

Dalyellup Village Shopping Centre 19 Portobello Road, Dalyellup Development Application

November 2023 | 23-375



element.
the art and science of place

We acknowledge the Whadjuk people of the Noongar nation as Traditional Owners of the land on which we live and work.

We acknowledge and respect their enduring culture, their contribution to the life of this city, and Elders, past and present.

Document ID: /Volumes/Graphics/2023/23-375 - Dalyellup, 19 Portobello Road DA /00 InDesign Report/02 Final/00 InDesign						
Issue	Date	Status	Prepared by	Approved by	Graphics	File
1	24.11.23	Draft	George Ashton	Murray Casselton	SA	D1
2	27.11.23	Final	George Ashton	Murray Casselton	SA	F1
3	11.12.23	Final	George Ashton	Murray Casselton	SA	F2

This report has been prepared for the exclusive use of the Client, in accordance with the agreement between the Client and Element Advisory Pty Ltd (**element**) ('Agreement').

element accepts no liability or responsibility whatsoever in respect of any use of or reliance upon this report by any person who is not a party to the Agreement or an intended recipient.

In particular, it should be noted that this report is a qualitative assessment only, based on the scope and timing of services defined by the Client and is based on information supplied by the Client and its agents.

element cannot be held accountable for information supplied by others and relied upon by **element**.

Copyright and any other Intellectual Property arising from the report and the provision of the services in accordance with the Agreement belongs exclusively to **element** unless otherwise agreed and may not be reproduced or disclosed to any person other than the Client without the express written authority of **element**.

Contents

1. Introduction	1	Appendix A	35
1.1 Planning Approvals Required	1	Development Plans	35
2. Subject Site	3	Appendix B	36
2.1 Site Location	3	Certificate of Title and Deposited Plan	36
2.2 Site Description and Tenure	3	Appendix C	37
2.3 Site Context	7	Site Feature Survey	37
2.4 Environmental and Heritage Considerations	7	Appendix D	38
3. Proposed Development	9	Architectural Design Statement	38
3.1 Development Overview	9	Appendix E	39
3.2 Design Approach	9	Landscaping Plans	39
3.3 Landscaping and Public Realm	11	Appendix F	40
3.4 Parking and Access	11	Waste Management Plan	40
3.5 Signage	11	Appendix G	41
4. Planning Assessment	13	Coles Operational and Waste Management Plan	41
4.1 Greater Bunbury Region Scheme	13	Appendix H	42
4.2 Shire of Capel Local Planning Strategy	13	Environmental Acoustic Assessment	42
4.3 Shire of Capel Local Planning Scheme No. 8	13	Appendix I	43
4.4 Dalyellup District Centre Activity Centre Plan	19	Transport Impact Assessment	43
4.5 Dalyellup District Centre Local Development Plan No. 1	23	Appendix J	44
4.6 Shire of Capel Local Planning Policies	24	Preliminary Civil Services Design	44
4.7 State Planning Policies	27		
5. Technical Reports	29		
5.1 Waste Management Plan	29		
5.2 Environmental Acoustic Assessment	29		
5.3 Transport Impact Assessment	30		
5.4 Civil Services Design	30		
6. Planning Merit	31		
7. Conclusion	33		



DALYELLUP VILLAGE

1. Introduction

This report has been prepared by **element**, on behalf of Coles Group Property Developments Ltd (CGPD), in support of a development application for the delivery of a key component of the Dalyellup District Centre, in the form of a proposed shopping centre development located at Lot 5002 (No. 19) Portobello Road, Dalyellup (the subject site).

Refer to Appendix A – Development Plans

The proposed development presents an exciting opportunity to deliver a new Coles supermarket anchored shopping centre to service the local Dalyellup community, in accordance with the site's designation as part of the Dalyellup District Centre under the applicable State and local planning framework. The development is designed to provide a best practice supermarket experience, supported by additional specialty tenancies, an activated street interface and extensive landscaping throughout the subject site.

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

- Landscape – Kelsie Davies Landscape Architecture.
- Traffic – Uloth and Associates.
- Waste – Talis Consultants.
- Acoustics – Herring Storer Acoustics.
- Civil Engineering Design – Pritchard Francis.

Refer to Appendix A – Development Plans

1.1 Planning Approvals Required

The proposed development has an estimated construction cost in excess of \$10 million and is therefore a mandatory Joint Development Assessment Panel (JDAP) application. This application requires determination by the Regional JDAP, based on a report and recommendation prepared by the Shire of Capel (the Shire).



2. Subject Site

2.1 Site Location

The subject site is located in the suburb of Dalyellup, approximately 10 kilometres south of the Bunbury City Centre, on the western side of Bussell Highway.

The subject site maintains frontages to the existing Dalyellup Shopping Centre development to the north, Tiffany Centre to the east, Piccadilly Lane to the south, and Portobello Road to the west.

Refer to Figure 1 – Location Plan

2.2 Site Description and Tenure

The subject site comprises Lot 5002 (No. 19) Portobello Road, Dalyellup. The Certificate of Title details for the subject site are summarised in Table 1 below. Copies of the Certificate of Title and associated Deposited Plan are enclosed at Appendix B.

Table 1. Certificate of Title Details

Lot	Survey	Volume	Folio	Area	Registered Proprietor
5002	P412056	2939	877	14,442m ²	Coles Group Property Developments Ltd

Refer to Appendix B – Certificate of Title and Deposited Plan

Refer to Figure 2 – Cadastral Plan

There are a number of notifications and encumbrances listed on the Certificate of Title, including:

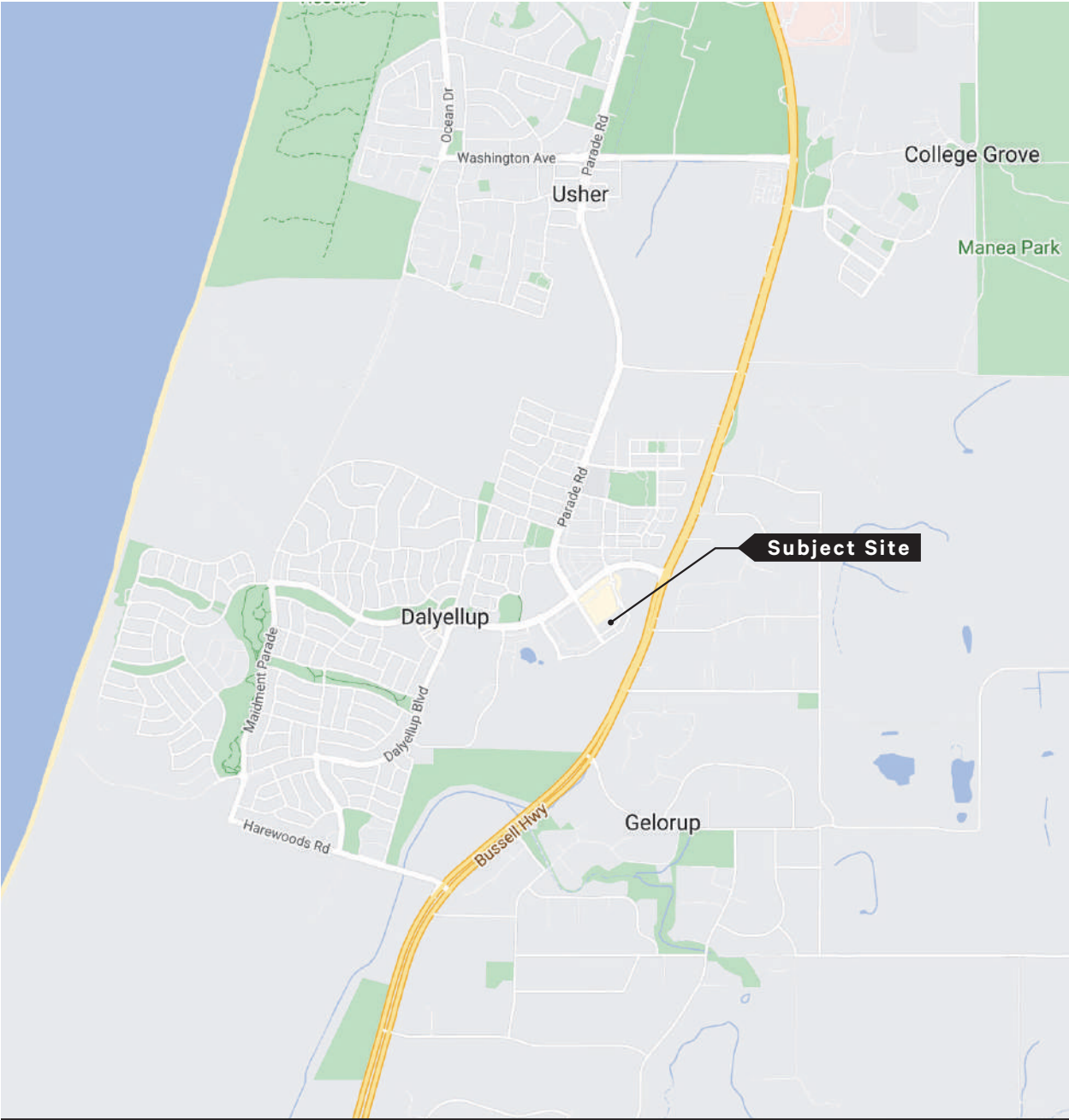
- Document M271698, being an easement burden in favour of the Shire and the public at large, which relates to public access rights over the shared vehicle and pedestrian accessways along the northern boundary of the subject site and the existing shopping centre development to the north;
- Restrictive covenants that prevent further vehicle access from Tiffany Centre and Portobello Road, in the locations shown on the Deposited Plan; and
- Document N770673, being a notification under Section 165 of the Planning and Development Act 2005, which relates to the subject site's proximity to known mosquito breeding areas.

The above easements and notifications do not inhibit the development as proposed, with no buildings proposed over the identified easement area, no new crossovers proposed to Tiffany Centre or Portobello Road, and no sensitive residential land uses proposed. Copies of the aforementioned documents can be provided upon request.

The subject site is currently vacant and does not contain any existing vegetation. The only existing improvement on the subject site is the portion of the shared driveway off Tiffany Centre that straddles the boundary with the adjoining land to the north.

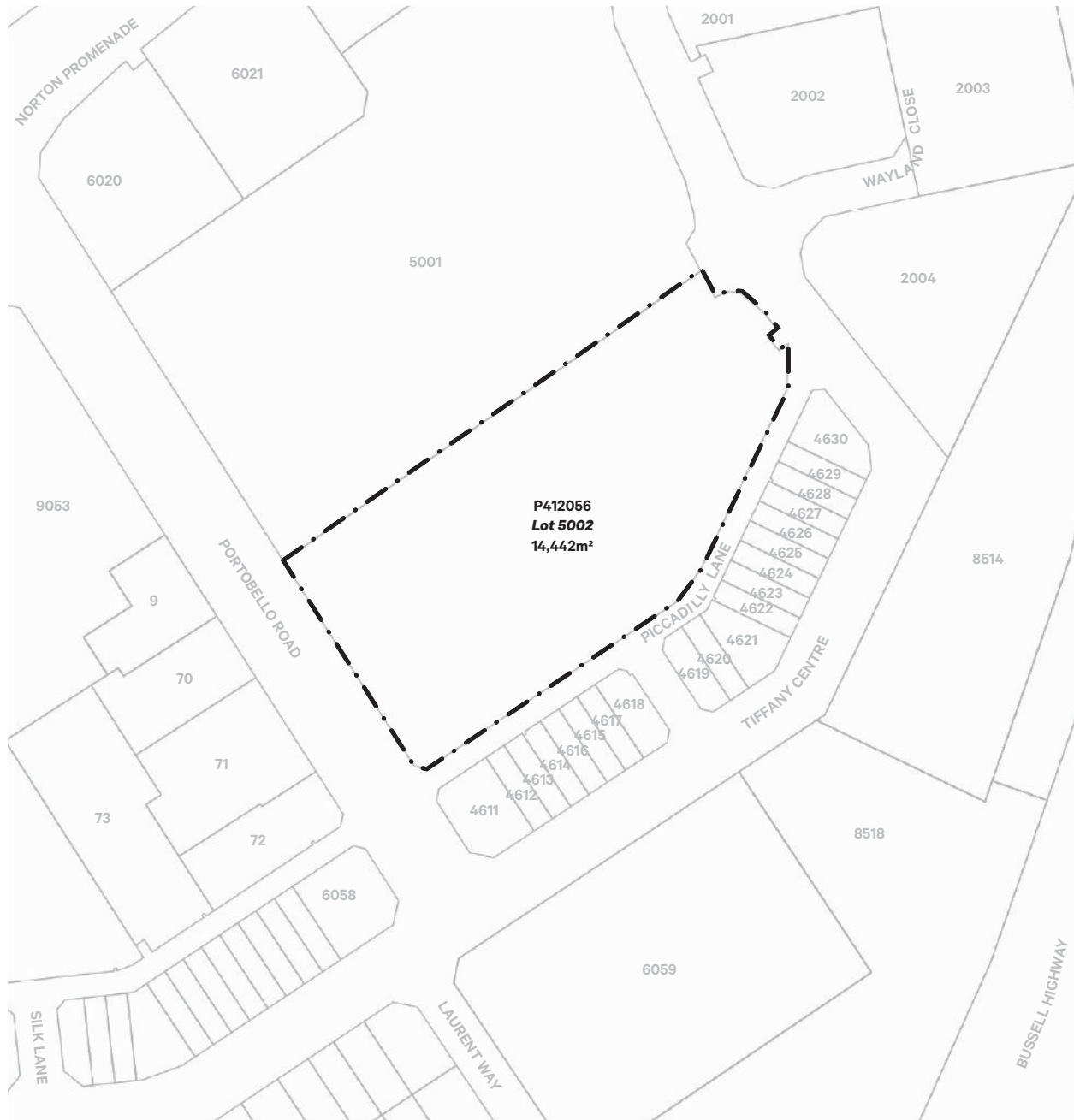
Refer to Figure 3 – Aerial Plan

Refer to Appendix C – Site Feature Survey



source: googlemaps

Figure 1. Location Plan



 Subject Site



source: landgate

Figure 2. Cadastral Plan



Subject Site



source: MNGaccess

Figure 3. Aerial Plan

2.3 Site Context

The land to the north and west of the subject site is being progressively developed as part of the build out of the Dalyellup District Centre, and includes:

- An existing shopping centre development immediately to the north of the subject site;
- An existing tavern development to the west of the subject site, on the opposite side of Portobello Road; and
- Various medical, mixed commercial, dining and fast food tenancies arranged around Portobello Road, Norton Promenade and Tiffany Centre.

The land to the east is currently vacant and is identified for future bulky goods retail development under the applicable local planning framework, whilst the land to the south is developed for single storey residential houses, which are oriented to the south with garages fronting Piccadilly Lane.

The remainder of the surrounding area is being progressively developed for commercial and residential purposes, along with associated recreational and educational facilities.

2.4 Environmental and Heritage Considerations

A desktop search indicates that the subject site:

- Has no known local, State, National or Aboriginal significance;
- Is not located within a bushfire prone area under the State Map of Bushfire Prone Areas; and
- Is not a registered contaminated site.

However, it is noted that the subject site is affected by mapped areas indicating:

- A high to moderate risk of acid sulphate soils occurring within three metres of the natural soil surface;
- A small portion of multiple use dampland to the east of the subject site; and
- The presence of Threatened Ecological Communities (TECs) 126466 and 126467.

However, the applicable Activity Centre Plan (ACP) states that a detailed environmental assessment of the Dalyellup District Centre area has already been undertaken in previous structure planning for the East Dalyellup precinct, including detailed investigations of geology and soils, hydrology and surface drainage, wetlands, vegetation and flora, and site contamination. This detailed assessment concluded that there are no environmental constraints affecting future development of the Dalyellup District Centre area.



DALYELLUP VILLAGE

coles

3. Proposed Development

3.1 Development Overview

This development application seeks approval for the construction of a Coles supermarket anchored shopping centre development that comprises:

- A Coles supermarket tenancy with a Gross Floor Area (GFA) of 4,027m², comprising a customer retail floor area of 2,882m² Net Lettable Area (NLA) and associated back of house facilities.
- Up to three (3) specialty retail tenancies totaling 323m² NLA, and including a potential liquor store, with the exact internal configuration and number of specialty retail tenancies designed to be adaptable to respond to future leasing opportunities.
- Supporting amenities and ablution facilities for staff and visitors.
- The provision of parking facilities on the eastern portion of the subject site, with access via Piccadilly Lane and the shared driveway along the northern boundary of the subject site.
- The provision of trolley bays and shade sails within the proposed car parking areas.
- A click and collect area to the east of the proposed supermarket tenancy to meet contemporary customer requirements.
- A separate servicing area and loading dock to the south of the proposed supermarket tenancy.
- The installation of strategically positioned landscaping throughout the subject site, as indicated on the plans provided.

The above results in the provision of 3,205m² of retail NLA to service the daily and weekly shopping needs of Dalyellup residents.

Refer to Appendix A – Development Plans

The development will be delivered in a single stage and is scheduled to commence construction in March 2024, with a targeted opening date in the fourth quarter of 2024.

3.2 Design Approach

Through a thorough site analysis and engagement with the Shire prior to lodging this development application, it is evident to the proponent that the approach taken for existing development in the area has so far been unable to deliver on the desired interface to Portobello Road, and is also lacking in attractive landscaped spaces for the local community. In particular, the approach of sleeving larger commercial tenancies with smaller tenancies at the street frontage has proved ineffective due to contemporary customer behaviours and the level of retail demand in the area, which has resulted in tenancies fronting the main street that:

- Are vacant;
- Are poorly presented;
- Are not occupied by traditional main street retail or dining land uses that contribute to high levels of pedestrian movement and streetscape activation; and/or
- Incorporate opaque or reflective glass, and extensive window signage, which limits the visual relationship between the existing tenancies and the Portobello Road main street environment.

Accordingly, the proposed development aims to provide an alternative design solution that is viable, deliverable and attractive, and addresses surrounding streets and public spaces by:

- Providing secured main street activation in the form of:
 - The proposed supermarket tenancy, which is provided with visually permeable glazing upon the majority of its tenancy frontage to Portobello Road. This design approach will allow the ability for two way observation of the activity within the supermarket and on the adjacent footpath. The proposed approach is reliant on the placement of strategic bollards within the Portobello Road reserve adjacent to existing on-street car parking for security purposes. This will be the subject of separate discussions with the Shire; and
 - A proposed new community space at the northern end of the Portobello Road frontage as part of a consolidated central activity node, activated by an associated food and beverage tenancy that will offer opportunities for alfresco dining.
- Providing additional specialty retail tenancies that interface with the main entry to the existing shopping centre and pedestrian accessway to the north.
- Locating all car parking to the rear of the subject site.

In addition, the CGPD project team has had regard for the following key design elements:

- Delivery of a state of the art supermarket offer that aligns with contemporary customer demands and requirements, as well as leasable specialty retail tenancies based on expert advice and research.
- Provision of a universally accessible environment that is suitable for shopping trolleys and people of all ages and abilities.
- Provision of soft landscaping and tree canopy to provide shaded amenity for patrons and to soften the appearance of proposed off-street parking areas.
- Delivery of a bespoke built form and landscape approach that utilises high quality materials and finishes in conjunction with native landscaping that is responsive to the local context.
- Provision of convenient and safe access for pedestrians and vehicles, in line with contemporary retail planning principles, including:
 - Clear and legible movement to and within the subject site.
 - Two-way traffic movement throughout the subject site, with the majority of car parking orientated perpendicular to the main centre elevation.
 - Resolved and safe pedestrian access arrangements, with dedicated pedestrian paths and refuge zones within the proposed car parking areas.
 - Provision of a dedicated 'click and collect' pick up area to accommodate post COVID-19 consumer spending habits.
- Provision of resolved loading and servicing arrangements, including:
 - Screening the proposed loading dock with a landscaped green wall at the Portobello Road frontage.
 - Providing appropriate swept paths for service vehicles accessing the rear loading dock.

The above results in a high quality development proposal that is safe, visually appealing and customer focussed, as discussed in further detail in the architectural design statement that is enclosed with this development application report.

Refer to Appendix D – Architectural Design Statement

3.3 Landscaping and Public Realm

The proposed development is supported by high quality landscaping throughout the subject site, with soft landscaping prioritised around the perimeter of the subject site and within the proposed customer parking areas.

The cohesive landscape strategy includes extensive shade tree plantings and native vegetation, which are located to enhance pedestrian amenity throughout the subject site and to provide natural shade to car parking areas. This includes provision for:

- A covered, landscaped open space at the north-western corner of the subject site, located at the western mall entrance and interfacing with Portobello Road.
- An additional landscaping and seating area at the eastern entry to the proposed shopping centre.
- Extensive tree planting to the perimeter of the proposed car parking area to minimise the visual impact of the parking area and associated shade sails.

The landscaping approach prioritises the use of native species that have low water requirements, and that provide a connection to the site context and to the biodiversity of the area, as detailed in the accompanying landscaping plans.

Refer to Appendix E – Landscaping Plans

3.4 Parking and Access

The proposed site layout provides for a total of 199 parking bays, comprising:

- 169 standard car parking bays.
- Six (6) short term parking bays.
- Six (6) ACROD car parking bays.
- Four (4) car parking bays for parents with prams.
- Six (6) click and collect car parking bays.
- Eight (8) motorcycle bays.

The proposed development configuration includes extensive shade to car parking areas through the provision of shade trees and shade sails, to provide weather protection and amenity for customers. The use of shade sails has been limited to 40% of the total number of bays provided on-site, with natural shade prioritised for the majority of the proposed parking areas via the provision of shade trees.

Access to the proposed car parking areas will be via the existing shared vehicle driveway at the north-eastern corner of the site off the existing Tiffany Centre – Wayland Close roundabout, and via two new crossovers to Piccadilly Lane. The internal car park circulation areas are designed in a logical grid pattern for ease of use and provide for two-way vehicle movement throughout all proposed customer car parking areas.

The dedicated loading and servicing area for the proposed supermarket is provided to the south of the subject site, with access off Piccadilly Lane. The loading and servicing area is designed to accommodate large Coles service trucks, with circulation spaces provided to enable these vehicles to enter and exit the subject site in a forward gear.

3.5 Signage

Signage has been included in the development plans for the project, to ensure its location and design is properly considered as part of the architectural scheme for the proposed development. This includes a key focus on locating signage on appropriate building facades to maximise customer visibility with careful consideration to avoid a proliferation of unnecessary signage across the subject site.

A new pylon sign is proposed to the rear of the subject site, in close proximity to the main centre car park access point off Tiffany Centre. The proposed pylon sign is 2.04 metres wide by 6.0 metres tall and will advertise the Coles supermarket and associated specialty retail tenancies. The following wall signs are also proposed:

- One 6.58 metre by 2.235 metre illuminated wall sign for the proposed supermarket on the northern façade of the proposed shopping centre building.
- Two 3.25 metre by 0.75 metre wall signs for the proposed specialty retail tenancies on the northern façade of the proposed shopping centre building.
- One 6.58 metre by 2.235 metre illuminated wall sign for the proposed supermarket on the eastern façade of the proposed shopping centre building.

- One 10.43 metre by 1.65 metre illuminated wall sign for the proposed click and collect facility on the eastern façade of the proposed shopping centre building.
- One 3.385 metre by 0.38 metre 'drive-through' sign for the proposed click and collect facility.
- One 7.55 metre by 2.3 metre wall sign for the proposed supermarket on the southern façade of the proposed shopping centre building.
- One 5.1 metre by 1.5 metre illuminated wall sign for the proposed supermarket on the southern façade of the roof plant area of the proposed shopping centre building.
- One 3.8 metre by 1.35 metre illuminated wall sign for the proposed supermarket on the western façade of the proposed shopping centre building.
- Two 6.27 metres by 0.33 metre 'Dalyellup Village' wall signs on the eastern and western elevations of the proposed shopping centre building.



4. Planning Assessment

4.1 Greater Bunbury Region Scheme

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

The subject site is zoned 'Urban' and is not affected by any reservations under the GBRS. The Urban zone is intended to accommodate a diverse range of urban land uses, including commercial and retail land uses of the type proposed.

Refer to Figure 4 – Extract of GBRS

4.2 Shire of Capel Local Planning Strategy

The Shire's Local Planning Strategy (2023) provides a vision and framework for planning and development in the Shire over the next 15 years.

The consolidation and further growth of Dalyellup as a district centre is one of the key identified priorities under the LPS, with a particular focus on promoting further commercial development in line with State Planning Policy 4.2 – Activity Centres (SPP4.2), as is proposed by this development application.

4.3 Shire of Capel Local Planning Scheme No. 8

The Shire's Local Planning Scheme No. 8 (LPS8) is the primary statutory control on land use and development within the Shire.

The subject site is zoned 'District Centre' under LPS8, and is subject to:

- Special Control Area 1 – Development Area (SCA1);
- Special Control Area 2 – Development Contribution Area (SCA2);
- Special Control Area 4 – Transport Corridors (SCA4); and
- Special Control Area 7 – Public Drinking Water Reserves (SCA7).

Refer to Figure 5 – Extract of LPS8

The objectives for the District Centre zone under LPS8 are:

- *To provide a community focal point for people, services, employment and leisure that are highly accessible.*
- *To provide for District Centres to focus on weekly needs and services for a wider district catchment.*
- *To provide a broad range of employment opportunities to encourage diversity within the District Centre.*
- *To ensure a mix of commercial and residential development, which provides for activity and accessibility at the street level and supports the provision of public transport and pedestrian links.*
- *To provide for a wide range of different types of residential accommodation, including high density residential, to meet the diverse needs of the community.*
- *To ensure that development is not detrimental to the amenity of adjoining owners/occupiers and/or residential properties in the locality.*

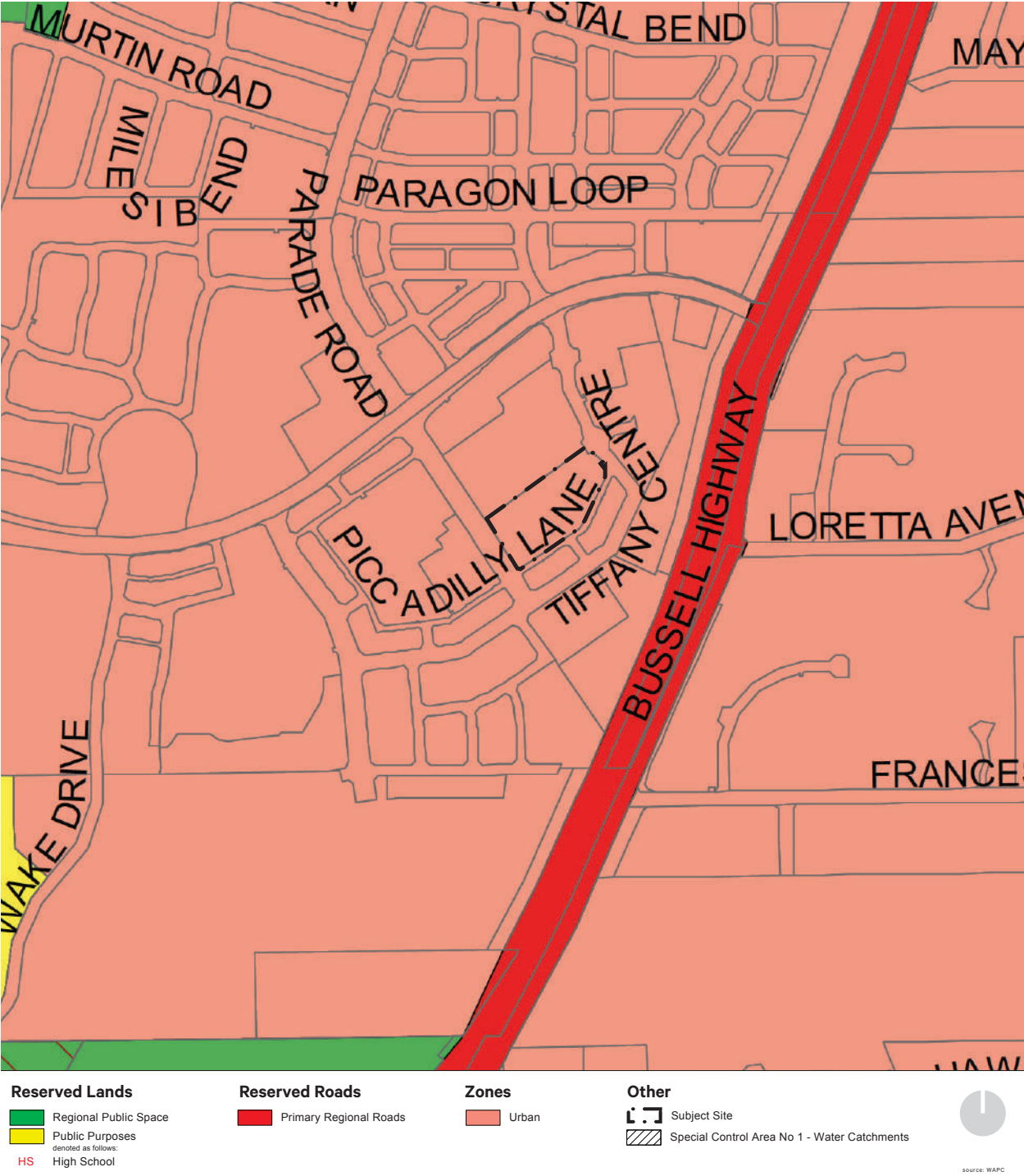


Figure 4. Extract of GBRS

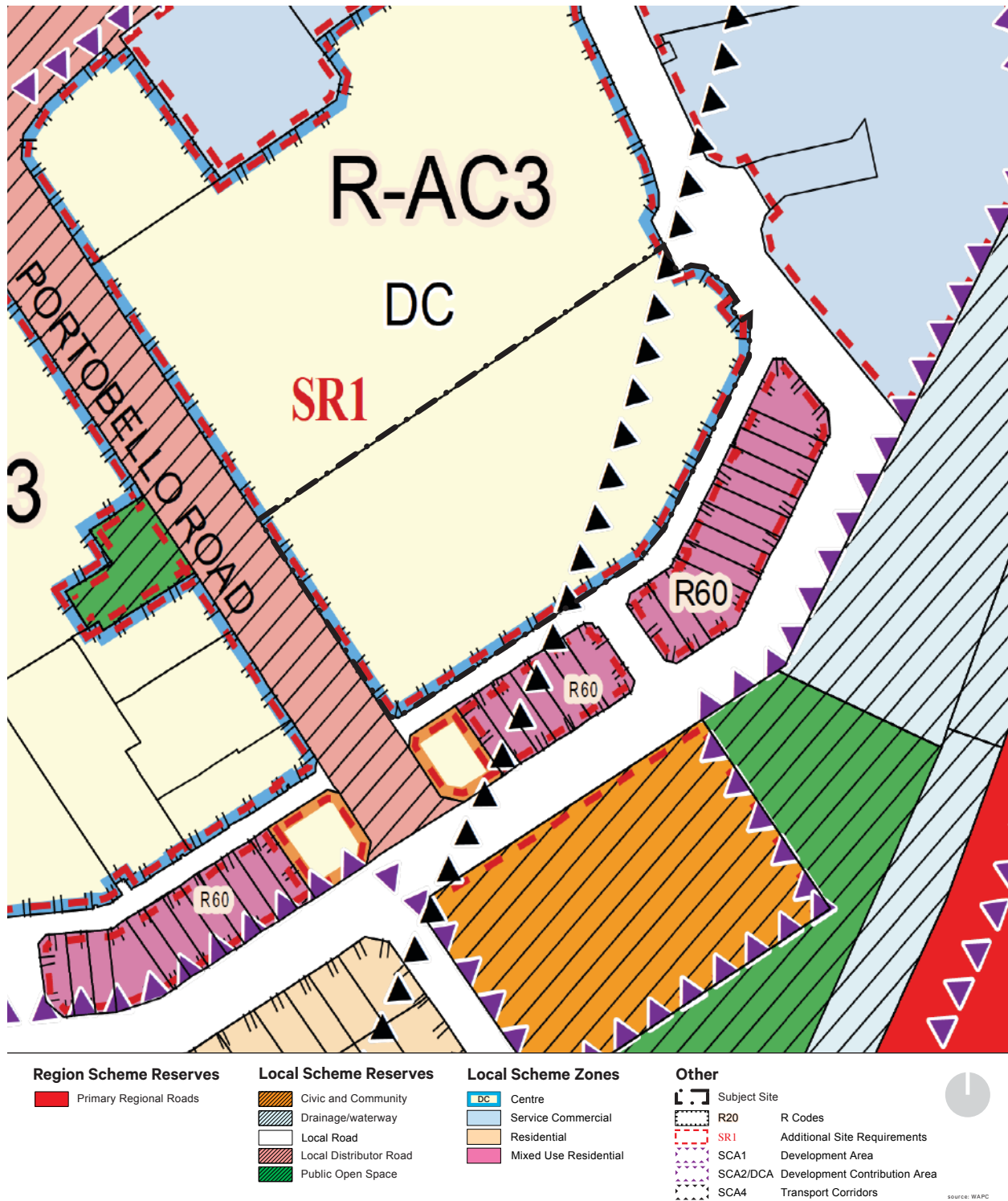


Figure 5. Extract of LPS8

The proposed development is consistent with these objectives, as it will:

- Provide important services and employment opportunities for the local community;
- Service the daily and weekly retail needs of Dalyellup residents;
- Provide streetscape activation to Portobello Road and the shared pedestrian accessway along the northern boundary of the subject site; and
- Contribute to the range of amenities within the Dalyellup District Centre.

4.3.1 Land Use Permissibility

The proposed land uses and their respective permissibility within the District Centre zone under LPS8 are detailed in Table 2 below.

