

ATTACHMENTS ORDINARY COUNCIL MEETING

to be held at the Council Chamber (Level 1), Civic Centre, 23 Dundebar Road, Wanneroo on 12 April, 2022 commencing at 6:00PM

APPROVAL SERVICES

PS04-04/22	Consideration of Responsible Authority Report (RAR) relating to proposed Shop, Liquor Store, Restaurant and Office at 10 Enterprise Avenue, Two Rocks
	Attachment 1: Attachment 1 - DA2021/1797 - JDAP - Form 1 - Responsible Authority Report - JDAP - Proposed Shop, Liquor Store, Restaurant & Office
	Attachment 2: Attachment 2 - Minutes of MOJDAP/157 - 9 March2022 - City of Wanneroo315
	Attachment 3 - Two Rocks Heritage Sites - DPLH comment in response to JDAP deferral of Woolworths Shopping Centre application
	Attachment 4 - Fini Group - Heritage Intentions Letter 3156



NO.10 (LOT 9702) ENTERPRISE AVENUE, TWO ROCKS – PROPOSED SHOP, LIQUOR STORE, RESTAURANT& OFFICE

DAP Name:	Metro O	uter JDAP	
Local Government Area:	City of Wanneroo		
Applicant:	Woolworths C/- Urbis		
Owner:	Fini Group Pty Ltd		
Value of Development:	\$16 million		
	⊠ Ma	ndatory (Regulation 5)	
		t In (Regulation 6)	
Responsible Authority:	City of Wanneroo		
Authorising Officer:		Bowering – Manager Approval	
	Services		
LG Reference:	DA2021		
DAP File No:	DAP/21/		
Application Received Date:		1ber 2021	
Report Due Date:		Jary 2022	
Application Statutory Process	90 Days		
Timeframe:			
Attachment(s):	Attachm	ent 1: Location Plan	
	Attachment 2: Development Plans		
	Attachment 3: Schedule of Submissions		
	Attachment 4: Heritage Impact Statement		
	Attachment 5: Traffic Impact Assessment		
	Attachment 6: Acoustic Assessment		
	Attachment 7: Bushfire Management Plan		
	Attachment 8: Waste Management Plan		
		ent 9: Design Review Panel	
	Respons		
		ent 10: Subdivision Approval	
		ent 11: Local Heritage Survey Sites	
		ent 12: Original Design Review	
In the Deeperstitute A (1, 1)	Panel Plans		
Is the Responsible Authority	☑ Yes	Complete Responsible Authority	
Recommendation the same as the Officer Recommendation?	□ N/A	Recommendation section	
		Complete Responsible Authority	
	🗆 No	Complete Responsible Authority and Officer Recommendation	
		sections	

Form 1 – Responsible Authority Report (Regulation 12)



Responsible Authority Recommendation

 Approve DAP Application reference DAP/21/02117 and accompanying plans (3353-02 Rev Y, 3353-03 Rev H and 3353-04 Rev F) and supporting technical documents in accordance with Clause 68 of Schedule 2 (Deemed Provisions) of the *Planning and Development (Local Planning Schemes) Regulations 2015*, and the provisions of the City of Wanneroo District Planning Scheme No. 2, and the Metropolitan Region Scheme, subject to the following conditions as follows:

Conditions

- 1. Pursuant to clause 26 of the Metropolitan Region Scheme, this approval is deemed to be an approval under clause 24(1) of the Metropolitan Region Scheme.
- The use of the premises is to be 'Shop', 'Liquor Store', 'Restaurant' and 'Office' as defined by the City of Wanneroo's District Planning Scheme No. 2 as follows:

Shop: means a premises where goods are kept exposed or offered for sale by retail. This interpretation excludes restricted premises, but may include a bakery.

Liquor Store: means any land or buildings the subject of a liquor store licence granted under the provisions of the Liquor Licensing Act 1988.

Restaurant: means any premises where the predominant use is the preparation of food for sale and consumption within the building or portion thereof. The expression may include the sale of food for consumption off the premises, where Council is of the opinion that it is incidental to the business. The term may include an outdoor eating area which shall be treated as being within the building of the Restaurant. The expression excludes Drive-Through Food Outlets.

Office: means any premises used for the administration of clerical, technical, professional or other like business activities but does not include administration facilities which are required in association with a predominant use on site, and does not include consulting rooms or medical centres.

A change of use from that outlined above may require further development approval from the City.

- 3. The development is to be implemented in accordance with the Bushfire Management Plan dated 6 October 2021 prepared by Bushfire Prone Planning.
- 4. The development is to comply at all times with the Herring Storer Acoustics Environmental Noise Assessment dated September 2021.
- 5. Detailed landscaping and reticulation plans for the subject site and adjacent road verges shall be lodged for approval by the City of Wanneroo prior to the commencement of works. Planting and installation shall be in accordance with the approved landscaping and reticulation plans prior to the occupation of the development, and thereafter maintained by the landowner to the City's satisfaction.



- 6. Detailed civil engineering drawings and specifications for works within the public road reserve (earthworks, parking, footpath, roads and drainage) shall be lodged for approval by the City of Wanneroo prior to commencement of construction works. Construction works are to be undertaken in accordance with the approved development application, engineering drawings and specifications and Construction Management Plan to the satisfaction of the City of Wanneroo.
- 7. The applicant is to collaborate with the City of Wanneroo with respect to the implementation of heritage items as identified within the proposal including colours and material finishes of the building. Such items are to be implemented prior to occupation and thereafter maintained to the satisfaction of the City of Wanneroo.
- 8. A schedule of colours and materials is to be submitted to the City of Wanneroo for consideration prior to a building permit being lodged, and thereafter maintained to the satisfaction of the City of Wanneroo.
- 9. The applicant/owner shall ensure that all illuminated signage shall have any boxing or casing in which it is enclosed constructed of incombustible materials, shall not comprise of flashing, pulsating, chasing or running lights and shall not have such intensity as to cause annoyance to the public or illuminate beyond the extent of the lot boundaries.
- 10. Lighting shall be installed to pathways and car parking areas, be designed in accordance with the Australian Standards for the Control of Obtrusive Effects of Outdoor Lighting (AS4282) and shall be internally directed to prevent overspill into nearby lots.
- 11. Parking areas, driveways and points of ingress and egress shall be designed in accordance with the Australian Standard for off-street car parking (AS2890) and shall be drained, sealed, marked and thereafter maintained to the satisfaction of the City of Wanneroo.
- 12. The proposed crossovers shall be designed and constructed in concrete in accordance with the commercial specifications of the City's Engineering Development Standards TS07-11 and WD11 to the satisfaction of the City of Wanneroo.
- 13. The parking areas and associated access depicted on the approved plans shall not be used for the purpose of storage or obstructed in any way at any time.
- 14. Stormwater and any other water run-off from buildings or paved areas shall be collected and retained on site. An onsite stormwater drainage system, sufficient to contain a 1:100 year storm event (over 24 hours) must be provided.
- 15. All piped and wired services, mechanical plant, equipment and service and storage areas are to be screened from public view to the satisfaction of the City of Wanneroo.
- 16. All refuse shall be stored within the designated bin enclosures and shall be collected from the site at the cost of the landowner between 7am and 7pm, Monday to Saturday.



- 17. Any graffiti applied to the external surfaces of the building shall be removed within seven (7) days of it being applied, to the satisfaction of the City of Wanneroo.
- 18. A Construction Management Plan shall be provided to the City of Wanneroo detailing how the construction of the development will be managed in order to limit the impact on the users of the surrounding area. The plan will need to ensure that:
 - Adequate space is provided within the development site for the parking of construction vehicles and for the storage of building materials so as to minimise the need to utilise the surrounding road network;
 - b) Adequate provision is made for the parking of workers' vehicles;
 - c) Pedestrian and vehicular access around the site is maintained;
 - d) Undertake adequate measures during construction to minimise any adverse impacts caused by sand drift and dust from the site;
 - e) The delivery of goods and materials does not adversely impact on the amenity of the surrounding properties; and
 - f) The hours of construction are limited to ensure that there is no adverse impact on the amenity of the surrounding properties.

The Construction Management Plan is to be submitted to and approved by the City of Wanneroo prior to the commencement of any development.

Advice Notes

- This decision constitutes planning approval only and is valid for a period of four (4) years from the date of approval. If the subject development is not substantially commenced within the specified period, the approval shall lapse and be of no further effect.
- 2. If an applicant or owner is aggrieved by this determination there is a right of review by the State Administrative Tribunal in accordance with the *Planning and Development Act 2005* Part 14. An application must be made within 28 days of the determination.
- 3. With regard to Condition 6, the engineering plans should also consider the requirement for the design and upgrading of the Lisford Avenue shoulder to allow for driver vehicle swept path movements. This may also include the requirement to modify the existing pedestrian footpath adjoining this location.
- 4. In regards to managing dust and sand drift in accordance with the Construction Management Plan condition, adequate measures to minimise any impacts of dust and sand drift from the site include all requirements as stipulated within the Department of Water and Environmental Regulation's 'A guideline for managing the impacts of dust and associated contaminants from land development sites, contaminated sites remediation and other related activities'.
- 5. Where an approval has so lapsed, no development shall be carried out without further approval having first been sought and obtained, unless the applicant has applied and obtained Development Assessment Panel approval to extend the approval term under regulation 17(1)(a) of the *Planning and Development* (Development Assessment Panels) Regulations 2011.



Details:

Region Scheme	Metropolitan Region Scheme (MRS)		
Region Scheme -	Urban		
Zone/Reserve			
Local Planning Scheme	City of Wanneroo District Planning Scheme No.2 (DPS 2)		
Local Planning Scheme -	Marina		
Zone/Reserve			
Structure Plan/Precinct Plan	Two Rocks Town Centre Agreed Structure Plan No.70 (ASP 70)		
Structure Plan/Precinct Plan	Commercial/ Mixed Use/ Public Open Space		
- Land Use Designation	(Drainage)		
Use Class and	Shop – P		
permissibility:	Liquor Store – A		
	Restaurant – P		
	Office – P		
Lot Size:	7.8ha total site area (1.6860 ha development site)		
Existing Land Use:	Vacant Land		
State Heritage Register	No		
Local Heritage			
	☑ Heritage List		
	 ✓ Heritage Area 		
Design Review			
	□ State Design Review Panel		
	□ Other		
Bushfire Prone Area	Yes		
Swan River Trust Area	No		

Proposal:

The application proposes the following components:

- 3,298m² NLA of 'Shop' comprising of:
 - 2,942m² NLA Woolworths supermarket (Shop) including a customer drive-through collection facility; and
 - Five specialty retail tenancies totalling 356m² NLA;
- 200m² NLA Liquor Store;
- 85m² NLA Café (Restaurant) with alfresco dining space;
- 744m² NLA Shop/Office tenancy at the corner of Lisford Avenue and Azzurra Street; and
- 219 car parking spaces.

The Shop, Restaurant and Office land uses are identified as 'P' or permitted land uses within the Commercial and Mixed Use zones as identified within the City of Wanneroo District Planning Scheme No.2 (DPS 2) and Two Rocks Town Centre Agreed Structure Plan No.70 (ASP 70), whilst the Liquor Store is listed as an 'A' land use.

Plans of the proposed development are included as Attachment 2.





Background:

History

The subject site, and surrounding area historically formed part of the former Atlantis Marine Park, which was established in 1981 by Alan Bond as part of the Yanchep Sun City plan. The marine park provided a tourist attraction and included many iconic sculptures, most prominently being the King Neptune statue located directly north of the subject site.

The Atlantis Marine Park closed in 1990, with large structures such as the grandstands and pools being removed shortly after. A number of statues including King Neptune were retained and have subsequently been identified on the City of Wanneroo's Local Heritage Survey (LHS).

Since the closure of the marine park, the site has remained undeveloped until recent subdivisional works occurring in 2021.

Zoning

The subject site is zoned 'Marina' under DPS 2, and 'Urban' under the MRS. The Two Rocks Town Centre area has been identified within the Yanchep-Two Rocks District Structure Plan No. 43 (DPS 43) as being a District Centre.

The subject site is identified within ASP 70 as being zoned Commercial, Mixed Use and Public Open Space (Drainage). The subject site is also identified within ASP 70 as being within the 'Precinct C – Main Street' precinct.

The area subject of this application is currently vacant and bound to the north by the recently created Azzurra Street, to the east by Lisford Avenue. The land to the west and south is currently undeveloped and subject to a recent subdivisional approval.

A location plan is included as Attachment 1.

Subdivision

The subject site has been cleared, graded and stabilised in accordance with WAPC subdivision approval 158390 which approved the creation of future 'Lot 702' which will encompass the site. Subdivisional works have been undertaken under the terms of WAPC subdivision approval 155078, including the establishment and connection of Azzurra Street to both Lisford Avenue to the east and Enterprise Avenue to the north.

More recently, WAPC subdivision approval 161195 was also granted (**Attachment 10**) which will ultimately facilitate development surrounding the site, particularly to the west and south, including future road connections and a crossover to the south of the lot onto Lisford Avenue. WAPC approval 161195 also includes the relocation of the public open space as identified within ASP 70 to the western side of the subject site, along with a separate 604m² lot to facilitate future commercial tenancies. A 3066m² lot has also been created to the south of the subject site.





Legislation and Policy:

Legislation

Metropolitan Region Scheme (MRS) District Planning Scheme No. 2 (DPS 2) Notice of Delegation 2017/02 (DEL 2017/02)

State Government Policies

State Planning Policy 2.6 – State Coastal Planning (SPP 2.6)
State Planning Policy 3.7 Planning in Bushfire Prone Areas (SPP 3.7)
WAPC Planning Bulletin 111 – Planning in bushfire prone areas
State Planning Policy 4.2 – Activity Centres for Perth and Peel (SPP 4.2)
State Planning Policy 5.4 – Road and Rail Noise (SPP 5.4)
State Planning Policy 7.0 – Design of the Built Environment (SPP 7.0)
State Planning Policy 7.2 – Precinct Design (SPP 7.2)
Liveable Neighbourhoods 2009 (and Draft 2015 document)
Development Control Policy 5.1 Regional Roads (Vehicular Access) (DC 5.1)

Structure Plans/Activity Centre Plans

Yanchep-Two Rocks District Structure Plan No.43 (DSP 43) Two Rocks Activity Centre Agreed Structure Plan No.70 (ASP 70)

Local Policies

Local Planning Policy 2.8 – Licenced Premises (LPP 2.8) Local Planning Policy 4.6 – Signs (LPP 4.6) Local Planning Policy 4.12 – Heritage Places (LPP 4.12) Local Planning Policy 4.23 – Design Review Panel (LPP 4.23) Local Planning Policy 4.27 – Mixed Use Zones (LPP 4.27)

Consultation:

Public Consultation

The application was advertised for a period of 14 days in accordance with Clause 64(4) of DPS 2 and the Deemed Provisions, commencing on 2 December 2021 and concluding on 17 December 2021.

Advertising was undertaken by way of a notice in the local newspaper and writing to 328 nearby landowners/occupiers within approximately 500 metres of the proposed development. The development plans and all supporting documentation were also published on the City's website and a sign was also installed on site.

A request to extend the consultation period until 10 January 2021 was issued to the applicant on Friday 10 December 2021 pursuant to Clause 64(7)(b) of the *Planning and Development Local Planning Scheme*) *Regulations 2015*. The request for an extension to the advertising period was subsequently refused by the applicant on 13 December 2021 and accordingly, no extension to the advertising was permitted. Notwithstanding, a number of submissions were received after the close of advertising and have been included within the consideration of this application.



A total of 208 submissions were received, with 173 being within the advertising period and the remaining 35 being received and acknowledged as late submissions. Of the submissions received 41 were in support, 19 provided general comments, and 148 objected to the proposal. Included within the submissions was a joint submission (identified as Submission 160 within the schedule of submissions) which included 1,202 signatories objecting to the proposal. For the purpose of consideration this was addressed as a single submission. Additional comments were also received from external referral agencies which are outlined below.

The main issues raised in objection were:

- The number of existing, and the commercial viability of similar uses in the surrounding and nearby localities;
- Location of the proposal being inappropriate due to proximity to the coastline and marina;
- Potential impacts of increased traffic on the surrounding road network;
- Potential impact on heritage values of the site and surrounds;
- Incompatibility of the design of the development with the surrounding locality; and
- Impact on amenity including light and air pollution, anti-social behaviour, waste and increased noise.

A summary of the submissions received and a response provided by the City is included as **Attachment 3**. The main issues raised, along with those identified by the City during the assessment process will be discussed in further detail in the 'Planning Assessment' section below.

Referrals/consultation with Government/Service Agencies

Department of Planning, Lands and Heritage (DPLH)

Due to the site's location, the only referral agency was DPLH. Notwithstanding, this included a referral to both the Traffic and Heritage teams who provided the following comments:

Traffic

The Department of Planning, Lands and Heritage has raised no objection to the proposal on Other Regional Road (ORR) planning grounds.

Heritage

Correspondence received from DPLH's Heritage Services provided the following comments:

"The Atlantis Marine Park was identified by the Heritage Council as warranting assessment for possible inclusion in the State Register in September 2020 as part of the Sun City Precinct, Two Rocks, together with a number of other associated elements and features. This decision expanded on an earlier Heritage Council decision in 2003 that the Two Rocks Shopping Centre and Tavern, and the King Neptune Statue together warranted assessment for the Register.



As the Sun City Precinct has not yet been assessed for the State Register, DPLH was unable to provide comments on the impact the proposal may have on any state cultural heritage values".

Design Review Panel Advice

The application was considered at two local Design Review Panel (DRP) meetings on 25 March 2021 and 22 July 2021 (See **Attachment 12**). The DRP was generally not supportive of the proposal, and following the July meeting, identified a number of matters to be addressed as outlined below:

- 1. Improve the northern building frontage, public areas and carpark interface with Azzurra Street to help activation and opportunities for community interaction on the designated Main Street;
- Improve the scale, functionality and aesthetics of the independent retail/commercial gateway building to better meet the "landmark structure" provisions of the Draft LDP;
- 3. Improve the safety and legibility of the shared access zone and create continuity of the pedestrian path along the eastern frontage of Woolworths; and
- 4. Further develop the building aesthetic through use of the coastal-style lighter colour palette and engage a public artist to interpret and integrate local and coastal themes in a creative manner.

The proposal has undergone modifications following the DRP commentary, including relocation of components such as the 'click and collect' areas, and modification of tenancies and back of house services along the northern (Azzurra Street) frontage. Additional modifications to the design were undertaken following further consultation with the City, which ultimately sought to bring commercial frontage towards Azzurra Street as the intended main street, as well as more appropriate management and activation of the tenancies to the north of the supermarket.

The City considers that all of the DRP comments from the July meeting, with exception of item 4 have been sufficiently addressed, as outlined below:

- Point 1 has been addressed as the proposal, through the subsequent modifications has enabled a more appropriate activation of the main street. This is expanded upon under the 'Design Compatibility' section of the report below.
- Point 2 has been addressed as the independent retail/commercial building has been increased in scale and functionality to address the corner and main street design. The building includes an articulated parapet feature which is of an appropriate scale which does not impact on sight lines through the main street (Azzurra Street) or to King Neptune; and
- Point 3 has been addressed as the design now includes improved pedestrian safety and legibility through improved footpath connections and markings.
- Point 4 however, has not been addressed as the proposed colour palette is not commensurate to the coastal and local characteristics of the area. This is expanded upon under the 'Design Compatibility' section of the report below.

A copy of the Design Review Panel comments, responses by the applicant and consideration by the City has been included at **Attachment 9** and addressed below in the Planning Assessment.

Planning Assessment:



The proposal has been assessed against the relevant legislative requirements of the Scheme, State and Local Planning Policies and the Two Rocks Town Centre Agreed Structure Plan No.70 as outlined in the Legislation and Policy section of this report. The following matters have been identified as key considerations for the determination of this application:

- Activity Centre consideration;
- ASP 70 development requirements;
 - Zoning;
 - Local Development Plan; and
 - Objectives.
- Heritage;
- Design compatibility;
 - Main Street Design;
 - Colours and Materials; and
 - \circ Building Heights.
- Parking and Traffic;
- Landscaping;
- Signage;
- Commercial viability and alternative land uses; and
- Amenity impacts.

These matters are outlined and discussed below.

Activity Centres

A number of submissions raised concerns as to the appropriateness of the proposed retail development to be located within the Two Rocks Town Centre area. State Planning Policy 4.2 – Activity Centres for Perth and Peel identifies the Two Rocks Town Centre as Yanchep District Structure Plan 'K' being a 'District Centre'. This designation has been reflected through the adopted Yanchep-Two Rocks District Structure Plan No.43 (DSP 43).

As outlined within SPP 4.2, the function of a District Centre is to have a greater focus on servicing the daily and weekly needs of residents. These centres are relatively smaller in catchment area which allows them to have a greater community focus and provide services, facilities and jobs that reflect the needs of the local catchment. Such centres typically include uses such as discount department stores, supermarkets, convenience goods, small scale comparison shopping, personal services and some specialty shops.

Clause 4.6 of ASP 70 outlines the intent of the centre specific to Precinct C, as follows:

'A small main street will provide a structure to anchor retail floorspace that will provide for the daily needs of residents (i.e. food, groceries, magazines, etc.) via a supermarket. In addition tourism / recreation retail (surf/beachwear, fishing/dive shop, camera/photo shop, tavern/wine bar etc.) will be developed given the beachside/marina location. This form of retail development at Two Rocks is being defined as 'Coastal Boutique'.'

Moreover, Clause 4.8 of ASP 70 identifies that:



'Other key buildings will be at the entry to the main street off Lisford Avenue. These buildings are nominated as medical/childcare and apartments over on one side and a small shopping centre on the southern side and will be important gateway buildings to the main street and commercial hub of the area.'

ASP 70 sets out a framework that encourages and anticipates a supermarket and specialty retail to be implemented in this location. Accordingly, the nature of the development is in keeping with the function and intent of the Precinct C centre, as well as the intended range, scale, functionality and service provision within a District Centre.

Two Rocks Town Centre Agreed Structure Plan No.70 (ASP 70)

Zoning

The subject site is zoned 'Marina' under DPS 2 which is intended to accommodate a wide range of commercial, residential, recreational and associated activities related to marinas. Pursuant to Clause 3.10.3 of DPS 2 development and permissibility/zoning within the Marina zone should be subject to an adopted Structure Plan; in this instance ASP 70.

As outlined within ASP 70 and as shown in Attachment 2, the subject site is zoned Commercial, Mixed Use and Public Open Space (Drainage), with the permissibility of certain land uses outlined within Table 4, Clause 2 of ASP 70.

Through recent subdivision approval (WAPC approvals 158390 and 161195), which will create the subject site on a separate title and facilitate the construction of the surrounding road layout. The POS drainage function, as indicated within ASP 70, has been designed to be accommodated in the south-west portion of the subject site. As a result, the portion of development located within this area has been considered as if it were 'Commercial' zoned for the purpose of this assessment.

The 'Shop' and 'Restaurant' land uses are identified as 'P' or permitted land uses within the Commercial and Mixed Use zones as identified within the City of Wanneroo District Planning Scheme No.2 (DPS 2) and Two Rocks Town Centre Agreed Structure Plan No.70 (ASP 70), whilst the Liquor Store is an 'A' land use.

The liquor store component in particular has been assessed against the requirements of Local Planning Policy 2.8 – Licensed Premises (LPP 2.8). The proposal was subsequently considered to meet all the requirements of LPP 2.8, with the location of the proposed liquor store and any associated signage having no frontage or primary access to any existing or proposed educational establishments, childcare centres or places of worship. It is understood that it is the intent of the applicant that the existing Liquor Store will be closed/relocated to this site, with the current licence being transferred to the new facility by Woolworths.

Accordingly, all proposed land uses are capable of consideration in this location.

Local Development Plan

Pursuant to Table 1, Clause 2.1 of ASP 70:

'The City will not approve development within a Precinct in the absence of a precinct Detailed Area Plan (DAP), approved by the City pursuant to Clause 9.14 of the



Scheme, for the whole of each Precinct A-E, unless the City is satisfied that the development is of a scale and permanence that would not prejudice the: design of the DAP; timely provision of infrastructure and services to the area; or the development of the surrounding area in line with the Agreed Structure Plan.'

A draft LDP is currently with the City under assessment. Therefore the LDP and the provisions therein have not been considered as part of the assessment of this application.

The proposal may be considered without the adoption of the Precinct C LDP. The City has been mindful of the objections of the structure plan to address and ensure the main street design philosophy is facilitated. The proposal itself through its design iterations has sought to incorporate the main street design elements and integrated heritage into its design and interface to King Neptune. The result is a proposal that is consistent with the intent of the Precinct C area.

The proposal facilitates future expansion of the site through providing space for future tenancies along the Azzurra Street frontage, and within the 'pad site' along the eastern boundary. Any future development within the lot would accordingly be able to be considered against the Precinct C LDP once adopted, which would also consider the outcomes of the current proposal. Accordingly, the proposal results in development which would be of a permanence that is appropriate as set out within the structure plan for the development of the surrounding area and the application can therefore be considered on this basis.

Objectives

Objectives c), d) and j) set out within Clause 2.1 of ASP 70 state the following:

- c) Provide an open air 'Main Street' that creates the framework for mixed use, day and night activity, fostering a contemporary coastal community with boutique retail outlets.
- d) Encourage tourism, 'festive' retail and entertainment uses, in particular in Precincts C (Main Street) and D (The Wall).
- *j)* Provide for the sensitive incorporation of cultural heritage elements.

The proposed Shop, Liquor Store, Restaurant and Office are considered to be consistent with the desired intent and functionality of the site and Precinct C area more broadly, offering shopping/retail services. The proposal includes a number of specialty retail tenancies, as well as identifying an area to the south-east of the site which will accommodate further commercial uses within the site. Whilst the exact use of these sites is unknown at this time, the development will be capable of accommodating uses which encourage tourism, retail and entertainment uses as considered within the Commercial zone under the structure plan.

The design and orientation of the buildings, and particularly the office/commercial building and specialty tenancies 4, 5 and 6 assist in facilitating a 'main street' design, with provision for future expansion to the west, along the Azzurra Street frontage.

The proposal has sought to incorporate a heritage response through the use of signage, establishing a key pedestrian plaza with alfresco café dining which interfaces directly to the adjacent King Neptune statue, as well as incorporating statues



associated with the former Atlantis Marine Park along Azzurra Street which will be utilised to create a 'heritage trail'. The site has also incorporated the use of vegetation within the landscaping of the site which acknowledges the heritage of the site. The utilisation of these aspects is considered to meet the requirements under the Category 4 listing of the site in the local heritage survey. This is explored further below.

Accordingly, the proposal and associated uses are considered to meet objectives c), d) and j) of ASP 70.

<u>Heritage</u>

A number of submissions highlight the heritage significance of the area. The Local Heritage Survey (LHS) lists the former Atlantis Marine Park as a Category 4 listing as outlined below:

Site Name	MHI Place No.	Category	State Place No.	Heritage Council Status
Atlantis Marine Park	42	4 (Little Significance)	17523	To be assessed

A copy of the City of Wanneroo's LHS details for the abovementioned site (and nearby King Neptune Statue) is included at **Attachment 11**.

As outlined within LPP 4.12 – Heritage Sites, a Category 4 site is considered to be a recognised historic site or natural place. LPP 4.12 states that the desired outcome for a Category 4 listed site is as follows:

- Historic site often without built features or is a natural place.
- Recognise and interpret the site where possible for example with a plaque, place name, or reflection in urban or architectural design.
- Photographic archival record required prior to major development or demolition.

In addition to the above, the Heritage Assessment which was undertaken in the preparation of ASP 70 recommended that acknowledgement of what remains of Atlantis Marine Park should be included in some element in public open space and some interpretation should be included as part of the development of the site to the satisfaction of the City.

The application included a Heritage Impact Statement (HIS) prepared by Griffiths Architects (**Attachment 4**). The HIS mentions the potential for heritage interpretation in the form of plaques and public art.

Heritage interpretation is reflected within the proposal through the inclusion of:

- 1. Signage located within the landscaped area at the north of the site adjacent to the Café and Specialty 4 building which will display information pertaining to the history of the site.
- 2. The café itself proposes an open alfresco area and key public realm node which allows full view to the north towards the King Neptune statue.
- 3. The proposal has also incorporated the use of three statues along Azzurra Street which were historically used as part of the former Atlantis Beach Marine



Park development and intended to form part of a 'heritage trail' which will link to adjoining sites and King Neptune statue to the north.

4. Incorporation of a number of Washington Robusta, which whilst not native to the area were utilised within the former marine park and have been incorporated through the broader landscaping of the site.

Such inclusions are considered to be consistent with the recommendations of a Category 4 listing. It is important to note that consideration of heritage does not restrict the ability to develop the subject site which has already been prepared through recent subdivision and associated clearing and earthworks.

The City considers that the incorporation of the abovementioned heritage components if incorporated will provide sufficient acknowledgement to the history of the site and surrounding area. It is recommended that a condition be imposed to require further consultation with the City's Heritage Officer to ensure appropriate signage, information and detail is included within these features to the City's satisfaction.

Design Compatibility

The application was considered twice by the local Design Review Panel (DRP) on 25 March 2021, and subsequently on 22 July 2021. The DRP was generally not supportive of the proposal, and identified a number of matters that ought to be addressed.

A copy of the Design Review Panel comments, responses by the applicant and consideration by the City has been included at **Attachment 9**.

The City has continued to work with the applicant through the assessment process who ultimately, through consideration of the feedback and community comments. The applicant has enhanced the original design of the proposal primarily to improve the main street design outcomes and heritage consideration. However, the City does not consider that the DRP comments relating to the material and colours have been sufficiently addressed. These and other relevant design considerations are outlined further below.

Main Street Design

Under ASP 70, Azzurra Street is intended to operate as a 'main street'. As outlined within Liveable Neighbourhoods 2009 (and Draft 2015 document), an appropriate main street should include:

'Street-fronting retail instead of enclosed or parking lot dominated retail formats, with anchor stores normally opening out onto the main street'.

This main street concept is illustrated by Figure 68 (and figure 26 of the Draft 2015 document): Supermarkets designed to front onto a main street, as below:

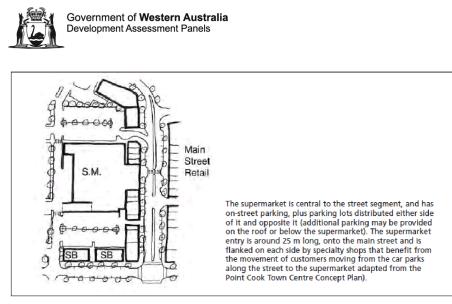


Figure 68: Supermarket designed to front onto a main street. Source: *Liveable Neighbourhoods 2009*

In relation to the main street outcomes, the DRP recommended that the proposal should:

'Improve the current northern building frontage, public areas and carpark interface with Azzurra Street to help activation and opportunities for community interaction on the designated Main Street.'

The development site has a total Azzurra Street frontage of 178 metres. This includes 68 metres of building frontage, 58.8 metres of landscaped frontage, with the remaining 51.2 metres being carparking or vehicular crossovers. Of the frontage, the City has considered approximately 157.5 metres (88.5%) of frontage to be appropriately activated, consisting of tenancy frontages, parklets, playgounds and open air alfresco areas. Whilst the proposal includes 38.5 metres of car park frontage towards the main street, this allows for the use of landscaping and the inclusion of the heritage statues to screen and provide pedestrian interest, and accordingly is also considered to provide a level of activation alternative to built form outcomes. Only a minor portion of 6.5m (3.6%) is considered to be un-activated frontage which relates to the amenities area being provided. The remaining 20m (7.9%) is excluded from consideration as this relates to the crossovers provided along this frontage.

Whilst the supermarket still partially provides an eastern frontage to the carpark, this is not considered to inhibit or detract from the main street uses and enables the parking areas to still be predominantly located or screened behind built form.

On balance, the City considers that the proposal has appropriately achieved a main street design outcome through built form with activated tenancies and open spaces along the Azzurra Street frontage.

Colours / Materials

The proposal has undertaken progressive iterations with respect to the proposed colours and materials (See **Attachment 12** for original DRP plan iterations). However, the applicant has maintained the use of a dark grey colour palette. As recommended by DRP in both instances, the application should develop the building aesthetic through use of a coastal-style (lighter) colour palette and engage a public artist to interpret and integrate local heritage and coastal themes in a creative manner.



The proposal has failed to sufficiently address the City's and DRP's concerns which relate to the envisioned materiality of the development outlined within DSP 43. In relation to the colour palette, the dark tones are not considered appropriate in the context of the site or surrounding area.

On this basis, and to facilitate an appropriate outcome, it is recommended that a suitable condition be imposed requiring the applicant to provide a detailed schedule of colours and materials to the City of Wanneroo incorporating a coastal theme and referencing the cultural heritage of the site for approval. Thereafter to be implemented and maintained to the satisfaction of the City.

Building Heights

A number of submissions raised concerns in relation to the overall height of the proposal in consideration of impacts to the adjoining King Neptune statue, impact on views to the coast and overall incompatibility with the surrounding locality.

Consideration of SPP 2.6 controls has been undertaken through the preparation of ASP 70, as well as the Draft Precinct C LDP controls.

As set out in ASP 70, a building height limit of five storeys (21m) in height, within 300m of the horizontal setback datum from the coastline would be considered appropriate. It was envisioned in the structure plan that Local Development Plans would also provide further guidance on maximum building heights for each precinct.

The highest point of the proposal is 9.3m above ground level, being the top of the parapet wall located in the south-western corner of the site. Along the Azzurra Street frontage, the maximum height is 8.3m identified at the accentuated entry point, with the remainder of the development being 7.2m and 5.3m to the top of the proposed awnings. Overall, the proposal generally presents as a typical single level commercial development, with architectural features included at key points to provide appropriate built form articulation.

As shown in the elevation plans provided (**Attachment 2**) the overall height of the proposal remains below the ground level at the base of the adjacent King Neptune Statue, and is not considered to impact on any predominant views which will be predominantly to the west.

The proposed building heights are considered to be well below the permissible heights outlined in SPP 2.6 and are considered to be appropriate in the context of the surrounding locality.

Parking / Traffic

A number of submissions raise concerns in relation to the impact of increased traffic being generated by the development. The application included a Traffic Impact Assessment (TIA) prepared by traffic consultants Cardno (**Attachment 5**) which has considered the subject site, and future forecasted traffic demands.

As outlined within the TIA, the fully developed Precinct C area was forecast to generate a total weekday am and pm peak of 365 and 552 vehicles respectively, with a total of 664 vehicles forecast during weekend peak hours. The proposal itself generating between 53% and 67% of the total area. Based on the forecast trip generations, as



well as the existing and proposed road connections, the TIA concludes that the operation of all intersections and surrounding roads is capable of supporting the proposed and future development.

The TIA was reviewed in detail by the City's Traffic Services who confirmed the above detail and information was true and correct, Traffic Services however have recommended that due to the swept path requirements for delivery vehicles, that the shoulder of Lisford Avenue adjoining the proposed Road 3 intersection be upgraded to accommodate the vehicle turning. It is recommended that a suitable condition be imposed to this effect. No other objections were raised relating to traffic.

In addition to the above, Table 7 of ASP 70 sets out car parking requirements for development within the Two Rocks Town Centre area and is considered below:

Tenancy	Provision	Area (m²)	Requirement
Woolworths (Shop)	4.6:100m2 GLFA	2,942	135.332
Spec 1 (Liquor Store)	4.6:100m2 GLFA	200	9.2
Spec 2 (Shop)	4.6:100m2 GLFA	82	3.772
Spec 3 (Shop)	4.6:100m2 GLFA	78	3.588
Spec 4 (Shop)	4.6:100m2 GLFA	68	3.128
Spec 5 (Shop)	4.6:100m2 GLFA	67	3.082
Spec 6 (Shop)	4.6:100m2 GLFA	61	2.806
Café (Restaurant)	4.6:100m2 GLFA	85	3.91
Retail/Commercial	Office: 1.9:100m2 GLFA; or	744	14.136
(Shop/Office)	Shop: 4.6:100m2 GLFA		34.224*
		TOTAL	199.042* (199)

*Highest potential ratio

The proposal provides for a total of 219 parking bays, which exceeds the calculated requirement of 199 for the site, and accordingly meets the City's requirements.

Amenity

A number of submissions raised concerns regarding the impact on the operational amenity of the proposal, including impacts from light and air pollution, increased antisocial behaviour and increased noise. As part of the application, the applicant has provided an Acoustic Assessment prepared by Herring Storer Acoustics (**Attachment 6**), as well as a Waste Management Plan (WMP) prepared by Talis Consultants (**Attachment 8**). These matters have been considered below.

Lighting

The development will need to comply with the relevant Environmental Health Regulations and Australian Standards for the *Control of Obstructive Effects of Outdoor Lighting* (AS4282) relating to outdoor lighting. A condition to this effect is recommended.



Noise

An Acoustic Report prepared by Herring Storer Acoustics dated September 2021 was provided as part of the application. As outlined within the acoustic report, the proposal will be fully compliant with the *Environmental (Noise)* Regulations 1997 and accordingly there is considered to be no impact on surrounding land uses from an acoustic perspective.

Waste Management

All waste is to be managed on site via private collection, with designated bin storage areas included within the proposal. As outlined within the WMP, the proposal provides sufficient bin storage areas based on the estimated waste generation and is considered to be appropriate for the management of waste on site.

Anti-social behaviour

There is no evidence to demonstrate that the proposal will increase crime in the area.

Landscaping

Landscaping requirements are considered in accordance with Clause 4.17 of DPS 2, as outlined below. The applicant has also provided a Landscape Plan which is included at **Attachment 2**.

Provision	Requirement	Proposal	Assessment
Clause 4.17.1 District Planning Scheme No.2 (DPS 2)	Minimum8%landscaping on thelot.Site Area:16,929m²8% = 1,354.32m²	Approximately 1,628.3m ² or 9.6% landscaping.	The proposed landscaping meets the City's requirements.
Clause 4.17.2 District Planning Scheme No.2 (DPS 2)	3 metre landscape strip adjacent to the street.	The only landscaped areas which meet the 3m requirement are noted at the north- western 'parklet' area, and along the southern portion of the site adjoining the 'click and collect' area. All other areas of the lot do not achieve the 3m of landscaping per DPS 2.	Due to the intended main street nature of the site, the reduction of landscaping to facilitate reduced street setbacks and activation is supported, with the landscaped areas provided resulting in high-quality usable spaces for community interaction.
Clause 4.17.5	1 tree per 4 bays	Approximately 48 trees adjoining	Whilst the proposal does not meet the



District Planning Scheme No.2 (DPS 2)	226 parking bays = 56.5 (57) trees	parking bays. Plus approximately 24 shade sail structures.	City's requirements for 1 tree per 4 car bays, the proposal has included a number of trees adjoining parking areas which is supplemented by the use of shade
			sails. This combination of shade cover is
			supported by the City and
			considered appropriate for the site.

In addition to the above, the proposal has also sought to utilise Washingtonia Palms which, whilst not native to the area, represent and reflect landscaping which was consistent with the use of the site as the former Atlantis Marine Park. This inclusion is welcomed and supported by the City.

The proposal accordingly generally meets the City's requirements for landscaping on the site.

<u>Signage</u>

The proposal has been considered against the provisions set out within the City's Local Planning Policy 4.6 – Advertising Signs (LPP 4.6) as the proposal includes a total of 34 signs across the site including a pylon sign, 25 wall signs, and eight (8) verandah signs.

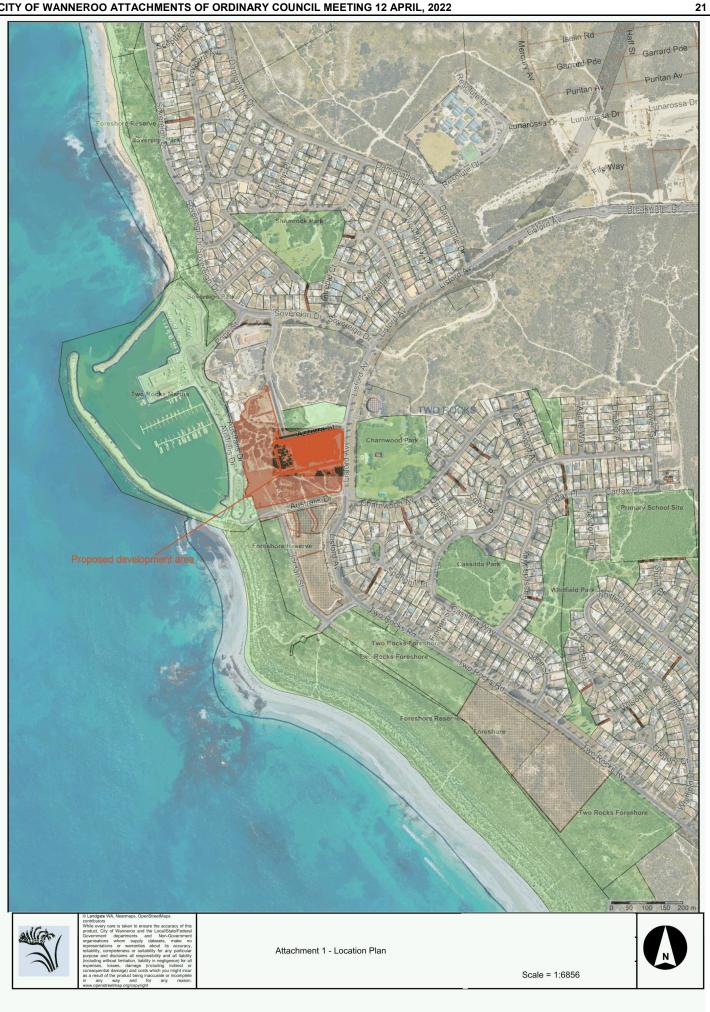
The proposed number and dimensions of the signage is considered appropriate in the context of the site, with all content relating to the operation and branding of the proposal and provision for future tenancies. The signage is not considered to be obtrusive or negatively impact or detract from the amenity of the surrounding area and is supported.

Conclusion:

The development application for a Shop, Liquor Store, Restaurant and Office at Lot 9702 (10) Enterprise Avenue, Two Rocks has been assessed against the relevant legislation and planning requirements. The proposal has been advertised in accordance with the Deemed Provision requirements.

The proposed development is generally compliant with the requirements of DPS 2, the Two Rocks Town Centre Agreed Structure Plan No.70, and the relevant state and local planning policies as addressed through this report.

The City therefore recommends the proposed development be approved, subject to conditions.



ATTACHMENT 2

DA ISSUE				
ED FOR DEVELOPMENT APPROV	AL.			
DA ISSUE	15/10/21			
ISSUE FOR REVIEW	08/02/22			
ISSUE FOR REVIEW	08/02/22 10/09/22			



WOOLWORTHS TWO ROCKS

Azurra Street + Lisford Avenue, Two Rocks

Development Application Febuary 2022

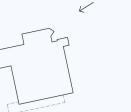
 COVER SKEET
 0
 COVER SKEET
 0

 STITE PLAN
 0
 ELEVATIONS
 0

 Mail ELEVATIONS RETALL
 0
 201/END
 0

 Mail 201/END
 201/END
 0
 201/END

 Mail 201/END
 201/END
 201/END
 0



which the second	h it was provi renters whets	ded. The electron power as to their a	ic data filing for a scoursecy, contra	will be used for the pur ill or part of the drawin it or leck of seme. The	ga carry no upe of
Cent	tot be used for		purposes. The	ter bird pety-uper's(-ri aper of thepo Neg mup)	

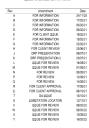
13901N FALCON 39

B/200 Rokeby Rosd, Subiaco, Western Australia 6004 Telephone : 08 6382 0300 ABN 65 007 846 586 brownfslooner.com.au

WOOLWORTHS TWO ROCKS

COVER SHEET

Scale 1:50 Drewn DF Checked MJ Dete 1600222 Job No. 2020050 Dwg No. 3353 01 Rev: D A1SHEE1





SITE PLAN 1:500 0 5 10 15 20 1:500

WOOLWORTHS SITE	
TOTAL SITE AREA	16020m2
SITE AREA	15533 m2
WOOLWORTHS (WITH EXPANSION)	3600m2
WOOLWORTHS (WITHOUT EXPANSION)	2942m2
FUTURE EXPANSION - INCL. OFFICE MEZZANINE	658m2
CAFE	85m2
SPECIALTY 1 (LIQUOR)	200m2
SPECIALITY 2	82m2
SPECIALITY 3	78m2
SPECIALITY 4	68m2
SPECIALITY 5	67m2
SPECIALITY 6	61m2
TOTAL AREA	4241m2
PARKING REQUIRED WW - 5 BAYS/100m2 GLA	212 BAYS
OFFICE / COMMERICAL	744 m2
3 BAYS/100H2 GLA	23 BAYS
FUTURE PAD SITE	
SITE AREA	1396 m2
PARKING PROVIDED	
GENERAL	219 BAYS
STREET PARKING	10 BAYS
PICKUP	6 BAYS
TOTAL PARKING REQUIRED	235 BAYS

215 BAY2



WOOLWORTHS TWO ROCKS

SITE PLAN







WOOLWORTHS TWO ROCKS

FALCONER 9/300 Rokeby Rosd, Subisco, Western Australia 6004 Telephone : 08 6382 0202 ABN 65 007 846 586 brownfalconer.com.au FABCOT PTY LTD



DIDCLAMER: The drawingly, provide which it was provided. The electronic or parameters whilesever as to their non electronic data flag are all their non-entrot to used for any combinities and electronic data. They against the herd to



PRECAST CONCRETE

LIGHT BRICK

3 - RETAIL / COMMERCIAL - SOUTH

4 - RETAIL / COMMERCIAL - WEST

1:200

1:200

V 9050 PARAPET WW ▼ 6500 PARAPET RETAIL

TI050 GL RETAIL

T 1050 GL RETAIL





V 9050 PARAPET WW

TIMBER LOOK

LIGHT BRICK

25

Data 08/07/21 20/07/21 15/10/21 08/02/22 10/03/22 16/02/22

DECLAME: The descriptions the twenty hash to a which it was prevention. The electronic test lists for all or any parameters are happeners as to their secures; content or los existence dass lists are after neighbors, the user of executor dass lists against the last any a cotting prevention of the second dass lists and any and the prevenlage of the second dass lists against the last any a cotting prevention of the second dass lists against the last any a cotting prevention of the second dass lists against the last any a cotting prevention of the second dass lists against the last any a cotting prevention of the second dass lists against the last any a cotting prevention of the second dass lists against the last lists against the last against agains

SECTIONS

 Scale
 1 : 200

 Drawn
 DF

 Date
 10/09/22

 Job No.
 2020050

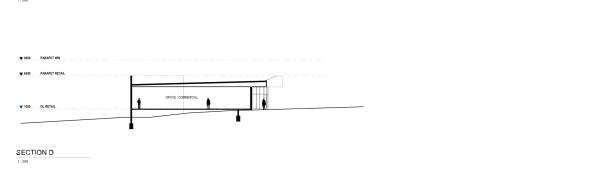
FALCONER

Galdo Rokeby Road, Subiaco, Western Australia 6004
 Telephone : 08 6382 0302
 ABN 65 007 846 586
 brownfalconer.com.au
 FABCOT PTY LTD

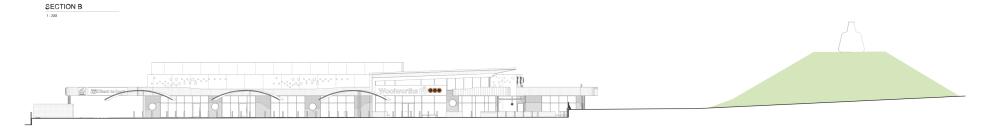
Checked MJ

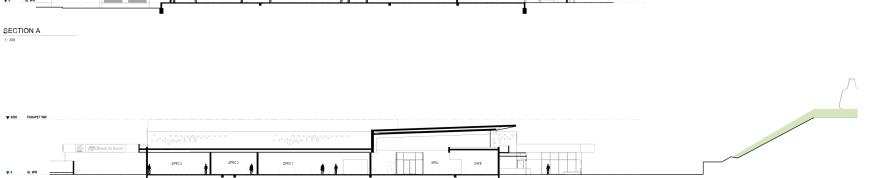
Dwg No. 3353 05 Rev: D A1 SHEET

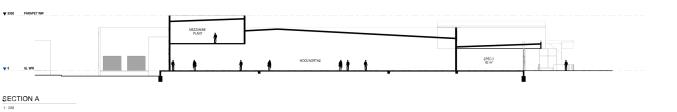
WOOLWORTHS TWO ROCKS













K

13802N Falcon 38 9/300 Rokeby Road, Subiaco, Western Australia 600-Telephone : 08 6382 0303 ABN 65 007 846 586 FABCOT PTY LTD

WOOLWORTHS TWO ROCKS

 3D VIEWS

 Solie
 1:50

 Drawn
 DF

 Drawn
 D00/0722

 Joh No. 2020060
 Rmc C At SprEE

 Dwy No. 33330 66
 Rmc C At SprEE

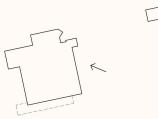
DA ISSUE Amendment DA ISSUE ISSUE FOR REVIEW ISSUE FOR REVIEW

15/10/21 08/02/22 10/09/22









EEE The drawing(c) provided hormality shall be used for the purposes as provided. The electronic that like for all or part of the drawing core are abapted as the bird scance, content or lisks of stars. The use of drawing lines are in the nordering content or lisks of stars. The use of drawing lines are in the nordering lines where the polyacular (c). At such the way-content of support and the polyacular (c). At stars the way-content of support and the stars of the draw may are polyacular to the polyacular (c). The draw may are polyacular to the polyacular (c). The draw may are polyacular to the polyacular (c). The polyacular distribution of the polyacular (c). The draw may are polyacular to the polyacular (c). The draw may are polyacular to the polyacular (c).

FABCOT PTY LTD

WOOLWORTHS TWO ROCKS

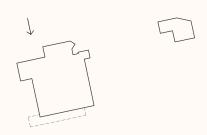
3D VIEWS Scele 1:50 Drewn DF Checked MJ Date 1009022 Job No. 2020050

Dwg No. 3353 07

Rev: C A1 SHEET









is charalized, provided herewells shall be used to the programs for the characterized for the fail of an and shall be a set of the drawing consyn powers also their economic, content or index of pares. The use of a set with the object of persynamic the persynamic (calc. They or any contextual propose. The use of these files must writy the as against the herd copy or pot file provided.

13802N Falcon 38

9/300 Rokeby Road, Subiaco, Western Australia 6004 Telephone : 08 6382 0303 ABN 65 007 846 586 brownfslooner.com.au

FABCOT PTY LTD

WOOLWORTHS TWO ROCKS

3D VIEWS Scale 1:50 Dawn DF Checked MJ Date 1602222 Job No. 2020050 Dwg No. 3353 08 Rav. D Albreat

DA ISSUE

Amendment DA ISSUE ISSUE FOR REVIEW ISSUE FOR REVIEW ISSUE FOR REVIEW Data 15/10/21 08/02/22 10/09/22 16/02/22





Dwg No. 3353 09 Rev: B A1 SHEET

Dete 10/09/22 15/02/22

DA ISSUE LED FOR DEVELOPMENT APPROVA Amendment ISSUE FOR REVIEW ISSUE FOR REVIEW



AZZURRA STREET ELEVATION



BROLN FALCONER 2000 Rokeby Road, Subiaco, Western Australia 6004 Telephone: 08 6382 0002 ABN 66 007 846 568

FABCOT PTY LTD

WOOLWORTHS TWO ROCKS

AZZURRA STREET ELEVATION

 Scale
 1 : 250

 Drawn
 DF
 Checked MJ

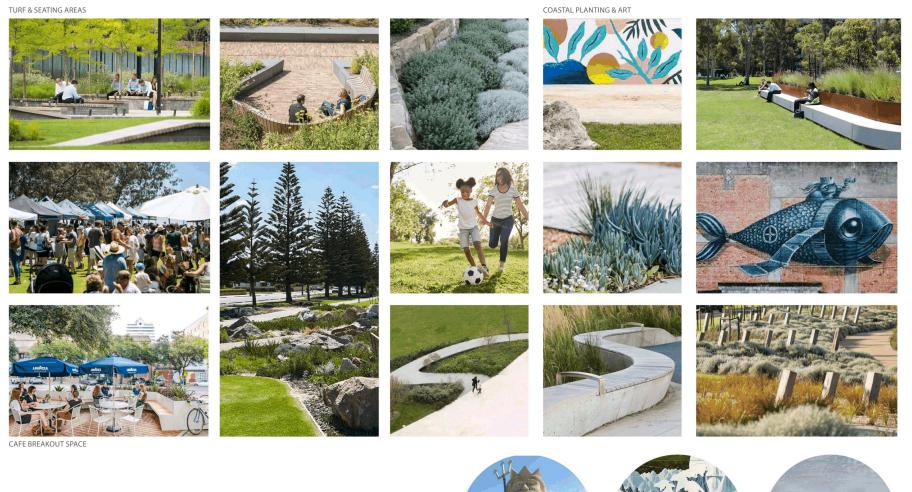
 Date
 16/02/22

 Job No.
 2020050

 Dwg No.
 3353
 10
 Rev:
 A AI SHEET

CITY OF WANNEROO ATTACHMENTS OF ORDINARY COUNCIL MEETING 12 APRIL, 2022





WOOLWORTHS, TWO ROCKS

CONCEPT IMAGERY MARCH 2021 JOB NO. 2021

C3.101

REV C



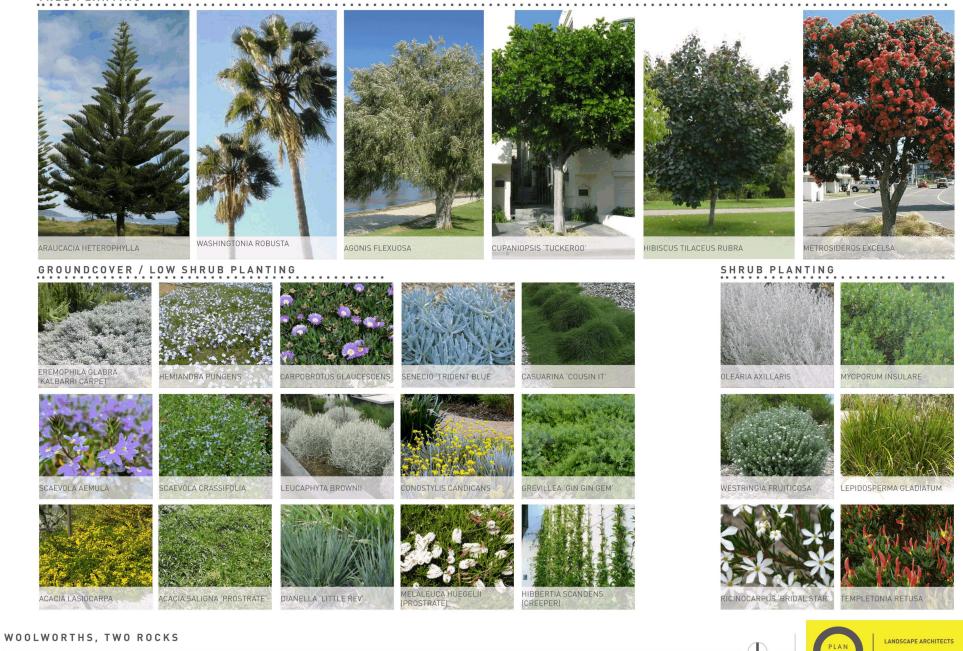
COPYRIGHT THIS DOCUMENT IS AND SHALL REMAIN THE PROPERTY OF PLAN E Т



HISTORICAL REFERENCES - WATER PARK



TREE PLANTING







COPYRIGHT THIS DOCUMENT IS AND SHALL REMAIN THE PROPERTY OF PL

REV C

IS DOCUMENT IS AND THE PROPERTY OF PLAN E

ATTACHMENT 3

CITY OF WANNEROO DA2021/1797 JDAP - SUPERMARKET, LIQUOR STORE, RESTAURANT & OFFICE SCHEDULE OF SUBMISSIONS FOLLOWING ADVERTISING

(Advertising Closed 17 December 2021)

Support	41
Comment	19
Object	148
TOTAL	208

*1,410 submissions received inclusive of grouped submission signatories

No.	Position	Summary of Submission	Administration Comment	Recommendation
1	Object	Submitter 1		
1.1		I approve of shopping facilities that are more up to date than the ones we currently have in Two Rocks. What I disapprove of is the introduction of a 4th Liquor Outlet. With a population of only 2,990 the last thing this suburb needs is greater access to alcohol. There are five roadside memorials to announce the death of six people in road accidents on Two Rocks Road that were alcohol related. One feels compelled to think that the City of Wanneroo is in support of road deaths and alcohol related deaths.	The quantity, location and operation of the proposed uses is driven by market demand and there are no provisions within District Planning Scheme No.2 (DPS 2) or the Two Rocks Agreed Structure Plan No.70 (ASP 70) which limit the number or	No modifications required.

Page 1 of 86

			frontage or primary access to any existing or proposed educational establishments, childcare centres or places of worship. It is understood that it is the intent of the applicant that the existing Liquor Store will be closed/relocated to this site, with the current licence being transferred to the new facility by Woolworths.	
2	Support	Submitter 2		
2.1		No comments	Noted.	No modifications required.
3	Support	Submitter 3		
3.1		No comments	Noted.	No modifications required.
4	Object	Submitter 4		
4.1		Woolworths already has the monopoly of our norther corridor being only 7 minutes down the road in Yanchep. We do not need another Woolworths, especially so close to our historic town mascot, the King! Please allow for something	Not a valid Planning consideration. The quantity, location and operation of the proposed uses is driven by market demand and there are no provisions within	No modifications required.
		different for our beautiful town. We do not need to be a carbon print of every other suburb at 10- minute intervals.	District Planning Scheme No.2 (DPS 2) or the Two Rocks Agreed Structure Plan No.70 (ASP 70) which limit the number or proximity of these uses in a particular area.	
5	Support	be a carbon print of every other suburb at 10-	the Two Rocks Agreed Structure Plan No.70 (ASP 70) which limit the number or proximity of these uses in a particular	

Page 2 of 86

5.2		Then we need some great restaurants to come up here as well as a petrol station.	As the proposal is for a Shop, Liquor Store, Restaurant and Office, no alternative uses are being considered or recommended as part of this application. Additional development within the area will be subject to further Development Applications being submitted to the City for consideration.	No modifications required.
6	Object	Submitter 6		
6.1		We already have a perfectly locals run supermarket. This is no need for another. In addition, no need for another bottle shop.	Refer item 4.1 above.	No modifications required.
7	Object	Submitter 7		
7.1		We already have a woolies nearby in Yanchep, a Coles would be better for competition.	Refer item 4.1 above.	No modifications required.
7.2		We already have 2 liquor stores - we are not alcoholics.	Refer item 1.1 above.	No modifications required.
8	Object	Submitter 8		
8.1		Why provide what the town doesn't need? Perhaps get out there and find out what the people of the local community actually want, need and required. So many things our little town needs. Major food chains are not one of them.	Refer item 5.2 above.	No modifications required.
9	Support	Submitter 9		
9.1		No comments	Noted.	No modifications required.
10	Object	Submitter 10		
10.1		I object to the planned Woolworths development at the old Atlantis site. We don't need another cookie cutter shopping centre in Two Rocks; we have an IGA mere meters away, not to mention a Woolworths, ALDI and a planned Coles in Yanchep. Why on earth would we need more	Refer item 4.1 and 5.2 above.	No modifications required.

Page 3 of 86

10.2		grocery competition? Why not propose a pool facility, considering the nearest is in Gingin, Butler or Merriwa? Two Rocks shopping centre is full of old school charm, it has a beautiful café already, a liquor store, and I can't see at all why we need to double	Refer item 4.1 above.	No modifications required.
		up, and risk hurting or losing the businesses that have provided for our community for literally decades. The IGA especially is very community focussed, and have done their level best to provide essential services throughout many bushfires, and more recently a pandemic. I just can't understand why putting different services in Two Rocks wouldn't make more sense than just more of the same?		
11	Object	Submitter 11		
11.1		I object the submission as Two Rocks already has and always should be a sleepy coastal area! A petrol station along Two Rocks Road before you enter Two Rocks would be better suited if there was to be more development, but leave the area as it is.	Refer item 5.2 above.	No modifications required.
12	Support	Submitter 12		
12.1		Woolworths/Coles, nice restaurant - something similar to the beach house in Jindalee.	Noted. Also refer item 5.2 above.	No modifications required.

