



LAND REDEVELOPMENT COMMITTEE

Date: 8 September 2025
Item 2.1: Lot 9500 Rowley Road, Hilbert – Development Application Determination
Submitted by: Matt Ryan

Information

Project Area: Wungong Urban Water
Location: Lot 9500 Rowley Road, Hilbert
Owner: Coles Group Property Developments Ltd
Applicant: Element Advisory (Part of SLR)
Proposal: Neighbourhood Activity Centre (Shopping Complex, Liquor Store, Café/Restaurant and Child Care Premises)

Purpose

For the Armadale Land Redevelopment Committee to consider a development application for a Neighbourhood Activity Centre (Shopping Complex, Liquor Store, Café/Restaurant and Child Care Premises) at Lot 9500 Rowley Road, Hilbert.

Location Plan



Recommendation

That the Armadale Redevelopment Committee approve the Development Application for the Neighbourhood Activity Centre (Shopping Complex and Child Care Premises) at Lot 9500 Rowley Road, Hilbert, subject to the recommended conditions and advice notes.

Attachment 1**PLANNING ASSESSMENT****Proposal**

On 14 July 2025, a development application was received for a Neighbourhood Activity Centre (Shopping Complex and Child Care Premises) at Lot 9500 Rowley Road, Hilbert (the site). The site is located within Precinct 21 of the Wungong Urban Water Project Area.

The development application comprises:

- a Coles supermarket, eight Shop (Retail) tenancies and a Restaurant/Café tenancy (totalling 3,598m²);
- a Child Care Premises (719m²);
- 220 vehicle bays, including six 'Click and Collect' and eight universally accessible bays;
- 16 bicycle bays shared between staff and visitors;
- Vehicle access via Ironbark Drive and Cypress Avenue;
- Service access via Rowley Road; and
- Landscaping comprising a 1.5m wide strip along street frontages and 89 shade trees; and
- construction of Ironbark Drive with a 28.2m wide road reserve (Road Avenue A Divided standard) and a verge width of 4.5m along the Rowley Road / Ironbark roundabout.

Refer to Appendix 2 – Development Plans

The site is bound by future roads currently unconstructed, being Rowley Road to the south, Ironbark Drive to the west, and Cypress Avenue to the north. This application has been assessed on the assumption that Cypress Avenue and Rowley Road will be delivered consistent with the draft plan of subdivision, subject to future WAPC subdivision approval. A condition has been recommended to ensure the construction of the road is complete prior to commencement of operation of the development.

Previous LRC Consideration

At its meeting held on 4 August 2025 the Land Redevelopment Committee (LRC) received a briefing on the proposal. The LRC noted the following matters that required further consideration and response, prior to determination:

- acoustic reporting to include night acoustics, capturing the full operating hours of the Coles service area;
- identification of the location of Coles' waste collection zones within the service area;
- dispersing of trolley collection areas throughout the site;
- consideration of trees in lieu of the shade structure in the car park;
- click and collect parking and through roads to be included in the traffic assessment;
- a design statement on how the eastern elevation wall would be finished;
- confirmation on how the Asset Protection Zone would be dealt with;
- the role Coles would play in the glazing on Ironbark Drive;
- activation of Rowley Road frontage and enhance the architectural expression of the landmark entry statement on the corner;
- explore the opportunity to increase the setback of the screen wall to the service yard; and

- clarification on how the landscape play area of the childcare premises relates to the built form.

The applicant provided a detailed response to the matters raised by the LRC, with all matters being addressed, except as outlined below:

- the applicant agreed to amend the plans to address the relevant LRC comments and is supportive of a condition being recommended for inclusion on the Form 2 Approval requiring the plans to be updated to:
 - identify the location of internal waste collection zones within the Coles supermarket back of house area;
 - improve the dispersal of trolley collection areas throughout the car park; and
 - move the south-western service yard screen wall 3m northward so that an additional 3m width of landscaping is visible from Rowley Road.
- the applicant provided justification as to why the inclusion of glazing along Rowley Road is not suitable for the location. The applicant is seeking to meet the objective for creating a positive streetscape through the use of visual interest and landscaping to offer streetscape amenity. This aspect of the proposal is further discussed in the below assessment.

Additional justification is provided in *Appendix 3 – Consideration of Applicant Response to LRC Briefing Comments*. The recommended conditions are provided in *Appendix 6*.

Assessment

The proposed development is generally consistent with the applicable Armadale Redevelopment Scheme 2 (the Scheme), Armadale Development Policies, Wungong Urban Water Design Guidelines (the Design Guidelines) and the Lot 9500 Rowley Road Local Development Plan (the LDP), except for the following key areas:

	Planning Framework Requirement	Proposed	Discretion Sought
Land Use	<u>Preferred:</u> Residential, Community <u>Contemplated:</u> Commercial, Retail, Dining and Entertainment	<u>Retail:</u> 'Shopping Complex', 'Retail Shop', 'Liquor Store'. <u>Dining and Entertainment:</u> 'Café/Restaurant' <u>Community:</u> 'Child Care Premises'	'Shopping Complex', 'Shop' (Retail), 'Liquor Store' and 'Café/Restaurant' fall under the 'Retail' and 'Dining and Entertainment' land use categories and are 'Contemplated' land use under the Scheme.
Street Activation	Minimums of 80% and 50% active facade for primary and secondary frontages respectively.	Shopping Complex: 58% to Ironbark Drive (primary), 0% to Rowley Road (secondary) Child Care: 44% to	-22% street activation to Ironbark Drive -50% street activation to Rowley Road -36% street activation to Ironbark Drive

		Ironbark Drive (primary), 41% to Cypress Ave (secondary);	-9% street activation to Rowley Road
Bicycle Parking and End of Trip Facilities	<u>Shopping Complex:</u> 24 bicycle bays for staff and 4 bicycle bays for visitors. - two female and two male showers. <u>Child Care Premises:</u> 5 bicycle bays for staff and 1 bicycle bay for visitors. 1 unisex shower.	<u>Shopping Complex:</u> 5 bike racks providing 10 bicycle bays to be shared between staff and visitors. 1 unisex shower. <u>Child Care Premises:</u> 3 bike racks providing 6 bicycle bays. 1 unisex shower.	<u>Shopping Complex:</u> -18 bicycle bays -3 showers <u>Child Care Premises:</u> - Compliant

Under Section 1.8 Discretionary Clause of the Design Guidelines, DevelopmentWA may approve a development application where it has departed from the acceptable development criteria, and when the alternative solution is:

- consistent with the Scheme Vision and Precinct Statement of Intent; and
- meets the Design Intent and Objective of the Design Guidelines.

DevelopmentWA's consideration with regard to the discretion sought is provided below.

Land Use

The proposed 'Shopping Complex', 'Shop' (Retail), 'Liquor Store' and 'Café/Restaurant' fall under the 'Retail' and 'Dining and Entertainment' land use categories which are 'Contemplated' for the precinct under the Scheme. Under Clause 6.6 of the Scheme, DevelopmentWA may approve an application involving a use that is Contemplated, subject to undertaking one or more of the following:

- require written justification from the applicant detailing the suitability of the use in that location, including consistency with the Scheme Area Vision and Precinct Intent and its compatibility with surrounding land uses;
- seek specialised advice on the application or require the applicant to obtain specialised advice (at the applicant's cost) on aspects of the proposal;
- advertise the application for public comment; and/or
- require the incorporation of a Preferred Use into the development instead of, or as well as, the Contemplated use.

To address the above, the application was advertised with 1 submission received in support of the proposed Coles Supermarket. The proposal includes preferred land uses and the applicant has provided justification for their proposal as discussed further below.

The applicable Clause 6.6 'Contemplated Uses' criteria has been addressed by the applicant and the suitability of the uses have been carefully considered to ensure they do not detract

from the precinct intent or amenity of the locality. The proposed the 'Retail' and 'Dining and Entertainment' land uses are considered suitable for the site as it:

- will contribute to the Scheme 'Vision' of giving new life to the area and facilitate the delivery of the Precinct Intent of providing a neighbourhood centre on Rowley Road. The proposed land uses will provide for essential services and amenities being introduced into the area, a significant catalyst for future development and ultimate realisation of the project objectives;
- consistent with Wungong Urban Water Master Plan, Precinct 21 Structure Plan and Local Development Plan which envisage a small to medium scale retail centre in this location;
- will enhance the interaction with the public realm and create a high amenity streetscape, particularly along Ironbark Drive, consistent with section '6.3 Active Street Level Land Uses' of the Scheme; and
- contributes to the passive surveillance of the public realm and sense of place and safety of the area by creating social interaction opportunities.

A condition of approval is recommended requiring submission of an operational management plan to ensure the land use operation does not negatively affect the amenity of the locality.

Street Activation

Sections 4.3 and 5.2 of the Design Guidelines seek to ensure that developments create continuous and contained streetscapes that aim to maximise visual and physical interaction between buildings and pedestrians, with buildings addressing and activating the street and public open spaces to foster a vibrant, diverse, inviting, and safe urban environment.

Despite the reduced levels of street activation, overall, the proposed outcome is considered consistent with the Objectives of Sections 4.3 and 5.2 of the Design Guidelines. The proposal demonstrates a response that balances the functional needs of the Neighbourhood Activity Centre with achieving an outcome that maximises visual interaction with the primary street frontage, while offering landscape and public art on secondary frontages to achieve a high amenity streetscape. Support from DevelopmentWA's Design Review Panel and alignment with the objectives are further outlined below.

Primary Frontage (Ironbark Drive)

- extensive glazing in the form of six 4.5m wide windows are provided along the Coles Supermarket elevation to maximise visible indoor activity to the street;
- the Child Care Premises building orientation addresses the Ironbark Drive frontage and provides glazing towards the street, ensuring opportunity for surveillance and visual interaction;
- the Child Care Premises outdoor play area, enclosed by a mix of open fencing and solid portions of wall, will provide vision through the site as well as vision to onsite activity while the space is being occupied; and
- the Café/Restaurant tenancy incorporates two 4.5m wide windows to the tenancy facing Ironbark Drive and proposes an outdoor alfresco area that will generate visible pedestrian and visitor activity.

Conditions are recommended to ensure that glazing remains unobscured and that the internal layout of the Coles supermarket is designed to maximise the opportunity for activation and visual interaction with the street.

Secondary Frontages (Rowley Road / Cypress Avenue)

- the Rowley Road frontage is treated with architectural elements, a feature brick wall and extensive landscaping, softening the visual impact of the Coles supermarket back of house and service yard entrance;
- incorporation of public art along the Rowley Road frontage is identified as an opportunity to increase visual interest; and
- the Child Care Premises has been designed to include openings looking onto Cypress Avenue that will promote a sense of connectivity with the internal functions of the building for pedestrians.

To provide further certainty that the proposal will meet the vibrancy and activation outcomes of the Design Guidelines, conditions and advice notes relating to maintaining visibility to, and from, the tenancies on Ironbark Drive, incorporating appropriate Crime Prevention Through Environmental Design (CPTED) Principles and operational management measures are recommended.

Bicycle Parking and End of Trip Facilities

Despite the reduced bicycle bays and end of trip facilities provided, the proposal is consistent with the Objectives of Section 6.3 of the Design Guidelines for the following reasons:

- the Design Guidelines require non-residential buildings that have a net lettable area (NLA) of 500m² or greater to provide bicycle bays and end of trip facilities for 10% of building staff (based on 1 person per 15sqm of NLA), and a minimum of two female and two male showers where 10 or more bicycle bays are required. The applicant considers that its application reflects the anticipated need for staff bicycle bays and end of trip facilities for the development, advising that the development does not include intensive employment generating land uses and anticipates approximately 75 staff during the busiest period of the day across the development. Based on the number of anticipated staff, the development is considered to exceed the provision of bicycle bays and end of trip facilities for 10% of building staff;
- the development will be well serviced by pedestrian and cycle paths once construction of the surrounding road networks are completed; and
- the development is located next to an existing bus route and in close proximity to a future bus route along the Rowley Road extension.

A condition and advice note have been recommended to ensure that bicycle bays and end of trip facilities are provided in accordance with the Design Guidelines and anticipated staff numbers, promoting sustainable transport options for employees within the NAC.

Design Review Panel

The proposal has undergone a collaborative design review process with the pre-lodgement plan presented on 12 June 2025 and the development application plans considered by the DRP Chair on 31 August 2025. The DRP chair commended the applicant for considering and responding positively to many of the comments tendered by the Panel during the pre-lodgement design review panel meeting, specifically the inclusion of further screening and

landscape to the loading dock area.

The DRP Chair recommended further consideration of providing solar access for the south facing childcare activity rooms through the inclusion of strategically placed roof lights. The applicant advised that Child Care operators prefer a controlled environment focused on thermal comfort, acoustic performance, and security. Roof glazing is not considered an appropriate outcome due to potential maintenance issues and heat gain challenges.

The DRP also identified elements of the proposal, such as soft and hard landscaping treatments, lighting details, and public art, that require further consideration and details through design development and the working drawings stage. These opportunities have been incorporated into the conditions and advice notes of the development approval.

Refer to Appendix 4 – DRP Chair Advice Note

Consultation

Stakeholder Consultation

- In accordance with Section 64 of the *Metropolitan Redevelopment Authority Act 2011* the application was referred to the City of Armadale, Department of Fire and Emergency Services, Department of Water and Environmental Regulation, Water Corporation and Western Power.
- Comments, advice and concerns raised by referral agencies have been addressed through subsequent revisions to the plans and recommended conditions and advice notes, as considered appropriate.

Refer to Appendix 5 – Summary of Stakeholder Comments and Considerations

Public Consultation

- In accordance with Clause 5.15 of the Scheme, the application was advertised for public comment from 25 July 2025 to 15 August 2025. One submission was received in support of the proposed Coles in this location.

Delegation

The proposed development has an estimated construction cost of \$28 million. Under DevelopmentWA's Delegation Schedule, the Armadale LRC is delegated to approve development applications with a development value of between \$20 and \$100 million.

Conclusion

The proposed development is generally consistent with the planning framework for the subject site, delivering retail and commercial land uses within a high-quality built form. It is considered that the proposal will provide well designed facilities that offer convenient retail services and contribute to the sense of place to positively support the Wungong Project Area's ongoing growth.

Recommended conditions will ensure that nearby and adjacent resident amenity is maintained during development and following operation, that the development provides sufficient landscaping, shading and trolley storage and general amenity for the car park and that service vehicles and waste collection are suitably accommodated.

It is recommended the Armadale Land Redevelopment Committee approve the development application submitted by Element Advisory (Part of SLR) on behalf of Coles Group Property Developments Ltd for a Neighbourhood Activity Centre (Shopping Complex, Liquor Store, Café/Restaurant and Child Care Premises) at Lot 9500 Rowley Road, Hilbert, subject to the recommended conditions and advice notes in *Appendix 6 – Recommended Conditions and Advice Notes*.

