



PART C – CITY OF GOSNELLS

1. Declarations of Due Consideration

2. Disclosure of Interests

3. Form 1 DAP Applications

Nil

4. Form 2 DAP Applications

4.1a Lots 3, 4, 8, 17, 18, 20, 21, 23, 24, 25, 42, 201, 500 Albany Highway,
Maddington - Showroom (Bunnings Warehouse) - DAP/18/01540

4.1b Lots 3, 4, 8, 17, 18, 20, 21, 23, 24, 25, 42, 201, 500 Albany Highway,
Maddington - Showroom (Bunnings Warehouse) - DAP/18/01540

5. Section 31 SAT Reconsiderations

Nil

**Part C – Item 4.1a - LOTS 3, 4, 8, 17, 18, 20, 21, 23, 24, 25,
42, 201, 500 ALBANY HIGHWAY, MADDINGTON –
SHOWROOM (BUNNINGS WAREHOUSE)**

**Form 2 – Responsible Authority Report
(Regulation 17)**

DAP Name:	Metro Outer
Local Government Area:	City of Gosnells
Proposed Amendments:	Reduction in building floor area and revised access arrangements.
Applicant:	Mark Scarfone, Element
Owner:	Bunnings Properties Pty Ltd Metropolitan Region Planning Authority Western Australian Planning Commission
Value of Amendment:	\$ 20m
Responsible Authority:	City of Gosnells
Authorising Officer:	Brenton Scambler – Manager Development Services
LG Reference:	DA18/00283.03
DAP File No:	DAP/18/01540
Date of Original DAP decision:	22 January 2020
Application Received Date:	21 May 2025
Application Statutory Process Timeframe:	90 Days
Attachment(s):	<ol style="list-style-type: none"> 1. Location Plan 2. Development Plans 3. Reserve Interface Plans 4. DBCA Advice 5. PTA Advice 6. DWER Advice 7. MRWA Advice 8. Previous Determination Notices 9. WAPC Amalgamation Approval 10. Cover Letter 11. Consolidated Amended Conditions & Advice Notes

Responsible Authority Recommendation

That the Metro Outer DAP resolves to:

1. **Accept** that the DAP Application reference DAP/18/01540 as detailed on the DAP Form 2 dated 21 May 2025 is appropriate for consideration in accordance with regulation 17 of the *Planning and Development (Development Assessment Panels) Regulations 2011*;

2. **Approve** DAP Application reference DAP/18/01540 and accompanying plans (Attachment 2) in accordance with Clause 68 of Schedule 2 (Deemed Provisions) of the *Planning and Development (Local Planning Schemes) Regulations 2015*, and the provisions of the City of Gosnells Town Planning Scheme No. 6, for the proposed minor amendment to the approved Bunnings Warehouse at Lots 3, 4, 8, 17, 18, 20, 21, 23, 24, 25, 42, 201, 500 Albany Highway, Maddington subject to the following conditions:

Conditions

1. The warehouse (including bagged goods, nursery, goods inwards/outwards, timber trade sales, building materials/landscape yard areas) shall be constructed using weather-proof material with impervious and chemically resistant flooring, designed and graded to contain any spills and wastewater generated from the operation. All spills and wastewater shall be disposed to sewer (subject to Water Corporation consent) or at a licenced waste disposal facility.
2. Prior to any fill and/or topsoil being brought onto the site, the landowner/applicant shall demonstrate to the satisfaction of the City of Gosnells in consultation with the Department of Biodiversity, Conservation and Attractions that all material is certified clean, uncontaminated, and free from rubber, weeds and diseases, and is suitable from a geotechnical perspective, for the proposed works.
3. Prior to any works occurring within the Parks and Recreation reserve, a Construction Environmental Management Plan is to be submitted and approved to the satisfaction of the City of Gosnells in consultation with the Department of Biodiversity, Conservation and Attractions and the Western Australian Planning Commission.

All works within the Parks and Recreation reserve are to be carried out in accordance with the approved Construction Environmental Management Plan.

4. No debris, rubbish or any other deleterious matter shall be placed on the Parks and Recreation Reserve or be allowed to enter the Canning River.
5. No dewatering tail-water is to be discharged directly or indirectly (e.g. via the stormwater system) into the Canning River unless a Dewatering Management Plan has been approved by the City of Gosnells in consultation with the Department of Biodiversity, Conservation and Attractions and the Western Australian Planning Commission.

In the event that dewatering tail-water is required to be discharged into the Canning River, discharge is to be carried out in accordance with the approved Dewatering Management Plan.

6. The garrison fencing installed on top of the retaining walls on the western boundaries shall be visually permeable to a maximum height of 1.8m and be black in colour.

7. Prior to the commencement of development, an updated Stormwater Management Plan is to be submitted and approved to the satisfaction of the City of Gosnells in consultation with the Department of Biodiversity, Conservation and Attractions and the Western Australian Planning Commission. Stormwater runoff from constructed impervious surfaces generated by small rainfall events (i.e. the first 15mm of rainfall) must be retained and/or detained at-source as much as practical and will not be permitted to enter the wetland buffer or Canning River untreated.
8. Prior to the commencement of development, a Wetland and Wetland Buffer Management Plan is to be submitted, approved and thereafter implemented to the satisfaction of the City of Gosnells in consultation with the Department of Biodiversity, Conservation and Attractions and the Western Australian Planning Commission.
9. Prior to applying for a Building Permit, detailed plan(s) for the design and alignment of the limestone track and principal shared path are to be submitted and approved to the satisfaction of the City of Gosnells in consultation with the Department of Biodiversity, Conservation and Attractions and the Western Australian Planning Commission. The following details are to be included:
 - (i) Pathway design in accordance with Australian Standard AS2156.2 - Walking Tracks - Infrastructure Design;
 - (ii) The alignment of the limestone track and pathway with separation distances to existing vegetation consistent with tree protection zones as defined in Australian Standard AS4970-2009 - Protection of Trees on Development Sites;
 - (iii) Earthworks and fill levels in accordance with the Construction Environmental Management Plan; and
 - (iv) Details of any stormwater run-off, to prevent erosion.
10. Prior to the occupation of the development, the limestone track and pathway, as shown on the approved site plan, shall be:
 - (i) Installed in accordance with the detailed plan(s) at no expense to the Crown; and
 - (ii) Ceded to the Crown free of cost and without any payment of compensation by the Crown, following a defects period as agreed to by the City of Gosnells in consultation with the Western Australian Planning Commission.
11. Prior to the commencement of works, all significant vegetation within the wetland and wetland buffer shall be identified and protected by installation of Tree Protection Zones in accordance with Australian Standard AS 4970-2009- Protection of trees on development sites to the satisfaction of the City of Gosnells.
12. Replacement trees are to be planted at a rate of no less than three for each tree removed and maintained to the requirements and satisfaction of the Department of Biodiversity, Conservation and Attractions in consultation with the City of Gosnells.

13. All lighting is to be installed in accordance with a Lighting Plan which is to be submitted to and approved to the specifications of the Department of Biodiversity, Conservation and Attractions and to the satisfaction of the City of Gosnells prior to commencement of works.
14. Prior to applying for a Building Permit, a Landscape Plan for the development site and the adjoining road verge(s) is to be submitted and approved to the satisfaction of the City of Gosnells in consultation with the Department of Biodiversity, Conservation and Attractions and the Western Australian Planning Commission. The following details are to be included:
 - (i) Native vegetation to be planted between the retaining walls on the western boundaries of the site;
 - (ii) Existing street trees and vegetation to be retained on the site;
 - (iii) Landscape treatments such as lawn, mulch areas, paving and bin collection areas;
 - (iv) The location, species, quantity and pot size of proposed trees and shrubs; and
 - (v) Areas to be irrigated.
15. Prior to the occupation of the development, the landscaping and irrigation of the development site and the adjoining verges is to be installed in accordance with the approved Landscape Plan and thereafter maintained to the satisfaction of the City of Gosnells.
16. Prior to occupation of the development, the Resource Enhancement Wetland (14428) and associated buffer are to be transferred to the Western Australian Planning Commission free of cost and without any payment of compensation.
17. Prior to applying for a Building Permit, a geotechnical report is to be submitted, detailing site conditions with respect to soil, groundwater and stormwater disposal, to the satisfaction of the City of Gosnells.
18. Prior to commencement of the development, the applicant is to submit an Acid Sulphate Soils Self-Assessment Form, to the satisfaction of the City of Gosnells. If, as a result of the self-assessment, an Acid Sulphate Soils Report and Acid Sulphate Soils Management Plan are required, those documents must be submitted to and approved by the City of Gosnells, on the advice of the Department of Water and Environmental Regulation.

Where an Acid Sulphate Soils Management Plan is required, all works shall be carried out in accordance with the approved management plan.

19. The applicant shall submit a drainage design, prescribing a functional drainage system, including detailed engineering drawings, and necessary technical information to demonstrate functionality of the design. The design is to be endorsed prior to the lodgement of a Building Permit application and thereafter implemented to the satisfaction of the City of Gosnells.

It should be noted that a maximum stormwater runoff coefficient equivalent to predevelopment levels shall be applied to calculate the critical permissible site discharge (PSD) from the development. This PSD shall not be exceeded

in all storm events up to the 1 in 20 year Average Recurrence Interval. All excess stormwater shall be detained and/or infiltrated on site through suitable structural means.

20. Prior to occupation of the development, redundant vehicle crossover(s) are to be removed and the kerbing, footpath and verge (where relevant) reinstated with grass or landscaping to the satisfaction of the City of Gosnells.
21. Prior to occupation of the development, the proposed hardstand area is to be paved, sealed and drained to the satisfaction of the City of Gosnells.
22. Prior to the commencement of development works, the applicant is to submit, have approved, and thereafter implement, a management plan detailing how risks of wind and/or water borne erosion and sedimentation and dust will be minimised during the works and thereafter, to the satisfaction of the City of Gosnells.
23. Prior to occupation of the development, all existing septic tanks and leach drains are to be decommissioned and all components removed to the satisfaction of the City of Gosnells, with the applicant providing a Statutory Declaration confirming as such.
24. Prior to applying for a Building Permit, satisfactory arrangements being made with the City of Gosnells for the disposal of industrial wastewater, including:
 - (i) The approval of the Water Corporation for disposal of all industrial wastewater produced from activities on site;
 - (ii) Provision of a bunded washdown area a minimum of 75mm in height, serviced by an approved petrol and oil waste disposal treatment system is required. Washdown areas greater than 20m² size must be roofed;
 - (iii) Detailed plans and specifications of the petrol and oil waste disposal treatment system; and
 - (iv) Registration of all petrol and oil waste disposal treatment systems with the Waste Management Division of the Department of Water and Environment Regulation.
25. Prior to applying for a Building Permit, arrangements being made to the satisfaction of the City of Gosnells for the amalgamation of lots 3, 4, 17, 20, 21, 42, 201 and 500 Albany Highway, Maddington into one Certificate of Title. The amalgamation must be completed prior to occupation of the development.
26. Prior to occupation of the development, a notification under section 70A of the transfer of Land Act 1893 must be registered over the Certificate of Title of the subject lot to notify owners and prospective purchasers of the land of the factor affecting the use of the land. The notification is to be prepared and executed at the applicant's cost to the satisfaction of the City of Gosnells and is to state as follows:

'This land is within a bushfire prone area as designated by an Order made by the Fire and Emergency Services Commissioner and is subject to a Bushfire

Management Plan. Additional planning and building requirements may apply to development on this land.'

27. Prior to applying for a Building Permit, a Bushfire Management Plan and Emergency Evacuation Plan shall be prepared in accordance with State Planning Policy 3.7 - Planning in Bushfire Prone Areas and the Guidelines for Planning in Bushfire Prone Areas, endorsed by the City of Gosnells in consultation with the Department of Fire and Emergency Services, and thereafter implemented to the satisfaction of the City of Gosnells.
28. Prior to applying for a Building Permit, a Waste Management Plan is to be submitted and approved to the satisfaction of the City of Gosnells and include the following detail:
 - (i) the location of bin storage areas and bin collection areas;
 - (ii) the number, volume and type of bins, and the type of waste to be placed in the bins;
 - (iii) management of the bins and the bin storage areas, including cleaning, rotation and moving bins to and from the bin collection areas; and
 - (iv) frequency of bin collections.

All works must be carried out in accordance with the Waste Management Plan and maintained at all times, for the duration of development.

29. Prior to occupation of the development, public rubbish bin facilities must be provided adjacent to the shop frontage so as to be convenient to pedestrians, but positioned so as not to obstruct pedestrian movements, to the satisfaction of the City of Gosnells. Public rubbish bin facilities must be emptied daily, continuously maintained in good condition and the surrounding area kept free of litter thereafter for the duration of the development.
30. Prior to applying for a Building Permit, the proponent shall submit to the City of Gosnells for approval a preliminary proposal for an art work designed by a professional artist at a cost of 1% of the total project cost (to a maximum of \$250,000), to be located within the subject site as an integral part of the development. Alternatively, prior to occupation of the development, the owner/applicant shall make a cash contribution towards public art in lieu of the above.

Prior to the commencement of development, and if not making a cash contribution, the proponent shall submit to the City of Gosnells for approval an 'Application for Artwork Design' and the proponent is to enter into a contract with a professional artist/s to design and install (if appropriate) the artwork approved by the City of Gosnells.

Prior to the occupation of the development, the art work shall be installed and maintained thereafter to the satisfaction of the City of Gosnells.

31. Prior to occupation or use of the development, vehicle parking, manoeuvring and circulation areas shall be designed, constructed, sealed, drained, line marked and kerbed in accordance with:

- (i) The approved plan(s);
- (ii) Australian/New Zealand Standard AS/NZS 2890.1:2004, Parking facilities, Part 1: Off street car parking (for User Class 1A);
- (iii) Australian/New Zealand Standard AS/NZS 2890.6:2009, Parking facilities, Part 6: Off street parking for people with disabilities;
- (iv) Australian Standard AS 1428.1 2009, Design for access and mobility, Part 1: General Requirements for access New building work (by providing a link to the main entrance of the development by a continuous accessible path of travel); and
- (v) Council's engineering requirements and design guidelines.

The car parking is to be maintained to the satisfaction of the City of Gosnells for the duration of the development.

32. Prior to applying for a Building Permit, the landowner/applicant must submit a request to the City of Gosnells for amenity tree evaluations for all verge trees, including within the Albany Highway road reserve. The amenity value and removal cost of the street trees must be paid prior to occupation of the development.

The landowner/applicant must submit a request to the City of Gosnells in writing for an invoice to meet the total cost of the removal of the street trees. The landowner/applicant is not permitted to undertake removal of, or engage a contractor to, undertake removal of any street tree. The City of Gosnells will remove the trees.

33. The development is approved until 15 April 2028. If the development is not substantially commenced by this date, the approval shall lapse and be of no further effect.
34. Prior to the issue of a Building Permit, the applicant must undertake a 15% design concept plan to determine the land requirements for both signalised access points. The concept plan is to demonstrate the land required to accommodate the signal infrastructure, truncations, sight lines, existing infrastructure, footpath and verge to Main Roads requirements.
35. Prior to occupation of the development, the land required for the widening of Albany Highway, as shown on the Land Protection Plan No.201432-0109 (enclosed), must be ceded free of cost to the State of Western Australia without any payment of compensation.
36. Prior to occupation of the development, the land required for the widening of Albany Highway, as per Condition 34 and 35, must be ceded free of cost to the State of Western Australia without any payment of compensation.
37. Prior to occupation of the development, easement(s) in accordance with Sections 195 and 196 of the Land Administration Act 1997 for the benefit of the City of Gosnells and Main Roads WA are to be placed on the certificate(s) of title of Lot 20 specifying access rights. Notice of this easement(s) is to be included on the diagram or plan of survey (deposited plan).

38. No works are permitted within the Albany Highway Road Reservation unless Main Roads has issued a Working on Roads Permit.
39. No part of the development, other than approved landscaping is to be located within the land requirement for Albany Highway as detailed in the enclosed Land Protection Plan No.201432-0109.
40. Any proposed illumination of the signage must not exceed 300 cd/m² (candela per square metre) during the daytime and 150 cd/m² during nighttime.
41. The signs must not contain fluorescent, reflective or retro-reflective colours or materials.
42. The signs shall only display static content of the business operating on the subject site.
43. Stormwater shall not be discharged to the Albany Highway Road Reserve or the widened road reservation to the satisfaction of the City of Gosnells on advice of Main Roads Western Australia.
44. The 2,186m² 'pad site' shown on the approved Site Plan is not part of this application and is subject to future development applications.
45. Prior to occupation, the development shall be connected to the reticulated sewerage system to the specification of the Water Corporation and to the satisfaction of the City of Gosnells.

Advice Notes:

1. The associated plans and conditions approved under this development approval showing or requiring access to roads within the jurisdiction of Main Roads WA require the subsequent approval of Main Roads of WA for that access and should be read as subject to the jurisdiction of Main Roads of WA.
2. The upgrading/widening of Albany Highway is not in Main Roads current 4-year forward estimated construction program and all projects not listed are subject to change without notice, and Main Roads assumes no liability for the information provided.
3. Approval of signals or intersection modifications do not form part of this application. The installation of traffic signals will require further approval from Main Roads under the Main Roads Act 1930.
4. This property is affected by land reserved in the Metropolitan Region Scheme as shown on the attached extract of the Main Roads Land Protection Plan No.201432-0109.
5. The applicant is required to submit an Application form to undertake works within the road reserve prior to undertaking any works within the road reserve.

Application forms and supporting information about the procedure can be found on the Main Roads website > Technical & Commercial > Working on Roads.

For clarity a consolidated list of conditions detailing the recommended condition amendments, deletions, renumbering and new conditions is provided as Attachment 11.

Details: outline of development application

Region Scheme	Metropolitan Region Scheme
Region Scheme Zone/Reserve	Urban
Local Planning Scheme	Town Planning Scheme No.6
Local Planning Scheme Zone/Reserve	Residential Development
Structure Plan/Precinct Plan	N/A
Structure Plan/Precinct Plan Land Use Designation	N/A
Use Class (proposed) and permissibility:	Showroom - Discretionary
Lot Size:	Lot 3: 4,527m ² Lot 4: 5,688m ² Lot 17: 1,958m ² Lot 20: 2,777m ² Lot 21: 8,578m ² Lot 42: 1,198m ² Lot 201: 10,871m ² Lot 500: 7,675m ² Total: 43,272m ²
Net Lettable Area (NLA):	12,965m ²
Number of Dwellings:	N/A
Existing Land Use:	Vacant land
State Heritage Register	No
Local Heritage	<input checked="" type="checkbox"/> N/A <input type="checkbox"/> Heritage List <input type="checkbox"/> Heritage Area
Design Review	<input checked="" type="checkbox"/> N/A <input type="checkbox"/> Local Design Review Panel <input type="checkbox"/> State Design Review Panel <input type="checkbox"/> Other
Bushfire Prone Area	Yes
Swan River Trust Area	Yes

Background:

Site Description

The subject site is comprised of eight vacant lots with a combined land area of 4.3272ha. The site is located on Albany Highway and abuts the Canning River Parks and Recreation (P&R) reserve to the rear.

The site has been cleared of all buildings in preparation for the development works associated with a proposed Showroom (Bunnings Warehouse) development.

Approval History

On 22 January 2020, the Metro East JDAP resolved to approve a Bunnings Warehouse at 2087 (Lots 3, 4, 17, 20, 21, 42, 201, and 500) Albany Highway, Maddington (DAP Application reference DAP/18/01540).

On 24 September 2020, following the initial DAP approval, the City of Gosnells (under delegation) approved modifications to the approval. These included the addition of Lots 18, 20 and 25 Albany Highway to the development site and minor amendments to the design of the car parking areas, internal access arrangements and vehicle access to Albany Highway. These modifications were also approved by the Metro Outer Joint Development Assessment Panel at its meeting held on 10 November 2020.

On 8 March 2023, an application for amalgamation was approved by the Western Australian Planning Commission for the amalgamation of Lots 3, 4, 17, 20, 21, 42, 201 and 500 Albany Highway. The amalgamation approval is yet to be finalised.

On 15 April 2024, the City approved an amendment for an extension of time to substantially commence the development in accordance with Regulation 17A of the *Planning and Development (Development Assessment Panels) Regulations 2011* (DAP Regulations). The extension of time was granted a four-year approval period and will expire on 15 April 2028.

Planning Framework

The subject site is zoned 'Urban' under the Metropolitan Region Scheme (MRS) and 'Residential Development' under TPS 6.

The subject land is within an area identified as requiring a Structure Plan (South Maddington) under Local Planning Policy 3.6 - Structure Plans. There is currently no adopted Structure Plan over the land.

Two separate Additional Uses are prescribed in TPS 6 over Part Lot 21 and Lots 201 and 500 Albany Highway, Maddington as follows:

Additional Use No.	Additional Use	Conditions
2.	<i>Motor Vehicle, Boat or Caravan Sales; Motor Vehicle Repair; Motor Vehicle Wash</i>	<i>1. An integrated water management plan shall be required in association with any application for development of Additional Uses on the subject land, in accordance with advice received from the Environmental Protection Authority in respect of Amendment No. 71 to Town Planning Scheme No. 6.</i>

		<p>2. All development applications seeking consent to expand the existing uses on site must be accompanied by a Local Development Plan (LDP) that addresses the following issues:</p> <ul style="list-style-type: none"> • The location of new buildings in relation to surrounding/proposed residential development. • Incorporation of suitable measures to ensure that the siting of new buildings will not result in any adverse impacts on the amenity of existing or proposed residential uses by way of noise, illumination, spray drift, or odour. • Incorporation of adequate measures to regulate the bulk, scale, materials and finishes of new buildings to ensure compatibility with existing or proposed residential uses. <p>Note: Proposed residential uses includes areas identified for residential development in a draft or adopted Structure Plan.</p>
3.	Showroom	<p>Prior to the lodgement of any development application for a Showroom on the land, a LDP shall be submitted to and approved by Council for the entire area covered by this Additional Use zoning. The LDP shall address such matters as required by Council, including but not limited to maximum floor space, building bulk, scale and appearance, landscaping, interface with the adjoining Parks and Recreation Regional Reserve, existing and surrounding uses and access, parking and traffic.</p>

The original application considered the additional use requirements of TPS 6 and it was determined that an LDP was not required to be prepared for the development. In this regard, the amended application does not change this position and it is considered that the matters required to be addressed under an LDP have been adequately addressed under this application.

Proposal:

The proposed modifications to the previously approved plans are:

- A reduction of the Showroom floor area from 9,140m² to 8,549m².
- A reduction of the Timber Trade Sales from 2,530m² to 1,998m².
- A reduction of the Building Materials and Landscape Yard from 1,584m² to 1,317m².
- A reduction of the Bagged Goods Canopy from 1,595m² to 1,384m².
- An increase in area of the Outdoor Nursery from 1,016m² to 1,034m².
- Relocation of the display area to be incorporated to the entrance area.
- An increase in the number of car parking bays from 300 to 310 and minor alterations to car parking configurations.
- A proposed Goods Outwards area to replace a portion of the approved Building Materials and Landscape Yard.
- Future proposed vehicle access through Lot 21 into the adjacent Lot 8 Albany Highway providing alternative access for Lot 5 Albany Highway resulting from the required modifications to the intersection of Gosnells Road West and Albany Highway.

Legislation and Policy:

Legislation

- *Planning and Development Act 2005*
- Metropolitan Region Scheme
- *Planning and Development (Local Planning Schemes) Regulations 2015*
- City of Gosnells Town Planning Scheme No. 6
- *Environmental Protection (Noise) Regulations 1997*

State Government Policies

- State Planning Policy 3.7 - Planning in Bushfire Prone Areas
- Development Control Policy 5.1 - Regional Roads (Vehicular Access)
- Government Sewerage Policy

Local Policies

- Local Planning Policy 3.6 - Structure Plans (LPP 3.6)
- Local Planning Policy 4.9 – Signage and Flags (LPP 4.9)
- Local Planning Policy 4.11 – Public Art (LPP 4.11)

Consultation:

Public Consultation

The proposal was not required to be advertised for public consultation as it had been previously advertised and subsequently approved. The proposed amendments are not considered to be significant enough to require advertising. The applicant confirmed that the owner of Lot 5, although not party to this application, has been involved in the discussions relating to the new access arrangements between Main Roads WA (MRWA) and the proponent.

Referrals/consultation with Government/Service Agencies

The original application was referred to the following agencies for comment:

- Main Roads Western Australia (MRWA);
- The Department of Fire and Emergency Services (DFES);
- The Department of Water and Environmental Regulation (DWER);
- The Department of Health (DoH);
- The Department of Biodiversity, Conservation and Attractions (DBCA); and
- The Public Transport Authority (PTA).

The proposed amended application was referred to the above agencies except DFES and DoH. Referral to DFES was not considered necessary under this amendment as the building setbacks to the bushfire prone vegetation to the rear of the site have not changed. In addition, the original conditions requiring the submission of a Bushfire Management Plan (BMP) and Emergency Evacuation Plan (EEP) prior to applying for a Building Permit still apply and therefore remain unchanged under this amendment.

The proposed amendment was not referred to the DoH as no changes relating to effluent disposal are proposed under this amendment.

Comments from MRWA, DWER, DBCA and PTA are provided as Attachments, and discussed in the relevant sections of this report.

Planning Assessment:

Town Planning Scheme No. 6

Land Use Permissibility

The subject site is zoned 'Residential Development' under TPS 6. A Showroom is defined as:

'means premises used to display, sell wholesale or retail, or hire, automotive arts and accessories, camping equipment, electrical light fittings, equestrian supplies, floor coverings, furnishings, furniture, household appliances, party supplies, swimming pools or goods of a bulky nature'

A Showroom is a "D" use within the Residential Development zone, meaning that the use is not permitted unless the local government has exercised its discretion by granting Development Approval. The proposal is therefore capable of approval.

The following sections of the report assess the proposed amendments against the relevant planning frameworks. Matters regarding landscaping, stormwater, waste management, the Canning River Flood Plan Development Control Area, Bushfire Management, public art, and consideration of Wetlands remain unchanged as a result of the proposed amendments and as such are not discussed in this report. It should be noted that conditions relating to these matters have been retained and are included in the recommendation, should the DAP approve the proposal.

Car Parking

The following table details TPS 6 car parking requirements:

Use Class	TPS 6 Car Parking Standards	TPS 6 Car Parking Requirements	Car Parking Bays Provided
Showroom	<i>1 space for every 50m² gross leasable floor area; minimum of 4 spaces per tenancy or unit.</i>	The application includes a 14,505m ² gross leasable floor area. As such, the proposal generates a requirement of 291 bays (rounded from 290.1).	The application proposes 310 car parking bays.
Total		291	310

As demonstrated above, the amended application results in a car parking surplus of 19 bays.

Development in Unsewered Areas

The subject site is not currently connected to reticulated sewer, and connection is not proposed as part of the application.

Clause 4.9.5 of TPS 6 stipulates:

‘Where connection to a comprehensive reticulated sewerage system is not available, no development with on-site effluent disposal in excess of that of a single house or single residential equivalent, shall be approved unless the proposed development is in accordance with the provision of the Government Sewerage Policy.’

The applicant previously advised that connection to sewer is not feasible given the substantial financial cost of extending the sewerage network from the nearest available connection at Helm Street (approximately 360m north of the subject site). As an alternative, the applicant proposed the use of an Aerobic Treatment Unit (ATU) on-site for sewer treatment and disposal purposes. The proposed amendment does not seek to change this.

The original application was referred to DoH and was supported. However, this aspect of the proposal was not supported by the City for the following reasons:

- It was considered that the proximity of the nearest available connection at Helm Street is sufficiently close enough to warrant a connection being made.

- The City did not support the financial impost being a sufficient reason to not warrant the sewer connection being made.

The original application and this amendment were referred to DBCA for comment. The DBCA's referral comments on both applications does not support the use of an ATU system due to the close proximity of the site to Canning River and associated Conservation and Resource Enhancement Wetlands. DBCA has therefore recommended that the development be connected to reticulated sewerage.

It is noted that the City previously recommended that the development be connected to sewer which was discussed in the original RAR, however a condition was not imposed by the DAP at that time. Requirement for the development to be connected to reticulated sewer was however imposed under the separate MRS approval.

As such, should DAP approve the proposal, a condition should be imposed requiring the development to be connected to sewer, prior to occupation of development, as also recommended by DBCA.

Non-Residential Development in the Residential Zone and Setbacks

TPS 6 requires that non-residential development in the Residential zones (including the Residential Development zone) conform with the setback requirements and the maximum plot ratios prescribed under the Residential Design Codes. The proposed development is setback 22m from Albany Highway, 35.4m to the north-western boundary, 54m to the south-eastern boundary and 10m to the rear boundary (measured from the retaining walls). The proposed setbacks comply with the R-Codes.

Given no residential density is afforded to the land in the absence of a Structure Plan, there is no plot ratio applicable. Notwithstanding, as the total building footprint is approximately 14,505m² in relation to the total site area of 4.3272ha, the size of the building is not considered to result in overdevelopment of the site. It is also noted that the proposed building footprint has been reduced from the original approval.

Lighting

As part of DBCA's consideration of the amended application, it recommended the inclusion of a condition requiring the submission and approval of a lighting plan to DBCA's specification and to the satisfaction of the City. Should the DAP approve the proposal a condition has been included in the report recommendation requiring the submission of a lighting plan.

Traffic and Access

Consistent with the original development approval, a signalised intersection is proposed at Pitchford Avenue/Albany Highway. Additionally, this application includes modifications, and the addition of pedestrian crossings, to Albany Highway.

Three crossovers are proposed to Albany Highway providing access to the site as follows:

- A left in/straight in access from the existing signalised intersection on Albany Highway and Gosnells Road West, with light vehicle-only exit movements permitted in all directions;

- Right and left-in entry only for light vehicles to the central access crossover; and
- A signalised intersection including access into the site is proposed at Albany Highway/Pitchford Avenue, allowing for full access vehicle movements for light and service vehicles.

Whilst service vehicles will utilise the same crossovers as patrons, a separate deliveries laneway is proposed to the rear of the building to accommodate deliveries and waste collection.

The amended application was referred to MRWA for comment, which supported the amended application subject to conditions (refer Attachment 7). It is noted that the original approval included conditions requiring the submission of engineering drawings for approval by the City in consultation with MRWA for the construction of the signalised intersections and all required works on Albany Highway. As a result of the amendments to the application, MRWA has recommended deletion of the original conditions, and substituted new conditions relating to works required to Albany Highway. MRWA's amended conditions have been included in the report recommendation should the DAP approve the application.

Environment

Bush Forever and Remnant Vegetation

The adjacent Canning River floodplain is part of Bush Forever Site No.246. A portion of approximately 630m² of remnant vegetation extends into the subject site, roughly aligning with the area of CCW on Lot 4 Albany Highway. The remnant vegetation is proposed to be retained as part of the proposal.

The proposed amendment also includes a change in vehicle access to adjoining Lot 5 Albany Highway as a result of the required modifications to the intersection of Gosnells Road West and Albany Highway. A modified access arrangement is to be provided through Lot 21 and Lot 8 Albany Highway which both contain an area of Resource Enhancement Wetland, and Parks and Recreation Reserve over Lot 8 only.

The application was referred to DBCA and it was noted that a tree survey should be required prior to the final alignment of the driveway and batters to ensure protection of the existing wetland and minimise the number of trees removed. DBCA also recommended that replacement trees be planted at a rate of no less than three for each tree removed. Additional conditions are recommended should DAP approve this application.

Utilisation of a portion of the Resource Enhancement Wetland area within Lot 21 Albany Highway as a bioretention zone was supported by DBCA, however, further detail is required regarding how the drainage will be managed with the construction of the proposed access road traversing Lot 8. DBCA recommended the submission of a Wetland and Wetland Buffer Management Plan to address revegetation and maintenance requirements. Should the DAP approve the application, it is recommended that Condition 8 be modified to include reference to a Wetland Buffer Management Plan.

Local Planning Policy 4.9 - Signage and Flags

It should be noted that whilst signage formed part of the original approval, relevant conditions were not imposed under the previous approvals. MRWA has subsequently recommended conditions relating to the signage to ensure that signage does not adversely impact the safety of drivers. Should DAP approve the proposal, MRWA's recommended conditions should be imposed on an approval.

Conclusion:

The City considers that the proposed changes to the approved development are minor in nature and do not substantially alter the development previously approved by the DAP. It is not considered the proposed amendments introduce new information that would change the DAP's position to support the application. The local planning framework has been satisfactorily addressed. Additional conditions recommended by State Government agencies relating to traffic and access are considered appropriate and have been included in the report recommendation.

Attachment 1



CITY of GOSNELLS

The City of Gosnells provides the information contained herein. The Council of the City of Gosnells shall not be liable for any loss or damage howsoever caused as a result of reliance upon information contained in these documents.

Attachment 1 - Location Plan

Date: 23/07/2025

Scale: 1:4000



Attachment 2

NOM 7M WIDE LIMESTONE SHARED ACCESS TRACK TO BASE OF RETAINING WALL

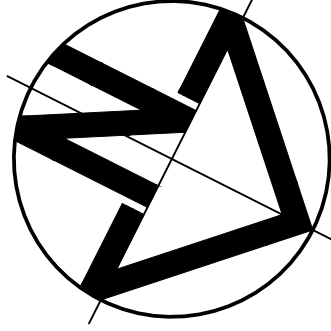
INDICATIVE AREA OF LAND TO BE CEDED TO THE CROWN/WAPC

SITE AREAS	41,107m ²
BUNNINGS SITE	2,149m ²
BALANCE LAND/PAD SITE	
TOTAL SITE AREA	43,293m²
BUNNINGS AREAS	
MAIN WAREHOUSE	8,549.48 m ²
ENTRY	78.20 m ²
TIMBER TRADE SALES	1,998.47 m ²
BUILDING MATERIALS & LANDSCAPE YARD	1,317.42m ²
BAGGED GOODS CANOPY	1,384.08m ²
OUTDOOR NURSERY	1,033.99m ²
GOODS INWARDS	143.28m ²
TOTAL BUNNINGS AREA	14,505m²
CARPARKS (BUNNINGS)	
STANDARD SPACES	274 SPACES
TRAILER BAYS	12 SPACES
ACCESSIBLE SPACES	6 SPACES
TIS SPACES	18 SPACES
TOTAL SPACES	310 SPACES
TROLLEY BAYS	6 BAYS



WAREHOUSE GROUND FLOOR PLAN
1:500

PRELIMINARY
NOT FOR CONSTRUCTION



BUNNINGS MADDINGTON
ALBANY HIGHWAY, MADDINGTON, WA

EAST ELEVATION (FRONT) PART 01
1:200

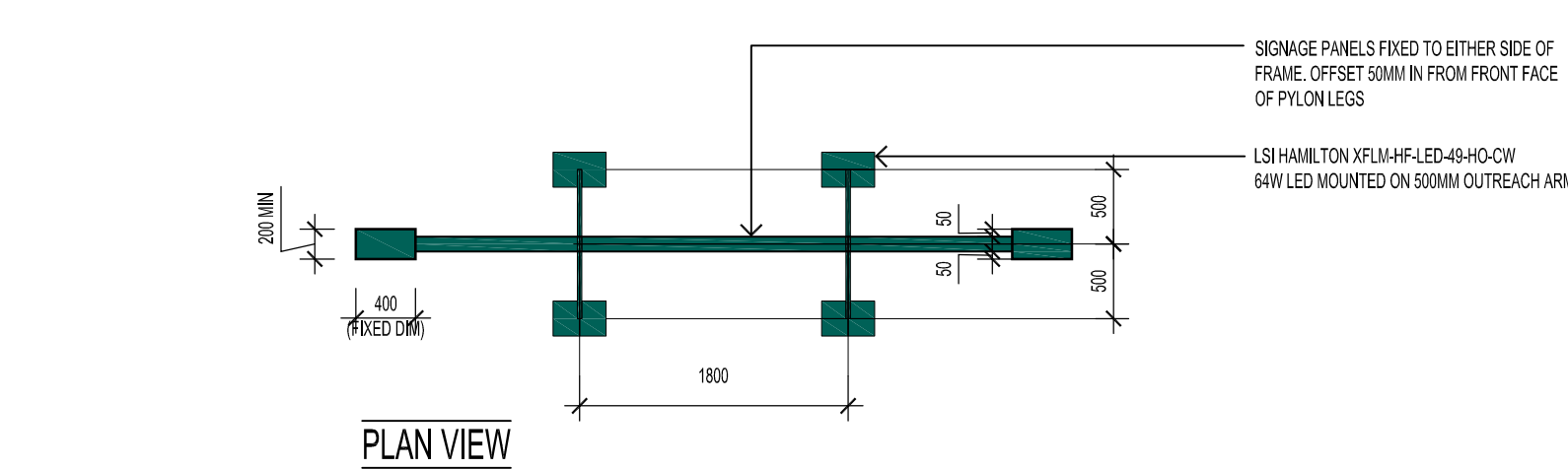
EAST ELEVATION (FRONT) PART 02
1:200

WEST ELEVATION (REAR) PART 02
1:200

WEST ELEVATION (REAR) PART 01
1:200
















SOUTH ELEVATION (NURSERY)
1:200

NORTH ELEVATION (BMLY)
1:200

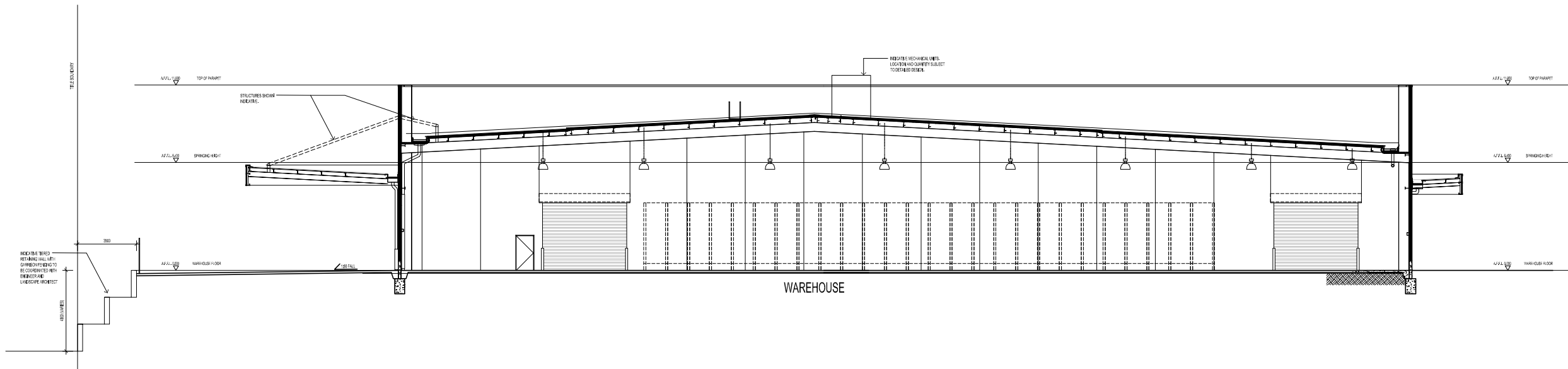


PYLON SIGNS
1:50

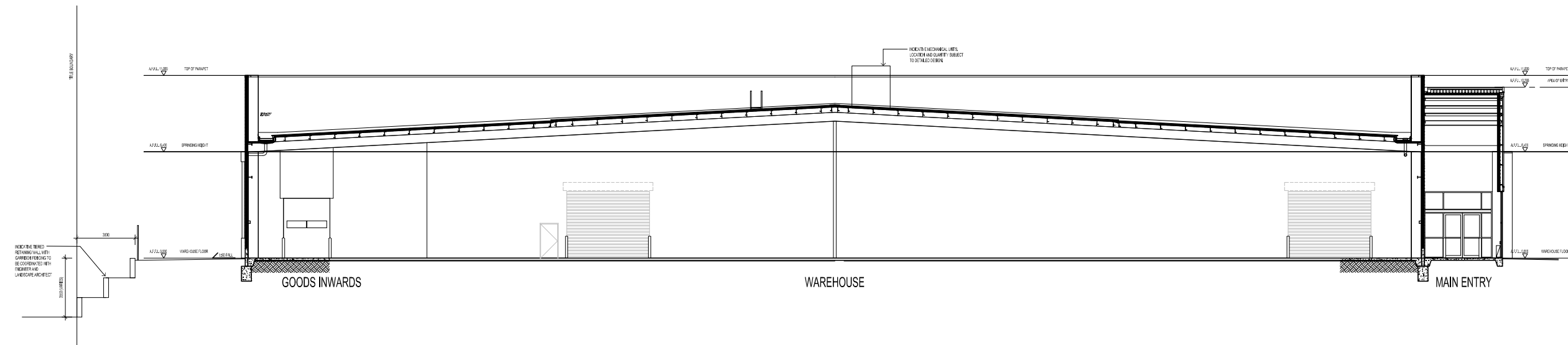
MATERIALS AND FINISHES SCHEDULE

	FINISH: PAINT BURNING BURNING RED DULL SHADE REF: 8770		MATERIAL: ARC WELD GRID MESH, 20mm x 40mm FINISH: GALVANIZED COLOR: NATURAL
	FINISH: PAINT BURNING BURNING RED DULL SHADE REF: 8770		MATERIAL: ARC WELD GRID MESH, 20mm x 40mm FINISH: GALVANIZED COLOR: NATURAL
	FINISH: PAINT BURNING BURNING RED DULL SHADE REF: 8770		MATERIAL: CONCRETE MESH, 20mm x 40mm FINISH: GALVANIZED COLOR: NATURAL
	FINISH: PAINT BURNING BURNING WHITE DULL SHADE REF: 8776		MATERIAL: BRICKED BRICK, 100mm THICK FINISH: GALVANIZED COLOR: NATURAL
	MATERIAL: CORRUGATED METAL, GALVANIZED COLOR: GREEN REF: CATTIN GREEN		MATERIAL: STEEL ROOF SHEETING FINISH: GALVANIZED COLOR: SURF MET
	FINISH: POWDERCOAT FLAKE GLOSS DULL SHADE REF: 8775		MATERIAL: GALE PNEUMATIC HOTSHOTS FINISH: PATTERNSHED COLOR: WHITE
	FINISH: POWDERCOAT TWO TON COLORADO REF: CATTIN GREEN		MATERIAL: GALE PNEUMATIC HOTSHOTS FINISH: PATTERNSHED COLOR: FOREST GREEN
	FINISH: GALVANIZED COLOR: NATURAL		

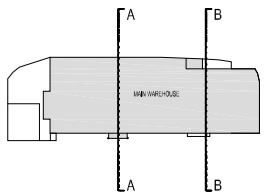
BUNNINGS MADDINGTON
ALBANY HIGHWAY, MADDINGTON, WA



SECTION B-B
1:100



SECTION A-A
1:100



KEY PLAN

PRELIMINARY
NOT FOR CONSTRUCTION



Michael Carr Architect Pty. Ltd.

221 Moray Street, South Melbourne 3205
Ph 03 9645 5635 Fax 03 9686 4084
Email admin@mcarcarchitect.com.au
UNLESS OTHERWISE ADVISED THE DRAWINGS REMAIN THE PROPERTY OF MICHAEL CARR ARCHITECT PTY LTD



BUNNINGS MADDINGTON

ALBANY HIGHWAY, MADDINGTON, WA

A	15.04.2025	PRELIMINARY ISSUE	AZ
REV:	DATE:	AMENDMENT:	BY:

PROJECT No: 17145
SCALE: AS SHOWN @ A0
DATE: APRIL 2025
DRAWN: AZ
DRAWING No: TP-03
REV: A

A woman with reddish-brown hair, wearing a black dress and a white shawl, is walking away from the camera down a dirt path in a forest. The path is lined with tall, thin trees and lush green foliage. A wooden bench is visible on the right side of the path. The image has a soft, slightly blurred quality.

A black metal fence with vertical bars and pointed tops, set against a green lawn and a cloudy sky.



VEHICULAR ENTRY/ EXIT (ALL MOVEMENTS) SIGNALISED

ALBANY HWY

DEVELOPMENT SITE COVERED IN SEPARATE PLAN

VEHICULAR ENTRY. LEFT IN AND RIGHT IN ONLY.

RETAINING WALLS

7M WIDE MANAGED BUSHFIRE HAZARD REDUCTION AREA. FINAL ALIGNMENT SUBJECT TO DETAIL DESIGN

FUTURE WALKING TRACKS CONNECTING TO CANNING RIVER

SWAN CANNING DEVELOPMENT CONTROL AREA (DCA)

7M WIDE MANAGED BUSHFIRE HAZARD REDUCTION AREA. FINAL ALIGNMENT SUBJECT TO DETAIL DESIGN

EXISTING DRAIN

BIO RETENTION INDICATIVE LOCATION TO ENGINEERS FUTURE DETAILS SWAN CANNING DEVELOPMENT CONTROL AREA (DCA)

TREES TO BE RETAINED

TREES TO BE RETAINED

NEW ACCESS DRIVEWAY TO LOT AND EASEMENT BENEFICIARIES.

GOSNELLS ROAD WEST

LOCATION PLAN

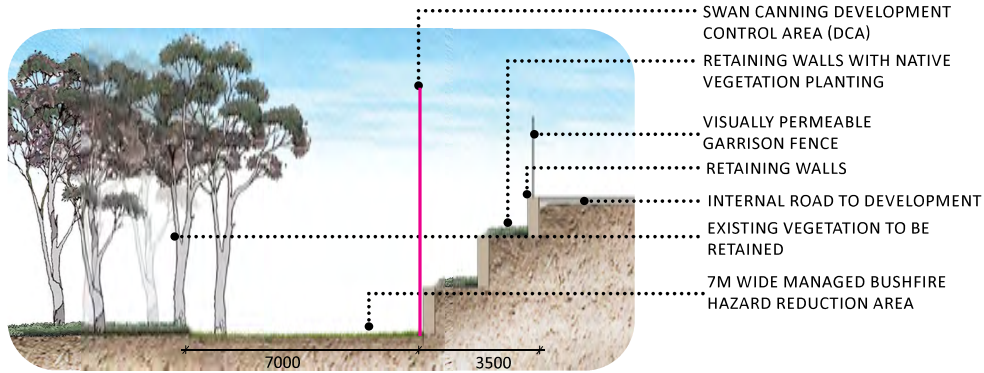
Western St

Albany Hwy

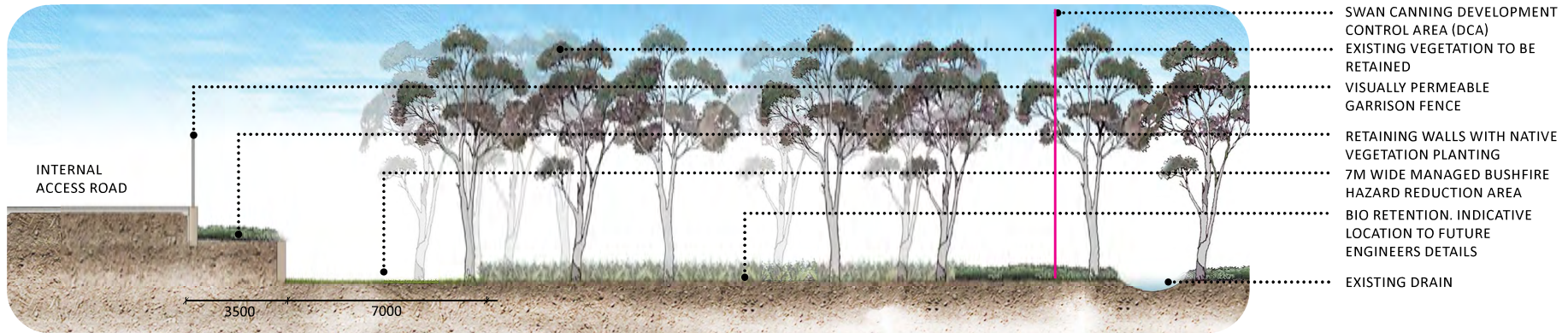
Development site

Gosnells Road West

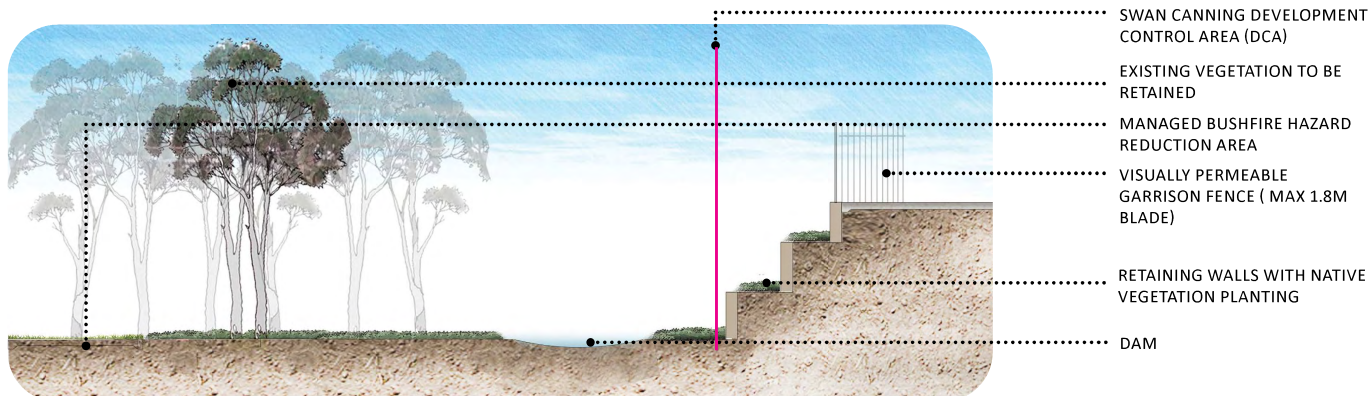
DWG EP18-125
REV H
DATE 24-07-2023
SCALE 1:1500 @ A3
© THIS DRAWING CAN NOT BE PUBLISHED OR REPRODUCED WITHOUT THE WRITTEN PERMISSION OF THE CLIENT AND AUTHOR AND IS PROVIDED FOR INFORMATION PURPOSES ONLY AND MAY ALTER WITHOUT NOTICE
LICENCE: PROJECT DEDICATED EP18-125, BUT NOT FOR ANY OTHER DRAWING (Email: sales@emerge.ae & sales@emerge.ae)
emerge
aesthetics



SECTION AA 1:150 @ A3



SECTION BB 1:150 @ A3



SECTION CC 1:150 @ A3



BUNNINGS MADDINGTON
RESERVE INTERFACE PLAN



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CURRENT PROJECTS/EP18-125 BUNNINGS MADDINGTON/Photos Drawings & some drawings are subject to future changes.





Department of Biodiversity,
Conservation and Attractions



Our ref: 2025/1744
Enquiries: Trish Dames
Phone: 9278 0901
Email: trish.dames@dbca.wa.gov.au

Ms Sam Boucher
Secretary
Western Australian Planning Commission
Locked Bag 2506
PERTH WA 6000

Attention: Jas Lapinski

Dear Ms Lapinski

CLAUSE 45(2)a(i) – WAREHOUSE (BUNNINGS) – MRS FORM 2. AMENDMENT 25-50473-1, LOTS 3, 4, 8, 17, 18, 20, 21, 23, 24, 25, 42, 201 and 500 ALBANY HIGHWAY, MADDINGTON

Thank you for providing the Swan River Trust (the Trust) with the opportunity to comment on the above-mentioned development application received on 10 June 2025. DBCA has previously provided advice on the proposal and recommended conditions of approval. Please refer attached correspondence of 18 December 2019.

The proposal will result in a warehouse (Bunnings) and associated access to the warehouse on Lots 3, 4, 17, 20, 21, 25, 42, 201 and 500 Albany Highway Maddington, which will abut the Regional Open Space (ROS) reserve and Swan Canning development control area (DCA). The application includes a limestone track within the ROS reserve and DCA on Lots 18, 23, 24, 200 and 501 Albany Highway. The application as amended also includes access across Lot 8 to the neighbouring Lot 5, which is required as a result of the modification of the intersection of Gosnells Road West and Albany Highway.

The application is being processed pursuant to Clause 45(2)a(i) of the Metropolitan Region Scheme, as portions of the proposed development are within the DCA.

The Department of Biodiversity, Conservation and Attractions (DBCA) has assessed the application on behalf of the Trust against *State Planning Policy 2.10: Swan-Canning River System* and Swan Canning development control area policies, and you are advised that DBCA has no objections to the proposal subject to the following advice and recommended conditions:

ACCESS ACROSS LOT 8

The proposal includes a change in the access to Lot 5 as a result of the modification of the intersection of Gosnells Road West and Albany Highway. This modified access is through Lot 8, although current plans show the access ending at the site boundary i.e. contained within Lot 21.

Given the access change to Lot 5 will occur as a result of works associated with the development it would be appropriate that the construction of the access and tie in be the responsibility of the applicant. The plans should be amended to include this detail.

The proposal indicates that batters will be used to accommodate the level changes through Lot 8. Details of the and ties in with the existing access into Lot 5 should be provided, including sections showing how the design will fit into the topography of the land.

Decommissioning of the existing access point should also be addressed, with suitable consideration given to protection of the surrounding natural environment prior to, during and after

decommissioning works. A tree survey is required prior to the final alignment of the driveway and batters to ensure protection of the existing wetland and minimise the number of trees removed.,

Utilisation of the existing wetland area as a bioretention zone is supported by DBCA, however further detail is required regarding how the drainage will be managed with the construction of the road traversing the drain. A Wetland and Wetland Buffer Management Plan will be required to address revegetation and maintenance requirements.

BUSH FIRE MANAGEMENT

The applicant is proposing to manage a portion of its bushfire risk in the adjacent foreshore reserve via the provision of a 7-metre wide limestone track in the P&R reserve. This is inconsistent with the provisions of State Planning Policy 3.7 Planning in Bushfire Prone Areas (SPP3.7). The limestone track is also proposed to be linked to Albany Highway, to the south along the edge of the REW and to the north along the edge of the applicant's pad site/excess land area.

It is understood that a principal shared path (PSP) may be constructed to provide access along this stretch of Canning River foreshore. As previously discussed with the Department of Planning, Lands and Heritage (DPLH), provided that public access along the track is formalised with a hardstand pathway (of PSP standard), and the applicant is willing to cede free of cost and without compensation to the Crown the REW and buffer area (including the section of track/PSP) as highlighted in the attached plan, and the sections of the track/PSP within the WAPC land/ROS reserve are handed over to the DPLH following the defects and maintenance period, the department does not object to the proposal. The provision of a PSP with a link to Albany Highway and addition of the REW to the foreshore reserve provides a clear public benefit that offsets the burden placed on the Crown by the proposed fire break.

As previously advised, the applicant should also acknowledge that the ROS reserve may be rehabilitated in the future and their Bushfire Management Plan should be updated to reference Class A Forest rather than Class B Woodland in Areas 2 & 3 (see attached plan). In accordance with State Planning Policy 3.7 – Planning in Bushfire Prone Areas, planning proposals should satisfy bushfire protection requirements within the boundaries of the land being developed and not impact on the bushfire and environmental management of neighbouring foreshore reserves. The Regional Open Space abutting the western boundary of the subject lot should be identified as Class A Forest to account for future revegetation within the reserve.

PRIOR TO APPROVAL

DBCA recommends that prior to approval of the development:

- the proposal is amended to address an updated Bushfire Management Plan (BMP). The BMP shall include a Class A – Forest vegetation classification to the Regional Open Space.
- further detail is provided on the proposed access across Lot 8 and the tie in with the existing access to Lot 5.

CONDITIONS

Provided the above matters are resolved as described above, there is no objection to the proposed development subject to the following conditions:

1. The development shall be connected the reticulated sewerage system.
2. The warehouse (including bagged goods, nursery, goods inwards, timber trade sales, building materials/landscape yard areas) shall be constructed using weather-proof material with impervious and chemically resistant flooring, designed and graded to contain any spills and wastewater generated from the operation. All spills and wastewater shall be disposed to sewer (subject to Water Corporation consent) or at a licensed waste disposal facility.
3. Any fill and/or topsoil brought onto the site, is to be certified clean, uncontaminated and free from rubble, weeds and disease, and suitable for the proposed works. (see **Advice Note 1**).

4. All works are to be undertaken in accordance with a Construction Environmental Management Plan which is to be submitted to and approved by the Department of Biodiversity, Conservation and Attractions prior to commencement of works. (see **Advice Note 2**)
5. No debris, rubbish or any other deleterious matter shall be placed on the Regional Open Space reserve or be allowed to enter the river.
6. No extracted water from dewatering is to enter the River, either directly or indirectly (via the stormwater system), unless approved by the Department of Biodiversity, Conservation and Attractions. (see **Advice Note 3**).
7. The garrison style fencing installed on top of the retaining walls at the western boundaries shall be open view style of a total height not exceeding 1.8 meters and black in colour.
8. All works are to be undertaken in accordance with a Stormwater Management Plan which is to be to the specification of the Department of Biodiversity, Conservation and Attractions prior to commencement of works. (see **Advice Note 4**)
9. All works are to be undertaken in accordance with a Wetland Buffer Management Plan which is to be submitted to and approved by the Department of Biodiversity, Conservation and Attractions prior to commencement of works. (see **Advice Note 6**).
10. Prior to the occupation of the development, a principal shared path shall be installed within the limestone track corridor to the satisfaction of the Western Australian Planning Commission and Department of Biodiversity, Conservation and Attractions (see **Advice Note 7**).
11. Prior to the commencement of works or any development being undertaken, the applicant shall submit for approval plans and technical specifications for the limestone track and principle shared path to the satisfaction of the Western Australian Planning Commission and Department of Biodiversity, Conservation and Attractions (see **Advice Note 7**).
12. Prior to the commencement of works, all significant vegetation within the wetland and wetland buffer shall be identified and protected by installation of Tree Protection Zones in accordance with Australian Standard AS 4970-2009 - Protection of trees on development sites.
13. Replacement trees are to be planted at a rate of no less than three (3) for each tree removed and maintained to the requirements and satisfaction of the Department of Biodiversity, Conservation and Attractions. (see **Advice Note 9**).
14. All works are to be undertaken in accordance with a Landscape Plan which is to be submitted to and approved by the Department of Biodiversity, Conservation and Attractions prior to commencement of works. (see **Advice Note 10**).
15. All lighting is to be installed in accordance with a Lighting Plan which is to be submitted to and approved by the Department of Biodiversity, Conservation and Attractions prior to commencement of works. (see **Advice Note 12**)
16. Prior to occupation of the development, resource enhancement wetland (11428) and associated buffer as highlighted on the attached plan is to be ceded to the Crown free of cost and without compensation.

ADVICE TO APPLICANT

1. Regarding **Condition 3**, refer to the Department of Water and Environmental Regulation's fact sheet [Amendments to the Environmental Protection Regulations 1987 - clean fill and uncontaminated fill](#) for the requirements of clean fill.

2. Regarding **Condition 4**, the Construction Environmental Management Plan (CEMP) should describe how the authorised works will be managed to minimise potential environmental impacts. Guidance for preparation of a CEMP is provided in DBCA Guidance Note – Construction Environmental Management Plans (the PDF will download automatically) and <https://bit.ly/SCRMAPolicies>.
3. Regarding **Condition 6**, in the event it is proposed to dispose of extracted water either directly or indirectly (e.g. via the stormwater system) to the river, a dewatering management plan, demonstrating that the default guideline values contained within the Department of Biodiversity, Conservation and Attractions' Policy 50: *Planning for dewatering affecting the Swan Canning Development Control Area* will be met, is to be approved by the Department of Biodiversity, Conservation and Attractions.
4. Regarding **Condition 8**, the Stormwater Management Plan shall describe how the stormwater system has been designed to prevent mobilisation of sediment, nutrients and contaminants from the site to the river. Stormwater from the authorised works should be managed in accordance with Corporate Policy Statement 49: *Planning for Stormwater Management Affecting the Swan Canning Development Control Area*, the Department of Water and Environmental Regulation's *Stormwater Management Manual for Western Australia* and *Decision Process for Stormwater Management in WA*, and water sensitive urban design principles.
5. It is recommended that the biofilters are designed in accordance with the: *Adoption Guidelines for Stormwater Biofiltration Systems* (Payne et al. 2015) and the *Vegetation Guidelines for Stormwater Biofilters in the South-West of Western Australia* (Monash University 2014). The plan shall address, unless otherwise agreed in writing, that:
 - a. stormwater run-off from constructed impervious surfaces generated by small rainfall events (i.e. the first 15 mm of rainfall) has been retained and/or detained at-source as much as practical (noting that untreated stormwater will not be permitted to enter the river)
 - b. pre-development hydrology for 1 exceedance per year (1 EY) and 1% annual exceedance probability (1% AEP) events (including peak flow rates, run-off volumes, floodplain storage volumes and flood levels) has been maintained (unless alterations have either been published in an approved catchment plan, or have been approved by writing by the Department of Biodiversity, Conservation and Attractions, Department of Water and Environmental Regulation and the Water Corporation, where applicable)
 - c. existing tributaries and surface water flow paths have been retained, or it is demonstrated that replacement with piped systems will maintain or improve the habitat values and water quality of receiving waterways
 - d. details of any subsoil drains.
6. Regarding **Condition 9**, the Wetland Buffer Management Plan should include:
 - a. the number of plants (and species) to be removed (noting that any native plants should be relocated where possible)
 - b. the location, details of the planting densities and species composition proposed for each area (noting that appropriate local native species should be planted in riparian zones at a ratio of 500:50:5 herbs/sedges:shrubs:trees for each 100m²)
 - c. a schedule of works
 - d. weed control, including target species and any chemicals to be used, and its management within a water sensitive environment
 - e. stabilisation measures (eg matting type and extent bioengineering solutions),
 - f. a reticulation plan, indicating type and location of sprinkler, bubbler, drippers and if bore or scheme water will be utilised
 - g. fencing requirements
 - h. ongoing monitoring and maintenance requirements
7. In regard to **Condition 10**, a pathway to provide public access is to be provided within the limestone track. The pathway design is to comply with Australian Standard AS2156.2-2001 *Walking Tracks – Part 2: Infrastructure Design*. Detailed plans for the alignment of the limestone

track and pathway with separation distances to existing native vegetation that are consistent with a tree protection zone (as defined in Australian Standard AS4970-2009 Protection of Trees on Development Sites) are to be provided. Existing vegetation within the Regional Open Space reserve is not to be removed. The design should ensure that stormwater runoff does not result in erosion and earthworks undertaken as part of construction are minimized. Details on the fill and levels are to be provided, along with a construction environmental management plan for the works and work schedule.

