Metro Outer Development Assessment Panel Agenda

Meeting Date and Time: Tuesday, 14 October 2025; 9.30am
Meeting Number: MODAP/108
Meeting Venue: 140 William Street, Perth

A live stream will be available at the time of the meeting, via the following link:
MODAP/108 - 14 October 2025 - City of Rockingham - Shire of Mundaring

PART A – INTRODUCTION

1. Opening of Meeting, Welcome and Acknowledgement
2. Apologies
3. Noting of Minutes

PART B – CITY OF ROCKINGHAM

1. Declarations of Due Consideration
2. Disclosure of Interests
3. Form 1 DAP Applications
4. Form 2 DAP Applications
   - 4.1 Lot 500 (No.434) Safety Bay Road, Safety Bay – Proposed Tavern Amendment – DAP/23/02551
5. Section 31 SAT Reconsiderations

PART C – SHIRE OF MUNDARING

1. Declarations of Due Consideration
2. Disclosure of Interests
3. Form 1 DAP Applications
   - 3.1 Lot No. 9 (No. 22) Coongan Avenue, Greenmount - Proposed Aged Care Facility Building – DAP/25/02941
4. Form 2 DAP Applications
5. Section 31 SAT Reconsiderations

PART D – OTHER BUSINESS

1. State Administrative Tribunal Applications and Supreme Court Appeals
2. Meeting Closure

Please note, presentations for each item will be invited prior to the items noted on the agenda and the presentation details will be contained within the related information documentation

DAP Members
Eugene Koltasz (Presiding Member)
Dale Page (Deputy Presiding Member)
Peter Lee
Cr Mark Jones (Part B – City of Rockingham)
Cr Dawn Jecks (Part B – City of Rockingham)
Cr Prapti Mehta (Part C – Shire of Mundaring)

DAP Secretariat
Zoe Hendry
Kristen Parker

PART A – INTRODUCTION

1. Opening of Meeting, Welcome and Acknowledgement

2. Apologies

3. Noting of Minutes

PART B – CITY OF ROCKINGHAM

1. Declarations of Due Consideration

2. Disclosure of Interests

3. Form 1 DAP Applications

Nil

4. Form 2 DAP Applications

4.1 Lot 500 (No.434) Safety Bay Road, Safety Bay – Proposed Tavern Amendment – DAP/23/02551

5. Section 31 SAT Reconsiderations

Nil

PART B - ITEM 4.1 - LOT 500 (No.434) SAFETY BAY ROAD, SAFETY BAY – PROPOSED TAVERN AMENDMENT

Form 2 – Responsible Authority Report
(Regulation 17)

DAP Name:	Metro Outer Development Assessment Panel
Local Government Area:	City of Rockingham
Proposed Amendments:	Reorientation of Tavern and at-grade parking
Applicant:	Planning Solutions
Owner:	Braykell Two Pty Ltd
Value of Amendment:	$8 million
Responsible Authority:	City of Rockingham
Authorising Officer:	Mr Peter Ricci, Director Planning and Development Services
LG Reference:	DD020.2025.00000250.001
DAP File No:	DAP23/02551
Date of Original DAP decision:	9 April 2024
Application Received Date:	11 June 2025
Application Statutory Process Timeframe:	90 Days
Attachment(s):	1. Determination Plans 2. Proposed Tavern Plans 3. Development Application 4. Additional Information Received 5. Schedule of Submissions 6. Original Determination Notice 7. Responsible Authority Report to 9 April 2024 MODAP Meeting

Responsible Authority Recommendation

That the MODAP resolves to:

1. **Accept** that the DAP Application reference DAP23/02551 as detailed on the DAP Form 2 dated 9 May 2025 is appropriate for consideration in accordance with regulation 17 of the *Planning and Development (Development Assessment Panels) Regulations 2011*; and

2. **Approve** DAP Application reference DAP23/02551 and accompanying plans in accordance with Clause 68 of Schedule 2 (Deemed Provisions) of the *Planning and Development (Local Planning Schemes) Regulations 2015* and City of Rockingham Town Planning Scheme No. 2, for the proposed amendment to the approved Mixed Commercial Development dated 9 April 2024 at No.434 Safety Bay Road, Safety Bay.

The amendment does not trigger the need to amend any of the existing conditions of Development Approval granted by the Metro Outer Development Assessment Panel (**MODAP**) in April 2024 (DAP23/02551), however, the list of 'Determination Plans' (**Attachment 1**) requires updating, should the MODAP resolve to approve the amended Development Application.

Details: outline of development application

Region Scheme	Metropolitan Region Scheme
Region Scheme Zone/Reserve	Urban
Local Planning Scheme	City of Rockingham Town Planning Scheme No.2
Local Planning Scheme Zone/Reserve	Commercial zone
Structure Plan/Precinct Plan	N/A
Structure Plan/Precinct Plan Land Use Designation	N/A
Use Class (proposed) and permissibility:	Tavern – 'D' Use
Lot Size:	Subject Site - 4,359m²
Net Lettable Area (NLA):	N/A
Number of Dwellings:	N/A
Existing Land Use:	Vacant land
State Heritage Register	No
Local Heritage	☒ N/A ☐ Heritage List ☐ Heritage Area
Design Review	☒ N/A ☐ Local Design Review Panel ☐ State Design Review Panel ☐ Other
Bushfire Prone Area	No
Swan River Trust Area	No

Proposal:

The application seeks approval to amend the layout of the proposed Tavern and associated car parking components of the Mixed Commercial Development approved by the MODAP on the 9 April 2024. (**Attachment 6**)

The following changes are proposed:

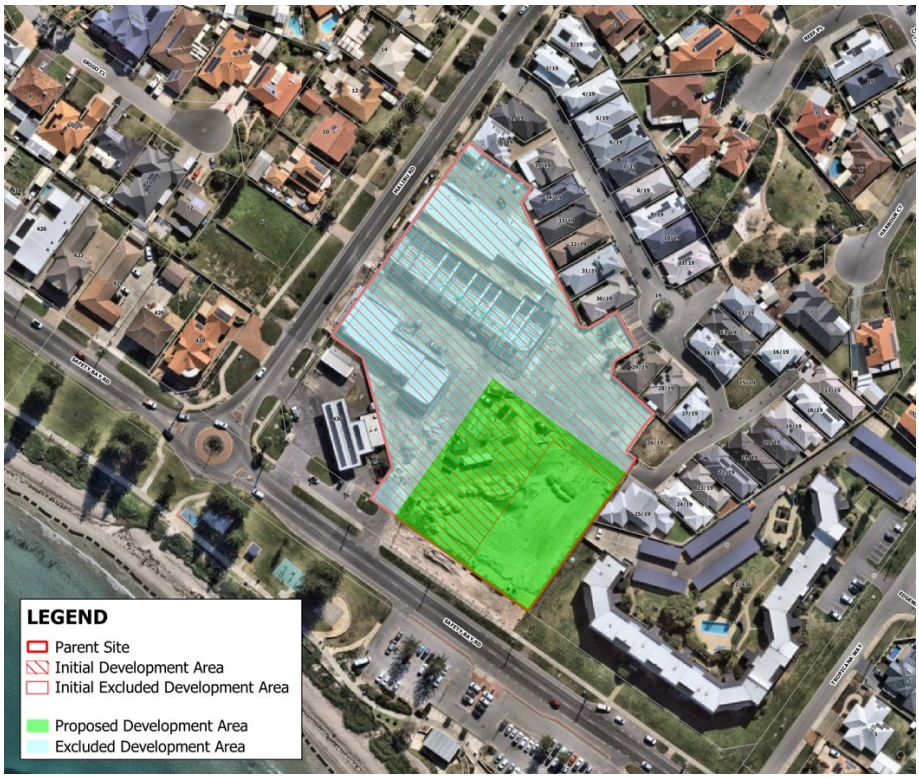
- Reorientating the Tavern in an east-west direction generally along the width of the lot frontage to better address Safety Bay Road and the coastal aspect;

- Reducing the building footprint of the Tavern by 219m² and modifying the internal layout; and

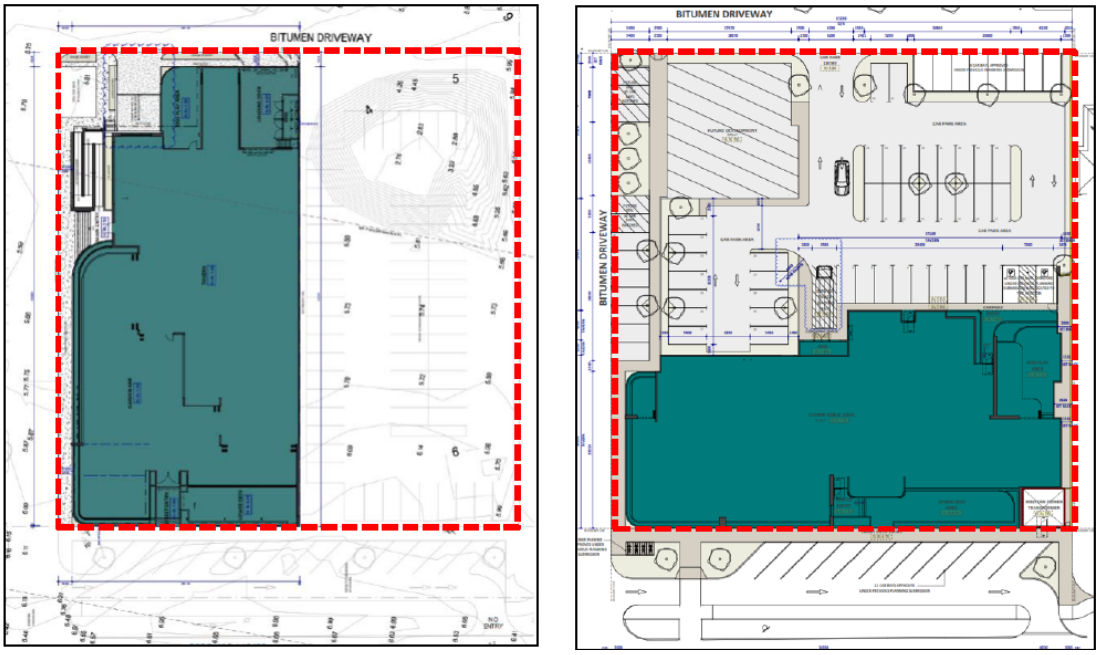
- Providing 48 at–grade car parking bays across the full width of the lot at the rear of the building in lieu of 2 at-grade bays and the 46 bay basement car park previously approved on the Tavern site.

