



coles

HILBERT VILLAGE

Lot 9500 Rowley Road,
Hilbert

Development Application for
Proposed Neighbourhood
Shopping Centre

June 2025 | 23-037

element. | PART OF SLR

METROPOLITAN REDEVELOPMENT
AUTHORITY ACT 2011

RECEIVED

14 July 2025

Acknowledgment of Country

We acknowledge the Whadjuk people of the Noongar nation as Traditional Custodians 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.

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Whadjuk Country. L1, 500 Hay Street. Subiaco WA 6008.

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Key Application Details

Development Application Details

Table 1. Development Application Details

| | |
|-----------------------------|--|
| Proposed Development | Coles Supermarket, Specialty Retail and Child Care Centre |
| Applicant | Element Advisory Pty Ltd (Part of SLR) |
| Landowner | Coles Group Property Developments Ltd |
| Type of approval sought | Development Application to be determined by the Metropolitan Redevelopment Authority (DevelopmentWA) |
| Subject Site | Lot 9500 Rowley Road, Hilbert (Lot 9500 on Plan 421581) |
| Site Area | 1.8454 hectares |
| Proposed Use | Shopping Complex, Liquor Store, Child Care Premises |

Planning Framework Details

Table 2. Planning Framework Details

| | |
|---|---|
| Applicable Planning Scheme | <i>Metropolitan Redevelopment Authority Act 2011</i> Armadale Redevelopment Scheme 2 |
| Heritage Considerations | No known heritage considerations applicable |
| Environmental Considerations | Bushfire Prone Area |
| Relevant State Planning Policies, Development Control Policies, Position Statements and/or Planning Bulletins | State Planning Policy 3.7 – Bushfire State Planning Policy 4.2 – Activity Centres State Planning Policy 7.0 – Design of the Built Environment Planning Bulletin 72/2009 ‘Child Care Centres’ Draft Position Statement: Child Care Premises |
| Planning Policies | Wungong Urban Public Open Space Policy Wungong Urban Movement Network Policy Armadale Redevelopment Area Development Policy 1 – Green Building Armadale Redevelopment Area Development Policy 3 – Sound and Vibration Attenuation Armadale Redevelopment Area Development Policy 4 – Providing Public Art |
| Strategic Planning Documents | Wungong Urban Water Master Plan Wungong Urban Water Design Guidelines Precinct 21 Structure Plan Lot 9500 Rowley Road, Hilbert Local Development Plan Wungong Urban Water Development Contribution Plan |

Consultant List

This development application has been prepared on behalf of Coles Group Property Developments Ltd with input from the following consultants:

Table 3. Consultant List

| Discipline | Consultant |
|-----------------|--|
| Project Manager | WallacePM |
| Architect | Hodge Collard Preston Architects |
| Planning | Element Advisory Pty Ltd (Part of SLR) |
| Bushfire | Element Advisory Pty Ltd (Part of SLR) and Western Environmental |
| Civils | Colliers |
| Traffic | Transcore |
| Landscaping | Kelsie Davies Landscape Architecture |
| Waste | Talis Consultants |

1. Introduction

This report has been prepared by Element Advisory Pty Ltd (Part of SLR) (Element Advisory), on behalf of Coles Group Property Developments Ltd (CGPD), in support of a Coles supermarket anchored shopping centre development at Lot 9500 Rowley Road, Hilbert. The subject site is located within the DevelopmentWA (DevWA) Wungong Urban Water (WUW) Project Area, where development control is guided by the Armadale Redevelopment Scheme 2, WUW Development Policies, the WUW Design Guidelines and the WUW Master Plan.

The proposed development seeks to activate and service the WUW Project Area through the delivery of a full-line supermarket, specialty retail and child care premises, forming a key component of the Rowley Road Neighbourhood Activity Centre (NAC) identified within the WUW Master Plan. In doing so, the proposed development will provide important services and amenities to support the growing residential population within the Hilbert locality, catering for their daily and weekly convenience shopping needs and providing important community services.

This report has been prepared to provide an overview of the subject site and the proposed development, as well as a detailed assessment against the relevant planning requirements and an examination of the planning merits of the proposal. This report is also accompanied by the following supporting information:

- Appendix A – Certificate of Title
- Appendix B – Architectural Drawings
- Appendix C – Indicative Subdivision Plan
- Appendix D – Traffic Impact Assessment (TIA)
- Appendix E – Landscaping Plan
- Appendix F – Waste Management Plan (WMP)
- Appendix G – Environmental Acoustic Assessment
- Appendix H – Civil Engineering Report
- Appendix I – Bushfire Management Plan (BMP)
- Appendix J – Sustainability Report
- Appendix K – Design Review Panel Recommendations and Responses

1.1 Requirement for Planning Approval

As noted above, the subject site is situated within DevWA's WUW Project Area and is subject to the provisions of the Armadale Redevelopment Scheme 2. Development approval is therefore required from DevWA under the provisions of the *Metropolitan Redevelopment Act 2011* (the MRA Act).

2. Subject Site

2.1 Site Description and Context

The subject site comprises 1.8454 hectares of vacant land at Lot 9500 Rowley Road, Hilbert, as shown in Figure 1. The Certificate of Title details for the subject site are provided in Table 4.

Table 4. Certificate of Title Details

| Lot | Diagram | Folio | Volume | Registered Proprietor |
|------|---------|-------|--------|---------------------------------------|
| 9500 | 421581 | 4029 | 637 | Coles Group Property Developments Ltd |

Refer to Appendix A – Certificate of Title

2.1.1 Site Context

The subject site sits within DevWA's Armadale Redevelopment Area as part of the WUW Project Area, and is located approximately three kilometres west of the Armadale City Centre, as shown in Figure 2 and Figure 3.

The WUW Project Area comprises 1,580 hectares of semi-rural land that has been identified for redevelopment, with a key focus on environmentally sustainable urban design, and the delivery of:

- Approximately 14,000 new dwellings at total build out supported by an appropriate activity centres network;
- A new town centre with a new primary and secondary school; and
- Open space, parklands, aboriginal heritage sites, and sports and recreational facilities.

While the subject site is currently bordered by vacant land parcels to the north, east and west, residential development within the WUW Project Area is well underway. This includes a considerable number of residential dwellings within an 800 metre walkable catchment of the subject site, and planned new land releases to the north and to the west, positioning Lot 9500 as an optimal location for the development of a Coles supermarket anchored shopping centre.

Access to the subject site is currently limited to a section of Rowley Road which is constructed to a single carriageway rural standard. Rowley Road is intended to be upgraded as part of the WUW Development Contribution Plan (DCP), as shown in Figure 4. The future upgrading of Rowley Road will require the construction or upgrading of several intersections including the Rowley Road and Hopkinson Road roundabout at the southwestern corner of the subject site.

The delivery of the Rowley Road upgrades and intersection, including the construction of Ironbark Drive extending north from the new roundabout, will enable vehicle access in and around the subject site, dictating the operation of the proposed Coles supermarket anchored shopping centre. For this reason, CGPD propose to partially construct Rowley Road to the eastern boundary of the subject site and to deliver the Rowley Road and Hopkinson Road roundabout as part of this application. The WUW Project Area DCP has also been discussed in greater detail in Section 6.2.11 of this report.



