



Metro Outer Development Assessment Panel Related Information

Meeting Date and Time: Thursday, 6 February 2025; 9:30am
Meeting Number: MODAP/61

PART D – CITY OF ARMADALE

1. Declarations of Due Consideration
2. Disclosure of Interests
3. Form 1 DAP Applications
 - 3.1 Nos 1270 and 1256 Armadale Road, Armadale – Proposed Shop/Liquor Store (Small)/Parking – DAP/24/02800
4. Form 2 DAP Applications
5. Section 31 SAT Reconsiderations



Attendance

Officers in attendance

Catherine Sullivan (City of Armadale)
Paul Sanders (City of Armadale)

Applicants and Submitters

Nathan Stewart (Rowe Group)
Jacob Martin (WSP)
Trent Burns (Nielsen Architects)
Luke Tilsley (Nielsen Architects)
Radu Popescu (ALDI Foods Pty Limited)
Nicholas Zubrowski (ALDI Foods Pty Limited)



PART D – CITY OF ARMADALE

1. Declarations of Due Consideration

2. Disclosure of Interests

Please note a standing declaration of interest, if the items on this agenda have been considered at the relevant local government council meeting, the local government DAP members acknowledge that in accordance with section 2.4.9 of the DAP Code of Conduct 2024 they have declared that they had participated in a prior Council meeting in relation an item being determined at this meeting. However, under section 2.1.2 of the DAP Code of Conduct 2024, they acknowledged that they are not bound by any previous decision or resolution of the local government and undertakes to exercise independent judgment in relation to any DAP application before them, which will be considered on its planning merits.

3. Form 1 DAP Applications

3.1 Nos 1270 and 1256 Armadale Road, Armadale – Proposed Shop/Liquor Store (Small)/Parking – DAP/24/02800

3.1.1 Deputations and Presentations

Nathan Stewart (Rowe Group) presenting against the recommendation for the application at Item 3.1. The presentation will address the background of the proposed development and town planning issues.

Jacob Martin (WSP) presenting against the recommendation for the application at Item 3.1. The presentation will address truck swept paths and discuss safety considerations relating to the loading dock.

Trent Burns (Nielsen Architects) presenting against the recommendation for the application at Item 3.1. The presentation will address the appearance of the loading dock and landscaping issues.

Radu Popescu (ALDI Foods) presenting against the recommendation for the application at Item 3.1. The presentation will address background on the original development approval and why there is now a proposed change to the configuration of the development.

The City of Armadale may be provided with the opportunity to respond to questions of the panel, as invited by the Presiding Member.

3.1.2 Additional Information

Nil.



4. Form 2 DAP Applications

Nil.

5. Section 31 SAT Reconsiderations

Nil.



Presentation Request Form

Regulation 40(3) and DAP Standing Orders 2024 cl. 3.6

Must be submitted at least 72 hours (3 ordinary days) before the meeting

Presentation Request Guidelines

Persons interested in presenting to a DAP must first consider whether their concern has been adequately addressed in the responsible authority report or other submissions. Your request will be determined by the Presiding Member based on individual merit and likely contribution to assist the DAP's consideration and determination of the application.

Presentations are not to exceed **3 minutes**. It is important to note that the presentation content will be **published on the DAP website** as part of the meeting agenda.

Please complete a separate form for each presenter and submit to daps@dplh.wa.gov.au

Presenter Details

Name	Nathan Stewart
Company (if applicable)	Rowe Group
Please identify if you have any special requirements:	YES <input type="checkbox"/> NO <input checked="" type="checkbox"/> If yes, please state any accessibility or special requirements: Click or tap here to enter text.

Meeting Details

DAP Name	Metro Outer Development Assessment Panel
Meeting Date	6 February 2025
DAP Application Number	DAP/24/02800
Property Location	Lots 1 (No. 1256) and 2 (No. 1270) Armadale Road, Haynes
Agenda Item Number	3.1 of Part D

Presentation Details

I have read the contents of the report contained in the Agenda and note that my presentation content <u>will be published</u> as part of the Agenda:	YES <input checked="" type="checkbox"/>
Is the presentation in support of or against the <u>report recommendation</u> ? (<i>contained within the Agenda</i>)	SUPPORT <input type="checkbox"/> AGAINST <input checked="" type="checkbox"/>
Is the presentation in support of or against the <u>proposed development</u> ?	SUPPORT <input checked="" type="checkbox"/> AGAINST <input type="checkbox"/>
Will the presentation require power-point facilities?	YES <input checked="" type="checkbox"/> NO <input type="checkbox"/> If yes, please attach
Will you be attending in person or via electronic means	In person <input checked="" type="checkbox"/> Online <input type="checkbox"/>



Presentation Content*

These details may be circulated to the local government and applicant if deemed necessary by the Presiding Member. Handouts or power points will not be accepted on the day.

Brief sentence summary for inclusion in the Additional Information as part of the agenda	<i>The presentation will address:</i> Mr Nathan Stewart (Rowe Group) will speak against the City of Armadale recommendation in the Responsible Authority Report and in support of the proposed development. The presentation will provide background of development at the Haynes Shopping Centre, address town planning issues and request the DAP to approve the proposed development in accordance with the City's Alternative Recommendation with some modification to conditions.
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In accordance with Clause 3.6.2 of the *DAP Standing Orders*, your presentation request must also be accompanied with a written document setting out the substance of the submission. If the presentation references documents that are contained within the responsible authority attachments, please consider referencing the attachment and not including a duplication of documents.

Please attach detailed content of presentation or provide below:-

Refer enclosed submission.



METRO OUTER DEVELOPMENT ASSESSMENT PANEL

9:40AM THURSDAY 6 FEBRUARY 2025

ITEM 3.1 OF PART D – PROPOSED ALDI SUPERMARKET

LOTS 1 (NO. 1256) AND 2 (NO. 1270) ARMADALE ROAD, HAYNES

Rowe Group acts on behalf of the landowner of Lots 1 (No. 1256) And 2 (No. 1270) Armadale Road, Haynes (**the subject site**). We lodged a Development Application on 7 November 2024 with the City of Armadale (**the City**) which seeks Development Approval for Supermarket at the subject site. The proposal also includes an incidental liquor store component, parking, landscaping and signage. The Supermarket development is located on Lot 2. Minor modifications to existing pylon signs located on Lot 1 are also proposed as part of this Application. The Development Application is required to be determined by the Metro Outer Development Assessment Panel (**DAP**).

The City has recommended refusal of the Application in its Responsible Authority Report (**RAR**). We disagree with the City's recommendation and request the DAP to resolve to approve the Application subject to conditions. We have reviewed the City's alternate recommendation / list of conditions. Our request is that the DAP approve the Application in accordance with a modified set of conditions.

The DAP meeting will be attended by members of the project team, including presentations from the following (listed in order of presentations):

- Mr Nathan Stewart (Rowe Group)
- Mr Jacob Martin (WSP)
- Mr Trent Burns (Nielsen Architects) (via Zoom)
- Mr Radu Popescu (ALDI Foods Pty Limited)

The presenters will utilise a single PowerPoint presentation to be showed on the screen at the meeting.

In addition to the above, the following members will be attendance and available to assist with any questions from the DAP during the meeting:

- Mr Nicholas Zubrowski (ALDI Foods Pty Limited)
- Mr Luke Tilsley (Nielsen Architects) (via Zoom)

Background

There was a Development Approval issued for a supermarket on 15 June 2015. Revised drawings were approved by the City on 30 May 2016. The first extension of time was approved by the City on 8 March 2017. A second extension of time was approved by the City on 22 January 2020. Clause 78H – Notice of Exemption from Planning Requirements during State of Emergency under the Planning and Development (Local Planning

Schemes) Regulations 2015 (Planning Regulations) granted an automatic two-year extension to the approval. This meant that the Development Approval was valid until 15 June 2024.

The subject site is located within the Haynes Neighbourhood Centre (**Centre**) which includes a supermarket, petrol stations, liquor store, automotive service centre, fast-food outlets and several bulky goods commercial stores. Lot 2 is currently vacant and cleared of all vegetation. The subject site is accessible via the existing service road that services the Centre. All of the Centre is now constructed, with the subject site being the last vacant site left within the Centre. Approval and construction of the proposed development will complete the Haynes Neighbourhood Centre.

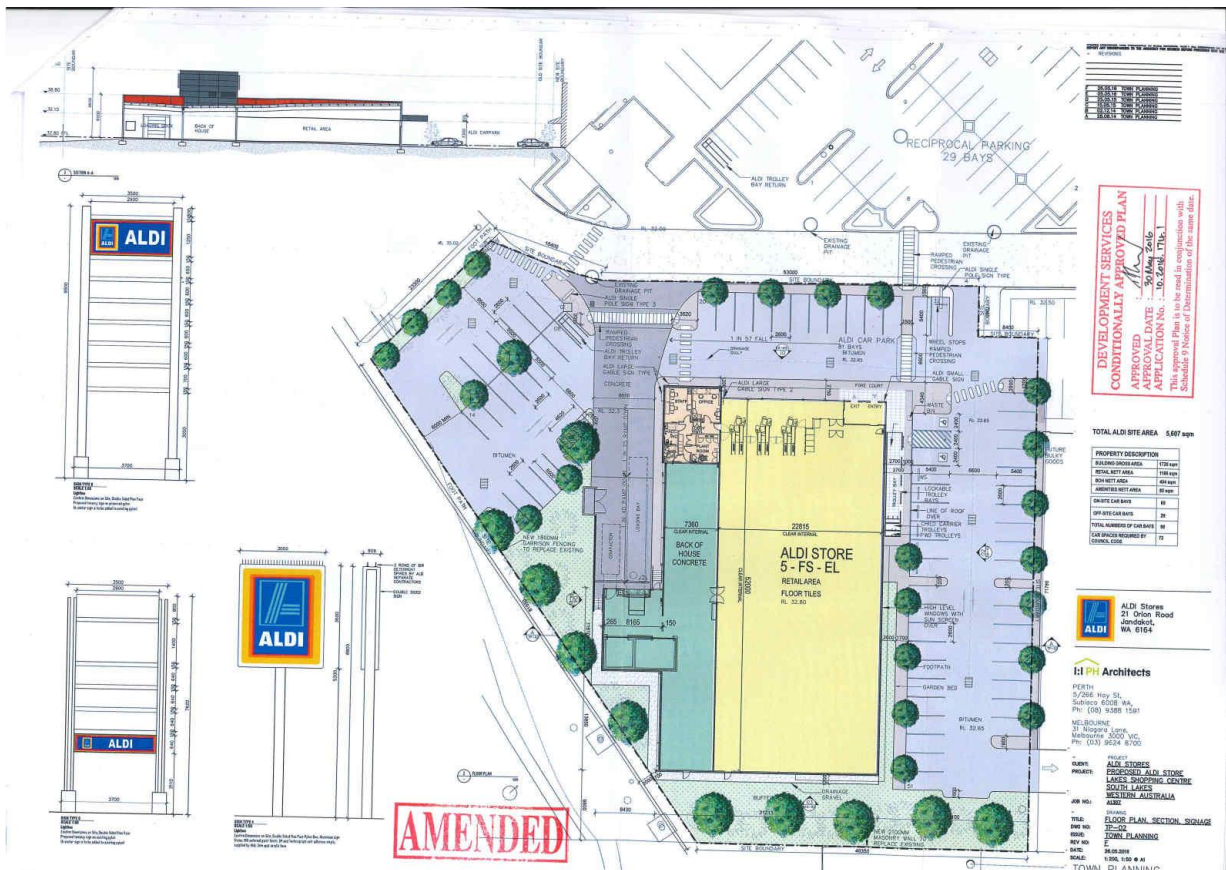


Figure 1 - Previous Development Approval (Site Plan)

The previous approved development included an ALDI Supermarket set back approximately 15m from the internal service road, with car parking and a row of four (4) trees located within the building and the service road. The building was a generic ALDI design. The loading dock sat perpendicular to the service road and along-side the building. Car parking was located on the northern and southern sides of the building, with a landscaped area along the eastern boundary pursuant to the approved Lot 6, 700 & 701 Eighth Road, Armadale Structure Plan (**the Structure Plan**).

Proposed Development

As the expiration of the previous Development Approval approached, ALDI engaged the Nielsen Architects and WSP to undertake a review of the approved plans. Mr Popescu will prepare a submission detailing this review for the DAP's consideration.

This review resulted in the submission of a new Development Application. The proposed development included the following changes:

- The relocation of the loading dock and service area to be parallel to the internal service road.
- The location of car parking to the north of the Supermarket building.
- The location of the building pushed closer to the internal service road.
- Following comments from the City's Design Review Panel, a 'pocket park' was incorporated into the design to improve customer amenity. Additionally, stronger pedestrian connections were provided from the existing residential area to the south east to the proposed development and connections through the existing development in the Centre.

The proposed development is a substantial improvement to the previous approved development which is seen as a non-generic design which responds to the site characteristics such as the existing development in the Centre and the residential area to the south east.