Appendices

Appendix 1 – Regulatory Assessment

Appendix 2 – Development Plans

Appendix 3 – Consideration of Applicant Response to LRC Briefing Comments

Appendix 4 – DRP Chair Advice Note

Appendix 5 – Summary of Stakeholder Comments and Considerations

Appendix 6 – Recommended Conditions and Advice Notes

Appendix 1**REGULATORY ASSESSMENT****Redevelopment Area Objectives**

The proposal is considered to satisfy the Redevelopment Area Objectives as it:

<u><i>Sense of Place</i></u>	is a high quality development that will be a key asset for the community to work and recreate; particularly given the sites close proximity to the future West Hilbert Local Community Centre, which will enhance the sense of place in Wungong.
<u><i>Economic Wellbeing</i></u>	represents a \$28 million investment which provides Wungong with a local employment and economic node. The Shopping Complex marks a significant milestone for the Project Area in terms of economic wellbeing.
<u><i>Urban Efficiency</i></u>	redevelops underutilised land and will contribute to a mix of land uses to serve and facilitate the accommodation of critical mass of population and employment.
<u><i>Social Inclusion</i></u>	includes infrastructure that will support the growth of the community and provides essential services within close proximity to dining and entertainment uses, providing ease of access and facilitating ease of opportunity to live and socialise for a varying range of community members.
<u><i>Connectivity</i></u>	offers a mix of land uses in close proximity to residential dwellings, high-frequency public transport and good access to Tonkin Highway. The proposal will include high-quality pedestrian access and end-of-trip facilities, which will promote reduced reliance on car travel.
<u><i>Environmental Integrity</i></u>	commits to achieving a 4 Star Green Star rating and incorporates sustainability infrastructure in the design, including the installation of rooftop solar photovoltaic systems, energy-efficient lighting and glazing, shading structures to reduce cooling loads, provision for future battery storage, electric vehicle charging infrastructure, the use of low-carbon materials and sourcing of local or reused timber, and integration of native vegetation.

RECEIVED
16 JULY 2025

COLES SHOPPING CENTRE, HILBERT WA

ROWLEY ROAD, HILBERT WA 6112

DRAWING LIST

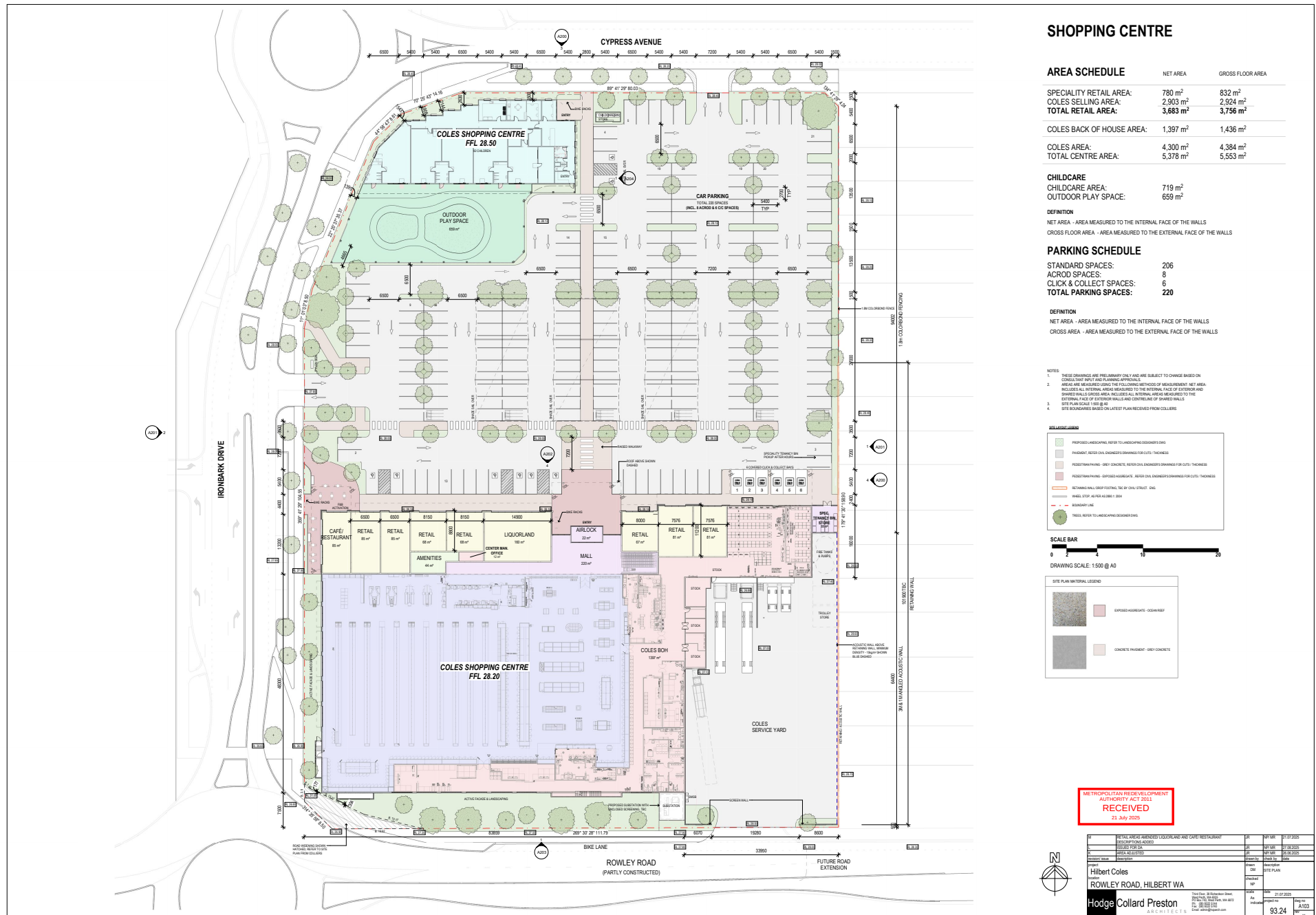
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A103	SITE PLAN
A110	FLOOR PLAN - COLES
A111	FLOOR PLAN - CHANGING
A112	ROOF PLAN
A120	STREET ELEVATIONS
A201	COLES ELEVATIONS - EAST AND WEST
A202	COLES ELEVATIONS - NORTH
A203	COLES ELEVATIONS - SOUTH
A204	CHANGING ELEVATIONS



REVISION	NO.	DESCRIPTION	DATE
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SHOPPING CENTRE

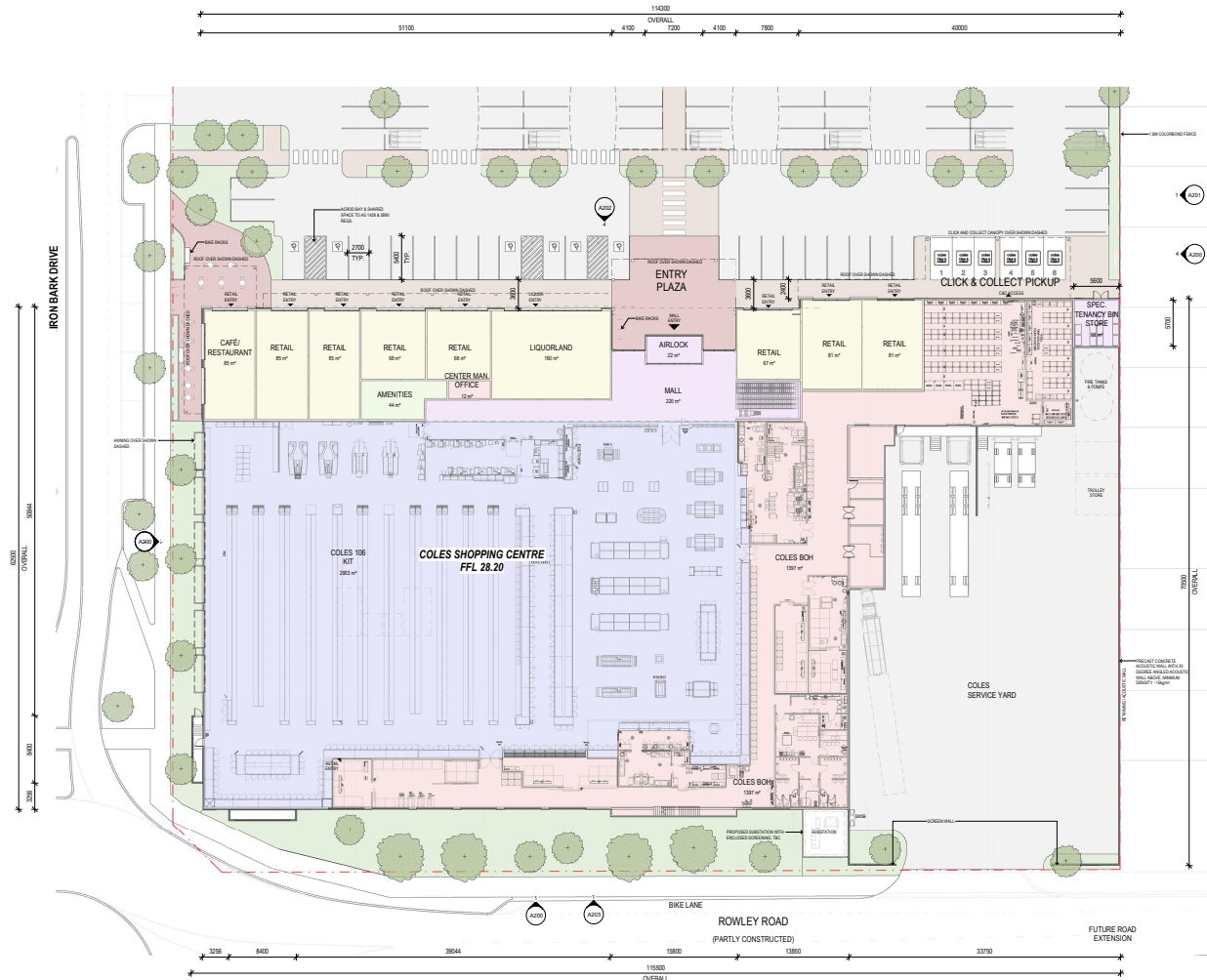
AREA SCHEDULE	NET AREA	GROSS FLOOR AREA
SPECIALITY RETAIL AREA:	780 m ²	832 m ²
COLES SELLING AREA:	2,903 m ²	2,924 m ²
TOTAL RETAIL AREA:	3,683 m²	3,756 m²
COLES BACK OF HOUSE AREA:	1,397 m ²	1,436 m ²
COLES AREA:	4,300 m ²	4,384 m ²
TOTAL CENTRE AREA:	5,378 m ²	5,553 m ²

CHILDCARE

CHILD CARE AREA:	719 m ²
OUTDOOR PLAY SPACE:	659 m ²

DEFINITION

NET AREA - AREA MEASURED TO THE INTERNAL FACE OF THE WALLS
CROSS FLOOR AREA - AREA MEASURED TO THE EXTERNAL FACE OF THE WALLS



1 FLOOR PLAN - SHOPPING CENTRE
1:200

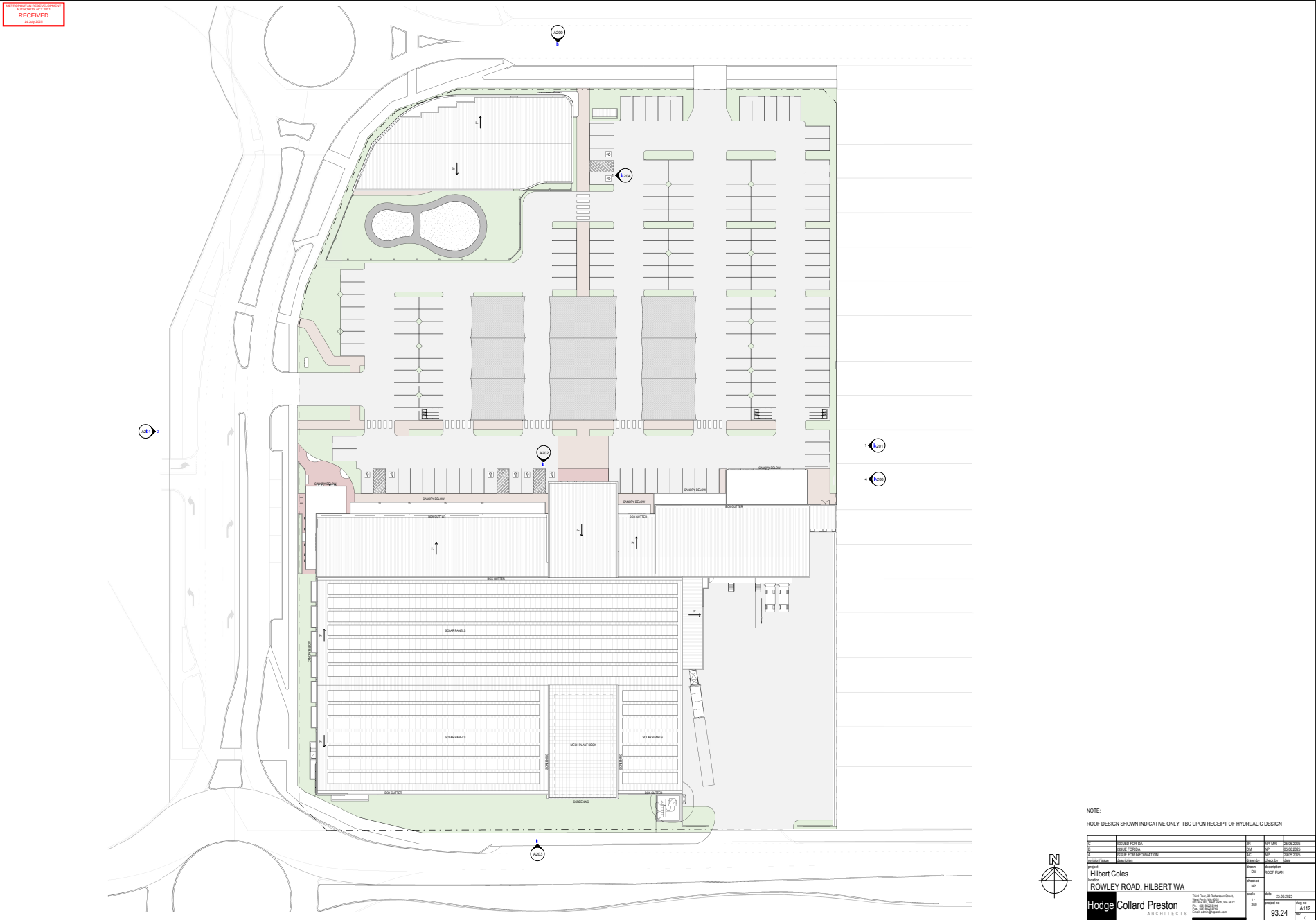
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|  | NEW BOLLARD |
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|  | LANDSCAPING, REFER TO LANDSCAPING DESIGNER DWG. |
|  | CARPAK LANDSCAPING
(TREE DAMKENE) |
|  | TSSCS, REFER TO LANDSCAPING
DESIGNER DWG. |
- NOTE: SIN STORE TO ACCOMMODATE 4 x BOLL. (MINIMUM HEIGHTS 800 & 4 x 600, RECYCLING BIN)