Figure 1. Aerial Plan

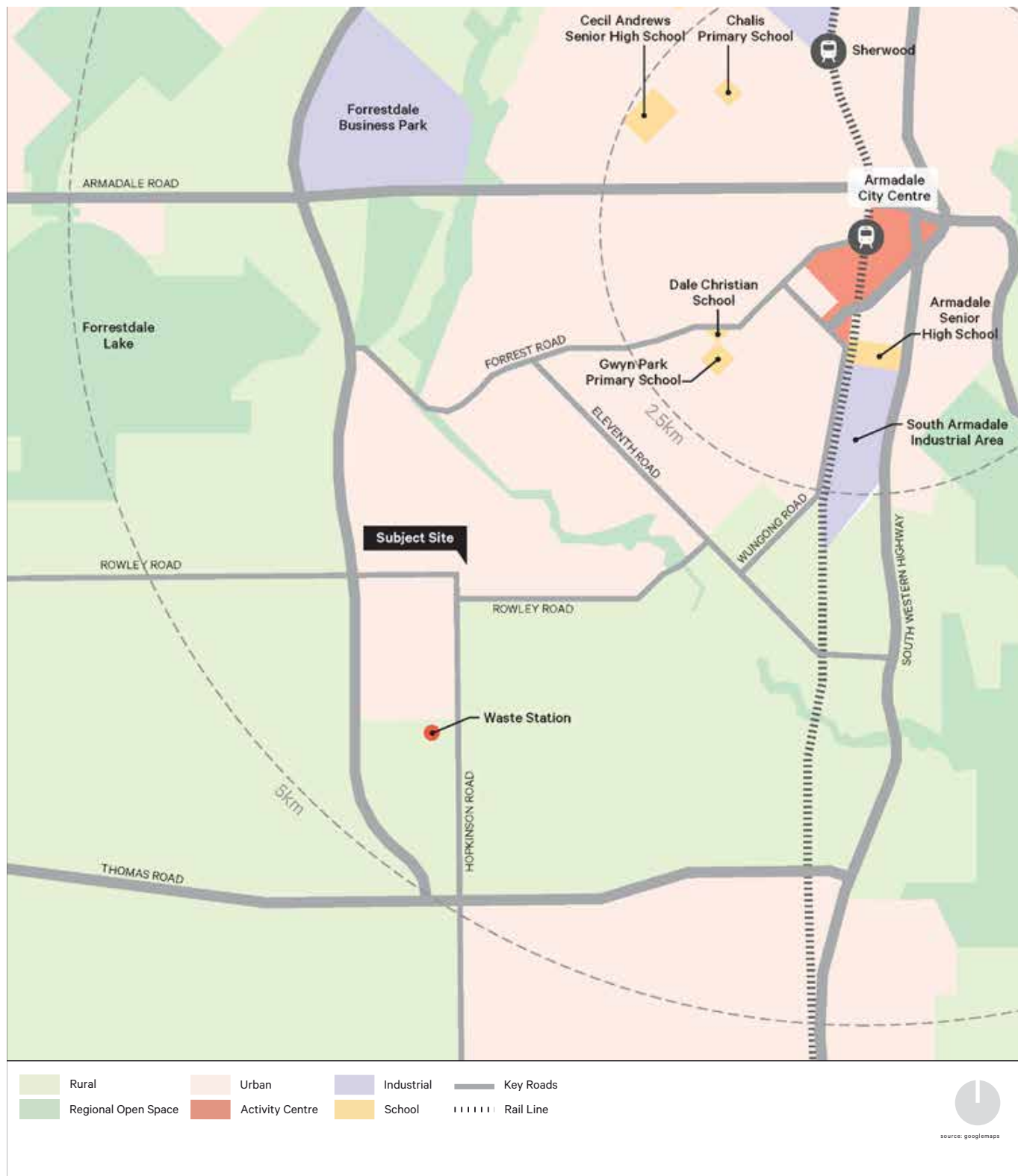


Figure 2. Site Context Plan

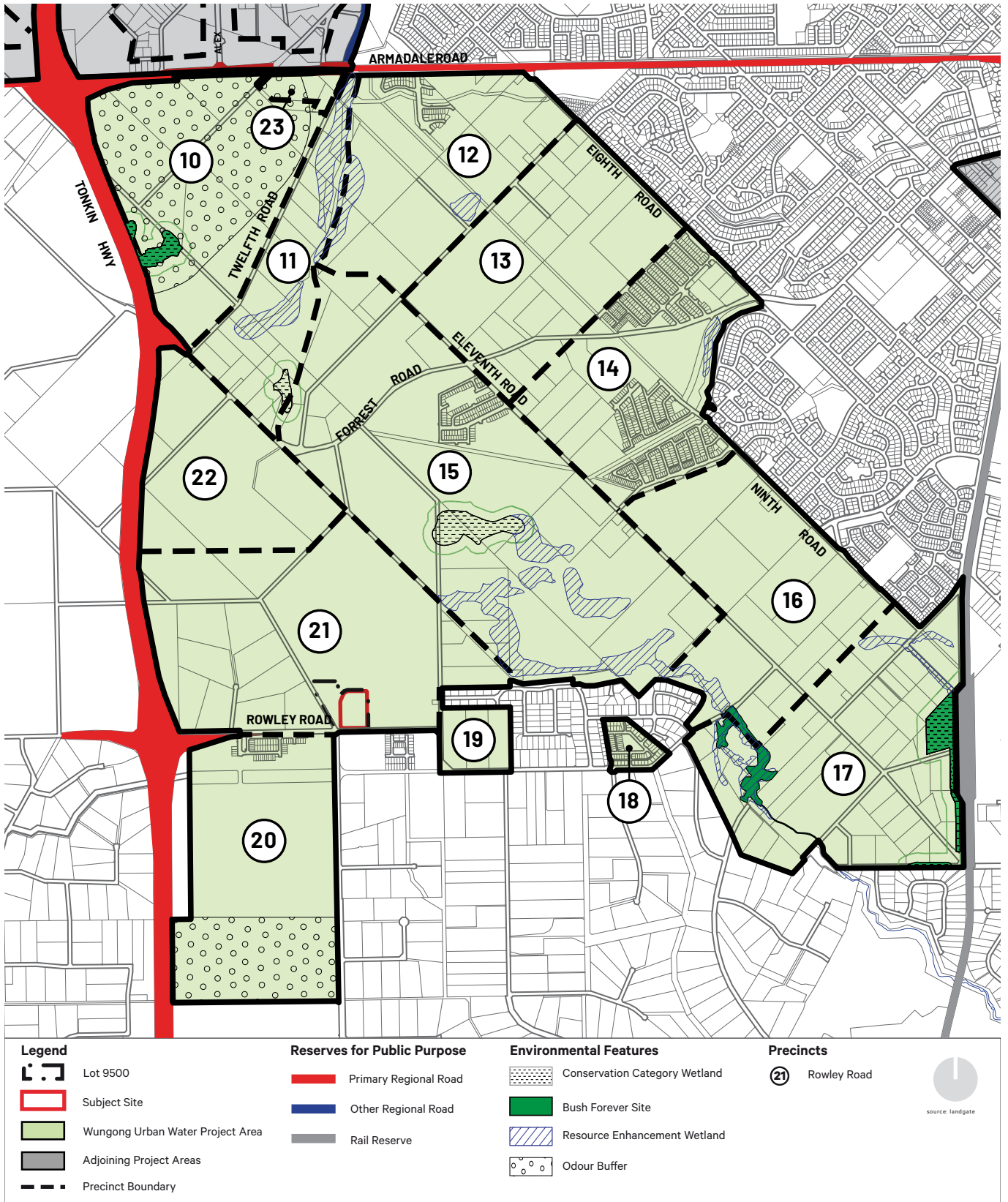


Figure 3. Wungong Urban Water Project Area Context

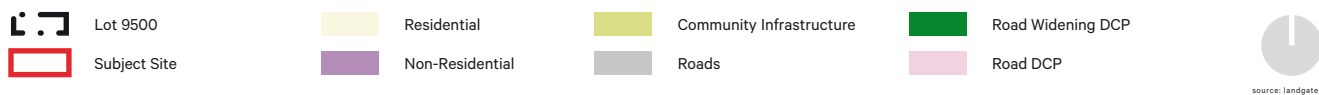
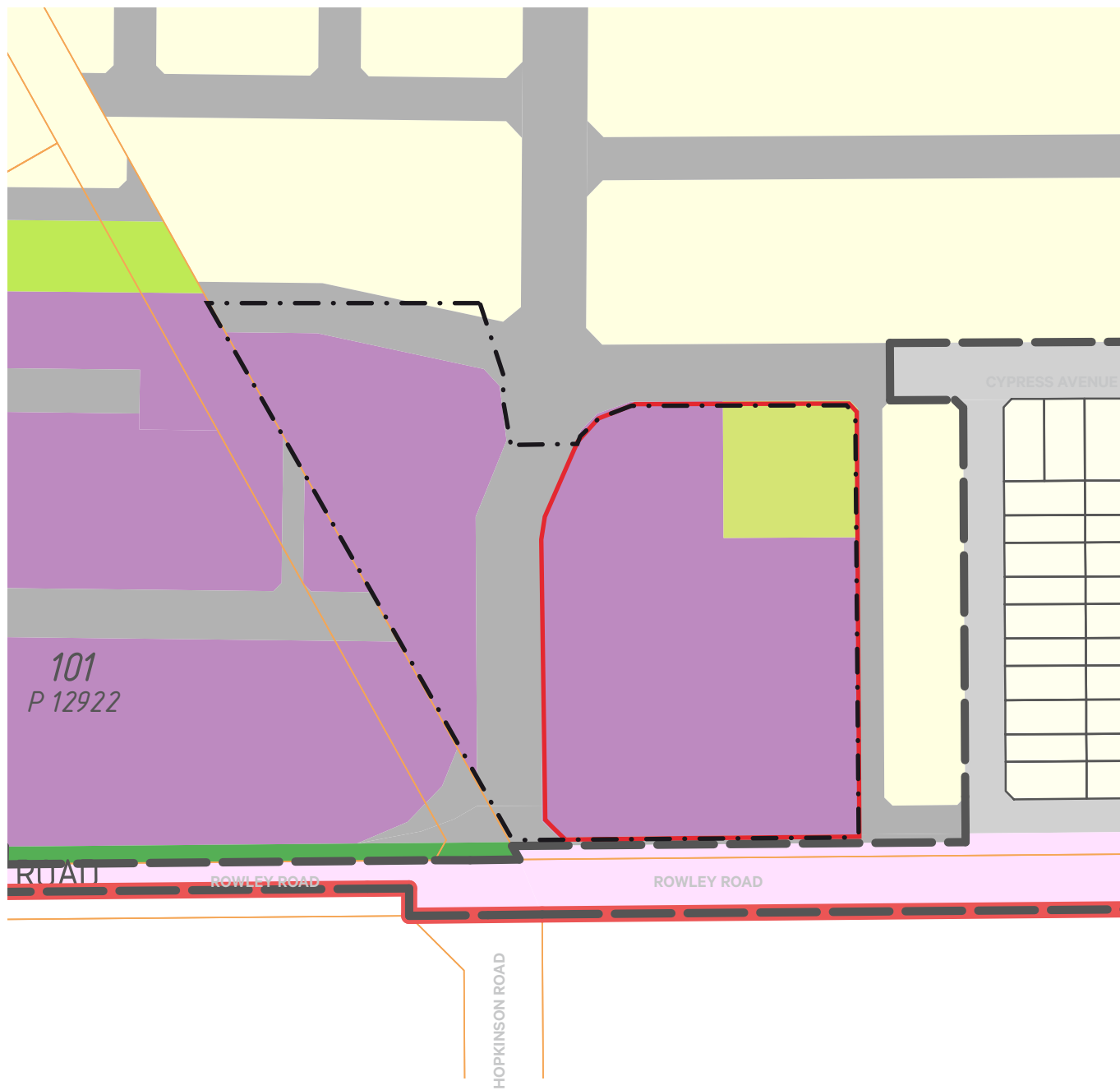


Figure 4. Wungong Urban Water Development Contribution Plan Context

2.2 Environment

A desktop search has confirmed that, with the exclusion of bushfire risk, the subject site is largely unaffected by environmental constraints, as detailed below.

2.2.1 Contamination

A desktop search of the Department of Water and Environmental Regulation (DWER) Contaminated Sites Database indicates that the subject site does not contain any registered contaminated sites.

2.2.2 Geotechnical Investigations

A desktop search of the DWER Acid Sulphate Soils Maps indicates that the subject site contains low to moderate risk of encountering Acid Sulphate Soils.

2.2.3 Bushfire Risk

A desktop search of the Department of Bushfire and Emergency Service (DFES) State Map of Bushfire Prone Areas indicates that the subject site is located within a designated bushfire prone area. This has been discussed in greater detail in Section 4.4 of this report, and the accompanying BMP.

2.3 Heritage

A search using the Department of Planning, Lands and Heritage (DPLH) mapping data indicates that the subject site has no known local, State, National or Aboriginal heritage significance.

Notwithstanding the above, the WUW Project Area lies within the traditional lands of the Whadjuk people of the Noongar Nation, who have maintained a continuous cultural connection to the South West region of Western Australia for over 45,000 years. The Wungong Brook, recorded as a mythological and culturally significant site (Aboriginal Heritage Site 3512), embodies ancestral stories linked to the Waugal serpent and is situated less than one kilometre from the subject site. The WUW Project Area should therefore be classified as a locus of presettlement habitation, ceremonial activity and customary practice. In response, the proposed development has been carefully designed to respect and reflect the area's deep cultural heritage, ensuring the ongoing recognition and protection of its Aboriginal cultural values, primarily through the use of local endemic species as part of the proposed landscaping response.

2.4 Local Development Plan

A Local Development Plan (LDP) was previously prepared by Element Advisory on behalf of CGPD for the subject site, as shown in Figure 5. This LDP was approved by DevWA on 3 July 2024 and seeks to coordinate the development of the subject site through a range of standards and requirements, facilitating a well-designed retail and commercial development.

The LDP proposes a road hierarchy for the subject site in accordance with the WUW Movement Network Policy and the Rowley Road Structure Plan. This includes the following roads which are considered relevant to the proposed development:

- Ironbark Drive – This will function as the north south main street throughout the LDP area and will provide a critical connection to Rowley Road. Ironbark Drive has been designed to Road Avenue A specifications in accordance with the intent of the LDP.
- Extension of Cypress Avenue – The existing Cypress Avenue (east of the subject site) will be extended west to intersect with the proposed Ironbark Drive. The Cypress Avenue extension has been designed to meet Road Avenue B specifications.

- Partial upgrade and extension of Rowley Road – Rowley Road will be upgraded to its ultimate design standard up to the eastern boundary of the subject site. This will provide interim access to the service area of the proposed neighbourhood centre until Rowley Road is constructed in full through to Hilbert Road to the east. The partial construction of Rowley Road has been designed in accordance relevant City of Armadale (City) specifications, which broadly align with a District Entry Road.

The LDP also acknowledges that the following intersections are required:

- Two lane roundabout at the intersection of Rowley Road and Hopkinson Road/Ironbark Drive; and
- A single lane roundabout at the intersection of Cypress Avenue and Ironbark Drive.

Alignment with key LDP provisions has been discussed in greater detail below in Section 6.2.2 of this report.

Local Development Plan Provisions

The provisions of the Armadale Redevelopment Scheme 2 and the Wungong Urban Water Design Guidelines are varied or supplemented in the following manner:

Retail Floorspace

- The maximum retail floorspace provision for the LDP is 4,400m² net (lettable area, unless otherwise varied in accordance with State Planning Policy 4.2 – Activity Centres.

Land Use

- Armadale Redevelopment Scheme 2 and the Wungong Urban Water Design Guidelines outline the Neighbourhood Activity Centre's preferred and contemplated land uses. Table 1 proposes direction on the intended preferred and contemplated land uses for the subject area.

| Preferred Land Uses | Land Use Category | Land Use Type |
|--|-------------------------------------|--|
| Office, Business Services, Medical Centres, Consulting Rooms | Category 2 – Commercial | Office, Business Services, Medical Centres, Consulting Rooms |
| Shop, Shopping Complex, Personal Services, Liquor Store. | Category 4 – Retail | Shop, Shopping Complex, Personal Services, Liquor Store. |
| Multiple Dwelling | Category 5 – Residential | Multiple Dwelling |
| Child Care Premises, Community Facility | Category 6 – Community | Child Care Premises, Community Facility |
| Fast Food Outlet, Small Bar, Restaurant/Cafe, Tavern | Category 7 – Dining & Entertainment | Fast Food Outlet, Small Bar, Restaurant/Cafe, Tavern |
| Laundromat, Dry Cleaning Premises, Veterinarian Clinic | Category 2 – Commercial | Laundromat, Dry Cleaning Premises, Veterinarian Clinic |
| Lunch Bar, Showroom, Motor, Vehicle Maintenance, Service Station | Category 3 – Light Industry | Lunch Bar, Showroom, Motor, Vehicle Maintenance, Service Station |
| Market | Category 4 – Retail | Market |
| Entertainment Complex, Cinema, Exhibition Centre, Function Centre, Amusement and Gaming Centre, Betting Agency | Category 7 – Dining & Entertainment | Entertainment Complex, Cinema, Exhibition Centre, Function Centre, Amusement and Gaming Centre, Betting Agency |

Landscaping

- Future development shall provide a minimum 5% of the lot area as on-site landscaping with a minimum 15m wide landscaping strip provided along the street boundary of all lots, except where a driveway, crossover, servicing infrastructure or minor building encroachment.