8. It is understood that for geotechnical reasons it may be beneficial to install the limestone track at the commencement of site works and the principal shared pathway nearer to the completion of site works. The principal shared path and limestone track is to be handed over to the Western Australian Planning Commission following the defects period or as otherwise agreed in writing by the WAPC.
9. Regarding **Condition 13**, the replacement trees must be:
 - a. locally native and suited to the soil type of the area;
 - b. at least 1.5 metres tall at the time of planting;
 - c. located within the vicinity of the plant to be removed;
 - d. maintained for 3 years and any trees that do not survive within this period shall be replaced no later than the next winter/spring planting season.
10. The landscaping should improve the visual amenity of the interface of the development with the Regional Open Space reserve. All species used on site should be native to Western Australia, including the tree species in the car park. The Department of Biodiversity, Conservation and Attractions can provide a list of locally native species for reference.
11. In accordance with State Planning Policy 3.7 – Planning in Bushfire Prone Areas, planning proposals should satisfy bushfire protection requirements within the boundaries of the land being developed, and not impact on the bushfire and environmental management of neighbouring foreshore reserves. The Regional Open Space abutting the western boundary of the subject lot should be identified as Class A Forrest to account for future revegetation within the reserve. The Department of Biodiversity, Conservation and Attractions therefore recommends that prior to approval of the development, the proposal is amended to address an updated Bushfire Management Plan (BMP). The BMP shall include a Class A – Forest vegetation classification to the Regional Open Space.
12. Regarding **Condition 15**, lighting should be designed to minimise light spill so that fauna, community enjoyment and visual amenity are not unacceptably affected. All lighting is to be consistent with the National Light Pollution Guidelines for Wildlife (Department of Climate Change, Energy, the Environment and Water, 2023) and AS4282 Control of the Obtrusive Effects of Outdoor Lighting.

If you have any queries regarding this matter, please contact the officer above. Please quote the above reference number in all correspondence.

Yours sincerely



Greg Comiskey
Manager, Statutory Assessments
As delegate of the Swan River Trust
Under Section 28B(2) of the SCRM Act 2006

8 July 2025



Department of Biodiversity,
Conservation and Attractions



Your ref: 25-50473
Our ref: 2019/0078
Enquiries: Jacey Mills
Phone: 9278 0921
Email: rivers.planning@dbca.wa.gov.au

Email: referrals@planning.wa.gov.au

Western Australian Planning Commission
Locked Bag 2506
PERTH WA 6000

Attention: Frances Page-Croft

Dear Ms Page-Croft

CLAUSE 30A(2)a(i) – WAREHOUSE (BUNNINGS) & LIMESTONE TRACK – LOTS 3, 4, 17, 21, 23, 24, 42, 200, 201, 500 AND 501 ALBANY HIGHWAY, MADDINGTON

Thank you for providing the Swan River Trust (the Trust) with the opportunity to comment on the above-mentioned development application received on 27 December 2018 and amended plans received on 8 October 2019. The proposal will result in a warehouse (Bunnings) on Lots 3, 4, 17, 21, 42, 201 and 500 Albany Highway, which will share boundaries with the Parks and Recreation (P&R) reserve and Swan Canning Development Control Area (DCA). The proposal also includes a limestone track within the P&R reserve and Swan Canning DCA on Lots 23, 24, 200 and 501 Albany Highway. The proposal is therefore being processed pursuant to Clause 30A(2)a(i) of the Metropolitan Region Scheme. The Department of Biodiversity, Conservation and Attractions (the department) has assessed the applications on behalf of the Trust and wishes to make the following comments.

On the southern boundary of the site there is a registered resource enhancement wetland (14428) (REW) and drainage line that hydrologically connects to the Canning River. The site is also within 90m of the Canning River and within 20m of the associated conservation category wetland (7965). These sewage sensitive areas should be protected from the potential impacts of on-site sewage disposal, which is a key source of nutrients to the river system. The Water Corporation has advised that connection to the sewer network at Helm Street is possible. While it is acknowledged that the connection will be more expensive for the applicant than an on-site system, the proposed warehouse (Bunnings) will have significant supplies of toxic chemicals located on-site and notwithstanding the applicant's estimated wastewater figures, there remains an unacceptable risk to the environmentally sensitive areas and warrants connection of the site to the reticulated sewerage network. State Planning Policy 2.10 Swan-Canning River System states that development should not result in further water quality degradation but should, if possible, improve the situation.

The applicant is proposing to manage a portion of its bushfire risk in the adjacent foreshore reserve, inconsistent with the provisions of State Planning Policy 3.7 Planning in Bushfire Prone Areas (SPP3.7), via the provision of a 7-metre wide limestone track in the P&R reserve. The limestone track is also proposed to be linked to Albany Highway, to the south along the edge of the REW and to the north along the edge of the applicant's pad site/excess land area. It is understood that the Western Australian Planning Commission (Property) intends to eventually install a principal shared path (PSP) along this stretch of the Canning River foreshore. As discussed with the Department of

Rivers and Estuaries Branch
Locked Bag 104, Bentley Delivery Centre, Western Australia 6983
Phone: (08) 9219 9000 Email: rivers.planning@dbca.wa.gov.au
www.dbca.wa.gov.au

Planning, Lands and Heritage (DPLH), provided that public access along the track is formalised with a hardstand pathway (of PSP standard), and the applicant is willing to cede free of cost and without compensation to the Crown the REW and buffer area (including the section of track/PSP) as highlighted in the attached plan, and the sections of track/PSP within Western Australian Planning Commission land/P&R reserve are handed over to DPLH following the defects period, the department does not object to the proposal. The provision of a PSP with a link to Albany Highway and addition of the REW to the foreshore reserve provides a clear public benefit that offsets the burden placed on the Crown by the proposed fire break. The applicant should also acknowledge that the P&R reserve may be rehabilitated in the future and their Bushfire Management Plan should be updated to reference Class A Forest rather than Class B Woodland in Areas 2 & 3 (see attached plan).

Provided that the development is connected to the reticulated sewer network and bushfire matters are resolved as described above, the department has no objection to the proposed development subject to the following conditions:

1. The development shall be connected to the reticulated sewerage system prior to occupation.
2. The warehouse (including bagged goods, nursery, goods inwards, timber trade sales, building materials/landscape yard areas) shall be constructed using weather-proof material with impervious and chemically resistant flooring, designed and graded to contain any spills and wastewater generated from the operation. All spills and wastewater shall be disposed to sewer (subject to Water Corporation consent) or at a licensed waste disposal facility.
3. Prior to any fill and/or top soil being brought onto the site, the applicant shall demonstrate that all material is certified clean, uncontaminated, and free from rubble, weeds and disease and is geotechnically suitable for the proposed works.
4. Prior to any works occurring within the Parks and Recreation reserve, a Construction Environmental Management Plan for the works is to be submitted to the satisfaction of the Western Australian Planning Commission and Department of Biodiversity, Conservation and Attractions.
5. No debris, rubbish or any other deleterious matter shall be placed on the Parks and Recreation Reserve or be allowed to enter the river.
6. No dewatering tailwater is to be discharged directly or indirectly (e.g. via the stormwater system) into the river unless a dewatering management plan has been approved by the Western Australian Planning Commission and the Department of Biodiversity, Conservation and Attractions (refer **Advice Note 1**).
7. The garrison fencing installed on top of the retaining walls at the western boundaries shall be open view style of a total height not exceeding 1.8 metres and black in colour (see **Advice Note 2**).
8. Prior to the commencement of works or any development being undertaken, the applicant shall submit for approval an updated Stormwater Management Plan to the satisfaction of the Western Australian Planning Commission and Department of Biodiversity, Conservation and Attractions (see **Advice Note 3**). Stormwater runoff from constructed impervious surfaces generated by small rainfall events (i.e. the first 15 mm of rainfall) must be retained and/or detained at-source as much as practical and will not be permitted to enter the wetland buffer or river untreated.
9. Prior to the commencement of works or any development being undertaken, a Wetland Buffer Management Plan is to be submitted to the satisfaction of the Western Australian

Planning Commission and Department of Biodiversity, Conservation and Attractions (see **Advice Note 4**).

10. Prior to occupation of the development, a principal shared path shall be installed within the limestone track corridor to the satisfaction of the Western Australian Planning Commission and Department of Biodiversity, Conservation and Attractions, and at no expense to the Crown (see **Advice Note 5**).
11. Prior to the commencement of works or any development being undertaken, the applicant shall submit for approval plans and technical specifications for the limestone track and principle shared path to the satisfaction of the Western Australian Planning Commission and Department of Biodiversity, Conservation and Attractions (see **Advice Note 7**).
12. The trees marked for retention within the wetland buffer are to be protected during the construction works in accordance with Australian Standard *AS4970-2009 Protection of Trees on Development Sites*.
13. Prior to the commencement of works or any development being undertaken, a Landscape Plan for the site is to be submitted to the satisfaction of the Western Australian Planning Commission and Department of Biodiversity, Conservation and Attractions (see **Advice Note 8**).
14. Prior to occupation of the development, and in accordance with the Landscape Plan approved under **Condition 13** native vegetation shall be planted between the retaining walls on the western boundaries to the satisfaction of the Western Australian Planning Commission and Department of Biodiversity, Conservation and Attractions.
15. Prior to occupation of the development, resource enhancement wetland (14428) and associated buffer as highlighted on the attached plan is to be ceded to the Crown free of cost and without compensation.

ADVICE TO APPLICANT

1. With regard to **Condition 6**, the applicant is advised that the Department of Biodiversity, Conservation and Attractions has dewatering tailwater discharge standards that are required to be met if it is proposed to discharge directly or indirectly (e.g. via the stormwater system) into the river. The Department of Biodiversity, Conservation and Attractions should be contacted for further advice.
2. With regard to **Condition 7**, see Department of Biodiversity, Conservation and Attractions Policy 48 *Planning for Development Setback Requirements affecting the Swan Canning Development Control Area* for further information.
3. With regard to **Condition 8**, the applicant is advised the stormwater management system shall be designed to prevent mobilisation of sediment, nutrients and contaminants (including hydrocarbons) from the site to the wetland buffer and river. Stormwater from the proposed development should be managed in accordance with Department of Biodiversity, Conservation and Attractions Policy 49 *Planning for Stormwater Management Affecting the Swan Canning Development Control Area*, the Department of Water and Environmental Regulation's *Stormwater Management Manual for Western Australia* and *Decision Process for Stormwater Management in WA*, and water sensitive urban design principles.
4. With regard to **Condition 9**, the Wetland Buffer Management Plan should address wetland values and how those values will be protected from the various urban threats including weeds and nutrient/hydrocarbon export on an ongoing basis. Provide details on any works proposed within the buffer area and how the works will be managed to protect the wetland and existing vegetation.

5. In regard to **Condition 10**, a pathway to provide public access is to be provided within the limestone track. The pathway design is to comply with Australian Standard AS2156.2 *Walking Tracks – Infrastructure Design*. Detailed plans for the alignment of the limestone track and pathway with separation distances to existing vegetation that are consistent with a tree protection zone (as defined in Australian Standard AS4970-2009 *Protection of Trees on Development Sites*) are to be provided. Existing vegetation within the Parks and Recreation reserve is not to be removed. The design should ensure that stormwater run-off does not result in erosion and earthworks undertaken as part of construction are minimised. Details on the fill and levels are to be provided, along with a construction environmental management plan for the works and works schedule.
6. The applicant is advised that it is an offence under the Swan and Canning Rivers Management Regulations 2007 to destroy, pull up, cut back or injure any tree, shrub, aquatic plant or other perennial plant that is in the Riverpark or the Swan Canning Development Control Area, except with the approval of the Department of Biodiversity, Conservation and Attractions.
7. It is understood that for geotechnical reasons it may be beneficial to install the limestone track at the commencement of site works and the principal shared pathway nearer to the completion of site works. The principal shared path and limestone track is to be handed over to the Western Australian Planning Commission (WAPC) following the defects period or as otherwise agreed in writing by the WAPC.
8. The landscaping should improve the visual amenity of the interface of the development with the Parks and Recreation reserve. All species used on site should be native to Western Australia, including the trees species in the car park. The Department of Biodiversity, Conservation and Attractions can provide a list of locally native species for reference.

If you have any queries regarding this matter, please contact the officer above. In all correspondence please quote the above reference number.

Yours sincerely



Jacey Mills
A/Manager, Statutory Assessments
As delegate of the Swan River Trust
Under Section 28B(2) of the SCRM Act 2006

18 December 2019

SITE AREAS	
BUNNINGS SITE	34,383m ²
PAD SITE & EXCESS LAND	3,072m ²
TOTAL SITE AREA	37,455m²
BUNNINGS AREAS	
MAIN WAREHOUSE ENTRY	9,140m ²
	78m ²
TIMBER TRADE SALES	2,530m ²
BUILDING MATERIALS & LANDSCAPE YARD	1,584m ²
BAGGED GOODS CANOPY	1,595m ²
OUTDOOR NURSERY	1,016m ²
GOODS INWARDS	1,420m ²
TOTAL BUNNINGS AREA	16,085m²
CARPARKS (BUNNINGS)	
STANDARD SPACES	288 SPACES
TRAILER BAYS	4 SPACES
ACCESSIBLE SPACES	8 SPACES
TTS SPACES	18 SPACES
TOTAL SPACES	318 SPACES
TROLLEY BAYS	4 BAYS



WAREHOUSE GROUND FLOOR PLAN
1:500

DEPARTMENT OF PLANNING, LANDS
AND HERITAGE

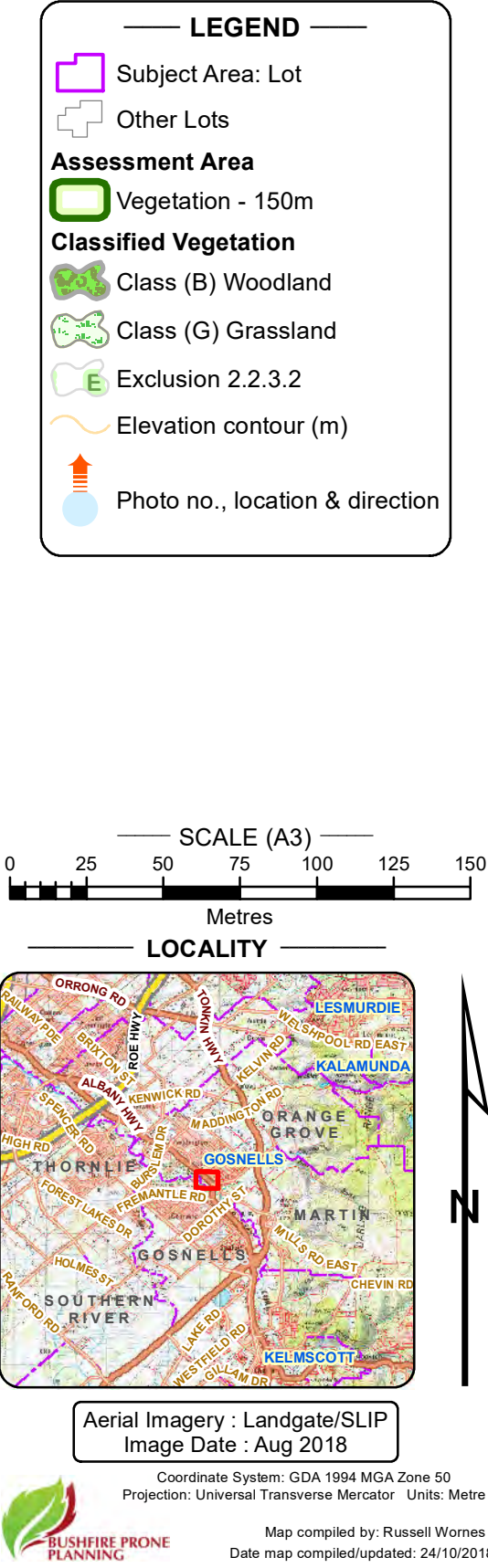
DATE01-Oct-2019FILE25-50473-1

PRELIMINARY
NOT FOR CONSTRUCTION

BUNNINGS MADDINGTON
ALBANY HIGHWAY, MADDINGTON, WA

Figure 5.1
Topography &
Classified Vegetation

Lots 3, 4 & 42 on Plan 2714
Lot 201 on Plan 31952
Lot 17 on Plan 51793
Lot 21 on Plan 69931
Lot 500 on Plan 80059
Albany Highway
MADDINGTON



Disclaimer and Limitation: This map has been prepared for bushfire management planning purposes only. All depicted areas, contours and any dimensions shown are subject to survey. Bushfire Prone Planning does not guarantee that this map is without flaw of any kind and disclaims all liability for any errors, loss or other consequence which may arise from relying on any information depicted.
Map Document Path / Name: G:\BushfireProneMapping\MXD's\2018\180784_Various Lots (H2057 - 2089) Albany Highway, Maddington_BMP_(A3L).mxd

Attachment 5

From: Pinfold, Daniel <Daniel.Pinfold@pta.wa.gov.au>
Sent: Friday, 4 July 2025 7:16 AM
To: Planning Admin
Subject: DA18/00283.03 - Development Assessment Panel (DAP) - Lots 8, 18, 21, 23, 24, 25, 200 And 501 (No. 2095) Albany Highway, Maddington – Amendment to Approved Showroom (Bunnings Warehouse)

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OFFICIAL

Kaya,

I am resending this as the officer I sent this to is no longer working on this application.

RE: DA18/00283.03 - Development Assessment Panel (DAP) - Lots 8, 18, 21, 23, 24, 25, 200 And 501 (No. 2095) Albany Highway, Maddington – Amendment to Approved Showroom (Bunnings Warehouse)

Thank you for your letter dated 03/06/2025, the Public Transport Authority (PTA) has no objections to this proposal.

Yaankga,

Daniel Pinfold

Assistant Planner | Infrastructure Planning & Land Services

Public Transport Authority of Western Australia
Public Transport Centre, West Parade, Perth, 6000
PO Box 8125, Perth Business Centre, WA, 6849
Tel: (08) 9326 2943 Fax: (08) 9326 2000
Email: daniel.pinfold@pta.wa.gov.au | Web: www.pta.wa.gov.au



Public Transport
Authority



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Attachment 6



From: Terry Walsh-Kennedy <Terry.Walsh-Kennedy@dwer.wa.gov.au>
Sent: Tuesday, 8 July 2025 2:51 PM
To: Planning Admin
Subject: FW: Atten: ALEX CHAN - DA18/00283.03

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Report Suspicious

OFFICIAL

OFFICIAL

Good afternoon Alex

The Department of Water and Environmental Regulation has assessed the following application and has no comments to provide:

Lots 8, 18, 21, 23, 24, 25, 200 And 501 (No. 2095) Albany Highway, Maddington – Amendment to Approved Showroom (Bunnings Warehouse)

Kind regards

Terry Walsh-Kennedy
Administrative Officer
Swan Avon Planning Advice
Approvals – Statewide Delivery

Department of Water and Environmental Regulation
Swan Avon Region
7 Ellam St, Victoria Park, WA 6100
T: (08) 6250 8000
www.dwer.wa.gov.au | Twitter: @DWER_WA



mainroads
WESTERN AUSTRALIA

Enquiries: Damien Lockyer on (08) 9323 5456
Our Ref: 18/1450 (D25#772267)
Your Ref: DA18/00283.03

1 August 2025

Chief Executive Officer
City of Gosnells
PO Box 662
GOSNELLS WA 6990

Email: council@gosnells.wa.gov.au (via email)

Dear Sir/Madam,

PROPOSED AMENDMENT – DEVELOPMENT ASSESSMENT PANEL – SHOWROOM (BUNNINGS WAREHOUSE) – LOTS 3, 4, 8, 17, 18, 20, 21, 23, 24, 25, 42, 201 & 500 (NO. 2051-2095) ALBANY HIGHWAY, MADDINGTON – DAP/18/01540 – DA18/00283.03

In response to correspondence received on 6 June 2025, please be advised Main Roads supports the development proposal and recommends that if development approval is granted, the following conditions are imposed:

Conditions

1. Prior to the issue of a Building Permit, the applicant must undertake a 15% design concept plan to determine the land requirements for both signalised access points. The concept plan is to demonstrate the land required to accommodate the signal infrastructure, truncations, sight lines, existing infrastructure, footpath and verge to Main Roads requirements.

Justification for Condition

To ensure that public assets are appropriately located within the public road reserve and access to Lot 5 is maintained. It is essential that all associated infrastructure for the signals such as the public footpath, signal detectors, and signal control boxes are situated within the designated road reserve area.

This development includes signalised access, which necessitates the placement of traffic signal infrastructure within the public domain to support safe and efficient operation. To protect public safety, maintain operational efficiency, and safeguard the integrity of the state road network, the portion of the road required for signal infrastructure must be excised from the private property and dedicated as public road reserve. This will ensure that the signals can be properly operated and maintained by the relevant road authority.

2. Prior to occupation of the development, the land required for the widening of Albany Highway, as shown on the Land Protection Plan No.201432-0109 (enclosed), must be ceded free of cost to the State of Western Australia without any payment of compensation.



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Justification for Condition

This significant development is the nexus for this land to be provided. This land is required to enable orderly and proper planning of Albany Highway to occur.

3. Prior to occupation of the development, the land required for the widening of Albany Highway, as per Condition 1 and 2, must be ceded free of cost to the State of Western Australia without any payment of compensation.

Justification for Condition

This significant development is the nexus for this land to be provided. This land is required to enable orderly and proper planning to occur. Signalised intersections are required to be dedicated as public road to ensure the signals can operate and be maintained.

4. Prior to occupation of the development, the developer must construct the required upgrades to Albany Highway and the intersections of Gosnells Road West and Pitchford Avenue to Main Roads requirements. This includes any proposed deceleration lanes, slip lanes, crossovers, access ways and footpaths.

Justification for Condition

The development is the nexus for the works/upgrades to be completed. Condition has been applied to reflect Main Roads role as the road authority.

5. The developer shall be responsible for all costs involved in any land acquisition, design, drainage and construction of the intersections and access. This includes signing, road markings, relocation of services, street lighting and Main Roads costs involved in the checking of the design and construction drawings and any site inspections.
6. Prior to occupation of the development, easement(s) in accordance with Sections 195 and 196 of the *Land Administration Act 1997* for the benefit of the City of Gosnells and Main Roads WA are to be placed on the certificate(s) of title of Lot 20 specifying access rights. Notice of this easement(s) is to be included on the diagram or plan of survey (deposited plan).

Justification for Condition

To ensure access is available to public over private land to access the signalised intersections.

7. Prior to occupation of the development, all lots shall be amalgamated, and a new Certificate of Title obtained for the amalgamated lot.

Justification for Condition

To rationalise vehicular access arrangements and ensure lawful vehicular access can be provided.

8. No works are permitted within the Albany Highway Road Reservation unless Main Roads has issued a Working on Roads Permit.

Justification for Condition



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To ensure the works maintain public safety and do not conflict with other scheduled works such as services, and routine maintenance; or cause unacceptable disruption to the movement of people and freight.

9. Prior to the issue of a Building Permit, the redundant vehicle crossovers are to be removed and kerbing, verge, and footpath (where relevant) reinstated with grass or landscaping to the satisfaction of the City of Gosnells and to the specifications of the local government.

Justification for Condition

Public safety and protection of the Primary Regional Road Reservation

10. No part of the development, other than approved landscaping is to be located within the land requirement for Albany Highway as detailed in the enclosed Land Protection Plan No.201432-0109.

Justification for Condition

No form of the development should encroach upon the identified land requirement. This includes but is not limited to car parking, awnings, retaining walls and any associated infrastructure services.

11. Any proposed illumination of the signage must not exceed 300 cd/m² (candela per square metre) during the daytime and 150 cd/m² during nighttime.
12. The signs must not contain fluorescent, reflective or retro-reflective colours or materials.
13. The signs shall only display static content of the business operating on the subject site.
14. Stormwater shall not be discharged to the Albany Highway Road Reserve or the widened road reservation.

Justification for Condition

To ensure there is sufficient capacity in the Albany Highway stormwater network to accommodate its requirements. This is a standard requirement for development adjacent to a State Road.

Advice

- a) The upgrading/widening of Albany Highway is not in Main Roads current 4-year forward estimated construction program and all projects not listed are subject to change without notice, and Main Roads assumes no liability for the information provided.
- b) Approval of signals or intersection modifications do not form part of this application. The installation of traffic signals will require further approval from Main Roads under the *Main Roads Act 1930*.
- c) This property is affected by land reserved in the Metropolitan Region Scheme as shown on the attached extract of the Main Roads Land Protection Plan No.201432-0109.
- d) The applicant is required to submit an Application form to undertake works within the road reserve prior to undertaking any works within the road reserve. Application forms



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and supporting information about the procedure can be found on the Main Roads website > Technical & Commercial > Working on Roads.

Should the City disagree with the above conditions or require further information please do not hesitate to contact Damien Lockyer on (08) 9323 5456 prior to the determination of the application.

Please ensure a copy of the JDAP's final determination is sent to planninginfo@mainroads.wa.gov.au.

Yours sincerely

CFudge

Chris Fudge

A/ Road Access and Planning Manager

Main Roads Land Protection Plan No.201432-0109



Attachment 8



Government of Western Australia
Development Assessment Panels

LG Ref: DA18/00283
DAP Ref: DAP/18/01540
WAPC Ref: 25-50473-1
Enquiries: (08) 6551 9919

Mr Matt Raymond
element
Level 18
191 St Georges Terrace
Perth WA 6010

Dear Mr Raymond

**METRO EAST JDAP - CITY OF GOSNELLS AND WESTERN AUSTRALIAN
PLANNING COMMISSION (WAPC) - DAP APPLICATION - DA18/00283 -
DETERMINATION**

Property Location:	Lots 3, 4, 17, 21, 42, 201 and 500 (2087) Albany Highway, Maddington
Application Details:	Bunnings Warehouse

Thank you for your Form 1 Development Assessment Panel (DAP) application and plans submitted to the City of Gosnells on 4 December 2018 for the above-mentioned development.

This application was considered by the Metro East JDAP at its meeting held on 22 January 2020, where in accordance with the provisions of the City of Gosnells Local Planning Scheme No. 6 and Metropolitan Region Scheme, it was resolved to **approve** the application as per the attached notice of determination.

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

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

Should you have any queries with respect to the conditions of approval, please contact Mr Richard Curtis on behalf of the City of Gosnells on 9397 3184 or Ms Frances Page-Croft on behalf of the WAPC on 6551 9290.

Yours sincerely,

DAP Secretariat

5 February 2020

Encl. DAP Determination Notice
Approved Plans



Government of **Western Australia**
Development Assessment Panels

Cc: Ms Frances Page-Croft and PSO Admin
Western Australian Planning Commission (WAPC)

Mr Richard Curtis
City of Gosnells



Planning and Development Act 2005

City of Gosnells Local Planning Scheme No. 6 and Metropolitan Region Scheme

Metro East Joint Development Assessment Panel

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

Property Location: Lots 3, 4, 17, 21, 42, 201 and 500 (2087) Albany Highway, Maddington

Application Details: Bunnings Warehouse

In accordance with regulation 8 of the *Planning and Development (Development Assessment Panels) Regulations 2011*, the above application for planning approval was **granted** on 22 January 2020, subject to the following:

PART A – CITY OF GOSNELLS LOCAL PLANNING SCHEME NO.6

Approve the DAP Application reference DAP/18/01540 and accompanying plans date stamped 1 October 2019 in accordance with the City of Gosnells Town Planning Scheme No.6 and Clause 68(2)(b) of the Planning and Development (Local Planning Schemes) Regulations 2015 - Schedule 2 - Deemed Provisions, subject to the following conditions:

1. The warehouse (including bagged goods, nursery, goods inwards, timber trade sales, building materials/landscape yard areas) shall be constructed using weather-proof material with impervious and chemically resistant flooring, designed and graded to contain any spills and wastewater generated from the operation. All spills and wastewater shall be disposed to sewer (subject to Water Corporation consent) or at a licenced waste disposal facility.
2. Prior to any fill and/or top soil being brought onto the site, the landowner/applicant shall demonstrate to the satisfaction of the City of Gosnells in consultation with the Department of Biodiversity, Conservation and Attractions that all material is certified clean, uncontaminated, and free from rubber, weeds and diseases, and is suitable from a geotechnical perspective, for the proposed works.
3. Prior to any works occurring within the Parks and Recreation reserve, a Construction Environmental Management Plan is to be submitted and approved to the satisfaction of the City of Gosnells in consultation with the Department of Biodiversity, Conservation and Attractions and the Western Australian Planning Commission.

All works within the Parks and Recreation reserve are to be carried out in accordance with the approved Construction Environmental Management Plan.

4. No debris, rubbish or any other deleterious matter shall be placed on the Parks and Recreation Reserve or be allowed to enter the Canning River.
5. No dewatering tail-water is to be discharged directly or indirectly (e.g. via the stormwater system) into the Canning River unless a Dewatering Management



Plan has been approved by the City of Gosnells in consultation with the Department of Biodiversity, Conservation and Attractions and the Western Australian Planning Commission.

In the event that dewatering tail-water is required to be discharged into the Canning River, discharge is to be carried out in accordance with the approved Dewatering Management Plan.

6. The garrison fencing installed on top of the retaining walls on the western boundaries shall be visually permeable to a maximum height of 1.8m and be black in colour.
7. Prior to the commencement of development, an updated Stormwater Management Plan is to be submitted and approved to the satisfaction of the City of Gosnells in consultation with the Department of Biodiversity, Conservation and Attractions and the Western Australian Planning Commission. Stormwater runoff from constructed impervious surfaces generated by small rainfall event (i.e. the first 15mm of rainfall) must be retaining and/or detailed at-source as much as practical and will not be permitted to enter the wetland buffer or Canning River untreated.
8. Prior to the commencement of development, a Wetland Management Plan is to be submitted, approved and thereafter implemented to the satisfaction of the City of Gosnells in consultation with the Department of Biodiversity, Conservation and Attractions and the Western Australian Planning Commission.
9. Prior to applying for a Building Permit, detailed plan(s) for the design and alignment of the limestone track and principal shared path are to be submitted and approved to the satisfaction of the City of Gosnells in consultation with the Department of Biodiversity, Conservation and Attractions and the Western Australian Planning Commission. The following details are to be included:
 - (i) Pathway design in accordance with *Australian Standard AS2156.2 - Walking Tracks - Infrastructure Design*;
 - (ii) The alignment of the limestone track and pathway with separation distances to existing vegetation consistent with tree protection zones as defined in *Australian Standard AS4970-2009 - Protection of Trees on Development Sites*;
 - (iii) Earthworks and fill levels in accordance with the Construction Environmental Management Plan; and
 - (iv) Details of any stormwater run-off, to prevent erosion.



10. Prior to the occupation of the development, the limestone track and pathway shall be:
 - (i) Installed in accordance with the detailed plan(s) at no expense to the Crown; and
 - (ii) Ceded to the Crown free of cost and without any payment of compensation by the Crown, following a defects period as agreed to by the City of Gosnells in consultation with the Western Australian Planning Commission.
11. The trees marked for retention within the wetland buffer area are to be protected during the construction works in accordance with *Australian Standard AS4970-2009 - Protection of Trees on Development Sites*.
12. Prior to applying for a Building Permit, a Landscape Plan for the development site and the adjoining road verge(s) is to be submitted and approved to the satisfaction of the City of Gosnells in consultation with the Department of Biodiversity, Conservation and Attractions and the Western Australian Planning Commission. The following details are to be included:
 - (i) Native vegetation to be planted between the retaining walls on the western boundaries of the site;
 - (ii) Existing street trees and vegetation to be retained on the site;
 - (iii) Landscape treatments such as lawn, mulch areas, paving and bin collection areas;
 - (iv) The location, species, quantity and pot size of proposed trees and shrubs; and
 - (v) Areas to be irrigated.
13. Prior to the occupation of the development, the landscaping and irrigation of the development site and the adjoining verges is to be installed in accordance with the approved Landscape Plan and thereafter maintained to the satisfaction of the City of Gosnells.
14. Prior to the occupation of the development, the Resource Enhancement Wetland (14428) and associated buffer are to be transferred to the Western Australian Planning Commission free of cost and without any payment of compensation.
15. Prior to applying for a Building Permit, a geotechnical report is to be submitted, detailing site conditions with respect to soil, groundwater and stormwater disposal, to the satisfaction of the City of Gosnells.



16. Prior to the commencement of the development, the applicant is to submit an Acid Sulphate Soils Self-Assessment Form, to the satisfaction of the City of Gosnells. If, as a result of the self-assessment, an Acid Sulphate Soils Report and Acid Sulphate Soils Management Plan are required, those documents must be submitted to and approved by the City of Gosnells, on the advice of the Department of Water and Environmental Regulation.

Where an Acid Sulphate Soils Management Plan is required, all works shall be carried out in accordance with the approved management plan.

17. The applicant shall submit a drainage design, prescribing a functional drainage system, including detailed engineering drawings, and necessary technical information to demonstrate functionality of the design. The design is to be endorsed prior to the lodgement of a Building Permit application and thereafter implemented to the satisfaction of the City of Gosnells.

It should be noted that a maximum stormwater runoff coefficient equivalent to pre development levels shall be applied to calculate the critical permissible site discharge (PSD) from the development. This PSD shall not be exceeded in all storm events up to the 1 in 20 year Average Recurrence Interval. All excess stormwater shall be detained and/or infiltrated on site through suitable structural means.

18. Prior to the occupation of the development, redundant vehicle crossover(s) are to be removed and the kerbing, verge, and footpath (where relevant) reinstated with grass or landscaping to the satisfaction of the City of Gosnells.
19. Prior to the occupation of the development, the proposed hardstand area is to be paved, sealed and drained to the satisfaction of the City of Gosnells.
20. Prior to the commencement of development works, the applicant is to submit, have approved, and thereafter implement, a management plan detailing how risks of wind and/or water borne erosion and sedimentation and dust will be minimised during the works and thereafter, to the satisfaction of the City of Gosnells.
21. Prior to the occupation of the development, all existing septic tanks and leach drains are to be decommissioned and all components removed to the satisfaction of the City of Gosnells, with the applicant providing a Statutory Declaration confirming as such.



22. Prior to applying for a Building Permit, satisfactory arrangements being made with the City of Gosnells for the disposal of industrial wastewater, including:
 - (i) The approval of the Water Corporation for disposal of all industrial wastewater produced from activities on site;
 - (ii) Provision of a bunded washdown area a minimum of 75mm in height, serviced by an approved petrol and oil waste disposal treatment system is required. Washdown areas greater than 20min size must be roofed;
 - (iii) Detailed plans and specifications of the petrol and oil waste disposal treatment system; and
 - (iv) Registration of all petrol and oil waste disposal treatment systems with the Waste Management Division of the Department of Water and Environment Regulation.
23. Prior to applying for a Building Permit, arrangements being made to the satisfaction of the City of Gosnells for the amalgamation of lots 3, 4, 17, 20, 21, 42, 201 and 500 Albany Highway, Maddington into one Certificate of Title. The amalgamation must be completed prior to occupation of the development.
24. Prior to the occupation of the development, a notification under section 70A of the Transfer of Land Act 1893 must be registered over the Certificate of Title of the subject lot to notify owners and prospective purchasers of the land of the factor affecting the use of the land.
 - (i) The notification is to be prepared and executed at the applicant's cost to the satisfaction of the City of Gosnells and is to state as follows:
 - (ii) *'This land is within a bushfire prone area as designated by an Order made by the Fire and Emergency Services Commissioner and is subject to a Bushfire Management Plan. Additional planning and building requirements may apply to development on this land.'*
25. Prior to applying for a Building Permit, a Bushfire Management Plan and Emergency Evacuation Plan shall be prepared in accordance with State Planning Policy 3.7 - Planning in Bushfire Prone Areas and the Guidelines for Planning in Bushfire Prone Areas, endorsed by the City of Gosnells in consultation with the Department of Fire and Emergency Services, and thereafter implemented to the satisfaction of the City of Gosnells.



26. Prior to applying for a Building Permit, a Waste Management Plan is to be submitted and approved to the satisfaction of the City of Gosnells and include the following detail:
- (i) the location of bin storage areas and bin collection areas;
 - (ii) the number, volume and type of bins, and the type of waste to be placed in the bins;
 - (iii) management of the bins and the bin storage areas, including cleaning, rotation and moving bins to and from the bin collection areas; and
 - (iv) frequency of bin collections.
 - (v) All works must be carried out in accordance with the Waste Management Plan and maintained at all times, for the duration of development.
27. Prior to occupation of the development, public rubbish bin facilities must be provided adjacent to the shop frontage so as to be convenient to pedestrians, but positioned so as not to obstruct pedestrian movements, to the satisfaction of the City of Gosnells. Public rubbish bin facilities must be emptied daily, continuously maintained in good condition and the surrounding area kept free of litter thereafter for the duration of the development.
28. Prior to the commencement of development, in accordance with the requirements of Local Planning Policy 4.11 Public Art Policy, the applicant or landowner is to make a contribution to public art to the value of one per cent (1%) of the estimated cost of the development, but not exceeding \$250,000, by way of:
- (i) Providing public art on the development site, unless otherwise approved by the City of Gosnells; or
 - (ii) Making a cash contribution towards public art, in lieu of (i) above.

Details of the proposed public art shall be provided to the City of Gosnells for approval in accordance with the Information Requirements of Local Planning Policy 4.11 Public Art Policy, thereafter installed prior to the commencement of use and/or occupancy of the development site and maintained by the landowners for the life of the development to the satisfaction of the City of Gosnells.



29. Prior to occupation or use of the development, vehicle parking, manoeuvring and circulation areas shall be designed, constructed, sealed, drained, line marked and kerbed in accordance with:
- (i) The approved plan(s);
 - (ii) Australian/New Zealand Standard AS/NZS 2890.1:2004, Parking facilities, Part 1: Off street car parking (for User Class 1A);
 - (iii) Australian/New Zealand Standard AS/NZS 2890.6:2009, Parking facilities, Part 6: Off street parking for people with disabilities;
 - (iv) Australian Standard AS 1428.1 2009, Design for access and mobility, Part 1: General Requirements for access New building work (by providing a link to the main entrance of the development by a continuous accessible path of travel); and
 - (v) Council's engineering requirements and design guidelines.

The car parking is to be maintained to the satisfaction of the City of Gosnells for the duration of the development.

30. Prior to applying for a Building Permit, engineering drawings and specifications are to be submitted to and approved by the City of Gosnells in consultation with Main Roads Western Australia for the construction of a signalised intersection at Albany Highway and Pitchford Avenue. The landowner/applicant is responsible for all costs associated with any land acquisition, design, drainage and construction of the road upgrade works. This includes signage, road markings, signals, signage, re-location of services, street lighting, design checks and inspections.

Prior to the occupation of the development, the signalised intersection is to be constructed in accordance with the approved engineering drawings to the satisfaction of the City of Gosnells in consultation with Main Roads Western Australia.

31. Prior to applying for a Building Permit, engineering drawings and specifications are to be submitted to and approved by the City of Gosnells in consultation with Main Roads Western Australia for the construction of upgrades to Albany Highway, including the proposed deceleration lanes, slip lanes, crossovers, access ways, footpath and modifications to the Gosnells Road West intersection. The landowner/applicant is responsible for all costs associated with any land acquisition, design, drainage and construction of the road upgrade works. This includes signage, road markings, re-location of services, street lighting, design checks and inspections.

Prior to the occupation of the development, the upgrades to Albany Highway are to be constructed in accordance with the approved engineering drawings to the satisfaction of the City of Gosnells in consultation with Main Roads Western Australia.



32. Prior to applying for a Building Permit, the landowner/applicant must submit a request to the City of Gosnells for amenity tree evaluations for all verge trees, including within the Albany Highway road reserve. The amenity value and removal cost of the street trees, in accordance with the amenity tree evaluations, must be paid prior to the occupation of the development.

The landowner/applicant must submit a request to the City of Gosnells in writing for an invoice to meet the total cost of the removal of the street trees.

The landowner/applicant is not permitted to undertake removal of, or engage a contractor to, undertake removal of any street tree. The City of Gosnells will remove the trees.

33. The applicant shall submit prior to lodging an application for a building permit, an application to amend this approval to include Lot 20 in the approved plans for development.

Advice Note:

1. The associated plans and conditions approved under this development approval showing or requiring certain road access to roads within the jurisdiction of Main Roads WA and require the subsequent approval of Main Roads of WA for that access and should be read as subject to the jurisdiction of Main Roads of WA.

PART B – METROPOLITAN REGION SCHEME

Approve DAP Application reference DAP/18/01540 and accompanying plans date stamped 01 October 2019 in accordance with the provisions of Clause 29 of the Metropolitan Region Scheme, subject to the following conditions:

Conditions

1. This decision constitutes planning approval only and is valid for a period of two years from the date of approval. If the subject development is not substantially commenced within the two year period, the approval shall lapse and be of no further effect.
2. The development is to be carried out in accordance with the plans date stamped 01 October 2019 unless otherwise modified as required by the conditions of this approval.

Prior to Commencement Works

3. Prior to any fill and/or top soil being brought onto the site, it shall be demonstrated that all material is certified clean, uncontaminated, and free from rubble, weeds and disease and is geotechnically suitable for the proposed works to the specification of the Department of Biodiversity, Conservation and Attractions and to the satisfaction of the Western Australian Planning Commission.



4. Prior to the commencement of works, a Construction Environmental Management Plan shall be submitted, approved and implemented to the specification of the Department of Biodiversity, Conservation and Attractions and the City of Gosnells and to the satisfaction of the Western Australian Planning Commission.
5. Prior to the commencement of works, an updated Stormwater Management Plan shall be submitted, approved and implemented to the specification of the Department of Biodiversity, Conservation and Attractions, the City of Gosnells and to the satisfaction of the Western Australian Planning Commission.
6. Prior to the commencement of works, a Wetland Buffer Management Plan shall be submitted, approved and implemented to the specification of the Department of Biodiversity, Conservation and Attractions and to the satisfaction of the Western Australian Planning Commission.
7. Prior to the commencement of works, plans and technical specifications for the limestone track and the Principal Shared Path shall be submitted, approved and implemented to the specification of the Department of Biodiversity, Conservation and Attractions and to the satisfaction of the Western Australian Planning Commission.
8. Prior to the commencement of works, a Landscape Plan shall be submitted, approved and implemented to the specification of the Department of Biodiversity, Conservation and Attractions, the City of Gosnells and to the satisfaction of the Western Australian Planning Commission.
9. Prior to the commencement of works, a revised Bushfire Management Plan shall be submitted, approved and implemented to the specification of the City of Gosnells and the Department of Fire and Emergency Services and to the satisfaction of the Western Australian Planning Commission.
10. Prior to commencement of works, a Bushfire Risk Management Plan shall be submitted approved and implemented to the specification of the City of Gosnells and the Department of Fire and Emergency Services to the satisfaction of the Western Australian Planning Commission.



11. Prior to commencement of works, a Bushfire Evacuation (Response) Plan shall be submitted and implemented on the advice of the City of Gosnells and the Department of Fire and Emergency Services to the satisfaction of the Western Australian Planning Commission. The plan shall address the following:
- i) Clearly identify the housekeeping tasks and the emergency evacuation procedure, including the trigger for building evacuation;
 - ii) Information to be included in relation to any relevant building features, such as warning systems;
 - iii) Flammable materials on site to be detailed in the hazards section;
 - iv) Roles and responsibilities of the facility personnel are to be well defined; and
 - v) On-site assembly point to a location outside of the BAL 12.5 contour.

The proposed warehouse is to comply with AS 3959 Section 9 and in particular:

- i) External walls are to be precast panels with fire rated sealed joints to achieve a 90/90/90 FRL;
 - ii) And doors and windows are to be designed and treated in accordance with AS 3959;
 - iii) The roof and any roof penetrations are to comply with AS 3959;
 - iv) Any evaporative air cooling units on the proposed development are to be located to be subject to BAL-19 or less and are to be fitted with ember protection screens (mesh aperture max 2mm) and roof penetrations sealed.
12. Prior to commencement of works, a revised Traffic Impact Assessment shall be submitted and approved to the specification of Main Roads Western Australia and the City of Gosnells to the satisfaction of the Western Australian Planning Commission.

During Works

13. Measures being taken to ensure no vegetation within Bush Forever Site No.246 is removed or disturbed during development works, other than as approved by the development plans, including any secondary impacts from works to provide service infrastructure and drainage to implement the approved plans of development.
14. No debris, rubbish or any other deleterious matter shall be placed on the Parks and Recreation Reserve or be allowed to enter the river.
15. The trees marked for retention within the wetland buffer are to be protected during the construction works in accordance with Australian Standard AS4970-2009 Protection of Trees on Development Sites.
16. No dewatering tailwater is to be discharged directly or indirectly (e.g. via the



stormwater system) into the river unless a dewatering management plan has been approved by the Department of Biodiversity, Conservation and Attractions to the satisfaction of the Western Australian Planning Commission.

17. The garrison fencing installed on top of the retaining walls at the western boundaries shall be open view style of a total height not exceeding 1.8 metres and black in colour.
18. The warehouse (including bagged goods, nursery, goods inwards, timber trade sales, building materials/landscape yard areas) shall be constructed using weather-proof material with impervious and chemically resistant flooring, designed and graded to contain any spills and wastewater generated from the operation. All spills and wastewater shall be disposed to sewer (subject to Water Corporation consent) or at a licensed waste disposal facility.
19. An acid sulphate soils self-assessment form and, if required as a result of the self- assessment, an acid sulphate soils report and an acid sulphate soils management plan shall be submitted to and approved to the specification of the Department of Water and Environmental Regulation before any works are commenced to the satisfaction of the Western Australian Planning Commission. Where an acid sulphate soils management plan is required to be submitted, all development works shall be carried out in accordance with the approved management plan to the specification of the Department of Water and Environmental Regulation and to the satisfaction of the Western Australian Planning Commission.
20. The area of land shown highlighted in the attached plan to be transferred to the Western Australian Planning Commission free of cost and without any payment of compensation.
21. Redundant vehicle crossover(s) to be removed and the kerbing, verge, and footpath (where relevant) reinstated with grass or landscaping to the specification of Main Roads Western Australia and the City of Gosnells, and to the satisfaction of the Western Australian Planning Commission.

Prior to Occupation

22. Prior to occupation of the development, a principal shared path shall be installed within the limestone track corridor at no expense to the Crown, to the specification of the Department of Biodiversity, Conservation and Attractions and to the satisfaction of the Western Australian Planning Commission.
23. Prior to occupation of the development, and in accordance with the approved Landscape Plan, native vegetation shall be planted between the retaining walls on the western boundaries to the specification of the Department of Biodiversity, Conservation and Attractions to the satisfaction of the Western Australian Planning Commission.
24. Prior to occupation, the development shall be connected to the reticulated sewerage system to the specification of the Water Corporation and to the satisfaction of the Western Australian Planning Commission.

Advice Notes



1. The applicant is advised the stormwater management system shall be designed to prevent mobilisation of sediment, nutrients and contaminants (including hydrocarbons) from the site to the river. Stormwater from the proposed development should be managed in accordance with Department of Biodiversity, Conservation and Attractions Policy 49 Planning for Stormwater Management Affecting the Swan Canning Development Control Area, the Department of Water and Environmental Regulation's Stormwater Management Manual for Western Australia and Decision Process for Stormwater Management in WA, and water sensitive urban design principles. Also stormwater runoff from constructed impervious surfaces generated by small rainfall events (i.e. the first 15 mm of rainfall) must be retained and/or detained at-source as much as practical and will not be permitted to enter the wetland buffer or river untreated.
2. The Wetland Buffer Management Plan should address wetland values and how those values will be protected from the various urban threats including weeds and nutrient/hydrocarbon export on an ongoing basis. Provide details on any works proposed within the buffer area and how the works will be managed to protect the wetland and existing vegetation.
3. A pathway to provide public access is to be provided within the limestone track. The pathway design is to comply with Australian Standard AS2156.2 Walking Tracks - Infrastructure Design. Detailed plans for the alignment of the limestone track and pathway with separation distances to existing vegetation that are consistent with a tree protection zone (as defined in Australian Standard AS4970-2009 Protection of Trees on Development Sites) are to be provided. Existing vegetation within the Parks and Recreation reserve is not to be removed. The design should ensure that stormwater run-off does not result in erosion and earthworks undertaken as part of construction are minimised. Details on the fill and levels are to be provided, along with a construction environmental management plan for the works and works schedule.
4. It is understood that for geotechnical reasons it may be beneficial to install the limestone track at the commencement of site works and the principal shared pathway nearer to the completion of site works. The principal shared path and limestone track is to be handed over to the Western Australian Planning Commission (WAPC) as agreed in writing by the WAPC.
5. The landscaping should improve the visual amenity of the interface of the development with the Parks and Recreation reserve. All species used on site should be native to Western Australia, including the trees species in the car park. The Department of Biodiversity, Conservation and Attractions can provide a list of locally native species for reference.
6. The applicant is advised that it is an offence under the Swan and Canning Rivers Management Regulations 2007 to destroy, pull up, cut back or injure any tree, shrub, aquatic plant or other perennial plant that is in the Riverpark or the Swan Canning Development Control Area, except with the approval of the Department of Biodiversity, Conservation and Attractions.



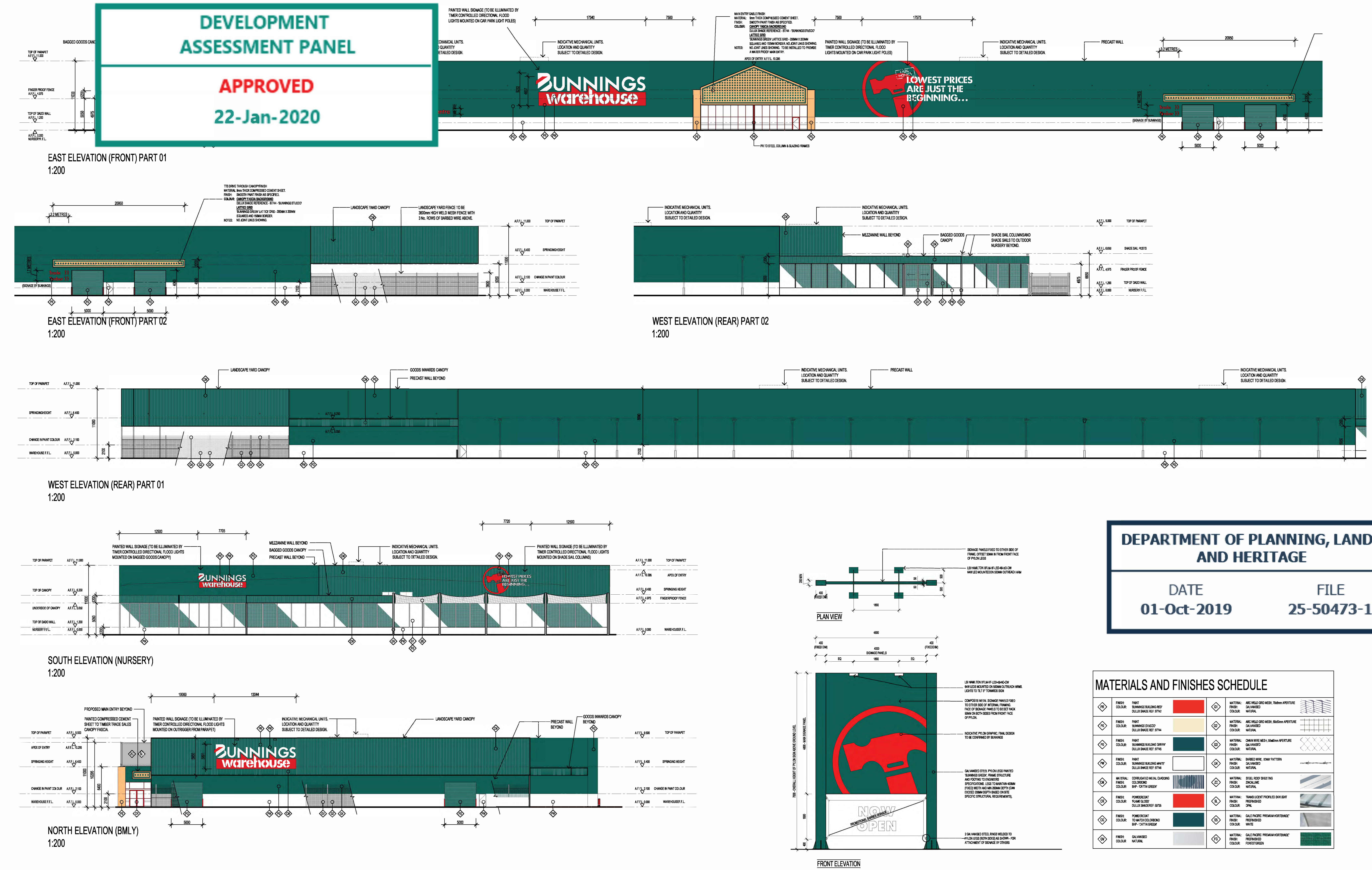
7. With regard to a dewatering management plan, the applicant is advised that the Department of Biodiversity, Conservation and Attractions has dewatering tailwater discharge standards that are required to be met if it is proposed to discharge directly or indirectly (e.g. via the stormwater system) into the river. The Department of Biodiversity, Conservation and Attractions should be contacted for further advice.
8. With regard to the garrison fencing see the Department of Biodiversity, Conservation and Attractions Policy 48 Planning for Development Setback Requirements affecting the Swan Canning Development Control Area for further information.
9. With respect to acid sulphate soils the self-assessment form can be downloaded from the Western Australian Planning Commission's website at: www.dplh.wa.gov.au

The "acid sulphate soils self-assessment form" makes reference to the Department of Water and Environmental Regulation's "Identification and Investigation of Acid Sulphate Soils" guideline. This guideline can be obtained from the Department of Water and Environmental Regulation's website at: www.dwer.wa.gov.au
10. This property is on a site where records confirm there is a history of military activities that have resulted in residual UXO. A possibility exists that dangerous items of UXO may still be found on this site. Contact police if a suspicious item that may be UXO is found. Visit www.defence.gov.au/uxo for further information.
11. The Department of Water and Environmental Regulation (DWER) advises that the Canning River Flood Study shows that small portions of Lots 3 and 42 are affected by flooding during a 1 in 100 (1%) Annual Exceedance Probability (AEP) event. The AEP flood levels are expected to range from 6.5m AHD to 7.4 AHD.

Based on the DWER flood plain development strategy for the area, proposed development on the lots is acceptable with regard to major flooding, however a minimum habitable floor level of 0.5 metres above the 1% AEP floor level is recommended to ensure adequate flood protection.
12. Main Roads Western Australia advises the landowner/applicant with regard to the Primary Regional Road Albany Highway:
 - i) no earthworks are to encroach onto the road reserve;
 - ii) no stormwater drainage is to be discharged onto the road reserve; and
 - iii) the landowner/applicant shall make good any damage to the existing verge vegetation within the road reserve.
13. It is recommended that the Urban zoned lots the subject of this approval be amalgamated into one certificate of title to enable the efficient implementation of the development.



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



DEVELOPMENT
ASSESSMENT PANEL

APPROVED

22-Jan-2020

ATTACHMENT 3

SITE AREAS	34,383m ²
BUNNINGS SITE	3,072m ²
PAD SITE & EXCESS LAND	
TOTAL SITE AREA	37,455m²
BUNNINGS AREAS	
MAIN WAREHOUSE	9,140m ²
ENTRY	78m ²
TIMBER TRADE SALES	2,530m ²
BUILDING MATERIALS & LANDSCAPE YARD	1,584m ²
BAGGED GOODS CANOPY	1,595m ²
OUTDOOR NURSERY	1,016m ²
GOODS INWARDS	142m ²
TOTAL BUNNINGS AREA	16,085m²
CARPARKS (BUNNINGS)	
STANDARD SPACES	288 SPACES
TRAILER BAYS	4 SPACES
ACCESSIBLE SPACES	8 SPACES
TTS SPACES	18 SPACES
TOTAL SPACES	318 SPACES
TROLLEY BAYS	4 BAYS



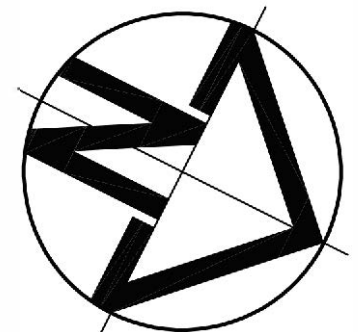
WAREHOUSE GROUND FLOOR PLAN
1:500

DEPARTMENT OF PLANNING, LANDS AND HERITAGE	
DATE	FILE
01-Oct-2019	25-50473-1

PRELIMINARY
NOT FOR CONSTRUCTION

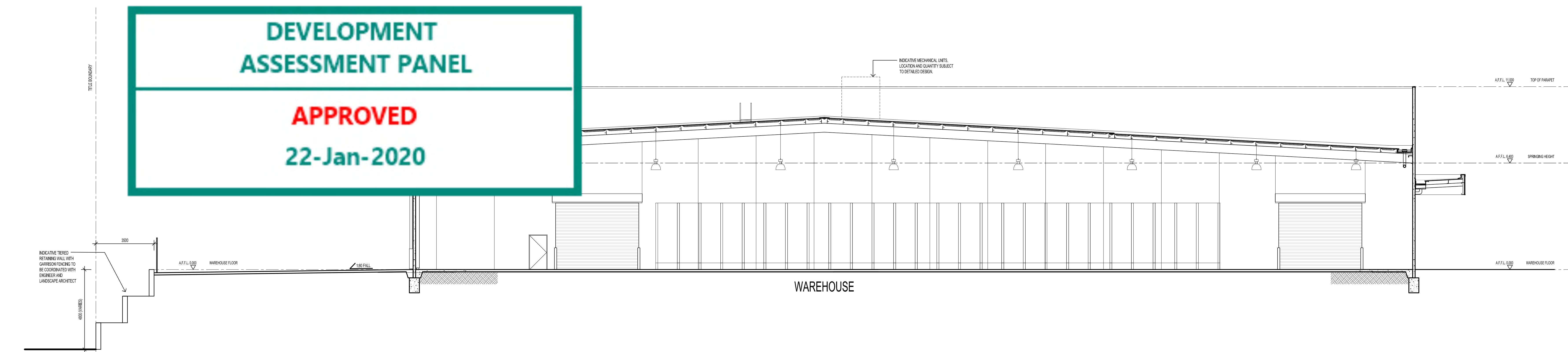


Michael Carr Architect Pty. Ltd.
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88 Tope Street, South Melbourne 3205
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Email admin@mcararchitect.com.au
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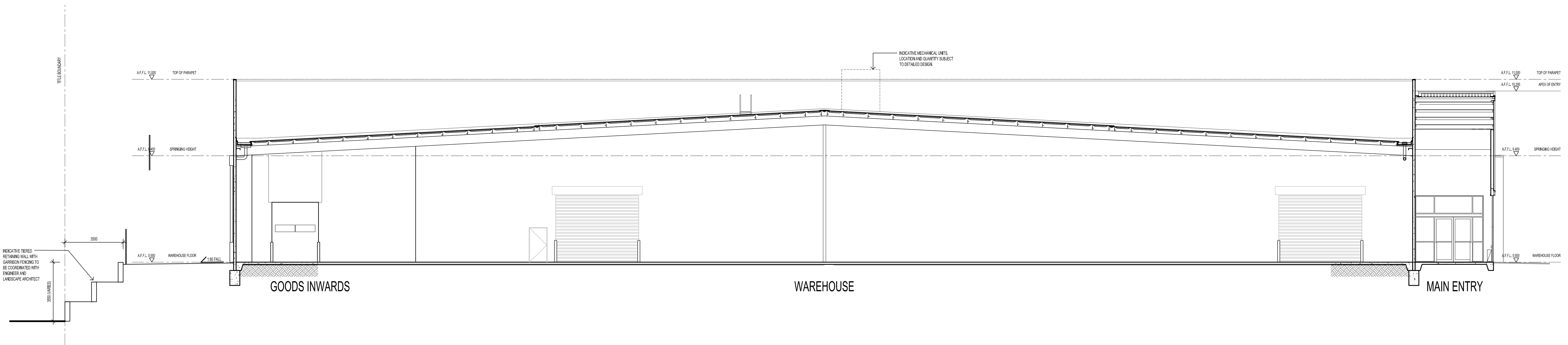


BUNNINGS MADDINGTON
ALBANY HIGHWAY, MADDINGTON, WA

P10	02.09.2019	PRELIMINARY ISSUE	CV	PROJECT No:	17145	DATE:	NOV 2018
P9	22.08.2019	PRELIMINARY ISSUE	FC	SCALE:	AS SHOWN @ A0	DRAWN:	AZ
P8	21.08.2019	PRELIMINARY ISSUE	AZ				
P7	09.08.2019	PRELIMINARY ISSUE	AZ				
P6	30.04.2019	PRELIMINARY ISSUE	AZ				
P5	22.03.2019	PRELIMINARY ISSUE	AZ				
P4	19.02.2019	PRELIMINARY ISSUE	AZ				
P3	08.02.2019	PRELIMINARY ISSUE	AZ				
P2	15.11.2018	PRELIMINARY ISSUE	AZ				
P1	09.11.2018	PRELIMINARY ISSUE	AZ				
REV:	DATE:	AMENDMENT:	BY:	DRAWING No:	TP-01	REV:	P10



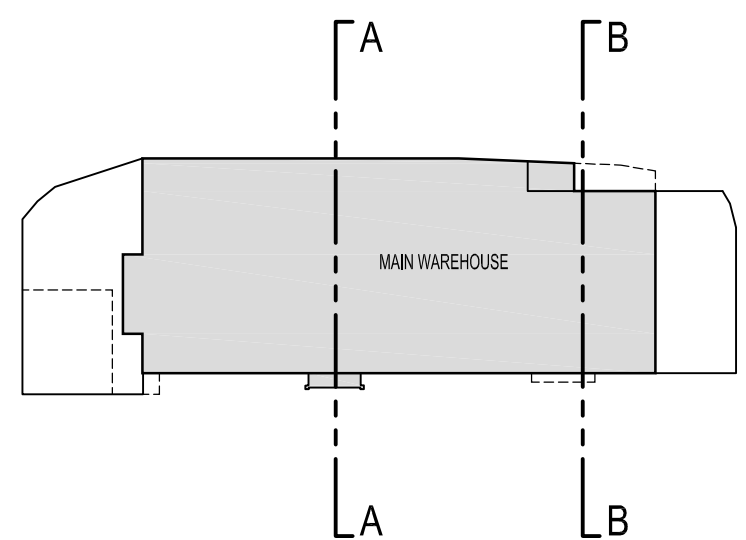
SECTION B-B
1:100



SECTION A-A
1:100

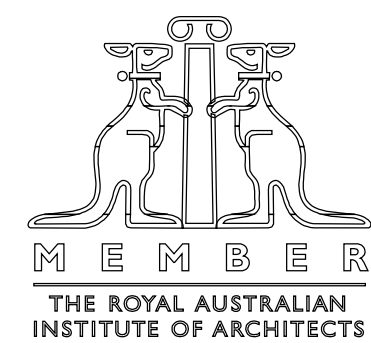
DEPARTMENT OF PLANNING, LANDS
AND HERITAGE

DATE 01-Oct-2019 FILE 25-50473-1



KEY PLAN

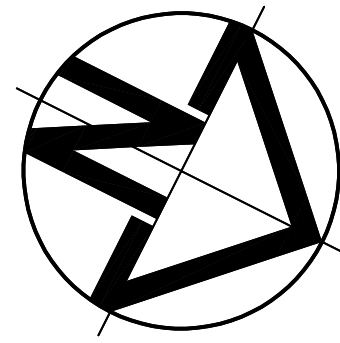
PRELIMINARY
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Email admin@mcarcarchitect.com.au

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BUNNINGS MADDINGTON
ALBANY HIGHWAY, MADDINGTON, WA

PROJECT No:	17145	DATE:	NOV 2018
SCALE:	AS SHOWN @ A0	DRAWN:	AZ
REV:	DATE:	AMENDMENT:	
P1	26.08.2019	PRELIMINARY ISSUE	
P2	18.11.2019	PRELIMINARY ISSUE	
P3	09.11.2019	PRELIMINARY ISSUE	
CY			
AZ			
BY:			
DRAWING No:	TP-02	REV:	P3



2120 Albany Highway Gosnells WA 6110
Mail to: PO Box 662 Gosnells WA 6990

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F 08 9397 3333
E council@gosnells.wa.gov.au
W www.gosnells.wa.gov.au
ABN 18 374 412 891

24 September 2020

Element Advisory Pty Ltd
Level 18/191 St Georges Terrace
PERTH WA 6000

Our Reference: 206237
Application No: DA18/00283.01
Enquiries: Richard Curtis
(08) 9397 3184

Dear Sir/Madam

Development Application - 2087 (Lot 500), 2073 (Lot 201), 2093 (Lot 21), 2089 (Lot 17), 2065 (Lot 3), 2069 (Lot 4), 2061 (Lot 42), 2057 (Lot 20) and Lots 23, 24, 200, 501, 18 and 25 Albany Highway Maddington - Showroom (Bunnings) - Plan Amendment

Your application has been considered and Approved in accordance with the condition(s) listed on the attached Notice of Determination on Application for Development Approval.