Page 4 of 86

13	Object	Submitter 13		
13.1		We have a perfectly good supermarket, Liquor Store and Café in that area already - locally owned business that as a local I am happy to support. Don't spoil what we have, don't bring in big business and cripple the independent supermarket owner. We have a Woolworths at Yanchep, can online shop so not needed.	Refer item 4.1 above.	No modifications required.
13.2		Woolworths can build a supermarket in one of the newer estates not in such a unique area by King Neptune.	The Shop, Restaurant and Office land uses are identified as 'P' or permitted land uses within the Commercial and Mixed Use zones as identified within the City of Wanneroo District Planning Scheme No.2 (DPS 2) and Two Rocks Town Centre Agreed Structure Plan No.70 (ASP 70), whilst the Liquor Store is an 'A' or advertised land use. Accordingly, all proposed land uses are capable of consideration within the proposed location. Consideration of alternative site location is not a relevant Planning consideration.	No modifications required.
14	Object	Submitter 14		
14.1		We already have these facilities. Prefer something we haven't got, like specialty shops in keep with the waterfront.	Refer item 4.1 and 5.2 above.	No modifications required.
15	Object	Submitter 15		
15.1		Two Rocks shopping centre already has a supermarket, 2 liquor stores, café, newsagents, hair/beauty salons and a pharmacy, mostly local family owned and operated. We don't need a shopping centre like the Woolworths Yanchep that	Refer item 4.1 above.	No modifications required.

Page 5 of 86

		is an un-maintained mostly empty ugly eyesore.		
16	Object	Submitter 16		
16.1		We have these facilities already, why double up with the big guys. Yanchep has a supermarket for any extra things we need. The area should be used to attract people to visit, smaller stores and parks, not an ugly Woolworths building.	Refer item 4.1 above.	No modifications required.
16.2		This is not the sort of development that should be there. Why not propose they build in the new estates. Big guys will get their way no doubt.	Refer item 13.2 above.	No modifications required.
17	Support	Submitter 17		
17.1		Great idea. Go for it.	Noted.	No modifications required.
18	Object	Submitter 18		
18.1		The duplication of local services by these powerful entities is an indictment on the Wanneroo Shire demonstrating yet again a lack of empathy for businesses that have supported the locals since day one. Come on Wanneroo Shire, be a leader not a follower, we need other services such as a fuel outlet, hardware, caravan park, vet etc.	Refer item 4.1 and 5.2 above.	No modifications required.
19	Object	Submitter 19		
19.1		Our suburb is not that big, I certainly can't see why any little suburb needs 3 liquor stores, that's absolutely ridiculous.	Refer item 1.1 above.	No modifications required.
19.2		Service station / hardware store wouldn't go astray.	Refer item 5.2 above.	No modifications required.

Page 6 of 86

20	Object	Submitter 20		
20.1		I object to the proposed plan of a Woolworths in this space, it would be an eyesore. We need it to be more like Hillarys to attract tourists to our beautiful seaside town.	The application has been considered extensively through the relevant planning frameworks which have identified an intended main street design along Azzurra Street. Prior to the submission of the application, the proposal was presented to two local Design Review Panel meetings which provided extensive feedback in relation to the built form and overall design of the proposal. The City considers that the DRP comments have been sufficiently addressed in relation to the built form components, however have not addressed the colours and materials commensurate with the coastal and heritage value of the site and surrounding. A condition of approval is recommended to be imposed to require a detailed schedule of colours and materials to be provided in this regard.	No modifications required. Condition requiring a schedule of colours and materials recommended.
20.2		Definitely not another bottle shop. Two Rocks already has two. Please do not spoil this beautiful little town.	Refer item 1.1 above.	No modifications required.
21	Comment	Submitter 21		
21.1		Woolworths is not needed as we have the IGA. Woolworths is in Yanchep, a Coles may be better and competitive with GIA with prices and range of items.	Refer item 4.1 above.	No modifications required.
21.2		We have no petrol station that would be a benefit to our community.	Refer item 5.2 above.	No modifications required.

Page 7 of 86

22	Object	Submitter 22		
22.1	_	That space is such a beautiful spot, why ruin it with a giant supermarket. Café or restaurant sure, but a supermarket building would be an eye sore.	Refer item 5.2 and 20.1 above.	No modifications required.
23	Object	Submitter 23		
23.1	·	We don't need a 3rd bottle shop.	Refer item 1.1 above.	No modifications required.
23.2		The location will ruin the marina and beachside feel we have here.	Refer item 13.2 above.	No modifications required.
23.3		We need a service station, a vet, a hospital and a car wash.	Refer item 5.2 above.	No modifications required.
24	Comment	Submitter 24		
24.1		Please provide business that the community needs not another liquor shop.	Refer item 5.2 above.	No modifications required.
24.2		Supermarkets should not be a big eyesore but compliment the unique landscape of the marina. Please keep our unique community feel and build buildings that suit our marina.	Refer item 20.1 above.	No modifications required.
25	Support	Submitter 25		
25.1		This is fantastic and about time Two Rocks got developed a bit more and provided a major retail grocery outlet for the growing population in our area.	Noted.	No modifications required.
26	Object	Submitter 26		
26.1		You aren't providing new services, simply stealing business from local small business. We already have a supermarket, bottle shop and café, we don't need more.	Refer item 4.1 above.	No modifications required.

Page 8 of 86

26.2		How about provide a service we don't have e.g. Bunnings, Kmart, BigW etc.	Refer item 5.2 above.	No modifications required.
27	Comment	Submitter 27		
27.1		Large supermarket like Woolworths or Coles will bring more people and traffic to the area. The roads won't handle it.	The application included a Traffic Impact Assessment (TIA) prepared by Cardno, which has considered the subject site, and future forecasted traffic demands. As outlined within the TIA, the fully developed Precinct C area was forecast to generate a total weekday am and pm peak of 365 and 552 vehicles respectively, with a total of 664 vehicles forecast during weekend peak hours. The proposal itself accommodating between 53% and 67% of the total area traffic generation. Based on the forecast trip generations, as well as the existing and proposed road connections, the TIA concludes that the operation of all intersections and surrounding roads is capable of supporting the proposed and future development. In addition to the above, the proposal provides for a total of 219 parking bays,	No modifications required.
			which exceeds the calculated requirement of 199 for the site, and accordingly meets the City's requirements.	
27.2		More rubbish to the area, damage to cars, break- ins etc. Strongly oppose any large retail/supermarket.	There is no evidence to demonstrate that the proposal will increase crime in the area. Moreover, the applicant has provided a Waste Management Plan (WMP), which identifies waste/rubbish collection from site, which will be	

Page 9 of 86

27.3		Don't need another liquor store. Already have two.	undertaken regularly by a private contractor. The provision of bins is considered to be sufficient for the operation of the proposed uses. Refer item 1.1 above.	No modifications required.
27.4		An independent fuel station would be advantageous as the closest one for Two Rocks residents is Yanchep, not to mention nothing on Indian Ocean Drive between Leeman and Neerabup. Considerations for towing vehicles - caravans and campers would be the smart choice - extra turning room, extra room for park-up - all for towing vehicles. Small outfits/shops/cafes would suit the area.	Refer item 5.2 above.	No modifications required.
27.5	_	Keep the feeling of Two Rocks being a small seaside town.	Refer item 20.1 above.	No modifications required.
28	Object	Submitter 28		
28.1		I cannot see why you would plan on building big shops on prime land which could be used for other things like a caravan park that would bring economy to the small town and especially where we already have these facilities, stores and everything you have listed at the Marina.	Refer item 4.1, 5.2 and 13.2 above.	No modifications required.
28.2		You have plenty of land in the new Atlantis area out near Breakwater Drive; build new shops out near new suburbs don't bring the old part of Two Rocks down.	Refer item 13.2 above.	No modifications required.
29	Comment	Submitter 29		
29.1		I'll be very happy with more supermarkets and affordable fuel station and cafes in Two Rocks.	Noted. Also refer item 5.2 above.	No modifications required.

Page 10 of 86

30	Comment	Submitter 30		
30.1		I support the above projects, however myself and many other members of the community have expressed that it would be very beneficial for a petrol station to be part of planning at some stage. This would cater to people and tourists passing through, local residents, the boating community and jobs for local residents.	Noted. Also refer item 5.2 above.	No modifications required.
31	Object	Submitter 31		
31.1		Why do we need another bottle shop, café and supermarket. We have heaps of those. What we need is a fuel station. Ask the community what we want!	Refer item 4.1 and 5.2 above.	No modifications required.
31.2		It's going to put small business owners at risk of losing their shop/income.	Refer item 4.1 above.	No modifications required.
32	Object	Submitter 32		
32.1		Supermarket, bottle shop is not required. We already have those nearby. The area would be more suitable for entertainment e.g. swimming pool, water playground with King Neptune watching on.	Refer item 4.1 and 5.2 above.	No modifications required.
33	Object	Submitter 33		
33.1		Our town doesn't need a supermarket with Woolies and Coles a 5 minute drive away.	Refer item 4.1 above.	No modifications required.
34	Object	Submitter 34		
34.1		Double-up of services that are already there and not conducive to the feel of local area. Will not use it at all if built.	Refer item 4.1 above.	No modifications required.
34.2		Build on the outskirts of town where land is being developed.	Refer item 13.2 above.	No modifications required.
35	Support	Submitter 35		
35.1		I support any development in the area. Creates jobs for locals.	Noted.	No modifications required.

Page 11 of 86

35.2		We also need a petrol station in Two Rocks or on the corner of Indian Ocean Drive and Breakwater Drive.	Noted. Also refer item 5.2 above.	No modifications required.
36	Object	Submitter 36		
36.1		Waste of valuable coastal land, may much more valuable options for this area.	Refer item 13.2 above.	No modifications required.
36.2		Will be an eyesore and diminish heritage and tourist potential.	Refer item 20.1 above.	No modifications required.
36.3		Does not provide any new options but unfairly competes with established local business who provide the same services.	Refer item 4.1 and 5.2 above.	No modifications required.
36.4		If we have to have Woollies, build it further from the coast. Plenty of land towards Atlantis Beach estate.	Refer item 13.2 above.	No modifications required.
37	Object	Submitter 37		
37.1		In Two Rocks, we already have 2 liquor stores, an IGA, and 2 cafes. We do not need these facilities and they will spoil what is a beautiful small town. There is already a Woolworths at Yanchep, which is 10 minutes away.	Refer items 1.1 and 4.1 above.	No modifications required.

37.2		These are oversized for the area and will spoil this town. King Neptune is part of the history of the area and is a lovely feature as was the old marine park. This has been bulldozed already.	The maximum overall height of the proposal is identified at 9.3m, being the top of the parapet wall located in the south-western corner of the site. Along the Azzurra Street frontage, the maximum height is 8.3m identified at the accentuated entry point, with the remainder of the development being 7.2m and 5.3m to the top of the proposed awnings. Overall, the proposal generally presents as single storey buildings, with architectural features included at key points at a height similar to a two-storey dwelling. Building heights have been considered in accordance with the provisions set out within ASP 70, and State Planning Policy 2.6 - Coastal Planning, with the proposal being of an appropriate scale to maintain clear line of sight and emphasis to King Neptune to the north, which remains at a higher level than the proposal.	
38	Object	Submitter 38		
38.1		This proposal says a supermarket and bottle shop. Am I reading this wrong as we already have a very good supermarket and not one but three bottle shops. Why on earth, if this plan is about another supermarket and bottle shop is it allowed. Can the developer not come up with other ideas. What about a petrol station, dentist or hardware store. These are needed up here.	Refer item 1.1, 4.1 and 5.2 above.	No modifications required.
39	Object	Submitter 39		
39.1		Specialties like X-Ray, imaging etc. Kmart of similar. Bunnings?	Refer item 5.2 above.	No modifications required.

Page 13 of 86

40	Object	Submitter 40		
40.1	Object	You obviously don't live here, as you would see we have here in place already what you proposed to add to our town. This is not the same cookie cutter town as the rest of the suburbs that all look the same. This has history and should be considered when planning for the first future of our seaside town. We require better than a Woolies stuck right next to our marina, and in front of the old people's homes that will be built in close proximity. Once you bulldoze this, you cannot regain what was. Work with the current landscape,	Agreed Structure Plan No.70 (ASP 70) which has been in place since 2014. In preparing ASP 70, matters such as heritage were considered. In relation to design, please refer item 20.1	No modifications required.
		the community and please do not put an eyesore of more shops right on our coastline and view.		

Page 14 of 86

40.2	How about a community meeting at the Phil Remain Centre for other more sustainable ideas before you wreck it!	Consultation has been undertaken in accordance with Clause 64(3) of DPS 2 and the Deemed Provisions, commencing on 2 December 2021 and concluding on 17 December 2021. Advertising was undertaken by way of a notice in the local newspaper and writing to 328 nearby landowners/occupiers within approximately 500 metres of the proposed development. The development plans and all supporting documentation were published on the City's website and a sign was also installed on site for the duration of the consultation period. A request to extend the consultation period until 10 January 2021 was issued to the applicant on Friday 10 December 2021 pursuant to Clause 64(7)(b) of the Planning and Development Local Planning Scheme) Regulations 2015. The request for an extension to the advertising period was subsequently refused by the applicant on 13 December 2021 and accordingly, no extension to the advertising was permitted. Notwithstanding, a number of submissions were received after the close of advertising and have been included within the consideration of the application. In relation to alternative uses, please refer item 5.2 above.	No modifications required.
------	---	--	-------------------------------

Page 15 of 86

41	Object	Submitter 41		
41.1		Two Rocks is a very unique town, that is why we choose to live here. We have the very best of supermarkets, 2 bottle shops, cafes, restaurants, chemist, doctors, hear and beauty, fitness studio, bakery, beautiful gardens, we really don't want our peaceful town ruined. What we would appreciate is a pool, petrol station and upgrade medical facilities or X-ray facilities.	Refer item 5.2 above.	No modifications required.
41.2		We are neglected in so many ways by not being even given Christmas decorations, every other shopping centre gets decorated at Christmas but we do not, so leave our centre as is but include us in these issues please.	Not a valid planning consideration.	No modifications required.
42	Support	Submitter 42		
42.1		I've lived nearly 10 years in Two Rocks; it needs a shopping centre, more parking and shops.	Noted.	No modifications required.
43	Comment	Submitter 43		
43.1		I am glad to see the proposal for Two Rocks, however I am opposed to the need for another liquor shop in Two Rocks. Currently, the tavern, Celebrations and BWS have stores in the area and unless BWS closes the current store and relocates it to the new supermarket area, another liquor shop to provide liquor for a population just under 4000 people is unjustified.	Noted. Also refer item 1.1 above.	No modifications required.
44	Support	Submitter 44		
44.1		No comments	Noted.	No modifications required.

Page 16 of 86

45	Object	Submitter 45		
45.1		Two Rocks does not need a supermarket when there is already a Woolworths and 2 bottle shops 5 minutes down the road. The local IGA, Bakery, bottle shop, Neptune's Café and the Pickled Herring is all this small town needs. Don't ruin a small local town with some ridiculous supermarket when it's not needed. You'll also put other businesses who have been in this town a long time in jeopardy of going under. We don't want that.	Refer item 4.1 above.	No modifications required.
45.2		The proposed placement of this new supermarket will completely ruin a beautiful view that you get to enjoy whilst sitting at Neptune's café. The grass area needs to have fresh grass laid and then permanent tables and chairs with umbrellas placed for families to go down, have breakfast, lunch or dinner, and enjoy the ocean view.	Refer item 5.2 and 13.2 above.	No modifications required.
46	Object	Submitter 46		
46.1		I have lived in Two Rocks for nearly a decade and how on earth anyone thinks Two Rocks needs a fourth, bottle shop is beyond me. I can't believe Council are even considering it. We are a small suburb, with a tavern and multiple restaurants all with liquor licenses. Alcohol is more than available already. What we do need is a fuel station, office spaces to create more jobs, play centres and a bigger post office. I 100% object to another bottle shop being proposed. Unless you're also going to build another police station to deal with the antisocial behaviour and domestic issues that arise from excessive alcohol consumption, and a hospital to deal with the alcohol induced road and boating accidents, I'd strongly recommend declining this proposal.	Refer item 1.1, 4.1 and 5.2 above.	No modifications required.

Page 17 of 86

47	Object	Submitter 47		
47.1		We don't need another shopping centre or bottle shop. We have them there already. Use this prime coastal land to develop something nowhere else has. Family friendly tourist attraction. Fresh local seafood market, local fruit and veg market, local butcher etc.	Refer item 1.1, 4.1 and 5.2 above.	No modifications required.
48	Object	Submitter 48		
48.1		I feel we have adequate shops at the moment and by adding a supermarket, you will kill off our small local shops. We know the staff and they know us. That will go if a large supermarket gets in.	Refer item 4.1 above.	No modifications required.
49	Object	Submitter 49		
49.1		We live in a semi-rural town for a reasonwe don't want it built up. All the services we need are already in town and we have your proposed new Woolworths less than 10km down the road. We have a supermarket, we have 2 bottle shops. Why are we clearing land for pointless buildings when it could be utilised in other ways if you feel development of this area is essential? A petrol station makes sense; we don't have one of those! What about a caravan park or a holiday park for town revenue? Let's get the new promised Primary School built first before we add more unnecessary things to the town.	Refer item 1.1, 4.1 and 5.2 above.	No modifications required.
49.2		The proposed lifestyle village and new townhouses are going to be an eyesore as it is in our "town centre" please don't add to it with shopping centres, car parks and things we already have.	Refer item 4.1 and 20.1 above.	No modifications required.
49.3		If this Woolworths is a must, build it in the new estates. There's plenty of land there that has been cleared and built up. Not in the heart of "old Two	Refer item 13.2 above.	No modifications required.

Page 18 of 86

		Rocks".		
50	Object	Submitter 50		
50.1		I have lived in the area for 46 years and have seen much change in the last 15 years, all not good. Especially with regards to more parks and green areas. Do we really need another supermarket and liquor store in Two Rocks so close to others, it will be less than 100m from the existing.		No modifications required.
50.2		It would be nice to see another park, picnic area, children's playground and barbecue facilities in this area. Think more about people's health and wellbeing instead of how much money you can make out of a small piece of land in such a beautiful picturesque spot so close to the ocean.	Refer item 5.2 above.	No modifications required.
50.3		I hope that there is someone in your department that does care, but I do know sometimes feedback is a waste of time - and no one listens, I hope this time there might be an exception.	Noted. Also refer item 40.2 above.	No modifications required.
51	Object	Submitter 51		
51.1		Why build a supermarket right near the marina. This would be without doubt an eyesore, a waste of prime real-estate, opportunities for small businesses in the area, overwhelming unwanted and not needed by the community.	Refer item 4.1, 5.2, 13.2 and 20.1 above.	No modifications required.
51.2		We already have an existing supermarket, bakery and 2 bottle shops. What is needed is cafes, restaurants, small boutique shops, office space, local arts and crafts, outdoor areas and a petrol station, which could service both the locals and boating visitors that use the boat ramp facilities.	Refer item 1.1, 4.1 and 5.2 above.	No modifications required.
51.3		If building yet another supermarket put it more inland in a more high-density populated area. Do	Refer item 13.2 above.	No modifications required.

Page 19 of 86

		not spoil our lovely waterfront and harbour.		
52	Support	Submitter 52		
52.1		No objections.	Noted.	No modifications required.
53	Object	Submitter 53		
53.1		There's simply no need for shopping, fuel, small low budget businesses, sporting club store rooms and facilities to take up ocean side land and views. This is plenty of land on the east side of Two Rocks Road and Marmion Avenue up this way. Let the ocean side of the northern suburbs be filled with parks, housing and the kind of restaurants and cafes that would be on par with the Cottesloe tea rooms.	Refer item 4.1 and 13.2 above.	No modifications required.
53.2		I was shocked and still am saddened every time I walk up the ocean footpath in Yanchep to see the YSLSC building. Grey concrete thing. Taking up the once uninterrupted views from the Orion café. The life saving club should have been built on the down hill side of the old site as a split level facility. The old club knocked down and built an upstairs 200 degree view restaurant and reception centre into the tea room style Hampton's materials. The current new life saving club could have been a wonderful breakfast lunch and dinner facility set low enough not to interrupt views from the existing cafe.	The assessment is only considering the application at hand and not existing development within the City of Wanneroo. Also refer item 5.2 above.	No modifications required.

Page 20 of 86

53.3		I know this is expensive type of building I'm talking which is why developers kept on strict rules could have delivered the kind of oceanside beauty that the eastern states would envy. Club Capricorn still needs to be our oceanfront 5-star luxury resort. It's time to stop and think about what quality and aesthetic we want forever along our beautiful Jindalee and Two Rocks coastline before we spend money haphazardly on non-cohesive visions for neighbouring suburbs. Happy to be a citizen on a design and aesthetic detail project for our coastline. Think big and beautiful. Don't settle for limited budgets for our beautiful coast.	Refer item 20.1 above.	No modifications required.
54	Object	Submitter 54		
54.1	Ohiost	There are already 2 liquor stores only 200m apart. Approving another liquor store is sending the wrong message to the community and basically saying if you live in Two Rocks you're an alcoholic. My family and I have already been threatened by drunks and these have been reported to the Police several times. Is money more important than your residents' safety? I'm all for the supermarket, cafe and specialty stores. This promotes good values. I oppose the liquor store. Submitter 55	Refer item 1.1 above.	No modifications required.
55	Object			
55.1		We have two cafes and an IGA already. We also have two or more liquor stores and do not need more!	Refer item 1.1 and 4.1 above.	No modifications required.
55.2		This space could be used for something far more interesting to attract people visiting the beautiful coastal area of Two Rocks.	Refer item 13.2 above.	No modifications required.
56	Object	Submitter 56		
56.1		This little town does not need this huge change. Leave it as the peaceful sleepy little town. We	Refer item 5.2 above.	No modifications required.

Page 21 of 86

		don't need to be like all the others, we are unique!		
57	Support	Submitter 57		
57.1		Also a fuel station.	Noted. Also refer item 5.2 above.	No modifications required.
58	Object	Submitter 58		
58.1		The addition of a giant Woolworths store in our small town is absolutely unnecessary. We have our wonderful family run IGA with Woolworths & Aldi less than 10 minutes away.	Refer item 4.1 above.	No modifications required.
58.2		King Neptune does not need to be overshadowed by a giant conglomerate business.	The proposal is not considered to result in any overshadowing of the King Neptune statue.	No modifications required.
58.3		What all the anti-social behaviour recently another liquor store is crazy. The two stores we have currently are ample to support our community as well as neighbouring communities. Retail store and café are invited by the big boys are not welcome in my eyes.	Refer item 27.2 above.	No modifications required.
58.4		Two Rocks is a wonderful little township that my family have lived in for 15 years and we need to keep it that way. We feel like one big family up here and I personally would like to keep it that way.	Noted. Also refer item 5.2 above.	No modifications required.
59	Object	Submitter 59		
59.1		Do not need another liquor store nor a Woolworths as we have IGA.	Refer item 4.1 above.	No modifications required.
59.2		I thought there was going to be a retirement village. We are a village not a town, that's why it's called the yachting village for peace and quiet.	The area to the north of the proposed site has been envisioned to facilitate an Aged Care / Retirement Village (refer Part 2, Section 4, Figure 18), however is subject to a formal development application. Also refer item 5.2 above.	No modifications required.

Page 22 of 86

57

60	Comment	Submitter 60		
60.1		I love the idea of another supermarket but we need a service station more than anything and maybe a small hardware store.	Noted. Also refer item 5.2 above.	No modifications required.
61	Object	Submitter 61		
61.1		I feel a supermarket on prime beachside land is not needed. We have Woolworths in Yanchep down the road and a Coles is scheduled for Yanchep.	Refer item 4.1 and 13.2 above.	No modifications required.
61.2		This will spoil the holiday beachside vibe of this unique community. It should definitely be developed, more along those lines and not a retail area. Two Rocks is a very special suburb. Keep it that way. Cafes and recreational and definitely not a concrete blot on this beautiful landscape. Yanchep lagoon was spoilt with a big concrete area in my opinion.	Refer item 5.2 and 20.1 above.	No modifications required.
62	Object	Submitter 62		
62.1		As a long time resident of this area, I strongly object to a supermarket being built in such a unique and historical parcel of land. Wouldn't a Woolworths be suited more inland, or a bit further north at Atlantis Beach, not on prime coastal real estate.	Refer item 13.2 above.	No modifications required.
62.2		A tourist destination would be better suited to that area in my opinion. Please think more out of the square for this unique environment and do not turn our town into the next cookie cutter suburb. Yanchep and Two Rocks are unique but unfortunately Yanchep has lost a lot of that due to previous planning decisions, please don't destroy our town also with another supermarket and bottle shop, they are not needed, especially as their is a Woolworths only 7 minutes down the road.	Refer item 4.1, 5.2 and 20.1 above.	No modifications required.

Page 23 of 86

63	Support	Submitter 63		
63.1	ŀ	No comments	Noted.	No modifications required.
64	Support	Submitter 64		
64.1		We support more grocery shopping options in the area. Some undercover parking would be much needed. The area is getting bigger and more shops and places for people to have lunch etc. while visiting would attract more visitors.	Noted. Whilst undercover parking has not specifically be proposed as part of this application, it has included the provision of shade sail and trees within the parking areas.	No modifications required.
65	Object	Submitter 65		
65.1		I don't wholly object but don't need another Woolworths here or liquor store. We have our lovely IGA and if anything, need something for tourists i.e. caravan park as they're always looking for somewhere to park their vans. Two Rocks is beautiful sport and you don't need to ruin it with big supermarkets and more liquor stores.	Refer item 1.1, 4.1 and 5.2 above.	No modifications required.
65.2		We thought there was going to be a lifestyle village.	Refer item 59.2 above.	No modifications required.
66	Object	Submitter 66		
66.1		I believe having a big supermarket and another bottle shop will spoil the 'small country feel' Two Rocks is known for. A nice quaint looking wine/gin bar, Chinese, bespoke small owner shops that add tourist attractions not the usual hyped big stores found in every suburb. A small cinema even if done right. Please consider the small businesses that have kept the area attractive and encouraged the tourists to come to the area. Nice park area, with bbq's to enhance King Neptune, not spoil it.	Refer item 5.2 and 20.1 above.	No modifications required.
67	Support	Submitter 67		
67.1		No comments	Noted.	No modifications required.

Page 24 of 86

68	Comment	Submitter 68		
68.1		Another liquor shop is not appropriate for the area. There is two in the vicinity of the Two Rocks shop area. I would support this if it was anything to help grow and enjoy the foreshore more i.e. Family friendly.	Refer item 1.1 and 5.2 above.	No modifications required.
69	Comment	Submitter 69		
69.1		I oppose very strongly the placement of a fourth liquor outlet in Two Rocks. With a population of only 2,990 this is totally unnecessary. This proposal does nothing to assist in the control and minimisation of alcoholism and alcohol abuse in the town. Two Rocks Road has five roadside memorial sites dedicated to the lives lost of a total of 7 people from alcohol related traffic accidents. The 200m2 would be better used by Woolworths to install a Citizens Support Office to assist the	Refer item 1.1 above. Refer item 5.2 above.	No modifications required.
		to install a Citizens Support Office to assist the local population with such issues as alcohol and drug abuse, domestic violence and unemployment. Far greater needs for Two Rocks, than being given greater opportunities to buy alcohol and getting drunk.		required.
70	Object	Submitter 70		
70.1		The area around the King Neptune statue could be utilised for something more original and specialised than a supermarket with car park. This is short sighted, commerce driven ideology, driven by profit margins and corporate partnerships between Council and business and never truly considers the locals. No doubt, the 'specialised' retail will simply be clones from other national interests. It's a real shame that Wanneroo Shire seems intent on destroying the 'feeling' of Two Rocks, simply for pacifying their corporate dollar	Refer item 5.2 and 20.1 above.	No modifications required.

Page 25 of 86

		grabbers.		
70.2		Our local supermarket needs supporting, just as they've supported the community. Woolworths and Aldi are less than 10 minutes away, so justify another eyesore. This town has an identity and soul that the Shire appears intent on crushing, turning it into a suburban clone, regardless of local voices. To think the heart of the town will be a Woolies car park with an old, cultural icon in the middle of it is a crying shame.	Refer item 4.1 and 20.1 above.	No modifications required.
70.3		Two Rocks needs sensitive, heritage focussed improvement, not heartless, cash grabbing development.	Refer item 5.2 above.	No modifications required.
70.4		I expect the decision have already been made and commercial discussions held, in which case a 'public consultation process' is simply a sham - as usual. Wanneroo needs to hold a public open forum in Two Rocks in order to truly hear voices. I look forward to the advertising of the date for this meeting.	The proposal is currently being considered and is to be determined by the Joint Development Assessment Panel (JDAP). The City is currently undertaking an assessment of the proposal against the relevant planning frameworks and providing a recommendation to the JDAP for consideration. This recommendation has also considered comments received during the consultation period. Also, refer 40.2 above.	No modifications required.
71	Object	Submitter 71		
71.1		On thoroughly reading through this proposal, I am objecting because I feel we are already well served with the local IGA, cafes and liquor stores. To be fair these local businesses have been doing it tough, and have looked after our community, and to bring in the very large Woolworths store	Refer item 4.1 above.	No modifications required.

Page 26 of 86

		would definitely affect them. There is a Woolworths only 7 minutes away.			
71.2		I am thinking we do require a fuel outlet	Refer item 5.2 above.	No modifications required.	
71.3		There is an opportunity to help maintain the uniqueness of Two Rocks, and not make it like every other suburb.	Refer item 20.1 above	No modifications required.	
72	Support	Submitter 72			
72.1		I would like to know what rights small business owners have in regards to retail sales in the area as I am interested in opening a store in the area. As if Woolworths won't let me sell what I want, then I won't open a shop.	There is no restriction to what goods can be sold in the locality, nor is this something that can be enforced or restricted by Woolworths or similar. Also refer item 4.1 above.	No modifications required.	
73	Support	Submitter 73			
73.1		I think this will be a brilliant shopping area, making it much easier for me to shop without having to trail down to Yanchep. It will also be good for a lot of the old folk who can just walk there, it will bring jobs for people of Two Rocks.	Noted.	No modifications required.	
74	Comment	Submitter 74			
74.1		The property at Two Rocks Plaza at Cnr Sovereign Drive and Enterprise Avenue, Two Rocks includes a tenant operating a liquor store with a liquor licence. A Cellarbrations liquor store currently operates at 10 Enterprise Avenue, Two Rocks and I am concerned about the social impact and anti-social behaviours another liquor store proposed at located 10 Enterprise Avenue will have in the local area.	Refer item 1.1 and 27.2 above.	No modifications required.	
74.2		I am concerned about the survival of three liquor stores in such close proximity.	Refer item 1.1 above.	No modifications required.	

Page 27 of 86

75	Comment	Submitter 75		
75.1		The only thing I would be against is another liquor shop. There are already two in Two Rocks which should be ample to supply the community. With it only being less than a ten minuter drive to Yanchep, there are more there. Encouraging people to slow down on the consumption of alcohol should be supported, not encouraging them by having cheaper alcohol due to competition.	Refer item 1.1 above.	No modifications required.
76	Support	Submitter 76		
76.1		Two Rocks is an urban expansion area and currently we all have to travel to Yanchep to shop. The local IGA is handy but it is not appropriate for family shopping given its limited stock range and size. This development meets all the required statutory planning considerations and competition from existing shop owners is not a valid planning consideration. Please approve this development.	Noted. The application has undergone a complete assessment against the relevant planning frameworks, with final considerations of the proposal contained within the Responsible Authority Report.	No modifications required.
77	Object	Submitter 77		
77.1		You have the opportunity to really make Two Rocks upmarket and a place to want to come to with the possibility of the Marina and jetty, you can really make a few nice restaurants and a walking main street for people to amble around maybe even change the library over to there with even a small tourism shop with old photos of Atlantis and have a place where people want to come and visit rather than having a Woolworths in this area kills the ambience of the area even a nice Quest hotel 3-4 stories would be better.	Refer items 5.2 and 20.1 above.	No modifications required.

Page 28 of 86

77.2		Even the plans have the loading bay at the beach side.	The City have no objections to the location of the loading bay that is required for the operation of the centre. The location will be screened by future commercial development and Isndacping to the west and is appropriately screened from view from Azzurra Street.	No modifications required.
77.3		These sort of commercial arrangements should be down near the Atlantis Baptist School and the childcare and health centre, it really has no place on our foreshore side. Please I hope you reconsider this area for a better planning project.	Refer item 13.2 above.	No modifications required.
77.4		3 liquor stores in a radius of 1km square is not necessary with a lot of families struggling already with alcohol.	Refer item 1.1 above.	No modifications required.
78	Object	Submitter 78		
78.1		We already have a Woolworths store only 5 mins away. We already have out local IGA supermarket that is Australian owned and run by local people. We already have cafes and bakery. Why are we going to stuff their businesses.	Refer item 4.1 above.	No modifications required.
78.2		If anything, we need a fuel station.	Refer item 5.2 above.	No modifications required.
78.3		I thought we were getting a retirement village.	Refer item 59.2 above.	No modifications required.
79	Object	Submitter 79		
79.1		There is an existing shopping precinct in Two Rocks. No need for two lots of shops.	Refer item 4.1 above.	No modifications required.
79.2		The shops close to the park may attract unsociable behaviour.	Refer item 27.2 above.	No modifications required.
80	Support	Submitter 80		
80.1		No comments	Noted.	No modifications required.

Page 29 of 86

81	Support	Submitter 81		
81.1		No comments	Noted.	No modifications required.
82	Object	Submitter 82		
82.1		To have King Neptune overlooking a Woolworth supermarket and carpark would be a disgraceful example of what a materialistic consumer based society we have become.	Refer item 20.1 and 37.2 above.	No modifications required.
82.2		The area is unique and should be utilised as such with tourism based ideas.	Refer item 5.2 above.	No modifications required.
83	Object	Submitter 83		
83.1		There are already small businesses in this area and a new development would probably ruin them which would affect the entire Two Rocks population. The unique coastal village atmosphere would also be lost. Duplicating businesses with such close range of those existing already would cause upheaval. Please take into account the impact on existing business. Have they been consulted?	Refer item 4.1 above. The local business owners and tenants are confirmed to have been included within the consultation and notification of the proposal.	No modifications required.
83.2		Of course, the size of Woolworths has no doubt influenced the possibility of this being considered.	Not a valid planning consideration.	No modifications required.
84	Object	Submitter 84		
84.1		The supermarket in this particular location would spoil the uniqueness of the Two Rocks shopping centre and would remove business form current shops - e.g. IGA and bakery. It also spoils the area, in that the area now consist of all small shops.	Refer item 4.1 and 20.1 above.	No modifications required.
84.2		There is a Woolworths already in Yanchep, 7 minutes away, and one in Butler, all in newer type locations, not in the middle of an established town centre. If there is going to be a Woolworths, put it	Refer item 4.1 and 13.2 above.	No modifications required.

Page 30 of 86

		further out at Atlantis area or somewhere further away from the current shops.		
84.3		Tow Rocks is a unique suburb away from the sprawl of suburbs all conjoining further south. Let it stay that way and retain its relaxed, yet still bustling, open-air feel. Not a mall like in every other carbon copy suburb. Do we really want every suburb to look and feel the same?		No modifications required.
85	Object	Submitter 85		
85.1		We should support IGA. Stop big business taking over. We don't want another Woolworths. We have one in Yanchep.	Refer item 4.1 above.	No modifications required.
86	Object	Submitter 86		
86.1		We already have a local IGA supermarket; please consider other essentials such as a fuel service station in our area.	Refer item 4.1 above.	No modifications required.
87	Comment	Submitter 87		
87.1		I believe that the space needs to have more open land.	There are no provisions within DPS 2 or ASP 70 which restrict the amount of site cover for commercial development. ASP 70 outlines a retail cap of 7,000, of which the proposal contains 4,327m2 of retail NLA. In addition to the above, DPS 2 requires 8% of the site be landscaped. In this instance, a total of approximately 1,628.3m2 or 9.6% of the site contains landscaping which accordingly exceeds the City's requirements.	required.
87.2		There is a supermarket right next door already.	Refer item 4.1 above.	No modifications required.

Page 31 of 86

87.3		Why can't that site be used for shops and keep the space around Neptune as a public space. I am open to cafes but I'd like to see more of a beach precinct like Oceans 27 style etc.	Refer item 5.2 above. The land around the King Neptune Statute is not being modified as part of this proposal and is intended to be retained as public open space to be ceded to the City.	No modifications required.
88	Comment	Submitter 88		
88.1		Another cash grab by the Council.	The application fees which have been paid by the applicant are in accordance with Clause 10 of the <i>Planning and</i> <i>Development (Development Assessment</i> <i>Panels) Regulations 2011, which are</i> required by all JDAP applications.	
88.2		IGA has served the community for many years putting local money into local business.	Refer item 4.1 above.	No modifications required.
88.3		Why build a supermarket so close to the ocean? Maybe inland, preferably 400kms inland and away from Two Rocks.	Refer item 13.2 above.	No modifications required.
89	Object	Submitter 89		
89.1		It will change the way of Two Rocks against how the town likes it.	Refer item 20.1 above.	No modifications required.
90	Support	Submitter 90		
90.1		I think all of the developments that are happening in the area area amazing and certainly long overdue. Some people that live in Yanchep/Two Rocks are ridiculous to oppose. The area is growing so quickly but we lack the proper amenities right now to cater for everyone. I'm so sick of driving 15kms to a decent shopping centre. I think this development is fantastic and wholeheartedly support.	Noted.	No modifications required.
91	Object	Submitter 91		
91.1		The land selected for such a business will completely take away the beauty of the town of Two Rocks. Not opposing a large supermarket for	Refer item 20.1 above.	No modifications required.

Page 32 of 86

91.2 91.3		 the town, however the site would ruin the unique spot under King Neptune and the marina given the large nature of the supermarket creating a significant eyesore over the beautiful ocean views available. The environmental impact, with constant delivery trucks, increased risk of rubbish to the area from loading dock etc. Increased traffic to the area creating delays on Lisford Avenue, impacting local residential 	Refer item 27.2 above. Refer item 27.1 above.	No modifications required. No modifications required.
92	Object	movements. Submitter 92		
92.1	-	Two Rocks locals do not need big chain shops like Woolworths. Keep Two Rocks as a small town and support the locals such as the people that run the IGA who look after the locals!	Refer item 4.1 above.	No modifications required.
92.2		Look at all the rubbish McDonald's brings into Yanchep. Two Rocks do not need any other chain shops to run this beautiful little community driven town. It will ruin this town. Think bigger Shire of Wanneroo and look how much Byron Bay earns a year from having little organic shops and how it would bring tourism to Two Rocks. Yanchep looks terrible, it looks like every other suburb. Ruined!	Refer item 4.1 and 27.2 above.	No modifications required.
93	Object	Submitter 93		
93.1		I am against the proposal to have a Woolworth's supermarket in our foreshore precinct. If Woolworths wants to be in Two Rocks, they should be more inland or up at Atlantis Beach.	Refer item 13.2 above.	No modifications required.
93.2		A tasteful small shopping mall would be ok in the proposed location as it is an emphasis on holiday and leisure. Perhaps some accommodation, surf shop, café, lunch bar to cater to the boat ramp and beach users.	Refer item 5.2 above.	No modifications required.

Page 33 of 86

93.3		We have the IGA and the Woolworths Yanchep is 10 minutes' drive.	Refer item 4.1 above.	No modifications required.
93.4		I do not agree to have Woolworths or any other large conglomerates like McDonalds or any other fast food. The City of Wanneroo should be helping Two Rocks remain a unique coastal village. Ban the conglomerated and big corporations!	Refer item 4.1, 5.2 and 13.2 above.	No modifications required.
94	Object	Submitter 94		
94.1		A Woolworths in Two Rocks is not needed. There is already one in Yanchep. It makes no sense at all. Make smart decisions, not decisions driven by the almighty dollar.	Refer item 4.1 above.	No modifications required.
94.2		Build something that we need like a Bunnings or a fuel station.	Refer item 5.2 above.	No modifications required.
95	Support	Submitter 95		
95.1		This is great for the area and the people who have bought property in Two Rocks deserve a local shopping centre, as Two Rocks is part of the Perth metro area. Fantastic design and great location. Nothing but positive feedback.	Noted.	No modifications required.
96	Object	Submitter 96		
96.1		We don't need a Woolworths or cafes and don't need another liquor shop. We have an IGA, we don't need to run them out of business.	Refer item 1.1 and 4.1 above.	No modifications required.
96.2		Woolworths bought the pub which is [less than optimal] now.	Not a valid planning consideration.	No modifications required.
97	Support	Submitter 97		
97.1		No comments	Noted.	No modifications required.
98	Object	Submitter 98		
98.1		I feel strongly that sites like the old Neptune/waterpark site should be redeveloped to encourage more small boutique businesses and eateries and recreational/communal picnic areas.	Refer item 5.2 above.	No modifications required.

Page 34 of 86

98.2	Siting a supermarket on what locals	feel is	s a	The heritage value of the subject site and	Recommend
	heritage area is wholly inappropriate.			those surrounding has been considered as	suitable condition
				part of the proposal. The subject site is	for further
				identified as the former Atlantis Marine	collaboration with
				Park Site which is a Category 4 listed site	the City's Heritage
				on the City of Wanneroo Local Heritage	Officer prior to
				Survey. The park, which closed in 1990,	installation of
				was subsequently demolished with the site	heritage items.
				remaining unutilised until recent	
				subdivisional works for the area. In	
				recognition of the site's heritage, the	
				proposal includes a number of features	
				such as plaques and inclusion of statutes	
				that use to occupy the site to establish a	
				'heritage trail'. The site is also considered	
				to be appropriately positioned in	
				consideration of the adjoining King	
				Neptune site, with a cafe component of the	
				proposal providing an alfresco area with	
				direct views to the north to the statue.	
				Overall, the City is satisfied that the	
				proposal has considered the heritage	
				value of the site and have developed a	
				sensitive and responsive proposal in	
				recognition of this.	
				The above position has been supported by	
				the City's Heritage Officer, with the	
				proposal also being referred to the	
				Department of Planning, Lands and	
				Heritage's Heritage team. As the sites are	
				not State Heritage Listed (including King	
				Neptune), DPLH was unable to provide	
				any further comments on the proposal.	

Page 35 of 86

98.3		I don't for a moment suggest that another place to shop isn't needed, the population is growing after all. But there are countless other site options further north into the Atlantis development. The marina foreshore area should not be one of them. Please look elsewhere.	Refer item 13.2 above.	No modifications required.
99	Object	Submitter 99		
99.1		The impact of the placement of this would deeply effect both tourism and the long standing heritage of Two Rocks. Woolworths doesn't honour the heritage of our town and in that position it takes away from the town we know.	Refer item 20.1 and 98.2 above.	No modifications required.
99.2		Two Rocks is still considered a town as were all local to one another. We focus on community and supporting our own. Yes, there's a demand for building local jobs but in doing so that strip would much better serve with local businesses along that strip not a multi-million dollar business that has no concern for our locals.	Refer item 4.1 and 5.2 above.	No modifications required.
99.3		Atlantis Beach has a proposed supermarket site on their land master planning and it not only will serve to the needs of Two Rocks residents but it will decrease the problematic 4WD and motorbike riders that utilises a number of resources including that of the City of Wanneroo, the RAC chopper, and police resources. Utilising this already proposed land site would not only gain more support from our town locals but it would be better equipped to adapt traffic around reducing our beaches being destroyed by further limiting access with extended development. It would be a much more beneficial site utilising this site as opposed to that of our King. Rather than taking this proposal forward with the	Refer item 4.1, 5.2, 13.2 and 88.1 above.	No modifications required.

Page 36 of 86

99.4		focus on profit on your minds, please take into consideration that we wish to build as a community and whilst demand will make this development inevitable, this isn't the right land site for this business. It needs to be placed elsewhere.	Refer item 20.1 and 27.1 above.	No modifications
		major traffic issue on our already busy road.		required.
99.5		It will push out long standing IGA out of business, losing further heritage of our town.	Refer item 4.1 and 98.2 above.	No modifications required.
100	Object	Submitter 100		
100.1		Woolworth's shopping centre at this location is not suitable. Please locate it out of the marina. This area should only be suitable for small business and food, similar to Mindarie and Hillarys.	Refer item 5.2 and 13.2 above.	No modifications required.
101	Object	Submitter 101		
101.1		I think this proposal will have a traffic impact on the street and effect the peace and enjoyment at my property.	Refer item 27.1 above.	No modifications required.
101.2		I think this development will kill the attraction of Two Rocks as a small, village-like seaside community. That's why most people live there.	Refer item 20.1 above.	No modifications required.
102	Object	Submitter 102		
102.1		Don't ruin Two Rocks beautiful coastal line with a Woolworths. Yanchep is less than 10 minutes away. Build Yanchep up first.	Refer item 4.1 above.	No modifications required.
102.2		Build somewhere else. Or build in Two Rocks away from the coastline. Build inland.	Refer item 13.2 above.	No modifications required.
103	Object	Submitter 103		
103.1		If you put a Woolworths in Two Rocks you will kill IGA. There is already one in Yanchep. We don't need more shopping giants killing small	Refer item 4.1 above.	No modifications required.

Page 37 of 86

		businesses.		
104	Object	Submitter 104		
104.1		Good idea but very bad and poorly thought of placement. Will be such a shame to put it in that spot.	Refer item 13.2 above.	No modifications required.
105	Object	Submitter 105		
105.1		Two Rocks already has two liquor stores, a tavern, an IGA, two cafes and two restaurants. I don't think Two Rocks needs any more of these. Woolworths in Yanchep is 6-10 minutes away, where there is another two liquor stores.	Refer item 1.1 above.	No modifications required.
105.2		Two Rocks is a nice town, it would be spoilt once the supermarkets move in. Land could be better used as a community garden, with BBQs and picnic tables and even some exercise equipment, similar to what has been installed in the park at Merriwa.	Refer item 5.2 above.	No modifications required.
106	Object	Submitter 106		
106.1		We already have a supermarket and bottle shops. Support local business instead of businesses that will destroy local family owned businesses. Sucking up to the big companies. We prefer the quiet life here.	Refer item 1.1 and 4.1 above.	No modifications required.
107	Support	Submitter 107		
107.1		I think in the long term, growth is inevitable and further amenities will be needed, so I support the proposal.	Noted.	No modifications required.
108	Object	Submitter 108		
108.1		No comments	Noted.	No modifications required.

Page 38 of 86

109	Object	Submitter 109		
109.1		I object to Woolworths at Two Rocks new hub because it is clear that Woolworths does not increase the range of businesses. It simply replicates the current offer. Many of the small cafes and shops in the centre are currently partially trading or even closed. A Woolworth's supermarket will make it less likely they will be able to weather the COVID storm and reopen in the future. This will lead to a weakening of the viability of our neighbourhood community. For this reason along, the reports must be dismissed as incorrect.	Refer item 4.1 above.	No modifications required.
109.2		The report fails to give any case studies which show how a Woolworths actually impacts, positively or negatively on a neighbourhood centre. It relies simply on opinions rather than real life economic examples. The report gives no evidence of Woolworths contributing to a local identity and sense of community. Is a national supermarket chain appropriate for Two Rocks. There are no other major chains in the area but rather owner-operated and small-scale local franchises. While there are many more inconsistencies in the reports, I hope this brief outline assists in demonstrating their failure to demonstrate any social or economic benefit to Two Rocks and to examine the adverse impact on our community should a Woolworths be allowed.	Refer item 4.1 above.	No modifications required.

Page 39 of 86

109.3		Are Wanneroo Council and the Wanneroo Local Planning Panel prepared to allow this development and bear the responsibility for destroying Two Rocks vibrant, diverse and unique neighbourhood centre, in direct contradiction to the Two Rocks unique and historic stated objectives? We must reject the proposal for Woolworths on the site - in keeping with the local character and our community's wishes.	Refer item 20.1 and 98.2 above. The City's recommendation has been included within the RAR and has been considered against a number of factors including submissions received as part of the consultation process and the relevant planning framework. Whilst the City provides recommendations, the JDAP is the ultimate determining authority.	No modifications required.
110	Object	Submitter 110		
110.1		Not necessary and location better suited for lifestyle and marine life environment.	Refer item 13.2 above.	No modifications required.
110.2		Corporate Woolworths not needed. Family friendly activities would be great as well.	Refer item 5.2 above.	No modifications required.
111	Object	Submitter 111		
111.1		We feel the proposed development at Two Rocks is ill advised and short-sighted. Development of the area was originally represented as residential, small retail, aged care, parks and green space.	Clause 4.6 of ASP 70 clarifies the intent of the centre specific to Precinct C, as follows: 'A small main street will provide a structure to anchor retail floorspace that will provide for the daily needs of residents (i.e. food, groceries, magazines, etc.) via a supermarket. In addition tourism / recreation retail (surf/beachwear, fishing/dive shop, camera/photo shop, tavern/wine bar etc.) will be developed given the beachside/marina location. This form of retail development at Two Rocks is being defined as 'Coastal Boutique'.' Moreover, Clause 4.8 of ASP 70 identifies that:	No modifications required.

Page 40 of 86

'other key buildings will be at the entry to the main street off Lisford Avenue. These buildings are nominated as medical/childcare and apartments over on one side and a small shopping centre on the southern side and will be important gateway buildings to the main street and commercial hub of the area.'	
In consideration of the above, ASP 70 has envisioned a supermarket and specialty retail to be implemented in this location. Accordingly, the development is in keeping with the function and intent of the Precinct C centre, which is also reflected through the land use permissibility of the proposal.	
Additional development including residential, aged care, parks and gardens are envisioned for other areas within Precinct C and the surrounding precincts as per ASP 70.	

Page 41 of 86

111.2	The area is much better suited for that type of development and it is that type of development that is needed for the area rather than a duplication of services that are available in not even a ten minute drive south in Yanchep. There is already a Woolworths, an Aldi and soon there will be a Coles in Yanchep. There is no need for another Woolworths in such close proximity to these existing supermarkets.		No modifications required.
	these existing supermarkets. The impact on the true local small scale businesses will also be negative. As was seen when Yanchep Central was development, small businesses were forced to close because they couldn't compete with a large national corporation. Part of the charm and character of Two Rocks is defined by these small businesses and encouraging their development and success would better serve the area.		
111.3	The environmental impact of this proposed development is also negative. This is a fragile dunes area close to the foreshore and this development and the large impervious surfaces which will come with it will result in further destruction of native fauna habitat and native flors.	has been established through approved subdivisions. Consideration of the	No modifications required. Suitable conditions relating to stormwater retention to be imposed.

Page 42 of 86

111.4	The area is much better suited to parks and green space which are much needed for the local population and, hopefully, future tourists and vacationers. With the proximity to Yanchep National Park, the presence of a marina and the natural beauty of the ocean front, the development of tourism related businesses would better serve the community. Short term accommodation or a small caravan parks with links to the national park are example of future development that would be more beneficial to the growth of Two Rocks. Specialty shops featuring local arts and crafts, local seafood, hospitality venues and possibly a marine education centre linked with the marina would also draw people to the area. More parks and green space where families can relax and mingle would be a better re-use for the former Atlantis Marine Park than another shopping centre.	Refer item 5.2 above.	No modifications required.
111.5	Further growth and the advancement of the urban sprawl are inevitable, much of it further form the coast. Future plans for large infrastructure such as the freeway are to the east. To maintain the natural beauty and fragile environment of places such as Two Rocks while continuing to grow responsibly and smartly will only benefit future generations. This is a responsibility and can be an opportunity.	Noted.	No modifications required.

Page 43 of 86

111.6	Object	*Addition to submission received late on 24/12/2021 In addition to our submission on 15/12/2021 we would like to add that not only is the site on the City's heritage list, it is also being assessed for inclusion on the States register. This precludes development on the site for cultural and heritage reasons. Therefore, we respectfully urge that this proposed development be rejected not only on the ground we submitted earlier, but also on the heritage status grounds.	The proposal was referred to the State Heritage Office through the Department of Planning, Lands and Heritage as part of the assessment of the application. The Atlantis Marine Park was identified by the Heritage Council as warranting assessment for possible inclusion in the State Register in September 2020 as part of P26470 Sun City Precinct, Two Rocks, together with a number of other associated elements and features. This decision expanded on an earlier Heritage Council decision in 2003 that the Two Rocks Shopping Centre and Tavern, and the King Neptune Statue together warranted assessment for the Register. As the Sun City Precinct has not yet been assessed for the State Register, DPLH was unable to provide comments on the impact the proposal may have on any State cultural heritage values. Notwithstanding, it is important to note that consideration of heritage does not restrict the ability to develop the subject site, with the proposal also being considered per the City's Local Heritage requirements. Also refer item 98.2 above.	
112	Object	Submitter 112		
112.1		The plans as I see them are unsuitable for the locality. A substantial supermarket, car park and smaller shops would provide heavy traffic on a exist road close to residential properties and a children's/community park.	Refer item 5.2 and 20.1 above.	No modifications required.

Page 44 of 86

go to waste.

generic, commercial eyesore.

Comment Submitter 114

current plan you have for the land isn't offering the town any more than wave already got. Don't let it

This type of development at the front and centre of

our town is the quickest way to create an ugly,

112.2

112.3

112.4

113

113.1

113.2

114

114.1

Comment

Is so close to the shoreline absolutely necessary when there are other areas available within the Two Rocks area which could be deemed more suitable?	Refer item 13.2 above.	No modifications required.
Being so close to the existing shopping precinct with its village like atmosphere would be spoiled with such a development of this size, its ensuing traffic and noise it would bring.	Refer item 27.1, 27.2 and 37.2 above.	No modifications required.
Progress and development to coastal areas happens to everywhere eventually but surely location on heritage sites and shoreline proximity should not be permitted in areas where other land is or could be available.	Refer item 13.2 above.	No modifications required.
Submitter 113		
I understand that community's grow and expand, and we can all agree we want to grow and expand for the better. What better will a bottle shop (already 2 within a few kms) and a Woolies (already have an IGA, and Woolies in Yanchep) do for the community?	Refer item 1.1 and 4.1 above.	No modifications required.
What about more room for childcare, retail shops, restaurants with views looking at King Neptune? That's something a town should be proud of. We are a beautiful, unique little fishing town that has a lot to offer and as we both know many agree, the	Refer item 5.2 above.	No modifications required.

Refer item 20.1 above.

Page 45 of 86

No modifications

required.

114.2		The current local stores are never busy to the point you have to wait more than three or so minutes to be served, rendering the idea off a full scale complex vs. population requirements redundant. We already have a Woolworths and an Aldi six minutes away in Yanchep.		No modifications required.
114.3		Other options for the land if it has to be built on are: maritime training college, TAFE, University, short term / holiday / student accommodation, pool complex, aged care facilities, aquarium, water sports, dive school / centre etc.	Refer item 5.2 above.	No modifications required.
114.4		If it has to be built why not put it somewhere close where it won't destroy the character of the place.	Refer item 13.2 above.	No modifications required.
115	Object	Submitter 115		
115.1		Woolies does not belong beachside.	Refer item 13.2 above.	No modifications required.
116	Object	Submitter 116		
116.1		Two Rocks has an IGA, there is a Woolworths and Aldi 10 minutes down the road in Yanchep.	Refer item 4.1 above.	No modifications required.
116.2		Two Rocks needs a service station.	Refer item 5.2 above.	No modifications required.
117	Support	Submitter 117		
117.1		Population growth means we need more facilities. Also more jobs for locals.	Noted.	No modifications required.
118	Object	Submitter 118		
118.1		I feel that we already have a supermarket and 2 cafes and 2 bottle shops in town and only a short distance away to more again. I see this development as completely unnecessary.	Refer item 1.1 and 4.1 above.	No modifications required.
118.2		The location is very inappropriate being next to our town icon. Very disappointed that this has even been considered.	Refer item 13.2 above.	No modifications required.

Page 46 of 86

119	Object	Submitter 119		
119.1		I object to these plans. The area around King Neptune is a landmark in Two Rocks history. The potential for what could be created is endless. The tourism that could be encouraged and therefore local existing businesses that could be supported could create something wonderful in a coastal town while still staying within what the suburb stands for. We should be looking to areas like Hillarys Marina or Mandurah foreshore for inspiration.	Refer item 5.2 above.	No modifications required.
119.2		Another Woolworth's supermarket will destroy our locally owned IGA.	Refer item 4.1 above.	No modifications required.
119.3		The current Woolworths never has all their registers open even around the busiest times of the year.	Not a valid planning consideration.	No modifications required.
120	Object	Submitter 120		
120.1		It impacts the whole area where this is being proposed. This isn't where a Woolworths should be built blocking prime ocean views and area. Build it across the road near north of Phil Renkin Centre.	Refer item 13.2 and 37.2 above.	No modifications required.
121	Object	Submitter 121		
121.1		I know we have to grow, but please not around King Neptune, it's such a historic site. It will be a shame to see a Woolworths and other shops and cafes at the foot of King Neptune. Please do not allow this development to continue around King Neptune.	Refer item 13.2 and 98.2 above.	No modifications required.
122	Object	Submitter 122		
122.1		No comments	Noted.	No modifications required.

Page 47 of 86

123	Object	Submitter 123		
123.1		Many locals on the Two Rocks and Yanchep suburb group on Facebook are asking for support on this matter. Two Rocks beachfront is a beautiful space with a lot of natural bushland. I am supporting my local neighbourhood in objecting the proposal for yet another large supermarket to overtake a small town. My vote is purely in solidarity with the locals (of which I am one).	Refer item 4.1 and 20.1 above.	No modifications required.
123.2		I don't however object to it being out on the other side of town where it won't take away from the beautiful beach side.	Refer item 13.2 above.	No modifications required.
124	Object	Submitter 124		
124.1		It will just be another supermarket. It doesn't suit the small town of Two Rocks.	Refer item 4.1 and 20.1 above.	No modifications required.
124.2		Bring in fresh fruits and vegetables store but not a big chain.	Refer item 5.2 above.	No modifications required.
125	Object	Submitter 125		
125.1		I think the shopping centre will be an eye sore if anything and there is no proof it will support tourism in the area.	Refer item 20.1 above.	No modifications required.
125.2		I recommend cafes or a bar and playground to make it family friendly.	Refer item 5.2 above.	No modifications required.
125.3		There are plenty of shopping centres in and around the area.	Refer item 4.1 above.	No modifications required.
126	Object	Submitter 126		
126.1		The site must be heritage listed and kept free from development for financial gain. Woolworths is not to be associated with King Neptune or the history of Atlantis and/or Two Rocks.	Refer item 98.2 above.	No modifications required.
126.2		Light pollution and traffic congestion must be considered.	Refer item 27.1 and 27.2 above.	No modifications required.

Page 48 of 86

127	Support	Submitter 127		
127.1		This will create potential for local jobs and make for increased tourism potential.	Noted.	No modifications required.
128	Object	Submitter 128		
128.1		It seems you have an obsession with ripping land up and building nothing but houses and shops on it. Dune rehabilitation and ever green just means property investment paradise.	Refer item 111.3 above.	No modifications required.
128.2		Why cant you have it as parkland with coffee shops, ice cream shops etc. Places with trees to have picnics under, even keep it with the Atlantis theme with a wave pool.	Refer item 5.2 above.	No modifications required.
129	Object	Submitter 129		
129.1		First and foremost, the proposed plans for the development do not compliment the unique historical and heritage value of the surroundings.	Refer item 20.1 and 98.2 above.	No modifications required.
129.2		The development is Woolworths-centric and is not inclusive of the existing stores or future stores. This again highlights the anti-competitive nature for which Woolworths is known and this is not appreciated within this community.	Refer item 4.1 above.	No modifications required.
130	Object	Submitter 130		
130.1		Why ruin and destroy a beautiful place with more shopping centres. Why can't the land be utilised in a similar manner, like a marine park or something to show off the beautiful coastlines WA has to offer.	Refer item 5.2 above.	No modifications required.
131	Object	Submitter 131		
131.1		Leave the corporate Woolworths in Yanchep. It is more than adequate where it is. We have an IGA family run business. We already have enough liquor stores (two of). We do not need more Woolies, Maccas garages and urban rubbish here.	Refer item 4.1 above.	No modifications required.