NOTE: BIN STOPS TO ACCOMMODATE 6 x 4
GENERAL WASTE BINS & 4 x 60L RECYC

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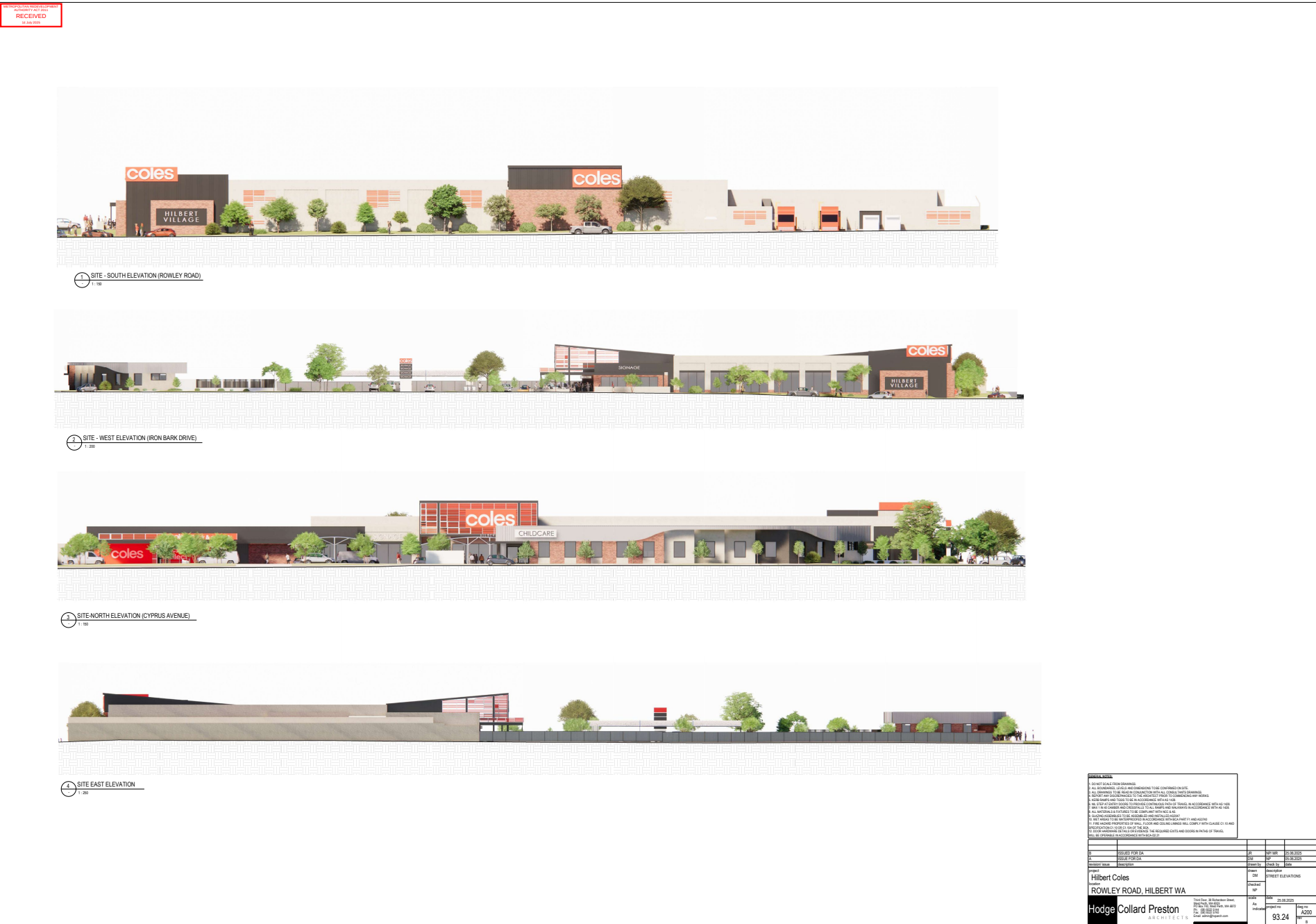
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242. NAME OF THE BUSINESS 243. LOCATION 244. ROWLEY ROAD, HILBERT WA		245. NAME OF THE BUSINESS			





NOTE:
ROOF DESIGN SHOWN INDICATIVE ONLY, TBC UPON RECEIPT OF HYDRAULIC DESIGN

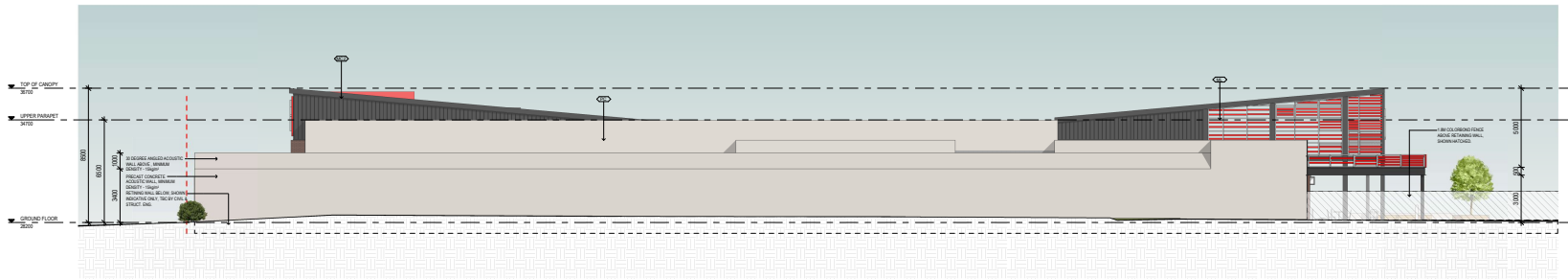
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2 PROPOSED WEST ELEVATION - COLES
1:100



1 PROPOSED EAST ELEVATION - COLES
1:100

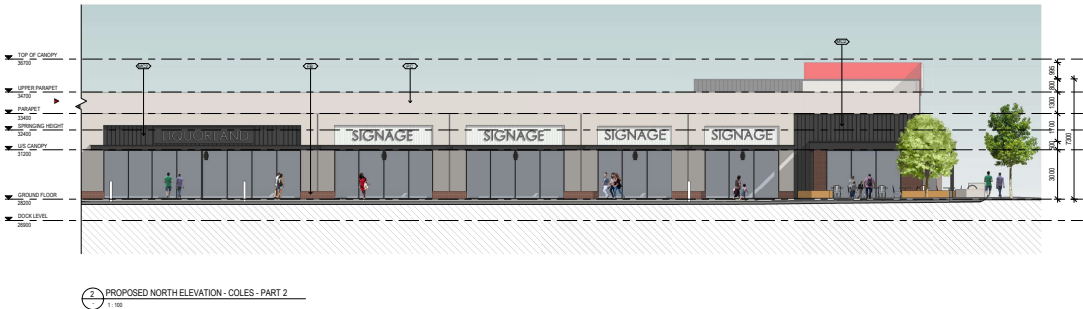
GENERAL NOTES

1. ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE SPECIFIED.
2. ALL DIMENSIONS TO BE IN ACCORDANCE WITH THE COMPACTED ON SITE.
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MATERIAL LEGEND	
	BRICK
	CLADDING
	PAINTED CONCRETE
	PAINTED RENDER FINISH

PROJECT INFORMATION		DATE	
PROJECT NAME	Hilbert Coles	DATE	25.09.2025
PROJECT ADDRESS	ROWLEY ROAD, HILBERT WA	DATE	25.09.2025
PROJECT TYPE	Commercial	DATE	25.09.2025
PROJECT VALUE	\$3,000,000	DATE	25.09.2025
PROJECT STATUS	Approved	DATE	25.09.2025
PROJECT OWNER	Hilbert Coles	DATE	25.09.2025
PROJECT ARCHITECT	Hodge Collard Preston	DATE	25.09.2025
PROJECT ENGINEER	Hodge Collard Preston	DATE	25.09.2025
PROJECT LANDSCAPE	Hodge Collard Preston	DATE	25.09.2025
PROJECT STRUCTURE	Hodge Collard Preston	DATE	25.09.2025
PROJECT SERVICES	Hodge Collard Preston	DATE	25.09.2025
PROJECT TOTAL	93.24	DATE	25.09.2025

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PLANNING



GENERAL NOTES

1. ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE SPECIFIED.
2. ALL DIMENSIONS TO BE MATCHED TO THE ADJACENT BUILDING.
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MATERIAL LEGEND	
	RB - RED BRICK
	MC - METAL CLADDING
	PC - PAINTED CONCRETE
	WC - PAINTED CONCRETE

Hilbert Coles		25/09/2025
ROWLEY ROAD, HILBERT WA		25/09/2025
Hodge Collard Preston		25/09/2025
ARCHITECTS		25/09/2025
93.24		A202



MATERIAL LEGEND	
	FB BRICK
	MC MILD PAINT METAL, GLAZING, COLORBOND FINISH
	PC PAINTED CONCRETE
	RY PAINTED RENDER FINISH

[illegible][illegible]

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14 SEP 2025



MATERIAL LEGEND	
	BR BRICK
	MC ROSE PRISM METAL CLADDING, COLORBOND FINISH
	PC PAINTED CONCRETE
	RYV PAINTED RENDER FINISH

GENERAL NOTES

1. ALL NOT SHOWN, REFER DRAWINGS.

2. ALL DIMENSIONS TO FACE UNLESS OTHERWISE STATED.

3. ALL DIMENSIONS TO FACE UNLESS OTHERWISE STATED.

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9. ALL DIMENSIONS TO FACE UNLESS OTHERWISE STATED.

10. ALL DIMENSIONS TO FACE UNLESS OTHERWISE STATED.

Hilbert Coles		ROWLEY ROAD, HILBERT WA	
Hodge Collard Preston		ARCHITECTS	
30/09/2025		30/09/2025	
93.24		A204	

REV	DATE	DWN	APP	DESCRIPTION
B	28.02.24	AC	KD	LANDSCAPE CONCEPT PLAN
C	01.03.24	AC	KD	LANDSCAPE CONCEPT PLAN
D	22.05.25	ALC	KD	LANDSCAPE CONCEPT PLAN- UPDATED
E	03.06.25	ALC	KD	LANDSCAPE CONCEPT PLAN- UPDATED
F	26.06.25	ALC	KD	LANDSCAPE CONCEPT PLAN- UPDATED

LEGEND

TREES

- SELECTED VERGE TREES
EG. SWAMP PAPERBARK (TBC WITH COUNCIL)
CANOPY: 5m
- SELECTED NATIVE TREES
EG. IRONBARK
CANOPY: 8m
- SELECTED NATIVE TREES
EG. WANDOO
CANOPY: 8m
- SELECTED LARGE TREES
EG. BLACKBUTT
CANOPY: 8m
- SELECTED MEDIUM TREES
EG. WEEPING PEPPERMINT
CANOPY: 6m
- SELECTED SMALL TREES
EG. BROADLEAF PAPERBARK
CANOPY: 5m
- SELECTED SMALL TREES
EG. RED FLOWERING GUM
CANOPY: 5m
- SELECTED SMALL TREES
EG. CORAL GUM
CANOPY: 4m
- SELECTED SMALL TREES
EG. CANDLESTICK BANKSIA OR BULL BANKSIA
CANOPY: 4m

FEATURE PLANTING

FEATURE PLANTING AND Boulders

PLANTING

- VERGE PLANTING
- NATIVE GROUNDCOVERS
- PLANTING TYPE 01
GROUNDCOVERS
- PLANTING TYPE 02
SHRUBS
- PLANTING TYPE 03
STRAPPY/MIXED

MISC

- RAISED PLANTERS WITH TIMBER SEATING
- FEATURE TIMBER DAYBEDS TO F+B PRECINCT
- PEDESTRIAN WALKWAY PAVING
EG. GREY CONCRETE
- GRAVEL MULCH
- FEATURE PAVING - EXPOSED AGGREGATE
EG. OCEAN REEF MIX

LANDSCAPE AREA CALCULATIONS

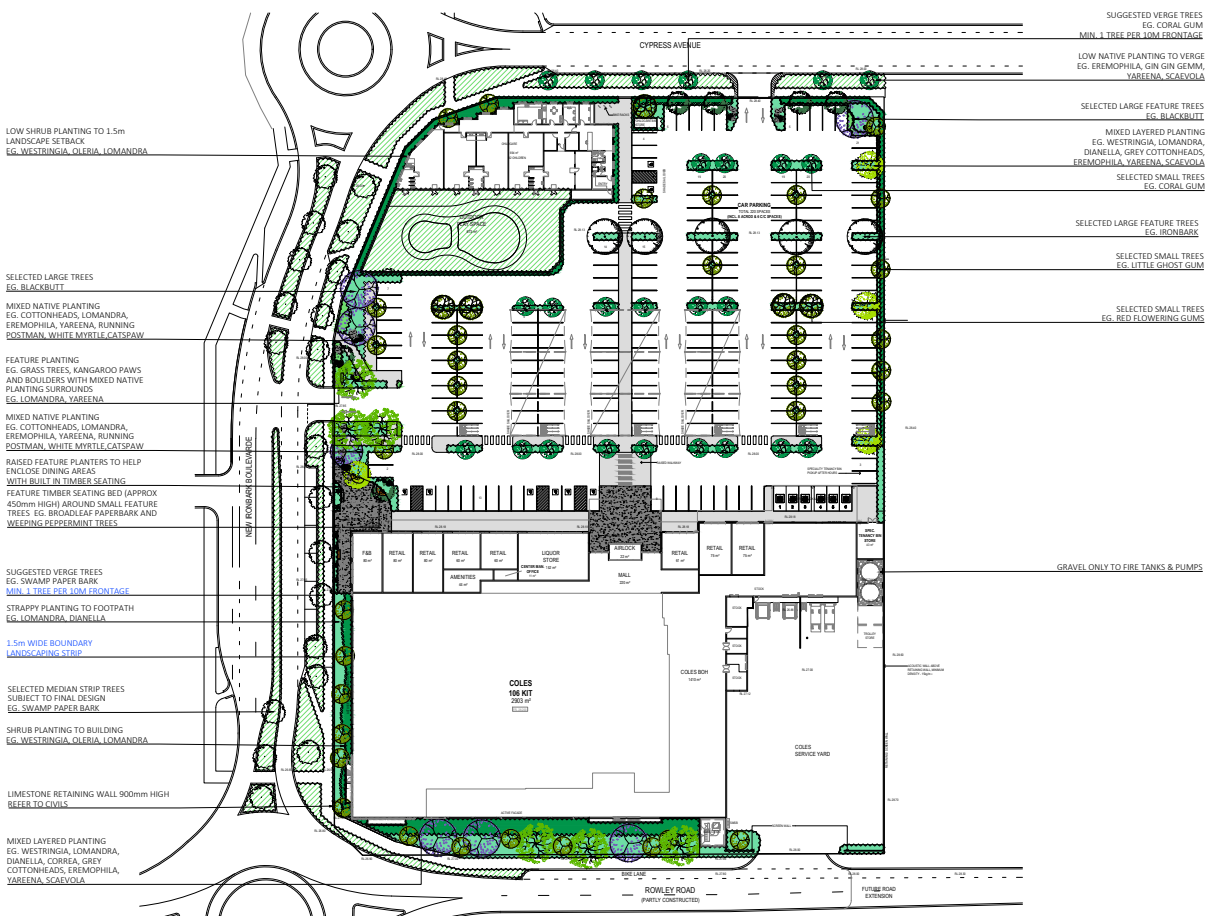
LANDSCAPE AREAS = 17,400m² (9.5% OF SITE)
CALCULATION DOES NOT INCLUDING CHILDCARE PLAY SPACE

REFER TO PAGE 102 FOR PLANTING IMAGES AND NOTES

ALL TREES ARE SELECTED FROM THE CITY OF ARMADALES
URBAN FOREST STRATEGY (SWAN COASTAL PLAIN PRECINCT)