Table 2. LPS8 Land Use Permissibility

Land Use	Applicability	Permissibility	Justification
Shop	Supermarket and specialty retail tenancies 2 and 3.	Permitted (‘P’)	Permitted land use that aligns with the District Centre zone objectives.
Restaurant / Café	All specialty retail tenancies	Permitted (‘P’)	Permitted land use that aligns with the District Centre zone objectives.
Liquor Store – Small	Specialty retail tenancies 2 and 3 only	Discretionary subject to advertising (‘A’)	The proposed liquor store land use is appropriate within a District Centre context, as part of providing for the daily and weekly retail needs of local residents, as per the relevant objectives of LPS8. It is also noted that the implementation of a liquor store land use would be subject to a separate licensing process through the racing, gaming and liquor section of the Department of Local Government, Sport and Cultural Industries, which will include assessment of relevant amenity and public interest considerations.

In accordance with the above, all of the proposed land uses are capable and worthy of approval in accordance with the applicable District Centre zoning under LPS8.

In the case of the proposed specialty retail tenancies, a flexible approval is sought for a range of land uses as detailed in Table 2, in order to provide options for initial leasing, which is particularly important in the current economic climate. The intent is that the first land use to occupy a given tenancy will then ‘activate’ the relevant approved use, to minimise the administrative burden and risk of needing to seek individual change of use applications.

4.3.2 Site and Development Requirements

An assessment against the applicable site and development requirements of LPS8 is provided in Table 3 below.

Table 3. LPS8 Site and Development Requirements

Required	Comment	Compliance
Schedule 3 – Additional Site and Development Requirements		
<i>DR4 – Water Supply:</i> <i>Where a reticulated water supply network is available, all development requiring potable water is to connect to the supply.</i>	The proposed development will be connected to the established reticulated water supply in the area.	Complies.
<i>DR5 – Wastewater and Drainage:</i> <i>Sewage is to be discharged via a reticulated sewerage scheme, or where deemed appropriate by the relevant decision-maker, via an on-site sewage disposal system which meets the requirements of the relevant Government Sewerage Policy and is appropriate to the specific site and soil conditions.</i>	The proposed development will be connected to the established reticulated sewerage scheme in the area.	Complies.

Required	Comment	Compliance
Schedule 4 – Additional Site and Development Requirements by Zone – District Centre Zone		
<i>Minimum Primary Street Setback: Nil</i>	The development maintains a generally nil setback to Portobello Road, with recessed areas providing for a landscape forecourt at the north-western corner of the subject site, and an emergency egress route for the proposed supermarket tenancy.	Complies.
<i>Minimum Secondary Street Setback: Nil</i>	The proposed development is setback from Tiffany Centre and Piccadilly Lane in order to: • Provide parking and loading areas consistent with the applicable Local Development Plan (LDP) for the subject site; and • Maintain a path connection to the proposed loading dock for use by centre staff.	Complies.
<i>Minimum Side and Rear Setbacks: Nil</i>	N/A. No side and rear boundaries.	N/A.
<i>Maximum Building Height: 12m</i>	The proposed development has a maximum height of 9.58m above natural ground level, and 10.2m to the top of proposed rooftop plant.	Complies.
<i>Developments constructed up to the primary street boundary shall where practical provide appropriate shelter over the pedestrian footpath in the form of an awning, canopy, balcony or verandah.</i>	Awnings are provided to both Portobello Road and the existing pedestrian easement to the north of the subject site. These connect into the covered landscaped area proposed at the north-western corner of the subject site, to provide appropriate weather protection for pedestrians.	Complies.
<i>Landscaping is to be in accordance with relevant Activity Centre Plan, Local Development Plan or Local Planning Policy or, if none exists, to the satisfaction of the local government.</i>	The proposed landscaping response is detailed in the accompanying landscaping plans, and addresses the requirements of the Shire's Local Planning Policy 6.8 - Urban Landscaping (LPP6.8) as discussed in Section 4.6.2 of this report.	Complies.
<i>Loading/unloading areas to be located either inside buildings or to side/rear of the premises.</i>	The proposed loading dock is situated to the side of the proposed premises, fronting Piccadilly Lane, consistent with the applicable LDP for the subject site. The loading dock is also appropriately screened from view from Portobello Road via a landscaped screening wall.	Complies.
<i>Notwithstanding the provisions of Table 3 - Zoning Table, fast food outlets or other land uses that include a 'drive-through service' are not permitted.</i>	No drive-through fast food outlets are proposed.	Complies.
<i>Multiple dwellings within the District Centre zone must be part of a mixed-use development.</i>	N/A. No multiple dwellings proposed.	N/A.
Schedule 7 – Special Control Areas in the Scheme Area		
<i>SCA1 – Development Area: A Structure Plan, Activity Centre Plan and/or Local Development Plan is required in accordance with the provisions of Schedule 2, Parts 4, 5 and/or 6 of the Planning and Development (Local Planning Schemes) Regulations 2015.</i>	The subject site is subject to the provisions of the Dalyellup District Centre ACP and an applicable LDP.	Complies.
<i>SCA 2 – Development Contribution Area: N/A. Developer contributions do not apply for commercial development.</i>	N/A. Developer contributions do not apply to commercial development.	N/A.

Required	Comment	Compliance
SCA4 – Transport Corridors:		
1. <i>In considering an application lodged within this Special Control Area, the local government will have due regard to SPP 5.4.</i> 2. <i>Except within the Residential, Commercial or Mixed Use Residential zones, buildings are to be set back a distance of 40 metres from the edge of the Highway or Railway reserve. Service roads and other minor development or infrastructure may be constructed within this building setback area. Notwithstanding this, all other setbacks shall be in accordance with any approved building envelope or setback provisions prescribed for a particular zone, as set out in cl. 34 and Schedule 3.</i> 3. <i>Except within the Residential, Commercial or Mixed Use Residential zones, proposals for the erection of any signage or advertisement for a service or commodity (including land and property), which is not produced, offered or sold on the lot on which the sign or advertisement is erected will not be supported by the local government. The local government may remove any public sign, advertisement, hoarding or notice which has been erected contrary to the Scheme.</i>	The proposed development does not contain any noise sensitive land uses to which the provisions of State Planning Policy 5.4 – Road and Rail Noise (SPP5.4) apply. The subject site is also located within a commercially focussed zone under LPS8 and is setback approximately 130 metres from the Bussell Highway road reservation. All proposed signage will directly to the uses within the proposed shopping centre development. No third party advertising is proposed.	Complies.
SCA7 – Public Drinking Water Reserves		
<i>The Local Government shall refer all applications for development approval to the Department of Water and Environmental Regulation for comment where that application is for a use which is identified as 'compatible with conditions' or 'incompatible' in the relevant priority classification in the Department of Water and Environmental Regulation's Water Quality Protection Note 25: Land Use Compatibility in Public Drinking Water Source Areas.</i>	The subject site is located within a Priority 3 Public Drinking Water Source Area and comprises of commercial shop, liquor store – small, and restaurant/café land uses only. All of these land uses are identified as 'Acceptable' within Priority 3 areas under Water Quality Protection Note 25: Land Use Compatibility in Public Drinking Water Source Areas.	Complies.
<i>Notwithstanding the land use permissibility set out in Table 3 – Zoning Table, a use which is identified as incompatible within the relevant priority area on the Land Use Compatibility Table in the Department of Water and Environmental Regulation's Water Quality Protection Note 25: Land Use Compatibility in Public Drinking Water Source Areas shall not be approved, unless exceptional circumstances apply.</i>	The subject site is located within a Priority 3 Public Drinking Water Source Area and comprises of commercial shop, liquor store – small, and restaurant/café land uses only. All of these land uses are identified as 'Acceptable' within Priority 3 areas under Water Quality Protection Note 25: Land Use Compatibility in Public Drinking Water Source Areas.	Complies.

Required	Comment	Compliance
<i>In determining or making recommendation on an application for planning approval or making recommendation on an application for subdivision in the Special Control Area, the Local Government shall have due regard to:</i> a. <i>State Planning Policy 2.9 Planning for Water and associated guidelines;</i> b. <i>Advice received from the Department of Water and Environmental Regulation;</i> c. <i>Compliance with the Department of Water and Environmental Regulation's Water Quality Protection Note 25: Land Use Compatibility in Public Drinking Water Source Areas.</i> d. <i>Recommendations of the relevant drinking water source protection report or land use and water management strategy;</i> e. <i>The potential risk of contamination to the public drinking water source area resulting from a proposed land use and/or development;</i> f. <i>The retention of native vegetation and protection of wetlands and waterways; and</i> g. <i>The drainage characteristics of the land, including surface and groundwater flow, and the adequacy of proposed measures to meet water quality targets and manage run-off and drainage.</i>	As noted above, the proposed development complies with Water Quality Protection Note 25: Land Use Compatibility in Public Drinking Water Source Areas and therefore does not require a referral to the Department of Water and Environmental Regulation (DWER). There is also no existing native vegetation or waterways present at the subject site.	Complies.
<i>Development must be connected to reticulated sewerage, where required in accordance with Water Quality Protection Note No.25: Land use compatibility tables for Public Drinking Water Source Areas.</i>	The proposed development will be connected to the established reticulated sewerage scheme in the area.	Complies.

In accordance with the above, the proposed development is consistent with the established land use, site and development controls under the Shire's LPS8.

4.4 Dalyellup District Centre Activity Centre Plan

The Dalyellup District Centre ACP is intended to guide the future development of the Dalyellup District Centre as the major activity centre serving the new community of Dalyellup and surrounding areas.

The vision for the Dalyellup District Centre under the ACP is that:

Dalyellup District Centre will be an attractive, diverse, safe and sustainable activity centre with a unique urban village character and will provide a focus for shopping, business, community and recreation activities for the use and enjoyment of the local community and wider district.

The subject site is located within the Precinct A – Retail Core under the ACP, where the emphasis is on maximising activity along Portobello Road and the adjacent public realm in accordance with the following objectives:

- a. *Create a pedestrian friendly main street retail core with high amenity and a strong sense of place.*
- b. *Encourage a mix of compatible retail and other intensive uses including uses which generate activity outside core business hours.*
- c. *Encourage richness in the streetscape, including articulation of buildings, windows and openings to create visual interest at street level.*
- d. *Facilitate strong and direct pedestrian connectivity to, along and across the main street.*
- e. *Encourage a continuous paved and covered pedestrian walkway along the edge (verge) of the main street.*

- f. Provide intimate community meeting places in public areas with seating and other amenities.
- g. Allow on street parking where possible. Locate off-street parking behind buildings fronting the main street.
- h. Provide the opportunity for temporary activities in the street, such as alfresco dining, external display and public events to create interest.

The proposed development responds positively to these objectives by:

- Contributing to the creation of a pedestrian friendly main street by activating a vacant site with a development that includes visually permeable facades to and surveillance of the Portobello Road main street environment;
- Providing a range of retail and dining uses that are compatible with the established range of commercial uses in the locality;
- Exhibiting a high quality design that will provide visual interest and make a positive contribution to the desired streetscape character along Portobello Road;
- Providing associated canopy cover to Portobello Road and the existing pedestrian walkway along the northern boundary of the subject site;
- Incorporating publicly accessible landscaped spaces supported by active edge land uses and alfresco dining opportunities; and
- Locating off-street parking to the rear of the subject site, away from Portobello Road.

In addition, the proposed development:

- Aligns with the desired urban form indicated in the associated centre plan, and the desired distribution of land uses under the concept plan that forms part of the adopted ACP; and
- Is within the permitted 17,500m² retail floorspace area for Precinct A – Retail Core under the adopted ACP.

An assessment against the relevant development requirements of the ACP is also provided in Table 4 below.

Table 4. ACP Assessment

ACP Requirements	Proposed Design Response	Compliance
General Development Standards		
<i>Car parking is to be provided in accordance with the provisions of the scheme, except where otherwise provided for under this part. On street car parking immediately adjoining the site can be included in calculating car parking provision.</i>	An assessment of the proposed parking provision against the requirements of the Shire's Local Planning Policy 6.1 – Vehicle Parking (LPP6.1) is provided in Section 4.6.1 of this report.	Refer to assessment against the Shire's LPP6.1 at section 4.6.1 of this report.
<i>Vehicular crossovers to lots adjoining the Main Street and Norton Promenade should be located in accordance with the preferred vehicular crossover locations on the centre plan. Variations to these locations and/or additional suitable connections can be considered as part of a development application with supporting justification</i>	The proposed crossover locations for the main car parking area and the proposed loading dock align with the guidance provided by the ACP and the applicable LDP for the subject site.	Complies.
<i>Service areas should be predominately screened from public view.</i>	The service area to the south of the proposed shopping centre is screened from view from Portobello Road via the proposed green wall landscape feature and is partially screened from view from Piccadilly Lane by screen walls and landscaping.	Complies.
<i>All off street parking areas are to be landscaped with sufficient space for trees and plants to grow and thrive.</i>	Landscaping is proposed to provide shade to and minimise the visual impact of the proposed rear car parking area, as shown in the accompanying landscaping plans. Trees within car parking areas are to be installed within dedicated tree wells that offer sufficient soil volumes for specified plans to grow and thrive.	Complies.

ACP Requirements	Proposed Design Response	Compliance
<i>Provision shall be made for convenient and effective use of a range of transport modes including pedestrians, cyclists and public transport.</i>	The proposed development provides clear and legible pedestrian access points, and includes bike parking and end-of-trip facilities to encourage the use of bicycles as an effective means of transport to and from the proposed shopping centre.	Complies.
Development Standards for Precinct A – Retail Core		
<i>A nil setback generally applies to the ground floor front façade of buildings adjoining the main street, except where necessary to provide a forecourt, building articulation, alfresco dining, or other feature that adds amenity and interest to the streetscape.</i>	The development maintains a generally nil setback to Portobello Road, with recessed areas providing for a landscaped forecourt at the north-western corner of the subject site, and an emergency egress route for the proposed supermarket tenancy.	Complies.
<i>Buildings adjoining the main street should generally have a continuous frontage, except where required for vehicular access, servicing or to provide articulation and interest to the streetscape.</i>	The development maintains a continuous commercial frontage to the majority of the Portobello Road frontage, with the exception of the screened servicing area and the landscaped forecourt that provides articulation, community amenity and visual interest to the streetscape. The landscaped forecourt is situated on an important central node where the footpath to the north of the subject site intersects with Portobello Road.	Complies.
<i>A covered, and generally continuous, pedestrian walkway should be provided to the front façades of buildings adjoining the main street as part of the road reserve. The awning should be designed at a pedestrian scale and provide an acceptable degree of shade and shelter.</i>	Awnings are provided to both Portobello Road and the existing pedestrian easement to the north of the subject site. These connect into the covered landscaped area proposed at the north-western corner of the subject site, to provide appropriate and continuous weather protection for pedestrians. The proposed awnings maintain an appropriate pedestrian scale, with an underside ceiling height of 3.5m.	Complies.
<i>Town squares, open spaces and principal pedestrian walkways, should be provided generally in accordance with the centre plan.</i>	The proposed development maintains the existing pedestrian access easement along the northern boundary of the subject site, consistent with the centre plan contained within the adopted ACP. A publicly accessible forecourt is also provided at the north-east corner of the subject site, to mirror the location of the existing public space on the neighbouring development to the north. The forecourt contributes to an important central node where the footpath to the north of the subject site intersects with Portobello Road.	Complies
<i>On site car parking should not be located between the front building setback line and the main street. Large areas of car parking should be located behind buildings fronting the main street and Norton Promenade, as identified on the centre plan as preferred centre core car parking locations.</i>	Car parking is located to the rear of the development site in the preferred car park location identified under the centre plan contained within the adopted ACP. No on-site parking is proposed fronting Portobello Road.	Complies.

ACP Requirements	Proposed Design Response	Compliance
<i>The principal pedestrian access to tenancies adjoining the main street should be from the main street.</i> <i>The gross retail floorspace of all tenancies directly adjoining the main street should generally be less than 1000m² GLA. Where the floorspace exceeds 1000m² the bulk of the tenancy should be sleeved behind other tenancies with floorspace less than 1000m².</i>	As noted previously in this report, the proposed development proposes an alternative interface condition to Portobello Road, on the basis that the approach of sleeving larger commercial tenancies with smaller tenancies at the street frontage has so far proved ineffective in the Dalyellup District Centre due to contemporary customer behaviours and the level of retail demand in the area. This has resulted in existing tenancies fronting the main street that: • Are vacant; • Are poorly presented; • Are not occupied by traditional main street retail or dining land uses that contribute to high levels of pedestrian movement and streetscape activation; and/or • Incorporate opaque or reflective glass, and extensive window signage, which limits the visual relationship between the tenancies and the Portobello Road main street environment. Accordingly, the proposed development aims to provide an alternative design solution that is viable, deliverable and attractive, and addresses surrounding streets and public spaces by: • Providing secured main street activation in the form of: - The proposed supermarket tenancy, which is provided with visually permeable glazing upon the majority of its tenancy frontage to Portobello Road. This design approach will allow the ability for two way observation of the activity within the supermarket and on the adjacent footpath. The proposed approach is reliant on the placement of strategic bollards within the Portobello Road reserve adjacent to existing on-street car parking for security purposes. This will be the subject of separate discussions with the Shire; and - A proposed new community space at the northern end of the Portobello Road frontage, activated by an associated food and beverage tenancy that will offer opportunities for alfresco dining. • Providing additional specialty retail tenancies that interface with the main entry to the existing shopping centre and pedestrian accessway to the north. • Locating all car parking to the rear of the subject site. This is consistent with the intent of the ACP provisions, by achieving appropriate activation and passive surveillance for Portobello Road to contribute to the desired main street environment. Activation is also concentrated to the north-western corner of the subject site at an important central node, to interface with the existing shopping centre to the north. Pedestrian access from Portobello Road is therefore provided via a mall entry at the north-western corner of the subject site, with the proposed landscaped space operating as a forecourt threshold point for pedestrians accessing the centre from Portobello Road.	Approval sought for alternative design approach.

ACP Requirements	Proposed Design Response	Compliance
<i>Ground floor elevations to the main street should be glazed to a minimum of 70% of the building frontages, as a proportion of the total ground floor front elevation. Glazed areas are to be maintained free of obscure materials, coating or fixtures.</i>	60% of the total boundary interface to Portobello Road is activated with clear glazing, or 80% of the building frontage excluding the proposed loading dock area. This enables the loading dock to be located in the preferred location identified under the applicable LDP, and is considered a minor departure from the ACP requirements, noting that a high quality landscaped screening wall is provided for the balance of the Portobello Road elevation.	Approval sought for alternative design approach.
<i>Buildings should not exceed three storeys, with the exception of those buildings identified as landmark sites on the centre plan.</i>	The proposed development presents a single storey built form.	Complies.

In accordance with the above assessment and associated performance based commentary, the proposed development is observed to respond appropriately to the applicable ACP requirements and warrants approval accordingly.

4.5 Dalyellup District Centre Local Development Plan No. 1

The Dalyellup District Centre Local Development Plan No. 1 (LDP1) provides further detailed design guidance for the development of the Retail Core Precinct under the adopted ACP. The proposed development generally aligns with the key features of LDP1, including in respect to the location of built form and car parking areas within the subject site, and the maintenance of an easement for pedestrian access purposes along the northern boundary of the subject site.

However, it is acknowledged that approval is sought for the following minor departures from the LDP1 plan:

- The placement of the proposed servicing and loading dock, whilst generally consistent with LDP1, is not sleeved by active building frontage to Portobello Road, being located directly adjacent the intersection with Piccadilly Lane and screened by a proposed landscaped green wall to Portobello Road. This approach is proposed on the basis that:
 - LDP1 is nearly seven years old and the sizing of built form, car parking and servicing areas as depicted on the plan is out of step with contemporary supermarket design, which necessitates an increased floor area and design standards that enable large delivery trucks to safely navigate the subject site, whilst still providing sufficient on-site car parking to support the supermarket use.
 - At the same time, an alternative approach to the activation of the Portobello Road main street environment has been adopted as set out in the preceding section of this report, due to the limited demand for additional active retail land uses in the area.
 - Accordingly, a landscaped screen wall is proposed to the loading and servicing dock area in order to provide an appropriate interface to Portobello Road in lieu of active commercial floorspace. This will be treated with high quality landscaping as indicated on the landscaping plans and perspective images provided, to ensure a high standard of presentation to the main street environment.
 - This section of landscaped screen wall is also located at the southern extent of the subject site's interface with Portobello Road, adjacent existing residential development to the south. This approach has been adopted to ensure that activation is focussed on the central portions of the Portobello Road main street, interfacing with the existing shopping centre development to the north, and the existing tavern and community space on the opposite side of Portobello Road. This will assist in creating an activated central hub, in a realistic form that responds to commercial and retail floorspace demand in the area.
- The placement of a landscaped open space area for community use at the north-western corner of the subject site fronting Portobello Road, in lieu of nil setback built form. This approach is proposed on the basis that the landscaped open space area:
 - Forms an integral part of the alternative design strategy for achieving activation of Portobello Road, due to the limited demand for additional active retail land uses in the area.
 - Offers a high quality landscaped community space that interfaces with the established playground and open space on the existing shopping centre site to the north.
 - Contributes to a high quality street interface through the provision of landscaping and spaces for community use that can act as a hub of activity along the main street environment.
 - Is activated with a food and beverage offering that includes opportunities for alfresco dining interfacing with Portobello Road.

- Minor departures from the design parameters associated with the 'main internal vehicular movement route' shown through the subject site in LDP1 by:
 - Providing car parking that is accessed directly off the main internal vehicular movement route.
 - Diverting the main internal vehicular movement route at its southern termination point to two separate crossovers onto Piccadilly Lane.

This approach is proposed on the basis that:

- LDP1 is out of step with contemporary supermarket design as outlined above, which results in an increased building footprint and a need to achieve a more efficient car park layout that includes car parking bays accessed off the main internal vehicular access route.
- The provision of car parking bays accessed off the main internal vehicular access route will act as a natural traffic calming measure along a route that bisects a car parking facility that will be used by families with trolleys and children, resulting in improved traffic safety.
- The subject site is the southernmost attractor use along the main internal vehicular access route, which terminates at Piccadilly Lane adjacent existing single residential dwellings. Accordingly, it is desirable for the majority of outbound traffic to exit via the roundabout on Tiffany Centre to minimise impacts on residential properties to the south of Piccadilly Lane.
- The functionality of the connection envisaged under LDP1 is maintained, albeit in a more traffic calmed form, with vehicles able to traverse through private land from Norton Promenade to the north through to Piccadilly Lane to the south.

It is also noted that activation along much of the length of Portobello Road is provided via the proposed supermarket tenancy rather than smaller retail tenancies, as addressed in the preceding section of this report.

For the reasons outlined above, the proposed minor departures from the form of development shown in LDP1 are an acceptable response to contemporary requirements and what has already been developed in the centre, and warrant approval accordingly.

4.6 Shire of Capel Local Planning Policies

4.6.1 Local Planning Policy 6.1 – Vehicle Parking

LPP6.1 sets out the Shire's requirements relating to access for and parking of vehicles on development sites.

An assessment against the car and bicycle parking requirements under LPP6.1 is provided in Table 5 below.

Table 5. LPP6.1 Assessment

Requirement	Assessment
Car Parking	
Shop / Liquor Store: 1 bay per 20m ² NLA	Proposed NLA: 3,082m ² Required car parking bays: 154.1 bays
Restaurant / Café uses: 1 bay per 15m ² NLA	Proposed NLA: 123m ² Required car parking bays: 8.2 bays
Total Car Parking Required	162.3 (163) bays
Total Car Parking Supply	191 car parking bays and eight (8) motorcycle bays Complies with a 28 bay on-site parking surplus
Bicycle Parking	
Shop / Liquor Store: 1 space per 200m ² NLA	Proposed NLA: 3,082m ² Required bicycle parking spaces: 15.41 bays (15) spaces
Restaurant / Café uses: 1 space per 100m ² NLA	Proposed NLA: 123m ² Required bicycle parking spaces: 1.23 bays (1) space
Total Bicycle Parking Required	16 spaces
Total Bicycle Parking Supply	28 bicycle parking spaces Complies with a 12 spaces surplus

Requirement	Assessment
End-of-Trip Facilities	
For employee bicycle parking spaces, secure clothes lockers are provided at a rate of 1 locker per 1 bicycle parking space, and showers are provided at a rate of 1 per 8 employee bicycle parking spaces (or part thereof). Provision of showers, lockers and change room facilities should be in accordance with the following:	Two showers are provided to service the development: one within the main shopping centre amenities area, and one within the supermarket back of house area. The minimum locker provision will also be met within the individual tenancies that are proposed, and can be ensured through a condition of development approval.
a. Located as close as practical to bicycle storage facilities;	Complies.
b. Reflect potential demand for use, with separate male and female facilities provided (unisex may be supported for smaller facilities);	
c. Located and developed to provide users with a high level of security;	
d. Showers provided dispense hot and cold water; and	
e. Clothing storage may be provided in bicycle storage lockers provided there is sufficient space and hangers.	

In accordance with the above, the proposed development is fully compliant with the car and bicycle parking requirements under LPP6.1, with bicycle parking and end-of-trip facilities provision able to be appropriately ensured through a standard condition of development approval.

Consistent with the requirements of LPP6.1 all car parking bays will be appropriately signed, sealed, line-marked and drained prior to occupation of the proposed development, and thereafter maintained.

Landscaping is also proposed within the proposed parking areas to both provide shade and reduce the visual impact of proposed parking areas as viewed from the street, consistent with the provisions of LPP6.1.

4.6.2 Local Planning Policy 6.8 – Urban Landscaping

LPP6.8 sets out the Shire's requirements for the landscaping of public streets and development sites in urban areas of the Shire.

An assessment against the District Centre zone landscaping requirements under LPP6.8 is provided in Table 6 below.

Table 6. LPP6.8 Assessment

Requirement	Applicant Response
<i>Planting beds adjacent to showrooms, windows, doors, and car parks should be designed to deter loitering and enhance surveillance by using trees with clean stemmed trunks planted in association with shrubs and ground covers not exceeding 1.0 metre in height.</i>	The proposed landscape response and species selections have been aligned with this intent, featuring a mix of trees with clear stemmed trunks and low level ground covers and shrubs.
<i>In relation to uncovered car parking areas in non-residential developments, 'standard trees' that provide shade cover are to be provided at a minimum rate of 1 tree per 4 bays.</i>	The car proposed car parking area is landscaped with a total of 59 trees, which meets and exceeds the minimum requirement of one tree per four bays, based on the proposed provision of 135 uncovered car parking bays. The remaining 69 car parking bays are provided with canopy shade sail cover.
<i>All new trees on the site and on the street verge are to be planted and watered (via reticulation or other similar method) for the first two summers by the landowner or developer, to the satisfaction of the Shire of Capel.</i>	It is anticipated that this requirement will be managed through a standard condition of development approval.

In accordance with the provisions of LPP6.8 this application is also accompanied by detailed landscaping plans prepared by KDLA and included as Appendix E. The landscaping plans have been developed in consideration of:

- The recommended plant species schedule contained within LPP6.8, having incorporated many of the recommended species into the development including *Agonis flexuosa* and *Corymbia ficifolia* trees, and many of the listed understory species.
- The subject site's relevance to the surrounding streetscape, taking notice of the species selection within the Portobello Road streetscape and the community space opposite.
- Ensuring the planting palette prioritises the uses of native and local species that have low water requirements, and that provide a connection to the site context and to the biodiversity of the area.

Refer to Appendix E – Landscaping Plans

4.6.3 Local Planning Policy 6.11 – Signage and Advertising

Local Planning Policy 6.11 – Advertising and Signage (LPP6.11) outlines the Shire's requirements relating to signage and advertising for business or commercial purposes.

An assessment of the proposed signage against the requirements under LPP6.11 is provided in Table 7 below.

Table 7. LPP6.11 Assessment

Requirement	Assessment	Compliance
Pylon Sign		
<i>The maximum sign face area is 20m² per face, for a maximum of two faces.</i>	The proposed double sided pylon sign has a maximum sign face area of 9m ² per face for a total of two faces, situated above a brick plinth.	Complies.
<i>The maximum height above the ground is to be 6.5m or the height of a building in close proximity, whichever is the greater, but is not to exceed 10m. The height of a building is defined as the height of the uppermost part of the building above ground level.</i>	The proposed pylon sign has a maximum height of 6.0m as indicated on the plans provided.	Complies.
<i>Must be mounted as a free-standing structure.</i>	The proposed pylon sign is designed as a free-standing structure as indicated on the plans provided.	Complies.
<i>Shall be subject to engineering certification of the structural adequacy of the billboard sign and its supporting structure.</i>	Engineering certification will be provided as part of the subsequent building permit application.	To comply, via a condition of development approval to be satisfied at building permit stage.
<i>Must not be located less than 2.0m from the front property boundary (including the primary and secondary street frontages of a corner lot) and must not project beyond the alignment of any property boundary.</i>	The proposed pylon sign is setback 2.5m from Tiffany Centre.	Complies.
<i>Must not face adjoining premises unless the sign is a minimum of 3.0m from the property boundary of that premises, or unless the landowner of the adjoining premises consents to the sign being a lesser distance from the boundary.</i>	The proposed sign is located well in excess of 3.0m from the nearest shared property boundary.	Complies.
<i>Must not expose an unsightly back view of the sign to a road or other public place.</i>	The proposed pylon sign is designed as a double sided structure, and exhibits high quality design and materials.	Complies.
<i>Must not be located on a street frontage of a premises along which is located another pylon sign, billboard sign, billboard sign- large, ground sign or pole sign.</i>	Only one (1) pylon sign is proposed for the subject site. No other billboards or freestanding signs are proposed fronting Tiffany Centre.	Complies.

Requirement	Assessment	Compliance
Wall Signs		
<i>A wall sign is to only to display the name, logo or slogan of the business premises to which the sign is applied.</i>	All proposed wall signs will relate directly to the tenants and activities undertaken as part of the proposed development. No third party advertising is proposed.	Complies.
<i>The maximum single face area is 45m² and must not extend beyond 12.0m above the ground.</i>	All proposed wall signs are located less than 12.0m above natural ground level, with the maximum proposed single sign face area being 17.4m ² .	Complies.
<i>Must not project more than 300mm from the wall and/or fascia to which it is affixed.</i>	The proposed wall signs will not project more than 300mm from the walls to which they are attached, with final details to be provided at the building permit stage.	Complies.
<i>Must not to project beyond the edges of a wall and/or fascia.</i>	The proposed wall signs do not project beyond the walls or fascias of the proposed development.	Complies.
<i>A wall sign, which extends above a wall, may be considered as a roof sign.</i>	The proposed wall signs do not extend above the walls of the proposed development.	Complies.

In addition to the above, the proposed signage is consistent with the general objectives and principles of LPP6.11, and warrants approval on the basis that:

- The level of signage proposed is appropriate to the nature of the proposed development and will not result in any unnecessary visual clutter;
- The proposed signage is of a high standard of design and presentation, and is appropriately integrated into the design of the proposed development; and
- The proposed signage provides clear wayfinding messaging in identifying the building tenants.

4.7 State Planning Policies

4.7.1 SPP4.2: Activity Centres

SPP4.2 sets out a broad land use planning framework for new and existing activity centres throughout Western Australia. The objectives of SPP4.2 are to:

- *Locate people and the employment, goods and services they need close to each other within activity centres.*
- *Promote activity centres as the focus of integrated and well-designed medium and high-density residential and mixed use development.*
- *Plan for the sustainable growth and development of activity centres ensuring development intensity is appropriate to a centre's position in the activity centre hierarchy.*
- *Manage the hierarchy of activity centres to ensure efficient and equitable access by the community to employment opportunities, housing choice and a broad range of goods and services.*
- *Ensure activity centres are accessible and well- served by a range of transport options with a priority on walking, cycling and public transport use.*
- *Ensure the urban form of activity centres enables the primary focus of activity to be on the street, in the public realm and connected to public open spaces.*

The subject site is located in an established activity centre that is identified as a 'District Centre' under numerous planning instruments, including:

- The Bunbury-Geographe Sub-regional Strategy;
- The Shire's LPS8;
- The applicable ACP; and
- SPP4.2.

Under SPP4.2, district centres are intended to service the daily and weekly needs of local residents, with pedestrian friendly street frontages and activated public spaces, in accordance with the intent of the proposed development.

Consistent with SPP4.2, an ACP (i.e., a precinct structure plan) has been adopted to guide the development of the Dalyellup District Centre, informed by an appropriate retail needs assessment. In this regard, it is noted that the proposed development:

- Aligns with the identified layout and distribution of land uses within the adopted ACP; and
- Remains within the 17,500m² retail floorspace allowance under the adopted ACP, noting that the ACP also specifically identifies the need for two separate supermarkets to service the Dalyellup area.

The proposed development also does not meet the 5,000m² NLA threshold for consideration as a 'major development' and therefore the development does not require further assessment against the specific provisions of SPP4.2.



5. Technical Reports

5.1 Waste Management Plan

This application is supported by a Waste Management Plan (WMP) prepared by Talis Consulting and enclosed at Appendix F.

The WMP provides an overview of how waste will be stored and collected from the proposed development, including a summary of predicted waste generation volumes, bin sizes, collection frequency and collection methodology.

The WMP relates primarily to the proposed specialty tenancies, as waste management procedures for the proposed Coles supermarket operate under their own internal processes that are governed by national waste collection contracts. Waste from the supermarket will be stored in the dedicated bin room located within the proposed supermarket tenancy, with waste collected directly from the supermarket loading dock.

A separate bin store is then provided within the proposed loading dock to service the specialty retail tenancies, with collection to be managed by a private waste contractor.

All waste collection vehicles will have the ability to enter and exit the subject site in a forward gear via Piccadilly Lane, as per the swept path analysis provided in the accompanying traffic report.

The overall waste management procedures will also be overseen by centre management.

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

Refer to Appendix F – Waste Management Plan

A copy of the standard Coles Operational and Waste Management Plan is also enclosed at Appendix G. This document outlines waste management procedures for the proposed supermarket, as well as supporting information relating to deliveries, trolley management, and other ongoing operational details.