Page 49 of 86

		We are watching.		
131.2		Yes for more parkland, café and art shops as we have a lot of tourists come through and weekend people from Perth just driving up for some peace and quiet and to see the sites.	Refer item 5.2 above.	No modifications required.
131.3		This place is unique and needs to be kept that way. Stop the urban sprawl at Yanchep.	Refer item 20.1 above. The proposal is located within the identified Two Rocks Town Centre area and whilst proposing new development is considered brownfield/infill development within the Two Rocks locality and not a contributor to greenfield development/urban sprawl.	No modifications required.
132	Object	Submitter 132		
132.1		I object to having a large supermarket and yet another liquor store built on prime land when we already have IGA and 2 bottle stores.	Refer item 4.1 above.	No modifications required.
132.2		This area should be utilised as a family friendly park or play area for all to enjoy.	Refer item 5.2 above.	No modifications required.
132.3		A supermarket does not need to be placed somewhere with ocean views. Nobody is going to get to enjoy the views they are wasted on a supermarket.	Refer item 13.2 above.	No modifications required.
133	Object	Submitter 133		
133.1		Area is under developed and having about 3 or more stores within a 10km radius is stupid.	Refer item 4.1 above.	No modifications required.
133.2		The area that is being looked at should be catering for more tourism or something else that would bring more people to Two Rocks rather than push them away.	Refer item 5.2 above.	No modifications required.
134	Object	Submitter 134		
134.1		Extra pollution in the air.	Refer item 27.2 above.	No modifications required.

Page 50 of 86

134.2		More traffic.	Refer item 27.1 above.	No modifications required.
134.3		We have enough shops and a Woolworths at Yanchep. We don't need another one and the local IGA will lose customers as well.	Refer item 4.1 above.	No modifications required.
135	Object	Submitter 135		
135.1		We already have a supermarket, 3 bottle shops. This is a further supermarket 10 minutes away, with another going to be built in the new development planned for Yanchep Central. The Council needs to look at new opportunities for business instead of the same old ideas. All along Marmion Avenue there are supermarkets.	Refer item 1.1, 4.1 and 13.2 above. The proposal is private development on privately owned land and not a City proposal.	No modifications required.
135.2		What about more different types of restaurants that would bring in visitors and shops that are different to the franchises. This is an opportunity to really make a development matter. Please reconsider and think outside the square.	Refer item 5.2 above.	No modifications required.
136	Object	Submitter 136		
136.1		We have a very unique shopping centre with everything that we need, the best supermarket, café, restaurants, beautician, bakery etc. most of which are and have been all family businesses.	Refer item 4.1 above.	No modifications required.
136.2		We don't want our beautiful town turn into another Yanchep type centre with empty shops and dirty weeded verges, as Yanchep centre is. Why not put a new centre nearer to Seatrees which would service not only Seatrees but Guilderton and Gingin. We don't need more here.	Refer item 15.2 above.	No modifications required.

Page 51 of 86

137	Comment	Submitter 137		
137.1		40 years of my life I have been led to believe this site was to be a respectable RAAFA retirement home, which considering where it would be would make and be best placed to see, feel and hear the ocean as your last years are lived out here. Further development of Two Rocks marina would be developed with surrounding nice to look at grounds and both would respectfully include King Neptune.	Refer item 5.2 and 59.2 above.	No modifications required.
137.2		Government is too quick to sell land and no surprise another shop which is ugly and does not care about future builds in quick put up ugly building and sell when made profit and leave a concrete monster behind to decay. Two Rocks is better than that, it is and could be a world class marina with though for its future not \$\$.		No modifications required.
138	Object	Submitter 138		
138.1		You're taking it away from the locals. Don't build a café. Another suburb overdeveloped brought to you by Woolworths.	Refer item 4.1 above.	No modifications required.
138.2		If you must build a Woolworths, make it a small one and the drawings are good, however it needs to be more beachy and needs to include more seating area at the front, bike rack and a place for dogs.	Refer item 20.1 above.	No modifications required.
139	Object	Submitter 139		
139.1		The Two Rocks shopping centre has history as a relaxed beachside vibe. We have a close community and building a new modern shopping centre does not fit in with that.	Refer item 20.1 above.	No modifications required.

Page 52 of 86

140	Support	Submitter 140		
140.1		This project will be a boon to Two Rocks bringing it into the 21st century and further. It has great potential for younger generation to be employed and the mentality of ancient conservation needs to be addressed with new ideas and thoughts, currently it is a sleepy town and no interest is shown.	Noted.	No modifications required.
141	Object	Submitter 141		
141.1		We already have a Woolworths shop in Yanchep, enough liquor stores in Two Rocks, I think that a competition of another major supermarket chain would destroy the local IGA.	Refer item 1.1 and 4.1 above.	No modifications required.
141.2		The proposal does not fit into the pretty landscape around King Neptune.	Refer item 20.1 above.	No modifications required.
142	Object	Submitter 142		
142.1		When will big business have enough? No, we don't need a Woolworths on every street corner in Perth.	Refer item 4.1 above.	No modifications required.
		Maintain the area for public open space and retain the memory of a time when life in Perth was simpler and so, very much nicer. Keep history alive.	Refer item 5.2 above.	No modifications required.
143	Object	Submitter 143		
143.1		We do not need the big corporations here that will literally just leech business from our local small businesses. We have a supermarket, a café and two bottle shops within 500m of each other.	Refer item 1.1 and 4.1 above.	No modifications required.
143.2		At least bring something new to the table instead of the exact same services.	Refer item 5.2 above.	No modifications required.
144	Support	Submitter 144		
144.1		More jobs, more choice in shopping. Good for the growth in the area.	Noted.	No modifications required.

Page 53 of 86

145	Object	Submitter 145		
145.1		Yanchep 7kms away has a Woolworths and the Two Rocks shopping precinct has 2 liquor stores already. Why would anyone consider this proposal.	Refer item 1.1 and 4.1 above.	No modifications required.
146	Object	Submitter 146		
146.1		The proposal to have a Woolworths in a prime coastal position is very short sighted. As Two Rocks population grows through the new housing development the proposed site should become a community hub with things like water play areas, green spaces and alfresco dining. This would enable Two Rocks to keep its coastal charm and be able to compete for tourism and weekend visitors by putting it in line with other coastal precincts like Hillarys.	Refer item 5.2 and 13.2 above.	No modifications required.
146.2		A local Woolworths would be good but would be better located in the new Atlantis area so that it isn't competing with established locally owned stores. It would also reduce traffic congestion with grocery options spread around the town.	Refer item 13.2 above.	No modifications required.
147	Object	Submitter 147		
147.1		I don't object to the Woolies going in at Two Rocks as I think it's more than needed that they have a supermarket. However, I do think the location of this needs to be altered and should not be so close to King Neptune.	Refer item 13.2 above.	No modifications required.
148	Object	Submitter 148		
148.1		We have enough shopping centres in this city.	Refer item 4.1 above.	No modifications required.

Page 54 of 86

148.2		We do not have enough recreational spaces with trees and adventure for children and young people (and adults) to explore. Please do not just build another structure for commerce - a place can be inviting and 'activate' a space without shops - just do a nice landscaping job on what is currently there so people can safely walk their dogs and take their kids there to play. Not just another shopping centre. It is a place of magic that should be retained. I took pictures last time I was there - why would I have don't that?	Refer item 5.2 above.	No modifications required.
149	Object	Submitter 149		
149.1		Two Rocks does not need a Woolworths, post office or another bottle shop. It already has a great local IGA, liquor store and post office which all serve the community well. Residents can travel 10 minutes to the Woolworths in Yanchep.		No modifications required.
149.2		My main concern is the impact this development will have on the country town charm of Two Rocks, as well as the destruction of the beautiful coastline. Two Rocks is unique because it is away from the chain stores of larger towns. If developers really want to know how the community feels, they need to listen. Think more creatively, Two Rocks does not need to be yet another cookie cutter town.		No modifications required.
149.3		It does need a petrol station, it does need more facilities for families, it would be great to have more independent stores. It does not need more of the same stores that it already has or that are already available in Yanchep.	Refer item 5.2 above.	No modifications required.

Page 55 of 86

150	Object	Submitter 150		
150.1		King Neptune, the Marina, Leemas Landing and the area between is what the local people love. It is also the reason why tourists come to the area. It will detract from the tourist appeal.	Refer item 20.1 above.	No modifications required.
150.2		King Neptune is supposed to be heritage listed. Yes, while the statue will be remaining, putting a large shopping centre right there is not in keeping with the landscape of feel of the area at all.	Refer item 20.1 and 98.2 above.	No modifications required.
150.3		Local opinion has not been considered.	Refer item 40.2 and 70.4 above.	No modifications required.
150.4		There is already a Woolworths in Yanchep which people are happy to go to.	Refer item 4.1 above.	No modifications required.
150.5		It could be placed in a more appropriate area, such as slightly further up Breakwater Drive.	Refer item 13.2 above.	No modifications required.
150.6		The area around King Neptune should be made into nice parkland with indigenous culture considered. Somewhere people can sit and enjoy.	Refer item 5.2 above.	No modifications required.
151	Object	Submitter 151		
151.1		We don't need more shops when Yanchep is 5 minutes away. We need more parks and open spaces. A tourism aspect how it use to be would be an idea.	Refer item 4.1 and 5.2 above.	No modifications required.
152	Object	Submitter 152		
152.1		Such a beautiful part of Two Rocks with great historical significance. Surely Woolworths can build somewhere else. They already have significant presence throughout our community please use other space elsewhere.	Refer item 13.2 above.	No modifications required.
152.2		This area should be for special shops or pubs or tourist features.	Refer item 5.2 above.	No modifications required.

Page 56 of 86

153	Object	Submitter 153		
153.1		Support local. There is already a Woolworths in Yanchep. The IGA has been servicing the Two Rocks community for a long time. We have a good balance, a locally owned store open more convenient times and Yanchep Woolworths if you want to drive the 10 minutes up the road.	Refer item 4.1 above.	No modifications required.
154	Object	Submitter 154		
154.1		The plans for a new shopping centre, café etc. have been thought through properly. Two Rocks central is a historic place and has been for many years. Local are happy with the way it is and already have everything they need.	Refer item 20.1 and 98.2 above.	No modifications required.
154.2		It will remove the view we get to the marina and will diminish the history behind it all.	Refer item 120.1 and 98.2 above.	No modifications required.
154.3		It will affect local businesses that have been running for decades.	Refer item 4.1 above.	No modifications required.
154.4		I believe this shouldn't go ahead and is being placed in the wrong area and is affecting local businesses and the tourist attraction that is has of its history with the theme park and ocean views.	Refer item 13.2 above.	No modifications required.
155	Object	Submitter 155		
155.1		Two Rocks is a beautiful quiet suburb unique now it will be just like all the others with too many people and will be busy.	Not a valid planning consideration.	No modifications required.
155.2		There is another Woolworths already in Yanchep no one wants another Woolworths at all. How many bottle shops do we all need, surely not another one.	Refer item 4.1 above.	No modifications required.
155.3		Why can't we have something that isn't close by like Farmer Jacks would be ideal.	Refer item 5.2 above.	No modifications required.

Page 57 of 86

156	Object	Submitter 156		
156.1		The Wanneroo City should redevelop tourist attraction using that side. Atlantis was the best tourist spot in WA, sadly nobody helps to support and keep this beautiful park going. We have nothing in WA Perth to encourage tourists to visit the state. Northing to offer. This side should be redeveloped as family tourist friendly park and not another shopping centre.		No modifications required.
157	Object	Submitter 157		
157.1		This area is not only of local significance, but one of state-wide significance as families from all over the state of Western Australia recall the area steeping in history as the location of the Atlantis Marine Park, the Birdman Rally, a training ground for the America's Cup, a Bond Corporation construction marvel and a small crayfish town. It is a site of immense historical significance and should be protected as such.	Refer item 98.2 and 111.6 above.	No modifications required.

Page 58 of 86

158	Object	Submitter 158		
158.1		The proposed development within the Marina Zone is inconsistent with the local planning framework and fails to recognise and develop its potential as a unique tourist destination.	Clause 4.6 of ASP 70 clarifies the intent of the centre specific to Precinct C, as follows: 'A small main street will provide a structure to anchor retail floorspace that will provide for the daily needs of residents (i.e. food, groceries, magazines, etc.) via a supermarket. In addition tourism / recreation retail (surf/beachwear, fishing/dive shop, camera/photo shop, tavern/wine bar etc.) will be developed given the beachside/marina location. This form of retail development at Two Rocks is being defined as 'Coastal Boutique'.' Moreover, Clause 4.8 of ASP 70 identifies that: 'Other key buildings will be at the entry to the main street off Lisford Avenue. These buildings are nominated as medical/childcare and apartments over on one side and a small shopping centre on the southern side and will be important gateway buildings to the main street and commercial hub of the area.' In consideration of the above, ASP 70 has envisioned a supermarket and specialty retail to be implemented in this location. Accordingly, the development is in keeping with the function and intent of the Precinct C centre, which is also reflected through	No modifications required.

93

Page 59 of 86

			the land use permissibility of the proposal.	
158.2		The scale and design of the proposed development is not compatible with the surrounding area.	Refer item 37.2 above.	No modifications required.
158.3		The development plan does not preserve the unique historical and heritage value of the Marina Zone.	Refer item 20.1 and 98.2 above.	No modifications required.
158.4		There are alternative, more appropriate sites for the development.	Refer item 13.2 above.	No modifications required.
159	Object	Submitter 159		
159.1		The proposed development within the Marina Zone is inconsistent with the local planning framework and fails to recognise and develop its potential as a unique tourist destination.	Refer item 158.1 above.	No modifications required.
159.2		The scale and design of the proposed development is not compatible with the surrounding area.	Refer item 37.2 above.	No modifications required.
159.3		The development plan does not preserve the unique historical and heritage value of the Marina Zone.	Refer item 20.1 and 98.2 above.	No modifications required.
159.4		There are alternative, more appropriate sites for the development.	Refer item 13.2 above.	No modifications required.
160	Object	Submitter 160	(Joint Submission (1,202 signatories)	
160.1		The proposed development within the Marina Zone is inconsistent with the local planning framework and fails to recognise and develop its potential as a unique tourist destination.	Refer item 158.1 above.	No modifications required.
160.1.1		The Marina Zone classification recognises the different requirements of such an area and has distinct objectives. One of these objectives is to 'accommodate commercial, residential, recreational and associated activities related to marinas'. A large supermarket development	Refer item 158.1 above.	No modifications required.

Page 60 of 86

	cannot be interpreted as a commercial activity that is 'related to a marina'.		
160.1.2	In a commercial sense the Two Rocks District Centre has been identified as performing a different function to that of the other District Centres and based on a tourism and resort economy. It is envisaged to feature restaurants, small shops and other location specific service businesses like surf shops and marina supplies. A large supermarket development does not fulfil any of these criteria.	Refer item 158.1 above.	No modifications required.
160.1.3	The proposed development does not adequately address the objectives contained in the ASP 70. A large supermarket does not encourage tourism or provide a festive retail or entertainment use. The western-most point of the proposed development (and that closest to the marina) comprises a loading dock and refuse area and does not maximise views to the marina. A large singular supermarket structure does not create a mixed- use day and night activity area and Woolworths cannot be considered a boutique retail outlet. Finally, and possibly most importantly, the King Neptune statue overlooking a large supermarket roof and parking lot cannot be considered a 'sensitive incorporation' of the statues very significant cultural heritage.	The proposal has been considered against the relevant objectives set out within ASP 70 as they relate to the subject site; specifically objectives c), d) and j). In consideration of the above, the proposed Shop, Liquor Store, Restaurant and Office is considered to be consistent with the desired intent and functionality of the site and Precinct C area more broadly, offering shopping/retail services. The proposal includes a number of specialty retail tenancies, as well as identifying an area to the south-east of the site which will accommodate further commercial uses within the site. Whilst the exact use of these sites is unknown at this time, the proposal is capable of providing uses which would encourage tourism, retail and entertainment uses as considered within the commercial zone. The design and orientation of the buildings, and particularly the	No modifications required.

95

Page 61 of 86

		office/commercial building and specialties 4, 5 and 6 assist in facilitating a 'main street' design, with provision for future expansion to the west. The proposal has sought to impose some heritage acknowledgement through the use of heritage signage, establishing a key pedestrian plaza with alfresco café dining which interfaces directly to the adjacent King Neptune statue, as well as incorporating historical statues along Azzurra Street which will be utilised to create a 'heritage trail'. The site has also incorporated the use of Washingtonia Robusta within the landscaping of the site which similarly acknowledge the heritage of the site. The utilisation of these aspects is considered to meet the City's requirements for the Category 4 listed site and is also explored further below. Accordingly, the proposal and associated uses are considered to meet objectives c), d) and j) of ASP 70.	
160.2	The scale and design of the proposed development is not compatible with the surrounding development.	Refer item 37.2 above.	No modifications required.
160.2.1	The Yanchep-Two Rocks District Structure Plan 2010 provides that the 'urban design character will seek to optimise the relationship of the centre with the marina and coast, including orienting streets and creating open space configurations to optimise coastal views. The built form, building materials and landscape treatments will	As outlined within ASP 70, the subject site is intended to incorporate a 'main street' design and has been identified as including a supermarket and other speciality retail uses which are all being proposed as part of this application.	No modifications required. Recommend inclusion of suitable condition requiring a schedule of

Page 62 of 86

	complement and reinforce the coastal location'. The content and design of the development application for a large-scale supermarket does not compliment and reinforce the coastal location nor is it compatible with existing development in the area.	The City, and the City's Design Review Panel have provided further comment to the applicant in relation to the coastal colour pallete and it is subsequently recommended that a revised schedule of colours and materials be provided to the City for approval. The proposed landscaping and species is considered to be appropriate for the site	colours and materials to be provided to the City and approved prior to the issue of a Building Permit.
160.2.2	In addition to the concerns highlighted above, there is a high potential for negative social impacts of the shopping centre (including liquor store) and car park directly adjacent to the skate park and Charnwood park where it is common for children to gather and play.	and its coastal setting. There is no evidence to demonstrate that the proposal will increase crime in the area.	No modifications required.
160.3	The development plan does not preserve the unique historical and heritage value of the Marina Zone area.	Refer item 98.2 above.	No modifications required.
160.3.1	The Heritage Impact Statement prepared by Griffiths Architects to accompany the DA2021/1797 fails to recognise or address the significant historical and cultural significance of the Marina Zone as outlined above. We note that the entire Sun City Precinct, including the proposal site, is currently for assessment with the Heritage Council (WA) for heritage status.	Refer item 98.2 and 111.6 above.	No modifications required.
160.3.2	The area has great potential to create a unique tourist destination. The current development proposal does not incorporate or enhance the historical and cultural significance of the area, this is wholly inconsistent with the objectives of the State Coastal Planning Policy (SPP 2.6) which aims to protect, conserve and enhance coastal	Refer item 98.2 above.	No modifications required.

Page 63 of 86

	values, particularly in areas of [] cultural significance.		
160.4	Impacts on nearby residential owners including light pollution, increased traffic and view restriction.	Refer item 27.1 and 37.2 above. In relation to lighting, the development will need to comply with the relevant Environmental Health Regulations and Australian Standards for the Control of Obstructive Effects of Outdoor Lighting (AS4282) relating to outdoor lighting. A condition to this effect is recommended for inclusion by the DAPs.	No modifications required. Suitable condition to ensure compliance with AS4282 to be included.
160.4.1	Under the current proposal, a significant number of houses in the direct vicinity of the proposed development will be subject to dramatically increased traffic, lighting and noise associated with a large scale supermarket and parking facility with extended trading hours. Residents who formally enjoyed parkland and ocean views will not have views of an expansive supermarket rooftop and car park.	Refer item 27.1 and 37.2, and 160.4 above. An Acoustic Report prepared by Herring Storer Acoustics and dated September 2021 was provided as part of the application. As outlined within the acoustic report, the proposal will be fully compliant with the Environmental (Noise) Regulations 1997 and accordingly there is considered to be no impact on surrounding land uses from an acoustic perspective.	No modifications required. Suitable condition to ensure compliance with Acoustic Report to be included.
160.4.2	Due regard should be had to the impacts on long term residents and property owners within the immediate area.	Consideration of all potential impacts and matters raised through the submissions received has been considered through the assessment of the proposal.	No modifications required.
160.4.3	We also note that the area of Lisford Avenue to the east of the development application site is prone to significant flooding in times of high rainfall which will only be exacerbated by the proposed development.	This matter is noted. An Urban Water Management Plan (UWMP) is being prepared for the area as a requirement through subdivision works. In addition, all stormwater is to be retained on site and be appropriately managed.	No modifications required. Suitable condition requiring all stormwater to be retained on site to be included.
160.5	Location of proposed development.	Refer item 13.2 above.	No modifications required.

Page 64 of 86

160.5.1		We note that this objection is primarily based on the specific location of the development application site and not an objection to a large supermarket development in the general locality of Two Rocks.	Noted. Also refer item 13.2 above.	No modifications required.
160.5.2		Should the relevant authorities decide that a large supermarket development is needed within Two Rocks, we proposed that there are far more suitable locations. Examples include areas further inland towards the eastern extremities of Two Rocks and in particular we note the abundance of land in the vicinity of the Atlantis Beach development in the north-east sector of Two Rocks.	Refer item 13.2 above.	No modifications required.
160.6		In summary, we acknowledge that with significant growth comes unavoidable development which may include the development of a large supermarket facility in the suburb of Two Rocks. However, we believe the site of the current proposal is not consistent with the applicable planning framework and does not afford appropriate protection of, and value to, the cultural and heritage value of the area.		No modifications required.
161 .1	Object	Submitter 161 The site proposed is not suitable for that kind of business and I, my neighbours and local friends strongly object. That land was a historic aquatic park and a local landmark. It is prime beach property crucial to the original legacy and history of Two Rocks. Money should not be the driving force for everything. A major supermarket and liquor store has no place in that area. Nor will the potential carpark(s), which will be a waste of a large area of otherwise beautiful land that could instead be used for businesses and facilities that	Refer item 5.2, 13.2 and 98.2 above.	No modifications required.

Page 65 of 86

162	Object	promote Two Rocks. The businesses will be needed yes, but a more inland position is a far more sensible proposition for so many reasons. That land deserves something much better. Submitter 162		
162.1		This is a historical site and should not be replaced with already large conglomerate shopping precinct. It does not work and will not be a suitable thing to do.	Refer item 4.1 and 98.2 above.	No modifications required.
163	Object	Submitter 163		
163.1		I can't comment as to the requirements of a shopping centre as I don't live in that immediate area. However, when visiting Two Rocks and seeing the great statue and bush pathways around it, it would be really neat to see some sort of park, nature trail or adventure centre in this area instead of another shopping centre. Perhaps a maze or something which ties into the other statues/artwork/carvings in the area would be a good reason to visit. Making a shopping centre there just blends this area into every other suburb around it. Not many areas have the foundations for something different so it would be great to see this utilised and add an unique attraction.	Refer item 5.2 above.	No modifications required.
164	Support	Submitter 164		
164.1		Two Rocks needs to grow with the times.	Noted.	No modifications required.
165	Support	Submitter 165		
165.1		A revamp and increased facilities for those of us who call Two Rocks our local shopping area is well and truly overdue. The indicative design looks to compliment the contemporary amenity of the area as a whole.	Noted.	No modifications required.

Page 66 of 86

166	Support	Submitter 166		
166.1		The area needs a revamp and the design tabled is contemporary and will be well received by those who call Two Rocks their local shopping area. This is well overdue.	Noted.	No modifications required.
167	Object	Submitter 167		
167.1		The proposed development within the Marina Zone is inconsistent with the local planning framework and fails to recognise and develop its potential as a unique tourist destination.	Refer item 158.1 above.	No modifications required.
167.2		The scale and design of the proposed development is not compatible with the surrounding area.	Refer item 37.2 above.	No modifications required.
167.3		The development plan does not preserve the unique historical and heritage value of the Marina Zone.	Refer item 20.1 and 98.2 above.	No modifications required.
167.4		There are alternative, more appropriate sites for the development.	Refer item 13.2 above.	No modifications required.
168	Object	Submitter 168		
168.1		Why would we need this. Woolworths in Yanchep, bottle shop in Yanchep and Two Rocks. An empty café at Yanchep central. Stop ruining Yanchep and Two Rocks. Stop the development.	Refer item 1.1 and 4.1 above.	No modifications required.
169	Object	Submitter 169		
169.1	1	No comments	Noted.	No modifications required.
170	Support	Submitter 170		
170.1		No comments	Noted.	No modifications required.
171	Object	Submitter 171		

Page 67 of 86

171.1		This was an absolute fantastic place. I brought my children here regularly when they were growing up, when it was in full operation. It should never have been closed down. A Western Australian icon.	Not a valid planning consideration.	No modifications required.
172	Comment	Submitter 172		
172.1		Please not another Woolworths, we have a Woolworths in Yanchep literally 10 minutes away, as well as another one in Butler another 15 minutes again. Please propose Coles or K-Mart.	Refer item 4.1 and 5.2 above.	No modifications required.
173	Support	Submitter 173		
173.1		The whole area has been neglected for so long, the few shops being proposed will be a start though more needs to be added as there is very poor facilities at present, they do have a post office which is more than can be said for Yanchep, no bank for either, at the rate of dwelling going up, we need more facilities in both towns. Two Rocks is not a tourist destination, there is nothing to see or do, let's move onwards.	Noted. Also refer item 5.2 above.	No modifications required.
174	Support	Submitter 174 (Late)		
174.1		Two Rocks definitely needs more commercial activity and a shopping centre, but I am against a liquor shop only.	Noted. Also refer item 1.1 above.	No modifications required.
175	Support	Submitter 175 (Late)		
175.1		More growth at Two Rocks requires more shops and restaurants. Great idea.	Noted.	No modifications required.

Page 68 of 86

176	Object	Submitter 176 (Late)		
176.1		Do you go to Bondi to buy toilet paper? Capri, Italy for tomato sauce and tampons? Mykonos for bread and milk? No. You go to these iconic beach location to forget your everyday problems and enjoy your leisure. Culture, heritage. To swim, let your children build sandcastles, perhaps an ice- cream and share a meal. Hillarys, Cottesloe, East Fremantle these are marinas and beaches/foreshore that very happily exist without being dominated by a Woolworths. Woolworths is also a global company, Two Rocks already has an IGA, liquor store, cafes and other multiple small businesses. I am sure they would enjoy a nice new car park and some planning and consideration of their survival with the new centre. I also think Scarborough Coles is a nightmare for parking, the beach, marina etc. should be kept iconic. Look at Cottesloe, all the way to Swanbourne, Port Beach, Leighton, parking is a nightmare. The beach and marina should be retained for beach and marina visitors and users. Retail giants have plenty of other land choices over our iconic coastline. I honestly can't think of a worse idea.	Refer item 13.2 and 20.1 above.	No modifications required.
177	Object	Submitter 177 (Late)		
177.1		I feel the location of the proposed Woolworths and BWS should be reconsidered as I do not believe it will fit in with the surrounding area, particularly so close to the King Neptune stature.	Refer item 13.2 above.	No modifications required.
177.2		If the BWS already located at Atlantis Shopping Centre will relocate to where Woolworths is, then that would be okay. I am not opposed to Woolworths coming to Two Rocks if it was in another location that would have less of an impact	Refer item 13.2 above.	No modifications required.

Page 69 of 86

		on the Two Rocks Town Centre.		
177.3		I do not believe Two Rocks needs and additional liquor store especially 2 BWS outlets.	Refer item 1.1 above.	No modifications required.
178	Support	Submitter 178 (Late)		
178.1		Having a supermarket such as Woolworths in the area will cut down any additional travel to Yanchep. Plus providing job opportunities for locals, who also won't need to travel further distances on the roads for work (cutting down congestion etc.).	Noted.	No modifications required.
178.2		I would prefer a Coles since there is already a Woolworths in Yanchep, but would be happy with either.	Refer item 5.2 above.	No modifications required.
179	Support	Submitter 179 (Late)		
179.1		No comments	Noted.	No modifications required.
180	Object	Submitter 180 (Late)		
180.1		The proposal is looking to remove heritage aspects of the local area.		No modifications required.
180.2		There is already a shopping centre located in the areas as well as small local businesses which would then be impacted and may not be able to continue to operate due to competition. How many shops does the suburb really need.	Refer item 4.1 above.	No modifications required.
180.3		In addition, there doesn't seem to have much thought on the implications of what the development would have on the immediate or surrounding environment.	Refer item 27.2 above.	No modifications required.

Page 70 of 86

181	Object	Submitter 181 (Late)		
181.1		There is already a Woolworths and BWS at Yanchep. There is already a BWS in Two Rocks and there is already a café in Two Rocks. This would detract from the smaller businesses that are existing and have existed for years for the locals. We have access at Yanchep and don't need this at Two Rocks. The small businesses that already exist have put major effort into supporting our community and should not have to suffer because of greedy big businesses that want to take over our area. Is Yanchep not enough for them!.	Refer item 1.1 and 4.1 above.	No modifications required.
181.2		The land that has been cleared should if not already be heritage listed and that area where King Neptune is, is a monument and has a proud status for us locals.	Refer item 5.2 and 98.2 above.	No modifications required.
181.3		If anything were to be built there then it should be something to entertain our kids where they can have some fun or entertainment.	Refer item 5.2 above.	No modifications required.
181.4		I vehemently oppose this as it serves no purpose for us as residents and will detract way more than it will offer our community in Two Rocks. I also believe there is envisaged dense housing and high rise housing to the south of this plan and within the area. Again, I vehemently oppose this as it is a waste of money and serves no purpose for the community. I am tired of greedy developers who are interested in lining their pockets and not interested in building our community or doing anything in our communities' best interest. Small blocks with back-to-back housing. We have lovely views, a lovely town and it should stay with theme.	Refer item 158.1 above.	No modifications required.

Page 71 of 86

182	Object	Submitter 182 (Late)		
182.1		The development proposed is simply a double up of what already exists and will detract from the heritage and potential amenity the area could provide.	Refer item 4.1, 27.2 and 98.2 above.	No modifications required.
182.2		All throughout Western Australia the areas which are sought after to live and recreate within have large open spaces with tree canopies providing shade for the public. There are no supermarkets in City Beach for Floreat and not even at Hillarys Marina. The only area with a supermarket is Scarborough and that does not work. If the area around the existing precinct was developed into an area for the public to recreate this would bring more people to the area, make it more liveable and provide more customers for existing business. If I could suggest one item for consideration it would be a 50m outdoor swimming pool like the one which has been built in Scarborough.	Refer item 5.2 above.	No modifications required.
183	Object	Submitter 183 (Late)		
183.1		Two Rocks doesn't need a supermarket when there are 2, soon to be 3, less than 10 minutes away. The introduction of this business will severely and negatively impact existing local business.	Refer item 4.1 above.	No modifications required.
183.2		The proposed site is prime area that should be used to support small local business and eateries, fitting with the aesthetic of the community. Find another site.	Refer item 5.2 and 13.2 above.	No modifications required.

Page 72 of 86

184	Object	Submitter 184 (Late)		
184.1		I see no need for further redevelopment such as retail until the existing retail is redeveloped/renovated - is there no reason why the two existing major retail building that are where IGA and then BWS/Perth Lifestyle Residential real estate is cannot become such a development without Woolworths etc. A revamp would bring much to this small area and I believe many of us would prefer to keep the 'country' feel that the area has rather than yet another supermarket and other shops when this can be achieved with what is existing already.	Refer item 1.1, 4.1, 5.2 and 20.1 above.	No modifications required.
184.2 185	Support	I would rather see parklands or some other Atlantis themed areas around the existing King Neptune to further enhance and celebrate the area's history. Submitter 185 (Late)	Refer item 5.2 above.	No modifications required.
185.1	Support		Noted.	No modifications
		Two Rocks must continue to progress and can only do so with modern infrastructure. This centre will cater for not only local residents but those living further afield. As Covid 19 is about to enter WA home delivery times for groceries will also be reduced as less reliance is placed on the nearest Woolworths at Yanchep. Woolworths is also known as a branded company that supports local groups and events and should be encouraged to build. The supporting aesthetics such as landscaping, car parks, lighting and other exterior centre development will only enhance the suburb giving it a much long overdue facelift.	Noted.	required.
186	Object	Submitter 186 (Late)		
186.1		I am happy with the current shopping centre. We already have a Woolworths in Yanchep a short	Refer item 4.1 above.	No modifications required.

Page 73 of 86

		drive from here.		
186.2		Although the town could use a petrol station.	Refer item 5.2 above.	No modifications required.
187	Object	Submitter 187 (Late)		
187.1		The location will impact upon the crowning glory of Two Rocks, King Neptune.	Refer item 98.2 above.	No modifications required.
188	Object	Submitter 188 (Late)		
188.1		The location of the proposed shopping precinct is not culturally conducive with this historical site. King Neptune and its surrounds are an important feature of Two Rocks and placing a shopping area there would spoil the whole area. We should aim to maintain Two Rocks as a coastal area to be enjoyed by locals and tourists alike, not to be built up like any other suburban area. Yanchep is now just a sea of housing and infrastructure - the uniqueness that it once was is now gone!		No modifications required.
188.2		Please allow Two Rocks to maintain its charm - any new shopping areas need to be set away from the marina / ocean side / old Atlantis site.	Refer item 13.2 and 20.1 above.	No modifications required.
188.3		Promoting tourism would be a far better option since Club Capricorn was torn down.	Refer item 5.2 above.	No modifications required.
189	Object	Submitter 189 (Late)		
189.1		Supporting my family who lives in Two Rocks.	Noted.	No modifications required.
190	Support	Submitter 190 (Late)		
190.1		The entire site has been an eyesore for many years now and it's great to see something positive and progressive being done that will provide more shops, cafes etc. to the area.	Noted.	No modifications required.
191	Object	Submitter 191 (Late)		

Page 74 of 86

191.1		WA has a habit of knocking things down and building over them - instead of preserving heritage. I would love to see something built there that is close to what was originally there, do Neptune justice. He was kept there for a reason.	Refer item 5.2 and 98.2 above.	No modifications required.
191.2		Building a water park there would be beneficial to tourism and also families who are local or even not local. Another shopping centre is not the answer. Help get the kids away from their screens (a huge problem) give them somewhere to go that will be fun and exciting time after time, and will also encourage families to venture further and bring in tourism for close by and want to stay nearby too. Put into the economy a different way instead of just another boring shopping centre.	Refer item 5.2 above.	No modifications required.
192	Object	Submitter 192 (Late)		
192.1	1	There is plenty of other land to build a retail outlet on.	Refer item 13.2 above.	No modifications required.
192.2		This is a place of local and state heritage that should be maintained.	Refer item 98.2 and 111.6 above.	No modifications required.
193	Object	Submitter 193 (Late)		
193.1		No comments	Noted.	No modifications required.
194	Object	Submitter 194 (Late)		
194.1		Two Rocks is a unique community and has the potential for a tourism destination. Any and all developments should be undertaken with a view to retain this uniqueness and sense of community. All care should be taken to avoid cookie cutter chains and retail stores reducing us to the same as everywhere else. Developers should be challenged to consider how they can integrate their services into the dynamic of Two Rocks rather than impose their existing business	Refer item 20.1 above.	No modifications required.

Page 75 of 86

		formulae onto the community.		
195	Object	Submitter 195 (Late)		
195.1		There is no need for this in Two Rocks. This is a small coastal town and that's how it should remain.	Refer item 4.1 above.	No modifications required.
196	Object	Submitter 196 (Late)		
196.1		I honestly think it should be restored to its former business. There isn't enough attractions as I is some of the best ones including Atlantis Marine Park have been abandoned including Castle Fun Park which was located in Mandurah.	Refer item 5.2 above.	No modifications required.
197	Support	Submitter 197 (Late)		
197.1		For a growing area, Two Rocks requires a modern facility and competition to existing facilities. The proposed facility will be within walking distance for most people and will avoid the requirement to travel to Yanchep to shop.	Noted.	No modifications required.
198	Object	Submitter 198 (Late)		
198.1		The proposed businesses are in too close proximity to existing supermarket, liquor store and cafes.	Refer item 1.1 and 4.1 above.	No modifications required.

Page 76 of 86

198.2	This is classified as Maritime not Commercial.	The subject site is zoned 'Marina' under DPS 2, and 'Urban' under the MRS.	No modifications required.
		The subject site is identified within ASP 70 as being zoned Commercial, Mixed Use and Public Open Space (Drainage). The subject site is also identified within ASP 70 as being within the 'Precinct C – Main Street' precinct.	
		The Shop, Restaurant and Office land uses are identified as 'P' or permitted land uses within the Commercial and Mixed Use zones as identified within the City of Wanneroo District Planning Scheme No.2 (DPS 2) and Two Rocks Town Centre Agreed Structure Plan No.70 (ASP 70), whilst the Liquor Store is an 'A' or advertised land use. Accordingly, all proposed uses are capable of consideration.	
198.3	There is no consideration regarding the historical nature of the site and proximity to the ocean.	The subject site has been considered against the relevant provisions of State Planning Policy 2.6 - State Coastal Planning and has been considered appropriate. Refer item 98.2 above.	No modifications required.
198.4	There is no consideration as to rubbish generated by Woolies and its impact on the sensitive nature of the site.	Refer item 27.2 above.	No modifications required.
198.5	Prefer an area for public use: children's adventure playground, lawn open area, small variety shops that are complementary to existing business.	Refer item 5.2 above.	No modifications required.

Page 77 of 86

199	Object	Submitter 199 (Late)		
199.1		The Two Rocks local business community has worked very hard to improve and get the Two Rocks shopping centre working as a people friendly environment with all the necessities required. It would be disappointing to see the vibe and businesses overtaken by a large multinational.	Refer item 4.1 and 20.1 above.	No modifications required.
199.2		If a major supermarket wants to establish itself in Two Rocks, why don't they look at Breakwater Drive instead.	Refer item 13.2 above.	No modifications required.
200	Object	Submitter 200 (Late)		
200.1		This was once a wonderful tourist destination. It would be great if it were redeveloped into something similar, something beautiful our local community can go out and enjoy with their families.	Refer item 5.2 above.	No modifications required.
201	Object	Submitter 201 (Late)		
201.1		I am a visitor to this area and in my view the proposed development is inconsistent with the surrounding residential area.	Refer item 20.1 above.	No modifications required.
201.2		The proposal fails to preserve the heritage and history of the marina zone.	Refer item 98.2 above.	No modifications required.
201.3		I believe there are much more appropriate sites for such a development and these should be considered.	Refer item 13.2 above.	No modifications required.
202	Comment	Submitter 202 (Late)		
202.1		The area should be developed as it was intended for tourism in the area.	Refer item 5.2 above.	No modifications required.
202.2		There is a large supermarket complex in Yanchep and an IGA in Two Rocks.	Refer item 4.1 above.	No modifications required.
202.3		The area is of cultural significance.	Refer item 98.2 above.	No modifications required.

Page 78 of 86

203	Comment	Submitter 203 (Late)		
203.1		Given I overlook the site of this development I have concerns related to my enjoyment of my property. I regard the need for landscaping including the provision of trees to beautify the area as paramount. This will also enhance the outlook from the park on the other side of Lisford Avenue. Appropriate and agreeable landscaping may alleviate a little the general anger which is being expressed by local residents and landowners at the moment.	site. In addition, the proposal has sought to utilise Washingtonia Robusta, which whilst not native, reflect the landscaping	No modifications required.
203.2		It's positioning as outlined in the proposal means that traffic planning will be extremely important.	Refer item 13.2 and 27.1 above.	No modifications required.
203.3		I suspect it is probably this plan meets the criteria for developments in the zone where it is to be constructed according to the Two Rocks Town Centre Agreed Structure Plan No.70.	Refer item 76.1 above.	No modifications required.
203.4		Part of that anger is the timing of the feedback period to the appropriate authority. There is a sense that to put such feedback from December 2-17, then until the 24th is poor, particularly as there was no prior notification that such notice was coming. I am a very active member of the Two Rocks Yanchep Residents Association, and nothing came to our Association so that it could be considered and commented upon at our November 22 meeting, our last for the year.	Refer item 40.2 above.	No modifications required.
204	Object	Submitter 204 (Late)		
204.1		Not enough time has been available for a more in- depth response. Consequently I have primarily focused on their Vision Statement as it encompasses the general intent of their Development Proposal.	Refer item 40.2 above.	No modifications required.

Page 79 of 86

204.2	The site of this proposed development may be prominent but is in an entirely inappropriate location.	Refer item 13.2 above.	No modifications required.
204.3	With seemingly little or no regard to the historical connections of the area or their perceived coastal context, on the contrary it is the precincts historical connection that set its character and accentuates the unsuitability for this "contemporary" abomination.	Refer item 20.1 and 98.2 above.	No modifications required.
204.4	Despite the assertion that this proposal will activate and be a catalyst, the increasing population growth will be the catalyst and provide the activators and not a new and unnecessary supermarket.	Refer item 4.1 above.	No modifications required.
204.5	In fact the comment I hear most is why a new Woolworths when there is one just down the road along with an ALdi and soon a Coles supermarket as well. There is also a glut of supermarkets/shopping centres and server stations between here and Clarkson. Again what is the point?	Refer item 4.1 above.	No modifications required.
204.6	"A high quality destination", I think not, the same comments could just as well apply to the existing Two Rocks Centre that has an adequate IGA supermarket with friendly and obliging owners and staff. Plus a variety of Restaurants/Cafes with indoor/outdoor dining which is already used as an informal community meeting place, we often see business groups, family and friends enjoying the food, view and ambience that these well patronised venues offer. Why reinvent the wheel? I seriously doubt a competing complex would have any appreciative effect on tourism and more than likely a negative impact on the existing shopping precinct.	Refer item 4.1 and 5.2 above.	No modifications required.

Page 80 of 86

204.7	It has been suggested that a more appropriate development, connecting the area with that previous historic attraction the great, "Atlantis Marine Park". Possibly an adventure water world type attraction and or other similar activity that would fit well within the old marine park precinct. The area could even accommodate a short stay Caravan Park. Now we are talking about real increased visitor and tourist numbers along with jobs and economic outcomes long term. That trumps you Mr Woolworths.	Refer item 5.2 above.	No modifications required.
204.8	The recently completed Azzurra Road could possibly ease traffic congestion at the Sovereign Drive - Lisford Ave intersection only if this project is not approved. Secondly there is proposed to be another two future road/pathway connections to Lisford Ave, one a shared pathway connecting to Lisford Ave opposite the entry to Charnwood Park and on the southern side of the proposed Woolworths development (nominated as Australis Street) connecting Jordan Street to Lisford Ave at the Charnwood Ave intersection. This has to be madness, with a double S-bend on Lisford Ave south of Charnwood Ave which is a blind spot for traffic travelling north and traffic entering Lisford Ave from Charnwood Ave to top this off is the possibility of traffic signals. I hope not. There seems to be a lot of safety issues involved here.	Refer item 27.1 above. The existing and proposed share pathway is not a consideration as part of this proposal.	No modifications required.

115

Page 81 of 86

204.9		It is noted that the Two Rocks Shopping Centre it is only 8km (approx. 10min) north west of Yanchep Strategic Metropolitan Centre, which is still locally convenient. Lot 9702 consists of approx. 7.8 hectares bounded by Sovereign Drive to the north, Jordan Street to the South, Lisford Ave on the east and the Marina Precinct on the ocean or western boundary. The whole coastal urban development from Clarkson up to Two Rocks is littered with supermarket dominated shopping centres, we are inundated with choice of shopping locations all be it much the sameness. It would be refreshing if the town of Two Rocks could keep its small country village feel that why we choose to live here.	Refer item 4.1 above.	No modifications required.
205	Object	Submitter 205 (Late)		
205.1		My objection is based on the disregard for the cultural heritage significance of the King Neptune Statue and the consequent close proximity, mezzanine architectural element, and the elevated land form in the southeast corner of the site. The HIS and DRP reports indicate a lack of knowledge of the site or understanding of the value of King Neptune, in support of the DA proposal.	Refer item 98.2 above.	No modifications required.

Page 82 of 86

205.2	There is inadequate understanding or consideration of the significance of King Neptune.	Refer item 37.2 and 98.2 above.	No modifications required.
	Views to King Neptune from the entire southern hemisphere are impacted by the proximity of the siting of the proposed Woolworths building and the land form elevation to over 4 metres above the natural ground, and street level in the southeast corner of the site adjoining Lisford Avenue.		
	The mezzanine is an unjustifiable architectural element that raises the height of the building in close proximity and further impacts the views of King Neptune.		
	As outlined within the HIS, what constitutes "Sufficient setback from King Neptune"? There is no information to support any setback either horizontal or vertical. In my opinion it is not sufficient particularly with the mezzanine element.		
205.3	The elevated land in the southeast corner of the site restricts views from the footpath along the east, and particularly, the new dual use path along the west side of Lisford Avenue. It seems little consideration has been given to the Lisford Avenue 'frontage' of the development, and the impacted views.	Whilst Lisford Avenue is identified as an Other Regional Road, Azzurra Street is intended to service the main street frontage of the site, and accordingly has resulted in an improved interface and building frontage along the north of the site. Frontage of the corner tenancy between Azzurra Street and Lisford Avenue has also been included. A future pad site is located at the south-eastern corner of the site which will facilitate future development on this portion of the lot,	No modifications required.
		which will ultimately provide an additional level of activation to Lisford Avenue at	

117

Page 83 of 86

		such time.	
		The proposal is not considered to impact on any views and is at an appropriate scale and height for the area.	
205.4	The site includes an expansive carpark that could be an appropriate buffer to King Neptune	The proposal is considered to achieve a suitable level of separation to the King Neptune statue and has been designed to be sympathetic and responsive to the views both to and from the statue. As Azzurra Street is intended to be a main street, the use of car parking along this frontage would be contradictory to this intent, nor would it facilitate a good planning outcome.	No modifications required.
205.5	As outlined within the HIS, "The use of sculptures will have a positive impact". King Neptune is the positive element. Not to be detracted by the building or "the use of sculptures".	Refer items 98.2 and 205.4 above.	No modifications required.
205.6	As outlined within the HIS, "Overall the development will not negatively affect the heritage significant places within its surroundings". Wong. It will have a considerable impact on all views from the southern hemisphere to King Neptune. The proximity of the building, the height of the mezzanine, and land elevation in the southeast corner of the site.	Refer items 37.2, 98.2 and 205.4 above.	No modifications required.

Page 84 of 86

205.7	As stated in the Statement of Significance: "The limestone retaining walls and statue of King Neptune have acquired landmark status in a local context and the latter in terms of the region". The HIS States: "Minor positive impact. The café facing the King Neptune Statue ensures it retains its landmark qualities". This statement is repeated 3 times and is the only reference to King Neptune in the summary. The cafe will be facing a limestone wall that has been constructed along the south side of the base of the statue. How it ensures King Neptune's landmark status is unclear. The King Neptune landmark is highly valued by the local residents, the broader community, holidaymakers and tourists, as it identified the Atlantis Marine Park and generations of memories. This development is not respectful to that significance.	King Neptune is identified as a Category 2 listed site within the City's Local Heritage Survey. As outlined in items 98.2 and 205.4 above, the proposal has been considered to appropriately address and be sympathetic to the heritage value of the site and area.	No modifications required.
205.8	As stated by the DRP: "The optimal outcome for the site". I assume there was no site visit associated with the DRP considerations or other options?	Refer item 111.1 above. Understanding the site context is important for both the Design Review Panel and the City's officers to be able to assess how well a proposal responds to its site and context. Throughout the application process, several site visits have been undertaken to inform these considerations.	No modifications required.

Page 85 of 86

205.9		In summary, there are no diagrams, plans, measurements or indication of the height difference or the aspects of the views to support the proposed plans and the assessed outcome of the development not impacting the King Neptune landmark. The DA and supporting HIS demonstrate a considerable disregard for the cultural heritage significance and viewing opportunities to and from king Neptune that represents not only a unique work by a renowned sculptor, but generations of residents, holiday makers and tourists at Atlantis Marine Park.	statue in comparison the proposal. Also, refer items 98.2 and 111.6 above.	No modifications required.
206	Object	Submitter 206 (Late)		
206.1	1	Two Rocks is a beautiful area of significance and the proposed development will harm the natural environment in ways which cannot be offset.	Refer item 27.2 above.	No modifications required.
207	Support	Submitter 207 (Late)		
207.1	·	No comments	Noted.	No modifications required.
208	Object	Submitter 208 (Late)		
208.1		Please keep the statue. I have very strong memories of Atlantis Marine Park. I think history is an important thing. It was very sad when it closed. I used to go look at the dolphins when they were at Hillary's when I was sad. Then as I remember, they died. I'm in tears, please don't mess this up.	The proposal does not seek the removal of the King Neptune statue.	No modifications required.

Page 86 of 86

121

Project No 21169



TWO ROCKS Development Application Commercial Development

Woolworths, Two Rocks Heritage Impact Statement

Prepared for: Urbis

On behalf of Fabcot Pty Ltd

October 2021

Griffiths Architects





ABN 91 277 671 706 1/315 Rokeby Road, Subiaco Western Australia 6008 Telephone 08 9381 1666 Facsimile 08 9381 1566 mail@griffithsarchitects.com.au www.griffithsarchitects.com.au

Griffiths Architects is a leading architectural firm in Perth, Australia. Griffiths Architects was born out of a practice of which Philip Griffiths was a co-director for over 20 years.

The company emerged from a desire to diversify the range of work covered by the practice, and to take a fresh approach to design.

The practice undertakes commissions in architecture, heritage, urban, interior design, interpretation and heritage assessments. Griffiths Architects provides professional advice on a range of issues related to these areas of our discipline.

The practice has won architectural, planning, and heritage awards for a wide range of projects located throughout the state.

Griffiths Architects has a great depth of experience across numerous project types and delivers innovative solutions that embrace environmental responsibility with elegant and simple solutions. The projects are the product of working closely with clients, carefully assessing their expectations, and delivering high quality results.

Cover: Courtesy of the City of Wanneroo.

Revision History

Date of this revision 26 October 2021

Document	Version	Author	Status	Date	Distribution
HIS	02	Griffiths Architects	Final	26/10/2021	Urbis
HIS	01	Griffiths Architects	Draft	26/10/2021	Urbis

123

Contents

Introduction	2
Location	3
Heritage Listings	4
Contributors	5
Background	5
Statement of Significance	8
New Works	9
Impacts and Mitigation	9
Conclusion	11
References	11

Heritage Impact Statement | Woolworths, Azurra Street and Lisford Avenue Two Rocks | October 2021 i

Introduction

This Heritage Impact Statement (HIS) was prepared by Griffiths Architects and outlines a Development Application at 10 Enterprise Avenue, Two Rocks for a new Woolsworths for Fabcot Pty Ltd.

The works are mainly located on land that used to be part of the Atlantis Marine Park that first opened in December 1981. The marine park featured performances by the dolphins, seals and sea lions were held throughout the day with visitors also able to view the feeding of sharks and giant stingrays in the oceanarium. Also on the site were three restaurants, a monorail, a water park, a playground, a trampoline park, a miniature golf course, a 'touch' pool and later an education area focussing on the marine world. The Park closed in 1990 and over time the structures on the site were filled in, removed or left to deteriorate.

With the loss of the park the Two Rocks town centre suffered but in the last 30 years with the increasing urban sprawl of Perth bringing new major urban centres closer to Two Rocks the Town Centre is once again thriving.

The HIS examines the impacts of the proposed development on the Two Rocks Town Centre Precinct.

The development application is for mixed use retail development that will include a new Woolworths, café and retail spaces with associated parking facilities.

The HIS considers the heritage values as described in the Statements of Significance from the Two Rocks Town Centre Precinct Heritage Assessment December 2006 by Philip Griffiths with Kris Bizzaca and the statement of significance from the City of Wanneroo Local Heritage Survey

Summary

The area has been left vacant since the closure of Atlantis Marine Park in 1990 and its subsequent demolition.

The new development is set back sufficiently that it does not directly visually sit against the Two Rocks Shopping development. Linking development will occur between the two in the future. The materials palette of the new development is sympathetic to the existing shopping centre and existing landscape. The form and scale of the project is significantly larger than the existing shopping centre, but the facades are broken up with speciality shops and café to reduce the overall massing. The café facing the King Neptune Statue ensures it retains its landmark qualities.

Overall, the development will not negatively affect the heritage significant places within its surroundings.

Location

Two Rocks is located 61km from Perth and represents the northern most extent of the Perth Metropolitan area. The current population is 3,784 with a forecast to grow to 20,879 by 2041. Two Rocks is only 15km from Yanchep National Park a major tourist destination.

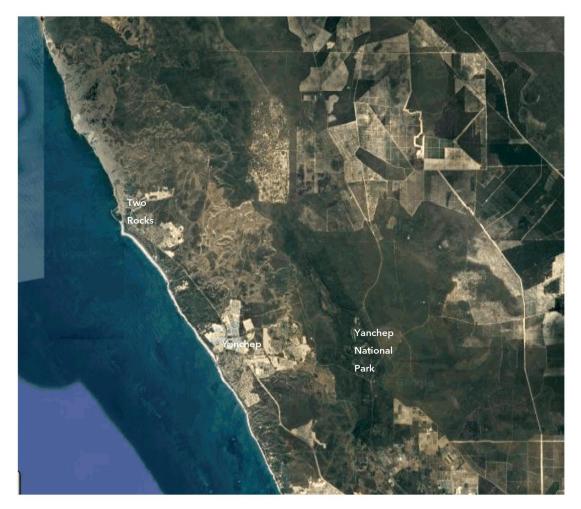


Figure 1 Location Plan, Google Maps 2021.

Heritage Impact Statement | Woolworths, Azurra Street and Lisford Avenue Two Rocks | October 2021 3





Figure 2 Site Plan with approx. location of development in red, *Google Maps 2021*.

Heritage Listings

State and Local Heritage Listings: there are numerous listings in the vicinity of the Two Rocks precinct. These included

- Atlantis Marine Park (former) Place no. 17523 RHP to be assessed 11 September 2020
- Sun City Precinct, Two Rocks Place no. 26470 RHP to be assessed 11 September 2020
- Two Rocks Shopping Centre and Tavern Place no. 16771 RHP to be assessed 11
 September 2020
- King Neptune Sculpture Place no. 17935 RHP to be assessed 11 September 2020
- Waugal Monoliths Place no. 17948 RHP to be assessed 11 September 2020

There is a listing under Two Rocks Marina Precinct Place no. 17953 that is RHP – Does not warrant assessment.

Heritage Impact Statement | Woolworths, Azurra Street and Lisford Avenue, Two Rocks | October 2021 4

The place has multiple listings within the City of Wanneroo Local Heritage Survey:

- Atlantis Marine Park (10 Enterprise Ave) Place no. 42 Category 4
- King Neptune Sculpture (10 Enterprise Ave) Place no. 43 Category 2
- Two Rocks Shopping Centre (10 Enterprise Ave) Place no. 44 Category 4
- Two Rocks Tavern (10 Enterprise Ave) Place no. 45 Category 4
- Waughal Monoliths (10 Enterprise Ave) Place no. 46 Category 4
- Two Rocks Limestone Retaining Wall (Pope St and Enterprise Ave) Place 48 Category 4

Contributors

Philip Griffiths, FLRAIA, RIBA, M.ICOMOS, *Griffiths Architects* Kylie Maxfield, *Griffiths Architects*

Background

1

For a full description of the former Atlantis, refer to the Heritage Assessment. This information is intended to assist in a better understanding of context.

Two Rocks Town Centre Precinct, which the proposed development sits within, comprises retained dunes, limestone retaining walls, a concrete block construction shopping centre and tavern in the Perth Regional style (1974) and limestone figures, together with the remains of Atlantis (1981) and concrete construction King Neptune statue (1981).

The post-World War Two period brought about significant changes to the Perth metropolitan region that came as a result of rapid expansion due to the massive post World War Two Australian reconstruction and mass immigration together with the WA industrial and mineral boom of the 1950s to the 1970s.¹ At this time, it was the 1955 'Plan for the Metropolitan Region, Perth and Fremantle'² that laid out the coordinated approach of the expansion of the metropolitan region.³ One of these was the North West Corridor, stretching along the coast north of Perth and encompassing Yanchep National Park which was identified for residential and recreational purposes.⁴

Heritage Impact Statement | Woolworths, Azurra Street and Lisford Avenue Two Rocks | October 2021 5

Seddon, G. & Ravine, D., *A City and its Setting*, Fremantle Arts Centre Press, Fremantle, 1986, p. 187; Alexander, I., 'The Central Area', in Gentilli, J., (ed), *Western Landscapes*, UWA Press, Nedlands, 1979, p. 412.

Stephenson, G. & Hepburn, J.A., 'Plan for the Metropolitan Region, Perth and Fremantle, 1955 Report', Government Printing Office, Perth, 1955.

³ Georgiou, J., 'The Metropolitan Region', in Pitt Morison, M. & White, J. (eds.), *Western Towns and Buildings*, UWA Press, Nedlands, 1979, pp. 249 & 251.

Stannage, T., Lakeside City: The Dreaming of Joondalup, UWA Press, 1996, pp. 20 – 29; MRPA, 'The Corridor Plan for Perth', MRPA, 1970, pp. 40 – 43.

It is within this context, in 1969, that the Bond Corporation Pty Ltd purchased the Wydgee Pastoral Company's approximately 19,000 acre property for what became known as 'Yanchep Sun City' (YSC).⁵ YSC was proclaimed to be the largest private landholding to be developed for a 'major leisure, residential and retirement centre'.⁶

in 1973, Sun City Marina was purportedly built in a record time of nine months. The first stage comprised the building of the breakwaters and service areas and the second incorporated tall retaining walls, dry and wet docks, and private and commercial boat pens.⁷

The marina went on to receive a Merit Award for excellence in design and construction in the 1976 WA Engineering Awards⁸ and recognition from the WA Chapter of the Royal Australian Institute of Architects for its noteworthy design followed in 1979 by the WA Chapter's prominent Bronze Medal Award.⁹

Problems at the Bond Corporation resulted in the Tokyu corporation taking over management of YSC by 1975.¹⁰ It had developed large scale urban projects at places like Seattle before President Noboru Gotoh became interested and then convinced of YSC's 'suitability for public recreation and a housing development.'¹¹ Ongoing problems led to Tokyu plans to purchase the Bond Corporation's 51% share of YSC. The purchase was finalised on 20 March 1978 making YSC fully owned and managed by Tokyu.¹²

The plans for the \$20 million marine park, which was located on 10 hectares adjacent to the Two Rocks Town Centre and Tavern, were announced in January 1981. The park was to:

feature aquatic shows with WA dolphins, seals, sealions [sic] and hand feeding of sharks and giant rays...

it would include a series of pools and aquarium, an ocean theatre pool and a stadium.¹³

Taking its name from the island of legend, the Atlantis Marine Park was first opened at 10am on 26 December 1981.

Heritage Impact Statement | Woolworths, Azurra Street and Lisford Avenue, Two Rocks | October 2021 6

⁵ Bond Corporation, Annual Report, 1973, pp. 2& 4; Spillman, K., *The Dreamkeepers: Tokyu Corporation's First 30 years in Western Australia 1974 – 2004*, Yanchep Sun City Pty Ltd, 2005, pp. 12 – 13, 20; Chambers, op. cit., pp. 112 & 128. The pastoral property, known as the Yanchep Estate, was originally owned by the Hon. Lady Mary Lindsay, wife of Robert Lindsay Aide de Camp to Lord Beauchamp the Governor General of Australia. Mrs Lindsay purchased the place from the Midland Railway Company after she visited the Yanchep area in 1925/1926. She owned Yanchep and the other half in 'high society' Europe. There are several well-known stories about Mrs Lindsay including her solitary walks on her property while bedecked with jewels and tales of her spreading native seed by hand. (Moloney, A., 'The Story of Yanchep', typescript, n. d. [c. 1979], n. p. [Ch. 5]; Chambers, op. cit., pp. 56 – 58, 112; *Wanneroo Times*, 13/10/1992; *Countryman*, 3/4/1986.)