STREET TREE SELECTION TAKEN FROM PRECINCT
21 STRUCTURE PLAN - STREET TREE MASTERPLAN

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



Karrinyup WA 6018
mob: 0450 965 569
email: kelsie@kdla.com.au

JOB No. 0397 PAGE 101 REV F

DEVELOPMENT APPROVAL

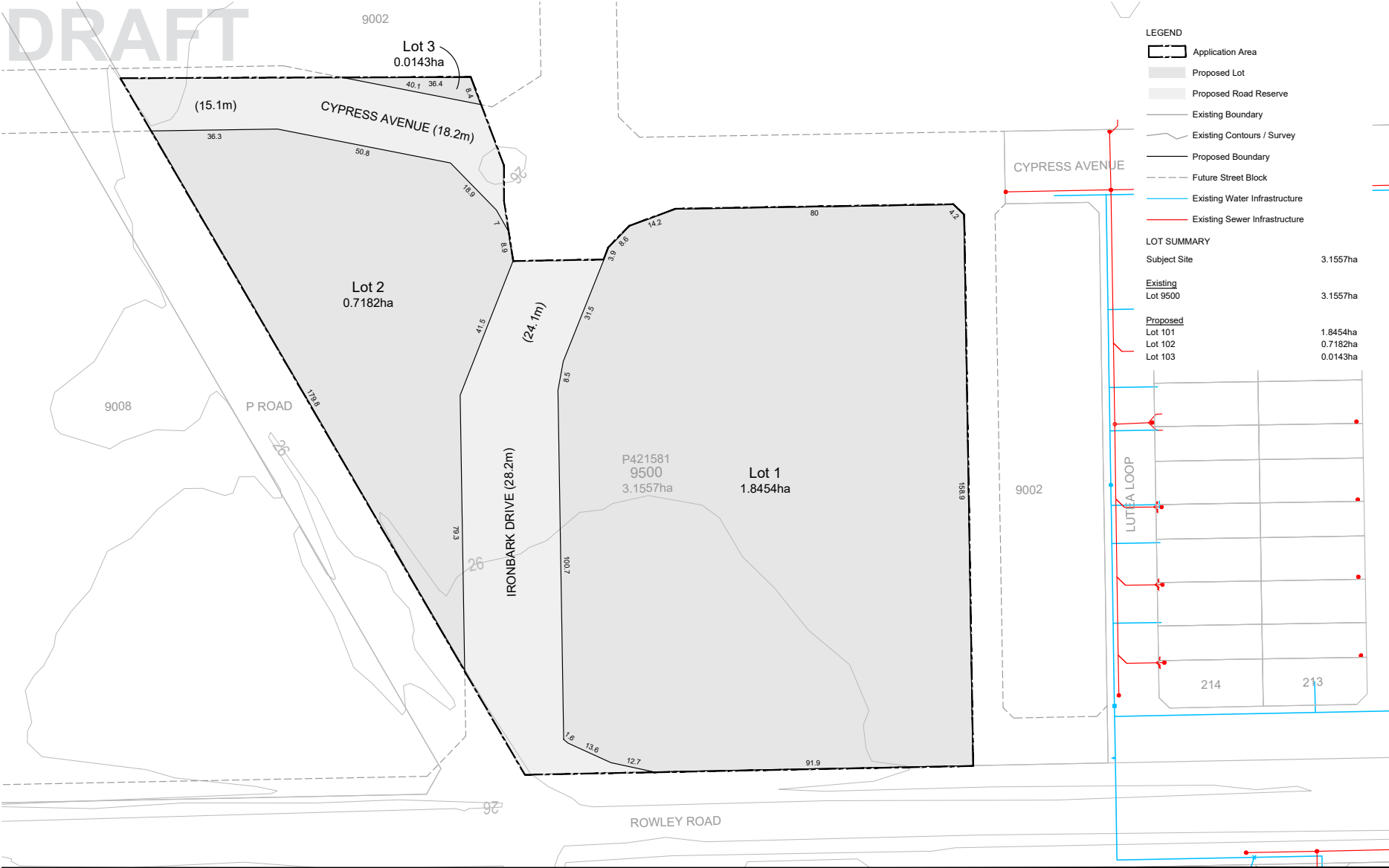
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HILBERT NEIGHBOURHOOD CENTRE LANDSCAPE CONCEPT PLAN

COLES PROPERTY GROUP
ROWLEY ROAD, HILBERT



Subdivision Plan
Lot 9500 Rowley Road, Hilbert

METROPOLITAN REDEVELOPMENT
AUTHORITY ACT 2011
RECEIVED
14 July 2025

Date: 18 Sep 2024 Scale: 1:1000 @ A3 1:500 @ A1 File: 24-098 SU01A Staff: MC GW Checked: MC

element.



Appendix 3

Consideration of Applicant Response to LRC Briefing Comments

LRC Comment	Applicant Response	DevelopmentWA Consideration
Explore opportunities to incorporate glazing along the southern frontage to improve activation and passive surveillance to Rowley Road. This could be achieved through the use of highlight windows.	There is limited value in incorporating glazing into the Rowley Road building elevation. Highlight windows would only serve to satisfy an aesthetic element that isn't considered appropriate for Rowley Road given likely low pedestrian volumes and amenity because of the environment created by the future dual lane road and roundabout at the intersection of Ironbark Drive. Such windows would also be positioned too high to provide any passive surveillance benefits and would become a cleaning and maintenance issue in the long term. The back of house walls also have 2400mm high plywood panels for greater impact protection from pallet jacks so any highlight glazing would need to be above 2400mm in height. There is also a functional concern that the back of house elevation is directly opposite the dairy cool room, with glazing potentially impacting insulation efficiency and requirements. Ultimately, mature landscaping including mature trees in the substantial landscaping strip along Rowley Road would also obscure the glazing rendering it ineffective for the purposes of providing either real or perceived casual surveillance.	The applicant has investigated opportunities to incorporate glazing along the Rowley Road frontage, however, cites design and operational elements as constraints in achieving the desired outcome. The applicable LDP identifies Ironbark Drive to the west to be the main street that will deliver a pedestrian oriented environment. Rowley Road is intended to function as a District Entry Road under the Movement Network Policy, with two lanes and up to 15,000 vehicles per day. The extensive landscaping proposed along the southern elevation is considered to soften the pedestrian environment interface with the future road. The Rowley Road frontage is treated with architectural elements, a feature brick wall and extensive landscaping, softening the visual impact of the Coles Supermarket back of house and service yard entrance. The incorporation of public art along the Rowley Road frontage is also being considered to increase visual interest and will be added to the advice note associated with the Public Art Condition, to explore this location further. It is noted that the DRP Chair acknowledged the acceptable rationale offered by the

LRC Comment	Applicant Response	DevelopmentWA Consideration
	Based on the above, the proposed landscaping strip, building façade articulation and feature screens are considered an appropriate design response to the Rowley Road frontage.	applicant for not including glazing long the Rowley Road elevation.
Provide a design statement for the eastern elevation interface with future residential lots and clarify how the proposed fencing and parapet wall will be treated and maintained.	The boundary fence adjacent to the car park will be a Colorbond 'residential style' fence. There will be an 'acoustic wall' located on the eastern boundary, to a height of 4.4 metres above the FFL of the building (28.2000) extending from the south eastern corner of the site, to the southern side of the specialty tenancy bin store. There will also be a concrete parapet wall surrounding the specialty tenancy bin store, which will match the height of the 'acoustic wall' and this will provide adequate acoustic separation from the adjoining sites. This will require a reduction in the height of the parapet walls around the specialty tenancy bin stores from that shown on the plans and elevations by nominally 800mm to match the height of the acoustic wall. The exterior of the concrete parapet wall to the specialty tenancy bin store will be paint finish. The 'acoustic' wall will be paint finish on both sides with a painted flat sheet angled section above, as per the requirements identified in the acoustic report. Coles will maintain the western wall face and the adjoining landowners will then be responsible for the maintenance of the eastern wall face as per the requirements of the	The proposed eastern boundary fence (Colorbond) along the car park has a height of 1.8m. The acoustic wall (concrete) will have a paint finish on both sides of the wall. A condition is recommended for inclusion on the Form 2 Approval requiring the acoustic wall to be treated with anti-graffiti finish. Maintenance of the wall will remain the responsibility of each landowner as per the requirements of the <i>Dividing Fences Act, 1961</i> unless otherwise agreed with Coles.

LRC Comment	Applicant Response	DevelopmentWA Consideration
Further information is required regarding the management of noise emissions, including acoustic impacts at night. This information should capture the full operating hours of the Coles service yard located adjacent to future residential lots.	<i>Dividing Fences Act, 1961</i> unless otherwise agreed with Coles. Based on HSA acoustic assessment refrigerated trucks accessing the Coles service yard are restricted to day and evening periods as follows: - Monday – Saturday (excluding public holidays) - 7.00am-10.00pm - Sundays and public holidays – 9.00am - 10.00pm Smaller truck deliveries (i.e. milk deliveries) and Coles home delivery vehicles have been calculated to always comply. Thus, there would be no restriction on the movement of these vehicles. For the click and collect area, with its location away from the side boundary fence and being under an awning, our acoustic consultants (Herring Storer Acoustic) have advised that noise received from the area would easily comply with applicable regulatory requirements. For the waste collection for the specialty bin store, the waste would be collected under the requirements of Regulation 14A – Waste collection and other works. Although stated on the development plans as ‘pickup after hours’, it is intended that collection would still occur between the following hours for Class 1 works: class 1 works means specified works carried out	A condition is recommended for inclusion on the Form 2 Approval requiring a Delivery and Servicing Management Plan to be provided at condition clearance stage to address the management of noise emissions during the full operating hours of the service yard. Further recommended conditions require a final Acoustic Attenuation report and certification from a qualified acoustic consultant, confirming that the design, construction and use of the development will achieve an appropriate level of sound and vibration attenuation suited to the context.

LRC Comment	Applicant Response	DevelopmentWA Consideration
	between - a) 0700 hours and 1900 hours on any day that is not a Sunday or a public holiday; or b) 0900 hours and 1900 hours on a Sunday or public holiday. If pickup was to occur outside those hours, then this would be restricted to the evening period and need to be undertaken under a noise management plan to the approval of the City. A condition can be imposed if necessary to reflect the intended pick up arrangements for the specialty bin store, noting that a noise management plan is required to be approved by the City if pickup is proposed during the evening period.	
Details of the waste collection zone within the service yard to be shown on the plans to facilitate an understanding of potential amenity implications (e.g. odour, visual impact, etc.).	The Coles back of house area contains a dump room and sustainability room. Store waste is held in the dump room, not externally, until collected. Cardboard waste is held in the compactor, not externally, until collected. There are no external impacts visually or in terms of odour. Given the internalised approach to waste collection, a condition requiring this level of information to be provided at working drawings stage is proposed.	A condition is recommended for inclusion on the Form 2 Approval requiring the internal waste collection zones to be identified at detailed design stage. A condition is recommended for inclusion on the Form 2 Approval requiring an Operation Management Plan be provided for the Coles supermarket at detailed design stage. The management plan is to align with the Waste Management Plan prepared by Talis Consultants (dated 27 June 2025).
Explore the opportunity of increasing the setback of the screen wall to the service yard and relocate the trees proposed behind the	The truck tracking pattern has been assessed and this demonstrates that the: a) South-eastern service yard screen wall cannot be relocated.	The applicant has investigated the possibility of increasing the setback of the screen wall to the service yard and relocate the trees proposed behind the service yard screen wall to the

LRC Comment	Applicant Response	DevelopmentWA Consideration
service yard screen wall to the Rowley Road public realm.	b) South-western service yard screen wall can be moved 3.0 metres northward, so that an additional 3.0 metre width of landscaping is visible from Rowley Road. A condition in respect to the relocation of the south-western service yard screen wall is acceptable.	Rowley Road public realm. The traffic consultant has advised that the south-eastern service yard screen wall cannot be relocated due to conflicts with truck movement patterns. The south-western service yard screen wall can be moved 3.0 metres northward. A condition is recommended for inclusion on the Form 2 Approval requiring the plans to be updated to move the south-western service yard screen wall northward to allow the landscaping to be visible from Rowley Road.
Explore opportunities to enhance the architectural expression of the landmark entry statement on the corner of Rowley Road and Ironbark Drive.	The combination of different materials and colours, including the use of face brick and wide pan metal cladding with a Colorbond finish, in conjunction with wall height variations, projecting elements and integrated signage results in an appropriately articulated landmark entry statement on the Rowley Road / Ironbark Drive corner. It should also be noted that the relevant LDP design requirement is for buildings fronting Ironbark Drive and Rowley Road to have a two storey scale with a minimum height of seven metres measured from the corresponding natural ground levels. The height of the Rowley Road / Ironbark Drive corner parapet exceeds the LDP design requirement and will extend to a height of 7.3 metres (35.500) above the FFL of the building (28.300). This corner feature will also incorporate signage further increasing the height to approximately eight metres above the FFL. The height of the floor of the building at this corner location will also be approximately	The design of the corner element incorporates architectural features, such as the use of varying material and colour finishes, varying height and articulation of design elements, and the inclusion of signage to create a three-dimensional visually interesting expression of the corner element. The corner location presents an opportunity for public art to be incorporated in the built form to further enhance the visual expressed on the location. The LRC may seek to ensure public art is provided on-site rather than considering a cash-in-lieu contribution. An advice note is recommended for inclusion on the Form 2 encouraging the applicant to explore opportunities to incorporate public art in this location.

LRC Comment	Applicant Response	DevelopmentWA Consideration
	one metre above ground level due to the fall of the site, further enhancing the prominence of the landmark entry statement built form. In respect to any additional detail to the corner of Rowley Road and Ironbark Drive, this location has also been set aside as a placeholder for the provision of public art, if Coles wish to pursue this option instead of making a cash in lieu payment.	
Provide clarification on the ultimate glazing treatment along Ironbark Drive. The glazing treatment should not result in a loss of activation and passive surveillance.	Coles has confirmed that there will be no shelving along this façade of the selling area. There will also not be any window treatments or other fixturing, resulting in a clear view into the Coles selling area through clear or low tint nonreflective glazing. The imposition of a condition of approval would be acceptable to not allow views through the glazing to be obstructed by window treatments or internal fixtures.	A condition is recommended for inclusion on the Form 2 Approval requiring the internal layout of Coles Supermarket adjoining Ironbark Drive is to be designed to maximise opportunity for activation and visual interaction with the street. A separate standard condition is recommended requiring all windows and glazing to be unobscured
Provide justification for the proposed shade canopy structures in the car park in lieu of trees. The use of large canopy trees to provide shelter is encouraged.	The balance between shade canopy structures and an external perimeter of screening shade trees in the car park is considered appropriate to meet customer expectations for shade to their vehicles whilst providing the longer term opportunity for large canopy trees to grow and provide shelter in other parts of the car park. This arrangement has been deployed successfully on other Coles centre developments including at Currambine and Florida Beach (see attached plans) and has been accepted by the State Design Review Panel (SDRP) as an appropriate and well considered response to the need for shelter. It	The proposed shade canopy is considered to be an appropriate outcome and is consistent with shade structure outcomes approved on similar developments with the Wungong Urban Water Project Area and comparable with outcomes across the State. The Design Guidelines requires shade trees are provided to all at grade car parks at a minimum rate of 1 tree to 4 car bays, to ensure appropriate protection from the elements and to assist in breaking up any significant expanse of parking area. The development proposes 220 car bays, requiring 55 shade trees. In

LRC Comment	Applicant Response	DevelopmentWA Consideration
	is also a comparable design outcome to that accepted by DWA at Sienna Woods (refer attached plans). To enforce a scenario where the shade canopy structures are required to be removed and replaced by trees would place Coles at a competitive disadvantage to other centres with shade structures, including at Sienna Woods, and is not acceptable.	response to this requirement, the development proposes 89 shade trees across the site, exceeding the requirement and ensuring the provision of adequate shade and landscaping.
Explore opportunities to better disperse trolley collection areas throughout the car park.	The project architects have confirmed that it is possible to provide trolley bays further north in the car park area. A condition requiring improved dispersal of trolley collection areas throughout the car park is acceptable.	A condition is recommended for inclusion on the Form 2 Approval requiring an Operational Management Plan to be provided at condition clearance stage. The management plan should include details on the management of shopping trolleys (storage and retrieval) throughout the car park. The plans are to be updated to improve the dispersal of trolley collection areas throughout the car park.
Provide a formal agreement between the subject site landowner (Coles) and the landowner of the adjacent Lot 9002 (Parcel Property) for the management of the Asset Protection Zone identified in the Bushfire Management Plan. The agreement should clearly outline each party's obligations for the management of the APZ in accordance with the technical requirements under the Planning for Bushfire Guidelines.	In response to the matter raised in relation to the 8 metre APZ which extends into the neighbouring lot to the east, the email provided with the DA is considered sufficient to inform the application of an enforceable condition requiring a formal agreement to be demonstrated between the subject site landowner (Coles) and the landowner of the adjacent Lot 9002 (Parcel Property) for the management of the APZ identified in the BMP.	The correspondence provided between Coles and Parcel Property is considered to demonstrate an understanding and acceptance of the intended management of the APZ. A condition is recommended for inclusion on the Form 2 Approval requiring the provision of a formal agreement on the management of the APZ to be provided at condition clearance stage.
Provide clarification on how the landscaped play area of the childcare premises relates to the built form.	All five internal activity rooms within the childcare centre are located facing south and are provided with direct access to the landscaped play area via sliding doors. Toilets and nappy change areas are also provided with direct access. A southern roof overhang	The southern elevation of the Child Care Premises provides visual and physical connection to the outdoor play area. A condition is recommended for inclusion on the Form 2 Approval requiring a final