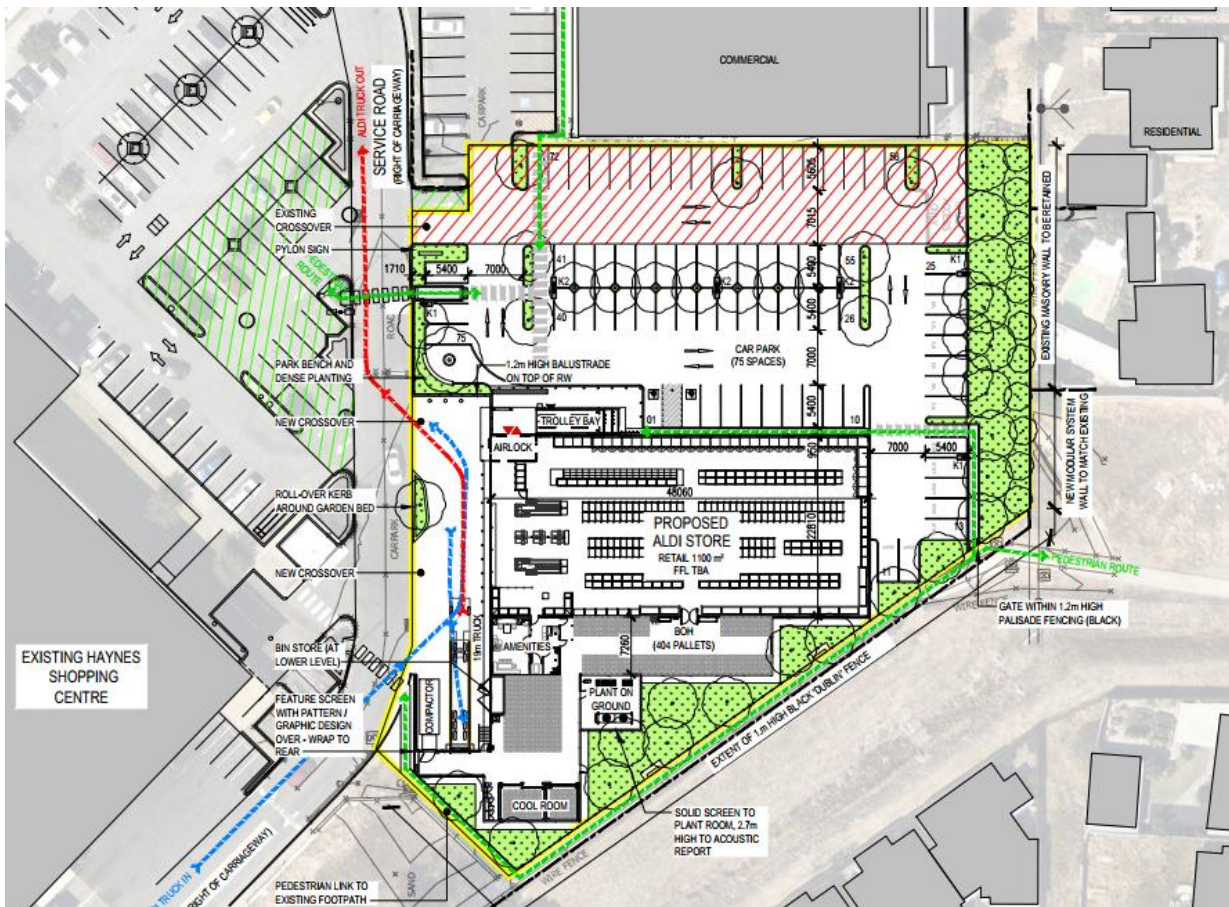


Figure 2 - Proposed Development (Site Plan)



Applicant's Response to the City of Armadale's Reasons for Refusal

We disagree with the City's reasons for refusal and provide a response to each in turn below.

- 1. The proposed development does not meet the provisions of the City of Armadale Town Planning Scheme No.4 in regard to providing a high standard of development in commercial areas (Local Centre). The exposure of the loading bay and other back-of-house areas to the public realm is unacceptably visually prominent and disrupts the continuity of development addressing the internal access road, contrary to Clause 4C.4.***
- 2. The proposed development does not meet the provisions of the City of Armadale Town Planning Scheme No.4 in regard to the use or usability of the setback area and the desirability of continuous building frontages where pedestrian access is to be provided and to facilitate movement between adjoining sites. The building does not present to the internal access street in a manner conducive to pedestrian continuity and locates a loading dock in a setback area to the internal street, contrary to Clause 4C.1.***

There are several factors to consider in the assessment of the proposed development against Clauses 4C.1 and 4C.4 of the City of Armadale Local Planning Scheme No. 4 (**LPS4**). These are:

- The internal service road is not a main street or a "shopping street". No other development within the Centre has been built up to the internal service road in accordance with main street design principles. All buildings are set back from the internal service road with car parking provided between the building and the street with minimal landscaping. Refer **Figure 3 – Nearmap Aerial Photograph**.
- The Coles Supermarket loading dock is located immediately opposite the proposed development. Refer **Figure 4 – Coles Supermarket Loading Dock**. This presents an unscreened service yard at the ear of the existing Centre. No screening devices, landscaping or public art has been incorporated to ameliorate its impact.
- There is a detached bin storage structure which is located between the proposed development and the existing Haynes Shopping Centre building. Refer **Figure 5 – Existing Bin Storage Structure**. Again, no screening devices, landscaping or public art has been incorporated to ameliorate its impact.
- The proposed development is not clearly visible when viewed from Armadale Road. Refer **Figure 6 – Sightline from Armadale Road**.
- There is no entrance to the Haynes Shopping Centre on the eastern side of the building. The eastern side of the Centre is occupied by a gym tenancy. Refer **Figure 7 – Gym Tenancy**. The main entrances to the Centre are located on the northern and western sides of the building, away from the proposed development. Like the development at the rest of the Centre, the entrance to the gym tenancy is set back a substantial distance from the internal service road separated by car parking.
- The internal service road experiences a relatively high volume of traffic as demonstrated by traffic counts undertaken by WSP. This will be discussed further by Mr Martin from WSP.

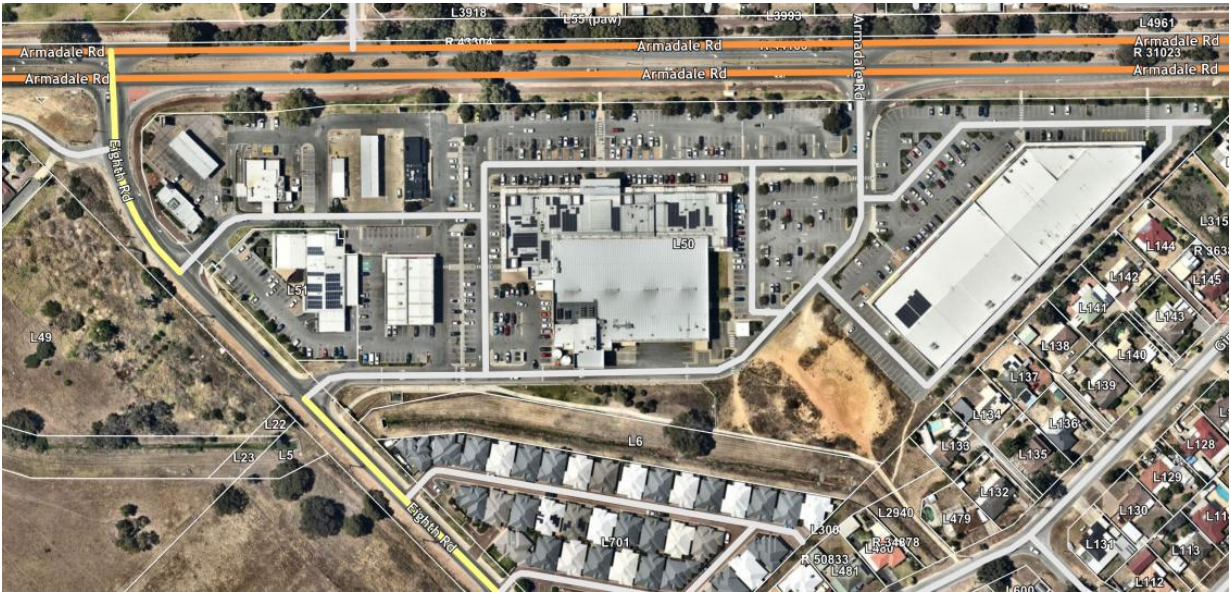


Figure 3 - Nearmap Aerial Photograph



Figure 4 - Coles Supermarket Loading Dock



Figure 5 - Existing Bin Storage Structure



Figure 6 - Sightline from Armadale Road



Figure 7 - Gym Tenancy

Further commentary regarding the functionality of the internal service road and the design of the proposed development to respond to its setting will be provided by Mr Martin from WSP and Mr Burns from Nielsen Architects, respectively.

Given the above context, it is our view that the proposed development has been designed in an appropriate manner. It is not appropriate that the internal service road should be given the status as a “shopping street” under Clause 4C.4 of LPS4 which in accordance with this provision requires a “continuity of development”. To require the proposed development to do so would create a poor outcome for visitors to the development as their outlook from the development would be unshielded loading and service areas.

The proposed development responds to the surrounding Centre by locating the ALDI loading dock in an appropriate location, nearby to existing service areas for the Coles and waste storage and focuses the ALDI entrance to the north, in proximity to the internal service road (i.e. not set back from the street 15m like the previous approved development), improves pedestrian legibility from the existing footpath to the south east by providing a dedicated pedestrian route through the ALDI car park to the entrance of the building and to the existing development to the north and through to the Haynes Shopping Centre.

In addition, the configuration of the loading dock in this manner is not something that is unique to this store alone. We are advised by our Client that there are many stores in this configuration that have worked successfully.

Therefore, we are of the view that the proposed development responds to the site characteristics and the existing development in the Centre appropriately and should be approved.



3. The proposed development does not meet the provisions of the City of Armadale Local Planning Policy 2.9 – Landscaping, and the City of Armadale Town Planning Scheme No.4 (Clause 4C.5) in regard to provision of shade trees within the car parking areas, notably adjacent to the proposed building and existing warehouse, to assist in reducing the impact of heat islands and to improve the microclimate of the area.

We disagree with the comment in the City’s RAR that “The proposal is non compliant with all the provisions of clause 4C.5...”. Our reasoning is set out below:

LPS4 Provision	Applicant Comment
<p>4C.5.1 Landscaping is to be provided and maintained so as to enhance visual amenity and contribute towards the achievement of high environmental standards on all development sites.</p>	<p>The proposal incorporates high quality landscaping designed by Plan E through a ‘pocket park’ near the entrance to the ALDI Supermarket. This provides a high level of amenity for visitors to the centre. A large, landscaped area is provided along the eastern boundary of the subject site at a depth of 8m. This will improve the amenity for the occupants of the adjoining residential development. Additional landscaping is provided throughout the car park.</p> <p>Therefore, the proposal is compliant with this provision.</p>
<p>4C.5.2 The area, distribution, and form of landscaping of individual sites is to be determined in conjunction with each proposed development, having regard to:</p> <p>(a) the layout of development, including particularly the extent and location of any uncovered car parking and service areas which may benefit from landscape screening;</p> <p>(b) the design of building façades and their relationship to adjacent streets and other public spaces;</p> <p>(c) the desirability of integrating landscape planting with stormwater management in order to achieve more water sensitive design outcomes;</p> <p>(d) the desirability of providing shade trees within or adjacent to the development so as to improve the microclimate for users of the facilities;</p> <p>(e) the need for safe and convenient pedestrian access to and within the development site, including particularly access from the street and adjacent sites; and</p> <p>(f) the desirability of providing areas within or adjacent to the site for respite and relaxation by users of the development site.</p>	<p>The proposal is compliant with this provision for the following reasons:</p> <ul style="list-style-type: none"> - The loading dock will incorporate a combination of landscaping and public art as a form of screening. Bin stores is hidden behind a proposed bin store with solid metal clad gates. - The proposed development is consistent with previously approved development at the centre in terms of building façade design. - Large shade trees have been planted throughout the car park to provide extensive shade to the carpark and pedestrian paths. The use of structural soils to tree wells with a fully automatic irrigation, ensures that the shade trees will flourish and reach their full potential. - The proposal includes the provision of two dedicated pedestrian routes through the subject site. - The proposal incorporates high quality landscaping designed by Plan E through a ‘pocket park’ near the entrance to the ALDI Supermarket. This provides a high level of amenity for visitors to the centre.
<p>4C.5.3 Where uncovered car parking areas are to be provided, landscape planting is to be provided and</p>	<p>We agree that we do not fully conform with this provision. However, large shade trees have been planted throughout the car park to provide extensive</p>



LPS4 Provision	Applicant Comment
<p>maintained so as to minimise the visual impact of the parking areas, and is to include:</p> <p>(a) a minimum 2 metre wide landscaping strip between the parking area and the street boundary of the site; and</p> <p>(b) provision of shade trees at a rate of one (1) tree per four (4) parking bays planted at intervals of no greater than 10 metres along any line of car parking. Where those bays are immediately adjacent to a building, the City may permit the required trees in another location of the site.</p>	<p>shade to the carpark and pedestrian paths. The use of structural soils to tree wells with a fully automatic irrigation, ensures that the shade trees will flourish and reach their full potential.</p> <p>The area to the North of site cannot be accommodated with additional trees as this is an existing constructed area of the site which falls under a reciprocal parking rights of carriage way easement with neighbouring site.</p> <p>Whilst the shade trees have not been provided within the car park at the nominated rate in the provision, there are many trees planted within the 8m wide landscaped area at the subject site. We consider that this will offset the shade trees within the car park.</p> <p>A variation to this requirement is being sought.</p>
<p>4C.5.4 Having regard to the amount and quality of landscaping to be provided in conjunction with any proposed development, the local government may impose a requirement for up to 5 percent of the area of the development site to be allocated for landscaping.</p>	<p>A total of 13% of the site area of Lot 2 is proposed to be landscaped. This significant exceeds the minimum 5% requirement.</p>
<p>4C.5.5 The local government may permit a lesser area than 5 percent of a site to be provided for landscaping where a cash in lieu contribution equivalent to the value of the land, by which the landscaped area is less than the full 5 percent of the development site, is expended on the enhancement of landscaped areas adjacent to the site.</p>	<p>Not applicable.</p>
<p>4C.5.6. In the event of cash in lieu contributions being required by the local government as a condition of development approval, any contributions shall be placed in a trust account for expenditure on landscape works in the immediate vicinity of the site in relation to which the funds were required.</p>	<p>Not applicable.</p>

On the basis of the above, what we are proposing is by far, more than what is appropriate for this type of development. Therefore, we request that the DAP approve the Application.