The following images show the approved development layout and the proposed change (refer to Attachments 1 and 2 for further detail).

1. Location Plan



2. Aerial Photograph



3. Approved Tavern Site Plan (Left) and Proposed Amendment Tavern Site Plan (Right)

4. Street Elevation Perspective - Approved Perspective (top) and Amendment Perspective (bottom)

The patron numbers (maximum 1,000 patrons) and the hours of operation of the Tavern remain unchanged and are as follows:

- Monday to Wednesday: 10am - 10pm;
- Thursday to Saturday: 10am - 1am; and
- Sunday: 8am - 10pm.

A 'future development' site and additional five (5) car parking bays are also identified, as depicted on the site plan, however, these do not form park of this Development Application and will be subject to separate approval.

Background:

Site and Context

- The subject site is located directly opposite the Waikiki foreshore reserve carpark, north-east of Safety Bay Road.

- Proposed mixed commercial development abuts the Tavern site to the west and north on Lot 9501 Safety Bay Road, where building construction is currently underway.

- Adjoining the subject site to the south-east at No.436 Safety Bay Road is a three storey apartment building known as 'Surfside' apartments.

- The 'Lumia Estate', comprising approximately 36 dwellings, lies to the north-east beyond Lot 9501.

- The surrounding area beyond is characterised by generally single houses and two storey detached residential development of the Safety Bay locality.

Development Background

On 9 April 2024, the MODAP granted conditional approval for a Mixed Commercial Development on Lot 100 (No.434) Safety Bay Road, Safety Bay comprising:

- Parcel 1 - A Child Care Premises;

- Parcel 2: - Two buildings ('A' and 'B') fronting Malibu Road and an internal car park including:

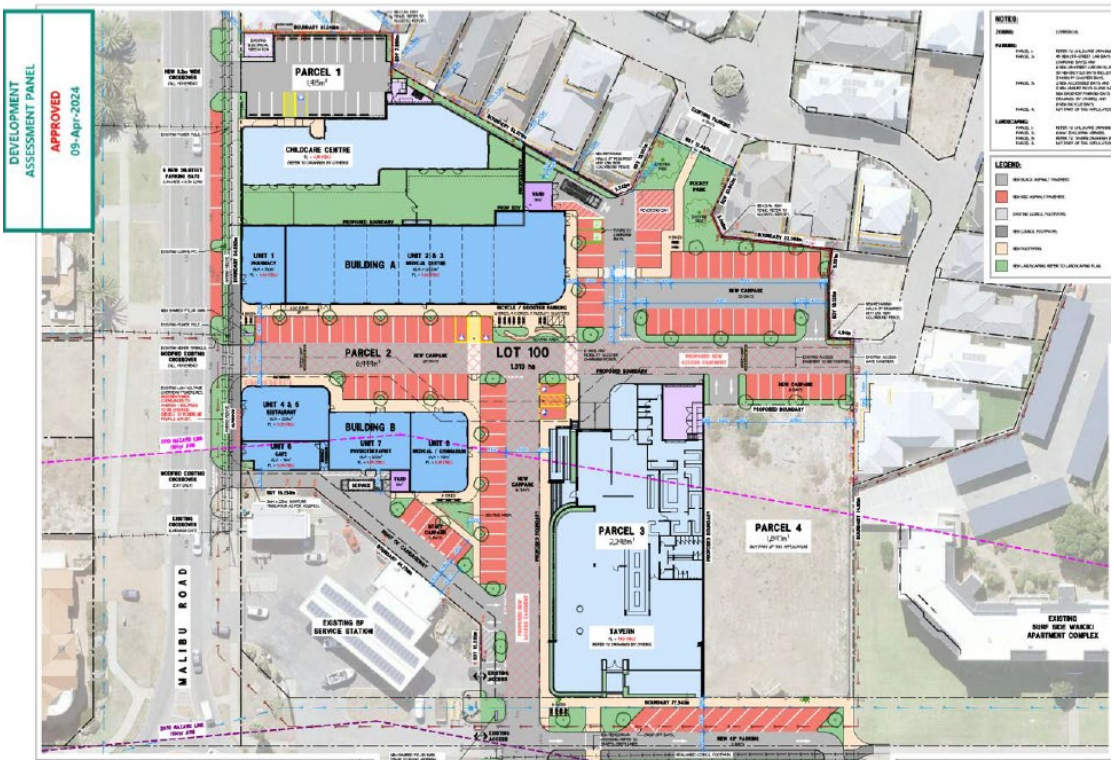
  - Unit 1 - Shop (Pharmacy),
  - Units 2 and 3 - Medical Centre;
  - Units 4 and 5 - Restaurant;
  - Unit 6 - Café;
  - Unit 7 - Consulting Rooms (Physiotherapist);
  - Unit 8 - Recreation Private (Medical gymnasium);

- Parcel 3 - Tavern;

- Parcel 4 - Vacant land not included in the development application;

- Internal vehicle circulation aisles with crossovers onto Malibu Road and Safety Bay Road; and

- Two 8m high pylon signs in total, with one proposed adjacent to each of the main crossovers onto Malibu Road and Safety Bay Road.



5. 2024 Approved Site Plan

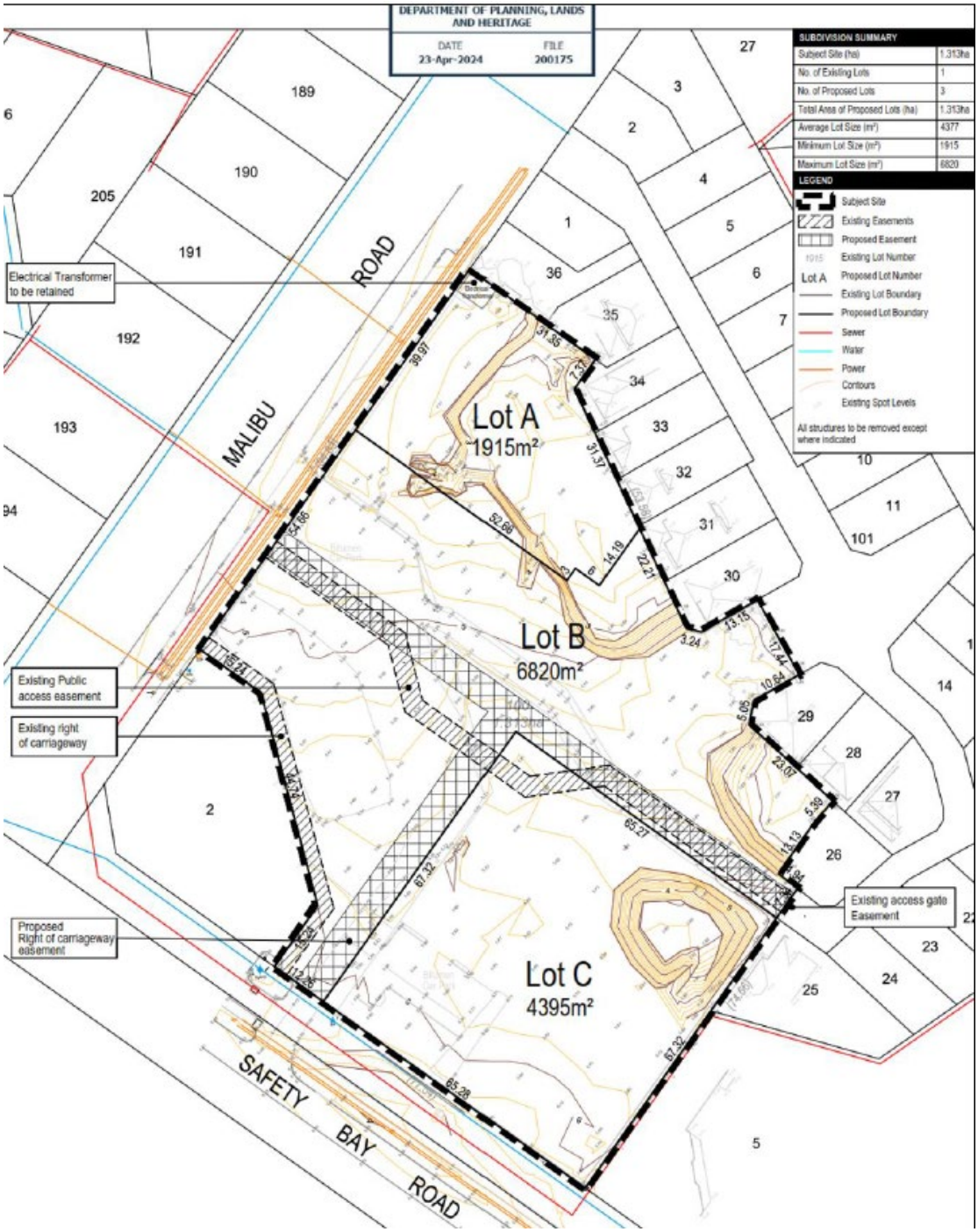
Car parking for the development was provided as follows:

- 103 car parking bays across Parcels 1 and 2, shared between the land uses;
- Two (2) at-grade bays and 46 undercroft car bays beneath the Tavern building on Parcel 3;
- Eight (8) at-grade car bays on Parcel 4;
- 11 angled car parking bays in a slip road parallel to Safety Bay Road in front of Parcels 3 and 4; and
- Six (6) parallel bays in the verge of Malibu Road.