Refer to Appendix G – Coles Operational and Waste Management Plan

5.2 Environmental Acoustic Assessment

This application is also accompanied by an environmental acoustic assessment prepared by Herring Storer Acoustics and enclosed at Appendix H.

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

- Refrigerated truck deliveries have been calculated to comply at all times.
- Smaller truck deliveries, such as bakery deliveries, have been calculated to comply at all times.
- Noise levels associated with the typical mechanical plant assumed for the purposes of the preliminary acoustic assessment have been calculated to comply at all times.

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

For further details please refer to the enclosed environmental acoustic report at Appendix G.

Refer to Appendix H – Environmental Acoustic Report

5.3 Transport Impact Assessment

This application is also accompanied by a Transport Impact Assessment (TIA) prepared by Uloth and Associates and enclosed at Appendix I.

The TIA presents the following key conclusions and recommendations:

- It is estimated that the proposed development will generate a total of 5,260 vehicle trips per day (on a peak weekday), including 197 vehicle trips during the AM peak hour and 535 vehicle trips during the PM peak hour.
- The proposed Coles development is consistent with the extent of development assumed within the TIA initially carried out for the overall District Centre ACP, and is therefore confirmed as having an acceptable traffic impact within the already approved Dalyellup District Centre road network.
- Swept paths for service vehicles accessing the proposed loading dock have been undertaken for both service vehicles and passenger vehicles, to ensure a functional site layout.
- Access modifications are required for the existing Portobello Road - Piccadilly Lane intersection to accommodate the semi-trailer swept paths, as detailed in the accompanying TIA.

As such, the proposed development can be readily accommodated within the capacity of the existing road network, subject to the recommended access modifications for the Portobello Road – Piccadilly Lane intersection. These works will be undertaken by the proponent and will require separate engineering approvals from the Shire.

For further details please refer to the accompanying TIA at Appendix I.

Refer to Appendix I – Transport Impact Assessment

5.4 Civil Services Design

Preliminary civil services designs have also been undertaken by Pritchard Francis, including:

- Proposed finished floor levels for the shopping centre and associated car parking and servicing areas.
- A summary of geotechnical conditions confirming the suitability of the land for development and on-site stormwater infiltration.
- Preliminary stormwater drainage design, which has been undertaken in accordance with the previously implemented stormwater drainage requirements for the adjacent Woolworths shopping centre development to include:
 - On-site stormwater detention to contain stormwater for a 1 year event (15mm) via 13 soak wells; and
 - Any stormwater in excess of 15mm to overflow to the existing Shire stormwater system along Tiffany Centre.

The preliminary civil services design drawings are included at Appendix I.

Refer to Appendix J – Preliminary Civil Services Design



6. Planning Merit

In addition to the detailed assessment and justification provided in the preceding sections of this report, the principles of orderly and proper planning require that new development presents a logical extension of existing development in the locality and is consistent with the planning vision for the area. Having regard to the matters listed under Clause 67 of the Deemed Provisions contained within the *Planning and Development (Local Planning Schemes) Regulations 2015*, the key points regarding the proposed development are summarised as follows:

- The proposed development is consistent with the aims and objectives for the applicable District Centre zone under the Shire's LPS8, as detailed throughout this report;
- The proposed development has been designed to respond to applicable State Planning Policies, including SPP4.2 and SPP7.0, as detailed throughout this report;
- The proposed development is consistent with the Dalyellup District Centre ACP and the applicable LDP, which identify the subject site for the development of a supermarket anchored shopping centre as part of the main retail core of the Dalyellup District Centre;
- The proposed development is compatible with the established retail and commercial developments in the immediate vicinity of the subject site, and the desired streetscape character along Portobello Road;
- The proposed landscaped forecourt will contribute positively to an activated public realm and is ideally located on an important central node where the footpath to the north of the subject site intersects with Portobello Road. The forecourt and associated tenancy will assist in creating essential critical mass directly opposite the community space and tavern to the west of Portobello Road, and key tenancies within the existing shopping centre to the north that have the potential to achieve an outward focus;
- The design incorporates high quality landscaping within the subject site that will contribute to long term tree canopy in the area;
- The proposal represents a high quality development outcome for the subject site that will make a positive contribution to the streetscape and expand the range of retail and dining amenities in the area for the benefit of the local community; and
- Traffic, access, loading and waste requirements have been appropriately addressed through the supporting TIA and WMP, and will not have any unreasonable adverse impact on the amenity of the surrounding area.

For these reasons, the proposed development represents an appropriate and desirable use for the subject site, and therefore has significant planning merit.



7. Conclusion

This report has been prepared by **element**, on behalf of CGPD, to examine the planning considerations relevant to the development of a proposed new Coles supermarket anchored shopping centre development at Lot 5002 (No. 19) Portobello Road, Dalyellup.

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

- Is consistent with the identified need for a shopping centre of this scale in this location, as established by the adopted ACP for the Dalyellup District Centre;
- Represents a high quality retail offering that responds to changing consumer habits and is closely aligned with the relevant requirements applicable to commercial development of this nature under the Shire's established planning framework;
- Will activate a vacant site through the provision of convenience shopping facilities that will benefit the local community and support further residential growth in the Dalyellup area and surrounds; and
- Will assist in stimulating economic development and improving access to essential services in the locality.

In accordance with the above, the proposed development is observed to be closely aligned with the Shire's vision for the locality, and will make a positive overall contribution to the streetscape and the range of community amenities in the locality. As such, the support of the Shire and the approval of this development application by the JDAP are respectfully requested.



Appendix A

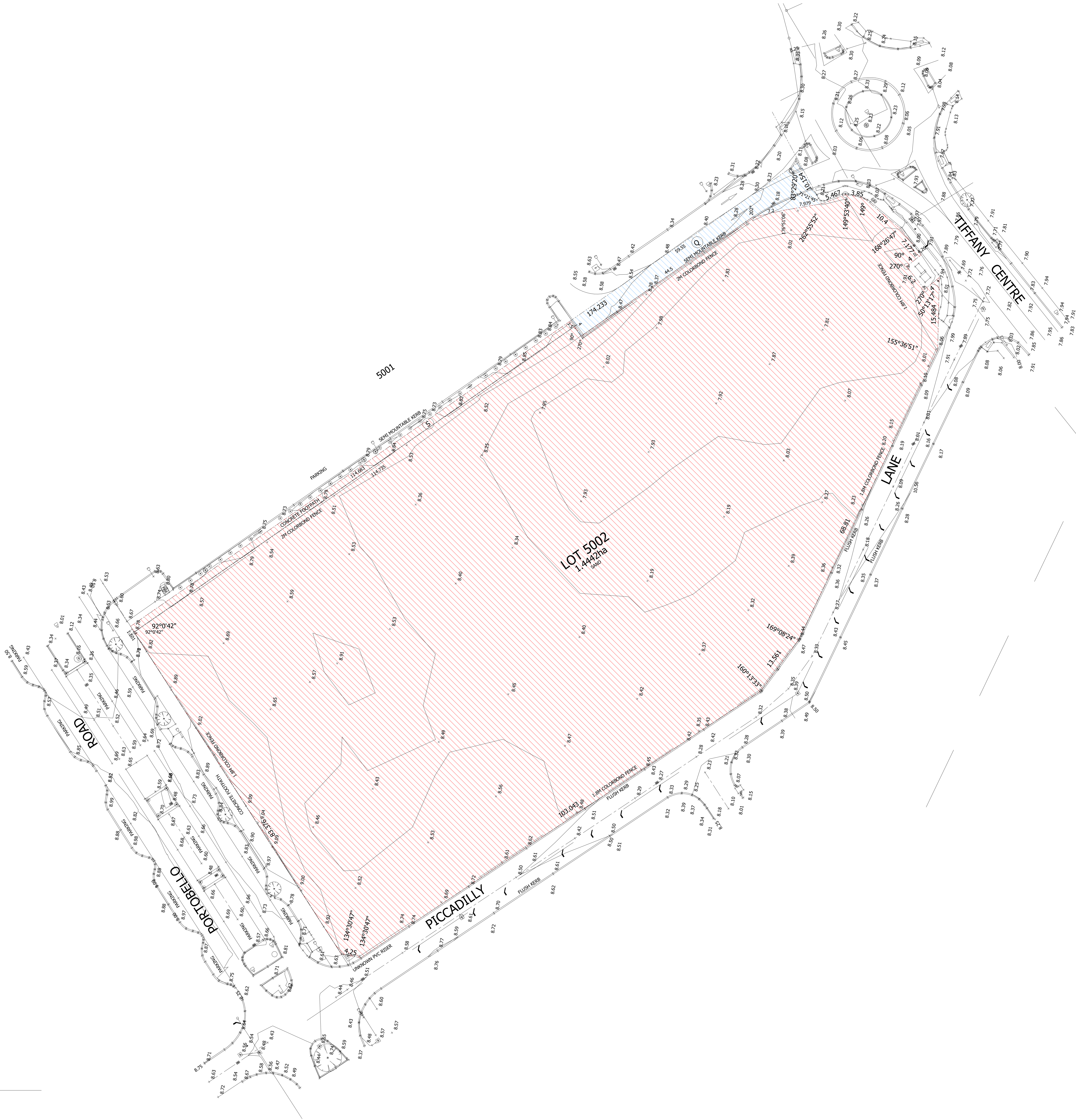
Development Plans



DRAWING LIST	
SHEET NUMBER	SHEET NAME

DA01	EXISTING SITE SURVEY
DA02	LOCATION PLAN
DA03	SITE CONTEXT PHOTOS
DA04	SITE PLAN
DA05	FLOOR PLAN
DA06	ELEVATIONS
DA07	PERSPECTIVE VIEWS 1
DA08	PERSPECTIVE VIEWS 2
DA09	PROPOSED SIGNAGE
DA10	AREA SCHEDULE





LEGEND	
	EASEMENT
	PROPOSED SITE LOCATION

19	19	ISSUED FOR DEVELOPMENT APPROVAL	22/11/2023
REVISION	BY	AMENDMENT	DATE
800 TOORAK ROAD, HAIGHTON EAST, VICTORIA, 3123. PO Box 2000, Hawthorn East, Victoria, 3123. COLES SUPERMARKETS Australia Pty Ltd. A.B.N. 45 004 189 708			

THIS DRAWING IS CONFIDENTIAL. IT WILL NOT BE REPRODUCED IN ANY FORM, IN WHOLE OR IN PART, WITHOUT EXPRESS WRITTEN AUTHORITY OF COLES SUPERMARKETS. THIS DRAWING IS NOT TO BE USED IN ANY MANNER PREJUDICIAL TO THE INTERESTS OF COLES SUPERMARKETS. COPYRIGHT - ALL RIGHTS RESERVED.

STORE: COLES DALYELLUP
19 (LOT 5002) PORTOBELLO ROAD, DALYELLUP

TITLE: EXISTING SITE SURVEY

SCALE: As indicated	DRAWING No: 87.23	DA01	CHECKED: [Signature]
DATE: 22/11/23	NAME: MHL	HCP Job No: 87.23	REVISION No: A

DO NOT SCALE OFF DRAWINGS
VERIFY ALL DIMENSIONS ON SITE



1 LOCATION PLAN
1:500

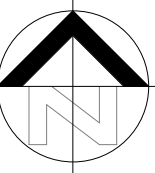
DO NOT SCALE OFF DRAWINGS
VERIFY ALL DIMENSIONS ON SITE

LEGEND	
1	SITE PHOTO REFER TO CONTEXT PAGE
	NEW BOLLARD
	NEW THRESHOLD RAMP
	FOOT PATH
	LANDSCAPING
	EASEMENT
	CARPARK LANDSCAPING (TREE DAWNING)
	TREES

PROPERTY INFORMATION	
ADDRESS:	19 PORTEBELLO ROAD, DALYELLUP, WA 6230
LOT:	LOT 5002 ON DP 412056
LOCAL AUTHORITY:	SHIRE OF CAPEL

ISSUED FOR DEVELOPMENT APPROVAL	22.11.2023
REVISION BY	AMENDMENT
DATE	DATE
800 TOORAK ROAD, HAINTON EAST, VICTORIA, 3123. PO Box 2000, Hawthorn East, Victoria, 3123. COLES SUPERMARKETS Australia Pty Ltd. A.B.N. 45 004 189 708	

THIS DRAWING IS CONFIDENTIAL. IT WILL NOT BE REPRODUCED IN ANY FORM, IN WHOLE OR IN PART, WITHOUT EXPRESS WRITTEN AUTHORITY OF COLES SUPERMARKETS. THIS DRAWING IS NOT TO BE USED IN ANY MANNER PREJUDICIAL TO THE INTERESTS OF COLES SUPERMARKETS. COPYRIGHT - ALL RIGHTS RESERVED.



STORE: COLES DALYELLUP
19 (LOT 5002) PORTEBELLO ROAD, DALYELLUP

TITLE: LOCATION PLAN

SCALE: As indicated	DRAWING No: 87.23 DA02	CHECKED: [Signature]
DATE: 22/11/23	NAME: MHL	REVISION No: A



PHOTO TAKEN AT 1 - VERTICAL CLADDING



PHOTO TAKEN AT 2 - VERTICAL CLADDING



PHOTO TAKEN AT 3 - CONTRAST OF DARK & LIGHT CLADDING



PHOTO TAKEN AT 4 - LANDSCAPE & HARDSCAPE TO ENTRY



PHOTO TAKEN AT 5 - LIMESTONE LOOK CLADDING



PHOTO TAKEN AT 6 - CONTRAST OF DARK & LIGHT CLADDING



PHOTO TAKEN AT 7 - TIFFANY CENTRE



PHOTO TAKEN AT 8 - CORNER OF TIFFANY CENTRE & PICADILLY LANE



PHOTO TAKEN AT 9 - PICADILLY LANE

NOTE: REFER TO LOCATION PLAN FOR PHOTO LOCATION

REVISION	DATE	ISSUED FOR DEVELOPMENT APPROVAL	22.11.2023
BY	AMENDMENT	DATE	
HodgeCollardPreston ARCHITECTS 800 TORRAN ROAD, HAWTHORN EAST, VICTORIA, 3123. PO Box 2000, Hawthorn East, Victoria, 3123. COLES SUPERMARKETS Australia Pty Ltd. A.B.N. 45 004 189 708			
THIS DRAWING IS CONFIDENTIAL. IT WILL NOT BE REPRODUCED IN ANY FORM, IN WHOLE OR IN PART, WITHOUT EXPRESS WRITTEN AUTHORITY OF COLES SUPERMARKETS. THIS DRAWING IS NOT TO BE USED IN ANY MANNER PREJUDICIAL TO THE INTERESTS OF COLES SUPERMARKETS. COPYRIGHT - ALL RIGHTS RESERVED.			
STORE: COLES DALYELLUP 19 (LOT 5002) PORTOBELLO ROAD, DALYELLUP			
TITLE: SITE CONTEXT PHOTOS			
SCALE: @A3	DRAWING No: 87.23	DA03	CHECKED: A
DATE: 22/11/23	NAME: MHL	HCP Job No: 87.23	CHECKED: A

DO NOT SCALE OFF DRAWINGS
VERIFY ALL DIMENSIONS ON SITE



1 SITE PLAN
1:200

PROPERTY INFORMATION	
ADDRESS:	19 PORTOBELLO ROAD, DALYELLUP, WA 6230
LOT:	LOT 5002 ON DP 412056
LOCAL AUTHORITY:	SHIRE OF CAPEL

CAR PARKING	
CAR PARK TYPE	NUMBER OF SPACES
5400 x 2700 (CAR BAY)	188
5400 x 2700 (PRAM)	4
5400 x 2700 (SHORT TERM)	6
5400 x 2700 (DISABLE CAR BAY)	6
5400 x 2700 (CLICK AND COLLECT)	6
2500 x 1200 MOTORCYCLE BAYS	8
GRAND TOTAL	198

LEGEND	
	NEW BOLLARD
	NEW THRESHOLD RAMP
	FOOT PATH
	LANDSCAPING
	EASEMENT
	CARPARK LANDSCAPING (TREE DIAMOND)
	TREES

DO NOT SCALE OFF DRAWINGS
VERIFY ALL DIMENSIONS ON SITE

194

ISSUED FOR DEVELOPMENT APPROVAL

22/11/2023

REVISION

BY

AMENDMENT

DATE

HodgeCollardPreston

ARCHITECTS

Third Floor, 38 Richardson Street,
West Perth, WA 6005
PO Box 243, West Perth, WA 6007
Ph: (08) 9322 5144
Fax: (08) 9322 5145
Email: info@hpc.com.au

800 TOORAK ROAD,
HAYDON EAST, VICTORIA, 3123,
PO Box 2000, Hawthorn East, Victoria,
3123
COLES SUPERMARKETS Australia Pty Ltd.
A.B.N. 45 004 189 708

THIS DRAWING IS CONFIDENTIAL. IT WILL NOT BE REPRODUCED
IN ANY FORM, IN WHOLE OR IN PART, WITHOUT EXPRESS
WRITTEN AUTHORITY OF COLES SUPERMARKETS. THIS DRAWING
IS NOT TO BE USED IN ANY MANNER PREJUDICIAL TO THE
INTERESTS OF COLES SUPERMARKETS.
COPYRIGHT - ALL RIGHTS RESERVED.

STORE: COLES DALYELLUP
19 (LOT 5002) PORTOBELLO ROAD, DALYELLUP

TITLE: SITE PLAN

SCALE: As Indicated

DRAWING No: 87.23 DA04

DATE: 22/11/2023

NAME: MHL

HCP Job No: 87.23

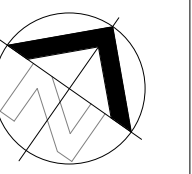
CHECKED: [Signature]
REVISION No: A



LEGEND	
	NEW BOLLARD
	NEW THRESHOLD RAMP
	FOOT PATH
	LANDSCAPING
	EASEMENT
	CARPARK LANDSCAPING (TREE DIAMOND)
	TREES

REV	BY	ISSUED FOR DEVELOPMENT APPROVAL	22/11/2023
REVISION		AMENDMENT	DATE
Hodge Collard Preston		Third Floor, 20 Richardson Street West Perth, WA 6005 PO Box 743, West Perth, WA 6872 Ph: (08) 9442 5400 Fax: (08) 9422 5140 Email: enquiries@hpcperch.com	
ARCHITECTS		800 TOORAK ROAD HAWTHORN EAST, VICTORIA, 3123. PO Box 2000, Hawthorn East, Victoria, 3123.	
coles		COLES SUPERMARKETS Australia Pty Ltd A.B.N. 45 004 189 708	

THIS DRAWING IS CONFIDENTIAL. IT WILL NOT BE REPRODUCED
IN ANY FORM, IN WHOLE OR IN PART, WITHOUT EXPRESS
WRITTEN AUTHORITY OF COLES SUPERMARKETS. THIS DRAWING
IS NOT TO BE USED IN ANY MANNER PREJUDICIAL TO THE
INTERESTS OF COLES SUPERMARKETS.
COPYRIGHT - ALL RIGHTS RESERVED.



STORE: COLES DALYELLUP
19 (LOT 5002) PORTOBELLO ROAD, DALYELLUP

TITLE: FLOOR PLAN

SCALE: As indicated	DRAWING No:	
DATE: 22/11/23	87.23	DA05
NAME: MHL	HCP Job No: 87.23	

CHECKED:	hecker
REVISION No:	A



MATERIAL LEGEND	
	FB FACE BRICK
	LS LIMESTONE LOOK WALL FINISH
	MC WIDE PAN METAL CLADDING, COLORBOND FINISH
	PC PAINTED CONCRETE
	RW PAINTED RENDER FINISH
	SC SCREENING

104	ISSUED FOR DEVELOPMENT APPROVAL	22.11.2023
REVISION	BY	DATE
1	AMENDMENT	

Hodge Collard Preston ARCHITECTS	Third Floor, 38 Richardson Street, Sydney NSW, 1586 PO Box 243, West Perth, WA 6007 Ph: (08) 9252 5144 Fax: (08) 9252 5145 Email: info@hodgepreston.com
coles	800 TONKIN ROAD, HAYTHORN EAST, VICTORIA, 3123, PO Box 2000, Hawthorn East, Victoria, 3123 COLES SUPERMARKETS Australia Pty Ltd. A.B.N. 45 004 189 708

THIS DRAWING IS CONFIDENTIAL. IT WILL NOT BE REPRODUCED
IN ANY FORM, IN WHOLE OR IN PART, WITHOUT EXPRESS
WRITTEN AUTHORITY OF COLES SUPERMARKETS. THIS DRAWING
IS NOT TO BE USED IN ANY MANNER PREJUDICIAL TO THE
INTERESTS OF COLES SUPERMARKETS.
COPYRIGHT - ALL RIGHTS RESERVED.

STORE: COLES DALYELLUP
19 (LOT 5002) PORTOBELLO ROAD, DALYELLUP

TITLE: ELEVATIONS

SCALE: 1 : 100	DRAWING No: 87.23 DA06	CHECKED: A
DATE: 22/11/23	REVISION No:	
NAME: MHL	HCP Job No: 87.23	

DO NOT SCALE OFF DRAWINGS
VERIFY ALL DIMENSIONS ON SITE



NORTH EAST PERSPECTIVE



NORTH WEST PERSPECTIVE



PORTOBELLO ROAD ENTRANCE



SOUTH WEST PERSPECTIVE

A		10% ISSUED FOR DEVELOPMENT APPROVAL	22.11.2023
REVISION	BY	AMENDMENT	DATE
Hodge Collard Preston		ARCHITECTS	Third Floor, 38 Richardson Street, South Perth, WA 6150 PO Box 243, West Perth, WA 6150 Ph: (08) 9322 5144 Fax: (08) 9322 5145 Email: enquiries@hodgecollardpreston.com
coles		800 TORRAN ROAD, HARTSHORN EAST, VICTORIA, 3123, PO Box 2000, Hawthorn East, Victoria, 3123 COLES SUPERMARKETS Australia Pty Ltd. A.B.N. 45 004 189 708	
THIS DRAWING IS CONFIDENTIAL. IT WILL NOT BE REPRODUCED IN ANY FORM, IN WHOLE OR IN PART, WITHOUT EXPRESS WRITTEN AUTHORITY OF COLES SUPERMARKETS. THIS DRAWING IS NOT TO BE USED IN ANY MANNER PREJUDICIAL TO THE INTERESTS OF COLES SUPERMARKETS. COPYRIGHT - ALL RIGHTS RESERVED.			
STORE: COLES DALYELLUP 19 (LOT 5002) PORTOBELLO ROAD, DALYELLUP			
TITLE: PERSPECTIVE VIEWS 1			
SCALE: @A4	DRAWING No:	CHECKED:	
DATE: 22/11/23	87.23 DA07	Checked:	
NAME: MHL	HCP Job No: 87.23	REVISION No:	A

DO NOT SCALE OFF DRAWINGS
VERIFY ALL DIMENSIONS ON SITE



NORTH WEST PERSPECTIVE



SOUTH WEST PERSPECTIVE



SOUTH PERSPECTIVE

A. TWA. ISSUED FOR DEVELOPMENT APPROVAL. 22.11.2023		DATE
REVISION	BY	DATE
Hodge Collard Preston ARCHITECTS		DATE
800 TOORAK ROAD, HAWTHORN EAST, VICTORIA, 3123. PO Box 2000, Hawthorn East, Victoria, 3123.		DATE
COLES SUPERMARKETS Australia Pty Ltd. A.B.N. 45 004 189 708		DATE
THIS DRAWING IS CONFIDENTIAL. IT WILL NOT BE REPRODUCED IN ANY FORM, IN WHOLE OR IN PART, WITHOUT EXPRESS WRITTEN AUTHORITY OF COLES SUPERMARKETS. THIS DRAWING IS NOT TO BE USED IN ANY MANNER PREJUDICIAL TO THE INTERESTS OF COLES SUPERMARKETS. COPYRIGHT - ALL RIGHTS RESERVED.		DATE
STORE: COLES DALYELLUP 19 (LOT 5002) PORTOBELLO ROAD, DALYELLUP		DATE
TITLE: PERSPECTIVE VIEWS 2		DATE
SCALE: @A4	DRAWING No: 87.23 DA08	CHECKED: Checklist
DATE: 22/11/23	NAME: MHL	REVISION No: A
HCP Job No: 87.23		

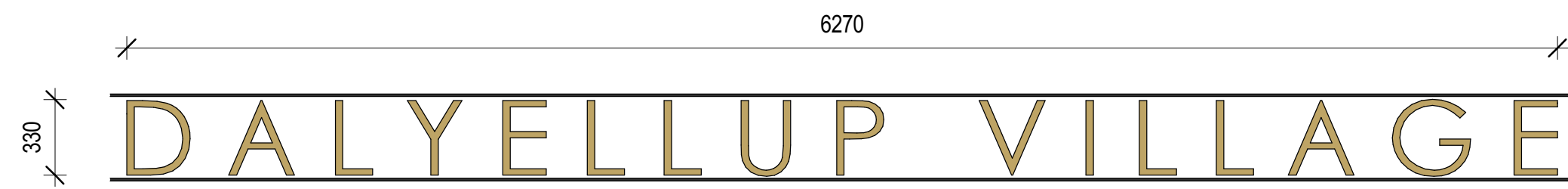
DO NOT SCALE OFF DRAWINGS
VERIFY ALL DIMENSIONS ON SITE



1 COLES TYPICAL PYLON SIGNAGE (REFER TO SITE PLAN FOR LOCATION)
1:25



5 S4 (REFER TO ELEVATIONS FOR LOCATION)
1:25



8 S7 (REFER TO ELEVATIONS FOR LOCATION)
1:25



2 S1 (REFER TO ELEVATIONS FOR LOCATION)
1:25



6 S5 (REFER TO ELEVATIONS FOR LOCATION)
1:25



9 S8 (REFER TO ELEVATIONS FOR LOCATION)
1:25



3 S2 (REFER TO ELEVATIONS FOR LOCATION)
1:25



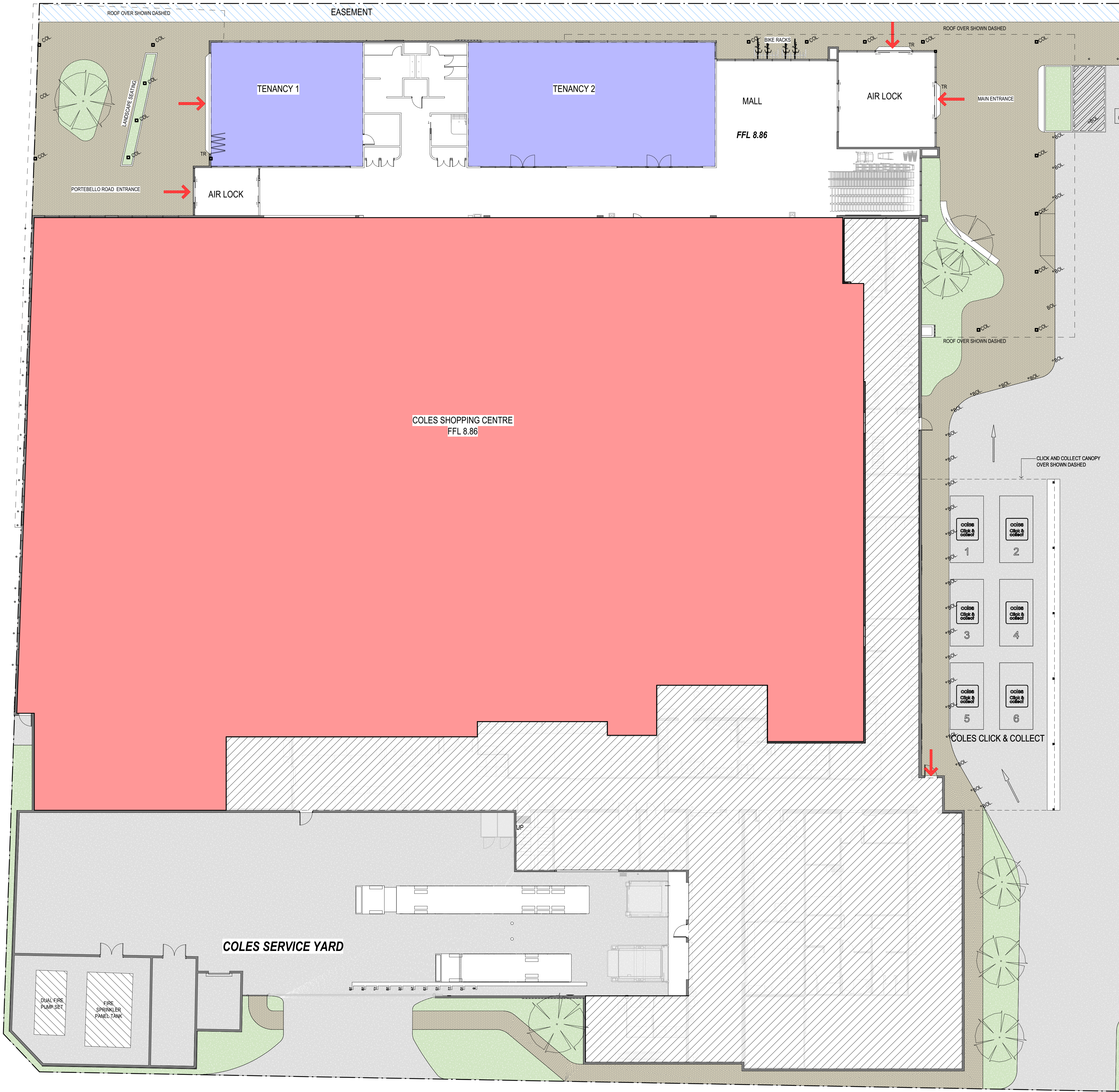
4 S3 (REFER TO ELEVATIONS FOR LOCATION)
1:25



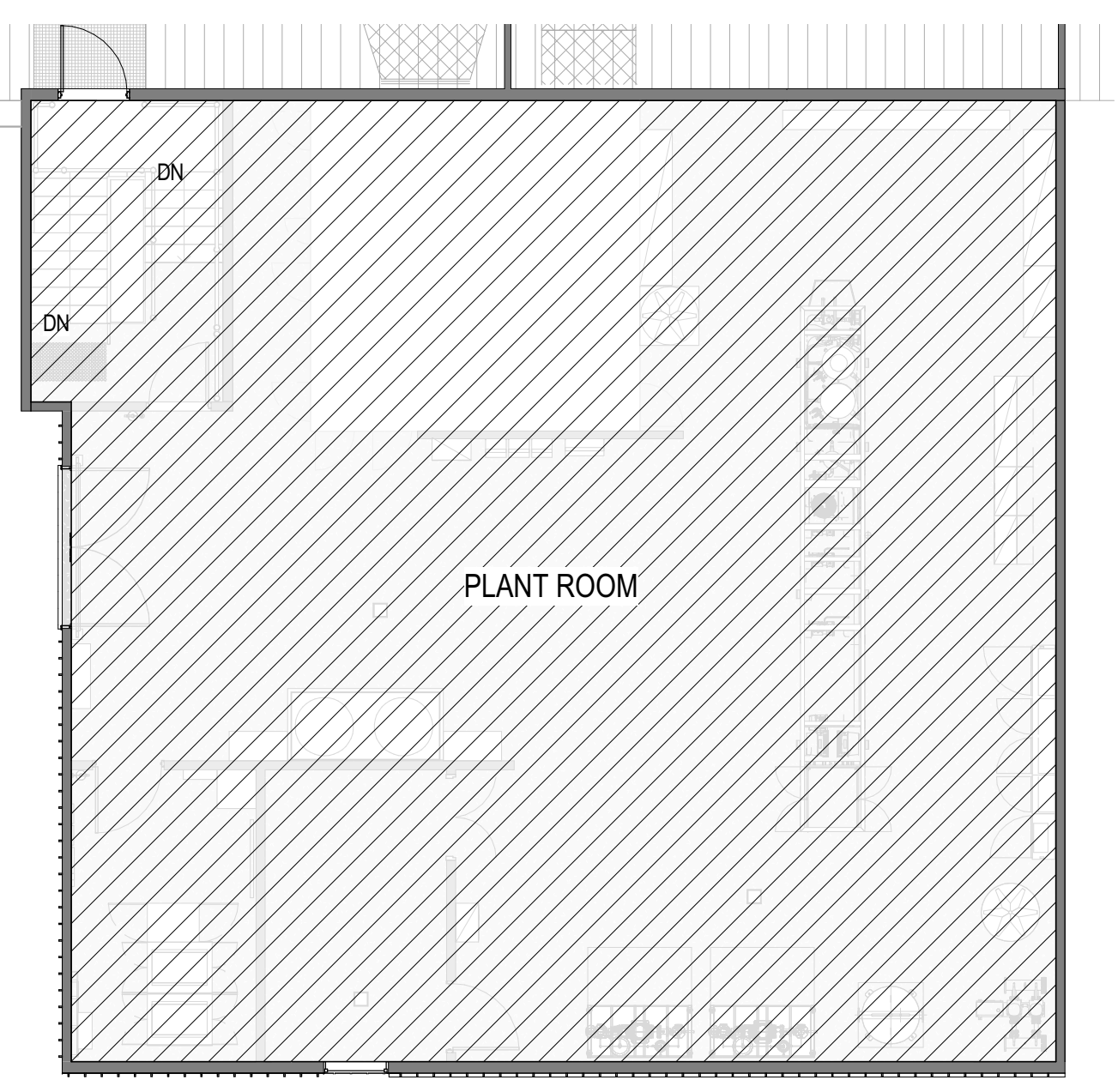
7 S6 (REFER TO ELEVATIONS FOR LOCATION)
1:25

A. MHL ISSUED FOR DEVELOPMENT APPROVAL		22.11.2023
REVISION	BY	DATE
Hodge Collard Preston ARCHITECTS		Third Floor, 38 Fitzcharles Street, South Perth, WA 6150 PO Box 343, West Perth, WA 6150 Ph: (08) 9322 5144 Fax: (08) 9322 5145 Email: info@hodgecollard.com
coles		800 TOORAK ROAD, HAYTHORNE EAST, VICTORIA, 3123 PO Box 2000, Hawthorn East, Victoria, 3123 COLES SUPERMARKETS Australia Pty Ltd A.B.N. 45 004 189 708
THIS DRAWING IS CONFIDENTIAL. IT WILL NOT BE REPRODUCED IN ANY FORM, IN WHOLE OR IN PART, WITHOUT EXPRESS WRITTEN AUTHORITY OF COLES SUPERMARKETS. THIS DRAWING IS NOT TO BE USED IN ANY MANNER PREJUDICIAL TO THE INTERESTS OF COLES SUPERMARKETS. COPYRIGHT - ALL RIGHTS RESERVED.		
STORE: COLES DALYELLUP 19 (LOT 5002) PORTOBELLO ROAD, DALYELLUP		
TITLE: PROPOSED SIGNAGE		
SCALE: 1:25 (04)	DRAWING No: 87.23	CHECKED: DA09
DATE: 22/11/23	NAME: MHL	REVISION No: A
HCP Job No: 87.23		

DO NOT SCALE OFF DRAWINGS
VERIFY ALL DIMENSIONS ON SITE



1 GROUND FLOOR LETTABLE AREA
A300 1:150



2 PLANTROOM
1:100

PROPOSED AREA SCHEDULE		
TENANCY	NET LETTABLE AREA	
TENANCY 1	123m ²	
TENANCY 2	200m ²	
COLES	2882m ²	
COLES BOH	1147m ²	
PLANTROOM	228m ²	

194

ISSUED FOR DEVELOPMENT APPROVAL

22/11/2023

REVISION

BY

AMENDMENT

DATE

HodgeCollardPreston

ARCHITECTS

Third Floor, 38 Fitzroy Street,
Hawthorn East, VIC 3123
PO Box 243, Vespene, WA 6072
Ph: (08) 9322 5144
Fax: (08) 9322 5145
Email: info@hodgecollard.com

coles

COLES SUPERMARKETS Australia Pty Ltd
A.B.N. 45 004 189 708

800 TOORAK ROAD,
HAWTHORN EAST, VICTORIA, 3123
PO Box 2000, Hawthorn East, Victoria,
3123

THIS DRAWING IS CONFIDENTIAL. IT WILL NOT BE REPRODUCED IN ANY FORM, IN WHOLE OR IN PART, WITHOUT EXPRESS WRITTEN AUTHORITY OF COLES SUPERMARKETS. THIS DRAWING IS NOT TO BE USED IN ANY MANNER PREJUDICIAL TO THE INTERESTS OF COLES SUPERMARKETS. COPYRIGHT - ALL RIGHTS RESERVED.