Building Height

- All buildings fronting Ironbark Drive and Rowley Road shall achieve a two-storey scale with a minimum height of 7m measured from the corresponding natural ground levels. This can be achieved through the use of design elements. All other building frontages shall achieve a minimum height of 5.5m measured from the corresponding natural ground levels.

Building Orientation

- Building design achieves orientation to the adjacent roads.

Developer Contributions

- Contributions made under the Wungong Urban Water Development Contribution Plan shall be conditionally sought as part of the development approval process for the relevant stage of development.

Community Site

- A community site shall be provided with direct frontage to a public road and a minimum land area of 0.25ha. The community site shall be regular in shape, with the final location and boundary alignment subject to agreement with the City of Armadale at subdivision stage.

Public Spaces

- Where provided, public plazas and spaces are to contain landscaping, be co-located with pedestrian access and address a street frontage.

Public Art

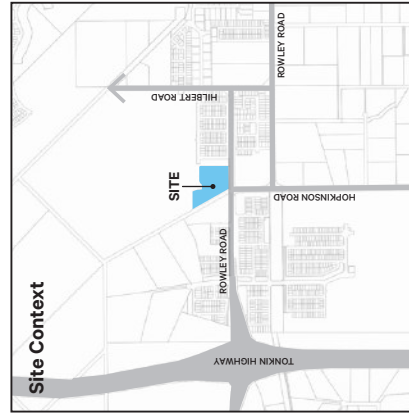
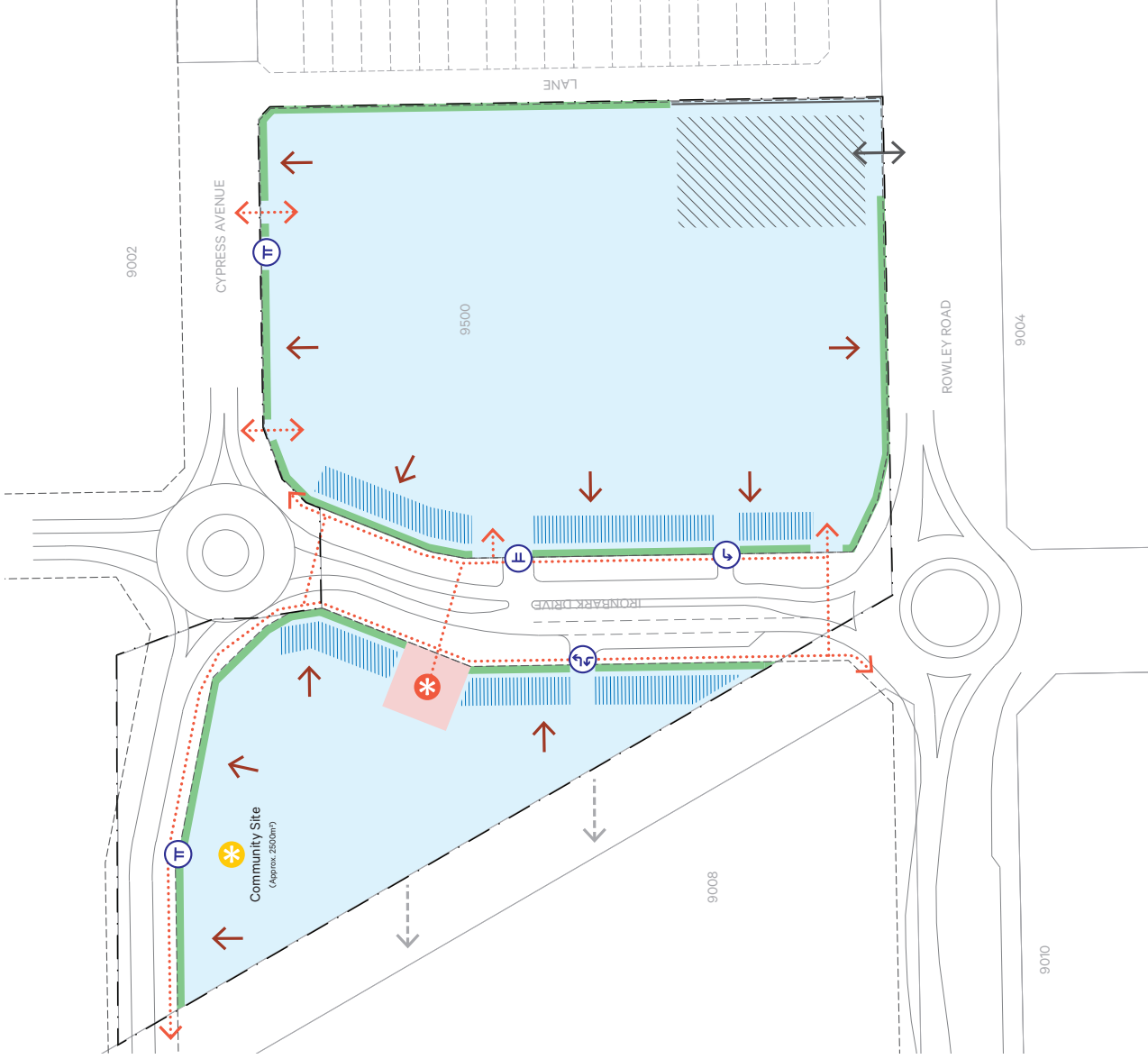
- Public art shall be provided on site or paid into the public art fund for the Wungong Urban Water Project Area.

Approval
This Local Development Plan has been approved by DevelopmentWA in accordance with clause 9.8 of the Armadale Redevelopment Scheme 2.

SKS
Head of Statutory Planning and Approvals, DevelopmentWA:

3 July 2024

Date:



Legend

- LDP Boundary
- Existing Lot Boundary
- Future Lot Boundary
- Neighbourhood Activity Centre
- Main Street Frontage
- Primary Building Orientation
- Key Public Space
- Community Site
- Vehicular Access (Gull Movement Intersection)
- Vehicular Access (Left In-Left Out Intersection)
- Vehicular Access (Left Out Only Intersection)
- Service Area (Indicative)
- Service Access
- Pedestrian Access
- Future Vehicle and Pedestrian Access
- Landscaping (Minimum 1.5m wide)
- Fencing (Determined through Acoustic Assessment)

Figure 5. Lot 9500 Rowley Road, Hilbert LDP



3. Proposed Development

3.1 Development Summary

This development application seeks approval for a proposed neighbourhood shopping centre development comprising a full-line Coles supermarket, specialty retail and a child care premises on a portion of Lot 9500 Rowley Road, Hilbert.

While the development is intended to be delivered as a single construction package, the childcare centre may be constructed separately. In this scenario, separate practical completions may occur, with the neighbourhood shopping centre (Stage 1) delivered first, followed by the childcare premises (Stage 2).

The particulars of the proposed development are summarised in Table 5 below.

Table 5. Development Summary

| Development Component | | Development Summary |
|-----------------------|---------------------|---|
| Proposed Uses | Shopping Complex | Full-line Coles supermarket, comprising a customer floor area of 2,903m ² , and a back of house area of 1,410m ² 723m ² of specialty retail tenancies, and an associated 32m ² bin store Air lock, mall and amenities totalling 286m ² Centre manager's office totalling 11m ² |
| | Total | 5,376m ² of Gross Floor Area (GFA). |
| | Child Care Premises | Child care centre building – 719m ² Child care centre outdoor play space – 659m ² |
| Car parking bays | | 220 bays, including six (6) 'Click and Collect' and eight (8) universally accessible bays. |
| Bicycle parking bays | | 16 bays |
| Landscaping | | 9.5% of site area (approx.) 1.5 metre wide landscaping buffer along the street frontage One (1) tree per 10 metres of street frontage |

Refer to Appendix B – Architectural Plans

The remaining portion of Lot 9500 is proposed to be set aside as a separate 'balance lot' through future subdivision. The subdivision will also create the Ironbark Drive road reserve as shown in the Indicative Subdivision Concept at Appendix C.

Refer to Appendix C – Indicative Subdivision Concept

3.2 Proposed Use

This application seeks approval to use the subject site for the purpose of a 'Shopping Complex', 'Liquor Store' and 'Child Care Premises' as shown on the plans included at Appendix B. A land use permissibility assessment is provided in Section 6.2.1 of this report.

The proposed Child Care Premises is intended to accommodate a maximum of 92 children and operates between 6:30am to 6:30pm Monday to Friday.

Refer to Appendix B – Architectural Plans.

3.3 Movement Network and Parking

Access

Vehicle access into the proposed development will be provided along Rowley Road, Ironbark Drive and Cypress Avenue in accordance with the approved LDP. The following roads will be constructed to service the future development:

- Rowley Road will be partially upgraded and extended to its ultimate design standard up to the eastern boundary of the subject site. This will provide interim access to the proposed shopping complex's service yard until Rowley Road is constructed to its full extent through to Hilbert Road to the east. Given Rowley Road is a DCP listed infrastructure item, it is envisaged that landowner development contributions for the subject site will be offset by way of CGPD delivering these road works on behalf of DevWA. This has been discussed in greater detail in Section 6.2.11 of this report.
- Ironbark Drive will function as a main street through Lot 9500, providing the main access and egress point for the proposed development. Ironbark Drive will also provide a critical connection from Rowley Road through to the planned residential estate to the north and beyond.
- Cypress Avenue, which already exists to the east and which will be extended west through to Ironbark Drive, providing a second access and egress point for the proposed development to reduce congestion within the main parking areas.

In addition to the above-listed roads, the following intersection treatments will also be constructed in conjunction with the proposed development:

- A two lane roundabout at the intersection of Rowley Road and Hopkinson Road/Ironbark Drive; and
- A single lane roundabout at the intersection of Cypress Avenue and Ironbark Drive.

Refer to Appendix D – Traffic Impact Assessment

Car Parking

The proposed development supports the provision of a total of 220 car parking bays, including:

- 206 bays for the proposed shopping complex and child care premises;
- Six (6) bays for the supermarket 'Click and Collect' services; and
- Eight (8) universally accessible bays.

The proposed car parking area design aims to support traffic flow and safe pedestrian movements for patrons. This is evidenced through the six (6) pedestrian walkways incorporated into the car parking layout to ensure pedestrian priority across the development. Two-way vehicle access has also been implemented throughout the development to promote seamless and safe vehicle movements across the subject site.

Bicycle Parking

The proposed development supports the provision of a total of 16 bicycle parking bays, including:

- Four (4) bays on Ironbark Drive adjacent to the proposed food and beverage tenancy and public seating area;
- Six (6) bays at the main shopping centre entrance; and
- Six (6) bays adjacent to the child care centre entrance.

The above bicycle parking bays seek to promote the use of active transport modes from surrounding residential areas, building upon the proposed pedestrian network within the area to reduce car dependency.

3.4 Landscaping

The proposed development supports the delivery of a high-quality and integrated landscape outcome that contributes to the visual amenity, environmental performance and overall functionality of the proposed shopping centre. The landscaping strategy dedicates approximately 9.5% of the subject site to landscaping. This includes a cohesive mix of native groundcovers, feature shrubs and canopy trees, consistent with the City's Urban Forest Strategy and the Precinct 21 Street Tree Master Plan. The proposed landscaping outcome is also considered to be an appropriate response to the subject site's and wider locality pre-colonial history.