For context a copy of the Responsible Authority Report presented to the meeting of the MODAP on the 9 April 2024 is contained in Attachment 7.

In July 2024, the Western Australian Planning Commission (WAPC) granted conditional approval to subdivide Lot 100 Safety Bay Road into 3 lots (Lots A, B and C).

Proposed Lot C incorporated Parcels 3 and 4 shown on the approved site plan. The WAPC endorsed Deposited Plan (DP 429099) describes the proposed Tavern site the subject of this application as Lot 500, comprising 4,359m² in area.



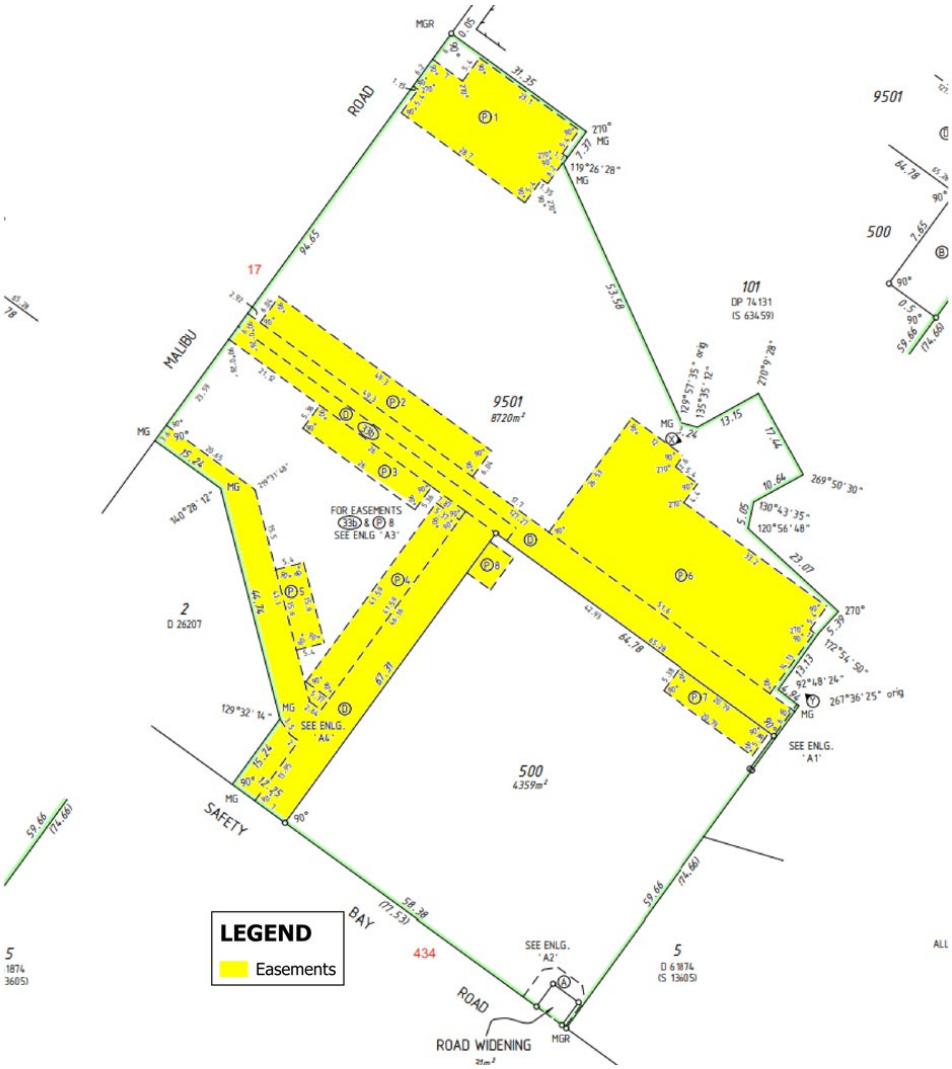
6. Approved Plan of Subdivision

In April 2025, a Building Permit was granted for all the approved buildings except for the Tavern component, with construction underway.

The Certificate of Title records the following easements:

- Easements ‘P7’ and ‘P8’ on Lot 500 granted in favour of the City of Rockingham for public parking.

- There are a variety of easements on Lot 9501 including a number public access easements ‘D’ which Lot 500 has an interest in.



7. Deposited Plan 429099 showing Easements

Legislation and Policy:

Legislation

- *Planning and Development Act 2005;*
- *Planning and Development (Local Planning Schemes) Regulations 2015;*
- *Environmental Protection (Noise) Regulations 1997;*
- *Metropolitan Region Scheme; and*
- *City of Rockingham Town Planning Scheme No.2* (**TPS2**).

State Government Policies

- *State Planning Policy 4.2 - Activity Centres* (**SPP4.2**); and
- *State Planning Policy 7.0 - Design of the Built Environment* (**SPP7.0**).

Local Policies

- *Local Planning Policy No.3.1.2- Local Commercial and Activity Centres Strategy* (**LPP3.1.2**);
- *Local Planning Policy 3.3.1 - Control of Advertisements* (**LPP3.3.1**);
- *Local Planning Policy 3.3.14 - Bicycle Parking and End of Trip Facilities* (**PP3.3.14**);
- *Local Planning Policy No.3.3.19 - Licensed Premises* (**LPP3.3.19**);
- *Local Planning Policy No.3.3.23 - Waikiki Hotel Site - Urban Design Guidelines* (**LPP3.3.23**);
- *Local Planning Policy No.3.3.25 - Percent for Public Art - Private Developer Contribution* (**LPP3.3.25**); and
- *Local Planning Policy No.3.3.27 - Community Consultation for Development Applications* (**LPP3.3.27**).

Other

- Residential Design Codes - Volume 1 (R-Codes).

Consultation:

Public Consultation

The application was advertised seeking public comment in the following manner:

- All owners and occupiers within 500m of the subject site were notified in writing of the proposed development (see Figure 8 below); and
- The application was made available for public inspection at the City's Administration Offices and published on the City's website.

For consistency, the City applied the same consultation area as that used for the initial Mixed Commercial Development Application.

There were 86 public submissions received within the advertised submission period, with additional three (3) late subissions.

Of the submissions received on time:

- 52 submissions support the proposal (60%);
- 20 submissions object (23%);and
- 14 'Other' submissions were received (17%), of which the majority generally supported aspects of the proposal, but also raised concerns or provided sugestions.

Figure 8 also shows the distribution of responses in proximity to the subject site, with submissions received from beyond the frame not shown, or where addresses were withheld.

8. Consultation Plan

The following table summarises the submissioner issues raised and the City's response:

Car Parking	
1.	The proposed amount of on-site car parking is considered insufficient (48 Bays) for a Tavern designed for 1000 patrons.
2.	Concerns were raised about Tavern patrons parking in the foreshore car park given this car park is often full during spring and summer with beach users.
3.	Concerns were expressed about overflow car parking occurring in the surrounding the streets.
Applicant's Response: *"Car parking was addressed in the original application. This application does not alter the occupancy number, nor the number of car parking spaces required".*	

Car Parking (cont…)

City Comments:

Car parking was comprehensively assessed by the City in the April 2024 Development Approval, and this amendment does not propose any change to the approved Tavern occupancy or reduce the number of car bays provided on-site.

By way of background information for the DAP, the original application entailed an overall parking shortfall noting capacity in the existing Waikiki foreshore reserve car parking area opposite the Tavern site on Safety Bay Road. To justify the parking shortfall the proponent's Traffic Consultant provided a Technical Note and detailed parking assessment addressing the anticipated peak operating times of the various proposed uses. Separately, a video survey was undertaken of the Waikiki foreshore car park, to establish parking utilisation.

The City concurred with the findings, which concluded that the parking provision for the original application and the available parking within the Foreshore car park is sufficient to meet the anticipated parking demand of the development.

The previously accepted parking assessment is still considered to be valid, and no additional impacts on the foreshore car park or surrounding streets are anticipated beyond those already considered and supported through the 2024 Development Approval.

Amended Design

1. Some submitters consider the amended tavern design underwhelming given the strategic significance of the subject site. Some consider the original design of the tavern better.
2. The original undercroft car park is preferred to the proposed at-grade car park, as the at-grade car parking will negatively impact adjoining residents to the east.
3. There is concern that the tavern being constructed on Parcel 4 will obstruct views from nearby properties.
4. Consider a 2 storey tavern design that maximises views, with under croft parking provided.

Applicant's Response:

"*1. The same design cues have been incorporated in the amended design by the original architects.*

2. An undercroft is not viable. The acoustic impact assessment included with the application shows all new car parking areas will not unreasonably impact nearby houses.

3. The tavern is a single level design that achieves R-Codes setbacks for residential properties.

4. A two-storey design is not viable".

City Comments:

The amended design retains the original architectural cues, continues to be presented as a single-level form and is supported by an acoustic assessment confirming the new at-grade parking will not unreasonably impact nearby residences.

While the loss of views is not a relevant planning consideration it is noted that the adjoining 'Surfside' apartments (three-storey apartment complex) is set back at least 10m from the common boundary, enabling the ongoing maintenance of ocean views for most residents.