- 4. The proposed development does not meet the provisions of the City of Armadale Town Planning Scheme No.4 in providing efficient pedestrian connections. The proposed path is approximately 0.9m wide, which is considered insufficient to provide safe and convenient access for pedestrians and persons with disabilities, and does not meet the requirements of TPS No.4 Clause 4C.4.**

After reviewing the RAR, we have undertaken a review of the proposed pedestrian footpath widths. Following this review, we are confident that the aisle widths in the car park (which are currently 7m wide) can be reduced slightly without compromising the car park to increase the width of the footpath, making it compliant with the relevant Australian Standards.

We are of the view that this could be conditioned on any approval granted by the DAP and have put forward what we think is an appropriately worded condition for the DAP to consider in its determination. This is discussed in the following section of this submission.

Applicant's Response to the City of Armadale's Alternative Recommendation

The following summarises our requested modifications to the City's draft Conditions and Advice Notes listed in its Alternative Recommendation.

Condition 2

Condition 2 of the City's Alternative Recommendation reads:

2. *Prior to the submission of a Building Permit, revised plans shall be submitted to and approved by the City of Armadale (Planning Services), in-accordance with Schedule 2, Part 9, Clause 74(1) of the Planning and Development (Local Planning Schemes) Regulations 2015 that modify the proposal by including:*
 - a. *Provide appropriate screening of the loading bay area from view of the broader shopping centre area and Armadale Road;*
 - b. *Provide wider pedestrian footpaths along the section of the pedestrian link between the car bays and proposed building; and*
 - c. *Provide additional trees within the car parking areas, specifically in the areas adjacent to the proposed building and the existing warehouse building.*

We are of the view that bullet point a. of Condition 2 should be removed. The amount of screening to the proposed loading dock is sufficient and far more than what has been incorporated into other developments already fronting the internal service road. We request the DAP to approve the proposed development with the amount of landscaping, screening and public art that is currently proposed by supporting Condition 2 modified to read as follows (modifications shown **bold**):

2. *Prior to the submission of a Building Permit, revised plans shall be submitted to and approved by the City of Armadale (Planning Services), in-accordance with Schedule 2, Part 9, Clause 74(1) of the Planning and Development (Local Planning Schemes) Regulations 2015 that modify the proposal by including:*

~~**a. Provide appropriate screening of the loading bay area from view of the broader shopping centre area and Armadale Road;**~~

~~**ab.** Provide wider pedestrian footpaths along the section of the pedestrian link between the car bays and proposed building; and~~

~~**be.** Provide additional trees within the car parking areas, specifically in the areas adjacent to the proposed building and the existing warehouse building.~~

Condition 5

Condition 5 of the City's Alternative Recommendation reads:

5. *Construction of the pedestrian paths, pedestrian crossings and ramps (as indicated on the attached site plan) where appropriate to the satisfaction of the City of Armadale, seamlessly connecting the proposed development to existing paths on site and within the adjoining public footpath network. The footpath is to be continuously maintained to the satisfaction of the City of Armadale.*

Condition 5 should refer to the relevant Australian Standards for the control of the width of footpaths.

Therefore, we request that the DAP approve the proposed development with a new Condition 5 which reads as follows:

5. *Prior to the occupation of the development, pedestrian pathways providing wheelchair accessibility to all entries to buildings to public footpath and car parking areas are to comply with Australian Standards AS/NZS1428.1-2009 (Design for access and mobility – General requirements for access – New building work).*

Condition 6 and Advice Note B

Condition 6 and Advice Note B of the City's Alternative Recommendation reads:

6. *Prior to submission of a Building Permit a schedule of external colours and materials, including the painting of all surfaces, shall be submitted to and approved by the City of Armadale (Planning Services). The development shall be completed and maintained in accordance with the approved schedule to the satisfaction of the City of Armadale.*
- B. *With regard to the condition requiring submission of a colour and material schedule, it is expected that the colour and material schedule will be submitted and approved prior to the submission of a Building Permit Application.*

The proposed colours and materials reflect the corporate colours and branding of an ALDI Supermarket. Therefore, there is very little which can be done to alter these. The nominated colours and materials are indicated on Drawing No. DA03.01 Rev A and we are seeking approval of these as part of the Development Application. It is not an appropriate outcome for our Client for this to be deferred to a condition to be resolved at a later date. Therefore, we request the DAP to approve the proposed development with a new Condition 6 and Advice Note B should be deleted. The new Condition 6 would read as follows:

6. *The colours, materials and finishes of the development shall be in accordance with the details and annotations as indicated on the approved plans which forms part of this approval, to the satisfaction of the City of Armadale.*

Condition 9

Condition 9 of the City's Alternative Recommendation reads:

9. *Staff and visitor car parking demand shall not exceed the number of parking bays available onsite.*

We are of the view that Condition 9 is too vague and should be replaced with a new Condition which stipulated the minimum number of car parking bays required by the development and ensuring these are provided for the lifetime of the development. From our experience, this is a fairly standard condition imposed through most development approvals and should be appropriate here.

Therefore, we request that the DAP approve the proposed development with a new Condition 9 which reads as follows:

9. *Prior to occupation of the development, the car parking area must:*
 - a. *Provide a minimum of 66 car parking spaces;*
 - b. *Be designed, constructed, sealed, kerbed, drained and marked in accordance with the relevant requirements in Australian/New Zealand Standard AS/NZS 2890.1:2004, Parking facilities, Part 1: Off-street car parking prior to applying for a Building Permit;*
 - c. *Provide at least two (2) car parking space(s) dedicated to people with disabilities, which are designed, constructed, sealed, kerbed, drained and marked in accordance with User Class 4 of Australian/New Zealand Standard AS/NZS 2890.6:2009, Parking facilities, Part 6: Off-street parking for people with disabilities;*
 - d. *Be constructed, sealed, kerbed, drained and marked prior to the development being occupied and maintained thereafter; and*
 - e. *Comply with the above requirements for the duration of the development.*

Condition 15

Condition 15 of the City's Alternative Recommendation reads:

15. *All rubbish bin storage areas and servicing areas associated with the development shall be appropriately screened from public vantage points to the satisfaction of the City of Armadale.*

We request that Condition 15 is deleted for the same reasons outlined above in relation to Condition 2.

Condition 17

Condition 17 of the City's Alternative Recommendation reads:



17. *The provision of 'end of trip bicycle facilities' in locations agreed to by the City and continuously maintained in accordance with Clause 5.11.1 and Schedule 11B of Town Planning Scheme No.4 to the satisfaction of the City of Armadale.*

In relation to the City's Condition 17, there is no Clause 5.11.1 and Schedule 11B. We understand that this should refer to Clause 4.11 and Schedule 7B. On review of Clause 4.11 and Schedule 7B of LPS4, Schedule 7B of LPS4 requires bicycle parking for a 'Shop' use to be provided at a rate of:

- Employee Spaces (class 1) - 1 per 300m² GFA.
- Visitor/Shopper Spaces (class 3) - 1 per 500m² GFA.

Additionally, Schedule 7B of LPS4 also states:

All non-residential developments that are required to provide 6 or more employee bicycle parking bays in accordance with Schedule 7B, must also provide end of trip facilities meeting the following criteria:

- I. A minimum of one female and one male shower, located in separate change rooms or a minimum of two separate unisex showers and change rooms.*
- II. Additional shower facilities to be provided at a rate of one shower for every 10 additional bicycle parking bays.*
- III. End of trip facilities are to be located as close as possible to the bicycle parking facilities.*

On the basis of the above, the proposed development requires 5.52 employee bicycle parking spaces, which is below 6 being the threshold to provide additional end of trip facilities. Therefore, it is our view that the requirement for additional end of trip facilities does not apply to the proposed development and Condition 17 should be removed.

We request that the DAP resolve to delete Condition 17.

Condition 18 and Advice Note D

Condition 18 and Advice Note D of the City's Alternative Recommendation reads:

18. *Prior to the commencement of any site works, a Dust Management Plan shall be prepared in accordance with Clause 43 of the City's Environment, Animals and Nuisance Local Laws 2002, submitted to and approved by the City of Armadale (Health Services). The approved plan shall be implemented and all work shall be carried out in accordance with the approved plan thereafter.*
- D. *With regard to the condition requiring a Dust Management Plan to be prepared and implemented in accordance with Clause 43 of the City's Environment, Animals and Nuisance Local Laws 2002. In this regard, please liaise with the City's Health Department.*

There appears to be a "double up" in relation to Conditions 18 and 19 of the City's alternate recommendation. Condition 18 requires the provision of a Dust Management Plan. Whilst Condition 19 requires a Construction Management Plan to also address dust management. Therefore, we request that Condition 18 is deleted and Condition 19 is retained in its current form. This would allow the Construction Management Plan to be prepared to address the dust management measures for the construction phase of the project. Advice Note



D could be amended to refer to Condition 19 and the Construction Management Plan which would, in effect, mean the City's Environment, Animals and Nuisance Local Laws 2002 is still addressed.

We request that the DAP resolve to remove Condition 18 and amend Advice Note D to read as follows (modifications shown in **bold**):

- D. With regard to ~~the condition requiring a Dust Management Plan~~ **Condition 15, the Construction Management Plan is to include dust management measures** to be prepared and implemented in accordance with Clause 43 of the City's Environment, Animals and Nuisance Local Laws 2002. In this regard, please liaise with the City's Health Department.

Condition 24

Condition 24 of the City's Alternative Recommendation reads:

24. The applicant and/or landowner shall be responsible for all maintenance, removal (within 24 hours should the sign be damaged), replacement and removal of graffiti (within 3 working days) and maintained to the satisfaction of the City of Armadale.

Whilst we agree with the intent of the Condition, we are of the view that the timing for the maintenance works may not be achievable. For other ALDI developments, a similar condition has been imposed which requires the maintenance works to be carried out within 7 days. We request the same timeframes are imposed in this instance.

Therefore, we request that the DAP resolve to approve the Application with the following modifications to Condition 24 (modifications shown in **bold**):

24. The applicant and/or landowner shall be responsible for all maintenance, ~~removal (within 24 hours should the sign be damaged)~~, replacement and removal of graffiti (within ~~3 working~~**7 days**) and maintained to the satisfaction of the City of Armadale.

Condition 25

Condition 25 of the City's Alternative Recommendation reads:

25. All conditions are to be complied with prior to exercising the right of this approval, to the satisfaction of the City of Armadale.

We are of the view that Condition 25 is not required. In order to implement the approval, all conditions will need to be satisfied. It is not necessary for a condition to be explicitly imposed to address this. Therefore, we are of the view that Condition 25 can be deleted. We request that the DAP resolve to delete Condition 25.

Advice Note C

Advice Note C of the City's Alternative Recommendation reads:



- C. *A separate development application will need to be submitted to the City for any proposed signage for the site.*

This Application includes signage for the proposed development. The way that Advice Note C is worded suggests that any signage is subject to a separate Development Application and the proposed signage will not be included in any determination issued by the DAP.

We are of the view that Advice Note C should be updated to refer only to any additional signage that is not included in this Application. We request that the DAP resolve to approve the Application with Advice Note C being modified to read as follows (modifications shown in **bold**):

- C. *A separate development application will need to be submitted to the City for any **additional** proposed signage for the site.*

Summary

In summary, this Application seeks Development Approval for a Supermarket at the subject site. The proposal also includes an incidental liquor store component, parking, landscaping and signage. The Supermarket development is located on Lot 2. Minor modifications to existing pylon signs located on Lot 1 are also proposed as part of this Application.

We do not agree with the City's recommendation to refuse the proposed development for the reasons outline above. We request that the DAP resolve to support the proposed development by approving it in accordance with the City's alternate recommendation with modifications outline above. A complete alternate recommendation is outlined on the following page for the DAP's consideration.



ALTERNATE RECOMMENDATION

Accept that the DAP Application reference DAP/24/02800 is appropriate for consideration as the Shop/Liquor Store (small)/Associated parking land use is compatible with the objectives of the Local Centre zone in accordance with clause 4D of the City of Armadale Town Planning Scheme No.4.

Approve DAP Application reference DAP/24/02800 and accompanying plans 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 Armadale Town Planning Scheme No.4, subject to the following conditions:

1. This decision constitutes planning approval only and is valid for a period of four 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. **Prior to the submission of a Building Permit, revised plans shall be submitted to and approved by the City of Armadale (Planning Services), in-accordance with Schedule 2, Part 9, Clause 74(1) of the *Planning and Development (Local Planning Schemes) Regulations 2015* that modify the proposal by including:**
 - a. **Provide wider pedestrian footpaths along the section of the pedestrian link between the car bays and proposed building; and**
 - b. **Provide additional trees within the car parking areas, specifically in the areas adjacent to the proposed building and the existing warehouse building.**
3. Prior to the submission of a Building Permit, a revised landscape plan shall be submitted to and approved by the City of Armadale (Planning Services). The amended landscape plan shall include:
 - a. Plant species (predominantly West Australian natives);
 - b. Numbers, location, container size;
 - c. Method of irrigation of the landscaped areas
 - d. Landscaping and provision of trees onsite and the abutting section of the access road; and
 - e. The provision of shade trees within the car park at the rates of at least 1 tree per 10 metre interval along any line of car parking, and adjacent to the proposed building and the existing warehouse;All landscaping shall be installed prior to occupancy of the development and maintained as per the approved plan thereafter.
4. All vehicle manoeuvring spaces shall be constructed, sealed, kerbed and drained in accordance with the approved site plan to the satisfaction of the City of Armadale (Technical Services) and continuously maintained thereafter. Relocation/removal of any services/infrastructure will be at the cost of the developer.
5. **Prior to the occupation of the development, pedestrian pathways providing wheelchair accessibility to all entries to buildings to public footpath and car parking areas are to comply with *Australian Standards AS/NZS1428.1-2009 (Design for access and mobility – General requirements for access – New building work)*.**
6. **The colours, materials and finishes of the development shall be in accordance with the details and annotations as indicated on the approved plans which forms part of this approval, to the satisfaction of the City of Armadale.**