⁶ Quotation from Bond Corporation, Annual Report, 1973, p. 4; see also Spillman, op. cit., pp. 12 – 13, 20.

⁷ Bond Corporation, Annual Report, 1973, p. 4; Moloney, op. cit., Ch. 6.

⁸ Bond Corporation, Annual Report, 1976, p. 6.

⁹ *The Architect*, 79/2, Vol. 19, No.2, p. 14.

¹⁰ Spillman, op. cit., p. 27 – 28; Bond Corporation, Annual Report, 1975, pp. 4 – 5.

¹¹ Ibid, p. 22. The joint venture meant that a number of executives from Tokyu in Japan relocated to WA. The move to Perth and to Yanchep/Two Rocks was a major cultural shock for the executives and their families with language and ethnicity barriers as well as significant changes to lifestyle. (Ibid, p. 26.)

¹² All information and quotation (p. 39) from Spillman, op. cit., pp. 34 – 40.

¹³ Hamlet, J. & Langley-Kemp, J. (eds.), *Yanchep/Two Rocks: Yesterday and Today*, Sun City Writer's Group, 2000, p. 15.

In 1982, the Atlantis Marine Park was awarded Western Australia's most important prize for tourism, the Sir David Brand Award.¹⁴

This signalled a period of prosperity for the Yanchep/Two Rocks area. The early 1980s saw YSC redevelop of the Yanchep Holiday Village as the Club Capricorn holiday resort¹⁵ and the opening of a new golf course club house by international golfer Jack Newton in November 1985.¹⁶ YSC and the Wanneroo local government worked together with Yanchep/Two Rocks residents to improve and expand public facilities like the surf lifesaving club, the bowling green, an arts and crafts building, and the establishment of a library in the bini shell in 1983.¹⁷ The marina grew to accommodate a number of pleasure craft as well as approximately 65 boats associated with the local crayfishing industry. The Two Rocks Shopping Centre and Tavern was open seven days a week and included a supermarket, bakery and medical centre.¹⁸

The closure of Atlantis Marine Park in 1990 in turn affected the economy of Two Rocks and resulted in several small businesses in the Two Rocks Shopping Centre and Tavern being shut down. During the 1990s, the community of Yanchep/Two Rocks went on to face much of the social and cultural problems felt by many small communities throughout the state and Australia.

The Fini Group purchased Two Rocks Town Centre Precinct, comprising the Shopping Centre and the former Atlantis Marine Park site, in 1999.¹⁹

In August 2006 when the heritage assessment was prepared, the Two Rocks Shopping Centre and Tavern continued to serve the purpose for which it was originally built. Some landscaping elements, limestone pathways and walls, the King Neptune Statue and the former entrance marked by Mark Le Buse's sculpture of a pod of dolphins were all that remained of the Atlantis Marine Park (fmr) in 2006.

Heritage Impact Statement | Woolworths, Azurra Street and Lisford Avenue Two Rocks | October 2021 7

¹⁴ Spillman, op. cit., p. 51; YSC Gazette, Issue 9, October 2004, p. 1. Note: The prize was not actually awarded until a ceremony in 1983, which has caused some confusion about the year in which the award was received.

¹⁵ Spillman, op. cit., p. 55. Club Capricorn underwent major extensions in c. 1985. (*Western Mail*, 3-4/8/1985.)

¹⁶ Spillman, op. cit., p. 58.

¹⁷ Spillman, op. cit., p. 54; Chambers, op. cit., p. 163.

¹⁸ Spillman, op. cit., p. 54.

¹⁹ Certificate of Title, Vol. 1892, Fol. 740.

Statement of Significance

The statement of significance has been taken from the 2006 Two Rocks Town Centre Precinct Heritage Assessment by Philip Griffiths Architects with Kris Bizzaca

Two Rocks Town Centre Precinct, comprising retained dunes, limestone retaining walls, a concrete block construction shopping centre and tavern in the Late Twentieth Century Perth Regional style (1974) and limestone figures, together with the remains of Atlantis (1981) and concrete construction King Neptune statue (1981), has cultural heritage significance for the following reasons:

the place is integral to the history of the development of Yanchep Sun City from the early 1970s, one of the most significant residential, commercial and recreational investment projects undertaken by a private owner/company in this post World War Two period;

the limestone retaining walls and statue of King Neptune have acquired landmark status in a local context and the latter in terms of the region;

the place has social and historical significance to the local community for its contribution to the understanding of the development of Two Rocks and Yanchep, and also for the central role it has and still plays in the everyday lives of residents;

the place contributes to an understanding of the importance of Yanchep as a holiday and tourist destination in concert with the Yanchep caves and National Park, the beach and original shack and fishing settlements along the coast, the Two Rocks marina and town centre as well as Atlantis Marine Park (fmr), the first marine park and oceanarium to be established in Western Australia in 1981;

Two Rocks Shopping Centre and Tavern was a noteworthy design in the context of the mid and late 1970s; and,

the place has associations with former owner Alan Bond, the Japanese company Tokyu Corporation, which has owned and managed the Yanchep Sun City project for over 30 years, and Anthony Brand then of Forbes and Fitzhardinge, designer of the Two Rocks Shopping Centre and Tavern.

The carved limestone artworks, or Waugal Monolith Sculptures have no intrinsic artistic value and have little cultural heritage significance in relation to the shopping centre complex, while carved limestone figures that remain in the ruins of Atlantis contribute to an understanding of the facility.

The car parking, shopping centre service elements, chain link fences, shop fittings, together with the remains of substations, pump works, and the like have no cultural heritage significance.

Heritage Impact Statement | Woolworths, Azurra Street and Lisford Avenue, Two Rocks | October 2021 8

Sun City Yacht Club and marina area together with the second shopping centre to the north of the original town centre precinct was not included in this assessment.

New Works

The proposed works involve clearing of the land to construct a mixed-use retail development that includes a new Woolworths with 4 speciality retail spaces and café to the north and south of the entrance, with service area to the west side, pick up area to the north and parklet to the northwest corner. A larger separate retail building at the northeast corner of the site is separated from the main building by a car park. Two areas are to be left vacant for future retail use by others.

Impacts and Mitigation

In this assessment, the proposals are measured against the heritage values as per the Statement of Significance.

Statement of Significance - Two Rocks Town Centre Precinct Heritage Assessment December 2006 by Philip Griffiths with Kris Bizzaca

Heritage values	Potential Impact Analysis	Mitigation
The place is integral to the history of the development of Yanchep Sun City from the early 1970s, one of the most significant residential, commercial and recreational investment projects undertaken by a private owner/company in this post World War Two period	This is a historic value, there is no work that would impact on this value.	No impact or mitigation required
The limestone retaining walls and statue of King Neptune have acquired landmark status in a local context and the latter in terms of the region	There is no work that impact on the retaining walls. The outdoor café area opens out to the King Neptune statue giving patrons direct views to the statue.	Minor positive impact. The café facing the King Neptune Statue reinforces its landmark status.
The place has social and historical significance to the local community for its contribution to the understanding of the development of Two Rocks and Yanchep, and also for the central role it has and still plays in the everyday lives of residents	This is a historic value, there is no work that would impact on this value. The new development is typical of how commercial/retail spaces are constructed today. The juxtaposition of the two retail spaces shows the evolution of the retail environment.	No impact and no mitigation required.

Heritage Impact Statement | Woolworths, Azurra Street and Lisford Avenue Two Rocks | October 2021 9



The place contributes to an understanding of the importance of Yanchep as a holiday and tourist destination in concert with the Yanchep caves and National Park, the beach and original shack and fishing settlements along the coast, the Two Rocks marina and town centre as well as Atlantis Marine Park (fmr), the first marine park and oceanarium to be established in Western Australia in 1981	This is a historic value, there is no work that would impact on this value.	No impact and no mitigation required
Two Rocks Shopping Centre and Tavern was a noteworthy design in the context of the mid and late 1970s	There is no work that would impact on this value.	No impact and no mitigatior required
The place has associations with former owner Alan Bond, the Japanese company Tokyu Corporation, which has owned and managed the Yanchep Sun City project for over 30 years, and Anthony Brand then of Forbes and Fitzhardinge, designer of the Two Rocks Shopping Centre and Tavern	This is a historic value, there is no work that would impact on this value.	No impact and no mitigation required

Statement of Significance - City of Wanneroo Local Heritage Survey

Heritage values	Potential Impact Analysis	Mitigation
Place 42 Atlanntis Marine Park (site): The place has historic value for its association with the development of Two Rocks as a tourist destination and residential subdivision.	This is a historic value, there is no work that would impact on this value.	No impact and no mitigation rquired
Place 43 - King Neptune Sculpture: The sculpture is a landmark in the community of Two Rocks since 1982. The sculpture has historic value for its association with the development of Two Rocks Marina and the Atlantis Marine Park.	The outdoor café area opens out to the King Neptune statue giving patrons direct views to the statue.	Minor Positive impact. The café facing the King Neptune Statue reinforces its landmark status.
Place 44 - Two Rocks Shopping Centre: The place has aesthetic significance as a demonstration of the post war international/brutalist style expression in concrete block construction. The place has historic value for tis association with the development of the Two Rocks townsite in the 1970's.	The materials palette of the new development is influenced by the existing Two Rocks Shopping Centre. The light-coloured brick and block work reflect the materials used in the existing shopping centre. The dark precast panels with recessed painted bubble pattern and white and timber cladding are designed to evoke a beach feel. The dark colour of the precast section of building and placement of specialty retail around the building will help disguise its bulk. While the west elevation is substantial future development in front will break up the bulk.	Little Impact/positive impact.

Heritage Impact Statement | Woolworths, Azurra Street and Lisford Avenue, Two Rocks | October 2021 10

Gri	ffiths	Archit	ects
-----	--------	--------	------



Place 46 - Waughal Monoliths: The sculptures have aesthetic value as examples of a style of public art widely used in Perth during the 1970's. The sculptures have historic value for their association with the development of Two Rocks marina and townsite in the 1970's.	This is a historic value, there is no work that would impact on this value. It is the intention to relocate some of the sculptures to the site as art pieces, if permission to use them is granted.	No impact. The use of the sculptures as art pieces on the site would be a positive impact and will improve interpretation of the site.
Place 48 - Two rocks Limestone retaining wall: The structure is a landmark in the townsite as a dominant structure and for its bold construction form.	There is no work that would impact on this value.	No impact and no mitigation required.
The place has historic value for its association with the development of the area in the 1970's.		

Conclusion

In this assessment, the proposals are measured against the heritage values presented in the Statement of Significances for the places noted in the sections above.

The area has been left vacant since the closure of Atlantis Marine Park in 1990 and its subsequent demolition.

The new development is set back sufficiently that it does not directly visually sit against the Two Rocks Shopping development. Linking development will occur between the two in the future. The materials palette of the new development is sympathetic to the existing shopping centre and existing landscape. The form and scale of the project is significantly larger than the existing shopping centre, but the facades are broken up with speciality shops and café to reduce the overall massing. The café facing the King Neptune Statue ensures it retains its landmark qualities.

Overall, the development will not negatively affect the heritage significant places within its surroundings.

References

Two Rocks Town Centre Precinct Heritage Assessment December 2006 by Philip Griffiths with Kris Bizzaca

Local Heritage Place local assessments:

- Atlantis Marine Park (10 Enterprise Ave) Place no. 42
- King Neptune Sculpture (10 Enterprise Ave) Place no. 43

Heritage Impact Statement | Woolworths, Azurra Street and Lisford Avenue Two Rocks | October 2021 11



- Two Rocks Shopping Centre (10 Enterprise Ave) Place no. 44
- Two Rocks Tavern (10 Enterprise Ave) Place no. 45
- Waughal Monoliths (10 Enterprise Ave) Place no. 46
- Two Rocks Limestone Retaining Wall (Pope St and Enterprise Ave) Place 48

Heritage Impact Statement | Woolworths, Azurra Street and Lisford Avenue, Two Rocks | October 2021 12

ATTACHMENT 5

Transport Impact Assessment

Two Rocks Precinct C Local Development Plan and Retail and Commercial Development Application

CW1197300

Prepared for Fabcot Pty Ltd

10 February 2022





Transport Impact Assessment Two Rocks Precinct C Local Development Plan and Retail and Commercial Development Application

Contact Information	Document Information		
Cardno (WA) Pty Ltd	Prepared for	Fabcot Pty Ltd	
ABN 77 009 119 000 11 Harvest Terrace West Perth WA 6005 PO Box 447	Project Name	Two Rocks Precinct C Local Development Plan and Retail and Commercial Development Application	
www.cardno.com Phone +61 8 9273 3888 Fax +61 8 9486 8664	File Reference	CW1197300-TR-RT-R001-C- TIA-Lot 9702 Enterprise Avenue, Two Rocks	
	Job Reference	CW1197300	
	Date	10 February 2022	
	Version Number	С	
Author(s):			
		10/00/0000	

Dana Romic	Effective Date	10/02/2022
Transport Planner		
Approved By:		
Ray Cook	Date Approved	10/02/2022
Business Leader – Traffic and Transport Planning		

Document History

Version	Effective Date	Description of Revision	Prepared by	Reviewed by
А	22 October 2021	For Issue	DR/EH	SGL
В	27 October 2021	For Issue	DR/EH	SGL
С	10 February 2022	Updates	DR/EH	SGL
		•		

\square	Cara	lno
-----------	------	-----

Transport Impact Assessment Two Rocks Precinct C Local Development Plan and Retail and Commercial Development Application

Table of Contents

1	Introduction		1
	1.1	Background	1
	1.2	Site Context	1
2	Existin	ng Situation	3
	2.1	Surrounding Land Uses	3
	2.2	Existing External Road Network	4
	2.3	Existing Traffic Volumes	6
	2.4	Existing Public Transport Facilities	6
	2.5	Existing Pedestrian/Cycle Network Facilities	7
	2.6	Existing Crash Data	7
3	Propos	sed Development	8
	3.1	Proposed Development	8
	3.2	Access Arrangements	9
	3.3	Servicing	14
4	Parkin	g Supply (For Site A)	18
	4.2	Bicycle Parking Requirements	18
5	Chang	es to Surrounding Transport Network	19
	5.1	Road Network	19
	5.2	Pedestrian/Cycle Networks	21
	5.3	Public Transport Networks	22
6	Integra	ation with Surrounding Area	23
	6.1	Major Attractors/Generators	23
7	Analys	sis of Transport Network	24
	7.1	Assessment Years and Time Period	24
	7.2	Key Assumptions	24
	7.3	Development Trip Generation	25
	7.4	Development Trip Distribution	26
	7.5	Background and Development Traffic Volumes	29
	7.6	Intersection Performance	37
	7.7	SIDRA Analysis Results	38
	7.8	Analysis Summary	45
8	Site S	pecific Issues	46
	8.1	Access Arrangements for Lisford Avenue/Azzurra Street and Southern Site (Access 4)	Access 46
9	Conclu	usions and Summary	48

137

CW1197300 | 10 February 2022 | Commercial in Confidence

iii

Cardno[®]

Transport Impact Assessment Two Rocks Precinct C Local Development Plan and Retail and Commercial Development Application

Appendices

- Appendix B Site Plans
- Appendix C Swept Paths

Tables

Table 2-1	Road Network Classification	4
Table 2-2	Traffic Volumes	6
Table 4-1	Car Parking Provision and Requirements	18
Table 7-1	Development Yield Summary	25
Table 7-2	Trip Generation Rates	25
Table 7-3	Directional Distribution	25
Table 7-4	Total Trip Generation – Opening Year Traffic (Site A)	26
Table 7-5	Total Trip Generation – Full LDP Traffic (Site A, B, C & D)	26
Table 7-6	Level of Service (LoS) Performance Criteria	37
Table 7-7	Lisford Avenue/Charnwood Avenue Intersection – Scenario 1	38
Table 7-8	Lisford Avenue/Azzurra Street Intersection – Scenario 2	39
Table 7-9	Lisford Avenue/Road 3 Intersection – Scenario 2	40
Table 7-10	Lisford Avenue/Charnwood Avenue Intersection – Scenario 2	41
Table 7-11	Lisford Avenue/Azzurra Street Intersection – Scenario 3	41
Table 7-12	Lisford Avenue/Road 3 Intersection – Scenario 3	41
Table 7-13	Lisford Avenue/Charnwood Ave Intersection – Scenario 3	42
Table 7-14	Lisford Avenue/Azzurra Street Intersection – Scenario 4	43
Table 7-15	Lisford Avenue/Road 3 Intersection – Scenario 4	44
Table 7-16	Lisford Avenue/Charnwood Ave Intersection – Scenario 4	45

Figures

Figure 1-1	Aerial Image of LDP Area	1
Figure 1-2	Close up of the Development Site	2
Figure 2-1	City of Wanneroo Zoning	3
Figure 2-2	Road Hierarchy	5
Figure 2-3	Source: Main Roads WA – Road Information Mapping System	5
Figure 2-4	Nearest Bus Stops	6
Figure 2-5	Existing Bus Routes	7
Figure 3-1	Site Plan	9

CW1197300 | 10 February 2022 | Commercial in Confidence

iv

() C a	Transport Impact Assess Two Rocks Precinct C Local Development Plan and Retail and Commercial Development Applic	
Figure 3-2	Site Access Location (Site A, B & C)	10
Figure 3-3	Site Access Location (Site D)	11
Figure 3-4	Minimum Sight Distance Requirements	12
Figure 3-5	Proposed Access Location	13
Figure 3-6	Swept Paths for a 19m Semi-trailer (Loading Dock 1 IN)	14
Figure 3-7	Swept Paths for a 19m Semi-trailer (Loading Dock 1 OUT)	15
Figure 3-8	Swept Paths for a 19m Semi-trailer (Loading Dock 2 IN)	16
Figure 3-9	Swept Paths for a 19m Semi-trailer (Loading Dock 2 OUT)	17
Figure 5-1	Proposed Road Network Changes	19
Figure 5-2	Proposed Lisford Avenue cross-section	20
Figure 5-3	Wanneroo Future Cycling Network Map	21
Figure 6-1	Key Attractors/Generators within the Surrounding Area	23
Figure 7-1	Development Trip Distribution Inbound (Opening Year: Site A) (Scenario 2)	27
Figure 7-2	Development Trip Distribution Outbound (Opening Year: Site A) (Scenario 2)	27
Figure 7-3	Development Trip Distribution Inbound (Full LDP: Site A, B, C & D) (Scenario 3 & 4)	28
Figure 7-4	Development Trip Distribution Outbound (Full LDP: Site A, B, C & D) (Scenario 3 & 4)	29
Figure 7-5	Background Traffic	30
Figure 7-6	Development Volumes (Opening Year)	31
Figure 7-7	Development Volumes (Full Development)	32
Figure 7-8	Scenario 1 – 2021 Existing Traffic without Development (AM, PM and Weekend)	33
Figure 7-9	Scenario 2 – 2024 Traffic with Development (AM, PM and Weekend)	34
Figure 7-10	Scenario 3 – 2034 Traffic with Development (AM, PM and Weekend)	35
Figure 7-11	Scenario 4 – 2034 Traffic with Development (AM, PM and Weekend) Worse Case	36
Figure 7-12	SIDRA Layout for Lisford Avenue/Charnwood Ave Intersection	38
Figure 7-13	SIDRA Layout for Lisford Avenue/Azzurra Street Intersection	39
Figure 7-14	SIDRA Layout for Lisford Avenue/Road 3 Intersection	40
Figure 7-15	SIDRA Layout for Lisford Avenue/Charnwood Avenue/Australis Drive Intersection	42
Figure 7-16	SIDRA Layout for Lisford Avenue/Azzurra Street Intersection (with assumed intersection upgrades)	43
Figure 7-17	SIDRA Layout for Lisford Avenue/Road 3 Intersection (with assumed intersection upgrades)	44
Figure 8-1	Likely Inbound and Outbound Routes (LILO arrangement)	46

v

Cardno°

Transport Impact Assessment Two Rocks Precinct C Local Development Plan and Retail and Commercial Development Application

1 Introduction

1.1 Background

Cardno has been commissioned by Fabcot Pty Ltd 'the Client') to prepare a Transport Impact Assessment (TIA) for the Precinct C Local Development Plan (LDP) and proposed Woolworths/Commercial Development Application located at Part Lot 9702 Enterprise Avenue, Two Rocks, within the City of Wanneroo (the "Site").

This report aims to assess the impacts of the proposed LDP and development application upon the adjacent transport network, with a focus on traffic operations, circulations, and car parking requirements. The report also provides detailed consideration of the impact of one specific development site within the LDP to support a Development Application.

This report has been prepared in accordance with the Western Australian Planning Commission (WAPC) Transport Impact Assessment Guidelines for Developments: Volume 3 – Subdivisions (2016) and the checklist is included in **Appendix A**.

1.2 Site Context

The Site is located at part of Lot 9702 Enterprise Avenue, Two Rocks and is currently vacant land. The Site is located in the City of Wanneroo. **Figure 1-1** shows an aerial image of the LDP area with **Figure 1-2** showing a close up of the development Site.



Source: MetroMap (2021)

```
Cardno<sup>®</sup>
```

Figure 1-2 Close up of the Development Site



Source: MetroMap (2021)

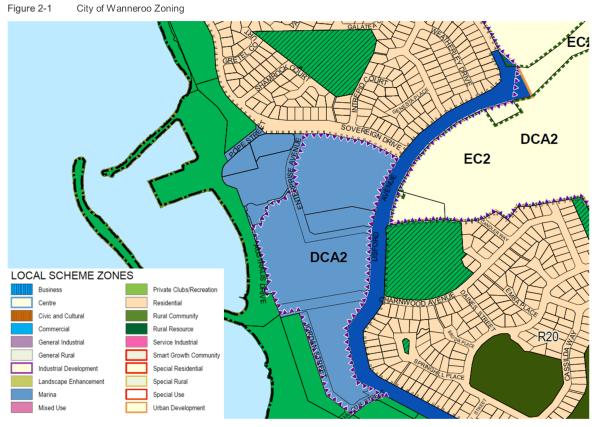
Cardno[®]

Transport Impact Assessment Two Rocks Precinct C Local Development Plan and Retail and Commercial Development Application

2 Existing Situation

2.1 Surrounding Land Uses

Pursuant to the provision of the *City of Wanneroo District Planning Scheme No. 2* (DPS2), the Site is zoned *'Marina'*, as shown in **Figure 2-1**. The Site is immediately surrounded by undeveloped land, with the existing Two Rocks Marina and small shopping precinct to the north west, and residential areas to the north, east and south.



Souce: City of Wanneroo District Planning Scheme No. 2

Cardno[®]

Transport Impact Assessment Two Rocks Precinct C Local Development Plan and Retail and Commercial Development Application

2.2 Existing External Road Network

Road classifications are defined in the Main Roads Functional Hierarchy as follows:

- Primary Distributors (light blue): Form the regional and inter-regional grid of MRWA traffic routes and carry large volumes of fast-moving traffic. Some are strategic freight routes, and all are National or State roads. They are managed by Main Roads.
- Regional Distributors (red): Roads that are not Primary Distributors, but which link significant destinations and are designed for efficient movement of people and goods within and beyond regional areas. They are managed by Local Government.
- District Distributor A (green): These carry traffic between industrial, commercial and residential areas and connect to Primary Distributors. These are likely to be truck routes and provide only limited access to adjoining property. They are managed by Local Government.
- District Distributor B (dark blue): Perform a similar function to District Distributor A but with reduced capacity due to flow restrictions from access to and roadside parking alongside adjoining property. These are often older roads with traffic demand in excess of that originally intended. District Distributor A and B roads run between land-use cells and not through them, forming a grid that would ideally be around 1.5 kilometres apart. They are managed by Local Government.
- Local Distributors (orange): Carry traffic within a cell and link District Distributors at the boundary to access roads. The route of the Local Distributor discourages through traffic so that the cell formed by the grid of District Distributors only carries traffic belonging to or serving the area. These roads should accommodate buses but discourage trucks. They are managed by Local government.
- Access Roads (grey): Provide access to abutting properties with amenity, safety and aesthetic aspects having priority over the vehicle movement function. These roads are bicycle and pedestrian friendly. They are managed by Local government.

The Site is bounded by Lisford Avenue to the east. The surrounding road network is further described in **Table 2-1** and shows the hierarchy as per the Main Roads WA Road Information Mapping System, whilst **Figure 2-2** shows the road hierarchy.

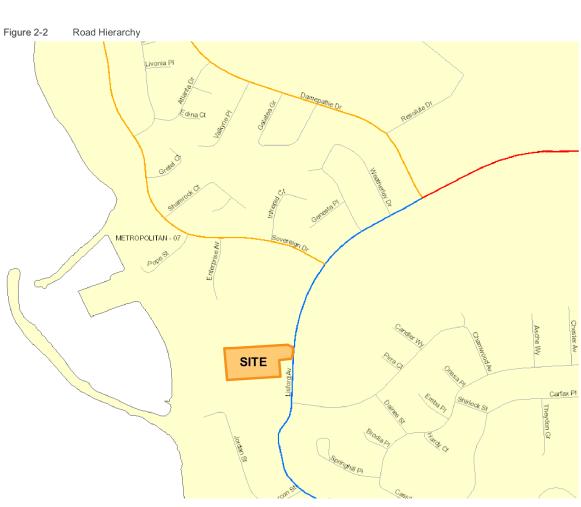
Road Name	Road Hierarchy	Jurisdiction	No. of Lanes	No. of Footpaths	Road Width (m)	Posted Speed (km/h)
Lisford Avenue	District Distributor B	Local Government	2	1	7	60
Enterprise Avenue	Access Road	Local Government	2	1	6	50
Sovereign Drive	Local Distributor	Local Government	2	2	7.4	50

Table 2-1 Road Network Classification

CW1197300 | 10 February 2022 | Commercial in Confidence

4





Transport Impact Assessment Two Rocks Precinct C Local Development Plan and Retail and Commercial Development Application

Figure 2-3 Source: Main Roads WA – Road Information Mapping System

Transport Impact Assessment Two Rocks Precinct C Local Development Plan and Retail and Commercial Development Application

2.3 Existing Traffic Volumes

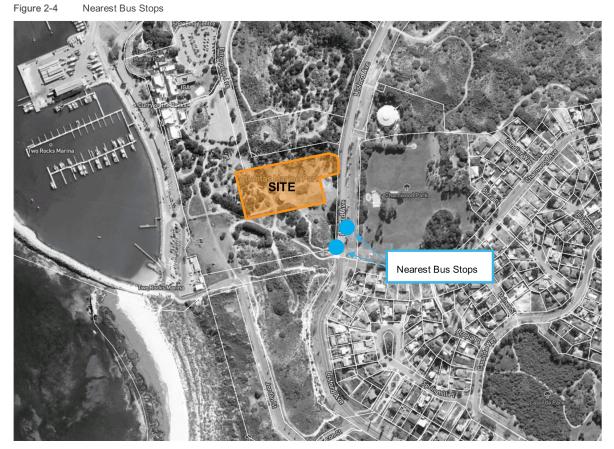
The most recent traffic volumes for the roads in the vicinity of the Site were obtained from the City of Wanneroo and are summarised in **Table 2-2**.

Table 2-2 Traffic Vol	umes				
Road Name	Date	Average Two- way Daily Traffic Volume	Average Two-way AM Peak Traffic Volume (Weekday)	Average Two-way PM Peak Traffic Volume (Weekday)	Average Two-way Peak Traffic Volume (Weekend)
Lisford Ave (Sovereign Dr to Weatherly Dr)	2019	2,257	436	380	78
Charnwood Ave (East of Daines Street)	2017	223	25	26	21

Source: City of Wanneroo

2.4 Existing Public Transport Facilities

The nearest bus stops to the Site are located approximately 20 metres east of the Site, as shown in **Figure 2-4**. Bus route 490 operates from these stops along Lisford Avenue and travels to Two Rocks Shopping Centre in the north and Yanchep and Butler in the south, as shown in **Figure 2-5**.



Source: MetroMap (2021)

Transport Impact Assessment

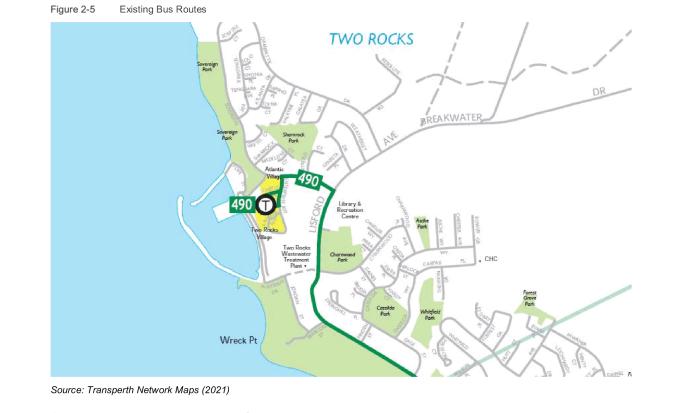
CW1197300 | 10 February 2022 | Commercial in Confidence

2.5 Existing Pedestrian/Cycle Network Facilities

A footpath is provided along Lisford Avenue. There are currently no other existing pedestrian and cycling facilities within the surrounding area of the Site.

2.6 Existing Crash Data

A search of the *Main Roads WA Reporting Centre* for crash data was undertaken for all recorded traffic accidents between 1 January 2016 and 31 December 2020 within the surrounding area of the subject Site. There were no recorded crashes within the surrounding area in the last 5 years.



Two Rocks Precinct C Local Development Plan and Retail and Commercial Development Application

Transport Impact Assessment Two Rocks Precinct C Local Development Plan and Retail and Commercial Development Application

3 Proposed Development

3.1 **Proposed Development**

The proposed LDP comprises of the following land uses:

> Site A (Proposed Woolworths/Commercial Development Application – 4,133m²)

- Supermarket
- Liquor store
- Café
- Specialty retail stores
- 242 car parking bays

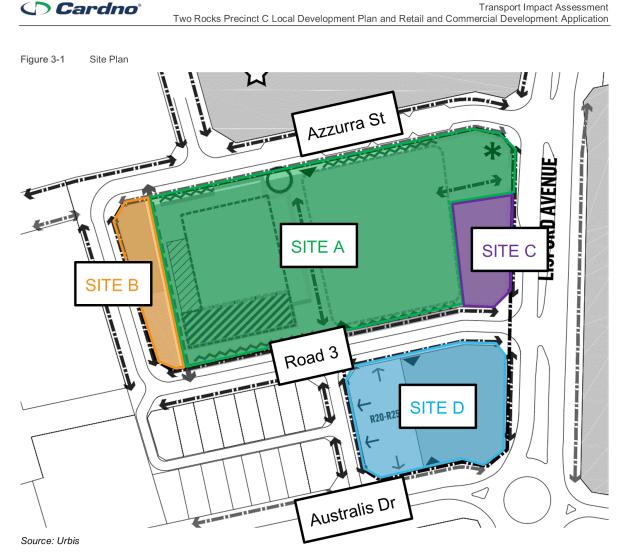
> Site B (approximately 2,000m²)

- Future commercial development
- Public open space/drainage
- > Site C (1,702m²)
 - Future pad site
- > Site D (approximately 4,800m²)
 - Future commercial development
 - Future residential development

Site A is the main focus of this development assessment with Site B, C and D to be considered in a separate development application. However, for the purposes of the traffic assessment, the anticipated traffic volumes generated by Site B, C and D will be considered.

CW1197300 | 10 February 2022 | Commercial in Confidence

148



3.2 Access Arrangements

3.2.1 Site A

The proposed Site access arrangement (for Site A) is shown in Figure 3-2 and summarised below:

- > Access 1 Loading Dock Access
- > Access 2 Loading Dock and Click-and-Collect Egress
- > Access 3 Northern car park access full movements
- > Access 4 Southern car park access full movements

Transport Impact Assessment Two Rocks Precinct C Local Development Plan and Retail and Commercial Development Application

Figure 3-2 Site Access Location (Site A, B & C)



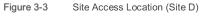
Source: Brown Falconer (2021)

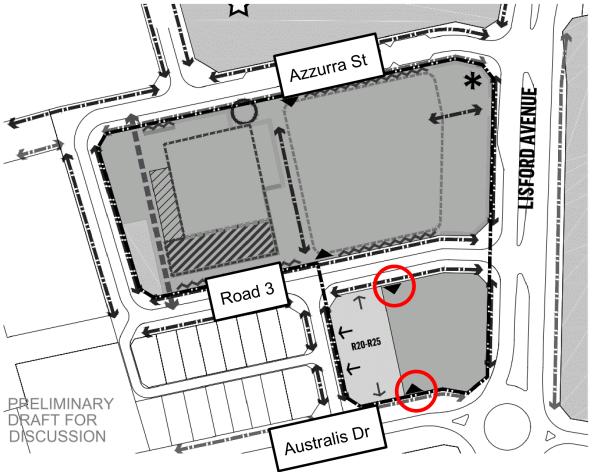
Transport Impact Assessment Two Rocks Precinct C Local Development Plan and Retail and Commercial Development Application

3.2.2 Site B, C & D

For the purpose of the transport assessment, it is assumed that vehicle access for Site B and C will be via the Site A accesses.

Site D residential lots will have access to their respective frontages and the commercial component will have access to Road 3 to the north and Australis Drive to the south as shown in **Figure 3-3**.





3.2.3 Sight Distance

In accordance with AS2890.1:2004 Parking Facilities: Off-street car parking, frontage roads with a speed of 50k/m require a minimum sight stopping distance of 45 metres (as shown in **Figure 3-4**) to allow for an adequate sight distance to traffic and pedestrians.

C Cardno

Transport Impact Assessment Two Rocks Precinct C Local Development Plan and Retail and Commercial Development Application

Figure 3-4 Minimum Sight Distance Requirements Y(see Note 2) Frontage road Edge of (see Note 1) frontage road 2.5 m No permanent Access Driver's position sight obstruction driveway (see Note 3)-Distance (Y) along frontage road m Frontage road speed (Note 4) Access driveways other than domestic (Note 5) Domestic property km/h access (Note 6) Desirable Minimum SSD 5 s gap 40 55 35 30 50 69 45 40 60 83 65 55 70 97 85 70 80 111 105 95 90 125 130 Use values from 2nd 100 139 160 and 3rd columns

Source: AS2890.1:2004 Parking Facilities: Off-street car parking

153

110

Figure 3-5 shows that no permanent obstructions would appear to block the driver's lone of sight within the 45-metre minimum along Azzurra Street.

190

Given the above, the location of the crossover is considered to meet the minimum requirements and is appropriate.

AIR LOCK

MALL 139 m²

6744

NOPY

Transport Impact Assessment Two Rocks Precinct C Local Development Plan and Retail and Commercial Development Application

242 TOTAL CAR BAYS

Figure 3-5 Proposed Access Location T E E R T S A 10.00 R R U Z Z A HERITAGE PLAQUE +8.55 +8.25 BINS PLAY 2 SPEC 4 151 m² +8.51 10 AMENITIES (& EOT) SHARED PEDESTRIAN IVEHICLE CAFE 85 m² AIR LOCK F&V

4.4 – Attachment 1

C Cardno

Transport Impact Assessment Two Rocks Precinct C Local Development Plan and Retail and Commercial Development Application

3.3 Servicing

Servicing for Site A will be undertaken primarily via the north-south laneway located at the rear of the supermarket. This laneway provides access to the loading docks and may also be used for servicing the 'Future Commercial' site.

The largest vehicles anticipated the access the Site are 19m semi-trailers, delivering goods to the supermarket. Typically, these vehicles would arrive and depart 2-3 times per weekday, subject to scheduling with other nearby supermarkets. To suit the layout the loading dock, the 19m semi-trailers will operate in an anti-clockwise direction around the perimeter of the Site, and reverse into the loading dock from the laneway.

A swept path analysis was conducted for the 19m semi-trailer and this is shown in **Figure 3-6** through **Figure 3-9**. Larger versions are provided at **Appendix C**.

Servicing for Site B will generally be handled by smaller delivery vehicles, with the City's waste truck likely to be the largest vehicle needing to access the site. Details of waste collection and servicing for these sites will be determined through later planning stages.

When loading dock 1 is occupied by another truck longer than 12.5m, a semi-trailer would be unable to access to loading dock 2. Active management of the loading dock will be undertaken by the supermarket operator (such as requiring a specific order of access to the loading docks and/or scheduled arrivals/departures) to ensure that there are no access and egress issues.

The semi-trailer movement turning right from Road 3 into Lisford Avenue does track across the northbound lane for an estimated 15m (worst case) based on swept path analysis. This will occur only for the short term, until the City upgrades Lisford Avenue to a wider cross section – e.g. with a median and/or shoulders. As the traffic volumes are low on Lisford Avenue, and only 2-3 semi-trailer movements occur per day, this is considered appropriate for an interim road arrangement. It is also noted that 19m semi-trailers are 'as of right' vehicles permitted to use these streets, and the design of this intersection was only recently approved by the City prior to construction.

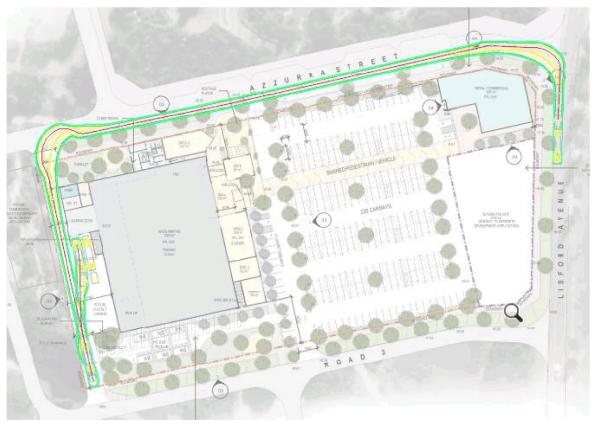


Figure 3-6 Swept Paths for a 19m Semi-trailer (Loading Dock 1 IN)

Cardno[®]

Transport Impact Assessment Two Rocks Precinct C Local Development Plan and Retail and Commercial Development Application



Figure 3-7 Swept Paths for a 19m Semi-trailer (Loading Dock 1 OUT)

```
C Cardno
```

Transport Impact Assessment Two Rocks Precinct C Local Development Plan and Retail and Commercial Development Application



Figure 3-8 Swept Paths for a 19m Semi-trailer (Loading Dock 2 IN)

Transport Impact Assessment Two Rocks Precinct C Local Development Plan and Retail and Commercial Development Application



Figure 3-9 Swept Paths for a 19m Semi-trailer (Loading Dock 2 OUT)

4 Parking Supply (For Site A)

4.1 Car Parking

A reduction in the standard car parking requirements of the *City of Wanneroo District Planning Scheme No. 2* is proposed for the Two Rocks Town Centre, given that parking can be shared by different land uses that have different peak operating times.

As per the *SKM Two Rocks Town Centre Traffic and Transport Report* (January 2014) parking for land uses within the Two Rocks Town Centre, have been assessed based on a 25% reduction in parking rate, if 75% of non-residential parking in the town centre is provided as public parking.

The Statutory parking requirements, in accordance with the *City of Wanneroo Two Rocks Town Centre Structure Plan (2014)* have been considered in the context of the proposed development (Site A) and are summarised below in **Table 4-1**. The parking requirements for Site B, C and D will be determined as part of a future development application.

Table 4-1 Car Parking Provision and Requirements

Development Classification	Requirements	Yield	Parking Required	Parking Provided
Retail (Supermarket – Woolworths expansion included)	4.6 bays per 100 GLFA	4,791m ²	221	242
Total			221	242

221 car parking bays are proposed on-site. Based on the above, the proposed on-site car parking is compliant with the requirements.

4.2 Bicycle Parking

The City of Wanneroo does not have statutory requirements for the provision of bicycle parking.

For Site A, a total of 10 long-stay bicycle parking bays have been provided for supermarket/retail employees. This quantum is sufficient to provide for a 10% cycling mode share for 100 employees, which is significantly in excess of the anticipated employee numbers for this Site. Short stay bicycle parking for customers should be provided in the form of U-rails, located conveniently near the entry points to the buildings.

Bicycle parking requirements for Site B, C and D will be determined as part of a future development application.

Transport Impact Assessment Two Rocks Precinct C Local Development Plan and Retail and Commercial Development Application

5 Changes to Surrounding Transport Network

5.1 Road Network

The *Two Rocks Town Centre Structure Plan* proposes a number of future changes to the existing road network, as shown in **Figure 5-1**.

Additional road network changes include:

- Australis Drive to be connected to Lisford Avenue to form the western extension of Charnwood Avenue. This intersection is proposed with roundabout control;
- > Three new connections from internal streets to Lisford Avenue are proposed between Charnwood Avenue and Sovereign Drive; and
- > Enterprise Avenue is proposed to connect south to Australis Drive.

Some of these road connections will be delivered in the short term as part of subdivision works being undertaken to facilitate the development of this LDP.



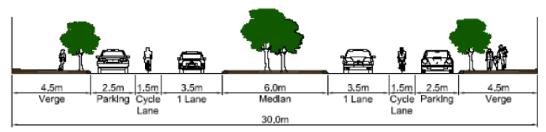
Figure 5-1 Proposed Road Network Changes

Source: City of Wanneroo Two Rocks Town Centre Structure Plan

The Two Rocks Town Centre Traffic and Transport Report does not provide traffic volume forecasts for Lisford Avenue. However it does nominate a proposed ultimate cross section for Lisford Avenue with a maximum capacity of 20,000 vpd. This cross-section is shown in 5.2 below.

The upgrade of Lisford Avenue would be undertaken by others (e.g. City of Wanneroo) as development of the wider Two Rocks area continues.





Source: Two Rocks Town Centre Traffic and Transport Report (SKM, 2014)

C Cardno

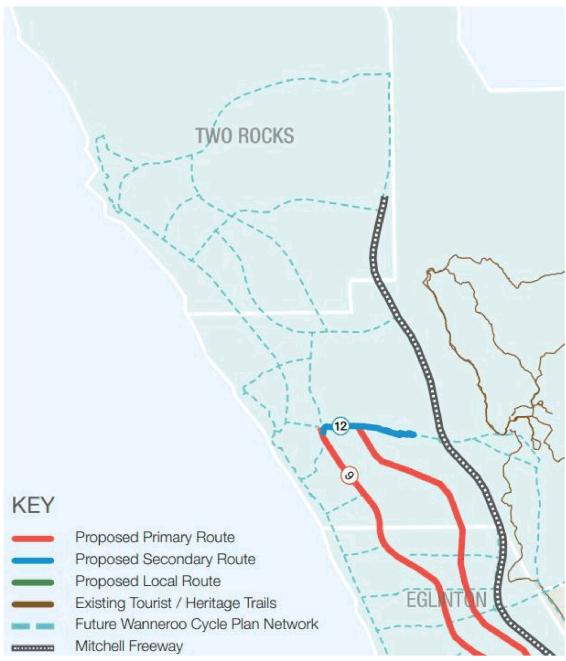
Transport Impact Assessment Two Rocks Precinct C Local Development Plan and Retail and Commercial Development Application

5.2 Pedestrian/Cycle Networks

Cardno contacted the City of Wanneroo and confirm no changes are proposed to the pedestrian/cycle network facilities within the short term. However, the City of Wanneroo Bicycle Plan identified Lisford Avenue as a key cycling corridor with **Figure 5-3** showing the proposed future network.

Design drawings prepared by JTSI and provided to Cardno indicate that footpaths will be provided on all internal streets within the LDP area.





Source: City of Wanneroo Cycle Plan



Transport Impact Assessment Two Rocks Precinct C Local Development Plan and Retail and Commercial Development Application

5.3 Public Transport Networks

Cardno contacted the Public Transport Authority and were advised that there are no proposed changes to the network in this area in the short term. It is likely that changes to bus routes in the area will occur when the Yanchep Rail Extension commences operations in late-2023.

C Cardno

Figure 6-1

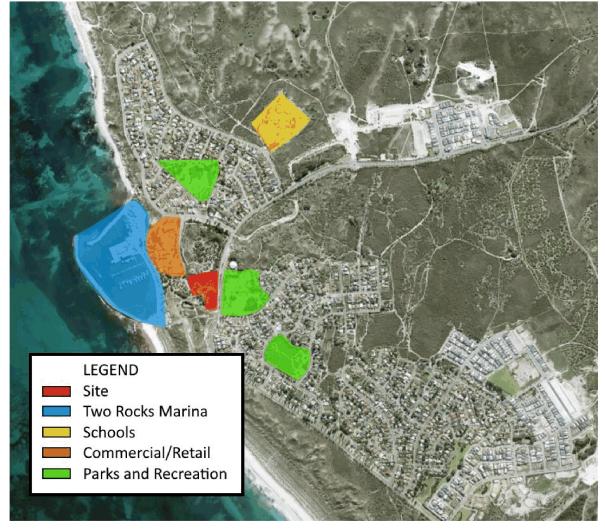
Transport Impact Assessment Two Rocks Precinct C Local Development Plan and Retail and Commercial Development Application

6 Integration with Surrounding Area

Key Attractors/Generators within the Surrounding Area

6.1 Major Attractors/Generators

The surrounding attractors/generators within close proximity to the Site are shown below in Figure 6-1.



Source: Metromap (2021)

🔿 Cardno°

Transport Impact Assessment Two Rocks Precinct C Local Development Plan and Retail and Commercial Development Application

7 Analysis of Transport Network

7.1 Assessment Years and Time Period

Peak times selected are 8:00 AM to 9:00 AM and 2:00 PM to 3:00 PM respectively for the morning and afternoon peak periods on weekdays and 12:00 PM to 1:00 PM as the peak hour on weekends, based on midblock traffic volume data provided by the City of Wanneroo.

The following model scenarios have therefore been analysed as part of this assessment:

- > Scenario 1 2021 Existing Traffic without Development (AM, PM and Weekend)
- > Scenario 2 2024 Traffic with Development (AM, PM and Weekend)
- Scenario 3 2034 Traffic with Development (AM, PM and Weekend)
- > Scenario 4 2034 Traffic with Development (AM, PM and Weekend) Worse Case

7.2 Key Assumptions

The following provides a list of assumptions use in the assessment.

- > Heavy vehicle volumes are based on the traffic data obtained from the City of Wanneroo.
- > Lisford Avenue/Azzurra and Lisford Avenue/Road 3 intersection layouts are in accordance with designs prepared by JTSI and provided to Cardno. The Lisford Avenue/Azzurra Street has since been constructed to those designs.
- The Two Rocks Town Centre Structure Plan shows that the Lisford Avenue/Charnwood Avenue Intersection will be upgraded to a 4 way roundabout in the future which has been applied to the future assessment (Scenario 3).
- Main Roads does not provide ROM outputs to third parties for the purpose of development application transport impact assessments, so ROM outputs could not be used to estimate future traffic growth. Instead, an estimate of 2% per annum of linear growth was used to represent increases in background traffic. This growth was applied to the 2019 'Existing' volumes for the relevant number of years for each scenario.
- > The opening year and full LDP traffic of the development for the purposes of the traffic assessment (Scenario 2 and 3) is assumed to be as follows:
 - Scenario 2 Opening year traffic consists of Site A which includes the supermarket (excluding expansion), liquor store, speciality stores and the retail/commercial.
 - Scenario 3 Full LDP traffic consists of the following:
 - Site A: supermarket (with expansion), liquor store, speciality stores, retail/commercial
 - Site B: future commercial
 - Site C: future pad site
 - Site D: residential and commercial.
- > The following assumptions were made for the Scenario 4 (worse case), based on information provided by the City following submission of the initial TIA (Rev A):
 - Based on the information provided by the City, the Main Roads WA ROM24 modelling shows Lisford Avenue carrying 26,600 vpd (two-way) in 2031. This equates to a growth rate of approximately 84% per annum, for a total of 10 years. This level of growth over such a period is completely unrealistic, and it is noted that using raw ROM traffic forecasts without calibration is not supported by Main Roads Operational Modelling Guidelines. The ROM estimates are also approximately 25% higher than the maximum 20,000vpd proposed in the *Two Rocks Town Centre Traffic and Transport Report*. As a sensitivity test, a more realistic – but still very high – linear growth rate of 20% per annum over 10 years was adopted.
 - Lisford Avenue is assumed to be upgraded to a four-lane divided carriageway, which would be required for an eventual volume of 26,600vpd.

 The upgrades to Lisford Avenue/Azzurra Street and Lisford Avenue/Road 3 intersections are assumed to allow staged right turns via a 6m wide median. This is consistent with the Two Rocks Town Centre Traffic and Transport Report (SKM 2014).

7.3 Development Trip Generation

Trip generation has been calculated for the proposed development utilising trip generation rates from the *Institute of Transportation Engineers (ITE) "Trip Generation" 10th Ed* and *RTA Guide to Traffic Generating Developments*. **Table 7-2** provides the trip generation rate during the Weekday AM, Weekday PM, and Weekend peak hours, **Table 7-3** outlines the directional distribution acquired from ITE for the proposed development and **Table 7-4** states the total trip generation for the proposed development.

Table 7-1	Development	Yield	Summary
-----------	-------------	-------	---------

Land Use	Yield (Opening Year: Site A)	Yield (Full LDP: Site A, B, C & D)
Supermarket & liquor	2,942 sqm 200 sqm	3,600 sqm 200 sqm
Café	85 sqm	85 sqm
Retail (Non-food retail)	906 sqm	2,525 sqm
Commercial	0 sqm	658 sqm
Residential	0 dwelling	5 dwellings*

* the number of dwellings has been assumed based on the residential zoning (R20-25) as indicated in the LDP

Table 7-2Trip Generation Rates

Land Use	Source	Weekday AM Peak	Weekday PM Peak	Weekend Peak
Supermarket & liquor	ITE 850	7.18 per 100 sqm	8.18 per 100 sqm	11.13 per 100 sqm
Café	WAPC Vol 5	10.00 per 100 sqm*	2.50 per 100 sqm*	10.00 per 100 sqm~
Retail (Non-food retail)	WAPC Vol 5	1.25 per 100 sqm	4.00 per 100 sqm	4.00 per 100 sqm~
Commercial	ITE 710	1.58 per 100 sqm	1.53 per 100 sqm	0.57 per 100 sqm
Residential	ITE 210	0.76 per dwelling	1.00 per dwelling	0.93 per dwelling

* The AM and PM peak rates were switched for the café to be more representative of day to day business operations and customer behaviour for cafés.

~ No weekend rates. Max weekday rate used

Table 7-3Directional Distribution

Land Use	Weekda	y AM Peak	Weekday	PM Peak	Weekend Peak		
	In Out		In	Out	In	Out	
Supermarket & liquor	52%	48%	52%	48%	51%	49%	
Café	50%*	50%*	80%*	20%*	50%*	50%*	
Retail (Non-food retail)	50%*	50%*	80%*	20%*	50%*	50%*	
Commercial	88%	12%	17%	83%	54%	46%	
Residential	26%	74%	64%	36%	54%	46%	

* rates sourced from ITE rates of same land use

Land Use	Weekday	y AM Peak	Weekday	PM Peak	Weekend Peak		
	In	Out	In	Out	In	Out	
Supermarket & liquor	117	108	134	123	117	108	
Café	4	4	2	0	4	4	
Retail (Non-food retail)	9	2	18	18	9	2	
Total	131 115		153	142	201 194		
	2	46	29	95	395		

Table 7-4Total Trip Generation – Opening Year Traffic (Site A)

Table 7-5Total Trip Generation – Full LDP Traffic (Site A, B, C & D)

Land Use	Weekda	y AM Peak	Weekday	PM Peak	Weekend Peak		
	In	Out	In	Out	In	Out	
Site A							
Supermarket & liquor	142	131	162	149	216	207	
Café	4	4	2	0	4	4	
Retail (Non-food retail)	26	7	52	52	52	52	
Commercial	9	1	2	8	2	2	
Site B							
Retail (Non-food retail)	1	3	3	2	3	2	
Residential	30	8	60	60	60	60	
Total	212	153	280	272	337	327	
	3	365	5	52	664		

The opening year development represents a two-way trip generation of approximately 246 vehicles during the weekday AM peak hour, 295 vehicles during the weekday PM peak hour and 395 vehicles during the weekend peak hour.

The full LDP development represents a two-way trip generation of approximately 365 vehicles during the weekday AM peak hour, 552 vehicles during the weekday PM peak hour and 664 vehicles during the weekend peak hour.

7.4 Development Trip Distribution

The overall trip distribution used for the development traffic are detailed in **Figure 7-1** and **Figure 7-3**. For the inbound and outbound trips respectively. The development distribution considers the following:

- > Location of the development and vehicle access points relative to the surrounding area.
- > Driver behaviour based on the local and arterial road network.
- > Traffic to and from this development during the peak hours being predominantly local (within the Two Rocks area).
- > Future development to the north of the Site affecting the traffic distribution for the future scenarios.

Cardno

Transport Impact Assessment Two Rocks Precinct C Local Development Plan and Retail and Commercial Development Application

Figure 7-1 Development Trip Distribution Inbound (Opening Year: Site A) (Scenario 2)

Figure 7-2 Development Trip Distribution Outbound (Opening Year: Site A) (Scenario 2)

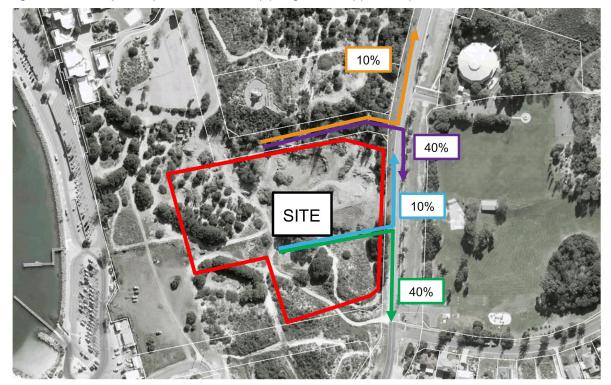
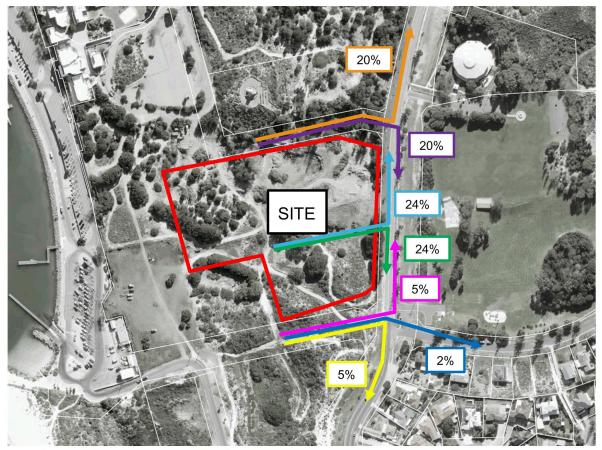


Figure 7-3 Development Trip Distribution Inbound (Full LDP: Site A, B, C & D) (Scenario 3 & 4)

167

Cardno

Figure 7-4 Development Trip Distribution Outbound (Full LDP: Site A, B, C & D) (Scenario 3 & 4)



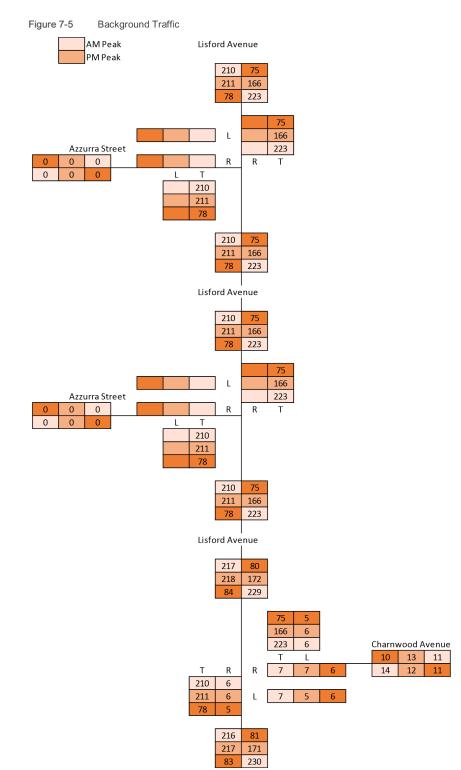
7.5 Background and Development Traffic Volumes

Figure 7-5, Figure 7-6 and Figure 7-7shows the background traffic and proposed development volumes respectively. Existing traffic volumes provide by the City of Wanneroo were used as the background traffic.

Figure 7-8 through to Figure 7-11 shows the traffic volumes for the 4 assessment scenarios.