Tavern Operating Hours
1. The proposed closing time of the Tavern on Thursdays to Saturdays (1am) is considered too late and will create excessive noise with patrons and staff leaving early in the morning. An earlier closing time was requested.
2. Why does the tavern have to open at 8am on Sundays?
Applicant's Response: *"This application does not change the approved operating hours".*
City Comments: The Tavern operating hours included in the 2024 Development Application (remain unchanged) as follows: • Monday to Wednesday - 10am to 10pm; • Thursday to Saturday - 10am to 1am; • Sunday - 8am to 10pm. The 2024 Mixed Commercial Development Approval which included a 'Tavern' was issued for a period of 4 years which is still current. Tavern trading hours while specified in the 2024 application were not determined through this Development Approval and are instead administered by the Department of Local Government Industry Regulation and Safety (DLGIRS), under the *Liquor Control Act 1988.* The DLGIRS has since granted the proponent a Tavern (Restricted) liquor license, which the City understands is currently under appeal.
Noise Impact
Concern was expressed about noise impact from the development, especially as it affects properties adjoining the subject site to the east.
Applicant's Response "*An acoustic assessment was provided with the application demonstrating noise levels will comply with the limits under the Noise Regulations."*
City Comments: A revised acoustic impact assessment was provided with the amended Development Application demonstrating that noise impact can be managed to comply with the *Environmental Protection (Noise) Regulations 1997*. Conditions 12, 13 and 14 of the 2024 Development Approval require an Acoustic Report for mechanical equipment, a final acoustic assessment for the completed development and an operational Noise Management Plan prior to occupancy. Compliance is contingent on these conditions of Development Approval, which need to be implemented at all times during the operation of the development.
Amenity Impact on Surfside Apartments 436 Safety Bay Road
There were concerns raised by some residents about the late night operating hours of the tavern, light and noise nuisance, and anti-social behaviour affecting the apartments given the amended plan brings development up to the eastern boundary. The original plans provided a buffer between the tavern and apartments.
Applicant's Response: *"This application does not change the approved operating hours. The application demonstrates noise levels will comply with limits under the Noise Regulations. The conditions of approval restrict the use of floodlighting and requires outdoor lighting to be controlled in accordance with Australian Standards. Parcel 4 of the original approval was always intended as a development site".*

Amenity Impact on Surfside Apartments 436 Safety Bay Road (cont…)
City Comments: As noted above, the application does not propose any change to the 2024 operating hours and includes an acoustic assessment confirming compliance can be achieved with the *Environmental Protection (Noise) Regulations 1997*. Condition 15 of the 2024 Development Approval limits the use of floodlighting and requires all outdoor lighting to be managed in accordance with Australian Standards. The Tavern is required to address any anti-social behaviour as part of the routine management of the business. Amenity considerations are discussed in more detail later in this report, although, it is acknowledged that Parcel 4 has always been identified as a development site under the original approval.
Traffic Impact
1. Traffic safety concerns were expressed about pedestrians crossing Safety Bay Road to get to the tavern from the foreshore car park.
2. One detailed submission challenged the traffic impact assessment reporting and underlying assumptions, to suggest that traffic impact for the original development application was flawed.
Applicant's Response "*The original development application was approved, and this application does not provide than opportunity to revisit the terms of that approval. The pedestrian crossing of Safety Bay Road was approved and is being delivered as a part of the original approval."*
City Comments: A pedestrian crossing on Safety Bay Road opposite the Tavern has been approved and is pending construction in conjunction with the first stage of development currently underway on the subject site. As the original application was approved there is no basis to re-contest the traffic reporting that under pinned that planning decision. For the current application the applicant submitted a revised Transport Impact Assessment in conjunction with the amended plans. The City is satisfied that the proposed amendment will not adversely impact the surrounding road network.

Submissions received are contained within Attachment 5 to this Report.

Referrals/consultation with Government/Service Agencies

The application was not required to be referred to external agencies for comment.

Design Review Panel Advice

Not applicable.

Other Advice

Nil.

Planning Assessment:

The relevant matters which require further consideration are discussed in detail below.

Clause 4.6.2 - Form of Development

In considering an application for Development Approval under TPS2, the decision maker must have due regard to the following:

"ensure that the site planning, scale, built form, elevations and landscaping of the development positively contribute to the streetscape, appearance and amenity of the locality".

The amended design retains the original architectural cues while maintaining a cohesive, single-level form, preserving the character and intent of the initial concept. The proposed site planning, scale, and built form have been carefully considered to ensure a positive contribution to the streetscape, with building proportions and massing that respect the surrounding context. The elevations and materials provide visual interest and articulation, while the landscaping enhances both the street frontage and the interface with the foreshore, creating an inviting and accessible public realm. This approach has been positively received, with the majority of respondents who lodged submissions in support expressing their preference for the revised proposal. Overall, the City supports the amended design, acknowledging that it successfully integrates architectural, functional, and landscape elements to enhance the appearance, amenity, and character of the locality.

The development complies with provision 4.6.2 of TPS2.

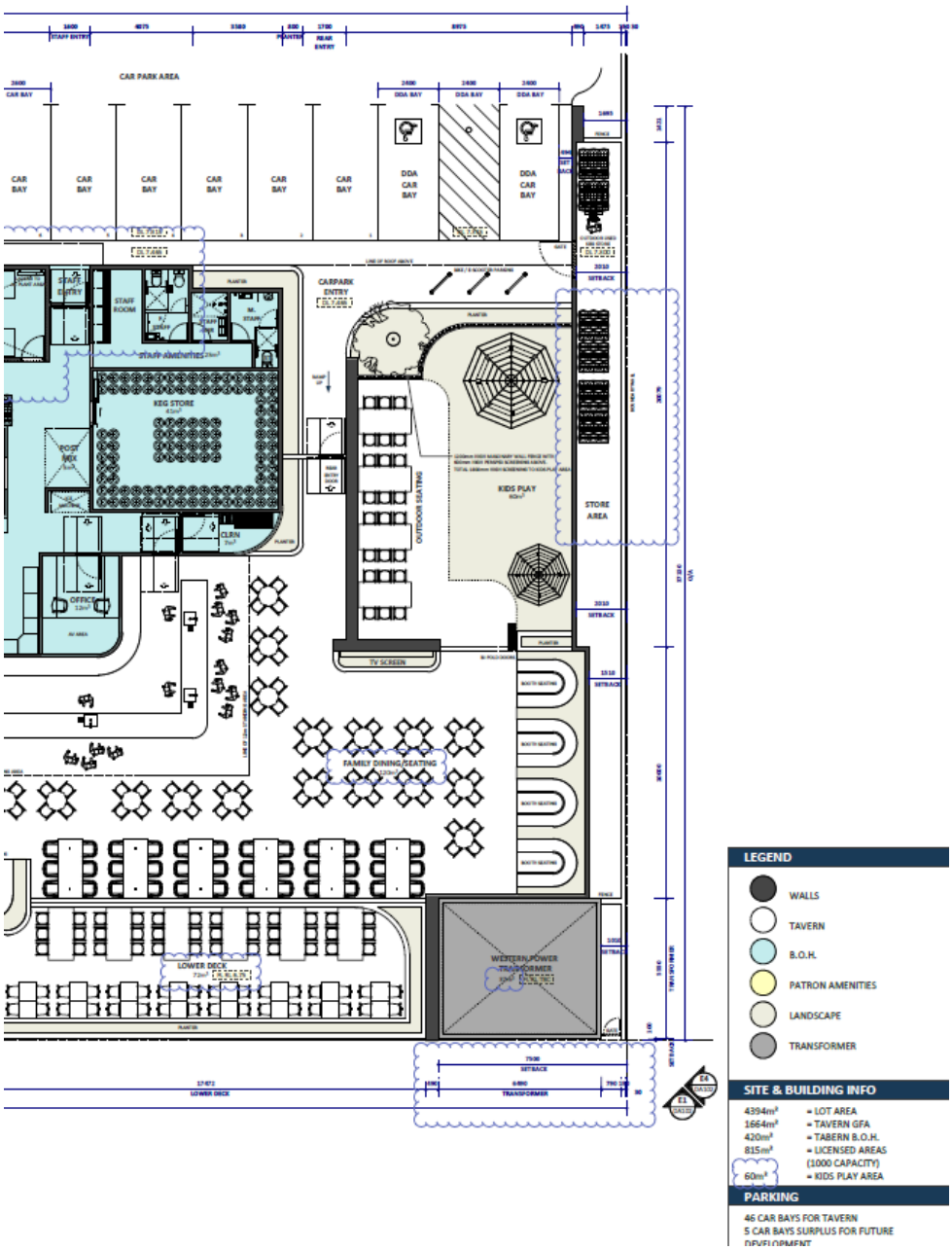
Clause 4.6.4 - Setbacks

In assessing applications for Development Approval, the Local Government takes into account the following requirements when determining the setbacks for developments in the Commercial Zone:-

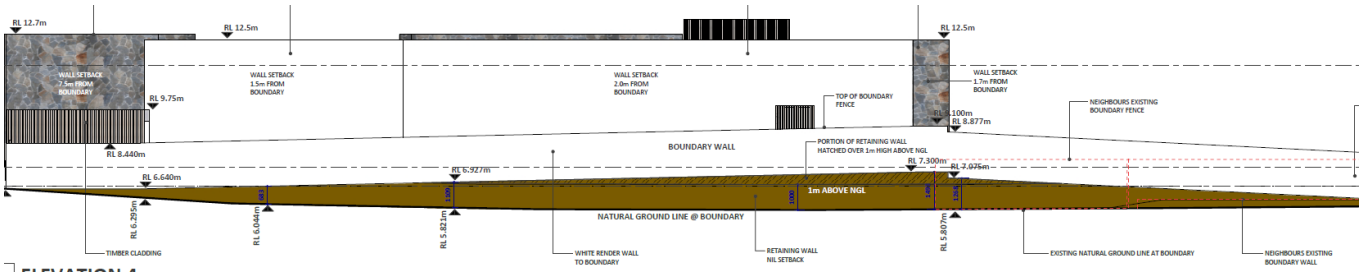
"(a) where a development is proposed to be located on a lot having a common boundary with a Residential zoned lot or residential use class, the setbacks shall not be less than those prescribed in the R-Codes for the particular density code of the adjoining residential lot."