If you have any queries, please contact **Richard Curtis** on (08) 9397 3184. Please quote the above application number in all correspondence.

Yours faithfully

Development Services

Encl: Notice of Determination on Application for Development Approval
Development Application Plans

Footnote: If you are aggrieved by the Council's decision, a right of review may exist under the *Planning and Development Act 2005* and the *State Administrative Tribunal Act 2004*. Details on how to lodge a request for review can be obtained from the State Administrative Tribunal on 9219 3111 or www.sat.justice.wa.gov.au. The request for review must be lodged within 28 days of the date of issue.

Owner of land on which development is approved:	Name:	Bunnings Properties Pty Ltd
	Address:	2087 Albany Highway MADDINGTON WA 6109



Planning and Development Act 2005

City of Gosnells

Notice of Determination on Application for Development Approval

Location: 2087 Albany Highway MADDINGTON WA 6109
Lot: 500 Plan/Diagram: 2714 80059
Vol. No: 20692045 Folio No: 820341
Application Date: 18 March 2020

Description of Proposed Development: **Showroom (Bunnings) - Plan Amendment**

The application for Development Approval is:

☒ **Approved** subject to the following condition:

☐ Refused for the following reason(s):

The planning approval is amended as follows:

1. The inclusion of 2057 (Lot 20) Albany Highway, Maddington in the development site.

Condition:

1. All conditions of the development approval dated 22 January 2020 (DAP Ref: DAP/18/01540 & City Ref: DA18/00283) are to be satisfied.

Reason for Amendment:

1. As required by Condition 33 of the development approval dated 22 January 2020.

Date of Determination: 24 September 2019

Advice Notes:

1. This is a development approval issued under the Metropolitan Region Scheme, the City of Gosnells Town Planning Scheme No. 6 and the *Planning and Development (Local Planning Schemes) Regulations 2015* - Schedule 2 - Deemed Provisions. It is not an approval or consent to commence or carry out development under any other written law, act, statute, or agreement, whether administered by the City of Gosnells or not. It is the applicant's responsibility to ensure all relevant approvals are obtained prior to the commencement of any development covered by this approval

Note 1: If the development the subject of this approval is not substantially commenced before **22 January 2022**, or another period specified in the approval after the date of the determination, the approval shall lapse and be of no further effect.



Note 2: Where an approval has so lapsed, no development shall be carried out without the further approval of the local government having first been sought and obtained.

Note 3: If an applicant is aggrieved by this determination there is a right of review by the State Administrative Tribunal in accordance with the *Planning and Development Act 2005* Part 14. An appeal must be lodged within 28 days of the determination.

Signed:

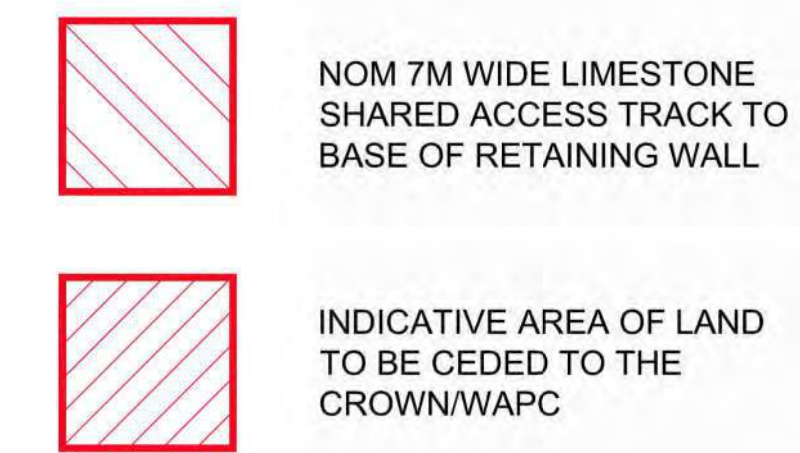
Dated: 24 September 2020

Development Services
for and on behalf of the City of Gosnells

CITY OF GOSNELLS
DEVELOPMENT SERVICES

DA18/00283.01 has been APPROVED
in accordance with any condition(s) attached and
any annotation(s) shown in red on the plan(s)
(if applicable)

Decision Date: 24/09/2020
Page 1 of 4



SITE AREAS	
BUNNINGS SITE	37,539m ²
BALANCE LAND	5,754m ²
TOTAL SITE AREA	43,293m²
BUNNINGS AREAS	
MAIN WAREHOUSE	9,140m ²
ENTRY	78 m ²
TIMBER TRADE SALES	2,530m ²
BUILDING MATERIALS & LANDSCAPE YARD	1,584m ²
BAGGED GOODS CANOPY	1,595m ²
OUTDOOR NURSERY	1,016m ²
GOODS INWARDS	142m ²
TOTAL BUNNINGS AREA	16,085m²
CARPARKS (BUNNINGS)	
STANDARD SPACES	274 SPACES
TRAILER BAYS	12 SPACES
ACCESSIBLE SPACES	6 SPACES
TIS SPACES	18 SPACES
TOTAL SPACES	310 SPACES
TROLLEY BAYS	6 BAYS



WAREHOUSE GROUND FLOOR PLAN
1:500

PRELIMINARY
NOT FOR CONSTRUCTION



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BUNNINGS MADDINGTON
ALBANY HIGHWAY, MADDINGTON, WA

P9	05.08.20	PRELIMINARY ISSUE
P8	14.07.20	PRELIMINARY ISSUE
P7	13.07.20	PRELIMINARY ISSUE
P6	03.06.20	PRELIMINARY ISSUE
P5	02.06.20	PRELIMINARY ISSUE
P4	26.05.20	PRELIMINARY ISSUE
P3	18.02.20	PRELIMINARY ISSUE
P2	15.01.20	PRELIMINARY ISSUE
P1	18.12.19	PRELIMINARY ISSUE
REV:	DATE:	AMENDMENT:

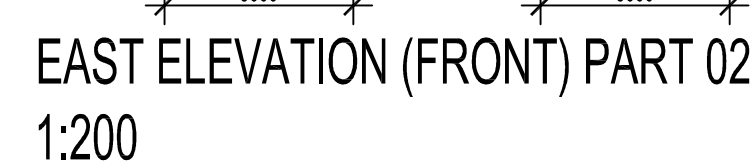
PROJECT No:	17145	DATE:	SEPT 2019
SCALE:	AS SHOWN @ A0	DRAWN:	CY
DRAWING No:	TP-01C	REV:	P9

Decision Date: 24/09/2020
Page 2 of 4

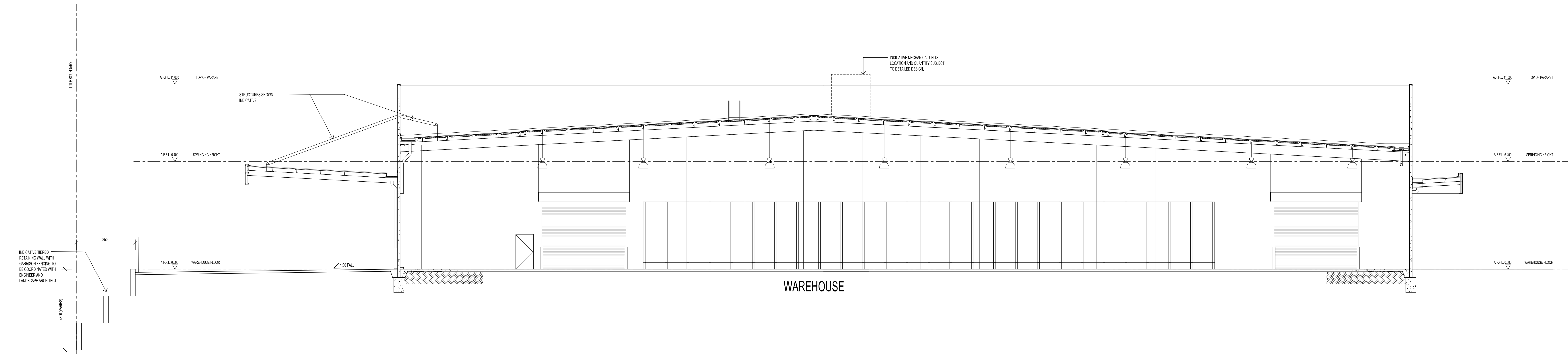
SITE AREAS	37.539m ²
BUNNINGS SITE	5.754m ²
BALANCE LAND	
TOTAL SITE AREA	43.293m²
 BUNNINGS AREAS	
MAIN WAREHOUSE	9.140m ²
ENTRY	78 m ²
 TIMBER TRADE SALES	2.530m ²
BUILDING MATERIALS & LANDSCAPE YARD	1.584m ²
BAGGED GOODS CANOPY	1.959m ²
OUTDOOR NURSERY	1.061m ²
GOODS INWARDS	142m ²
 TOTAL BUNNINGS AREA	16.085m²
 <u>CARPARKS (BUNNINGS)</u>	
STANDARD SPACES	274 SPACES
TRAILER BAYS	12 SPACES
ACCESSIBLE SPACES	4 SPACES
ITS SPACES	18 SPACES
 TOTAL SPACES	310 SPACES
 TROLLEY BAYS	6 BAYS



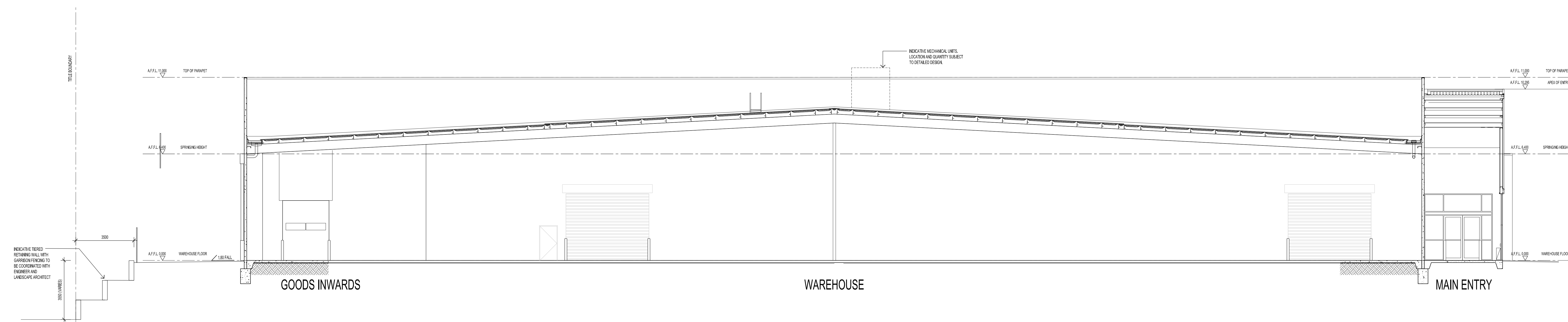
PRELIMINARY
NOT FOR CONSTRUCTION



PRELIMINARY
NOT FOR CONSTRUCTION



SECTION B-B
1:100

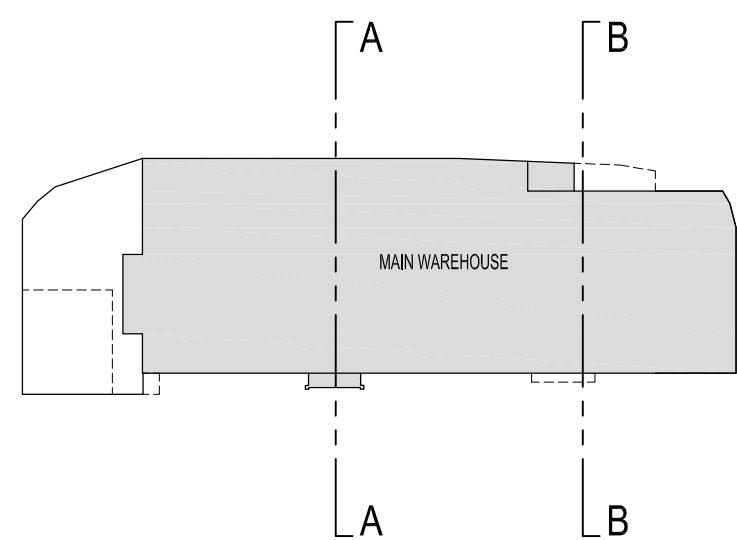


SECTION A-A
1:100

CITY OF GOSNELLS
DEVELOPMENT SERVICES

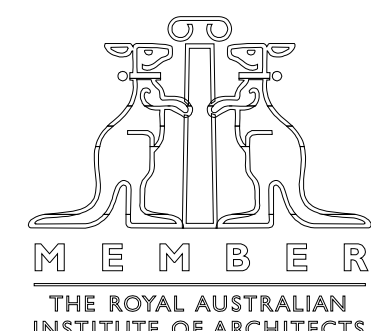
DA18/00283.01 has been APPROVED
in accordance with any condition(s) attached and
any annotation(s) shown in red on the plan(s)
(if applicable)

Decision Date: 24/09/2020
Page 4 of 4



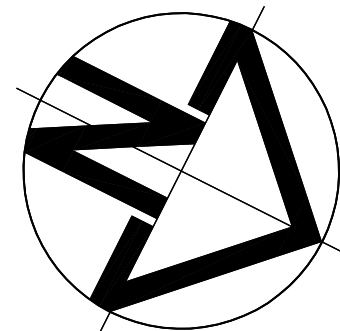
KEY PLAN

PRELIMINARY
NOT FOR CONSTRUCTION



Michael Carr Architect Pty. Ltd.
ACN 005 121 219

221 Moray Street, South Melbourne 3205
Ph 03 9645 5635 Fax 03 9686 4084
Email admin@mcararchitect.com.au



BUNNINGS MADDINGTON
ALBANY HIGHWAY, MADDINGTON, WA

PROJECT No:	17145	DATE:	NOV 2018
SCALE:	AS SHOWN @ A0	DRAWN:	AZ
REV:	DATE:	AMENDMENT:	BY:
P4	05.08.2020	PRELIMINARY ISSUE	KW
P3	26.08.2019	PRELIMINARY ISSUE	CY
P2	16.11.2018	PRELIMINARY ISSUE	AZ
P1	09.11.2018	PRELIMINARY ISSUE	AZ
DRAWING No:	TP-03	REV:	P4



2120 Albany Highway Gosnells WA 6110
Mail to: PO Box 662 Gosnells WA 6990

T 08 9397 3000
E council@gosnells.wa.gov.au
W www.gosnells.wa.gov.au
ABN 18 374 412 891

15 April 2024

Element Advisory Pty Ltd
Level 18/191 St Georges Terrace
PERTH WA 6000

Our Reference: 206237
Application No: DA18/00283.02
Enquiries: Alex Chan

Dear Sir/Madam

**Amendment To Development Approval - 2087 (Lot 500) Albany Highway
Maddington - Showroom (Bunnings)**

Your application has been considered and approved in accordance with the condition(s) listed on the attached Notice of Determination on Application for Development Approval.

If you have any queries, please contact **Alex Chan** on (08) 9397 3184. Please quote the above application number in all correspondence.

Yours faithfully

Janni Curtis
Coordinator Planning

Encl: Notice of Determination on Application for Development Approval
Development Application Plans

Cc. Development Assessment Panels

Owner of land on which
development is approved:

Name: Bunnings Properties Pty Ltd
Address: 2087 Albany Highway MADDINGTON WA 6109



Planning and Development Act 2005

City of Gosnells

Notice of Determination on Application for Development Approval

Location: 2087 Albany Highway MADDINGTON WA 6109
Lot: 500 Plan/Diagram: 2714 80059
Vol. No: 20692045 Folio No: 820341
Application No: DA18/00283.02 Application Date: 20 December 2023
Land Owner Details: Bunnings Properties Pty Ltd - 16-18 Cato Street
HAWTHORN EAST VIC 3123
Applicant Details: Element Advisory Pty Ltd - Level 18/191 St Georges
Terrace PERTH WA 6000

Description of Proposed Development: **Showroom (Bunnings)**

The application for Development Approval is:

- ☒ **Approved** subject to the following condition(s):
☐ Refused for the following reason(s):

The development approval is amended as follows:

1. An extension of time to substantially commence the previously approved development.

Reason for Amendment:

1. At the request of the applicant.

Conditions:

The conditions of Part A of the previous approval DA18/00283 (DAP Ref: DAP/18/01540) dated 22 January 2020 shall be implemented to the satisfaction of the City of Gosnells, with the inclusion of the following additional condition:

New condition/s:

34. If the development the subject of this approval is not substantially commenced within a period of **four years** of the date of the determination, the approval shall lapse and be of no further effect.

Advice Note(s):

1. This is a development approval issued under the City of Gosnells Town Planning Scheme No. 6 and the *Planning and Development (Local Planning Schemes) Regulations 2015* - Schedule 2 - Deemed Provisions. It is not an approval or consent to commence or carry out development under any other written law, act, statute, or agreement, whether administered by the City of Gosnells or not. It is the applicant's



responsibility to ensure all relevant approvals are obtained prior to the commencement of any development covered by this approval.

2. The proponent is advised that a separate development approval is required to be obtained under the Metropolitan Region Scheme. Please contact the Department of Planning, Lands and Heritage for further information.
 3. The associated plans and conditions approved under this development approval showing or requiring certain road access to roads within the jurisdiction of Main Roads WA and require the subsequent approval of Main Roads of WA for that access and should be read as subject to the jurisdiction of Main Roads of WA.
-

Note 1: Where an approval has so lapsed, no development shall be carried out without the further approval of the local government having first been sought and obtained.

Note 2: If an applicant is aggrieved by this determination there is a right of review by the State Administrative Tribunal in accordance with the *Planning and Development Act 2005* Part 14. An application for review must be lodged within 28 days of the determination. Further information can be obtained from <https://www.sat.justice.wa.gov.au>

Date of Determination: 15 April 2024

Signed:

Dated: 15 April 2024

Janni Curtis
Coordinator Planning
for and on behalf of the City of Gosnells

Decision Date: 11/04/2024
Page 1 of 4

SITE AREAS	
BUNNINGS SITE	37.539m ²
BALANCE LAND	5.754m ²
TOTAL SITE AREA	43.293m²
BUNNINGS AREAS	
MAIN WAREHOUSE	9.140m ²
ENTRY	78 m ²
TIMBER TRADE SALES	2.530m ²
BUILDING MATERIALS & LANDSCAPE YARD	1.584m ²
BAGGED GOODS CANOPY	1.894m ²
OUTDOOR KITCHEN	1.016m ²
GOODS INWARDS	142m ²
TOTAL BUNNINGS AREA	16.085m²
CARPARKS (BUNNINGS)	
STANDARD SPACES	274 SPACES
TRAILER BAYS	12 SPACES
ACCESSIBLE SPACES	6 SPACES
TIS SPACES	18 SPACES
TOTAL SPACES	310 SPACES
TROLLEY BAYS	6 BAYS



WAREHOUSE GROUND FLOOR PLAN
1:500

PRELIMINARY
NOT FOR CONSTRUCTION

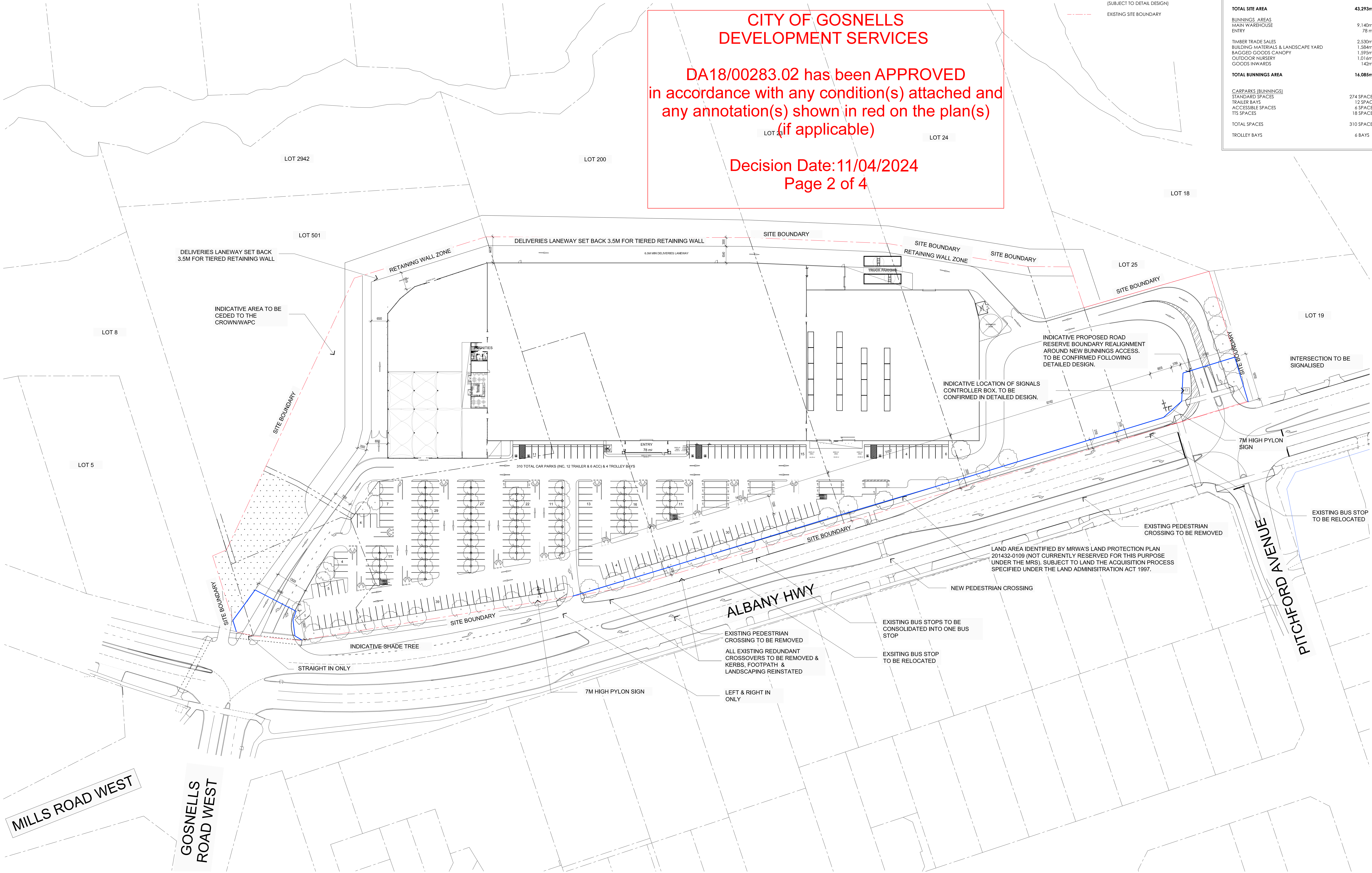
CITY OF GOSNELLS
DEVELOPMENT SERVICES

DA18/00283.02 has been APPROVED
in accordance with any condition(s) attached and
any annotation(s) shown in red on the plan(s)
(if applicable)

Decision Date: 11/04/2024
Page 2 of 4

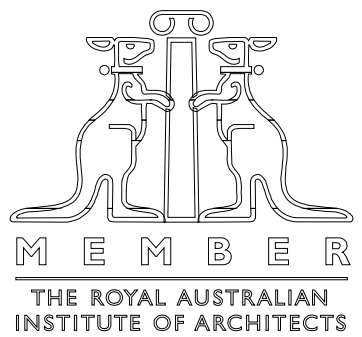
LEGEND	
	PROPOSED NEW ROAD RESERVE BOUNDARY (SUBJECT TO DETAIL DESIGN)
	EXISTING SITE BOUNDARY

SITE AREAS		
BUNNINGS SITE		37,539m ²
BALANCE LAND		5,754m ²
TOTAL SITE AREA		43,293m²
BUNNINGS AREAS		
MAIN WAREHOUSE		9,140m ²
ENTRY		78 m ²
TIMBER TRADE SALES		2,530m ²
BUILDING MATERIALS & LANDSCAPE YARD		1,584m ²
BAGGED GOODS CANOPY		1,595m ²
OUTDOOR NURSERY		1,016m ²
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TOTAL BUNNINGS AREA		16,085m²
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ACCESSIBLE SPACES		6 SPACES
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TOTAL SPACES		310 SPACES
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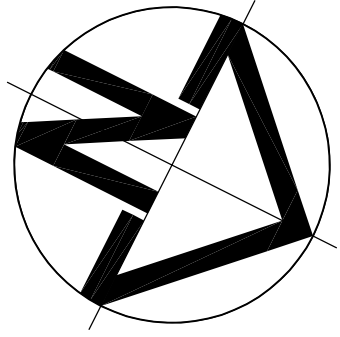


LAND DEDICATION PLAN
1:500

PRELIMINARY
NOT FOR CONSTRUCTION



Michael Carr Architect Pty. Ltd.
ACN 005 121 219
221 Moray Street, South Melbourne 3205
Ph 03 9645 5635 Fax 03 9686 4084
Email admin@mcararchitect.com.au
UNLESS OTHERWISE AGREED THIS DRAWING REMAINS THE PROPERTY OF MICHAEL CARR ARCHITECT PTY LTD

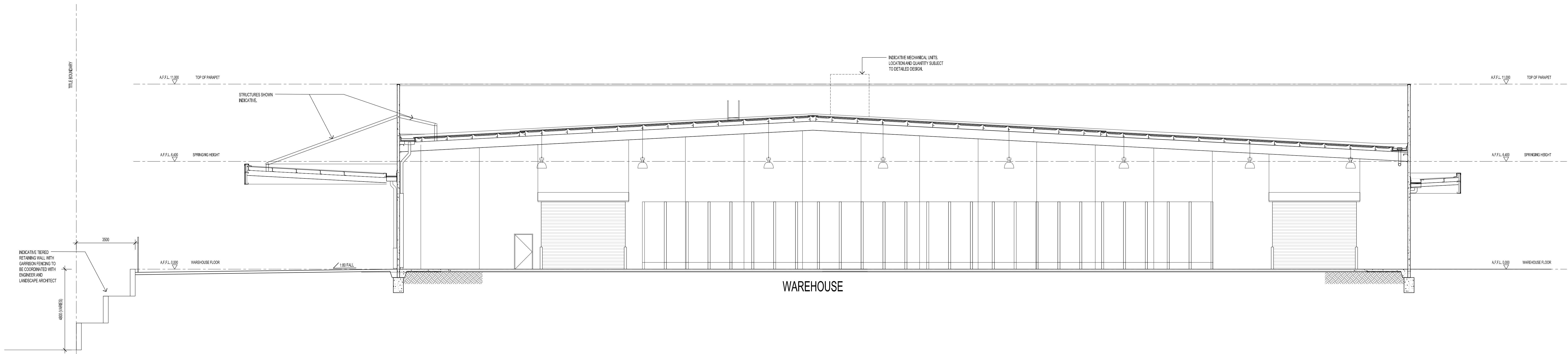


BUNNINGS MADDINGTON

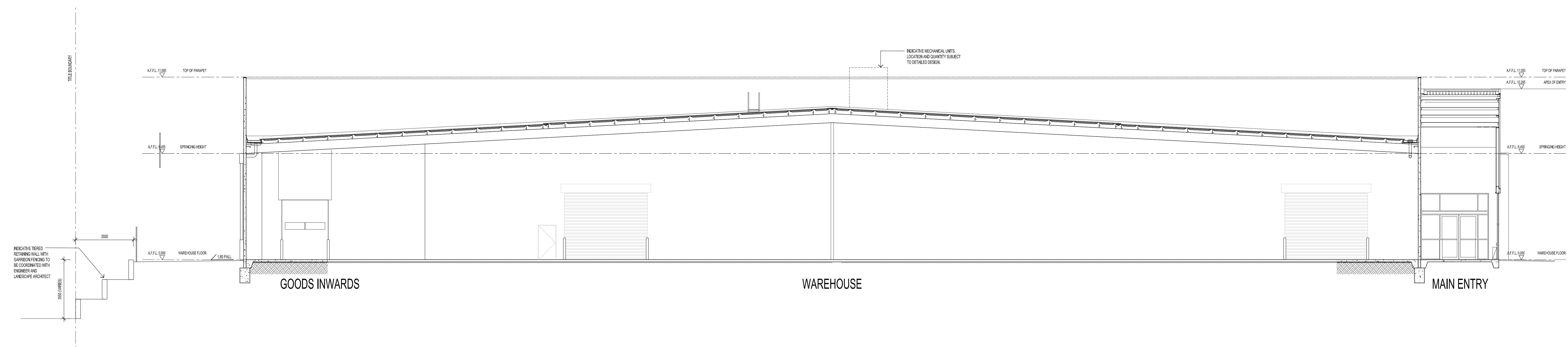
ALBANY HIGHWAY, MADDINGTON, WA

P2	16.09.20	SITE DETAILS ADDED	KW
P1	27.08.20	PRELIMINARY ISSUE	OH
REV:	DATE:	AMENDMENT:	BY:

PROJECT No:	17145	DATE:	SEPT 2019
SCALE:	AS SHOWN @ A0	DRAWN:	OH
DRAWING No:	TP-01CA	REV:	P2



SECTION B-B
1:100

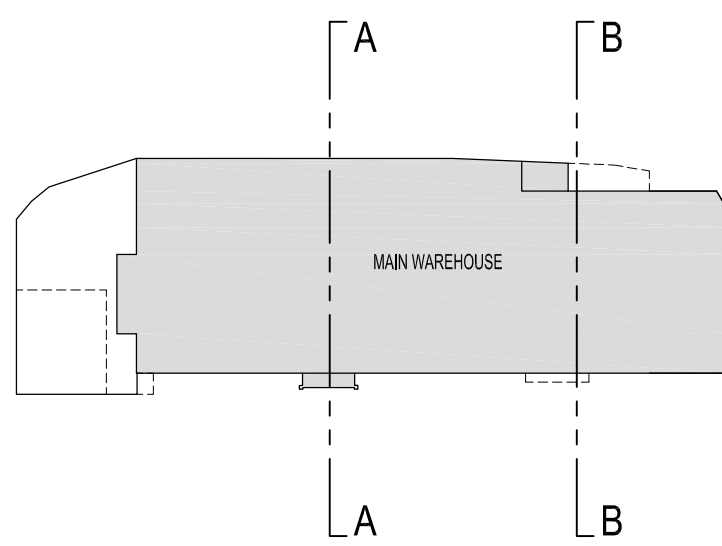


SECTION A-A
1:100

CITY OF GOSNELLS
DEVELOPMENT SERVICES

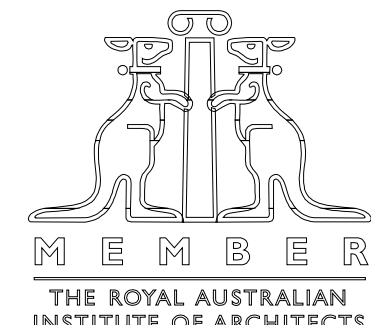
DA18/00283.02 has been APPROVED
in accordance with any condition(s) attached and
any annotation(s) shown in red on the plan(s)
(if applicable)

Decision Date: 11/04/2024
Page 4 of 4



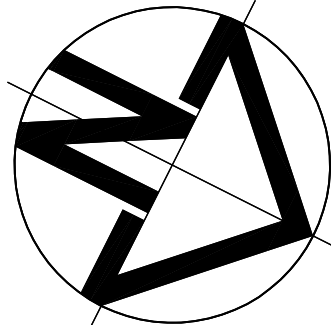
KEY PLAN

PRELIMINARY
NOT FOR CONSTRUCTION



Michael Carr Architect Pty. Ltd.

221 Moray Street, South Melbourne 3205
Ph 03 9645 5635 Fax 03 9686 4084
Email admin@mcararchitect.com.au



BUNNINGS MADDINGTON
ALBANY HIGHWAY, MADDINGTON, WA

PROJECT No:	17145	DATE:	NOV 2018
SCALE:	AS SHOWN @ A0	DRAWN:	AZ
REV:	DATE:	AMENDMENT:	BY:
P4	05.08.2020	PRELIMINARY ISSUE	KW
P3	26.08.2019	PRELIMINARY ISSUE	CY
P2	16.11.2018	PRELIMINARY ISSUE	AZ
P1	09.11.2018	PRELIMINARY ISSUE	AZ
DRAWING No:	TP-03	REV:	P4

Attachment 9



Approval Subject To Condition(s) Freehold (Green Title) Subdivision (Amended Plan)

Application No : 157869

Planning and Development Act 2005

Applicant	: M N G Survey Level 1, 2 Sabre Crescent JANDAKOT WA 6164
Owner	: Bunnings Properties Pty Ltd Level 14, Brookfield Place Tower 2, 123 St Georges Terrace PERTH WA 6000; Goswell Investments Pty Ltd & Reneagle Pty Ltd P O Box 938 COTTESLOE WA 6911; Sambelle Pty Ltd 28 Embling Road MALVERN VIC 3144
Application Receipt	: 21 March 2019

Lot Number	: 3, 4, 17, 20, 21, 42, 201, 500
Diagram / Plan	: Plan 2714 Diagrams 51793, 53365, 69931, 80059 Deposited Plan 31952
Location	: -
C/T Volume/Folio	: 2069/820, 2025/675, 1757/188, 1937/842, 2069/821, 2516/793, 2045/341, 1820/657
Street Address	: 3, 4, 17, 20, 21, 42, 201, 500 Albany Highway, Maddington
Local Government	: City of Gosnells

The Western Australian Planning Commission has considered the application referred to and is prepared to endorse a deposited plan in accordance with the amended plan date-stamped **26 March 2020** once the condition(s) set out have been fulfilled.

This decision is valid for **four years** from the date of this advice, which includes the lodgement of the deposited plan within this period.

The deposited plan for this approval and all required written advice confirming that the requirement(s) outlined in the condition(s) have been fulfilled must be submitted by **08 March 2027** or this approval no longer will remain valid.



Reconsideration - 28 days

Under section 151(1) of the *Planning and Development Act 2005*, the applicant/owner may, within 28 days from the date of this decision, make a written request to the WAPC to reconsider any condition(s) imposed in its decision. One of the matters to which the WAPC will have regard in reconsideration of its decision is whether there is compelling evidence by way of additional information or justification from the applicant/owner to warrant a reconsideration of the decision. A request for reconsideration is to be submitted to the WAPC on a Form 3A with appropriate fees. An application for reconsideration may be submitted to the WAPC prior to submission of an application for review. Form 3A and a schedule of fees are available on the WAPC website: <http://www.planning.wa.gov.au>

Right to apply for a review - 28 days

Should the applicant/owner be aggrieved by this decision, there is a right to apply for a review under Part 14 section 251 of the *Planning and Development Act 2005*. The application for review must be submitted in accordance with part 2 of the *State Administrative Tribunal Rules 2004* and should be lodged within 28 days of the date of this decision to: the State Administrative Tribunal, Level 6, State Administrative Tribunal Building, 565 Hay Street, PERTH, WA 6000. It is recommended that you contact the tribunal for further details: telephone 9219 3111 or go to its website: <http://www.sat.justice.wa.gov.au>

Deposited plan

The deposited plan is to be submitted to the Western Australian Land Information Authority (Landgate) for certification. Once certified, Landgate will forward it to the WAPC. In addition, the applicant/owner is responsible for submission of a Form 1C with appropriate fees to the WAPC requesting endorsement of the deposited plan. A copy of the deposited plan with confirmation of submission to Landgate is to be submitted with all required written advice confirming compliance with any condition(s) from the nominated agency/authority or local government. Form 1C and a schedule of fees are available on the WAPC website: <http://www.planning.wa.gov.au>

Condition(s)

The WAPC is prepared to endorse a deposited plan in accordance with the plan submitted once the condition(s) set out have been fulfilled.

The condition(s) of this approval are to be fulfilled to the satisfaction of the WAPC.

The condition(s) must be fulfilled before submission of a copy of the deposited plan for endorsement.

The agency/authority or local government noted in brackets at the end of the condition(s) identify the body responsible for providing written advice confirming that the WAPC's requirement(s) outlined in the condition(s) have been fulfilled. The written advice of the agency/authority or local government is to be obtained by the applicant/owner. When the written advice of each identified agency/authority or local government has been obtained, it



should be submitted to the WAPC with a Form 1C and appropriate fees and a copy of the deposited plan.

If there is no agency/authority or local government noted in brackets at the end of the condition(s), a written request for confirmation that the requirement(s) outlined in the condition(s) have been fulfilled should be submitted to the WAPC, prior to lodgement of the deposited plan for endorsement.

Prior to the commencement of any subdivision works or the implementation of any condition(s) in any other way, the applicant/owner is to liaise with the nominated agency/authority or local government on the requirement(s) it considers necessary to fulfil the condition(s).

The applicant/owner is to make reasonable enquiry to the nominated agency/authority or local government to obtain confirmation that the requirement(s) of the condition(s) have been fulfilled. This may include the provision of supplementary information. In the event that the nominated agency/authority or local government will not provide its written confirmation following reasonable enquiry, the applicant/owner then may approach the WAPC for confirmation that the condition(s) have been fulfilled.

In approaching the WAPC, the applicant/owner is to provide all necessary information, including proof of reasonable enquiry to the nominated agency/authority or local government.

The condition(s) of this approval, with the accompanying advice, are:

CONDITION(S):

1. A notification, pursuant to Section 165 of the *Planning and Development Act 2005* is to be placed on the certificate(s) of title of the proposed lot(s) with a Bushfire Attack Level(BAL) rating of 12.5 or above, advising of the existence of a hazard or other factor. Notice of this notification is to be included on the diagram or plan of survey (deposited plan). The notification is to state as follows:

"This land is within a bushfire prone area as designated by an Order made by the Fire and Emergency Services Commissioner and may be subject to a Bushfire Management Plan. Additional planning and building requirements may apply to development on this land".

(Western Australian Planning Commission)

2. A notification, pursuant to Section 165 of the *Planning and Development Act 2005* is to be placed on the certificate(s) of title of the proposed lot(s). Notice of this notification is to be included on the diagram or plan of survey (deposited plan). The notification is to state as follows:



'This lot is situated in the vicinity of a transport corridor and is currently affected, or may in the future be affected by transport noise. Additional planning and building requirements may apply to development on this land to achieve an acceptable level of noise reduction.'

(Western Australian Planning Commission)

Services

3. Arrangements being made with a licensed electricity network operator for the provision of an underground electricity distribution system that can supply electricity to each lot shown on the approved plan of subdivision. (Western Power)
4. Arrangements being made to the specifications of Western Power for the provision of necessary electricity easement(s) to the lot(s) shown on the approved plan of subdivision/plan. (Western Power)
5. Arrangements being made to the specification of Western Power for the removal, relocation and/or replacement of electricity supply infrastructure, including plant and/or equipment located on or near the lot(s) shown on the approved plan of subdivision. (Western Power)
6. The transfer of land as a Crown reserve free of cost to Western Power for the provision of electricity supply infrastructure. (Western Power)

Reserves

7. A reserve in accordance with the plan Attachment A (attached) as established by survey, being shown on the diagram or plan of survey (deposited plan) as a reserve for conservation and vested in the Crown under Section 152 of *the Planning and Development Act 2005*, such land to be ceded free of cost and without any payment of compensation by the Crown. (Western Australian Planning Commission)

Transport, Roads and Access

8. The road reserve required for the proposed signalised intersections and associated truncations as shown on the plan Attachment B (attached) being set out on a separate diagram or plan of survey (deposited plan) and transferred free of cost to the Commissioner for Main Roads Western Australia for road purposes and without any payment of compensation. (Main Roads Western Australia)
9. Pursuant to Section 150 of the *Planning and Development Act 2005* and Division 3 of the *Planning and Development Regulations 2009* a covenant preventing vehicular access onto Albany Highway being lodged on the certificate(s) of title of the proposed lot(s) at the full expense of the landowner/applicant. The covenant is to prevent access, to the benefit of Main Roads Western Australia and the covenant is to specify:



"No vehicular access is permitted to and from (as applicable) Albany Highway."

(Main Roads Western Australia)

ADVICE:

1. In regard to Condition 3, Western Power provides only one underground point of electricity supply per freehold lot.
2. In regard to Condition 7, the location of the reserve is to be confirmed prior to ground disturbing activities on abutting land. The reserve is to be protected from disturbance during subdivisional works.
3. Main Roads Western Australia advises the landowner/applicant that the proposed upgrades of Albany Highway inclusive of the proposed intersections are to comply with drawings 20224-1035 to 202248-1375 as endorsed by Main Roads Western Australia on 08 November 2022.
4. Main Roads Western Australia advises the landowner/applicant with regard to the Albany Highway
 - a) no earthworks are to encroach onto the road reserve; and
 - b) no stormwater drainage is to be discharged onto the road reserve.
5. This property is on a site where records confirm there is a history of military activities that have resulted in residual UXO. A possibility exists that dangerous items of UXO may still be found on this site. Contact police if a suspicious item that may be UXO is found. Visit www.defence.gov.au/uxo for further information.
6. The landowner/applicant is advised that the construction of any drainage, road and/or footpath infrastructure will require the submission of as-constructed data in accordance with City of Gosnells Policy 2.4.20 - As-Constructed Data.
7. In regard to Condition 9, the landowner/applicant is advised that the restriction to vehicle access applies along the frontage except whereas approved by Main Roads Western Australia.

A handwritten signature in black ink, appearing to read "S Fagan".

Ms Sam Fagan
Secretary
Western Australian Planning Commission
8 March 2023

Enquiries : Frances Page-Croft (Ph 6551 9290)

VERSION	AMENDMENT	AUTHORISED BY	DATE

DRAFT
ALL AREAS AND DIMENSIONS
ARE SUBJECT TO FINAL SURVEY
AND WAPC APPROVAL

AMENDED PLAN

Received
26-Mar-2020



Supersedes all of the previous plan dated
21-Mar-2019

FILE: 157869

HELD BY LANDGATE IN DIGITAL FORMAT ONLY

PRELIMINARY ONLY
UNLODGED VERSION
SUBJECT TO
LANDGATE AUDIT

This version is
- Current as at 22/02/2019
- Subject to change without notice
- Not intended for design use,
a LANDGATE APPROVED copy
should be obtained for such purposes.

TYPE	FREEHOLD	S.S.A.	NO
PURPOSE	SUBDIVISION		
PLAN OF	LOT 1000		
FORMER TENURE	SEE FORMER TENURE TABLE		
LOCAL AUTHORITY	CITY OF GOSNELLS		
LOCALITY	MADDINGTON		
D.O.P.L.H. FILE			
FIELD RECORD	146383		
SURVEYOR'S CERTIFICATE - REG 54			
I, hereby certify that this plan is accurate and is a correct representation of the - (a) *survey, and/or (b) *calculations from measurements recorded in the field records, [* delete if inapplicable] undertaken for the purposes of this plan and that it complies with the relevant written law(s) in relation to which it is lodged.			
LICENSED SURVEYOR	DATE		
LODGED			
DATE	FEE PAID	ASSESS No.	
I.S.C.			
EXAMINED			
DATE			
WESTERN AUSTRALIAN PLANNING COMMISSION			
FILE			
Delegated under S. 16 P&D Act 2005			
DATE			
IN ORDER FOR DEALINGS			
SUBJECT TO			
FOR INSPECTOR OF PLANS AND SURVEYS			
DATE			
APPROVED			
INSPECTOR OF PLANS AND SURVEYS			
DATE			
(S. 18 Licensed Surveyors Act 1909)			
<div></div>			
APPLICATION PLAN			
SHEET 01 OF 01 SHEETS VERSION 1			

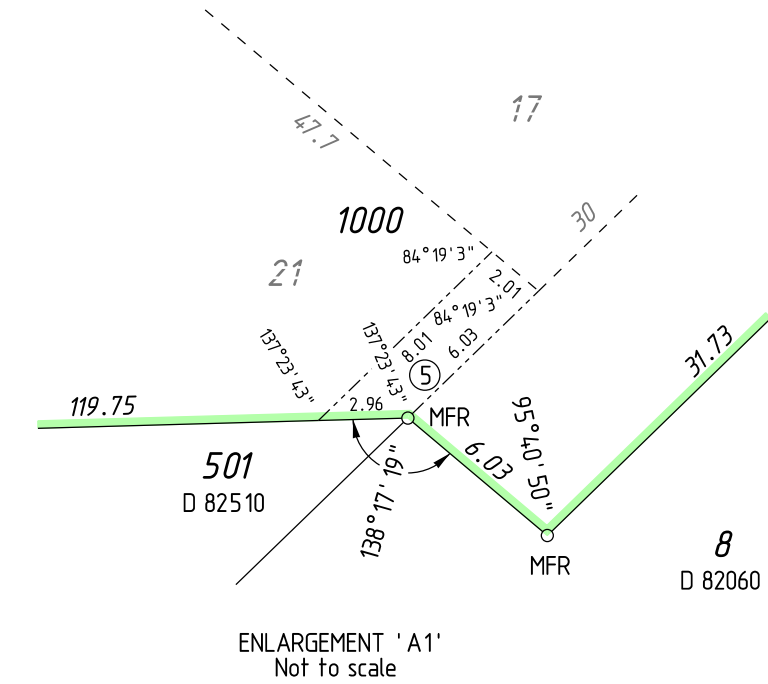
FOR APPLICATION PURPOSES ONLY
AMALGAMATION OF LOTS 3, 4 & 42 ON P 2714,
LOT 17 ON D 51793, LOT 20 ON D 53365,
LOT 21 ON D 69931, LOT 201 ON DP 31952,
LOT 500 ON D 80059

LEGEND

EXISTING BOUNDARIES - - - - -

SUMMARY

2057, 2061, 2065, 2069, 2073, 2087, 2089, 2093 ALBANY HIGHWAY, MADDINGTON	
Original No. of Lots	8
Proposed No. of Lots	1

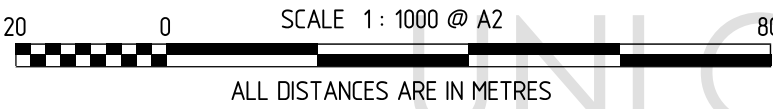


ENLARGEMENT 'A1'
Not to scale

NOTE 'Z' - The dimensions and position of the Easements (A) and (X) are based on accurate surveyed alignments

FORMER TENURE TABLE

LOT	FORMER TENURE	ON PLAN / DIAGRAM	TITLE	TOTAL AREA [ha]
1000	LOT 3	P 2714	2069-820	0.4531
	LOT 4	P 2714	2025-675	0.5688
	LOT 17	D 51793	1757-188	0.1956
	LOT 20	D 53365	1820-657	0.2777
	LOT 21	D 69931	1937-842	0.8578
	LOT 42	P 2714	2069-821	0.1199
	LOT 201	DP 31952	2516-793	1.0875
	LOT 500	D 80059	2045-341	0.7678



INTERESTS AND NOTIFICATIONS

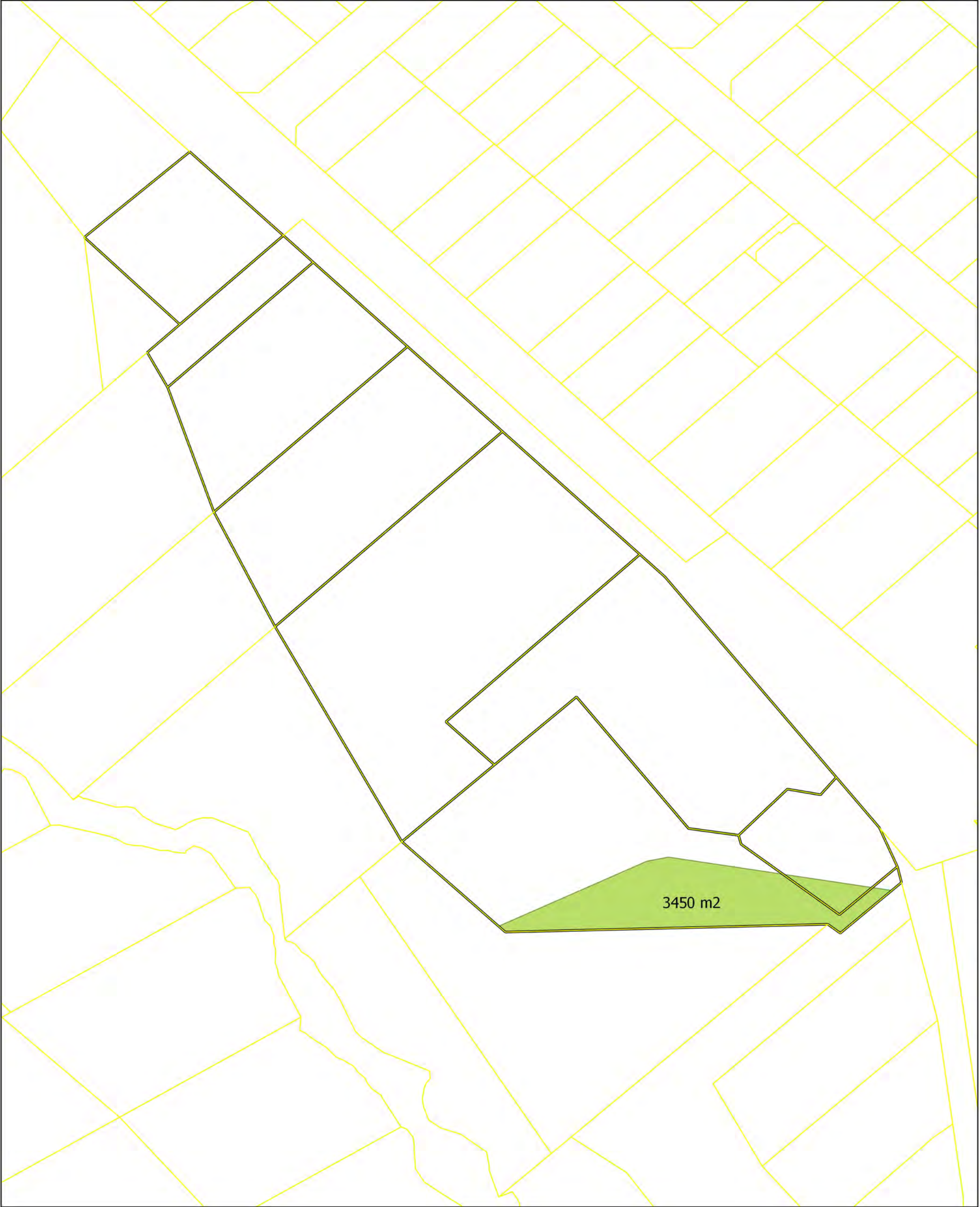
SUBJECT	PURPOSE	STATUTORY REFERENCE	ORIGIN	LAND BURDENED	BENEFIT TO	COMMENTS
(5)	EASEMENT (Drainage)	SEC 27A OF THE T. P. & D. ACT, REG 5	D 69931	LOT 1000	CITY OF GOSNELLS	
(A)	EASEMENT		DOC B507217	LOT 1000	LOT 1000 PORTION MARKED (X)	SEE NOTE 'Z'



MC MULLEN NOLAN GROUP
PO Box 3526, Success W.A. 6964
Tel: (08) 6436 1599
Fax: (08) 6436 1500
Email: info@mngsurvey.com.au

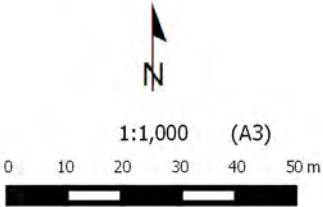
MNG Ref : 101811ap-003b

Area of Resource Enhancement Wetland to be Dedicated as Foreshore Reserve

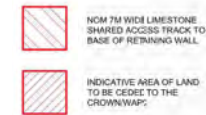


Legend

- Cadastre
- perth_outer
- Subdivision Area
- REW



Department of Biodiversity,
Conservation and Attractions

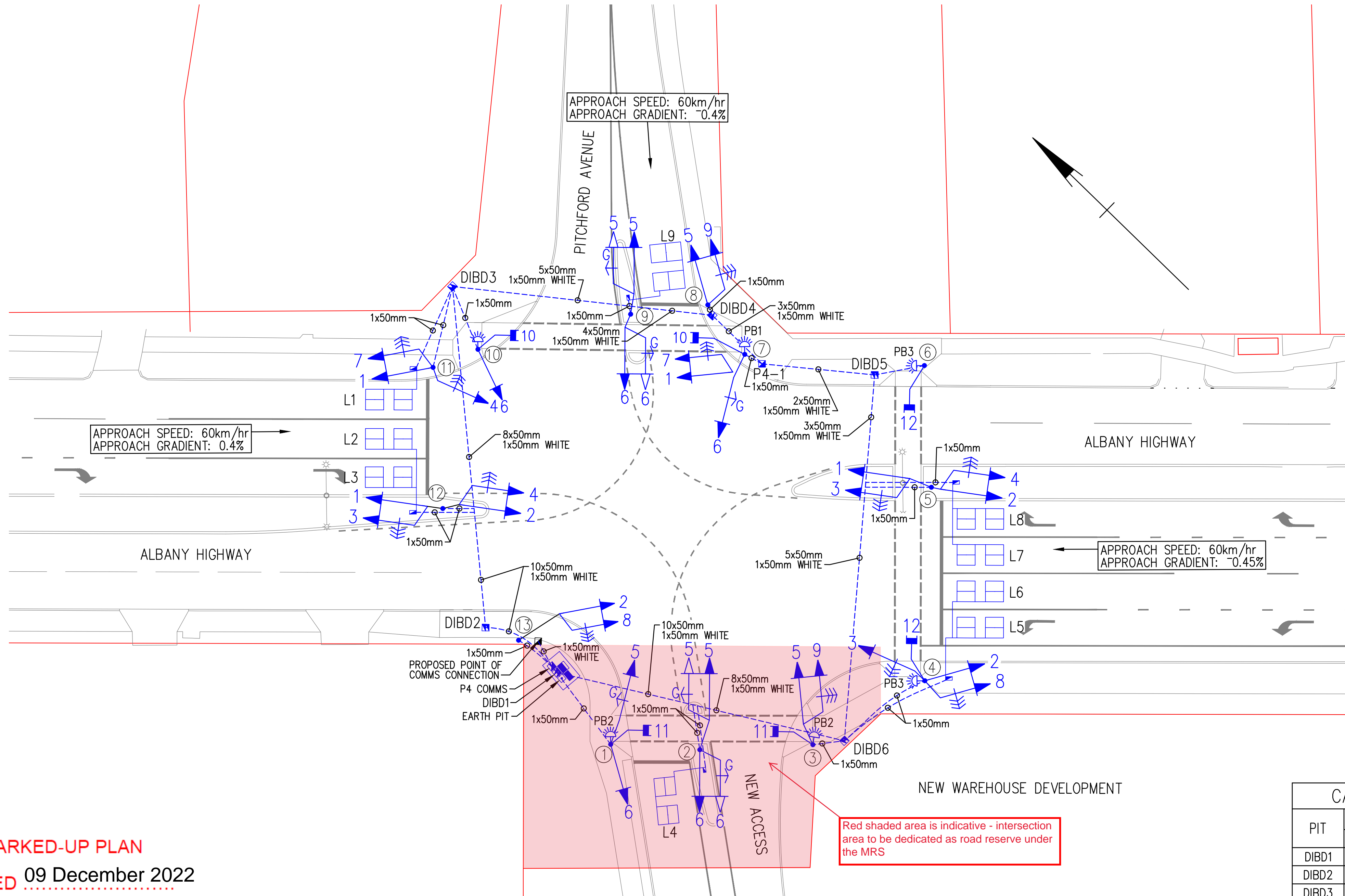


SITE AREA	42,975M²
TOTAL SP AREA	42,975M²
BUNNINGS AREAS	
ADMIN WAREHOUSE	7,140M ²
ENTRY	78M ²
TRUCK WASH	3,500M ²
BUILDING MATERIALS & LANDSCAPE YARD	1,064M ²
BAGGED GOODS CANOPY	1,350M ²
CUSTOMER NURSERY	1,316M ²
GOODS WAREHOUSE	1,400M ²
TOTAL BUNNINGS AREA	14,888M²
CARPARK (BUNNINGS)	
STANDING SPACES	294 SPACES
SHALL BAYS	4 SPACES
ACCESSIBLE SPACES	8 SPACES
TTS SPACE	18 SPACES
TOTAL SPACES	324 SPACES
TROLLEY BAYS	4 BAYS

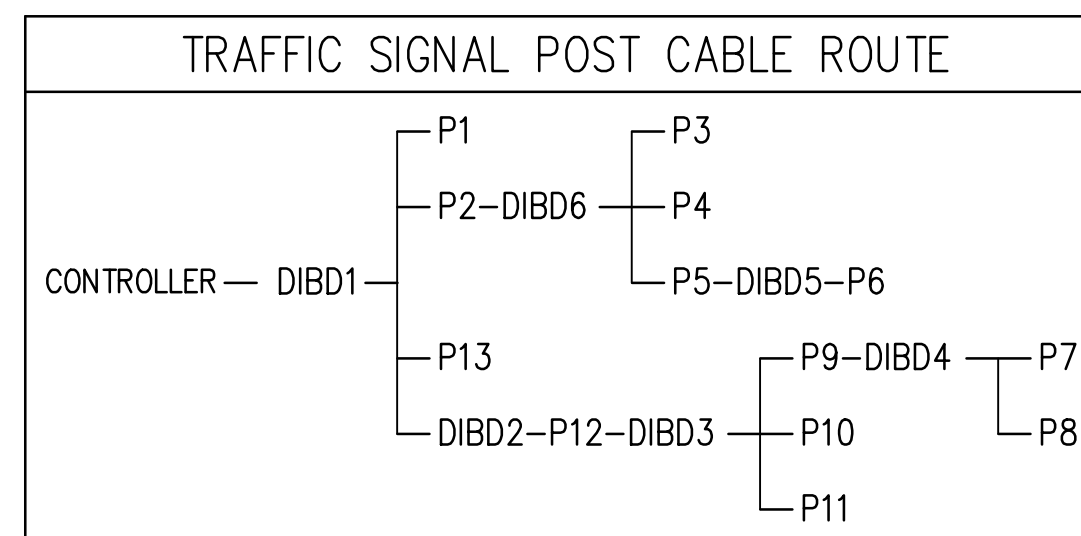
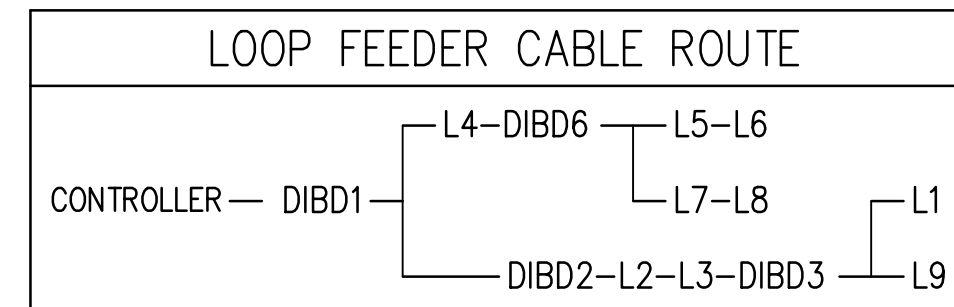
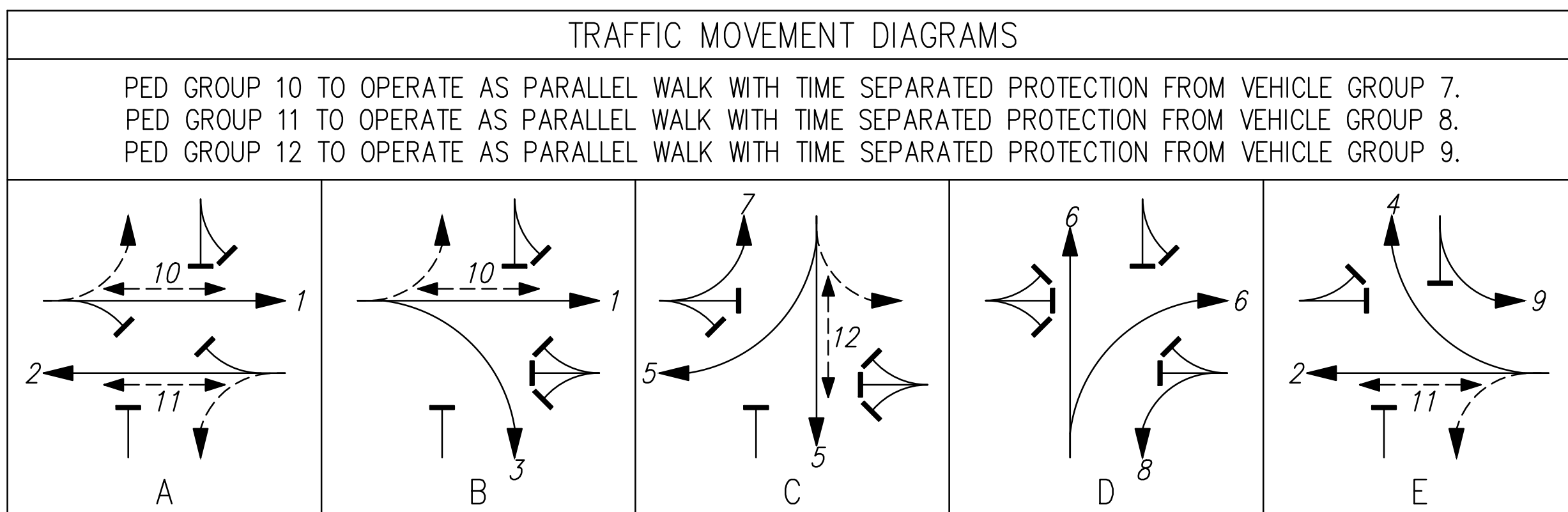


WAREHOUSE GROUND FLOOR PLAN
1:500

PRELIMINARY
NOT FOR CONSTRUCTION



MAIN ROADS MARKED-UP PLAN
AMENDED IN RED 09 December 2022



CABLE PIT LOCATION		
PIT	CO-ORDINATES	
	X EASTING	Y NORTHING
DIBD1	405234.546	6452385.679
DIBD2	405232.853	6452393.634
DIBD3	405254.232	6452418.927
DIBD4	405269.752	6452399.012
P4-1	405269.745	6452392.287
DIBD5	405276.571	6452383.748
DIBD6	405249.201	6452361.170

TRAFFIC SIGNAL POST LOCATION		
POLE NUMBER	CO-ORDINATES	
	X EASTING	Y NORTHING
1	405233.194	6452377.098
2	405238.836	6452370.571
3	405246.804	6452363.087
4	405258.776	6452359.653
5	405272.613	6452372.247
6	405280.564	6452380.940
7	405269.235	6452394.122
8	405270.165	6452400.012
9	405264.320	6452404.726
10	405251.587	6452412.925
11	405247.311	6452414.814
12	405238.205	6452404.622
13	405234.195	6452390.495

AMENDMENTS		
No.	DESCRIPTION	APPROVED & DATE
A	85% ISSUE	11/1/2022
B	100% ISSUE	1/6/2022

- NOTES
- ALL NEW HARDWARE AND INSTALLATION ARRANGEMENTS SHALL BE IN ACCORDANCE WITH THE RESPECTIVE MRWA DRAWINGS AND SPECIFICATIONS, ASSOCIATED WITH TRAFFIC SIGNALS. THIS INCLUDES MRWA SPECIFICATION 712.
 - INSTALL NEW ATSC4 DOUBLE DOOR CONTROLLER INCLUDING TOP HAT, AND DUMMY CONTROLLER HOUSING. INSTALL WITHIN NEW CONCRETE BASE, TOGETHER WITH DOUBLE LID CABLE PIT, P4 COMMUNICATIONS PIT, UMS PIT, AND EARTH PIT. ALL PITS TO INCLUDE APPLICABLE IDENTIFICATION MOLDED INTO THE PIT LID.
 - THE ACTUAL CONTROLLER/BASE PAD LOCATION TO BE CONFIRMED ON SITE WITH MRWA, PRIOR TO INSTALLATION.
 - CONTRACTOR TO ARRANGE A NEW POINT OF ELECTRICAL SUPPLY THROUGH WESTERN POWER.
 - CONTRACTOR TO ARRANGE A NEW COMMUNICATIONS CONNECTION THROUGH TELSTRA, TOGETHER WITH ALL EQUIPMENT REQUIRED FOR CONTROLLER CONNECTION.
 - DETAILS ON THE COMMUNICATIONS SYSTEM AND REQUIRED CONNECTIONS SHALL BE OBTAINED FROM MRWA TRAFFIC OPERATIONS CENTRE. THE CONTRACTOR IS RESPONSIBLE FOR ALL APPLICABLE FEES AND CHARGES.
 - NEW CONDUIT UNDER ROAD SHALL BE, WHERE POSSIBLE, INSTALLED USING UNDER BORING. IF NOT, AND FOR ALL OTHER CONDUIT, USE TRENCHING AS PER SPECIFICATION CLAUSES 712.31, 712.32 AND 712.34.
 - UNUSED CONDUITS TO BE CAPPED.
 - NEW STAR WIRING SYSTEM ADOPTED WITH 19 CORE POLE CABLES WIRED INDIVIDUALLY BACK TO CONTROLLER.
 - ALL LANTERNS ARE TO BE 200mm LED.
 - ALL PUSH BUTTONS TO BE AUDIO TACTILE TYPE.
 - FOR CLARITY, EXISTING SERVICES HAVE NOT BEEN SHOWN. INSTALLATION CONTRACTORS ARE RESPONSIBLE FOR AVOIDING CONFLICTS WITH SERVICES, AND MUST CARRY OUT CHECKS WITH ALL SERVICE AUTHORITIES BEFORE COMMENCING WORKS.