C Cardno

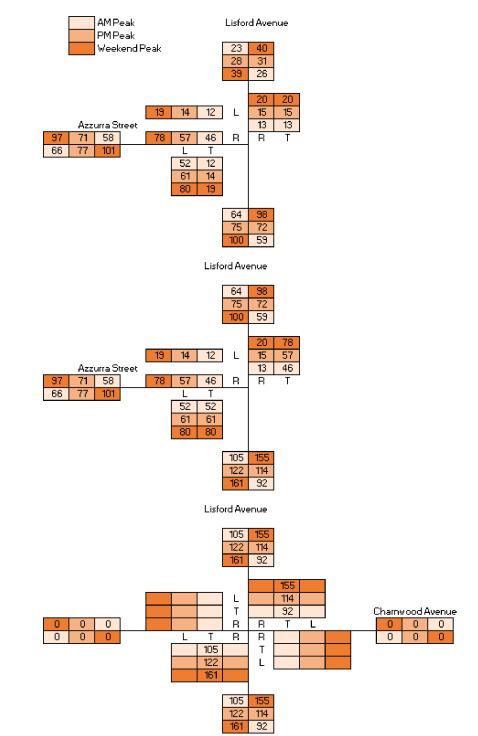
Transport Impact Assessment Two Rocks Precinct C Local Development Plan and Retail and Commercial Development Application





Transport Impact Assessment Two Rocks Precinct C Local Development Plan and Retail and Commercial Development Application

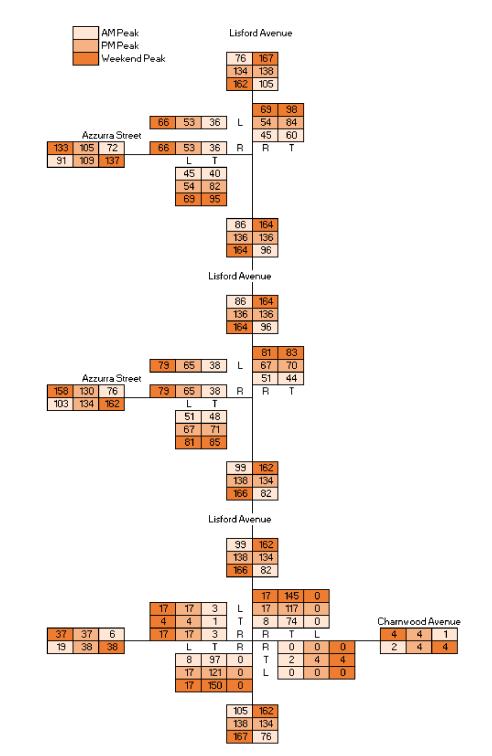
Figure 7-6 Development Volumes (Opening Year)





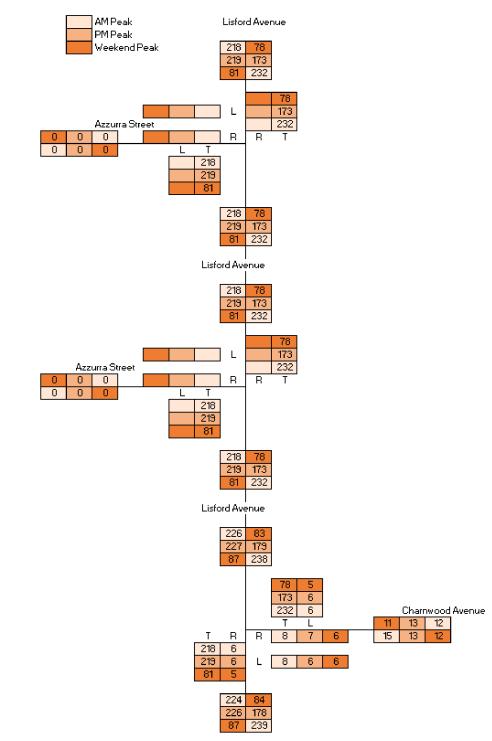
Transport Impact Assessment Two Rocks Precinct C Local Development Plan and Retail and Commercial Development Application

Figure 7-7 Development Volumes (Full Development)



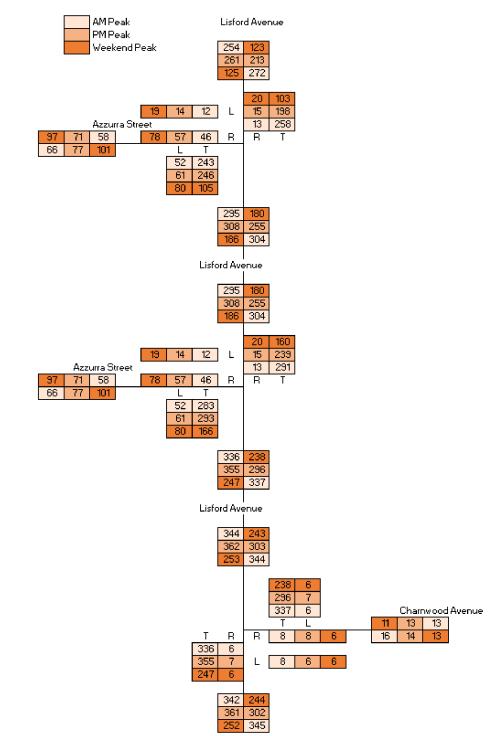
Transport Impact Assessment Two Rocks Precinct C Local Development Plan and Retail and Commercial Development Application

Figure 7-8 Scenario 1 – 2021 Existing Traffic without Development (AM, PM and Weekend)



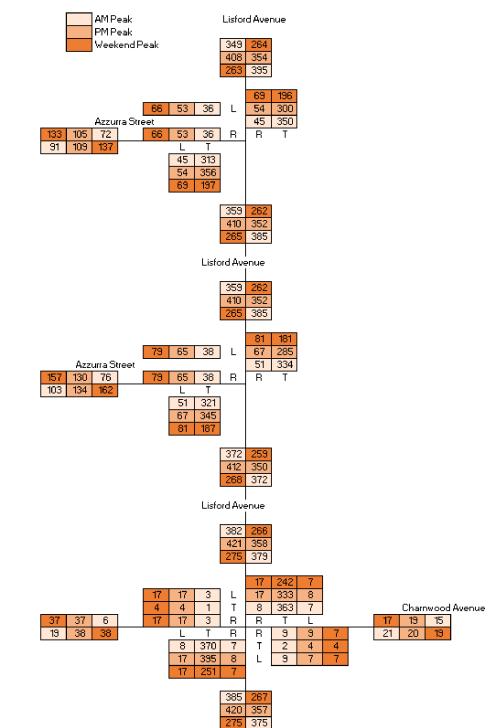
Transport Impact Assessment Two Rocks Precinct C Local Development Plan and Retail and Commercial Development Application

Figure 7-9 Scenario 2 – 2024 Traffic with Development (AM, PM and Weekend)



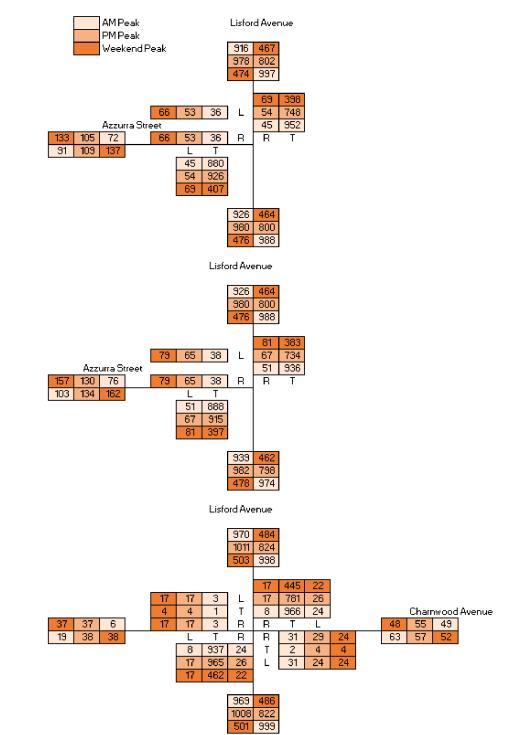
Transport Impact Assessment Two Rocks Precinct C Local Development Plan and Retail and Commercial Development Application

Figure 7-10 Scenario 3 – 2034 Traffic with Development (AM, PM and Weekend)



Transport Impact Assessment Two Rocks Precinct C Local Development Plan and Retail and Commercial Development Application

Figure 7-11 Scenario 4 – 2034 Traffic with Development (AM, PM and Weekend) Worse Case



Transport Impact Assessment Two Rocks Precinct C Local Development Plan and Retail and Commercial Development Application

7.6 Intersection Performance

Analysis of the traffic impacts of the proposed development has been carried out for the following intersections:

- > Lisford Avenue/Azzurra Street Intersection
- > Lisford Avenue/Road 3 Intersection
- > Lisford Avenue/Charnwood Avenue Intersection

The identified intersections have been analysed using the SIDRA analysis program. This program calculates the performance of intersections based on input parameters, including geometry and traffic volumes. As an output SIDRA provides values for the Degree of Saturation (DOS), queue lengths, delays, level of service, and 95th Percentile Queue. These parameters are defined as follows:

- Degree of Saturation (DOS): is the ratio of the arrival traffic flow to the capacity of the approach during the same period. The theoretical intersection capacity is exceeded for an un-signalized intersection where DOS > 0.80;
- > 95% Queue: is the statistical estimate of the queue length up to or below which 95% of all observed queues would be expected;
- > Average Delay: is the average of all travel time delays for vehicles through the intersection. An unsignalised intersection can be considered to be operating at capacity where the average delay exceeds 40 seconds for any movement; and
- Level of Service (LOS): is the qualitative measure describing operational conditions within a traffic stream and the perception by motorists and/or passengers. The different levels of service can generally be described as shown in **Table 7-6**.

LOS	Description	Signalised Intersection	Unsignalised Intersection
А	Free-flow operations (best condition)	≤10 sec	≤10 sec
В	Reasonable free-flow operations	10-20 sec	10-15 sec
С	At or near free-flow operations	20-35 sec	15-25 sec
D	Decreasing free-flow levels	35-55 sec	25-35 sec
E	Operations at capacity	55-80 sec	35-50 sec
F	A breakdown in vehicular flow (worst condition)	≥80 sec	≥50 sec

 Table 7-6
 Level of Service (LoS) Performance Criteria

A LOS exceeding these values indicates that the road section is exceeding its practical capacity. Above these values, users of the intersection are likely to experience unsatisfactory queueing and delays during the peak hour periods.

Transport Impact Assessment Two Rocks Precinct C Local Development Plan and Retail and Commercial Development Application

7.7 SIDRA Analysis Results

7.7.1 Scenario 1

Figure 7-12 shows SIDRA layout of the Lisford Avenue/Charnwood Avenue intersection and Table 7-7 provides a summary of the SIDRA results.



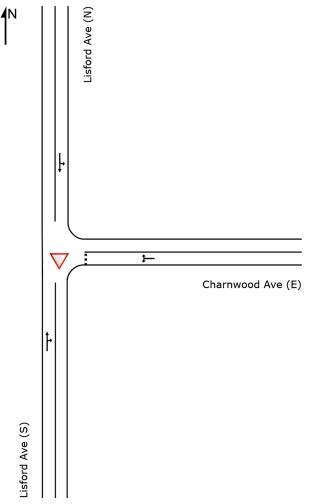


 Table 7-7
 Lisford Avenue/Charnwood Avenue Intersection – Scenario 1

Intersection Approach		AM					РМ				Weekend			
		DOS	Delay (s)	LOS	Ave. Back of Queue (m)	DOS	Delay (s)	LOS	Ave. Back of Queue (m)	DOS	Delay (s)	LOS	Ave. Back of Queue (m)	
Lisford Ave	т	0.125	0	А	0.4	0.125	0	А	0.4	0.048	0	А	0.2	
(S)	R	0.125	4.9	А	0.4	0.125	4.7	А	0.4	0.048	4.2	А	0.2	
Charnwood	L	0.017	6.3	А	0.4	0.013	6.1	А	0.3	0.01	5.8	А	0.2	
Ave (E)	R	0.017	7.4	А	0.4	0.013	7.1	А	0.3	0.01	6	А	0.2	
Lisford Ave	L	0.135	4.5	А	0	0.102	4.5	Α	0	0.047	4.5	А	0	
(N)	т	0.135	0	А	0	0.102	0	Α	0	0.047	0	А	0	
All vehicles		0.135	0.4	А	0.4	0.125	0.4	А	0.4	0.048	0.6	А	0.2	

Transport Impact Assessment Two Rocks Precinct C Local Development Plan and Retail and Commercial Development Application

7.7.2 Scenario 2

Figure 7-13 shows SIDRA layout of the Lisford Avenue/Azzurra Street intersection and Table 7-8 provides a summary of the SIDRA results.

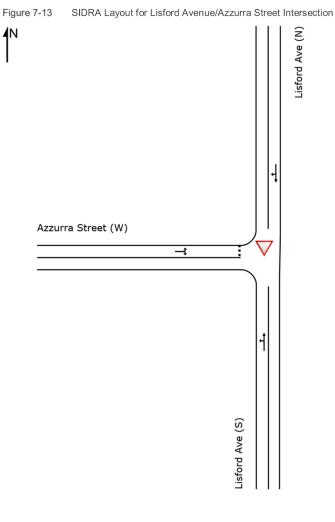
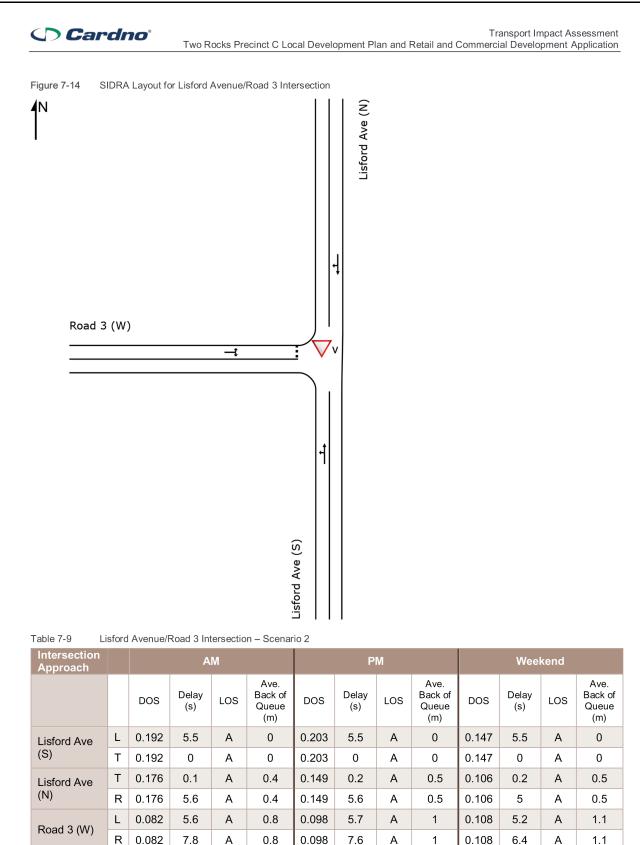


 Table 7-8
 Lisford Avenue/Azzurra Street Intersection – Scenario 2

Intersection Approach		AM					РМ				Weekend			
		DOS	Delay (s)	LOS	Ave. Back of Queue (m)	DOS	Delay (s)	LOS	Ave. Back of Queue (m)	DOS	Delay (s)	LOS	Ave. Back of Queue (m)	
Lisford Ave	L	0.17	4.1	А	0	0.177	4.1	А	0	0.113	4.1	А	0	
(S)	Т	0.17	0	А	0	0.177	0	А	0	0.113	0	А	0	
Lisford Ave	Т	0.157	0.1	А	0.4	0.125	0.1	А	0.4	0.073	0.2	А	0.5	
(N)	R	0.157	5.7	Α	0.4	0.125	5.7	Α	0.4	0.073	5.1	А	0.5	
Azzurra	L	0.076	5.5	А	0.8	0.089	5.5	А	0.9	0.097	5	А	1	
Street (W)	R	0.076	7.3	А	0.8	0.089	7	А	0.9	0.097	5.7	А	1	
All vehicles		0.17	1.1	А	0.8	0.177	1.4	А	0.9	0.113	2.4	А	1	

Figure 7-14 shows SIDRA layout of the Lisford Avenue/Road 3 intersection and Table 7-9 provides a summary of the SIDRA results.

178



For Scenario 2, the intersection of Lisford Avenue/Charnwood Avenue remains unchanged from Figure 7-12. Table 7-10 provides a summary of the SIDRA results.

0.203

0.8

1.4

А

1

0.147

2.2

А

0.192

1.2

А

All vehicles

40

1.1

C Cardno

Intersection Approach			А	M			P	М			Wee	kend	
		DOS	Delay (s)	LOS	Ave. Back of Queue (m)	DOS	Delay (s)	LOS	Ave. Back of Queue (m)	DOS	Delay (s)	LOS	Ave. Back of Queue (m)
Lisford Ave	т	0.19	0	Α	0.2	0.201	0	А	0.2	0.141	0	А	0.2
(S)	R	0.19	7.1	Α	0.2	0.201	6.8	А	0.2	0.141	6.4	Α	0.2
Charnwood	L	0.021	6.7	Α	0.2	0.018	6.5	А	0.2	0.013	6.3	А	0.1
Ave (E)	R	0.021	9	Α	0.2	0.018	8.8	А	0.2	0.013	7.6	А	0.1
Lisford Ave	L	0.195	5.5	А	0	0.172	5.5	А	0	0.139	5.5	А	0
(N)	т	0.195	0	Α	0	0.172	0	А	0	0.139	0	А	0
All vehicles		0.195	0.3	А	0.2	0.201	0.3	А	0.2	0.141	0.3	А	0.2

 Table 7-10
 Lisford Avenue/Charnwood Avenue Intersection – Scenario 2

7.7.3 Scenario 3

For Scenario 3, the intersection of Lisford Avenue/Azzurra Street remains unchanged from **Figure 7-13**. **Table 7-11** provides a summary of the SIDRA results.

Intersection Approach			А	M			Р	М			Wee	kend	
		DOS	Delay (s)	LOS	Ave. Back of Queue (m)	DOS	Delay (s)	LOS	Ave. Back of Queue (m)	DOS	Delay (s)	LOS	Ave. Back of Queue (m)
Lisford Ave	L	0.202	4.1	А	0	0.228	4.1	А	0	0.149	4.1	А	0
(S)	Т	0.202	0	А	0	0.228	0	А	0	0.149	0	А	0
Lisford Ave	Т	0.199	0.1	Α	0.6	0.172	0.3	А	0.8	0.109	0.2	А	0.7
(N)	R	0.199	6.2	Α	0.6	0.172	6.4	А	0.8	0.109	5.5	Α	0.7
Azzurra	L	0.108	5.7	Α	1.1	0.158	5.9	А	1.6	0.149	5.2	А	1.6
Street (W)	R	0.108	8.3	Α	1.1	0.158	8.4	А	1.6	0.149	6.5	А	1.6
All vehicles		0.202	1.3	А	1.1	0.228	1.7	А	1.6	0.149	2.5	А	1.6

 Table 7-11
 Lisford Avenue/Azzurra Street Intersection – Scenario 3

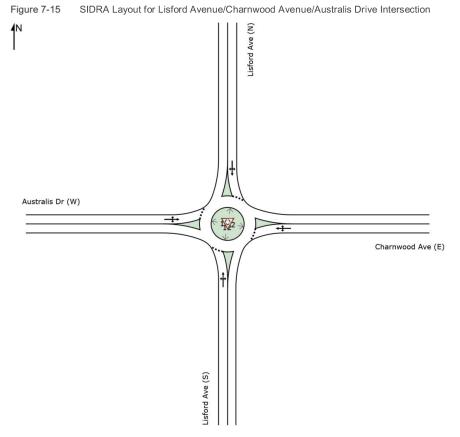
For Scenario 3, the intersection of Lisford Avenue/Road 3 remains unchanged from **Figure 7-14**. **Table 7-12** provides a summary of the SIDRA results.

 Table 7-12
 Lisford Avenue/Road 3 Intersection – Scenario 3

Intersection Approach			А	М			Р	М			Wee	kend	
		DOS	Delay (s)	LOS	Ave. Back of Queue (m)	DOS	Delay (s)	LOS	Ave. Back of Queue (m)	DOS	Delay (s)	LOS	Ave. Back of Queue (m)
Lisford Ave	L	0.237	5.5	А	0	0.265	5.5	А	0	0.195	5.5	А	0
(S)	т	0.237	0	Α	0	0.265	0	А	0	0.195	0	А	0
Lisford Ave	т	0.225	0.2	А	0.9	0.215	0.4	А	1.3	0.16	0.4	А	1.2
(N)	R	0.225	6.3	А	0.9	0.215	6.6	А	1.3	0.16	5.6	А	1.2
Bood 2 (M/)	L	0.127	6	А	1.3	0.219	6.3	А	2.3	0.202	5.5	А	2.2
Road 3 (W)	R	0.127	9.3	А	1.3	0.219	9.9	А	2.3	0.202	7.7	А	2.2
All vehicles		0.237	1.5	А	1.3	0.265	2.2	А	2.3	0.202	2.7	А	2.2

Cardno[®]

For Scenario 3, the intersection of Lisford Avenue/Charnwood Avenue is upgraded to a 4 way roundabout (with a new western approach, Australis Drive) as shown in **Figure 7-15**. **Table 7-13** provides a summary of the SIDRA results.



Intersection Approach			А	М			Р	М			Wee	kend	
		DOS	Delay (s)	LOS	Ave. Back of Queue (m)	DOS	Delay (s)	LOS	Ave. Back of Queue (m)	DOS	Delay (s)	LOS	Ave. Back of Queue (m)
	L	0.301	4.4	А	6.9	0.344	4.5	А	8.1	0.256	4.5	А	5.3
Lisford Ave (S)	Т	0.301	4.8	А	6.9	0.344	4.9	А	8.1	0.256	4.8	А	5.3
(-)	R	0.301	8.4	А	6.9	0.344	8.5	А	8.1	0.256	8.4	А	5.3
	L	0.026	6.2	А	0.4	0.026	6.3	А	0.5	0.022	5.7	А	0.4
Charnwood Ave (E)	т	0.026	6.2	А	0.4	0.026	6.3	А	0.5	0.022	5.8	А	0.4
	R	0.026	10.4	В	0.4	0.026	10.5	В	0.5	0.022	9.9	А	0.4
	L	0.282	4.3	А	6.3	0.303	4.4	А	7.4	0.252	4.4	А	5.7
Lisford Ave (N)	Т	0.282	4.5	А	6.3	0.303	4.7	А	7.4	0.252	4.7	А	5.7
(**)	R	0.282	8.3	А	6.3	0.303	8.4	А	7.4	0.252	8.4	А	5.7
	L	0.009	6.2	Α	0.1	0.049	6.7	А	0.8	0.043	5.7	А	0.7
Australis Dr (W)	Т	0.009	6.2	А	0.1	0.049	6.7	А	0.8	0.043	5.7	А	0.7
()	R	0.009	9.8	А	0.1	0.049	10.3	В	0.8	0.043	9.3	А	0.7
All vehicles		0.301	4.8	А	6.9	0.344	5.1	А	8.1	0.256	5.1	А	5.7

CW1197300 | 10 February 2022 | Commercial in Confidence

Cardno[®]

Transport Impact Assessment Two Rocks Precinct C Local Development Plan and Retail and Commercial Development Application

7.7.4 Scenario 4

Figure 7-16

For Scenario 4, the intersection of Lisford Avenue/Azzurra Street has been modified as shown in **Figure 7-16**. **Table 7-14** provides a summary of the SIDRA results.

SIDRA Layout for Lisford Avenue/Azzurra Street Intersection (with assumed intersection upgrades)

Azzurra Street (W) Azzurra Street (W) (S) ave puogsi (S) av

 Table 7-14
 Lisford Avenue/Azzurra Street Intersection – Scenario 4

Intersection Approach			A	М			Р	М			Weel	kend	
		DOS	Delay (s)	LOS	Ave. Back of Queue (m)	DOS	Delay (s)	LOS	Ave. Back of Queue (m)	DOS	Delay (s)	LOS	Ave. Back of Queue (m)
Lisford Ave	L	L	0.253	4.1	А	0	0.269	4.1	А	0	0.131	4.1	А
(S)	Т	Т	0.253	0	А	0	0.269	0	А	0	0.131	0	А
Lisford Ave	Т	Т	0.265	0.1	А	0	0.206	0.1	А	0	0.11	0	А
(N)	R	R	0.071	11.1	В	0	0.115	11.9	В	0	0.078	7.7	А
Azzurra	L	L	0.043	10.3	В	0.5	0.066	10.5	В	0.8	0.058	8.9	А
Street (W)	R	R	0.159	28.7	D	1.7	0.263	31.4	D	2.9	0.12	14.5	В
All vehicles			0.265	1.3	А	1.7	0.269	1.9	А	2.9	0.131	2.3	А

For Scenario 4, the intersection of Lisford Avenue/Road 3 has been modified as shown in **Figure 7-17**. **Table 7-15** provides a summary of the SIDRA results.

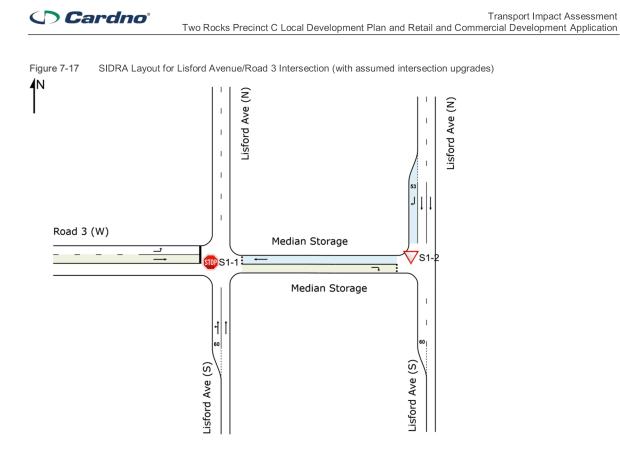


 Table 7-15
 Lisford Avenue/Road 3 Intersection – Scenario 4

Intersection Approach			A	М			Ρ	М			Wee	kend	
		DOS	Delay (s)	LOS	Ave. Back of Queue (m)	DOS	Delay (s)	LOS	Ave. Back of Queue (m)	DOS	Delay (s)	LOS	Ave. Back of Queue (m)
Lisford Ave	L	0.257	5.5	А	0	0.269	5.5	А	0	0.132	5.5	А	0
(S)	Т	0.257	0	А	0	0.269	0	А	0	0.132	0	А	0
Lisford Ave	Т	0.39	0.6	А	0	0.305	0.4	А	0	0.159	0.2	А	0
(N)	R	0.102	9.7	А	0	0.143	10.4	В	0	0.091	6.2	А	0
Deed 2 (M)	L	0.046	10.3	В	0.5	0.079	10.5	В	0.9	0.069	8.8	А	0.8
Road 3 (W)	R	0.172	32.1	D	1.8	0.32	34.3	D	3.7	0.143	15.2	С	1.7
All vehicles		0.39	1.7	А	1.8	0.32	2.5	А	3.7	0.159	2.8	А	1.7

For Scenario 4, the intersection of Lisford Avenue/Charnwood Avenue remains unchanged from **Figure 7-15**. **Table 7-16** provides a summary of the SIDRA results.

Cardno[®]

Intersection Approach			A	М			Ρ	М			Wee	kend	
		DOS	Delay (s)	LOS	Ave. Back of Queue (m)	DOS	Delay (s)	LOS	Ave. Back of Queue (m)	DOS	Delay (s)	LOS	Ave. Back of Queue (m)
	L	0.688	4.9	А	31.6	0.727	5.1	Α	34.4	0.37	4.7	А	9.2
Lisford Ave (S)	т	0.688	5.2	Α	31.6	0.727	5.4	Α	34.4	0.37	5	А	9.2
(0)	R	0.688	8.8	А	31.6	0.727	9.1	А	34.4	0.37	8.6	А	9.2
	L	0.163	14.5	В	3.5	0.119	11	В	2.5	0.072	6.9	А	1.3
Charnwood Ave (E)	т	0.163	14.5	В	3.5	0.119	11	В	2.5	0.072	6.9	А	1.3
/	R	0.163	19.4	В	3.5	0.119	15.7	В	2.5	0.072	11.1	В	1.3
	L	0.686	4.6	А	30.8	0.601	4.7	Α	21.9	0.36	4.5	А	8.9
Lisford Ave (N)	т	0.686	4.9	Α	30.8	0.601	5	Α	21.9	0.36	4.8	Α	8.9
()	R	0.686	8.6	А	30.8	0.601	8.8	А	21.9	0.36	8.5	А	8.9
	L	0.017	13.5	В	0.3	0.102	14.9	В	2.1	0.051	7	А	0.9
Australis Dr (W)	т	0.017	13.5	В	0.3	0.102	14.8	В	2.1	0.051	7	А	0.9
	R	0.017	17	В	0.3	0.102	18.4	В	2.1	0.051	10.6	В	0.9
All vehicles		0.688	5.5	А	31.6	0.727	5.8	Α	34.4	0.37	5.4	А	9.2

 Table 7-16
 Lisford Avenue/Charnwood Ave Intersection – Scenario 4

7.8 Analysis Summary

A summary of the SIDRA results are as follows:

- > The Lisford Avenue/Azzurra Street intersection operates at an acceptable level of service for all scenarios.
- > The Lisford Avenue/Road 3 intersection operates at an acceptable level of service for all scenarios. There is no justification for restricting this intersection to Left-In-Left-Out movements, even after the duplication of Lisford Avenue.
- > The Lisford Avenue/Charnwood Avenue intersection operates at an acceptable level of service for all scenarios.

In conclusion, the proposed road network is able to satisfactorily accommodate the estimated traffic generated by the LDP.

🔿 Cardno°

Transport Impact Assessment Two Rocks Precinct C Local Development Plan and Retail and Commercial Development Application

8 Site Specific Issues

8.1 Access Arrangements for Lisford Avenue/Azzurra Street and Southern Site Access (Access 4)

The City of Wanneroo have provided comments suggesting that the access arrangements for Lisford Avenue/Azzurra Street and Southern Site Access (Access 4) be changed to left in, left out (LILO) only. The following section provides a summary of the implications

8.1.1 Lisford Avenue/Azzurra Street

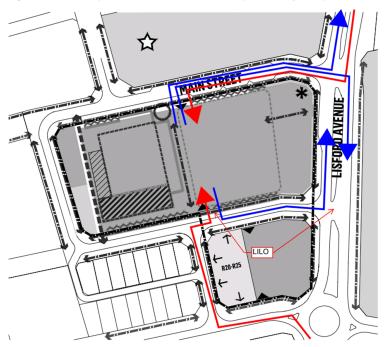
The advantages of retaining full movements at Lisford Avenue/ Road 3 intersection is that it reduces the traffic burden at the Azzurra Street/Lisford Avenue and Charnwood Avenue/Lisford Avenue intersections as traffic can be more evenly distributed across the three intersections. The effect of this is that it improves the overall operation across the three intersections whereas the LILO restrictions may result in one intersection (likely Azzurra Street/Lisford Avenue) operating significantly worse due to the additional right turn movements being re-routed to this intersection. **Figure 8-1** shows, in general terms, the concentration of traffic movements that would occur on Azzurra Street as a result of restricting Road 3 and the southern crossover to Left-In-Left Out movements.

A LILO intersection would also increase travel times for vehicles heading southbound along Lisford Avenue as vehicles will need to travel further to an intersection where right turns are permitted.

In addition, the movement restriction at this intersection will impact the proposed semi-trailer movements for the development as it will require the loading dock to be redesigned or further modifications potentially required to the nearby roads/intersections (likely dependent on the semi-trailer route).

SIDRA analysis of the Lisford Avenue / Road 3 intersection shows that it operates satisfactorily in all scenarios, even after duplication of Lisford Avenue. Therefore, there is no justification for restricting movements to Left-In-Left-Out at this location.

Figure 8-1 Likely Inbound and Outbound Routes (LILO arrangement)





Transport Impact Assessment Two Rocks Precinct C Local Development Plan and Retail and Commercial Development Application

8.1.2 Lisford Avenue/ Southern Site Access (Access 4)

The proposed Southern Site Access (to Road 3) is expected to function adequately in its proposed form, as a full movement crossover. Most of the traffic movements to/from the crossover will be to/from the east (Lisford Avenue). Minimal right turns out of the crossover towards the west are expected as there is limited network connectivity and land use to the west of the crossover. The crossover is located offset from the future south road, is on a section of town centre street that is designed for traffic speeds below 40km/h, and is compliant with AS2890.1.

The intersection of Road 3 and the future south road is expected to have very low turning volumes. Significantly less than 1,000vpd are projected to use both Road 3 and the future south road, based on the designation of 'Access Street' specified in the *Two Rocks Town Centre Traffic and Transport Report* (SKM, 2014).

4.4 – Attachment 1

🔿 Cardno[®]

Transport Impact Assessment Two Rocks Precinct C Local Development Plan and Retail and Commercial Development Application

9 Conclusions and Summary

This Transport Impact Assessment outlines the transport aspects of the proposed Site A and Local Development Plan focusing on traffic operations, loading vehicle operations, access and the provision of car parking.

This assessment has been prepared in accordance with the WAPC Transport Impact Assessment Guidelines for Developments: Volume 3 – Subdivisions (2016).

The following are conclusions about Site A and proposed LDP:

- > The proposed LDP comprises of the following:
 - Site A (Proposed Woolworths/Commercial Development Application 4,133m²)
 - Supermarket
 - Liquor store
 - Café
 - Specialty retail stores
 - 242 car parking bays
 - Site B (approximately 2,000m²)
 - Future commercial development
 - Public open space/drainage
 - Site C (1,702m²)
 - Future pad site
 - Site D (approximately 4,800m²)
 - Future commercial development
 - Future residential development
- The opening year development (comprising of Site A) represents a two-way trip generation of approximately 246 vehicles during the weekday AM peak hour, 295 vehicles during the weekday PM peak hour and 395 vehicles during the weekend peak hour.
- The full LDP development (comprising of Site A, B, C & D) represents a two-way trip generation of approximately 365 vehicles during the weekday AM peak hour, 552 vehicles during the weekday PM peak hour and 664 vehicles during the weekend peak hour.
- > The SIDRA assessment shows that all intersections operate at an acceptable level of service for all scenarios. This includes a sensitivity test undertaken for a very high 20% per annum background traffic growth scenario.
- > All access points are anticipated to operate satisfactorily.
- > Parking supply for Site A is sufficient for the proposed development.

WAPC CHECKLIST

Cardno[®]



Transport Impact Assessment Two Rocks Precinct C Local Development Plan and Retail and Commercial Development Application

ITEM	PROVIDED	COMMENTS
Summary		
Introduction/Background	Section 1	
Subdivision proposal		
regional context	Section 3	
proposed land uses	Section 3	
table of land uses and quantities	Section 3	
major attractors/generators	Section 3	
specific issues	N/A	
Existing situation		
existing land uses within structure plan	Section 2	
existing land uses within 800 metres of subdivision	Section 2	
existing road network within subdivision	Section 2	
existing pedestrian/cycle networks within subdivision	Section 2	
existing public transport services within structure plan area	Section 2	
existing road network within 2 (or 5) km of subdivision	Section 2	
traffic flows on roads within subdivision area (PM and/or AM peak hours)	Section 2	
traffic flows on roads within 2 (or 5) km of within subdivision area (AM and/ or PM peak hours)	Section 2	
existing pedestrian/cycle networks within 800m of subdivision	Section 2	
existing public transport services within 800m of subdivision area	Section 2	
Proposed internal transport networks		
changes/additions to existing road network or proposed new road network	N/A	
road reservation widths	N/A	
road cross-sections & speed limits	N/A	
intersection controls	N/A	
pedestrian/cycle networks and crossing facilities	N/A	
public transport routes	N/A	
Changes to external transport networks		
road network	Section 5	
intersection controls	N/A	
pedestrian/cycle networks and crossing facilities	Section 5	
public transport services	Section 5	
Integration with surrounding area		
trip attractors/generators within 800 metres	Section 6	
proposed changes to land uses within 800 metres	N/A	
travel desire lines from structure plan to these attractors/generators	N/A	

CW1197300 | 10 February 2022 | Commercial in Confidence



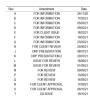
Transport Impact Assessment Two Rocks Precinct C Local Development Plan and Retail and Commercial Development Application

ITEM	PROVIDED	COMMENTS
adequacy of external transport networks	N/A	
deficiencies in external transport networks	N/A	
remedial measures to address deficiencies	N/A	
Analysis of internal transport networks		
assessment year(s) and time period(s)	Section 7	
subdivision generated traffic	Section 7	
extraneous (through) traffic	Section 7	
design traffic flows (that is, total traffic)	Section 7	
road cross-sections	N/A	
intersection sight distances	N/A	
intersection operation and method of control	N/A	
frontage access strategy	N/A	
pedestrian/cycle networks	N/A	
safe walk/cycle to school assessment (residential subdivisions only)	N/A	
pedestrian permeability & efficiency	N/A	
access to public transport	N/A	
Analysis of external transport networks		
base flows for assessment year(s)	Section 7	
total traffic flows	Section 7	
road cross-sections	N/A	
intersection layouts & controls	Section 7	
pedestrian/cycle networks	N/A	
Safety issues		
Identify issues	N/A	
Remedial measures	N/A	
Conclusions	Section 8	

APPENDIX B SITE PLANS

Cardno[®]







SITE PLAN 1:500 0 5 10 15 20

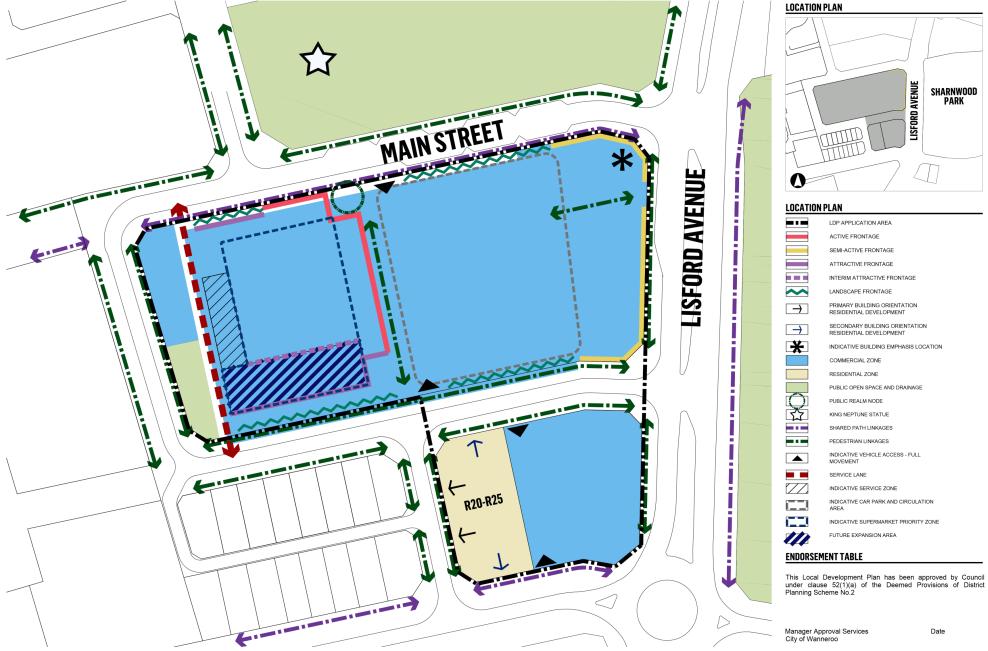
WOOLWORTHS SITE	
TOTAL SITE AREA	16929m2
SITE AREA	15227m2
WOOLWORTHS (WITH EXPANSION)	3600m2
WOOLWORTHS (WITHOUT EXPANSION)	2942m2
FUTURE EXPANSION - INCL. OFFICE MEZZANINE	658m2
CAFE	85m2
SPECIALTY 1 (LIQUOR)	200m2
SPECIALITY 2	82m2
SPECIALITY 3	78m2
SPECIALITY 4	151m2
RETAIL / COMMERICAL	596 m2
TOTAL AREA	4791m2
PARKING REQUIRED WW - 5 BAYS/100m2 GLA	240 BAYS
FUTURE PAD SITE	
SITE AREA	1702 m2
PARKING PROVIDED	
GENERAL	226 BAYS
STREET PARKING	10 BAYS
PICKUP	6 BAYS
TOTAL	242 BAYS

electrone della file	s against the hard enpy or p	of the provided.
13 Q	01	N
Fr		0 N I S
		, Western Australia 600
Telephone :	08 6382 0303	ABN 65 007 846 58 browntalconer.com.a

WOOLWORTHS TWO ROCKS

SITE PLAN







Precinct C Local Development Plan Part Lot 9702 Enterprise Avenue, Two Rocks Level 14, The Quadrant, 1 William Street [Perth WA 6000 Australia] -61 8 9346 6000 [URBIS Pty Ltd J AEN 50 105 256 228 DISCLAIMER Copyright by Urbis Pty Ltd. This drawing or parts thereo purpose or used for another project without the consent

e another project without the consent of Links. The plan must not be upply or installine and no relevance about be plands of this lipinal for got the link This plan is conceptual and is for discussion purposes in Author edual study. Council approval, engineering myot, and survey, lex, areas and dimensions are approximate only. Withen figured is preference to scale dimensions.

CLIENT

	PROJECT NO. P0027502	DATE 08.10.202
	DRAWING NO.	REVISION
1:1000 @ A3	01 1	F

LDP PROVISIONS

The standards of the City of Wanneroo District Planning Scheme No.2 (DPS 2) and relevant policies are refined where detailed on this Local Development Plan (LDP).

This LDP is made pursuant to Part 6 of Schedule 2 - Deemed Provisions for Local Planning Schemes, of the *Planning and Development (Local Planning Schemes) Regulations 2015*, and the Two Rocks Town Centre Structure Plan (Structure Plan).

VISION

The overall intent of the LDP is to facilitate the development of Precinct C as a high-uality, retail and service focused centre comprising a diversity of land uses. The precinct will be highly accessible to the surrounding community by walking and cycling and will be a central meeting place for the Two Rocks community.

Central to the precinct is the delivery of a convenience shopping precinct, providing opportunities for community gathering and social activity. The LDP allows for the expansion of the proposed retail use in the future, incorporating suitable provisions re uiring a high- uality landscaping solution in the interim to ensure an attractive southern interface. The LDP has been designed to maximise views to the King Neptune statue to the north as well as north-west to the Marina.

Active frontages will be provided to key areas of A urra Street (main street) (particularly around the eastern permitter of the proposed retail use, at the sites main entry). In particular, a public realm node is located at the site entrance on

A urra Street, which will become a community focal point, incorporating alfresco dining and landscape elements such as seating and child play. Opportunities for buildings with landmark elements have also been identified to assist with legibility and wayfinding.

The LDP proposes a Public Open Space (POS) and Drainage area to the south-west of the LDP area to promote better use of core of the centre. The location of the POS has been designed and located in accordance with the broader water management strategy for the Two Rocks Town Centre Structure Plan area.

Residential development is provided to the south of the LDP area in the form of single residential lots. This will provide a suitable transition to future residential land south of the LDP area, within Precinct E.

DESI NELEMENTS

STREET FRONTA ES

The LDP provides for 4 fa ade types. These are distributed through the LDP to ensure that activity and built form is scaled and designed to respond to the relevant street context and foster the correct experience for users of the street.

The fa ade standards apply only to non-residential development. Residential development is to be as per the Residential Design Codes, or as provided for in DPS 2 and the Structure Plan.

1. Active Frontage

This frontage type is concentrated around the main street, where a high level of activation and clear visual engagement with pedestrians is promoted. Active frontage areas should be designed generally in accordance with the following:

- Default nil setback to street. Setbacks are permitted where re uired to accommodate alfresco dining, a landscaped edge or similar activities. No vehicle parking is permitted in the setback area between the property boundary and the built form.
- Minimum fa ade height of 5.2 metres to provide an appropriate scale and create a sense of enclosure for the pedestrian environment.
- Minimum floor to ceiling height of 3.6 metres on the ground floor.
- 70 ground floor gla ing target, with 50 of gla ed area to be unobscured.
- Continuous awnings provided along active frontages, which are to be integral to the design and functionality of the building, except where an awning is not practical.
- Awnings are to have a minimum height clearance of 3.0 metres from footpath pavement level and be 2.6 metres deep.
- 2. Semi-Active Frontage

This frontage type relates to areas intended to reflect an urban character but does not necessarily accommodate highly active functions. Semi-active frontages shall be designed generally in accordance with the following:

- Setbacks shall be provided to ensure a sense of enclosure to the street.
- Minimum fa ade height of 5.2 metres.
- Minimum floor to ceiling height of 3.6 metres on the ground floor for non-residential uses.
- 50 ground floor gla ing target.
- 3. Attractive Frontage

This frontage type is intended to ensure good design outcomes for areas where design limitations associated with big box retail environments and service areas may occur, such as loading areas and inactive walls. Attractive frontages should be designed generally in accordance with the following:

- All walls to be appropriately treated to create visual interest in the built form through material choice and articulation.
- Application of CPTED principles through material selection is encouraged.
- · Continuous built form is encouraged where achievable.
- Opportunities for public art integration into facades and or buildings are encouraged.
- The Interim Attractive Frontage shall provide an attractive frontage until such time as expansion occurs.
- 4. Landscape Frontage

This frontage type is to be provided where there are no opportunities for a built form street interface. Landscape frontages are intended to provide a high amenity streetscape that is attractive and encourages pedestrian movement through the following:

- Inclusion of statement trees such as Norfolk Island Pines and Cotton Palms as a reference to the site history.
- Verge landscape treatment around the perimeter of the site including hardy native verge planting with coastal groundcover species.
- Inclusion of feature seating and garden beds at key locations to encourage community gathering.

O ENS A E DRAINA EANDLANDS A E

- 5. Public Open Space to be located in accordance with nominated location.
- The Public Open Space and Drainage area shall be designed in accordance with the Urban Water Management Plan prepared by RPS (dated 09 September 2021).
- 7. Water Sensitive Urban Design principles shall be applied to any drainage incorporated in the Public Open Space and Drainage area.
- The intent of the Public Realm Node is to provide opportunities for community gathering and social activity on the main street, including high uality public realm elements (such as seating, shaded areas and children s play).
- 9. The Future Expansion Area shall be appropriately landscaped to ensure a suitable southern interface until such time as the retail use is expanded.
- 10. Trees shall be provided in the Indicative Car Park and Circulation Area at a rate of 1 tree per 10 bays.

BUILDIN EMPHASIS LOCATIONS

- 11. Identified locations should generally include:
- A variety of heights to parapets or more pronounced facades.
- Architectural features such as detailed panels, vertical and hori ontal lines and gla ing.
- Address both frontages to the street and or public realm.

SCREENIN SERVICES

- 12. All external services shall be incorporated into the building design where possible.
- Services shall be a similar colour to the roof and screened from adjacent streets and or the public realm.
- 14. All service areas (bin storage etc.) and loading docks shall be incorporated into the building design and appropriately screened from the public realm to ensure potential noise and odour impacts are minimised.

SI NA E

15. A Signage Strategy for the centre shall be re uired as a condition of approval, outlining the nature and extent of signage across the site. The strategy will ensure consistency in design and scale of signage.

BUSHFIRE MANA EMENT

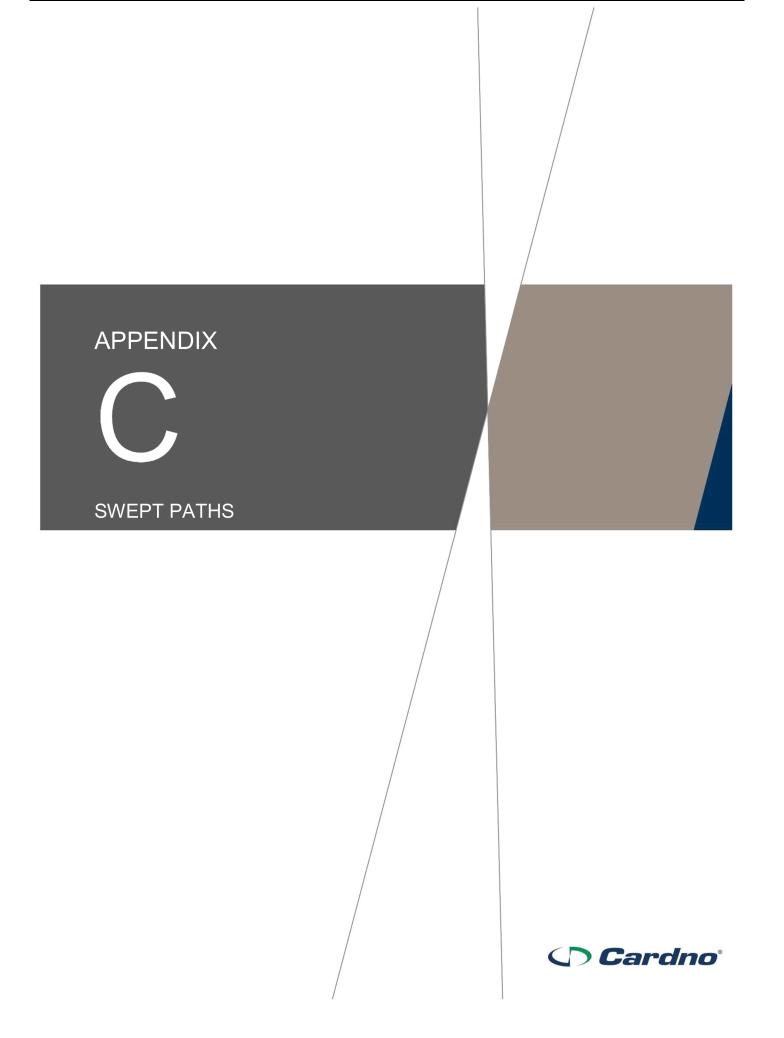
 Bushfire mitigation measures shall apply in accordance with the Bushfire Management Plan prepared by Bushfire Prone Planning (dated 06 October 2021).



Precinct C Local Development Plan Part Lot 9702 Enterprise Avenue, Two Rocks

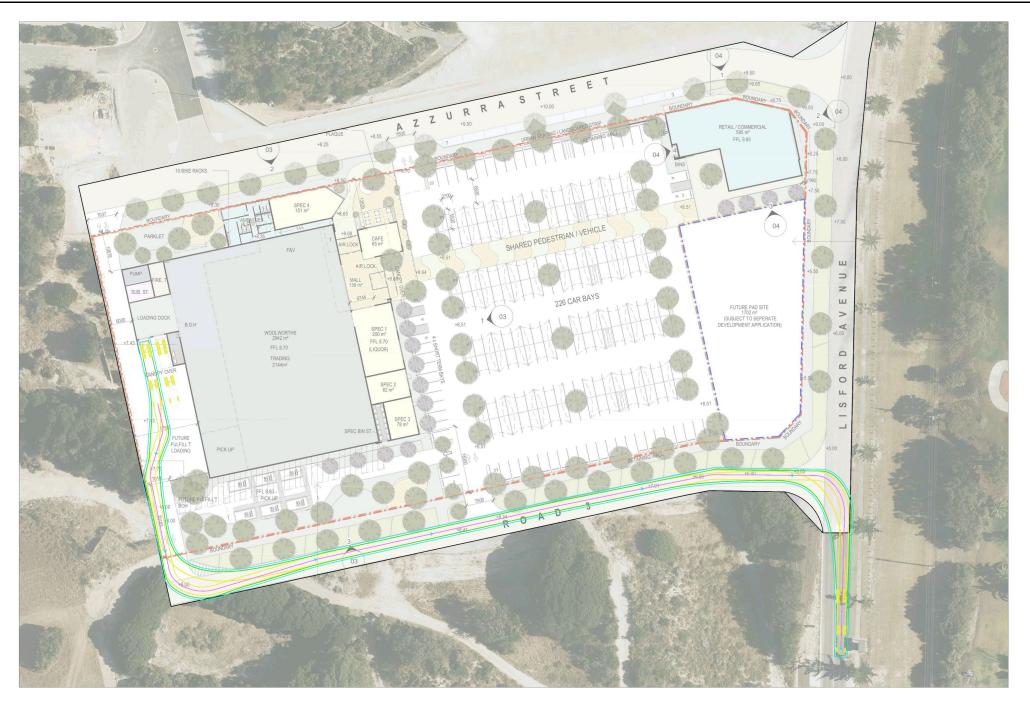
Level 14, The Quadrant, 1 William Street | Perth WA 6000 Australia | +61 8 9346 0500 | URBIS Pty Ltd | ABN 50 105 256 228

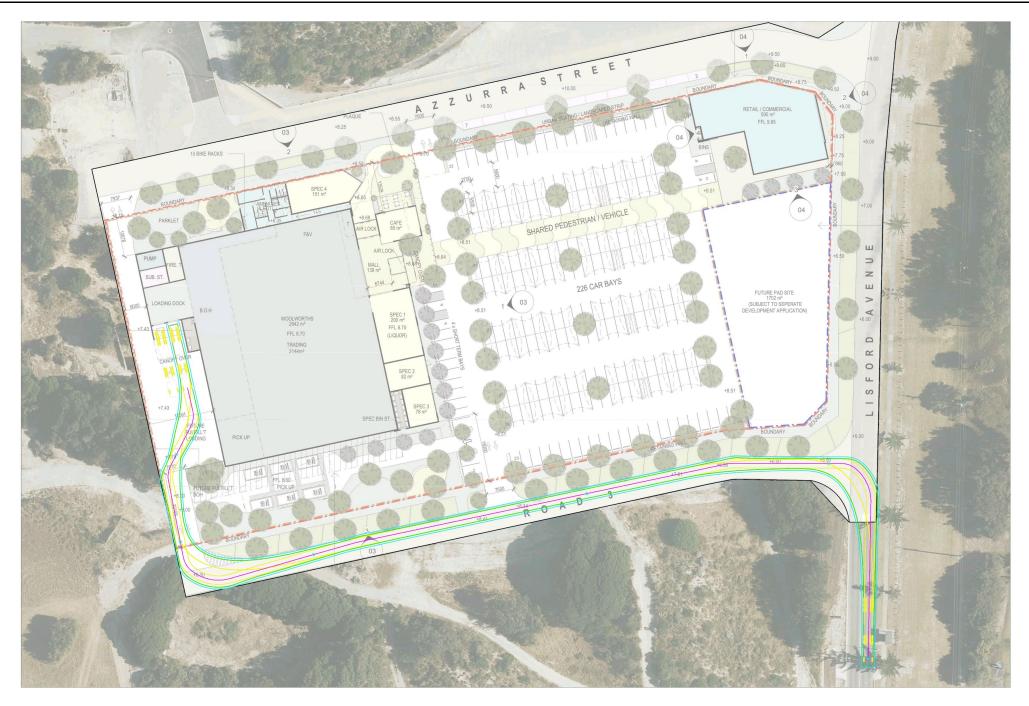












APPENDIX



RESPONSE TO THE CITY'S COMMENTS



Stantec

CW1197300

Two Rocks Precinct C LDP and Retail and Commercial DA TIA (Rev B)

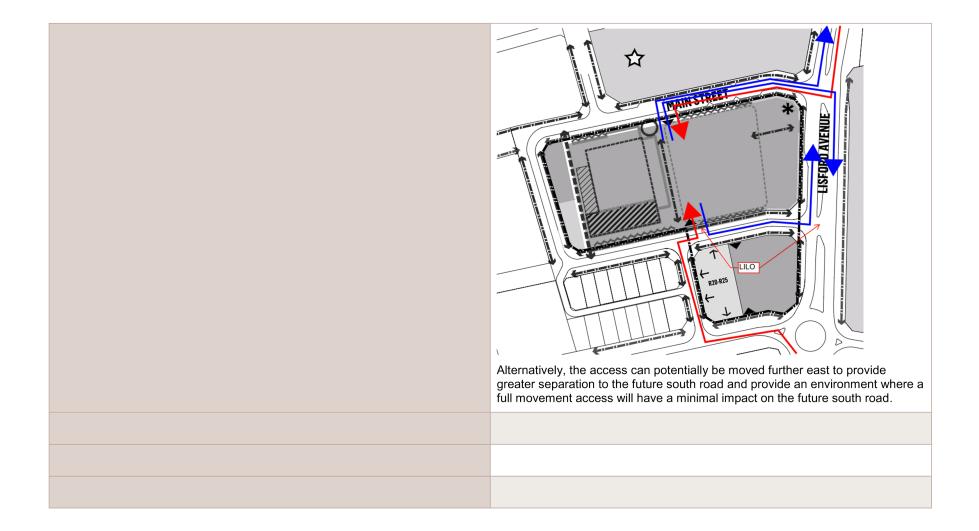
28/01/2022

Traffic Comments	Cardno Response
1. The TIA shall be updated to include turning movement diagrams for all assessed scenarios, as per WAPC TIA Guidelines Volume 5 Part C, splitting development traffic and background traffic.	Noted, can be included in updated TIA.
a. TIA should detail what volumes were adopted as existing along Lisford Avenue.	Noted. Can include the source of traffic data (originally requested from the City of Wanneroo) in the amended TIA report.
b. Furthermore, the TIA shall include commentary on the adopted growth rates for Lisford Avenue 2024 and 2031 scenarios, which is currently omitted from the TIA. Current Main Roads WA ROM24 modelling for 2031 shows this section of Lisford Avenue carrying 26,600 vpd (total both directions) indicating the need for the TIA to consider duplication of Lisford Avenue. The TIA also needs to include an assessment against Austroads requirements for turning lanes in the interim (existing) and also in the 2031 scenario assuming that Lisford Avenue is dualled. Ideally this would include concept drawings showing both scenarios.	Noted. Generally, we would only request Main Roads WA ROM data for larger scale developments or projects for Local Government, not individual development TIAs. The most recent traffic data available from 2019, along Lisford Ave (between Sovereign Dr and Weatherley Dr) carries approximately 2,400 vpd. The quoted ROM volumes suggest an average growth rate of approximately 84% per year, which is highly unlikely given that this would equate to volumes similar to parts of Wanneroo Road within the same time frame. The current growth rate assumed within the TIA is 2%. It may be that the Main Roads WA modelling assumes full development buildout of the entire Two Rocks area. However, this assumption would be unrealistic given the rate of development within the Two Rocks area is not anticipated to be that significant over the next 8 years. However, we can agree with the City a sensible long term growth rate to be applied and this can be assessed as a separate "worst case" scenario provided that the City provides us with the ROM data to review and use in the report.
	A turn warrant assessment can also be included in the updated TIA Report.

EROO ATTACHMENTS OF ORDINARY COUNCIL MEETING 12 APRIL, 2022	
c. Traffic Services require further justification on the assumed directional traffic splits being heavily biased to/from the south. In the future scenarios it is more likely to be approximately 50/50 split unless sufficient justification can be provided.	The distribution splits used in the TIA report were made on the assumption that the rate of future development south of the Site will occur at a quicker rate compared to the north. This distribution can be adopted and tested for the "worse case" scenario assessment.
2. Loading area shall be modified so semi-trailers don't need to nose past the footpath before reversing into docks. Alternatively, perhaps one of the bays could be allocated for semi-trailers and the other for rigid trucks which may help address the above concern.	Noted, the potential for conflict between pedestrians will be low as these truck movements will be low speed and volume (approximately 1 truck per day). Additionally, these truck movements will occur outside of business hours where vehicle and pedestrian traffic will be low. However, we can try to rerun the swept paths minimise/reduce the distance the trucks travels past the footpath.
a. Semi-trailer ingress and egress swept path envelope from the service lane tracks extremely close to the footpath, a risk of conflict with pedestrians waiting to cross the service lane. Applicant is to comment on pedestrian safety.	The potential for conflict between pedestrians will be low as these truck movements will be low speed and volume (approximately 1 truck per day). Additionally, these truck movements will occur outside of business hours where vehicle and pedestrian traffic will be low.
3. Applicant to consider providing raised platforms on approach to the 'shared pedestrian / vehicle' treatments to ensure slow vehicle speeds.	Agreed, this will provide a safer outcome for pedestrians.
4. Applicant to demonstrate that proposed on-street parking along Azzurra Street complies with relevant standards, and does not obscure sightlines from Crossover 3.	Noted, can be included in the updated TIA.

not obscure sightlines from Crossover 3.	
5. Applicant to provide more detail regarding the footpath / verge treatment to be adopted along the eastern title boundary, Lisford Avenue frontage. Will the pad site front onto Lisford Avenue?	To be addressed by Architect.
a. It is recommended a 3m red asphalt path be included along the Lisford Avenue frontage between Azzurra Street and the future crossover to the south which will link into existing and future City shared footpath design.	To be addressed by Architect.

6. The semi-trailer egress movement onto Lisford Avenue tracks across the northbound lane for over 20 metres. This may require local road widening, potential installation of a median to reduce potential conflict with northbound Lisford Avenue traffic.	The anticipated number of semi-trailers for the Site is expected to be very low (approximately 1 truck per day) and access/egress movements will generally occur outside of business hours where volumes will be low. However, the swept paths can be updated to try and minimise encroachment across the northbound lane.
7. Traffic Services recommends that the Road 3 intersection with Lisford Avenue is considered for a left-in / left-out arrangement, due to the proximity to the northern and southern intersections which both accommodate full turning movements.	Retaining full movements at Road 3/Lisford Ave intersection reduces the traffic burden at the Azzurra St/Lisford Ave and Charnwood Ave/Lisford Ave intersections as traffic can be more evenly distributed across the three accesses. A LiLo intersection would also increase travel times for vehicles heading southbound along Lisford Ave as vehicles will need to travel further to an intersection where right turns are permitted.
	In addition, the movement restriction at this intersection will impact the proposed semi-trailer movements for the development as it will require the loading dock to be redesigned or further modifications potentially required to the nearby roads/intersections (likely dependent on the semi-trailer route).
	Furthermore, volumes along local roads (particularly the future south road) will also increase which may be undesirable for future local residents.
a. Depending on the analysis presented in the revised TIA (addressing the first comment above) a right-turn pocket and associated road widening should be provided for southbound vehicles accessing Main Street (Azzurra Street) as this is likely to accommodate the majority of all traffic approaching the site from the north /east.	To be determined based on the above assessment.
3. Concerns in relation to the location of the southern crossover entrance to/from Road-3 given close proximity to future road to the	Traffic volumes along the future south road is expected to be low as it will be primarily used by local residents.
south. It is recommended this access point be reviewed by Traffic Consultant to ensure appropriate separations and vehicular circulation can occur. Perhaps look at a left-in, left-out style arrangement.	Additionally, it is likely that a median will be required to enforce any left in, left out arrangement which also has the potential to affect movements to any future south road. Combined with the LILO restriction at Lisford Ave/Road 3 intersection, vehicles exiting the Site and heading southbound is limited and will likely increases traffic volumes along Azzura Street as this is the most desirable route heading southbound (shown in figure below).







WOOLWORTHS GROUP

WOOLWORTHS COMMERCIAL DEVELOPMENT TWO ROCKS

PRELIMINARY ENVIRONMENTAL ACOUSTIC ASSESSMENT

SEPTEMBER 2021

OUR REFERENCE: 28451-1-21374



Herring Storer Acoustics

DOCUMENT CONTROL PAGE

ENVIRONMENTAL ACOUSTIC ASSESSMENT WOOLWORTHS TWO ROCKS COMMERCIAL DEVELOPMENT

Job No: 21374

Document Reference: 28451-1-21374

FOR

WOOLWORTHS GROUP

Author:	George Watts	Cł	ecked By:	Tin	n Reynolds	
Date of Issue :	30 September 2	2021				
		REVISION HIST	ORY			
Revision	Description	Description Date Author				Checked
			1			4
		DOCUMENT DISTR	IBUTION			
Copy No.	Version No.	Destination		Hard Cop	by Ele	ectronic Copy
		Woolworths Group				
1	1	Attn : Tom Keen				\checkmark
1		Email : tkeen1@woolworths.				