The south-eastern wall of the Tavern (6.7m high) is set back from the common boundary by 1.5m and 2m. This complies with the deemed-to-comply requirements of Part C, Section 3.4 of the R-Codes, which specify a minimum setback of 1.5m for walls up to 7m in height.

There is, however, a portion of proposed retaining located along approximately 25 metres of the south-eastern boundary, being the common boundary with the ‘Surfside’ Apartments, which exceeds 1.0 metre above natural ground level (NGL). This section of retaining reaches a maximum height of 1.493 metres above NGL at its highest point. As this does not meet the deemed-to-comply requirements of Part C, Section 3.5 of the R-Codes, the proposal has been assessed against the relevant design principles of the R-Codes.



9. Boundary Interface



10. Tavern elevation as seen from Surf Drive Apartments

A detailed assessment is provided in the following table.

Design Principle	Officer Comment
P3.5.1 Development that considers and responds to the natural features of the site and requires minimal excavation/fill.	The extent of retaining proposed along the south-eastern boundary (adjoining 'Surfside' apartments) is limited in both height and length, and has been designed to tie into the existing natural ground level (NGL) at both ends of the boundary. This ensures a smooth transition to adjoining properties and avoids abrupt level changes that might otherwise create amenity concerns. The maximum height of 1.493 metres is modest and represents the minimum necessary height to achieve functional access and servicing requirements for the Tavern. In this regard, the retaining responds appropriately to the natural features of the site, while minimising excavation and fill.
P3.5.2 Where excavation/fill is necessary, all finished levels respect the natural ground level at the lot boundary of the site and as viewed from the street.	The Tavern site is elevated relative to Safety Bay Road, a feature that formed part of the original approved design and was supported by the City's Design Review Panel on urban design grounds. The proposed retaining works are consistent with this design intent, ensuring a coherent relationship between the Tavern building, its immediate surrounds, and the public realm. The retaining wall does not present as an intrusive or dominant element when viewed from the Safety Bay Road, and finished levels respect the NGL transitions at the lot boundary.
P3.5.3 Retaining walls that result in land which can be effectively used for the benefit of residents, do not detrimentally affect the amenity of adjoining properties in the opinion of the decision-maker, and are designed, engineered and landscaped having due regard to the provisions of element 3.10 Visual privacy.	The retaining provides a functional outcome by enabling practical access to the side setback area, which is required for storage and operational purposes associated with the Tavern use. The adjacent Surfside Apartments building is set back in excess of 10 metres from the common boundary, significantly reducing any potential amenity impacts arising from the retaining wall. While there is an outdoor space area (grass) between the retaining wall and the apartments, the apartments primary outdoor living area and associated amenities are located centrally within the site, with these areas not impacted by this proposal.

Design Principle	Officer Comment
	The height of the retaining wall is well below levels that would create privacy concerns or overlooking impacts, with a standard 1.8m high common fence siting above the retaining wall to prevent any direct overlooking.

It is considered that the development satisfies the applicable design principles as outlined above.

Car Parking:

The original Mixed–Commercial development was approved with 159 on-site car parking bays provided across the entire development site. Public access easements were required to be created under the subdivision process to allow for the shared use of the on-site car parking by all the approved uses. Easements over the initial construction stage have already been created, while easements over the Tavern parking area are required to be created under a legal agreement before the building is occupied.

There were 48 car bays shown on the approved Tavern site plan, and 48 car bays provided by the current application. The car parking supply remains unchanged, both for the Tavern and the development as a whole.

Planning and Development (Local Planning Schemes) Regulations 2015 (the Regulations)

Clause 67 of Schedule 2 of the Regulations outlines the matters to which the Local Government is to have due regard when considering an application for Development Approval. Where relevant, these matters have been discussed throughout this Report or addressed below.

Matters to be considered	Officer Comment
(m) the compatibility of the development within its setting including - *(i) the compatibility of the development with the desired future character of its setting and* *(ii) the relationship of the development on adjoining land or on other land in the locality including, but not limited to, the likely effects of the height, bulk, scale, orientation and appearance of the development.*	The proposal retains the approved Tavern land use and seeks to reorient the building along the south-west boundary of the site. The amendment provides a development outcome that is consistent with the 2024 Development Approval by maintaining the previously approved building height. The reconfigured layout responds appropriately to the surrounding context, delivering a built form that presents a clear and active interface to Safety Bay Road, with a compliant side setback to the adjoining property.

Matters to be considered	Officer Comment
	Given the site's location within an identified Activity Centre, a higher level of activation and intensity of use is both expected and encouraged. In this regard, the development contributes positively to street activity and pedestrian amenity, while ensuring that potential impacts on adjoining sites are suitably managed through building orientation, setbacks, and design treatments. The proposal therefore integrates with the broader development framework, reinforces the desired character of the precinct, and contributes to a cohesive relationship with adjacent development and the public realm. It is noted, however, that the revised design precludes the ability to deliver a residential component fronting the foreshore (on 'Parcel 4' – refer to Figure 5), which the applicant had expressed to be part of the longer-term vision for the site. While this represents a departure from the originally contemplated mixed-use outcome and intent of the local planning framework for the site, the proposal nevertheless delivers on the immediate objectives of the planning framework by maintaining an active, publicly accessible interface and providing a commercial anchor land use that supports the Activity Centre.
(n) the amenity of the locality including the following - *(i) environmental impacts of the development* *(ii) the character of the locality;* *(iii) social impacts of the development.*	The revised proposal does not introduce any elements that would be detrimental to the natural or built environment. The adjoining 'Surfside' apartments (three-storey apartment complex) is set back in excess of 10m from the common boundary, enabling the ongoing maintenance of ocean views for most residents. The design of the south-eastern wall of the tavern does not include any major openings, and as such does not give rise to privacy implications for the 'Surfside' apartments.

Matters to be considered		Officer Comment
		Furthermore, the inclusion of a white rendered boundary fence, together with the rendering of the south-eastern walls of the Tavern building, ensures a visually compatible interface for those portions of the development visible from the apartments and the adjoining dwelling at 25/19 Malibu Road. It is also noted that LPP3.3.23, which establishes the built form and design outcomes intended for the site, contemplates development of up to four storeys along the southern edge of the subject lot with a minimum 6-metre setback. Such a built form outcome would have generated a significantly greater impact on the scale and character of adjacent residential properties than what is currently proposed. In contrast, the Tavern amendment maintains a single-storey presentation along this interface, thereby substantially reducing potential visual bulk, overshadowing, and amenity impacts. This demonstrates that the amended proposal delivers a more sensitive and contextually appropriate built form response than what could otherwise reasonably be anticipated under the policy framework. Finally, the revised Tavern proposal also reinforce the site's ongoing role as a focal point for community activity. The Tavern use, ensures that the site retains its long-standing function as a social hub and entertainment venue within the locality. In doing so, the proposal not only supports local visitation but also enhances walkability and broader pedestrian connectivity within the area, consistent with the principles of integrated Activity Centre planning.
(p)	*whether adequate provision has been made for the landscaping of the land to which the application relates and whether any trees or other vegetation on the land should be preserved.*	A landscape plan has not been provided for the amended DA application. Detailed landscape plans will be provided at the detailed design stage per condition 16 of the 2024 Development Approval.
(t)	*the amount of traffic likely to be generated by the development, particularly in relation to the capacity of the road system in the locality and the probable effect on traffic flow and safety.*	The revised Traffic Impact Assessment prepared in support of the proposed amendment, concludes the traffic impact of the proposed amendments are considered marginal.

Clause 77(c) of the *Planning and Development (Local Planning Schemes) Regulations 2015*, enables an application requesting an amendment to Development Approval which does not substantially change the Development Approved. In this respect, the building footprint has been reduced, and the internal layout of the tavern modified to respond to its orientation. The previously proposed basement parking has been replaced with at-grade parking. Despite these changes, the proposal remains generally consistent with the intent of the local planning framework. Accordingly, the amendment is considered to align with the underlying Development Approval.

Conclusion:

The revised Tavern proposal is generally compliant with the provisions of the City's TPS2, as well as the relevant state and local planning policies outlined in the 'Legislation and Policy' section of this report.

The proposal appropriately addresses the key aspects of the planning framework, and the issues raised through public submissions have been considered and suitably responded to.

On this basis, it is recommended that the application be approved without change to conditions of the existing Development Approval.