7. The recommendations within the Acoustic Report prepared by Herring Storer Acoustics (dated October 2024) must be detailed on the plans submitted for a Building Licence. The recommendations of the Acoustic Report shall be continuously implemented to the satisfaction of the City of Armadale.
8. Prior to the occupation of the development, a Final Environmental Noise Assessment must be prepared and provided to the City of Armadale which demonstrates, to the City of Armadale's satisfaction, that the completed development complies with the *Environmental Protection (Noise) Regulations 1997*.
The Final Environmental Noise Assessment must include the following information:
 - a. Confirmed noise sources compared with the assigned noise levels as stated in the *Environmental Protection (Noise) Regulations 1997*, when the noise is received at the nearest "noise sensitive premises" and proposed surrounding residential area;
 - b. Tonality, modulation and impulsiveness of noise sources; and
 - c. Confirmation of the implementation of noise attenuation measures.The recommendations of the Acoustic Report and the Final Environmental Noise Assessment shall be continuously implemented to the satisfaction of the City of Armadale
9. **Prior to occupation of the development, the car parking area must:**
 - a. **Provide a minimum of 66 car parking spaces;**
 - b. **Be designed, constructed, sealed, kerbed, drained and marked in accordance with the relevant requirements in *Australian/New Zealand Standard AS/NZS 2890.1:2004, Parking facilities, Part 1: Off-street car parking* prior to applying for a Building Permit;**
 - c. **Provide at least two (2) car parking space(s) dedicated to people with disabilities, which are designed, constructed, sealed, kerbed, drained and marked in accordance with User Class 4 of *Australian/New Zealand Standard AS/NZS 2890.6:2009, Parking facilities, Part 6: Off-street parking for people with disabilities*;**
 - d. **Be constructed, sealed, kerbed, drained and marked prior to the development being occupied and maintained thereafter; and**
 - e. **Comply with the above requirements for the duration of the development.**
10. No materials shall be stored in staff and visitor car parking areas.
11. To meet drainage requirements, prior to occupation of the development the developer/owner shall, to the specifications and satisfaction of the City of Armadale (Technical Services):
 - a. Submit a stormwater management plan in accordance with the Urban Water Management Plan incorporating water sensitive design principles for approval and implement the approved plan;
 - b. Show any drainage easements as may be required on the Certificate of Title in favour of the City; and
 - c. Relocate, remove or upgrade any drainage infrastructure on the lot or within the adjoining road reserve that is impacted by the proposed development.
12. In accordance with the requirements of Local Planning Policy PLN 3.12 – Percent for Public Art, prior to the occupancy of the development, the applicant and/or landowner is to:
 - a. make a monetary contribution to the City's Public Art Reserve Account equal to one per cent (1%) of the estimated total development cost but no more than \$500,000; or
 - b. provide public art work on site to the value of one per cent (1%) of the total development cost and continuously maintain the public art work.



13. If new fencing is proposed, or where fencing that exists does not meet these standards, fencing shall be installed prior to occupation of the development in accordance with the following and maintained thereafter:
 - a. Internal fencing and other property boundary fencing shall be at least 1.8m high measured from the new ground level / top of retaining walls in accordance with Part 2 of the City's Fencing Local Law 2011 (or superseding standard); and
 - b. Fencing within the front setback area or abutting the public realm (ie internal accessways or public open space/drain reserves) shall be visually permeable above 1.2m and truncated adjacent to driveways in accordance with Part 3 of the City's Fencing Local Law 2011 (or superseding standard).
14. A Lighting Plan showing pathways (including the pedestrian link to the rear of the building) and car parking areas shall be submitted to and approved by the City of Armadale. All lighting shall be installed, operated and maintained as per the approved plan.
15. Air conditioning units, compressors and other equipment related to utilities shall be screened from public view and positioned so as to avoid any adverse effects, including noise, on the occupants of nearby properties to the satisfaction of the City of Armadale.
16. A Construction Management Plan shall be prepared by the applicant and/or landowner and submitted to the City of Armadale (Planning Services) for approval at least 30 days prior to the commencement of works. The Construction Management Plan shall be implemented by the applicant and/or landowner to the satisfaction of the City of Armadale and detail how the construction of the development will be managed, including the following:
 - a. Public safety and site security;
 - b. Hours of operation;
 - c. Dust management;
 - d. Waste and material disposal;
 - e. Traffic management plans for the various phases of the construction;
 - f. Parking arrangements for contractors and sub-contractors;
 - g. Delivery and access arrangements;
 - h. The storage of materials and equipment on site (no storage of materials within the public realm will be permitted);
 - i. Bonding and remediation arrangements; and
 - j. Any other matters likely to impact upon the surrounding properties or public realm.
17. The signs and structures are to be placed on private property and shall not overhang or encroach upon the current road reserve of Armadale Road.
18. The signs shall not contain fluorescent, reflective or retro reflective colours or materials to the satisfaction of the City of Armadale.
19. The signs are to be located to allow clear sight lines for vehicles entering the car park and loading bay to and from the private internal road.
20. Illuminated signage must not exceed 6,000cd/m² at daytime, not exceed 600cd/m² at dawn/dusk, not exceed 300cd/m² at night, and not flash, pulsate, move or rotate.
21. **The applicant and/or landowner shall be responsible for all maintenance, replacement and removal of graffiti (within 7 days) and maintained to the satisfaction of the City of Armadale.**

Advice Notes



- A. Compliance with the *Environmental Protection (Noise) Regulations 1997* and the *Environmental Protection (Unauthorised Discharges) Regulations 2004* is required. The applicant and/or landowner is to liaise with Water Corporation regarding an Industrial Trade Waste Permit to allow discharge to sewer.
- B. A separate development application will need to be submitted to the City for any additional proposed signage for the site.**
- C. With regard to Condition 15, the Construction Management Plan is to include dust management measures to be prepared and implemented in accordance with Clause 43 of the City's *Environment, Animals and Nuisance Local Laws 2002*. In this regard, please liaise with the City's Health Department.**
- D. Lighting shall comply with *Australian Standard 4282-1997 "Control of the obtrusive effects of outdoor lighting"* or its equivalent and the City's *Environment, Animals and Nuisance Local Laws*.
- E. Compliance with the *Environmental Protection (Noise) Regulations 1999* and the *Health (Public Buildings) Regulations 1992* is required. In this regard, a Public Building application shall be submitted to the City's Health Department and approved prior to occupation of the proposed building.
- F. The applicant and landowner are advised that it is a statutory requirement to comply with all conditions of this approval, and that not complying with any condition is therefore illegal. Failure to comply with any condition of this approval or the approved plans constitutes an offence under the *Planning Development Act 2005*. The City can issue a Planning Infringement Notice of \$500 (without notice) and/or commence legal action with higher penalties up to \$200,000 for each offence and a daily penalty of \$25,000 per day for the continuation of that offence. It is the responsibility of the applicant and/or landowner to inform Council in writing when they consider the development to be complete and all conditions of this approval have been satisfied.
- G. Compliance with the Building Code of Australia is required. In this regard, a Building / Demolition Permit application is to be submitted to the City's Building Department and approved prior to the erection / demolition of any structure on the subject site.
- H. The developer is reminded of the requirement under the provisions of the *Environmental Protection Act* that all construction work (which includes earthworks and similar) be managed with due regard for noise control. Works generating noise and rock breaking in particular, are not permitted:-
- Outside the hours of 7:00am to 7:00pm; or
 - On a Sunday or Public Holiday
- I. If the applicant is aggrieved by a Refusal to Approve his/her application, or, where Approved, is aggrieved by any Condition imposed in that Approval he/she may apply for a Review to the State Administrative Tribunal pursuant to the provisions of Part 14 of the *Planning and Development Act 2005* against such refusal or imposition of such aggrieved Condition.
- J. Such application for Review must be made not more than twenty eight (28) days after the date of Council's decision via the form available from the State Administrative Tribunal (copies available from the State Administrative Tribunal, Level 4, 12 St Georges Terrace, Perth or GPO Box U1991, Perth, WA, 6845, or www.sat.justice.wa.gov.au or from Council's offices), and should be accompanied by the relevant fee detailed in Schedule 18 of the *State Administrative Tribunal Regulations 2004*).
- K. Where the approval has so lapsed, no development shall be carried out without the further approval of the City having first been sought and obtained.



Presentation Request Form

Regulation 40(3) and DAP Standing Orders 2024 cl. 3.6

Must be submitted at least 72 hours (3 ordinary days) before the meeting

Presentation Request Guidelines

Persons interested in presenting to a DAP must first consider whether their concern has been adequately addressed in the responsible authority report or other submissions. Your request will be determined by the Presiding Member based on individual merit and likely contribution to assist the DAP's consideration and determination of the application.

Presentations are not to exceed **3 minutes**. It is important to note that the presentation content will be **published on the DAP website** as part of the meeting agenda.

Please complete a separate form for each presenter and submit to daps@dplh.wa.gov.au

Presenter Details

Name	Jacob Martin
Company (if applicable)	WSP
Please identify if you have any special requirements:	YES <input type="checkbox"/> NO <input checked="" type="checkbox"/> If yes, please state any accessibility or special requirements: Click or tap here to enter text.

Meeting Details

DAP Name	Metro Outer Development Assessment Panel
Meeting Date	6 February 2025
DAP Application Number	DAP/24/02800
Property Location	Lots 1 (No. 1256) and 2 (No. 1270) Armadale Road, Haynes
Agenda Item Number	3.1 of Part D

Presentation Details

I have read the contents of the report contained in the Agenda and note that my presentation content <u>will be published</u> as part of the Agenda:	YES <input checked="" type="checkbox"/>
Is the presentation in support of or against the <u>report recommendation</u> ? (<i>contained within the Agenda</i>)	SUPPORT <input type="checkbox"/> AGAINST <input checked="" type="checkbox"/>
Is the presentation in support of or against the <u>proposed development</u> ?	SUPPORT <input checked="" type="checkbox"/> AGAINST <input type="checkbox"/>
Will the presentation require power-point facilities?	YES <input checked="" type="checkbox"/> NO <input type="checkbox"/> If yes, please attach
Will you be attending in person or via electronic means	In person <input checked="" type="checkbox"/> Online <input type="checkbox"/>



Presentation Content*

These details may be circulated to the local government and applicant if deemed necessary by the Presiding Member. Handouts or power points will not be accepted on the day.

Brief sentence summary for inclusion in the Additional Information as part of the agenda	<i>The presentation will address:</i> Mr Jacob Martin (WSP) will speak against the City of Armadale recommendation in the Responsible Authority Report and in support of the proposed development. The presentation will provide a comparison of truck swept paths and discuss safety considerations relating to the loading dock.
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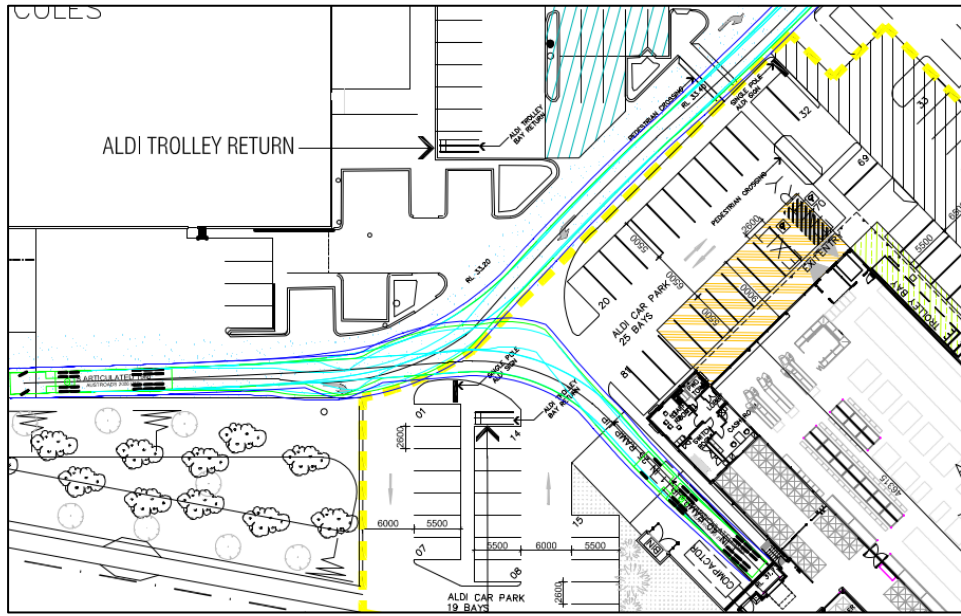
In accordance with Clause 3.6.2 of the *DAP Standing Orders*, your presentation request must also be accompanied with a written document setting out the substance of the submission. If the presentation references documents that are contained within the responsible authority attachments, please consider referencing the attachment and not including a duplication of documents.