LRC Comment	Applicant Response	DevelopmentWA Consideration
	provides weather protection and shade to the southern building façade. Reception, administration, staff and service areas (including the kitchen) face north to the street and east into the car park. It should also be noted that each centre operator has their own design brief that strictly adheres to ECRU standards. This is why the DA plans include indicative images only. ECRU also require significant shade coverage in outdoor areas, which is why limited tree plantings are indicatively shown. Noting that different operators take different approaches, the detailed design of the landscaped play area is a matter to be considered by the centre operator once confirmed.	Landscaping Plan to the provided at condition clearance stage. The applicant has expressed intent to develop the site in a phased approach. At the time of condition clearance for the Child Care Premises, detailed design of the outdoor play area will be provided.
Provide further information demonstrating that that "Click and Collect" area will not unduly conflict with car park circulation.	The project traffic consultants, Transcore have confirmed that the location of the 'Click and Collect' area has been carefully selected and designed to minimize conflicts with car park circulation. Traffic movement in the last parking aisle is minimal, reducing the likelihood of conflicts with vehicles accessing the 'Click and Collect' bays. The adjacent aisle is wide enough to accommodate B99-sized vehicles, and sufficient sight lines are available for both regular car park traffic and 'Click and Collect' users, enhancing safety and visibility. Overall, the proposed 'Click and Collect' bays are not expected to undermine safety or operation in the parking area. To further improve safety and minimize traffic conflict, it is suggested that the	A condition is recommended for inclusion on the Form 2 Approval requiring a Car Parking and Traffic Management Plan to be provided at condition clearance stage, and should address the management of the 'Click and Collect' bays to ensure that it will not unduly conflict with car park circulation and include measures to minimise any potential conflict, for example, allocating the three car bays to the east to staff.

LRC Comment	Applicant Response	DevelopmentWA Consideration
	three parking bays immediately adjacent to the Click and Collect bays be allocated to staff, which will also facilitate the operation of the service vehicles. A condition requiring these bays to be allocated to staff is acceptable.	



APPENDIX 4

DESIGN REVIEW PANEL (DRP) CHAIR ADVICE NOTE

Review	
Subject	Proposed Neighbourhood Activity Centre (Shopping Complex and Child Care Premises) – Lot 9500 Rowley Road, Hilbert
Date	2025-08-01
Briefings	
Development plans provided to the DRP Chair on 31 August 2025.	
Design Review Report endorsement	
Chair Signature	
	Dominic Snellgrove (Cameron Chisholm Nicol)

Executive Summary	
Overall	The application was presented to DevelopmentWA's DRP for consideration and comment prior to lodgement of the application. The DRP advised it was generally supportive of the mature design response; aspirational sustainability goals and the generous tree canopy proposed throughout the development. The following key matters were raised: • opportunities to screen the loading area facing Rowley Road; • opportunities to strengthen the visual interest and incorporate passive surveillance to Rowley Road; • opportunities to improve solar access to the south-facing activity rooms within the childcare premises; and • opportunities to strengthen the Ironbark Drive and Rowley Road intersection. The following amendments were made to the design post-lodgement of the application: • inclusion of additional native species in the landscape design; • inclusion of larger tree species to increase the tree canopy along Rowley Road and Ironbark Drive; • inclusion of a screen wall on Rowley Road service entrance to reduce the visual impact of the loading bay; • screening of the proposed substation on Rowley Road from public view; and • inclusion of piers to break up the visual monotony of the Child Care Premises' palisade fencing.
Summary	The Proponent is commended for considering and responding positively to some of the comments tendered by the Panel during the pre-lodgement design review panel meeting. Specifically, the inclusion of further screening and landscape to the loading dock area.

	Whilst not all comments have been addressed, where they have not, the Proponent has offered an acceptable rationale for not doing so. However, it remains disappointing that some consideration for providing north facing solar access for the solely south facing childcare activity rooms did not lead to the inclusion of strategically placed roof lights. The Proponent is encouraged to consider this as they develop the design in the next stage of delivery. Further consideration of key matters, such as soft and hard landscaping treatments, lighting details, and public art can be resolved at working drawings stage.
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Appendix 5

Summary Stakeholder Comments

Stakeholder	Stakeholder Comment	Consideration
City of Armadale	The City provides the following comments for your attention and consideration: There are several inconsistencies in the technical reports attached to this application. Namely: • The traffic report assumes Coles deliveries outside peak hours however the noise report says they will have to operate deliveries during peak hours. • Acoustic report does not include noise mapping and assessment of car door noise in carpark.	The City's comments are acknowledged and responses to specific matters provided below. Conditions and Advice Notes have been included on the Form 2 Approval to address these comments.
	This is especially important as the properties adjacent to the carpark are separated by standard 1.8m high fencing, and the childcare and Click and Collect facilities are open outside of standard operational hours. The City recommends that noise abatement walls should be installed along the entire eastern edge of the property to reduce noise to directly adjoining residential lots.	A condition of approval is recommended for inclusion on the Form 2 Approval requiring the Environmental Noise Assessment to be updated to consider potential noise impacts from the car park and operation of the Click and Collect facilities outside of standard operational hours. A condition of approval is recommended for inclusion on the Form 2 Approval requiring an Operational Management Plan to be provided detailing how potential noise impacts will be appropriately managed.
	This development claims a large portion of the allocated NLA retail floorspace for this activity centre leaving only 748sqm for the remainder of developments on the western side of Ironbark Drive. Consideration should be given to the distribution of retail space across the entire activity centre and the size of the shopping centre reduced if it is deemed this would not provide for retail space to be allocated to other developments.	The proposed development complies with the maximum NLA retail floorspace allocated to this site, in accordance with the approved LDP. Coles own the entire Lot 9500 which is allocated a maximum of 4,400sqm of retail NLA The NAC site to the west (Lot 9008) is subject to an approved LDP that allocates a maximum of 1,500sqm of retail floorspace NLA to the site.
	Ironbark Drive is proposed to be Road Avenue A (Neighbourhood Connector A), which is designed to carry a max. daily traffic volume of 7,000vpd. Section 6.3 Figure 8 of the Traffic Impact Assessment suggests projected 2036 traffic	The City and the applicant agreed that the appropriate cross section for Ironbark Drive is 28.2m in width and that a 4.5m wide verge width (consistent with Road Avenue A Divided).

Stakeholder	Stakeholder Comment	Consideration
	volume for AM peak 1,063vph and PM peak 1,065vph. Assuming peak traffic is 10% of daily traffic, the daily traffic volume is likely to carry above the limit. Therefore, Road Avenue A – Divided is considered more appropriate (range 7,000-15,000vpd). The main differences between the two road types are: wider verge, wider median increasing from 3.0m to 5.5m allowing for staged right turn (which should already be provided for the main car park access).	An advice note is recommended on the Form 2 requiring Ironbark Drive to be constructed to a Road Avenue A Divided standard, as agreed to by the applicant and the City.
	The proposed 1.5m path on the southern side of Cypress Avenue is considered too narrow. The WUW Movement Network Policy requires a minimum path width of 2.0m and for a higher order road of Road Avenue A (if this is the case as per comment above), there should be a 2.5m path on one side.	The approved Precinct 21 Structure Plan (Lot 9001) identifies Cypress Avenue as Road Avenue B. The future extension of Cypress Avenue is located on land owned by the adjacent landowner (Parcel Property) and will be constructed at a future subdivision stage. An advice note is recommended on the Form 2 advising of the City's requirements for the future footpath.
	Recommended Conditions: 1. Prior to the submission of a Building Permit, revised plans shall be submitted to and approved by the DevelopmentWA that modify the proposal by increasing the height of the corner architectural element in the south-west corner of the development to be at least the same height as the parapet surrounding the roof-mounted plant. 2. Engineering drawings and specifications shall be submitted and approved prior to commencement of site works, and works shall be undertaken in accordance with the approved plan, engineering drawings and specifications prior to occupation of the development, to the satisfaction of DevelopmentWA on the advice of the City of Armadale and the Shire of Serpentine-Jarrahdale (as applicable for the relevant local government authority in each section), for:	Noted. Relevant conditions and advice notes have been incorporated into the Form 2 to capture the City's recommended conditions and advice note, where considered appropriate.

Stakeholder	Stakeholder Comment	Consideration
	a. The upgrade of the intersection of Rowley and Hopkinson Roads, including the construction of a dual lane roundabout, all applicable approaches, turning lanes and tie ins to the existing road network; b. The dual carriageway Rowley Road east of Hopkinson Road adjacent to the development (both carriageways), including any and all temporary works to allow vehicular turnarounds; c. Ironbark Drive abutting the development site; d. Cypress Avenue abutting the development site; e. The roundabout at the intersection of Cypress Avenue and Ironbark Drive, including all approaches and necessary tie-ins to the existing or future road network; and f. The land required is to be transferred to the Crown free of cost for the purpose of facilitating and dedicating the local road network.	
	3. The developer shall retain existing trees wherever possible in the current and future road reserves, and obtain necessary arborist reports and clearing permits where removal of trees is proposed, and submit these to DevelopmentWA for approval before commencing any clearing or bulk earthworks.	
	4. Engineering drawings demonstrating the corner of the shopping centre at the intersection of Rowley and Hopkinson Road being reinforced to withstand vehicle impacts shall be submitted with the application for Building Permit, to the satisfaction of the City of Armadale.	
	5. Prior to the submission of a Building Permit, a finalised schedule of external colours and materials shall be submitted to and approved by DevelopmentWA on the advice of the City of Armadale. The development shall be completed and maintained in accordance with the approved schedule to the satisfaction of the City.	

Stakeholder	Stakeholder Comment	Consideration
	6. In accordance with the requirements of Wungong Urban Water Development Policy 4 - Providing Public Art, prior to the occupancy of the development, the applicant and/or landowner is to either: a. make a monetary contribution to DevelopmentWA's Public Art Reserve Account equal to one per cent (1%) of the estimated total development cost up to \$50 million and one half of a percent (0.5%) thereafter; or b. provide public art work on site to the value of one per cent (1%) of the total development cost up to \$50 million and one half of a percent (0.5%) thereafter; and, c. Continuously maintain any provided public art work thereafter.	
	7. In accordance with Clause 7.7 of Armadale Redevelopment Scheme 2, a contribution shall be paid towards the provision of Common Infrastructure Works to service the Wungong Urban Water urban area, to the satisfaction of DevelopmentWA, prior to the commencement of site works.	
	8. Operating hours of the Child Care Premises shall be during 6:30am to 7:00pm Monday to Saturday only. Outdoor play areas are not permitted to be utilised between 6:30am and 7:00am.	
	9. A Construction Management Plan shall be prepared by the applicant and/or landowner and submitted to the City of Armadale for approval at least 30 days prior to the commencement of works. The Construction Management Plan shall be implemented by the applicant and/or landowner to the satisfaction of the Executive Director Development Services and detail how the construction of the development will be managed, including the following: a. Public safety and site security; b. Hours of operation;	

Stakeholder	Stakeholder Comment	Consideration
	c. Dust management; d. Waste and material disposal; e. Traffic management plans for the various phases of the construction; f. Parking arrangements for contractors and sub-contractors; g. Delivery and access arrangements; h. The storage of materials and equipment on site (no storage of materials within the public realm will be permitted); i. Bonding and remediation arrangements; and j. Any other matters likely to impact upon the surrounding properties or public realm.	
	10. The bin store area must comply with clause 31 of the City of Armadale's Health Local Laws 2002 'suitable enclosure'. The provision of a refuse storage enclosure being provided, of an adequate size to contain all bins and oil containers used by the premises and be constructed with four walls, a graded and sealed floor, provided with a tap connected to an adequate supply of water and provided with a floor waste connected to the sewer.	
	11. Waste collection shall be carried out in accordance with the Waste Management Plan submitted by Talis Consulting dated 27 June 2025.	
	12. Prior to occupation of the development, all rubbish bin storage areas, roof mounted infrastructure and servicing areas associated with the development shall be appropriately screened from public vantage points to the satisfaction of DevelopmentWA on the advice of the City of Armadale.	
	13. Prior to occupation of the development, patron public rubbish bin facilities shall be provided adjacent to the shop frontage and convenient to pedestrians, but positioned so as not to obstruct pedestrian movements in	

Stakeholder	Stakeholder Comment	Consideration
	accordance with Clause 4C.4.1 of Town Planning Scheme No.4, to the satisfaction of DevelopmentWA on the advice of the City of Armadale. Bins shall be continuously maintained in good condition and the surrounding area kept free of litter thereafter.	
	14. Prior to commencing site works, details of shopping trolley collection area(s) and related signage within the car park shall be submitted to and approved DevelopmentWA on the advice of the City of Armadale. Collection area(s)/signage shall be provided prior to occupation of the development in accordance with the approved details and maintained in good condition thereafter.	
	15. Prior to occupation of the development, a shopping trolley management plan detailing retrieval and storage measures shall be submitted to and approved by DevelopmentWA on the advice of the City of Armadale. The management plan shall be implemented thereafter.	
	16. Prior to occupation of the development, a loading/servicing area management plan detailing loading times, vehicle movements and noise mitigation measures shall be submitted to and approved by DevelopmentWA on the advice of the City of Armadale. The management plan shall be implemented thereafter.	
	17. No materials shall be stored in car parking areas, other than approved shopping trolley storage per Condition 11.	
	18. Prior to occupation, to meet vehicle manoeuvring space requirements the developer/owner shall, to the specifications and satisfaction of the DevelopmentWA: a. Construct all such areas, including drainage and kerbing/markings where necessary, in accordance with the approved site plan; b. Relocate/remove any services/infrastructure as necessary;	

Stakeholder	Stakeholder Comment	Consideration
	c. Reinstate all kerbing/footpaths/verge/swale areas damaged during construction; and d. Continuously maintain all such areas thereafter.	
	19. Prior to commencing site works, an Erosion and Sedimentation Control Management Plan shall be submitted to and approved by DevelopmentWA on the advice of the City of Armadale, detailing how all soil will be contained on site and kept out of drains/water courses, and appropriate measures to prevent soil erosion by wind and rain during and after development. All works on site shall be carried out in accordance with the approved plan, and all ongoing stabilisation measures shall be in place prior to occupation of the development and maintained thereafter.	
	20. Development to be connected to reticulated Sewer, to the satisfaction of the Water Corporation.	
	21. The noise abatement wall on the eastern boundary of the development to be extended north for the entire length of the property to the satisfaction of DevelopmentWA on the advice of the City of Armadale.	
	22. Prior to the occupation of the development, a Final Environmental Noise Assessment must be prepared and provided to the City which demonstrates, to DevelopmentWA on the advice of the City of Armadale, that the completed development complies with the Environmental Protection (Noise) Regulations 1997. The Final Environmental Noise Assessment must include the following information: a. Confirmed noise sources compared with the assigned noise levels as stated in the Environmental Protection (Noise) Regulations 1997, when the noise is received at the nearest "noise sensitive premises" and surrounding residential area; b. Tonality, modulation and impulsiveness of noise sources; and	