Herring Storer Acoustics

<u>CONTENTS</u>

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

1. INTRODUCTION

Herring Storer Acoustics were commissioned by Woolworths Group to undertake an acoustic assessment of noise emissions associated with the proposed commercial development located on Part Lot 9702 Enterprise Avenue, Two Rocks.

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

Existing and proposed premises have been considered in this assessment.

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

2. <u>SUMMARY</u>

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

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

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

It is noted that the mechanical plant assumed in our assessment is indicative only, as selection of equipment has not been undertaken at this early stage of development. It is considered appropriate that an assessment of noise level emissions associated with the development would be a condition of approval.

3. <u>CRITERIA</u>

3.1 ENVIRONMENTAL PROTECTION (NOISE) REGULATIONS 1997

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

2

209

TABLE 3.1 – ASSIGNED NOISE LEVELS					
Premises Receiving Noise	Time of Day	Assigned Level (dB)			
		L _{A 10}	L _{A 1}	L _{A max}	
Noise sensitive premises within 15 metres of a dwelling (Highly Sensitive Areas)	0700 - 1900 hours Monday to Saturday	45 + IF	55 + IF	65 + IF	
	0900 - 1900 hours Sunday and Public Holidays	40 + IF	50 + IF	65 + IF	
	1900 - 2200 hours all days	40 + IF	50 + IF	55 + IF	
	2200 hours on any day to 0700 hours Monday to Saturday and 0900 hours Sunday and Public Holidays	35 + IF	45 + IF	55 + IF	
Commercial Premises	All Hours	60	75	80	

The L_{A10} noise level is the noise that is exceeded for 10% of the time. Note:

The L_{A1} noise level is the noise that is exceeded for 1% of the time.

The $L_{\mbox{\scriptsize Amax}}$ 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

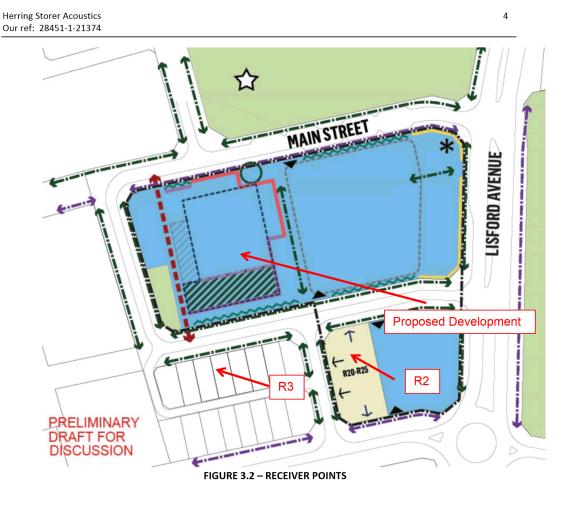
Where the noise emission is music, if the music is audible, then any measured level is adjusted according to Table 3.3 below.

TABLE 3.3 – ADJUSTMENTS TO MEASURED MUSIC NOISE LEVELS		
Where impulsiveness is not present Where impulsiveness is present		
+10 dB(A)	+15 dB(A)	

The following locations have been determined to require an assessment of noise level emissions. It is noted that some locations are proposed, whilst others are existing premises.



FIGURE 3.1 – RECEIVER POINTS



The influencing factor at the identified noise sensitive premises has been estimated at 0 dB.

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

Premises	Time of Day	Assigned Level (dB)		
Receiving Noise	Time of Day		L _{A 1}	L _{A max}
Noise sensitive premises	0700 - 1900 hours Monday to Saturday (Day)	45	55	65
	0900 - 1900 hours Sunday and Public Holidays (Sundays)	40	50	65
	1900 - 2200 hours all days (Evening)	40	50	55
	2200 hours on any day to 0700 hours Monday to Saturday and 0900 hours Sunday and Public Holidays (Night)	35	45	55
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.

 $L_{\mbox{\scriptsize Amax}}$ is the maximum noise level.

4. PROPOSED DELIVERIES

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

5. MECHANICAL PLANT

Mechanical plant details have been based on information provided for previous Woolworths stores, with information listed in Table 6.3 below. This equipment has been located on the roof of the proposed development above/near the loading dock area.

6. <u>METHODOLOGY</u>

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:

- Location 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 Table 6.2 and 6.3.

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*		

TABLE 6.1 - WEATHER CONDITIONS

* From source to receiver

TABLE 6.2 – SOUND POWER LEVELS OF DELIVERY VEHICLES			
DESCRIPTION	dB(A)		
15m articulated delivery truck with refrigeration unit	97		
13m rigid delivery truck	85		

TABLE 6.3 – SOUND POWER LEVELS OF MECHANICAL PLANT			
DESCRIPTION dB(A)			
Kitchen Exhaust Fan	83 dB(A)		
Exhaust Fans	3 @ 70 dB(A)		
Refrigeration Equipment	2 @ 88 dB(A)		
Packaged Air Conditioning Unit 75 dB(A)			

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

Scenario 1: One large refrigerated truck delivery.

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

Scenario 3: Mechanical Plant.

Note : 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.

It is noted that this also means the noise assessment is more "realistic" as if the L_{A10} parameter was to be used as the noise level associated with the truck is not present for more than 10% of a representative time period, the L_{A10} noise level would be at the ambient noise level of the area, rather than the truck noise.

7. RESULTS

Single point calculations were undertaken for all locations shown in Figure 3.1, with the results of the modelling listed in Table 7.1. It is noted that for the locations with multiple floors, the highest noise level has been utilized for ease of report.

Receiver Location	Scenario / Calculated Noise Level, (dB(A))			
Receiver Location	Scenario 1	Scenario 2	Scenario 3	
R1	11	0	27	
R2	20	8	28	
R3	45	33	28	
R4	9	0	24	

TABLE 7.1 – RESULTANT NOISE LEVEL

Given the location and the nature of the noise emissions, noise received at the neighbouring residences are unlikely to be tonal. However, to be conservative, the +5 dB(A) penalty has been added to the assessable noise level, noting that this is only applicable to mechanical services noise. Given the definitions of tonality in accordance with the Environmental Protection (Noise) Regulations 1997, truck deliveries would not be considered tonal. Therefore, Table 7.2 lists the assessable noise level for each scenario (including the adjustment for tonality where applicable).

Receiver Location	Scenario / Assessable Noise Level, (dB(A))			
Receiver Location	Scenario 1	Scenario 2	Scenario 3	
R1	11	0	32	
R2	20	8	33	
R3	45	33	33	
R4	9	0	29	

TABLE 7.2 – ASSESSABLE NOISE LEVELS

Tables 7.3 and 7.4 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. Noise levels that are calculated to exceed the relevant criteria are listed in red.

CITY OF WANNEROO ATTACHMENTS OF ORDINARY COUNCIL MEETING 12 APRIL, 2022

Herring Storer Acoustics Our ref: 28451-1-21374

Receiver Location	Assessable Noise Level, dB(A)	Assigned Noise Level, L _{A1} dB		Exceedance to
	Scenario 1	Time of Day	L _{A1} dB	Assigned Noise Leve
		Day	55	Complies
	11	Sundays	50	Complies
R1	11	Evening	50	Complies
		Night	45	Complies
	20	Day	55	Complies
R2		Sundays	50	Complies
KZ		Evening	50	Complies
		Night	45	Complies
	45	Day	55	Complies
R3		Sundays	50	Complies
		Evening	50	Complies
		Night	45	Complies
R4	9	Day	55	Complies
		Sundays	50	Complies
		Evening	50	Complies
		Night	45	Complies

TABLE 7.4 – ASSESMENT OF NOISE LEVEL – SCENARIO 2 – SMALL TRUCK DELIVERIES

Receiver	Assessable Noise Level, dB(A)	Assigned Nois	e Level, L _{A1} dB	Exceedance to
Location	Scenario 2	Time of Day	L _{A1} dB	Assigned Noise Level
		Day	55	Complies
R1		Sundays	50	Complies
KI	0	Evening	50	Complies
		Night	45	Complies
	8	Day	55	Complies
D 2		Sundays	50	Complies
R2		Evening	50	Complies
		Night	45	Complies
	33	Day	55	Complies
R3		Sundays	50	Complies
К3		Evening	50	Complies
		Night	45	Complies
	0	Day	55	Complies
D.4		Sundays	50	Complies
R4		Evening	50	Complies
		Night	45	Complies

7

> Table 7.5 compares the assessable noise level for mechanical plant against the relevant L_{A10} Assigned Noise Levels for the day, evening (and Sundays) and night periods. Noise levels that are calculated to exceed the relevant criteria are listed in red.

Receiver	Assessable Noise Level, dB(A)	Assigned Noise Level, L _{A10} dB		Exceedance to	
Location	Scenario 3	Time of Day	L _{A10} dB	Assigned Noise Level	
	27	Day	45	Complies	
D1		Sundays	40	Complies	
R1		Evening	40	Complies	
		Night	35	Complies	
	28	Day	45	Complies	
R2		Sundays	40	Complies	
KZ		Evening	40	Complies	
		Night	35	Complies	
		Day	45	Complies	
52	28	Sundays	40	Complies	
R3		Evening	40	Complies	
		Night	35	Complies	
	24	Day	45	Complies	
R4		Sundays	40	Complies	
К4		Evening	40	Complies	
		Night	35	Complies	

TABLE 7.5 – ASSESMENT OF NOISE LEVEL – SCENARIO 3 – MECHANICAL PLANT

Refrigerated truck deliveries have been calculated to comply at all times

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

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

It is noted that the mechanical plant assumed in our assessment is indicative only, as selection of equipment has not been undertaken at this early stage of development. It is considered appropriate that an assessment of noise level emissions associated with the development would be a condition of approval.







 \diamond BROLN Falconer brownfalconer.com.au WOOLWORTHS TWO ROCKS Dwg No.03

Bushfire management plan/Statement addressing the Bushfire Protection Criteria coversheet

L at 0702 (#10) Ente			· · · · · ·			
Site address: Lot 9702 (#10) Ente	rprise Avenue, Two Rock	S				
Site visit: Yes 🖌 No 🗌						
Date of site visit (if applicable): D	ay 14th	Moi	nth S	eptember	Year	2021
Report author or reviewer: Ian Ma	acleod					
NA BPAD accreditation level (ple	ase circle):					
Not accredited Level 1 B	AL assessor	Level 2 practition	er 🔽	Level 3 prac	titioner	
f accredited please provide the	following.					
3PAD accreditation number: 391	31 Accredite	ation expiry: Moi	nth N	ovember	Year	2021
Bushfire management plan versio	n number: 1.0					
Sushfire management plan date:	Day 7th	Ma	onth	October	Year	2021
Client/business name: Encon			1			
					Ye	s No
las the BAL been calculated by			lined i	n AS3959		
tick no if A\$3959 method 1 has b	een used to calculat	te the BAL)?				
Have any of the bushfire protection performance principle (tick no if						
bushfire protection criteria eleme						
s the proposal any of the following	g (see <u>SPP 3.7 for def</u> i	nitions)?			Ye	s No
		nitions)?			Ye	s No
Jnavoidable development (in BA	L-40 or BAL-FZ)	·			Ye	~
Jnavoidable development (in BA Strategic planning proposal (inclu	L-40 or BAL-FZ)	·				~
Jnavoidable development (in BA Strategic planning proposal (inclu High risk land-use	L-40 or BAL-FZ)	·				, ,
Jnavoidable development (in BA Strategic planning proposal (inclu High risk land-use Vulnerable land-use	L-40 or BAL-FZ)	·				, ,
Unavoidable development (in BA Strategic planning proposal (inclu High risk land-use Vulnerable land-use	L-40 or BAL-FZ) Joling rezoning applie	cations)				, v , v , v
Unavoidable development (in BA Strategic planning proposal (inclu High risk land-use Vulnerable land-use	L-40 or BAL-FZ) Joding rezoning applie e above answers in t	cations) he tables is yes sl	nould	the decision make		, v , v , v
Jnavoidable development (in BA Strategic planning proposal (inclu- High risk land-use Vulnerable land-use None of the above Note: Only if one (or more) of the or the WAPC) refer the pro- Why has it been given one of the	L-40 or BAL-FZ) Joding rezoning applie e above answers in t aposal to DFES for col above listed classifice	he tables is yes sl mment. ations (E.g. Consid			er (e.g. local g	, v , v , v
Jnavoidable development (in BA Strategic planning proposal (inclu- High risk land-use Vulnerable land-use None of the above Note: Only if one (or more) of the or the WAPC) refer the pro- Why has it been given one of the development is for accommodat	L-40 or BAL-FZ) Joling rezoning applie e above answers in t oposal to DFES for con above listed classification ion of the elderly, etc	he tables is yes sl mment. ations (E.g. Consid	dered	vulnerable land-us	er (e.g. local g	
Jnavoidable development (in BA Strategic planning proposal (inclu- High risk land-use Vulnerable land-use None of the above Note: Only if one (or more) of the or the WAPC) refer the pro- Why has it been given one of the development is for accommodat This Bushfire Management Plan is to ac	L-40 or BAL-FZ) Juding rezoning applie e above answers in t oposal to DFES for con above listed classification ion of the elderly, etc company a development	he tables is yes so mment. ations (E.g. Consid)?	dered	vulnerable land-us	er (e.g. local g	
Jnavoidable development (in BA Strategic planning proposal (inclu- High risk land-use /ulnerable land-use None of the above Note: Only if one (or more) of the or the WAPC) refer the pro- Why has it been given one of the development is for accommodat This Bushfire Management Plan is to ac	L-40 or BAL-FZ) Juding rezoning applie e above answers in t oposal to DFES for con above listed classification ion of the elderly, etc company a development	he tables is yes so mment. ations (E.g. Consid)?	dered	vulnerable land-us	er (e.g. local g	
Jnavoidable development (in BA Strategic planning proposal (inclu- High risk land-use /ulnerable land-use None of the above Note: Only if one (or more) of the or the WAPC) refer the pro- Why has it been given one of the development is for accommodat This Bushfire Management Plan is to ac Precinct C Local Development Plan with	e above answers in t posal to DFES for con above listed classifica- ion of the elderly, etc company a development respect to bushfire plann	he tables is yes sl mment. ations (E.g. Consid)? application for a prop ing requirements.	dered bosed V	vulnerable land-us	er (e.g. local g se as the complex and also	overnme
Jnavoidable development (in BA Strategic planning proposal (inclu- High risk land-use Vulnerable land-use None of the above Note: Only if one (or more) of the or the WAPC) refer the pro- Why has it been given one of the development is for accommodat This Bushfire Management Plan is to ac Precinct C Local Development Plan with	e above answers in t posal to DFES for con above listed classifica- ion of the elderly, etc company a development respect to bushfire plann	he tables is yes sl mment. ations (E.g. Consid)? application for a prop ing requirements.	dered bosed V	vulnerable land-us	er (e.g. local g se as the complex and also	overnme
Unavoidable development (in BA Strategic planning proposal (inclu- High risk land-use Vulnerable land-use None of the above Note: Only if one (or more) of the or the WAPC) refer the pro- Why has it been given one of the development is for accommodat This Bushfire Management Plan is to ac Precinct C Local Development Plan with The information provided within the	e above answers in t poposal to DFES for con above listed classifica- ion of the elderly, etc company a development respect to bushfire plann	he tables is yes sl mment. ations (E.g. Consid .)? application for a prop ing requirements.	dered bosed V	vulnerable land-us	er (e.g. local g se as the complex and also	overnme
Is the proposal any of the following Unavoidable development (in BA Strategic planning proposal (inclu- High risk land-use Vulnerable land-use None of the above Note: Only if one (or more) of the or the WAPC) refer the pro- Why has it been given one of the development is for accommodat This Bushfire Management Plan is to ac Precinct C Local Development Plan with The information provided within the Signature of report author or reviewer	e above answers in t poposal to DFES for con above listed classifica- ion of the elderly, etc company a development respect to bushfire plann	he tables is yes sl mment. ations (E.g. Consid)? application for a prop ing requirements.	dered bosed V	vulnerable land-us	er (e.g. local g se as the complex and also	overnme considers t



Bushfire Management Plan

Pt Lot 9702 (#10) Enterprise Avenue, Two Rocks

City of Wanneroo

Planning Stage:	Development Application and LDP Consideration
Planning Development Type:	Construction of Class 4 - 9 buildings and associated amenities.
Bushfire Policy – Specific Development or Use Type:	N/A
Job Number:	210744
Assessment Date:	14 September 2021
Report Date:	6 October 2021

USHFIRE PRONE

NNING

PI

BPP Group Pty Ltd t/a Bushfire Prone Planning ACN: 39 166 551 784 | ABN: 39 166 551 784

Level 1, 159-161 James Street Guildford WA 6055

PO Box 388 Guildford WA 6935

08 6477 1144 | admin@bushfireprone.com.au

DOCUMENT CONTROL

	PREPARATION				
Author:	lan Macleod (BPAD Level 2 - No. 39131)		Jan Marked		
Co-Author:	-				
Review/Authorise: Kathy Nastov (BPAD Level 3 - No. 27794)			! /1ask	av l	
	VERSION HISTORY				
Version	Version Details				Date
1.0	Original Document Issue			7 0	ctober 2021
-					
BMP (Standard DA-Non-Touris	sm) Template v8.5				
	DISTRIBUTION	1			1
Destination		Version	No. Copies	Hard Copy	Electronic Copy
Person/Business: Mike van Dongen/Encon 1.0 Email: mike@encon.com.au 1.0					
Person/Business: Email:					
and they do not guar subject site or off the weather conditions. A	The measures contained in this Bushfire Management Pla rantee that a building will not be damaged in a bushfire, site while evacuating. This is substantially due to the unpr additionally, the correct implementation of the required b the ongoing actions of the landowners and/or operators of	persons inju edictable no oushfire prote	red, or fatalit ature and be ection meas	ies occur e haviour of ures will dep	ither on the fire and fire pend upon,
made in good faith bo	projections and recommendations made in this report a used on information available to Bushfire Prone Planning at to be used for accurate calculations.				
Notwithstanding anything contained therein, Bushfire Prone Planning will not, except as the law may require, be liable for any loss or other consequences whether or not due to the negligence of their consultants, their servants or agents, arising out of the services provided by their consultants.					
	Group Pty Ltd: All intellectual property rights, including copy d by Bushfire Prone Planning, remain the property of BPP				

Copyright ©2020 BPP Group Pty Ltd: All intellectual property rights, including copyright, in format and proprietary content contained in documents created by Bushfire Prone Planning, remain the property of BPP Group Pty Ltd. Any use made of such format or content without the prior written approval of Bushfire Prone Planning, will constitute an infringement on the rights of the Company which reserves all legal rights and remedies in respect of any such infringement.



TABLE OF CONTENTS

EXECUTIVE SUMMARY	2
1 PROPOSAL DETAILS	3
1.1 DESCRIPTION AND ASSOCIATED PLANS AND MAPS1.2 EXISTING DOCUMENTATION RELEVANT TO THE CONSTRUCTION OF THIS PLAN	
2 ENVIRONMENTAL CONSIDERATIONS	7
 2.1 NATIVE VEGETATION – RESTRICTIONS TO MODIFICATION AND/OR CLEARING 2.2 RETAINED VEGETATION / RE-VEGETATION / LANDSCAPE PLANS (INCLUDING POS) 	
3 POTENTIAL BUSHFIRE IMPACT ASSESSMENT	10
 3.1 ASSESSMENT INPUT	
4 IDENTIFICATION OF BUSHFIRE HAZARD ISSUES	30
5 ASSESSMENT AGAINST THE BUSHFIRE PROTECTION CRITERIA ESTABLISHED BY THE GUIDELINES	
 5.1 LOCAL GOVERNMENT VARIATIONS TO APPLY	
 5.1 LOCAL GOVERNMENT VARIATIONS TO APPLY. 5.2 SUMMARY OF ASSESSMENT AGAINST THE BUSHFIRE PROTECTION CRITERIA	
 5.1 LOCAL GOVERNMENT VARIATIONS TO APPLY	
 5.1 LOCAL GOVERNMENT VARIATIONS TO APPLY. 5.2 SUMMARY OF ASSESSMENT AGAINST THE BUSHFIRE PROTECTION CRITERIA. 5.3 ASSESSMENT DETAIL. Element 1: Location Element 2: Siting and Design of Development Element 3: Vehicular Access Element 4: Water. 5.4 RECOMMENDED ADDITIONAL BUSHFIRE PROTECTION MEASURES 5.4.1 Recommended Additional Measures to Improve Bushfire Performance	
 5.1 LOCAL GOVERNMENT VARIATIONS TO APPLY	ASURES 40 40 41 41 42 45

LIST OF FIGURES

Figure 1.1: Proposed development site layout plan including Precinct C LDP area	4
Figure 1.2: Map of Bushfire Prone Areas (DFES)	5
Figure 3.1: Vegetation classification and topography map	20
Figure 3.2: Post Development Stage 1 vegetation classification and topography map	24
Figure 3.3: Post Development Stage 1 & 2 vegetation classification and topography map	25
Figure 3.4: BAL Contour Map Stage 1	27
Figure 3.5: BAL Contour Map Stage 1 & 2	28



EXECUTIVE SUMMARY

This Bushfire Management Plan (BMP) is to accompany a Development Application for the Woolworths retail centre located on a portion of Lot 9702 (#10) Enterprise Avenue, Two Rocks in the City of Wanneroo. This BMP will also consider future development on land to the south and west of the Woolworths centre as shown on the Precinct C Local Development Plan.

Two proposed buildings will be assessed with respect to bushfire planning performance. These are the Woolworths and specialty shops retail centre located in the western portion of the development site, and the proposed retail/commercial building located in the north-eastern corner of the site. Future development sites as shown on Figure 1.1 will also be considered with respect to the bushfire protection criteria.

It is expected that the Woolworths site and surrounding roads, located at the northern portion of the Precinct C Local Development Plan, will be developed initially. Future commercial and residential sites as shown on Figure 1.1 will follow at a later date. Construction and management of the surrounding roads and verges will provide separation between native vegetation and the proposed development sites.

The assessments and bushfire protection measures detailed in the BMP, assume that environmental approval will be achieved or clearing permit exemptions will apply. The proposed development can comply with the bushfire protection criteria.

All revegetation on the proposed development sites will comply with the requirements of the Guidelines for Planning in Bushfire Prone Areas Schedule 1: Standards for Asset Protection Zones. An area of Public Open Space will exist to the west of the Woolworths development site and it is expected that this area will also be maintained to a low bushfire threat state.

The proposed Woolworths development, and future development sites on the Precinct C LDP, will provide an area of land within each lot that can be considered suitable for development as BAL-40 or BAL-FZ construction standards will not be required to be applied. This meets the requirements established by Acceptable Solution A1.1 and its associated explanatory note.

Future buildings on the proposed Woolworths development site, and future commercial and residential lots, can be surrounded by an APZ that will ensure the potential radiant heat impact of a bushfire does not exceed 29 kW/m2 (BAL-29). The required APZ specifications of width, location and management can be achieved. The Asset Protection Zone (APZ) for the proposed two buildings, and future developments, will exist both within and outside the proposed lots. The portions of the required size APZ that exist outside each proposed lot consists of roads and managed road verges.

For this proposal, it is expected that the whole of each future lot and abutting road reserves are to be maintained to a low bushfire threat state. The proposed development consists of commercial lots and small scale housing lots. The commercial lots will consist of buildings, parking areas, loading areas and small areas of managed landscaping. The residential lots are required by the City of Wanneroo Fire Mitigation Notice to be maintained to a low bushfire threat state over the bushfire season.

A small area of Public Open Space and drainage reserve is located to the west of the proposed shopping complex. This area is expected to be landscaped and maintained to a low bushfire threat state by the landowner.

Perimeter roads are to be constructed around the proposed development sites and connecting to Lisford Avenue to the east, and Enterprise Avenue to the north. This road system will provide a minimum of two access/egress routes from each proposed lot. No buildings will be greater than 50 metres from a public road, therefore construction of driveways to bushfire standards is not required.

A reticulated water supply is available to the subject site and hydrants will be installed in locations throughout the development as required by the relevant authorities.

Buildings of Class 4 to Class 9 are not required by the Building Code of Australia (BCA) to be constructed to comply with bushfire performance requirements. As the proposed buildings will be located in a bushfire prone area and may be subject to a bushfire attack, Bushfire Prone Planning recommends that some degree of upgrading be considered to improve the protection for occupants and the building's survivability. At a minimum protection from ember attack should be considered (i.e. constructed to the standard required for BAL-12.5).



1 PROPOSAL DETAILS

1.1 Description and Associated Plans and Maps

Proponent:	Encon
Bushfire Prone Planning Commissioned to Produce the Bushfire Management Plan (BMP) By:	Encon
For Submission To:	City of Wanneroo
Purpose of the BMP:	To accompany a planning application

Description of the Proposed Development:

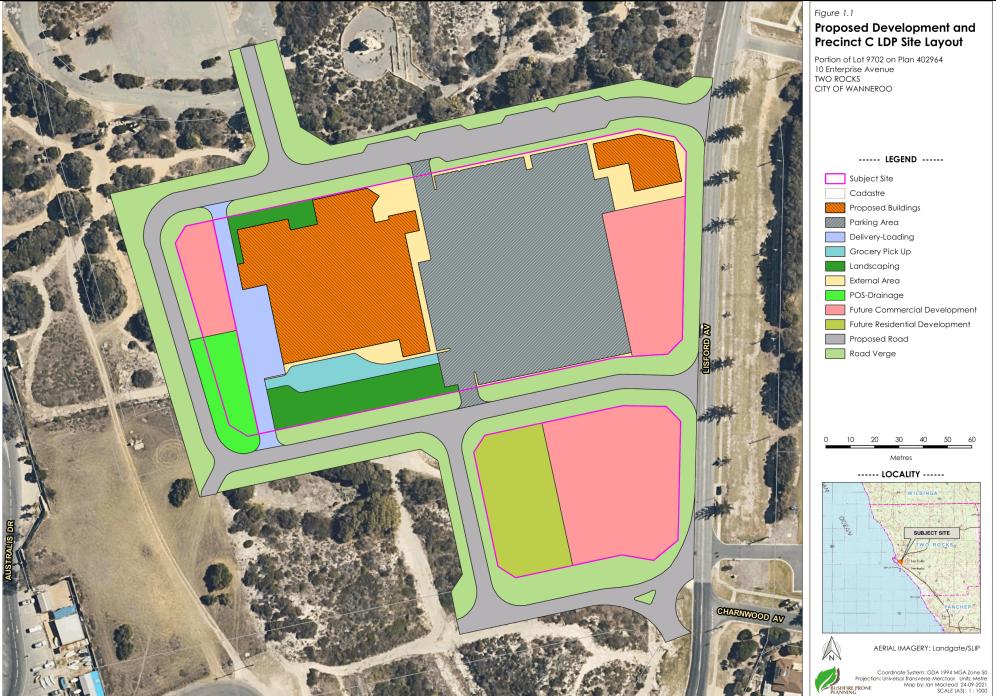
This Bushfire Management Plan (BMP) is to accompany a Development Application for the Woolworths retail centre located on a portion of Lot 9702 (#10) Enterprise Avenue, Two Rocks in the City of Wanneroo. This BMP will also consider future development on land to the south and west of the Woolworths centre as shown on the Precinct C Local Development Plan.

Two proposed buildings will be assessed with respect to bushfire planning performance. These are the Woolworths and specialty shops retail centre located in the western portion of the development site, and the proposed retail/commercial building located in the north-eastern corner of the site. Future development sites as shown on Figure 1.1 will also be considered with respect to the bushfire protection criteria.

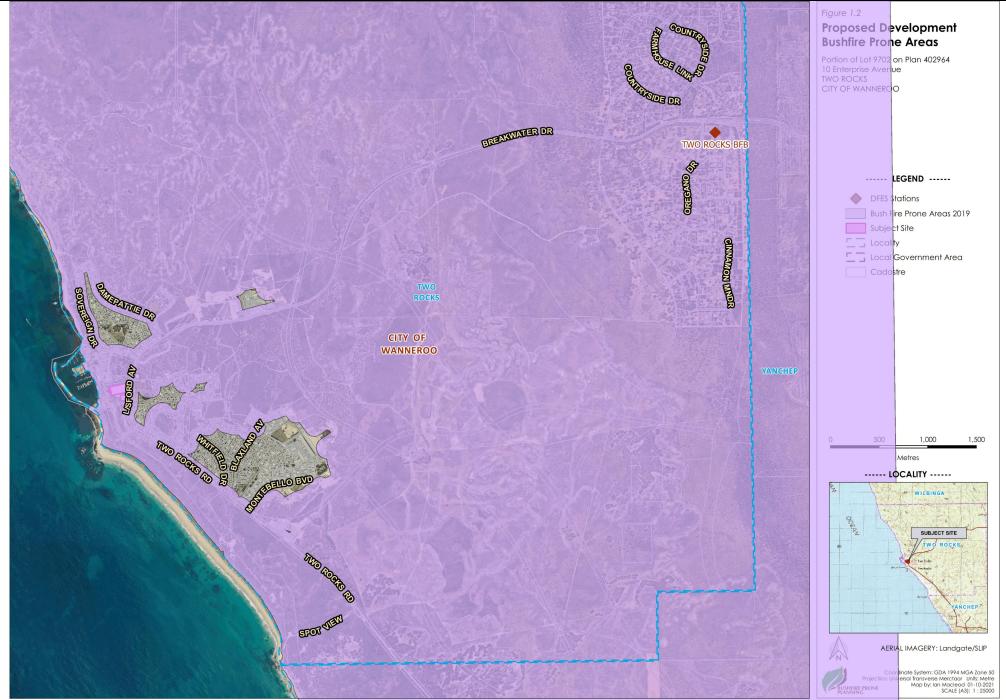
Staged Development and Management of Potential Bushfire Hazard Issues

It is expected that the Woolworths site and surrounding roads, located at the northern portion of the Precinct C Local Development Plan, will be developed initially. Future commercial and residential sites as shown on Figure 1.1 will follow at a later date.

Construction and management of the surrounding roads and verges will provide separation between native vegetation and the proposed development sites.



44 Woolworths Lisford Ave. Two Rocks DEV anz





1.2 Existing Documentation Relevant to the Construction of this Plan

This section acknowledges any known reports or plans that have been prepared for previous planning stages, that refer to the subject area and that may or will impact upon the assessment of bushfire risk and/or the implementation of bushfire protection measures and will be referenced in this Bushfire Management Plan.

Table 2.1: Existing relevant documentation.

RELEVANT EXISTING DOCUMENTS				
Existing Document	Copy Provided by Client	Title		
Structure Plan	No			
Environmental Report	No			
Landscaping (Revegetation) Plan	Yes	Included in Concept Design-Design Review Panel No. 2		
Bushfire Risk Assessments	No			

210744 Pt Lot 9702 (No 10) Enterprise Ave, Two Rocks BMP v1.0



2 ENVIRONMENTAL CONSIDERATIONS

2.1 Native Vegetation – Restrictions to Modification and/or Clearing

Many bushfire prone areas also have high biodiversity values. SPP 3.7 policy objective 5.4 recognises the need to consider bushfire risk management measures alongside environmental, biodiversity and conservation values (Guidelines s2.3).

There is a requirement to identify any need for onsite modification and/or clearing of native vegetation and whether this may trigger potential environmental impact/referral requirements under State and Federal environmental legislation. Confirmation that any proposed native vegetation modification and/or clearing is acceptable, should be received from the relevant agencies by the proponent and provided to the bushfire consultant for inclusion in the Bushfire Management Plan if it will influence the required bushfire planning assessments and outcomes. The following table details any potential environmental restrictions of which the author of this report is aware.

Table 2.2: Native vegetation and potential environmental considerations and restrictions.

NATIVE VEGETATION MODIFICATION / CLEARING - POTENTIAL ENVIRONMENTAL RESTRICTIONS IDENTIFIED					
Environmental Considerations / Features	Potential Mapping Data Source (SLIP / Local Planning)	Relevant to Proposed Development	Data Applied	Action Required	
Onsite clearing of native vegetation is requir	ed.	Yes			
Environmental impact/referral requirements and Federal environmental legislation may b		Possible			
National Park / Nature Reserve	DBCA-011	No- Confirmed by Bushfire Consultant	Relevant Database Reviewed by Bushfire Consultant	None	
Conservation Covenant	DPIRD-023	Not Known	Data Not Readily Available to Bushfire Consultant	Proponent to Seek Advice	
Bush Forever Site	DPLH-019	No- Confirmed by Bushfire Consultant	Relevant Database Reviewed by Bushfire Consultant	None	
RAMSAR Wetland	DBCA-010	No- Confirmed by Bushfire Consultant	Relevant Database Reviewed by Bushfire Consultant	None	
Geomorphic and Other Wetland	DBCA-011- 019, 040, 043, 044	No- Confirmed by Bushfire Consultant	Relevant Database Reviewed by Bushfire Consultant	None	
Threatened and Priority Ecological Communities (TECs or PECs)	DBCA-038	No- Confirmed by Bushfire Consultant	Relevant Database Reviewed by Bushfire Consultant	None	
Threatened and Priority Flora including Declared Rare Flora (DRFs)	DBCA-036	No- Confirmed by Bushfire Consultant	Relevant Database Reviewed by Bushfire Consultant	None	



Land Identified as significant through a Local Biodiversity Strategy	LG - Intramaps	Not Known	Data Not Readily Available to Bushfire Consultant	Proponent to Seek Advice
---	-------------------	-----------	---	-----------------------------

Statement of how the identified environmental feature(s) is dealt with in this Bushfire Management Plan (and the location of relevant information):

The assessments and bushfire protection measures detailed the BMP, assume that environmental approval will be achieved or clearing permit exemptions will apply.

It is advised that the proponent seek further advice from an Environmental Consultant or the WA Department of Biodiversity Conservation and Attractions for further information on the condition and species contained within the proposed development area and the requirement for referral of the proposal.



Yes

228

Development Design Considerations

Establishing development in bushfire prone areas can adversely affect the retention of native vegetation through clearing associated with the creation of lots and/or asset protection zones. Where loss of vegetation is not acceptable or causes conflict with landscape or environmental objectives, it will be necessary to consider available design options to minimise the removal of native vegetation.

Table 2.3: Development design.

MINIMISE THE REMOVAL OF NATIVE VEGETATION				
Design Option Assessment / Action				
Reduction of lot yield	N/A			
Cluster development	N/A			
Construct building to a standard corresponding to a higher BAL as per BCA (AS 3959:2018 and/or NASH Standard)	N/A			
Modify the development location	N/A			
It is expected that the whole of the subject site will be cleared of native	u vegetation during the development stage			

It is expected that the whole of the subject site will be cleared of native vegetation during the development stage.

IMPACT ON ADJOINING LAND

Is this planning proposal able to implement the required bushfire protection measures within the boundaries of the land being developed so as not to impact on the bushfire and environmental management of neighbouring reserves, properties or conservation covenants?

The adjoining land to the proposed development will be road reserves and these will form a portion of the required low bushfire threat areas to provide necessary separation from bushfire prone areas.

The required bushfire protection measures for the proposed Woolworths development will not affect lots on the far side of the surrounding roads.

2.2 Retained Vegetation / Re-vegetation / Landscape Plans (including POS)

Riparian zones, wetland/foreshore buffers, road verges and public open space may have plans to re-vegetate or retain vegetation as part of the proposed development. Vegetation corridors may be created between offsite and onsite vegetation and provide a route for fire to enter a development area.

All retained/planned vegetation and its management will be considered in the development of this Bushfire Management Plan.

Is re-vegetation of riparian zones and/or wetland or foreshore buffers and/or public open space a part of this Proposal?	No
There is no Public Open Space within the Woolworths development site. However, a small POS/drainage rebe located to the west of the Woolworths site and developed at a later date.	eserve will
Is the requirement for ongoing maintenance of existing vegetation in riparian zones and/or wetland or foreshore buffers and/or public open space a part of this Proposal?	No
However, this will be a requirement for the future abutting POS/drainage site.	
Has a landscape plan been developed for the proposed development?	Yes
A landscape design will be provided for the Woolworths development. It is expected that all landscaped of within the Woolworths development site will be designed and maintained to a low bushfire threat state.	



3 POTENTIAL BUSHFIRE IMPACT ASSESSMENT

3.1 Assessment Input

3.1.1 Fire Danger Index (FDI) Applied

AS 3959:2018 Table 2.1 specifies the fire danger index values to apply for different regions. The values used in the model calculations are for the Forest Fire Danger Index (FFDI) and for which equivalent representative values of the Grassland Fire Danger Index (GFDI) are applied as per Appendix B. The values can be modified if appropriately justified.

Table 3.1: Applied FDI Value

FDI VALUE				
Vegetation AreasAs per AS 3959:2018 Table 2.1As per DFES for the LocationValue Applied				
All Vegetation Areas	80	N/A	80	

3.1.2 Vegetation Classification and Effective Slope

Classification: Bushfire prone vegetation identification and classification has been conducted in accordance with AS 3959:2018 s2.2.3 and the Visual Guide for Bushfire Risk Assessment in WA (DoP February 2016).

When more than one vegetation type is present, each type is identified separately, and the applied classification considers the potential bushfire intensity and behaviour from the vegetation types present and ensures the worst case scenario is accounted for – this may not be from the predominant vegetation type.

The vegetation structure has been assessed as it will be in its mature state (rather than what might be observed on the day). Areas of modified vegetation are assessed as they will be in their natural unmodified state (unless maintained in a permanently low threat, minimal fuel condition, satisfying AS 3959:2018 s2.2.3.2(f) and asset protection zone standards). Vegetation destroyed or damaged by a bushfire or other natural disaster has been assessed on its revegetated mature state.

Effective Slope: Refers to the ground slope under each area of classified vegetation and is described in the direction relative to the view from the building or proposed development site. Effective slope is not the same as 'average slope', rather it is the slope which most significantly influences fire behaviour. This slope has a direct and significant influence on a bushfire's rate of spread and intensity.

Where there is a significant change in effective slope under an area of classified vegetation, that will cause a change in fire behaviour, separate vegetation areas will be identified to enable the correct assessment.

When the effective slope, under a given area of bushfire prone vegetation, will be different relative to multiple proposed development sites, then the effective slopes corresponding to the different locations, are separately identified.

Planned Re-vegetation/Landscaping Considerations/Public Open Space Management

All revegetation on the proposed development sites will comply with the requirements of the Guidelines for Planning in Bushfire Prone Areas Schedule 1: Standards for Asset Protection Zones (See Appendix 1).

An area of Public Open Space will exist to the west of the Woolworths development site and it is expected that this area will also be maintained to a low bushfire threat state.



ALL VEGETATION WITHIN 150 METRES OF THE PROPOSED D

ALL VEGETATION WITHIN 150 METRES OF THE PROPOSED DEVELOPMENT							
√egetation Area	Identified Vegetation Types ¹ or Description if 'Excluded'	Applied Vegetation Classification ¹	Effective Slope (degrees) ² (AS 3959:2018 Method 1)				
Alcu	or beschphornin Excloded	Classification	Assessed	Applied Range			
1	Low open forest A-04	Class A Forest	0	upslope or flat			
2	Open scrub D-14	Class D Scrub	0	upslope or flat			
3 Open heath C-11		Class C Shrubland	0	upslope or flat			
4 Open scrub D-14		Class D Scrub	3	downslope >0-5			
5	Tussock grassland G-22 , Sown pasture G-26 ,	Class G Grassland	3	downslope >0-5			
6	Open heath C-11	Class C Shrubland	5-10	downslope >5-10			
7	Managed parkland, bitumen parking area, areas recently cleared for development.	Excluded as per Section 2.2.3.2 (e) & (f)	N/A	N/A			

Representative photos of each vegetation area, descriptions and classification justification, are presented on the following pages. The areas of classified vegetation are defined, and the photo locations identified on Figure 3.1, the vegetation and topography map.

Note¹: Described and classified as per AS 3959:2018 Table 2.3 and Figures 2.3 and 2.4 (A)-(H)

Note²: Effective slope measured as per AS 3959:2018 Section 2.2.5 and Appendix B Part B4

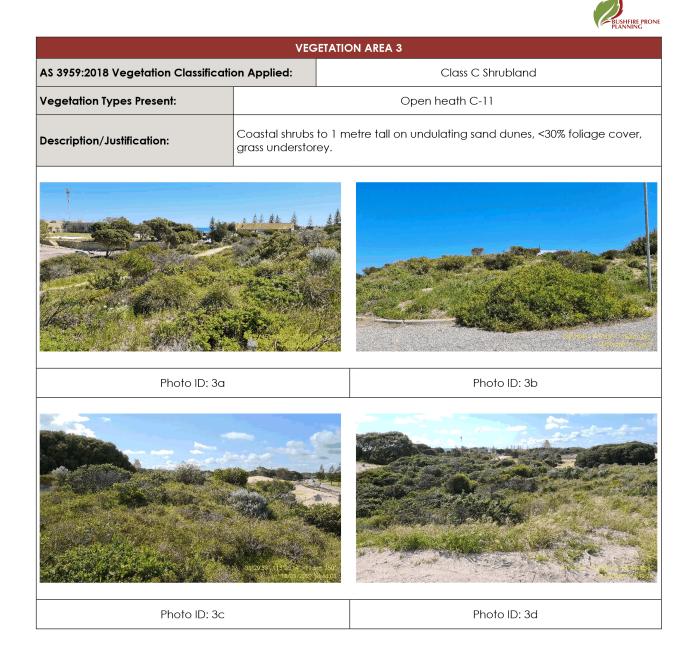


VEGETATION AREA 1					
AS 3959:2018 Vegetation Classifi	cation Applied:	Class A Forest			
Vegetation Types Present:		Low open forest A-04			
Description/Justification:	Eucalypts and som metres, grass unde	ne pines, average 10 metres tall, scrub to 5 metres, shrubs to 2 prstorey.			
Photo ID:	la	Photo ID: 1b			
	VE	GETATION AREA 2			
AS 3959:2018 Vegetation Classifi	cation Applied:	Class D Scrub			
Vegetation Types Present:		Open scrub D-14			
Description/Justification:	Coastal scrub to 5	metres tall, shrubs to 2 metres tall.			
	HIGEBORS TIBISOT? 1409/2027	9.m.#t			
Photo ID:	2a	Photo ID: 2b			

210744 Pt Lot 9702 (No 10) Enterprise Ave, Two Rocks BMP v1.0



	VEC	GETATION AREA 2		
AS 3959:2018 Vegetation Classifie	cation Applied:	Class D Scrub		
Vegetation Types Present:		Open scrub D-14		
Description/Justification:	Coastal scrub regrowth to 6 metres tall, <30% foliage cover, occasional palm trees, grass understorey.			
Photo ID:	2c	Photo ID: 2d		
		Photo ID: 2e		





	VEG	ETATION AREA 4		
AS 3959:2018 Vegetation Classification	n Applied:	Class D Scrub		
Vegetation Types Present:		Open scrub D-14		
Description/Justification:	Coastal scrub r	egrowth to 6 metres tall, <30% foliage cover, grass understorey.		
Photo ID: 4g		Photo ID: 4b		
1101010.44				
	VEG	ETATION AREA 5		
AS 3959:2018 Vegetation Classification	n Applied:	Class G Grassland		
Vegetation Types Present:		Sown pasture G-26		
Description/Justification:	Partly manage	d open grassland area.		

Photo ID: 5a

Photo ID: 5b

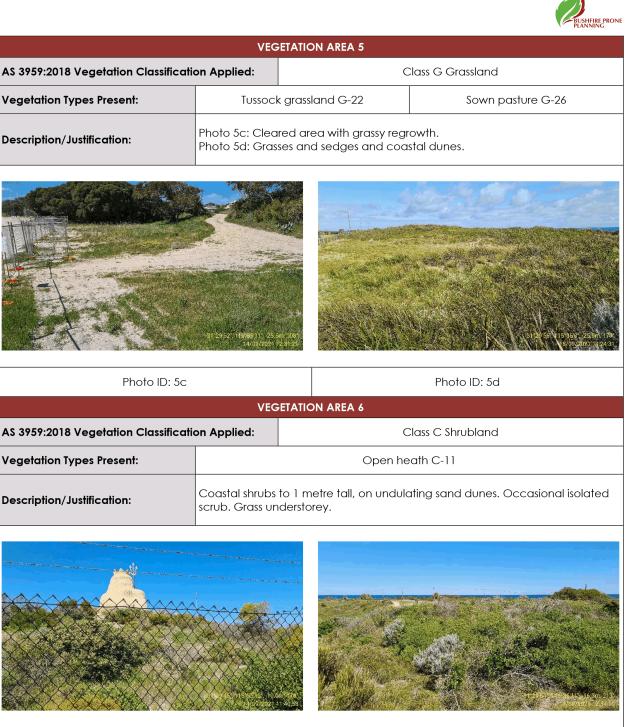


Photo ID: 6a Photo ID: 6b



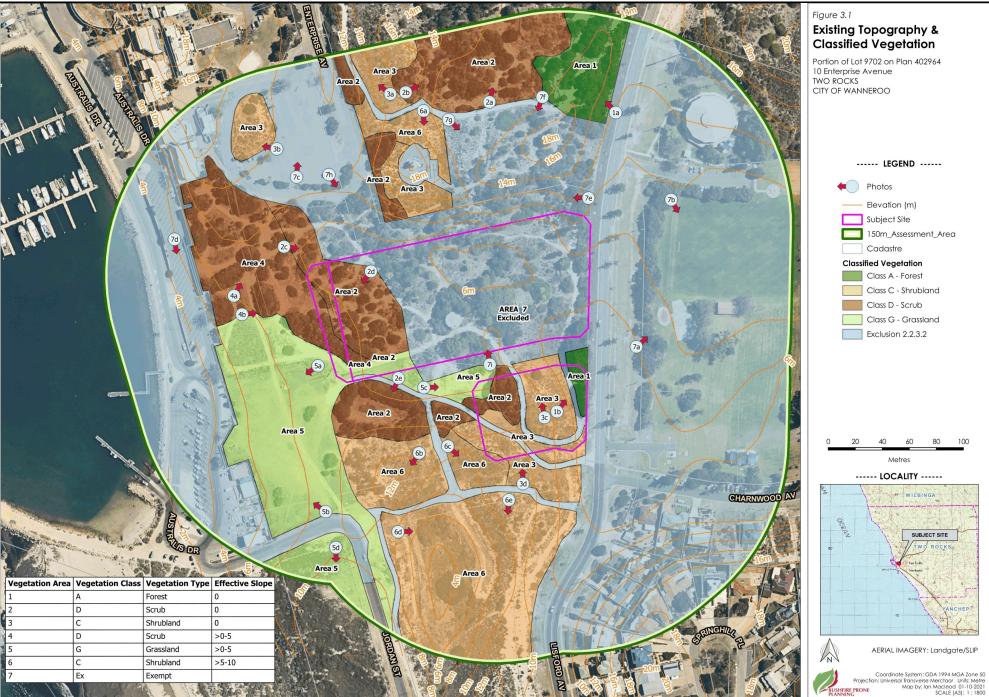
VEGETATION AREA 6					
AS 3959:2018 Vegetation Classificati	on Applied:	Class C Shrubland			
Vegetation Types Present:		Open heath C-11			
Description/Justification:	Coastal shrubs to 1 r scrub. Grass underst	netre tall, on undulating sand dunes. Occasional isolated orey.			
Photo ID: 6c		Photo ID: 6d			
		-31'29'55', 115'35'13', -20.4m', 184' 18/09/2021 14:42:27			
	Photo	DID: 6e			



VEGETATION AREA 7					
AS 3959:2018 Vegetation Classification	on Applied:	Excluded as per Section 2.2.3.2 (e) & (f)			
Vegetation Types Present:		Low bushfire threat vegetation.			
Description/Justification:	Photos 7c & 7d:	Managed parkland. Driveways and parking areas. Areas cleared for development.			
Photo ID: 7a		Photo ID: 7b			
Photo ID: 7c		Photo ID: 7d			
		B1/29/46'. 115'36116'.413/mt 199 ⁰ 14/18//1021 11:24/29			
Photo ID: 7e		Photo ID: 7f			



VEGETATION AREA 7					
AS 3959:2018 Vegetation Classification Applied: Excluded as per Section 2.2.3.2 (e) & (f)					
Vegetation Types Present:		Low bushfire threat vegetation.			
Description/Justification:	Areas cleared for de	velopment.			
Photo ID: 7g		Photo ID: 7h			
	Photo	o ID: 7i			





3.1.3 Vegetation Separation Distance

The vegetation separation distance is the horizontal distance measured from the relevant parts of an existing building or a future building's planned location (within a lot), to the determined edge of an area of classified vegetation.

This separation distance applied to determining a Bushfire Attack Level (BAL) can be either:

- The <u>measured distance</u> for which the location of the building relative to the edge of classified vegetation must be known. This will result in single determined BAL that will apply to a building. (The measured distance is a required calculation input); or
- A <u>calculated minimum and maximum distance (range)</u> that will correspond to each individual BAL. The calculated distances provide an indicative (or achievable) BAL for which the determined BAL will be dependent on the known location of the building relative to the edge of classified vegetation.

The calculated range of distances corresponding to each BAL can be presented in different formats (tables or a BAL contour map), dependent on the form of information that is most appropriate for the proposed development/use. These distance ranges corresponding to BAL(s) will be presented in Section 3.2: 'Assessment Output".

For the proposed development/use, the applicable	In Section 3.2 'Assessment Output' as a table containing
vegetation separation distances will be presented within	
the Bushfire Management Plan in this location:	each BAL and illustrated as a BAL Contour Map.
, and the second s	



3.2 Assessment Output

UNDERSTANDING THE RESULTS OF THE BUSHFIRE IMPACT ASSESSMENT

Bushfire Attack Levels (BALs) – Their Application in the Building Environment is Different to the Planning Environment

In the building environment, a **determined BAL** is required for the proposed construction at the building application stage. This is to inform approval considerations and establish the bushfire construction standards that are to apply. An indicative BAL is not acceptable for a building application.

In the planning environment, through the application of SPP 3.7 and associated Guidelines, the deemed to satisfy requirement for a proposed 'development site' or sites (defined by the LPS Amendment Regulations 2015 as "that part of a lot on which a building that is the subject of development stands or is to be constructed"), is that a BAL-29 or lower rating can be achieved once all works associated with the proposal are completed. For planning approval purposes, an *indicative BAL* can provide the required information.

Determined Bushfire Attack Level

A determined BAL is to apply to an existing building or the 'development site' on which the building is to be constructed and not to a lot or building envelope. Its purpose is to state the potential radiant heat flux to which the building will be exposed, thereby determining the construction standard to be applied.

A determined BAL cannot be given for a future building whose design and position on the lot are unknown or the vegetation separation distance has not been established. It is not until these variables have been fixed that a determined BAL can be stated, and a BAL Certificate can be issued.

The one exception is when a building **of any dimension** can be **positioned anywhere** on a proposed lot (within R-Code building setbacks) or within a defined building envelope, and always remain subject to the same BAL, regardless of the retention of any existing classified vegetation either onsite or offsite.

Indicative Bushfire Attack Level

If a BAL is not able to achieve 'determined' status it will be an indicative BAL. It indicates the BAL that can be achieved by the proposed development/use. However, it is conditional upon an assessment variable(s) being confirmed at a later stage (e.g. the building location is established/changed, or vegetation is modified/removed to establish the vegetation separation distance).

A BAL certificate cannot be issued for an indicative BAL – unless that BAL cannot vary (refer to 'Determined BAL' above).

In table form, a single or a range of indicative BAL(s) may be presented. If a single indicative BAL is stated for a defined area (i.e. the lot or building envelope), this will be the highest indicative BAL impacting the defined area.

In BAL contour map form (refer to Section 3.2.1), the illustrated BAL contours visually identify areas of land for which if any part of an existing or proposed building is located on that land and within the BAL contours, then the highest BAL affecting that building (or part of the land on which the building will be constructed), will be the indicative BAL that is to apply.

The BAL can only become a determined BAL once the actual location of that building on the land is known and/or the required minimum vegetation separation distance corresponding to the relevant BAL contour is established (refer to Table 3.3).



3.2.1 Bushfire Attack Level Results - BAL Contour Map Format

INTERPRETATION OF THE BUSHFIRE ATTACK LEVEL (BAL) CONTOUR MAP

The contour map will present different coloured contour intervals extending from the areas of classified bushfire prone vegetation. These represent the different bushfire attack levels that will exist at varying distances away from the classified vegetation in the event of a bushfire in that vegetation.

The areas of classified vegetation to be considered in developing the BAL contours, are those that will remain as the intended end state of the subject development once earthworks, clearing and/or landscaping and re-vegetation have been completed (or each stage completed).

Each bushfire attack level corresponds to a set range of radiant heat flux that is generated by a bushfire. That range is defined by the AS 3959:2018 BAL determination methodology.

The width of each shaded BAL contour is a diagrammatic representation of the separation distances from the classified vegetation that correspond to each BAL for each separately identified area of classified vegetation. They have been calculated by the application of the unique site variables including vegetation types and structure, ground slope and applied fire weather.

(Refer to Section 3.2 'Understanding the Results of the Bushfire Impact Assessment' for the explanation of how BAL(s) for buildings will be assessed from the BAL Contour Map).

Construction of the BAL Contours

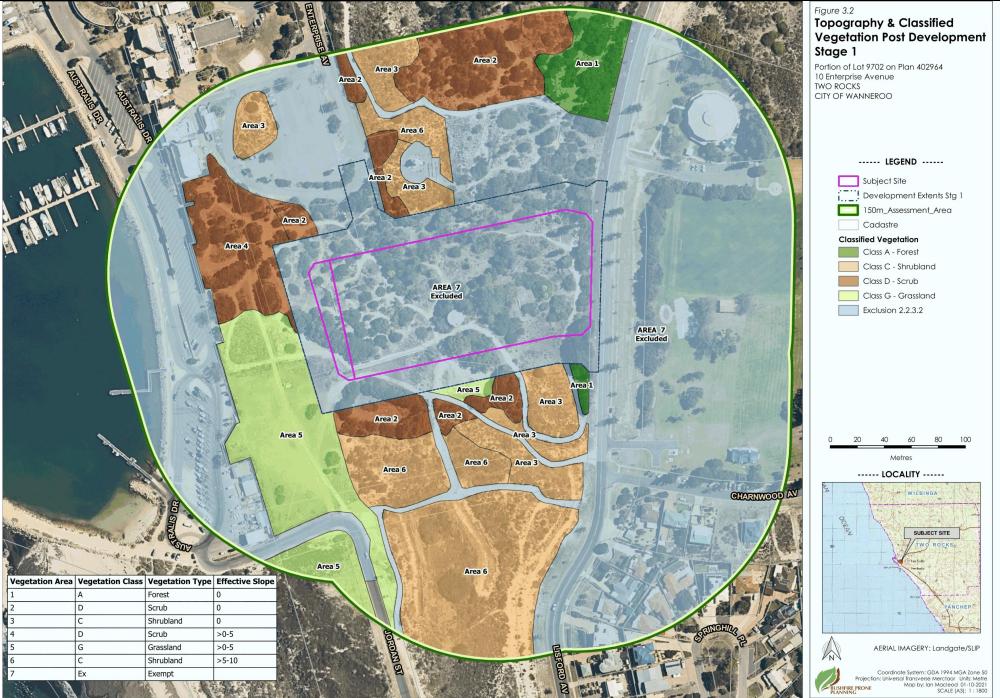
VEGETATION AREAS APPLIED TO THE DEVELOPMENT OF THE BAL CONTOUR MAP

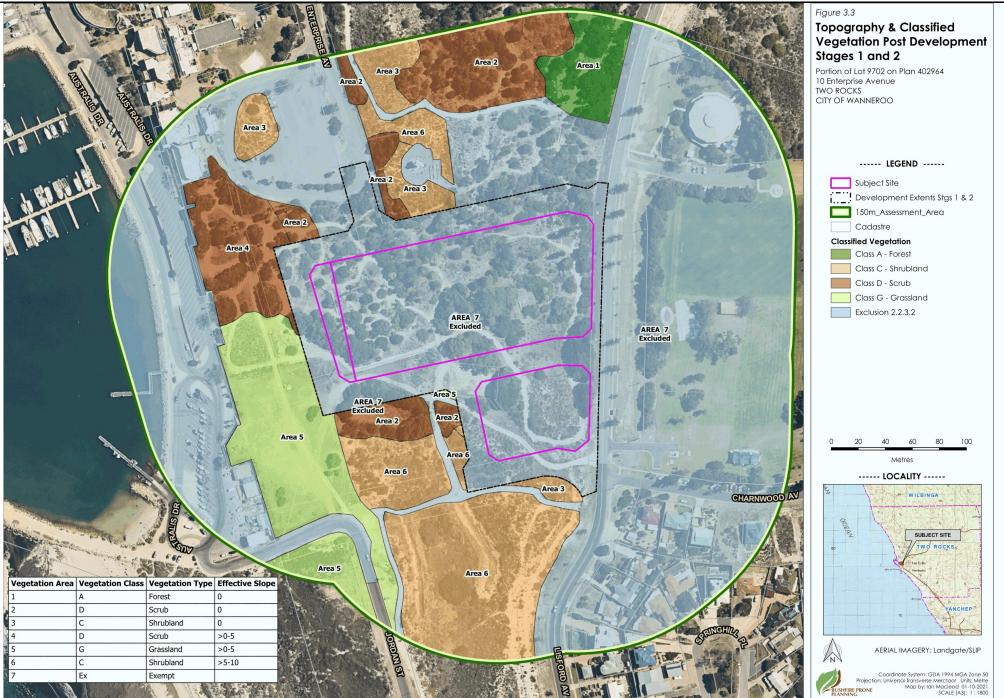
All identified areas of classified vegetation have been applied with the following exceptions:

- 1. For Figure 3.4, all classified vegetation within the subject sites (as shown on Fig 3.4) and surrounding road reserves is excluded (See Figure 3.2 'Development Extents Stg 1'), and the BAL contours are constructed into the development from any classified vegetation outside these road boundaries; and
- 2. For Figure 3.5 all classified vegetation within the subject sites (as shown on Fig 3.5) and surrounding road reserves is excluded (See Figure 3.3 'Development Extents Stg 1 & 2'), and the BAL contours are constructed into the development from any classified vegetation outside these road boundaries.

This approach is applied to indicate the achievable bushfire attack levels within the specified development sites and the resultant area of developable land (i.e. subject to BAL-29 or less). It is based on the following assumptions:

- 1. Any classified vegetation within each lot will be managed by the landowner to meet asset protection zone standards to achieve a low bushfire threat state; and
- 2. All road reserves surrounding the subject sites will be managed and maintained to a low bushfire threat state.





744 Woolworths Lisford Ave. Two Rocks VEG Post Dev 2 anz



VEGETATION SEPARATION DISTANCES APPLIED

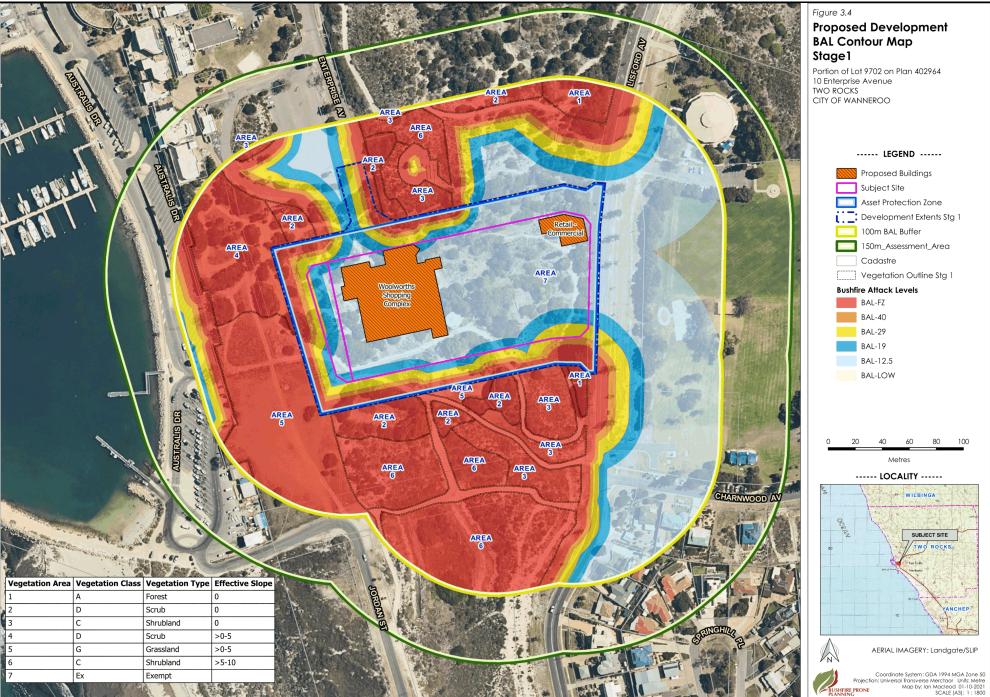
The distances that have been applied to illustrating the width of each BAL contour shown in Figures 3.2 and 3.3 are stated in Table 3.3. These correspond to each Bushfire Attack Level and are specific to the proposed development site.