DEVELOPMENT ASSESSMENT PANEL

APPROVED

09-Apr-2024

N

HINDLEY & ASSOCIATES PTY LTD
BUILDING DESIGNERS

166 STIRLING HIGHWAY
NEDLANDS WA 6009

PO BOX 199
NEDLANDS WA 6909

PHONE - 9386 6699
FAX - 9386 6700
admin@hindley.com.au

DEVELOPMENT APPLICATION

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HINDLEY & ASSOCIATES P/L
AS TRUSTEE FOR
HINDLEY TRUST
ACN No. 088 989 904

BUILDING DESIGNERS ASSOCIATION OF WA INC

NO:	DATE:	REVISION:	DRAWN:	CHECK:
A	26.05.23	ISSUED FOR PLANNING APPROVAL	SDS	SDS

A1 SHEET

LOCATION PLAN

SCALE 1:10000

PROPOSED MIXED USE DEVELOPMENT
LOT 100, No 434 SAFETY BAY ROAD
SAFETY BAY W.A.
for BRAYKELL TWO Pty Ltd

Date -	20.03.23
Design -	SDS
Drawn -	SDS
Checked -	SDS
Scale -	1:10000
Job No. -	0836
Dwg -	DA00
Rev -	A

DEVELOPMENT ASSESSMENT PANEL

APPROVED
09-Apr-2024

NOTES:

ZONING: COMMERCIAL

PARKING:

- PARCEL 1: REFER TO CHILDCARE DRAWINGS BY OTHERS.
- PARCEL 2: 43 NEW OFF-STREET CAR BAYS (INCLUDING 2 FUTURE EV CHARGING BAYS); AND 6 NEW ON-STREET CAR BAYS; AND 30 NEW BICYCLE BAYS (INCLUDING 4 E-BIKES); AND 3 MOBILITY SCOOTER BAYS.
- PARCEL 3: 2 NEW ACCESSIBLE BAYS; AND 11 NEW ANGLED BAYS ALONG SAFETY BAY ROAD, AND NEW BASEMENT PARKING BAYS (REFER TO TAVERN DRAWINGS BY OTHERS); AND 8 NEW BICYCLE BAYS.
- PARCEL 4: NOT PART OF THIS APPLICATION.

LANDSCAPING:

- PARCEL 1: REFER TO CHILDCARE DRAWINGS BY OTHERS.
- PARCEL 2: 620m² (EXCLUDING VERGES).
- PARCEL 3: REFER TO TAVERN DRAWINGS BY OTHERS.
- PARCEL 4: NOT PART OF THIS APPLICATION.

LEGEND:

- NEW BLACK ASPHALT PAVEMENT.
- NEW RED ASPHALT PAVEMENT.
- EXISTING COUNCIL FOOTPATHS.
- NEW COUNCIL FOOTPATHS.
- NEW FOOTPATHS.
- NEW LANDSCAPING. REFER TO LANDSCAPING PLAN.

HINDLEY & ASSOCIATES PTY LTD
BUILDING DESIGNERS

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NEDLANDS WA 6009

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DEVELOPMENT APPLICATION

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HINDLEY & ASSOCIATES P/L AS TRUSTEE FOR HINDLEY TRUST ACN No. 088 989 904

BUILDING DESIGNERS ASSOCIATION OF WA INC

NO:	DATE:	REVISION:	DRAWN:	CHECK:
K	31.10.23	COUNCIL'S COMMENTS	SDS	SDS
L	09.11.23	CHILDCARE UPDATED	SDS	SDS
M	11.01.24	PARKING AMENDED	JJR	SJH
N	11.01.24	PARCEL 3 AMENDED	JJR	SJH
O	06.02.24	PARKING ADDED, UNITS 4-6	SDS	SDS
P	07.02.24	PEDESTRIAN CROSSING	SDS	SDS
Q	07.02.24	PARKING NUMBERS	SDS	SDS
R	12.02.24	CHILDCARE FACADE	SDS	SDS

A1 SHEET

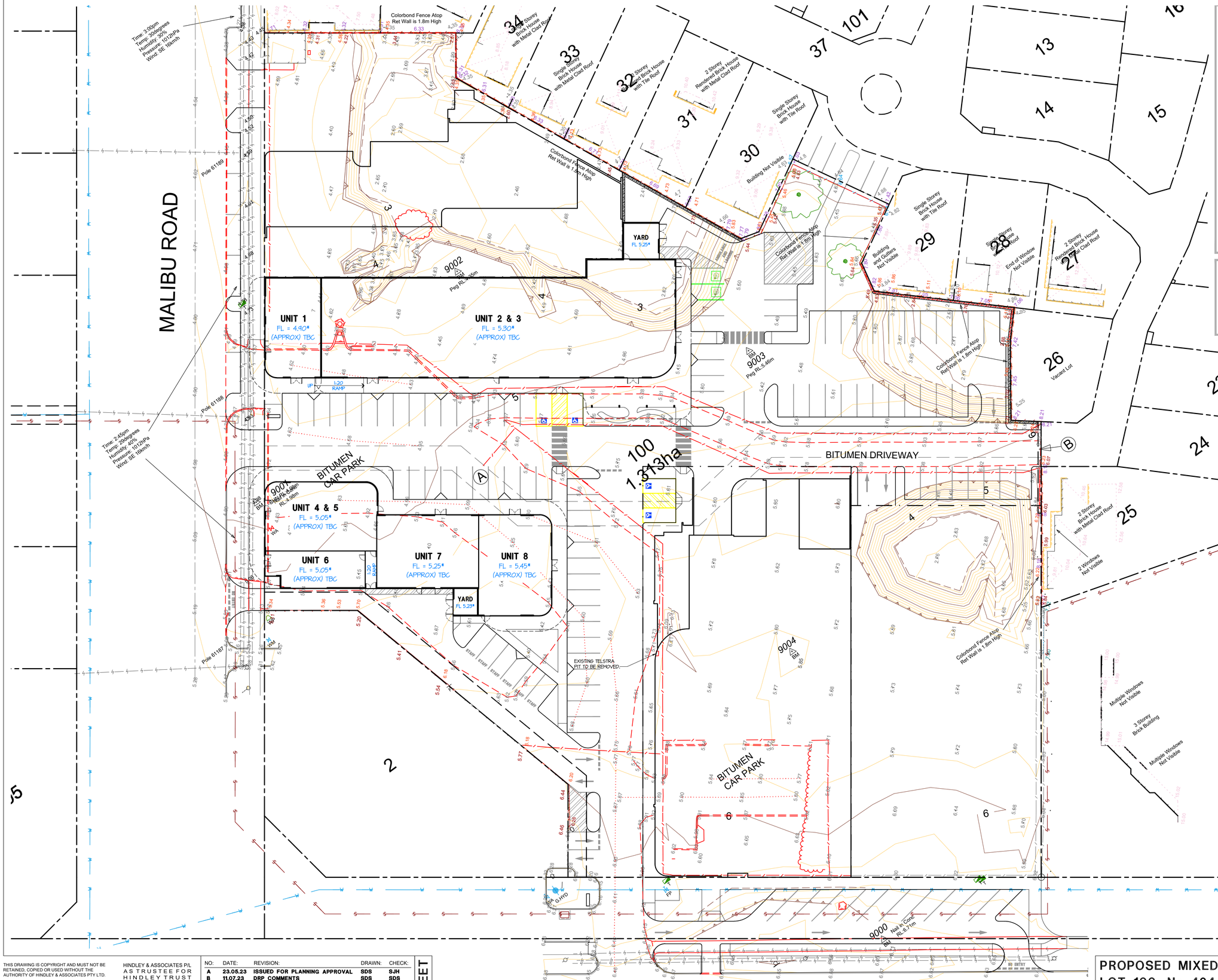
NEW SHARED PYLON SIGN PRIOR TO ROAD WIDENING. PERMITTED PROXIMITY TO ALL EXISTING SERVICES TO BE CONFIRMED WITH SERVICE PROVIDERS. AN UNDERGROUND SCAN TO BE UNDERTAKEN.

PROPOSED SITE PLAN

SCALE 1:300

PROPOSED MIXED USE DEVELOPMENT
LOT 100, No 434 SAFETY BAY ROAD
SAFETY BAY W.A.
for BRAYKELL TWO Pty Ltd

Date	-	20.03.23
Design	-	SDS
Drawn	-	SDS
Checked	-	SJH
Scale	-	1:300
Job No.	-	0336
Dwg -		DA01
Rev -		R



NOTES:

1. *DESIGN LEVELS, INCLUDING FLOOR LEVELS, ARE INDICATIVE ONLY. FINAL LEVELS AND TO BE DESIGNED BY A CIVIL ENGINEER AS PART OF DETAILED DESIGN.
2. SURVEY INFORMATION PROVIDED BY MCMULLEN NOLAN GROUP (MNG). REFER TO CONTOUR AND FEATURE SURVEY 104433-DS-001-A DATED 13/04/2022 FOR DETAILS.
3. CHECK CERTIFICATE OF TITLE FOR ANY ENCUMBRANCES E.G. EASEMENTS, RESTRICTIVE COVENANTS ETC.
4. THIS SURVEY HAS BEEN COMPLETED TO CLASS 2/3 ACCURACY
   HARD STAND AREAS ARE TO CLASS 2 ACCURACY
   HORIZONTAL ACCURACY ± 20MM
   VERTICAL ACCURACY ± 20MM
   ALL OTHER AREAS ARE TO CLASS 3 ACCURACY
   HORIZONTAL ACCURACY ± 30MM
   VERTICAL ACCURACY ± 50MM
5. EXISTING BOUNDARIES HAVE BEEN EXTRACTED FROM LANDGATE'S SPATIAL CADASTRAL DATABASE, WHICH IS ONLY A MODEL OF THE CADASTRE. THE DEPICTED BOUNDARY LOCATIONS ARE A GRAPHICAL REPRESENTATION ONLY AND AS THEY HAVE NOT BEEN RE-ESTABLISHED BY SURVEY, MNG DOES NOT GUARANTEED THE POSITION UNLESS STATED OTHERWISE. RE-ESTABLISHMENT OF LOT BOUNDARIES BY A LICENSED SURVEYOR IS RECOMMENDED FOR ANY WORKS ON OR ABOUT A BOUNDARY.
6. UNDERGROUND SERVICES HAVE BEEN COMPILED FROM INFORMATION OBTAINED FROM A DIAL-BEFORE-YOU-DIG SEARCH. SERVICE LOCATIONS HAVE NOT BEEN VERIFIED BY MNG. ALIGNMENTS ARE INDICATIVE ONLY. PRIOR TO DEMOLITION, EXCAVATION OR CONSTRUCTION USERS SHOULD SATISFY THEMSELVES TO THE CURRENCY OF SERVICES, WHICH MAY HAVE BEEN ALTERED OR NEW SERVICES INSTALLED ON OR NEAR THE SUBJECT SITE. REFER TO THE DATE AND METHOD OF ACQUISITION.
7. SURFACE FEATURES AND LEVELS HAVE BEEN SURVEYED TO MEET THE REQUESTED SCOPE OF WORKS ACCURACY, THE SURFACE MAY BE CONTOURED TO DEPICT TOPOGRAPHY OR DEFINED ONLY BY SPOT HEIGHTS. FOR CLARITY ON HARD COPY SOME LEVEL INFORMATION IS NOT SHOWN, REFER TO 3D DIGITAL FILE. ABOVE GROUND INDICATORS (MARKERS) OF UNDERGROUND SERVICES ARE LOCATED WHERE VISIBLE. THIRD PARTIES UTILISING THIS INFORMATION SHOULD CONFIRM THE CAPTURE ACCURACIES MEET REQUIREMENTS PRIOR TO USE.