STORE: COLES DALYELLUP
19 (LOT 5002) PORTOBELLO ROAD, DALYELLUP

TITLE: AREA SCHEDULE

SCALE: As indicated	DRAWING No: 87.23 DA10	CHECKED: [Signature]
DATE: 22/11/23	NAME: MHL	REVISION No: A

DO NOT SCALE OFF DRAWINGS
VERIFY ALL DIMENSIONS ON SITE

Appendix B

Certificate of Title and Deposited Plan

WESTERN



AUSTRALIA

TITLE NUMBER

Volume

Folio

2939

877

RECORD OF CERTIFICATE OF TITLE UNDER THE TRANSFER OF LAND ACT 1893

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

BGRoberts
REGISTRAR OF TITLES



LAND DESCRIPTION:

LOT 5002 ON DEPOSITED PLAN 412056

REGISTERED PROPRIETOR: (FIRST SCHEDULE)

COLES GROUP PROPERTY DEVELOPMENTS LIMITED OF 800 TOORAK ROAD HAWTHORN EAST VIC 3123
(T N827961) REGISTERED 9/2/2018

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

1. M271698 EASEMENT TO SHIRE OF CAPEL FOR PUBLIC ACCESS PURPOSES SEE SKETCH ON DEPOSITED PLAN 412056. REGISTERED 24/5/2013.
2. COVENANT BURDEN CREATED UNDER SECTION 150 P&D ACT TO SHIRE OF CAPEL SEE DEPOSITED PLAN 412056
3. N770671 NOTIFICATION CONTAINS FACTORS AFFECTING THE WITHIN LAND. LODGED 22/12/2017.
4. N770672 NOTIFICATION CONTAINS FACTORS AFFECTING THE WITHIN LAND. LODGED 22/12/2017.
5. N770673 NOTIFICATION SECTION 165 PLANNING & DEVELOPMENT ACT 2005 LODGED 22/12/2017.

Warning: A current search of the sketch of the land should be obtained where detail of position, dimensions or area of the lot is required.
Lot as described in the land description may be a lot or location.

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

STATEMENTS:

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

SKETCH OF LAND: DP412056
PREVIOUS TITLE: 2931-923
PROPERTY STREET ADDRESS: 19 PORTOBELLO RD, DALYELLUP.
LOCAL GOVERNMENT AUTHORITY: SHIRE OF CAPEL

0 40
SCALE 1:500 @ A2
ALL DISTANCES ARE IN METRES

SURVEY CARRIED OUT UNDER REG 26A
SPECIAL SURVEY AREA GUIDELINES
SEE SURVEY SHEETS FOR SURVEY INFORMATION
USE ONLY THE SURVEY SHEET/S WHEN DETERMINING
THE TRUE FINAL POSITION AND TYPE OF ALL SURVEY
MARKS PLACED PERTAINING TO THIS PLAN.

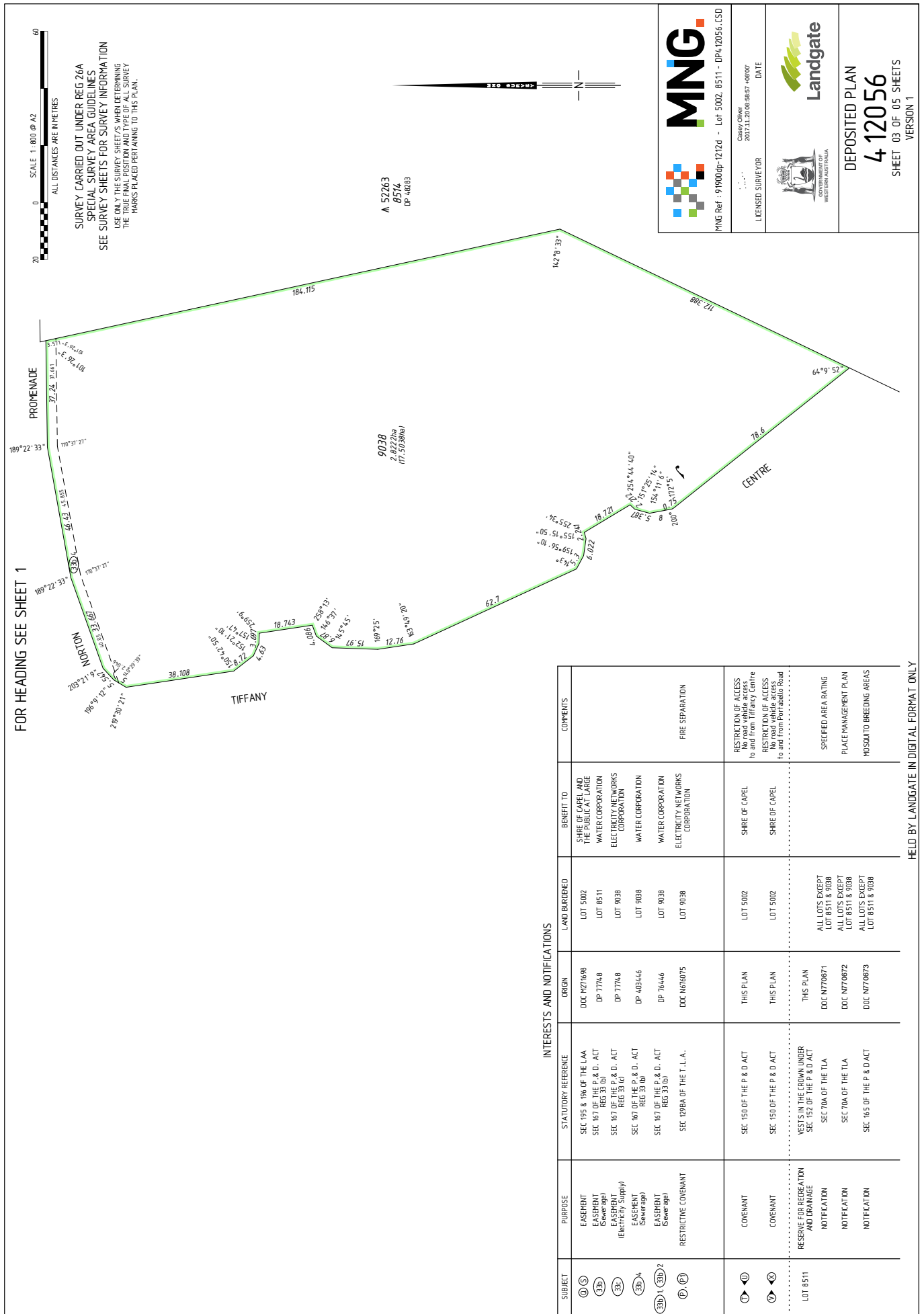


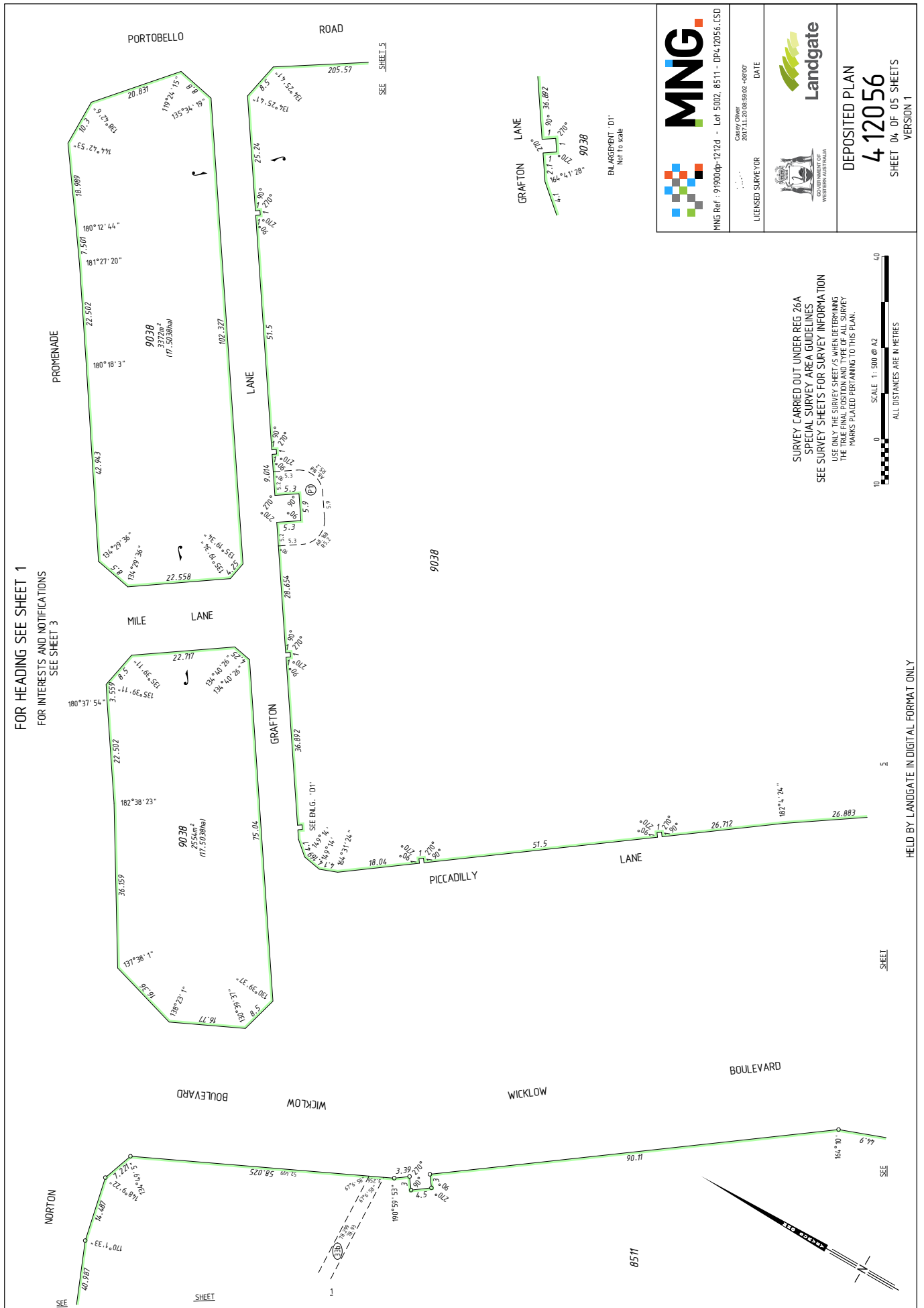
MNG Ref : 91900dp-1212d - Lot 5002, 8511 - DP412056.CSD

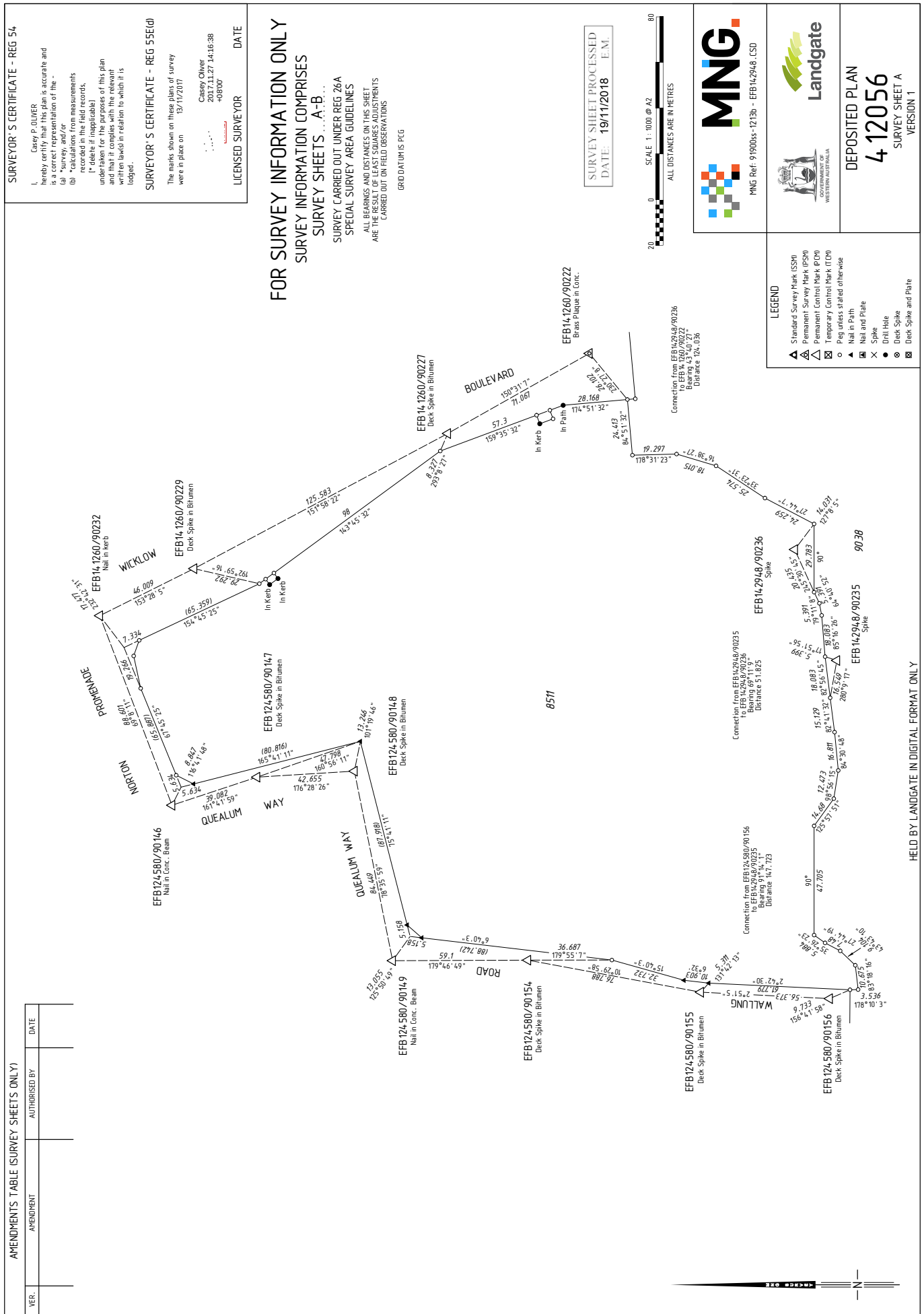
DATE	LICENSED SURVEYOR
2017.11.20 08:58:52 +08'00'	Casey Oliver



DEPOSITED PLAN
412056
SHEET 02 OF 05 SHEETS
VERSION 1







FOR SURVEY INFORMATION ONLY

SURVEY INFORMATION COMPRISES

SURVEY SHEETS A-B...

SURVEY CARRIED OUT UNDER REG 26A

SPECIAL SURVEY AREA GUIDELINES

ALL BEARINGS AND DISTANCES ON THIS SHEET

ARE THE RESULT OF LEAST SQUARES ADJUSTMENTS

CARRIED OUT ON FIELD OBSERVATIONS

GRID DATUM IS PG

SURVEYOR'S CERTIFICATE - REG 54

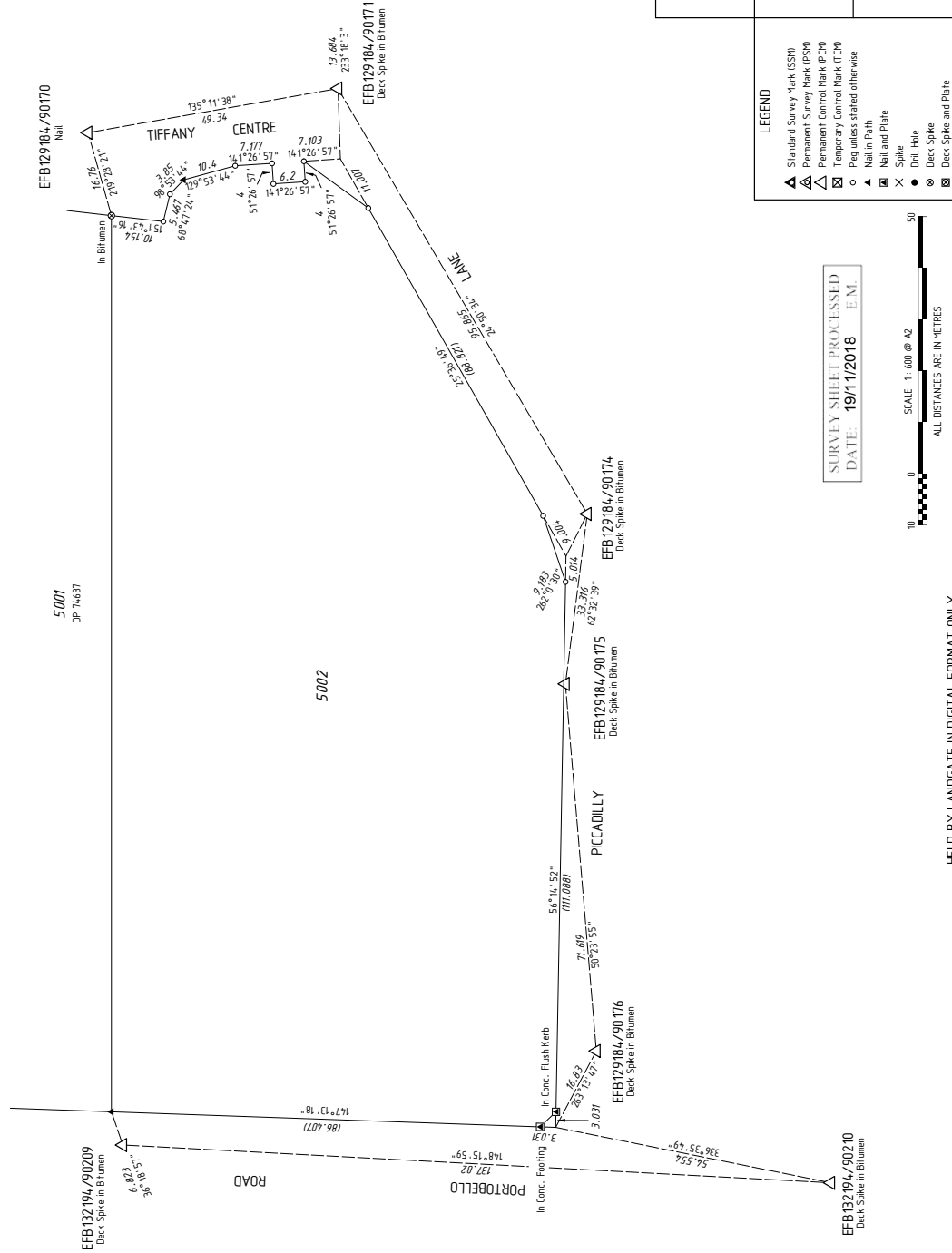
I, **Casey P. OLIVER**
hereby certify that this plan is accurate and
is a correct representation of the -
(a) "survey, and/or
(b) "calculations from measurements
recorded in the field records,
(c) "plans and/or maps of this plan
under (c) (inapplicable)
and that it complies with the relevant
written law(s) in relation to which it is
lodged.

SURVEYOR'S CERTIFICATE - REG 55(d)

The marks shown on these plans of survey
were in place on **13/11/2017**

Casey Oliver
2017.11.27 14:16:44
+0800

LICENSED SURVEYOR DATE



DEPOSITED PLAN
412056
SURVEY SHEET B
VERSION 1

LEGEND

- Standard Survey Mark (SSM)
- Permanent Survey Mark (PSM)
- Temporary Control Mark (TCM)
- Peg unless stated otherwise
- Nail in Path
- Nail and Plate
- Drill Hole
- Deck Spike
- Deck Spike and Plate

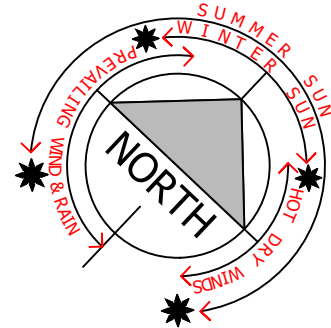
SURVEY SHEET PROCESSED
DATE: 19/11/2018 E.M.



HELD BY LANDGATE IN DIGITAL FORMAT ONLY

Appendix C

Site Feature Survey



LEGEND	
	BOUNDARY
	EASEMENT
	ROAD CENTRE LINE
	EDGE OF BITUMEN
	BOTTOM OF KERB
	TOP OF KERB
	ROAD MARKING - STOP LINE
	ROAD MARKING - GIVE WAY LINE
	COLORBOND FENCE
	PAVING LINE
	CONCRETE HARDSTAND
	FOOTPATH (SLAB)
	MINOR CONTOUR
	MAJOR CONTOUR
	SOLID PAINTED LINE
	DASHED PAINTED LINE
	WIRE FENCE
WATER CORPORATION EPLAN SERVICES:	
	WATER PIPE
	SEWER PIPE
	STOP VALVE
	STORM WATER MANHOLE
	GRATE
	SIDE ENTRY PIT
	SEWER MANHOLE
	STREET LIGHT
	UNDERGROUND CABLE BOX
	POWER DOME
	POWER TRANSFORMER
	EARTH BOX
	TELECOMMUNICATIONS PIT
	UNKNOWN MANHOLE/CABLE BOX
	RUBBISH BIN
	STREET SIGN
	ROAD TRAFFIC SIGN
	BOLLARD
	IRRIGATION BOX
	TREE
	DECK SPIKE
	PEG FOUND

EASEMENT NOTES:					
SUBJECT	PURPOSE	STATUTORY REFERENCE	ORIGIN	LAND BURDENED	BENEFIT TO
①	EASEMENT	SEC. 195 & 196 OF THE LAA	DOC M271698	LOT 5002	SHIRE OF CAPEL AND THE PUBLIC AT LARGE

FOR FURTHER INFORMATION REFER TO CERTIFICATE OF TITLE, DP 412056 AND DOC M271698.

SHEET 1 of 1

DATUMS

HORIZONTAL
PCG94

VERTICAL
AND APPROX. BASED ON VRS
GPS AUSGSD010 V9 ADJUSTED TO SSM
INSTIES 64

NOTES

- DIMENSIONS AND AREAS ARE ADOPTED FROM SURVEY PLAN UNLESS NOTED.
- ALL SEWER INFORMATION SUPPLIED BY WATER CORPORATION. SITE CONFIRMATION REQUIRED.
- REFER TO CERTIFICATE OF TITLE FOR ANY ENCUMBRANCES/EASEMENTS THAT MAY AFFECT THIS LOT.
- ALL TRADES TO BEWARE OF THE PRESENCE OF OVERHEAD AND/OR UNDERGROUND POWER IN THE VICINITY OF THIS LOT.
- THIS PLAN IS ONLY TO BE USED FOR ITS INTENDED PURPOSE. NO RESPONSIBILITY IS TAKEN BY ORACLE SURVEYS PTY LTD FOR THE UNAUTHORIZED USE OF THIS PLAN FOR ANY OTHER USE.
- ORACLE SURVEYS PTY LTD ACCEPTS NO RESPONSIBILITY TO SURVEY DATA THAT HAS CHANGED AFTER THE DATE OF SURVEY.

SERVICE RECORD

SERVICE	STATUS			
	LOCATED	AVAILABLE	NO SERVICE	CONFORM
WATER	✓	✓	✓	✓
SEWERAGE	✓	✓	✓	✓
GAS	✓	✓	✓	✓
TELSTRA	✓	✓	✓	✓
POWER	W/G	✓	✓	✓
	O/H	✓	✓	✓

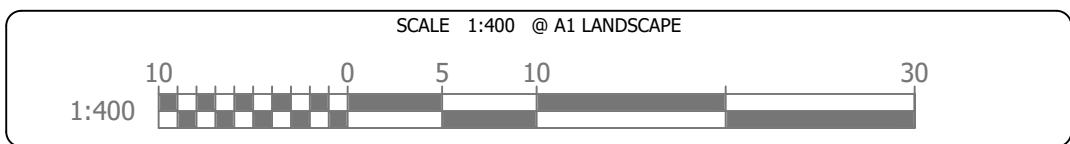
IDENTIFICATION SURVEY
LOT 5002 (#19) PORTOBELLO ROAD
DALYELLUP

REGULATION 25A LICENSED SURVEYORS ACT 1909 (AS AMENDED)
I, GLENN GALVIN BEING A LICENSED SURVEYOR, CERTIFY THAT ON 19/09/23 I SUPERVISED OR PERSONALLY RE-ESTABLISHED THE BOUNDARIES FOR THE LOT AS DESCRIBED ABOVE AND AS SHOWN ON THE SKETCH AND THAT THE SURVEY WAS PERFORMED IN ACCORDANCE WITH THE PROVISIONS OF THE LICENSED SURVEYORS (GUIDANCE OF SURVEYORS) REGULATION 1961 AND THE LICENSED SURVEYORS (TRANSFER OF LAND ACT 1993) REGULATIONS 1961

..... GLENN GALVIN 22ND SEPTEMBER 2023

CLIENT
Coles Group Property Developments Ltd C/- Wallace PM

REV	DATE	BY	DESCRIPTION
0	22/09/23	GG	ISSUED TO CLIENT



SURVEYOR GK/JPW ORACLE DWG REF Lot 5002 (#19) Portobello Road, Dalyellup, 1_Rev0.dwg
DRAFTER JPW ORACLE JOB No. 4394 C/T Vol: 2939 Fol: 877
CHECKED GK/GG SURVEY PLAN DP 412056 DATE SURVEYED 19/09/2023

SUBDIVISION & STRATA CONSULTANTS | PROJECT MANAGERS
ORACLE SURVEYS
LICENSED & ENGINEERING SURVEYORS
SUITE 11/342 ALBANY HIGHWAY VICTORIA PARK WA
PO BOX 668 VICTORIA PARK WA 6979 TEL (08) 9470 1888
EMAIL info@oraclesurveys.com.au WEB www.oraclesurveys.com.au

LOT MISCLOSE
Δ E = 0.000m
Δ N = 0.000m

Appendix D

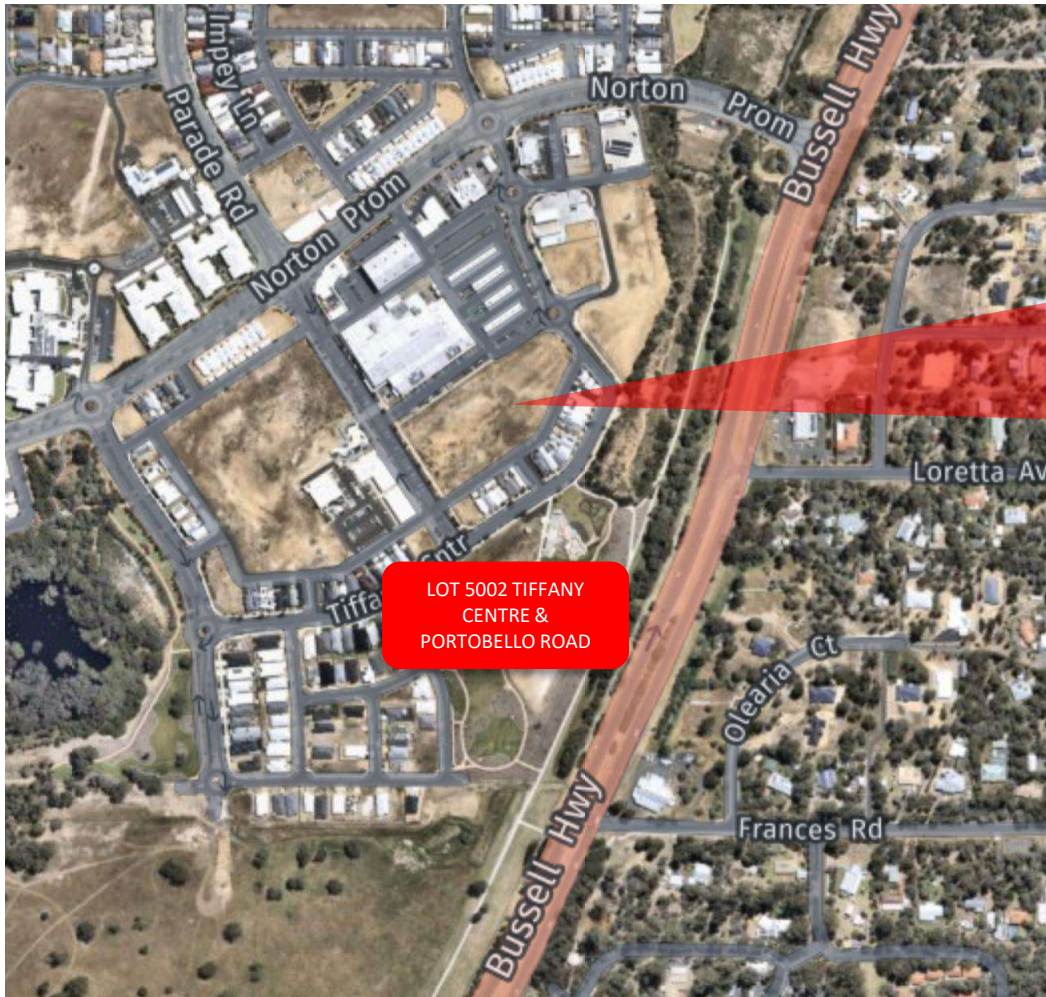
Architectural Design Statement



**PROPOSED COLES DEVELOPMENT
LOT 5002 – TIFFANY CENTRE & PORTOBELLO RD,
DALYELLUP**

HCP JOB REF: 87.23

Hodge Collard Preston
ARCHITECTS

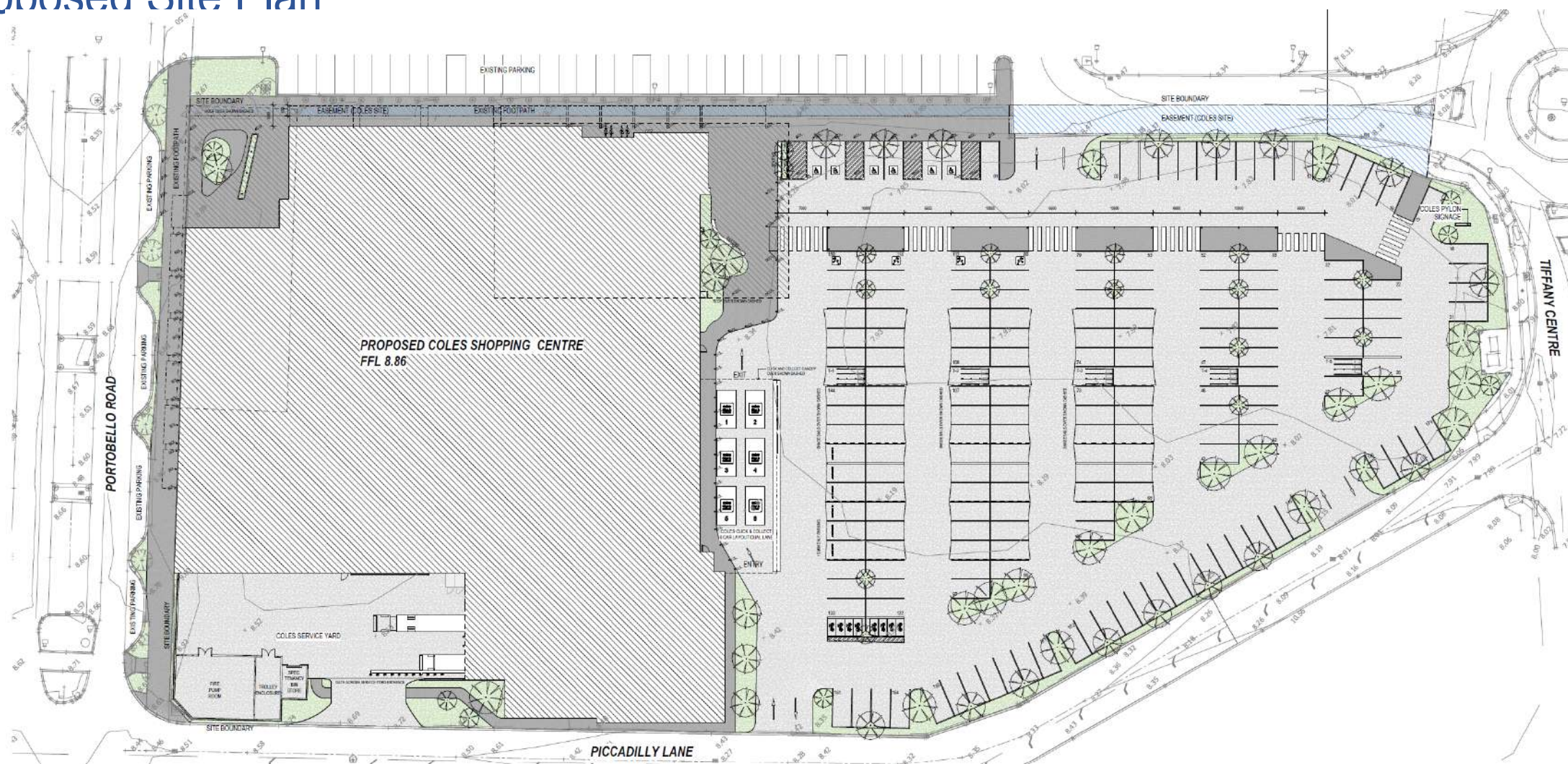


PROPOSED COLES DEVELOPMENT LOT 5002 – TIFFANY CENTRE & PORTOBELLO RD, DALYELLUP

HCP JOB REF: 87.23

Hodge Collard Preston
ARCHITECTS

Proposed Site Plan



PROPOSED COLES DEVELOPMENT
 LOT 5002 – TIFFANY CENTRE & PORTOBELLO RD,
 DALYELLUP

HCP JOB REF: 87.23

Existing Site Conditions

EXISTING NORTHERN AND WESTERN COMMERCIAL / RETAIL CONTEXT



**PROPOSED COLES DEVELOPMENT
LOT 5002 – TIFFANY CENTRE & PORTOBELLO RD,
DALYELLUP**

HCP JOB REF: 87.23

Hodge Collard Preston
ARCHITECTS

Existing Site Conditions

EXISTING EASTERN AND SOUTHERN ELEVATION



**PROPOSED COLES DEVELOPMENT
LOT 5002 – TIFFANY CENTRE & PORTOBELLO RD,
DALYELLUP**

HCP JOB REF: 87.23

Hodge Collard Preston
ARCHITECTS

DESIGN RESPONSE

1. CONTEXT AND CHARACTER
2. LANDSCAPE QUALITY
2. BUILT FORM AND SCALE
4. FUNCTIONALITY AND BUILD QUALITY
5. SUSTAINABILITY
6. AMENITY
7. LEGIBILITY
8. SAFETY
9. COMMUNITY
10. AESTHETICS

PROPOSED COLES DEVELOPMENT
LOT 5002 – TIFFANY CENTRE & PORTOBELLO RD,
DALYELLUP

HCP JOB REF: 87.23

Hodge Collard Preston
ARCHITECTS

01 Context and Character

- The existing context and character of the site is developing through the existing adjacent shopping centre, commercial developments and low scale residential properties
- The proposal adds to and will enhance the commercial / retail developments within the area, the proposal strengthens the existing Main Street located between the existing shopping centre and the new proposal
 - The existing commercial tenancies facing south from the existing centre will be complemented by the proposed shopping centre tenancies facing north creating an integrated retail precinct whilst maintaining the existing pedestrian easement between the 2 properties
- The proposal strengthens the Main Street of Portobello Road with an entry feature opening to the existing Town Centre
 - The supermarket wall facing Portobello Road is glazed to activate the streetscape with vision into the selling area and an awning over the footpath.
 - A contemporary material palette is proposed to introduce a point of difference to the development whilst including design element's of a Coles Centre, the textural scale and subtlety of the selected materials will ensure the overall design remains cohesive and harmonious with its context.
- The site and its surroundings are reasonably flat and level, so the FFLs of the proposed centre will be similar to the neighbouring developments.