Stakeholder	Stakeholder Comment	Consideration
	c. Confirmation of the implementation of noise attenuation measures. Any further works must be carried out in accordance with the Final Environmental Noise Assessment upon approval to the satisfaction of DevelopmentWA and implemented thereafter for the duration of the development.	
	23. All noise attenuation measures, identified by the Herring Storer Acoustic Assessment (May 2025) and the further acoustic reports required under Condition 18, are to be implemented prior to occupancy of the development. The recommendations of the acoustic reports are to be implemented at all times.	
	24. A Lighting Plan showing lighting to pathways, car parking and communal areas shall be submitted to and approved by DevelopmentWA on the advice of the City of Armadale. All lighting shall be installed prior to the occupation and operated as per approved plan.	
	25. Illuminated signage must not exceed 6000cd/m2 at daytime, not exceed 600cd/m2 at dawn/dusk, not exceed 300cdm2 at night and not flash, pulsate, move or rotate.	
	26. A finalised landscape plan shall be submitted to and approved DevelopmentWA on the advice of the City of Armadale. The landscape plan shall include: a. Plant species (predominantly West Australian natives); b. Numbers, location, container size; c. Method of irrigation of the landscaped areas; d. Landscaping and treatment of adjoining verge areas e. The provision of shade trees within the car park at the rates of at least 1 tree per 10 metre interval or greater along any line of car parking;	

Stakeholder	Stakeholder Comment	Consideration
	All landscaping shall be installed prior to occupancy of the development and maintained as per the approved plan thereafter.	
	27. To meet drainage requirements, prior to occupation of the development the developer/owner shall, to the specifications and satisfaction of DevelopmentWA on the advice of City of Armadale: a. Submit a stormwater management plan incorporating water sensitive design principles for approval and implement the approved plan; b. Show any drainage easements as may be required on the Certificate of Title in favour of the City; and c. Relocate, remove or upgrade any drainage infrastructure on the lot to meet the drainage requirements created by the development and where appropriate modify and/or upgrade the existing public drainage system, where the proposed development creates the demand via including additional drainage in this system.	
	28. Any new footpaths shall be constructed to the satisfaction of the City of Armadale and extend to and connect seamlessly with the surrounding public footpath network where appropriate. Existing footpaths shall be reinstated appropriately.	
	29. End of trip bicycle facilities are to be provided in accordance with the standards for respective uses detailed in Austroads Standard Guide to Traffic Engineering Practice Part 14 – Bicycles, and shall be provided prior to occupation of the development in a location agreed to by the City and continuously maintained thereafter. The minimum provision shall be: a. 1 Class 1 bicycle parking facility per 300m² of sales floor, accessible to staff employed in the centre. b. 1 Class 3 bicycle parking facility per 500m² of sales floor, accessible to the public.	

Stakeholder	Stakeholder Comment	Consideration
	c. A minimum of one female and one male shower, located in separate change rooms or a minimum of two separate unisex showers and change rooms. d. Additional shower facilities to be provided at a rate of one shower for every 10 additional bicycle parking bays. e. End of trip facilities are to be located as close as possible to the bicycle parking facilities.	
	30. Areas within the Balance Lot that are not being developed as part of this proposal shall be kept in neat order to the satisfaction of the City of Armadale.	
	31. A bushfire emergency evacuation plan for the childcare centre shall be prepared and submitted for approval by DevelopmentWA on the advice of the City of Armadale prior to occupation of the facility.	
	Recommended Advice Notes: A. In relation to Condition 2, the applicant should contact the City of Armadale for provision of the final design of each road and intersection. The City notes that construction of the Rowley Road roundabout requires ceding of road widening from Lot 9004 on DP 422506 and that it is the responsibility of the applicant to negotiate this outcome as part of the requirements to meet the Condition. The City can assist in facilitating negotiations for this ceding.	
	B. Compliance with the Building Code of Australia is required. In this regard, a Building / Demolition Permit application shall be submitted to the City's Building Services and approved prior to the erection / demolition of any structures on the subject site.	
	C. Lighting shall comply with Australian Standard 4282-1997 "Control of the obtrusive effects of outdoor lighting" or its equivalent and the City's Environment, Animals and Nuisance Local Laws.	

Stakeholder	Stakeholder Comment	Consideration
	D. It is recommended that security cameras and CCTV be installed in internal and external areas of the premises, including car parking areas to manage and deter criminal and anti-social behaviour.	
	E. With regard to part c) of the drainage Condition, the City advises that there are drainage pipes on this lot. Please liaise with the City's Technical Services before undertaking any works on site or lodging a Building Permit.	
	F. Premises must comply with the Food Act 2008 and the Food Standards Code.	
	G. Compliance with the Health (Public Buildings) Regulations 1992 is required. In this regard, a Public Building application shall be submitted to the City's Health Services and approved prior to occupation of the proposed building.	
	H. Compliance with the Environmental Protection (Noise) Regulations 1997 is required, particularly with regard to installation of equipment (air conditioning units, pumps etc.).	
	I. Under the Environmental Protection (Noise) Regulations 1997 no work is to be permitted or suffered to be carried out without prior approval: a. Before 7am or after 7pm Monday to Saturday inclusive; or b. On a Sunday or on a Public Holiday.	
	J. With regard to the Condition on construction of vehicle manoeuvring spaces, the City's Technical Services Directorate should be contacted in order that the appropriate crossover application may be made.	
	K. In relation to Condition on bicycle parking, a Class One facility refers to fully enclosed individual lockers which provide a high level of security; and a Class Three facility refers to facilities to which the bicycle frame and wheels can be locked, and which provides a low level of security.	

Stakeholder	Stakeholder Comment	Consideration
	Additional Matters between Applicant and the City: Our project team met with the City of Armadale Engineering Design Team today (cc'd into this email) to discuss the Rowley Road / Ironbark roundabout and Rowley Road upgrades, and specifically the integration of the roundabout with the proposed development. It was agreed that the appropriate cross section for Ironbark Drive is 28.2m in width and that a 4.5m wide verge width should be able to be accommodated in accordance with the City's request. Colliers will now design the Ironbark Drive tie in, including the entry and egress sweeps. The narrower cross section will resolve any overlap issue between the roundabout road reserve over the south-western corner of the proposed Coles building and alleviate any need to amend the built form. This should be able to be confirmed by the City.	The City advised that they have agreed that a minimum verge width of 4.5 metres is acceptable at the corner of Rowley Road and Hokinson Road roundabout, in relation to the property boundary at the south western corner of the development. The remainder of the verge along Ironbark Road is expected to be designed in accordance with the Wungong Urban Water Movement Network Policy – Road Avenue A, with a total width requirement of 28.2 metres. Minor design changes are still acceptable as agreed between stakeholders.
Department of Fire and Emergency Services (DFES)	General Comment - DFES acknowledges that the site is currently vacant and the proposal is for a neighbourhood shopping centre with a supermarket, retail units and a childcare centre for up to 92 children. - The referred BMP does not address the Bushfire Protection Criteria for vulnerable Class 9 buildings which would relate to the proposed childcare centre, it only addresses the bushfire protection criteria for Commercial and Industrial buildings. - Specific requirements of SPP 3.7 and the Guidelines are to be further addressed in the BMP as outlined in the below assessment Tables 1 and 2. Recommendation: Compliance with acceptable solutions not demonstrated – modifications required DFES advises that the BMP has not demonstrated that the proposed development complies with the following requirements of SPP 3.7 and the Guidelines:	DFES' Comments are acknowledged with responses to specific matters provided below.

Stakeholder	Stakeholder Comment	Consideration
	1. Element 1: Location; 2. Element 2: Siting and Design; 3. Element 3: Vehicular Access; and 4. Element 4: Water Supply. DFES recommends the BMP be modified as per the Assessment advice provided in Tables 1-2 to ensure it is accurate and the bushfire risk management/mitigation measures are effective and can be implemented in perpetuity to manage/mitigate the bushfire risk to people, property and infrastructure to an acceptable level and appropriate to the land use and location. The required modifications are listed in the table(s) below. Should the modified BMP affect the design of the proposal, the proposal should be amended to reflect these modifications.	
	Table 1 – Assessment – Policy Measure 7.1 ii. c. Compliant Preparation of a BAL Contour Map Vegetation Classification or Exclusions <u>Exclusion Plot 4 – not demonstrated</u> Evidence to support the exclusion of areas of disturbed vegetation outside the lot boundary (Plot 4) as managed to low threat in accordance with AS3959 is required. There are areas to the north of, and adjacent to, the extension of Cypress Avenue on the northern boundary which have been excluded without any evidence. Furthermore, there are areas excluded adjacent to Plot 3, to the west of proposed Ironbark Drive, without any evidence. These areas are outside the lot boundary and are likely to revegetate without active management. These areas are not included in the Landscape Management Plan for the site. If unsubstantiated, the vegetation should be classified as per AS3959, or the resultant BAL ratings may be inaccurate.	The applicant's Level 2 Bushfire Planning Practitioner has advised that in respect to the comments on the exclusions, the assessment in the BMP is consistent with previous BMPs that have been prepared for the subject site and is therefore considered accurate. Vacant land surrounding the subject site will ultimately be developed and a temporary APZ has been recommended to specifically deal with the interim bushfire risk. The BAL ratings in the BMP are considered accurate.

Stakeholder	Stakeholder Comment	Consideration
	BMP Modification Required BAL Rating cannot be validated. Further evidence to support the current vegetation exclusion of areas within Plot 4 is required. <u>Exclusion Plot 5 – not demonstrated</u> The development site has been excluded as Plot 5 'other'. All exclusion clauses are listed in AS3959:2018 section 2.2.3.2 a) – f) and 'other' is not listed as an exclusion type. The site, if fully developed and unvegetated, should be excluded under clause e) of section 2.2.3.2. Furthermore, the exclusion includes an 8 metre Asset Protection Zone (APZ) which extends into the neighbouring lot to the east (Figure 3). An APZ should be contained within the lot boundary unless a legally binding agreement, or enforceable mechanism, is in place to ensure the nominated APZ will be managed to low threat in perpetuity. The BMP includes an email granting permission for the APZ to be maintained by the proponent; however, this is not considered to be a legally binding agreement or enforceable in perpetuity. If unsubstantiated, the vegetation should be classified as per AS3959, or the resultant BAL ratings may be inaccurate. BMP Modification Required BAL Rating cannot be validated. Further evidence to support the current vegetation exclusion of the APZ within Plot 5 is required. Table 2 - Policy Measure 7.1 ii. e. Compliance with the Bushfire Protection Criteria 7: Development – Commercial and Industrial and 8: Development – Vulnerable Class 9 Buildings	

Stakeholder	Stakeholder Comment	Consideration
	Element All Elements for Bushfire Protection Criteria 8 – Vulnerable Class 9 Buildings Assessment Bushfire Protection Criteria 8 – not addressed SPP 3.7 requires that, for areas above BAL-LOW, compliance with the bushfire protection criteria should be demonstrated. This information can be in the form of a BMP or an amended BMP where one has been previously endorsed. This has not been undertaken in accordance with SPP 3.7 and the Guidelines in the submitted BMP. Actions Compliance with Bushfire Protection Criteria to be demonstrated. Modification to the BMP is required to address the Assessment advice.	
	Element Siting and Design - Vulnerable Class 9 Buildings Assessment A2.1 – A2.6 – not demonstrated The BAL ratings cannot be validated for the reason(s) outlined in Table 1. The BMP has not addressed the siting and design requirements of a vulnerable Class 9 building. Actions BAL Rating cannot be validated. Modification to the BMP is required to address the Assessment advice in Table 1.	
	Element Siting and Design – Commercial and Industrial Assessment A2.2 – not demonstrated	

Stakeholder	Stakeholder Comment	Consideration
	The BAL ratings cannot be validated for the reason(s) outlined in Table 1. The development relies on an Asset Protection Zone (APZ) outside the lot boundary on the neighbouring lot to the east. Actions BAL Rating cannot be validated. Modification to the BMP is required to address the Assessment advice in Table 1.	
	Element Vehicular Access – Vulnerable Class 9 Buildings Assessment A3.1 – A3.7 – not demonstrated The BMP has not addressed the vehicular access requirements of a vulnerable Class 9 building. Actions Compliance with Vehicular Access not demonstrated. Modification to the BMP is required to address the Assessment advice.	The applicant's Level 2 Bushfire Planning Practitioner has advised that in accordance with Section 4 of SPP 3.7, only development within an area designated as bushfire prone triggers an assessment against the policy requirements. Given that the childcare premises is outside of the bushfire prone area, there is no requirement for this component of the development to be assessed.
	Table 3: Policy Measure 7.1 iv. and Section 9.4.2 of the Guidelines: DFES Role as Hazard Management Agency (HMA) DFES wishes to provide the below additional advice in its role and responsibilities of HMA for Fire in Western Australia. AS3959 construction standards, including clause 3.2.3 adjacent structures Building Construction Standards It is acknowledged that the transition period for Class 9b primary and secondary schools and class 9b early childhood centres (and any Class 10a building or desk immediately adjacent or connected to buildings of these types) has been	Acknowledged.

Stakeholder	Stakeholder Comment	Consideration
	extended until 30 April 2028. However, DFES is of the opinion that all Class 9 buildings should be afforded significant protection from the impacts of a bushfire due to being occupied by people who may need assistance, or be unable, to evacuate the building in the event of a bushfire. The changes include but are not limited to; minimum separation between buildings, and separation from allotment boundaries, carparking areas and hazards. It is suggested the decision maker consider applying the higher construction and design standards to the proposed development. Further information regarding the changes can be found here: Specification 43 Bushfire protection for certain Class 9 buildings NCC. Action Comment only.	
	Bushfire Emergency Plan (BEP) The referral has not included a 'Bushfire Emergency Plan' for the purposes of addressing the policy requirements. Consideration should be given to the Bushfire Emergency Plan (BEP) Manual (as published by the Western Australian Planning Commission). This contains details of information that should be included in a BEP and will ensure the appropriate content is detailed when finalising the BEP to the satisfaction of DevelopmentWA. Action Comment only.	Acknowledged. The proposed Child Care Premises is not located within a bushfire prone area, therefore the preparation of a BEEP is not required.
	DFES Other Technical Advice DFES Land Use Planning It is the responsibility of the proponent to ensure the proposal complies with relevant planning and building requirements. This advice does not exempt the applicant/proponent from obtaining approvals that apply to the proposal including	Acknowledged.

Stakeholder	Stakeholder Comment	Consideration
	planning, building, environmental health or any other approvals required by a relevant authority under written laws. Action Comment only.	
Department of Water and Environmental Regulation (DWER)	DWER has assessed the proposed development and has no comments.	Acknowledged.
Water Corporation	Water Corporation offers the following comments regarding this proposal. Water Reticulated water is not immediately available to serve the subject area. All water main extensions for the subject area, must be laid within the existing and proposed road reserves, on the correct alignment and in accordance with the Utility Providers Code of Practice.	Acknowledged. An Advice Note is recommended for inclusion on the Form 2 Approval advising the applicant to this effect.
	Wastewater Reticulated sewerage is not immediately available to serve the subject area. All sewer main extensions required for the development site should be laid within the existing and proposed road reserves, on the correct alignment and in accordance with the Utility Providers Code of Practice.	Acknowledged. An Advice Note is recommended for inclusion on the Form 2 Approval advising the applicant to this effect.
	Drainage Our drainage system can only take predevelopment flows. The developer will need to compensate any additional flows on their own land. No adverse discharge or runoff from the subject land would be allowed into our drainage system. Before development can take place a Drainage and Water Management Plan needs to be adopted and approved, by the Department of Water and Environmental Regulations for this subject area.	Acknowledged. A condition of approval is recommended for inclusion on the Form 2 Approval requiring the submission of a detailed Stormwater Management Plan. An Advice Note is recommended for inclusion on the Form 2 Approval advising the applicant to this effect.