Please attach detailed content of presentation or provide below:-

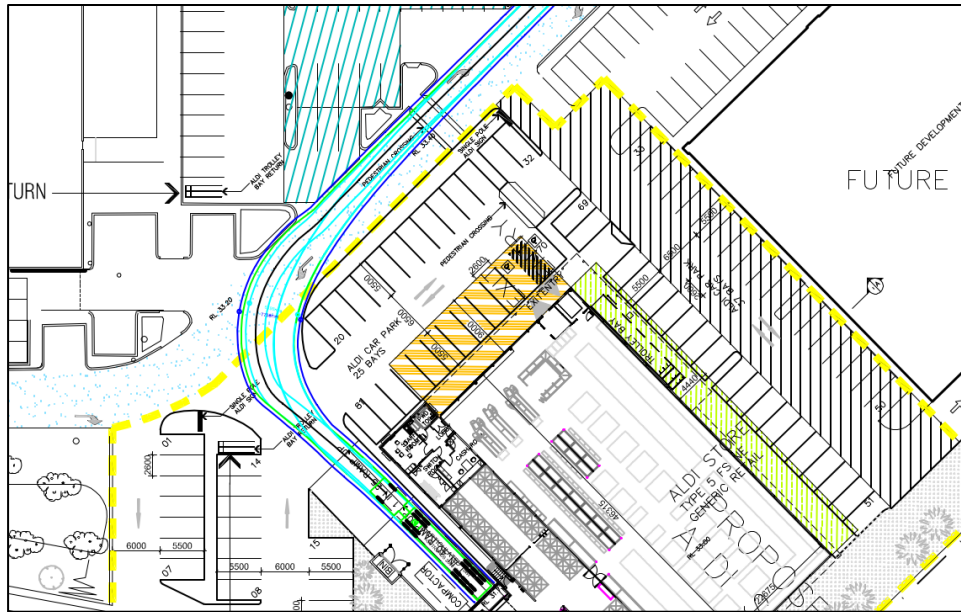
With respect to the components of my DAP presentation, I will address the following:

- Comparison of swept paths
- Discussion of safety considerations
- Reversing movement vs forward-in/forward-out
- Pedestrian conflicts
- Internal traffic volumes
- Amenity impacts

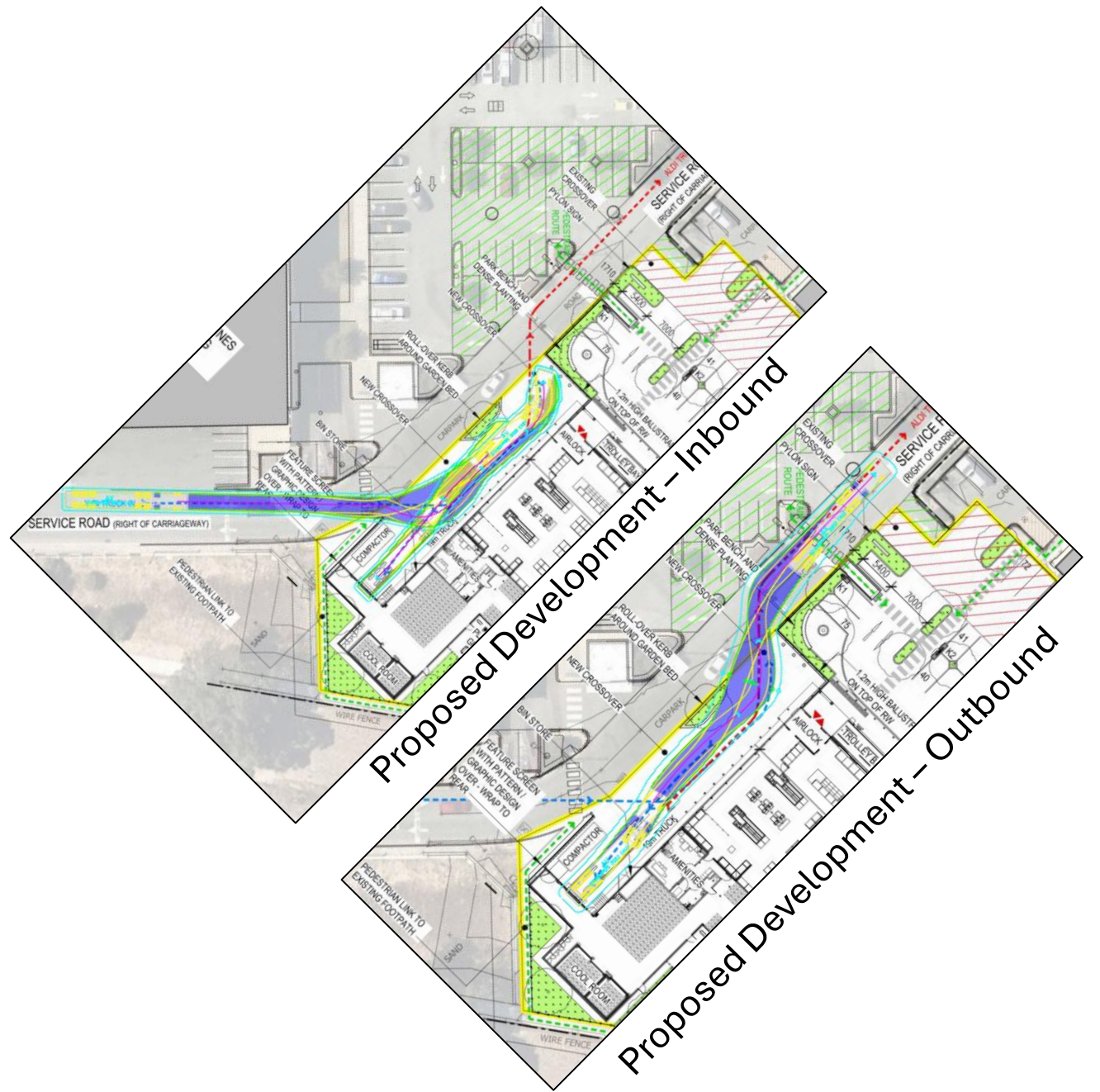
See attached for the swept paths run in the early stages to investigate the movement and safety impacts of the delivery vehicle movements. I can speak to these along with a discussion of the peak and daily traffic volumes (straight out of the TIA).



Approved Development – Inbound



Approved Development – Outbound



Issues and Considerations

Access Orientation / Safety

- Approved: Reversing movement along Internal Road
- Proposed: Forward-in/forward-out

Pedestrian conflicts

Internal traffic volumes

- Private Road (existing) : 2,500vpd (inc. up to 180vph past the site)
- Development: +700 vpd and +70vph

Amenity impacts

- Noise
- Delays



Presentation Request Form

Regulation 40(3) and DAP Standing Orders 2024 cl. 3.6

Must be submitted at least 72 hours (3 ordinary days) before the meeting

Presentation Request Guidelines

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Please complete a separate form for each presenter and submit to daps@dplh.wa.gov.au

Presenter Details

Name	Trent Burns
Company (if applicable)	Nielsen Architects
Please identify if you have any special requirements:	YES <input type="checkbox"/> NO <input checked="" type="checkbox"/> If yes, please state any accessibility or special requirements: Click or tap here to enter text.

Meeting Details

DAP Name	Metro Outer Development Assessment Panel
Meeting Date	6 February 2025
DAP Application Number	DAP/24/02800
Property Location	Lots 1 (No. 1256) and 2 (No. 1270) Armadale Road, Haynes
Agenda Item Number	3.1 of Part D

Presentation Details

I have read the contents of the report contained in the Agenda and note that my presentation content <u>will be published</u> as part of the Agenda:	YES <input checked="" type="checkbox"/>
Is the presentation in support of or against the <u>report recommendation</u>)? (<i>contained within the Agenda</i>)	SUPPORT <input type="checkbox"/> AGAINST <input checked="" type="checkbox"/>
Is the presentation in support of or against the <u>proposed development</u> ?	SUPPORT <input checked="" type="checkbox"/> AGAINST <input type="checkbox"/>
Will the presentation require power-point facilities?	YES <input checked="" type="checkbox"/> NO <input type="checkbox"/> If yes, please attach
Will you be attending in person or via electronic means	In person <input type="checkbox"/> Online <input checked="" type="checkbox"/>



Presentation Content*

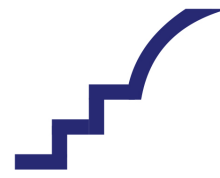
These details may be circulated to the local government and applicant if deemed necessary by the Presiding Member. Handouts or power points will not be accepted on the day.

Brief sentence summary for inclusion in the Additional Information as part of the agenda	<i>The presentation will address:</i> Mr Trent Burns (Nielsen Architects) will speak against the City of Armadale recommendation in the Responsible Authority Report and in support of the proposed development. The presentation will address the appearance of the loading dock and landscaping issues.
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In accordance with Clause 3.6.2 of the *DAP Standing Orders*, your presentation request must also be accompanied with a written document setting out the substance of the submission. If the presentation references documents that are contained within the responsible authority attachments, please consider referencing the attachment and not including a duplication of documents.

Please attach detailed content of presentation or provide below:-

Refer enclosed submission.



31 January 2025

Metro Outer Development Panel
140 William Street
PERTH WA 6000

Our Ref: 2929

DEVELOPMENT ASSESSMENT PANEL – ARCHITECT DEPUTATION INFORMATION
LOTS 1 (1256) AND 2 (1270) ARMADALE ROAD, ARMADALE

ALDI Stores engaged Nielsen Architects to redesign and deliver the proposed ALDI Store on the subject site.

An updated design proposal was submitted to the City of Armadale following Nielsen Architects' detailed assessment of the existing application in collaboration with ALDI Stores' experienced consultant team.

Several improvements to the design have been made following the initial planning submission and DRP presentation. Most of these changes relate to improving the overall aesthetics of the building and its surrounding areas as well as improving pedestrian and customer connectivity. This included the introduction of a pocket park near the store entry, an increase in planting throughout the site, the improvement of pedestrian connectivity to the residential area to the south and bulky goods to the east of the site, and the installation of public art around the loading dock.

In our opinion, the final proposal will significantly improve customer experience and complete the development of the shopping center as a whole.

As a response to Armadale's Responsible Authority recommendation, please see below.

1. ***The proposed development does not meet the provisions of the City of Armadale Town Planning Scheme No.4 in regard to providing a high standard of development in commercial areas (Local Centre). The exposure of the loading bay and other back-of-house areas to the public realm is unacceptably visually prominent and disrupts the continuity of development addressing the internal access road, contrary to Clause 4C.4.***

Per WSP and ALDI commentary regarding transport safety, the loading dock location is consistent with the neighbouring Coles Supermarket with a dedicated loading dock thus avoiding the need to provide a reversing manoeuvre on the heavily frequented service road. The design of the loading dock ensures it is concealed from Armadale Road and is only expected to be occupied for short periods of time, once or twice per day. A unique aspect of ALDI's logistic system is the use of ALDI owning and operating their own fleet of trucks, negating the need for third-party deliveries. The design of the dock also allows for deliveries to decant directly into the BOH negating the need for any exposed pallets, pallet jacks and operating staff in the dock.

A concealed bin store is recessed into the building footprint with solid metal gates removing it from public view. ALDI's market leading recycling and waste stream separation process ensures minimal amounts of waste are discarded on-site. Along with a compactor for cardboard recycling ALDI's ability to relocate stock and waste back to the Distribution centre via the ALDI owned trucks ensuring a clear and presentable loading dock.

A public art component is proposed to provide visual interest along the service road along with concealing the compactor and help to break up the façade. Opportunity for feature plantings to complement the screening will further enhance this area of the site.

A fully glazed shopfront façade overlooking the truck bay and service road provides a high level of visual amenity both internally and externally. Internally the packing bench is located hard to the glazing to provide customers with further connection with the outside environment. Following a response from initial DRP feedback, the inclusion of a "Community Parklet" located adjacent the main entry, with fixed seating, shade trees and extensive shrub/groundcover plantings, provides shoppers a shady respite and opportunity to meet, creating further visual interest along the service road.

The proposed landscape level of detail along the street frontage, quality and extent of deep soil planting well exceeds that of both the neighbouring shopping centre and bulky goods, further enhancing this proposal. The introduction of structural soils to tree wells, extensive shade tree plantings and the utilisation of endemic plant species grounds the development in its context.

- 2. The proposed development does not meet the provisions of the City of Armadale Town Planning Scheme No.4 in regard to the use or usability of the setback area and the desirability of continuous building frontages where pedestrian access is to be provided and to facilitate movement between adjoining sites. The building does not present to the internal access street in a manner conducive to pedestrian continuity and locates a loading dock in a setback area to the internal street, contrary to Clause 4C.1.***

The proposal is both consistent with the previously approved ALDI Store and the adjoining Bulky goods store. In addition to improving the setback of the service road, the revised design creates a single on-site car parking facility in place of the three parking modules previously approved. In addition, this gives better access to the ALDI store, the bulky goods adjacent, and the shared shopping centre carpark which includes a section of reciprocal access and parking.

Since the subject site is the last parcel to be developed as part of the overall shopping centre, it is difficult to justify the concept of a "main street-based centre". A desire of this nature would entail a significant amount of re-design and renovation to a centre that is already developed and established.

Access for pedestrians remains consistent with the previously approved proposal, ensuring connectivity with neighbouring bulky goods and the shopping centre's carpark. As part of the site's pedestrian links, cross-shopping experiences are possible, while the pedestrian link bordering the site and to the rear connects with the ALDI store and the shopping centre to continue the link.

- 3. The proposed development does not meet the provisions of the City of Armadale Local Planning Policy 2.9 – Landscaping, and the City of Armadale Town Planning Scheme No.4 (Clause 4C.5) in regard to provision of shade trees within the car parking areas, notably adjacent to the proposed building and existing warehouse, to assist in reducing the impact of heat islands and to improve the microclimate of the area.***

Due to reciprocal parking rights with the neighbouring Bulk Goods development, any established, constructed, parking bays to the East of the site cannot be materially modified for the duration of the agreed term, therefore not allowing for change of existing established trees or the addition of any new trees to this area.

Shade trees are planted throughout the remainder of the site, providing shade for the parking area and pedestrian paths. The use of structural soil and fully automatic irrigation ensures that the trees flourish and reach their full potential.

As a result of the extensive landscaping and high volume of shading trees proposed by ALDI, resulting in a large number of tree-shaded parking spaces, this development has a higher percentage of tree-shaded parking spaces than any neighbouring development.

- 4. The proposed development does not meet the provisions of the City of Armadale Town Planning Scheme No.4 in providing efficient pedestrian connections. The proposed path is approximately 0.9m wide, which is considered insufficient to provide safe and convenient access for pedestrians and persons with disabilities, and does not meet the requirements of TPS No.4 Clause 4C.4.***

Prior to submitting for building permit, the proposed path will be amended to achieve a minimum 1000mm clear and all pathways, pedestrian links, and ramps within the site will comply with AS1428.1, *Design for Access and Mobility*. In addition, the site will comply with AS2890.1, *Parking facilities Part 1: Off-Street car parking*, as well as AS2890.6 *Parking Facilities Part 6: Off-street parking for people with disabilities*.

Should you require any further information or clarification in relation to this matter, please feel free to contact me via email trent@nielsenarchitects.com.au or phone 0433 180 737.

