR REVIEW

Project Name
**Florida Beach Shopping Centre, Cnr
Dandaragan Drive & Bailey Boulevard
Dawesville WA**

Drawing Name
ELEVATIONS

Project Number
20067

Drawing No.
SK11

Rev.
C

element.

the art and science of place

Level 18, 191 St Georges Tce, Perth WA 6000
T. (08) 9289 8300 – E. hello@elementwa.com.au
elementwa.com.au