**PROPOSED COLES DEVELOPMENT
LOT 5002 – TIFFANY CENTRE & PORTOBELLO RD,
DALYELLUP**

HCP JOB REF: 87.23

Hodge Collard Preston
ARCHITECTS

02 Landscape Quality

- The landscaping has been carefully considered with the built form and integrated, landscaping is used to enhance and soften the built form where required
- The Coles development offers 135 uncovered car bays. We have proposed a total of 59 trees directly addressing the car park which is well over the required 1:4 tree to car bay ratio
- The Planting Palette has taken into account the Shire's Recommended Plant Species Schedule and have incorporated many of the species into the development including the trees; Angonis flexuosa and Corymbia ficifolia. Many of the understory planting suggestions have also been included.
- Planting has been selected for its relevance to the surrounding streetscape, taking notice of the species selection within the Portobello Road streetscape and the community space opposite.

The planting palette has been selected for their low water requirements and is predominantly native and local to ensure a connection to the site and to the biodiversity of the area.



**PROPOSED COLES DEVELOPMENT
LOT 5002 – TIFFANY CENTRE & PORTOBELLO RD,
DALYELLUP**

HCP JOB REF: 87.23

Hodge Collard Preston
ARCHITECTS

03 Built Form and Scale

- Built forms complement the neighbouring commercial / retail developments inline with the LDP
- Entry features are proposed to the northwest and northeast of the centre
 - The northwest entry completes the existing town centre and responds to the existing shopping centres entry point.
 - The northeast entry addresses the carpark and main entry from Tiffany Lane
- The landscaping will improve, enhance and soften the streetscapes
- Awnings along the north and western facades provide a pedestrian scale and activation of the streetscape
- The use of a variety of material pallets reduce the scale of the built form whilst providing a visually enhanced design



EXISTING COMMERCIAL
DEVELOPMENTS

**PROPOSED COLES DEVELOPMENT
LOT 5002 – TIFFANY CENTRE & PORTOBELLO RD,
DALYELLUP**

HCP JOB REF: 87.23

Hodge Collard Preston
ARCHITECTS

04 Functionality and Build Quality

- The shopping centre design is derived from a functional retail entity whilst addressing the requirements of the LDP, the local context and design quality.
- The functional design provides ease of access to retail spaces, clear access and promotion of the retail entities
- The material pallet is diverse taking cues from the local context to enhance the visual appeal of the development whilst using Durable and low-maintenance materials such as precast concrete, prefinished metal cladding, brickwork and CFC claddings are selected to ensure longevity of the buildings.
- Building height, form, and spatial configuration of the centre are informed by the functional requirements the tenant and the necessity for an entry statements for wayfinding.



**PROPOSED COLES DEVELOPMENT
LOT 5002 – TIFFANY CENTRE & PORTOBELLO RD,
DALYELLUP**

HCP JOB REF: 87.23

Hodge Collard Preston
ARCHITECTS

05 Sustainability

- Insulation will be provided to comply with Section J of the NCC.
- Insulated roof panels over the supermarket will be utilised providing roof insulation and reducing the steel support requirements
- Shading devices / Awnings have been added to all north, east and west facing glazing.
- Glazing to the east is minimised
- 5-star WELS rated plumbing fixtures and fittings will be utilized.
- LED lighting with sensors will be used throughout.
- Waterwise landscaping will be implemented.
- Solar panels will be installed to the centres roof
- Shade sails and trees will be constructed in the carpark areas



**PROPOSED COLES DEVELOPMENT
LOT 5002 – TIFFANY CENTRE & PORTOBELLO RD,
DALYELLUP**

HCP JOB REF: 87.23

Hodge Collard Preston
ARCHITECTS

06 Amenity – Site

- The centre is providing additional amenity to the community of Dalyellup with a new shopping centre and retail tenancies
- Bike racks will be provided to the front of the centre
- Awnings are provided to the north and west street facades
- Landscaped entry zones with seating are proposed for community use
- Shared amenities accessed from the centre mall are provided for customer use



**PROPOSED COLES DEVELOPMENT
LOT 5002 – TIFFANY CENTRE & PORTOBELLO RD,
DALYELLUP**

HCP JOB REF: 87.23

Hodge Collard Preston
ARCHITECTS

07 Legibility

- The layout and design of the centre provides a clear legible development with clearly defined entry points from the 2 main street facades.
- The development layout is logical whilst addressing the site context and LDP
- The internal layout of the centre is also logical and clearly defined with a central ' spine mall' accessed from the east and west with the supermarket and speciality tenancies located each side of the spine.
- Walkways proposed to connect to existing footpaths along the north and western streets.

08 Safety

- Glazed facades to the north and west provide passive surveillance to the 2 main streetscapes.
- The eastern façade is activated with the main entry and the click and collect opening to the centres carpark
- The rear of the centre is secured to minimise antisocial behaviour
- The centre will be fitted with CCTV
- The traffic and pedestrian flow have been carefully considered where pedestrians are prioritised over vehicles and vehicle access and servicing is separated and controlled, refer to traffic report for details



**PROPOSED COLES DEVELOPMENT
LOT 5002 – TIFFANY CENTRE & PORTOBELLO RD,
DALYELLUP**

HCP JOB REF: 87.23

Hodge Collard Preston
ARCHITECTS

09 Community

- The development will provide benefits and convenience for the neighbouring residents with a new supermarket and speciality shops
- The Northern façade and entry points encourage social and community interaction with large covered and landscaped gathering spaces
- The development is easily accessed by pedestrians and vehicles



**PROPOSED COLES DEVELOPMENT
LOT 5002 – TIFFANY CENTRE & PORTOBELLO RD,
DALZELLUP**

HCP JOB REF: 87.23

Hodge Collard Preston
ARCHITECTS

10 Aesthetics

- The design considers its immediate context and surroundings in terms of scale, materiality and form.
- The scale and form of the buildings are comparable to the existing commercial developments that are already in the immediate vicinity.
- The material palette takes colour cues from the existing environment and context:
 - Limestone look finishes which will complement developments in the vicinity utilising limestone
 - Face brickwork which draws cues from the neighbouring residential developments providing a human scale to the centre
 - Metal cladding also taking cues from the surrounding commercial and residential developments



**PROPOSED COLES DEVELOPMENT
LOT 5002 – TIFFANY CENTRE & PORTOBELLO RD,
DALYELLUP**

HCP JOB REF: 87.23

Hodge Collard Preston
ARCHITECTS



NORTH EAST CORNER ENTRY VIEW

**PROPOSED COLES DEVELOPMENT
LOT 5002 – TIFFANY CENTRE & PORTOBELLO RD,
DALYELLUP**

HCP JOB REF: 87.23

Hodge Collard Preston
ARCHITECTS



NORTH WEST CORNER ENTRY VIEW

**PROPOSED COLES DEVELOPMENT
LOT 5002 – TIFFANY CENTRE & PORTOBELLO RD,
DALYELLUP**

HCP JOB REF: 87.23

Hodge Collard Preston
ARCHITECTS



PORTOBELLO ROAD VIEW

**PROPOSED COLES DEVELOPMENT
LOT 5002 – TIFFANY CENTRE & PORTOBELLO RD,
DALYELLUP**

HCP JOB REF: 87.23

Hodge Collard Preston
ARCHITECTS

Appendix E

Landscaping Plans



SELECTED MEDIUM TREES
EG. TUCKEROO
CANOPY: 6m

-  SELECTED SMALL TREES
EG. WEEPING PEPPERMINT
CANOPY: 5m
-  SELECTED SMALL TREES
EG. LITTLE GHOST GUM
CANOPY: 4m
-  SELECTED FEATURE TREES
EG. NATIVE FRANGIPANI
CANOPY: 4m
-  SELECTED SMALL TREES
EG. RED FLOWERING GUM
CANOPY: 4m

FEATURE PLANTS

- SELECTED FEATURE PLANTING
EG. KANGAROO PAWS, ZAMIA, CYCAL

PLANTING

- EXISTING PLANTING

- PLANTING TYPE 01
GROUNDCOVERS

- PLANTING TYPE C
SHRUBS

- PLANTING TYPE C
STRAPPY/MIXED

- PLANTING TYPE C
SILVER/GREY

- PLANTING TYPE C
CREEPER

MISC

-
- Diagram illustrating two types of pavement treatments:
- FEATURE PAVEMENT TREATMENT TO ENTRY (TBC)
 - PERMEABLE PAVING

PLANTING IMAGES



PLANTING PALETTE

Symbol	Species	Common Name	Quantities	Size
Trees:				
AGofTe	Agonis flexuosa	WA Weeping Peppermint	As Shown	100L
COFic	Corymbia ficifolia (grafted)	WA Red Flowering Gum	As Shown	100L
CUPanA	Cupanopsis anacardioides	Tuckeroo	As Shown	100L
BLQvic	Eucalyptus vidxix	Little Ghost Gum	As Shown	100L
HYMfla	Hymenosporum flavum	Native Frangipani	As Shown	100L
Shrubs and Groundcovers:				
CONcan	Conastylis candelans	Grey Cotton-heads	3/m2	140mm
COFdu	Correa 'Dusky Bells'	Dusky Bells	2/1m	200mm
DAlbre	Dianella brevicaulis	Dianella	3/m2	140mm
DAlme	Dianella tasmanica 'Emerald Arch'	Emerald Arch	3/m2	140mm
DAlbla	Dianella tasmanica 'Blaze'	Blaze	3/m2	140mm
DIGrep	Dichondra repens	Kidney Weed	3/m2	140mm
DIGsil	Dichondra 'Silver Falls'	Silver Falls	3/m2	140mm
EREdib	Eremophila 'Blue Horizon'	Blue Horizon	3/m2	140mm
HICnod	Ficinia nodosa	Knobby Club Rush	3/m2	140mm
GRGin	Grevillea 'Gin Gin Gem'	Gin Gin Gem	3/m3	140mm
HYPrub	Hypocalymma robustum	Swan River Myrtle	3/m3	140mm
KENpro	Kennedia prostrata	Running Postman	3.m2	140mm
LELibro	Leucophyia brownii	Silver Cushion Bush	3/m2	200mm
LIURus	Liriope 'Just Right'	Just Right	3/m2	140mm
LOMTan	Lomandra 'Tanika'	Tanika	3/m2	200mm
PATooc	Patersonia occidentalis	Purple Flag	3/m2	140mm
PIMefer	Pimelea ferruginea	Rice Flower	3/m2	200mm
PITmis	Pittosporum tobira 'Miss Muffet'	Miss Muffet	2/1m	200mm
MYOpar	Myoporum parvifolium 'Yareena'	Yareena	3/m2	140mm
SANTri	Sanseveria trifasciata laurentii	Mother-in-law's Tongue	3/m2	200mm
SCAHum	Scaevola humilis 'Purple Fusion'	Pan Flower	3/m2	140mm
TRJas	Trachelospermum jasminoides	Star Jasmine	3/m2	140mm
WESfru	Westringia fruticosa	Native Rosemary	2/1m	200mm
WESgre	Westringia 'Grey Box'	Grey Box	2/1m	200mm
Feature Plants:				
AGAtt	Agave attenuata	Foxtail	As Shown	12L
ANfla	Anigozanthos flavivus	Kangaroo Paw	As Shown	12L
CYCre	Cycas revoluta	Japanese Sago Palm	As Shown	12L
ZAMfur	Zamia furfuracea	Cardinal Palm	As Shown	12L



Appendix F

Waste Management Plan



Waste Management Plan

Coles Dalyellup – 19 (Lot 5002) Portobello Road, Dalyellup

Prepared for Coles Property Development Pty Ltd

22 November 2023

Project Number: WMP23083

DOCUMENT CONTROL

Version	Description	Date	Author	Reviewer	Approver
1.0	First Approved Release	22/11/2023	MA/AB	DP	DP

Approval for Release

Name	Position	File Reference
Dilan Patel	Project Manager – Waste Management Consultant	WMP23083-01_Waste Management Plan_1.0
Signature		

Copyright of this document or any part of this document remains with Talis Consultants Pty Ltd and cannot be used, transferred or reproduced in any manner or form without prior written consent from Talis Consultants Pty Ltd.

Executive Summary

Coles Property Development Pty Ltd is seeking development approval for the proposed commercial development located at 19 (Lot 5002) Portobello Road, Dalyellup (the Proposal).

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

As demonstrated within this WMP, the Proposal will provide a sufficiently sized Bin Storage Area for the storage of refuse and recyclables, based on estimated waste generation volumes and suitable configuration of bins.

A private contractor will service the Proposal onsite from the Service Yard. The private contractor's waste collection vehicles will enter and exit the Proposal in forward gear via Piccadilly Lane.

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

Table of Contents

1	Introduction	1
1.1	Objectives and Scope	1
2	Waste Generation	2
2.1	Proposed Tenancies	2
2.2	Waste Generation Rates	2
2.3	Waste Generation Volumes	3
3	Waste Storage	4
3.1	Internal Transfer of Waste	4
3.2	Bin Sizes.....	4
3.3	Bin Storage Area Size	4
3.4	Bin Storage Area Design.....	5
4	Waste Collection	6
4.1	Bulk and Speciality Waste	7
5	Waste Management	8
6	Conclusion.....	9

Tables

Table 2-1: Waste Generation Rates	2
Table 2-2: Estimated Waste Generation.....	3
Table 3-1: Typical Bin Dimensions	4

Diagrams

Diagram 1: Bin Storage Area

Diagram 2: Service Yard

Figures

Figure 1: Locality Plan

1 Introduction

Coles Property Development Pty Ltd is seeking development approval for the proposed Coles Dalyellup at 19 (Lot 5002) Portobello Road, Dalyellup (the Proposal).

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

The Proposal is bordered by commercial developments to the north, Tiffany Centre to the east, Piccadilly Lane to the south and Portobello Road to the west, as shown in Figure 1.

1.1 Objectives and Scope

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

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

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

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

2 Waste Generation

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

2.1 Proposed Tenancies

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

- Coles Supermarket – 3,830m²;
- Specialty Tenancy 1 (Fast Food Outlet) – 101m²; and
- Specialty Tenancy 2/3 (Liquor Land) – 200m².

Note, the Coles Supermarket has their own back of house and manages waste through their own internal processes governed by national waste collections contracts, and therefore has not been included as part of this report. The operations and waste practices for the Coles Supermarket will be carried out in line with the Coles Property Operational Waste Management Plan (September 2021 – V1).

2.2 Waste Generation Rates

The estimated amount of refuse and recyclables to be generated by the Proposal is based on the City of Gosnells *Information Sheet – Waste Management* and the City of Melbourne's *Guidelines for Preparing a Waste Management Plan* (2021) as both guidelines contain contemporary estimates of waste generation rates that have been applied to the specific tenancy use types at the Proposal.

Table 2-1 shows the waste generation rates which have been applied to the Proposal.

Table 2-1: Waste Generation Rates

Tenancy Use Type	Guideline Reference	Refuse Generation Rate	Recycling Generation Rate
Specialty Tenancy 1	Gosnells – Fast Food Outlet	150L/100m ² /day	150L/100m ² /day
Specialty Tenancy 2/3	Melbourne – Shops (non-food)	50L/100m ² /day	50L/100m ² /day

2.3 Waste Generation Volumes

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

Waste generation volumes in litres per week (L/week) adopted for this waste assessment is shown in Table 2-2. It is estimated that speciality tenancies at the Proposal will generate 1,761L of refuse and 1,761L of recyclables each week.

Table 2-2: Estimated Waste Generation

Tenancy Use Type	Area (m ²)	Waste Generation Rate (L/100m ² /day)	Waste Generation (L/week)
Refuse			
Specialty Tenancy 1	101	150	1,061
Specialty Tenancy 2/3	200	50	700
Total			1,761
Recyclables			
Specialty Tenancy 1	101	150	1,061
Specialty Tenancy 2/3	200	50	700
Total			1,761

3 Waste Storage

Waste materials generated within the Proposal will be collected in the bins located in the Bin Storage Area, as shown in Diagram 1, and discussed in the following sub-sections.

Note: the waste generation volumes are best practice estimates and the number of bins to be utilised represents the maximum requirements once the Proposal is fully operational. Bin requirements may be impacted as the development becomes operational and the nature of the tenants and waste management requirements are known.

3.1 Internal Transfer of Waste

To promote positive recycling behaviour and maximise diversion from landfill, internal bins will be available across Proposal and within each tenancy for the source separation of refuse and recycling.

These internal bins will be collected by the staff and cleaners and transferred to the Bin Storage Area for consolidation into the appropriate bins. This internal servicing method may be conducted outside of main operational hours to mitigate disturbance to customers.

All bins will be colour coded and labelled in accordance with Australian Standards (AS 4123.7) to assist staff, tenants and cleaners to dispose of their separate waste materials in the correct bins.

3.2 Bin Sizes

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

Table 3-1: Typical Bin Dimensions

Dimensions (m)	Bins Sizes				
	240L	660L	1,100L	3.0m ³	4.5m ³
Depth	0.730	0.780	1.070	1.505	1.600
Width	0.585	1.260	1.240	1.805	2.050
Height	1.060	1.200	1.330	1.225	1.520

Reference: SULO and Veolia Bin Specification Data Sheets

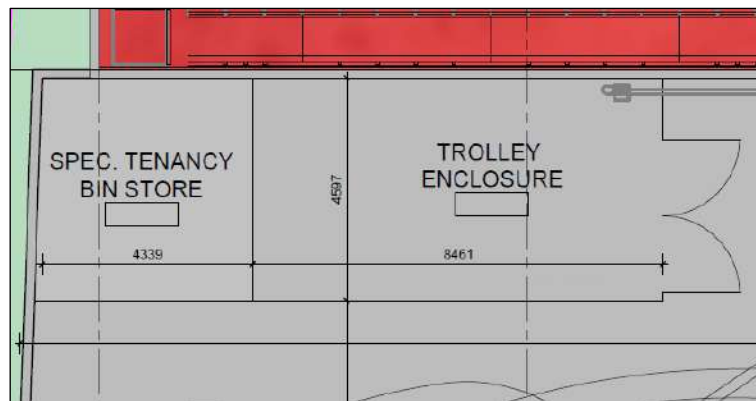
3.3 Bin Storage Area Size

Specialty Tenancy 1 and 2/3 at the Proposal will have adequate space (refer Diagram 1) for the required number of refuse and recycling bins, modelled utilising the estimated waste generation in Table 2-2, bin sizes in Table 3-1 and based on preferred collection frequencies of refuse and recyclables each week.

Bin requirements will be determined as the development becomes operational and the nature of the tenants and waste management requirements are known.

The waste equipment and bins for the Coles Supermarket are defined in the Coles Property Operational Waste Management Plan (September 2021 – V1) and include refuse (4.5m³ bins), organics (3.0m³ bins), cardboard (bales) and soft plastics (5kg bags).

Diagram 1: Bin Storage Area



3.4 Bin Storage Area Design

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

- Smooth impervious floor sloped to a drain connected to the sewer system;
- Taps for washing of bins and Bin Storage Area;
- Adequate aisle width for easy manoeuvring of bins;
- Doors to the Bin Storage Area self-closing and vermin proof;
- Doors to the Bin Storage Area wide enough to fit bins through;
- Ventilated to a suitable standard;
- Appropriate signage;
- Undercover where possible and be designed to not permit stormwater to enter into the drain;
- Located behind the building setback line;
- Bins not to be visible from the property boundary or areas trafficable by the public; and
- Bins are reasonably secured from theft and vandalism.

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

4 Waste Collection

A private waste collection contractor will service the Proposal onsite and collect the preferred bins directly from the Service Yard/Bin Storage Area utilising the required waste collection vehicles.

The private contractor's waste collection vehicle will travel with left hand lane traffic flow along Piccadilly Lane and turn into the Proposal's Service Yard for servicing, refer Diagram 2, at the preferred collection frequency.

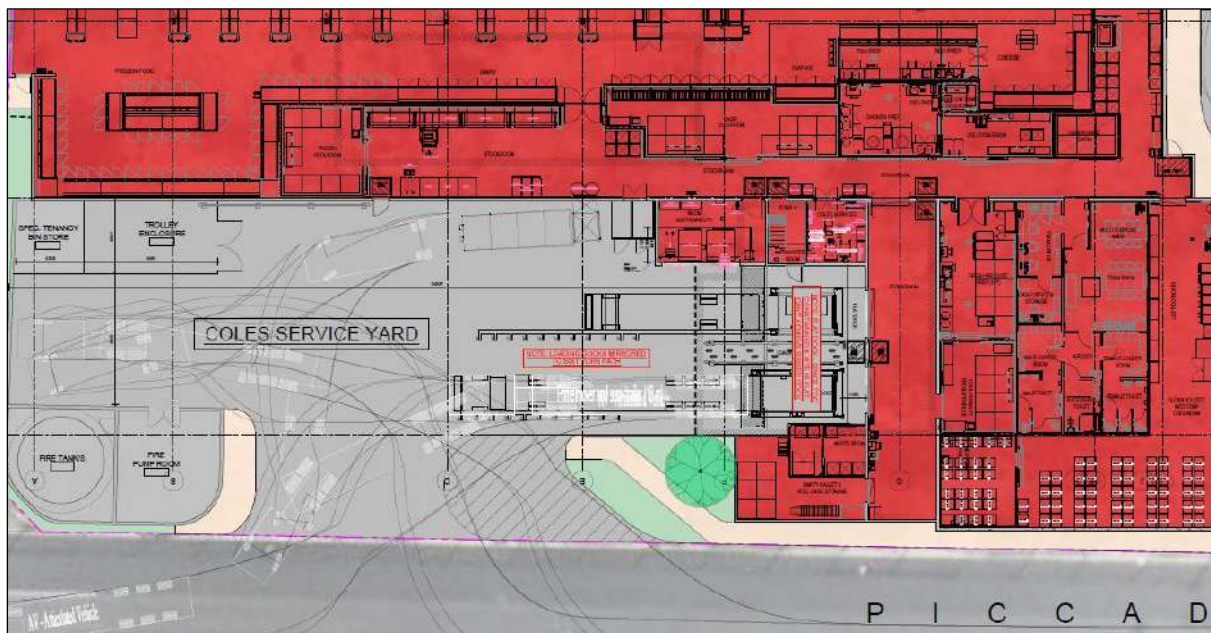
Servicing may be conducted outside of normal operating hours to allow the waste collection vehicles to manoeuvre safely and efficiently onsite and mitigate impacts on local traffic movements during peak traffic hours.

Private contractor's staff will ferry bins to and from the waste collection vehicle and the Bin Storage Areas during servicing, as required. The private contractor will be provided with key/PIN code access to the Bin Storage Areas and security access gates to facilitate servicing, if required.

Once servicing is complete the private contractor's waste collection vehicle will exit in a forward motion, turning onto Piccadilly Lane and continue moving with traffic flow.

The ability of waste collection vehicles to access the Proposal has been assessed by qualified traffic engineers and will be included within their Traffic Report.

Diagram 2: Service Yard



4.1 Bulk and Speciality Waste

Adequate space may be allocated throughout the Proposal for placement of cabinets/containers for collection and storage of bulk and specialty wastes that are unable to be disposed of within the bins in the Bin Storage Area. These may include items such as:

- Refurbishment wastes from fit outs;
- Batteries and E-wastes;
- White goods/appliances;
- Used Cooking Oil;
- Cleaning chemicals; and
- Commercial Light globes.

Removal of these wastes will be monitored by centre management, who will liaise with staff, tenants and cleaners to assist, as required. A temporary skip bin may be utilised for collections, if required.

5 Waste Management

Centre management will be engaged to complete the following tasks:

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

6 Conclusion

As demonstrated within this WMP, the Proposal will provide a sufficiently sized Bin Storage Area for the storage of refuse and recyclables, based on estimated waste generation volumes and suitable configuration of bins.

A private contractor will service the Proposal onsite from the Service Yard. The private contractor's waste collection vehicles will enter and exit the Proposal in forward gear via Piccadilly Lane.

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

Figures

Figure 1: Locality Plan



LEGEND

Site Boundary

Cadastre

Freehold

Road

Strata Plan or Lot

Easement

Reserve

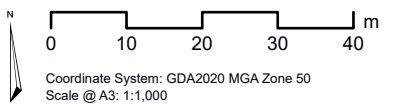
© Talis Consultants Pty Ltd ("Talis") Copyright in the drawings, information and data recorded in this document ("the information") is the property of Talis. This document and the information are solely for the use of the authorised recipient and this document may not be used, transferred or reproduced in whole or part for any purpose other than that which it is supplied by Talis without written consent. Talis makes no representation, undertakes no duty and accepts no responsibility to any third party who may use or rely upon this document or the information.



LOCALITY

Lot 5002
19 Portobello Road
Dalyellup WA 6230

Coles Property Development Pty Ltd
Wallace PM



Prepared:	E Jackson	Date:	3/11/2023
Reviewed:	D Patel	Revision:	A
Project:	WMP23083		



Figure 01

Data source: Roads, Cadastre - Landgate, 2023. Imagery: Nearmap, 2023.



Assets | Engineering | Environment | Noise | Spatial | Waste

Talis Consultants
ABN 85 967 691 321

HEAD OFFICE

604 Newcastle Street,
Leederville
Western Australia 6007

PO Box 454,
Leederville
Western Australia 6903

NSW OFFICES

Nowra

76 Bridge Road, Nowra
New South Wales, 2541

PO Box 1189, Nowra
New South Wales, 2541

Newcastle

58 Cleary Street, Hamilton
New South Wales, 2303

P: 1300 251 070
E: enquiries@talisconsultants.com.au

Appendix G

Coles Operational and Waste Management Plan



OPERATIONAL AND WASTE MANAGEMENT PLAN

TABLE OF CONTENTS

1. INTRODUCTION	2
2. SUPERMARKET TRADING HOURS.....	2
3. OPERATIONAL HOURS – HOURS OF STORE ACCESS.....	3
4. ROLE OF STOCKROOM MANAGER.....	3
5. SUPERMARKET DELIVERIES	3
6. STATE DISTRIBUTION.....	4
7. DELIVERIES – LARGE DISTRIBUTION CENTRE (DC) TRUCKS.....	4
8. DELIVERIES – SMALLER TRUCKS / VANS / COURIERS.....	5
9. SUSTAINABILITY	5
10. WASTE	7
11. SECURITY	8
12. LOCAL EMPLOYMENT.....	8
13. CUSTOMER CARE.....	8
14. TROLLEYS.....	8

1. INTRODUCTION

Coles Group is one of Australia's largest listed companies and private sector employers.

Coles is proudly Australian with a heritage dating back to 1914 when George J. Coles opened the first Coles variety store in Collingwood, Victoria.

Coles has grown to be a leader in food retailing in Australia; an innovator in supermarket energy and waste efficiency management as well as a strong supporter of local communities through a range of community relations and sustainability programs.

Coles operates 820 supermarkets Nationally, including 210 in Victoria that employs more than 100,000 team members nationally.

Coles' support and commitment to its customers, team members, suppliers and government or regulatory authorities has been its strength in the competitive retail environments that it operates within.

Coles also has a proud history of providing employment and career opportunities within local communities. It has an active indigenous employment program, retail leaders' program and an accessibility action plan.

Coles looks forward to operating in and contributing to the Shire of Capel

2. SUPERMARKET TRADING HOURS

Trading hours should reflect community's flexible working hours, shopping and leisure requirements. Supermarket shopping is an essential activity for most families and is slotted between the many demands on people's time.

Coles Dalyellup Village is likely to trade from 8am -9pm Mon, Fri, 8am-5pm Sat & 11am-5pm Sun from opening; however, Coles seeks approval to potentially trade 24 hours a day seven days a week should customer trading patterns and trends change in the future. This will also enable Coles to respond to local customer demand and/or local events and festivals that may bring extra people into the local precinct.

3. OPERATIONAL HOURS – HOURS OF STORE ACCESS

Coles seeks 24-hour access to its store to facilitate store operations such as replenishing, cleaning bakery and fresh food preparation. Team members will enter and exit via a Team entry door located within the site and near the loading dock access point. The few team members and/or cleaning contractors will not cause any neighbourhood impact in terms of traffic, noise or other amenity or environment issues.

Cleaning is usually undertaken outside of the store's peak trading hours to minimise customer interference and to reduce safety risks between use of cleaning equipment and customer traffic.

Additionally, a few team members are required in store overnight to process ticket changes – especially on the weekly catalogue changeover night, to ensure goods are compliant with Australian Consumer Law requirements; to restock and prepare stock including baking bread, preparing fresh fruits and vegetables, meats and delicatessen displays.

Further, Coles' refrigeration and freezer units are automatically alarmed when temperatures rise above set levels, as part of our food safety regime. On occasion, these remote units require out-of-hours servicing.

4. ROLE OF STOCKROOM MANAGER

The Coles Stockroom Manager is responsible for:

- effective management of service delivery and operation of the loading dock and stockrooms;
- efficient unloading of deliveries, waste and recycling pickups;
- co-ordinating delivery times with Coles Distribution Centres (**DCs**) and direct suppliers; and
- Advising delivery drivers and/or suppliers of any delivery instructions or curfews.

The Stockroom Manager will work closely with Coles **DC** Logistics to ensure trucks are rostered to allow enough time for arrival, unloading and exit. Delivery rosters will be adjusted periodically in line with business initiatives, customer demands and to implement efficiencies in delivery management.

5. SUPERMARKET DELIVERIES

Supermarket retailing is driven by customer demand, with current trends strongly favouring fresh goods – goods ordered yesterday or today - for sale today or tomorrow - such as fruit and vegetables, bakery, delicatessen lines, meats, dairy and seafood. As such truck delivery

(typically fresh produce) early each morning is vital to meet customer demand for the freshest food possible.