Stakeholder	Stakeholder Comment	Consideration
	Approval for works Any works carried out in proximity to our Assets must receive prior approval by applying for an Asset Protection Risk Assessment (APRA). To assess whether the proposed development will require and APRA details of the Prescribed Proximities and relevant legislation are available in our guidelines.	Acknowledged. An Advice Note is recommended for inclusion on the Form 2 Approval advising the applicant to this effect.
	Building Approval Application Prior to construction the land owner is required to submit an Commercial Application by using our online portal BuilderNet. Attachments required for approval will include: • Final construction site & architectural floor plans • Servicing Plan • Trade Waste Application Forms	Acknowledged. An Advice Note is recommended for inclusion on the Form 2 Approval advising the applicant to this effect.
Western Power	Western Power provided no comment on the proposal.	N/A

Appendix 6

Recommended Conditions and Advice Notes

CONDITIONS:

1. The development is to be undertaken in accordance with the approved plans and documents attached to this approval, details of which are to be provided at planning condition clearance (working drawings) stage, to the satisfaction of DevelopmentWA prior to commencement of works. The approved plans and documents of development are listed as follows:

Plan / Document Name	Ref.	Date Received
<i>Development Plans</i>		
Existing Site Plan	A101 Rev. F	14 July 2025
Location Plan	A102 Rev. F	14 July 2025
Site Plan	A103 Rev. M	21 July 2025
Floor Plan – Coles	A110 Rev. H	21 July 2025
Floor Plan – Child Care	A111 Rev. H	14 July 2025
Roof Plan	A112 Rev. C	14 July 2025
Street Elevations	A200 Rev. B	14 July 2025
Coles Elevations – East and West	A201 Rev. B	14 July 2025
Coles Elevations – North	A202 Rev. B	14 July 2025
Coles Elevations – South	A203 Rev. A	14 July 2025
Child Care Elevations	A204 Rev. B	14 July 2025
Landscape Plan	101 Rev. F	14 July 2025
Planting Palette	102 Rev. G	14 July 2025
<i>Reports</i>		
Bushfire Management Plan	23191 Issue 2	14 July 2025
Civil Engineering Report	Rev. A	14 July 2025
Sustainability Report	RPT-SY-001	14 July 2025
Environmental Acoustic Assessment	Rev. 1	14 July 2025
Traffic Impact Assessment	Rev. r01a	14 July 2025
Waste Management Plan	WMP24097 Version 1	14 July 2025

2. The plans are to be updated at planning condition clearance (working drawings) stage, to the satisfaction of DevelopmentWA, to demonstrate:
 - a) the location of internal waste collection zones within the Coles supermarket back of house area;
 - b) improved dispersal of trolley collection areas throughout the car park; and
 - c) the south-western service yard screen wall to be moved 3m northward, so that an additional 3m width of landscaping is provided from Rowley Road.
3. A development contribution payment, in accordance with the Wungong Development Contribution Plan, is to be provided prior to occupancy of the development, to the satisfaction of DevelopmentWA. (Refer to Advice Note c)
4. The development is not to be occupied until a Certificate of Title is created for the site that is the subject of this approval, to the satisfaction of DevelopmentWA. (Refer to Advice Note d)
5. All necessary road and service infrastructure works for the development to operate in a safe and legible manner are to be completed by the applicant at its expense, prior to occupation of the development, to the satisfaction of DevelopmentWA in consultation with the City of Armadale. (Refer to Advice Note e)

6. A formal agreement between the landowner of the site that is the subject of this approval and the landowner of the adjacent site (Lot 9002) for the management of the Asset Protection Zone on Lot 9002 identified in the Bushfire Management Plan is to be provided at planning condition clearance (working drawings) stage, to the satisfaction of DevelopmentWA. (Refer to Advice Note f)
7. Elevations and specification detailing high quality materials, finishes and colours for the development, including "colour swatches" or material samples and final signage details, are to be provided prior to planning condition clearance (working drawings stage) to the satisfaction of DevelopmentWA. (Refer to Advice Note g)
8. The internal layout of the supermarket adjoining Ironbark Drive is to be designed to maximise opportunities for activation and visual interaction with the street, with details to be provided at planning conditions clearance (working drawings) stage, to the satisfaction of DevelopmentWA. (Refer to Advice Note h)
9. Bicycle Parking and End of trip facilities are to be provided in accordance with section 6.3 of the Wungong Urban Water Design Guidelines, details of which are to be provided at planning condition clearance (working drawings) stage. (Refer to Advice Note i)
10. All piped and wired services and service related infrastructure and hardware (such as service meters, fire booster cabinets, exhaust systems, air conditioning units, antennae and satellite dishes) are to be designed as an integral component of the development or screened from public view, to minimise any detrimental impact on the architectural quality of the building, the streetscape and neighbouring developments, details of which are to be submitted at planning conditions clearance (working drawings) stage to the satisfaction of DevelopmentWA. (Refer to Advice Note j)
11. Windows and glazed areas are not to be provided with dark or reflective tinting, obscured glazing, visually obtrusive signage or with roller shutters/security blinds or other such devices, details of which are to be submitted at planning conditions clearance (working drawings) stage, to the satisfaction of DevelopmentWA. (Refer to Advice Note k).
12. All exposed parapet walls and walls adjacent to boundaries are to be painted and finished to the same standard as the remainder of the development and treated with an anti-graffiti finish, to the satisfaction of DevelopmentWA. (Refer to Advice Note l)
13. Crossovers, driveways, car parking, vehicle manoeuvring spaces, circulation areas and loading/unloading areas are to be constructed, sealed, kerbed, marked, drained and maintained in accordance with the approved plans, prior to occupation, to the satisfaction of DevelopmentWA. (Refer to Advice Note m).
14. Public art is to be provided in accordance with Development Policy 4 – Providing Public Art and Section 5.3 'Public Art' of the Wungong Urban Water Design Guidelines, details of which are to be submitted at planning condition clearance (working drawings) stage, to the satisfaction of DevelopmentWA. (Refer to Advice Note n)
15. A final Landscape Plan detailing both "soft" and "hard" landscape elements and the associated maintenance strategy, is to be submitted at planning condition clearance (working drawings) stage, to the satisfaction of DevelopmentWA in consultation with the City of Armadale. (Refer Advice Note o)

16. A Sustainable Design Assessment Report prepared by a suitably qualified professional, demonstrating that the development has been designed to achieve a minimum 4 Star Green Star rating, or equivalent, in accordance with Development Policy 1 – Green Building and Wungong Urban Water Design Guidelines, is to be submitted at planning conditions clearance (working drawings stage), to the satisfaction of DevelopmentWA. (Refer to Advice Note p).
17. A detailed report from a suitably qualified professional is to be submitted at practical completion stage and prior to occupation of the building confirming that all initiatives identified in the design certification and integral to the achievement of the minimum 4 Star Green Star rating (or agreed alternative) have been implemented, to the satisfaction of DevelopmentWA.
18. A final Acoustic Report and certification from a qualified acoustic consultant, confirming that the design, construction and use of the development will achieve an appropriate level of sound and vibration attenuation in accordance with the Authority's Development Policy – Sound and Vibration Attenuation is to be submitted at planning conditions clearance (working drawings) stage, to the satisfaction of DevelopmentWA in consultation with the City of Armadale. (Refer Advice Note q)
19. Certification from a qualified acoustic consultant that all attenuation measures recommended in the final Acoustic Assessment in order to achieve compliance with DevelopmentWA's Development Policy 3 – Sound and Vibration Attenuation have been implemented, is to be submitted at practical completion stage and prior to commencement of use of the finished development, to the satisfaction of DevelopmentWA. (Refer Advice Note r)
20. A Delivery and Servicing Management Plan is to be submitted prior to occupancy of the development, to the satisfaction of DevelopmentWA in consultation with the City of Armadale. (Refer to Advice Note s)
21. A Venue Management Plan for the Café/Restaurant tenancy is to be provided prior to occupancy of the development, and thereafter implemented by the venue operator, to the satisfaction of DevelopmentWA in consultation with the City of Armadale. (Refer Advice Note t)
22. An Operational Management Plan for the Shopping Complex, Liquor Store and Child Care Premises is to be provided prior to occupancy of the development and thereafter implemented by each tenancy operator, to the satisfaction of DevelopmentWA in consultation with the City of Armadale. (Refer Advice Note u)
23. The operation of the Child Care Premises is limited to 6:30am to 7:00pm Monday to Saturday.
24. A Crime Prevention Through Environmental Design (CPTED) Statement, prepared by a suitably qualified person, confirming the design of the development is in accordance with CPTED principles, is to be submitted at planning conditions clearance (working drawings) stage, to the satisfaction of DevelopmentWA. (Refer Advice Note v)
25. A Lighting Strategy, detailing how the location and design of lighting will enhance the safety of the general public, amenity of the locality and function of the public realm, is to be submitted at planning conditions clearance (working drawings) stage, to the satisfaction of DevelopmentWA in consultation with the City of Armadale. (Refer Advice Note w)

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26. A final Stormwater Management Plan is to be submitted at planning conditions clearance (working drawings) stage, to the satisfaction of DevelopmentWA in consultation with the City of Armadale. (Refer to Advice Note x)
 27. A Universal Access Statement, prepared by a suitably qualified person, is to be submitted at the planning conditions clearance (working drawings) stage, to the satisfaction of DevelopmentWA. (Refer Advice Note y)
 28. A Car Parking and Traffic Management Plan is to be submitted at the planning conditions clearance (working drawings) stage, to the satisfaction of DevelopmentWA in consultation with the City of Armadale. (Refer Advice Note z)
 29. All outdoor storage areas, including bin storage areas, are to be screened from public view, to the satisfaction of DevelopmentWA. (Refer to Advice Note aa).
 30. A Construction Management Plan is to be submitted at the planning conditions clearance (working drawings) stage, to the satisfaction of DevelopmentWA in consultation with the City of Armadale. (Refer Advice Note bb)
 31. The development must be substantially commenced within four (4) years from the date of this approval, to the satisfaction of DevelopmentWA. (Refer to Advice Note hh)

Advice Notes

- a) A covering letter, final working drawings (digital) and a material samples board are to be submitted to DevelopmentWA and must be cleared prior to the commencement of any works on site. Working drawings are to comply with all of the above conditions and any variations from the approved drawings and documentation are required to be clearly identified.

In accordance with section 62(3) of the *Metropolitan Redevelopment Authority Act 2011*, no works are to be undertaken prior to obtaining development approval or in contravention of any condition to which the approval is subject.

Following satisfactory assessment of the working drawings, DevelopmentWA will provide a clearance letter and a digital copy of the plans to the City of Armadale.

- b) A building permit application is required to be submitted to the City of Armadale and approved prior to the commencement of any works on site and is to comply with the Building Code of Australia.
- c) With regard to Condition 3, a Development Contribution Plan (DCP) is being administered by DevelopmentWA for the Wungong Urban Water Project Area. The applicant/landowner is advised to contact DevelopmentWA on 6200 4111 or via email at dcp@developmentwa.com.au or visit our website: <https://developmentwa.com.au/planning-and-approvals/development-contribution-plans>.
- d) With regard to Condition 4, a subdivision application is to be submitted to and approved by the Western Australian Planning Commission for the creation of the proposed Lot 1 and Ironbark Drive road reserve under the draft subdivision plan provided at development application stage.

The Certificate of Title and a Deposited Plan for the site that is the subject of the approval is to be created, prior to the commencement of operation of the development.

- e) With regard to Condition 5, the ultimate road reserves for Rowley Road, Ironbark Drive and Cypress Avenue abutting the site that is the subject of this approval are to be practically completed, serviced, gazetted and connected to the local road network by other gazetted roads. The constructed roads may be used as private driveways until such time that the roads are gazetted.

The City of Armadale advised that a minimum verge width of 4.5 metres is acceptable at the corner of Rowley Road and Ironbark Drive roundabout, in relation to the property boundary at the south western corner of the development. The remainder of the verge along Ironbark Road is expected to be designed in accordance with the Wungong Urban Water Movement Network Policy – Road Avenue A, with a total width requirement of 28.2m. Minor design changes are still acceptable as agreed between stakeholders.

The City of Armadale notes that the proposed 1.5m path on the southern side of Cypress Avenue is considered too narrow. The Wungong Urban Water Movement Network Policy requires a minimum path width of 2m and for a higher order road of Road Avenue A, there should be a 2.5m path on one side.

The City of Armadale advised that final engineering drawings and specifications are required for:

- a. The upgrade of the intersection of Rowley and Hopkinson Roads, including the construction of a dual lane roundabout, all applicable approaches, turning lanes and tie ins to the existing road network;
- b. The dual carriageway Rowley Road east of Hopkinson Road adjacent to the development (both carriageways), including any and all temporary works to allow vehicular turnarounds;
- c. Ironbark Drive abutting the development site;
- d. Cypress Avenue abutting the development site;
- e. The roundabout at the intersection of Cypress Avenue and Ironbark Drive, including all approaches and necessary tie-ins to the existing or future road network; and
- f. The land required is to be transferred to the Crown free of cost for the purpose of facilitating and dedicating the local road network.

An interim design solution may be agreed with the City of Armadale until such time as the City of Armadale and the Shire of Serpentine Jarrahdale has resolved the acquisition of additional land on the corner of the property to the southeast within Shire of Serpentine Jarrahdale to accommodate the latest civil design for Rowley Road and the associated intersection.

The City of Armadale advises that final engineering drawings are to demonstrate that the corner of the shopping centre at the intersection of Rowley and Hopkinson Road being reinforced to withstand vehicle impacts are to be submitted with the application for Building Permit.

The developer is to retain existing trees wherever possible in the current and future road reserves, and obtain necessary arborist reports and clearing permits where removal of trees is proposed, before commencing any clearing or bulk earthworks.

Any new footpaths are to be constructed to the satisfaction of the City of Armadale and extend to and connect seamlessly with the surrounding public footpath network where appropriate.

- f) With regard to Condition 6, the agreement is to clearly outline each party's obligations for the management of the Asset Protection Zone in accordance with the technical requirements under the Planning for Bushfire Guidelines.
- g) With regard to Condition 7, further details and information, including final specifications and samples, should be provided for all external elevations, demonstrating high quality and durable materials have been maintained (or enhanced) from development application stage through to working drawings and construction.

The proposed treatment of the service yard screen wall should be designed to minimise the appearance of blank walls facing the public realm and enhance visual amenity and interest within the Rowley Road streetscape.

The elevations are to detail the final locations and dimensions demonstrating that such signage will be complementary to the architectural design. Development Policy 6 – Signage requires signage to demonstrate restraint in scale, size and collective amount of signage installed, in order to minimise visual clutter, protect amenity, and support a safe, attractive and legible public realm. All signage should be of a high-

quality design that is fully and effectively integrated within the development of the site.

- h) With regard to Condition 8, the internal layout of the Coles supermarket and all street-facing tenancies should be designed to maximise opportunities for visual interaction with the street, promote passive surveillance and provide visible indoor activity consistent with section 5.2 of the Wungong Urban Water Project Area Design Guidelines.
- i) With regard to Condition 9, the bicycle parking areas and end of trip facilities should comply with Australian Standard 2890.3 and be designed in accordance with Austroads Guide to Traffic Engineering Practice Part 14 – Bicycles.