Yours faithfully,

Trent Burns
Nielsen Architects Pty Ltd



Presentation Request Form

Regulation 40(3) and DAP Standing Orders 2024 cl. 3.6

Must be submitted at least 72 hours (3 ordinary days) before the meeting

Presentation Request Guidelines

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Please complete a separate form for each presenter and submit to daps@dplh.wa.gov.au

Presenter Details

Name	Radu Popescu
Company (if applicable)	ALDI Foods Pty Limited
Please identify if you have any special requirements:	YES <input type="checkbox"/> NO <input checked="" type="checkbox"/> If yes, please state any accessibility or special requirements: Click or tap here to enter text.

Meeting Details

DAP Name	Metro Outer Development Assessment Panel
Meeting Date	6 February 2025
DAP Application Number	DAP/24/02800
Property Location	Lots 1 (No. 1256) and 2 (No. 1270) Armadale Road, Haynes
Agenda Item Number	3.1 of Part D

Presentation Details

I have read the contents of the report contained in the Agenda and note that my presentation content <u>will be published</u> as part of the Agenda:	YES <input checked="" type="checkbox"/>
Is the presentation in support of or against the <u>report recommendation</u> ? (<i>contained within the Agenda</i>)	SUPPORT <input type="checkbox"/> AGAINST <input checked="" type="checkbox"/>
Is the presentation in support of or against the <u>proposed development</u> ?	SUPPORT <input checked="" type="checkbox"/> AGAINST <input type="checkbox"/>
Will the presentation require power-point facilities?	YES <input checked="" type="checkbox"/> NO <input type="checkbox"/> If yes, please attach
Will you be attending in person or via electronic means	In person <input checked="" type="checkbox"/> Online <input type="checkbox"/>



Presentation Content*

These details may be circulated to the local government and applicant if deemed necessary by the Presiding Member. Handouts or power points will not be accepted on the day.

Brief sentence summary for inclusion in the Additional Information as part of the agenda	<i>The presentation will address:</i> Mr Radu Popescu (ALDI Foods Pty Limited) will speak against the City of Armadale recommendation in the Responsible Authority Report and in support of the proposed development. The presentation will provide background on the original Development Approval and why there is now a proposed change to the configuration of the development.
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In accordance with Clause 3.6.2 of the *DAP Standing Orders*, your presentation request must also be accompanied with a written document setting out the substance of the submission. If the presentation references documents that are contained within the responsible authority attachments, please consider referencing the attachment and not including a duplication of documents.

Please attach detailed content of presentation or provide below:-

Refer enclosed submission.



ALDI Stores

(A Limited Partnership)
ABN 90 196 565 019

21 Orion Road, Jandakot, WA 6164, Australia

Jandakot Region

31 January 2025

Locked Bag 1
Canning Vale DC WA 6970
Telephone: +61 8 6174 6100
Facsimile: +61 8 6174 6203

Metro Outer Development Assessment Panel
Our Ref: 2929
140 William Street
Perth WA 6000

**DEVELOPMENT ASSESSMENT PANEL – ALDI DEPUTATION INFORMATION
LOTS 1 (1256) AND 2 (1270) ARMADALE ROAD, ARMADALE**

In 2015, ALDI secured a Development Approval (DA) for this site as part of our entry into the Western Australian (WA) market. This approval allowed us to achieve a generic ALDI store footprint standard, which is typically a priority in our design process to ensure operational efficiency and brand consistency. Despite ALDI securing ownership of the land, the development of the project encountered a series of challenges that have delayed commencement.

In 2024, ALDI reaffirmed our commitment to delivering this store for the local community, prompting an internal review of the existing DA. The review highlighted significant safety concerns regarding the original design. While the original plan maintained our standard building footprint, it unfortunately overlooked vital considerations regarding loading access and customer amenity. Specifically, the proposed design involved a potentially dangerous loading manoeuvre from an internal private road, requiring 19m articulated vehicles to reverse across both lanes into the ALDI dock, without visibility of incoming vehicles. Additionally, pedestrians using a significant portion of the car park to the west would be required to cross the loading dock area to access the store entrance. These concerns are particularly critical for ALDI, as our delivery operations involve truck drivers who are ALDI employees, given that we own and operate our own fleet of trucks. Though deliveries are limited to 1-2 times per day, this still represents approximately 730 loading manoeuvres annually. Additionally, the internal private road serves as a highly utilised thoroughfare between Armadale Road and Eighth Street, increasing the likelihood of incidents occurring, which we consider an unacceptable risk for our teams and the community. The safety assessment conducted by our internal ALDI Safety team reinforced the necessity for an improved truck path that prioritises safety while maintaining operational efficiency.

As a long-term owner-operator, ALDI places great emphasis on the quality and safety of our developments. Understanding the importance of safety and customer satisfaction, we deemed it necessary to reinvest in a new DA application that effectively addresses these loading and amenity concerns. While our focus as a low-cost discounter usually necessitates careful consideration of costs, the issues identified made these costs necessary. The updated design for the new development application takes into account the need for integration with the surrounding area, especially considering that this site is the last remaining undeveloped parcel at the rear of an existing shopping centre. It was determined that a more thoughtful design was necessary to maximise the available

space of the irregularly shaped lot. This reassessment has led ALDI to make compromises on certain generic building design principles initially achieved in the original plan to ensure the best possible outcome for our teams and customers. Key changes in the updated design include isolating the loading manoeuvre to our site, thereby minimising interaction between delivery vehicles, passenger vehicles and pedestrians. Though this decision entails sacrificing land area that would allow for additional car parks, which are deemed a priority within ALDI, it enables us to implement improved landscaping and create better amenity in the car park layout.

While ALDI remains committed to being a low-cost discounter focused on delivering value to the community through affordable grocery prices, we also recognise that the long-term quality of our developments is vital for our success as an owner-operator. The significant investment in the new application is deemed essential to achieve a safe and high-quality retail environment that not only meets operational needs but also enhances customer amenity. We believe that this design represents an improved outcome for the local community while adhering to our core objective of delivering low grocery prices for consumers.

Kind regards,

ALDI Stores



Radu Popescu
Director of Real Estate



ALDI Haynes, Haynes Shopping Centre



ROWE
GROUP



00

Contents

01. Planning

02. Traffic

03. Architecture

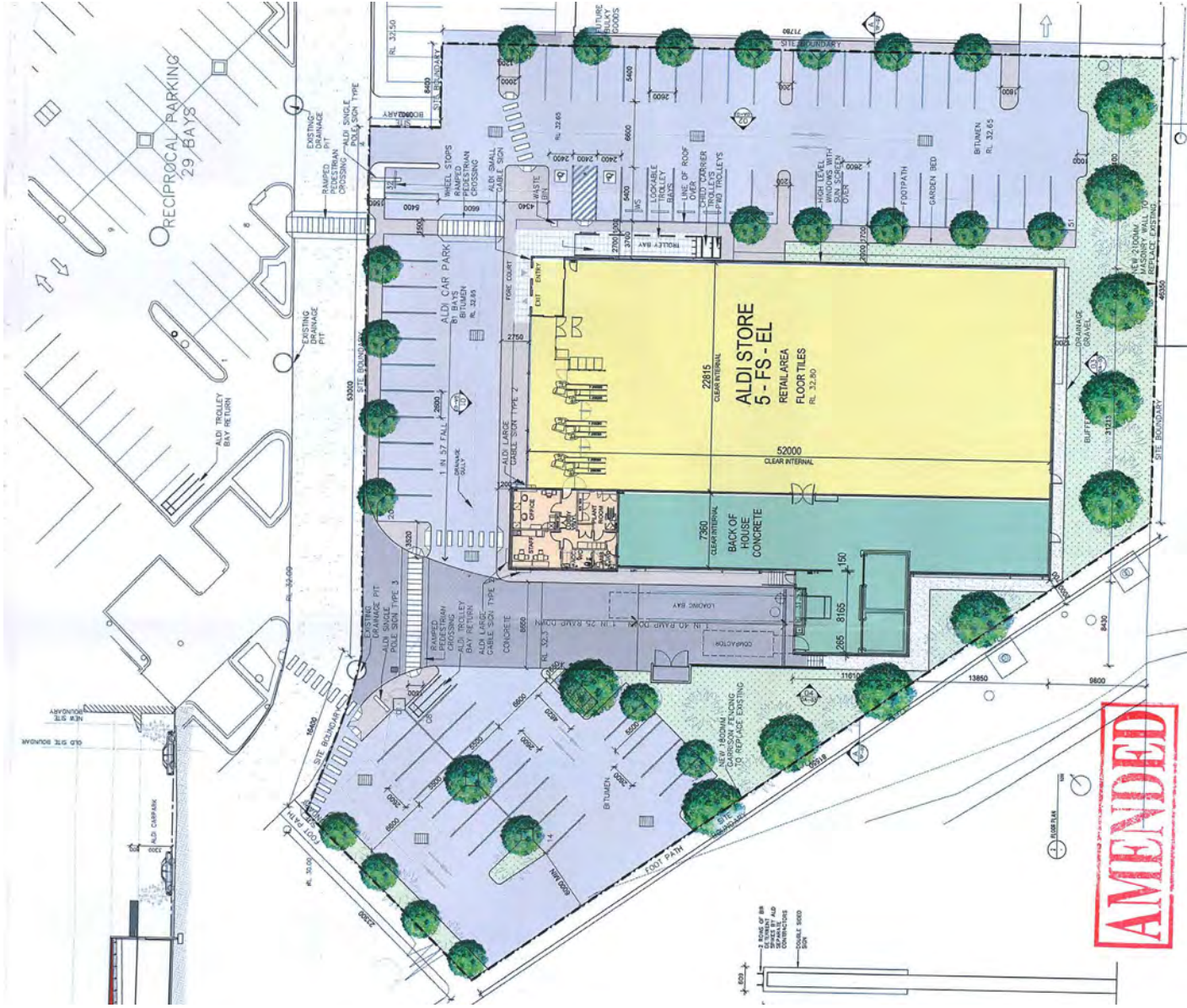
04. Client

01 Planning

- 01. Figure 1
- 02. Figure 2
- 03. Figure 1
- 04. Figure 2
- 05. Figure 5
- 06. Figure 6
- 07. Figure 7