This process is supported by sophisticated stock ordering and logistics management technology and rostering teams. The rostering team's co-ordinate deliveries of meat, dairy, fresh produce, grocery and other DC lines into all sites on a daily basis from thousands of suppliers which requires maximum flexibility to service stores efficiently across the fleet.

Proposed delivery times and frequency:

Trucks (19m Articulated): 24 hours a day **every day** * Approx. 3-5 deliveries a day.

Smaller vehicles (up to 10m): 24 hours a day **every day** * Approx. 10- 15 deliveries a day.

**Note: truck delivery frequencies may vary nominally during peak Christmas and Easter periods.*

6. STATE DISTRIBUTION

In WA Coles Supermarkets are serviced by Distribution Centres located at Kewdale, Perth Airport, WA

DC to Store Delivery Route

- It is anticipated that all Coles delivery vehicles will follow a specific path of travel to enter the site; via Picadilly lane. All vehicles will then exit via piccadilly lane on to Portabello road
- Delivery vehicles will enter & exit the site in a forward direction only.
- All Coles loading and unloading will be restricted to the Coles dedicated loading dock area.

7. DELIVERIES – LARGE DISTRIBUTION CENTRE (DC) TRUCKS

These are scheduled at two-hour delivery windows to allow time for traffic delays and unloading which may take up to 60 minutes per truck. Early deliveries where possible ensure less impact on morning peak hour traffic and allow fresh stock availability for that day's trading.

Depending on the trading pattern of the store, the number of DC loads is generally less on Sundays (*except where Christmas falls early in a week and customer demand is at its peak*).

In large trading supermarkets serviced by 19 metre trucks, delivery vehicle movements have been reduced significantly. Conversely deliveries restricted to smaller 12.5m trucks will result in additional and more frequent movements.

Transport movements are determined by the capacity of Coles DC trucks and any restrictions placed on the store. Loading docks restricted to rigid vehicles only or smaller trucks for example have fewer transport efficiencies and therefore a higher frequency of visits is required.

Transport efficiency benefits include:

- decreased road use by medium size vehicles
- reduced traffic conflicts near loading dock and local streets
- increased capacity on Coles DC loads for maximising logistics efficiencies
- noise reduction from less movements
- improved management of delivery windows by Coles DCs
- improved dock safety from less vehicles and
- more efficient unloading at supermarket dock.

Coles is committed to achieving further delivery and logistics efficiencies with the goal of greater product availability with minimal delivery movements.

8. DELIVERIES – SMALLER TRUCKS / VANS / COURIERS

Coles has achieved some significant reductions in delivery movements in the past five years. This has been achieved by 'cross docking' direct loads at a Coles DC and combining those goods with a Coles DC load. For example, milk, Arnotts Biscuits, The Snackfood Co, some meats, chicken and ingredients and other speciality suppliers previously delivered direct to stores several times a week are now consolidated with Coles grocery and chilled DC loads.

Direct suppliers include bread suppliers, chicken, newspapers, local produce/product suppliers, magazines, courier deliveries and Armaguard.

Where required, delivery drivers and transport providers will be given a Delivery Sheet to highlight, where applicable, any conditions specific to the store including but not limited to dock hours, route and contacts for issues management. Internal dock signage will also confirm delivery hours.

9. SUSTAINABILITY

Coles has an ambition to become Australia's most sustainable supermarket. As one of Australia's leading companies we need to show the way forward as by acting together now, we can create a better Australia for future generations. Our Sustainability Strategy, represented under the two pillars of 'Together to Zero' and 'Better Together', is aimed at helping us realise this ambition.

The Sustainability Strategy is aligned with and supports the achievement of nine of the United Nations Sustainable Development Goals (UN SDGs) including zero hunger, good health and well-being, gender equality, decent work and economic growth, reduced inequalities, responsible consumption and production, climate action, life below water and life on land.

Together to Zero addresses Coles' ambition to reduce its impact on the environment, outlining its aspiration towards zero emissions, zero waste and zero hunger. It was first unveiled in March 2021 when Coles announced its ambition to deliver net zero greenhouse gas emissions by 2050; for the entire Coles Group to be powered by 100% renewable electricity by the end of FY25, and to reduce combined Scope 1 and 2 greenhouse gas emissions by more than 75 per cent by the end of FY30 (from a FY20 baseline).

Better Together recognises that when we work together, our team members, suppliers and customers can make a real difference to the communities in which they work and live. It sets out the framework to create a team, community, sourcing and farming that is better together.

Our strategy is focussed on acting together now for generations of Australians ahead. We understand our responsibility to minimise our environmental footprint and to show leadership in protecting our planet and climate. We have identified powerful initiatives across how we use energy, how we can move towards a circular economy, as well as how we will continue to improve our sustainable sourcing.

We are not working alone. Our relationships with our team members, shareholders, farmers, suppliers, partners, customers and communities drive our sustainability agenda forward. We want to win together in the best interests of all.

Through our Strategy and supporting activities, we will help realise our vision to become the most trusted retailer in Australia and grow long term shareholder value while delivering on our purpose to sustainably feed all Australians to help them lead healthier, happier lives.

For more information, please visit www.colesgroup.com.au where you can download our most recent Sustainability Report and Sustainability Strategy.



**Together to
zero emissions**

**Together to
zero waste**

**Together to
zero hunger**

**A team that
is better together**

**A community that
is better together**

**Sourcing that
is better together**

**Farming that
is better together**

10. WASTE

Coles takes its environmental responsibilities very seriously and continues to investigate, trial & implement new concepts to further improve the company's recycling and waste management. These initiatives & programs are constantly reviewed to ensure we meet our environmental goals around reducing waste to landfill.

Coles' current food waste recycling services include donations to SecondBite; donations to farmers and animal sanctuary organisations; and in-store organic waste bins (for composting and renewable energy production).

Coles also recycles cardboard, and pallet wrap.

Typical waste volumes are dependent on both store size and the level of trade expected. At Dalzellup Village we anticipate that the volume of waste will be in line with the highlighted row below.

GENERAL WASTE	ORGANIC WASTE (m3)*	CARDBOARD (m3)**	SOFT PLASTICS
Bin size: 4.5m3	Bin Size: 3m3		No. of 5kg Bags
3 per week	2 per week	19	101

**For organic waste bins only, excludes "Second Bite" and farmer donations.

*Compacted cardboard only.

Typical waste collection vehicles are:

Waste (landfill & organics): 10.5m trucks: 24 hours a day:
 Recycling (cardboard & plastic): 9.8m trucks: 24 hours a day:

**Note: service frequencies may vary during peak Christmas and Easter periods*

11. SECURITY

Security for both our team members and customers is of paramount importance. Coles security systems are regularly reviewed and may include close circuit televisions, alarm systems and electronic stock security systems as deemed appropriate. Team members are also trained in security issues.

12. LOCAL EMPLOYMENT

It is estimated that the store will employ around 130-150 people with the majority being permanent full-time and part-time. At peak trading times, it is estimated that up to 300 team members and customers combined would be on site at any one time.

13. CUSTOMER CARE

Our team is passionate about customer service and ready to answer any customer queries relating to our stores, operations, policies or specific products.

Coles Customer Care is manned six days a week

- o Phone 1800 061 562
- o Via the Internet www.coles.com.au *Contact Us*

In store:

- Store Customer Service Desk

Tell Coles feedback forms

14. TROLLEYS

Coles takes its shopping trolley management responsibilities very seriously and is committed to taking action to reduce trolley misappropriation and abandonment across Australia. Coles has invested significant time and resources into developing effective shopping trolley management processes, procedures and systems and continues to invest heavily in innovation and technology to manage this issue. Coles also works closely with several local municipalities on strategies to address abandoned trolleys.

Coles trolley management strategy aims to:

- prevent customers from misappropriating removing shopping trolleys from supermarket premises and surrounding car parks;
- restrict the abandonment of trolleys in streets and public areas surrounding supermarket; and
- arrange for timely retrieval of trolleys left in supermarket car parks, streets and surrounding areas.

In the event that a trolley management system is required, Coles believes trolley wheel lock systems are more effective than coin deposit systems in reducing the number of trolleys left

abandoned in local neighbourhoods. These systems also improve the customer experience by ensuring that we have working, clean trolleys always available for use in store. Coles' preferred trolley management system is the Trolley Control Wheel Lock System.

Supporting this trolley management strategy is a fleet of 100+ dedicated trolley collection vehicles operated by Coles employees. These vehicle service the street collections for over 650 coles supermarket stores. This enables us to invest, manage and report the collections to ensure we are removing as many trolleys from the streets as possible.

Coles trolley management is supported by the Coles 1800TROLLEY initiative. The 1800TROLLEY initiative includes:

- Via the '1800 Trolley' phone service (1800 876 553)
- Email at 1800TROLLEY@coles.com.au
- Online via www.coles.com.au/customer-service/abandoned-trolley
- On the Coles Application available on iPhone and Android
- Via selected 3rd Party applications e.g. SnapSendSolve

The advantage of using the 'Trolley Collect' smartphone app is that it enables us to record the geographic location of every trolley reported, track contractor response times and confirm pick-ups. Additionally, we use this data to plan routes and trolley collection service frequencies across Australia to minimise the occurrence of abandoned trolleys.





DISCLAIMER

This plan may be updated by Coles without notice

This plan cannot be altered, reproduced or distributed without the express permission of Coles Supermarkets. For details contact Coles Supermarkets Australia Pty Ltd registered office.

Appendix H

Environmental Acoustic Assessment

COLES GROUP

**PROPOSED COLES SUPERMARKET DEVELOPMENT
COLES DALYELLUP
CNR PORTOBELLO ROAD & PICCADILLY LANE
DALYELLUP**

DA SUBMISSION ENVIRONMENTAL ACOUSTIC ASSESSMENT

NOVEMBER 2023

OUR REFERENCE: 31842-1-23362

DOCUMENT CONTROL PAGE

ENVIRONMENTAL ACOUSTIC ASSESSMENT
COLES DALYELLUP

Job No: 23362

Document Reference: 31842-1-23362

FOR

COLES GROUP

DOCUMENT INFORMATION				
Author:	Tim Reynolds	Checked By:	George Watts	
Date of Issue:	10 November 2023			

REVISION HISTORY				
Revision	Description	Date	Author	Checked

DOCUMENT DISTRIBUTION				
Copy No.	Version No.	Destination	Hard Copy	Electronic Copy
1	1	Wallace PM Attn: Jessica Jarmain Email: jjarmain@wallacepm.com.au		✓

CONTENTS

1.	INTRODUCTION	1
2.	SUMMARY	1
3.	CRITERIA	1
4.	MECHANICAL SERVICES	4
5.	LOADING DOCK	4
6.	METHODOLOGY	4
7.	RESULTS	5

APPENDICES

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

1. INTRODUCTION

Herring Storer Acoustics were commissioned by Coles Group to undertake a preliminary review for the proposed Coles “Dalyellup” development located at the corner of Portobello Road and Piccadilly Lane, Dalyellup.

The development consists of a supermarket and retail tenancies.

This preliminary assessment was undertaken to inform the design development team and accompany the development application.

2. SUMMARY

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

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

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

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

3. CRITERIA

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

TABLE 3.1 – ASSIGNED NOISE LEVELS

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

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

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

- “impulsiveness”** means a variation in the emission of a noise where the difference between L_{Apeak} and $L_{Amax Slow}$ is more than 15dB when determined for a single representative event.
- “modulation”** means a variation in the emission of noise that –
- (a) is more than 3dB $L_{A Fast}$ or is more than 3dB $L_{A Fast}$ in any one-third octave band;
 - (b) is present for more at least 10% of the representative assessment period; and
 - (c) is regular, cyclic and audible.
- “tonality”** means the presence in the noise emission of tonal characteristics where the difference between –
- (a) the A-weighted sound pressure level in any one-third octave band; and
 - (b) the arithmetic average of the A-weighted sound pressure levels in the 2 adjacent one-third octave bands,
- is greater than 3 dB when the sound pressure levels are determined as $L_{Aeq,T}$ levels where the time period T is greater than 10% of the representative assessment period, or greater than 8 dB at any time when the sound pressure levels are determined as $L_{A Slow}$ levels.

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

TABLE 3.2 – ADJUSTMENTS FOR ANNOYING CHARACTERISTICS

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

The development is located on the north east of the corner of Portobello Road and Piccadilly Lane, with the closest neighbouring residences being located on the southern side of Piccadilly Lane. For information, the site and neighbouring residences are shown on Figure 3.1.



FIGURE 3.1 – AERIAL OF DEVELOPMENT LOCATION AND SURROUNDS

From a review of the development, the influencing factor for this development would be +5 dB, based on the following:

Major Roads within outer circle.

Bussell Highway + 2 dB

Commercial Premises within inner circle.

36% + 1.8 dB

Commercial Premises within outer circle.

22% + 1.1 dB

Total IF + 4.9 dB (rounded to +5 dB)

Based on the above, the assigned noise levels would be as listed in Table 3.3.

**TABLE 3.3 - ASSIGNED OUTDOOR NOISE LEVEL
NEIGHBOURING RESIDENCES**

Premises Receiving Noise	Time of Day	Assigned Level (dB)		
		L _A 10	L _A 1	L _A max
Noise sensitive premises : Highly sensitive area	0700 - 1900 hours Monday to Saturday	50	60	70
	0900 - 1900 hours Sunday and Public Holidays	45	55	70
	1900 - 2200 hours all days	45	55	60
	2200 hours on any day to 0700 hours Monday to Saturday and 0900 hours Sunday and Public Holidays	40	50	60

Note: L_A10 is the noise level exceeded for 10% of the time.
L_A1 is the noise level exceeded for 1% of the time.
L_Amax is the maximum noise level.

We note that noise emissions from the premises need to comply with the requirements of the *Environmental Protection (Noise) Regulations 1997*. This primarily consists of mechanical services associated with the development and noise emissions associated with the loading dock area.

4. MECHANICAL SERVICES

Given the locations of the mechanical services within the proposed development, noise level Mechanical plant details have been based on information provided for previous developments of similar size located on the roof. Additionally, mechanical plant has been notionally located above each tenancy roof.

5. LOADING DOCK

The use of the delivery dock is understood to accommodate 15m articulated delivery trucks, which have been assumed to be refrigerated trucks (i.e worst case scenario). In addition to the larger deliveries, smaller delivery vehicles (i.e. for bakery goods) have been assumed to be a 13m rigid truck.

6. METHODOLOGY

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

Input data for computer modelling included:

- Design of store as per drawings in Appendix A.
- EPA standard weather condition for the day and night periods (see Table 6.1).
- Sound power levels, as summarised in Tables 6.2 and 6.3.

TABLE 6.1 - WEATHER CONDITIONS

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

* From source to receiver

TABLE 6.2 – SOUND POWER LEVELS OF MECHANICAL PLANT

DESCRIPTION	dB(A)
Coles Air Cooled Chillers	2 @ 83
Coles Exhaust Fans	4 @ 70 3 @ 66
Coles Refrigeration Equipment	2 @ 79 dB(A)
Commercial Tenancy Air Conditioning Condensing Units	2 @ 74
Commercial Tenancy Exhaust Fans	1 @ 66 2 @ 61
Commercial Tenancy Refrigeration Equipment	2 @ 78

TABLE 6.3 – SOUND POWER LEVELS OF DELIVERY VEHICLES

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

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

Scenario 1: Mechanical Plant.

Scenario 2: One large, refrigerated truck delivery.

Scenario 3: One 13m rigid truck delivery (bakery delivery).

For the noise to be less than 10% of the time and be assessed under the L_{A1} assigned noise levels, the truck engines and refrigeration units would need to be turned off while unloading is occurring.

The L_{A1} assigned noise level would be the pertinent prescribed noise level in this instance (for deliveries) as the duration of time that the noise of the deliveries is present is less than 10% of a representative time period. The noise associated with the delivery is the manoeuvring of the truck into place, upon which the truck is switched off – hence – even if the delivery takes some time (i.e. 30 – 60 minutes) the noise level associated with the truck is not present throughout the duration of the delivery.

For the mechanical services it has been assumed that the mechanical services associated with Coles would be screened from the neighbouring residences with solid barriers. The noise modelling for the mechanical services does not take into account any diversity of operation. Thus, the following assessment would be conservative.

7. RESULTS

Single point calculations were undertaken for all the residences to the south east, however, to simplify the report, only the highest noise level is listed in Table 7.1.

TABLE 7.1 – RESULTANT NOISE LEVEL

Receiver Location	Scenario / Calculated Noise Level, (dB(A))		
	Scenario 1 Mechanical Services	Scenario 2 Large Delivery Truck	Scenario 3 Small Delivery Truck
Residences to South East	33	39	25

Given the location and the nature of the noise emissions, noise levels associated with the deliveries – being an L_{A1} – as defined in the Regulations would not contain tonal characteristics. Whilst unlikely, noise levels associated with mechanical, to be conservative, has had an adjustment of +5 dB(A) to the assessable noise level. It is also noted that noise emissions from children playing does not contain any annoying characteristics. Therefore, Table 7.2 lists the assessable noise level for each scenario (including the adjustment for tonality for mechanical plant emissions).

TABLE 7.2 – ASSESSABLE NOISE LEVELS

Receiver Location	Scenario / Calculated Noise Level, (dB(A))		
	Scenario 1 Mechanical Services	Scenario 2 Large Delivery Truck	Scenario 3 Small Delivery Truck
Residences to South East	38	39	25

Table 7.3 compares the assessable noise level for mechanical plant against the relevant L_{A10} Assigned Noise Levels for the critical night period.

TABLE 7.3 – ASSESSMENT OF NOISE LEVEL – SCENARIO 1 (MECHANICAL PLANT)

Receiver Location	Assessable Noise Level, dB(A)	Assigned Noise Level, L_{A10} dB		Exceedance to Assigned Noise Level
		Time of Day	L_{A10} dB	
Residences to South East	38	Night	40	Complies

Tables 7.4 and 7.5 compares the assessable noise level for large truck deliveries and small truck deliveries against the relevant L_{A1} Assigned Noise Levels for the day, evening (and Sundays) and night periods.

TABLE 7.4 – ASSESSMENT OF NOISE LEVEL – SCENARIO 2 (LARGE TRUCK DELIVERIES)

Receiver Location	Assessable Noise Level, dB(A)	Assigned Noise Level, L_{A1} dB		Exceedance to Assigned Noise Level
		Time of Day	L_{A1} dB	
Residences to South East	39	Day	60	Complies
		Sundays	55	Complies
		Evening	55	Complies
		Night	50	Complies

TABLE 7.5 – ASSESSMENT OF NOISE LEVEL – SCENARIO 3 (SMALL TRUCK DELIVERIES)

Receiver Location	Assessable Noise Level, dB(A)	Assigned Noise Level, L_{A1} dB		Exceedance to Assigned Noise Level
	Scenario 1	Time of Day	L_{A1} dB	
Residences to South East	25	Day	60	Complies
		Sundays	55	Complies
		Evening	55	Complies
		Night	50	Complies

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

Deliveries within the proposed loading dock have been calculated to comply with the relevant assigned noise levels for all time periods.

It is noted that the mechanical plant assumed in our assessment is indicative only, hence, it is considered appropriate for a condition of approval to include an assessment of noise impact as a part of the design development process prior to issuance of building permit.

APPENDIX A

DEVELOPMENT PLANS



INTERIM ONLY

1 SITE PLAN
1:200

PROPERTY INFORMATION	
ADDRESS:	19 PORTOBELLO ROAD, DALYELLUP, WA 6230
LOT:	LOT 5002 ON DP 412056
LOCAL AUTHORITY:	SHIRE OF CAPEL

CAR PARKING	
CAR PARK TYPE	NUMBER OF SPACES
5400 x 2700 (CAR BAY)	151
5400 x 2700 (PRAM)	4
5400 x 2700 (SHORT TERM)	6
5400 x 2700 (DISABLE CAR BAY)	6
5400 x 2700 (CLICK AND COLLECT)	7
2500 x 1200 MOTORCYCLE BAYS	8
GRAND TOTAL	182

LEGEND	
	NEW BOLLARD
	NEW THRESHOLD RAMP
	FOOT PATH
	LANDSCAPING
	EASEMENT
	CARPARK LANDSCAPING (TREE DIAMOND)
	TREES

REVISION

10/11/2023

PRELIMINARY DA ISSUE

DATE

REVISION

10/25/23

SK02

DATE

HodgeCollardPreston

ARCHITECTS

800 TORRAN ROAD,
HARTSHORN EAST, VICTORIA, 3123.
PO Box 2000, Hawthorn East, Victoria,
3123.
COLES SUPERMARKETS Australia Pty Ltd.
A.B.N. 45 004 189 708

coles

COLES SUPERMARKETS Australia Pty Ltd.

THIS DRAWING IS CONFIDENTIAL. IT WILL NOT BE REPRODUCED IN ANY FORM, IN WHOLE OR IN PART, WITHOUT EXPRESS WRITTEN AUTHORITY OF COLES SUPERMARKETS. THIS DRAWING IS NOT TO BE USED IN ANY MANNER PREJUDICIAL TO THE INTERESTS OF COLES SUPERMARKETS. COPYRIGHT - ALL RIGHTS RESERVED.

STORE:

COLES DALYELLUP
19 (LOT 5002) PORTOBELLO ROAD, DALYELLUP

TITLE:

SITE PLAN

SCALE: As Indicated

DRAWING No:

87.23 SK02

CHECKED:

Author

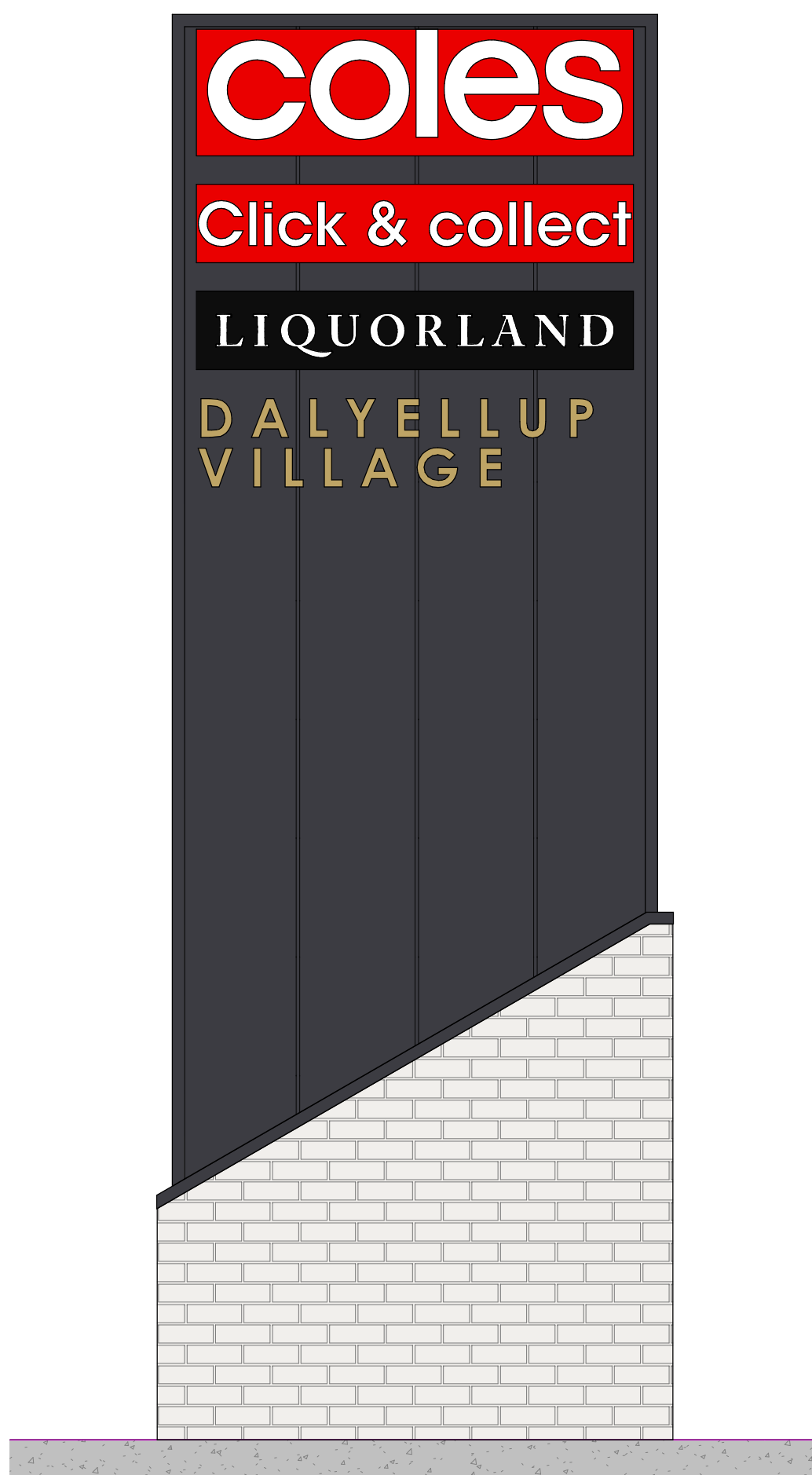
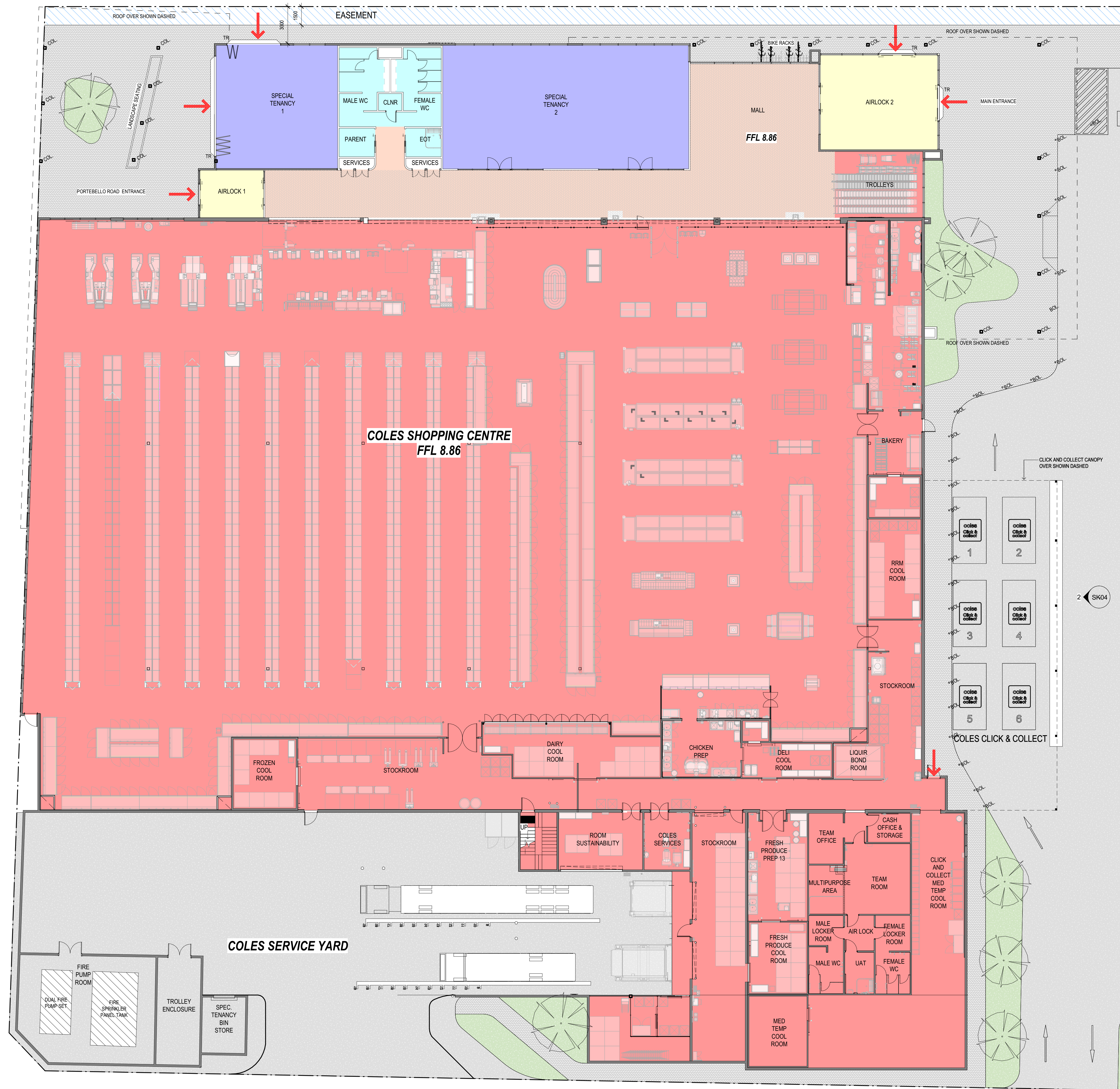
Checker

Revision

A

DO NOT SCALE OFF DRAWINGS

VERIFY ALL DIMENSIONS ON SITE



1 COLES TYPICAL PYLON SIGNAGE (REFER TO SITE PLAN FOR LOCATION)
1:25

LEGEND	
	NEW BOLLARD
	NEW THRESHOLD RAMP
	FOOT PATH
	LANDSCAPING
	EASEMENT
	CARPARK LANDSCAPING (TREE DIAMOND)
	TREES

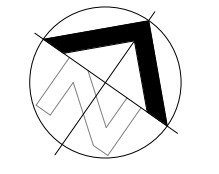
INTERIM ONLY

REVISION	BY	DATE
1	PRELIMINARY DA ISSUE	10.11.2023
2	AMENDMENT	

Hodge Collard Preston ARCHITECTS

800 TOORAK ROAD,
HAWTHORN EAST, VICTORIA, 3123.
PO Box 2000, Hawthorn East, Victoria,
3123.
COLES SUPERMARKETS Australia Pty Ltd.
A.B.N. 45 004 189 708

THIS DRAWING IS CONFIDENTIAL. IT WILL NOT BE REPRODUCED IN ANY FORM, IN WHOLE OR IN PART, WITHOUT EXPRESS WRITTEN AUTHORITY OF COLES SUPERMARKETS. THIS DRAWING IS NOT TO BE USED IN ANY MANNER PREJUDICIAL TO THE INTERESTS OF COLES SUPERMARKETS. COPYRIGHT - ALL RIGHTS RESERVED.



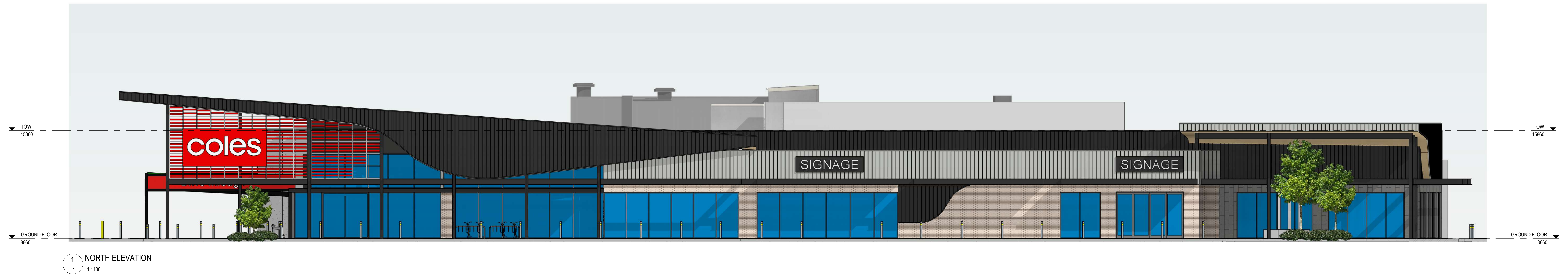
STORE: COLES DALYELLUP
19 (LOT 5002) PORTEBELLO ROAD, DALYELLUP

TITLE: FLOOR PLAN

SCALE: As indicated
DATE: 02/29/16
DRAWING No: 87.23
NAME: it
HCP Job No: 87.23

CHECKED: A
REVISION No:

DO NOT SCALE OFF DRAWINGS
VERIFY ALL DIMENSIONS ON SITE



INTERIM ONLY

REVISION	BY	DATE	AMENDMENT
A	TWA	10/11/2023	PRELIMINARY DA ISSUE

Hodge Collard Preston ARCHITECTS

coles

800 TOORAK ROAD,
HAWTHORN EAST, VICTORIA, 3123.
PO Box 2000, Hawthorn East, Victoria,
3123.
COLES SUPERMARKETS Australia Pty Ltd.
A.B.N. 45 004 189 708

THIS DRAWING IS CONFIDENTIAL. IT WILL NOT BE REPRODUCED IN ANY FORM, IN WHOLE OR IN PART, WITHOUT EXPRESS WRITTEN AUTHORITY OF COLES SUPERMARKETS. THIS DRAWING IS NOT TO BE USED IN ANY MANNER PREJUDICIAL TO THE INTERESTS OF COLES SUPERMARKETS. COPYRIGHT - ALL RIGHTS RESERVED.

STORE: **COLES DALYELLUP**
19 (LOT 5002) PORTOBELLO ROAD, DALYELLUP

TITLE: **ELEVATIONS**

SCALE: 1:1000A4
DATE: 10/26/23
NAME: Author

DRAWING No: **87.23 SK04**
HCP Job No: 87.23

CHECKED: **SK04**
CHECKER: **A**

DO NOT SCALE OFF DRAWINGS
VERIFY ALL DIMENSIONS ON SITE

Appendix I

Transport Impact Assessment

23-328.1

10 November 2023

Jessica Jarman
Wallace PM
Suite 27, Level 6, 30-34 Charles Street
SOUTH PERTH WA 6151

Dear Jessica

Coles Dalyellup – Civil DA Certification

We confirm that we have carried out the civil DA design for the above project for the roads and car parks in accordance with the requirements of the relevant Australian Standards.