A 1.5 metre wide landscaping buffer with trees at 10 metre intervals has been included along the street frontages of the subject site, to support pedestrian comfort around car parking areas and pedestrian walkways. The addition of raised planters with integrated timber seating, feature boulders, and mulched garden beds reinforces the development's commitment to delivering a sustainable environment that complements both the historic and emerging new character of the WUW Project Area.

Refer to Appendix E – Landscaping Plan

3.5 Waste Management

The proposed development supports the provision of separate bin storage areas for the Coles supermarket, specialty retail tenancies, and the child care premises. These dedicated waste storage facilities are designed to meet the specific needs of each tenant while ensuring compliance with relevant waste management regulations. The Coles supermarket will manage its waste through internal processes and via a private waste contractor, while the specialty retail tenancies, including food and beverage establishments, will have bin storage designed for higher waste volumes, allowing for flexibility in future operational requirements.

The child care centre, with a dedicated bin storage area, will also comply with waste generation guidelines, with bins allocated based on refuse and recycling generation rates specific to the facility's needs. The bin storage areas are sized to accommodate the required 660L bins, with sufficient space for easy access and efficient waste disposal by staff.

To enhance operational efficiency, waste collection vehicles will be able to access the site in a safe and efficient manner, with clearances for waste collection trucks to enter, exit, and service the bins. The design will also ensure that the waste storage areas are located in accordance with best practices, ensuring they are secure, conveniently located, and screened from public view.

Refer to Appendix F – Waste Management Plan

3.6 Noise Management

The proposed development includes an acoustic wall along the eastern boundary of the subject site, adjacent to the proposed Coles service yard. This wall is designed to mitigate any potential adverse noise impacts on existing and planned residential areas to the east within close proximity of the subject site.

Constructed from high-quality materials, the acoustic barrier will rise to a height of 3.0 metres, with an additional one (1) metre extension angled inward at 30 degrees towards the service yard. This design ensures both durability and effective sound insulation, addressing the needs of the surrounding residential area and contributing to the overall functionality of the site.

Refer to Appendix G – Environmental Acoustic Assessment

3.7 Materials and Finishes

The proposed development's street elevations are effectively managed through the use of expansive shopfront glazing, staggered wall planes, articulation and depth, and a varied materials palette including:

- Standing seam metal cladding;
- Metal louvres;
- Precast concrete; and
- Red Brick Slips.

Selected materials complement neighbouring residential properties, responding appropriately to the subject site's local context to support a visually cohesive design response.



4. Technical Inputs

4.1 Traffic Impact Assessment

The accompanying TIA prepared by Transcore in May 2025 supports both the proposed subdivision and development application for the proposed Coles Hilbert Shopping Centre. As outlined in the TIA, vehicle access to the subject site is provided via full movement crossovers on Ironbark Drive and Cypress Avenue, with service vehicle access designated via Rowley Road.

The TIA confirms that the proposed upgrades to Rowley Road and Ironbark Drive, including a four lane configuration and new roundabout intersections, will effectively accommodate future traffic volumes with minimal delays. No queuing issues are anticipated between the roundabouts and proposed crossovers to the subject site.

Importantly, the development will not result in traffic volumes exceeding 100 vehicles per hour per lane on any surrounding road segment, remaining well within the thresholds established by the Western Australian Planning Commission (WAPC) for significant traffic impact.

On this basis, the proposed development is not expected to generate any adverse impacts on the local transport network, and there are no transport related impediments to the approval of this development application.

Refer to Appendix D – Traffic Impact Assessment

4.2 Environmental Acoustic Assessment

The Environmental Acoustic Assessment prepared by Herring Storer Acoustics in May 2025 provides an acoustic evaluation of the proposed development, with a focus on compliance with the *Environmental Protection (Noise) Regulations 1997* (the Noise Regulations). The report confirms that, with recommended noise mitigation measures, the proposed development will meet relevant acoustic criteria for both residential and commercial neighbours.

Key mitigation measures include an acoustic boundary wall (as detailed in Section 3.6 of this report) around the proposed service yard to control noise from refrigerated delivery trucks. Deliveries by these trucks are proposed to be restricted to 7:00am to 10:00pm Monday to Saturday (excluding public holidays), and 9:00am to 10:00pm on Sundays and public holidays. Smaller delivery trucks and Coles home delivery vehicles are proposed to be permitted at any time, as their noise emissions comply with the Noise Regulations at all times without additional restrictions.

Mechanical services are proposed to be located on the roof for the main shopping centre building and in a screened drying court for the child care centre. The noise impact of this equipment, modelled using conservative assumptions and adjusted for potential tonality, was found to comply with all applicable noise limits during all time periods.

It should be noted that the proposed child care premises outdoor play area will not be used before 7:00am. On this basis, the proposed land use was found to comply with applicable day-time noise limits.

Implementation of the proposed mitigation strategies will therefore ensure that the proposed development does not result in adverse noise impacts to adjacent residential areas.

Refer to Appendix G – Environmental Acoustic Assessment

4.3 Civil Engineering Report

The preliminary civil engineering design for the proposed development has been prepared by Colliers and is documented in the accompanying Civil Engineering Report dated May 2025.

The stormwater management strategy has been designed to comply with the relevant requirements of the City and the applicable Local Water Management Strategy (LWMS). Specifically, the system is designed to detain a 1% Annual Exceedance Probability (AEP) storm event of 24-hour duration, equivalent to 15mm per Effective Impervious Area (EIA). For the 16,391m² development site, stormwater is proposed to be fully contained on-site via a combination of 17 soakwells (Ø1800mm x 900mm depth) and 880 GRAF modular stormwater cells, providing a total detention capacity of approximately 235.17 cubic metres. This approach ensures that stormwater will be managed efficiently and in accordance with local authority standards, minimising off-site discharge and potential impacts on surrounding infrastructure.

Refer to Appendix H – Civil Engineering Report

4.4 Bushfire Management Plan

The accompanying BMP has been prepared by Element Advisory to ensure compliance with State Planning Policy 3.7: Bushfire (SPP3.7) and the accompanying Planning for Bushfire Guidelines, through the implementation of appropriate mitigation measures.

As outlined in the BMP, the proposed development will include a supermarket, specialty retail, a child care centre, and at-grade car parking. While part of the site falls within a designated Bushfire Prone Area, all habitable buildings will be located in areas with a radiant heat exposure not exceeding 29kW/m² (BAL-29), following the establishment of Asset Protection Zones (APZs) and ongoing vegetation management. It should also be noted that whilst the proposed child care premises is classified as a vulnerable land use, the application will not be referred to the Department of Fire and Emergency Services. This can be linked to the proposed location of the child care premises, being outside of the bushfire prone area.

Bushfire risks associated with temporary vegetation on adjoining undeveloped lots have been identified and will be managed through formal arrangements to maintain those areas in a low fuel state. An eight (8) metre wide APZ will be implemented, including areas on the adjoining Lot 9002, to ensure compliance until future development occurs as planned in the Precinct 21 Structure Plan.

The BMP concludes that with these mitigation measures, including fuel management, landscape planning, and future road connections, that bushfire risk can be effectively managed with compliance able to be demonstrated against all four bushfire protection criteria, as set out below.

- **Element 1:** Location requirements are not applicable to commercial development;
- **Element 2:** Siting and design meet the BAL-29 threshold;
- **Element 3:** Vehicle access arrangements via upgraded Rowley Road, Ironbark Drive and Cypress Avenue provide suitable access and egress for emergency response; and
- **Element 4:** The subject site will be serviced by reticulated water and hydrants in accordance with Water Corporation specifications.

On this basis, there are no bushfire related impediments to the approval of the development application.

Refer to Appendix I – Bushfire Management Plan

4.5 Waste Management Plan

The Waste Management Plan (WMP) for the proposed Coles Hilbert development, dated 26 June 2025 and prepared by Talis Consultants, outlines a detailed and site-specific waste strategy to support the development's operational and environmental objectives. Waste collection will be carried out by a private contractor using a rear-loader vehicle, with access to the site via Ironbark Drive or Cypress Avenue. Collections for both refuse and recycling will occur twice per week, directly from the designated bin storage areas, eliminating the need for bins to be presented kerbside and thereby preserving local amenity and reducing noise impacts.

The WMP provides for clearly defined bin storage capacities tailored to expected waste volumes: commercial tenancies will be allocated six 660L refuse bins and four 660L recycling bins, while the childcare centre will have two 660L bins for both refuse and recycling. These areas are designed in accordance with the City's waste collection requirements and include impervious floors, drainage to sewer, washing facilities, ventilation, secure access, and appropriate signage. Internal source separation will be promoted within each tenancy through the use of colour-coded, labelled bins compliant with Australian Standards (AS 4123.7).

A dedicated building manager or caretaker will oversee all aspects of waste management, including cleaning of the bin storage areas, ensuring correct use by tenants, managing specialty and bulk waste, and liaising with contractors to ensure efficient service. Additional space may be allocated for the temporary storage of bulky or specialty waste items, with removal arranged as required. Sanitary waste from the childcare centre will be managed by a suitably qualified provider.

Waste generated by the Coles supermarket will be managed separately under the Coles Operational and Waste Management Plan (June 2025 – V1), which aligns with the company’s broader “Together to Zero” sustainability strategy. Overall, the waste strategy demonstrates a clear and coordinated approach that meets regulatory requirements while supporting the project’s environmental and operational performance across its lifecycle.

Refer to Appendix F – Waste Management Plan

4.6 Sustainable Design Assessment Report

The Sustainability Report prepared by Cundall for the proposed Coles Hilbert development, dated June 2025, outlines an Ecologically Sustainable Design (ESD) strategy that aligns with the City’s PLN 2.10 Policy, the Armadale Redevelopment Area Development Policy 1 – Green Building, the WUW Design Guidelines, and the Western Australian Climate Policy. The report demonstrates how the proposed development addresses environmental performance requirements.

Key sustainability initiatives include the installation of rooftop solar photovoltaic systems, energy-efficient lighting and glazing, shading structures to reduce cooling loads, and provision for future battery storage. The project incorporates sustainable transport features such as electric vehicle charging infrastructure and cyclist facilities. Embodied carbon reduction measures include the use of low-carbon materials and sourcing of local or reused timber.

Indoor environmental quality is addressed through high-performance glazing, efficient HVAC systems, and selection of low-VOC materials to improve occupant comfort. Water efficiency is achieved through the use of rainwater tanks, native water-wise landscaping, drip irrigation, and low-flow fixtures.

Waste minimisation strategies target both construction and operational phases, with separate waste streams including organics and recyclables. Coles has committed to food waste reduction by collaborating with local farmers.

Urban ecology outcomes are supported through the integration of landscaped areas with native vegetation, reduction of heat island effect using lighter materials and shading, and minimal light pollution.

The development targets a 4-Star Green Star Buildings rating via the Sustainable Design Assessment Report (SDAR) pathway and will exceed thermal performance requirements of the National Construction Code.

Implementation of these initiatives will ensure the proposed development delivers measurable environmental, social, and operational benefits across its lifecycle.

Refer to Appendix J – Sustainability Report

5. Pre-Lodgement Design Review

According to the WUW Design Guidelines, 'Major Applications' are required to go through DevWA's established Design Review Panel (DRP) design review process prior to submission, with the proposed design having been assessed by DevWA's DRP on 12 June 2025.

The proposed design response was well-received by the DRP. Identified opportunities for design improvements have been carefully considered and implemented where appropriate and practicable, ensuring alignment with DevWA's strategic aspirations and the ten principles of good design established under the WAPCs State Planning Policy 7.0: Design of the Built Environment (SPP7.0).

In this respect, the proposal balances the visual amenity of the area with the operational requirements of a Coles supermarket anchored shopping centre to deliver a fully functional design response, as discussed further in Section 6.3.3 of this report and at Appendix J.

Refer Appendix K – Design Review Panel Recommendations & Responses



6. Planning Assessment

6.1 Metropolitan Redevelopment Authority Act 2011

The MRA Act provides for the planning, redevelopment and the control of development within designated redevelopment areas. It also establishes a State agency with planning, development control, land acquisition and disposal powers (DevWA). DevWA is the responsible State agency to direct, oversee and enable land revitalisation within their five redevelopment areas.