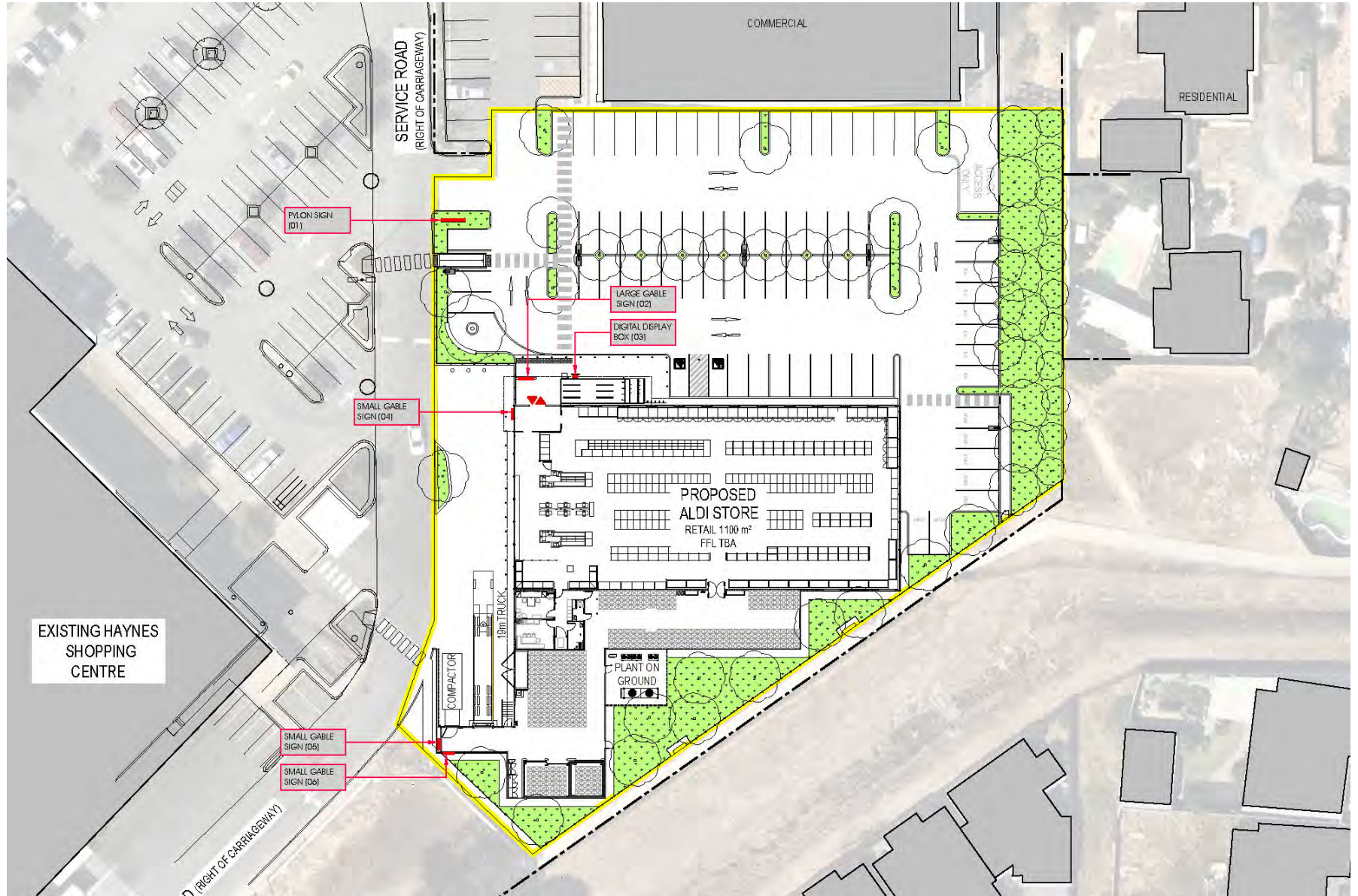


01.1 Figure 1



01.2

Figure 2



01.3

Figure 3



01.4

Figure 4



01.5

Figure 5



01.6

Figure 6



1 EXISTING VIEW FROM ARMADALE ROAD
NTS



2 PROPOSED VIEW FROM ARMADALE ROAD
NTS

01.7

Figure 7



02

Traffic

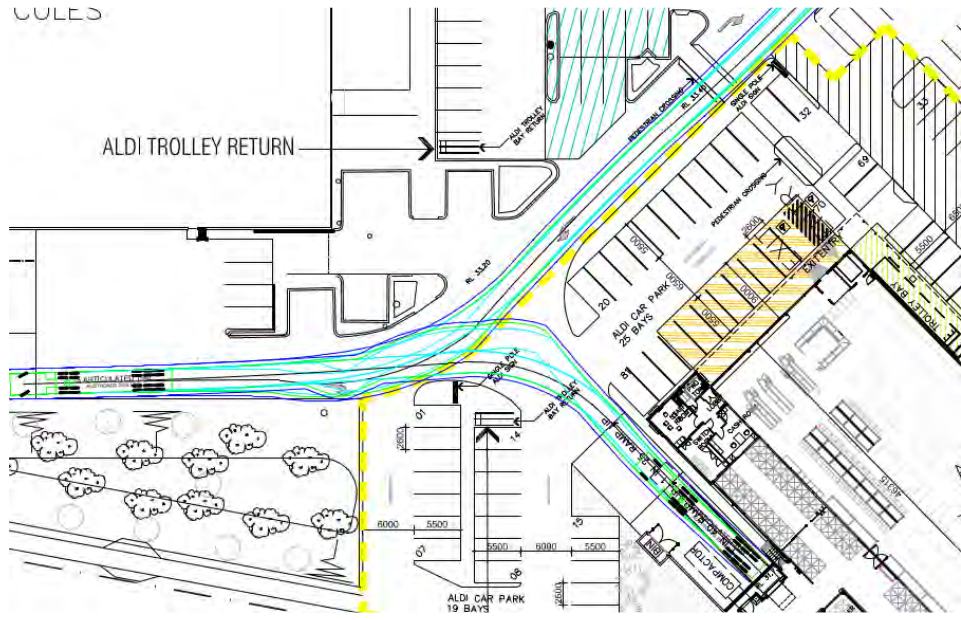
01. Existing and Proposed Swept Paths

02. Issues and Considerations

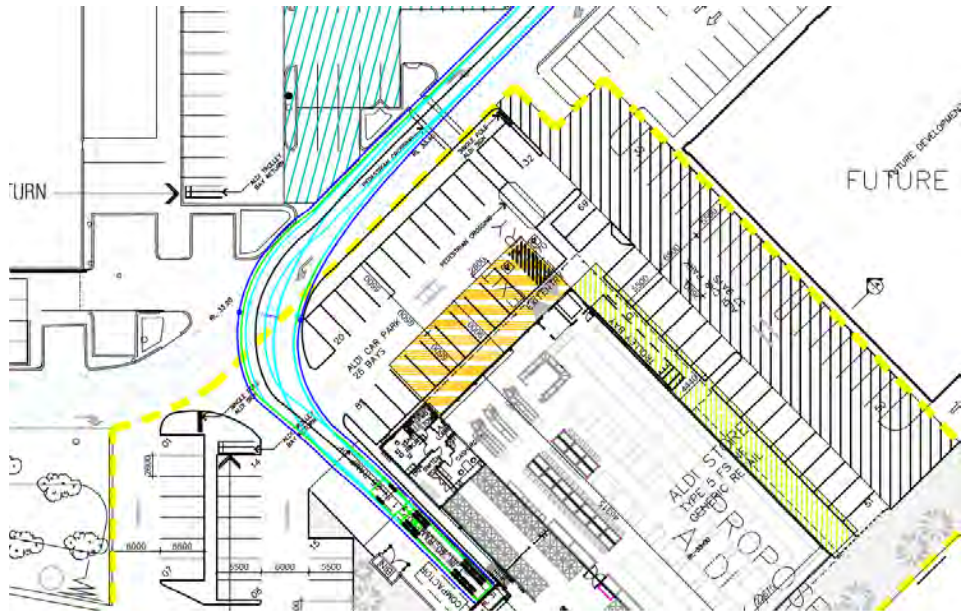


02.1

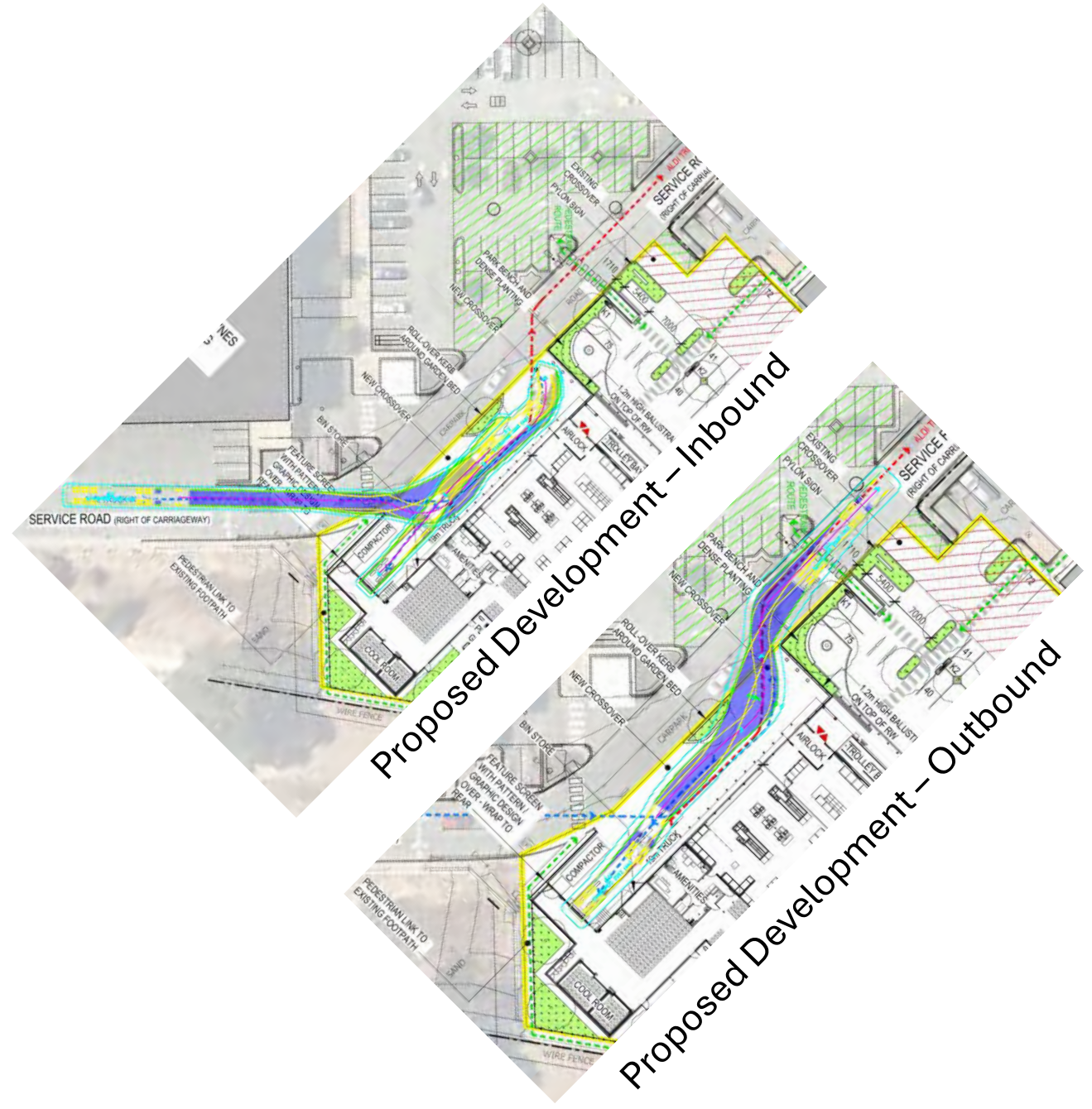
Existing and Proposed Swept Paths



Approved Development – Inbound



Approved Development – Outbound



Proposed Development – Inbound

Proposed Development – Outbound

02.2

Issues and Consideration

Access Orientation / Safety

- Approved: Reversing movement along Internal Road
- Proposed: Forward-in/forward-out

Pedestrian Conflicts

Internal Traffic Volumes

- Private Road (existing): 2,500vpd (inc. up to 180vph past the site)
- Development: +700vpd and +70vph

Amenity Impacts

- Noise
- Delays

03

Architecture

- 01. Loading Dock
- 02. Setbacks and Siting
- 03. Landscaping
- 04. Pedestrian Connectivity