The stormwater drainage design for the civil development has been undertaken in accordance with the previously implement stormwater drainage requirements for the adjacent Woolworths development (C5.2.D.172), being to contain stormwater for a 1 year event (15mm) on site. With a development area of 12,940m², the Shire of Capel will require that the development contain a minimum of 184.39m³.

It is proposed that all stormwater be contained on site via 13 soakwells of dia 1800mm by 600mm depth supported by 745 GRAF Smart Cells, which will provide a total detention of 185.98m³.

We note that stormwater in excess of 15mm shall overflow to the existing Shire of Capel lot connection on Tiffany Court.

We confirm a Geotechnical Consultant has undertaken a site investigation and the pavements have been designed in accordance with recommendations made by the Geotechnical Consultant.

The civil drawings adequately convey the intent of the civil design and are numbered as follows:

Drawing No.	Drawing Title	Rev
23328-C8-DG-02	Geotechnical Summary	A
23328-C8-DG-03	Civil Scheme	A
23328-C8-DG-04	Catchment Plan	A

Please contact our office should you require further information.

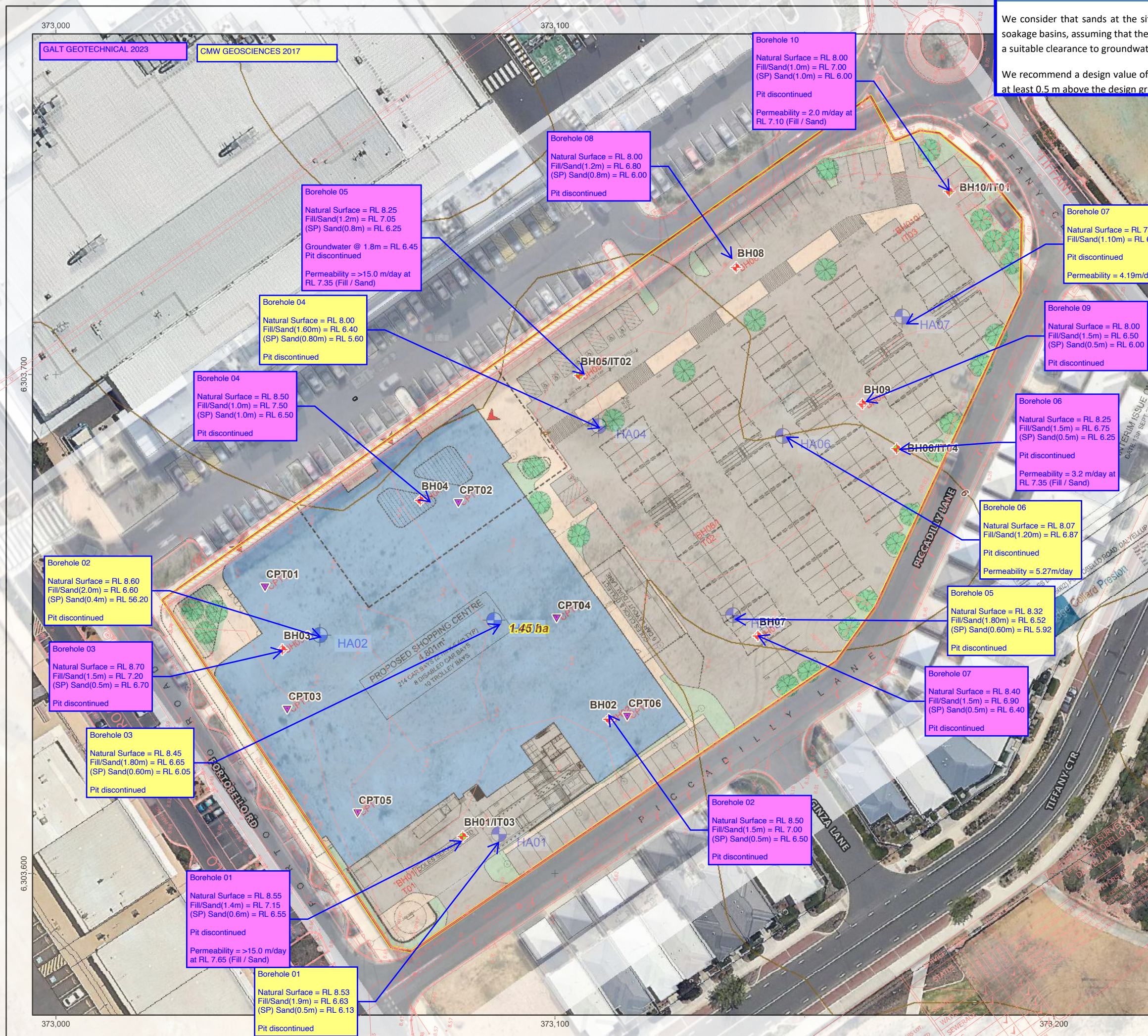
Yours sincerely



JAMIE DE PALMA
Principal – Property
Perth

We consider that sands at the site are suitable for on-site disposal of stormwater by infiltration using soakwells or soakage basins, assuming that the site preparation requirements outlined in Section 6.3 have been carried out and that a suitable clearance to groundwater is achieved to the base of the disposal elements.

We recommend a design value of hydraulic conductivity (k) not greater than 2 m/day for the in situ sand and sand fill at least 0.5 m above the design groundwater elevation.

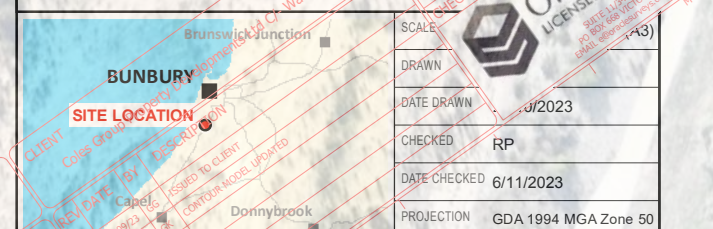
 Site Boundary

-  Borehole
-  Borehole / Infiltration Test
-  Cone Penetration Test



NOTES

NOTES
Aerial Imagery and Cadastre sourced from Landgate/SIIP



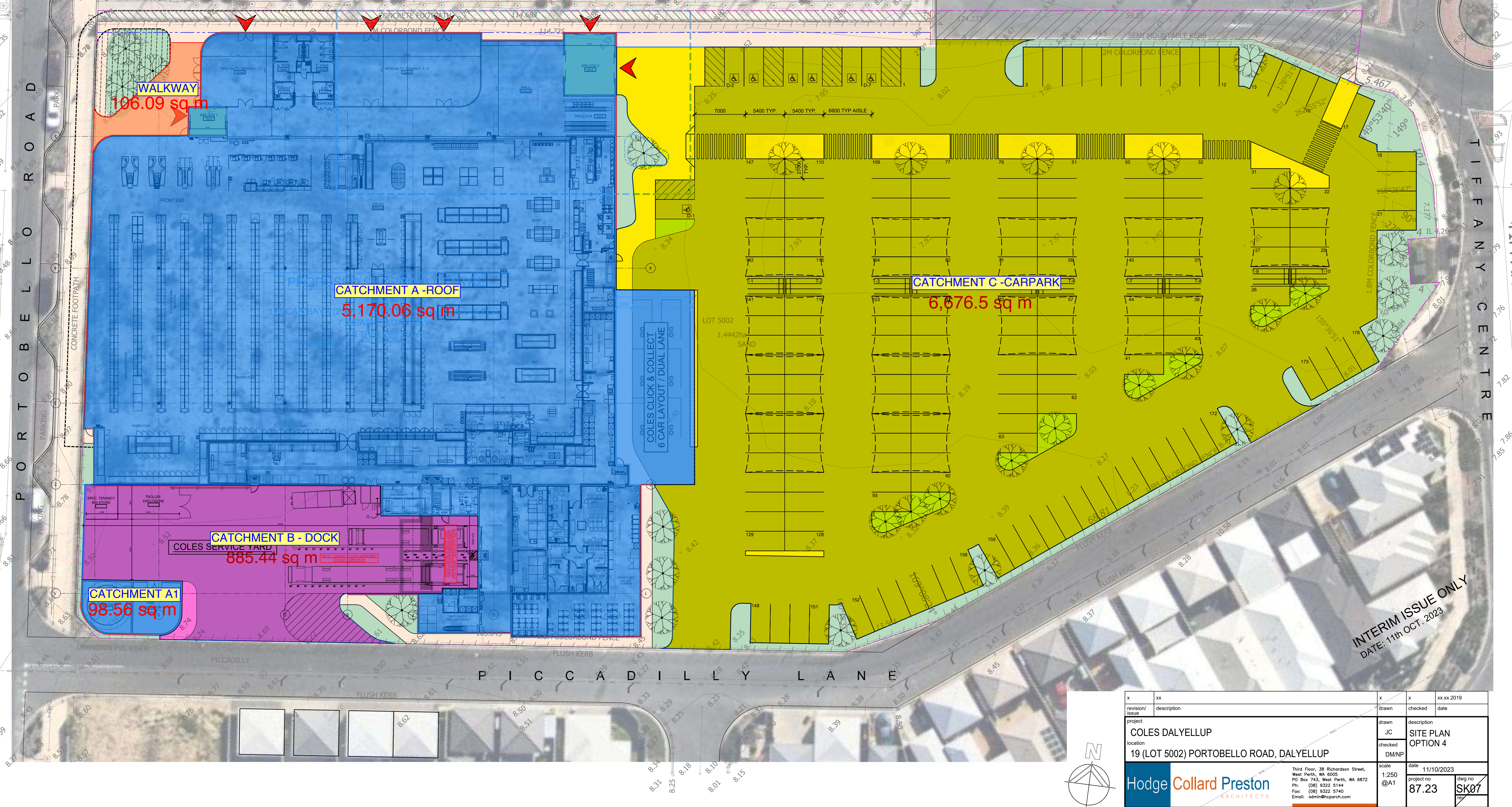
 **Galt**
GEOTECHNICS

Galt Geotechnics Pty Ltd
ACN : 138 490 865
Tel : +61 (0)8 6272-0200
Address : 50 Edward Street
Osborne Park WA 6017

COPYRIGHT © 2023 THIS FIGURE AND ITS CONTENTS REMAINS THE PROPERTY OF GALT
 GEOTECHNICS PTY LTD AND MAY NOT BE REPRODUCED WITHOUT PRIOR APPROVAL.
 THIS FIGURE SHOULD BE READ IN CONJUNCTION WITH THE ACCOMPANYING REPORT.

CLIENT	WALLACE PM		
PROJECT	PROPOSED COLES		
LOCATION	219 PORTOBELLO ROAD DALYELLUP		
TITLE	SITE & LOCATION PLAN		
Job No	WAG230543-01	Fig No	FIGURE 1
		Rev	A

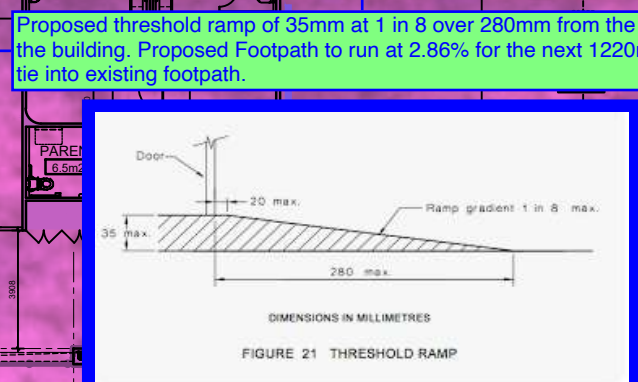
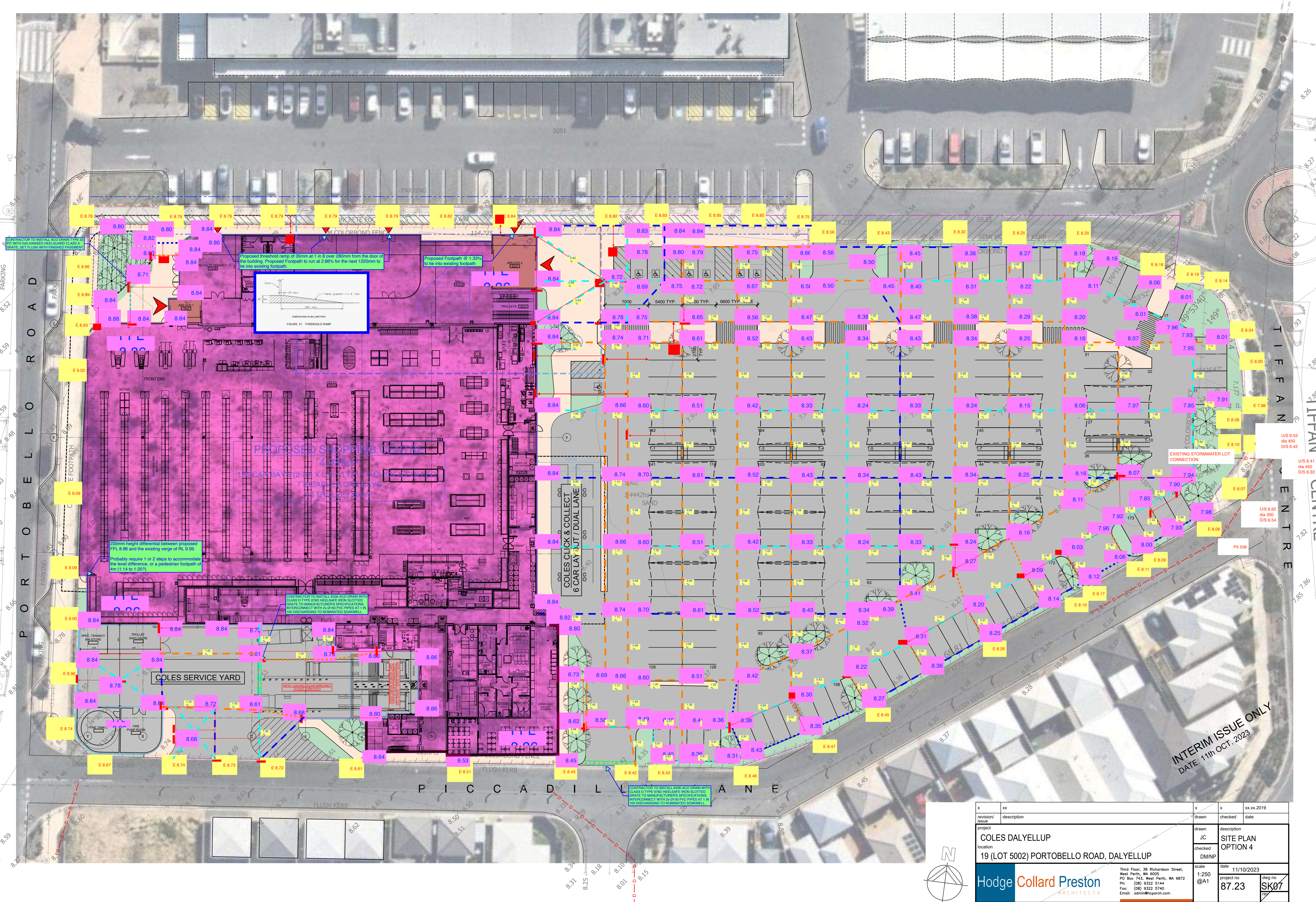
DRAINAGE CALCULATIONS					
CATCHMENT	A (ROOF)	B (DOCK)	CARPARK	NW WALKWAY	TOTAL
CATCHMENT CHARACTERISTICS					
DEVELOPMENT AREA (m2)	5270	886	6677	107	12,940
RUNOFF COEFFICIENT	0.95	0.95	0.95	0.95	
EQUIVALENT IMPEROUS AREA (m2)	5007	842	6343	102	12,293
DESIGN STORM (mm)	15	15	15	15	
SOAKWELL VOLUME					
SOAKWELL SIZE (mm)	Ø1800 x 600	Ø1800 x 600	Ø1800 x 600	Ø1800 x 600	
SOAKWELL VOLUME (m3)	1.527	1.527	1.527	1.527	
NO. OF SOAKWELLS	0	2	10	1	13
VOLUME PROVIDED (m3)	0.000	3.054	15.268	1.527	19.849
GRAF SMART VOLUME					
MODULES	340	45	360	0	745
ARRANGEMENT	TBC	TBC	TBC	TBC	
TOP OF CELL RL	TBC	TBC	TBC	TBC	
BASE OF CELL RL	TBC	TBC	TBC	TBC	
BASE AREA (m2)	217.600	28.800	230.400	0.000	476.800
VOLUME PROVIDED (m3)	75.820	10.035	80.280	0.000	166.135
OVERALL VOLUME					
VOLUME REQUIRED (m3)	75.098	12.626	95.147	1.525	184.395
VOLUME PROVIDED (m3)	75.820	13.089	95.548	1.527	185.984



INTERIM ISSUE ONLY
DATE: 11th OCT. 2023

x	xx	x	x	xx.xx.2019
revision/ issue	description	drawn	checked	date
project	COLES DALYELLUP	drawn	JC	description
location	19 (LOT 5002) PORTOBELLO ROAD, DALYELLUP	checked	DM/NP	SITE PLAN OPTION 4
scale	1:250	date	11/10/2023	dwg no
@A1		project no	87.23	SK07

Hodge Collard Preston ARCHITECTS
Third Floor, 38 Richardson Street,
West Perth, WA 6005
PO Box 743, West Perth, WA 6872
Ph: (08) 9322 5144
Fax: (08) 9322 5740
Email: admin@hpcprch.com

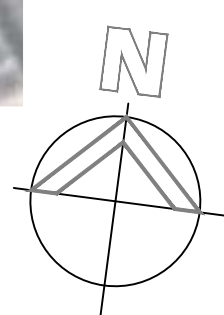


PROPOSED STOPPING CENTRE
4230m²
17 CAR BAYS (2.7m X 5.5m) TYPE 18 CLIMBABLE
7 LBSAR 2.0 OFFWAYS
18 TROLLEY BAYS

COLES SERVICE YARD

COLES CLICK & COLLECT
6 CAR LAY OUT / DUAL LANE

INTERIM ISSUE ONLY
DATE: 11th OCT. 2023



x	xx	x	x	xx.xx.2019
revision/ issue	description	drawn	checked	date
project	COLES DALYELLUP	drawn	description	
location	19 (LOT 5002) PORTOBELLO ROAD, DALYELLUP	JC	SITE PLAN	
		checked	OPTION 4	
		DM/NP		
		scale	date	
		1:250	11/10/2023	
		@A1	project no	
			87.23	
			dwg no	
			SK07	

HodgeCollardPreston

ARCHITECTS

Third Floor, 38 Richardson Street,
West Perth, WA 6005
PO Box 743, West Perth, WA 6872
Ph: (08) 9322 5144
Fax: (08) 9322 5740
Email: admin@hpcarch.com

Appendix J

Preliminary Civil Services Design

Coles Development, Dalyellup District Centre

TRANSPORT IMPACT ASSESSMENT FOR
PROPOSED DEVELOPMENT APPLICATION

TABLE OF CONTENTS

	<u>Page</u>
1. INTRODUCTION BACKGROUND	1
1.1 Study Objectives	1
2. STUDY FINDINGS AND CONCLUSIONS	2
2.1 Existing Situation	2
2.2 Dalyellup District Centre	3
2.3 Proposed Development	3
2.4 Future Traffic Flows	4
2.5 Service Vehicle Swept Paths	4
3. OVERALL CONCLUSIONS AND RECOMMENDATIONS	5
TECHNICAL APPENDIX	A-1
A.1 EXISTING ROADS AND INTERSECTIONS	A-2
A.2 DALYELLUP EAST STRUCTURE PLAN AND DALYELLUP DISTRICT CENTRE	A-2
A.3 PROPOSED DEVELOPMENT	A-3
A.4 FUTURE TRAFFIC FLOWS	A-3
A.5 SWEPT PATH ANALYSIS	A-4

LIST OF FIGURES

	<u>Follows</u> <u>Page</u>
1. Locality Plan and Proposed Development Site Lot 5002 (No. 19) Portobello Road, Dalyellup	1
2. Recommended Access Modifications – Portobello Road - Piccadilly Lane	5
3. Recommended Car Park Modifications – For Access to Proposed Click & Collect	5

TECHNICAL APPENDIX

A.1 Existing Roads and Intersection – In the Vicinity of Proposed Development Site	A-2
A.2 Existing Situation – Lot 5002 (No. 19 Portobello Road, Dalyellup)	A-2
A.3 Dalyellup East Structure Plan (Amendment No. 29)	A-2
A.4 Site Plan Option 4 – Lot 5002 (No. 19) Portobello Road, Dalyellup	A-3
A.5 Proposed Development Plan – Coles Supermarket, Dalyellup	A-3
A.6 Weekday Development Traffic – For Proposed Coles Development	A-3
A.7 External Service Vehicle Routes – For Access to/from Proposed Loading Dock	A-4
A.8 Swept Paths for Semi-Trailer (19.0m) – Accessing Proposed Loading Dock	A-4
A.9 Swept Paths for HRV (12.5m) – Accessing Proposed Loading Dock	A-4
A.10 Swept Paths for B99 Cars (5.2m) – Accessing Proposed Click & Collect	A-4

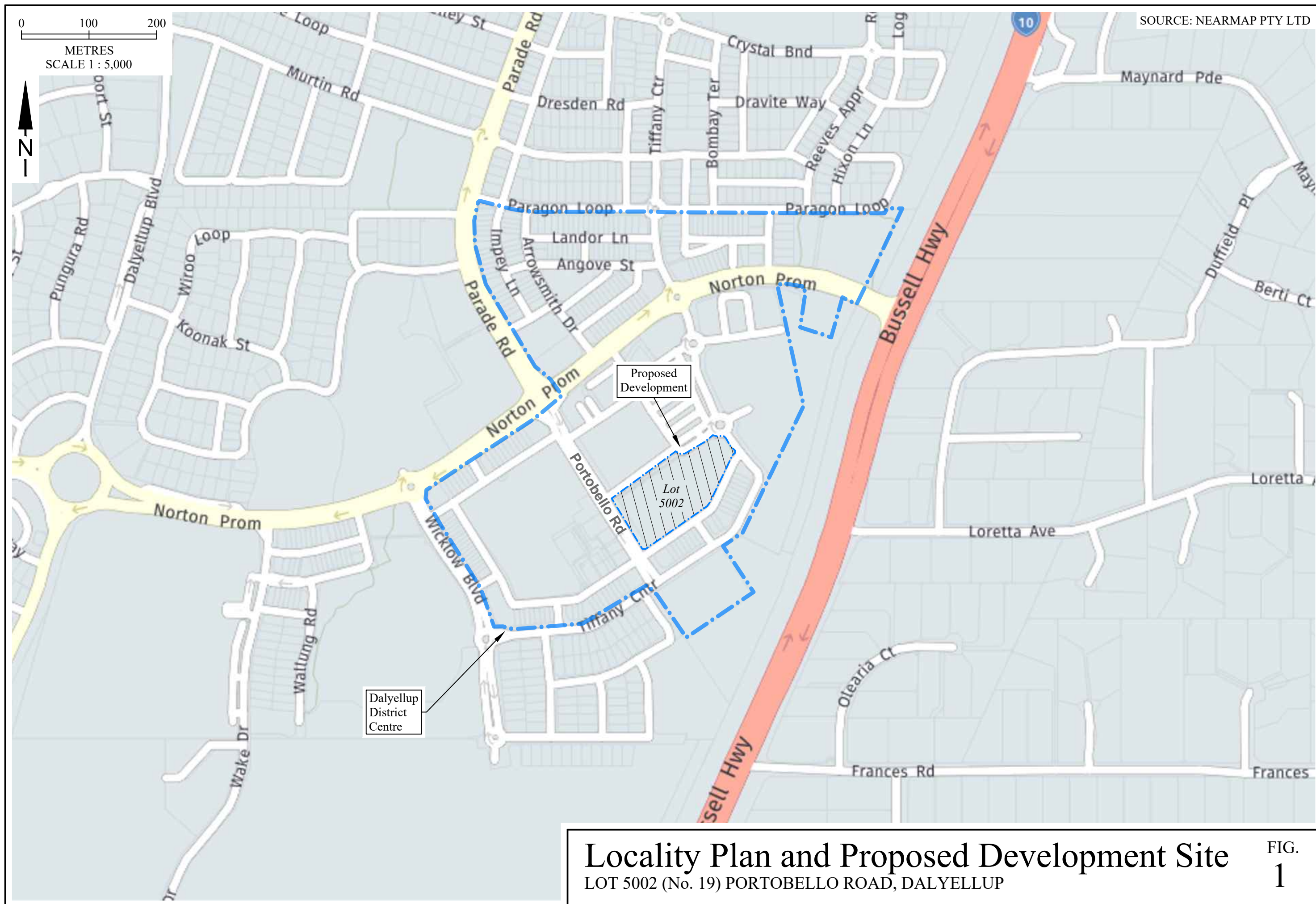
1. INTRODUCTION BACKGROUND

Coles Group Property Development is proposing a new Coles shopping centre at Lot 5002 (No.19) Portobello Road, Dalyellup, which is located on the eastern side of Portobello Road, within the Dalyellup District Centre, as shown in the Locality Plan in Figure 1.

Development plans have been prepared by Hodge Collard Preston Architects, and Uloth and Associates has been commissioned to prepare a Transport Impact Assessment report in support of the proposed Development Application.

1.1 STUDY OBJECTIVES

The overall study objective is to prepare a Transport Impact Assessment report for the proposed development, to review the access arrangements, parking provision and servicing requirements, and to confirm that the overall traffic impacts are consistent with the initial assessments for the overall District Centre.



2. STUDY FINDINGS AND CONCLUSIONS

The study findings and conclusions regarding the proposed Coles development are presented and discussed in this chapter, with reference to more detailed information documented in the Technical Appendix.

2.1 EXISTING SITUATION

The Locality Plan in Figure 1 (in Chapter 1) shows the overall Dalyellup District Centre area, together with the proposed development site. The existing roads and intersections in the vicinity of the proposed development are then shown in the aerial photograph in Figure A.1 in Chapter A.1 in the Technical Appendix, while the existing situation within and immediately adjacent to the site is shown in more detail in Figure A.2.

- It can be seen in Figure 1 that access for the overall District Centre is via Norton Promenade (running east-west to/from Bussell Highway) and via Parade Road (to/from the north). However, it is important to note that Wicklow Boulevard (at the south-west boundary of the District Centre) is also planned to extend further south, as the proposed residential areas continue to develop, and to also provide an additional access to/from Bussell Highway (at Hasties Road), as also noted below in Section 2.2.
- Figure A.1 in the Technical Appendix then shows that the proposed development site is located on the eastern side of Portobello Road (the 'Main Street'), immediately south of the existing Woolworth's development, while Figure A.2 shows that the site frontages are all fully constructed, ready for development.
- It can also be seen in Figure A.2 that Portobello Road provides on-street parking immediately adjacent to the proposed development site, with a total of 30 spaces provided along the eastern kerb and within the centre-of-road parking.
- Norton Promenade is an important east-west road providing main access into Dalyellup to/from Bussell Highway; it is a 2-lane divided road and is currently identified as a Local Distributor road under the Main Roads WA functional road hierarchy. Parade Road, Portobello Road and Wicklow Boulevard are also all 2-lane divided roads that are currently identified as Local Distributor roads under the Main Roads WA functional road hierarchy.
- Parade Road has a speed limit of 60 kilometres per hour, north of Norton Promenade; all other roads in the vicinity of the proposed development operate under the default urban speed limit of 50 kilometres per hour, except for Portobello Road within the core retail area between Grafton Lane and Piccadilly Lane, which has a reduced speed limit of 40 kilometres per hour.
- There are good pedestrian and cyclist facilities for the overall District Centre, with footpaths provided on both sides of the road on Norton Promenade, Wicklow Boulevard, Portobello Road and Tiffany Centre, and with on-street bicycle lanes also provided on Norton Promenade and Tiffany Centre.
- The nearest available Bus Services are Routes 842 and 843 (from Dalyellup to/from Bunbury Bus Station and Bunbury Health Campus) and School Routes 758 and 788 (from Dalyellup to/from a number of schools in Bunbury), which all operate along Parade Road north of Norton Promenade and then Norton Promenade to/from the west. The closest bus stop is located approximately 400 metres north of the proposed development site on Parade Road (just north of Adcock Road).
- Historical crash data was also obtained from Main Roads WA, showing only 1 incident in the vicinity of the proposed development site over the past 5 years to December 2022, involving a right-angle collision between two vehicles at the Tiffany Centre roundabout on the eastern side of the existing Woolworths development (at Wayland Close).

2.2 DALYELLUP DISTRICT CENTRE

- The Dalyellup District Centre is identified within the Dalyellup East Structure Plan and the Dalyellup District Centre Outline Development Plan.
- The Outline Development Plan was finalised in 2012, and was supported by a Transport Impact Assessment (initially prepared by SKM in January 2011, followed by an Addendum Report in March 2012). And, while the overall Structure Plan has undergone numerous amendments (most-recently approved by WAPC in November 2022), the existing situation and ongoing developments within the Centre are still generally consistent with the original Transport Assessment.
- Figure A.3 in Chapter A.2 in the Technical Appendix shows the overall Dalyellup East Structure Plan, including the Dalyellup District Centre Outline Development Plan area and the proposed future road hierarchy within and adjacent to the overall District Centre.
- It can be seen in Figure A.3 that Norton Promenade, Parade Road and Wicklow Boulevard are all proposed as District Distributor roads in the long term, with Wicklow Boulevard also proposed to extend further south, as a new connection to/from Bussell Highway at Hasties Road.
- The Transport Assessment Report further defines each of these roads as Distributor B roads, while also providing future traffic flows and confirming future intersection operations for full development of both the District Centre and the overall Structure Plan.
- The report also identifies Tiffany Centre as a Neighbourhood Connector road, and summarises discussions with Public Transport Authority regarding the rerouting of one Bus Route to extend from Parade Road into Portobello Road and then west into Tiffany Centre and Wicklow Boulevard, once development within these areas has progressed and demand arises.

2.3 PROPOSED DEVELOPMENT

Figure A.4 in Chapter A.3 in the Technical Appendix shows the proposed Coles development plan, as prepared by Hodge Collard Preston Architects, while Figure A.5 provides an overall plan in the context of the adjacent roads and intersections.

- The proposed development comprises a Coles supermarket (4,029 square metres) and 2 specialty shops (323 square metres), with a total area of 4,352 square metres Net Lettable Area (NLA), with the building located at the western end of the site adjacent to Portobello Road, and the car park at the eastern end.
- It can be seen in Figures A.4 and A.5 that the loading dock for the proposed shopping centre is provided on the southern side of the building with access off Piccadilly Lane. It can also be seen that vehicular access is proposed via 2 driveways off Piccadilly Lane and 1 driveway off the western leg of the Tiffany Centre - Wayland Close roundabout, linking with the existing Woolworth's car park.
- The plan also shows a total car parking provision of 184 spaces (including 6 Accessible spaces), plus 6 'Click & Collect' bays on the western side of the car park immediately adjacent to the shopping centre, and 8 motorcycle bays.
- Parking requirements for the proposed development are specified in Schedule 1 of Shire of Capel Local Planning Policy No. 6.1 Vehicle Parking, with a required ratio for 'Shop' of 1 car space per 20 square metres net lettable area (NLA), including 2 percent of spaces for people with disabilities, plus 1 bicycle space per 200 square metres NLA, with 1 locker for each employee bicycle parking space and 1 shower per 8 employee bicycle spaces. It also specifies a requirement for motorcycle parking, at a rate of 2 percent of the overall amount of car parking bays.

- The Dalyellup District Centre Outline Development Plan also states that “on-street parking immediately adjoining the site can be included in calculating car parking provision”.
- The proposed total floor space of 4,352 square metres therefore requires a total of 218 car spaces (including a minimum of 5 Accessible bays), plus 5 motorcycle bays and 22 bicycle spaces (including a maximum 22 lockers and 3 showers for employees). The currently proposed plan therefore results in an on-site parking shortfall of 34 car spaces. However, with 30 on-street spaces provided in Portobello Road (as noted above in Section 2.1), the overall parking provision increases to 214 car spaces (including 6 Accessible spaces), and therefore a shortfall of just 4 spaces.

2.4 FUTURE TRAFFIC FLOWS

- Based on industry standard trip generation rates within the NSW RMS ‘Guide to Traffic Generating Developments’ handbook and the ITE ‘Trip Generation’ handbook, it is estimated that the proposed shopping centre development will generate a total of 5,260 vehicle trips per day during the peak weekday, with 197 trips and 535 trips during the AM and PM peak hours, respectively.
- Taking into account the surrounding areas and the proximity of the site to Bussell Highway, the overall traffic distribution for the proposed development is estimated to be 20 percent to/from the north (via Parade Road and Tiffany Centre), 30 percent to/from the east (via Norton Promenade), 10 percent to/from the south (via Wicklow Boulevard) and 40 percent to/from the west (via Norton Promenade).
- The resulting overall travel routes for the Weekday AM and PM peak hours, and the corresponding Daily traffic flows accessing the proposed development are therefore as shown in Figure A.6, in Chapter A.4 in the Technical Appendix.
- It can be seen in Figure A.6 that Driveway 3 (on the northern side) is expected to carry 3,300 vehicles per day, accessed primarily via the Tiffany Centre - Wayland Close roundabout, while Driveways 1 and 2 (off Piccadilly Lane) are estimated to carry a combined total of 1,960 vehicles per day.
- As noted above in Section 2.2, the existing and proposed developments within the overall District Centre are still consistent with the assumed developments analysed in the original Transport Impact Assessments. The proposed development is therefore confirmed as having an acceptable traffic impact within the already approved road network.