METADATA	
GROUND SURVEY STANDARD:	
DATE OF CAPTURE:	
MAPPING SURVEY STANDARD:	
DATE OF CAPTURE:	
MAIN ROADS PROJECT ZONE:	
HEIGHT DATUM:	

ttm
t (07) 5514 8000 / (07) 3327 9500
e ttmgc@ttmgroup.com.au
w www.ttmgroup.com.au

20GCS0003--000A

DRAWN T.MARTYR

DESIGNED S.THORPE

VERIFIED

DIRECTOR

mainroads
WESTERN AUSTRALIA

CLIENT-MR-DIRECTORATE
METROPOLITAN REGION

WATERLOO CRESCENT EAST PERTH 6004
Telephone (08) 9323 4111 Fax (08) 9323 4684
CLIENT FILE NO. 20GCS0003

RECOMMENDED

APPROVED

ALBANY HIGHWAY
PITCHFORD AVENUE

TRAFFIC SIGNAL MODIFICATIONS
SHEET 1 - SETOUT & PHASING

LOCAL AUTHORITY CITY OF GOSNELLS

TIM DRAWING NUMBER 20GCS0003-03


LM1261

SCALES 1:250 A 1

AMENDMENTS		
No.	DESCRIPTION	APPROVED & DATE
A	85% ISSUE	11/1/2022
B	100% ISSUE	30/5/2022

- NOTES
- ALL NEW HARDWARE AND INSTALLATION ARRANGEMENTS SHALL BE IN ACCORDANCE WITH THE RESPECTIVE MRWA DRAWINGS AND SPECIFICATIONS, ASSOCIATED WITH TRAFFIC SIGNALS. THIS INCLUDES MRWA SPECIFICATION 712.
 - THE EXISTING CONTROLLER SHALL REMAIN IN PLACE. AMEND CABLE CONNECTIONS TO REFLECT CHANGES AND ADDITIONS TO SIGNAL GROUP AND DETECTOR NUMBERING. UPDATE THE PROCESSOR CARD TO VC6.2
 - THE EXISTING POINTS OF POWER SUPPLY AND COMMS CONNECTION SHALL REMAIN IN PLACE.
 - RETAIN THE EXISTING CONDUIT AND PIT NETWORK WITH THE FOLLOWING CHANGES:
 - NEW CONDUIT CONNECTING NEW DETECTOR CABLE PITS FOR NEW/RELOCATED DETECTOR LOOPS L4 TO L10.
 - NEW CONDUIT TO CONNECT NEW POSTS 2 TO 7 AND POSTS 9 TO 11.
 - REMOVE DOUBLE LID CABLE PIT AT LOCATION F AND INSTALL NEW CONDUIT THROUGH TO NEW DIBD3.
 - INSTALL NEW DIBD4 OVER ALIGNMENT OF EXISTING CONDUIT IN MEDIAN CONNECT WITH NEW CONDUIT ACROSS ROAD TO NEW DIBD3.
 - NEW CONDUIT UNDER ROAD SHALL BE, WHERE POSSIBLE, INSTALLED USING UNDER BORING. IF NOT, AND FOR ALL OTHER CONDUIT, USE TRENCHING AS PER SPECIFICATION CLAUSES 712.31, 712.32 AND 712.34.
 - UNUSED CONDUITS TO BE CAPPED.
 - NEW CABLEING TO ADOPT STAR WIRING SYSTEM.
 - ALL NEW LANTERNS ARE TO BE 200mm LED.
 - ALL NEW ALL PUSH BUTTONS TO BE AUDIO TACTILE TYPE.
 - FOR CLARITY, EXISTING SERVICES HAVE NOT BEEN SHOWN. INSTALLATION CONTRACTORS ARE RESPONSIBLE FOR AVOIDING CONFLICTS WITH SERVICES, AND MUST CARRY OUT CHECKS WITH ALL SERVICE AUTHORITIES BEFORE COMMENCING WORKS.

METADATA		
GROUND SURVEY STANDARD:		
DATE OF CAPTURE:		
MAPPING SURVEY STANDARD:		
DATE OF CAPTURE:		
MAIN ROADS PROJECT ZONE:		
HEIGHT DATUM:		



t (07) 5514 8000 / (07) 3327 9500
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w www.ttmgroup.com.au

TTM DRAWING NUMBER 20GCS0003-000A

DRAWN T.MARTYR

DESIGNED S.THORPE

VERIFIED

DIRECTOR



CLIENT-MR-DIRECTORATE
METROPOLITAN REGION

WATERLOO CRESCENT EAST PERTH 6004
Telephone (08) 9323 4111 Fax (08) 9323 4684

CLIENT FILE NO. 20GCS0003

RECOMMENDED

APPROVED

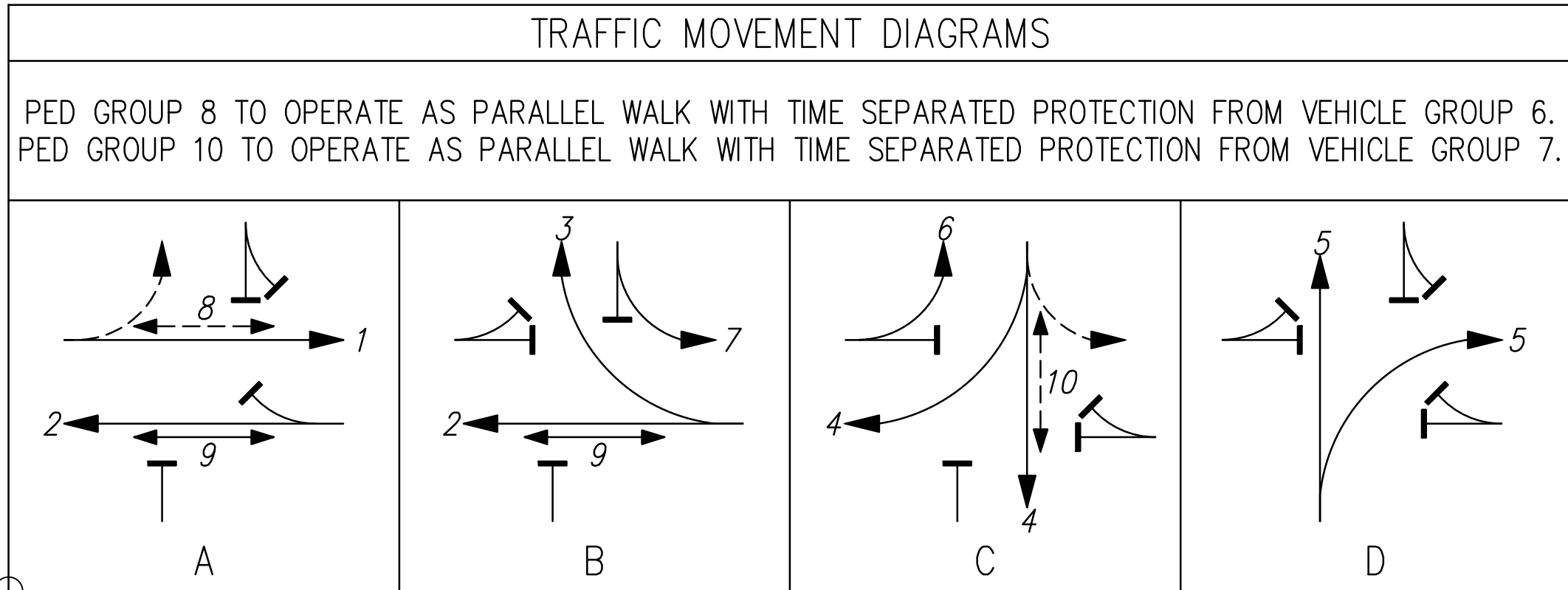
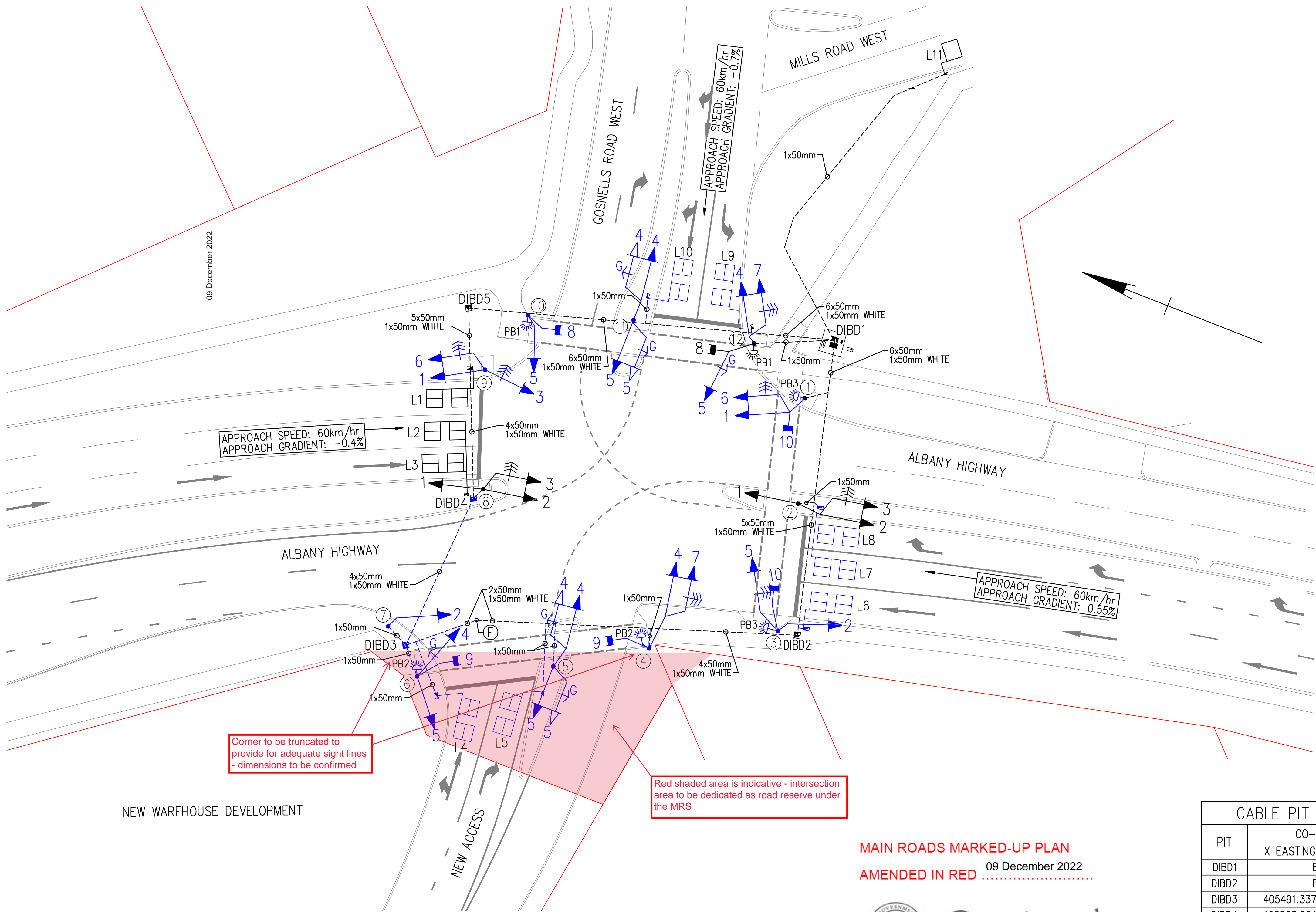
ALBANY HIGHWAY
PITCHFORD AVENUE

TRAFFIC SIGNAL MODIFICATIONS
SHEET 1 - SETOUT & PHASING

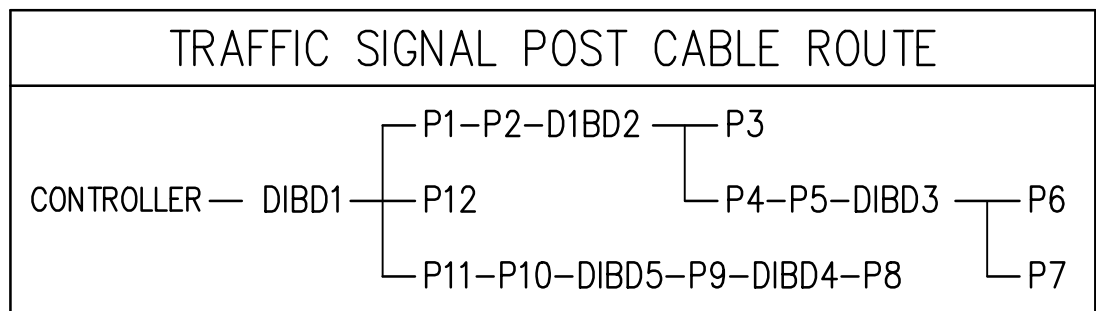
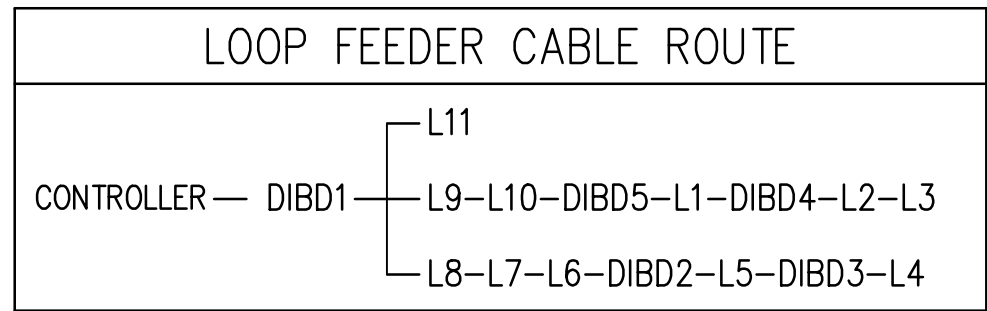
LOCAL AUTHORITY CITY OF GOSNELLS

TTM DRAWING NUMBER 20GCS0003-01

LM1045^B



MAIN ROADS MARKED-UP PLAN
AMENDED IN RED 09 December 2022



CABLE PIT LOCATION		
PIT	CO-ORDINATES	
	X EASTING	Y NORTHING
DIBD1	EXISTING	
DIBD2	EXISTING	
DIBD3	405491.337	6452099.495
DIBD4	405508.964	6452098.147
DIBD5	EXISTING	

TRAFFIC SIGNAL POST LOCATION		
POLE NUMBER	CO-ORDINATES	
	X EASTING	Y NORTHING
1	EXISTING	
2	405521.350	6452064.985
3	405507.608	6452061.987
4	405500.724	6452074.328
5	405495.068	6452083.337
6	405488.622	6452096.753
7	405492.553	6452101.695
8	EXISTING	
9	405522.443	6452102.074
10	405529.699	6452099.896
11	405533.412	6452089.009
12	EXISTING	

Our Ref: 25081
DAP Ref: DAP/18/01540
WAPC Ref: 25-50473-1
LG Ref: DA18/00283

30 April 2025

Chief Executive Officer
City of Gosnells
PO Box 662
GOSNELLS WA 6990

Attention: Brenton Scambler - Manager, Development Services

Dear Brenton,

**PROPOSED AMENDMENT - DEVELOPMENT ASSESSMENT PANEL APPROVAL
- DAP/18/01540 – (NO. 2087) ALBANY HIGHWAY, MADDINGTON – SHOWROOM
(BUNNINGS WAREHOUSE)**

Introduction

Since approval was initially granted in 2020 for the proposed Bunnings Warehouse located on Albany Highway, Maddington, the landowner has taken steps to progress the development. The landowner has liaised with Main Roads Western Australia (MRWA) to ensure safe and efficient vehicle movement along Albany Highway and within the development site. The landowner has also liaised with the Department of Biodiversity, Conservation and Attraction (DBCA) relating to interface issues between the subject site and the surrounding environmental areas.

As a result of the discussions with MRWA and refinement of the design by the project team, several changes to the original approval are proposed including:

- A refined layout and reduction in the total floor area of approximately 1,000m² GFA;
- Modifications to vehicle access including the provision of a new access driveway on Lot 8 (2095) Albany Highway. The new access driveway has been designed to minimise the impacts on the Swan Canning Development Control Area (DCA) using batters to deal with level changes and locating it to lessen the impact on existing trees.

In accordance with the *Planning and Development (Development Assessment Panels) Regulations 2011* (DAP Regulations), the applicant can elect for minor amendment applications to be determined by either the DAP or the responsible authority, which in this instance is the City of Gosnells (the City). In this instance, the applicant elects for the application to be determined by the DAP in accordance with Regulation 17 of the DAP Regulations.

In support of this application and in accordance with the City's lodgement requirements, please find enclosed:

- A completed and signed DAP Form 2

Whadjuk Country, Level 1, 500 Hay Street, Subiaco WA 6008

T. (08) 9289 8300 E. hello@elementadvisory.com.au W. elementadvisory.com.au

- A completed and signed City of Gosnells 'Application for Development Approval' form;
- A completed and signed MRS Form 2 - Application to amend or cancel development approval;
- Current copies of the Certificates of Title for the subject lots;
- A copy of the previous determination notices and accompanying approved plans.

This letter provides the relevant background to this project, and the justification for the proposed minor amendments.

Subject Site

The approved development covers lots 3, 4, 17, 18, 20, 21, 23, 24, 25, 42, 201 and 500 (No. 2051 - 2093) Albany Highway, Maddington (the subject site). The subject site has a total land area of 43,293m². The subject site fronts Albany Highway and abuts a Parks and Recreation Reserve and the Canning River to the rear. The subject site has been cleared of all improvements in preparation for future development works.

As part of this development application, it is proposed to add Lot 8 (No. 2095) Albany Highway, Maddington. This site accommodates a proposed access driveway, as agreed with the landowner. The inclusion of Lot 8 does not alter the overall intent of the original development approval and can be considered as a minor amendment.

The proposed access driveway (bitumen), a seven (7.0) metre wide limestone path and pedestrian link are located within several parcels of land which are owned by the state government. Consent has previously been granted by the state for the DA to be lodged on its behalf. At the time of publication, we are liaising with officers at the Department of Planning, Lands and Heritage to arrange the updated letter of consent. This will be provided shortly.

The Certificate of Title and landownership details for all the subject lots are provided in Appendix 1.

The proposed changes are deemed minor in nature, in that:

- the Bunnings building footprint is being reduced; and
- the vehicle access road solution for Lot 8 will improve access and egress solutions.

It is understood from recent correspondence between the officers of the DBCA and Bunnings, that they have no fundamental objection to the proposed access driveway on Lot 8 (No. 2095) Albany Highway. Noting that a range of conditions currently apply to the development approval, including requirements for:

- Wetland (Buffer) Management Plan;
- Construction Environmental Management Plan;
- Stormwater Management Plan; and
- Landscape Plan, which the DBCA will provide comment on.

The DBCA has requested the proposed access driveway be designed to minimise the impacts on the Swan Canning Development Control Area (DCA). This has been achieved using batters to deal with level changes and locating the driveway appropriately to lessen the impact on existing trees.

Project Background

The Metro East Joint Development Assessment Panel (DAP) at its meeting held 22 January 2020 granted conditional development approval for a Showroom (Bunnings Warehouse) at Lots 3, 4, 17, 21, 42, 201 and 500 (2087) Albany Highway, Maddington.

The approved developed is summarised as follows:

- a single storey warehouse with a maximum height of 11m and a total retail floor area of 16,085m²;
- car parking, access, signage, site works and landscaping;
- a 7 metre wide limestone track to provide additional separation distance between the development and vegetation;
- several vehicle access points and associated works to Albany Highway.

Following the initial DAP approval, Lots 18, 20 and 25 Albany Highway were included in the development site and minor amendments were made to the design of the car parking areas, internal access arrangements and vehicle access to Albany Highway. These modifications were approved by the Metro Outer Joint Development Assessment Panel at its meeting held on 10 November 2020.

The development was initially granted approval with a standard two (2) year substantial commencement period, which expired on 22 January 2022. The approval was subsequently renewed for a further two (2) years because of the State of Emergency Declaration made in response to the COVID-19 pandemic.

In April 2024, under Regulation 17A of the DAP Regulations, the City granted an extension of time to substantially commence the development. Condition 34 of this development approval states:

If the development the subject of this approval is not substantially commenced within a period of four years of the date of the determination, the approval shall lapse and be of no further effect.

Proposed Minor Amendment

Under Regulation 17 of the DAP regulations a person may apply for an amendment to an approval issued by the DAP and the amendment or cancellation of any conditions of approval as outlined below:

17. Amending or cancelling development approval

(1) An owner of land in respect of which a development approval has been granted by a DAP pursuant to a DAP application may apply for the DAP to do any or all of the following —

- (a) to amend the approval so as to extend the period within which any development approved must be substantially commenced;*
- (b) to amend or delete any condition to which the approval is subject;*
- (c) to amend an aspect of the development approved which, if amended, would not substantially change the development approved;*
- (d) to cancel the approval.*

As outlined in Clause 17(1)(c) above, the amendment should not substantially change the development approval.

The proposed development application seeks to modify the approved building layout and size and the access arrangements as outlined in further detail below. These changes do not materially modify the use or functionality of the development and as such meet the intent of Clause 17(1)(c).

Building Layout and Size

As a result of the design work undertaken since the original approval was granted, the building layout has been refined and the total floor area has been reduced by approximately 1,000m² GFA. The key areas of reduction are in the main retail warehouse and in the timber trade sales area. This total reduction represents a reduction in the total floor area of approximately 6%. All the expected Bunnings activities will be provided in the revised building footprint ensuring that the proposed changes do not modify the essence of the original approval.

Modifications to vehicle access

The vehicle access arrangements have been modified following discussions with MRWA to ensure suitable access and exit arrangements to Albany Highway. Linked to the MRWA requirements is the provision of a proposed access driveway on Lot 8 (2095) Albany Highway. The refinements to the access locations and the detailed design work undertaken has resulted in a minor change to the layout of the car parking bays within the subject site. While the car park layout has been changed, the total number of bays remains at 310 as per the November 2020 approval.

The revised vehicle access arrangements do not change the essence of the original approval. Three vehicle crossovers are maintained along Albany Highway as per the original approval. Deliveries and truck parking is provided at the rear of the building as per the original approval ensuring good separation between the various users of the development site.

The proposed access driveway on Lot 8 is expected to accommodate a limited number of vehicle movements associated with the dwelling. It has been designed to minimise its footprint within the Swan Canning Development Control Area (DCA). This has been achieved using batters to deal with level changes and locating the driveway to avoid existing trees.

The modifications to the vehicle access and parking layout do not change the essence of the original approval and can be supported as a minor amendment under Clause 17 of the Regulations.

Planning Assessment

Minor amendment

The Western Australian state government has produced the Development Assessment Panel Practice Notes to assist applicants and decision makers. Practice Note 3 provides guidance in relation to minor amendments under regulation 17. As detailed in Practice Note 3, the key matter to be considered when dealing with a proposed minor amendment' is whether the proposed changes will alter the 'essence of the design'.

As outlined above, the proposed changes to the building size and layout and the vehicle access arrangement do not alter the essence of the design. Despite the changes both the built form and access arrangements remain quintessentially those of a 'Bunnings Warehouse' with recognisable scale and streetscape presentation. The changes allow the landowner to deliver all the expected facilities in the 'Bunnings Warehouse' while allowing for safe and convenient access to and from the subject site.

Changes to the planning framework

There have been several changes to the planning framework, in the form of Draft Local Planning Scheme No. 24 (LPS 24) a State Planning Policy 7.0 Design of the Built Environment (SPP7.0) and modifications to the Metropolitan Region Scheme, since the original development approval was issued as detailed below.

Draft Local Planning Scheme No. 24

Under the City of Gosnells Local Planning Scheme No. 6 (LPS No. 6) the subject site is zoned 'Residential Development'. The City of Gosnells Draft LPS No. 24 is proposed to replace LPS No.6 as the primary statutory planning tool for controlling land use and development in the City of Gosnells. Council at its meeting on 12 September 2017 considered draft LPS24 and resolved to adopt the documents for the purposes of advertising and referral to the WAPC and State Government agencies.

Draft LPS No. 24 was advertised for public comment for 6 months between 27 February and 26 August 2020. In February 2021 the Council resolved to support draft LPS No. 24 with modification and forward it to the WAPC for its consideration as required by the Planning and Development (Local Planning Schemes) Regulation 2015. As outlined on the City's website the Draft LPS No. 24 was considered by the Statutory Planning Committee in December 2024 and will now be considered by the Minister of Planning for final approval.

Under the provisions of draft LPS No. 24, the subject site is zoned 'Urban Development'. Similarly, to 'Residential Development' zone under LPS No. 6, the intent of the 'Urban Development' zone is to provide for the progressive and planned development of future urban areas for residential purposes and for commercial and other uses associated with residential development. As noted in the RAR presented to the January 2020 JDAP meeting, a structure plan is not required to guide the future development of this site as the DA adequately addresses all relevant considerations including;

- The provision of an appropriate road network between lots;
- Suitable public access to areas of conservation and or recreation; and
- The provision of services.

In considering an application for development within this zone, the local government may have due regard to either a structure plan, activity centre plan or local development plan regarding land use and development requirements however it may waive the need to prepare a structure plan if it is satisfied all relevant matters can be addressed as part of the DA. Under the provisions of draft LPS24, the proposed development remains achievable.

State Planning Policy 7.0 Design of the Built Environment

State Planning Policy 7.0 Design of the Built Environment (SPP7.0) became operational in May 2019. It is a policy which emphasises the importance of good design setting out 10 key design principles to be addressed by proponents. The design principles and a brief response is provided below.

- *Context and character - Good design responds to and enhances the distinctive characteristics of a local area, contributing to a sense of place.*

The approved development has been designed considering the relevant requirements of the LPS No.6, various state and local planning policies as well as the requirements of several state agencies, including the Department of Biodiversity Conservation and Attractions and Main Roads Western Australia.

The approved development considers the various site constraints such as the bushfire risk, the presence of environmental features including a Conservation Category Wetland (partially within Lot 4), a Resource Enhancement Wetland (partially within Lot 21), remnant vegetation, a bush forever site and the Canning River Floodplain and vehicle access to a primary regional road. All the abovementioned matters were considered by the various sub consultant reports and assessed by the state agencies.

This detailed design process has led to an approved development which responds to the distinctive characteristics of the area.

- *Landscape quality - Good design recognises that together landscape and buildings operate as an integrated and sustainable system, within a broader ecological context.*

The approved development integrates landscaping on site and the protection of key environmental features existing bush forever, wetlands and natural areas within and adjacent to the subject site.

- *Built form and scale - Good design ensures that the massing and height of development is appropriate to its setting and successfully negotiates between existing built form and the intended future character of the local area.*

The bulk and scale of the approved development is consistent with that of similar Bunnings Warehouse sites across the country. It is in a position which ensures there are no amenity impacts on surrounding properties from the bulk and scale.

- *Functionality and build quality – Good design meets the needs of users efficiently and effectively, balancing functional requirements to perform well and deliver optimum benefit over the full life cycle.*

The building is designed based on a successful model which operates across the country, providing an efficient model for staff, customers, and suppliers.

- *Sustainability - Good design optimises the sustainability of the built environment, delivering positive environmental, social and economic outcomes.*

A range of sustainability measures are incorporated into the design to reduce energy and water consumption on site, in line with Bunnings corporate sustainability commitments.

- *Amenity - Good design provides successful places that offer a variety of uses and activities while optimising internal and external amenity for occupants, visitors and neighbours, providing environments that are comfortable, productive and healthy.*

The building is designed based on a successful model which operates across the country, providing an efficient model for staff, customers and suppliers. It provides a range of facilities within the building to provide customers with a high level of amenity.

- *Legibility - Good design results in buildings and places that are legible, with clear connections and easily identifiable elements to help people find their way around.*

The building has been designed to provide clear access points and wayfinding signage for all users of the building. These access arrangements have been subject of discussions with MRWA and have been refined accordingly. The internal layout of the building is based on a successful model which operates across the country allowing people to easily find their way around the building.

- *Safety - Good design optimises safety and security, minimising the risk of personal harm and supporting safe behaviour and use.*

The building has been sited and designed to ensure safety for all users. This includes the provision of a seven (7.0) metre wide access track at the rear of the building. The vehicle access arrangements have been the subject of discussions with MRWA and will allow for safe and convenient access to and from the subject site.

- *Community - Good design responds to local community needs as well as the wider social context, providing environments that support a diverse range of people and facilitate social interaction.*

As outlined above, the design is a site specific response which addresses various needs of the broader community.

- *Aesthetics - Good design is the product of a skilled, judicious design process that results in attractive and inviting buildings and places that engage the senses.*

The design of the approved building is consistent with the Bunnings brand and will be attractive and inviting for its customers.

Metropolitan Region Scheme

The subject site is zoned 'Urban' under the Metropolitan Region Scheme (MRS). Albany Highway, at the front of the site is reserved 'Primary Regional Roads' while the rear of the subject site abuts the Canning River Floodplain and reserved for 'Parks and Recreation' under the MRS. The Canning River Flood Plain is located within the Swan Canning Development Control Area (DCA)

The MRS has recently been modernised to make it consistent with the Bunbury and Peel regional planning schemes. The updated MRS, gazetted in March 2025, notes that Development Approval is not required on zoned land unless specific circumstances apply. The MRS specifically exempts some development on Reserves from the need for Development Approval. This includes situations where the development is consistent with the purpose of the reserve.

The proposed development includes works on zoned land which abuts the DCA. It also includes proposed works which are located within reserved land. For these reasons development approval is required under the MRS.

As noted in the RAR presented to the January 2020 JDAP meeting, the proposed development is consistent with the objectives of both the Urban zone and the 'Primary Regional Roads' and 'Parks and Recreation' reserve under the MRS. The administrative changes to the MRS do not impact the ability for an amended approval to be granted.

Conclusion

The proposed modifications to the previously JDAP approved development do not change its essence. The proposal therefore satisfies the established test for an application of this nature and warrants approval.

Given that the applicable statutory planning framework has not substantially changed, the development is capable of approval. The development will provide local shopping and employment opportunities, as well as protecting and enhancing the local environment. As such, the development remains consistent with the principles of orderly and proper planning, and has significant planning merit.

We trust the information provided will assist the City in its assessment of the amended proposal and we look forward to a favourable determination.

Yours sincerely
Element Advisory

Mark Scarfone

Associate – Planning.

Element Advisory acknowledges the Whadjuk people of the Noongar nation as Traditional Owners of the land on which we live and work. We acknowledge and respect their enduring culture, their contribution to the life of this city, and Elders, past and present.

Attachment 11

DAP/18/01540 - Lots 3, 4, 8, 17, 18, 20, 21, 23, 24, 25, 42, 201, 500 Albany Highway, Maddington – Amendment – Warehouse (Bunnings)

AMENDED CONDITIONS AS READ

New Conditions in Green

1. The warehouse (including bagged goods, nursery, goods inwards/outwards, timber trade sales, building materials/landscape yard areas) shall be constructed using weather-proof material with impervious and chemically resistant flooring, designed and graded to contain any spills and wastewater generated from the operation. All spills and wastewater shall be disposed to sewer (subject to Water Corporation consent) or at a licenced waste disposal facility.
2. Prior to any fill and/or topsoil being brought onto the site, the landowner/applicant shall demonstrate to the satisfaction of the City of Gosnells in consultation with the Department of Biodiversity, Conservation and Attractions that all material is certified clean, uncontaminated, and free from rubber, weeds and diseases, and is suitable from a geotechnical perspective, for the proposed works.
3. Prior to any works occurring within the Parks and Recreation reserve, a Construction Environmental Management Plan is to be submitted and approved to the satisfaction of the City of Gosnells in consultation with the Department of Biodiversity, Conservation and Attractions and the Western Australian Planning Commission. All works within the Parks and Recreation reserve are to be carried out in accordance with the approved Construction Environmental Management Plan.
4. No debris, rubbish or any other deleterious matter shall be placed on the Parks and Recreation Reserve or be allowed to enter the Canning River.
5. No dewatering tail-water is to be discharged directly or indirectly (e.g. via the stormwater system) into the Canning River unless a Dewatering Management Plan has been approved by the City of Gosnells in consultation with the Department of Biodiversity, Conservation and Attractions and the Western Australian Planning Commission.
In the event that dewatering tail-water is required to be discharged into the Canning River, discharge is to be carried out in accordance with the approved Dewatering Management Plan.
6. The garrison fencing installed on top of the retaining walls on the western boundaries shall be visually permeable to a maximum height of 1.8m and be black in colour.
7. Prior to the commencement of development, an updated Stormwater Management Plan is to be submitted and approved to the satisfaction of the City of Gosnells in consultation with the Department of Biodiversity, Conservation and Attractions and the Western Australian Planning Commission. Stormwater runoff from constructed impervious surfaces generated by small rainfall event (i.e. the first 15mm of rainfall) must be retaining and/or detailed at-source as much as practical and will not be permitted to enter the wetland buffer or Canning River untreated.
8. Prior to the commencement of development, a Wetland Buffer Management Plan is to be submitted, approved and thereafter implemented to the satisfaction of the City of Gosnells in consultation with the Department of Biodiversity, Conservation and Attractions and the Western Australian Planning Commission.

9. Prior to applying for a Building Permit, detailed plan(s) for the design and alignment of the limestone track and principal shared path are to be submitted and approved to the satisfaction of the City of Gosnells in consultation with the Department of Biodiversity, Conservation and Attractions and the Western Australian Planning Commission. The following details are to be included:
- (i) Pathway design in accordance with Australian Standard AS2156.2 - Walking Tracks - Infrastructure Design;
 - (ii) The alignment of the limestone track and pathway with separation distances to existing vegetation consistent with tree protection zones as defined in Australian Standard AS4970-2009 - Protection of Trees on Development Sites;
 - (iii) Earthworks and fill levels in accordance with the Construction Environmental Management Plan; and
 - (iv) Details of any stormwater run-off, to prevent erosion.
10. Prior to the occupation of the development, the limestone track and pathway shall be:
- (i) Installed in accordance with the detailed plan(s) at no expense to the Crown; and
 - (ii) Ceded to the Crown free of cost and without any payment of compensation by the Crown, following a defects period as agreed to by the City of Gosnells in consultation with the Western Australian Planning Commission.
11. Prior to the commencement of works, all significant vegetation within the wetland and wetland buffer shall be identified and protected by installation of Tree Protection Zones in accordance with Australian Standard AS 4970-2009- Protection of trees on development sites. ~~The trees marked for retention within the wetland buffer area are to be protected during the construction works in accordance with Australian Standard AS4970-2009 - Protection of Trees on Development Sites.~~
12. Replacement trees are to be planted at a rate of no less than three (3) for each tree removed and maintained to the requirements and satisfaction of the Department of Biodiversity, Conservation and Attractions in consultation with the City of Gosnells.
13. All lighting is to be installed in accordance with a Lighting Plan which is to be submitted to and approved to the specifications of the Department of Biodiversity, Conservation and Attractions and to the satisfaction of the City of Gosnells prior to commencement of works.
4214. Prior to applying for a Building Permit, a Landscape Plan for the development site and the adjoining road verge(s) is to be submitted and approved to the satisfaction of the City of Gosnells in consultation with the Department of Biodiversity, Conservation and Attractions and the Western Australian Planning Commission. The following details are to be included:
- (i) Native vegetation to be planted between the retaining walls on the western boundaries of the site;
 - (ii) Existing street trees and vegetation to be retained on the site;
 - (iii) Landscape treatments such as lawn, mulch areas, paving and bin collection areas;
 - (iv) The location, species, quantity and pot size of proposed trees and shrubs; and
 - (v) Areas to be irrigated.
4515. Prior to the occupation of the development, the landscaping and irrigation of the development site and the adjoining verges is to be installed in accordance with the

approved Landscape Plan and thereafter maintained to the satisfaction of the City of Gosnells.

- 4416. Prior to the occupation of the development, the Resource Enhancement Wetland (14428) and associated buffer are to be transferred to the Western Australian Planning Commission free of cost and without any payment of compensation.
- 4517. Prior to applying for a Building Permit, a geotechnical report is to be submitted, detailing site conditions with respect to soil, groundwater and stormwater disposal, to the satisfaction of the City of Gosnells.
- 4618. Prior to the commencement of the development, the applicant is to submit an Acid Sulphate Soils Self-Assessment Form, to the satisfaction of the City of Gosnells. If, as a result of the self-assessment, an Acid Sulphate Soils Report and Acid Sulphate Soils Management Plan are required, those documents must be submitted to and approved by the City of Gosnells, on the advice of the Department of Water and Environmental Regulation.

Where an Acid Sulphate Soils Management Plan is required, all works shall be carried out in accordance with the approved management plan.

- 4719. The applicant shall submit a drainage design, prescribing a functional drainage system, including detailed engineering drawings, and necessary technical information to demonstrate functionality of the design. The design is to be endorsed prior to the lodgement of a Building Permit application and thereafter implemented to the satisfaction of the City of Gosnells.

It should be noted that a maximum stormwater runoff coefficient equivalent to pre development levels shall be applied to calculate the critical permissible site discharge (PSD) from the development. This PSD shall not be exceeded in all storm events up to the 1 in 20 year Average Recurrence Interval. All excess stormwater shall be detained and/or infiltrated on site through suitable structural means.

- 4820. Prior to the occupation of the development, redundant vehicle crossover(s) are to be removed and the kerbing, verge, and footpath (where relevant) reinstated with grass or landscaping to the satisfaction of the City of Gosnells.
- 4921. Prior to the occupation of the development, the proposed hardstand area is to be paved, sealed and drained to the satisfaction of the City of Gosnells.
- 2022. Prior to the commencement of development works, the applicant is to submit, have approved, and thereafter implement, a management plan detailing how risks of wind and/or water borne erosion and sedimentation and dust will be minimised during the works and thereafter, to the satisfaction of the City of Gosnells.
- 2423. Prior to the occupation of the development, all existing septic tanks and leach drains are to be decommissioned and all components removed to the satisfaction of the City of Gosnells, with the applicant providing a Statutory Declaration confirming as such.
- 2224. Prior to applying for a Building Permit, satisfactory arrangements being made with the City of Gosnells for the disposal of industrial wastewater, including:
 - (i) The approval of the Water Corporation for disposal of all industrial wastewater produced from activities on site;

- (ii) Provision of a bunded washdown area a minimum of 75mm in height, serviced by an approved petrol and oil waste disposal treatment system is required. Washdown areas greater than 20min size must be roofed;
 - (iii) Detailed plans and specifications of the petrol and oil waste disposal treatment system; and
 - (iv) Registration of all petrol and oil waste disposal treatment systems with the Waste Management Division of the Department of Water and Environment Regulation.
- ~~23~~25. Prior to applying for a Building Permit, arrangements being made to the satisfaction of the City of Gosnells for the amalgamation of lots 3, 4, 17, 20, 21, 42, 201 and 500 Albany Highway, Maddington into one Certificate of Title. The amalgamation must be completed prior to occupation of the development.
- ~~24~~26. Prior to the occupation of the development, a notification under section 70A of the transfer of Land Act 1893 must be registered over the Certificate of Title of the subject lot to notify owners and prospective purchasers of the land of the factor affecting the use of the land.
- (i) The notification is to be prepared and executed at the applicant's cost to the satisfaction of the City of Gosnells and is to state as follows:
 - (ii) 'This land is within a bushfire prone area as designated by an Order made by the Fire and Emergency Services Commissioner and is subject to a Bushfire Management Plan. Additional planning and building requirements may apply to development on this land.'
- ~~25~~27. Prior to applying for a Building Permit, a Bushfire Management Plan and Emergency Evacuation Plan shall be prepared in accordance with State Planning Policy 3.7 - Planning in Bushfire Prone Areas and the Guidelines for Planning in Bushfire Prone Areas, endorsed by the City of Gosnells in consultation with the Department of Fire and Emergency Services, and thereafter implemented to the satisfaction of the City of Gosnells.
- ~~26~~28. Prior to applying for a Building Permit, a Waste Management Plan is to be submitted and approved to the satisfaction of the City of Gosnells and include the following detail:
- (i) the location of bin storage areas and bin collection areas;
 - (ii) the number, volume and type of bins, and the type of waste to be placed in the bins;
 - (iii) management of the bins and the bin storage areas, including cleaning, rotation and moving bins to and from the bin collection areas; and
 - (iv) frequency of bin collections.
 - (v) All works must be carried out in accordance with the Waste Management Plan and maintained at all times, for the duration of development.
- ~~27~~29. Prior to occupation of the development, public rubbish bin facilities must be provided adjacent to the shop frontage so as to be convenient to pedestrians, but positioned so as not to obstruct pedestrian movements, to the satisfaction of the City of Gosnells. Public rubbish bin facilities must be emptied daily, continuously maintained in good condition and the surrounding area kept free of litter thereafter for the duration of the development.
- ~~28~~30. Prior to the commencement of development, in accordance with the requirements of Local Planning Policy 4.11 Public Art Policy, the applicant or landowner is to make a contribution to public art to the value of one per cent (1%) of the estimated cost of the development, but not exceeding \$250,000, by way of:
- (i) Providing public art on the development site, unless otherwise approved by

the City of Gosnells; or

- (ii) Making a cash contribution towards public art, in lieu of (i) above.

Details of the proposed public art shall be provided to the City of Gosnells for approval in accordance with the Information Requirements of Local Planning Policy 4.11 Public Art Policy, thereafter installed prior to the commencement of use and/or occupancy of the development site and maintained by the landowners for the life of the development to the satisfaction of the City of Gosnells.

2931. Prior to occupation or use of the development, vehicle parking, manoeuvring and circulation areas shall be designed, constructed, sealed, drained, line marked and kerbed in accordance with:

- (i) The approved plan(s);
- (ii) Australian/New Zealand Standard AS/NZS 2890.1:2004, Parking facilities, Part 1: Off street car parking (for User Class 1A);
- (iii) Australian/New Zealand Standard AS/NZS 2890.6:2009, Parking facilities, Part 6: Off street parking for people with disabilities;
- (iv) Australian Standard AS 1428.1 2009, Design for access and mobility, Part 1: General Requirements for access New building work (by providing a link to the main entrance of the development by a continuous accessible path of travel); and
- (v) Council's engineering requirements and design guidelines.

The car parking is to be maintained to the satisfaction of the City of Gosnells for the duration of the development.

- ~~30. Prior to applying for a Building Permit, engineering drawings and specifications are to be submitted to and approved by the City of Gosnells in consultation with Main Roads Western Australia for the construction of a signalised intersection at Albany Highway and Pitchford Avenue. The landowner/applicant is responsible for all costs associated with any land acquisition, design, drainage and construction of the road upgrade works. This includes signage, road markings, signals, signage, re-location of services, street lighting, design checks and inspections.~~

~~Prior to the occupation of the development, the signalised intersection is to be constructed in accordance with the approved engineering drawings to the satisfaction of the City of Gosnells in consultation with Main Roads Western Australia.~~

- ~~31. Prior to applying for a Building Permit, engineering drawings and specifications are to be submitted to and approved by the City of Gosnells in consultation with Main Roads Western Australia for the construction of upgrades to Albany Highway, including the proposed deceleration lanes, slip lanes, crossovers, access ways, footpath and modifications to the Gosnells Road West intersection. The landowner/applicant is responsible for all costs associated with any land acquisition, design, drainage and construction of the road upgrade works. This includes signage, road markings, re-location of services, street lighting, design checks and inspections.~~

~~Prior to the occupation of the development, the upgrades to Albany Highway are to be constructed in accordance with the approved engineering drawings to the satisfaction of the City of Gosnells in consultation with Main Roads Western Australia.~~

32. Prior to applying for a Building Permit, the landowner/applicant must submit a request to the City of Gosnells for amenity tree evaluations for all verge trees, including within the Albany Highway road reserve. The amenity value and removal cost of the street trees, in accordance with the amenity tree evaluations, must be paid prior to the occupation of the development.

The landowner/applicant must submit a request to the City of Gosnells in writing for an invoice to meet the total cost of the removal of the street trees.

The landowner/applicant is not permitted to undertake removal of, or engage a contractor to, undertake removal of any street tree. The City of Gosnells will remove the trees.

- ~~33. The applicant shall submit prior to lodging an application for a building permit, an application to amend this approval to include Lot 20 in the approved plans for development.~~
- ~~34~~33. The development is approved until the 15 April 2028, if the development is not substantially commenced by this date, the approval shall lapse and be of no further effect.
34. Prior to the issue of a Building Permit, the applicant must undertake a 15% design concept plan to determine the land requirements for both signalised access points. The concept plan is to demonstrate the land required to accommodate the signal infrastructure, truncations, sight lines, existing infrastructure, footpath and verge to Main Roads requirements.
35. Prior to occupation of the development, the land required for the widening of Albany Highway, as shown on the Land Protection Plan No.201432-0109 (enclosed), must be ceded free of cost to the State of Western Australia without any payment of compensation.
36. Prior to occupation of the development, the land required for the widening of Albany Highway, as per Condition 33 and 34, must be ceded free of cost to the State of Western Australia without any payment of compensation.
37. Prior to occupation of the development, easement(s) in accordance with Sections 195 and 196 of the Land Administration Act 1997 for the benefit of the City of Gosnells and Main Roads WA are to be placed on the certificate(s) of title of Lot 20 specifying access rights. Notice of this easement(s) is to be included on the diagram or plan of survey (deposited plan).
38. No works are permitted within the Albany Highway Road Reservation unless Main Roads has issued a Working on Roads Permit.
39. No part of the development, other than approved landscaping is to be located within the land requirement for Albany Highway as detailed in the enclosed Land Protection Plan No.201432-0109.
40. Any proposed illumination of the signage must not exceed 300 cd/m² (candela per square metre) during the daytime and 150 cd/m² during nighttime.
41. The signs must not contain fluorescent, reflective or retro-reflective colours or materials.
42. The signs shall only display static content of the business operating on the subject site.
43. Stormwater shall not be discharged to the Albany Highway Road Reserve or the widened road reservation.
44. The 2,186m² 'pad site' shown on the approved Site Plan is not part of this application and is subject to future development applications.

45. Prior to occupation, the development shall be connected to the reticulated sewerage system to the specification of the Water Corporation and to the satisfaction of the City of Gosnells.

Advice Notes:

1. The associated plans and conditions approved under this development approval showing or requiring certain road access to roads within the jurisdiction of Main Roads WA and require the subsequent approval of Main Roads of WA for that access and should be read as subject to the jurisdiction of Main Roads of WA.
2. The upgrading/widening of Albany Highway is not in Main Roads current 4-year forward estimated construction program and all projects not listed are subject to change without notice, and Main Roads assumes no liability for the information provided.
3. Approval of signals or intersection modifications do not form part of this application. The installation of traffic signals will require further approval from Main Roads under the Main Roads Act 1930.
4. This property is affected by land reserved in the Metropolitan Region Scheme as shown on the attached extract of the Main Roads Land Protection Plan No.201432-0109.
5. The applicant is required to submit an Application form to undertake works within the road reserve prior to undertaking any works within the road reserve. Application forms and supporting information about the procedure can be found on the Main Roads website > Technical & Commercial > Working on Roads.

Part C – Item 4.1b - Albany Highway, Lots 3, 4, 8, 17, 21, 23, 24, 42, 200, 201, 500 and 501 Albany Highway – MADDINGTON BUNNINGS WAREHOUSE, PRIVATE DRIVEWAY & LIMESTONE TRACK – FORM 2.2 MODIFICATIONS AND APPROVAL EXTENSION.

Form 2 – Responsible Authority Report
(Regulation 17)

DAP Name:	Outer Metro DAP	
Local Government Area:	City of Gosnells	
Proposed Amendments:	<ul style="list-style-type: none"> • Reduction in size and retail floor space of the warehouse. • Connection to Albany Highway Via the traffic lights at Gosnells Road West; and • Inclusion of driveway access to the dwelling on Lot 5 Albany Highway, Gosnells. 	
Applicant:	Element	
Owner:	Bunnings Properties Pty Ltd, Western Australian Planning Commission	
Value of Amendment:	\$ 20 million	
Responsible Authority:	Western Australian Planning Commission	
Authorising Officer:	A/Planning Director, Metro South	
WAPC Reference:	25-50473-1	
DAP File No:	DAP/18/01540	
Date of Original DAP decision:	22 January 2020	
Application Received Date:	21 May 2025	
Application Statutory Process Timeframe:	60 Days	
Attachment(s):	1- Location Plan 2 – Proposed Amended Development Plans 3 – Form 1 Approved Site Plan 4 – Form 1 Decision 5 – Form 2.1 Approved Plan 6 – Form 2.1 Decision 7 – Bushfire Vegetation Classification	
Is the Responsible Authority Recommendation the same as the Officer Recommendation?	<input type="checkbox"/> Yes	Complete Responsible Authority Recommendation section
	<input type="checkbox"/> N/A	
	<input type="checkbox"/> No	Complete Responsible Authority and Officer Recommendation sections

Responsible Authority Recommendation

That the Outer Metro DAP resolves to:

1. **Accept** that the DAP Application reference DAP/18/01540 as detailed on the DAP Form 2 dated 21 May 2025 is appropriate for consideration in accordance

with regulation 17 of the *Planning and Development (Development Assessment Panels) Regulations 2011*;

2. **Approve** DAP Application reference DAP/18/01540 and accompanying plans (TP-01, TP-02, TP-03, EP18-125) in accordance with Clause 68 of Schedule 2 (Deemed Provisions) of the *Planning and Development (Local Planning Schemes) Regulations 2015*, for the proposed minor amendment to the approved Warehouse (Showroom) for Bunnings Group Ltd and Limestone Track at Lots 3, 4, 17, 21, 23, 42, 200, 201, 500 and 501 Albany Highway, Maddington subject to:

Amended Conditions

7. Prior to the commencement of works, plans and technical specifications for a shared path extending from Gosnells Road West to Pitchford Avenue, adjacent to the Canning River foreshore shall be submitted and approved to the specification of the Department of Biodiversity, Conservation, and Attractions, City of Gosnells and Main Roads Western Australia and to the satisfaction of the Western Australian Planning Commission.
8. Prior to the commencement of works, a Landscape and Lighting Plan shall be submitted and approved to the specification of the Department of Biodiversity, Conservation and Attractions, the City of Gosnells and to the satisfaction of the Western Australian Planning Commission.
22. Prior to occupation of the development, a principal shared path shall be installed, in accordance with the plans and technical specifications approved through Condition No. 2, at no expense to the Crown, to the specification of the Department of Biodiversity, Conservation and Attractions and to the satisfaction of the Western Australian Planning Commission.
25. Prior to commencement of works, amended plans are to be submitted to the satisfaction of the Western Australian Planning Commission and to the specifications of the Department of Biodiversity, Conservation and Attractions showing removal of the retaining walls at the rear of the site where it does not immediately abut a vehicle circulation road and provision of a landscaped slope to the adjoining Parks and Recreation reserve.

New Conditions

26. Prior to the issue of a Building Permit, the applicant is to undertake a 15% design concept plan to determine the land requirements for both signalised access points. The concept plan is to demonstrate the land required to accommodate the signal infrastructure, truncations, sight lines, existing infrastructure, footpath and verge to the specifications of Main Roads and the satisfaction of the Western Australian Planning Commission.

27. Prior to occupation of the development, the land required for the widening of Albany Highway, as per Condition 26, must be transferred free of cost to the Commissioner of Main Roads without any payment of compensation.
28. Prior to occupation of the development, the land required for the widening of Albany Highway, as shown on the Land Protection Plan No.201432-0109 (enclosed), must be transferred free of cost to the Commissioner of Main Roads without any payment of compensation.
29. Prior to occupation of the development, the applicant is to design and construct the required upgrades to Albany Highway and the intersections of Gosnells Road West and Pitchford Avenue to the specifications of Main Roads and to the satisfaction of the Western Australian Planning Commission. This includes any proposed deceleration lanes, slip lanes, crossovers, access ways and footpaths.
30. Easement(s) in accordance with Sections 195 and 196 of the Land Administration Act 1997 for the benefit of the Western Australian Planning Commission are to be placed on the certificate(s) of title of the amalgamated lot required by Condition 30 to the satisfaction of the Western Australian Planning Commission. Notice of this easement(s) is to be included on the diagram or plan of survey (deposited plan). The easement(s) are to state as follows: "access".
31. Easement(s) in accordance with Sections 195 and 196 of the Land Administration Act 1997 for the benefit of Lot 5 (No. 2097) Albany Highway, Gosnells are to be placed on the certificate(s) of title of lots containing the proposed arrangement for Lot 5 to access Albany Highway to the satisfaction of the Western Australian Planning Commission. Notice of this easement(s) is to be included on the diagram or plan of survey (deposited plan). The easement(s) are to state as follows: "access"
32. Prior to the occupation of the development, the applicant is to construct a 6m wide crossover to allow access from the proposed private driveway to the Canning River foreshore to the satisfaction of the Western Australian Planning Commission.
33. If development has not substantially commenced within two years of the date of this letter, the approval shall lapse and be of no further effect.

Amended Advice Notes

2. The Wetland Buffer Management Plan should address wetland values and how those values will be protected from the various urban threats including weeds and nutrient/hydrocarbon export on an ongoing basis. Provide details on any works proposed within the buffer area and how the works will be managed to protect the wetland and existing vegetation.
All significant vegetation should be identified and, where trees must be removed, replacement trees are to be planted at rate of no less than three (3) for each tree removed and those trees maintained to ensure ongoing viability.

New Advice Notes

14. Regarding Condition 4, Guidance for preparation of a Construction Environmental Management Plan is provided in the Department of Biodiversity Conservation and Attractions Guidance Note - Construction Environmental Management Plans and Swan and Canning River Management Authority Policies.
15. Regarding Condition 5, It is recommended that the biofilters are designed in accordance with the: *Adoption Guidelines for Stormwater Biofiltration Systems* (Payne et al. 2015) and the *Vegetation Guidelines for Stormwater Biofilters in the South-West of Western Australia* (Monash University 2014). The plan shall address, unless otherwise agreed in writing, that:
 - a) stormwater run-off from constructed impervious surfaces generated by small rainfall events(i.e. the first 15 mm of rainfall) has been retained and/or detained at-source as much as practical (noting that untreated stormwater will not be permitted to enter the river).
 - b) pre-development hydrology for 1 exceedance per year (1 EY) and 1% annual exceedance probability (1% AEP) events (including peak flow rates, run-off volumes, floodplain storage volumes and flood levels) has been maintained (unless alterations have either been published in an approved catchment plan, or have been approved by writing by the Department of Biodiversity, Conservation and Attractions, Department of Water and Environmental Regulation and the Water Corporation, where applicable).
 - c) existing tributaries and surface water flow paths have been retained, or it is demonstrated that replacement with piped systems will maintain or improve the habitat values and water quality of receiving waterways.
 - d) details of any subsoil drains.
16. Regarding Condition 6, the Wetland Buffer Management Plan should include:
 - a) the number of plants (and species) to be removed (noting that any native plants should be relocated where possible)
 - b) the location, details of the planting densities and species composition proposed for each area (noting that appropriate local native species should be planted in riparian zones at a ratio of 500:50:5 herbs/sedges:shrubs:trees for each 100m²)
 - c) a schedule of works
 - d) weed control, including target species and any chemicals to be used, and its management within a water sensitive environment
 - e) stabilisation measures (eg matting type and extent bioengineering solutions),
 - f) a reticulation plan, indicating type and location of sprinkler, bubbler, drippers and if bore or scheme water will be utilised
 - g) fencing requirements
 - h) ongoing monitoring and maintenance requirements
17. Regarding Condition 8, lighting should be designed to minimise light spill so that fauna, community enjoyment and visual amenity are not unacceptably affected. All lighting is to be consistent with the National Light Pollution Guidelines for Wildlife (Department of Climate Change, Energy, the

Environment and Water, 2023) and AS4282 Control of the Obtrusive Effects of Outdoor Lighting.

All other conditions and requirements detailed on the previous approval dated 22 January 2020 and the Form 2 approval dated 13 November 2020 shall remain unless altered by this application.

Details: outline of development application

Region Scheme	Metropolitan
Region Scheme Zone/Reserve	Urban, Regional Open Space
Local Planning Scheme	City of Gosnells Local Planning Scheme No. 6
Local Planning Scheme Zone/Reserve	Residential Development
Structure Plan/Precinct Plan	N/a
Structure Plan/Precinct Plan Land Use Designation	N/a
Use Class (proposed) and permissibility:	Warehouse, Showroom
Lot Size:	4 hectares (Urban) 3.24 hectares (Parks and Recreation)
Net Lettable Area (NLA):	15,085m ²
Number of Dwellings:	N/a
Existing Land Use:	Vacant
State Heritage Register	No
Local Heritage	<input checked="" type="checkbox"/> N/A <input type="checkbox"/> Heritage List <input type="checkbox"/> Heritage Area
Design Review	<input checked="" type="checkbox"/> N/A <input type="checkbox"/> Local Design Review Panel <input type="checkbox"/> State Design Review Panel <input type="checkbox"/> Other
Bushfire Prone Area	Yes
Swan River Trust Area	Yes

Proposal:

A Form 2 application has been received which makes minor changes to the access and floorspace arrangements for an approved Bunnings warehouse located on Albany Highway in Maddington (**Attachment 1 – Location Plan**). The most significant changes are adjustments to the signalised intersection with Gosnells Road West and Albany Highway. This necessitates the removal of a residential crossover and the construction of an alternative driveway to an existing residential dwelling (**Attachment 2 – Proposed Development Plans**).

The Form 2 includes a request for an extension of time for the substantial commencement of development under the MRS for a period of 4 years to align with an existing extension granted by the City of Gosnells.

Background:

An application for development approval for the proposed warehouse was originally received in December 2018. The Western Australian Planning Commission (WAPC) initially recommended the DAP refuse the application for reasons relating to bushfire management, on-site effluent disposal and traffic impacts. The City of Gosnells recommended similarly.

On 22 January 2020, the DAP resolved to conditionally approve the proposed development (**Attachment 3 – Form 1 Development Approval, Attachment 4 Form 1 Approved Site Plan**). The DAP minutes outline the reason for its decision under the MRS:

'The panel considered that the reasons for recommending refusal of the application could be adequately dealt with generally in accordance with draft conditions provided by the WAPC, together with the adopted amendments. The proposed development is entirely consistent with the planning framework and the Panel is satisfied that the regulatory standards with respect to bushfire control, water and sewerage are capable of being met. Main Roads access remains within Main Roads jurisdiction.'

A Form 2 development application (Form 2.1) was lodged in March 2020 in response to conditions relating to the expansion of the site and rationalisation of access. The Form 2 modifications were granted approval on 24 September 2020.