03.1

Loading Dock

03.1.1

View from Armadale Road



03.1.2

Loading Dock Comparison

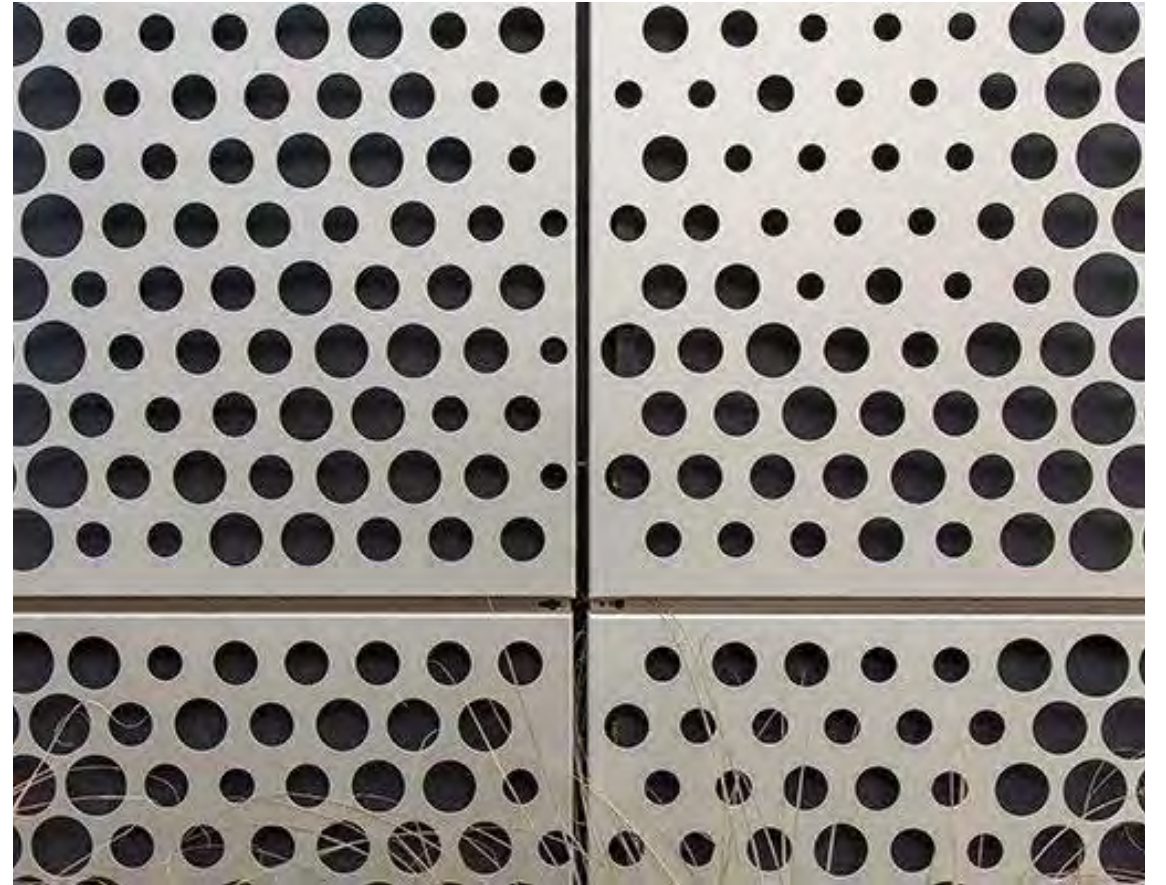


03.1.4 Public Art



03.1.5

Example



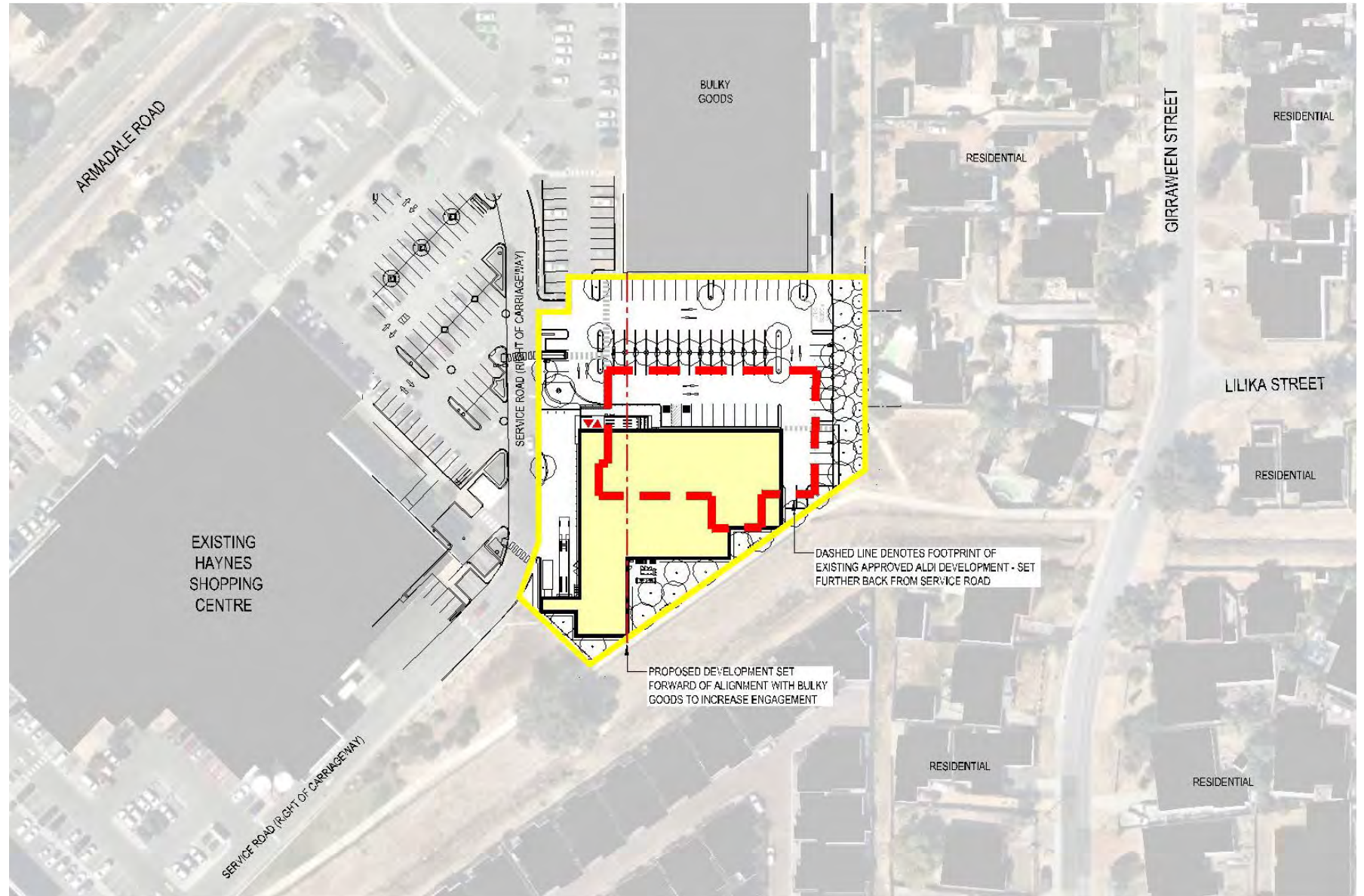
03.1.6 Proposed



03.2

Setbacks and Siting

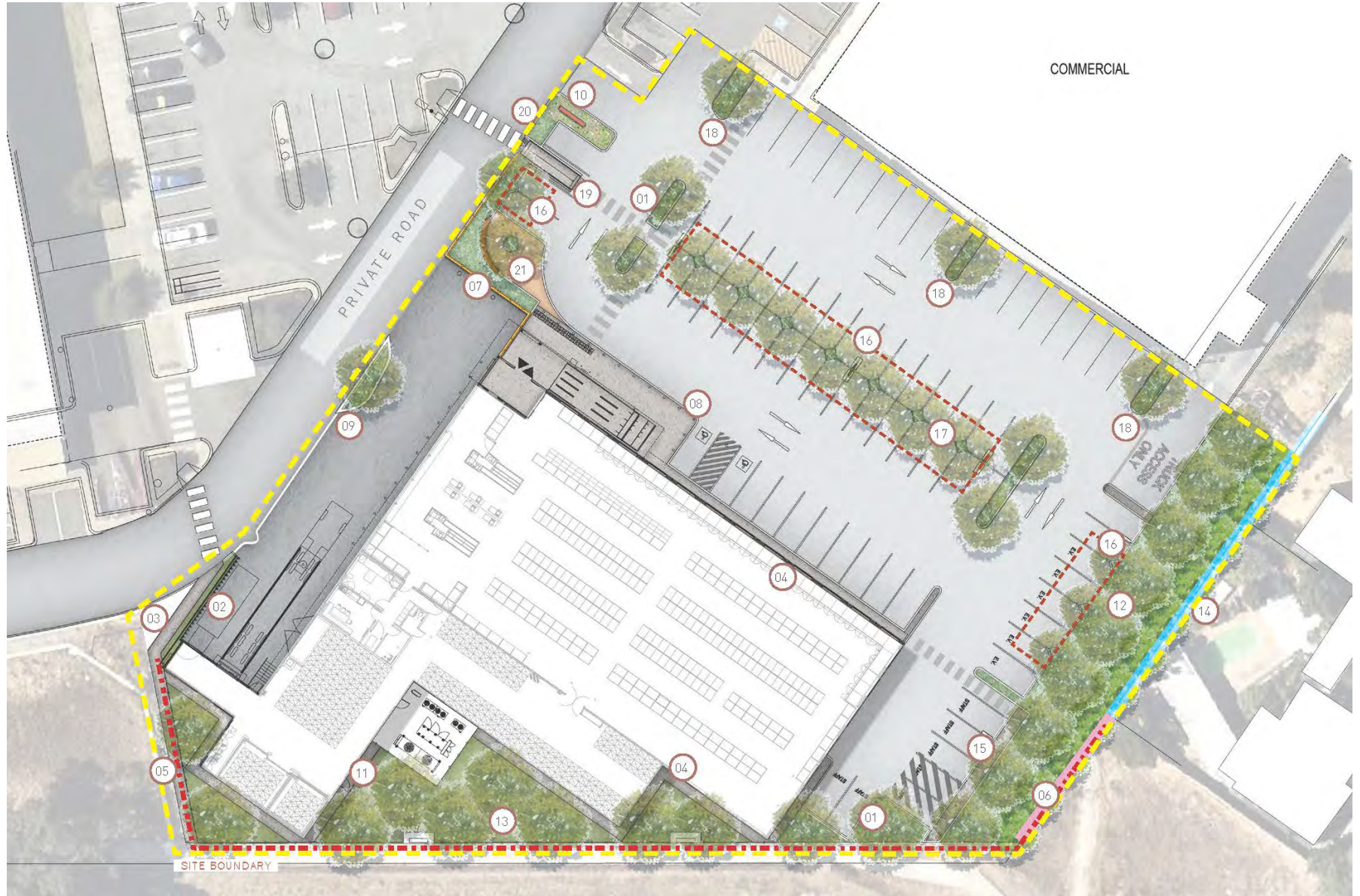
03.2.1 Site Plan



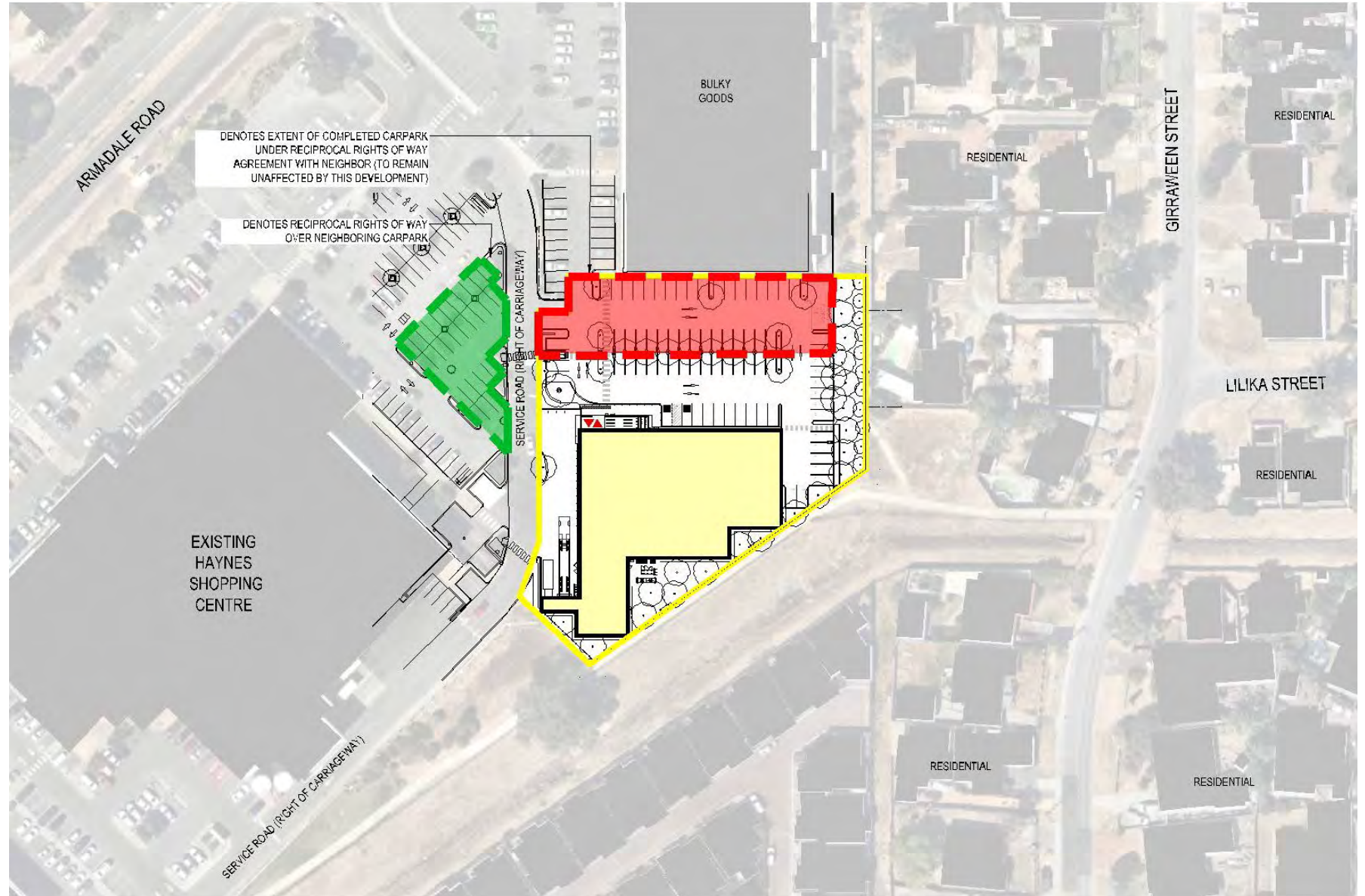
03.3

Landscaping

03.3.1 Proposed



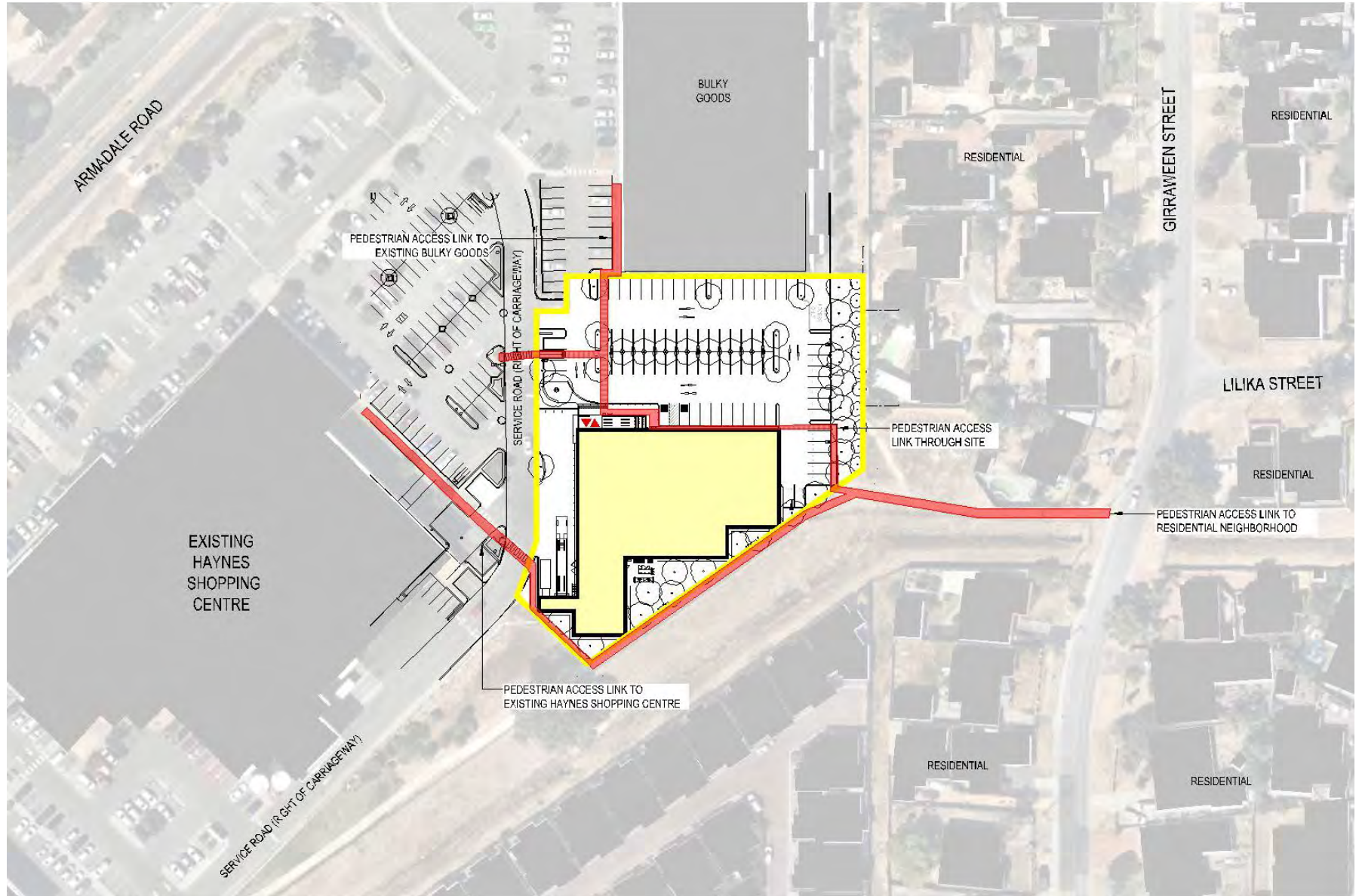
03.3.2 Reciprocal Rights Plan



03.4

Pedestrian Connectivity

03.4.1 Proposed



04 Client