The subject land is within DevWA's WUW Project Area, where development control is guided by the Armadale Redevelopment Scheme 2, WUW Development Policies, the WUW Design Guidelines and the WUW Master Plan.

6.2 Wungong Urban Water Planning Framework

6.2.1 Armadale Redevelopment Scheme 2

The Armadale Redevelopment Scheme 2 (Scheme 2) provides guidance and requirements for the development and use of land within the Armadale Redevelopment Area. The Armadale Redevelopment Area comprises several individual project areas under the jurisdiction of DevWA, one of which is the WUW Project Area where the subject site is located. According to Scheme 2, the WUW Project Area will develop as a vibrant and sustainable urban community that includes a network of activity centres comprising diversified retail, commercial and employment opportunities.

Under Scheme 2, each project area is further divided into a series of precincts within specific targets and strategic aspirations, with the subject site being located within Precinct 21 (Rowley Road Precinct). The following extract from the Rowley Road Precinct Statement of Intent is considered relevant to the proposed development:

The Rowley Road Precinct benefits from its linkages to major transport networks, with Rowley Road located immediately to the south of the precinct and Tonkin Highway immediately to the west. The location of the precinct makes it extremely accessible and over time will support a range of uses reliant on the movement economy afforded by Rowley Road and its access to the Kwinana Freeway and Tonkin Highway. The precinct will include a neighbourhood centre on Rowley Road which provides amenity to the local and passing traffic and a smaller local centre towards the north-west of the precinct.

The proposal therefore aligns with the overarching objectives of Scheme 2, and the aforementioned Statement of Intent for the Rowley Road Precinct, through the development of a key component of the planned NAC, incorporating both convenience retail amenities and community-based offerings.

Land Use Permissibility

In accordance with the provisions of Scheme 2, the proposed development comprises a mix of 'Shopping Complex', 'Liquor Store' and 'Child Care Premises' land uses, with each land use classification defined as follows:

- Shopping Complex – means a large scale premises, building, or group of buildings and associated land and car parking, used for large retail outlets displaying and selling bulky goods or a large variety of goods, such as a supermarket, variety store, department store, retail showroom, or a shopping centre containing several shops.
- Liquor Store – means premises licensed under the Liquor Control Act 1988 providing for the sale of packaged liquor for consumption off the premises only, but does not include a Hotel or a Tavern.
- Child Care Premises – means land and buildings used for the daily or occasional care of children in accordance with the Children and Community Services (Child Care) Regulations 2006 (as amended).

Scheme 2 adopts a precinct based 'preferred' and 'contemplated' land use permissibility system, determined by broad land use categories, with the proposed 'Shopping Complex' and 'Liquor Store' (Category 4 – Retail) being 'contemplated' land uses, and the proposed 'Child Care Premises' (Category 6 – Community) being a 'preferred' land use within the Rowley Road Precinct.

This means that the proposed 'Shopping Complex' and 'Liquor Store' land uses may be considered appropriate by DevWA, if it is demonstrated that the use would not detract from the Precinct's intent, whilst the proposed 'Child Care Premises' is considered permissible as of right, and consistent with the Project Area vision and Precinct Statement of Intent.

Notwithstanding the 'contemplated' land use classification outlined under Scheme 2, the proposed retail land uses directly align with the overarching Statement of Intent for the Rowley Road Precinct, by contributing to the delivery of an appropriately scaled neighbourhood centre along Rowley Road that services the needs of the local community, consistent with the approved LDP. The uses proposed are also consistent with the preferred use arrangements as set out in the approved LDP.

It should also be noted that the proposed shopping centre development has been architecturally designed with external glazing, exterior wall treatments and landscaping to suitably address adjacent streetscapes, increasing visual amenity for passing traffic.

For these reasons, the proposed land uses are appropriate and warrant approval in accordance with the provisions of Scheme 2.

Car Parking

Scheme 2 takes a restrictive approach to car parking, guiding minimum and maximum car parking provision according to land use classifications. According to Scheme 2, the proposed 'Shopping Complex', 'Liquor Store' and 'Child Care Premises' fall within the 'Other' land use category which stipulates the following in respect to car parking provision:

- Minimum: 1 bay per 50m² of Net Lettable Area (NLA)
- Maximum: 1 bay per 25m² of NLA

It is therefore understood that the following car parking provisions apply to the subject site, based on the proposed NLA of 4,598m²:

- **Minimum**: 92 car parking bays
- **Maximum**: 184 car parking bays

The proposed development supports the delivery of 220 bays, including six (6) 'Click and Collect' bays for the Coles supermarket and eight (8) universally accessible bays. The proposed development therefore will exceed the prescribed maximum car parking ratio, necessitating a variation to the Scheme 2 maximum car parking provisions.

In this regard, it is noted that Scheme 2 allows for relaxation of car parking requirements under Clauses 5.19 and 6.19. The proposed development's exceedance of the maximum allowable car parking will not detract from the amenity of the locality or of nearby landowners and is therefore considered to be consistent with orderly and proper planning and capable of approval, having regard to anticipated customer demand. In this context, the locality is characterised by predominantly low density residential development, where anticipated reliance on private vehicles for larger weekly shopping functions necessitates the proposed level of parking provision to viably support the proposed development. The parking as proposed will also not compromise the development intent for the WUW Project Area and Precinct 21.

6.2.2 Lot 9500 Rowley Road and Unconstructed Road Reserve, Hilbert – Local Development Plan

The applicable LDP (approved by DevWA on 3 July 2024) guides development standards and requirements to facilitate a well-designed and site responsive retail and commercial development at the subject site. It is intended that the delivery of these services will form a key part of the broader Rowley Road NAC outlined under the WUW Master Plan.

In accordance with the staging provisions set out in the approved LDP, the proposed development will deliver the planned shopping centre development to the east of Ironbark Drive, with the western portion of the subject site to be developed under future stages taking into consideration market demand and opportunities for additional retail and commercial development.

Retail Floorspace

The primary objective of the LDP is to support a full-line supermarket anchored shopping centre at the subject site. On this basis, the LDP secures 4,400m² NLA of retail floorspace for a full-line supermarket and supporting tenancies, in accordance with the retail floorspace allowance set out under Appendix 2 of the WUW Design Guidelines. Land uses that constitute retail floorspace for the purpose of the cap include:

- Shopping Complex
- Personal Services
- Market
- Liquor Store

The proposed development including the proposed shopping complex and liquor store land uses achieve a combined 3,652m² NLA of retail floorspace, thus remaining in accordance with the approved LDP. In this regard, 748m² NLA of will be reserved for the western portion of the subject site, which will be subject to separate development proposals.

Land Use Permissibility

Land use permissibility controls are set out separately under Scheme 2 and the WUW Design Guidelines. Notwithstanding this, the LDP also provides further guidance on preferred and contemplated land uses for the subject site. Those relevant to the proposed development include Category 4 – Retail (Shopping Complex and Liquor Store) and Category 6 – Community (Child Care Premises), which are all classified as preferred uses. The proposed land uses therefore directly align with the intent of the LDP.

Design Requirements

The proposed development's alignment with the relevant LDP design provisions is summarised in Table 6 below.

Table 6. LDP Design Requirements Assessment

| Design Element | Design Provision | Applicant Response |
|---------------------------|--|--|
| Landscaping | Minimum 5% of the lot area as on-site landscaping 1.5m wide landscaping strip provided along the street boundary of all lots (excluding crossovers) | Complies. The proposed development achieves approximately 9.5% landscaping across the subject site and a 1.5 wide landscaping strip along all street frontages, exceeding requirements and justifying the extent of car parking discretion sought. |
| Building Height | All buildings fronting Ironbark Drive and Rowley Road shall achieve a two-storey scale. | Complies. The proposed development presents a two-storey height elevation on both Rowley Road and Ironbark Drive (8.5 metres). Taller elements are located on the corners of the development and mid-way along the southern boundary wall to ensure appropriate scale and framing of the adjacent road environments. |
| Building Orientation | Building design achieves orientation to the adjacent roads. | Complies. The main entrance of the proposed development is oriented towards Cypress Avenue, whilst a generous alfresco area and activated glazed façade is oriented towards Ironbark Drive. The frontage to Rowley Road is appropriately treated with architectural relief, a feature brick wall and extensive landscaping |
| Development Contributions | Contributions shall be conditionally sought as part of the development approval process. | Complies. Refer Section 6.2.11. |
| Community Site | A community site shall be provided with direct frontage to a public road and a minimum land area of 0.25 hectares. | N/A. The proposed community site will be developed within the balance of Lot 9500 on the western side of Ironbark Drive, subject to a future subdivision application. |

| Design Element | Design Provision | Applicant Response |
|----------------|--|---|
| Public Space | Public plazas should contain landscaping, be co-located with pedestrian access and address the street. | Complies. The proposed development contains an active street frontage along Ironbark Drive through the provision of a large alfresco area, including landscaping and seating for food and beverage tenancy patrons. This alfresco area can be easily accessed via the generous pedestrian walkways provided in and around the subject site. |
| Public Art | Public art shall be provided or paid into a public art fund for the WUW Project Area. | Complies. It is anticipated that the requirement for a 1% public art contribution will be reinforced through a standard condition of development approval, with CGPD currently considering the delivery of public art on-site, including opportunities to enhance the development's interface with Rowley Road. |

In accordance with the above, the proposed development directly aligns with the provisions of the LDP and warrants approval accordingly.

6.2.3 Wungong Urban Water Master Plan

The WUW Master Plan identifies the subject site as part of a planned NAC, as shown in Figure 6. The proposed development is consistent with this intent, facilitating the delivery of appropriate NAC uses that will provide important convenience shopping and local community facilities to service the growing Hilbert community.