The current approved development, including approved Form 2.1 modifications, comprises the following:

- a single storey warehouse with a maximum height of 11m and a total retail floor area of 16,085m²;
- car park with 310 parking bays (including trailer and accessible bays);
- a pad site/excess land of 3,072m² for future development;
- associated signage;
- a 7-metre wide limestone track for the purpose of mitigating bushfire impacts by providing additional land area for required separation distance.
- A new signalised intersection with Pitchford Avenue at the northern end of the development. The intersection design allows for access to the site via left-in, straight-in and left-out vehicle movements.
- Modifications to the Gosnells Road West signalised intersection to allow access to the site via straight-in, left-out and right-out vehicle movements;
- A left-in vehicle movement mid-way along the site.
- A principle shared path running along the Canning River foreshore.

(Attachment 5 – Form 2.1 Development Approval as modified by Form 2.1, Attachment 6 Form 2.1 modified site plan)

Since this approval, the applicant has been liaising with Main Roads to resolve access arrangements. The applicant has also been liaising with the adjoining landowner and the Department of Biodiversity, Conservation and Attractions with respect to the design of the alternative driveway. The development plans have been updated to reflect these changes.

Legislation and Policy:

Legislation

Planning and Development Act 2005

Metropolitan Region Scheme - Clause 27 (1)(c)

Planning and Development (Development Assessment Panels) Regulations 2011 – Regulation 17

Main Roads Act 1930

Instrument of Delegation

The Form 1 application required separate development approval from the WAPC under the MRS as the development is located on land which is partly reserved and is within and abuts the Swan Development Control Area (DCA).

The Form 2 requires the approval of the DAP under Regulation 17(1) of the *Planning and Development (Development Assessment Panels) Regulations 2011* (the Regulations) which states:

"An owner of land in respect of which a development approval has been granted by a DAP pursuant to a DAP application may apply for the DAP to do the following - ...

(c) to amend an aspect of the development approved which, if amended, would not substantially change the development if approved."

The Form 2 application proposes to amend an approved development for which the WAPC was the responsible authority under the MRS. Accordingly, the WAPC remains the responsible authority under the MRS.

State Government Policies

Government Sewerage Policy 2019

State Planning Policy 2 - Environment and Natural Resources Policy - Section 5.2: Water Resources

State Planning Policy 2.8 - Bushland Policy for the Perth Metropolitan Region – Section 5.1: Bush Forever areas

State Planning Policy 2.10 - Swan-Canning River System - Section 8.5: Upper Canning and Southern Rivers

State Planning Policy 3.7 - Planning in Bushfire Prone Areas - Section 6.5: Information to accompany development applications

Development Control Policy 5.1 - Regional Roads (vehicular access) -Section 3.3: Development Requirements

Development Control Policy 5.3 - Use of Land Reserved for Parks and Recreation and Regional Open Space - Section 5: Policy Measures

Consultation:

Main Roads Western Australia (MRWA) - MRWA support the application subject to conditions.

Department of Biodiversity, Conservation and Attractions (DBCA) – DBCA make no objections subject to conditions to protect and manage the Canning River foreshore.

Department of Fire and Emergency Services (DFES) - DFES has requested additional information to address changes since the original approval both in relation to the policy framework and the surrounding bushfire environment.

Department of Water and Environmental Regulation (DWER) - No additional comments provided.

Planning Assessment:

MRS Zoning /Reservation

The proposed development is located on land zoned Urban and portions are reserved Regional Open Space under the MRS, with a Bush Forever overlay. Access to the development is via Albany Highway a Primary Regional Road (PRR).

The proposed Bunnings warehouse/showroom as amended is consistent with the purpose of the Urban zoning. The proposed limestone track acts as a firebreak, therefore, is consistent with the purpose of the Regional Open Space (ROS) reservation.

Currently the ROS reserve contains a crossover onto Albany Highway which serves:

- access to Lot 5 (via an easement over Lot 8); and
- access for the WAPC, which owns Lot 8 and a broader group of landholdings containing the Canning River foreshore ROS reserve.

The original development approval includes a condition for additional urban zoned land to be transferred to the WAPC for foreshore purposes because this land contains a conservation wetland. This is proposed to be expanded to reflect the development outcomes and preservation of wetland and foreshore attributes.

The development application proposes to construct a driveway to facilitate access to Lot 5 through Lot 8 and through the additional land to be ceded to the WAPC. The development plans (refer **Attachment 2** plan reference TP-01-B) illustrate this arrangement and the applicant has provided more detailed renderings to illustrate this (see below).



It will be necessary for the WAPC to also utilise this driveway to access the Canning River Foreshore for maintenance purposes. A condition of approval is recommended for a 6m crossover to be provided from the driveway to allow WAPC access to the Canning River foreshore.

In addition, WAPC will need access rights to continue its maintenance regime along the Canning River foreshore. An approval condition is recommended to ensure that an easement is placed on that new title to allow WAPC access to the foreshore lots through the Bunnings site.

The original approval included a condition for a principle shared path to be constructed on the foreshore connecting to Pitchford Avenue on the northern side of the development. Due to the changes on the southern side of the development, this condition is recommended to be amended to provide a return to the intersection with Gosnells Road west.

Access to Lot 5

Currently, Lot 5 derives access to Albany Highway:

- via an informal arrangement through the adjacent Lot 6; and
- via a crossover to Albany Highway in the vicinity of the Gosnells Road west intersection through Lot 8 with easement rights granted by the WAPC (left in/left out only).

Main Roads supports the removal of this crossover, and the installation of the proposed driveway and associated easements to allow access to Lot 5 via the Bunnings site. The removal of the crossover is required for Albany Highway to operate safely and efficiently. Traffic volumes are significant in this location (approximately 26,000 vehicles per day) and a freight route. Main Roads have prepared the Albany Highway Access Strategy for a broader section of Albany Highway including the section fronted by the subject site. This involves the closure of crossovers and the use of easements to allow access across multiple lot frontages. The proposed arrangement is consistent with this access strategy.

The access arrangement for that landowner, as depicted on the development plans, would involve:

- Exiting Lot 5 - a right turn movement from the driveway onto the Bunnings access road, allowing left or right turn onto Albany Highway or straight through onto Gosnells Road West.
- Entering Lot 5 – northbound and south bound left-in and right in via slip lanes to an entry located approximately 130m north of Gosnells Road West.

This would entail access to Lot 5 through the Bunnings car park and access driveways. The applicant has been liaising with the landowner on this arrangement, and while the landowner acknowledges the need for the access to be modified, remains concerned that the full range of turning movements would not be available under the current proposal. It is noted that the existing crossover to Lot 5 is limited in available turning movements, is unsafe and conflicts with the Gosnells Road West intersection. The access to the subject site is dependent on Main Roads approval and this arrangement is the only viable solution. In order to rationalise the access arrangement, it is recommended that a condition of approval be imposed to ensure that the landowner of Lot 5 is provided with an access easement over the subject site.

Canning River

The site is within and adjacent to the Swan Canning DCA due to the location of the site abutting the Canning River. This area contains large trees and is mapped as a resource enhancement wetland. The applicant has designed the residential driveway in a manner that is responsive to the natural environment. Roadway battering and clearing of some trees will be required. DBCA has reviewed these plans and has provided conditions to ensure that appropriate landscape management, stormwater management and tree retention strategies are in place. This arrangement would improve and enhance the natural environment in accordance with the Bush Forever designation. Approval conditions are recommended accordingly.

Bushfire

The amended plans do not alter the treatment of the bushfire threat adjacent to the site. The original application was supported by a Bushfire Management Plan and approval conditions are in place for an update Bushfire Management Plan to be prepared, including evacuation management.

In determining the original application, the DAP noted that the proposed development was entirely consistent with the planning framework and was satisfied that the regulatory standards with respect to bushfire control, were capable of being met. The amended plans do not propose any modifications or information that would alter this position.

The proposal was referred to DFES which advised that consideration should be given to change to the policy framework and the natural environment since the previous approval was granted. In this regard the applicant has advised that changes to SPP 3.7 *Bushfire* relate to landscape scale bushfire which is not applicable to the subject site. A review of the vegetation in the area indicates no significant change, other than a reduction in bushfire threat due to a nearby residential development.

The DBCA indicated that the vegetation within the Canning River foreshore should be classified as Forest for the purpose of bushfire assessment. The current bushfire management plan identifies the portion of bush containing the resource enhancement wetland and its buffer as Forest (**Attachment 7 – Bushfire Vegetation Classification**). The remaining areas of foreshore have been maintained in a Grassland over the longer term. This approach was accepted as part of the previous Form 1 approval.

Sewer Connection

The original approval included a condition for the subject site to be connected to reticulated sewer. The applicant has queried the need for this condition where on-site effluent disposal may be used.

The applicant has advised that the cost of providing sewer would be significant if a connection is required to the network at Helm Street, approximately 500m to the northwest. Alternatively, the Water Corporation has advised that there is a private sewer on the site. Preliminary investigations by the applicant has indicated this may be a viable option, however further detailed investigations and consultations with Main Road and Water Corporation are required.

The DBCA has recommended connection to sewer to protect the sensitive environment of the Canning River system.

Given the Form 1 approval required connection to sewer, and various options may be explored, connection to sewer is recommended as a condition of approval.

Access Conditions

Main Roads recommends a range of conditions relating to the design and construction of access points to Albany Highway. These conditions are recommended for the most part, where they relate to regional level considerations including road design, ceding of land and road construction.

Extension of Time

The original development approval was granted in January 2020 and has since lapsed. Cl. 55 (1) (a) of the Metropolitan Region Scheme, allows for an applicant to request amend the approval to extended the period in which the development may be substantially commenced. This may be made during or after the period within the development must be substantially commenced.

Delays to the commencement of development have arisen due to the need to resolve complex access arrangements with Main Roads and ensuring appropriate management arrangements for the Canning River Foreshore. These issues have been addressed by the applicant and will require further refinement through conditions of development approval. Accordingly, the extension of time for two (2) years from the date of the Form 2.2 decision is supported and a condition of approval is recommended to clarify this.

Conclusion:

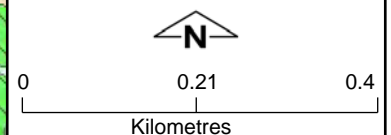
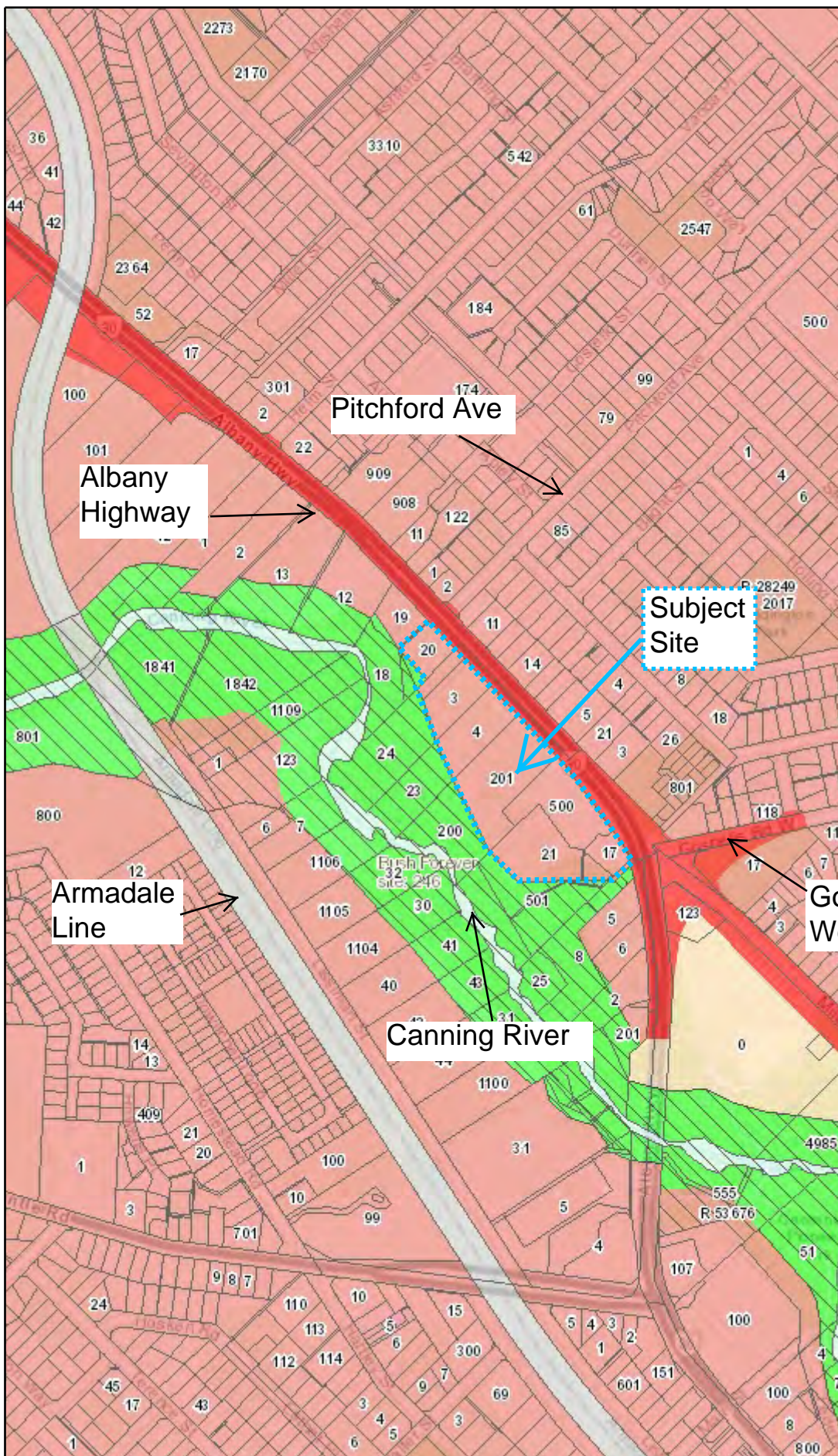
The amendments to the proposed development are minor in nature and do not depart substantially from the development previously approved by the DAP. Additional approval conditions are recommended:

- a) to address the impacts of the proposed driveway on the Regional Open Space/Bush Forever; and
- b) To address Main Roads requirements for the construction of intersections and ceding of land for Albany Highway.



Legend

- Cadastre (View 1)
- Region Scheme Boundary
- Bush Forever Areas
- Region Scheme Zones and Reserves**
 - Parks and recreation
 - Primary regional roads
 - Railways
 - Urban
 - Urban deferred
 - Waterways



1: 9,028
at A4

Projection:
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Notes:

The data that appears on the map may be out of date, not intended to be used at the scale displayed, or subject to license agreements. The map should only be used in matters related to Department of Planning, Lands and Heritage business.

Map was produced using DPLH's InQuery.

InQuery Map

DPLH BUSINESS USE ONLY



LG Ref: DA18/00283
DAP Ref: DAP/18/01540
WAPC Ref: 25-50473-1
Enquiries: (08) 6551 9919

Mr Matt Raymond
element
Level 18
191 St Georges Terrace
Perth WA 6010

Dear Mr Raymond

**METRO EAST JDAP - CITY OF GOSNELLS AND WESTERN AUSTRALIAN
PLANNING COMMISSION (WAPC) - DAP APPLICATION - DA18/00283 -
DETERMINATION**

Property Location:	Lots 3, 4, 17, 21, 42, 201 and 500 (2087) Albany Highway, Maddington
Application Details:	Bunnings Warehouse

Thank you for your Form 1 Development Assessment Panel (DAP) application and plans submitted to the City of Gosnells on 4 December 2018 for the above-mentioned development.

This application was considered by the Metro East JDAP at its meeting held on 22 January 2020, where in accordance with the provisions of the City of Gosnells Local Planning Scheme No. 6 and Metropolitan Region Scheme, it was resolved to **approve** the application as per the attached notice of determination.

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

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

Should you have any queries with respect to the conditions of approval, please contact Mr Richard Curtis on behalf of the City of Gosnells on 9397 3184 or Ms Frances Page-Croft on behalf of the WAPC on 6551 9290.

Yours sincerely,

DAP Secretariat

5 February 2020

Encl. DAP Determination Notice
Approved Plans



Government of **Western Australia**
Development Assessment Panels

Cc: Ms Frances Page-Croft and PSO Admin
Western Australian Planning Commission (WAPC)

Mr Richard Curtis
City of Gosnells



Planning and Development Act 2005

City of Gosnells Local Planning Scheme No. 6 and Metropolitan Region Scheme

Metro East Joint Development Assessment Panel

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

Property Location: Lots 3, 4, 17, 21, 42, 201 and 500 (2087) Albany Highway,
Maddington

Application Details: Bunnings Warehouse

In accordance with regulation 8 of the *Planning and Development (Development Assessment Panels) Regulations 2011*, the above application for planning approval was **granted** on 22 January 2020, subject to the following:

PART A – CITY OF GOSNELLS LOCAL PLANNING SCHEME NO.6

Approve the DAP Application reference DAP/18/01540 and accompanying plans date stamped 1 October 2019 in accordance with the City of Gosnells Town Planning Scheme No.6 and Clause 68(2)(b) of the Planning and Development (Local Planning Schemes) Regulations 2015 - Schedule 2 - Deemed Provisions, subject to the following conditions:

1. The warehouse (including bagged goods, nursery, goods inwards, timber trade sales, building materials/landscape yard areas) shall be constructed using weather-proof material with impervious and chemically resistant flooring, designed and graded to contain any spills and wastewater generated from the operation. All spills and wastewater shall be disposed to sewer (subject to Water Corporation consent) or at a licenced waste disposal facility.
2. Prior to any fill and/or top soil being brought onto the site, the landowner/applicant shall demonstrate to the satisfaction of the City of Gosnells in consultation with the Department of Biodiversity, Conservation and Attractions that all material is certified clean, uncontaminated, and free from rubber, weeds and diseases, and is suitable from a geotechnical perspective, for the proposed works.
3. Prior to any works occurring within the Parks and Recreation reserve, a Construction Environmental Management Plan is to be submitted and approved to the satisfaction of the City of Gosnells in consultation with the Department of Biodiversity, Conservation and Attractions and the Western Australian Planning Commission.

All works within the Parks and Recreation reserve are to be carried out in accordance with the approved Construction Environmental Management Plan.

4. No debris, rubbish or any other deleterious matter shall be placed on the Parks and Recreation Reserve or be allowed to enter the Canning River.
5. No dewatering tail-water is to be discharged directly or indirectly (e.g. via the stormwater system) into the Canning River unless a Dewatering Management



Plan has been approved by the City of Gosnells in consultation with the Department of Biodiversity, Conservation and Attractions and the Western Australian Planning Commission.

In the event that dewatering tail-water is required to be discharged into the Canning River, discharge is to be carried out in accordance with the approved Dewatering Management Plan.

6. The garrison fencing installed on top of the retaining walls on the western boundaries shall be visually permeable to a maximum height of 1.8m and be black in colour.
7. Prior to the commencement of development, an updated Stormwater Management Plan is to be submitted and approved to the satisfaction of the City of Gosnells in consultation with the Department of Biodiversity, Conservation and Attractions and the Western Australian Planning Commission. Stormwater runoff from constructed impervious surfaces generated by small rainfall event (i.e. the first 15mm of rainfall) must be retaining and/or detailed at-source as much as practical and will not be permitted to enter the wetland buffer or Canning River untreated.
8. Prior to the commencement of development, a Wetland Management Plan is to be submitted, approved and thereafter implemented to the satisfaction of the City of Gosnells in consultation with the Department of Biodiversity, Conservation and Attractions and the Western Australian Planning Commission.
9. Prior to applying for a Building Permit, detailed plan(s) for the design and alignment of the limestone track and principal shared path are to be submitted and approved to the satisfaction of the City of Gosnells in consultation with the Department of Biodiversity, Conservation and Attractions and the Western Australian Planning Commission. The following details are to be included:
 - (i) Pathway design in accordance with *Australian Standard AS2156.2 - Walking Tracks - Infrastructure Design*;
 - (ii) The alignment of the limestone track and pathway with separation distances to existing vegetation consistent with tree protection zones as defined in *Australian Standard AS4970-2009 - Protection of Trees on Development Sites*;
 - (iii) Earthworks and fill levels in accordance with the Construction Environmental Management Plan; and
 - (iv) Details of any stormwater run-off, to prevent erosion.



10. Prior to the occupation of the development, the limestone track and pathway shall be:
 - (i) Installed in accordance with the detailed plan(s) at no expense to the Crown; and
 - (ii) Ceded to the Crown free of cost and without any payment of compensation by the Crown, following a defects period as agreed to by the City of Gosnells in consultation with the Western Australian Planning Commission.
11. The trees marked for retention within the wetland buffer area are to be protected during the construction works in accordance with *Australian Standard AS4970-2009 - Protection of Trees on Development Sites*.
12. Prior to applying for a Building Permit, a Landscape Plan for the development site and the adjoining road verge(s) is to be submitted and approved to the satisfaction of the City of Gosnells in consultation with the Department of Biodiversity, Conservation and Attractions and the Western Australian Planning Commission. The following details are to be included:
 - (i) Native vegetation to be planted between the retaining walls on the western boundaries of the site;
 - (ii) Existing street trees and vegetation to be retained on the site;
 - (iii) Landscape treatments such as lawn, mulch areas, paving and bin collection areas;
 - (iv) The location, species, quantity and pot size of proposed trees and shrubs; and
 - (v) Areas to be irrigated.
13. Prior to the occupation of the development, the landscaping and irrigation of the development site and the adjoining verges is to be installed in accordance with the approved Landscape Plan and thereafter maintained to the satisfaction of the City of Gosnells.
14. Prior to the occupation of the development, the Resource Enhancement Wetland (14428) and associated buffer are to be transferred to the Western Australian Planning Commission free of cost and without any payment of compensation.
15. Prior to applying for a Building Permit, a geotechnical report is to be submitted, detailing site conditions with respect to soil, groundwater and stormwater disposal, to the satisfaction of the City of Gosnells.



16. Prior to the commencement of the development, the applicant is to submit an Acid Sulphate Soils Self-Assessment Form, to the satisfaction of the City of Gosnells. If, as a result of the self-assessment, an Acid Sulphate Soils Report and Acid Sulphate Soils Management Plan are required, those documents must be submitted to and approved by the City of Gosnells, on the advice of the Department of Water and Environmental Regulation.

Where an Acid Sulphate Soils Management Plan is required, all works shall be carried out in accordance with the approved management plan.

17. The applicant shall submit a drainage design, prescribing a functional drainage system, including detailed engineering drawings, and necessary technical information to demonstrate functionality of the design. The design is to be endorsed prior to the lodgement of a Building Permit application and thereafter implemented to the satisfaction of the City of Gosnells.

It should be noted that a maximum stormwater runoff coefficient equivalent to pre development levels shall be applied to calculate the critical permissible site discharge (PSD) from the development. This PSD shall not be exceeded in all storm events up to the 1 in 20 year Average Recurrence Interval. All excess stormwater shall be detained and/or infiltrated on site through suitable structural means.

18. Prior to the occupation of the development, redundant vehicle crossover(s) are to be removed and the kerbing, verge, and footpath (where relevant) reinstated with grass or landscaping to the satisfaction of the City of Gosnells.
19. Prior to the occupation of the development, the proposed hardstand area is to be paved, sealed and drained to the satisfaction of the City of Gosnells.
20. Prior to the commencement of development works, the applicant is to submit, have approved, and thereafter implement, a management plan detailing how risks of wind and/or water borne erosion and sedimentation and dust will be minimised during the works and thereafter, to the satisfaction of the City of Gosnells.
21. Prior to the occupation of the development, all existing septic tanks and leach drains are to be decommissioned and all components removed to the satisfaction of the City of Gosnells, with the applicant providing a Statutory Declaration confirming as such.



22. Prior to applying for a Building Permit, satisfactory arrangements being made with the City of Gosnells for the disposal of industrial wastewater, including:
 - (i) The approval of the Water Corporation for disposal of all industrial wastewater produced from activities on site;
 - (ii) Provision of a bunded washdown area a minimum of 75mm in height, serviced by an approved petrol and oil waste disposal treatment system is required. Washdown areas greater than 20min size must be roofed;
 - (iii) Detailed plans and specifications of the petrol and oil waste disposal treatment system; and
 - (iv) Registration of all petrol and oil waste disposal treatment systems with the Waste Management Division of the Department of Water and Environment Regulation.
23. Prior to applying for a Building Permit, arrangements being made to the satisfaction of the City of Gosnells for the amalgamation of lots 3, 4, 17, 20, 21, 42, 201 and 500 Albany Highway, Maddington into one Certificate of Title. The amalgamation must be completed prior to occupation of the development.
24. Prior to the occupation of the development, a notification under section 70A of the Transfer of Land Act 1893 must be registered over the Certificate of Title of the subject lot to notify owners and prospective purchasers of the land of the factor affecting the use of the land.
 - (i) The notification is to be prepared and executed at the applicant's cost to the satisfaction of the City of Gosnells and is to state as follows:
 - (ii) *'This land is within a bushfire prone area as designated by an Order made by the Fire and Emergency Services Commissioner and is subject to a Bushfire Management Plan. Additional planning and building requirements may apply to development on this land.'*
25. Prior to applying for a Building Permit, a Bushfire Management Plan and Emergency Evacuation Plan shall be prepared in accordance with State Planning Policy 3.7 - Planning in Bushfire Prone Areas and the Guidelines for Planning in Bushfire Prone Areas, endorsed by the City of Gosnells in consultation with the Department of Fire and Emergency Services, and thereafter implemented to the satisfaction of the City of Gosnells.



26. Prior to applying for a Building Permit, a Waste Management Plan is to be submitted and approved to the satisfaction of the City of Gosnells and include the following detail:
- (i) the location of bin storage areas and bin collection areas;
 - (ii) the number, volume and type of bins, and the type of waste to be placed in the bins;
 - (iii) management of the bins and the bin storage areas, including cleaning, rotation and moving bins to and from the bin collection areas; and
 - (iv) frequency of bin collections.
 - (v) All works must be carried out in accordance with the Waste Management Plan and maintained at all times, for the duration of development.
27. Prior to occupation of the development, public rubbish bin facilities must be provided adjacent to the shop frontage so as to be convenient to pedestrians, but positioned so as not to obstruct pedestrian movements, to the satisfaction of the City of Gosnells. Public rubbish bin facilities must be emptied daily, continuously maintained in good condition and the surrounding area kept free of litter thereafter for the duration of the development.
28. Prior to the commencement of development, in accordance with the requirements of Local Planning Policy 4.11 Public Art Policy, the applicant or landowner is to make a contribution to public art to the value of one per cent (1%) of the estimated cost of the development, but not exceeding \$250,000, by way of:
- (i) Providing public art on the development site, unless otherwise approved by the City of Gosnells; or
 - (ii) Making a cash contribution towards public art, in lieu of (i) above.

Details of the proposed public art shall be provided to the City of Gosnells for approval in accordance with the Information Requirements of Local Planning Policy 4.11 Public Art Policy, thereafter installed prior to the commencement of use and/or occupancy of the development site and maintained by the landowners for the life of the development to the satisfaction of the City of Gosnells.



29. Prior to occupation or use of the development, vehicle parking, manoeuvring and circulation areas shall be designed, constructed, sealed, drained, line marked and kerbed in accordance with:
- (i) The approved plan(s);
 - (ii) Australian/New Zealand Standard AS/NZS 2890.1:2004, Parking facilities, Part 1: Off street car parking (for User Class 1A);
 - (iii) Australian/New Zealand Standard AS/NZS 2890.6:2009, Parking facilities, Part 6: Off street parking for people with disabilities;
 - (iv) Australian Standard AS 1428.1 2009, Design for access and mobility, Part 1: General Requirements for access New building work (by providing a link to the main entrance of the development by a continuous accessible path of travel); and
 - (v) Council's engineering requirements and design guidelines.

The car parking is to be maintained to the satisfaction of the City of Gosnells for the duration of the development.

30. Prior to applying for a Building Permit, engineering drawings and specifications are to be submitted to and approved by the City of Gosnells in consultation with Main Roads Western Australia for the construction of a signalised intersection at Albany Highway and Pitchford Avenue. The landowner/applicant is responsible for all costs associated with any land acquisition, design, drainage and construction of the road upgrade works. This includes signage, road markings, signals, signage, re-location of services, street lighting, design checks and inspections.

Prior to the occupation of the development, the signalised intersection is to be constructed in accordance with the approved engineering drawings to the satisfaction of the City of Gosnells in consultation with Main Roads Western Australia.

31. Prior to applying for a Building Permit, engineering drawings and specifications are to be submitted to and approved by the City of Gosnells in consultation with Main Roads Western Australia for the construction of upgrades to Albany Highway, including the proposed deceleration lanes, slip lanes, crossovers, access ways, footpath and modifications to the Gosnells Road West intersection. The landowner/applicant is responsible for all costs associated with any land acquisition, design, drainage and construction of the road upgrade works. This includes signage, road markings, re-location of services, street lighting, design checks and inspections.

Prior to the occupation of the development, the upgrades to Albany Highway are to be constructed in accordance with the approved engineering drawings to the satisfaction of the City of Gosnells in consultation with Main Roads Western Australia.



32. Prior to applying for a Building Permit, the landowner/applicant must submit a request to the City of Gosnells for amenity tree evaluations for all verge trees, including within the Albany Highway road reserve. The amenity value and removal cost of the street trees, in accordance with the amenity tree evaluations, must be paid prior to the occupation of the development.

The landowner/applicant must submit a request to the City of Gosnells in writing for an invoice to meet the total cost of the removal of the street trees.

The landowner/applicant is not permitted to undertake removal of, or engage a contractor to, undertake removal of any street tree. The City of Gosnells will remove the trees.

33. The applicant shall submit prior to lodging an application for a building permit, an application to amend this approval to include Lot 20 in the approved plans for development.

Advice Note:

1. The associated plans and conditions approved under this development approval showing or requiring certain road access to roads within the jurisdiction of Main Roads WA and require the subsequent approval of Main Roads of WA for that access and should be read as subject to the jurisdiction of Main Roads of WA.

PART B – METROPOLITAN REGION SCHEME

Approve DAP Application reference DAP/18/01540 and accompanying plans date stamped 01 October 2019 in accordance with the provisions of Clause 29 of the Metropolitan Region Scheme, subject to the following conditions:

Conditions

1. This decision constitutes planning approval only and is valid for a period of two years from the date of approval. If the subject development is not substantially commenced within the two year period, the approval shall lapse and be of no further effect.
2. The development is to be carried out in accordance with the plans date stamped 01 October 2019 unless otherwise modified as required by the conditions of this approval.

Prior to Commencement Works

3. Prior to any fill and/or top soil being brought onto the site, it shall be demonstrated that all material is certified clean, uncontaminated, and free from rubble, weeds and disease and is geotechnically suitable for the proposed works to the specification of the Department of Biodiversity, Conservation and Attractions and to the satisfaction of the Western Australian Planning Commission.



4. Prior to the commencement of works, a Construction Environmental Management Plan shall be submitted, approved and implemented to the specification of the Department of Biodiversity, Conservation and Attractions and the City of Gosnells and to the satisfaction of the Western Australian Planning Commission.
5. Prior to the commencement of works, an updated Stormwater Management Plan shall be submitted, approved and implemented to the specification of the Department of Biodiversity, Conservation and Attractions, the City of Gosnells and to the satisfaction of the Western Australian Planning Commission.
6. Prior to the commencement of works, a Wetland Buffer Management Plan shall be submitted, approved and implemented to the specification of the Department of Biodiversity, Conservation and Attractions and to the satisfaction of the Western Australian Planning Commission.
7. Prior to the commencement of works, plans and technical specifications for the limestone track and the Principal Shared Path shall be submitted, approved and implemented to the specification of the Department of Biodiversity, Conservation and Attractions and to the satisfaction of the Western Australian Planning Commission.
8. Prior to the commencement of works, a Landscape Plan shall be submitted, approved and implemented to the specification of the Department of Biodiversity, Conservation and Attractions, the City of Gosnells and to the satisfaction of the Western Australian Planning Commission.
9. Prior to the commencement of works, a revised Bushfire Management Plan shall be submitted, approved and implemented to the specification of the City of Gosnells and the Department of Fire and Emergency Services and to the satisfaction of the Western Australian Planning Commission.
10. Prior to commencement of works, a Bushfire Risk Management Plan shall be submitted approved and implemented to the specification of the City of Gosnells and the Department of Fire and Emergency Services to the satisfaction of the Western Australian Planning Commission.



11. Prior to commencement of works, a Bushfire Evacuation (Response) Plan shall be submitted and implemented on the advice of the City of Gosnells and the Department of Fire and Emergency Services to the satisfaction of the Western Australian Planning Commission. The plan shall address the following:
- i) Clearly identify the housekeeping tasks and the emergency evacuation procedure, including the trigger for building evacuation;
 - ii) Information to be included in relation to any relevant building features, such as warning systems;
 - iii) Flammable materials on site to be detailed in the hazards section;
 - iv) Roles and responsibilities of the facility personnel are to be well defined; and
 - v) On-site assembly point to a location outside of the BAL 12.5 contour.

The proposed warehouse is to comply with AS 3959 Section 9 and in particular:

- i) External walls are to be precast panels with fire rated sealed joints to achieve a 90/90/90 FRL;
 - ii) And doors and windows are to be designed and treated in accordance with AS 3959;
 - iii) The roof and any roof penetrations are to comply with AS 3959;
 - iv) Any evaporative air cooling units on the proposed development are to be located to be subject to BAL-19 or less and are to be fitted with ember protection screens (mesh aperture max 2mm) and roof penetrations sealed.
12. Prior to commencement of works, a revised Traffic Impact Assessment shall be submitted and approved to the specification of Main Roads Western Australia and the City of Gosnells to the satisfaction of the Western Australian Planning Commission.

During Works

13. Measures being taken to ensure no vegetation within Bush Forever Site No.246 is removed or disturbed during development works, other than as approved by the development plans, including any secondary impacts from works to provide service infrastructure and drainage to implement the approved plans of development.
14. No debris, rubbish or any other deleterious matter shall be placed on the Parks and Recreation Reserve or be allowed to enter the river.
15. The trees marked for retention within the wetland buffer are to be protected during the construction works in accordance with Australian Standard AS4970-2009 Protection of Trees on Development Sites.
16. No dewatering tailwater is to be discharged directly or indirectly (e.g. via the



stormwater system) into the river unless a dewatering management plan has been approved by the Department of Biodiversity, Conservation and Attractions to the satisfaction of the Western Australian Planning Commission.

17. The garrison fencing installed on top of the retaining walls at the western boundaries shall be open view style of a total height not exceeding 1.8 metres and black in colour.
18. The warehouse (including bagged goods, nursery, goods inwards, timber trade sales, building materials/landscape yard areas) shall be constructed using weather-proof material with impervious and chemically resistant flooring, designed and graded to contain any spills and wastewater generated from the operation. All spills and wastewater shall be disposed to sewer (subject to Water Corporation consent) or at a licensed waste disposal facility.
19. An acid sulphate soils self-assessment form and, if required as a result of the self- assessment, an acid sulphate soils report and an acid sulphate soils management plan shall be submitted to and approved to the specification of the Department of Water and Environmental Regulation before any works are commenced to the satisfaction of the Western Australian Planning Commission. Where an acid sulphate soils management plan is required to be submitted, all development works shall be carried out in accordance with the approved management plan to the specification of the Department of Water and Environmental Regulation and to the satisfaction of the Western Australian Planning Commission.
20. The area of land shown highlighted in the attached plan to be transferred to the Western Australian Planning Commission free of cost and without any payment of compensation.
21. Redundant vehicle crossover(s) to be removed and the kerbing, verge, and footpath (where relevant) reinstated with grass or landscaping to the specification of Main Roads Western Australia and the City of Gosnells, and to the satisfaction of the Western Australian Planning Commission.

Prior to Occupation

22. Prior to occupation of the development, a principal shared path shall be installed within the limestone track corridor at no expense to the Crown, to the specification of the Department of Biodiversity, Conservation and Attractions and to the satisfaction of the Western Australian Planning Commission.
23. Prior to occupation of the development, and in accordance with the approved Landscape Plan, native vegetation shall be planted between the retaining walls on the western boundaries to the specification of the Department of Biodiversity, Conservation and Attractions to the satisfaction of the Western Australian Planning Commission.
24. Prior to occupation, the development shall be connected to the reticulated sewerage system to the specification of the Water Corporation and to the satisfaction of the Western Australian Planning Commission.

Advice Notes



1. The applicant is advised the stormwater management system shall be designed to prevent mobilisation of sediment, nutrients and contaminants (including hydrocarbons) from the site to the river. Stormwater from the proposed development should be managed in accordance with Department of Biodiversity, Conservation and Attractions Policy 49 Planning for Stormwater Management Affecting the Swan Canning Development Control Area, the Department of Water and Environmental Regulation's Stormwater Management Manual for Western Australia and Decision Process for Stormwater Management in WA, and water sensitive urban design principles. Also stormwater runoff from constructed impervious surfaces generated by small rainfall events (i.e. the first 15 mm of rainfall) must be retained and/or detained at-source as much as practical and will not be permitted to enter the wetland buffer or river untreated.
2. The Wetland Buffer Management Plan should address wetland values and how those values will be protected from the various urban threats including weeds and nutrient/hydrocarbon export on an ongoing basis. Provide details on any works proposed within the buffer area and how the works will be managed to protect the wetland and existing vegetation.
3. A pathway to provide public access is to be provided within the limestone track. The pathway design is to comply with Australian Standard AS2156.2 Walking Tracks - Infrastructure Design. Detailed plans for the alignment of the limestone track and pathway with separation distances to existing vegetation that are consistent with a tree protection zone (as defined in Australian Standard AS4970-2009 Protection of Trees on Development Sites) are to be provided. Existing vegetation within the Parks and Recreation reserve is not to be removed. The design should ensure that stormwater run-off does not result in erosion and earthworks undertaken as part of construction are minimised. Details on the fill and levels are to be provided, along with a construction environmental management plan for the works and works schedule.
4. It is understood that for geotechnical reasons it may be beneficial to install the limestone track at the commencement of site works and the principal shared pathway nearer to the completion of site works. The principal shared path and limestone track is to be handed over to the Western Australian Planning Commission (WAPC) as agreed in writing by the WAPC.
5. The landscaping should improve the visual amenity of the interface of the development with the Parks and Recreation reserve. All species used on site should be native to Western Australia, including the trees species in the car park. The Department of Biodiversity, Conservation and Attractions can provide a list of locally native species for reference.
6. The applicant is advised that it is an offence under the Swan and Canning Rivers Management Regulations 2007 to destroy, pull up, cut back or injure any tree, shrub, aquatic plant or other perennial plant that is in the Riverpark or the Swan Canning Development Control Area, except with the approval of the Department of Biodiversity, Conservation and Attractions.



7. With regard to a dewatering management plan, the applicant is advised that the Department of Biodiversity, Conservation and Attractions has dewatering tailwater discharge standards that are required to be met if it is proposed to discharge directly or indirectly (e.g. via the stormwater system) into the river. The Department of Biodiversity, Conservation and Attractions should be contacted for further advice.
8. With regard to the garrison fencing see the Department of Biodiversity, Conservation and Attractions Policy 48 Planning for Development Setback Requirements affecting the Swan Canning Development Control Area for further information.
9. With respect to acid sulphate soils the self-assessment form can be downloaded from the Western Australian Planning Commission's website at:
www.dplh.wa.gov.au

The "acid sulphate soils self-assessment form" makes reference to the Department of Water and Environmental Regulation's "Identification and Investigation of Acid Sulphate Soils" guideline. This guideline can be obtained from the Department of Water and Environmental Regulation's website at:
www.dwer.wa.gov.au

10. This property is on a site where records confirm there is a history of military activities that have resulted in residual UXO. A possibility exists that dangerous items of UXO may still be found on this site. Contact police if a suspicious item that may be UXO is found. Visit www.defence.gov.au/uxo for further information.
11. The Department of Water and Environmental Regulation (DWER) advises that the Canning River Flood Study shows that small portions of Lots 3 and 42 are affected by flooding during a 1 in 100 (1%) Annual Exceedance Probability (AEP) event. The AEP flood levels are expected to range from 6.5m AHD to 7.4 AHD.

Based on the DWER flood plain development strategy for the area, proposed development on the lots is acceptable with regard to major flooding, however a minimum habitable floor level of 0.5 metres above the 1% AEP floor level is recommended to ensure adequate flood protection.

12. Main Roads Western Australia advises the landowner/applicant with regard to the Primary Regional Road Albany Highway:
 - i) no earthworks are to encroach onto the road reserve;
 - ii) no stormwater drainage is to be discharged onto the road reserve; and
 - iii) the landowner/applicant shall make good any damage to the existing verge vegetation within the road reserve.
13. It is recommended that the Urban zoned lots the subject of this approval be amalgamated into one certificate of title to enable the efficient implementation of the development.

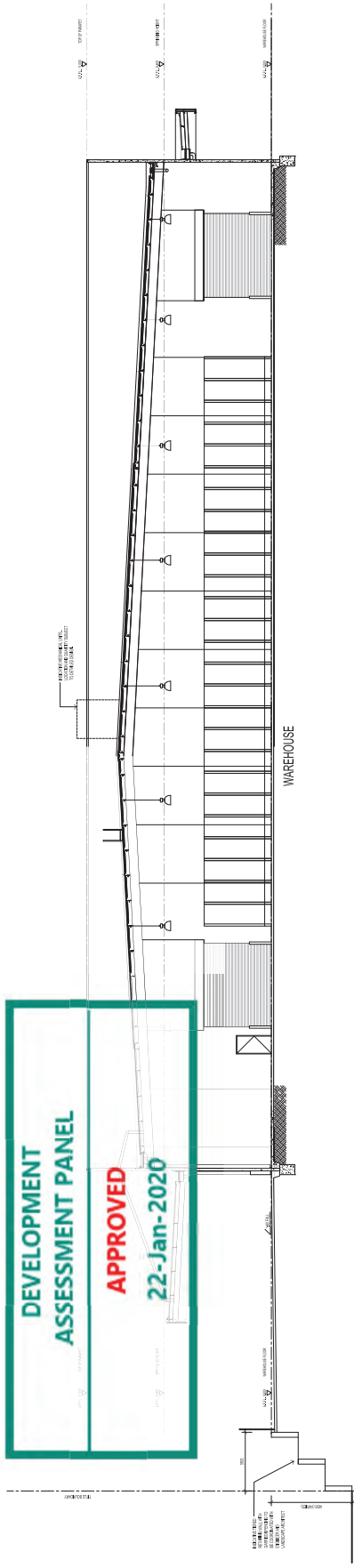


Where an approval has so lapsed, no development shall be carried out without further approval having first been sought and obtained, unless the applicant has applied and obtained Development Assessment Panel approval to extend the approval term under regulation 17(1)(a) of the *Planning and Development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

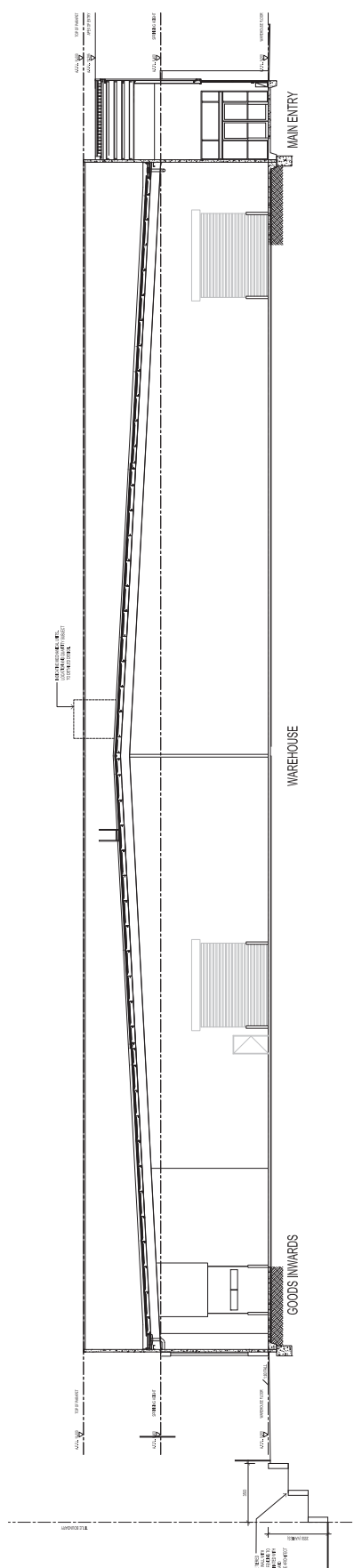
DATE: OCTOBER 2018
DRAWN: AZ
REV: P4

DEVELOPMENT
ASSESSMENT PANEL

APPROVED
22-Jan-2020



SECTION B-B
1:100

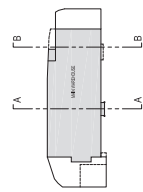


SECTION A-A
1:100

DEPARTMENT OF PLANNING, LANDS
AND HERITAGE

DATE
01-Oct-2019

FILE
25-50473-1



KEY PLAN

PRELIMINARY
NOT FOR CONSTRUCTION

DEVELOPMENT ASSESSMENT PANEL

APPROVED
22-Jan-2020

ATTACHMENT 3

SITE AREA	34,383m ²
BUNNINGS SITE	30,739m ²
PAD SITE & EXCESS LAND	3,644m ²
TOTAL SITE AREA	37,455m²
BUNNINGS AREA	9,140m ²
MAIN WAREHOUSE	78 m ²
ENTRY	2,530m ²
TIMBER TRADE SALES	1,580m ²
BUILDING MATERIALS & LANDSCAPE YARD	1,580m ²
BAGGED GOODS CANOPY	1,580m ²
OUTDOOR NURSERY	1,580m ²
GOODS INWARDS	1,420m ²
TOTAL BUNNINGS AREA	14,085m²
CARPARKS (BUNNINGS)	
STANDARD SPACES	288 SPACES
TRAILER BAYS	1 SPACES
ACCESSIBLE SPACES	8 SPACES
TTS SPACES	18 SPACES
TOTAL SPACES	318 SPACES
WOLLEY BAYS	4 BAYS



WAREHOUSE GROUND FLOOR PLAN
1:500

DEPARTMENT OF PLANNING, LANDS
AND HERITAGE

DATE
01-Oct-2019

FILE
25-50473-1

PRELIMINARY
NOT FOR CONSTRUCTION



Michael Carr Architect Pty Ltd
ACN 005 07 018

88 Tope Street, South Melbourne 3205
Ph 03 9446 3035 Fax 03 9446 4084
Email mcar@mcarchitect.com.au



BUNNINGS MADDINGTON ALBANY HIGHWAY, MADDINGTON, WA

PROJECT No.	17145	DATE:	NOV 2018
SCALE:	AS SHOWN @ A0	DRAWN:	AZ
DRAWING No.	TP-01	REV:	P10
REV:	DATE:	REVISION:	

SITE AREAS	
BUNNINGS SITE	37.539m ²
BALANCE LAND	5.754m ²
TOTAL SITE AREA	43.293m²
BUNNINGS AREAS	
MAIN WAREHOUSE	9.140m ²
ENTRY	78 m ²
TIMBER TRADE SALES	2.530m ²
BUILDING MATERIALS & LANDSCAPE YARD	1.584m ²
BAGGED WOODS CANOPY	1.595m ²
OUTDOOR NURSERY	1.016m ²
GOODS INWARDS	142m ²
TOTAL BUNNINGS AREA	16.085m²
CARPARKS (BUNNINGS)	
STANDARD SPACES	274 SPACES
TRAILER BAYS	12 SPACES
ACCESSIBLE SPACES	6 SPACES
TOTAL SPACES	18 SPACES
TOTAL SPACES	310 SPACES
TROLLEY BAYS	6 BAYS

**DEVELOPMENT
ASSESSMENT PANEL**

APPROVED

10-Nov-2020



WAREHOUSE GROUND FLOOR PLAN
1:500

PRELIMINARY
NOT FOR CONSTRUCTION



LG Ref: DA18/00283
DAP Ref: DAP/18/01540
WAPC Ref: 25-50473-1
Enquiries: (08) 6551 9919

Mr Matt Raymond
Element
Level 18
191 St Georges Terrace
Perth WA 6010

Dear Mr Raymond

**METRO OUTER JDAP - WESTERN AUSTRALIAN PLANNING COMMISSION
(WAPC) - DAP APPLICATION - DA18/00283 - DETERMINATION**

Property Location:	Lots 3, 4, 17, 18, 20, 21, 23, 24, 25, 42, 201 and 500 Albany Highway, Maddington
Application Details:	Bunnings Warehouse & Limestone Track
Amendment Details:	Inclusion of Lots 18, 20 and 25 Albany Highway; minor modifications to internal accessways and carparking areas; and modification to access arrangements with Albany Highway

Thank you for your Form 2.1 Development Assessment Panel (DAP) application and plans submitted to the City of Gosnells on 18 March 2020 for the above-mentioned development.

The application was considered by the Metro Outer JDAP at its meeting held on 10 November 2020, where in accordance with the provisions of the Metropolitan Region Scheme, it was resolved to **approve** the application as per the attached notice of determination.

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

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



Should you have any queries with respect to the conditions of approval, please contact Ms Frances Page-Croft on behalf of the WAPC on 6551 9290.

Yours sincerely,

DAP Secretariat

13 November 2020

Encl. DAP Determination Notice
 Approved Plans

Cc: Ms Frances Page-Croft and PSO Admin
 Western Australian Planning Commission (WAPC)

 City of Gosnells



Planning and Development Act 2005

Metropolitan Region Scheme

Metro Outer Joint Development Assessment Panel

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

Property Location: Lots 3, 4, 17, 18, 20, 21, 23, 24, 25, 42, 201 and 500 Albany Highway, Maddington

Application Details: Bunnings Warehouse & Limestone Track

Amendment Details: Form 2.1 - • inclusion of Lots 18, 20 and 25 Albany Highway; minor modifications to internal accessways and carparking areas; and modification to access arrangements with Albany Highway

In accordance with regulation 8 of the *Planning and Development (Development Assessment Panels) Regulations 2011*, the above application for planning approval was **granted** on 10 November 2020, subject to the following:

1. **Accept** that the DAP Application reference DAP/18/01540 as detailed on the DAP Form 2 dated 20 March 2020 is appropriate for consideration in accordance with regulation 17 of the *Planning and Development (Development Assessment Panels) Regulations 2011*;
2. **Approve** DAP Application reference DAP/18/01540 and accompanying plans (TP-01C, TP-02 TP-03) in accordance with Clause 68 of Schedule 2 (Deemed Provisions) of the *Planning and Development (Local Planning Schemes) Regulations 2015*, for the proposed minor amendment to the approved Warehouse (Showroom) for Bunnings Group Ltd and Limestone Track at Lots 3, 4, 17, 18, 20, 21, 23, 24, 25, 42, 201, 500 and 501 Albany Highway, Maddington subject to:

New Conditions

25. Prior to commencement of works or any development being undertaken, amended plans are to be submitted to the satisfaction of the Western Australian Planning Commission and to the specifications of the Department of Biodiversity, Conservation and Attractions showing:
 - a) Connection of the principal shared path to Albany Highway at the Pitchford Way intersection; and
 - b) Removal of the retaining walls at the rear of the site where it does not immediately abut a vehicle circulation road and provision of a landscaped slope to the adjoining Parks and Recreation reserve.
26. Easement(s) in accordance with Sections 195 and 196 of the Land Administration Act 1997 for the benefit of the City of Gosnells are to be placed on the certificate(s) of title of lot 20 specifying access rights. Notice of this easement(s) is to be included on the diagram or plan of survey (deposited plan).

All other conditions and requirements detailed on the previous approval dated 22 January 2020 shall remain unless altered by this application.



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

SITE AREAS	
BUNNINGS SITE	37.539m ²
BALANCE LAND	5.754m ²
TOTAL SITE AREA	43.293m²
BUNNINGS AREAS	
MAIN WAREHOUSE	9.140m ²
ENTRY	78 m ²
TIMBER TRADE SALES	2.530m ²
BUILDING MATERIALS & LANDSCAPE YARD	1.584m ²
BAGGED WOODS CANOPY	1.595m ²
OUTDOOR NURSERY	1.016m ²
GOODS INWARDS	142m ²
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STANDARD SPACES	274 SPACES
TRAILER BAYS	12 SPACES
ACCESSIBLE SPACES	6 SPACES
TOTAL SPACES	18 SPACES
TOTAL SPACES	310 SPACES
TROLLEY BAYS	6 BAYS

**DEVELOPMENT
ASSESSMENT PANEL**

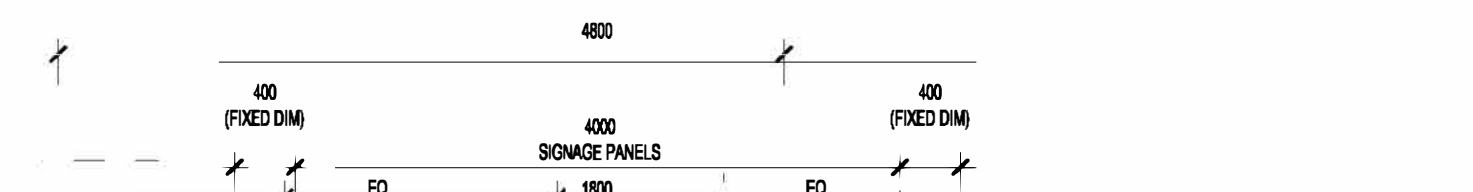
APPROVED

10-Nov-2020

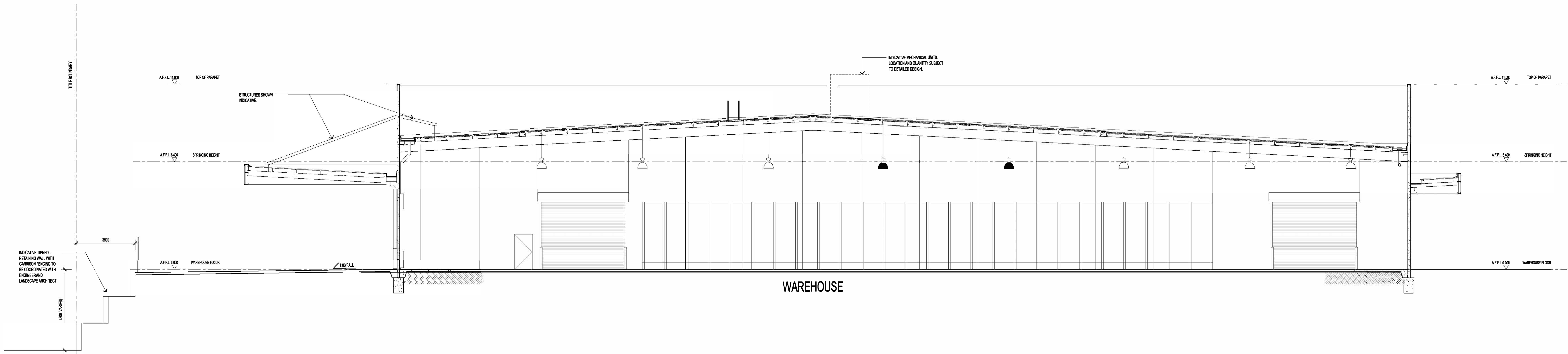


WAREHOUSE GROUND FLOOR PLAN
1:500

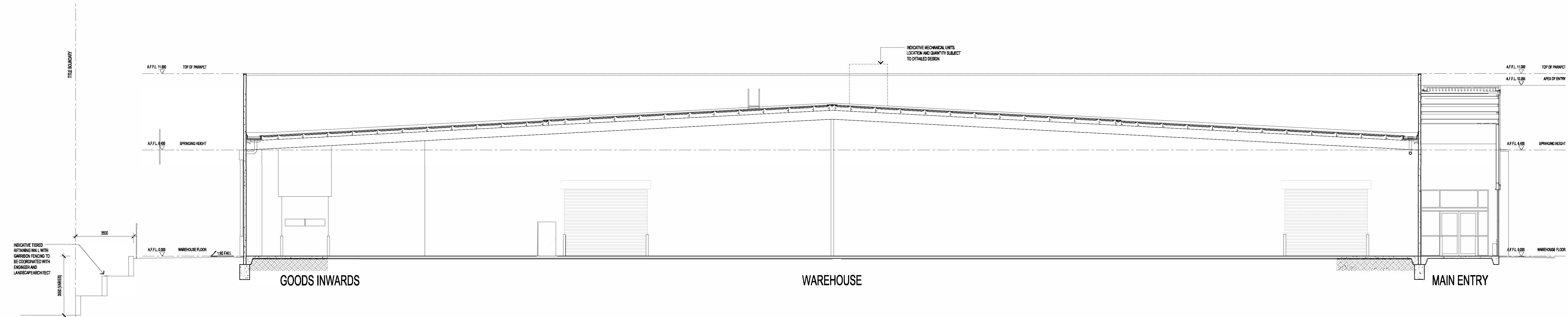
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NOT FOR CONSTRUCTION



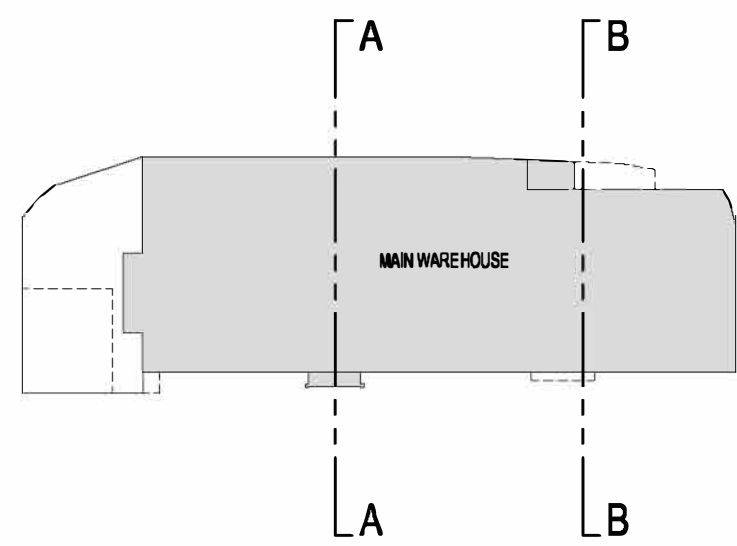
PRELIMINARY
NOT FOR CONSTRUCTION



SECTION B-B
1:100

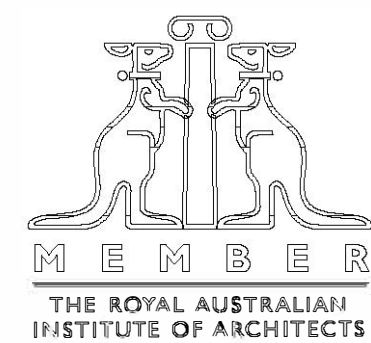


SECTION A-A
1:100

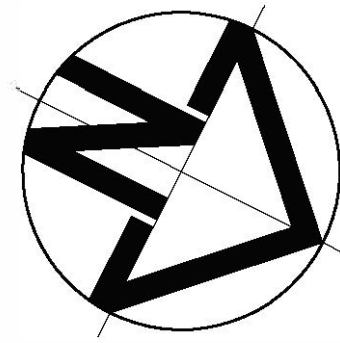


KEY PLAN

PRELIMINARY
NOT FOR CONSTRUCTION



Michael Carr Architect Pty. Ltd.
ACN 055 121 219
221 Moray Street, South Melbourne 3205
Ph 03 9645 5635 Fax 03 9686 4084
Email admin@mcararchitect.com.au



BUNNINGS MADDINGTON
ALBANY HIGHWAY, MADDINGTON, WA

PROJECT No: 17145		DATE: NOV 2018	
SCALE: AS SHOWN @ A0		DRAWN: AZ	
P4 05.08.2020 PRELIMINARY ISSUE		KW	
P3 28.08.2019 PRELIMINARY ISSUE		CY	
P2 10.11.2018 PRELIMINARY ISSUE		AZ	
P1 09.11.2018 PRELIMINARY ISSUE		AZ	
REV:	DATE:	AMENDMENT:	BY:
DRAWING No: TP-03		REV: P4	

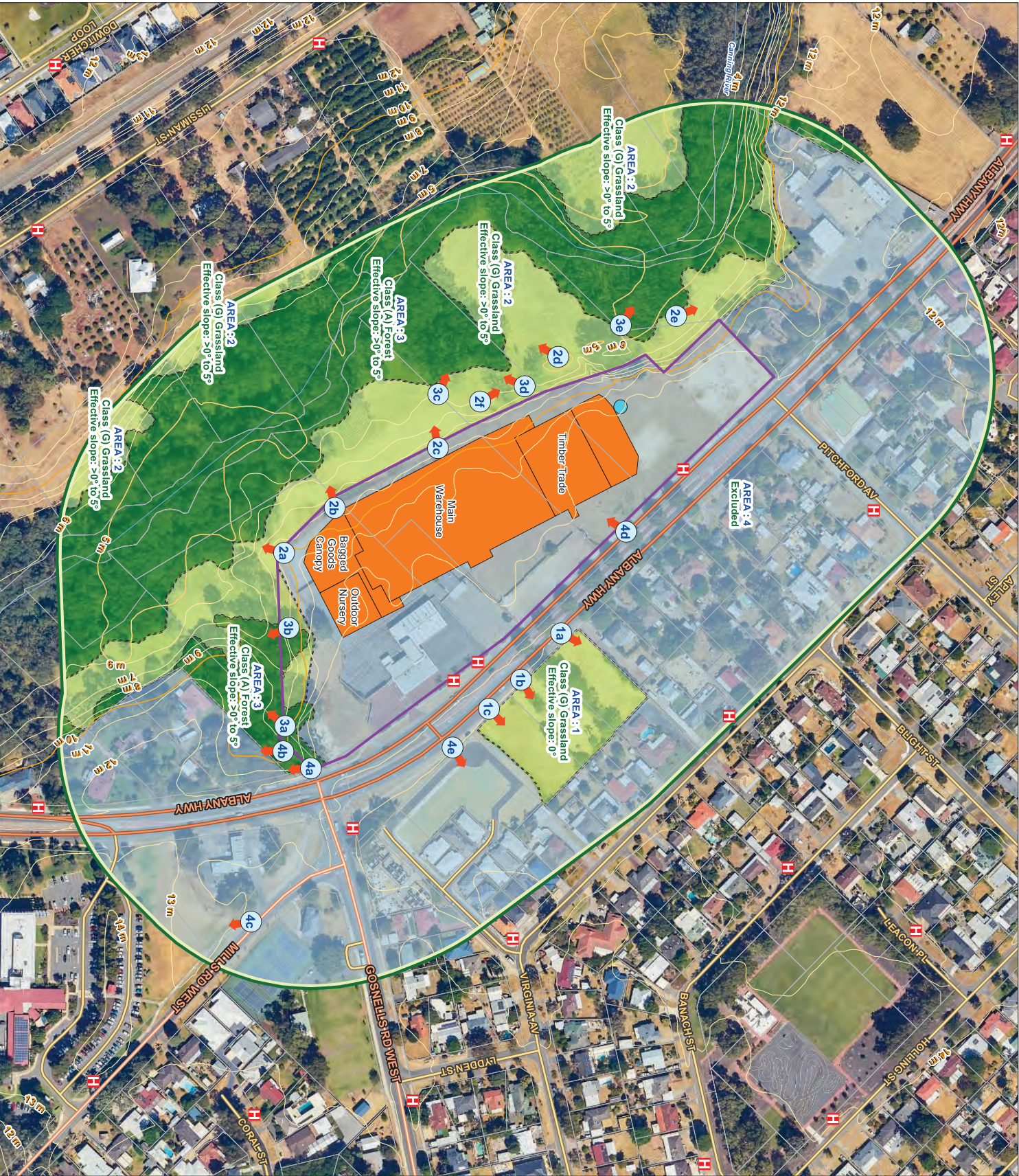


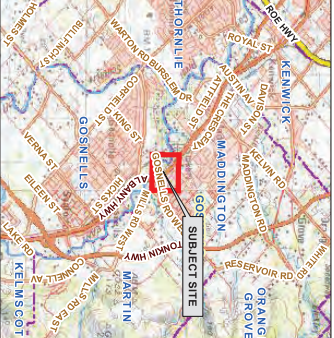
Figure 3.1a
**Classified Vegetation
(Existing State) &
Topography Map**
Albany Highway
MADDINGTON
CITY OF GOSNELLS

LEGEND

- Subject Site
- Other Lots
- Photo & Direction
- Hydrant
- Proposed Building
- Proposed Building
- Water Tank
- 150m Vegetation Assessment Area
- 150m from Subject Site
- Classified Vegetation**
- Class (A) Forest
- Class (G) Grassland
- Exclusion 2.2.3.2



LOCALITY



Aerial Imagery : Landgate/SLP
Image Date : Feb 2022
Coordinate System: GDA 1994 MGA Zone 50
Projection: Universal Transverse Mercator Units: Metres
Map compiled by: Ian Ross 19/12/2022
Map updated by: Ian Ross 19/12/2022
AS scale 1:2500



PART D – CITY OF MANDURAH

1. Declarations of Due Consideration

2. Disclosure of Interests

3. Form 1 DAP Applications

- 3.1 Lot 502 (No.400) Pinjarra Road, Greenfields - Proposed Bulky Goods
Showroom – DAP/25/02919

4. Form 2 DAP Applications

Nil

5. Section 31 SAT Reconsiderations

Nil

Part D – Item 3.1 – Lot 502 (No. 400) Pinjarra Road GREENFIELDS – Proposed Bulky Goods Showroom

Form 1 – Responsible Authority Report (Regulation 12)

DAP Name:	Metro Outer
Local Government Area:	City of Mandurah
Applicant:	Hidding Urban Planning
Owner:	400 Pinjarra Road Pty Ltd
Value of Development:	\$14 million
Responsible Authority:	City of Mandurah
Authorising Officer:	Casey Mihovilovich Chief Executive Officer
LG Reference:	DA-11686
DAP File No:	DAP/25/02919
Application Received Date:	29 May 2025
Report Due Date:	4 September 2025
Application Statutory Process Timeframe:	60 Days
Attachment(s):	<ol style="list-style-type: none"> 1. Development Plans 2. Design Review Panel Report 3. SPP 7.0 Design Principles Report 4. Planning Report 5. Landscape Concept Plan 6. Traffic Impact Assessment

Responsible Authority Recommendation

That the Metro Outer DAP resolves to:

1. **Approve** DAP Application reference and accompanying plans (Plan No 9477, Revision SK025) in accordance with Clause 68 of Schedule 2 (Deemed Provisions) of the *Planning and Development (Local Planning Schemes) Regulations 2015* and the provisions of the City of Mandurah Local Planning Scheme No. 12, subject to the following conditions:

Conditions

1. This decision constitutes planning approval only and is valid for a period of 4 years from the date of approval. If the subject development is not substantially commenced within the specified period, the approval shall lapse and be of no further effect.
2. The development shall be carried out and fully implemented in accordance with the details indicated on the stamped approved plan(s) unless otherwise required or agreed in writing by the City of Mandurah, including the following modifications illustrated in red ink:

- a. The setback of the “back of house” portion of Building 1 shall be increased to a minimum of 6m from all boundaries.
 - b. The Motor Vehicle Repair tenancy (“Tenancy 9”) is to be replaced with Bulky Goods Showroom tenancy.
 - c. The proposed crossover via Lakes Road to the east shall be identified as left in / left out movement only.
 - d. Incorporate window openings to the facades addressing Pinjarra and Lakes Road and to the eastern facade in Building 1 to the satisfaction of the City of Mandurah.
3. All uncovered car parking bays to be in accordance with Australian Standard AS2890.1. Any bays adjacent to kerbs or for those bays that are to be used for disabled parking, shall be in accordance with Australian Standards AS1428.1

Prior to Construction

4. Prior to the commencement of site works, a detailed stormwater plan must be submitted to and approved by the City of Mandurah showing all stormwater from roofed and paved areas being collected and disposed of on-site in accordance with water sensitive design principles.
5. Prior to the commencement of site works, a Construction Management Plan shall be submitted to and approved by the City of Mandurah. The Plan must detail how the site will be managed during and after works are completed, in order to minimise issues associated with dust/sand, erosion, noise, vibration, traffic and general construction issues. The approved plan must thereafter be implemented to the satisfaction of the City of Mandurah.