In accordance with Section 6.3 'Bicycle Parking and End of Trip Facilities' of the Wungong Urban Water Design Guidelines:

- a) A minimum of 10 bicycle spaces in a secured area for the employees and visitors of the Shopping Complex, Liquor Store, and Café/Restaurant land uses, a minimum of one unisex shower and change room and a minimum of ten secure lockers for access by employees should be provided; and
 - b) A minimum of six bicycle spaces in a secured area for the Child Care Premises employees, a minimum of one unisex shower and change room and a minimum of six secure lockers for access by employees should be provided.
- j) With regard to Condition 10, all mechanical service systems (such as air conditioners) should be designed, located and maintained such that they are not visible from the street and to prevent emitted noise levels from exceeding the relevant decibel levels as set out in the *Environmental Protection (Noise) Regulations 1997*.

Services and service related infrastructure includes but is not limited to all piped and wired services, car parking areas and associated ventilation, roof plant / plant areas, bin storage areas, service meters and related infrastructure, fire booster cabinets, exhaust systems, air-conditioning units, antennae and satellite dishes.

Fire booster hydrants and service meter boxes should be designed, located, oriented and finished to minimise any visual impact on the adjacent streetscape and maximise visual interaction between the development and the street. The applicant is advised to liaise with service authorities to rationalise and consolidate service infrastructure, where possible. Where service infrastructure adjacent to the street cannot be avoided due to service authority requirements, landscaping should be designed and implemented to reduce the visibility of the infrastructure from the public realm.

- k) With regard to Condition 11, Development Policy 5 – Additional Structures and Section 5.2 'Active Edges, Corners and View Corridors' of the Wungong Urban Water Design Guidelines requires that a minimum of 80% of commercial, retail and dining and entertainment frontages to the street are transparent and utilise clear glazing to enable visible indoor activity and facilitate passive surveillance of the public realm.
- l) With regard to Condition 12, boundary walls (including the noise wall) are to be finished to the same standard as the remainder of the development to ensure an appropriate outlook from the public realm and the adjoining lots.

- m) With regard to Condition 13, all car bay dimensions, ramps, crossovers, driveways and circulation aisles should be constructed in accordance with Australian Standard AS 2890.1 and the City of Armadale's parking design and access requirements. Disabled bays are to comply with Australian Standard AS 2890.6. Bicycle parking is to comply with AS 2890.3.

A separate crossover approval from the City of Armadale is required. Please contact the City of Armadale's Technical Services to ensure the appropriate crossover application is made.

To meet vehicle manoeuvring space requirements the developer/owner shall:

- Construct all such areas, including drainage and kerbing/markings where necessary, in accordance with the approved site plan;
 - Relocate/remove any services/infrastructure as necessary;
 - Reinstate all kerbing/footpaths/verge/swale areas damaged during construction; and
 - Continuously maintain all such areas thereafter.
- n) With regard to Condition 14, Development Policy 4 – Providing Public Art requires the provision of a public art contribution as either on-site public art or as a cash-in-lieu payment, with a minimum value of 1% of the construction cost between \$2 million and \$50 million. The estimated construction cost of \$28million associated with this development will require provision of public art to a minimum value of \$280,000.

In accordance with the Development Policy 4, a Public Art Report is to be submitted and approved by DevelopmentWA and is to include design documentation, detailed plans of the artwork, cost calculations, public liability insurance (as applicable) and maintenance details.

Where multiple locations of public art are proposed, a consistent art theme should be adopted and applied to ensure a cohesive approach to public art and contribute to a sense of place within the Neighbourhood Activity Centre.

DevelopmentWA considers the corner of Rowley Road and Ironbark Drive, and the building elevation along Rowley Road as presenting an opportunity for the public art contribution to be integrated into the built form. The applicant is encouraged to discuss the approach to public art with DevelopmentWA.

- o) With regard to Condition 15, the final Landscaping Plan is to include the following:
- i. plant species and numbers, including a minimum of 44 trees, 50% understorey planting coverage and 50% unplanted mulch area utilising native and waterwise species;
 - ii. container size, with trees to be a minimum of 45 litres;
 - iii. trees being set back a minimum of one metre from crossovers to maintain sightlines and trees located within one metre of services to be provided with root barriers;
 - iv. edging being used to aid maintenance at intersections between mulched areas and turf areas;
 - v. rainwater from hardstand areas being directed towards landscaped areas to assist with progressive treatment (i.e at-source) of stormwater run-off in conjunction with subsoil drains; and
 - vi. landscaping and treatment of adjoining verge areas, including street trees.

All landscaping should be undertaken in accordance with the associated Stormwater Management Plan.

The installed landscaping is to ensure compliance with Section 5.9 'Landscape Design' of the Wungong Urban Water Design Guidelines. The landscaping is to be installed prior to occupation and maintained thereafter, with all trees to be semi-mature at the time of planting.

A fully automated, sacrificial irrigation system is to be installed and used to irrigate all planting for a period of two years, to allow the planting time to establish. Irrigation systems are to be divided into two-valve zones, one zone for trees with a bubbler per tree and the other zone for planting based on a dripper system.

Any planting that dies, is removed, or becomes seriously damaged or diseased within a period of five years from the date of the completion of the development, is to be replaced in the next planting season with planting of similar size and species.

- p) With regard to Condition 16, where an alternative rating system to Green Star is proposed, the applicant should demonstrate that the rating system and the design of the development is generally equivalent to or better than the Green Building Council of Australia (GBCA) 4 Star Green Star rating.

Details for preparing a Sustainable Design Assessment Report (SDAR) or equivalent are set out in Appendix 1 of Development Policy 1 — Green Building. The SDAR or equivalent is required to provide an assessment of the proposed design against the following 10 Key Sustainable Building Categories:

- indoor environmental quality;
- energy efficiency;
- water efficiency;
- stormwater management — integrated water management;
- building materials;
- transport — green travel plans;
- waste management;
- urban ecology;
- innovation; and
- construction/building management.

The SDAR must also identify relevant sustainability targets and performance standards and document the means by which the appropriate target or performance is to be achieved. A suitably qualified professional refers to an Environmental Engineer or equivalent and may include a person certified by the Green Building Council of Australia.

- q) With regard to Condition 18, the final Acoustic Assessment should include noise modelling that:
- a) Contemplates the Child Care Premises as a noise sensitive receiver;
 - b) Considers noise generated from the Child Care Premises; and
 - c) Contemplates compliance with the *Environmental Protection (Noise) Regulations 1997* prior to the ultimate traffic volumes for Cypress Avenue and Ironbark Drive being achieved; and
 - d) Contemplates the impact of noise generated by the car park, Click and Collect facilities and service yard on noise sensitive premises on the adjacent future residential developments outside of standard operational hours, including contemplating the enclosure of the service yard where noise

impacts are assessed to be above prescribed limits of the *Environmental Protection (Noise) Regulations 1997*.

- r) With regard to Condition 19, the certification submitted at practical completion stage should include results of onsite testing to confirm appropriate levels of sound attenuation / mitigation have been achieved.
- s) With regard to Condition 20, the Delivery and Servicing Management Plan is to include details of an appropriate interface between the service yard and Shopping Complex façade with the future residential development to the east. Storage and utility areas should be screened from view from adjoining sites and the public realm.

The Delivery and Servicing Management Plan is to outline the proposed management regime to facilitate controlled access and egress to the car park and loading areas, consistent with the Car Parking Management Plan and is to include the following:

- ensure all deliveries and collections occur within the development, including the provision of adequate loading, storage and vehicle manoeuvring space for such functions;
 - demonstrate provision of a direct service access route to and from the development;
 - demonstrate the provision of adequate loading bays to cater for likely volume of service deliveries for the development;
 - strategies to ameliorate amenity and noise impacts of deliveries/waste management on the surrounding residential area, including loading times, vehicle movements and noise mitigation measures;
 - management procedures, including scheduling of deliveries, to prevent multiple concurrent truck movements occurring on Rowley Road; and
 - management responsibilities of storage within the service yard.
- t) With regard to Condition 21, the Venue Management Plan is to include, but not be limited to the following:
- hours of operation;
 - types of proposed liquor licences;
 - maximum number of staff on-site at any given time;
 - location of service/back of house areas for each the tenancies, ensuring an active interface between the tenancies and the street is maintained;
 - any proposed entertainment or music, including noise attenuation reports and plans for any premises proposing live music, amplified music or other entertainment with noise levels above ordinary background music;
 - management of noise and patron behaviour to minimise adverse impacts on future residents within the locality;
 - alfresco management, including location of alfresco, proposed structures and furniture, wind impact management, operating times, alcohol service and any music/entertainment; and
 - any other matters deemed appropriate by DevelopmentWA.

Waste collection shall be carried out in accordance with the Waste Management Plan submitted by Talis Consulting dated 27 June 2025.

- u) With regard to Condition 22, the Operational Management Plan is intended to provide guidance for the Child Care Premises, Shopping Complex and Liquor Store tenancies (Coles supermarket, retail shops, and liquor store) and may inform the

development of individual Operational Management Plans as required. The OMP is to include, but not be limited to the following:

- hours of operation;
- trolley management;
- maximum number of staff on-site at any given time;
- maximum number of children on-site at any given time;
- maximum number of visitors on-site at any given time; and
- management of shopping trolleys (storage and retrieval) throughout the car park.

Waste collection shall be carried out in accordance with the Waste Management Plan submitted by Talis Consulting dated 27 June 2025.

- v) With regard to Condition 24, the CPTED Statement should address the safety of external and internal areas of the development including the piazzas and end of trip facilities, as well as CCTV locations and management. The CPTED Statement should inform the final Landscape Plan and Lighting Strategy.
- w) With regard to Condition 25, the Lighting Strategy should:
 - include a plan which illustrates how the buildings will be illuminated to highlight architectural elements, to provide an attractive building at night;
 - demonstrate how lighting and safe access will be provided between the development and the public realm and within loading areas and pedestrian pathways; and
 - be designed to comply with Australian Standard 1158 (Public Lighting Code) and Australian Standard 4282 (Control of the Effects of Outdoor Lighting) in order to ensure that any nuisance light to adjoining properties and to passing vehicular traffic are controlled to an acceptable level.
- x) With regard to Condition 26, the Stormwater Management Plan should:
 - i. be in accordance with the Precinct 21 Urban Water Management Plan;
 - ii. incorporate water sensitive design principles for approval and implement the approved plan;
 - iii. show any drainage easements as may be required on the Certificate of Title in favour of the City;
 - iv. Relocate, remove or upgrade any drainage infrastructure on the lot to meet the drainage requirements created by the development and where appropriate modify and/or upgrade the existing public drainage system, where the proposed development creates the demand via including additional drainage in this system; and
 - v. the site shall contain the 1 year 1 hour Annual Recurrence Interval (ARI) event onsite. Retention of stormwater should be achieved via soakwells, rainwater tanks or other appropriate methods. The site should also retain the year ARI event.

The City of Armadale advises that there are drainage pipes on this lot. Please liaise with the City's Technical Services before undertaking any works on site or lodging a Building Permit.

- y) With regard to Condition 27, the development should comply with the requirements of Part D3 of the Building Code of Australia (Access for People with Disabilities) and Australian Standard 1428.1 and the *Disability Discrimination Act 1992*.
- z) With regard to Condition 28, the Car Parking and Traffic Management Plan should include details on the following, and be reflected in the working drawings:

- i. identification and management of ACROD bays in accordance with AS 2890.6;
 - ii. effective and safe management of traffic movements to, from and within the car parking areas;
 - iii. the dimensions and numbering of all car parking bays, loading bays, vehicle entrances, crossovers, aisle widths and circulation areas complying with Australian Standard (AS) 2890.1, AS2890.2, AS2890.3 and AS/NZS2890.6;
 - iv. design of parking in accordance with the "User Class 3A" category as defined in AS2890.1 Table 1.1;
 - v. identification of clear, safe and accessible pedestrian paths through car parking and delivery areas; and
 - vi. provision of wheel stops in bays perpendicular to other bays.
- aa) With regard to Condition 29, screening of outdoor storage areas, including bin storage areas, from public view is to take the form of either:
- i. a solid wall or obscured fencing constructed in materials or colours compatible with the main built form; or
 - ii. mature landscaping that has the same effect as a solid wall.
- bb) With regard to Condition 30, the Construction Management Plan should address the following matters, which are to address all phases of development including demolition and construction:
- i. construction operation days / hours, with consideration for surrounding premises and residents;
 - ii. management of dust, noise, vibration, waste and other construction activities;
 - iii. details of construction deliveries, collections, access arrangements and on-site storage of materials and equipment (no storage of materials within the public realm will be permitted);
 - iv. workers car parking arrangements;
 - v. traffic management, including management of all construction works traffic and all measures to minimise disruption to traffic and pedestrian movements within the vicinity of the site;
 - vi. details of construction signage and fencing, including high quality site hoardings;
 - vii. community consultation plan and details to notify surrounding premises of the works and outlining procedures to manage enquiries and complaints;
 - viii. measures to limit the impact of disturbance to the operation and amenity of surrounding buildings;
 - ix. bonding and remediation arrangements;
 - x. an Erosion and Sedimentation Control Management Plan detailing how all soil will be contained on site and kept out of drains/water courses, and appropriate measures to prevent soil erosion by wind and rain during and after development; and
 - xi. any other matters deemed appropriate by DevelopmentWA and/or the City of Armadale.
- cc) The landowner/applicant is responsible for ensuring all management measures identified in the Bushfire Management Plan (dated June 2025) are implemented.
- dd) The City of Armadale advises the applicant that the bin store area must comply with clause 31 of the City of Armadale's Health Local Laws 2002 'suitable enclosure'. The provision of a refuse storage enclosure being provided, of an adequate size to contain all bins and oil containers used by the premises and be constructed with four

walls, a graded and sealed floor, provided with a tap connected to an adequate supply of water and provided with a floor waste connected to the sewer.

Patron public rubbish bin facilities should be provided adjacent to the shop frontage and convenient to pedestrians, but positioned so as not to obstruct pedestrian movements. Bins shall be continuously maintained in good condition and the surrounding area kept free of litter thereafter.

ee) Compliance with the *Food Act 2008* and the Food Standards Code is required.

ff) Compliance with the *Health (Public Buildings) Regulations 1992* is required. In this regard, a Public Building application is required to be submitted to the City of Armadale's Health Services and approved prior to occupation of the proposed building.

gg) The Water Corporation provides the following advice:

- Reticulated water and sewerage is currently available for the subject area. If Water Corporation assets are affected, any future landowner may be required to fund new works or the upgrading of existing works and protection of all works;
- All main extensions, if required for the development site, must be laid within the existing and proposed road reserves, on the correct alignment and in accordance with the Utility Providers Code of Practice;
- The proposed servicing strategy will need to be further refined by the developer's at the subdivision/development stage in consultation with Water Corporation's Land Servicing Section.
- The subject area falls within the Wungong Drainage Catchment. Water Corporation's drainage system can only take predevelopment flows. The applicant will need to compensate any additional flows on their own land.
- This proposal will require approval by Water Corporation's Building Services section prior to commencement of works. Infrastructure contributions and fees may be required to be paid prior to approval being issued. For further information about building applications, please see the following link: <https://www.watercorporation.com.au/home/builders-and-developers/building/lodging-a-building-application>.
- The applicant is expected to provide all water and sewerage reticulation if required. A contribution for Water, Sewerage and Drainage headworks may also be required.
- The information provided above is subject to review and may change. If the proposal has not proceeded within the next 6 months, please contact us to confirm that this information is still valid.

hh) With regard to Condition 31, should the development not be substantially commenced within the period specified, the approval shall no longer be valid and no development shall be undertaken without further approval of DevelopmentWA having first been sought.