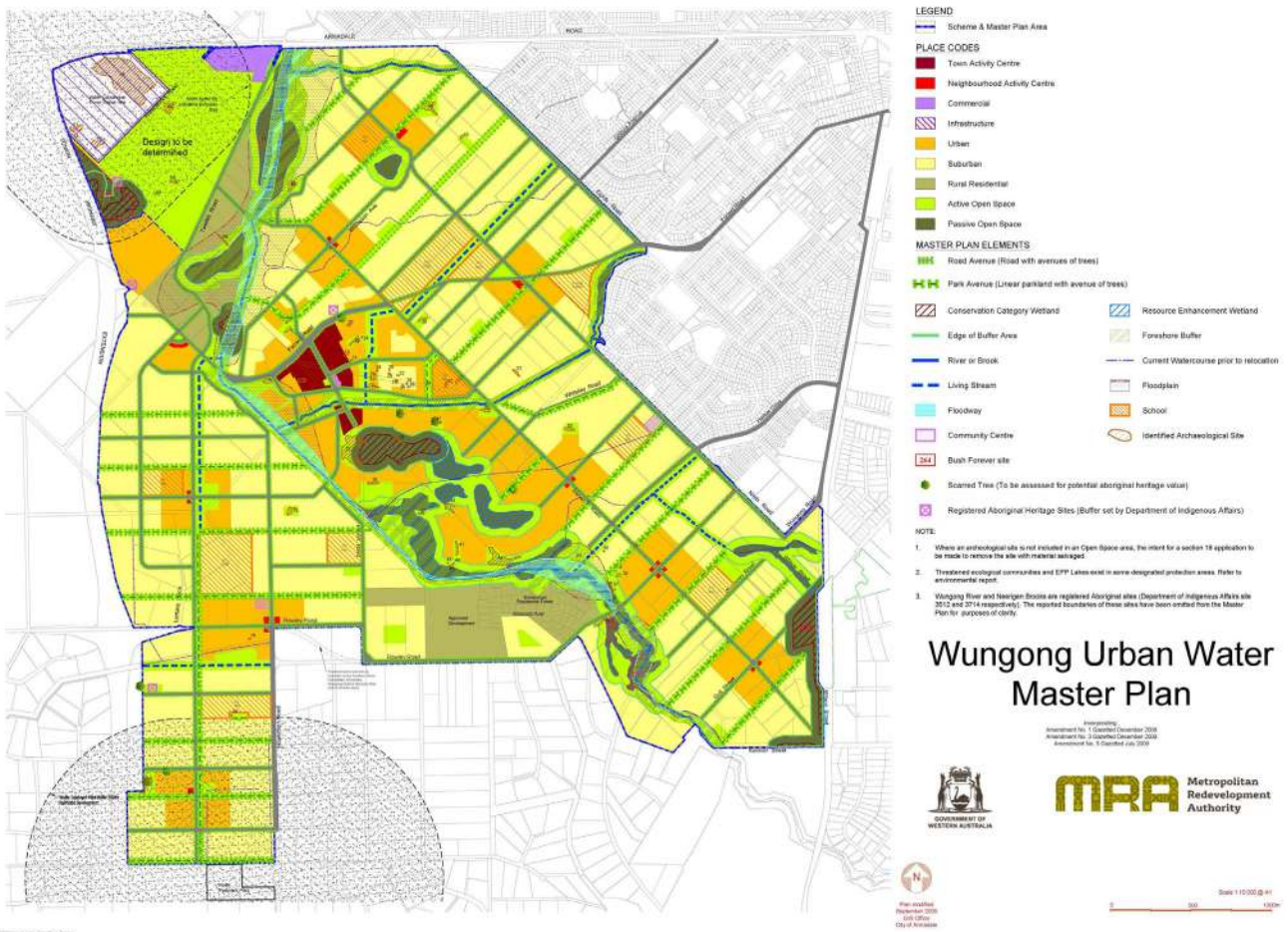


Figure 6. Extract from Wungong Urban Water Master Plan

6.2.4 Precinct 21 Rowley Road Structure Plan

The Precinct 21 Rowley Road Structure Plan (the Structure Plan) establishes the overarching vision for land use and development across the Rowley Road Precinct. Consistent with the WUW Master Plan, the subject site is identified within the Structure Plan as part of a planned NAC, which is an objective that will be furthered through the delivery of the proposed development.

It is acknowledged that the Structure Plan map that is reproduced in Figure 7 identifies a 0.25-hectare community site to be provided as a part of the Rowley Road NAC. In this regard, it is noted that this proposal has been prepared on the basis that a future subdivision application will be progressed over the subject site, with the planned community site to be delivered within the balance of the land comprising the western portion of Lot 9500, and to be the subject to a separate future development application.

Refer to Appendix C – Indicative Subdivision Concept

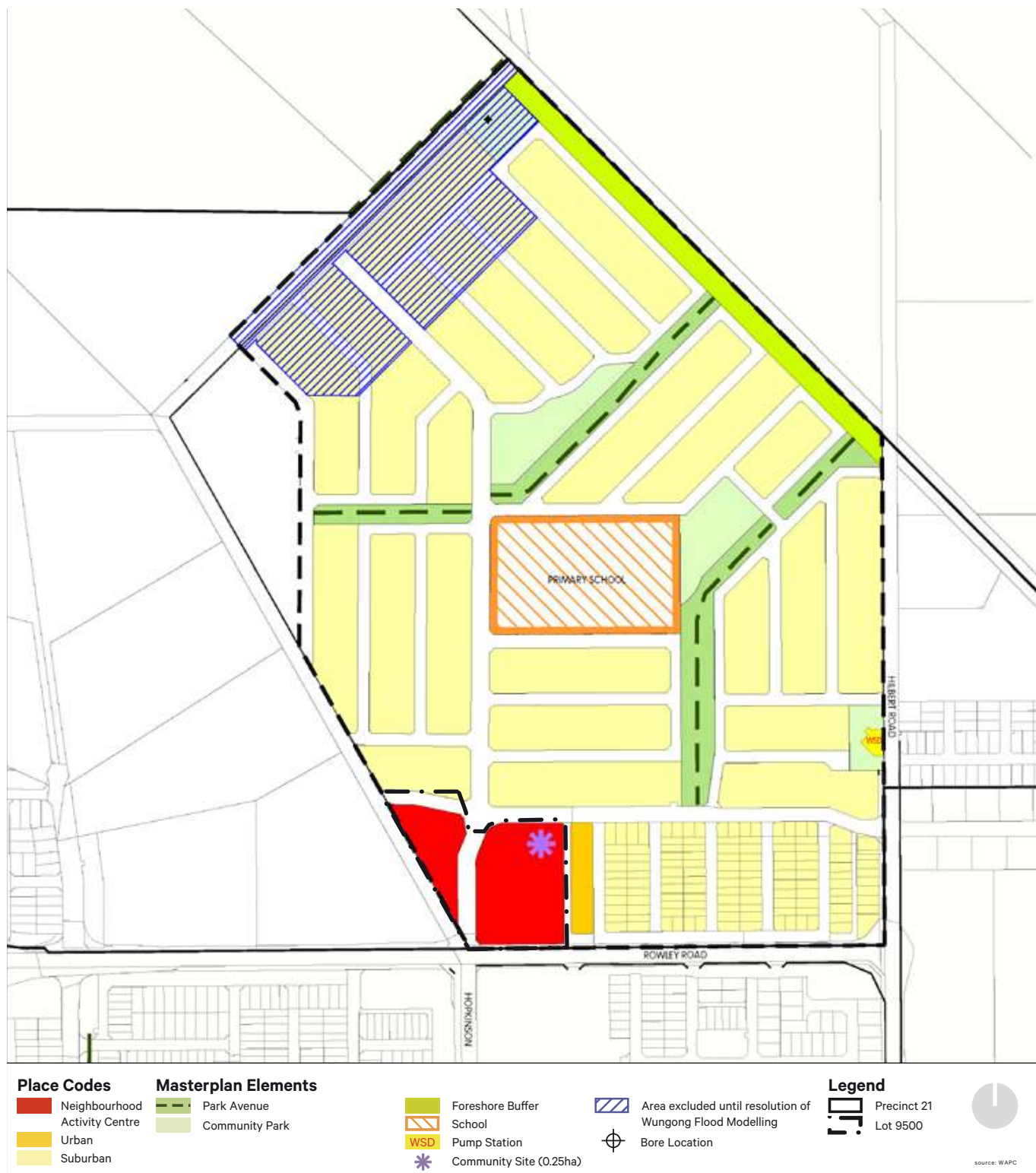


Figure 7. Extract of Precinct 21 Rowley Road Structure Plan

6.2.5 Wungong Urban Water Design Guidelines

The WUW Design Guidelines provide a series of objectives and acceptable outcomes for built form within the WUW Project Area. The WUW Design Guidelines refer to the planned network of NACs and aim to support activity centre design that promotes a mix of land uses with capacity to evolve and adapt to changing needs.

An assessment against the relevant acceptable outcomes that apply to all activity centre development proposals under the WUW Design Guidelines is provided in Table 7 below.

Table 7. WUW Design Guidelines – Acceptable Outcomes Assessment

| Acceptable Outcomes (applicable to all activity centres) | Applicant Response |
|---|---|
| Activity Centres are dispersed throughout the Project Area in accordance with the Master Plan. | <p>Complies.</p> <p>Refer to Section 6.2.3 of this report.</p> |
| The street layout and broad structure of the Activity Centres achieves a strong and unique sense of place and local identity to correspond with the local natural and cultural context. | <p>Complies.</p> <p>The design concept supports local identity and sense of place along Ironbark Drive through the provision of public seating, a generous alfresco area and an activated glazed façade to the supermarket. The Rowley Road frontage features wall relief and screen landscaping.</p> <p>The use of local native species within the development’s landscaping response also integrates and responds appropriately to the subject site’s cultural history and natural landscapes.</p> |
| Roads within and accessing the Activity Centres provide embayed public car parking to both sides of the street. | <p>Complies.</p> <p>Embayed parking is provided along Ironbark Drive, slowing vehicle traffic to create a more pedestrian friendly environment within the context of a significant road. It is understood that embayed parking on the western boundary of Ironbark Drive will be subject to the future subdivision of Lot 9500 and development of the proposed balance lot.</p> |
| Streetscapes are designed to ensure priority and comfort to pedestrians with road layouts designed to facilitate a low speed environment. Vehicle speeds will not exceed 40km/h and will comply with Austroads Part 7 (Guide to Traffic Management – Traffic Management in Activity Centres). | <p>Complies.</p> <p>The proposed development has been designed to ensure pedestrian comfort and safety. This is evidenced through the embayed parking on Ironbark Drive, which serves as a traffic calming mechanism. In addition, pedestrian crossovers are provided within the proposed car parking area, whilst generous walkways with alfresco cover are provided around the perimeter of the main shopping centre building.</p> |

| Acceptable Outcomes (applicable to all activity centres) | Applicant Response |
|---|--|
| <p>Pedestrian and cyclist movement are prioritised through the provision of a coherent network of wide footpaths, pedestrianised zone, dual pathways and mid-block links (laneways and arcades) to encourage walking and cycling and reduce private vehicle dependency.</p> | <p>Complies.</p> <p>The proposed development contains generous walkways with canopy cover to ensure pedestrian safety and enable seamless movements throughout the subject site. In addition, the proposed development supports access by cyclists with the provision of 16 bicycle parking bays to encourage alternative transport modes from surrounding residential areas.</p> |
| <p>Verges within Activity Centres are a minimum four (4) metres width between kerb and lot boundary and designed and constructed to maintain a minimum unobstructed pedestrian path width of 2.5 metres while facilitating street furniture, cycle parking and landscape treatments as well as alfresco dining opportunities.</p> | <p>Complies.</p> <p>Verges have been designed to accommodate extensive landscaping through the provision of one (1) tree for every 10.0 metres of street frontage. A 1.5 metre setback from the lot boundary has also been incorporated into the proposed design to support low shrub planting. Pedestrian walkways across the development are 2.5 metres in width or above, enabling comfortable pedestrian movements, with alfresco dining opportunities also provided at the north-western corner of the main shopping centre building.</p> |
| <p>Pervious paving and vegetated stormwater systems (e.g. tree pits, biofilter pockets and swales) are incorporated within the streetscape and at-grade, uncovered car parks.</p> | <p>Variation.</p> <p>The proposed garden beds are limited in width for the purpose of collecting, detaining and infiltrating stormwater and on this basis any proposition to manage stormwater within landscaped areas in the car park is not supported. The use of permeable pavers is also not supported as they very quickly clog up with sand, silt, debris and hydrocarbons to the point at which they no longer permeate and create a hazard for vehicles and pedestrians when the pavers no longer function.</p> <p>The proposed development's drainage strategy responds to the subject site's conditions and functional requirements via 17 soakwells of Ø1800 x 900mm depth in combination with 880 GRAF modular stormwater cells which will provide a total on-site detention of 235.174m³. Drainage cells are screened with landscaping along Rowley Road, ensuring stormwater infrastructure is well-integrated with streetscape landscaping.</p> |

| Acceptable Outcomes (applicable to all activity centres) | Applicant Response |
|---|---|
| <p>The layout and design of activity centres incorporates a safe, well defined public realm and will incorporate Crime Prevention Through Environmental Design (CPTED) principles.</p> | <p>Complies.</p> <p>The proposed development supports passive surveillance and 'eyes on the street' through the provision of external glazing along Ironbark Drive and Cypress Avenue, within both the proposed shopping centre building and the proposed child care premises. Clear sight lines and lighting are also proposed around the perimeter of the development.</p> <p>In this regard, both real and perceived safety will be increased within the Hilbert locality.</p> |
| <p>The streetscape environment creates a legible, high quality street amenity incorporating shade, shelter, trees, street furniture, landscaping and public art.</p> | <p>Complies.</p> <p>High levels of street amenity will be achieved to the Ironbark Drive and Cypress Avenue street frontages through generous provision of shade, shelter, street furniture, trees and landscaping. Public art delivery opportunities are also under consideration, including along the Rowley Road site frontage.</p> <p>The development also proposes intuitive and direct links between the child care premises and the main shopping centre building through north-south and east-west pedestrian connections. The proposal also supports clear and convenient access for vehicles, supporting overall legibility.</p> |
| <p>Activity Centres incorporate high quality public spaces in the form of urban squares, plazas, parks and other incidental public spaces which are functional and contribute to the amenity of the centre.</p> | <p>Complies.</p> <p>The proposed development supports the creation of public spaces at the north-western corner of the main shopping centre building. This can be seen in and around the planned food and beverage tenancy, where both public and private seating have been co-located in a meaningful strategically located alfresco area.</p> <p>Public seating will be provided in the form of raised feature planters with built in timber seating and a feature timber seating bed (approx. 450mm high), with adequate shade and protection provided by surrounding landscaping and tree canopy.</p> |
| <p>Non-residential and mixed use lots in the Activity Centres have a minimum frontage of 20 metres to any street</p> | <p>Complies.</p> <p>The proposed development exceeds the minimum 20 metre minimum frontage requirement.</p> |

| Acceptable Outcomes (applicable to all activity centres) | Applicant Response |
|--|--|
| Activity centre planning and subdivision ensures the provision of development capable of accommodating the total retail floor space in accordance with Appendix 2: Wungong Urban Water Project Area Activity Centres Location Plan and Retail Floorspace Allocation. Activity centres are designed to facilitate active land uses generating employment opportunities. | Complies. Refer to Section 6.2.2 of this report. |

The following primary controls also apply to NAC development under the WUW Design Guidelines, as summarised in Table 8 below.