Prior to Occupation

6. Prior to occupancy, the landowner shall enter into a deed of agreement with the City of Mandurah and adjoining Lots 105, 9003 and 9100 for the creation of a reciprocal car parking and access easement. The easement shall ensure reciprocal rights of access and will be placed on the title as an encumbrance which will facilitate the movement of vehicles and pedestrians over the subject lots to the satisfaction of the City of Mandurah. All costs associated with the preparation and registration of the encumbrance shall be borne by the applicant.
7. Prior to the commencement of site works, a detailed landscaping plan for the subject site and road verge(s) must be submitted to, and approved to the satisfaction of the City of Mandurah, and must include the following:
 - The location, number and type of proposed trees and shrubs;
 - Any existing vegetation and/or landscaped areas to be retained;
 - Pedestrian, paving and lighting treatments;
 - An implementation schedule; and,
 - Maintenance/management responsibilities.

The plan, once approved, shall be implemented and maintained to the satisfaction of the City of Mandurah.

8. Prior to the commencement of the use, vehicle parking, manoeuvring and circulation areas shall be suitably constructed, sealed, drained, kerbed, marked (including loading and disabled bays), and thereafter maintained to the specification and satisfaction of the City of Mandurah.
9. The HVAC and services shall be appropriately screened from public view to the specifications and satisfaction of the City of Mandurah.
10. Bicycle parking facilities shall be provided within the precinct to the satisfaction of the City of Mandurah.

Ongoing Conditions

11. All delivery and service vehicles must be located entirely on the site, and have their engines and refrigeration units turned off during loading and unloading of goods associated with the use of the site, and shall only access the site during the 'day period' of 7:00am to 7:00pm Monday to Saturday, and 9:00am to 7:00pm Sunday to the satisfaction of the City of Mandurah.
12. Rubbish collection vehicles, forklifts and similar equipment shall not enter the site or be operated on site outside of 7am to 7pm Monday to Saturday and 9am and 7pm Sundays and Public Holidays, unless otherwise approved by the City of Mandurah.
13. Security, building, signage and carpark lighting must be located, designed and installed to prevent excess light spillage from the development and must comply with AS4282 Control of the Obtrusive Effects of Outdoor Lighting and other relevant lighting standards.
14. Window signage, heavy tinting and imagery are limited to 25% of the total glass area of the elevation for the entire development unless otherwise approved by the City of Mandurah.
15. Painting, heavy tinting or otherwise obscuring of the shop front is not permitted to ensure interaction between the car parking area / street and shop floor is maintained unless otherwise approved by the City of Mandurah.

Advice Notes

1. Prior to any work commencing, an application for a building permit is to be submitted to and approved by the City of Mandurah.
2. In relation to Condition 6, the City of Mandurah's solicitors are required to check any deed prepared, at the applicant's cost. Alternatively, the City's solicitors (at the applicant's cost) may prepare the required deed by completing an authority form with the City. A survey quality sketch, showing the required access easement on the subject lot, is required and shall be prepared by a practicing land surveyor.

Details: outline of development application

Region Scheme	Peel Region Scheme
Region Scheme - Zone/Reserve	Urban
Local Planning Scheme	Local Planning Scheme 12
Local Planning Scheme - Zone/Reserve	Urban Development
Structure Plan/Precinct Plan	Lakes Rd and Pinjarra Rd Structure Plan
Structure Plan/Precinct Plan - Land Use Designation	Service Commercial
Use Class and permissibility:	Bulky Goods Showroom – P Motor Vehicle Repair – X
Lot Size:	2.2ha
Existing Land Use:	Vacant site
State Heritage Register	No
Local Heritage	<input checked="" type="checkbox"/> N/A <input type="checkbox"/> Heritage List <input type="checkbox"/> Heritage Area
Design Review	<input type="checkbox"/> N/A <input checked="" type="checkbox"/> Local Design Review Panel <input type="checkbox"/> State Design Review Panel <input type="checkbox"/> Other
Bushfire Prone Area	No
Swan River Trust Area	No

Proposal:

Development approval is sought for a large format retail development consisting of 11 x Bulky Good Showroom (“Showroom”) tenancies and 1 x Motor Vehicle Repair tenancy, which are intended to operate during normal day time business hours. The development has been designed with an internal presence facing the parking areas, rather than directly addressing public roads. The applicant has attempted to respond to Lakes Road and Pinjarra Road through the use of wall materials, varying height, and glazing treatments.

Proposed building heights range from 7.5m to 8.5m, extending up to 12m for signage elements.

Access to the site is primarily achieved via a new left in / left out crossover from Lakes Road at the eastern side of the property, together with a centralised accessway connecting with the adjacent property to the west. Access across the site will be formalised via easements and enforced via condition of approval, which has been discussed between surrounding landowners.

Service and bin storage areas adjacent to the northern boundary will ultimately be screened by future development on the lot to the north, however service areas located adjacent to the Pinjarra Road boundary are screened by the building, signage structure, and solid wall. Whilst these elements screen the service areas and restrict access, the result is a solid wall abutting Pinjarra Road.

Proposed Land Use	Bulky Goods Showroom Motor Vehicle Repair
Proposed Net Lettable Area	10,712m ²
Proposed No. Storeys	1
Proposed No. Dwellings	N/A

Background:

The subject site is located at the corner of Pinjarra Road and Lakes Road, and is 2.23ha in area which comprises of a single house and outbuildings. The site is bound by development sites to the north and west. Existing showroom development exists on the opposite side of Lakes Road to the east.



The subject site is zoned Urban under the Peel Region Scheme, the land fronts Pinjarra Road which is a Primary Regional Roads Reserve. No direct access is proposed from Pinjarra Road.

The subject site is zoned Urban Development under the City's Local Planning Scheme 12 (Scheme 12). Scheme 12 does not set out any land use permissibility for the Urban Development zone, Clause 3.3.6 states that if the zoning table does not identify any permissible uses for land in a zone, the local government may have due regard to any applicable Structure Plan and/or Local Development Plan.

The Mandurah East District Structure Plan was approved in 2009 to coordinate the development of the landholdings within Mandurah East and designates the site as Mixed Business / Employment Node. Under this framework, landowners within this precinct are required to prepare individual structure plans as this plan functions as a district structure plan.

The Lakes Road and Pinjarra Road Outline Development Plan ("Structure Plan") was approved in 2014 and applies to the subject site, adjacent Lots 9003, 9100 and 105, as well as the existing Showroom development to the eastern side of Lakes Road. The Structure Plan also has specific design requirements which seek development fronting Pinjarra Road.

Adjacent Lot 9003 has development approval in place for Showroom development which has been coordinated with the subject site.

The eastern part of this Structure Plan area (east of Lakes Road) has been normalised in terms of zoning through the gazettal of Scheme 12, zoning the land Service Commercial with Restricted Use provisions which effectively retain the original intent of the Structure Plan in terms of land use permissibility.

Given the pending expiry of this Structure Plan together with others in the vicinity, the City has progressed the preparation and acceptance for advertising of the Mandurah Health Precinct Structure Plan. The Mandurah Health Precinct Structure Plan, once in operation, will replace all current Structure Plans that exist for the landholdings within the Structure Plan Boundary.

Legislation and Policy:

Legislation

Planning and Development Act 2005

Planning and Development (Local Planning Schemes) Regulations 2015

Local Planning Scheme 12

State Government Policies

State Planning Policy 7 - Design of the Built Environment

Structure Plans/Activity Centre Plans

Lakes Road and Pinjarra Road Structure Plan

Local Policies

Local Planning Policy No 2 – Signage

Consultation:

Public Consultation

Nil

Referrals/consultation with Government/Service Agencies

Nil

Design Review Panel Advice

The proposal was presented to a Design Review Panel due to inconsistency with Scheme (and Structure Plan) building design and orientation requirements. The Panel noted the constraints of working with this use and typology in an urban context. However, the proponent was invited to consider the Panel's commentary under Principles 1-10 and make some modest amendments to improve the design outcome for the community, visitors, staff and customers. The Panel noted the following key considerations:

- The management of built form and scale at the intersection of Pinjarra and Lakes Road with an enhanced setback and a modified angle of geometry to the east facing elevation of Building 1.

Officer comment:

Building alignment, setbacks and parapet heights remain as designed. The City recommends that the “back of house” of Building 1 be decreased in area or relocated west in order to increase the setback to the truncation. This recommendation is reflected in the conditions and is discussed within this report.

- Consideration of window openings at the intersection of Pinjarra and Lakes Road and along the east elevation of Building 1.

Officer comment:

It is acknowledged that colourback glazing has been added to the Pinjarra Road and Lakes Road facades, introducing the perception of passive surveillance.

- Consider additional north south pedestrian access through the car park.

Officer Comment

It is noted that updated plans include two north south linkages through the site.

- Enhanced and amplified landscape design with a focus on a high-quality landscape buffer to Pinjarra and Lakes Road and more resolution of the landscape breakout space demonstrating its quality and amenity.

Officer comment:

It is acknowledged that the proponent has increased tree canopy size and further detail has been provided for the landscape breakout spaces to Lake Road has been provided.

- A consolidated, measurable and holistic Environmentally Sustainable Design (ESD) report with initiatives clearly reflected on the drawings.

Officer comment:

It was acknowledged that an ESD professional and report were produced but not submitted in time for the Panel review.

Other Advice

The City is satisfied that with an appropriate stormwater management plan for the site prior to site works stormwater can be effectively managed.

Access is proposed via left in / left out access point to Lakes Road, as well as coordinated access from surrounding development, which is consistent with the approved Structure Plan – on this basis a referral to Main Roads WA was not undertaken given direct access is not proposed and represents access which is contemplated by the approved Structure Plan.

Planning Assessment:

Development Standards

The subject site is zoned Urban Development as per Scheme 12.

Clause 3.3.6 of the Scheme states that if a zoning table does not identify any permissible uses for land in a zone the local government may, in considering an application for development approval, have due regard to an approved Structure Plan.

In this instance, the Lakes Road and Pinjarra Road Structure Plan identifies the site as Service Commercial noting that the predominant land use shall be Showroom assessed against the provisions of the Structure Plan and Town Planning Scheme 3, with the exception of Motor Vehicle Repair which is a use that is not permitted (X).

Therefore, the Bulky Goods Showroom has been assessed against the provisions of the Scheme (as per the below).

Local Planning Scheme 12 Development Standards and Requirements			
Provision	Requirement	Proposed	Assessment
Schedule 1 Additional requirements that apply to land in Scheme area	Buildings shall be required to front the primary street and shall be of high quality. Elevations are to include articulation through a variety of materials, height, setbacks and awnings covering pedestrian walkways around the building. Walls with no articulation and no variety of materials will not be accepted.	Buildings have been designed to face internally and essentially turn their back on the street. Notwithstanding this, the internal elevations include quality facades, using a range of colours, materials and feature elements.	<i>Discretion sought.</i>
	Wherever possible buildings are to address all public spaces, through the provision of windows and control of signage on windows to provide for	Lack of glazing facing external streets.	<i>Discretion sought.</i>

	<p>surveillance and security. The blanking out of windows with signage is not acceptable.</p> <p>Landscaping is to be of a high quality through the use of trees within parking areas, the street verge and around buildings, complimented by extensive low-rise native landscaping.</p> <p>A variety of paving is to be provided adjacent to the building and within the car parking area to demarcate pedestrian crossings and driveway access, ensuring that the extent of bitumen is reduced.</p> <p>Car parking areas are to be designed to wrap around the site and/or buildings, to form internal access ways. Car parking areas are to be articulated using high quality landscaping, tree plantings, variety of pavements, pedestrian refuge islands and access ways.</p>	<p>A comprehensive landscape scheme has been provided by a landscape architect, providing softening of the built form.</p> <p>Pedestrian connections have been proposed and these will be constructed using alternate materials and colours to demarcate these areas separate to driveway and access areas.</p> <p>Car parking areas are proposed centrally to the development but also wrap around the frontage to Lakes Road in the north-eastern part of the site.</p>	<p>Complies</p> <p>Complies</p> <p>Complies</p> <p>Complies</p>
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	<p>The layout and location of access ways, parking, loading bay and service areas are to be designed to permit vehicles to enter streets in a forward gear.</p>	<p>The development forms a series of internal accessways. Connectivity to development sites to the north and west are also proposed. Car parking areas will be supplemented with landscaping zones and tree planting and key pedestrian crossings are also proposed.</p> <p>The design of the development, as well as consideration for linking in with adjacent development sites, enables cross access by all vehicles and ensuring all vehicles can enter surrounding streets in a forward gear.</p>	
	<p>Service and loading areas are to be screened from street view and residential land uses.</p>	<p>Service and loading areas adjacent to the northern boundary will ultimately be screened by future development. However, service areas abut Pinjarra Road which are screened by the building, fencing and signage resulting in a blank façade facing Pinjarra Road.</p>	<p>Discretion sought.</p>
	<p>The extent and amount of signage</p>	<p>Formalised signage zones</p>	<p>Complies</p>

	<p>shall be controlled and minimised and shall have regard to the following:</p> <p>(i) An area on the building's facade shall be designed to incorporate the appropriate signage for individual tenancies, in a manner that does not detract from the building's design;</p> <p>(ii) The painting of the building in a tenant's corporate colours is considered a form of signage and should not detract from the building's design; and,</p> <p>(iii) Use of pylon and free-standing signs is to be restricted and kept to a minimum having reference to the applicable Precinct Structure Plan, Local Development Plan or Local Planning Policy.</p>	<p>have been proposed on buildings to ensure that they are incorporated into the façade.</p> <p>Colours are proposed to align with the intended corporate colours of businesses, resulting in excessive use of corporate colours.</p> <p>Freestanding signage is kept to a minimum, with only two pylon signs proposed allowing for multiple business advertising (one proposed along Pinjarra Road and one along Lakes Road). However, the height is well in excess of the height permitted under Local Planning Policy (12m in lieu of 6m).</p>	<p><i>Discretion sought.</i></p> <p><i>Discretion sought.</i></p>
Service Commercial Zone - Setbacks	<p>Minimum setbacks</p> <p>Primary = 6m</p> <p>Secondary = 3m</p> <p>Side & Rear = Nil</p>	<p>Pinjarra Rd = 7.5m</p> <p>Lakes Rd = 21.8m (Building 2)</p> <p>Lakes Rd = 8m (Building 1)</p> <p>Setback to rear (north) = 3m</p> <p>Setback to neighbouring Lot 8 = 3m</p> <p>Setback to side (west) boundary = 4m</p>	<p><i>Discretion sought - reduced setback at intersection.</i></p>

Service Commercial Zone - Landscaping	Minimum of 10% of the site shall be set aside for landscaping. Minimum of 3m landscaping strip shall be provided with the front setbacks.	10.15% Varying width.	Complies <i>Discretion sought - reduced width at the truncation and northern end.</i>
Schedule 2 Parking Requirements	Bulky Goods Showroom: 1 bay per 50m ² NLA. 10,312m ² = 206 bays Motor Vehicle Repair: 1 bay per 50m ² NLA. 400m ² = 8 bays Total required = 214 bays.	Total provided = 215 bays	Complies

Land Use

The Pinjarra Road and Lakes Road Structure Plan identifies that Motor Vehicle Repair is not permitted, whilst the previous Town Planning Scheme No 3 also identified Motor Vehicle Repair as not permitted.

The subject site is zoned Urban Development and therefore the land use permissibility of the Service Commercial zone as per the current Local Planning Scheme 12 does not apply to this site.

Clause 3.3.6 of Scheme 12 specifies that due regard shall be given to an approved Structure Plan, which in this instance identifies Motor Vehicle Repair as a use that is not permitted.

The zoning of developed lots also within the Pinjarra Road and Lakes Road Structure Plan area was normalised through the gazettal of Scheme 12 in 2023 resulting in a zoning of Service Commercial. Notwithstanding this, the intent of the approved Structure Plan in terms of land use permissibility is enforced through Clause 3.5 Restricted Uses of the Scheme, which does not specify Motor Vehicle Repair as a use which can be contemplated on the land identified, despite them being zoned Service Commercial.

The subject site is undeveloped and therefore the Urban Development zoning was retained through the gazettal of Scheme 12, on the basis that the approved Structure Plan provided the relevant local planning framework (i.e. Motor Vehicle Repair is not permitted).

It is expected that once the subject site, and immediately surrounding lots are developed, the City would progress to normalise the zoning to Service Commercial including identification of the site as per Clause 3.5 Restricted Uses via a Scheme Amendment.

Built Form

The City notes the use of varying colours and materials, as well as design features, to enhance what is a difficult development typology. This was a view shared by the DRP.

The applicant introduced colorback glazing to back of house portions of those buildings facing Pinjarra Road to introduce the perception of surveillance, and in response to the comments made by the DRP.

Notwithstanding this, the City has concerns over the impact of the building essentially turning its back on the street and the major intersection, as well as the impact of building bulk on the corner truncation particularly when viewed at the pedestrian / streetscape level.

The built form, orientation and internal car parking layout arguably creates a pleasant experience for visitors to the site, within a central shopping space that is landscaped, provides good pedestrian connection, and benefits from shopfront glazing providing interaction and surveillance – however, this results in the building turning its back of the streets. The development is considered to be car orientated, and the likely number of visitors arriving to the site on foot is expected to be low given the nature of the use and locational context – the site is not within an activity centre and is surrounded by relatively low density resulting in decreased pedestrian activity.

To alleviate some of these concerns, it is recommended that the back of house portion of Building 1 be amended to achieve the required 6m setback from the boundary to lessen this impact and to allow for a greater extent of landscaping.

Access and Traffic

Vehicular access to the site will be via a new 10m wide left in / left out crossover from Lakes Road to the east of the site. The location of the proposed crossover from Lakes Road is consistent with the approved Structure Plan. To ensure clarity, it is appropriate to condition the left in / left out crossover.

Access across the adjacent sites has been discussed with the adjacent landowners and developments have been integrated accordingly. The access will be formalised via condition of development approval in the form of easements to allow for reciprocal rights of access.

Given access will be available across the surrounding sites, visitors to the site will be able to access the site from multiple directions.

The City is progressing the Mandurah Health Precinct Structure Plan which has been approved by Council for the purpose of advertising. The traffic analysis undertaken as part of this process verified that Lakes Road will be able to accommodate the forecast growth in traffic, with safe and functional access provided to lots on both sides (i.e. restricting the subject site to left in / left out access onto Lakes Road) and a series of

interventions including a roundabout at the intersection of Lakes Road and Stratford Road. Given the Mandurah Health Precinct Structure Plan is in the earlier planning stages, the approved document is likely to require developer contributions for road network upgrades with the trigger being the development of land.

Landscaping

The most extensive landscape zones are with the Pinjarra Road and Lakes Road setback areas, which assist in softening and compliment the built form. It is noted that small landscape zones and trees are proposed throughout the centralised parking area.

The landscape scheme incorporates a range of species, feature planting mixes within street setback area to accentuate the building and development entry point, and dense planting to provide a buffer to the adjacent residential lot.

Signage

Consolidated signage areas are proposed inclusive of wall signage on external facades as well as pylon signs. There are two pylon signs proposed, with one on each road frontage.

Overall, signage is considered to vary the height and dimensional requirements of the City's Local Planning Policy 2: Signage which in the case of pylon / blade signage is considered to be significantly in excess of policy provisions. However, the type and size of signage is consistent and compatible with the scale and character of this style of development, and more specifically those considered more recently by the DAP within the Mandurah locality.

Conclusion:

It is recommended that the proposal be approved subject to modifications relating to the building interface with Pinjarra Road and Lakes Road, and the removal of Motor Vehicle Repair as a use as per the requirements of the approved Structure Plan.

The building does not address Pinjarra Road and Lakes Road and essentially turns its back on the street. Alternatively, the buildings have been orientated and designed to face internally, creating a central space for parking and pedestrians. The City notes that this approach is inconsistent with the design provisions of the Scheme and the approved Structure Plan, however through the use of building treatments and landscaping may be considered to be acceptable given the form of development proposed as well as the sites locational context.

The removal of Motor Vehicle Repair is considered to be appropriate, and consistent with the intentions of the relevant planning framework. The approved Structure Plan specifically identifies Motor Vehicle Repair as a use which is not permitted.





END
PROPERTY

LOCATION PLAN

SCALE: 1:500

meyer
shircore
architects

PROPOSED LARGE FORMAT RETAIL DEVELOPMENT

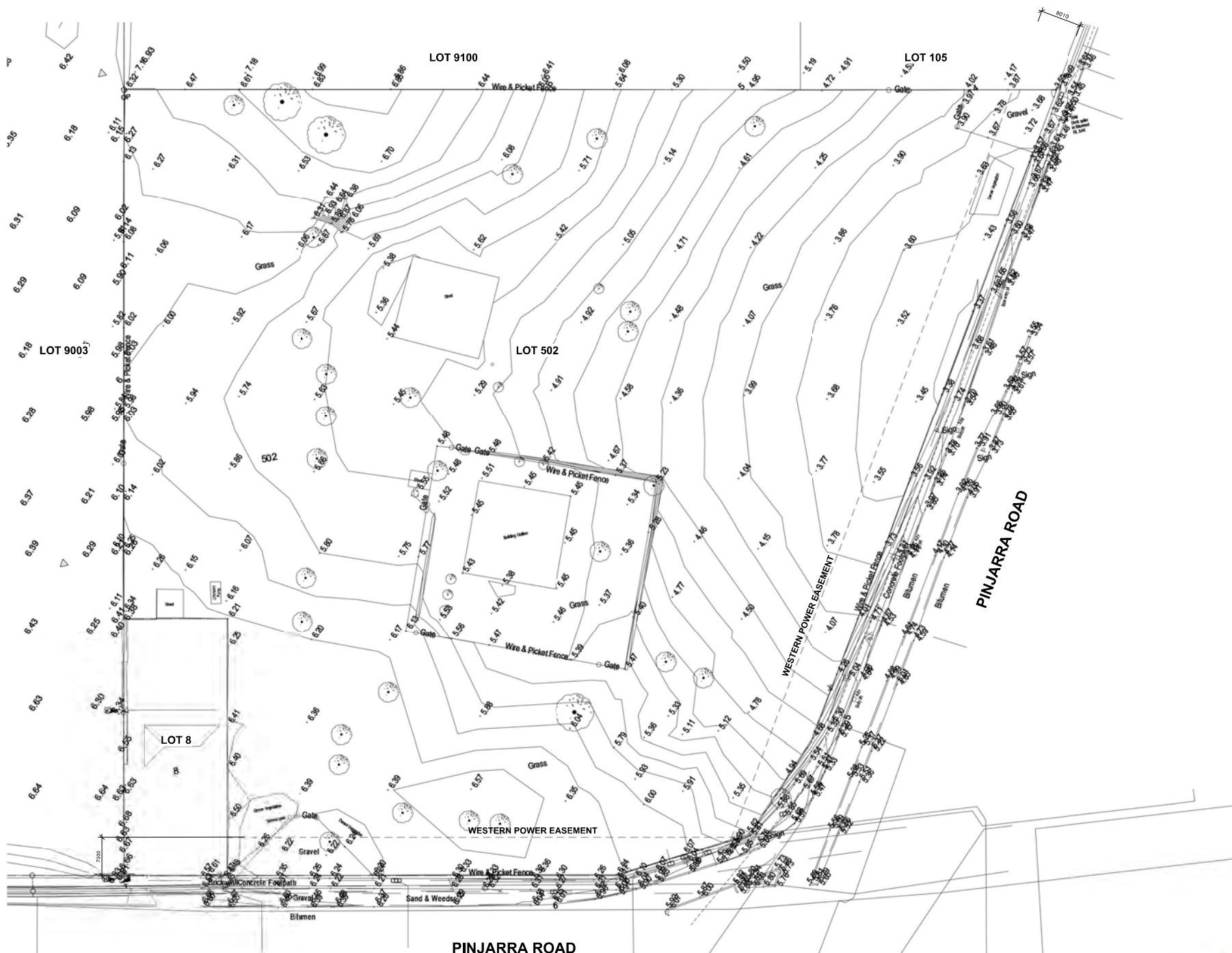
LOCATION : LOT 502, PINJARRA ROAD, GREENFIELDS, WA
FOR : PREMIER COMMERCIAL PTY LTD BY: VEND PROPERTY



1 2 3 4 5 6 7 8 9 10 11 12

DATE: AUG 2025
REVISION: 5K025
SHEET: 1
SCALE: 1:500 @B1
PROJECT NUMBER: 9477
© Meyer Shircore & Associates ACN 112 089 116
14/15, Greenfield Road, 427 Riverside Road, Lakeside WA 6008
Ph: 08 9451 0510 Fax: 08 9451 0511
E: info@mshircore.com.au

VEND
PROPERTY

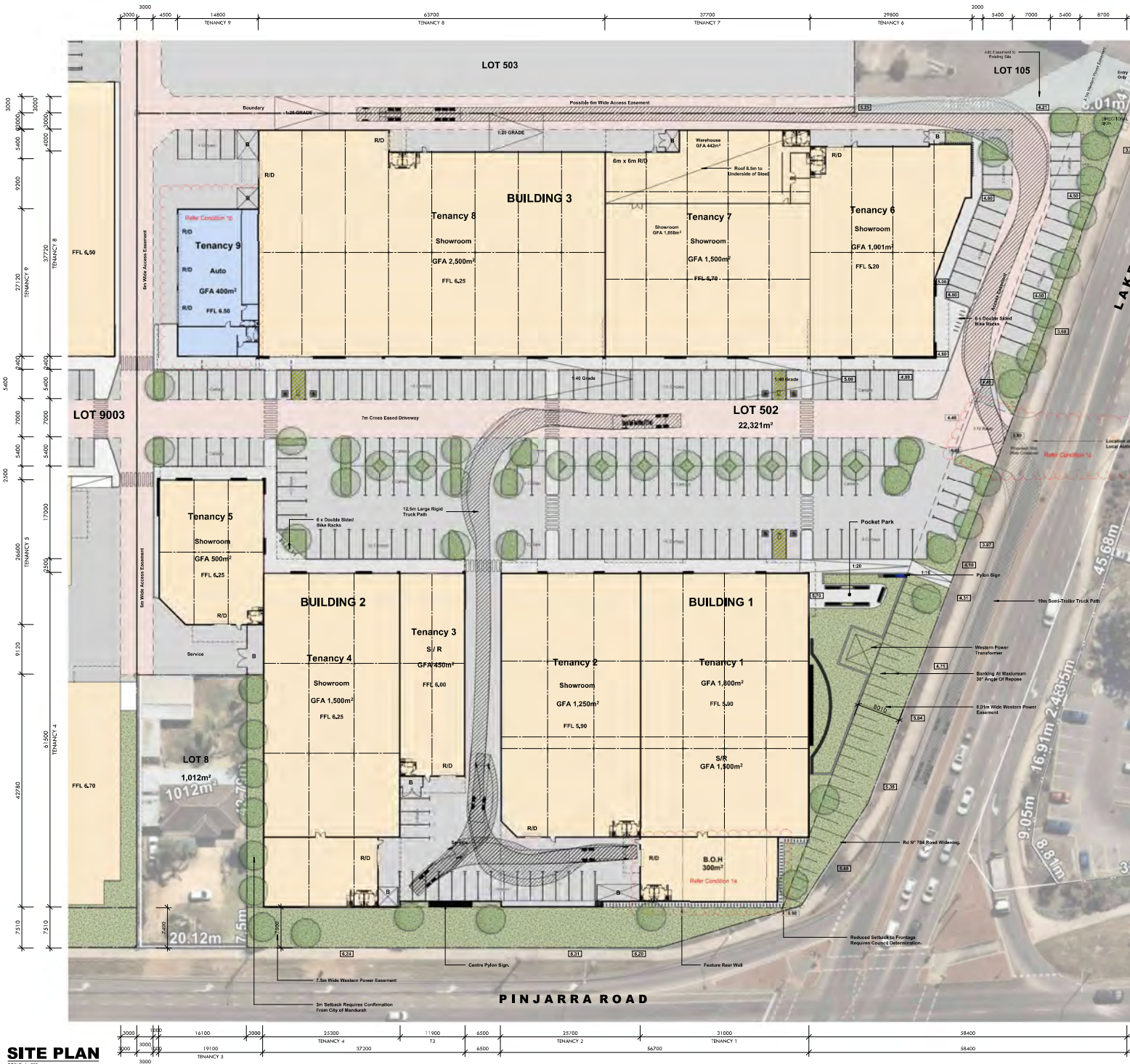


SITE SURVEY

SCALE: 1:300

PROPOSED LARGE FORMAT RETAIL DEVELOPMENT

LOCATION : LOT 502, PINJARRA ROAD, GREENFIELDS, WA
FOR : PREMIER COMMERCIAL PTY LTD BY: VEND PROPERTY



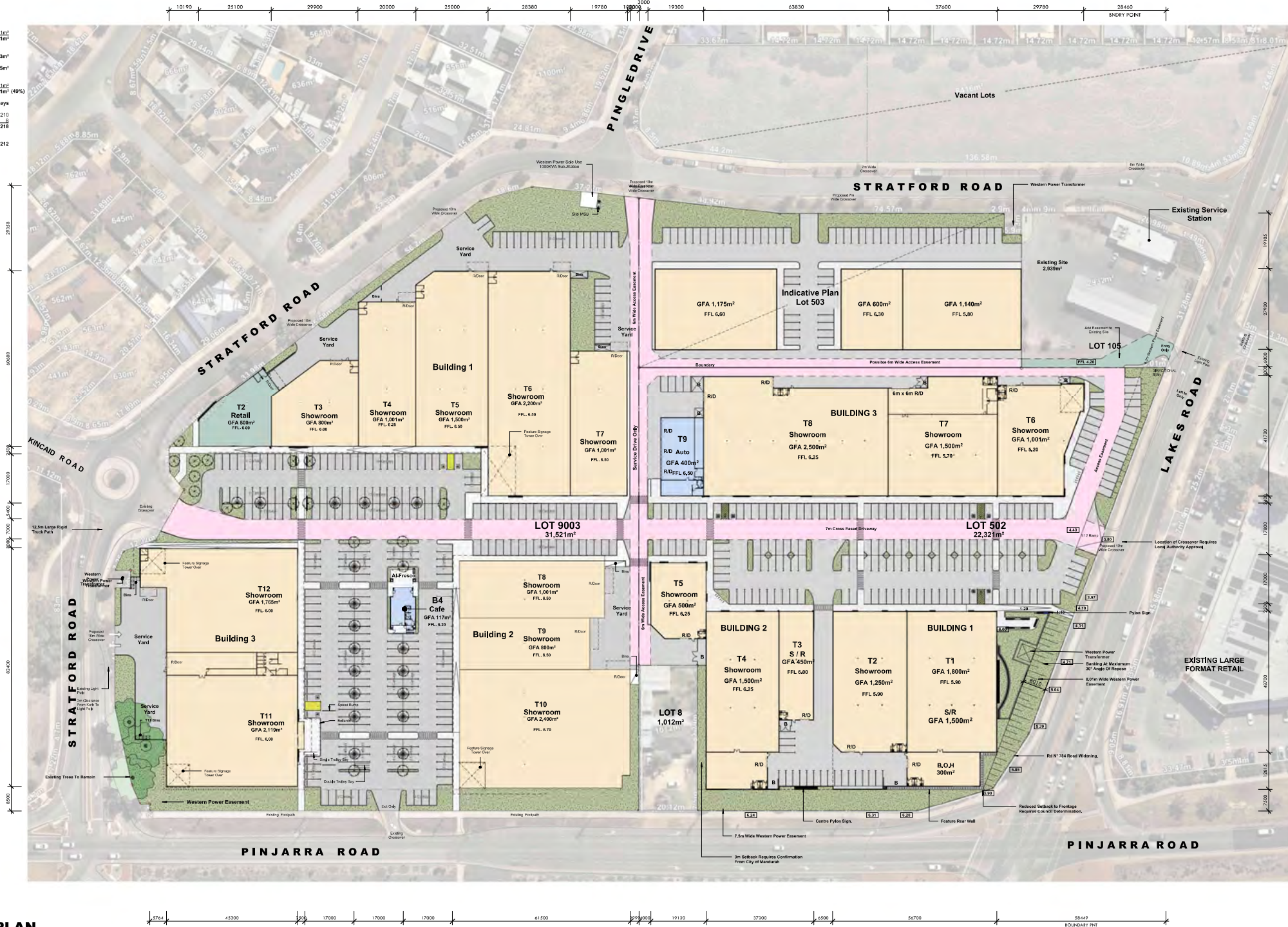
SITE CRITERIA

1. Site Area		22,321m ²
a. Lot 502	Total	22,321m ²
2. Landscaping		2,333m ²
a. Required 10% of Site Area		2,185m ²
b. Provided		2,185m ²
3. Floor Area (GFA)		10,901m ²
a. Showrooms & Auto	Total	10,901m ²
b. Provided		10,901m ² (49%)
4. Carparking		Carbays
I. Cars Required		210
a. Showrooms	10,501m ² @ 1/50m ²	210
b. Auto Service	400m ² @ 1/50m ²	8
Total		218
II. Cars Provided		212
a. On Site		212

Notes:
1. Landscaping: A. Defined as ground coverings other than grass or concrete, B. Soft landscaping: Defined as vegetation as landscaping.
2. Floor Area (GFA): A. Total Floor Area on this plan is shown as 10,901m² (49%) B. Floor area must be on two floor levels C. Decking or Glass Bay Area is defined as: 1. Carbay area within the 10,901m² 2. Tenancy 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 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ERALL SITE PLAN

Total		22,321m²
slip		
10% of Site Area		2,333m²
Soft		2,185m²
ns (GFA)		
ns & Auto		10,901m²
Total		10,901m² (49%)
ng		Carbays
ntered		
ns	10,501m ² @ 1/500 ²	210
nce	400m ² @ 1/500m ²	8
Total		218
ided		212







SOUTH ELEVATION (PINJARRA ROAD)

SCALE: 1 : 200



EAST ELEVATION (LAKES ROAD)

SCALE: 1 : 200



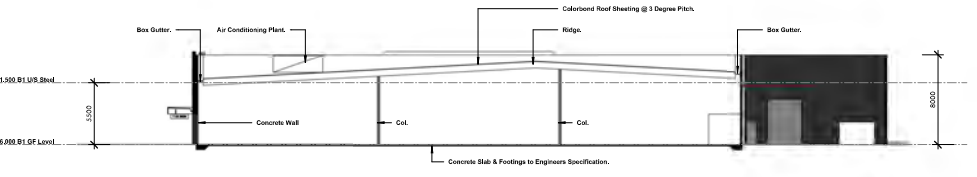
NORTH ELEVATION

SCALE: 1 : 200



WEST ELEVATION

SCALE: 1 : 200



SECTION A

SCALE: 1 : 200



BUILDING 1



PROPOSED LARGE FORMAT RETAIL DEVELOPMENT

LOCATION : LOT 502, PINJARRA ROAD, GREENFIELDS, WA
FOR : PREMIER COMMERCIAL PTY LTD BY: VEND PROPERTY



DATE:	AUG 2025	PROJECT NUMBER
REVISION:	SK025	9477
SHEET:	7	© 2025 Meyer Shircore & Associates. 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100-110-120-130-140-150-160-170-180-190-200-210-220-230-240-250-260-270-280-290-300-310-320-330-340-350-360-370-380-390-400-410-420-430-440-450-460-470-480-490-500-510-520-530-540-550-560-570-580-590-600-610-620-630-640-650-660-670-680-690-700-710-720-730-740-750-760-770-780-790-800-810-820-830-840-850-860-870-880-890-900-910-920-930-940-950-960-970-980-990-1000-1010-1020-1030-1040-1050-1060-1070-1080-1090-1100-1110-1120-1130-1140-1150-1160-1170-1180-1190-1200-1210-1220-1230-1240-1250-1260-1270-1280-1290-1300-1310-1320-1330-1340-1350-1360-1370-1380-1390-1400-1410-1420-1430-1440-1450-1460-1470-1480-1490-1500-1510-1520-1530-1540-1550-1560-1570-1580-1590-1600-1610-1620-1630-1640-1650-1660-1670-1680-1690-1700-1710-1720-1730-1740-1750-1760-1770-1780-1790-1800-1810-1820-1830-1840-1850-1860-1870-1880-1890-1900-1910-1920-1930-1940-1950-1960-1970-1980-1990-2000-2010-2020-2030-2040-2050-2060-2070-2080-2090-2100-2110-2120-2130-2140-2150-2160-2170-2180-2190-2200-2210-2220-2230-2240-2250-2260-2270-2280-2290-2300-2310-2320-2330-2340-2350-2360-2370-2380-2390-2400-2410-2420-2430-2440-2450-2460-2470-2480-2490-2500-2510-2520-2530-2540-2550-2560-2570-2580-2590-2600-2610-2620-2630-2640-2650-2660-2670-2680-2690-2700-2710-2720-2730-2740-2750-2760-2770-2780-2790-2800-2810-2820-2830-2840-2850-2860-2870-2880-2890-2900-2910-2920-2930-2940-2950-2960-2970-2980-2990-3000-3010-3020-3030-3040-3050-3060-3070-3080-3090-3100-3110-3120-3130-3140-3150-3160-3170-3180-3190-3200-3210-3220-3230-3240-3250-3260-3270-3280-3290-3300-3310-3320-3330-3340-3350-3360-3370-3380-3390-3400-3410-3420-3430-3440-3450-3460-3470-3480-3490-3500-3510-3520-3530-3540-3550-3560-3570-3580-3590-3600-3610-3620-3630-3640-3650-3660-3670-3680-3690-3700-3710-3720-3730-3740-3750-3760-3770-3780-3790-3800-3810-3820-3830-3840-3850-3860-3870-3880-3890-3900-3910-3920-3930-3940-3950-3960-3970-3980-3990-4000-4010-4020-4030-4040-4050-4060-4070-4080-4090-4100-4110-4120-4130-4140-4150-4160-4170-4180-4190-4200-4210-4220-4230-4240-4250-4260-4270-4280-4290-4300-4310-4320-4330-4340-4350-4360-4370-4380-4390-4400-4410-4420-4430-4440-4450-4460-4470-4480-4490-4500-4510-4520-4530-4540-4550-4560-4570-4580-4590-4600-4610-4620-4630-4640-4650-4660-4670-4680-4690-4700-4710-4720-4730-4740-4750-4760-4770-4780-4790-4800-4810-4820-4830-4840-4850-4860-4870-4880-4890-4900-4910-4920-4930-4940-4950-4960-4970-4980-4990-5000-5010-5020-5030-5040-5050-5060-5070-5080-5090-5100-5110-5120-5130-5140-5150-5160-5170-5180-5190-5200-5210-5220-5230-5240-5250-5260-5270-5280-5290-5300-5310-5320-5330-5340-5350-5360-5370-5380-5390-5400-5410-5420-5430-5440-5450-5460-5470-5480-5490-5500-5510-5520-5530-5540-5550-5560-5570-5580-5590-5600-5610-5620-5630-5640-5650-5660-5670-5680-5690-5700-5710-5720-5730-5740-5750-5760-5770-5780-5790-5800-5810-5820-5830-5840-5850-5860-5870-5880-5890-5900-5910-5920-5930-5940-5950-5960-5970-5980-5990-6000-6010-6020-6030-6040-6050-6060-6070-6080-6090-6100-6110-6120-6130-6140-6150-6160-6170-6180-6190-6200-6210-6220-6230-6240-6250-6260-6270-6280-6290-6300-6310-6320-6330-6340-6350-6360-6370-6380-6390-6400-6410-6420-6430-6440-6450-6460-6470-6480-6490-6500-6510-6520-6530-6540-6550-6560-6570-6580-6590-6600-6610-6620-6630-6640-6650-6660-6670-6680-6690-6700-6710-6720-6730-6740-6750-6760-6770-6780-6790-6800-6810-6820-6830-6840-6850-6860-6870-6880-6890-6900-6910-6920-6930-6940-6950-6960-6970-6980-6990-7000-7010-7020-7030-7040-7050-7060-7070-7080-7090-7100-7110-7120-7130-7140-7150-7160-7170-7180-7190-7200-7210-7220-7230-7240-7250-7260-7270-7280-7290-7300-7310-7320-7330-7340-7350-7360-7370-7380-7390-7400-7410-7420-7430-7440-7450-7460-7470-7480-7490-7500-7510-7520-7530-7540-7550-7560-7570-7580-7590-7600-7610-7620-7630-7640-7650-7660-7670-7680-7690-7700-7710-7720-7730-7740-7750-7760-7770-7780-7790-7800-7810-7820-7830-7840-7850-7860-7870-7880-7890-7900-7910-7920-7930-7940-7950-7960-7970-7980-7990-8000-8010-8020-8030-8040-8050-8060-8070-8080-8090-8100-8110-8120-8130-8140-8150-8160-8170-8180-8190-8200-8210-8220-8230-8240-8250-8260-8270-8280-8290-8300-8310-8320-8330-8340-8350-8360-8370-8380-8390-8400-8410-8420-8430-8440-8450-8460-8470-8480-8490-8500-8510-8520-8530-8540-8550-8560-8570-8580-8590-8600-8610-8620-8630-8640-8650-8660-8670-8680-8690-8700-8710-8720-8730-8740-8750-8760-8770-8780-8790-8800-8810-8820-8830-8840-8850-8860-8870-8880-8890-8900-8910-8920-8930-8940-8950-8960-8970-8980-8990-9000-9010-9020-9030-9040-9050-9060-9070-9080-9090-9100-9110-9120-9130-9140-9150-9160-9170-9180-9190-9200-9210-9220-9230-9240-9250-9260-9270-9280-9290-9300-9310-9320-9330-9340-9350-9360-9370-9380-9390-9400-9410-9420-9430-9440-9450-9460-9470-9480-9490-9500-9510-9520-9530-9540-9550-9560-9570-9580-9590-9600-9610-9620-9630-9640-9650-9660-9670-9680-9690-9700-9710-9720-9730-9740-9750-9760-9770-9780-9790-9800-9810-9820-9830-9840-9850-9860-9870-9880-9890-9900-9910-9920-9930-9940-9950-9960-9970-9980-9990-10000-10010-10020-10030-10040-10050-10060-10070-10080-10090-10100-10110-10120-10130-10140-10150-10160-10170-10180-10190-10200-10210-10220-10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BUILDING 1 ROOF PLAN

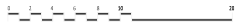
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BUILDING 1

meyer
shircore
architects

PROPOSED LARGE FORMAT RETAIL DEVELOPMENT

LOCATION : LOT 502, PINJARRA ROAD, GREENFIELDS, WA
FOR : PREMIER COMMERCIAL PTY LTD BY: VEND PROPERTY

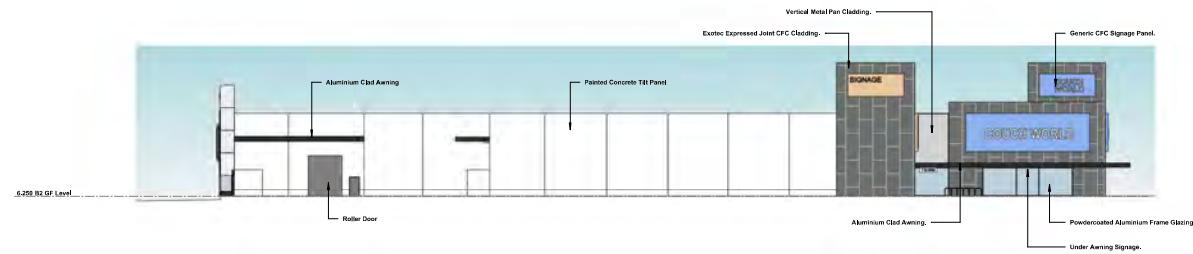


DATE:	AUG 2025	PROJECT NUMBER
REVISION:	SK025	9477
SHEET:	8	© Meyer Shircore & Associates ACN 112 689 516 14/11/22, 15/01/23, 16/02/23, 17/03/23, 18/04/23, 19/05/23, 20/06/23, 21/07/23, 22/08/23, 23/09/23, 24/10/23, 25/11/23, 26/12/23, 27/01/24, 28/02/24, 29/03/24, 30/04/24, 31/05/24, 01/06/24, 02/07/24, 03/08/24, 04/09/24, 05/10/24, 06/11/24, 07/12/24, 08/01/25, 09/02/25, 10/03/25, 11/04/25, 12/05/25, 13/06/25, 14/07/25, 15/08/25, 16/09/25, 17/10/25, 18/11/25, 19/12/25, 20/01/26, 21/02/26, 22/03/26, 23/04/26, 24/05/26, 25/06/26, 26/07/26, 27/08/26, 28/09/26, 29/10/26, 30/11/26, 01/12/26, 02/01/27, 03/02/27, 04/03/27, 05/04/27, 06/05/27, 07/06/27, 08/07/27, 09/08/27, 10/09/27, 11/10/27, 12/11/27, 13/12/27, 14/01/28, 15/02/28, 16/03/28, 17/04/28, 18/05/28, 19/06/28, 20/07/28, 21/08/28, 22/09/28, 23/10/28, 24/11/28, 25/12/28, 26/01/29, 27/02/29, 28/03/29, 29/04/29, 30/05/29, 31/06/29, 01/07/29, 02/08/29, 03/09/29, 04/10/29, 05/11/29, 06/12/29, 07/01/30, 08/02/30, 09/03/30, 10/04/30, 11/05/30, 12/06/30, 13/07/30, 14/08/30, 15/09/30, 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B2 SOUTH ELEVATION (PINJARRA ROAD)

SCALE: 1:200



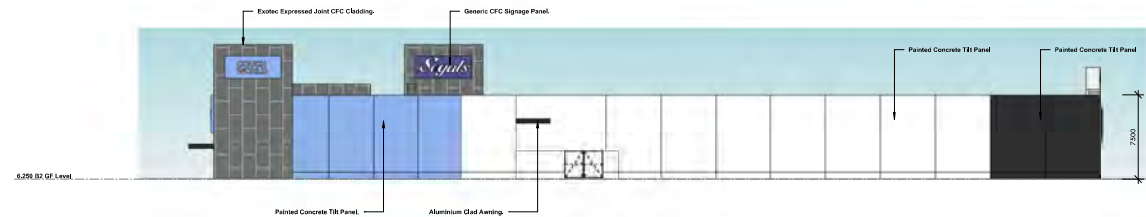
B2 EAST ELEVATION

SCALE: 1:200



B2 NORTH ELEVATION

SCALE: 1:200



B2 WEST ELEVATION

SCALE: 1:200



VIEW 1

SCALE



VIEW 2

SCALE



VIEW 3

SCALE

BUILDING 2

meyer
shircore
architects

PROPOSED LARGE FORMAT RETAIL DEVELOPMENT

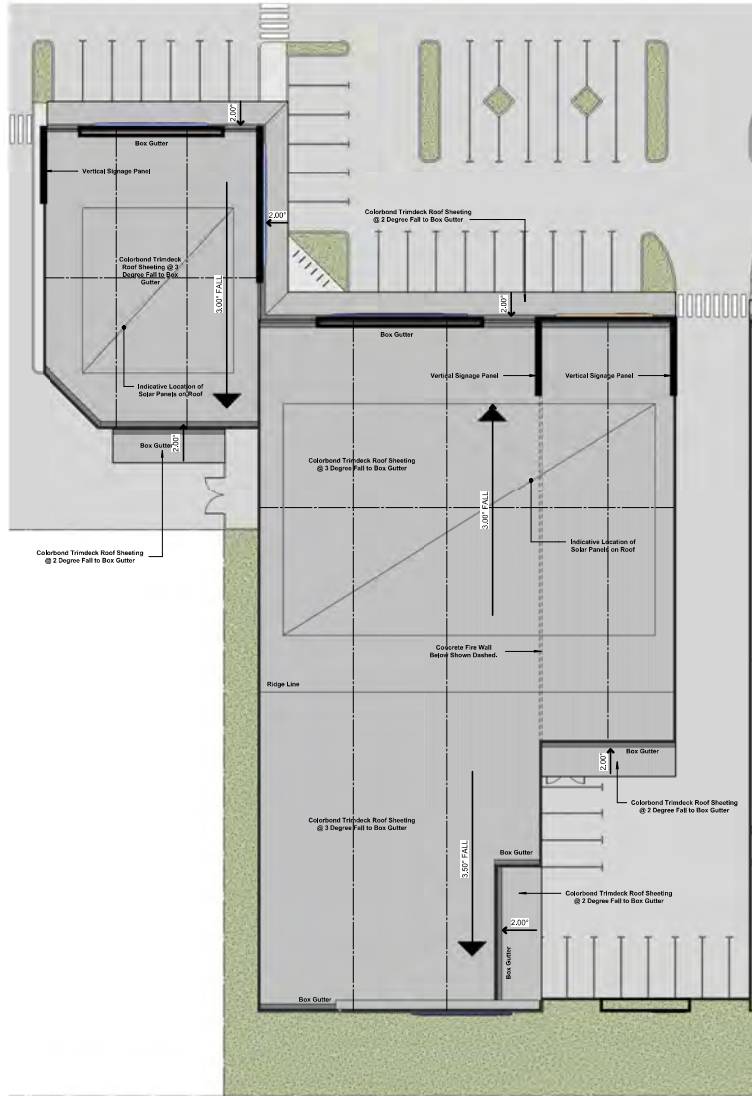
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FOR : PREMIER COMMERCIAL PTY LTD BY: VEND PROPERTY

VEND
PROPERTY

DATE: AUG 2025 PROJECT NUMBER
REVISION: SK025 9477
SHEET: 10
SCALE: 1:200 @B1

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10/100 Greenfield Road, 10/100 Greenfield Road, Greenfields, WA 6108
PO Box 100, Merges WA 6108
C 08 9405 0611 E info@meyer-shircore.com.au

0 1 2 3 4 5 10



BUILDING 2 ROOF PLAN

SCALE: 1:250

BUILDING 2



PROPOSED LARGE FORMAT RETAIL DEVELOPMENT

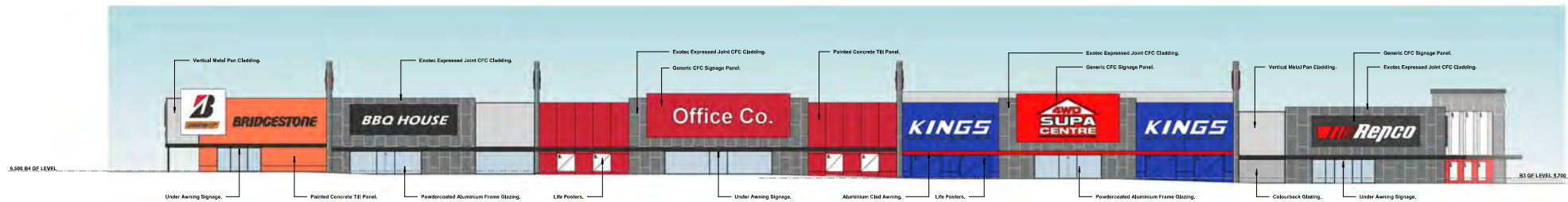
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 FOR : PREMIER COMMERCIAL PTY LTD BY: VEND PROPERTY



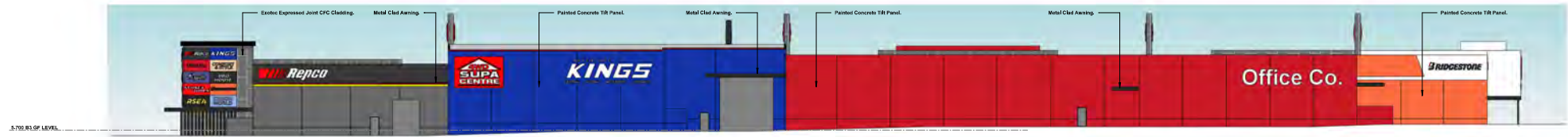
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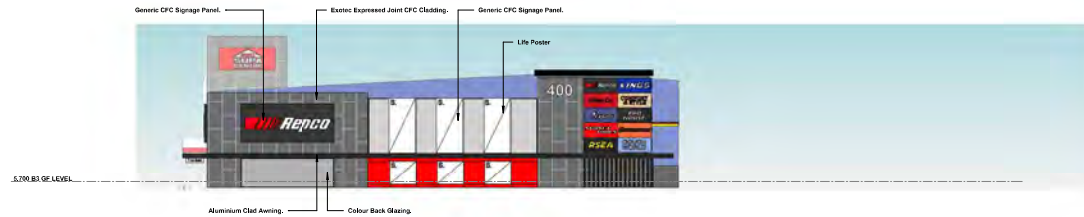
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 C/O 100 Melrose WA 6005



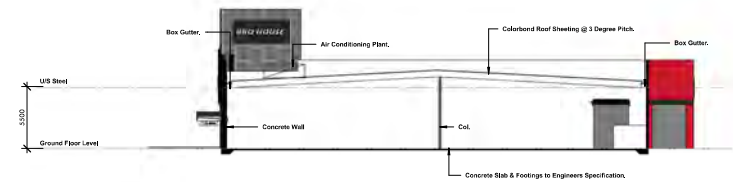
B3 SOUTH ELEVATION
SCALE: 1:200



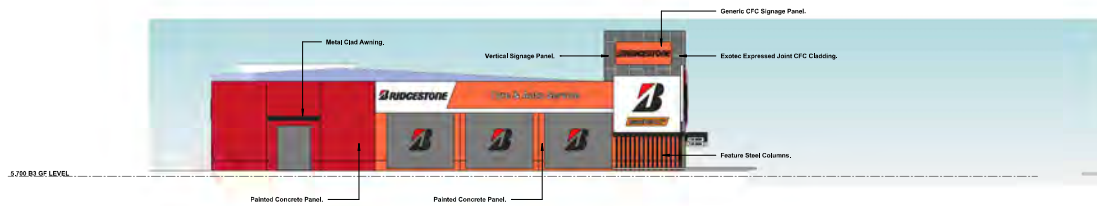
B3 NORTH ELEVATION
SCALE: 1:200



B3 EAST ELEVATION (LAKES ROAD)
SCALE: 1:200



SECTION C
SCALE: 1:1000



B3 WEST ELEVATION
SCALE: 1:200

BUILDING 3

meyer
shircore
architects

PROPOSED LARGE FORMAT RETAIL DEVELOPMENT

LOCATION : LOT 502, PINJARRA ROAD, GREENFIELDS, WA
FOR : PREMIER COMMERCIAL PTY LTD BY: VEND PROPERTY

1 2 3 4 5 10

DATE: AUG 2025 PROJECT NUMBER
REVISION: 5K025 9477
SHEET: 13
SCALE: 1:200 @B1
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10/101 Greenfield Road, Greenfields, WA 6108
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PROPERTY



BUILDING 3

meyer
shircore
architects

PROPOSED LARGE FORMAT RETAIL DEVELOPMENT

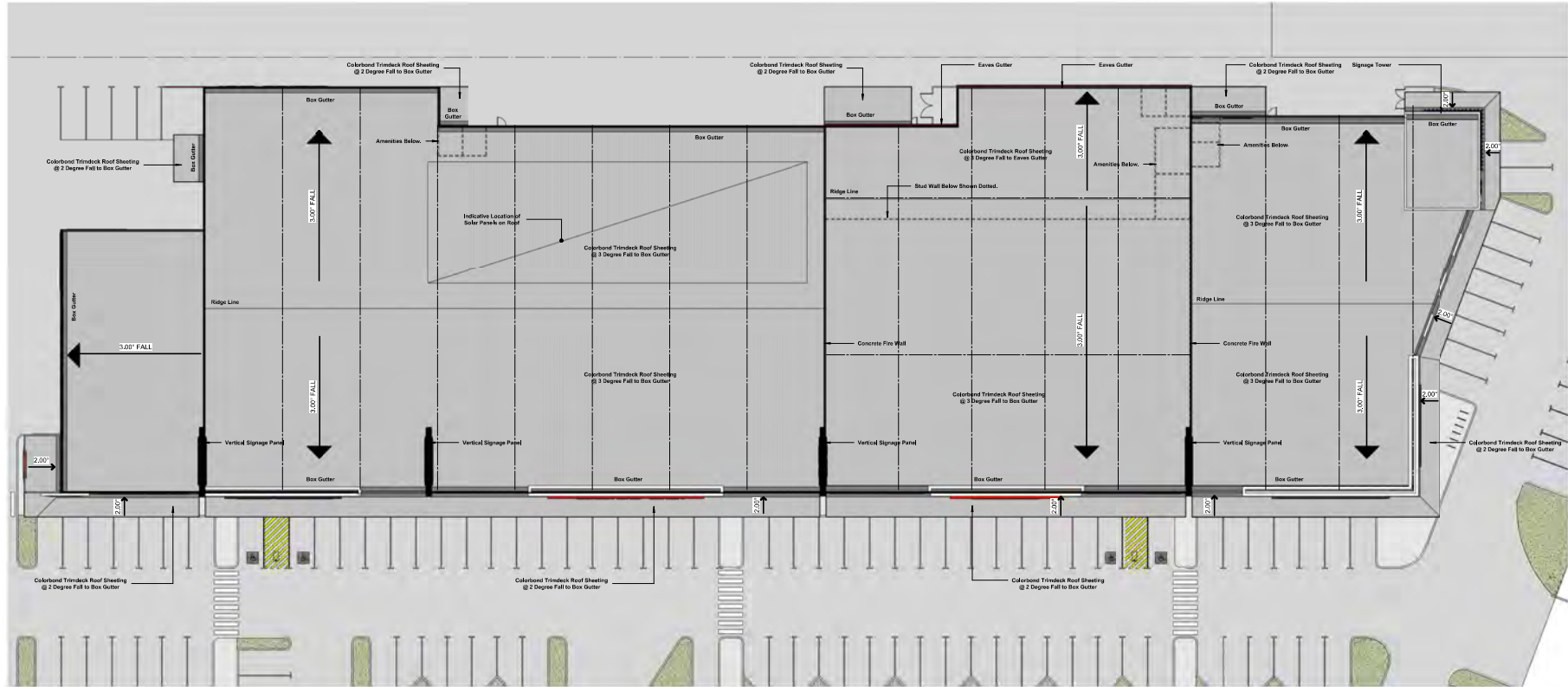
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VEND
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DATE: AUG 2025 PROJECT NUMBER
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T: 08 9405 0011 F: 08 9405 0012 E: info@mshircore.com.au