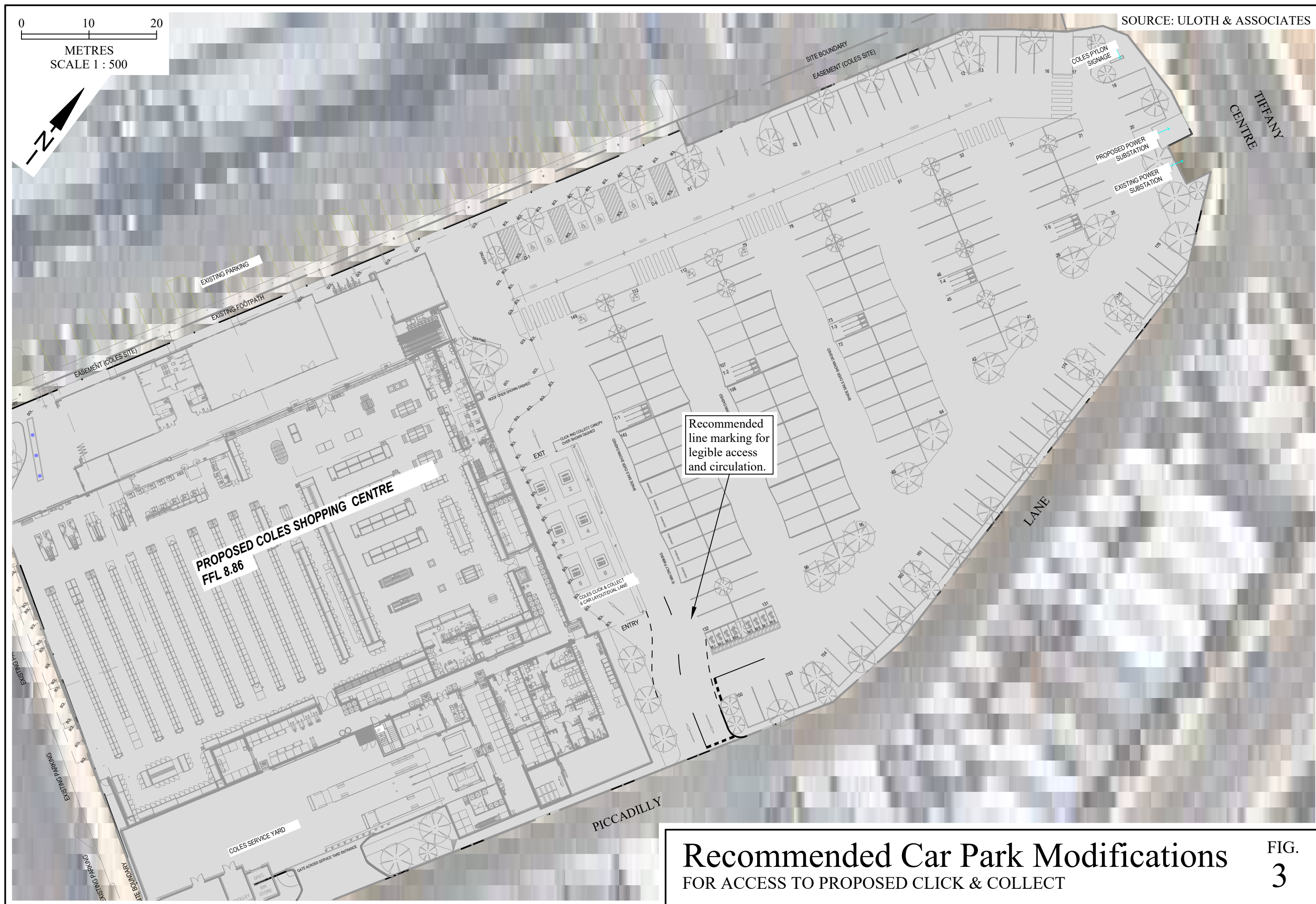
2.5 SERVICE VEHICLE SWEPT PATHS

- Swept path diagrams of service vehicles accessing the proposed loading dock are provided in Figures A.7 to A.9 in Chapter A.5 in the Technical Appendix, while swept paths for cars accessing the proposed Click & Collect are shown in Figure A.10.
- Figure A.7 shows the proposed overall service vehicle access route, with trucks travelling to the site from Norton Promenade via Tiffany Centre, and then exiting via Portobello Road to the Norton Promenade - Parade Road signalised intersection. Alternatively, however, these trucks could also cross Portobello Road and continue west on Piccadilly Lane to Wicklow Boulevard.
- Figures A.8 and A.9 then show the resulting swept paths for a Semi-Trailer (19.0 metres) and a Heavy Rigid Vehicle (12.5 metres) accessing the proposed loading dock, together with the required modifications at the Portobello Road - Piccadilly Lane intersection to accommodate these swept paths, as also shown in Figure 2 in Chapter 3 Overall Conclusions and Recommendations.
- Figure A.10 shows the swept paths for a B99 Car accessing the site to enter the proposed Click & Collect facility from the southern end, before then exiting the facility towards the north, noting that the plan also shows recommended line marking and access modifications for this area, as also shown in Figure 3 in Chapter 3.

3. OVERALL CONCLUSIONS AND RECOMMENDATIONS

The overall conclusions and recommendations regarding the proposed Coles development are drawn from the study findings and conclusions presented above in Chapter 2, and the additional information documented in the Technical Appendix, as follows:

- The overall development plan proposes a total floor area of 4,352 square metres NLA, comprising 4,029 square metres for the proposed Supermarket, plus 323 square metres for 2 'Specialty' tenancies.
- The plan also proposes a total parking provision of 214 car spaces, including 184 spaces on-site plus 30 on-street spaces in Portobello Road, resulting in a shortfall of just 4 spaces from the Local Planning Scheme car parking requirement of 218 spaces.
- It is estimated that the proposed development will generate a total of 5,260 vehicle trips per day (on a peak weekday), including 197 vehicle trips during the AM peak hour and 535 vehicle trips during the PM peak hour.
- The proposed Coles development is consistent with the extent of development assumed within the Transport Impact Assessment initially carried out for the overall District Centre Outline Development plan, and is therefore confirmed as having an acceptable traffic impact within the already approved District Centre road network.
- Swept paths for service vehicles accessing the proposed loading dock are shown in Figures A.7 to A.9 in Chapter A.5 in the Technical Appendix, while Figure A.10 shows the swept paths for a B99 Car accessing the proposed Click & Collect facility.
- Figure 2 shows the recommended access modifications for the existing Portobello Road - Piccadilly Lane intersection, as required to accommodate the Semi-Trailer swept paths identified in Figure A.8.
- Figure 3 shows the recommended line marking and access arrangement off Piccadilly Lane adjacent to the proposed Click & Collect facility, to ensure good legibility and traffic circulation within this area.



TECHNICAL APPENDIX

The Technical Appendix documents the existing situation and future roads and intersections, the proposed development and resulting future traffic flows, plus swept path diagrams for service vehicles accessing the proposed loading dock and cars accessing the proposed Click & Collect.

A.1 EXISTING ROADS AND INTERSECTIONS

Figure A.1 shows the existing roads and intersections in the vicinity of the proposed development, while Figure A.2 shows the existing situation within and adjacent to the proposed development site.

A.2 DALYELLUP EAST STRUCTURE PLAN AND DALYELLUP DISTRICT CENTRE

Figure A.3 shows the current (November 2022) Dalyellup East Structure Plan, including the overall area identified as the Dalyellup District Centre.

0 40 80
METRES
SCALE 1 : 2,500

SOURCE: NEARMAP PTY LTD



Existing Roads and Intersections
IN THE VICINITY OF PROPOSED DEVELOPMENT

FIG.
A.1

0 20 40
METRES
SCALE 1 : 1,000

SOURCE: ULOTH & ASSOCIATES



Existing Situation

LOT 5002 (No. 19 PORTOBELLO ROAD, DALYELLUP)

FIG.
A.2

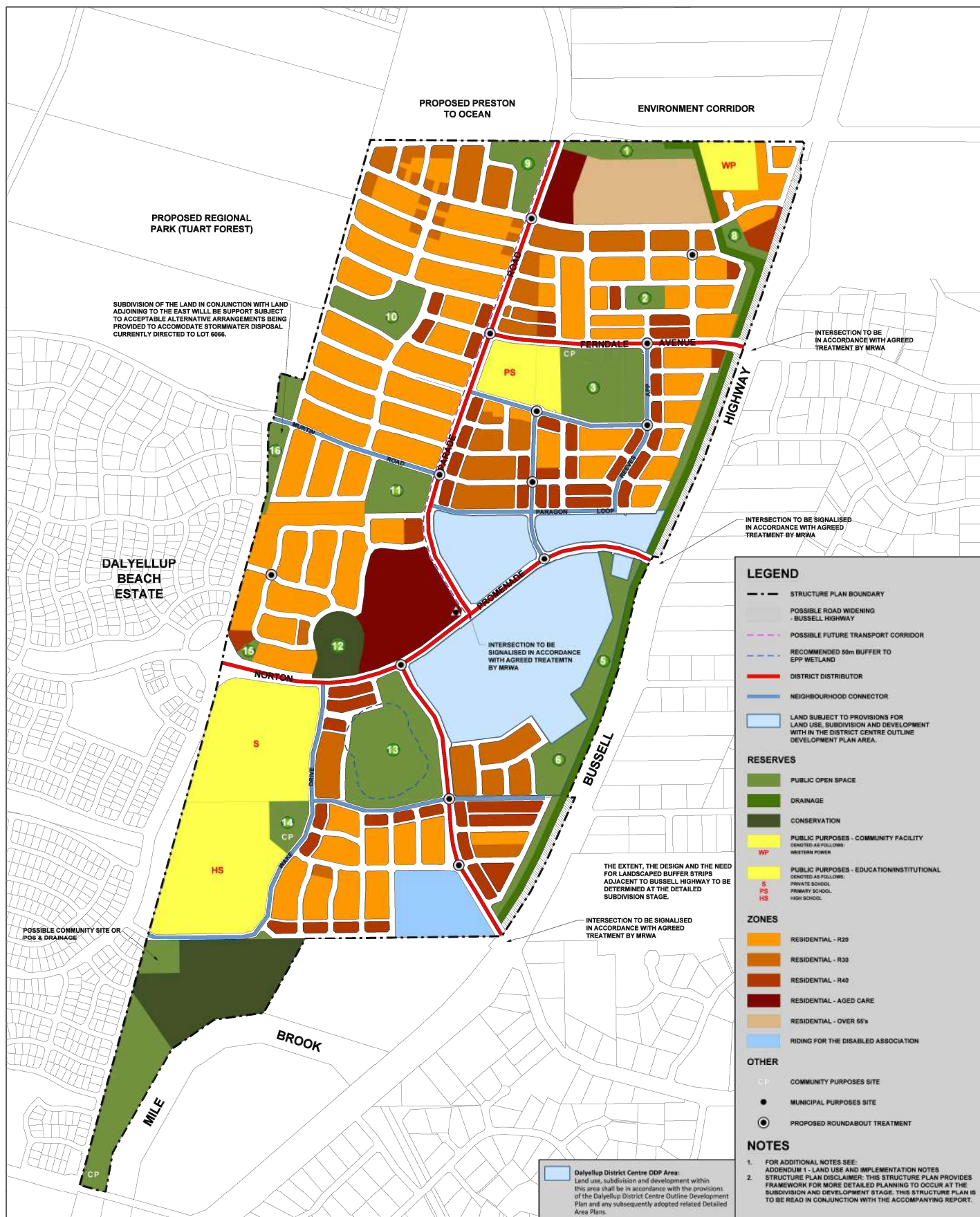


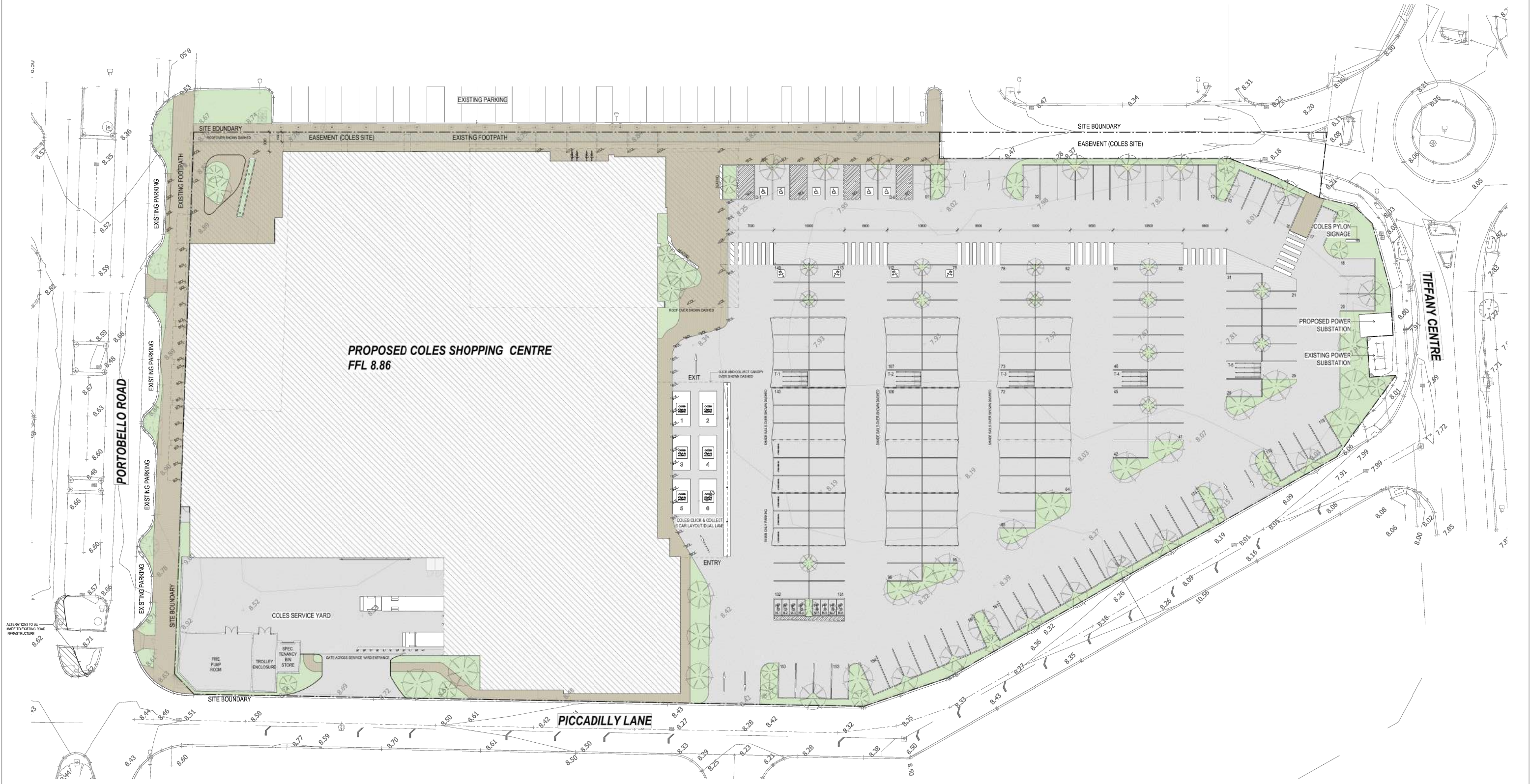
FIG.
A.3

A.3 PROPOSED DEVELOPMENT

Figure A.4 shows the site plan for the proposed Coles development, as prepared by Hodge Collard Preston Architects, while Figure A.5 shows the same plan in the context of the adjacent roads and intersections.

A.4 FUTURE TRAFFIC FLOWS

Figure A.6 shows the assignment of Weekday AM and PM peak hour and Weekday Daily traffic flows generated by the proposed Coles development.



1 SITE PLAN
1:200

PROPERTY INFORMATION	
ADDRESS	19 PORTOBELLO ROAD, DALYELLUP, WA 9220
LOT	LOT 5002 ON DP 410396
LOCAL AUTHORITY	SHIRE OF CAPEL

CAR PARKING	
CARPARK TYPE	NUMBER OF SPACES
540x2700 (CAR BAY)	188
540x2700 (FRAM)	4
540x2700 (SHORT TERM)	6
540x2700 (DISABLE CAR BAY)	6
540x2700 (CLICK AND COLLECT)	6
200x1200 MOTORCYCLE BAYS	8
DRPND TOTAL	198

LEGEND	
	NEW BOLLARD
	NEW THRESHOLD RAMP
	FOOT PATH
	LANDSCAPING
	EASEMENT
	CARPARK LANDSCAPING (TREE SWINGS)
	TREES

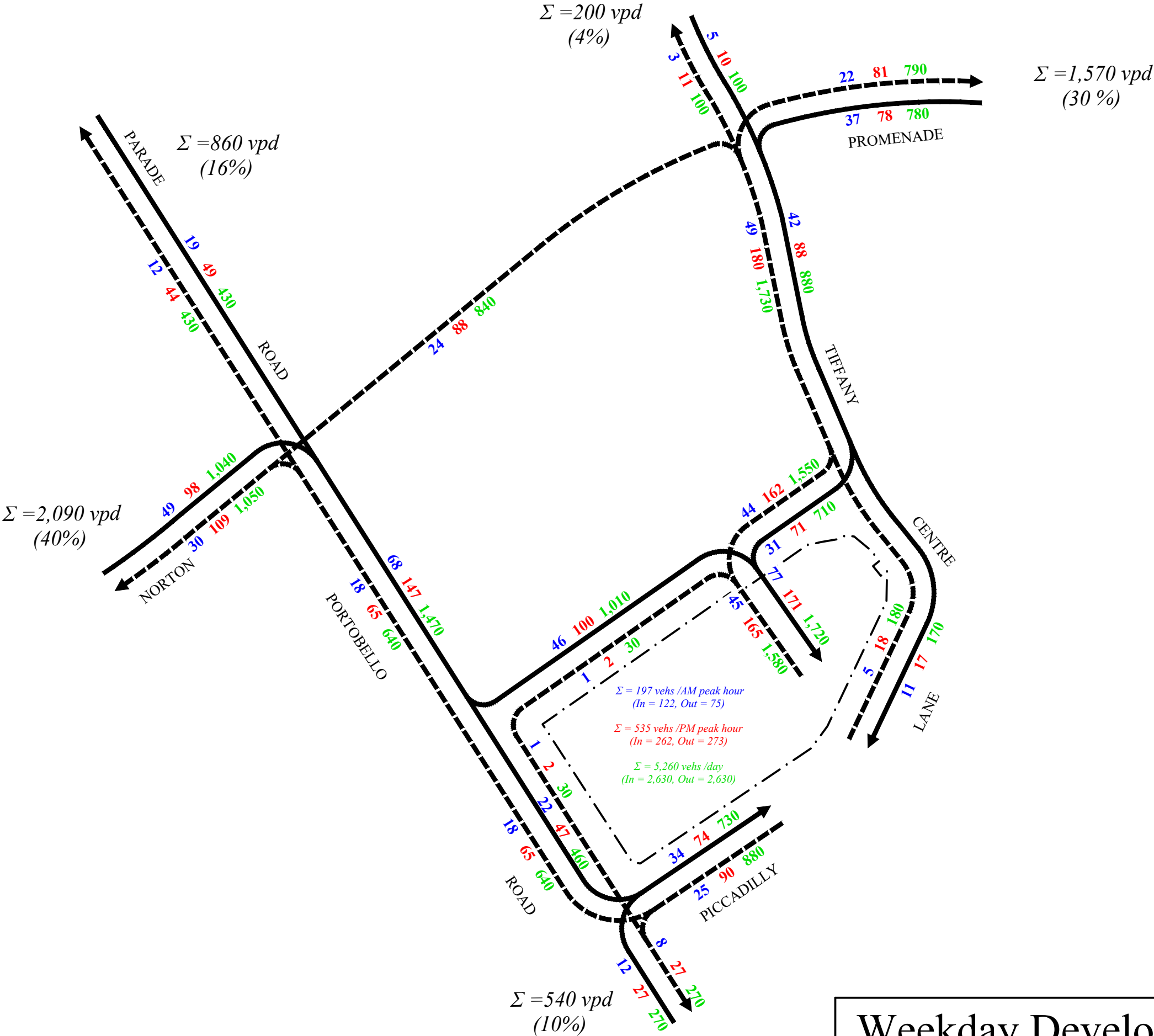
FIG.
A.4

DO NOT SCALE OFF DRAWINGS
VERIFY ALL DIMENSIONS ON SITE

ISSUED FOR DEVELOPMENT APPROVAL		22.11.2023
REVISION	BY	DATE
190 THORNS ROAD, HAWTHORN EAST, VICTORIA 3123 PO Box 2000, Hawthorn East, Victoria 3123 COLES SUPERMARKETS Australia Pty Ltd ABN 45 004 189 705		
THIS DRAWING IS CONFIDENTIAL. IT WILL NOT BE REPRODUCED IN ANY FORM, IN WHOLE OR IN PART, WITHOUT EXPRESS WRITTEN AUTHORITY OF COLES SUPERMARKETS. THIS DRAWING IS NOT TO BE USED IN ANY MANNER PREJUDICIAL TO THE INTERESTS OF COLES SUPERMARKETS. COPYRIGHT. ALL RIGHTS RESERVED.		
STORE: COLES DALYELLUP 19 (LOT 5002) PORTOBELLO ROAD, DALYELLUP		
TITLE: SITE PLAN		
SCALE: As indicated	DRAWING No: 87.23	CHECKED: DA04
DATE: 22/11/2023	NAME: MHL	DATE: 17/12/23



FIG.
A.5



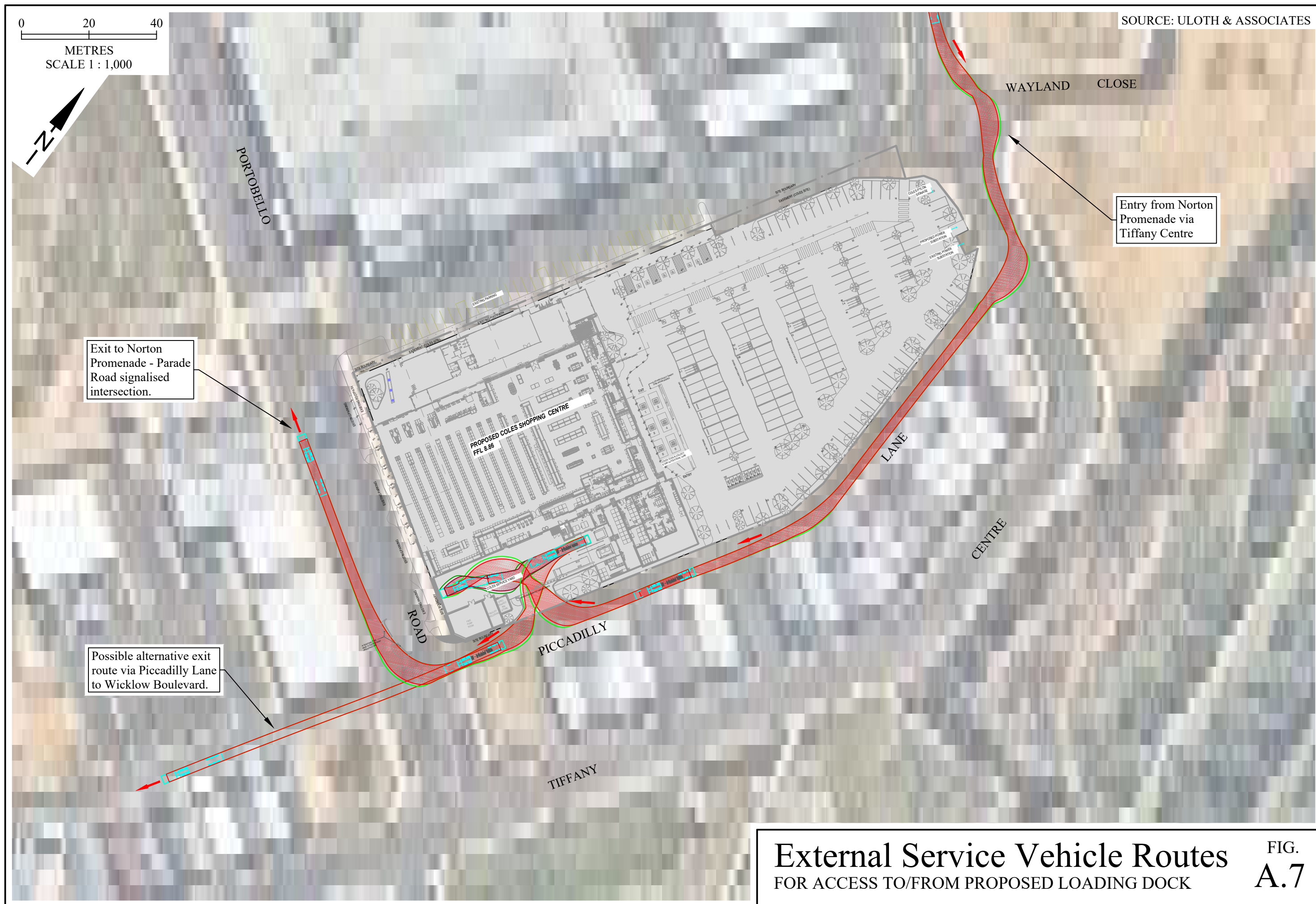
Weekday Development Traffic
FOR PROPOSED COLES DEVELOPMENT

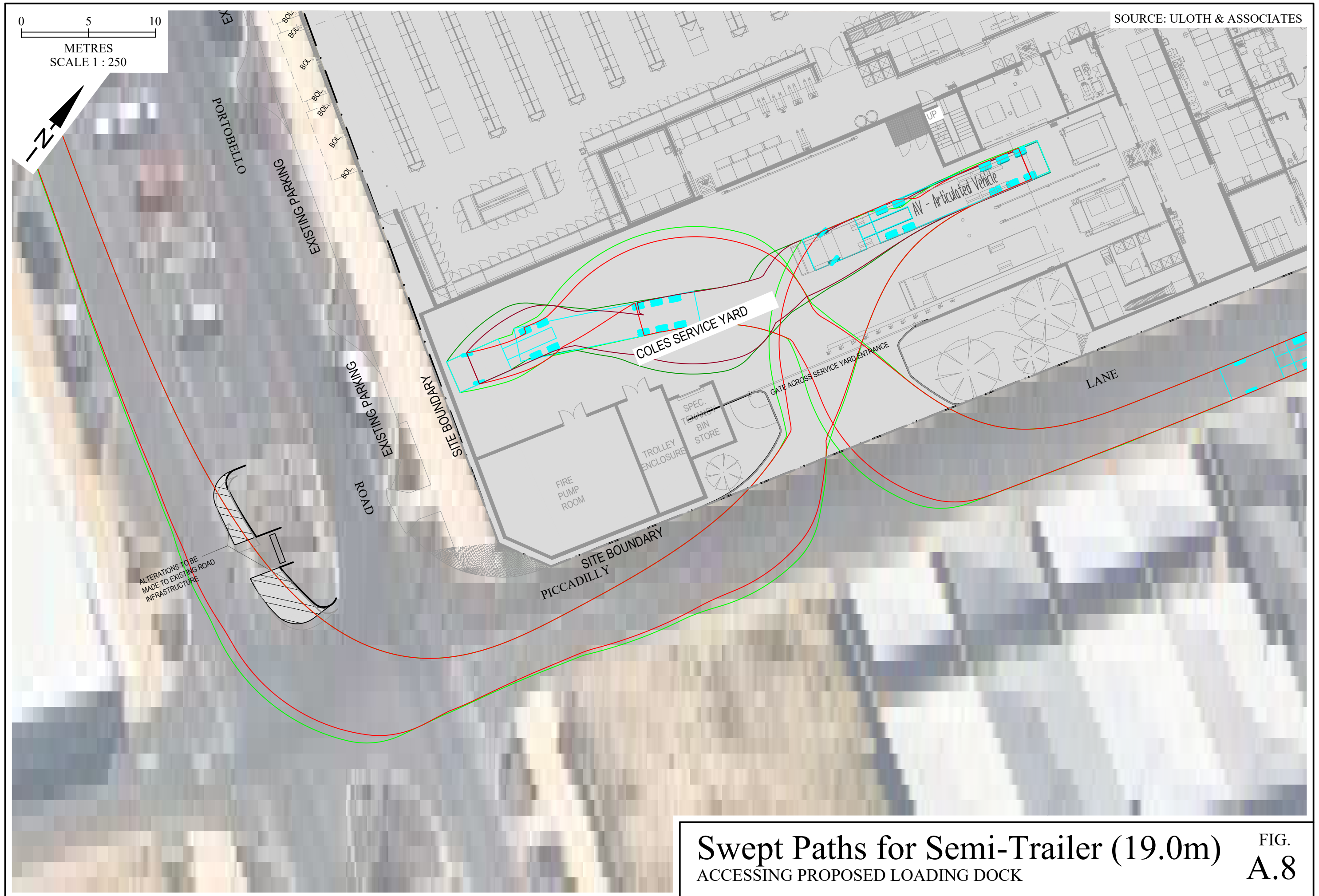
FIG.
A.6

A.5 SWEPT PATH ANALYSIS

Swept paths diagrams for the proposed development are shown in Figures A.7 to A.9, together with required modifications, as shown in Figures 2 and 3 in Chapter 3, as follows:

- Figure A.7 shows the overall travel route for trucks accessing the proposed loading dock, entering from Norton Promenade via Tiffany Centre, and then exiting via Portobello Road to the Norton Promenade - Parade Road signalised intersection.
- Alternatively, however, these trucks could also cross Portobello Road and continue west on Piccadilly Lane to exit onto Wicklow Boulevard.
- Figure A.8 shows the swept paths for a 19-metre Semi Trailer accessing the proposed loading dock off Piccadilly Lane, while Figure A.9 shows the corresponding swept paths for a 12.5-metre Heavy Rigid Vehicle.
- Figure A.10 shows the swept paths for a 5.2-metre B99 Car accessing the proposed Click & Collect facility.



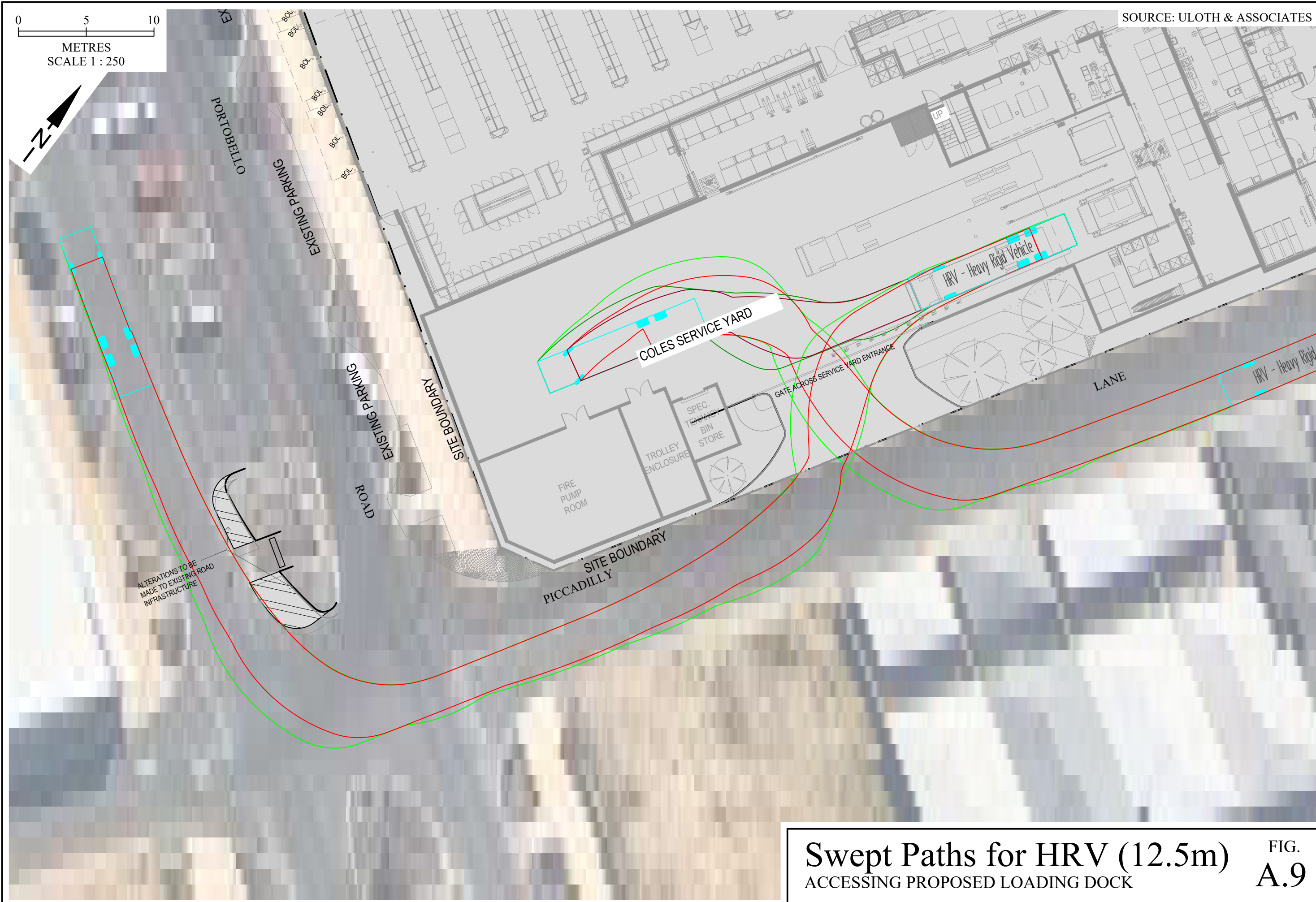


Swept Paths for Semi-Trailer (19.0m)

FIG. A.8

0 5 10
METRES
SCALE 1 : 250

SOURCE: ULOTH & ASSOCIATES



Swept Paths for HRV (12.5m)
ACCESSING PROPOSED LOADING DOCK

FIG.
A.9

This page has been left blank intentionally

element.

the art and science of place

Level 18, 191 St Georges Tce, Perth WA 6000

T. (08) 9289 8300 – E. hello@elementwa.com.au
elementwa.com.au