Table 8. WUW Design Guidelines – Primary Controls Assessment

| Primary Control | Provision | Applicant Response |
|--------------------------|---|--|
| Preferred land uses | Business Services, Medical Centre, Consulting Rooms, Office, Veterinarian Clinic, Shop, Personal Services, Child Care Premises, Community Facility, Restaurant/Café | Complies. The proposal supports the development of a 'Shopping Complex', 'Liquor Store', and 'Child Care Premises'. In this respect, the proposed development directly aligns with the intended vision for NACs in the WUW Project Area by providing convenience retail services for the surrounding residential population, supported by important community facilities. The proposed development is also consistent with the applicable LDP. |
| Street setback (minimum) | Two (2) storeys up 7.0 metres – nil Above two (2) storeys up to 7.0 metres – 3 metres | Complies. The proposed shopping complex is set back four (4) metres from Ironbark Drive and nine (9) metres from Rowley Road. In addition, the proposed child care Premises is setback 1.5 metres from Ironbark Drive and Cypress Avenue. |
| Building Height | Minimum floor to floor height of 4.0 metres | Complies. |
| Site cover | 80% | Complies. |
| Minimum frontage | 20 metres | Complies. |

It is also acknowledged that the WUW Design Guidelines establish bicycle parking and end of trip facility requirements for non-residential buildings with more than 500m² of NLA within the WUW Project Area. This includes a minimum of one space per 750m² of NLA located and signed near the main entrance for visitor bicycle storage, and secure bicycle storage for 10% of building staff (based on one person per 15m² of NLA).

The proposed development therefore exceeds the minimum visitor bicycle parking requirement (of six bays) through the provision of 16 bicycle parking bays at the main entries to the subject site, the shopping centre building, and the child care premises. Whilst separate allocations have not been made for the provision of staff bicycle storage, it is envisaged that the 10 surplus bays will be shared among staff and visitors, with these bays located in high traffic areas that will be securely protected through passive surveillance. This level of bicycle parking is considered sufficient having regard to the nature of the proposed land uses, which are not intensive employment generating land uses (such as offices), and are comparable with other recent CGPD centre developments.

Based on the above assessment, the proposed development strategically aligns with the intended vision for NAC development within the WUW Project Area and complements surrounding residential land uses.

6.2.6 Armadale Redevelopment Area Development Policy 1 – Green Building

The Armadale Redevelopment Area Development Policy 1 – Green Building (DP1) establishes requirements for the delivery of sustainable development that contributes to reductions in emissions, waste, and operational costs. Under DP1, a 'Tier 3' rating applies to the WUW Project Area, necessitating a 4 –star Green Star rating or a Sustainable Design Assessment Report (SDAR) equivalent.

The development is being designed to fulfil all requirements in terms of Ecologically Sustainable Design (ESD) and satisfies DP1 through the Sustainable Design Assessment Report (SDAR) pathway. This means the project is aiming to achieve a sustainability performance equivalent to a 4 Star Green Star Buildings rating. A 4 Star Green Star Buildings rating requires a total of 15 points to be achieved across eight categories.

Sufficient weighted credits have been selected to achieve this requirement rating, and further opportunities will be pursued during the design stages of the project.

Based on the proposed design, the predicted performance in each respective environmental category is tabulated in the Green Star equivalent Scorecard in Appendix J – Sustainability Report. The proposed development's predicted performance therefore warrants DevWA's support, optimising the sustainability of the built environment and delivering positive environmental outcomes.

6.2.7 Armadale Redevelopment Area Development Policy 3 – Sound and Vibration Attenuation

The Armadale Redevelopment Area Development Policy 3 – Sound and Vibration Attenuation (DP3) seeks to ensure a sustainable co-existence of noise sensitive and noise emitting developments through a series of performance-based standards. The policy applies to all noise emitting and noise sensitive developments within the Armadale Redevelopment Area, establishing specific requirements for a range of land uses. It is anticipated the proposed land use and associated operation of the Coles service yard will generate additional noise within the Hilbert locality. The proposed development is therefore classified as a 'Noise Emitting Development' under DP3, defined as follows:

Includes:

- * *Dining and entertainment land uses including taverns, small bars, nightclubs, entertainment complex, function centre, restaurants or other premises that propose amplified music.*
- * *Cultural and creative industry land uses such as theatre/performance venue, event space, or other premises that propose amplified music or a high degree of operational noise.*
- * *Industrial land uses that generate a high degree of operational or equipment noise.*
- * ***Commercial or other land use that present, in the opinion of the Authority, a potential high degree of noise generation, such as from amplified music, equipment or other operational aspects. (emphasis added)***

Additionally, it is acknowledged that residential land uses are now located within a 200 metre radius of the proposed development, with residential lots planned for development along the eastern boundary of the subject site. In this respect, land surrounding the subject site will contain 'noise sensitive premises', being occupied solely for residential and accommodation purposes. As such, DP3 states that noise emitting development requires appropriate design, construction methods, materials and devices to mitigate noise emissions.

In accordance with DP3, an Environmental Acoustic Assessment has been prepared in support of the proposed development to assess potential noise and vibration impacts against the requirements of the applicable noise regulations. The report confirms the requirement for an acoustic boundary wall to the Coles service yard (loading dock and back of house area), with a height of 3.0 metres and an additional 1.0 metre section angled inwards at 30 degrees. Findings identified within the Environmental Acoustic Assessment have been discussed in further detail in Section 4.2 of this report and confirm that full compliance with applicable noise regulations can be achieved within the design of the proposed development and through ongoing operational measures associated with the use of the service yard.

Refer to Appendix G – Environmental Acoustic Assessment

6.2.8 Armadale Redevelopment Area Development Policy 4 Providing Public Art

The Armadale Redevelopment Area Development Policy 1 – Green Building (DP1) establishes requirements for the delivery of sustainable development that contributes to reductions in emissions, waste, and operational costs. Under DP1, a 'Tier 3' rating applies to the WUW Project Area, necessitating a 4-star Green Star rating or a Sustainable Design Assessment Report (SDAR) equivalent.

The development is being designed to fulfil all requirements in terms of Ecologically Sustainable Design (ESD) and satisfies DP1 through the Sustainable Design Assessment Report (SDAR) pathway. This means the project is aiming to achieve a sustainability performance equivalent to a 4 Star Green Star Buildings rating. A 4 Star Green Star Buildings rating requires a total of 15 points to be achieved across eight categories.

Sufficient weighted credits have been selected to achieve this requirement rating, and further opportunities will be pursued during the design stages of the project.

Based on the proposed design, the predicted performance in each respective environmental category is tabulated in the Green Star equivalent Scorecard in Appendix J – Sustainability Report. The proposed development's predicted performance therefore warrants DevWA's support, optimising the sustainability of the built environment and delivering positive environmental outcomes.

6.2.9 Wungong Urban Water Public Open Space Policy

The WUW Public Open Space Policy details the requirements for the provision of Public Open Space (POS) within the WUW Project Area.

However, the policy applies to residential development only, and there are no areas of POS identified within the subject site under the approved WUW Master Plan, Structure Plan or LDP.

Notwithstanding the above, publicly accessible landscaped areas are incorporated as part of the proposed development, to offer improved amenity to complement the primary NAC functions.

6.2.10 Wungong Urban Water Movement Network Policy

The WUW Movement Network Policy details objectives and aspirations for the facilitation of an integrated movement networks for pedestrians, cyclists, and vehicles across the WUW Project Area. In response, the subject site's LDP supports the continued facilitation of an integrated movement network in line with the policy objectives and aspirations.

As discussed in Sections 2.4 and 3.3 of this report, the proposed development will support the construction of appropriate road infrastructure with Ironbark Drive, Cypress Avenue and Rowley Road to be developed or upgraded in accordance with the approved LDP and the requirements of the overarching planning framework. This outcome is consistent with the requirements of the Movement Network Policy.

6.2.11 Wungong Urban Water Development Contribution Plan

Under the WUW Development Contribution Plan (DCP), infrastructure costs are apportioned among landowners in the WUW Project Area. Landowner development contributions are required to be made through monetary payment or, where appropriate, offset by undertaking works on behalf of DevWA or ceding land to the value of the development contribution.

According to the DCP, the portion of Rowley Road fronting the subject site, between Hopkinson Road and Hilbert Road, will be developed to a 'Road Avenue A – Divided Road' standard, with two 5.0 metre wide carriageways (being a single 3.5 metre traffic lane and 1.5 metre wide on-road cycle lane) separated by a central 6.0 metre wide median strip. The Rowley Road Avenue A – Divided Road will therefore ultimately require a 28.2 metre wide road reservation, resulting in 6.1 metre wide verges.

The future expansion of Rowley Road will also require the construction of several intersections, including the Rowley Road and Hopkinson Road roundabout at the southwestern corner of the subject site.

The delivery of the Rowley Road extension and associated intersection upgrades is essential for vehicle access into and around the subject site. For this reason, CGPD propose to partially construct Rowley Road to its ultimate design standard to the eastern boundary of the subject site and to fully deliver the Rowley Road and Hopkinson Road intersection as part of the implementation of this development application. The proposed Rowley Road works will offset future development contribution liabilities through the delivery of infrastructure items on behalf of DevWA.

As per the DCP Practice Notes, CGPD and DevWA will enter into a pre-funding agreement, guided by the endorsed Capital Expenditure Plan prepared as part of the DCP. The pre-funding agreement will address the following:

- Scope of work in accordance with the Development Costs Schedule; and
- Timeliness for the delivery of the agreed works; and
- Timeliness for the DCP reimbursement by DevelopmentWA for the agreed works; and/or
- Timeliness of any Development Contribution payment (if applicable); and/or
- The value of the proposed infrastructure and the extent of which its provision satisfies the development contribution.

6.3 WAPC State Planning Policies, Planning Bulletins and Position Statements

6.3.1 State Planning Policy 3.7 – Bushfire (SPP3.7)

SPP3.7 provides the foundation for land use planning to address bushfire risk through effective risk-based management practices. The primary objectives of SPP3.7 are to ensure future development is resilient to bushfire related impacts while managing the risk to people, property, and infrastructure.

As discussed in Section 4.4 of this report, the requirements of SPP3.7 have been appropriately addressed in the supporting BMP, which demonstrates full compliance with the applicable bushfire protection criteria under the associated Planning for Bushfire Guidelines.

The implementation of the supporting BMP will therefore ensure that the proposed development is consistent with the requirements of SPP3.7.

Refer to Appendix I – Bushfire Management Plan

6.3.2 State Planning Policy 4.2 – Activity Centres (SPP4.2)

SPP4.2 provides the framework for land use planning to encourage the development of an appropriate activity centres network throughout the State's primary metropolitan regions. It considers the distribution, function, broad land use, access and urban form of activity centres in Perth, Peel and Bunbury.