BUILDING 3 ROOF PLAN

SCALE: 1:100

BUILDING 3

PROPOSED LARGE FORMAT RETAIL DEVELOPMENT

LOCATION : LOT 502, PINJARRA ROAD, GREENFIELDS, WA
FOR : PREMIER COMMERCIAL PTY LTD BY: VEND PROPERTY

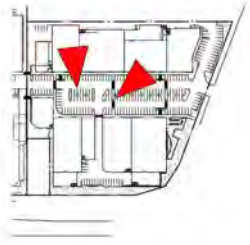


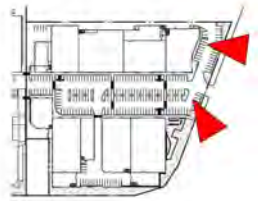
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REVISION:	5K025	9477
SHEET:	18	© Meyer Shire & Associates ACN 112 689 516 10/115, Greenfield Road, 427 Rivers Road, Lakeside WA 6008 Ph: 08 9450 0515 Fax: 08 9450 0516
SCALE:	1:200 @B1	© vend@meysarchitects.com.au

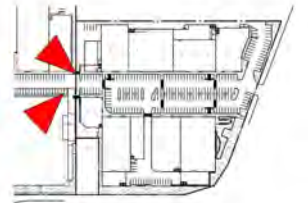


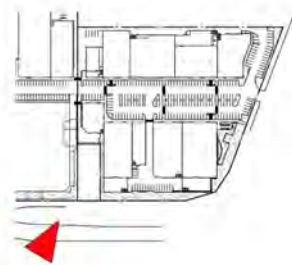




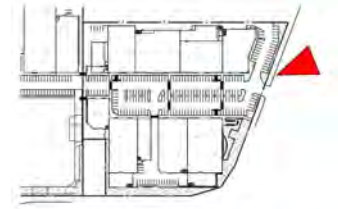








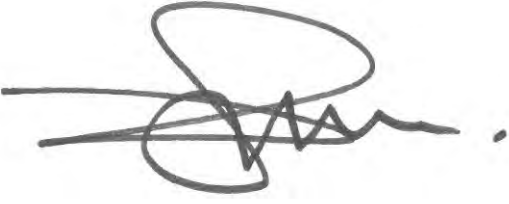




Design Review Report

Lot 502 Pinjarra Road Greenfields-DR01 Report

01 July 2025

Design Review Report		
Subject	2025-07-01-Lot 502 Pinjarra Road Greenfields-DR01 Report	
Date	01.07.2025	
Time	11.30am	
Location	City of South Perth	
Design Reviewers	Name Simon Venturi Dominic Snellgrove Brett Woodgush	Panel Member Chair Panel Member
Proponent	Nik Hidding	Hidding Urban Planning
Project Team	Stephen Shircore Max Fabre	Meyer Shircore Meyer Shircore
Planning Authority	Tom Foulds	City of Mandurah
Stakeholders	N/A	
Declarations	None	
Briefings		
Relevant Authorities Project Team		
Design Review Report endorsement		
Reviewer's signature	 (Name) Dominic Snellgrove	

Introductory Comments	
Design quality evaluation	
	Supported
	Pending further attention
	Not yet supported
	Yet to be addressed
Strengths of the Proposal	<ul style="list-style-type: none"> • The appointment of a landscape professional and a preliminary landscape design and the confirmation of a minimum 10% site deep soil planting provision. • Predominantly native plant species selection • Landscaped breakout space provision • ESD professional appointed and a preliminary report produced for the meeting. (report not submitted prior) • Well-arranged presentation organised around the 10 design principles. • Very functional, efficient & competent commercial retail planning • Generous tree canopy proposed • 2.5M wide footpaths • Car parking largely screened from the public realm on Pinjarra and Lakes Road • Loading dock screened from Pinjarra Road • North south car park pedestrian designated walkways • Sustainability preliminary brief with stated principles and targeted initiatives including waterwise planting, low flow water fixtures and fittings, low VOC materials, low carbon construction, bike bays, passive shade, high performance glazing, daylight harvesting and all electric power. • Bulk and scale broken down with varied colours, parapet heights, built form mediation and blade structures • Legible, linked and direct vehicular access
Principle 1 Context and character	<i>Good design responds to and enhances the distinctive characteristics of a local area, contributing to a sense of place.</i>
	<p>a) One of the most important aspects of responding to context and character in design reviews is delivering an appropriate streetscape. Different locations will demand varying levels of engagement: some streetscapes require significant activation, passive surveillance, a pedestrian-friendly experience, and strong interaction with the public domain; others call for a more passive and subdued relationship with pedestrians and the community.</p> <p>b) In addressing Principle 1, it is essential to analyse both the existing and the anticipated future streetscape architecture. By deriving cues from this analysis, designers can craft an appropriate and measured response that respects and enhances the unique context of each place.</p> <p>c) Whilst the car parking is successfully screened from the Pinjarra Road public domain the screening is achieved with blank and inactive facades raising concerns around streetscape activation and viability on the Pinjarra Road interface</p> <p>d) The intersection of Pinjarra Road and Lakes Road is particularly constrained without any generous landscape set back to match the main elevational conditions.</p> <p>e) Whilst Building 1 has a generous setback in relation to Lakes Road, the plan</p>

	alignment and elevational treatment of Building 1 does not respond to the geometry of Lakes Road.
Recommendations	<ol style="list-style-type: none"> 1. Consider creating additional setbacks at the corner intersection of Pinjarra and Lakes Road to allow for a more generous landscape buffer. 2. Consider incorporating window openings at the façade at the revised intersection of Pinjarra and Lakes Road where the back of house is located. This might create the impression of an active and engaged corner treatment. 3. Consider incorporating windows in the east façade of Building 1 to create the impression of passive surveillance over Lakes Road. 4. Consider varying the parapet heights at the corner intersection to mediate the built form and scale and signal the intersection more prominently. 5. Consider aligning/angling a portion, (not all) the building 1 east facing elevation to match the alignment of Lakes Road. This might include the top 30-40% of the plan footprint and incorporate the aluminum blades reoriented to align with Lakes Road. 6. In this way some level of streetscape interface and the perception of passive surveillance might be achieved
Principle 2 Landscape quality	<i>Good design recognises that together landscape and buildings operate as an integrated and sustainable system, within a broader ecological context.</i>
	<ol style="list-style-type: none"> a) The Proponent is commended for engaging a landscape design professional at the early stages of concept development. b) The inclusion of shade tree canopy throughout the car park and a landscaped break out space is commended. c) However, there are some inconsistencies between the landscape plan and the architectural plans. d) The landscape drawings are preliminary in detail and would benefit from more consideration and detail.
Recommendations	<ol style="list-style-type: none"> 1. Ensure the landscape plans are reflected in the architectural plans 2. Ensure tree canopy size is maximised 3. Consider additional areas of landscape within the car park to mitigate urban heat island effect. 4. Continue to develop the landscape design and drawings to better illustrate the intent. Whilst the breakout space in the landscape area is strongly supported there is little by way of detail to describe it.
Principle 3 Built form and scale	<i>Good design ensures that the massing and height of development is appropriate to its setting and successfully negotiates between existing built form and the intended future character of the local area.</i>
	<ol style="list-style-type: none"> a) The built form and scale by way of height is considered appropriate and supported.
Recommendations	<ol style="list-style-type: none"> 1. See comments under Principle 1 context and character for the treatment of built form at the intersection.
Principle 4 Functionality and build quality	<i>Good design meets the needs of users efficiently and effectively, balancing functional requirements to perform well and deliver optimum benefit over the full life-cycle.</i>
	<ol style="list-style-type: none"> a) The design represents a functional, efficient & competent commercial retail proposal. b) The inclusion of roof plans is appreciated c) However, the roof plans do not illustrate the location of plant equipment and are not accompanied by any sections illustrating plant location and screening. d) A materials palette illustrating durability and quality was not part of the submission.
Recommendations	<ol style="list-style-type: none"> 1. Provide roof plans and sections illustrating the location of HVAC

	<p>equipment and how it is fully screened from the public realm.</p> <p>2. Confirm materials to be used.</p>
Principle 5 Sustainability	<i>Good design optimises the sustainability of the built environment, delivering positive environmental, social and economic outcomes.</i>
	<p>a) The Proponent is commended for including an ESD brief with initiatives tabled across energy, water, materials, bike racks and passive design.</p> <p>b) Although not available prior to the review it is understood that an ESD professional has been appointed and a preliminary sustainable design report commissioned.</p>
Recommendations	<p>1. The Panel looks forward to seeing the ESD report and a comprehensive and holistic approach to sustainable design including measurable commitments including:</p> <ul style="list-style-type: none"> • Solar PV performance • EV charging • All electric power • Mitigating urban heat island effect • Low carbon construction • Rainwater harvesting <p>2. Illustrate the location of referenced bike racks on the drawings</p> <p>3. Consider lighting to avoid excessive light pollution with up lighting.</p>
Principle 6 Amenity	<i>Good design optimises internal and external amenity for occupants, visitors and neighbours, providing environments that are comfortable, productive and healthy.</i>
	<p>a) The landscape design proposal has the most capacity to deliver amenity for staff, service providers patrons and visitors.</p> <p>b) However, the landscape drawings are preliminary in detail and would benefit from more consideration and detail</p>
Recommendations	<p>1. Continue to develop the landscape design and drawings to better illustrate the intent. Whilst the breakout space in the landscape area is strongly supported there is little by way of detail to describe it. This area would benefit from a more generous approach to fixed seating and shade etc.</p> <p>2. Illustrate the location of bike racks for visitors and staff.</p> <p>3. Confirm the location of EOT facilities for staff.</p>
Principle 7 Legibility	<i>Good design results in buildings and places that are legible, with clear connections and easily identifiable elements to help people find their way around.</i>
	<p>a. The master plan approach with an inward looking centre results in a legible outcome for both pedestrians, vehicles and service vehicles.</p> <p>b. Ther north to south dedicated pedestrian links across the car park provide for safe and intuitive movement.</p> <p>c. The single vehicular cross over and through site vehicular link minimise vehicular impact on the public realm foot path and facilitate safe and convenient car movement.</p> <p>d. There are inconsistencies between landscape and architecture in the way the north to south pedestrian links is illustrated.</p>
Recommendations	<p>1. Consider an additional north to south pedestrian link through the car park.</p> <p>2. Consider maintaining pedestrian paving on the road way north to south pedestrian links and at the loading dock access vehicle points to signal pedestrian priority.</p>
Principle 8 Safety	<i>Good design optimises safety and security, minimising the risk of personal harm and supporting safe behaviour and use.</i>

	<ul style="list-style-type: none"> a. The proposal offers little or no passive surveillance over the public realm interface with Pinjarra and Lakes Road. b. Sightlines at the roadway between T9 & T8 and T3 & T2 are constrained and may result in unsafe pedestrian movements.
Recommendations	<ol style="list-style-type: none"> 1. Consider incorporating window openings at the façade at the revised intersection of Pinjarra and Lakes Road where the back of house is located. This might create the impression of an active and engaged corner treatment. 2. Consider incorporating windows in the east façade of Building 1 to create the impression of passive surveillance over Lakes Road and the proposed break out space. 3. Consider truncations in T9 & T8 and T3 & T2 to allow for safer sight lines.
Principle 9 Community	<i>Good design responds to local community needs as well as the wider social context, providing environments that support a diverse range of people and facilitate social interaction.</i>
	<ul style="list-style-type: none"> a) In a project of this scope and scale the most important outcome for the community is an active, engaged and passively surveilled ground plane and public domain. b) The proposal offers little or no streetscape interaction or passive surveillance over the public realm interface with Pinjarra and Lakes Road.
Recommendations	1. See comments under Principle 1 context and character in relation to the intersection of Pinjarra and Lakes Road and the east elevation of Building 1.
Principle 10 Aesthetics	<i>Good design is the product of a skilled, judicious design process that results in attractive and inviting buildings and places that engage the senses.</i>
	<ul style="list-style-type: none"> a) The Panel appreciate the limited capacity for aesthetic considerations within the context of this project typology. b) The landscape design can be developed further to create an attractive landscape frame for the built form as well as a hard paving strategy. c) The intersection of Lakes and Pinjarra Road could be modified and improved as per comments under Principle 1 context and character. d) Further detail design resolution of the blade device as well as confirmation of the materials palette would be beneficial.
Recommendations	1. See above

Concluding Remarks

The Panel understands the constraints of working with this use and typology in an urban context. However, the Proponent is invited to consider commentary under Principles 1-10 above and make some modest amendments to improve the design outcome for the community, visitors, staff and customers. Particular attention should be paid to the following:

1. The management of built form and scale at the intersection of Pinjarra and Lakes Road with an enhanced set back and a modified angle of geometry to the east facing elevation of Building 1.
2. Consideration of window openings at the intersection of Pinjarra and Lakes Road and along the east elevation of building 1.
3. Enhanced and amplified landscape design with a focus on a high quality landscape buffer to Pinjarra and Lakes Road and more detail resolution of the landscape breakout space demonstrating its quality and amenity. (Consistency between the architecture and the landscape drawings should also be established.)
4. A consolidated, measurable and holistic ESD report with initiatives clearly reflected on the drawings where appropriate. (It is acknowledged that an ESD professional and report were produced but not submitted in time for the review)

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

10 PRINCIPLES DESIGN REPORT

Lot 502 Pinjarra Road
Greenfields WA

Prepared for
Vend Property
Design Review Panel

Project Number 9477
May 2025 Rev A

Contents & Register

ADDRESS	LOT 502 PINJARRA ROAD, GREENFIELDS
LOCAL COUNCIL	CITY OF MANDURAH
SITE AREA	2.2316ha

Project Overview

SPP7 DESIGN OF THE BUILT ENVIRONMENT

- 1 Context & Character
- 2 Landscape Quality
- 3 Built Form & Scale
- 4 Functionality & Build Quality
- 5 Sustainability
- 6 Amenity
- 7 Legibility
- 8 Safety
- 9 Community
- 10 Aesthetics

PRINCIPLE 1

CONTEXT & CHARACTER

Responds to and enhances
the unique characteristics of
a local area, contributing to a
sense of place

Locality Plan

{Insert Location Information - example below}

- Lot 502 is located at the corner of Pinjarra Road and Lakes Road in the City of Mandurah, 70km south of Perth CBD.
- The site is 2.2321 ha in size, bordered by Pinjarra Road (south), Lakes Road (east), and Stratford Road (north and west).
- Currently zoned ‘Urban Development’ under the Metropolitan Region Scheme (MRS).
- Lot 900 has direct frontage to both Pinjarra and Lakes Roads.
- The site forms part of a larger development parcel zoned Service Commercial with the predominant land use being ‘showroom’.



Local Context

- Future development sites to the immediate west and north zoned Service Commercial
- Large format retail to the east
- Mixed Use and Residential to the wider surrounds
- Peel Health Campus to the north west
- Pinjarra Road along the southern boundary is classified as a Primary Distributor, and Lakes Road to the East is a Distributor B road.



PRINCIPLE 2

LANDSCAPE QUALITY

Operates as an integrated
and sustainable system,
within a broader ecological
context

Landscape Quality

The proposed landscaping is designed to enhance and complement the built form, with a strong focus on human scale and comfort.

It aims to strengthen the development’s identity, walkability, connectivity, and sense of place.

The design also responds to the broader context, drawing on existing landscape features to ensure integration with the surrounding area.

The design response incorporates the following landscape objectives:

- A range of tree species throughout car park to preserve sight lines.
- Feature planting mixes and single species within setbacks to accentuate buildings and development entry point.
- Dense native and endemic planting species to provide buffer to adjacent residential lot.

SELECTED TREE SPECIES



SELECTED GROUNDCOVERS & CASCADING



SELECTED STRAPPY



SELECTED SHRUBS

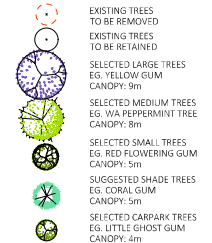


GENERAL NOTES:
1. THIS IS A CONCEPT PLAN ONLY
2. ALL STRUCTURES SUBJECT TO ENGINEERING
AND CONSTRUCTION
3. ALL MEASUREMENTS TO BE CHECKED PRIOR
TO CONSTRUCTION



REV	DATE	DWN	APP	DESCRIPTION
A	14.04.25	ALC	KD	LANDSCAPE CONCEPT PLAN
B	16.04.25	KD	KD	UPDATED FRONT SET BACK
C	01.05.25	ALC	KD	LANDSCAPE CONCEPT PLAN - UPDATED

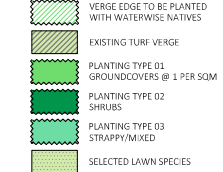
LEGEND TREES



FEATURE PLANTS



PLANTING



MISC



LANDSCAPE AREA CALCULATIONS

SITE AREA
Total site area = 22,021m²
LANDSCAPE AREAS
Total landscape areas = 2217m² (10% of site)
CAR BAYS
Total car bays provided = 214
Total trees per car bay = 38
Total = 1:6
CANOPY COVER
Proposed Large Trees (8m canopy) x 5 = 318m²
Proposed Medium Trees (6m canopy) x 4 = 201.2m²
Proposed Small Trees (5m canopy) x 36 = 705.6m²
Proposed Small Trees (4m canopy) x 11 = 158.6m²
Total Canopy Cover = 1383.4m² (63.3% of site)

THIS DRAWING SHALL NOT BE USED FOR CONSTRUCTION UNLESS
APPROVED BY CLIENT AND REVISED 'O' ISSUED FOR CONSTRUCTION

GRASS TREES ON SITE TO BE RETAINED & RELOCATED ON SITE



PRINCIPLE 3

BUILT FORM & SCALE

Shapes, massing and height that is approximate to the setting, and negotiates existing and future context

Built Form & Scale

The proposed development is a high quality architectural design that serves as a gateway development along Pinjarra Road into Lakelands and complements the existing and future development.

The proposed development intends to continue an architectural language that responds to the natural landscape, topography and desired land uses in the local area.

The proposed development has been designed in a manner that balances the car-oriented nature of the land uses, having regard to the local context of the locality, with built form that appropriately addresses the key frontages.

The proposed buildings are situated to allow important N/S and E/W connections with the adjoining development sites, which once developed, will integrate seamlessly with the subject site and create a cohesive retail destination, as demonstrated in the Outline Development Plan.





ODP PLAN NOTES

- The developer is responsible for the full construction of the intersection between the site and Pinjarra Road including construction of traffic signals to the satisfaction of Main Roads Western Australia

Mixed Use

- Subdivision, land use and development standards shall generally be in accordance with the Residential Zone of TPS 3 and Part 7 of the Residential Design Codes. The following land uses are also permitted ('AA'):

- Office
- Medical Centre
- Car Park
- Child Care Premises
- Consulting Room

Service Commercial

- Subdivision and Development Standards shall generally be in accordance with the Service Commercial Zone of TPS 3 with the exception of the following:-
- The predominant land use within the ODP will be 'Showroom' as defined in Town Planning Scheme No.3. However, up to 3000m² of retail floor space is permitted within the location of the indicative Small Local Centre, within which land use permissibility shall be assessed against the provisions of Table 2 of Town Planning Scheme No.3. All other uses will be assessed in accordance with Table 4 of Town Planning Scheme No.3 with the exception of 'Motor Vehicle Repair and/or Motor Vehicle Hire' which is not permitted.
- Minimum floorspace permitted for each tenancy is 300 square metres;
- Notwithstanding the wording of Note 1, Car parking to be provided on a ratio of 1:40 on the basis of reciprocal rights of access and parking between the subject lots;
- Additional Building Design and Site Layout requirement are to comply with the following principles:
 - Where proposed buildings front Pinjarra Road and/or Lakes Road, such buildings shall articulate elevations through a variety of materials, height, setbacks and awnings covering pedestrian walkways around the buildings, providing activated facades to both streets;
 - Landscaping is to be of a high quality with the use of mature trees within parking areas, the street verge and around buildings. The retention of significant trees is encouraged where possible.
 - Demarcation of pedestrian crossings and driveway access points through a variety of paving.
 - The extent and amount of signage within the ODP site shall be controlled and minimised and will be subject to a signage Masterplan approved by the City for each development.
 - Loading areas are to be located away from Pinjarra Road and Lakes Road.

LEGEND

 Service Commercial	 ODP boundary	 Full Movement	 Landscaping (Indicative)
 Mixed Use (R30)	 Key Road Connection	 Existing & Future Signalled Intersection	 Indicative Small Local Centre (up to 3000m² retail floor space)
 Residential (R20)	 Indicative Building Location (Subject to Council Approval)	 Left IN/OUT Only (Indicative location)	
 Public Open Space			

OUTLINE DEVELOPMENT PLAN - CORNER OF LAKES ROAD AND PINJARRA ROAD, MANDURAH



PRINCIPLE 4

FUNCTIONALITY & BUILD QUALITY

Meets the needs of users
while efficiently and
effectively balancing
functional requirements

[illegible]

[illegible]

Safe Pedestrian Connections

The site plan illustrates a proposed retail development on Lot 9003, situated between Stratford Road to the north, Pinjarra Road to the south, and Lakes Road to the east. The development is divided into five buildings and several individual tenancies, each with specified Gross Floor Area (GFA) and Finished Floor Level (FFL).

Buildings and Tenancies:

- Building 1:** Contains Tenancy 1 (S/R, 1,800m², FFL 5.90), Tenancy 2 (Showroom, 1,250m², FFL 5.90), Tenancy 3 (S/R, 450m², FFL 6.30), Tenancy 4 (Showroom, 1,500m², FFL 6.25), Tenancy 5 (Showroom, 500m², FFL 6.25), Tenancy 6 (Showroom, 1,001m², FFL 5.20), Tenancy 7 (Showroom, 1,500m², FFL 5.70), Tenancy 8 (Showroom, 1,001m², FFL 6.20), Tenancy 9 (Auto, 400m², FFL 6.50), Tenancy 10 (Showroom, 660m², FFL 6.50), Tenancy 11 (Showroom, 650m², FFL 6.50).
- Building 2:** Contains Tenancy 10 (Showroom, 660m², FFL 6.50), Tenancy 11 (Showroom, 650m², FFL 6.50), Tenancy 12 (Showroom, 1,765m², FFL 6.20).
- Building 3:** Contains Tenancy 12 (Showroom, 1,765m², FFL 6.20), Tenancy 11 (Showroom, 2,119m², FFL 6.10), Tenancy 10 (Showroom, 660m², FFL 6.50), Tenancy 9 (Showroom, 500m², FFL 6.25), Tenancy 8 (Showroom, 1,001m², FFL 6.20), Tenancy 7 (Showroom, 1,500m², FFL 5.70), Tenancy 6 (Showroom, 1,001m², FFL 5.20), Tenancy 5 (Showroom, 500m², FFL 6.25), Tenancy 4 (Showroom, 1,500m², FFL 6.25), Tenancy 3 (S/R, 450m², FFL 6.30), Tenancy 2 (Showroom, 1,250m², FFL 5.90), Tenancy 1 (S/R, 1,800m², FFL 5.90).
- Building 4:** Contains Tenancy 11 (Showroom, 650m², FFL 6.50), Tenancy 10 (Showroom, 660m², FFL 6.50), Tenancy 9 (Auto, 400m², FFL 6.50), Tenancy 8 (Showroom, 1,001m², FFL 6.20), Tenancy 7 (Showroom, 1,500m², FFL 5.70), Tenancy 6 (Showroom, 1,001m², FFL 5.20), Tenancy 5 (Showroom, 500m², FFL 6.25), Tenancy 4 (Showroom, 1,500m², FFL 6.25), Tenancy 3 (S/R, 450m², FFL 6.30), Tenancy 2 (Showroom, 1,250m², FFL 5.90), Tenancy 1 (S/R, 1,800m², FFL 5.90).
- Building 5:** Contains Tenancy 11 (Showroom, 650m², FFL 6.50), Tenancy 10 (Showroom, 660m², FFL 6.50), Tenancy 9 (Auto, 400m², FFL 6.50), Tenancy 8 (Showroom, 1,001m², FFL 6.20), Tenancy 7 (Showroom, 1,500m², FFL 5.70), Tenancy 6 (Showroom, 1,001m², FFL 5.20), Tenancy 5 (Showroom, 500m², FFL 6.25), Tenancy 4 (Showroom, 1,500m², FFL 6.25), Tenancy 3 (S/R, 450m², FFL 6.30), Tenancy 2 (Showroom, 1,250m², FFL 5.90), Tenancy 1 (S/R, 1,800m², FFL 5.90).

Other Features:

- Service Yards:** Located between buildings and along the roads.
- Parking:** Various parking areas are shown, including a large right-hand turn path.
- Infrastructure:** Includes power lines, easements, and a proposed 10m wide crossover.
- Future Development:** Indicated by dashed lines and arrows, showing potential expansion areas.
- Surrounding Context:** The plan shows existing retail, vacant lots, and other nearby developments.

Safe Pedestrian Connections: Green arrows indicate proposed pedestrian routes and crossings, ensuring safe access to the development from the surrounding roads.

Build Quality

The materials selected for the development are proposed to be highly durable to withstand harsh environmental conditions, minimise maintenance and shall respond to the desired context and character of the site.



Build Quality



PRINCIPLE 5

SUSTAINABILITY

Optimises sustainability
to deliver positive
environmental, social and
economic outcomes

Sustainability

ENERGY



- Solar arrays to all buildings to maximise solar gain
- Provision for future EV charging stations

WATER



- Water-wise and drought resistant planting
- Permeable paving zones in parking areas for passive reticulation
- Efficient tapware and fixtures specifications

MATERIALS



- Sustainable, low carbon and low VOC material selection
- Robust materiality
- Efficient construction framework
- Waste reduction and recycling
- 90% construction waste diverted from landfill

FACILITIES



- Visitor bicycle racks provided throughout

PASSIVE DESIGN



- Sun shading provided over all glazed areas.
- High performance building fabric
- High level of internal daylight



PRINCIPLE 6

AMENITY

Contributes to comfortable
and productive environments
through internal and external
amenity

Amenity

The proposal promotes high levels of amenity for the wider community, providing substantial opportunities for gathering.

The development also includes bicycle parking, end of trip facilities and EV charging (shared car park) to ensure that all forms of transport are accommodated for persons travelling to and from the site.



PRINCIPLE 7

LEGIBILITY

Contains clear connections
and memorable elements to
help people find their way
around

Legibility

- Access easements cut through the site, creating service corridors within and connecting to the adjacent development lots.
- Access driveway from Lakes Road. Future through access points to Stratford Road (upon development of adjoining sites).
- Discreet servicing access.
- Pedestrian movement prioritised internally.
- Clear sight lines, well-designed car parking, and pedestrian connections.

- 1

Development identification sign
- All Access
- Primary Circulation
- Secondary Circulation
- Servicing Circulation



PRINCIPLE 8

SAFETY

Optimises safety and security, minimising the risk of personal harm and supporting safe behaviour and use

Safety

The proposed development creates and contributes to an activated and effective street and public space. The development provides passive surveillance and has been designed in consideration of the CPTED principles to improve safety and amenity.

Sightlines have been considered through the design process, with the buildings designed to allow clear vision to the car parking areas and street frontages.

Proposed landscaping has been designed to provide shade and amenity, but not to impact on sight lines across the site, minimising opportunity for visual barriers or hidden areas.

An effective lighting scheme shall be incorporated to enhance visibility and result in a well-lit site and streetscape environment.

Clearly defined car bays, line markings, landscape strips, buildings and footpaths identify the use of specific areas of the site.

Bollards are incorporated to prevent vehicle access into 'safe' pedestrian areas on the footpaths adjoining buildings.



PRINCIPLE 9

COMMUNITY

Responds to community needs as well as the wider social context, supporting diversity and social interaction

Community

The proposed development is consistent with the intent for the sub-region given it will directly support the envisioned growth by providing services and employment opportunities to residents, whilst being supported by a series of technical inputs demonstrating the proposed development will have a net positive impact on the surrounding community.



PRINCIPLE 10

AESTHETICS

Creates attractive and
inviting spaces and places
that engage the senses

Aesthetics

Although several of the proposed tenants or owners have a generic aesthetic, the development has been thoughtfully designed to be well-planned, visually coherent, and appealing with robust materials surrounded by an enduring landscape. The buildings have been designed to a high visual standard, with facades articulated with contrasting elements which create visual interest, and is of a size and scale appropriate to the surrounding area.



PLANNING REPORT

LARGE FORMAT RETAIL DEVELOPMENT

LOT 502 (#400) PINJARRA ROAD,
GREENFIELDS

APPLICATION TO CITY OF MANDURAH / METRO OUTER DAP

18 MAY 2025



Hidding.
URBAN PLANNING

This Planning Report has been prepared by **Hidding Urban Planning** for a proposed
Large Format Retail Development at
Lot 502 (#400) Pinjarra Road, Greenfields

No part of this report may be reproduced, electronic or otherwise, without the prior written
consent of **Hidding Urban Planning**



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DOCUMENT HISTORY & DETAILS

AUTHOR	REVISION	DATE	REVISION TYPE
Nik Hidding	R01	18/05/2025	Final

File No. C2594
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Project: Greenfields
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Document Revision: R01

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ANNEXURES:

- Annexure 1:** Certificate of Title
 - Annexure 2:** Development Plans
 - Annexure 3:** 10 Design Principles Design Report
 - Annexure 4:** Transport Impact & Car Parking Assessment
 - Annexure 5:** Landscape Plan
 - Annexure 6:** Waste Management Plan
 - Annexure 7:** Civil Design & Certification
-

APPLICATION DETAILS

Table 1: Application Details

Property Location	Lot 502 (#400) Pinjarra Road, Greenfields
Applicant	Hidding Urban Planning
Landowner	400 Pinjarra Road Pty Ltd
Local Government	City of Mandurah
Local Planning Scheme	City of Mandurah Local Planning Scheme No. 12 (LPS12)
City of Mandurah LPS12 Zoning	Urban Development
Local Structure Plan	Outline Development Plan – Corner Lakes Road & Pinjarra Road, Mandurah Zoned - Service Commercial
Proposed Land Uses	Bulky Goods Showroom (10 tenancies) Motor Vehicle Repair (1 tenancy)
Existing Use	Vacant Land
Total Site Area	2.2316ha
Estimated Construction Value	\$14 million
Project Team:	
Architect	Meyer Shircore Architects
Town Planning	Hidding Urban Planning
Traffic & Waste Management	Move Consultants
Landscape Design	Kelsie Davies Landscape Architecture (KDLA)
Civil Design	Colliers

1.0 INTRODUCTION

Hidding Urban Planning has prepared this Planning Report on behalf of 400 Pinjarra Road Pty Ltd as part of an Application for Development Approval for a proposed Large Format Retail Development comprising 10 Bulky Goods Showroom tenancies and one (1) Motor Vehicle Repair tenancy at Lot 502 (#400) Pinjarra Road, Greenfields (**Subject Land**).

This report provides a detailed Town Planning assessment of the proposed development against the relevant State and local Planning framework. The information contained in this report confirms that the proposed development is appropriate for the site and reflects the applicable planning framework.

1.1 DEVELOPMENT ASSESSMENT PANEL (DAP) DETERMINATION

As the anticipated construction cost of the project is **\$14 million**, this applicant has “opted in” to the Development Assessment Panel (DAP) process.

Accordingly, please find **attached** the completed City of Mandurah Application for Development Approval Form, Peel Region Scheme Form 1 and DAP Form 1, all signed and authorised by the landowners.

1.2 PRE-LODGEMENT DISCUSSIONS

The applicant has met with the City of Mandurah planning team to discuss the project on two occasions prior to lodging the application, with the latest meeting occurring on 8 May 2025. Designs of the proposed development were tabled at the May 2025 meeting.

2.0 SITE DETAILS

2.1 LEGAL DESCRIPTION OF LAND

This Development Application is made in respect of Lot 502 (#400) Pinjarra Road, Greenfields. The Title details for the subject site is provided in **Table 2** below.

Table 2: Legal Description of Land

Lot	Plan	Vol/Folio	Area	Address	Proprietors
502	89972	2065/8	2.2316ha	400 Pinjarra Road, Greenfields	400 Pinjarra Road Pty Ltd

The Certificate of Title is attached at **Annexure 1**. An electricity easement is located along the sites' frontage to Lakes Road and Pinjarra Road (refer Sketch at Annexure 1). Development has been located outside of this easement.

2.2 SITE DETAILS

The subject land is located at the corner of Pinjarra Road and Lakes Road, within the City of Mandurah, 70kms south of the Perth CBD. The subject land has a total land area of 2.2316 hectares and currently comprises a single dwelling and outbuildings. All existing structures will be removed to make way for the proposed development.

The subject land is bound by Pinjarra Road to the south, Lakes Road to the east and development sites to the north and west. Existing commercial development exists on the opposite side of Lakes Road, to the east, comprising similar Large Format Retail development. A 7-Eleven service station exists to the north-east, accessed from Lakes Road.

An Aerial Photograph of the subject land and its surrounds is included at **Figure 1** below.



Figure 1: Aerial Photograph (PlanWA)

3.0 THE PROPOSAL

Development Approval is sought for a new Large Format Retail Development on the subject land, comprising 10 Bulky Goods Showroom tenancies and one (1) Motor Vehicle Repair (auto service) tenancy.

The proposed development is depicted on the attached plans prepared by Meyer Shircore Architects at **Annexure 2**. The plans include Feature Survey, Site Plan, Overall Site Plan, Building Floor Plans, Elevations, Roof Plans, and 3D Perspectives.

3.1 SUPPORTING PLANS & REPORTS

Plans, consultant reports and other supporting information have been prepared to assist in the assessment of this application, and these are detailed in **Table 3** below.

Table 3: Supporting Plans & Reports

Company	Plan/Document	Annexure
Meyer Shircore Architects	Development Plans	2
Meyer Shircore Architects	10 Design Principles Design Report	3
Move Consultants	Transport Impact & Car Parking Assessment	4
Kelsie Davies Landscape Architecture (KDLA)	Landscape Plan	5
Move Consultants	Waste Management Plan	6
Colliers	Civil Design & Certification	7

3.2 PROPOSED DEVELOPMENT COMPONENTS

3.2.1 Building & Design

The proposed Large Format Retail development will include 11 commercial tenancies with 10,712m² of total building area, representing 48% of the site area.

The development has been designed with an internal presence, facing a main internal roadway and core car parking area. The development also presents very well to Pinjarra Road and Lakes Road, with quality facades, consolidated signage areas, feature walls and design elements such as a curved aluminium blade feature.

Proposed building heights range from 7.50m-8.50m, extending up to 12.00m for signage feature elements. Building will have awnings over the main shopfront areas providing cover over adjacent pedestrian footpaths.

The development is proposed to be set back 7.51m from the Pinjarra Road boundary.

The development has been set back from Lakes Road to ensure it is outside of the existing electricity easement and to enable a quality landscape zone.

The proposed development is a high-quality architectural design that serves as a gateway development along Pinjarra Road into Greenfields and complements the existing and future development in the area.

The proposed development intends to continue an architectural language that responds to the natural landscape, topography and desired land uses in the local area.

The proposed development has been designed in a manner that balances the car-oriented nature of the land uses, having regard to the local context of the locality, with built form that appropriately addresses the key frontages.

The proposed buildings are situated to allow important N/S and E/W connections with the adjoining development sites, which once developed, will integrate seamlessly with the subject site and create a cohesive retail destination, as demonstrated in the Outline Development Plan. We understand that the adjacent development to the west has recently been approved (amended Development Approval).

The buildings have been designed to a high visual standard, with facades articulated with contrasting elements which create visual interest and are of a size and scale appropriate to the surrounding area.

The proposed development is supported by a Design Report addressing the 10 Design Principles of State Planning Policy 7.0 – Design of the Built Environment – refer **Annexure 3**.

3.2.2 Operation

It is anticipated that the tenancies of the Large Format Retail development will trade during normal business hours 8:00am – 6:00pm Monday to Saturday and 11:00am to 5:00pm on Sundays and Public Holidays. However, given the type of development proposed, individual businesses may trade beyond these times at their discretion, and it is not considered necessary to restrict the business hours of the development through a condition of development approval.

3.2.3 Vehicular Access, Car Parking & Pedestrian Access

Vehicular access to the site will be derived from a new 10m wide crossover from Lakes Road at the eastern side of the property, together with a centralised cross accessway connecting with the adjacent property to the west. The location of the proposed crossover from Lakes Road accords with the planned location for site access considered through previous structure planning processes.

Cross access easements have been discussed and agreed with adjacent landowners and can be formalised prior to occupation of development (and imposed through appropriately-worded Conditions of Development Approval).

There are 215 car parking bays proposed on the subject site (inclusive of disabled bays), with the main parking zone proposed in the central part of the site and adjacent to Lakes Road in the north-eastern portion of the site. Some car parking is also proposed at the rear of Tenancies 1-4 adjacent to back-of-house areas for those tenancies. It is anticipated that this parking area will be for staff only.

A Transport Impact & Car Parking Assessment has been prepared by Move Consultants in support of the proposal – refer **Annexure 4**.

Pedestrian access has been fully considered, with footpaths proposed connecting each of the proposed tenancies along with pedestrian crossings over vehicular driveways in key locations. The footpaths will connect to footpaths associated with the proposed development on the adjacent site to the west, as well connecting to the Lakes Road pedestrian footpath.

Service and loading areas are discrete, being proposed at rear locations, generally outside of main public zones. These service areas will be accessed by service vehicles as well as the general public collecting goods from service pick-up locations. Service/loading areas have awnings extending out from the main building over key roller door locations, providing weather cover for loading operations and public goods collection (refer Roof Plans).

3.2.4 Landscaping

Comprehensive landscape zones have been proposed across the site, with an area of 2265m² representing 10% of the site area. The main landscape zones are along the Pinjarra Road and Lakes Road setback areas. Smaller landscape zones and tree diamonds are proposed in the centralised car parking area.

In support of the proposal, a Landscape Plan has been prepared by Kelsie Davies Landscape Architecture (KDLA) – refer **Annexure 5**.

The proposed landscaping is designed to enhance and complement the built form, with a strong focus on human scale and comfort.

It aims to strengthen the development's identity, walkability, connectivity, and sense of place.

The design also responds to the broader context, drawing on existing landscape features to ensure integration with the surrounding area.

The design response incorporates the following landscape objectives:

- A range of tree species throughout car park to preserve sight lines.
- Feature planting mixes and single species within setbacks to accentuate buildings and development entry point.
- Dense native and endemic planting species to provide buffer to adjacent residential lot.

3.2.5 Signage

Consolidated signage areas are proposed inclusive of wall signage on external facades as well as pylon signs. There are two pylon sign proposed; one along Lakes Road and one along Pinjarra Road.

The type and size of signage is conducive to the type of development proposed and represents an aesthetic and cohesive outcome.

3.2.6 Waste Management

A Waste Management Plan has been prepared by Move Consultants in support of the proposal – refer **Annexure 6**.

3.2.7 Civil Design

Colliers has prepared a Civil Design for the proposal – refer **Annexure 7**.

The stormwater drainage design for the development has been undertaken in accordance with the City of Mandurah requirements to store a 100 ARI (1% AEP) of 24 hour duration storm event and will comprise the use of 27 soakwells in combination with 1,056 GRAF cells.

4.0 PLANNING ASSESSMENT

4.1 PEEL REGION SCHEME

The subject land is zoned “Urban” under the Peel Region Scheme (**PRS**) as shown in **Figure 2** below. The subject land fronts Pinjarra Road which is a “Primary Regional Roads” Reserve. No direct access is proposed from Pinjarra Road.

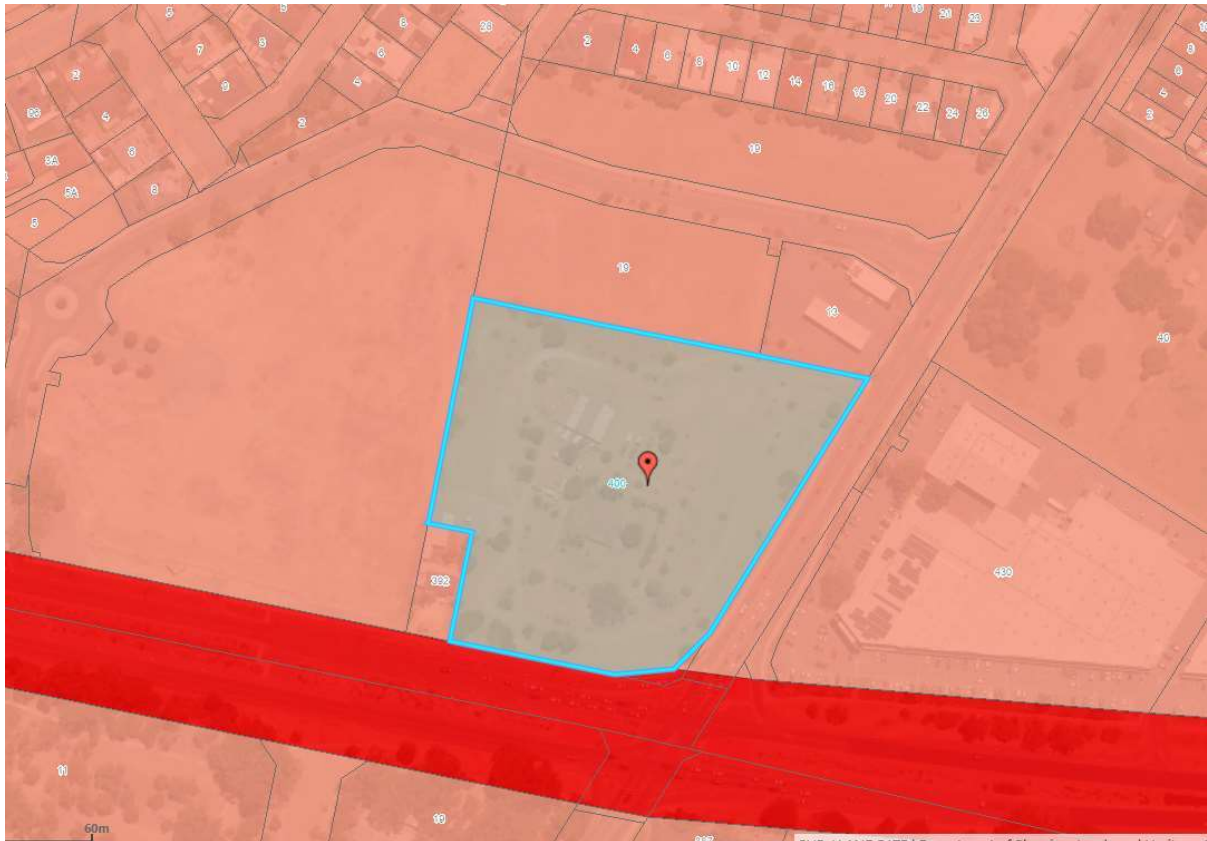


Figure 2: Peel Region Scheme Map Extract (PlanWA)

4.2 CITY OF MANDURAH LOCAL PLANNING SCHEME NO. 12

4.2.1 Zoning & Land Use

The subject land and immediately adjacent lots are zoned “Urban Development” in the City of Mandurah Local Planning Scheme No. 12 (**LPS12**) as shown in **Figure 3**.

Table 2 of LPS12 sets out the objectives of the Urban Development zone, which are —

- *To provide an intention of future land use and a basis for more detailed structure planning in accordance with the provisions of this Scheme.*
- *To provide for a range of residential densities to encourage a variety of residential accommodation.*

- To provide for the progressive and planned development of future urban areas for residential purposes and for commercial and other uses normally associated with residential development.

The proposed development is considered to accord with the Objectives by providing new development and land uses which accord with the Structure Planning processes that have occurred over the years.

Detailed planning has occurred with the approval of the Mandurah East Structure Plan (approved 2009) as well as the Outline Development Plan 142 (ODP142) – Corner of Lakes Road and Pinjarra Road (approved 2014). The subject land is identified as a “Service Commercial” zone in ODP142. An assessment of the proposed development against the relevant provisions of the ODP142 are set out in Part 4.3 of this Report.

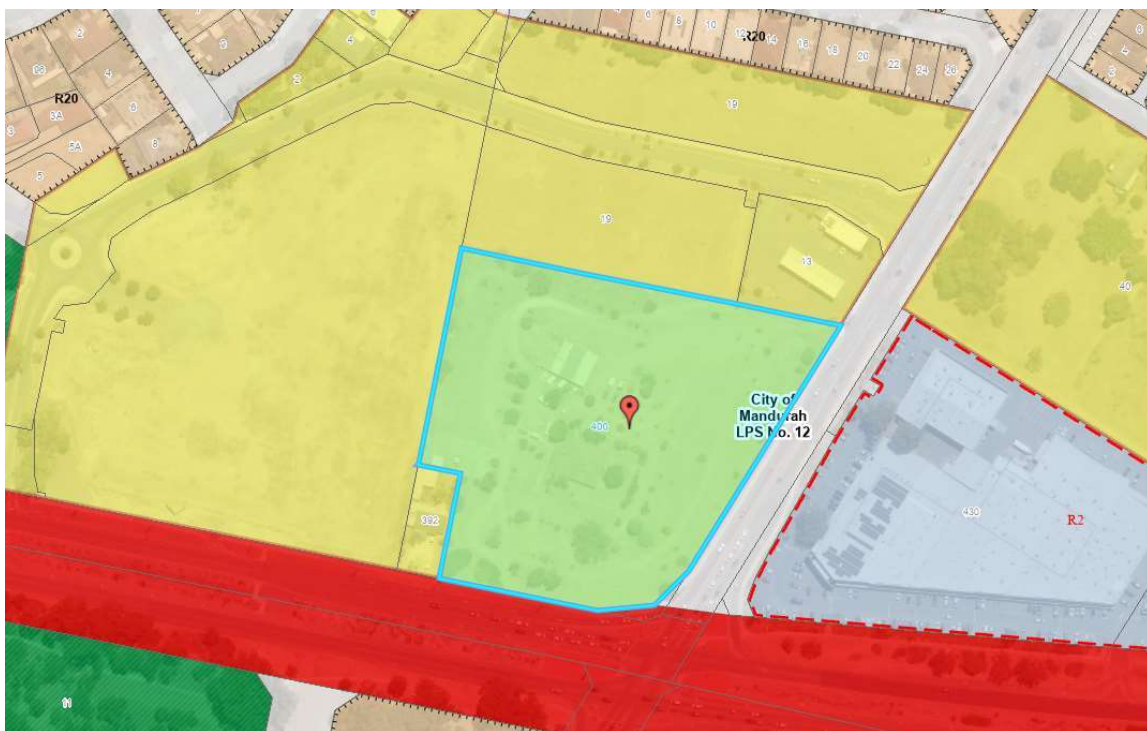


Figure 3: LPS12 Scheme Map Extract (PlanWA)

Table 3 ‘Zoning Table’ of LPS12 does not set out any land use permissibility for the Urban Development zone. Clause 3.3.6 of LPS12 sets out:

If the zoning table does not identify any permissible uses for land in a zone the local government may, in considering an application for development approval for land within the zone, have due regard to any of the following plans that apply to the land:

- (a) a structure plan;
- (b) a local development plan.

Accordingly, a Structure Plan is required to provide guidance on the permissibility of uses within the “Urban Development” zone.

Part 4.3 of this Report details how the proposed development accords with the ODP142 requirements.

The land uses associated with the proposed development are the Bulky Goods Showroom use (for 10 tenancies) and the Motor Vehicle Repair use (for one tenancy). These land uses are defined in Clause 6.2 of LPS12 as follows:

“Bulky Goods Showroom” means premises

(a) used to sell by retail any of the goods and accessories of the following types that are principally used for domestic purposes:

- (i) automotive parts and accessories;*
- (ii) camping, outdoor and recreation goods.*
- (iii) electric light fittings;*
- (iv) animal supplies including equestrian and pet goods;*
- (v) floor and window coverings;*
- (vi) furniture, bedding, furnishings, fabrics, manchester and homewares;*
- (vii) household appliances, electrical goods and home entertainment goods;*
- (viii) party supplies;*
- (ix) office equipment and supplies;*
- (x) babies’ and children’s goods, including play equipment and accessories;*
- (xi) sporting, cycling, leisure, fitness goods and accessories;*
- (xii) swimming pools;*

or

(b) used to sell by retail goods and accessories by retail if:

- (i) a large area is required for the handling, display or storage of the goods; or*
- (ii) vehicular access to the premises is required for the purpose of collection of purchased goods.*


“Motor Vehicle Repair” means premises used for or in connection with –

- (a) electrical and mechanical repairs, or overhauls, to vehicles other than panel beating, spray painting or chassis reshaping of vehicles; or*
- (b) repairs to tyres other than recapping or retreading of tyres;*

4.2.2 Development Standards & Requirements

Schedule 1 of LPS12 sets out a range of development standards and requirements. The relevant standards and requirements of LPS12 are considered in **Table 4** below.

Table 4: LPS12 Development Standards & Requirements

Development Standard or Requirement	Response
Schedule 1 Additional Requirements that apply to Land in Scheme Area	
General Requirements	
2. Where the R-Codes do not apply in all Centre Zones and the Service Commercial zone.	
<p>Notwithstanding the requirements relating to development that are set out in a Precinct Structure Plan, Local Development Plans or Local Planning Policies the following provisions shall be provided for development where the R-Codes do not apply in all Centre zones and the Service Commercial Zone:</p> <p>(a) Buildings shall be required to front the primary street and shall be of high quality. Elevations are to include articulation a through variety of materials, height, setbacks and awnings covering pedestrian walkways around the building. Walls with no articulation and no variety of materials will not be accepted.</p>	<p>Buildings have been designed with high quality facades, using a range of colours, materials, feature elements and varying height forms. At the corner of Pinjarra Road and Lakes Road, the building steps in, creating an interesting building form, see below.</p> 
(b) Wherever possible buildings are to address all public spaces, through the provision of windows and control of signage on windows to provide for surveillance and security. The blanking out of windows with signage is not acceptable.	It is not always possible to have windows on all sides of buildings, given the nature of the intended use (bulky good showrooms), however the facades which don't have windows are designed with quality materials and interesting colour schemes and feature elements, enabling a quality outcome.
(c) Landscaping is to be of a high quality through the use of trees within parking areas, the street verge and around buildings, complimented by extensive low-rise native landscaping.	High quality landscaping areas are proposed, refer Landscaping Plan.
(d) A variety of paving is to be provided adjacent to the building and within the car parking area to demarcate pedestrian crossings and driveway access, ensuring that the extent of bitumen is reduced.	Pedestrian connections have been proposed and these will be constructed using alternate materials and colours to demarcate these areas separate to driveway and access areas.
(e) Car parking areas are to be designed to wrap around the site and/or buildings,	Car parking areas are proposed centrally to the development but also wrap around the frontage to Lakes Road in the north-eastern part of the site.

Development Standard or Requirement	Response
<i>to form internal access ways. Car parking areas are to be articulated using high quality landscaping, tree plantings, variety of pavements, pedestrian refuge islands and access ways.</i>	The development forms a series of internal accessways. Connectivity to development sites to the north and west are also proposed. Car parking areas will be supplemented with landscaping zones and tree planting and key pedestrian crossings are also proposed.
<i>(f) The layout and location of access ways, parking, loading bay and service areas are to be designed to permit vehicles to enter streets in a forward gear.</i>	The design of the development, as well as consideration for linking in with adjacent development sites, enables cross access by all vehicles and ensuring all vehicles can enter surrounding streets in a forward gear.
<i>(g) Service and loading areas are to be screened from street view and residential land uses.</i>	Service and loading areas are proposed at rear areas, away from street and predominantly away from normal public access.
<i>(h) The extent and amount of signage shall be controlled and minimised and shall have regard to the following:</i> <i>(i) An area on the building's facade shall be designed to incorporate the appropriate signage for individual tenancies, in a manner that does not detract from the building's design;</i> <i>(ii) The painting of the building in a tenant's corporate colours is considered a form of signage and should not detract from the building's design; and,</i> <i>(iii) Use of pylon and free-standing signs is to be restricted and kept to a minimum having reference to the applicable Precinct Structure Plan, Local Development Plan or Local Planning Policy.</i>	<p>Formalised signage zones have been proposed on buildings to ensure that they are incorporated into the façade.</p> <p>Colours are proposed to align with intended the corporate colours of businesses, however this provides variety and interest.</p> <p>Freestanding signage is kept to a minimum, with only two pylon signs proposed allowing for multiple business advertising (one proposed along Pinjarra Road and one along Lakes Road).</p>
Zone Requirements	
Service Commercial Zone	
<i>Within the Service Commercial and General Industry zones, the following shall apply:</i> <i>(a) Minimum setbacks:</i> <i>6m Primary Street</i> <i>3m Secondary Street</i> <i>Nil Side and Rear</i>	Pinjarra Road setback: 7.51m Lakes Road setback 21.8m (northern) Lakes Road setback 8m (southern) Reduced setback at intersection – requires City discretion Setback to rear (north) boundary: 3m Setback to neighbouring Lot 8: 3m Setback to side (west) boundary: 4m
<i>(b) Open space and Landscaping:</i> <i>(i) a minimum of 10 percent of site shall be set aside for open space and landscaping, excluding car parking and manoeuvring areas;</i>	2265m ² of landscaping comprising 10.15% of the site area has been set aside for landscaping.

Development Standard or Requirement	Response
<i>(ii) a minimum of 3m landscaping strip shall be provided within the front setback.</i>	Landscaping zones along setback areas varies in width, with a large 7.5m wide landscaping zone along Pinjarra Road, a large landscaping area along Lakes Road (southern end), with a narrower landscaping area along Lakes Road at the northern end. Overall, the landscaping proposed is considered to be good and warrants support.
Schedule 2 Parking Requirements	
<u>Bulky Goods Showroom:</u> 1 parking bay per 50m ² of net lettable floor area	<u>Bulky Good Showroom:</u> 10,312m ² @ 1/50m ² = 206 bays
<u>Motor Vehicle Repair:</u> 1 parking bay per 50m ² of net lettable floor area	<u>Motor Vehicle Repair:</u> 400m ² @ 1/50m ² = 8 bays Total Bays Required: 214 bays Total Provided: 215 bays Car Parking is compliant with LPS12.

As set out in Table 4 above, the proposal is generally compliant with the Development Standards and Requirements of LPS12.

4.2.3 Matters to be Considered

Clause 67 - Part 2 - Schedule 2 (**Deemed Provisions**) of the *Planning and Development (Local Planning Schemes) Regulations 2015* (Regulations) outlines matters to be given due regard by local government when assessing development applications.

Table 5 below provides an assessment against matters relevant to this proposal.

Table 5: Clause 67 Matters to be Considered

Relevant Matters to be Considered	Response
<i>(a) The aims and provisions of this Scheme and any other local planning scheme operating within the Scheme area;</i>	The proposed use and development is consistent with the aims and provisions of the City's LPS12 for the following reasons: <ul style="list-style-type: none"> The proposal seeks approval for land uses which are capable of approval in the Urban Development zone inclusive of the Outline Development Plan applicable to the site. The proposed development is in general compliance with the provisions of LPS12.
<i>(b) The requirements of orderly and proper planning including any proposed local</i>	This report demonstrates the proposed development is in general compliance with the

Relevant Matters to be Considered	Response
<i>planning scheme or amendment to this Scheme that has been advertised under the Planning and Development (Local Planning Schemes) Regulations 2015 or any other proposed planning instrument that the local government is seriously considering adopting or approving;</i>	local planning framework applicable to the subject site.
<i>(c) Any approved State Planning Policy</i>	This report demonstrates the proposed development is in compliance with the relevant State Planning Policies.
<i>(d) Any environmental protection policy approved under the Environmental Protection Act 1986 section 31 (d);</i>	This matter is not relevant to this proposal.
<i>(e) Any policy of the Commission</i>	This matter is not relevant to this proposal.
<i>(f) Any policy of the State</i>	This matter is not relevant to this proposal.
<i>(fa) Any local planning strategy for this Scheme endorsed by the Commission</i>	The City of Mandurah Local Planning Strategy formulated the preparation of the recent LPS12. Accordingly, it is considered that the proposed development aligns with the objectives of the Local Planning Strategy.
<i>(g) Any local planning policy for the Scheme area;</i>	This report demonstrates the proposed development is in general compliance with the local planning policies applicable to the subject site.
<i>(h) Any structure plan or local development plan that relates to the development.</i>	The Mandurah East Structure Plan (2009) and the Outline Development Plan 142 (2014) have been prepared and approved. The proposed development has been considered against the provisions of ODP142 – refer Part 4.3 of this Report.
<i>(i) Any report of the review of the local planning scheme that has been published under the Planning and Development (Local Planning Schemes) Regulations 2015.</i>	This matter is not relevant to this proposal.
<i>(j) In the case of land reserved under this Scheme, the objectives for the reserve and the additional and permitted uses identified in this Scheme for the reserve.</i>	This matter is not relevant to this proposal as the subject land is not reserved under the Scheme.
<i>(k) The built heritage conservation of any place that is of cultural significance.</i>	This matter is not relevant to this proposal.
<i>(l) The effect of the proposal on the cultural heritage significance of the area in which the development is located.</i>	This matter is not relevant to this proposal.
<i>(m) The compatibility of the development with its setting, including - (i) the compatibility of the development with the desired future character of its setting; and</i>	The proposed development is entirely compatible with its setting for the following reasons: <ul style="list-style-type: none"> • The proposed development is suitably located within a service commercial precinct and aligns with approved development to the

Relevant Matters to be Considered	Response
(ii) <i>the relationship of the development to development on adjoining land or on other land in the locality including, but not limited to, the likely effect of the height, bulk, scale, orientation and appearance of the development;</i>	<p>west which is of a similar nature, and existing commercial development to the east.</p> <ul style="list-style-type: none"> The scale of the development does not impact any adjacent properties and is similar in its scale to other developments (existing and proposed) in the precinct. <p>Having regard to the above, the nature of the proposed development is entirely compatible with its surroundings.</p>
<p>(n) <i>The amenity of the locality including the following –</i></p> <p>(i) <i>Environmental impacts of the development;</i></p> <p>(ii) <i>The character of the locality;</i></p> <p>(iii) <i>Social impact of the development;</i></p>	<p><u>Environmental Impacts:</u></p> <p>The proposed development is not anticipated to result in any adverse environmental impacts.</p> <p><u>Character of the Locality:</u></p> <p>The character of the area, particularly along the northern side of Pinjarra Road, is a mix of commercial development which the proposed development is similar to. The proposed development is considered to align with the future character of the area, having been planned for the type of development proposed for over 10 years.</p> <p><u>Social Impacts:</u></p> <p>The proposed development will not have any adverse social impacts on the surrounding locality, but will provide a positive social impact through the creation of jobs through construction and operation of the facility which is intended to cater for the growing population in the area.</p>
(o) <i>The likely effect of the development on the natural environment or water resources and any means that are proposed to protect or to mitigate impacts on the natural environment or the water resource.</i>	This matter is not relevant to this proposal.
(p) <i>whether adequate provision has been made for the landscaping of the land to which the application relates and whether any trees or other vegetation on the land should be preserved.</i>	The development proposal provides large areas of landscaping, allowing the planting of trees to beautify the site. Refer Landscaping Plan at Annexure 5 .
(q) <i>the suitability of the land for the development taking into account the possible risk of flooding, tidal inundation, subsidence landslip, bush fire, soil erosion, land degradation or any other risk.</i>	A stormwater management plan has been prepared – refer Annexure 7 .
(r) <i>The suitability of the land for the development taking into account the possible risk to human health or safety.</i>	This matter is not relevant to this proposal.
<p>(s) <i>The adequacy of –</i></p> <p>(i) <i>the proposed means of access to and egress from the site; and</i></p> <p>(ii) <i>arrangements for the loading, unloading, manoeuvring and parking of vehicles;</i></p>	As outlined in this Report and the supporting Transport Impact Assessment (TIA) prepared by Move Consultants (Annexure 4), the proposed access arrangements to and from the site are satisfactory.

Relevant Matters to be Considered	Response
	The development has been appropriately designed, including appropriate arrangements for manoeuvring and parking of vehicles.
(t) <i>The amount of traffic likely to be generated by the development, particularly in relation to the capacity of the road system in the locality and the probable effect on traffic flow and safety;</i>	The Transport Impact Assessment (Annexure 4) indicates that the proposed development will not have an unacceptable level of impact on the surrounding road network.
(u) <i>the availability and adequacy for the development of the following —</i> <i>(i) public transport services;</i> <i>(ii) public utility services;</i> <i>(iii) storage, management and collection of waste;</i> <i>(iv) access for pedestrians and cyclists (including end of trip storage, toilet and shower facilities);</i> <i>(v) access by older people and people with disability;</i>	The Transport Impact Assessment (Annexure 4) addresses these matters. The Waste Management Plan (Annexure 6) addresses the storage, management and collection of waste.
(v) <i>The potential loss of any community service or benefit resulting from the development other than potential loss that may result from economic competition between new and existing businesses.</i>	No loss of any community service or benefit is expected to occur as a result of the proposed development.
(w) <i>The history of the site where the development is to be located.</i>	No significant historical matter is relevant to this proposal.
(x) <i>The impact of the development on the community as a whole notwithstanding the impact of the development on particular individuals.</i>	The proposed development is not anticipated to impact the community.
(y) <i>Any submissions received on the application.</i>	The City can advertise the application for public comment and assess any relevant submission made.
(za) <i>The comments or submissions received from any authority consulted under clause 66.</i>	The City can refer the application to any authority it considers appropriate, and to assess any relevant submissions/comments made. The application is likely to be referred to Main Roads WA.
(zb) <i>Any other planning consideration the local government considers appropriate.</i>	The City can determine whether there are any other planning considerations that are relevant.

Having regard to **Table 5** above, the proposal appropriately addresses the relevant matters to be given due regard as set out in the Deemed Provisions.

4.3 OUTLINE DEVELOPMENT PLAN 142

The subject land is subject to Outline Development Plan 142 (**ODP142**) and sits within the “Service Commercial” as shown in **Figure 4** below.