LEGEND:

- ITEMS TO BE REMOVED / RELOCATED SHOWN IN RED.
- 10 — EXISTING CONTOURS.
- 10.00 — EXISTING SPOT LEVELS.

N

DEVELOPMENT ASSESSMENT PANEL
APPROVED
09-Apr-2024

DEVELOPMENT APPLICATION

HINDLEY & ASSOCIATES PTY LTD
BUILDING DESIGNERS

166 STIRLING HIGHWAY
NEDLANDS WA 6009

PO BOX 199
NEDLANDS WA 6909

PHONE - 9386 6699
FAX - 9386 6700
admin@hindley.com.au

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HINDLEY & ASSOCIATES P/L
AS TRUSTEE FOR
HINDLEY TRUST
ACN No. 088 989 904

BUILDING DESIGNERS ASSOCIATION OF WA INC

NO:	DATE:	REVISION:	DRAWN:	CHECK:
A	23.05.23	ISSUED FOR PLANNING APPROVAL	SDS	SJH
B	11.07.23	DRP COMMENTS	SDS	SDS
C	21.08.23	FLOOR LEVELS	SDS	SDS
D	09.11.23	COUNCIL'S COMMENTS	SDS	SDS
E	06.02.24	UNITS 4-6	SDS	SDS
F	07.02.24	PEDESTRIAN CROSSING	SDS	SDS
-				
-				

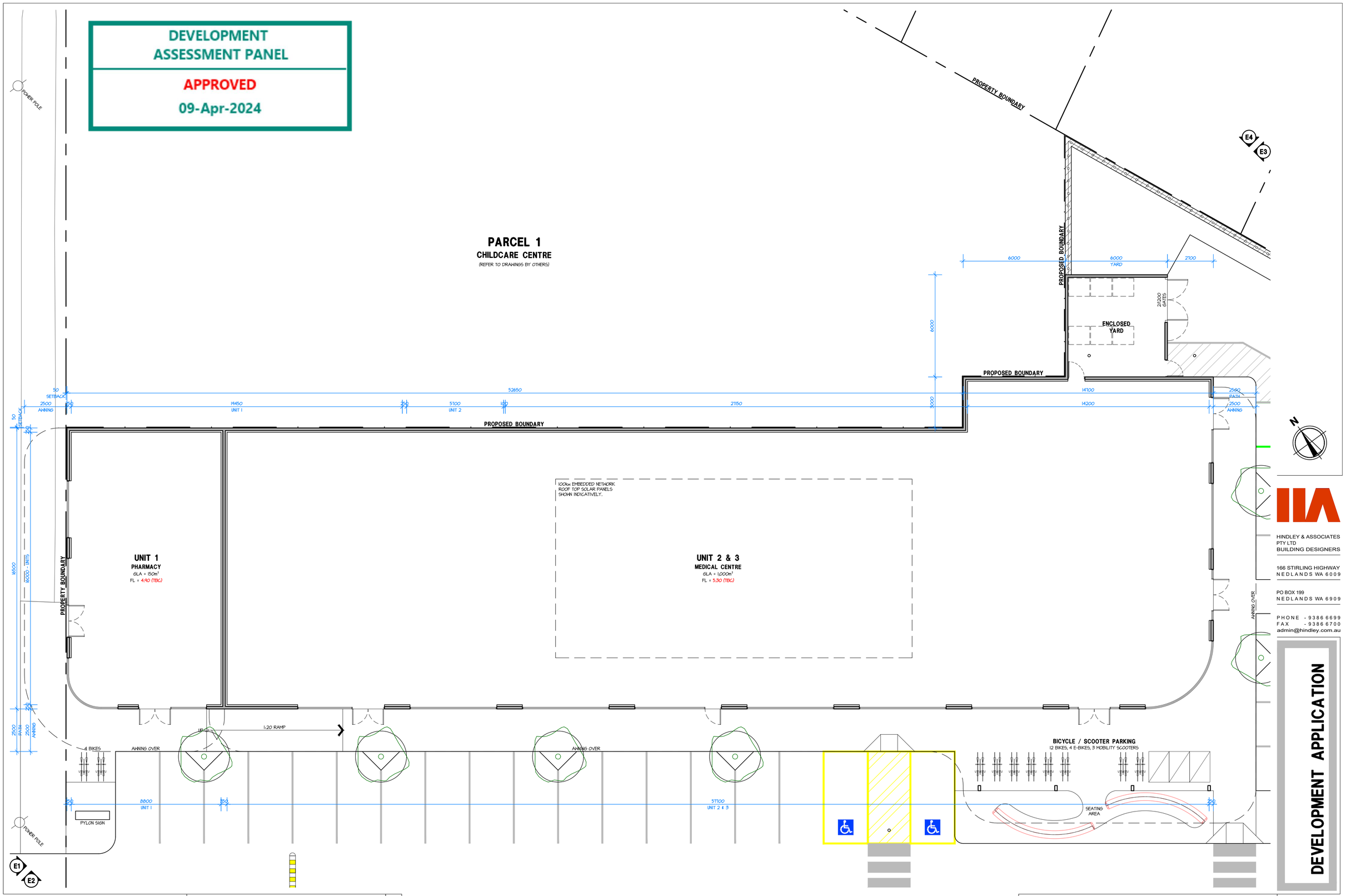
A1 SHEET

SURVEY OVERLAY, LEVELS & DEMOLITION PLAN

SCALE 1:300

PROPOSED MIXED USE DEVELOPMENT
LOT 100, No 434 SAFETY BAY ROAD
SAFETY BAY W.A.
for BRAYKELL TWO Pty Ltd

Date	-	20.03.23
Design	-	SDS
Drawn	-	SDS
Checked	-	SJH
Scale	-	1:300
Job No.	-	0836
Dwg -		DA02
Rev -		F



HINDLEY & ASSOCIATES PTY LTD
BUILDING DESIGNERS

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NEDLANDS WA 6009

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ACN No. 088 989 904

BUILDING DESIGNERS ASSOCIATION OF WA INC

NO:	DATE:	REVISION:	DRAWN:	CHECK:
A	23.05.23	ISSUED FOR PLANNING APPROVAL	SDS	SJH
B	11.07.23	DRP COMMENTS	SDS	SDS
C	10.08.23	FLOOR LEVELS	SDS	SDS
D	09.11.23	COUNCIL'S COMMENTS	SDS	SDS
E	06.02.24	BICYCLE BAYS	SDS	SDS
-				
-				
-				