As highlighted above, the subject site is identified as a proposed NAC under Scheme 2 and the adopted WUW planning framework. SPP4.2 recognises the importance of NACs in providing a focal point that services daily and weekly household shopping needs, community facilities and a small range of other convenience services, with NACs intended to typically exhibit the following key characteristics:

- Retail and commercial land uses including shops (large), liquor stores (large), amusement parlours, educational establishments, recreation land uses, small bars, taverns, offices (small), medical centres and art galleries.
- Typical urban form that is compact and cohesive and that complements the surrounding built form character in scale and style.
- Contributions to the public realm by enhancing and activating the streetscape and contributing to creating a distinct and appealing character for the centre.

The proposed development supports this intent, as a key component of the planned Rowley Road NAC, with an urban form that is cognisant of the interface arrangements to the future road network and the existing low scale residential character of the surrounding area. The proposed development is also consistent with land use intent for NACs under SPP4.2, with the proposed shopping complex, liquor store, and child care premises providing for both convenience retail services and community facilities to service the surrounding residential catchment.

6.3.3 State Planning Policy 7.0 – Design of the Built Environment (SPP 7.0)

SPP7.0 is the lead policy of the State's Design WA initiative and has the effect of elevating the importance of design quality across the whole built environment, in acknowledgement of the fact that good design outcomes improve the urban environment, benefit local communities and leave a positive legacy for future generations.

SPP7.0 applies throughout the State and seeks to provide a consistent framework for the promotion of design quality in the built environment. This framework is based around:

- The establishment of ten key design principles to inform the design, review and decision-making processes for built environment proposals across the State;
- The promotion of independent design review as part of the decision-making process; and
- The importance of utilising architects and building designers with the necessary design skills to achieve good design outcomes.

The ten key design principles relate to: context and character; landscape quality; built form and scale; functionality and build quality; sustainability; amenity; legibility; safety; community; and aesthetics. The consistency of the proposed development with these ten key design principles has been addressed in Table 9 below.

Table 9. SPP 7.0 Design Response

| SPP7.0 Design Response | |
|---|---|
| Context and Character | |
| <i>Good design responds to and enhances the distinctive characteristics of a local area, contributing to a sense of place.</i> | The proposed shopping centre development responds to the evolving urban character of Hilbert as a growing residential community through the establishment of a key anchor within the WUW Project Area. Native water-wise plant species have also been used within the development's landscaping response to acknowledge the subject site's pre-settlement history and environmental characteristics. |
| Landscape Quality | |
| <i>Good design recognises that together landscape and buildings operate as an integrated and sustainable system, within a broader ecological context.</i> | The proposed landscape design integrates low native plantings, shade-providing canopy trees and feature planting that supports pedestrian comfort, provision of shade relief and biodiversity. The landscaping strategy complies with the applicable LDP requirements whilst responding to the City's Urban Forest Strategy to support an attractive and ecologically responsive public realm. |
| 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> | The built form reflects a pedestrian-friendly neighbourhood scale with a mix of activated facades, double-height building elements to Ironbark Drive and Rowley Road, and visual permeability to key frontages. The scale and articulation of the proposed development address the future urban character of the precinct, enhancing the public realm and reinforcing its role as a retail and community destination. |
| 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> | The development has been designed with efficient user flow and serviceability in mind, incorporating clear pedestrian access routes and access/egress points, functional tenancies and service areas. Public plazas and shaded waiting zones support accessibility and comfort for all users. The layout ensures long-term adaptability to accommodate evolving retail and community needs. |
| Sustainability | |
| <i>Good design optimises the sustainability of the built environment, delivering positive environmental, social and economic outcomes.</i> | The proposed development optimises sustainability through a combination of adaptive reuse of services, energy-efficient design considerations, and sustainable landscape treatments. The subject site's orientation and provision for active transport and EV infrastructure further enhance environmental performance. |
| Amenity | |
| <i>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.</i> | A variety of uses, including retail, food and beverage, and child care, will provide much needed services and amenity for local residents. The proposed plazas, shaded seating, and active shopfronts foster social engagement and will ensure that the centre becomes a community focal point offering high levels of amenity and comfort. |

SPP7.0 Design Response

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 site layout promotes clear wayfinding with a legible main street frontage, identifiable entry points and continuous pedestrian connections, including between the shopping centre and childcare premises. The proximity to key roads and the judicious use of feature landscaping will ensure ease of navigation for patrons and enhance overall precinct cohesion.

Safety

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

Safety is prioritised through maximisation of passive surveillance, lighting, and clear sightlines within public areas both in the development and fronting Ironbark Drive and Cypress Avenue. The Rowley Road frontage will benefit from significant exposure to passing traffic and the landscaping will be maintained in a manner that promotes casual surveillance. The layout also ensures segregation of pedestrian and service vehicle movements, meeting contemporary safety and accessibility standards.

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.

The proposed development will enhance the social fabric of Hilbert by integrating important community services (child care premises) into the neighbourhood centre's design. The broader centre layout also supports passive social engagement through shaded seating areas, open plazas, and activated building frontages with food and beverage opportunities that encourage casual social encounters. These design features will collectively strengthen social cohesion, promote wellbeing, and reinforce the NAC's role as both a service hub and social anchor for Hilbert's growing population.

Aesthetics

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

A cohesive and contemporary materials palette, combined with thoughtful facade articulation and landscaping, will ensure that the centre presents as an attractive, engaging place. Visual continuity is achieved across retail and community elements, ensuring consistency in built form expression. Collectively, design elements create a cohesive, attractive and memorable place that contributes positively to the identity and character of the precinct.

6.3.4 Planning Bulletin 72/2009 'Child Care Centres'

The Western Australian Planning Commission (WAPC) published Planning Bulletin 72/2009 'Child Care Centres' (Bulletin) in August 2009 to provide consistent locational guidance, amenity and child health and safety considerations for proposed centres.

The proposed child care premises responds to the existing and future demand and the needs of the local community. The bulletin acknowledges the trend that broadly, existing child care premises are located in proximity to residential areas. The bulletin also sets out criteria to guide the location of future child care premises.

The location of the proposed development aligns with many of the bulletin criteria as identified in Table 10 below.

Table 10. Planning Bulletin 72/2009 'Child Care Centres' – Locational Response

| Planning Bulletin 72/2009 Locational Criteria | Comment |
|---|--|
| <i>Distributed strategically to provide the maximum benefit to the community it serves</i> | Being situated approximately 200 metres from existing residential development, the proposed child care premises will form a key component in the Precinct 21 Rowley Road neighbourhood centre. In this respect, the child care premises will be co-located with retail development to service the daily and weekly needs of the surrounding residential population. As such, the subject site is considered a strategic location for child care services to provide maximum benefit for the community. |
| <i>Within easy walking distance or part of appropriate commercial, recreation or community nodes and education facilities</i> | The proposed child care premises will be co-located with the proposed Coles supermarket and specialty retail at the subject site. The 50 metre distance to commercial land uses has been designed to create a comfortable pedestrian experience with ample landscaping, shelter and walkways. |
| <i>Located in areas where adjoining uses are compatible with a child care centre</i> | The proposed development is located within 200 metres of residential lots, forming part of the WUW Project Area and Hilbert locality, an emerging residential area. In this regard, the proposed development comprising the child care premises and shopping complex will support the growing residential community with amenities and community-based facilities. |
| <i>Serviced by public transport</i> | The proposed child care premises is located approximately 200 metres from an existing bus stop on Rowley Road. In addition, the proposed child care premises is supported by generous parking provision, pedestrian walkways and the provision of three (3) bicycle bays. As such, the proposed development will meet the primary need for access by private vehicles as well as supporting the use of alternative modes of transport. Additional access opportunities via public transport are anticipated as further services are provided to meet the needs of the growing Hilbert community. |
| <i>Considered suitable from a traffic engineering/safety point of view.</i> | A TIA has been prepared and included at Appendix D to this report. The TIA identifies that there is appropriate capacity within the local road network to accommodate the use and the size of the development and that the proposed site access arrangements are appropriate. |
| <i>Of sufficient size and dimension to accommodate the development without affecting the amenity of the area.</i> | A total of 92 children are proposed to be catered for within the proposed development which is a relatively common scale for modern child care premises due to key operational efficiencies associated with high-quality purpose-built centres and high service demand. The proposal has been supported by extensive technical reporting which appropriately addresses the ability for the site to accommodate the intended 92 children. |

6.3.5 Draft Position Statement: Child Care Premises

The WAPC's draft Position Statement: Child Care Premises (PSCCP) has been prepared to guide the development of child care premises to better meet the community's changing needs. The draft PSCCP was issued for public comment from November 2022 to February 2023.

The draft PSCCP seeks to update the Planning Bulletin 72 Child Care Centres (August 2009) and aims to provide decision-makers, proponents and the community with a consistent policy approach to planning for child care premises in WA.

The draft PSCCP states that convenient access is crucial for child care premises, as well as reiterating many of the factors considered under the planning bulletin. It is noted that the location of the proposed child care premises is considered to mitigate any potential adverse impacts on residential amenity whilst providing a high level of connectivity with and walkability to and from the surrounding residential area.

In respect of additional recommendations, the draft PSCCP suggests that premises abutting noise-sensitive land uses should locate outdoor play areas at the ground level and away from adjacent residential properties to reduce the potential for adverse impacts on amenity. The current design aligns with this principle and therefore aligns with this aspect of the draft PSCCP.

It should also be noted that the proposed child care premises outdoor play area will not be used before 7:00am, as confirmed within the Environmental Acoustic Assessment prepared for the proposed development (refer Appendix G). On this basis, the proposed land use was found to comply with applicable day-time noise limits.

7. Planning Merit

In addition to the assessment and justification provided in the preceding sections of this report, the principles of orderly and proper planning require that new development is a logical and efficient extension of existing development in the locality, and consistent with the planning vision for the area. The key points regarding the proposed development are summarised as follows:

- The proposed development is consistent with the stated aims of the WUW Planning Framework comprising Scheme 2, the WUW Development Policies, the WUW Design Guidelines and the WUW Master Plan, which include an intent to support a NAC development at the subject site.
- The proposed development complies with the planning provisions set out under the approved LDP, facilitating a NAC development in accordance with the intended built form outcomes for the subject site.
- The delivery of the proposed NAC development is consistent with key State level planning policies relating to good design and the establishment of an appropriate activity centre hierarchy.
- The proposed development's design response is compatible with the WUW Project Area's surrounding landscapes and pre-settlement context, including provision for extensive water-wise native landscaping.
- The siting, footprint and design of the proposed development has been carefully considered to ensure streetscape activation and an appropriate level of visual amenity along high traffic routes (Rowley Road and Ironbark Drive).
- The proposed development includes the appropriate infrastructure to support the effective acoustic separation between the Coles service yard and existing and planned residential development to the east in the vicinity of the subject site.
- CGPD is undertaking necessary steps to contribute to the WUW DCP through the construction and delivery of major infrastructure items on behalf of DevWA.
- The development will contribute positively to the range of amenities and community uses servicing existing and future residents within the WUW Project Area.

The proposed development is therefore consistent with the principles of orderly and proper planning and has significant planning merit.

8. Conclusion

This report has been prepared by Element Advisory, on behalf of CGPD, in support of a Coles supermarket anchored shopping centre development at Lot 9500 Rowley Road, Hilbert.

The proposed development builds directly on the recently approved LDP and will deliver important retail and community services within a growing residential area, as a key component of the planned Rowley Road NAC. In doing so, the proposed development will further the strategic intent for urban growth within the WUW Project Area, whilst achieving appropriate outcomes with respect to environmental matters within the Hilbert locality through noise mitigation strategies, bushfire management, landscaping and sustainable design initiatives.

For these reasons, and noting the demonstrated consistency with the applicable planning framework, the proposed development is consistent with the principles of orderly and proper planning and warrants approval accordingly. We therefore respectfully request the support of DevWA and look forward to the favourable consideration of this development application.