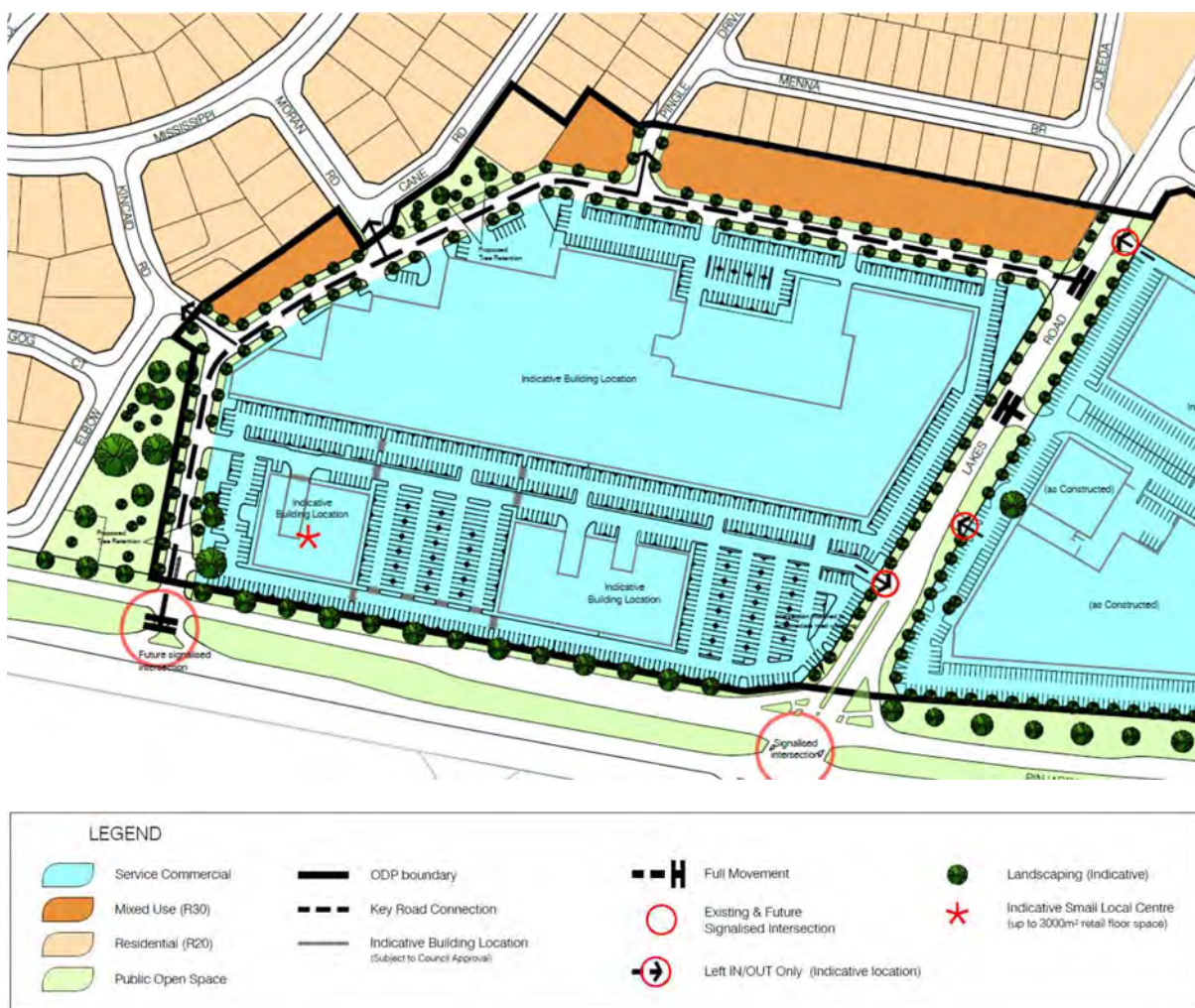


Figure 4: ODP142 Extract

ODP142 is a document that is to be given due regard in the assessment of the application but is not ultimately binding on a decision-maker.

Land use permissibility is to be guided the “Service Commercial” zoning of ODP142 and the zoning table of LPS12.

A “Bulky Goods Showroom” use is a “P” Permitted Use in the “Service Commercial” zone under LPS12 and a “Motor Vehicle Repair” use is a “D” Discretionary Use in the zone and is capable of approval at the discretion of the decision-maker.

Table 6 below provides an assessment against the relevant development standards of ODP142.

Table 6: Development Standards of ODP142

Development Standard	Response
<i>The developer is responsible for the full construction of the intersection between the site and Pinjarra Road including construction of traffic signals to the satisfaction of Main Roads WA.</i>	This work has already occurred. Complies

Development Standard	Response
<p>Service Commercial</p> <p>3. Subdivision and Development Standards shall generally be in accordance with the Service Commercial Zone of TPS3 with the exception of the following:</p>	<p>This report addresses the various development standards of the City's LPS12 which supersedes TPS3.</p> <p style="text-align: right;">Complies</p>
<p>4. The predominant land use within the ODP will be 'Showroom' as defined in Town Planning Scheme No. 3. However, up to 3000m² of retail floor space is permitted within the location of the indicative Small Local Centre, within which land use permissibility shall be assessed against the provisions of Table 2 of Town Planning Scheme No. 3. All other uses will be assessed in accordance with Table 4 of Town Planning Scheme No. 3 with the exception of 'Motor Vehicle Repair and/or Motor Vehicle Hire' which is not permitted.</p>	<p>The new land use under LPS12 is "Bulky Goods Showroom" which the proposal is predominately for.</p> <p>Notwithstanding the ODP provision advising that Motor Vehicle Repair is not permitted, the Service Commercial zoning and land use permissibility under LPS12 indicates it is capable of approval. Further, the provisions of an Outline Development Plan or Structure Plan are not binding on a decision-maker. Accordingly, the land uses are capable of approval.</p>
<p>5. Minimum floorspace permitted for each tenancy is 300 square metres.</p>	<p>All proposed tenancies exceed the minimum prescribed tenancy floor area.</p> <p style="text-align: right;">Complies</p>
<p>6. Notwithstanding the wording of Note 1, Car parking to be provided on a ratio of 1:40 on the basis of reciprocal rights of access and parking between the lots.</p>	<p>Car parking has been provided in accordance with the parking ratios of Schedule 2 of LPS12, using the ratio of 1:50.</p> <p>Requiring parking at a rate of 1:40 as per the ODP would increase the parking requirement and this is considered to be unnecessary.</p> <p>Given the ODP requirements are in conflict with LPS12, the requirements LPS12 should prevail.</p> <p style="text-align: right;">Discretion (Parking complies with LPS12)</p>
<p>7. Additional Building Design and Site Layout requirement are to comply with the following principles:</p> <ul style="list-style-type: none"> Where proposed buildings front Pinjarra Road and/or Lakes Road, such buildings shall articulate elevations through a variety of materials, height, setbacks and awnings covering pedestrian walkways around the buildings, providing activated facades to both streets; Landscaping is to be of a high quality with the use of mature trees within parking areas, the street verge and\ around buildings. The retention of significant trees is encouraged where possible. Demarcation of pedestrian crossings and driveway access points through a variety of paving. The extent and amount of signage within the ODP site shall be controlled and minimised and will be subject to a signage Masterplan approved by the City for each development. 	<ul style="list-style-type: none"> As per response in part 4.2.2 of this report, the proposed buildings have been designed with high quality facades, using a range of colours, materials, feature elements and varying height forms. At the corner of Pinjarra Road and Lakes Road, the building steps in, creating an interesting building form. High quality landscaping areas proposed including opportunity for tree planting within car parking areas and around buildings, particularly within the street setback zones. Key pedestrian crossings have been clearly marked out in the plans. Signage has been proposed on main facades of buildings as is normal for this development type. Loading areas are located away from Lakes Road, however there are loading areas in proximity to Pinjarra

Development Standard	Response
<ul style="list-style-type: none"> Loading areas are to be located away from Pinjarra Road and Lakes Road. 	Road, however these are screened from view through screen walls and the main Centre Pylon. Loading areas have roof cover as shown on Roof Plans.

4.4 LOCAL PLANNING POLICIES

4.4.1 Local Planning Policy No. 2 - Signage

Approval is required under the City's Local Planning Policy No. 2 – Signage (**LPP2**) for the type of signage proposed.

Part 3.2 of LPP2 sets out the following Assessment Criteria for signage:

- The scale and design of the proposed signage is compatible with the character of the locality and the general land use of the area.*
- The scale and design of the proposed signage is in keeping with the scale and design of the building and does not obscure architectural features.*
- The proposed signage does not block views, does not interfere with the safe movement of pedestrian traffic, or affect the amenity of adjoining properties.*
- The proposed signage represents a cohesive and attractive visual statement.*
- The proposed signage ensures that visual surveillance of the street is maintained or enhanced.*

The proposal complies with the Assessment Criteria, as follows:

- The scale, design and layout of the signage proposed is compatible with the character of the locality, for example the existing large format retail development to the east which has other similar land uses. The type of signage proposed is typical for large format retail developments.
- The scale and design of signage is in keeping with the scale and design of proposed buildings, being integrated into the facades as shown in the Elevation Plans and 3D Perspectives.
- Proposed signage does not block views or interfere with the safe movement of pedestrian traffic and does not affect the amenity of adjoining premises. Adjoining premises will be developed for similar development/land use.
- Overall, the proposed signage strategy presents a cohesive and attractive visual statement.
- Visual surveillance of streets, principally Lakes Road, is maintained.

Accordingly, it is considered that the proposed signs comply with the assessment criteria of the Signage Policy and are capable of approval.

4.5 STATE PLANNING POLICIES

4.5.1 WAPC SPP 7.0 – Design of the Built Environment

The Design Report attached at **Annexure 3** provides a response to the 10 Design Principles of State Planning Policy 7.0 Design of the Built Environment (**SPP7.0**) and can be used for the purposes of presentation to the Design Review Panel.

5.0 CONCLUSION

Hidding Urban Planning seeks Development Approval for a proposed Large Format Retail Development at Lot 502 (#400) Pinjarra Road, Greenfields.

In summary, the proposed development warrants approval for the following reasons:

- The proposed development is generally compliant with the development standards and requirements of the City of Mandurah Local Planning Scheme No. 12.
- The proposed Bulky Goods Showroom use and Motor Vehicle Repair use is capable of approval under the Service Commercial zoning of Outline Development Plan 142 as Permitted and Discretionary Uses, respectively.
- The proposed development provides for the new development of the existing site, which is currently vacant.
- The proposal considers surrounding development and enables cross access between adjacent development sites to ensure a cohesive and connected outcome.
- The proposed development is supported with an expert traffic assessment, landscape design, stormwater design, and waste management plan demonstrating compliance with the City's relevant technical requirements.

Having regard to the above, the proposed development should be supported and approved.

For these reasons, and considering the assessment contained within this report, we respectfully request that the City of Mandurah have regard to the merits and broader benefits of the proposal when undertaking its assessment of the application and to recommend approval to the Metro Outer DAP, subject to reasonable conditions.

Hidding.
URBAN PLANNING

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ANNEXURES

ANNEXURE 1

CERTIFICATE OF TITLE

ANNEXURE 2

DEVELOPMENT PLANS

ANNEXURE 3

10 DESIGN PRINCIPLES REPORT

ANNEXURE 4

TRANSPORT IMPACT & CAR PARKING ASSESSMENT

ANNEXURE 5

LANDSCAPE PLAN

ANNEXURE 6

WASTE MANAGEMENT PLAN

ANNEXURE 7

CIVIL DESIGN & CERTIFICATION

REV	DATE	DWN	APP	DESCRIPTION
A	14.04.25	ALC	KD	LANDSCAPE CONCEPT IMAGES

SELECTED TREE SPECIES



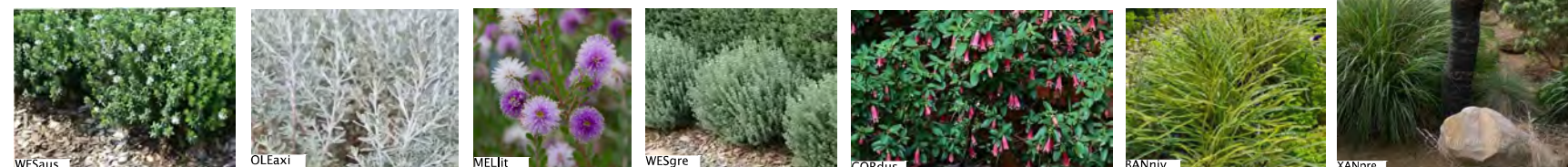
SELECTED GROUNDCOVERS & CASCADING



SELECTED STRAPPY



SELECTED SHRUBS



PLANTING PALETTE

Symbol	Species	Common Name	Quantities	Size
Trees				
AGOfic	Agonis flexuosa	Wk Peppermint	As Shown	100L
CORfic	Corymbia forficata (grafted)	Wk Red Flowering Gum	As Shown	100L
EUCfor	Eucalyptus forrestiana	Kulnara Gum	As Shown	100L
EUCfor	Eucalyptus torquata	Coral Gum	As Shown	100L
EUCleu	Eucalyptus leucopyllon ssp. megalocarpa	Yellow Gum	As Shown	100L
EUCvic	Eucalyptus victrix	Little Ghost Gum	As Shown	100L
HAKlau	Handkea laurina	Red Cuscuta Flame	As Shown	100L
LJAnd	Lagerstroemia indica	White Grape Myrtle	As Shown	100L
MELqui	Malaleuca quinquenervia	Broad-leaved Paperbark	As Shown	100L
Groundcovers and Cascading				
COFsa	Conoclinium geniculatum	Springtime Cascade Wattle	3/m2	140mm
ADCSun	Adenanthos cuneatus	Coral Carpet	2/m2	140mm
COFfir	Correa 'Fire Bells'	Fire Bells	2/m2	140mm
DIOSil	Dichondra 'Silver Falls'	Silver Falls	2/m2	140mm
IBREta	Bremphila 'Blue Horizon'	Blue Horizon	3/m2	140mm
GRGin	Grewia 'Gin Gin Gem'	Gin Gin Gem	2/m2	140mm
HIBsca	Hibbertia scandens	Snake Vine	2/m2	140mm
MYOpar	Myoporum parvifolium 'Varrenal'	Varrenal	2/m2	140mm
ROSEar	Rosemarinus officinalis 'Prostratus'	Creeping Rosemary	2/m2	140mm
SCAaem	Scaevola humilis 'Purple Fusion'	Pan Flower	2/m2	140mm
Strappy:				
CONcan	Conostylis candelaris	Grey Cottonheads	3/m2	140mm
DIABla	Daniella tamnocalyx 'Emerald Arch'	Emerald Arch	3/m2	140mm
DIABla	Daniella tamnocalyx 'Blaze'	Blaze	3/m2	140mm
FIKnob	Fiona nodosa	Knobby Cud Rush	3/m2	140mm
LOMTan	Lomandra 'Tankal'	Tankal	3/m2	200mm
LOMTan	Lomandra 'Nyalal'	Nyalal	3/m2	200mm
BANniv	Banksia nivea	Honey-pot dryandra	2/m2	140mm
MELlit	Malaleuca 'Little Nessel'	Dwarf Honey Myrtle	2/m2	140mm
MURpan	Murrays paniculata	Orange Jasmine	3/m2	200mm
DIOSil	Dichondra 'Silver Falls'	Silver Falls	2/m2	140mm
PIFmuf	Phloxipedium 'Miss Muffet'	Miss Muffet	3/m2	200mm
IBHInd	Hibbertia 'Oriental Pearl'	Dwarf Indian Hawthorn	2/m2	200mm
SHZora	Syzygium 'Orange Tassel'	Lilly Pilly	2/m2	200mm
WESbox	Weinmanga 'Aussie Box'	Aussie Box	3/m2	200mm
WESbox	Weinmanga 'Grey Box'	Grey Box	3/m2	200mm
Shade Planting				
ALRepl	Apocynum repens	Bungle weed	3/m2	140mm
OLIMin	Olivaria minima	Burn Lily	3/m2	200mm
COFsa	Conoclinium geniculatum	Quarry Bell	3/m2	140mm
DIOSil	Dichondra repens	Kidney plant	3/m2	140mm
LIRus	Liriodendron 'Just Right'	Just Right	3/m2	140mm
PHIXan	Philodendron Xanadu	Xanadu	3/m2	200mm
SARtong	Sarcocolla trifasciata laurentii	Mother-in-law's Tongue	3/m2	200mm
VIOnes	Viola hederacea	Native Violet	3/m2	200mm
Feature Plants:				
ANIfila	Anigozanthos flavidus	Kangaroo Paw	2/m2	12L
XANpre	Xanthorrhoea preissii	Grass Tree	As Shown	MTP

- NOTES
- GENERAL
 - 1.1. ALL SIZES ARE AS NOTED AND TO SUIT A1 PAPER SIZE
 - 1.2. THIS DRAWING SHALL NOT BE USED FOR CONSTRUCTION UNLESS REVISED TO SUIT FOR CONSTRUCTION AND SIGNED AND APPROVED BY PROJECT MANAGER/ENGINEER/DESIGNER
 - 1.3. PLANTING SIZES SHOULD BE CHECKED BY SUPERINTENDENT BEFORE INSTALLATION BEGINS
 2. SOIL PREPARATION
 - 2.1. ALL AREAS ARE TO BE FINE GRADED EXACTLY TO CONFORM TO KIRK LEVELS AND SURROUNDING FINISHES
 - 2.2. SURFACES SHALL BE FREE FROM OBSTRUCTIONS, IRREGULARITIES AND POTENTIAL DRAINAGE ISSUES. ANY HILLS, SLOPES OR AREAS SHALL BE GRADUALLY SLOPED TO A MINIMUM OF 1% TO AVOID STAGNATION OF WATER
 - 2.3. PLANTING SITES SHALL BE SPACED WITH MIN. 500mm OF APPROVED STAGNANT SOIL. CONSIDER THAT SHALL BE APPLIED TO EXISTING SOIL TO A MIN. DEPTH OF 200mm
 - 2.4. ALL SITE WORKS SHOULD BE SPACED WITH MIN. 500mm OF APPROVED STAGNANT SOIL. CONSIDER THAT SHALL BE APPLIED TO EXISTING SOIL TO A MIN. DEPTH OF 200mm
 3. PLANTING
 - 3.1. PLANTED AREAS SHALL BE BLENDED WITH AN ORGANIC (WOODCHIP) MULCH UNLESS OTHERWISE STATED TO A MINIMUM DEPTH OF 75mm
 - 3.2. ADVANCED TREES SHALL BE SITED WITH DRAINAGE HATCHES OR POOLS. POOLS SHALL BE INSTALLED BACK AND FORWARDED WITH A MIN. DEPTH OF 100mm. TREES SHALL BE SECURED TO POLES WITH RUBBER TIES IN FIGURE 1
 - 3.3. TREES PLANTED WITH A DRAINAGE HATCH OR POOL SHALL BE INSTALLED WITHIN 500mm DEPTH MULCH ROST BARRIER
 - 3.4. PLANTING MATERIALS SHALL BE INSTALLED AS PER MANUFACTURER'S RECOMMENDATIONS
 - 3.5. PLANTS TO BE SET OUT IN OPEN SPACES TO BE THE RECOMMENDED AREA
 - 3.6. PLANTS TO BE SET OUT IN OPEN SPACES TO BE THE RECOMMENDED AREA
 - 3.7. PLANTS SHALL BE SUPPLIED FROM AN INDUSTRY ACCREDITED NURSERY/PLANTER. PLANTS SHALL BE IN APPROPRIATE SIZE FOR THE LISTED POT SIZE AND IN SUFFICIENT HEALTH
 4. IRRIGATION
 - 4.1. PLANTING TO GROUND LEVELS TO BE IRRIGATED WITH A FULLY AUTOMATIC SYSTEM FROM MAINS
 - 4.2. MAINS PRESSURE TO HAVE A MINIMUM FLOW RATE OF 10LPM PER 100mm OF MAINS PRESSURE
 - 4.3. CONTROLLER TO BE LOCATED IN SERVICE ROOM OR AS SHOWN ON IRRIGATION DETAILS
 - 4.4. USING SENSITIVE PRESSURE SENSING TO MONITOR PLANTING AREAS TO BE IRRIGATED BY OTHERS
 - 4.5. IRRIGATION TO BE SET UP TO BE INSTALLED IN THE MAINS PRESSURE. IRRIGATION TO BE SET UP TO BE INSTALLED IN THE MAINS PRESSURE
 - 4.6. IRRIGATION TO BE SET UP TO BE INSTALLED IN THE MAINS PRESSURE. IRRIGATION TO BE SET UP TO BE INSTALLED IN THE MAINS PRESSURE
 - 4.7. IRRIGATION TO BE SET UP TO BE INSTALLED IN THE MAINS PRESSURE. IRRIGATION TO BE SET UP TO BE INSTALLED IN THE MAINS PRESSURE
 - 4.8. IRRIGATION TO BE SET UP TO BE INSTALLED IN THE MAINS PRESSURE. IRRIGATION TO BE SET UP TO BE INSTALLED IN THE MAINS PRESSURE
 - 4.9. IRRIGATION TO BE SET UP TO BE INSTALLED IN THE MAINS PRESSURE. IRRIGATION TO BE SET UP TO BE INSTALLED IN THE MAINS PRESSURE
 - 4.10. IRRIGATION TO BE SET UP TO BE INSTALLED IN THE MAINS PRESSURE. IRRIGATION TO BE SET UP TO BE INSTALLED IN THE MAINS PRESSURE



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

REV	DATE	DWN	APP	DESCRIPTION
A	14.04.25	ALC	KD	LANDSCAPE CONCEPT PLAN
B	16.04.25	KD	KD	UPDATED FRONT SET BACK
C	01.05.25	ALC	KD	LANDSCAPE CONCEPT PLAN - UPDATED
D	01.08.25	JB	KD	LANDSCAPE CONCEPT PLAN - UPDATED
E	12.08.25	KD	KD	LANDSCAPE CONCEPT PLAN - UPDATED

LEGEND

TREES

- EXISTING TREES TO BE REMOVED
- EXISTING TREES TO BE RETAINED
- SELECTED LARGE TREES
EG. YELLOW GUM
CANOPY: 8m
- SELECTED MEDIUM TREES
EG. WA PEPPERMINT TREE
CANOPY: 8m
- SELECTED SMALL TREES
EG. RED FLOWERING GUM
CANOPY: 5m
- SUGGESTED SHADE TREES
EG. CORAL GUM
CANOPY: 5m
- SELECTED CARPARK TREES
EG. LITTLE GHOST GUM
CANOPY: 4m
- SELECTED DENSE BUFFER TREES
EG. PIN CUSHION HAKEA
CANOPY: 3m

FEATURE PLANTS

- FEATURE PLANTING
EG. GRASS TREES
- SELECTED FEATURE PLANTING
EG. KANGAROO PAWS

PLANTING

- VERGE EDGE TO BE PLANTED WITH WATERWISE NATIVES
- EXISTING TURF VERGE
- PLANTING TYPE 01
GROUNDCOVERS @ 1 PER SQM
- PLANTING TYPE 02
SHRUBS
- PLANTING TYPE 03
STRAPPY/MIXED

MISC

- PAVING (BY OTHERS)
- BLUE GRAVEL
- SELECTED EDGE RESTRAINT
- FEATURE ROCKS

LANDSCAPE AREA CALCULATIONS

SITE AREA
Total site area = 22,321m²
LANDSCAPE AREAS
Total Landscape areas = 2,115m² (9.4% of site)
CAR BAYS
Total car bays provided = 210
Total trees per car bays = 40
Total = 1:5
CANOPY COVER
Proposed Large Trees (5m canopy) x 5 = 381.5m²
Proposed Medium Trees (8m canopy) x 6 = 301.8m²
Proposed Small Trees (5m canopy) x 34 = 666.4m²
Proposed Small Trees (4m canopy) x 13 = 165.8m²
Proposed Small Trees (3m canopy) x 5 = 50m²
Total Canopy Cover = 1,505.5m² (7% of site)

THIS DRAWING SHALL NOT BE USED FOR CONSTRUCTION UNLESS APPROVED BY CLIENT AND REVISED '0' ISSUED FOR CONSTRUCTION

GRASS TREES ON SITE TO BE RETAINED & RELOCATED ON SITE



LARGE FORMAT RETAIL DEVELOPMENT LANDSCAPE CONCEPT PLAN

MEYER SHIRCORE
LOT 502, PINJARRA ROAD, GREENFIELDS



Project: **Transport Impact and Car Parking
Assessment – V3**
Lot 502 (No. 400), Pinjarra Road, Greenfields
Proposed Large Format Retail Development

Owners: **400 Pinjarra Road Pty. Ltd.**

Author: Heidi Herget

Signature: 

Date: 21st May 2025

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Document Status.

Ver. No.	Author	Reviewed by	Date	Issued for	Signature	Date
1	HH	HH	12/05/2025	FINAL		19/05/2025
2	HH	HH	20/05/2025	REV		20/05/2025
3	HH	HH	21/05/2025	REV		21/05/2025

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1. INTRODUCTION

Move Consultants has been commissioned to prepare a Transport Impact and Parking Assessment for a large format retail development, inclusive of ten (1) showroom tenancies and an auto centre, to be located on Lot 502 (No. 400), Pinjarra Road within the north-west quadrant of the signalised intersection of Pinjarra Road/Lakes Road/Wanjeep Road, Greenfields in the City of Mandurah. This assessment has been prepared in accordance with the City of Mandurah's *Town Planning Scheme No. 3*, the *Mandurah East Structure Plan* and the *WAPC Transport Impact Assessment Guidelines – Vol. 4: Individual Developments*. Background information has also been distilled from the previous application lodged for the amalgamated Lot 501, Pinjarra Road Greenfields TIA prepared by Transcore in 2014, where relevant and appropriate.

1.1 Location

The site is located within the north-west quadrant of the signalised intersection of Pinjarra Road/Lakes Road/Wanjeep Road, Greenfields within the Mandurah East Commercial Area and is shown in **Figure 1**. The site is located approximately 1.2km east of the Mandurah Forum Shopping Centre and 1.6km due south-east of the Mandurah Railway Station.



Figure 1 – Local Context

The location of the site in a metropolitan context is shown in **Figure 2**.

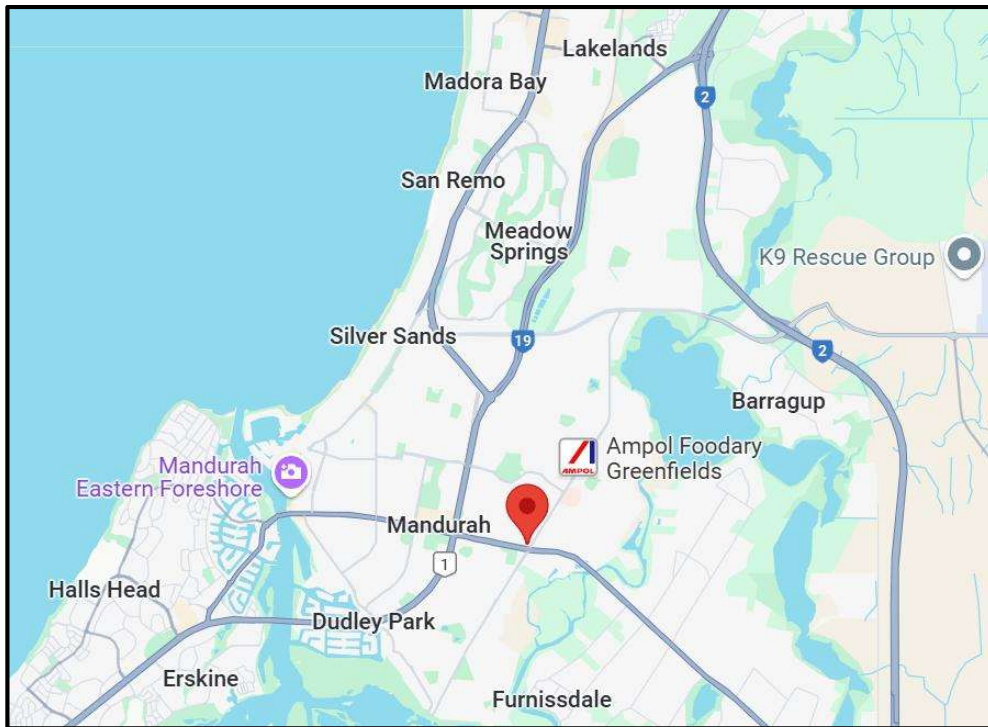


Figure 2: Metropolitan Context

The proposal is located within the *Mandurah East Local Structure Plan* area as shown in **Figure 3**.

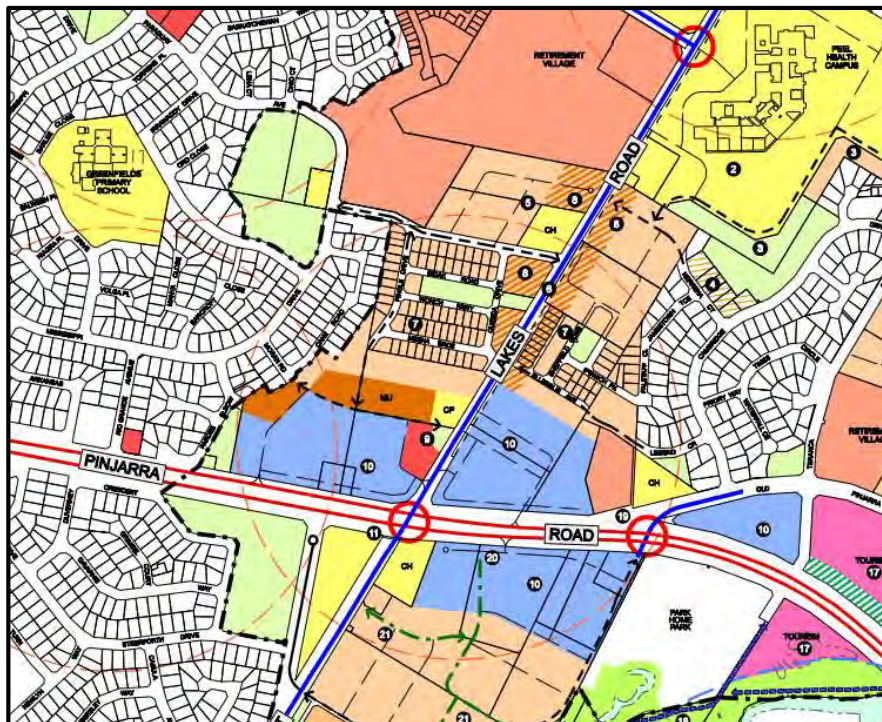


Figure 3: Mandurah East Structure Plan Area

The proposal consists of the development of a large format retail development with 11 tenancies, inclusive of ten (10) showroom tenancies and an auto centre, with access proposed to the west side of Lakes Road, north of Pinjarra Road and shared access with 372 Pinjarra Road, located immediately to the west of the site to the south side of Stratford Road. In addition, reciprocal east-west access across the subject site and 372 Pinjarra Road has been allowed for in both site plans. A copy of the proposed site plan is attached in in **Appendix A**.

Two (2) site visits were conducted on 3rd April and 1st May 2025 to identify any potential traffic-related issues associated with the proposal and to undertake ‘spot’ traffic surveys in the vicinity of the intersection of Pinjarra Road and Lakes Road to ascertain latent level of traffic travelling along Lakes Road and in the vicinity of the Lakes Road/Stratford Road intersection.

1.2 Scope of Assessment

This report has been prepared in accordance with the Western Australian Planning Commission’s *Transport Assessment Guidelines for Developments: Volume 4 – Individual Developments* (2006).

Specifically, this report aims to assess the impacts of the proposed development on the boundary road network in the vicinity of the site to identify any modifications, to site or road layout, which may be required to serve the proposed site. In addition, the assessment considers the proposed access, circulation, and egress arrangements to and from the site.

For this purpose, the traffic operations on the adjacent and broader local road network have been assessed under both existing and future proposed traffic conditions with regard to the potential impacts from additional traffic generated by the proposed development of the site.

2. EXISTING MOVEMENT NETWORK

2.1 Road Infrastructure

Pinjarra Road is a primary east-west connecting road serving a broad catchment of users between the Mandurah Foreshore area to the west and the Forrest Highway interchange and Pinjarra Town Centre to the east. It functions as the major east-west road within the broader Mandurah area and has been constructed as a dual divided carriageway in the vicinity of the site with a fixed raised central median. It has been designated as a *Primary Distributor* road under the Main Roads WA *Functional Road Hierarchy*, which is defined as a road which “...provides for major regional and interregional traffic movement and carries large volumes of generally fast-

moving traffic with some roads designated as strategic freight routes, with all designated as National or State Roads. These roads are managed by Main Roads.” It operates under a posted speed limit of 60kph and is owned, operated, and maintained by Main Roads Western Australia. Pinjarra Road is also designated as a PBS Tandem Drive Quad Axle Concessional Level 2 PBSQ2.2 under the Main Roads WA *Restricted Access Vehicle Network*. Future road planning for Pinjarra Road, as documented in the 2014 Transcore TIA, indicates that the road will potentially be widened to a triple divided carriageway in the future, subject to capital works funding and traffic demands.

Lakes Road, to the east of the site, functions as a north-south link between Pinjarra Road and the Gordon Road Industrial Area to the north and north-west of the site as well as primary access to the Greenfields residential urban cell. It has been constructed as a single divided carriageway in the vicinity of the site with dedicated turning lanes in place in the fixed central median to serve the Mandurah Home City development located opposite the subject site within the north-east quadrant of the signalised intersection of Pinjarra Road/Lakes Road. It has been designated as a *District Distributor B* road, north of Pinjarra Road, which is defined as a road which “...*performs a similar function to type A district distributors but with reduced capacity due to flow restrictions from access to and roadside parking alongside adjoining property. These are often older roads with a traffic demand in excess of that originally intended. District Distributor A and B roads run between land-use cells and generally not through them, forming a grid which would ideally space them around 1.5 kilometres apart and are managed by Local Government.*” It operates under a posted speed limit of 60kph in the vicinity of the site and is owned, operated, and maintained by the City of Mandurah. Lakes Road has also been designated as a PBS Tandem Drive Concessional Drive Level 3 PBS1B.3 on the Main Roads WA *Restricted Access Vehicle Network*.

Wanjeep Street, located to the south-east of the site connecting to the south side of Pinjarra Road, is a secondary north-south road providing direct access into Coodanup urban cell and connects to Pinjarra Road opposite Lakes Road at a signalised 4-way intersection. It has been constructed as a wide single divided carriageway. It has been classified as a *Local Distributor* road under the Main Roads *Functional Road Hierarchy* which is defined as a road which “...*carries traffic within a cell and link District Distributors at the boundary to access roads. The route of the Local Distributor discourages through traffic so that the cell formed by the grid of District Distributors only carries traffic belonging to or serving the area. These roads should accommodate buses but discourage truck and are managed by Local Government.*” Wanjeep

Street operates under a speed limit of 50kph and is owned, operated and maintained by the City of Mandurah.

Stratford Road, located along the northern boundary of the site, is a local road providing direct access into abutting properties as well as access to Pinjarra Road at its south-western terminus via a signalised T-intersection. It has been constructed as a single undivided carriageway in the vicinity of the site. It has been designated as *Access Roads* which are defined as roads which “...provide access to abutting properties with amenity, safety and aesthetic aspects having priority over the vehicle movement function. These roads are bicycle and pedestrian friendly and are managed by Local Government.” Stratford Road operates under a speed limit of 50kph and is owned, operated, and maintained by the City of Mandurah.

An extract from the MRWA’s *Functional Road Hierarchy* is shown in **Figure 4**.



Figure 4 – MRWA Functional Road Hierarchy

Table 1 shows the indicative existing daily traffic volumes for the boundary road network in the vicinity of the site.

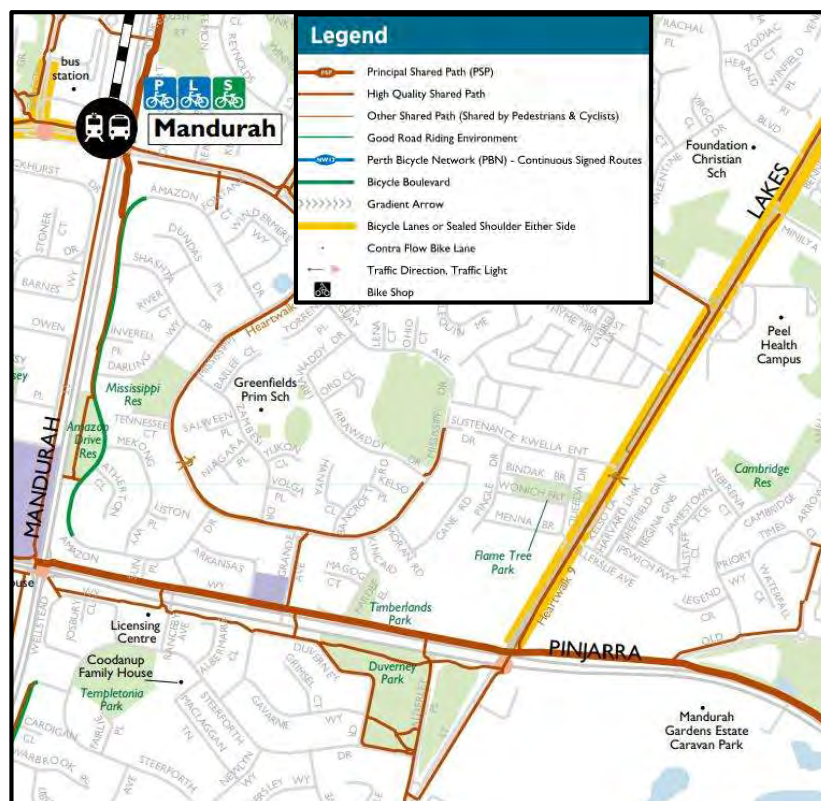
Table 1: Existing Traffic Volumes

Road Name	Existing Daily Volume (vpd)	Practical Capacity (vpd)
Pinjarra Road (East of Stratford Road)	20,950 vpd (MRWA, 2023)	35,000 to 40,000 vpd
Pinjarra Road (East of Lakes Road)	20,400 vpd (MRWA, 2023)	35,000 to 40,000 vpd
Wanjeep Street (South of Pinjarra Road)	9,300 vpd (MRWA, 2022)	10,000 to 15,000 vpd
Stratford Road (North of Pinjarra Road)	1,000 vpd (MRWA, 2022)	3,000 vpd

2.2 Pedestrian and Cycling Infrastructure

There are dual use paths in place on both sides of Pinjarra Road adjacent to and opposite the southern boundary of the site. There are on-road cycle lanes/sealed shoulders in place on both sides of Lakes Road, adjacent to the eastern boundary of the site with a footpath in place on the west side and a dual use path on the east side. Recently completed works on Stratford Road have delivered a dual use path on the west and north side of the road between Pinjarra Road and Lakes Road and on the south side of the ride immediately west of Lakes Road adjacent to the existing 7-11 petrol station.

Figure 5 shows the existing pedestrian and cycling infrastructure in the vicinity of the site.

**Figure 5: Pedestrian and Cycling Infrastructure**

The City of Mandurah's Integrated Transport Strategy has designated Pinjarra Road as a Primary Route and Lakes Road as a Secondary Route in its Long-Term Cycle Network as shown in **Figure 6**.

6.

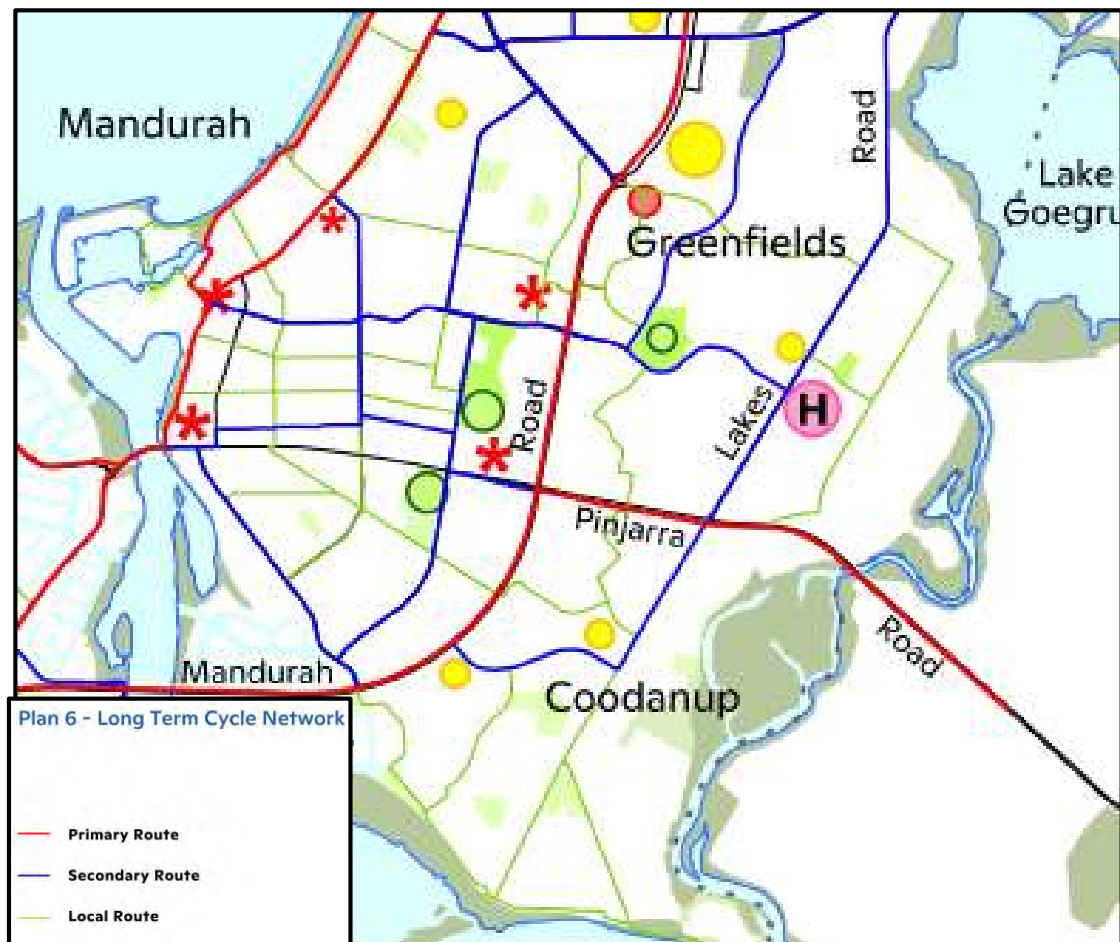


Figure 6: City of Mandurah Long-Term Cycle Network (Excerpt)

2.3 Public Transport Infrastructure

The subject site is served line haul bus services along Pinjarra Road to the south of the site with bus stops in place on both sides of the road to the west of Stratford Road. Bus services operating along Pinjarra Road include the following:

- Route 600: Mandurah Station to Pinjarra via Pinjarra Road and Ravenswood
- Route 604: Mandurah Station to South Yunderup via North Yunderup

These services provide direct access to the Mandurah Forum Shopping Centre and the Mandurah Railway Station to the west and north-west of the site, respectively, and provide service frequencies of 30-minutes during weekday peak hours and hourly to 2-hourly service outside these times.

Figure 7 show the public transport infrastructure in the vicinity of the site.

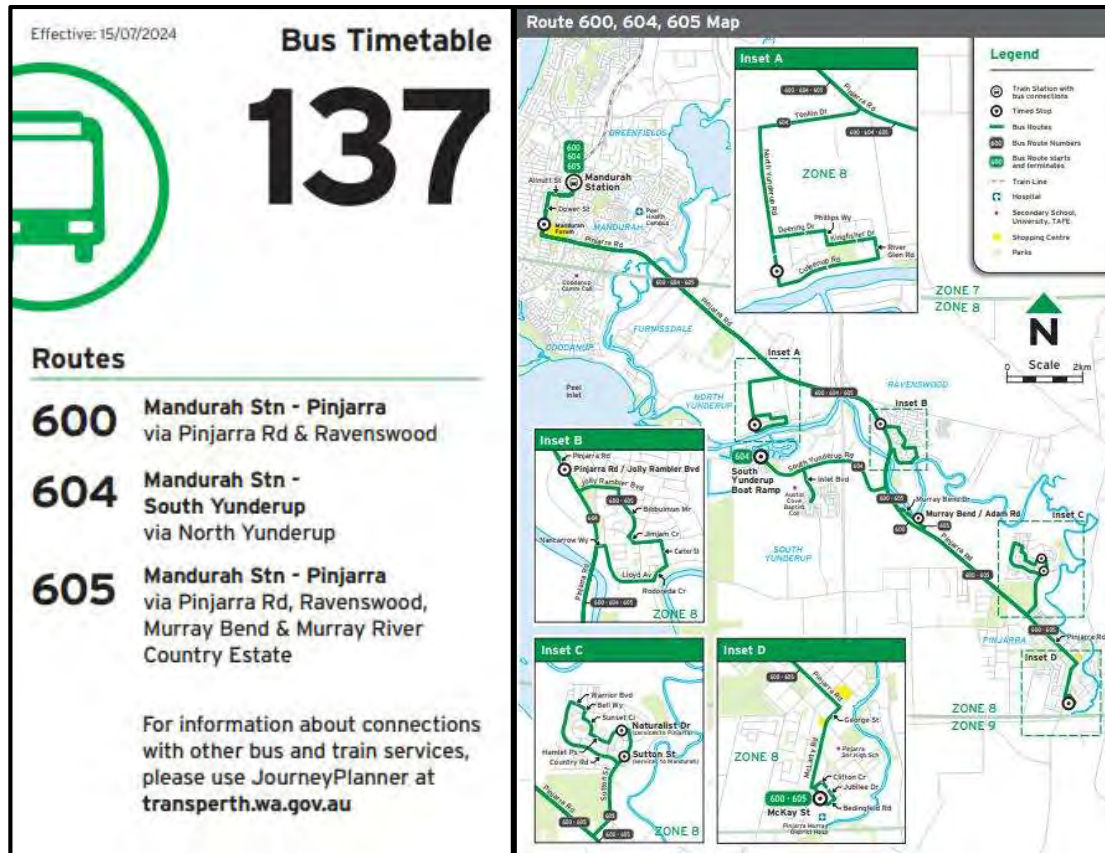


Figure 7: Public Transport Infrastructure Route 115

3. DEVELOPMENT PROPOSAL

3.1 Development Details

The site is proposed to be developed as a large format retail development catering to ten (10) showroom tenancies and an auto centre with primary access afforded via the west side of Lakes Road along the eastern boundary of the site and secondary access via a shared access to the south side of Stratford Road via the adjacent property located to the immediate west at 372 Pinjarra Road. Reciprocal access across both 372 Pinjarra Road and 400 Pinjarra Road will be provided as part of the development of both properties via a central east-west connection as shown in **Figure 8**.

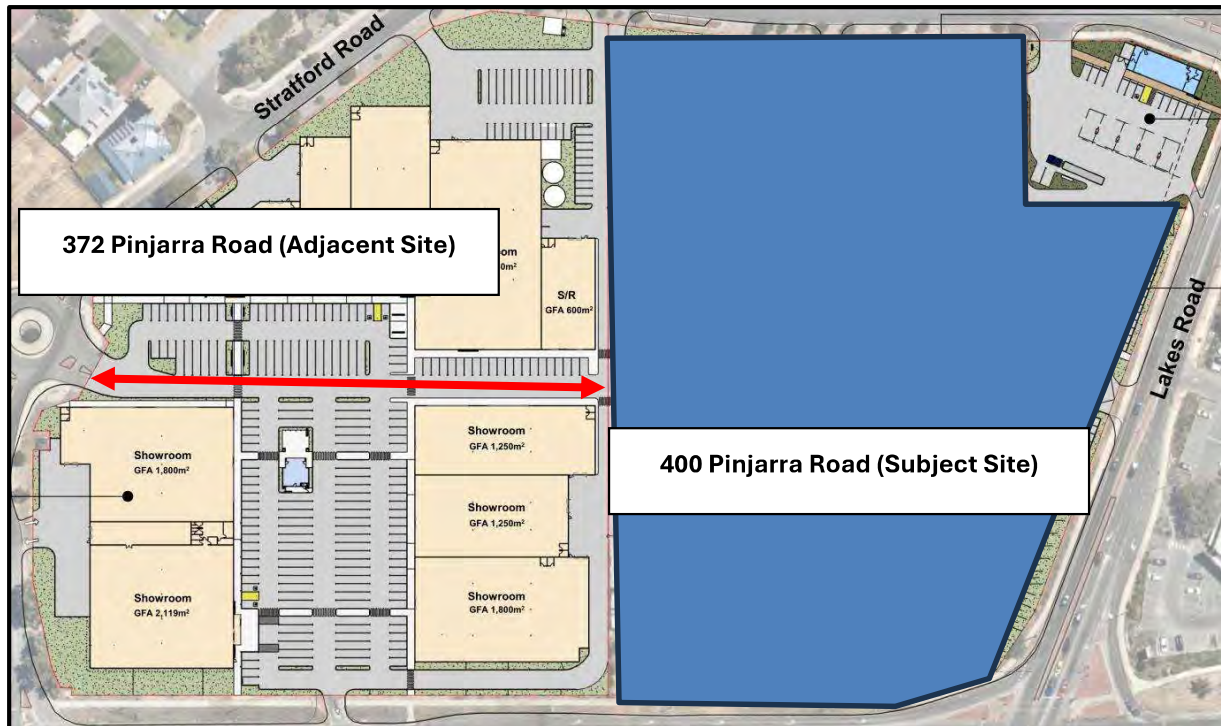


Figure 8: Proposed East-West Reciprocal Access

3.2 Access and Car Parking

Vehicular access to the site has been proposed via a full movements crossover to the west side of Lakes Road between Pinjarra Road and the existing 7-11 petrol station to the north of the site with secondary access afforded via a shared crossover with the adjacent property at 372 Pinjarra Road to the south side of Stratford Road. Reciprocal east-west access across the site extending from the Lakes Road crossover to the primary crossover serving 372 Pinjarra Road to the west at the roundabout with Stratford Road has been negotiated with the adjacent landowner to the immediate west in order to allow for efficient and effective distribution of traffic across both sites into and out of the sites. An additional crossover to the south side of Stratford Road along the northern boundary of the site, east of the shared main crossover, is also proposed to serve the site.

Proposed car parking on the site consists of 215 at-grade bays

3.3 Bicycle Parking

Bicycle parking is proposed to be provided on in accordance with Council and Austroads requirements.

4. TRAFFIC ANALYSIS

A traffic generation and distribution exercise has been undertaken to assess the potential traffic impacts associated with the proposed development. The aim of this exercise was to establish the traffic volumes which would be generated from the proposed development and to quantify the effect that the additional traffic has on the surrounding road network, specifically on the local road network including Pinjarra Road, Lakes Road, Stratford Road and Wanjeep Street. Also, the volume and functionality of traffic at the crossover locations to the west side of Lakes Road and the south side of Stratford Road was also assessed.

4.1. Trip Generation and Distribution

The average daily traffic volume generated by the site was estimated based derived traffic generation rates sourced from the Institute of Transportation Engineers' *ITE Trip Generation Manual, 10th Edition*.

The anticipated traffic generation has been adjusted for 15% reduction to account for multi-purpose trip making or 'self-containment'/synergy within the site (i.e. tenancies catering to more than one tenancy during an average trip to the site). Traffic generation has thereby been estimated to be 2,866 daily vehicle trips (1433 in/1433 out) and 220 vehicle trips (161 in/59 out) and 222 vehicle trips (109 in/113 out) during the weekday a.m. and p.m. peak hours, respectively. Based upon the existing traffic patterns in the area and the spatial distribution of adjacent land uses, the following distribution for the proposed development generated traffic has been assume broadly:

- 30% to and from the east via Pinjarra Road via signalised intersection with Lakes Road/Wanjeep Street.
- 30% to and from the west via Pinjarra Road via signalised intersection with Lakes Road/Wanjeep Street.
- 25% to and from the north via the internal reciprocal road via 372 Pinjarra Road.
- 15% to and from the north via Lakes Road.

The number of trips entering / exiting the site via the proposed site crossover has been assigned based upon the most logical route for vehicles to take given their origin / destination.

The anticipated site-generated traffic was then assigned to the respective crossovers to the boundary road network upon the existing proportions for both the weekday a.m. and p.m. peak hours. The resultant increases in weekday daily and a.m. and p.m. peak hour-generated traffic under the 'worst case' scenario for the boundary road network would be as follows:

- Pinjarra Road (East) of Lakes Road:
 - Daily: +860 vehicular trips
 - A.M. Peak Hour: +66 vehicular trips
 - P.M. Peak Hour: +67 vehicular trips
- Pinjarra Road (West) of Lakes Road:
 - Daily: +860 vehicular trips
 - A.M. Peak Hour: +66 vehicular trips
 - P.M. Peak Hour: +67 vehicular trips
- Stratford Road (North and East/West):
 - Daily: +717 vehicular trips
 - A.M. Peak Hour: +55 vehicular trips
 - P.M. Peak Hour: +56 vehicular trips
- Lakes Road (North):
 - Daily: +429 vehicular trips
 - A.M. Peak Hour: +33 vehicular trips
 - P.M. Peak Hour: +32 vehicular trips

These increases in daily and a.m./p.m. peak hour volumes will have a minimal impact on existing traffic operations in the area and can be comfortably accommodated within the practical capacities of the respective links on the boundary road network. The results of this analysis indicate that it is consistent with the original modelling results documented in the Transcore report. Upgrades to the local road network include the construction of Stratford Road and the signalisation of the Pinjarra Road/Stratford Road intersection in 2020.

4.2. Intersection and Crossover Assessment

4.2.1 SIDRA Intersection Analysis

The operational performance of the signalised intersection of Pinjarra Road/Lakes Road/Wanjeep Street to the south of the site and primary site crossover to Lakes Road and the shared crossover to Stratford Road have been assessed using the software program SIDRA Intersection for future road conditions. It has been assumed that under future road conditions

that full build-out of the property situated at 372 Pinjarra Road to the immediate west and the proposed commercial development located at 395 and 411 Pinjarra Road to the south-east of the site under a 10+ year plus horizon scenario

SIDRA is a commonly used intersection modelling tool used by traffic engineers for all types of intersections. Outputs for four standard measures of operation performance can be obtained, being Degree of Saturation (DoS), Average Delay, Queue Length, and Level of Service (LoS).

- **Degree of Saturation** is a measure of how much physical capacity is being used with reference to the full capability of the particular movement, approach, or overall intersection. A DoS of 1.0 equates to full theoretical capacity although in some instances this level is exceeded in practice. SIDRA uses maximum acceptable DoS of 0.90 for signalised intersections for its Design Life analysis. Design engineers typically set a maximum DoS threshold of 0.95 for new intersection layouts or modifications.
- **Average Delay** reports the average delay per vehicle in seconds experienced by all vehicles in a particular lane, approach, or for the intersection as a whole. For severely congested intersections the average delay begins to climb exponentially.
- **Queue Length** measures the length of approach queues. In this document we have reported queue length in terms of the length of queue at the 95th percentile (the maximum queue length that will not be exceeded for 95 percent of the time). Queue lengths provide a useful indication of the impact of signals on network performance. It also enables the traffic engineer to consider the likely impact of queues blocking back and impacting on upstream intersections and accesses.
- **Level of Service** is a combined appreciation of queuing incidence and delay time incurred, producing an alphanumeric ranking of A through F. A LoS of A indicates an excellent level of service whereby drivers delay is at a minimum and they clear the intersection at each change of signals or soon after arrival with little if any queuing. Values of B through D are acceptable in normal traffic conditions. Whilst values of E and F are typically considered undesirable, within central business district areas with significant vehicular and pedestrian numbers, corresponding delays/queues are unavoidable and hence, are generally accepted by road users.

4.2.2 Results of SIDRA Analysis

The results of the SIDRA analysis under existing and proposed weekday peak hour conditions indicate that the signalised intersection at Pinjarra Road/Lakes Road/Wanjeep Street intersection would continue to operate at acceptable levels of service during both the weekday a.m. and p.m. peak periods with the additional of site-generated traffic having a minimal impact on the operations at this location.

The proposed crossover on the west side of Lakes Road and south side of Stratford Road will operate at good Levels of Service during both the respective weekday a.m. and p.m. peak hours.

The results of the SIDRA analysis confirm the results documented in the 2014 Transcore TIA.

5. TRAFFIC ENGINEERING REVIEW AND CAR PARKING ASSESSMENT

5.1. Review of Site Layout and On-Site Circulation

A review of the proposed on-site layout indicates that it has been designed in compliance with Australian Standards *AS 2890.1: Off-Street Parking* with all vehicles entering and exiting the site in forward gear inclusive of the waste collection and loading, service, and delivery vehicles. A Loading, Service and Delivery Management Plan can be prepared and will be submitted under separate cover, if required. The site will cater to and accommodate vehicles up to and including a MRV 12.5m inclusive of both service/delivery and waste collection vehicles.

Appendix B outlines the swept path analysis for these vehicles accessing the site.

5.2. Crash History and Sightlines

A review of the crash history on the boundary road network in the vicinity of the site crossover during the 5-year reporting period 2020-2024 indicates that there have been no driveway or rear end crashes between Pinjarra Road and Stratford Road or on Stratford Road between Pingle Drive and Lakes Road along the eastern and northern frontages of the site, respectively,

This lack of crash history along the respective frontages of the site would indicate that there would be a minimal risk associated with entering and exiting the crossovers to the site.

A review of the sightlines at the proposed crossovers to both Lakes Road and Stratford Road indicate that there are sufficient sightlines in place to accommodate minimum AGSD, SISD and MGSD requirements under a design speed of 60kph with sufficient and clear sightlines to the intersection with Pinjarra Road along Lakes Road and along Stratford Road to the east and west of the main crossover along the northern boundary of the site. No conflict with the vehicles entering and exiting the 7-11 petrol station to the north-east of the site or with vehicles entering and/exiting the Mandurah Home City opposite the site is expected.

5.3. Rubbish Collection and Loading, Servicing and Delivery

Rubbish collection arrangements would be undertaken in consultation with the City of Mandurah. A separate Waste Management Plan have been prepared and submitted under separate cover.

5.4. Car Parking

The proposed car parking supply for the site is 215 on-site bays inclusive of six (6) ACROD bays plus service/delivery bays at the rear of the respective tenancies. The overall proposed on-site supply is consistent with the City of Mandurah's *Town Planning Scheme No. 3*.

A review of the proposed layout on the site indicates that it is compliant with Australian Standard *AS2890.1: Off-Street Parking* and all vehicles will enter and exit in forward gear.

6. CONCLUSIONS

Move Consultants has been commissioned to prepare a Transport Impact and Parking Assessment for a proposed for a large format retail development on Lot 502 (No. 400), Pinjarra Road, to be located within the north-west quadrant of the signalised intersection of Pinjarra Road/Lakes Road/Wanjeep Road, Greenfields in the City of Mandurah. This assessment has been prepared in accordance with the City of Mandurah's *Town Planning Scheme No. 3*, the *Mandurah East Structure Plan* and the *WAPC Transport Impact Assessment Guidelines – Vol. 4: Individual Developments*. Background information has also been distilled from the previous application lodged for the amalgamated Lot 501, Pinjarra Road Greenfields TIA prepared by Transcore in 2014, where relevant and appropriate.

The anticipated site-generated traffic associated with the proposal on a daily and a.m./p.m. peak hour basis will have a minimal impact on existing traffic operations in the area and can be comfortably accommodated within the practical capacities of the respective links on the boundary road network. The results of this analysis indicate that it is consistent with the original modelling results documented in the Transcore report. Recent upgrades to the local road network include the construction of Stratford Road and the signalised of the Pinjarra Road/Stratford Road intersection in 2020.

The results of the SIDRA analysis under existing and proposed weekday peak hour conditions and are consistent with those previously documented in the 2014 Transcore TIA report. The results indicate that the signalised intersection at Pinjarra Road/Lakes Road/Wanjeep Street intersection would continue to operate at acceptable levels of service during both the weekday a.m. and p.m. peak periods with the additional of site-generated traffic having a minimal impact on the operations at this location. The proposed crossover on the west side of Lakes Road and south side of Stratford Road will operate at good Levels of Service during both the respective weekday a.m. and p.m. peak hours.

This lack of crash history along the respective frontages of the site would indicate that there would be a minimal risk associated with entering and exiting the crossovers to the site.

A review of the sightlines at the proposed crossovers to both Lakes Road and Stratford Road indicate that there are sufficient sightlines in place to accommodate minimum AGSD, SISD and MGSD requirements under a design speed of 60kph with sufficient and clear sightlines to the intersection with Pinjarra Road along Lakes Road and along Stratford Road to the east and west of the main crossover along the northern boundary of the site. No conflict with the vehicles entering and exiting the 7-11 petrol station to the north-east of the site or with vehicles entering and exiting the Mandurah Home City opposite the site is expected.

The proposed crossover arrangements as shown on the plan and are consistent with Austroads and City of Mandurah standards.

The proposed 215 bays are more than sufficient to accommodate the demands associated with the proposal and is consistent with Council requirements. Proposed on-site bicycle parking for the site will be provided consistent with Council policy.

In conclusion, based upon the results of this transport analysis, traffic engineering review and car parking assessment, there are not anticipated to be any safety, or operational concerns associated with the proposal and the proposed on-site car parking is appropriate and are therefore supported from a traffic perspective.



May 2025

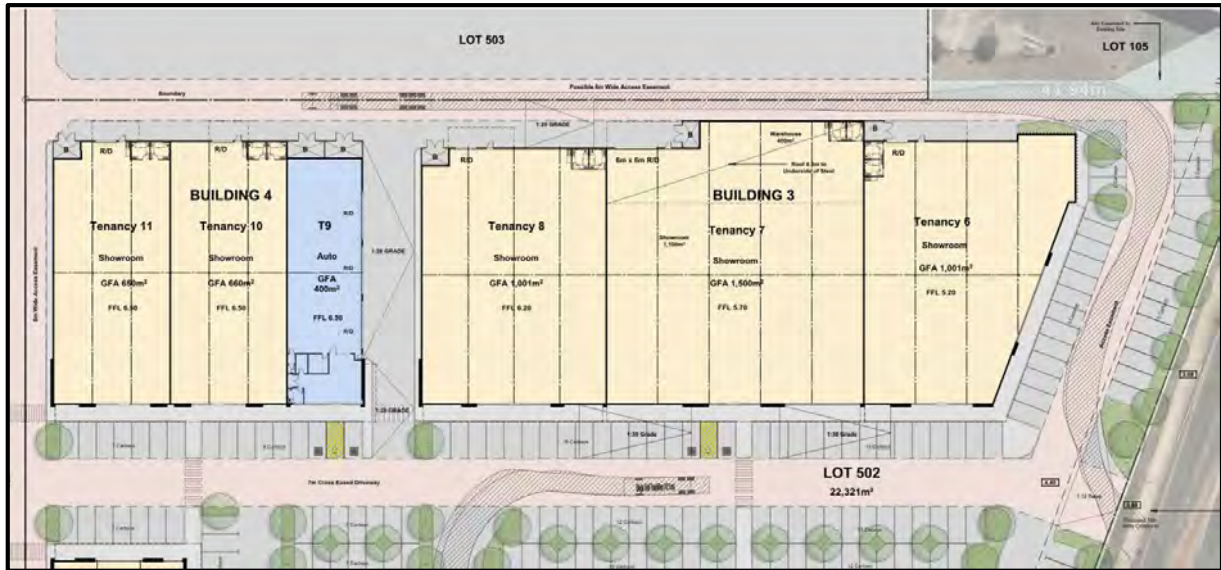
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7. APPENDIX A – SITE PLAN





8. APPENDIX B – SWEPT PATH ANALYSIS





PART E – OTHER BUSINESS

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