Table 3.3: Vegetation separation distances applied to construct the BAL contours.

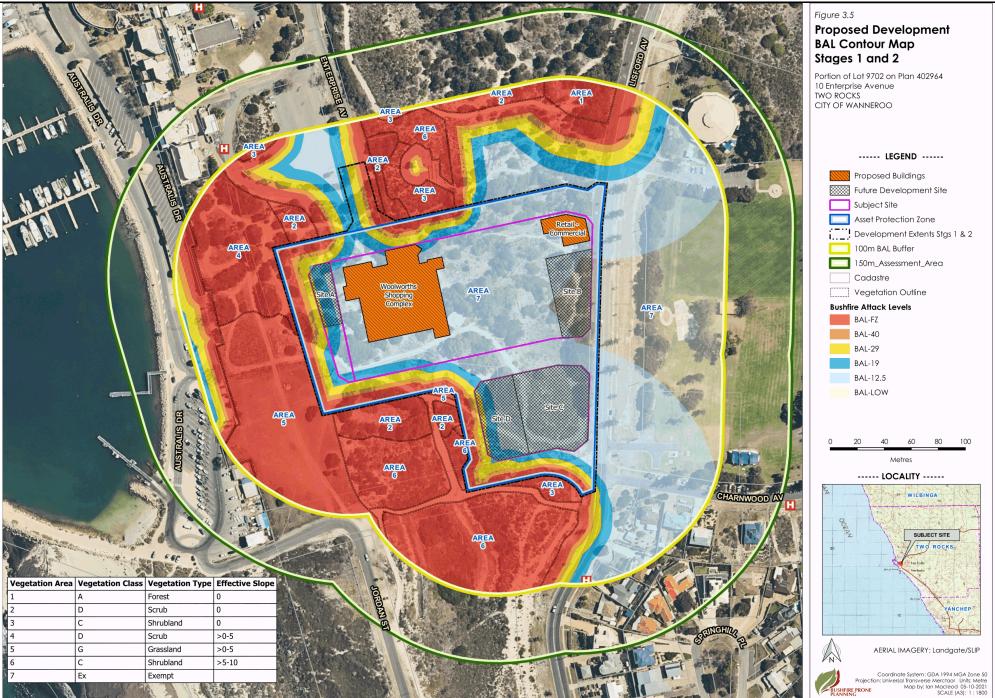
BAL CONTOUR MAP – APPLIED VEGETATION SEPARATION DISTANCES

Derived from the Application of Method 1 BAL Determination Methodology (AS 3959:2018 Section 2, Table 2.5)¹

ation ea	Vegetation	Effective Slope (degree range)	BAL and Corresponding Separation Distance (m)					
Vegetation Area	Classification		BAL-FZ	BAL-40	BAL-29	BAL-19	BAL12.5	BAL- LOW
1	Class A Forest	upslope or flat	<16	16-<21	21-<31	31-<42	42-<100	>100
2	Class D Scrub	upslope or flat	<10	10-<13	13-<19	19-<27	27-<100	>100
3	Class C Shrubland	upslope or flat	<7	7-<9	9-<13	13-<19	19-<100	>100
4	Class D Scrub	downslope >0-5	<]]	11-<15	15-<22	22-<31	31-<100	>100
5	Class G Grassland	downslope >0-5	<7	7-<9	9-<14	14-<20	20-<50	>50
6	Class C Shrubland	downslope >5-10	<8	8-<11	11-<17	17-<25	25-<100	>100
Note ¹	Note ¹ All the assessment inputs applied are presented in Section 3.1.							



744 Woolworths Lisford Ave. Two Pocks RAL Sta 1 aaz



1744 Woolworths Lieford Ave. Two Rocks RAL Sta 1 and 2 aas



3.2.2 Bushfire Attack Level Results - Derived from The BAL Contour Maps

Table 3.4: Stage 1 Indicative BAL(s) for proposed building works.

BUSHFIRE ATTACK LEVEL FOR PLANNED BUILDINGS					
BAL Determination Methodology Applied ¹ Method 1 as		as per AS 3959:2018 s2.2.6 and Table 2.5.			
Building Description		Indicative BAL			
(planned)		(refer to start of s3.2)			
Woolworths Shopping Complex		BAL-19			
Retail/Commercial building		BAL-12.5			
Note ¹ Assessment inputs applied are presented in Section 3.1.					

Table 3.5: Stage 2 Indicative BAL(s) for proposed future development sites.

BUSHFIRE ATTACK LEVEL FOR FUTURE DEVELOPMENT SITES						
BAL Determination Methodology Applied ¹ Method 1 a		as per AS 3959:2018 s2.2.6 and Table 2.5.				
Building Description		Indicative BAL				
(Future Development)		(refer to start of s3.2)				
Site A (Commercial)		BAL-29				
Site B (Commercial)		BAL-12.5				
Site C (Commercial)		BAL-19				
Site D (Residential)		BAL-29				
Note ¹ Assessment inputs applied are presented in Section 3.1.						



4 IDENTIFICATION OF BUSHFIRE HAZARD ISSUES

In response to the Bushfire Management Plan requirements established by Appendix 5 of the Guidelines for Planning in Bushfire Prone Areas (WAPC 2017 v1.3), the following statements are made to assist in the understanding of whether the proposal is likely to be able to comply with the bushfire protection criteria now or in subsequent planning stages.

Spatial Context - Broader Landscape Considerations							
Wider road network and access constraints	Two roads service the settlement of Two Rocks. Two Rocks Road leads south to Yanchep and from there access is available to the major roads of Marmion Avenue and Wanneroo Road. Breakwater Drive heads east from Two Rocks to Indian Ocean Drive. From here access is available south to Wanneroo Road and Perth, or north to Lancelin.						
	At a local level the proposed development will have roads on all four sides providing multiple access/egress routes for occupants. There is no access constraint for the subject site with regard to what is considered acceptable from a planning perspective.						
Proximity of settlements and emergency services	The proposed development is located within the settlement of Two Rocks. Th Rocks Volunteer Bush Fire Brigade is located approximately 7.5kms east of the su site on Caraway Loop.						
Bushfire prone vegetation types and extent (including conserved vegetation)	Significant extents of bushfire prone vegetation exist across the broader landscape as retained native vegetation. Vegetation types are mainly shrubland, scrub or grassland with small pockets of woodland or forest. Corridors of vegetation run south and east from the subject lot. Large areas of developed residential lands are located to the north and south-east of the site.						
Topography and fire behaviour interactions.	The topography is gently undulating. Some areas of flat land exist but most have slop of zero to five degrees and up to ten degrees. Bushfire rates of spread can double every ten degrees of upslope while downslopes will slow the rate of spread.						
Potential for extreme fire behaviour and pyro convective events.	Possible over the broader landscape due to continuous fuel loads and open a subject to strong coastal winds.						
	Environmental Considerations						
Constraints to implementing required and/or additional bushfire protection measures	The environment considerations have not identified any constraints to implementing the required bushfire protection measures.						
	Provision of Access Within the Subject Site						
Potential constraints	There are no constraints to establishing the required access.						
	Potential Bushfire Impacts						
Flame and radiant heat and ability to establish an APZ							
Embers/firebrands, smoke and fire-driven wind	These will be the major impacts to the subject site. The appropriate protection measures of building construction and strict management of the APZ will mitigate the risk to what is considered an acceptable level.						



5 ASSESSMENT AGAINST THE BUSHFIRE PROTECTION CRITERIA ESTABLISHED BY THE GUIDELINES

For a development application that is not a 'Tourism Land Use' to be considered compliant with SPP 3.7, it must satisfy (achieve) the intent of each of the four elements of the bushfire protection criteria. These criteria are established by the *Guidelines for Planning in Bushfire Prone Areas WAPC 2017* v1.3). Compliance can be achieved by either:

- Meeting all applicable acceptable solutions corresponding to each element (i.e. the minimum bushfire protection measures that are deemed to satisfy planning requirements); or
- Where an acceptable solution cannot be met, by developing a performance solution that satisfies the established requirements.

5.1 Local Government Variations to Apply

Local governments may add to or modify the acceptable solutions of the Bushfire Protection Criteria (BPC) and/or apply technical requirements that vary from those specified in the Guidelines for Planning in Bushfire Prone Areas (WAPC). In such instances, this Proposal will be assessed against these variations and/or any specific local government technical requirements for emergency access and water. Refer to Appendices 2 and 3 for relevant technical requirements.

Will local or regional variations (endorsed by WAPC / DFES) to the applicable acceptable solutions established by the Guidelines or the Position Statement: Tourism land uses in bushfire prone areas WAPC October 2019, apply to this Proposal?

N/A



5.2 Summary of Assessment Against the Bushfire Protection Criteria

SUMMARISED OUTCOME OF THE ASSESSMENT AGAINST THE BUSHFIRE PROTECTION CRITERIA								
Element of the Bushfire Protection Criteria	Basis for the Pro	posal Achiev	The Proposal Cannot Achieve Full Compliance with SPP 3.7					
	Acceptable Solutions Met				Achieves the Intent of the Element			
	All applicable solutions are fully met	All applicable solutions are not fully met. A merit based assessment and/or a bushfire performance comparison of the proposals residual risk with that of the residual risk of the acceptable solution is conducted (refer Note 4)		A performance principle-based solution is applied	Bushfire planning development type that may not require full compliance is applied	An improvement in bushfire performance compared to the existing development is detailed (refer Note 4)		
1. Location	\checkmark							
2. Siting and Design of Development	~				N/A			
3. Vehicular Access					N/A			
4. Water	✓							

Note: The development proposal has been assessed:

- 1. Against the requirements established in Appendix 4 of the Guidelines for Planning in Bushfire Prone Areas, WAPC 2017 v1.3 (Guidelines). The Guidelines are found at https://www.planning.wa.gov.au/8194.aspx; and
- 2. Applying the interpretation guidance provided in Position Statement: Planning in bushfire prone areas Demonstrating Element 1: Location and Element 2: Siting and design (WAPC Nov 2019).
- 3. Applying any endorsed variations to the Guideline's acceptable solutions and associated technical requirements that have been established by the local government. If known and applicable these have been stated in Section 5.1 with the detail included as an appendix if required by the local government.
- 4. When non-compliant with SPP 3.7 and when appropriate, by utilising additional compliance pathways that include the application of merit based assessment and comparative bushfire performance. The validity of this approach is derived from relevant decisions made by the responsible authorities (refer Appendix 2).



5.3 Assessment Detail

		Element 1: Location
		als, subdivision and development applications are located in area the protection of people, property and infrastructure.
-	ance: How the proposed development as the intent of Element 1:	By fully meeting all applicable acceptable solutions established by the bushfire protection criteria (Guidelines v1.3 WAPC 2017)
propose interpre [.]	h applicable acceptable solution, the ed development/use against the require	NT (COMPLIANCE) STATEMENTS following statements present the results of the assessment of the ments established by the Guidelines (WAPC 2017 v1.3) and apply the sition Statement: Planning in bushfire prone areas – Demonstrating lesign (WAPC Nov 2019).
Accept	able Solution: A1.1: Development Locati	on
	ASSESSMENT AGAINST THE	REQUIREMENTS ESTABLISHED BY THE GUIDELINES
land wit not be	hin each lot that can be considered suit	ture development sites on the Precinct C LDP, will provide an area o rable for development as BAL-40 or BAL-FZ construction standards wi ne requirements established by Acceptable Solution A1.1 and it
	ASSESSMENT AGAINST THE REQ	UIREMENTS ESTABLISHED BY THE POSITION STATEMENT
The po	osition statement establishes that:	
•		considered in Element 1 is the "level of bushfire exposure" from the getation and the topography of the land on which it exists; and
•	the subject site". The "hazards remaini	e site context" which includes the land both "within and adjoining ng within the site should not be considered in isolation of the hazards pact of a bushfire will be dependent on the wider risk context."
The po	osition statement also recognises:	
•		and its surrounding land may be part of an area "identified for use prior to the release of SPP 3.7"; consequently
•		ould also be given to improving bushfire management of the site ig the vulnerability of people property and infrastructure to bushfire";
•		s to lessen the risk to the broader area would include improvements emergency access ways), improvements/additions to firefighting on distance from the hazard.
The Har	ard Within the Subject Site	
The prop the lots	posed lots will be cleared of vegetation	during the construction stagee. Any revegetation or landscaping or ow bushfire threat state. The greater portion of the Woolworths site i



Element 1: Location

The Hazard Adjoining the Subject Site

Vegetation adjoining the north of the Woolworths site is currently cleared and a road is under construction. Further north is a relatively small area of native vegetation and then developed residential lots.

A small area of scrub, shrub and grassland vegetation sits to the west of the site. Further west is the Two Rocks marina and the Indian Ocean.

Directly east of the development site is an area of public open space consisting of reticulated playing fields and further east are developed residential lots. A corridor of native vegetation sits to the north-east of the subject site and joins larger expanses of bushfire prone vegetation.

To the south of the development site is a corridor of vegetation running along the coast and again joins larger areas of bushfire prone vegetation. South-east of the site sits built up residential areas.

Due to the fragmented layout of bushfire prone vegetation close to the development site there are limited scenarios in which the subject development site is likely to be subject to a significant bushfire event.



Element 2: Siting and Design of Development

Intent: To ensure that the siting and design of development (note: not building/construction design) minimises the level of bushfire impact.

Compliance: How the proposed development	By fully meeting all applicable acceptable solutions established by	
achieves the intent of Element 2:	the bushfire protection criteria (Guidelines v1.3 WAPC 2017)	

ASSESSMENT (COMPLIANCE) STATEMENTS

For each applicable acceptable solution, the following statements present the results of the assessment of the proposed development/use against the requirements established by the *Guidelines (WAPC 2017 v1.3)* and apply the interpretation guidance established by the *Position Statement: Planning in bushfire prone areas – Demonstrating Element 1: Location and Element 2: Siting and design (WAPC Nov 2019).*

Acceptable Solution: A2.1: Asset Protection Zone

THE APZ - DEVELOPMENT SITING AND DESIGN PLANNING REQUIREMENTS

The necessary outcome of bushfire planning for development siting and design, is to ensure that a building can be located within the developable portion of any lot (i.e. outside those parts of the lot that form the required R-Code building setbacks, or any other excluded area), and be subject to potential radiant heat from a bushfire not exceeding 29 kW/m² (i.e. a maximum BAL of BAL-29).

This will be achieved when the size of the "low fuel area immediately surrounding a building", the asset protection zone (APZ), is large enough. This requires a certain separation distance to exist between the building and areas of classified vegetation. These are the BAL-29 APZ dimensions and they will vary dependent on site specific parameters.

The APZ should be contained solely within the boundaries of each lot, except in instances where the neighbouring lot(s) or adjacent public land will be managed in a low-fuel state on an ongoing basis, in perpetuity.

Where possible, planning for siting and design should incorporate elements that include non-vegetated areas (e.g. roads/parking/drainage) and/or formally managed areas of vegetation (public open space/recreation areas/ services installed in a common section of land), as either part of the required APZ dimensions or to additionally increase separation distances to provide greater protection. These elements create robust and easier managed asset protection zones.

THE ASSESSMENT

Future buildings on the proposed Woolworths development site, and future commercial and residential lots, can be surrounded by an APZ that will ensure the potential radiant heat impact of a bushfire does not exceed 29 kW/m² (BAL-29). The required APZ specifications of width, location and management can be achieved.

APZ Width: The required APZ dimensions to ensure buildings are subject to a maximum BAL of BAL-29 (measured from any external wall or supporting post or column to the edge of the classified vegetation), has been determined in Section 3.2 of this BMP and are:

BAL-29 APZ Dimensions			
	Building to Vegetation Area 1	Minimum 21 metres	
Applicable to Following Buildings/Lots:	Building to Vegetation Area 2	Minimum 13 metres	
	Building to Vegetation Area 3	Minimum 9 metres	
Woolworths Shopping Complex	Building to Vegetation Area 4	Minimum 15 metres	
Retail/Commercial building Future Development Sites	Building to Vegetation Area 5	Minimum 9 metres	
	Building to Vegetation Area 6	Minimum 11 metres	

APZ Location: The Asset Protection Zone (APZ) for the proposed two buildings, and future developments, will exist both within and outside the proposed lots. The portions of the required size APZ that exist outside each proposed lot consists of roads and managed road verges.

210744 Pt Lot 9702 (No 10) Enterprise Ave, Two Rocks BMP v1.0



Element 2: Siting and Design of Development

APZ Management: It is expected that vegetation on all proposed lots and surrounding road reserves will either be removed or maintained to a low bushfire threat state.

Retained vegetation will be managed in accordance with the technical requirements established by the Schedule 1: 'Standards for Asset Protection Zones (Guidelines). The APZ specifications are also detailed in Appendix 1 and the City of Wanneroo may have additional requirements established by their Fire Mitigation Notice.

THE APZ - REQUIRED DIMENSIONS TO SATISFY FUTURE BUILDING (AND ONGOING MANAGEMENT)

It is important for the landowner to be aware that the APZ dimensions that will be required to be physically established and maintained on each lot surrounding relevant future buildings, may be different to those stated above for the BAL-29 APZ - which is the minimum dimension a planning proposal needs to show can be established to comply with SPP 3.7.

For this proposal, it is expected that the whole of each future lot and abutting road reserves are to be maintained to a low bushfire threat state. The proposed development consists of commercial lots and small scale housing lots. The commercial lots will consist of buildings, parking areas, loading areas and small areas of managed landscaping. The residential lots are required by the City of Wanneroo Fire Mitigation Notice to be maintained to a low bushfire threat state over the bushfire season.

A small area of Public Open Space and drainage reserve is located to the west of the proposed shopping complex. This area is expected to be landscaped and maintained to a low bushfire threat state by the landowner.



achieves the intent of Element 3: the bushfire protection criteria (Guidelines v1.3 WAPC 2017) ASSESSMENT (COMPLIANCE) STATEMENTS For each applicable acceptable solution, the following statements present the results of the assessment of the proposed development/use against the requirements established by the Guidelines (WAPC 2017 v1.3). Acceptable Solution: A3.1: Two Access Routes Perimeter roads are to be constructed around the proposed development sites and connecting to Listord Avenue the east, and Enterprise Avenue to the north. This road system will provide a minimum of two access/egress rout from each proposed lot. Acceptable Solution: A3.2: Public Road New public roads will be constructed for this development. Acceptable Solution: A3.3: Cul-de-sacs (including a dead-end road) No cul-de-sacs exist or are planned for this development. Acceptable Solution: A3.4: Battle-axe No battle-axe lots are planned for this development. Acceptable Solution: A3.5: Private Driveways No buildings will be greater that 50 metres from a public road, therefore construction of driveways to bushfilting will be greater that 50 metres from a public road, therefore construction of driveways to bushfilting will be greater that 50 metres from a public road, therefore construction of driveways to bushfilting will be greater that 50 metres from a public road, therefore construction of driveways to bushfilting will be greater that 50 metres from a public road, therefore construction of driveways to bushfilting will be greater than accenterprise and accenter and accenterip and accenterip		PLANNING
bushfire event. Compliance: How the proposed development achieves the intent of Element 3: By fully meeting all applicable acceptable solutions established by the bushfire protection criteria (Guidelines v1.3 WAPC 2017) ASSESSMENT (COMPLIANCE) STATEMENTS For each applicable acceptable solution, the following statements present the results of the assessment of the proposed development/use against the requirements established by the Guidelines (WAPC 2017 v1.3). Acceptable Solution: A3.1: Two Access Routes Perimeter roads are to be constructed around the proposed development sites and connecting to lisford Avenue the east, and Enterprise Avenue to the north. This road system will provide a minimum of two access/egress rout from each proposed lot. Acceptable Solution: A3.2: Public Road New public roads will be constructed for this development. Acceptable Solution: A3.3: Cul-de-sacs (including a dead-end road) No cul-de-sacs exist or are planned for this development. Acceptable Solution: A3.5: Private Driveways No buildings will be greater that 50 metres from a public road, therefore construction of driveways to bushfi signadards is not required. Acceptable Solution: A3.4: Emergency Access Routes There are no Emergency Access Ways planned for this development. Acceptable Solution: A3.5: Fire Service Access Routes There are no Fire Service Access Routes planned for this development. Acceptable Solution: A3.7: Fire Service Acceess Routes </th <th>Eleme</th> <th>ent 3: Vehicular Access</th>	Eleme	ent 3: Vehicular Access
achieves the intent of Element 3: The bushfire protection criteria (Guidelines v1.3 WAPC 2017) ASSESSMENT (COMPLIANCE) STATEMENTS For each applicable acceptable solution, the following statements present the results of the assessment of its proposed development/use against the requirements established by the Guidelines (WAPC 2017 v1.3). Acceptable Solution: A3.1: Two Access Routes Perimeter roads are to be constructed around the proposed development sites and connecting to Listord Avenue the east, and Enterprise Avenue to the north. This road system will provide a minimum of two access/egress rout from each proposed lot. Acceptable Solution: A3.2: Public Road New public roads will be constructed for this development. Acceptable Solution: A3.3: Cul-de-sacs (including a dead-end road) No cul-de-sacs exist or are planned for this development. Acceptable Solution: A3.4: Battle-axe No battle-axe lots are planned for this development. Acceptable Solution: A3.4: Battle-axe No buildings will be greater that 50 metres from a public road, therefore construction of driveways to bushfi standards is not required. Acceptable Solution: A3.6: Emergency Access Routes There are no Emergency Access Ways planned for this development. Acceptable Solution: A3.7: Fire Service Access Routes There are no Fire Service Access Routes planned for this development. Acceptable Solution: A3.6: Emergency		ng a subdivision/development is available and safe during a
For each applicable acceptable solution, the following statements present the results of the assessment of the proposed development/use against the requirements established by the Guidelines (WAPC 2017 v1.3). Acceptable Solution: A3.1: Two Access Routes Perimeter roads are to be constructed around the proposed development sites and connecting to Lisford Avenue the east, and Enterprise Avenue to the north. This road system will provide a minimum of two access/egress rout from each proposed lot. Acceptable Solution: A3.2: Public Road New public roads will be constructed for this development. The construction technical requirements established I the Guidelines will be complied with. Acceptable Solution: A3.3: Cul-de-sacs (including a dead-end road) No cul-de-sacs exist or are planned for this development. Acceptable Solution: A3.4: Battle-axe No battle-axe lots are planned for this development. Acceptable Solution: A3.5: Private Driveways No buildings will be greater that 50 metres from a public road, therefore construction of driveways to bushfi standards is not required. Acceptable Solution: A3.7: Fire Service Access Routes There are no Emergency Access Routes planned for this development. Acceptable Solution: A3.7: Fire Service Access Routes There are no Fire Service Access Routes planned for this development. Acceptable Solution: A3.7: Fire Service Access Routes There are no Fire Service Access Routes planned for this development. Acceptable Solution: A3.7: Fire Service Access Routes There are no Fire Service Access Routes planned for this development. Acceptable Solution: A3.7: Fire Service Access Routes There are no Fire Service Access Routes planned for this development. Acceptable Solution: A3.7: Fire Service Access Routes There are no Fire Service Access Routes planned for this development. Acceptable Solution: A3.7: Fire Service Access Routes planned for this development. Acceptable Solution: A3.8: Firebreak Width The proposed lots will comply with the requirements of the local government annual firebrea		By fully meeting all applicable acceptable solutions established by the bushfire protection criteria (Guidelines v1.3 WAPC 2017)
Perimeter roads are to be constructed around the proposed development sites and connecting to Lisford Avenue the east, and Enterprise Avenue to the north. This road system will provide a minimum of two access/egress rout from each proposed lot. Acceptable Solution: A3.2: Public Road New public roads will be constructed for this development The construction technical requirements established to the Guidelines will be complied with. Acceptable Solution: A3.3: Cul-de-sacs (including a dead-end road) No cul-de-sacs exist or are planned for this development. Acceptable Solution: A3.4: Battle-axe No battle-axe lots are planned for this development. Acceptable Solution: A3.5: Private Driveways No buildings will be greater that 50 metres from a public road, therefore construction of driveways to bushfi standards is not required. Acceptable Solution: A3.6: Emergency Access Way There are no Emergency Access Ways planned for this development. Acceptable Solution: A3.7: Fire Service Access Routes There are no Fire Service Access Routes planned for this development. Acceptable Solution: A3.8: Firebreak Width The proposed lots will comply with the requirements of the local government annual firebreak notice issued under si	For each applicable acceptable solution, the	following statements present the results of the assessment of the
the east, and Enterprise Avenue to the north. This road system will provide a minimum of two access/egress rout from each proposed lot. Acceptable Solution: A3.2: Public Road New public roads will be constructed for this development The construction technical requirements established to the Guidelines will be complied with. Acceptable Solution: A3.3: Cul-de-sacs (including a dead-end road) No cul-de-sacs exist or are planned for this development. Acceptable Solution: A3.4: Battle-axe No battle-axe lots are planned for this development. Acceptable Solution: A3.5: Private Driveways No buildings will be greater that 50 metres from a public road, therefore construction of driveways to bushfi standards is not required. Acceptable Solution: A3.6: Emergency Access Way There are no Emergency Access Way planned for this development. Acceptable Solution: A3.7: Fire Service Access Routes There are no Fire Service Access Routes planned for this development. Acceptable Solution: A3.8: Firebreak Width The proposed lots will comply with the requirements of the local government annual firebreak notice issued under si	Acceptable Solution: A3.1: Two Access Routes	
New public roads will be constructed for this development The construction technical requirements established to the Guidelines will be complied with. Acceptable Solution: A3.3: Cul-de-sacs (including a dead-end road) No cul-de-sacs exist or are planned for this development. Acceptable Solution: A3.4: Battle-axe No battle-axe lots are planned for this development. Acceptable Solution: A3.5: Private Driveways No buildings will be greater that 50 metres from a public road, therefore construction of driveways to bushfi standards is not required. Acceptable Solution: A3.6: Emergency Access Way There are no Emergency Access Ways planned for this development. Acceptable Solution: A3.7: Fire Service Access Routes There are no Fire Service Access Routes planned for this development. Acceptable Solution: A3.8: Firebreak Width The proposed lots will comply with the requirements of the local government annual firebreak notice issued under si		
the Guidelines will be complied with. Acceptable Solution: A3.3: Cul-de-sacs (including a dead-end road) No cul-de-sacs exist or are planned for this development. Acceptable Solution: A3.4: Battle-axe No battle-axe lots are planned for this development. Acceptable Solution: A3.5: Private Driveways No buildings will be greater that 50 metres from a public road, therefore construction of driveways to bushfi standards is not required. Acceptable Solution: A3.6: Emergency Access Way There are no Emergency Access Ways planned for this development. Acceptable Solution: A3.7: Fire Service Access Routes There are no Fire Service Access Routes planned for this development. Acceptable Solution: A3.8: Firebreak Width The proposed lots will comply with the requirements of the local government annual firebreak notice issued under st	Acceptable Solution: A3.2: Public Road	
No cul-de-sacs exist or are planned for this development. Acceptable Solution: A3.4: Battle-axe No battle-axe lots are planned for this development. Acceptable Solution: A3.5: Private Driveways No buildings will be greater that 50 metres from a public road, therefore construction of driveways to bushfi standards is not required. Acceptable Solution: A3.6: Emergency Access Way There are no Emergency Access Ways planned for this development. Acceptable Solution: A3.7: Fire Service Access Routes There are no Fire Service Access Routes planned for this development. Acceptable Solution: A3.8: Firebreak Width The proposed lots will comply with the requirements of the local government annual firebreak notice issued under si	•	evelopment The construction technical requirements established by
Acceptable Solution: A3.4: Battle-axe No battle-axe lots are planned for this development. Acceptable Solution: A3.5: Private Driveways No buildings will be greater that 50 metres from a public road, therefore construction of driveways to bushfi standards is not required. Acceptable Solution: A3.6: Emergency Access Way There are no Emergency Access Ways planned for this development. Acceptable Solution: A3.7: Fire Service Access Routes There are no Fire Service Access Routes planned for this development. Acceptable Solution: A3.8: Firebreak Width The proposed lots will comply with the requirements of the local government annual firebreak notice issued under standards	Acceptable Solution: A3.3: Cul-de-sacs (includi	ng a dead-end road)
No battle-axe lots are planned for this development. Acceptable Solution: A3.5: Private Driveways No buildings will be greater that 50 metres from a public road, therefore construction of driveways to bushfi standards is not required. Acceptable Solution: A3.6: Emergency Access Way There are no Emergency Access Ways planned for this development. Acceptable Solution: A3.7: Fire Service Access Routes There are no Fire Service Access Routes planned for this development. Acceptable Solution: A3.8: Firebreak Width The proposed lots will comply with the requirements of the local government annual firebreak notice issued under sta	No cul-de-sacs exist or are planned for this deve	elopment.
Acceptable Solution: A3.5: Private Driveways No buildings will be greater that 50 metres from a public road, therefore construction of driveways to bushfi standards is not required. Acceptable Solution: A3.6: Emergency Access Way There are no Emergency Access Ways planned for this development. Acceptable Solution: A3.7: Fire Service Access Routes There are no Fire Service Access Routes planned for this development. Acceptable Solution: A3.8: Firebreak Width The proposed lots will comply with the requirements of the local government annual firebreak notice issued under sc	Acceptable Solution: A3.4: Battle-axe	
No buildings will be greater that 50 metres from a public road, therefore construction of driveways to bushfi standards is not required. Acceptable Solution: A3.6: Emergency Access Way There are no Emergency Access Ways planned for this development. Acceptable Solution: A3.7: Fire Service Access Routes There are no Fire Service Access Routes planned for this development. Acceptable Solution: A3.8: Firebreak Width The proposed lots will comply with the requirements of the local government annual firebreak notice issued under st	No battle-axe lots are planned for this developm	nent.
standards is not required. Acceptable Solution: A3.6: Emergency Access Way There are no Emergency Access Ways planned for this development. Acceptable Solution: A3.7: Fire Service Access Routes There are no Fire Service Access Routes planned for this development. Acceptable Solution: A3.8: Firebreak Width The proposed lots will comply with the requirements of the local government annual firebreak notice issued under si	Acceptable Solution: A3.5: Private Driveways	
There are no Emergency Access Ways planned for this development. Acceptable Solution: A3.7: Fire Service Access Routes There are no Fire Service Access Routes planned for this development. Acceptable Solution: A3.8: Firebreak Width The proposed lots will comply with the requirements of the local government annual firebreak notice issued under si		om a public road, therefore construction of driveways to bushfire
Acceptable Solution: A3.7: Fire Service Access Routes There are no Fire Service Access Routes planned for this development. Acceptable Solution: A3.8: Firebreak Width The proposed lots will comply with the requirements of the local government annual firebreak notice issued under sc	Acceptable Solution: A3.6: Emergency Access N	Nay
There are no Fire Service Access Routes planned for this development. Acceptable Solution: A3.8: Firebreak Width The proposed lots will comply with the requirements of the local government annual firebreak notice issued under st	There are no Emergency Access Ways planned	for this development.
Acceptable Solution: A3.8: Firebreak Width The proposed lots will comply with the requirements of the local government annual firebreak notice issued under s	Acceptable Solution: A3.7: Fire Service Access F	Routes
The proposed lots will comply with the requirements of the local government annual firebreak notice issued under s	There are no Fire Service Access Routes planned	d for this development.
	Acceptable Solution: A3.8: Firebreak Width	
		ents of the local government annual firebreak notice issued under s33



	Element 4: Water		
Intent: To ensure water is available to the subdivision, development or land use to enable people, property and infrastructure to be defended from bushfire.			
Compliance: How the proposed development achieves the intent of Element 4:By fully meeting all applicable acceptable solutions established by the bushfire protection criteria (Guidelines v1.3 WAPC 2017)			
ASSESSME	NT (COMPLIANCE) STATEMENTS		
For each applicable acceptable solution, the following statements present the results of the assessment of the proposed development/use against the requirements established by the Guidelines (WAPC 2017 v1.3).			
Acceptable Solution: A4.1: Reticulated Areas			
A reticulated water supply is available to the subject site and hydrants will be installed in locations throughout the development as required by the relevant authorities.			
Acceptable Solution: A4.2: Non-Reticulated Are	as		
N/A			
Acceptable Solution: A4.3: Non-Reticulated Are	as – Individual Lots		
N/A			



5.4 Recommended Additional Bushfire Protection Measures

The following bushfire protection measures are to be implemented and maintained. They are additional to those established by the relevant acceptable solutions applied to the proposed subdivision, development or use.

The relevant acceptable solutions are those against which this planning proposal has been assessed in Section 5.3 of this Bushfire Management Plan.

5.4.1 Recommended Additional Measures to Improve Bushfire Performance

Buildings of Class 4 to Class 9 are not required by the Building Code of Australia (BCA) to be constructed to comply with bushfire performance requirements. As the proposed buildings will be located in a bushfire prone area and may be subject to a bushfire attack, Bushfire Prone Planning recommends that some degree of upgrading be considered to improve the protection for occupants and the building's survivability. At a minimum protection from ember attack should be considered (i.e. constructed to the standard required for BAL-12.5).



6 RESPONSIBILITIES FOR IMPLEMENTATION AND MANAGEMENT OF THE BUSHFIRE PROTECTION MEASURES

Table 6.1: BMP Implementation responsibilities prior to occupancy or building.

	Landowner (Developer) - Prior to Occupancy or Building
No.	Implementation Actions
	The local government may condition a development application approval with a requirement for the landowner/proponent to register a notification onto the certificate of title and deposited plan.
	This will be done pursuant to Section 70A <i>Transfer of Land Act 1893</i> as amended ('Factors affecting use and enjoyment of land, notification on title'). This is to give notice of the bushfire hazard and any restrictions and/or protective measures required to be maintained at the owner's cost.
1	This condition ensures that:
	 Landowners/proponents are aware their lot is in a designated bushfire prone area and of their obligations to apply the stated bushfire risk management measures; and
	 Potential purchasers are alerted to the Bushfire Management Plan so that future landowners/proponents can continue to apply the bushfire risk management measures that have been established in the Plan.
2	Prior to building and post planning approval, the entity responsible for having the BMP prepared should ensure that anyone listed as having responsibility under the Plan has endorsed it and is provided with a copy for their information and informed that it contains their responsibilities. This includes the landowners/proponents (including future landowners where the Plan was prepared as part of a subdivision approval), local government and any other authorities or referral agencies ('Guidelines' s4.6.3).
_	Prior to building establish the Asset Protection Zone (APZ) surrounding the proposed development, as shown in Figures 3.4 and 3.5.
3	Establish the APZ to the standards established by the Guidelines (refer to Appendix 1) or as varied by the loca government through their Firebreak Notice. This is the responsibility of the developer.
	Prior to occupation of the development, the development is to be compliant with the City of Wanneroo Fire Mitigation Notice issued under s33 of the Bushfires Act 1954.
4	This may include specifications for asset protection zones that differ from the Guideline's APZ Standards, with the intent to better satisfy local conditions. When these are more stringent than those created by the Guidelines, or less stringent and endorsed by the WAPC and DFES, they must be complied with. Refer to Appendix 1.
5	Prior to occupancy, public roads are to be constructed and hydrants established to the standards stated ir the BMP.
6	To implement and maintain, the additional bushfire protection measure contained in Section 5.4 of this Bushfire Management Plan, in addition to the measures that are established by the acceptable solutions.
	Prior to any building work, inform the builder of the existence of this Bushfire Management Plan and the responsibilities it contains, regarding the required construction standards. This will be:
7	• The standard corresponding to the determined BAL, as per the bushfire provisions of the Building Code of Australia (BCA); and/or
	 A higher standard because the BMP establishes that the construction standard is to correspond to c higher BAL as an additional bushfire protection measure.



Table 6.2: Ongoing management responsibilities for the Landowner/Occupier.

	Landowner/Occupier - Ongoing						
No.	Ongoing Management Actions						
	Maintain the Asset Protection Zone (APZ) surrounding the proposed development, as shown in Figures 3.4 and 3.5.						
1	Maintain the APZ to the standards established by the Guidelines (refer to Appendix 1) or as varied by the local government through their Firebreak Notice. This is the responsibility of the developer.						
	Comply with the City of Wanneroo Fire Mitigation Notice issued under s33 of the Bush Fires Act 1954.						
2	This may include specifications for asset protection zones that differ from the Guideline's APZ Standards, with the intent to better satisfy local conditions. When these are more stringent than those created by the Guidelines, or less stringent and endorsed by the WAPC and DFES, they must be complied with. Refer to Appendix 1.						
3	Maintain vehicular access routes within the lots.						
4	Ensure that any builders (of future structures on the lot) are aware of the existence of this Bushfire Management Plan and the responsibilities it contains regarding the application of construction standards corresponding to a determined BAL.						
5	Ensure all future buildings the landowner has responsibility for, are designed and constructed in full compliance with:						
	1. the requirements of the WA Building Act 2011 and the bushfire provisions of the Building Code of Australia (BCA); and						
	2. with any identified additional requirements established by this BMP or the local government.						

Table 6.3: Ongoing management responsibilities for the Local Government.

	Local Government - Ongoing
No.	Ongoing Management Actions
1	Monitor landowner compliance with the Bushfire Management Plan and the annual Fire Mitigation Notice.
2	The adjoining road reserves to be managed to ensure the vegetation remains as low threat vegetation, in accordance with AS3959:2018.



APPENDIX 1: TECHNICAL REQUIREMENTS FOR ONSITE VEGETATION MANAGEMENT

A1.1 Requirements Established by the Guidelines – Standards for Asset Protection Zones

(Source: Guidelines for Planning in Bushfire Prone Areas - WAPC 2017 v1.3 Appendix 4, Element 2, Schedule 1 and Explanatory Note E2.1)

DEFINING THE ASSET PROTECTION ZONE (APZ)

Description: An APZ is an area surrounding a building that is managed to reduce the bushfire hazard to an acceptable level (by reducing fuel loads). The width of the required APZ varies with slope and vegetation and varies corresponding to the BAL rating determined for a building (lower BAL = greater dimensioned APZ).

For planning applications, the minimum sized acceptable APZ is that which is of sufficient size to ensure the potential radiant heat impact of a fire does not exceed 29kW/m² (BAL-29). It will be site specific.

For subdivision planning, design elements and excluded/low threat vegetation adjacent to the lot(s) can be utilised to achieve the required vegetation separation distances and therefore reduce the required dimensions of the APZ within the lot(s).

Defendable Space: The APZ includes a defendable space which is an area adjoining the asset within which firefighting operations can be undertaken to defend the structure. Vegetation within the defendable space should be kept at an absolute minimum and the area should be free from combustible items and obstructions. The width of the defendable space is dependent on the space, which is available on the property, but as a minimum should be 3 metres.

Establishment: The APZ should be contained solely within the boundaries of the lot on which the building is situated, except in instances where the neighbouring lot or lots will be managed in a low-fuel state on an ongoing basis, in perpetuity.

The APZ may include public roads, waterways, footpaths, buildings, rocky outcrops, golf courses, maintained parkland as well as cultivated gardens in an urban context, but does not include grassland or vegetation on a neighbouring rural lot, farmland, wetland reserves and unmanaged public reserves.

[Note: Regardless of whether an Asset Protection Zone exists in accordance with the acceptable solutions and is appropriately maintained, fire fighters are not obliged to protect an asset if they think the separation distance between the dwelling and vegetation that can be involved in a bushfire, is unsafe.]

Schedule 1: Standards for APZ

Fences: within the APZ are constructed from non-combustible materials (e.g. iron, brick, limestone, metal post and wire). It is recommended that solid or slatted non-combustible perimeter fences are used.

Objects: within 10 metres of a building, combustible objects must not be located close to the vulnerable parts of the building i.e. windows and doors.

Fine Fuel Load: combustible dead vegetation matter less than 6 mm in thickness reduced to and maintained at an average of two tonnes per hectare (example below).



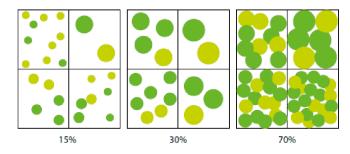
Example: Fine fuel load of 2 t/ha (Image source: Shire of Augusta Margaret River's Firebreak and Fuel Reduction Hazard Notice)

210744 Pt Lot 9702 (No 10) Enterprise Ave, Two Rocks BMP v1.0



Trees (> 5 metres in height): trunks at maturity should be a minimum distance of 6 metres from all elevations of the building, branches at maturity should not touch or overhang the building, lower branches should be removed to a height of 2 metres above the ground and or surface vegetation, canopy cover should be less than 15% with tree canopies at maturity well spread to at least 5 metres apart as to not form a continuous canopy. Diagram below represents tree canopy cover at maturity.





(Source: Guidelines for Planning in Bushfire Prone Areas 2017, Appendix 4)

Shrubs (0.5 metres to 5 metres in height): should not be located under trees or within 3 metres of buildings, should not be planted in clumps greater than 5m2 in area, clumps of shrubs should be separated from each other and any exposed window or door by at least 10 metres. Shrubs greater than 5 metres in height are to be treated as trees.

Ground covers (<0.5 metres in height): can be planted under trees but must be properly maintained to remove dead plant material and any parts within 2 metres of a structure, but 3 metres from windows or doors if greater than 100 mm in height. Ground covers greater than 0.5 metres in height are to be treated as shrubs.

Grass: should be managed to maintain a height of 100 mm or less.

The following example diagrams illustrate how the required dimensions of the APZ will be determined by the type and location of the vegetation.



210744 Pt Lot 9702 (No 10) Enterprise Ave, Two Rocks BMP v1.0



A1.2 Requirements Established by the Local Government – the Firebreak Notice

The local government's current Firebreak Notice is available on their website, at their offices and is distributed as ratepayer's information. It must be complied with.

These requirements are established by the local government's Firebreak Notice created under s33 of the Bushfires Act 1954 and issued annually (potentially with revisions). The Firebreak Notice may include additional components directed at managing fuel loads, accessibility and general property management with respect to limiting potential bushfire impact.

If Asset Protection Zone (APZ) specifications are defined in the Firebreak Notice, these may differ from the Standards established by the Guideline's, with the intent to better satisfy local conditions. When these are more stringent than those created by the Guidelines, or less stringent and endorsed by the WAPC and DFES, they must be complied with.

The APZ dimensions to be physically established and maintained, will be based on which of the following establishes the larger APZ dimension:

- The dimensions corresponding to the determined BAL of a building (refer to Section 3.2 explanation of the 'planning' versus 'building' requirements and 'indicative' versus 'determined' BAL(s)); or
- The APZ dimensions established by the local government's Firebreak Notice.

A1.3 Requirements Recommended by DFES – Property Protection Checklists

Further guidance regarding ongoing/lasting property protection (from potential bushfire impact) is presented in the publication 'DFES – Fire Chat – Your Bushfire Protection Toolkit'. It is available from the Department of Fire and Emergency Services (DFES) website.

A1.4 Requirements Established by AS 3959:2018 – 'Minimal Fuel Condition'

This information is provided for reference purposes. This knowledge will assist the landowner to comply with Management Requirement No. 3 set out in the Guidance Panel at the start of this Appendix. It identifies what is required for an area of land to be excluded from classification as a potential bushfire threat.

and puspire Attach and scall on plassified pAratic or a postation is and or a post dination potential in a

- a contation can too toat is contan con too site.
- In Single areas expectation loss tean tota in area and not ditain total and areas expectation deine classified expectation.
- I ultiple area constation less than close in area and net pitcin constation of area atom or program areas constation of a classified constation.
- d Strips connectation loss than and in hidto an easured connecticular to the elecation connected to the strip of constation connected and not hit in an entry site or called attempts attempts and attempts attempts and attempts a
- In including a last lat is a reasonable of a constant including a treat second and the constant and reasonable of the con
- f) Indiation related as lot treat due to the test such as the addition disturbution to the local. This includes the second and and an addition of the local test and the second test and te



APPENDIX 2: TECHNICAL REQUIREMENTS FOR VEHICULAR ACCESS

Each local government may have their own standard technical requirements for emergency vehicular access, and they may vary from those stated in the Guidelines.

When required, these are stated in Section 5.1 of this bushfire management plan.

Requirements Established by the Guidelines – The Acceptable Solutions

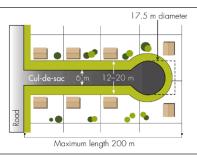
(Source: Guidelines for Planning in Bushfire Prone Areas WAPC 2017 v1.3, Appendix 4)

VEHICULAR ACCESS TECHNICAL REQUIREMENTS - PART 1

Acceptable Solution 3.3: Cul-de-sacs (including a dead-end road)

Their use in bushfire prone areas should be avoided. Where no alternative exists then the following requirements are to be achieved:

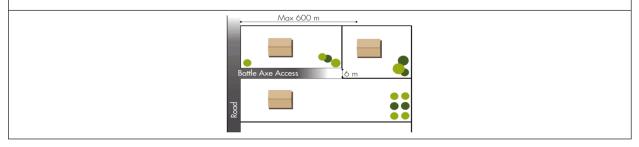
- Maximum length is 200m. If public emergency access is provided between cul-de-sac heads (as a right of way or public access easement in gross), the maximum length can be increased to 600m provided no more than 8 lots are serviced and the emergency access way is less than 600m in length;
- Turnaround area requirements, including a minimum 17.5m diameter head to allow type 3.4 fire appliances to turn around safely;
- The cul-de-sac connects to a public road that allows for travel in two directions; and
- Meet the additional design requirements set out in Part 2 of this appendix.



Acceptable Solution 3.4: Battle-axe

Their use in bushfire prone areas should be avoided. Where no alternative exists then the following requirements are to be achieved:

- Maximum length 600m and minimum width 6m; and
- Comply with minimum standards for private driveways.





VEHICULAR ACCESS TECHNICAL REQUIREMENTS - PART 1

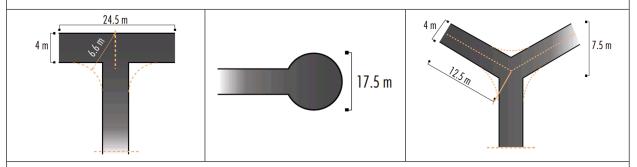
Acceptable Solution 3.5: Private Driveways

The following requirements are to be achieved:

• The design requirements set out in Part 2 of this appendix; and

Where the house site is more than 50 metres from a public road:

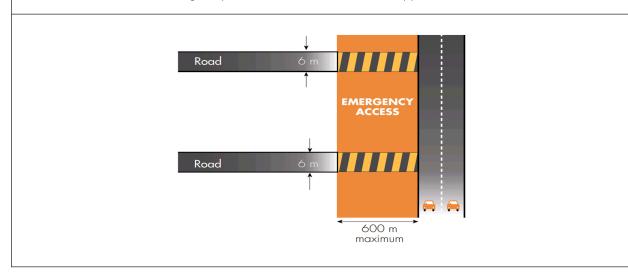
- Passing bays every 200 metres with a minimum length of 20 metres and a minimum width of two metres (ie combined width of the passing bay and constructed private driveway to be a minimum six metres);
- Turn-around areas every 500 metres and within 50 metres of a house, designed to accommodate type 3.4 fire appliances to turn around safely (ie kerb to kerb 17.5 metres);
- Any bridges or culverts are able to support a minimum weight capacity of 15 tonnes; and
- All weather surface (i.e. compacted gravel, limestone or sealed).



Acceptable Solution 3.6: Emergency Access Way

An access way that does not provide through access to a public road is to be avoided bushfire prone areas. Where no alternative exists, an emergency access way is to be provided as an alternative link to a public road during emergencies. The following requirements are to be achieved:

- No further than 600 metres from a public road;
- Must be signposted including where they ajoin public roads;
- Provided as a right of way or public access easement in gross;
- Where gates are used they must not be locked and they must be a minimum width of 3.6 metres with design and construction approved by local government (refer to the example in this appendix); and
- Meet the additional design requirements set out in Part 2 of this appendix.





VEHICULAR ACCESS TECHNICAL REQUIREMENTS - PART 1

Acceptable Solution 3.7: Fire Service Access Routes (Perimeter Roads)

Are to be established to provide access within and around the edge of subdivision and related development and to provide direct access to bushfire prone areas for firefighters and link between public road networks for firefighting purposes. Fire service access is used during bushfire suppression activities but can also be used for fire prevention work. The following requirements are to be achieved:

- No further than 600 metres from a public road (driveways may be used as part of the designated fire service access;
- Dead end roads not permitted;
- Allow for two-way traffic (i.e. two 3.4 fire appliances);
- Provide turn-around areas designed to accommodate 3.4 fire appliances and to enable them to turn around safely every 500m (i.e. kerb to kerb 17.5 metres);
- All weather surface (i.e. compacted gravel, limestone or sealed) and have erosion control measures in place;
- Must be adequately sign posted;
- Where gates are used, they must be a minimum width of 3.6 metres with design and construction approved by local government (refer to the example in this appendix) and may be locked (use a common key system);
- Meet the additional design requirements set out in Part 2 of this appendix;
- Provided as right of ways or public access easements in gross; and
- Management and access arrangements to be documented and in place.

Acceptable Solution 3.8: Firebreak Width

Lots greater than 0.5 hectares must have an internal perimeter firebreak of a minimum width of three meters or to the level as prescribed in the local firebreak notice issued by the local government.

VEHICULAR ACCESS TECHNICAL REQUIREMENTS - PART 2						
	Vehicular Access Types					
Technical Component	Public Roads	Cul-de-sacs	Private Driveways	Emergency Access Ways	Fire Service Access Routes	
Minimum trafficable surface (m)	6*	6	4	6*	6*	
Horizontal clearance (m)	6	6	6	6	6	
Vertical clearance (m)	4.5	4.5	4.5	4.5	4.5	
Maximum grade <50 metres	1 in 10	1 in 10	1 in 10	1 in 10	1 in 10	
Minimum weight capacity (†)	15	15	15	15	15	
Maximum cross-fall	1 in 33	1 in 33	1 in 33	1 in 33	1 in 33	
Curves minimum inner radius (m)	8.5	8.5	8.5	8.5	8.5	

* A six metre trafficable surface does not necessarily mean paving width. It could, for example, include four metres of paving and one metre of constructed road shoulders. In special circumstances, where 8 lots or less are being serviced, a public road with a minimum trafficable surface of four metres for a maximum distance of ninety metres may be provided subject to the approval of both the local government and DFES.



APPENDIX 3: TECHNICAL REQUIREMENTS FOR FIREFIGHTING WATER

Reticulated Areas

[Source: Guidelines for Planning in Bushfire Prone Areas WAPC 2017 v1.3, Appendix 4, Element 4]

The Water Corporation's 'No 63 Water Reticulation Standard' is deemed to be the baseline criteria for developments and should be applied unless local water supply authority's conditions apply.

The requirement is to supply a reticulated water supply and fire hydrants, in accordance with the technical requirements of the relevant water supply authority and DFES.

Key specifications in the most recent version/revision of the design standard include:

- **Residential Standard** hydrants are to be located so that the maximum distance between the hydrants shall be no more than 200 metres.
- **Commercial Standard** hydrants are to be located with a maximum of 100 metre spacing in Industrial and Commercial areas.
- **Rural Residential Standard** where minimum site areas per dwelling is 10,000 m² (1ha), hydrants are to be located with a maximum 400m spacing. If the area is further subdivided to land parcels less than 1ha, then the residential standard (200m) is to be applied.

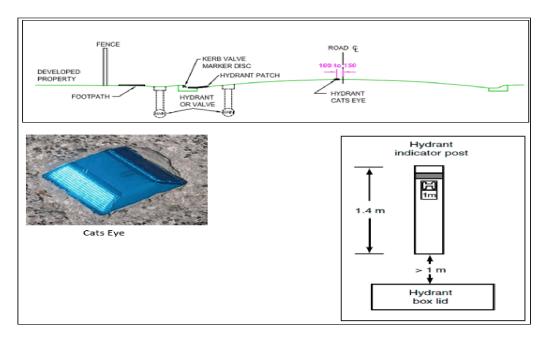


Figure A4.1: Hydrant Location and Identification Specifications





Waste Management Plan

Woolworths Two Rocks

Prepared for Fabcot Pty Ltd

27 October 2021

Project Number: TW21112

Assets | Engineering | Environment | Noise | Spatial | Waste



DOCUMENT CONTROL						
Version	Description	i	Date	Author	Reviewer	Approver
1.0	First Approv	ved Release	27/10/2021	DP	DM	DP
Approval	for Release		<u> </u>		·	·
Name Position		Position	File Reference			
Dilan Patel		Project Manager — Waste Management Consultant	TW21112-02	_Waste Ma	anagement l	Plan_1.0
S ignature		Dilan Pate	Digitally sign Date: 2021.1 +08'00'	ned by Dila 0.27 11:09	n Patel :18	
	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					

TW21112-02_Waste Management Plan_1.0

consent from Talis Consultants Pty Ltd.



Executive Summary

Fabcot Pty Ltd is seeking development approval for the proposed Woolworths Two Rocks development (the Proposal).

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

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

Proposed Waste Collection Summary

Waste Type	Generation (L/week)	Bin Size (L)	Number of Bins	Collection Frequency	Collection				
	Café and Speciality Tenancies Bin Storage Area								
Refuse	3,574	660	Six	Once each week	Private Contractor				
Recycling 2,700 660		Five Once each week		Private Contractor					
	Retail / Commercial Bin Storage Area								
Refuse	417	660	One	Once each week	Private Contractor				
Recycling	417	660	One	Once each week	Private Contractor				

A private contractor will service the tenancies onsite, directly from the respective Bin Storage Area. The private contractor's waste collection vehicle will enter and exit the Proposal in forward gear via Future Road 3 or Azzurra Street.

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



Table of Contents

1	Intro	duction1
	1.1	Objectives and Scope1
2	Wast	e Generation
	2.1	Proposed Tenancies
	2.2	Waste Generation Rates
	2.3	Waste Generation Volumes
3	Wast	e Storage
	3.1	Internal Bins
	3.2	Bin Sizes
	3.3	Café and Speciality Tenancies Bin Storage Area Size
	3.4	Retail / Commercial Bin Storage Area Size
	3.5	Bin Storage Area Design
4	Wast	e Collection7
	4.1	Bulk and Speciality Waste
5	Wast	e Management
6	Conc	lusion9

Tables

Table 2-1: Waste Generation Rates	. 2
Table 2-2: Estimated Waste Generation	. 3
Table 3-1: Typical Bin Dimensions	. 4
Table 3-2: Bin Requirements for Bin Storage Area – Café and Specialty Tenancies	. 5
Table 3-3: Bin Requirements for Bin Storage Area – Retail / Commercial	. 5

Diagrams

Diagram 1: Café and Specialty Tenancies Bin Storage Area Diagram 2: Retail / Commercial Bin Storage Area

Figures

Figure 1: Locality Plan



1 Introduction

Fabcot Pty Ltd is seeking development approval for the proposed Woolworths Two Rocks development (the Proposal).

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

The Proposal is bordered by vacant land to the to the north (future Azzurra Street), south (Future Road 3) and west (future commercial) and Lisford Avenue to the east, 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 adequately sized Bin Storage Areas, 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 (m^2) of the tenancies at the Proposal. The Proposal consists of the following:

- Supermarket (Woolworths) 2,942m²;
- Café 85m²;
- Spec 1 (Liquor) 200m²;
- Spec 2 82m²;
- Spec 3 78m²;
- Spec 4 151m²; and
- Retail / Commercial 595m².

Note, the Woolworths 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.

2.2 Waste Generation Rates

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

It should also be noted that a conservative approach has been taken with regards to waste generation across the Proposal by overestimating the potential waste volumes by assuming seven days of operation for all tenancies.

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

Tenancy Use Type	Guideline Reference	Refuse Generation Rate	Recycling Generation Rate
Café	Melbourne – Café	300L/100m²/day	200L/100m ² /day
Spec 1 (Liquor)	WALGA – Retail Shop > 100m ²	50L/100m²/day	50L/100m²/day
Spec 2	WALGA – Retail Shop < 100m ²	50L/100m²/day	25L/100m²/day
Spec 3	WALGA – Retail Shop < 100m ²	50L/100m²/day	25L/100m²/day
Spec 4	WALGA – Retail Shop > 100m ²	50L/100m²/day	50L/100m²/day
Retail / Commercial	WALGA – Offices	10L/100m²/day	10L/100m²/day

Table 2-1: Waste Generation Rates



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 are shown Table 2-2. It is estimated that the tenancies at the Proposal will generate 3,991L of refuse and 3,117L of recyclables each week.

Tenancies	Area (m²)	Waste Generation Rate (L/100m²/day)	Waste Generation (L/week)
	Refuse		
Café	85	300	1,785
Spec 1 (Liquor)	200	50	700
Spec 2	82	50	287
Spec 3	78	50	273
Spec 4	151	50	529
Retail / Commercial	595	10	417
		Total	3,991
	Recyclables		
Café	85	200	1,190
Spec 1 (Liquor)	200	50	700
Spec 2	82	25	144
Spec 3	78	25	137
Spec 4	151	50	529
Retail / Commercial	595	10	417
		Total	3,117

Table 2-2: Estimated Waste Generation



3 Waste Storage

Waste materials generated within the Proposal will be collected in the bins located in the Bin Storage Areas, as shown in Diagram 1 and Diagram 2, and discussed in the following sub-sections.

3.1 Internal Bins

To promote positive recycling behaviour and maximise diversion from landfill, the café, each speciality tenancy and the retail/commercial tenancy will have two internal bins for the separate disposal of refuse and recyclables. Waste from these internal bins will be transferred by the tenant, staff or cleaners to the respective Bin Storage Area and be deposited into the appropriate refuse and recycling bins.

Tenants, staff or cleaners will transfer waste to the respective Bin Storage Areas outside of normal operating hours to minimise disturbance to customers and visitors at the Proposal.

The Supermarket will have their own internal bins for the collection of refuse and recyclables. Staff/cleaners will transfer the contents of these bins to the dedicated Supermarket Bin Storage Area as required outside of normal operational hours to minimise disturbance to customers and visitors at the Proposal. Staff/cleaners will be required to empty their internal bins daily and will be responsible for the cleaning and maintenance of the Supermarket internal bins.

3.2 Bin Sizes

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

Dimensions		Bin S	Sizes	
Differisions	240L	360L	660L	1,100L
Depth (mm)	730	848	780	1,070
Width (mm)	585	680	1,260	1,240
Height (mm)	1,060	1,100	1,200	1,300
Area (mm²)	427	577	983	1,327

Table 3-1: Typical Bin Dimensions

Reference: SULO Bin Specification Data Sheets

3.3 Café and Speciality Tenancies Bin Storage Area Size

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

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

- Six 660L refuse bins; and
- Five 660L recycling bins.

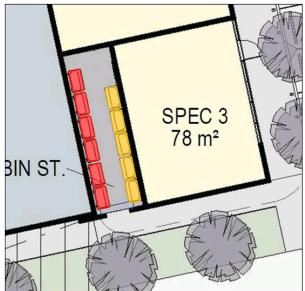


Table 3-2: Bin Requirements fo	r Bin Storage Area – Café	and Specialty Tenancies
--------------------------------	---------------------------	-------------------------

Waste Stream	Waste Generation	Number of Bins Required			
waste stream	(L/week)	240L	360L	660L	1,100L
Refuse	3,574	15	10	6	4
Recycling	2,700	12	8	5	3

The configuration of these bins within the Café and Specialty Tenancies Bin Storage Area is shown in Diagram 1. It is worth noting that the number of bins and corresponding placement of bins shown in Diagram 1 represents the maximum requirements assuming collections once each week of refuse and recyclables. Increased collection frequencies would reduce the required number of bins.





3.4 Retail / Commercial Bin Storage Area Size

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

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

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

Table 3-3: Bin Requirements for Bin Storage Area – Retail / Commercial

Waste Stream	Waste Generation	Number of Bins Required			
waste stream	(L/week)	240L	360L	660L	1,100L
Refuse	417	2	2	1	1
Recycling	417	2	2	1	1

TW21112-02_Waste Management Plan_1.0

Page | 5



The configuration of these bins within the Retail / Commercial Bin Storage Area is shown in Diagram 2. It is worth noting that the number of bins and corresponding placement of bins shown in Diagram 2 represents the maximum requirements assuming collections once each week of refuse and recyclables.



3.5 Bin Storage Area Design

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

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

Bin numbers and storage space within the Bin Storage Areas will be monitored by building 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 utilising a rear loader waste collection vehicle as follows:

Café and Speciality Tenancies:

- Six 660L refuse bins, collected once each week; and
- Five 660L recycling bins, collected once each week.

Retail / Commercial

- One 660L refuse bin, collected once each week; and
- One 660L recycling bin, collected once each week.

The private contractor's rear loader waste collection vehicle will service the bins onsite, directly from the respective Bin Storage Area. The private contractors rear loader waste collection vehicle will travel with left hand lane traffic flow and turn into the Proposal in forward gear and pull up adjacent to the respective Bin Storage Area for servicing.

Servicing may be conducted outside of normal operating hours to allow the waste collection vehicle to utilise the empty carpark for manoeuvring and mitigate impacts on local traffic movements during peak traffic hours.

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

Once servicing is complete the private contractor's rear loader waste collection vehicle will exit in a forward motion, turning onto the Future Road 3 or Azzurra Street moving with traffic flow.

4.1 Bulk and Speciality Waste

Bulk and speciality waste materials will be removed from the Proposal as they are generated on an 'as required' basis. A temporary skip bin could be utilised for collections, if required.

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 respective Bin Storage Areas. 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.

These bulk and specialty wastes will be removed from the Proposal as sufficient volumes have been accumulated to warrant disposal. Bulk and specialty waste collection will be monitored by building management who will organise their transport to the appropriate waste facility, as required.



5 Waste Management

Building management will be engaged to complete the following tasks:

- Monitoring and maintenance of bins and the Bin Storage Areas;
- Cleaning of bins and Bin Storage Areas, when required;
- Ensure all staff and tenants at the Proposal are made aware of this WMP and their responsibilities thereunder;
- Monitor staff and tenant 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 and tenants 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.

279



6 Conclusion

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

The above is achieved as follows:

Café and Speciality Tenancies:

- Six 660L refuse bins, collected once each week; and
- Five 660L recycling bins, collected once each week.

Retail / Commercial:

- One 660L refuse bin, collected once each week; and
- One 660L recycling bin, collected once each week.

A private contractor will service the tenancies onsite, directly from the respective Bin Storage Area. The private contractor's waste collection vehicle will enter and exit the Proposal in forward gear via Future Road 3 or Azzurra Street.

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



Figures

Figure 1: Locality Plan

TW21112-02_Waste Management Plan_1.0

P: PO Box 454, Leederville WA 6903 | A: 604 Newcastle St, Leederville WA 6007 | T: 1300 251 070 | W:





Assets | Engineering | Environment | Noise | Spatial | Waste

Talis Consultants

Head Office Level 1, 604 Newcastle Street, Leederville Western Australia 6007

> PO Box 454, Leederville Western Australia 6903

NSW Office 5/62 North Street, Nowra New South Wales, 2541

PO Box 1189, Nowra New South Wales, 2541

P: 1300 251 070 E: info@talisconsultants.com.au 283

Local Planning Policy 4.23 – Design Review Panel

The application was presented to DRP on two occasions being 25 March 2021 (DRP2021/2) and 22 July 2021 (DRP2021/6).

The below comments are taken from the most recent 22 July 2021 DRP and are considered to be the final and collective comments of the two meetings.

DRP Comment	Applicant Comment	City Comment
Azzurra Street requires greater activation and opportunities for community interaction along the northern elevation of Woolworths and the open carpark to enable improved function as a Main Street.	The proportion and length of retail and commercial interface along Azzurra Street has been extended to facilitate greater activation opportunities. While a continuous built form was explored, ultimately this had a significant impact on the configuration of the site including car parking area. Further, given the level difference to the north and absence of two-sided development along Azzurra Street (given adjoining King Neptune sculpture and future public open space), it was considered the optimal outcome to maximize activation to the east and particularly the west of the site, closer to the existing town centre and future commercial development to the west. Back of house areas of Azzurra Street (at the north-east corner of the development) have been reconfigured and shifted away from the parklet to allow for potential future retail (specialty) expansion.	intended main street has revealed that of the approximate 178 metres of frontage to Azzurra Street, the application proposes approximately 45 metres (25.2%) of un-activated frontage comprising of amenities and car parking. A total of approximately 119 metres (66.8%) of frontage is considered to be activated through the use of tenancy frontages, parklet, playgrounds and open air alfresco areas. The remaining 20m is excluded from consideration as this relates to the crossovers provided along this frontage. Table 1, Part 2, Clause 2.4 (j) outlines the consideration for any Local Development Plans to indicate dedicated car parking areas to be unobtrusively located so as to

		activation. Through the Draft Precinct C LDP, the applicant also intends to include an 'activated frontage' requirement adjoining this space which would facilitate any future development over this portion of the lot to be consistent with the existing office/commercial and specialty tenancies. Whilst the supermarket still provides an eastern frontage, this is not considered to inhibit or detract from the main street uses and enabled the parking areas to still be predominantly located or screened behind built form.
		In balance, the City considers that the proposal has appropriately achieved a main street design through activation of tenancies and open spaces along the Azzurra Street frontage.
		The City has no objection to the location of the back of house services.
The Panel considered that the newly introduced parklet 05 was isolated, uninviting to use due to co-location with BoH, and with minimal passive surveillance opportunities from adjacent land uses.	The back of house area has been reconfigured and end-of- trip facilities relocated to encourage greater use and pedestrian movement towards the parklet fronting Azzurra Street. A Woolworths office now located on the corner of Azzurra Street and the parklet to allow for windows and passive surveillance to this corner.	Modification supported. It is recommended the parklet design be considered through detailed landscaping plans as to how to incorporate the sites history.
The Panel suggested relocation of parklet 05 to the entry and main square area 06, and extension of the existing specialty retail along the northern building frontage to provide greater activation to Azzurra Street.	The main square (public realm nose) has been reconfigured to integrate better with the specialty retail, café and main entry to the supermarket. Relocating the amenities to Azzurra Street and adding the 'triangle shape' to Specialty 4 allows the length of the elevation to be increased. The additional glazing to this elevation encourages greater activation of Azzurra Street.	The City agrees with the Design Review Panel advice, however acknowledges that Parklet 5 is intended to be an interim solution for the site, with the intent being that this area will include future retail tenancies. The use as a parklet area in the interim is accepted, with the current level of activation to the main street being supported. Refer also comments provided above.
Consider temporary pop-up offices/community type uses to help	Noted, this will be considered as part of the tenancy leasing process.	See above for recommendation of how the parklet / main square areas.

activate the northern facing Azzurra Street floor space if required. The Panel acknowledged the café and adjoining alfresco as contributors to activating Azzurra Street as a community place, together with the direct views to King Neptune and proposal to add works interpreting the local heritage.	Agreed – the café and surrounding high quality landscape will deliver a significant contribution to the creation of a community meeting place. Inclusion of reference to the site history (heritage plaque and potential future public art) will also deliver a sense of place and character.	Heritage interpretation is reflected within the proposal through the inclusion of heritage signage located within the landscaped area at the north of the site adjacent to the Café and Specialty 4 building. The café itself proposes an open alfresco area and key public realm node which allows full view to the north towards the King Neptune statue. The proposal has also incorporated the use of three statues along Azzurra Street which were historically used as part of the former Atlantis Beach Marine Park development and intended to form part of a 'heritage trail' which will link to adjoining sites and King Neptune statue to the north. Additionally, the site incorporates a number of Washington Robusta, which whilst not native to the area were utilised within the former marine park and have been incorporated through the broader landscaping of the site. Such inclusions are considered to be consistent with the recommendations of a Category 4 listing. The City considers that the incorporation of the abovementioned heritage components provides sufficient acknowledgement to the history of the site and surrounding area. Notwithstanding, it is recommended that a condition be imposed to allow further consultation with the City's Heritage Officer to ensure appropriate signage, information and detail is included within these features.
The additional trees in the carpark are supported.	Noted – these have been retained as part of the lodged proposal.	No further comments.
As per Principle 1, improve the northern open carpark interface with Azzurra Street with soft landscape and opportunities for activation and community interaction, such as	Significant attention has been given to this interface and includes a reconfigured café with alfresco seating. The Landscape Concept Plan (Appendix D) illustrates numerous soft and hard landscaping features including	See point 1 above.

public space infrastructure including seating.	statement and shade trees, a small parklet with turf space and seating areas and built-in decked seating.	
Improve the scale and aesthetics of the independent retail/commercial building to reflect its designation as a 'landmark structure' at the gateway to the development.	The size and length of the retail/commercial tenancy on Lisford Avenue has been increased along Azzurra Street to address this comment. The façade height has also been increased proportionally to elevate this landmark corner.	No further comments. The increased size and prominence of the retail/commercial building is supported.
Improve the function and the public interface of the independent retail/commercial building 'landmark structure'.	This retail/commercial building is subject to the activation/glazing requirements outlined in the Draft Precinct C LDP. Specifically, glazing has been increased to improve the public interface.	No further comments. Level of glazing and interaction supported.
Principle 5 – Sustainability. No comment.	While no specific comments were made by the Panel, the development incorporates a variety of sustainability elements. This includes opportunities for solar panels, water-wise landscaping, end-of-trip facilities, efficient heating and cooling and local construction materials. The design has also had regard to protect from harsh prevailing winds and weather conditions.	No further comments.
The alfresco/town square concept is supported, however consider restoring the former larger and enclosed U-shape that is col-located with the northern building entry and for enhanced climate protection.	In response to this comment, the 'U-shape' principle has been reintroduced. Further in response to DRP #1 comments, additional trees have been added to the carpark area to soften the area of hardstand and provide additional shading.	No further comments. Additions and changes supported.
Provide a large-scale detailed plan to indicate the proposed public amenity, including street furniture, lighting, heritage interpretation, and landscape.	The lodged development application plans together with the Landscape Concept Plan (Appendix D) provides greater detail with respect to the proposed soft and hard landscaping works and heritage interpretation.	The proposal has also sought to utilise Washingtonia Palms which whilst not native to the area, represent and reflect landscaping which was consistent with the historical use of the site. This inclusion is welcomed and supported by the City.

ATTACHMENT 9

		The utilization of key public nodes and informal meeting spaces is supported, as is the inclusion of the heritage elements as explored in the comments above.
Improve pedestrian movement along the eastern side of Woolworths.	The footpath on the eastern side of the café has been reinstated to improve pedestrian movement.	No further comments. Inclusion supported.
Improve pedestrian movement along the eastern side of Woolworths.	A 'Shared Pedestrian/Vehicle' zone is shown on the development application plans. Tis is intended to be differentiated via surface treatment. While a variation to this level was explored to differentiate it from the car parking area, this variation is not ideal or suitable for safe trolley movement.	As above.
Reconsider the location of Parklet 05	This parklet has been reconsidered to improve the interface with Azzurra Street as well as the proposed future commercial development to the west of the site.	See point 3 above.
Improve the activation of Azzurra Street together with opportunities for community interaction.	The activation of Azzurra Street, particularly north-east of the supermarket has been significantly improved through the built form and landscaping response. This design is also mindful of the need to ensure safety for customers from vehicles entering/exiting the car parking area.	See points 1 and 3 above.
Engage a public artist to develop relevant local and coastal themes in an integrated and site-specific manner.	Noted – a potential location for a heritage plaque is shown on the development application plans. Opportunities to reference the local site history through Woolworth's public art contribution obligations are currently being explored. It is anticipated this will be confirmed through detailed design as a condition of development approval.	The City does not have any mechanisms to facilitate public art contributions for development applications. Notwithstanding, and as outlined above, the proposal has appropriately considered and integrated heritage values into the design of the site. It is recommended that a condition be imposed to allow further consultation with the City's Heritage Officer to ensure appropriate signage, information and detail is included within these features.

289

ATTACHMENT 9

Evolve the lighter coastal colour palette throughout the proposal.	The colour palette has been reviewed to emphasise the turquoise blue favoured by the Panel. However, this required the grey background in order to be effective.	The proposal has undertaken progressive iterations with respect to the proposed colours and materials proposed, however has maintained the use of a dark grey colour palette.
		As recommended by DRP in both instances, the application should develop the building aesthetic through use of the coastal-style lighter colour palette and engage a public artist to interpret and integrate local and coastal themes in a creative manner.
		The proposal subject to this assessment has failed to address the City's and DRP's recommendation in relation to the colour palette, maintaining the dark tones which are not considered appropriate in the context of the site or surrounding area.
		Whilst building materials and colours will be considered within the Draft Precinct C LDP, it is recommended that in order to address this matter, that should the proposal be supported, a condition of approval be imposed requiring the applicant to submit a schedule of colours and materials to the City for endorsement, and thereafter implemented and maintained to the satisfaction of the City.

CITY OF WANNEROO ATTACHMENTS OF ORDINARY COUNCIL MEETING 12 APRIL, 2022

290 TACHMEN AT 0 DEPARTMENT OF PLANNING, LANDS AND HERITAGE 20 801 DATE 13-Oct-2021 FILE 161195 DP 43879 86.08 APPLICATION SKETCH LEGEND 8 8 Boundary of Subject Land Existing Boundaries BALANCE LOT Proposed Boundaries 26.52 4.9404ha DETAIL LEGEND Sewer 5 Water WATER Power STOP VALVE HYDRANT WATER METER ≡ Ja ENTERPRISE \$, DRAINAGE Road Centreline 1 ר. ט 9702 GRATE SIDE ENTRY PIT Concrete Footpath /// Concrete Driveway Concrete Driveway 1.686ha SEW ERAGE 14 (7.8033ha) Building Left Building Right Brick External Building **GAS** GAS METER GAS MARKE 1/1 56.0% AVENUE POWER Awning Fenceline CONSUMER POL POWER POLE LIGHT POLE STAY POLE CABLE DOME Contour - Major Contour - Minor ▲ 51174 XXX _{x.xx} Contour - Interval 8796 DP 213230 Spot Height TELECOMMUNICATIONS 10 D 77644 0 Existing Tree FEATURES STREET SIGN BORE COVER 100 D 52187 12.30 25.2 BALANCE LOT ١ 10 154.07 4.9404ha TA 50 6.25 3.64 1/1 3 ROAD (20m) 1/1 1 702 IA DP 421745 1/1 1.6945ha ROAD NOT PART OF THIS APPLICATION NI 9702 6.1173ha 11 36.96 (7.8033ha) >(20m) 90 હે 8.42 ĝ LISFORD AVÉNUE 3 (20m) 18.91 ROAD 1 95.88 1 1174 ∧ 20.79 6.06 8796 DP 213230 222.13 AVENUE 20 Sh 70 CHARNWOOD 6 PROPOSED SUBDIVISION SUMMARY 9702 ON DP402964 #10 Enterprise Avenue, Two Bo #10 Enterprise Avenue, Two Rocks 6037 Subdivis BLUEPORT DEVELOPMENT **MNG** 20 10 0 40 ۲ 98401 - 013 - C ALL DI

ATTACHMENT 11

City of Wanneroo Local Heritage Survey 2016

Place No: 42



NAME OF PLACE	Atlantis Marine Park (site)	
Other names		
Address	10 Enterprise Avenue	
Locality	Two Rocks	

LAND DESCRIPTION			
Reserve No:	Lot No: Pt Lot 50	Plan 14500	Vol/Fol: 1892-740
GPS:		31.496647°S	
		115.585230°E	

HERITAGE LISTINGS		
inHerit database No	17523	
Other Listing		
PLACE TYPE	Urban Open Space	
ORIGINAL USE	Aquatic theme park / zoo	
CURRENT USE	Vacant	
OTHER USE		

CONSTRUCTION DETAILS	
Construction Date	1981
Walls	N/A



175

291

Roof	N/A		
Other	N/A		
Architectural Style	N/A		
Physical Description:			
Few remnants of the former resort ren	main extant. The dolphin sculptures and two large palms together with		
other remnant stone fabric is all that r	remains on the elevated site above the Two Rocks foreshore.		
Condition Poor			
ntegrity Low			
Authenticity	Low		

HISTORICAL INFORMATION

Historical Notes:

In 1969 The Bond Corporation Pty Ltd purchased 19,600 acres of pastoral property previously owned by the Wydgee Pastoral Company and proceeded to develop Yanchep Sun City as a satellite city and premier tourist resort in Western Australia.

By 1972 residential development was well underway, beginning with 127 lots on the beachfront and this was followed by a marina in 1973/74 and a shopping and recreation centre at Two Rocks. In 1981, following the announcement by the WA government, work began on the construction of Atlantis Marine Park with a \$20 million budget over five years. As well as a tourist destination the park was to be used to research marine life.

Sun City Pty Ltd were granted a licence by the Department of Fisheries and Wildlife to catch and keep local dolphins. The Atlantis Marine Park (fmr) included a series of pools, aquariums, a theatre, stadium, crazy golf course, trampoline park, a playground and landscaping.

A feature of the park was the 10m sculpture of King Neptune which was designed by local artist Mark Le Buse. Le Buse was also contracted to construct a number other prominent sculptures of celebrities and animals. The opening of the park was held on 26 December 1981 and by 1982 over one million visitors went through the gates. In 1983 Atlantis Marine Park received the Sir David Brand Tourism Award and a marketing excellence award.

The park closed in 1990 due to reduced numbers of visitors. Also changes requiring larger pools for the dolphins meant that the place became no longer feasible. Since then the park has been unused and subject to vandalism although some structures have been removed from the site. In 2015, some public access to the site has been granted to enable viewing of the restored 'King Neptune' sculpture.

Historic Theme:	Social and civic activities: sport, recreation and
	entertainment
	People: Famous and infamous people
	Occupations: hospitality industry and tourism
Associations:	Alan Bond;
	The Bond Corporation

STATEMENT OF SIGNIFICANCE:

• The place has historic value for its association with the development of Two Rocks as a tourist destination and residential subdivision

LEVEL OF SIGNIFICANCE	Little
MANAGEMENT CATEGORY	Category 4

MAIN SOURCES:City of Wanneroo, Municipal Heritage Inventory 2006.	Ι,
--	----



176

ADDITIONAL PHOTOGRAPHS





Place No: 43



NAME OF PLACE	King Neptune Sculpture
Other names	
Address	10 Enterprise Avenue
Locality	Two Rocks

LAND DESCRIPTION			
Reserve No:	Lot No: Pt Lot 50	Plan 14500	Vol/Fol: 1892-740
GPS:		31.496435°S	
		115.586356°E	

HERITAGE LISTINGS	
inHerit database No	17935
Other Listing	

PLACE TYPE	Other Built Type
ORIGINAL USE	Public art sculpture
CURRENT USE	Public art sculpture
OTHER USE	

CONSTRUCTION DETAILS	
Construction Date	1981
Walls	N/A
Roof	N/A
Other	N/A
Architectural Style	N/A



178

Physical Description:	
Large stone statute of King Neptune located to the south east of the shopping precinct in an elevated	
position overlooking the ocean. Prominent landmark.	
Condition	
Integrity	
Authenticity	

HISTORICAL INFORMATION

Historical Notes:

The Atlantis Marine Park (fmr) site included a series of pools, aquariums, theatre, stadium, crazy golf course, trampoline park, a playground and landscaping. A feature of the park was the 10m sculpture of King Neptune which was designed by local artist Mark Le Buse. Le Buse was also contracted to construct a number other prominent sculptures of celebrities and animals. The opening of the park was held on 26 December 1981 and by 1982 over one million visitors went through the gates. In 1983 Atlantis Marine Park was awarded the Sir David Tourism for Tourism and a Marketing excellence award.

The park closed in 1990 due to reduced visitor numbers and requirements of larger pools for the dolphins therefore the place became no longer feasible.

In Roman Mythology 'Neptune' is known as the 'god of the Sea' (identified with as 'Poseidon' from Greek Mythology). Like Poseidon, he was also the god of earthquakes and horses. Neptune is believed to have power over the sea and seafarers and married the sea nymph Amphitrite. He is usually shown as a bearded man holding a trident and standing in a shell chariot being drawn over the sea by dolphins.

The Two Rocks, Yanchep Residents Association, a group which has a keen interest in local history have particular interest in the future of the King Neptune sculpture has cleaned and restored the sculpture.

Historic Theme:	Social ad Civic activities: Sport, recreation and
	entertainment
	People: famous and infamous people
Associations:	Mark Le Buse;
	Alan Bond

STATEMENT OF SIGNIFICANCE:

- The sculpture is a landmark in the community of Two Rocks since 1982.
- The sculpture has historic value for its association with the development of Two Rock marina and the Atlantis Marine Park.

LEVEL OF SIGNIFICANCE	Considerable
MANAGEMENT CATEGORY	Category 2

MAIN SOURCES:	City of Wanneroo, Municipal Heritage Inventory,
	2006.

ADDITIONAL PHOTOGRAPHS





179

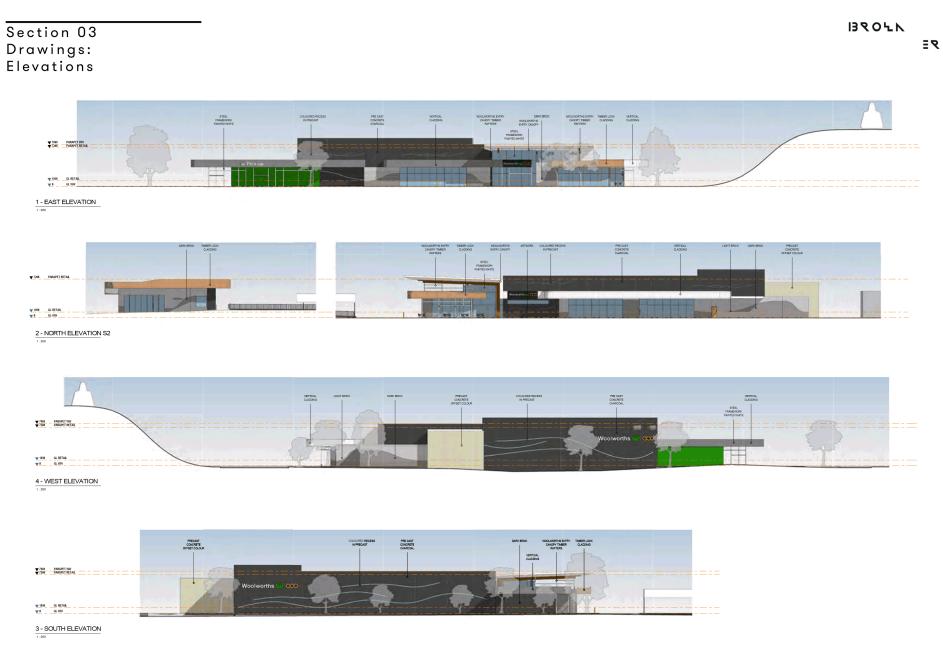
ΑΤΤΑCΗΜΕΝΤ 12 Βαοίικ ΓΛιζοκεα 1

Section 03 Drawings: Site Plan



DRP 25 March 2021

SITE AREA	16929m2
VOOLWORTHS	3200m2
UTURE EXPANSION - NOOLWORTHS	700m2
BWS	200m2
CAFE	120m2
SPECIALITY	240m2
TOTAL AREA	4460m2
PARKING REQUIRED WW - 5 BAYS/100m2 GLA	223 BAYS
PARKING PROVIDE	
GENERAL	213 BAYS
STREET PARKING	7 BAYS
PICKUP	6 BAYS
TOTAL	226 BAYS
STAGE 1 SITE AREA	1451m2
RETAIL / CONMERICAL	350 m2
5 BAYS/100m2 GLA	18 BAYS
5 BAYSI100+2 GLA	
5 BAYSI100+2 GLA PARKING PROVIDED GENERAL	15 BAYS
5 BAYS:100+2 GLA PARKING PROVIDED SENERAL STREET PARKING	
5 BAYS/100+2 GLA PARKING PROVIDED GENERAL STREET PARKING	15 BAYS 3 BAYS
5 BAYS/100+2 GLA PARKING PROVIDED GENERAL STREET PARKING	15 BAYS 3 BAYS 18 BAYS
5 BAYSHDGH2 GLA PARKING PROVIDED GENERAL STREET PARKING TOTAL	15 BAYS 3 BAYS 18 BAYS
5 BAYSHOG-2 GLA PARKING PROVIDED GENERAL TOTAL FUTURE DEVELOPMENT SITE AREA	15 BAYS 3 BAYS 18 BAYS
	15 BAYS 3 BAYS 18 BAYS SITE 2516m2



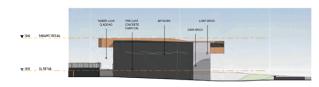
Section 03 Drawings: Corner Retail-Commercial Elevations

BROLN Falconer

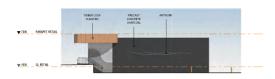




2 - RETAIL / COMMERCIAL - EAST



3 - RETAIL / COMMERCIAL - SOUTH



4 - RETAIL / COMMERCIAL - WEST

Section 03 Drawings: View from North East Corner ΒΡΟΊΝ Γλίζον Ξρ



Section 03 Drawings: View of Cafe ΒΡΟΊΝ Γλίζον Ξρ



Section 03 Drawings: View of East Entry BROLN Falconer



Section 03 Drawings: View of Corner Retail/Commercial ΒΡΟΊΝ Γλίζον Ξρ



Section 03 Drawings: View from North ΒΡΟΊΝ Γλίζον Ξρ



Section 03 Drawings: Site Plan

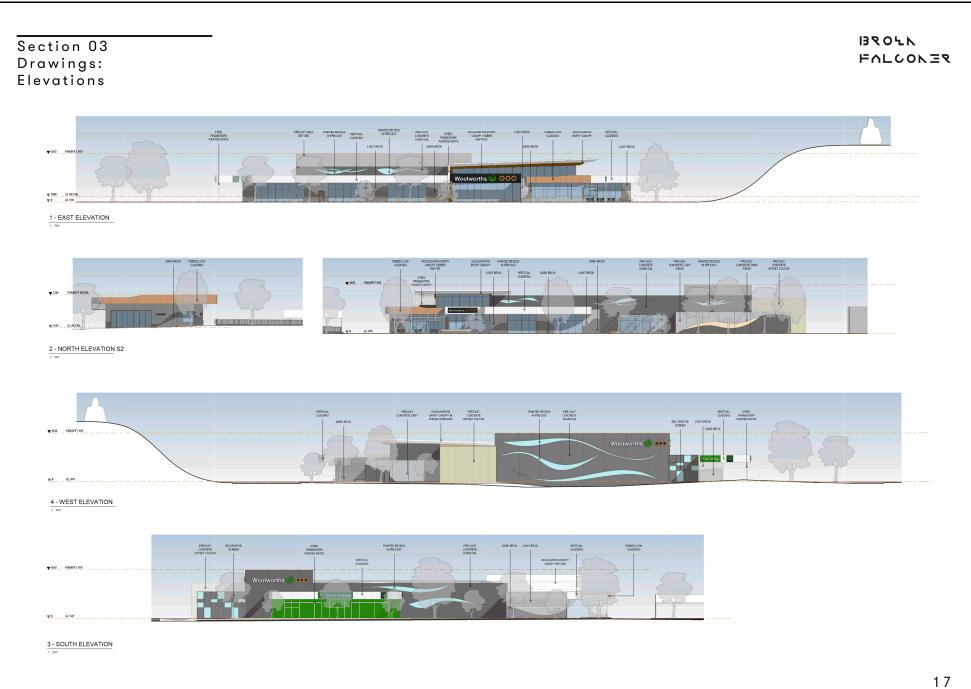
BROLN FALCONER

DRP 22 July 2021



SITE AREA	16929m2
WOOLWORTHS (WITH EXPANSION)	3600m2
WOOLWORTHS (WITHOUT EXPANS)	ON) 2506m2
FUTURE EXPANSION - INCL OFFICE MEZZANINE	1100m2
BWS	200m2
CAFE	120m2
SPECIALITY 1	240m2
SPECIALITY 2	75m2
TOTAL AREA	4225m2
PARKING REQUIRED WW - 5 BAYS/100m2 GLA	212 BAYS
PARKING PROVIDE	
GENERAL	219 BAYS
STREET PARKING	7 BAYS
PICKUP	6 BAYS
TOTAL	232 BAYS
LISFORD AVENUE DEVE STAGE 1	
SITE AREA	1451m2
RETAIL / CONIVERICAL	350 m2
PARKING REQUIRED 5 BAYS/100m2 GLA	18 BAYS
PARKING PROVIDED	
GENERAL	15 BAYS
STREET PARKING	3 BAYS

FUTURE DEV	ELOPMENT	SITE
	SITE AREA	2516m2
ESTIMATE CONNE	RCIAL AREA	775 m2
ESTIMATE PARKIN	G REQUIRED	
PARKING 5 BAYS/1	00m2 GLA	39 BAYS

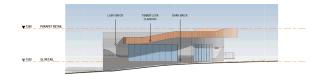


305

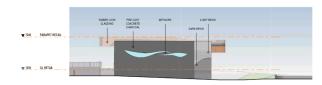
Section 03 Drawings: Corner Retail-Commercial Elevations

BROLN Falconer 306

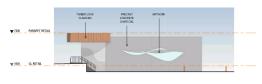




2 - RETAIL / COMMERCIAL - EAST

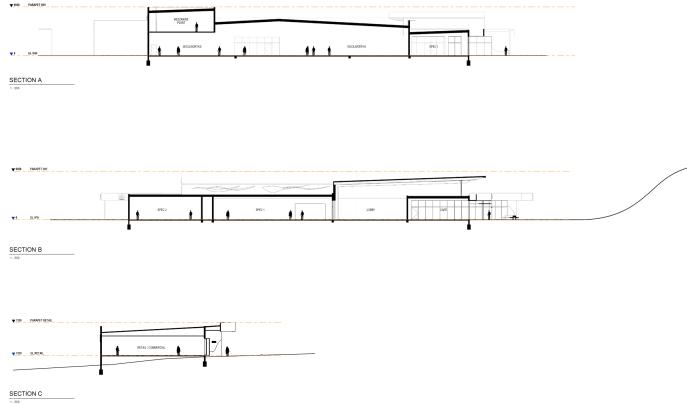


3 - RETAIL / COMMERCIAL - SOUTH



4 - RETAIL / COMMERCIAL - WEST

Section 03 Drawings: Sections BROLN Falconer



1:200

19

Section 03 Drawings: View from North East Corner BROLN Falconer



Section 03 Drawings: View of Cafe ΒΡΟΊΝ Γλίζον Ξρ



ΒΡΟΊΝ Γλίζον Ξρ



Section 03 Drawings: View of Corner Retail/Commercial ΒΡΟΊΝ Γλιζονίς



Section 03 Drawings: View from North ΒΡΟΊΝ Γλίζον Ξρ



Section 03 Drawings: View from North ΒΡΟΊΝ Γλίζον Ξρ



Section 03 Drawings: View from North East BROLN Falconer





Government of **Western Australia** Development Assessment Panels

Meeting No. 157 9 March 2022

Metro Outer Joint Development Assessment Panel Minutes

Meeting Date and Time: Meeting Number: Meeting Venue: Wednesday, 9 March 2022; 10:30am MOJDAP/157 Via Zoom

This DAP meeting was conducted by electronic means (Zoom) open to the public rather than requiring attendance in person

1 Table of Contents

1.	Opening of Meeting, Welcome and Acknowledgement	3
2.	Apologies	3
3.	Members on Leave of Absence	3
4.	Noting of Minutes	3
5.	Declaration of Due Consideration	3
6.	Disclosure of Interests	3
7.	Deputations and Presentations	4
8.	Form 1 – Responsible Authority Reports – DAP Applications	4
	8.1 Lot 9702 (No.10) Enterprise Avenue, Two Rocks	4
9.	Form 2 – Responsible Authority Reports – DAP Amendment or Cancellatic of Approval	
	Nil	8
10.	State Administrative Tribunal Applications and Supreme Court Appeals	8
11.	General Business	9
12.	Meeting Closure	9

Mr Ian Birch Presiding Member, Metro Outer JDAP



Government of **Western Australia** Development Assessment Panels

Meeting No. 157 9 March 2022

Attendance

DAP Members

Mr Ian Birch (Presiding Member) Ms Sheryl Chafer (Deputy Presiding Member) Mr Jason Hick (Third Specialist Member) Cr Vinh Nguyen (Local Government Member, City of Wanneroo) Cr Frank Cvitan (Local Government Member, City of Wanneroo)

Officers in attendance

Mr Adam Wood (City of Wanneroo) Mr Nick Vecchis (City of Wanneroo) Mr Greg Bowering (City of Wanneroo)

Minute Secretary

Ms Zoe Hendry (DAP Secretariat) Ms Adele McMahon (DAP Secretariat)

Applicants and Submitters

Ms Megan Gammon (Urbis) Mr Kris Nolan (Urbis) Mr Matthew Filov (Urbis) Mr Stephen Kelly (Woolworths) Ms Alicia Jones (Woolworths) Mr Michael Jorgensen (Brown Falconer) Mr Scott Lambie (Cardno) Mr Bruce Nicholl Mr Warren Shafer Ms Aline Benkendorf Ms Anne-Maria Colman

Members of the Public / Media

There were 16 members of the public in attendance.

Ms Anita McInnes from Yanchep News Online and Ms Tyler Brown from Perth Now were in attendance.

Mr Ian Birch Presiding Member, Metro Outer JDAP



1. Opening of Meeting, Welcome and Acknowledgement

The Presiding Member declared the meeting open at 10:38am on 9 March 2022 and acknowledged the traditional owners and paid respect to Elders past and present of the land on which the meeting was being held.

The Presiding Member announced the meeting would be run in accordance with the DAP Standing Orders 2020 under the *Planning and Development* (*Development Assessment Panels*) Regulations 2011.

1.1 Announcements by Presiding Member

The Presiding Member advised that in accordance with Section 5.16 of the DAP Standing Orders 2020 which states 'A person must not use any electronic, visual or audio recording device or instrument to record the proceedings of the DAP meeting unless the Presiding Member has given permission to do so.', the meeting would not be recorded.

This meeting was convened via electronic means (Zoom). Members were reminded to announce their name and title prior to speaking.

2. Apologies

Nil

3. Members on Leave of Absence

Nil

4. Noting of Minutes

DAP members noted that signed minutes of previous meetings are available on the DAP website.

5. Declaration of Due Consideration

All members declared that they had duly considered the documents.

Mr Ian Birch left the panel at 10:42am. Mr Ian Birch re-joined the panel at 10:45am.

6. Disclosure of Interests

Nil

Mr Ian Birch Presiding Member, Metro Outer JDAP



Government of Western Australia **Development Assessment Panels**

7. **Deputations and Presentations**

- 7.1 Mr Warren Schafer addressed the DAP against the recommendation for the application at Item 8.1 and responded to questions from the panel.
- 7.2 Mr Bruce Nicholl addressed the DAP against the recommendation for the application at Item 8.1 and responded to questions from the panel.
- 7.3 Ms Aline Benkendorf addressed the DAP against the recommendation for the application at Item 8.1 and responded to guestions from the panel.
- 7.4 Ms Anne-Maria Colman addressed the DAP against the recommendation for the application at Item 8.1 and responded to guestions from the panel.
- Ms Megan Gammon (Urbis) addressed the DAP in support of the 7.5 recommendation for the application at Item 8.1 and responded to questions from the panel.
- 7.6 Mr Michael Jorgensen (Brown Falconer) addressed the DAP in support of the recommendation for the application at Item 8.1 and responded to questions from the panel.
- 7.7 Ms Alicia Jones (Woolworths) responded to questions addressed the DAP in relation to the application at Item 8.1 and responded to questions from the panel
- 7.8 Mr Greg Bowering (City of Wanneroo) addressed the DAP in relation to the application at Item 8.1 and responded to questions from the panel.

8. Form 1 – Responsible Authority Reports – DAP Applications

8.1 Lot 9702 (No.10) Enterprise Avenue, Two Rocks

Development Description:	Application for Retail Development (Supermarket, Speciality Retail, Liquor and Cafe
Applicant:	Woolworths c/o Urbis
Owner:	Fini Group Pty Ltd
Responsible Authority:	City of Wanneroo
DAP File No:	DAP/21/20117

REPORT RECOMMENDATION

Moved by: NIL

Seconded by: NIL

Approve DAP Application reference DAP/21/02117 and accompanying plans 1. (3353-02 Rev Y, 3353-03 Rev H and 3353-04 Rev F) and supporting technical documents in accordance with Clause 68 of Schedule 2 (Deemed Provisions) of the Planning and Development (Local Planning Schemes) Regulations 2015, and the provisions of the City of Wanneroo District Planning Scheme No. 2, and the Metropolitan Region Scheme, subject to the following conditions as follows:

Mr Ian Birch Presiding Member, Metro Outer JDAP



Government of **Western Australia** Development Assessment Panels

Meeting No. 157 9 March 2022

Conditions

- 1. Pursuant to clause 26 of the Metropolitan Region Scheme, this approval is deemed to be an approval under clause 24(1) of the Metropolitan Region Scheme.
- 2. The use of the premises is to be **'Shop'**, **'Liquor Store'**, **'Restaurant'** and **'Office'** as defined by the City of Wanneroo's District Planning Scheme No. 2 as follows:

Shop: means a premises where goods are kept exposed or offered for sale by retail. This interpretation excludes restricted premises, but may include a bakery.

Liquor Store: means any land or buildings the subject of a liquor store licence granted under the provisions of the Liquor Licensing Act 1988.

Restaurant: means any premises where the predominant use is the preparation of food for sale and consumption within the building or portion thereof. The expression may include the sale of food for consumption off the premises, where Council is of the opinion that it is incidental to the business. The term may include an outdoor eating area which shall be treated as being within the building of the Restaurant. The expression excludes Drive-Through Food Outlets.

Office: means any premises used for the administration of clerical, technical, professional or other like business activities but does not include administration facilities which are required in association with a predominant use on site, and does not include consulting rooms or medical centres.

A change of use from that outlined above may require further development approval from the City.

- 3. The development is to be implemented in accordance with the Bushfire Management Plan dated 6 October 2021 prepared by Bushfire Prone Planning.
- 4. The development is to comply at all times with the Herring Storer Acoustics Environmental Noise Assessment dated September 2021.
- 5. Detailed landscaping and reticulation plans for the subject site and adjacent road verges shall be lodged for approval by the City of Wanneroo prior to the commencement of works. Planting and installation shall be in accordance with the approved landscaping and reticulation plans prior to the occupation of the development, and thereafter maintained by the landowner to the City's satisfaction.
- 6. Detailed civil engineering drawings and specifications for works within the public road reserve (earthworks, parking, footpath, roads and drainage) shall be lodged for approval by the City of Wanneroo prior to commencement of construction works. Construction works are to be undertaken in accordance with the approved development application, engineering drawings and specifications and Construction Management Plan to the satisfaction of the City of Wanneroo.

Mr Ian Birch Presiding Member, Metro Outer JDAP



- 7. The applicant is to collaborate with the City of Wanneroo with respect to the implementation of heritage items as identified within the proposal including colours and material finishes of the building. Such items are to be implemented prior to occupation and thereafter maintained to the satisfaction of the City of Wanneroo.
- 8. A schedule of colours and materials is to be submitted to the City of Wanneroo for consideration prior to a building permit being lodged, and thereafter maintained to the satisfaction of the City of Wanneroo.
- 9. The applicant/owner shall ensure that all illuminated signage shall have any boxing or casing in which it is enclosed constructed of incombustible materials, shall not comprise of flashing, pulsating, chasing or running lights and shall not have such intensity as to cause annoyance to the public or illuminate beyond the extent of the lot boundaries.
- 10. Lighting shall be installed to pathways and car parking areas, be designed in accordance with the Australian Standards for the Control of Obtrusive Effects of Outdoor Lighting (AS4282) and shall be internally directed to prevent overspill into nearby lots.
- 11. Parking areas, driveways and points of ingress and egress shall be designed in accordance with the Australian Standard for off-street car parking (AS2890) and shall be drained, sealed, marked and thereafter maintained to the satisfaction of the City of Wanneroo.
- 12. The proposed crossovers shall be designed and constructed in concrete in accordance with the commercial specifications of the City's Engineering Development Standards TS07-11 and WD11 to the satisfaction of the City of Wanneroo.
- 13. The parking areas and associated access depicted on the approved plans shall not be used for the purpose of storage or obstructed in any way at any time.
- 14. Stormwater and any other water run-off from buildings or paved areas shall be collected and retained on site. An onsite stormwater drainage system, sufficient to contain a 1:100 year storm event (over 24 hours) must be provided.
- 15. All piped and wired services, mechanical plant, equipment and service and storage areas are to be screened from public view to the satisfaction of the City of Wanneroo.
- 16. All refuse shall be stored within the designated bin enclosures and shall be collected from the site at the cost of the landowner between 7am and 7pm, Monday to Saturday.
- 17. Any graffiti applied to the external surfaces of the building shall be removed within seven (7) days of it being applied, to the satisfaction of the City of Wanneroo.

Mr Ian Birch Presiding Member, Metro Outer JDAP



- 18. A Construction Management Plan shall be provided to the City of Wanneroo detailing how the construction of the development will be managed in order to limit the impact on the users of the surrounding area. The plan will need to ensure that:
 - Adequate space is provided within the development site for the parking of construction vehicles and for the storage of building materials so as to minimise the need to utilise the surrounding road network;
 - b) Adequate provision is made for the parking of workers' vehicles;
 - c) Pedestrian and vehicular access around the site is maintained;
 - d) Undertake adequate measures during construction to minimise any adverse impacts caused by sand drift and dust from the site;
 - e) The delivery of goods and materials does not adversely impact on the amenity of the surrounding properties; and
 - f) The hours of construction are limited to ensure that there is no adverse impact on the amenity of the surrounding properties.

The Construction Management Plan is to be submitted to and approved by the City of Wanneroo prior to the commencement of any development.

Advice Notes

- 1. This decision constitutes planning approval only and is valid for a period of four (4) years from the date of approval. If the subject development is not substantially commenced within the specified period, the approval shall lapse and be of no further effect.
- 2. If an applicant or owner is aggrieved by this determination there is a right of review by the State Administrative Tribunal in accordance with the *Planning and Development Act 2005* Part 14. An application must be made within 28 days of the determination.
- 3. With regard to Condition 6, the engineering plans should also consider the requirement for the design and upgrading of the Lisford Avenue shoulder to allow for driver vehicle swept path movements. This may also include the requirement to modify the existing pedestrian footpath adjoining this location.
- 4. In regards to managing dust and sand drift in accordance with the Construction Management Plan condition, adequate measures to minimise any impacts of dust and sand drift from the site include all requirements as stipulated within the Department of Water and Environmental Regulation's 'A guideline for managing the impacts of dust and associated contaminants from land development sites, contaminated sites remediation and other related activities'.
- 5. Where an approval has so lapsed, no development shall be carried out without further approval having first been sought and obtained, unless the applicant has applied and obtained Development Assessment Panel approval to extend the approval term under regulation 17(1)(a) of the *Planning and Development* (Development Assessment Panels) Regulations 2011.

The Report Recommendation was not moved as the Procedural Motion below was moved and carried prior to this being tabled.

Mr Ian Birch Presiding Member, Metro Outer JDAP



Government of **Western Australia** Development Assessment Panels

Meeting No. 157 9 March 2022

PROCEDURAL MOTION

Moved by: Cr Frank Cvitan

Seconded by: Cr Vinh Nguyen

That the consideration of DAP Application DAP/21/20117 be deferred until on or before 4 May 2022, in accordance with section 5.10.1a of the DAP Standing Orders 2020, for the following reason:

• For the City to seek clarification from the relevant government authorities in relation to heritage matters raised concerning various state and local heritage listings in the Two Rocks precinct recorded as; to be assessed.

The Procedural Motion was put and CARRIED (3/2).

For:	Cr Frank Cvitan
	Cr Vinh Nguyen
	Ms Sheryl Chaffer

Against:	Mr Ian Birch
	Mr Jason Hick

REASON: The majority of panel members were not satisfied that the heritage matters associated with the locality and their significance to development there were fully explained.

9. Form 2 – Responsible Authority Reports – DAP Amendment or Cancellation of Approval

Nil

10. State Administrative Tribunal Applications and Supreme Court Appeals

Current SAT Applications						
File No. & SAT DR No.	LG Name	Property Location	Application Description	Date Lodged		
DAP.21/02016 DR207/2021	City of Joondalup	Centre Lot 667 (73) Kingsley Drive & Kit 666 (22) Woodford Wells Way, Kingsley	Child care Centre	28/09/2021		
DAP/21/2047 DR257/2021	City of Swan	Lots 136 (26) & 3235 (34) Asturian Drive and Lots 137 (238) & 138 (230) Henley Street, Henley Brook	Proposed education facility	03/12/2021		

Mr Ian Birch Presiding Member, Metro Outer JDAP



Government of **Western Australia** Development Assessment Panels

Meeting No. 157 9 March 2022

11. General Business

The Presiding Member announced that in accordance with Section 7.3 of the DAP Standing Orders 2020 only the Presiding Member may publicly comment on the operations or determinations of a DAP and other DAP members should not be approached to make comment.

12. Meeting Closure

There being no further business, the Presiding Member declared the meeting closed at 12:54pm.

Mr Ian Birch Presiding Member, Metro Outer JDAP

CITY OF WANNEROO ATTACHMENTS OF ORDINARY COUNCIL MEETING 12 APRIL, 2022

Subject:

RE: Two Rocks Heritage Sites - comment in response to JDAP deferral of Woolworths Shopping Centre application

[EXTERNAL EMAIL] This email was received from outside the City of Wanneroo. Please do not click on links or open attachments unless you recognise the sender and know the content is safe.

Dear Greg

Thank you for your email of 14 March 2022 and I apologise for the delay in our response. We understand that the City is seeking clarification in relation the heritage listings in the Two Rocks precinct noted as "to be assessed."

In 2003, the Heritage Council determined that P16771 Two Rocks Shopping Centre and Tavern and P17935 King Neptune Statue should be assessed together for possible inclusion in the State Register of Heritage Places (RHP). They were added to the Heritage Council's Assessment Program but not scheduled for assessment.

Places on the Assessment Program are noted in the online heritage places database inHerit as: *RHP – To be assessed*. Once an assessment has begun, the status changes to: *RHP – Assessment in progress*.

When a place is added to the Assessment Program, all child places within it are also added to the Assessment Program and noted in inHerit as *To be assessed*. The following child places within P16711 Two Rocks Shopping Centre and Tavern were therefore also added to the Assessment Program in 2003 with the larger precinct (parent place):

- P17944 Two Rocks Tavern,
- P17943 Two Rocks Shopping Centre

In 2006, a place record in inHerit was created for P17395 Two Rocks Police Complex. The place was identified through a study of 20th century police stations. As it is located within the Two Rocks Shopping Centre, it was therefore automatically added to the Assessment Program as a child record and noted as *To be assessed*.

In 2020, the Heritage Council determined to expand the area for assessment for the Register to also include the following places together with other land:

- P17941 Two Rocks Marina Precinct,
- P17523 Atlantis Marine Park,
- P17941 Two Rocks Limestone Retaining Wall,
- P17939 Sun City Land Sales Office (fmr), and
- P17948 Waugal Monoliths.

This larger precinct was named P26470 Sun City Precinct, Two Rocks. The Heritage Council also resolved at that time that none of the child places/elements within Sun City Precinct warranted assessment on an individual basis, including the King Neptune Statue, but they are all noted in inHerit as *To be assessed* because they fall under the larger precinct. Information about history and significance of Sun City Precinct was added to place's entry in inHerit after the Heritage Council decision.

P26470 Sun City Precinct, Two Rocks has not been scheduled by the Heritage Council for assessment for possible inclusion in the State Register. As the cultural heritage significance of Sun City Precinct has not yet been determined

1

by the Heritage Council through a full heritage assessment, it is not possible to comment on the possible impact of the Woolworths development.

The Department notes that the application for the Woolworths development included a Heritage Impact Assessment (HIA) which assessed the development against a statement of significance from a 2006 heritage assessment of Two Rocks Town Centre Precinct. We understand that the assessment was prepared by Philip Griffiths Architects for Fini Group. While the HIA referred to the Statement of Significance in the heritage assessment, a full copy of the assessment was not attached. The full assessment may assist the City and the public to understand the cultural heritage significance of the wider precinct, and the impact of the development on its values. The Department does not have a copy of the full assessment.

Please do not hesitate to contact me if you require any further information or clarification.

Kind regards

Penny

Penny O'Connor | Director, Heritage Assessment & Registration | Heritage Services 140 William Street, Perth WA 6000 6552 4145 | 0466 150 768 www.dplh.wa.gov.au



The Department is responsible for planning and managing land and heritage for all Western Australians - now and into the future

Keep WA COVID safe

Get tested if you are unwell, get vaccinated including a booster, wash hands, wear masks when required, social distance, carry your vaccination certificate and check-in at locations.

The Department acknowledges the Aboriginal people of Western Australia as the traditional custodians of this land and we pay our respects to their Elders, past and present.

Disclaimer: this email and any attachments are confidential, and may be legally privileged. If you are not the intended recipient, any use, disclosure, distribution or copying of this material is strictly prohibited. If you have received this email in error please notify the sender immediately by replying to this email, then delete both emails from your system.



blueport DEVELOPMENT MANAGEMENT

1 April 2022

Councillor Chris Baker Via email - chris.baker@wanneroo.wa.gov.au

CC - tracey.roberts@wanneroo.wa.gov.au; linda.aitken@wanneroo.wa.gov.au; helen.berry@wanneroo.wa.gov.au; Sonet.Coetzee@wanneroo.wa.gov.au; frank.cvitan@wanneroo.wa.gov.au; natalie.herridge@wanneroo.wa.gov.au; jacqui.huntley@wanneroo.wa.gov.au; Paul.Miles@wanneroo.wa.gov.au; vinh.nguyen@wanneroo.wa.gov.au; glynis.parker@wanneroo.wa.gov.au; james.rowe@wanneroo.wa.gov.au; natalie.sangalli@wanneroo.wa.gov.au; brett.treby@wanneroo.wa.gov.au; jordan.wright@wanneroo.wa.gov.au; mark.dickson@wanneroo.wa.gov.au; Greg.Bowering@wanneroo.wa.gov.au

Dear Councillor Baker

HERITAGE INTENTIONS FOR TWO ROCKS TOWN CENTRE INCLUDING PROPOSED WOOLWORTHS SITE

Further to our discussion, I write in my capacity as consultant to Fini Group - the parent landowner of the Two Rocks Town Centre. Specifically, I seek to address the Woolworths proposal which was deferred at the Metropolitan Outer Joint Development Assessment Panel (JDAP) meeting on the 9 March 2022.

As Council is aware, the item was deferred to enable the City to 're-refer' the application to the Heritage team of the Department of Planning, Lands and Heritage. The purpose of this is to seek further courtesy advice regarding the pending assessment of the former Atlantis Marine Park for inclusion on the State Heritage Register.

We further understand there was a procedural motion passed at the Council Meeting of 15 March 2022 to present the Responsible Authority Report to allow Council an opportunity to consider the matter and resolve whether to provide a recommendation or amendments on the proposal. We note this matter is scheduled to be considered at the Briefing Session on 5 April and Council Meeting on 12 April, with the interest in the matter primarily due to heritage reasons.

Given this context, this letter clarifies the heritage context of the Two Rocks Town Centre area. It outlines Fini Groups broader intentions for respecting and interpreting the unique heritage context of the town centre as part of its gradual redevelopment, including specific strategies which will be integrated within and reflected by the proposed Woolworths site.

Woolworths Proposal

Urbis on behalf of Fabcot Pty Ltd (Woolworths) lodged an application for development approval with the City of Wanneroo in October 2021. The application proposes a supermarket-based retail and commercial development. The 1.7ha subject site is located on the corner of Lisford Avenue and Azzurra Street in Two Rocks and comprises a cleared, levelled and stabilised site ready for development consistent with relevant subdivision approvals (facilitated by Fini Group).

The Woolworths site is located on land which is appropriately zoned for retail and commercial uses. <u>Importantly, the site does not include the King Neptune statue.</u> The statue is located to the north of the site (outside of the proposed application area) and is proposed to be retained in accordance with broader planning for the town centre (incorporated within Local Development No.1 which was approved by Council in 2018).

level 2, 14 lyall street south perth wa 6151



The design of Woolworths including materials, colours and treatment of the built form interface to Azzurra Street has had considerable regard for the presence of the King Neptune statue both now and in the future.

Heritage Context

From a heritage perspective, the former Atlantis Marine Park (which contains the Woolworths site) is listed on the City of Wanneroo Local Heritage List as a Category 4 site (Little Significance). For Category 4 sites, the City's Policy framework outlines they are sites without built features and recommends recognising and interpreting sites through reflection in design and plaques. Importantly, it suggests the retention of the King Neptune statue – which is the intent.

In 2020, the Heritage Council identified the Atlantis Marine Park as warranting assessment for possible inclusion on the State Register as part of the Sun City Precinct, however this assessment process has not yet commenced, nor has it been placed in a formal programme for assessment. It is further noted that the precinct has been identified for assessment since 2003, with no listing progressed to date.

It is important to note that the pending assessment of the broader precinct for inclusion of the State Heritage Register should have no bearing on the ability for the Woolworths (and other) proposals to be determined. **Further, the referral of the Woolworths application to DPLH was undertaken out of courtesy given the context above, not out of statutory necessity.**

Heritage considerations regarding the Atlantis Marine Park and King Neptune statue have been considered at every stage and level of planning over the past decade. Specifically, heritage advice and community consultation informed the spatial layout and configuration of uses within the town centre under the Two Rocks Town Centre Structure Plan (ASP 70) and other planning documents. This is described in greater detail below.

Proposed Heritage Strategies for Two Rocks Town Centre

As Councillors will be aware, since the closure of the Atlantis Marine Park in 1990 and acquisition by Fini Group, a majority of the Marine Park was demolished. The exception to this is the King Neptune statue and retention of various statues forming the 'Celebrity Clock'. Several statues forming the original 'Celebrity Clock' are located in Charnley Reserve, with several also stored by Fini Group for future use within future public realm areas. ASP 70 was then prepared by the City and approved by the WA Planning Commission in 2014, which earmarks the town centre for significant urban development.

Since this time, the planning for the initial stages of the town centre has evolved. This includes the preparation of Local Development Plan No.1 (LDP No.1) which covers the area including the proposed RAAFA Retirement Village and King Neptune statue (extract at Attachment A). Consideration of the preservation and integrity of the King Neptune statue was the subject of a two-year community consultation process culminating in LDP No.1 being approved by Council in 2018.

Specifically, LDP No.1 incorporates the creation of a ~1.0ha public open space area encompassing the King Neptune statue. The POS is located and configured in this location to ensure the protection (and access to) the King Neptune statue. The intent is that a number of the former statues which once formed part of the 'Celebrity Clock' will be utilised as part of a heritage trail (or reconfigured into a new 'Celebrity Clock' in the same location it was originally located (east of the statue) to provide a strong reference back to the history of the area.





This 1.0ha POS area has been ceded by the Fini Group to the Crown (under the management of the City of Wanneroo) and involved a \$400,000.00 bond to the City of Wanneroo including obligations to complete landscaping to the public realm. This bond was formalised through a Replacement Deed between RAAFA (as owners of the broader LDP No.1 land) and the City of Wanneroo.

To support this (in particularly the POS bond), a concept plan was prepared depicting the potential design of this public open space area (extract included at Attachment B). The concept enables sweeping vistas of the King Neptune statue as well as substantial amenity to the community. The intent at the time was that this concept plan was prepared at a high level only with detail to be provided at a later date following further community engagement and technical advice.

As redevelopment progresses within the town centre, additional opportunities to incorporate cultural heritage elements will be advanced by Fini Group in various public open space locations. This includes the intent to display and celebrate the Waugal Monolith statues in the plaza public open space (located at the west end of Azzurra Road creating a connection from the King Neptune POS to the Marina) or an alternative location determined in consultation with the community and stakeholders.

Further, Fini Group intend to incorporate various plaques and displays within public open space (including within the Woolworths site, as described below) to celebrate the historical Atlantis Marine Park.

Proposed Heritage Strategies for Woolworths Development

The Woolworths development has considered the unique heritage context of the site and broader area since the projects inception. Specifically, the built form response to Azzurra Street balances the City's vision for an active main street with heritage advice sought from Griffiths Architects, which recommends the façade is 'broken up' to reduce overall massing and impact on the King Neptune statue. Key heritage strategies proposed include:

- Reflection in built form design, incorporating soft colours and materials to reflect the 'coastal boutique' context of Two Rocks.
- Signage located within the landscaped area at the north of the site adjacent to the café and specialty retail display information pertaining to the history of the area.
- The café itself proposes an open alfresco area and key public realm node which allows full view to the north towards the King Neptune statue.
- The proposal has also incorporated the use of three statues along Azzurra Street which were historically used as part of the former Atlantis Beach Marine Park development and intended to form part of a 'heritage trail' which will link to adjoining sites and King Neptune statue to the north.
- Incorporation of a number of Washington Robusta, which whilst not native to the area were utilised within the former Marine Park and have been incorporated through the broader landscaping of the site.

An extract of the Woolworths development is provided at Attachment C.

In order to further refine both the built form design and heritage strategies, the City Officers (within the RAR) has incorporated recommended conditions relating to the implementation of heritage items (above) as well as provision of a detailed schedule of colours and materials prior to a building permit being lodged.





Conclusion

Overall, the following can be confirmed and should be considered by Council in its deliberations:

- There is a clear intent by landowner Fini Group to develop a respectful and well-considered heritage strategy throughout the entire town centre.
- The King Neptune statue is proposed to be retained and respected through allocation of an extensive (~1.0ha) public open space area. This has been confirmed through LDP No.1 (approved by Council in 2018) and a Replacement Deed and Bond payment between RAAFA and the City of Wanneroo.
- The Woolworths site is located on land which is appropriately zoned for retail and commercial uses. Importantly, the site does not include the King Neptune statue.
- The pending assessment of the Sun City Precinct by the Heritage Council of WA should not hold up consideration of any application within the town centre, including the Woolworths development. Consideration of the heritage value of the area, including preservation and integrity of the King Neptune statue, was the subject of a two-year community consultation process culminating in LDP No.1 being approved by Council in 2018.
- Fini Group has engaged closely with Woolworths with respect to heritage matters on its site to ensure it aligned with Fini Groups broader strategy and heritage advice. This includes reflection in built form design as well as integration with a broader heritage trail (involving use of numerous statues and interpretive signage). Woolworths will continue to develop this in consultation with the City.

We trust this letter clearly outlines the heritage intentions for the area, including the broader town centre and proposed Woolworths site. If you have any queries regarding Fini Groups intentions, please do not hesitate to contact me on the below details.

Yours sincerely,

Michael Bower Blueport Development Management (on behalf of Fini Group)



mikebower@blueport.net.au 0409 368 474







ATTACHMENT A - LOCAL DEVELOPMENT PLAN NO.1 EXTRACT





ATTACHMENT B - KING NEPTUNE/PUBLIC OPEN SPACE CONCEPT PLAN







ATTACHMENT C - EXTRACT OF WOOLWORTHS DEVELOPMENT