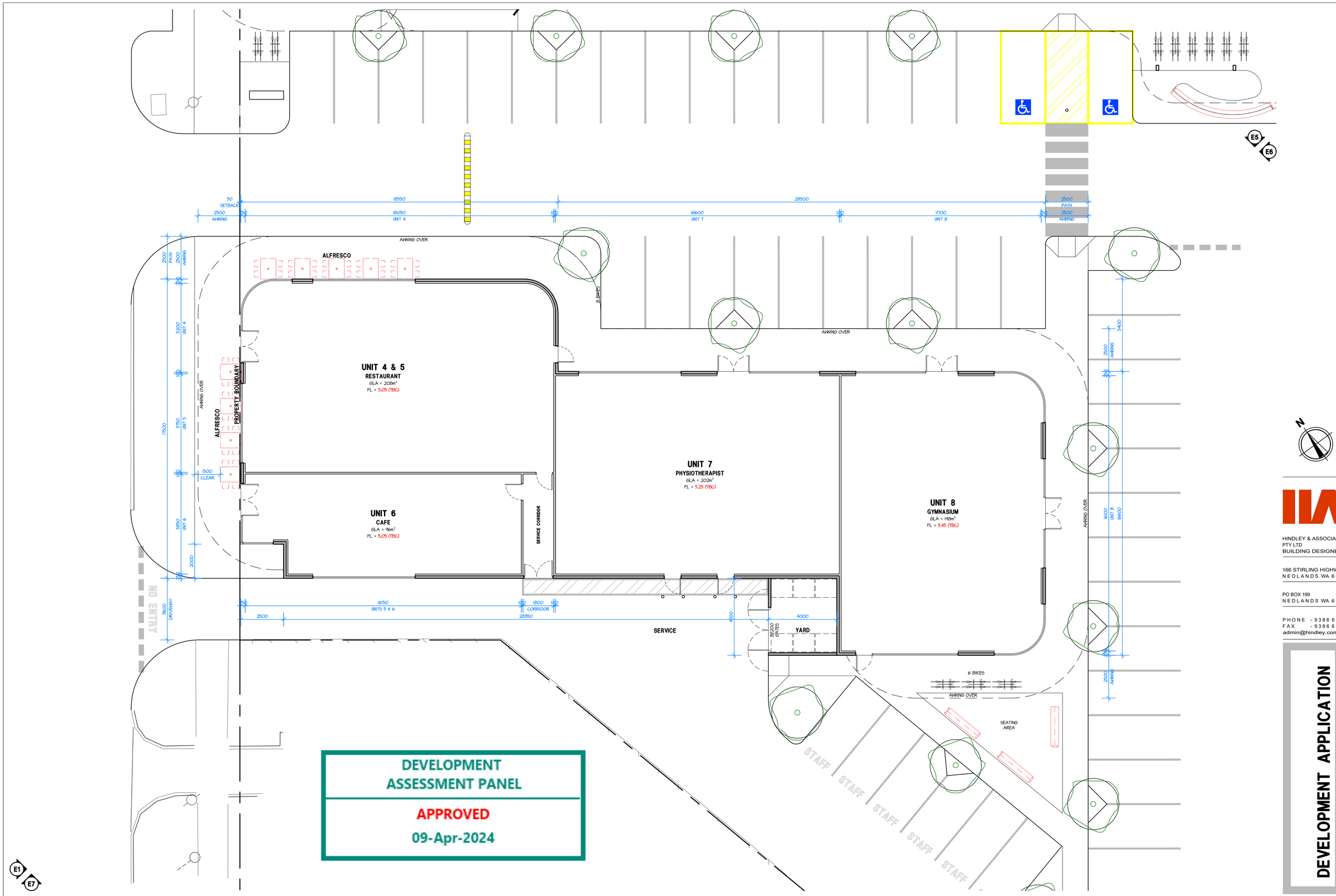
A1 SHEET

BUILDING A FLOOR PLAN

SCALE 1:100

PROPOSED MIXED USE DEVELOPMENT
LOT 100, No 434 SAFETY BAY ROAD
SAFETY BAY W.A.
for BRAYKELL TWO Pty Ltd

Date	-	20.03.23
Design	-	SDS
Drawn	-	SDS
Checked	-	SJH
Scale	-	1:100
Job No.	-	0836
Dwg -		DA03
Rev -		E



DEVELOPMENT ASSESSMENT PANEL

APPROVED

09-Apr-2024

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HINDLEY & ASSOCIATES P/L
AS TRUSTEE FOR
HINDLEY TRUST
ACN No. 088 989 904

BUILDING DESIGNERS ASSOCIATION OF WA INC

NO:	DATE:	REVISION:	DRAWN:	CHECK:
A	23.05.23	ISSUED FOR PLANNING APPROVAL	SDS	SJH
B	11.07.23	DRP COMMENTS	SDS	SDS
C	10.08.23	FLOOR LEVELS	SDS	SDS
D	09.11.23	COUNCIL'S COMMENTS	SDS	SDS
E	06.02.24	UNITS 4-6	SDS	SDS
-				
-				
-				

A1 SHEET

BUILDING B FLOOR PLAN

SCALE 1:100

PROPOSED MIXED USE DEVELOPMENT
LOT 100, No 434 SAFETY BAY ROAD
SAFETY BAY W.A.
for BRAYKELL TWO Pty Ltd

HINDLEY & ASSOCIATES
PTY LTD
BUILDING DESIGNERS

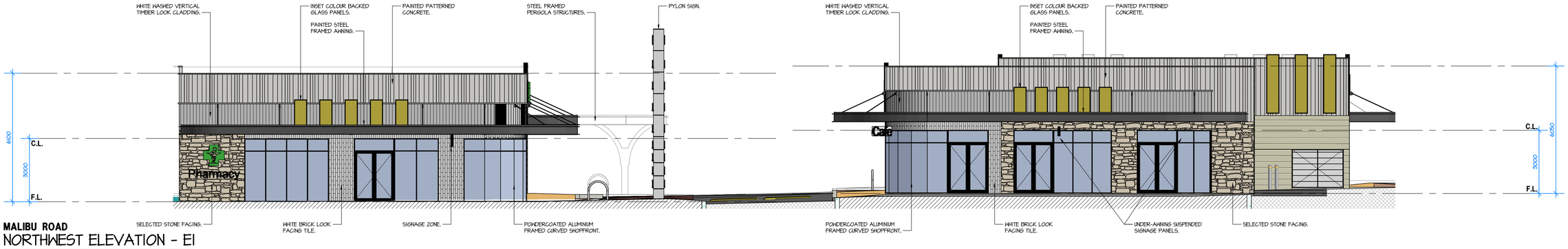
166 STIRLING HIGHWAY
NEDLANDS WA 6009

PO BOX 199
NEDLANDS WA 6909

PHONE - 9386 6699
FAX - 9386 6700
admin@hindley.com.au

DEVELOPMENT APPLICATION

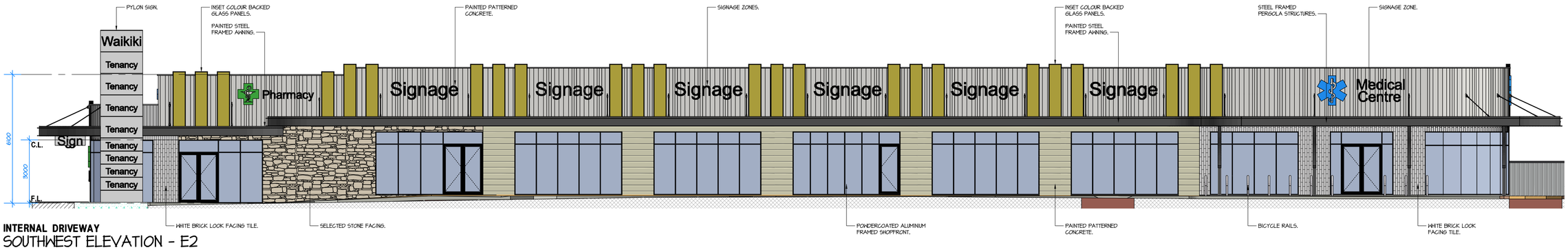
Date	-	20.03.23
Design	-	SDS
Drawn	-	SDS
Checked	-	SJH
Scale	-	1:100
Job No.	-	0836
Dwg	-	DA04
Rev	-	E



MALIBU ROAD

NORTHWEST ELEVATION - E1

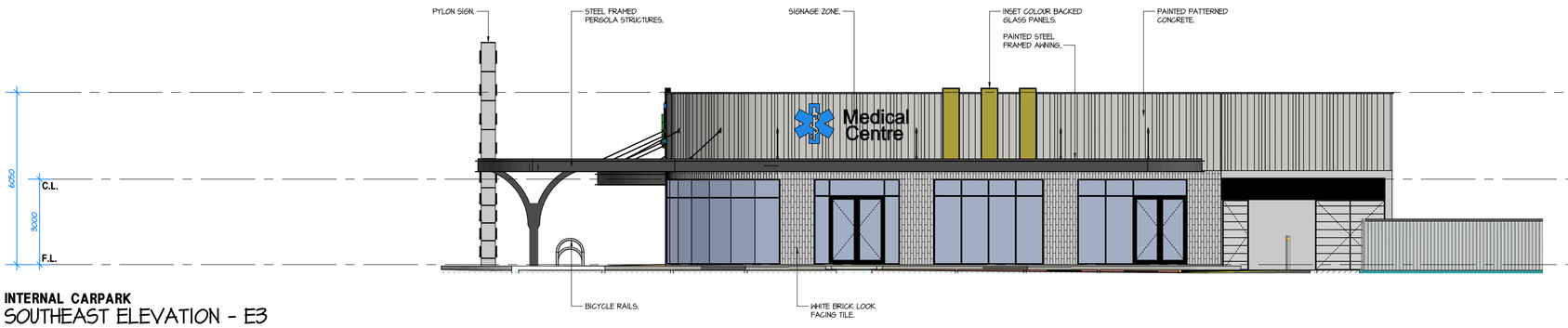
SCALE 1:100



INTERNAL DRIVEWAY

SOUTHWEST ELEVATION - E2

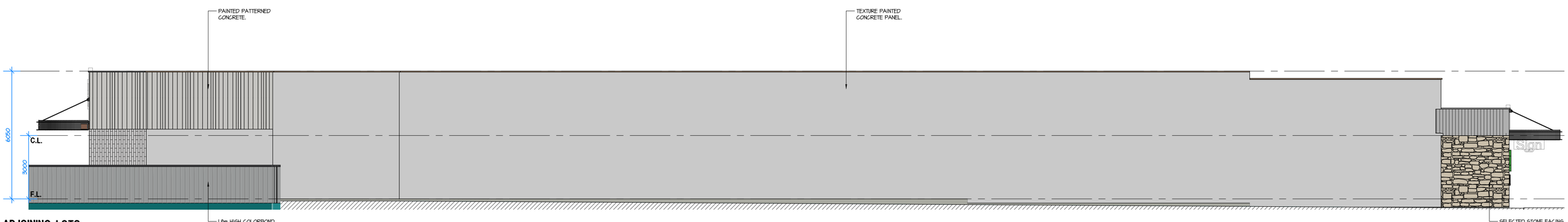
SCALE 1:100



INTERNAL CARPARK

SOUTHEAST ELEVATION - E3

SCALE 1:100



ADJOINING LOTS

NORTHEAST ELEVATION - E4

SCALE 1:100

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HINDLEY & ASSOCIATES P/L
AS TRUSTEE FOR
HINDLEY TRUST
ACN No. 088 989 904

BUILDING DESIGNERS ASSOCIATION OF WA INC

NO:	DATE:	REVISION:	DRAWN:	CHECK:
A	23.05.23	ISSUED FOR PLANNING APPROVAL	SDS	SJH
B	11.07.23	DRP COMMENTS	JJR	SDS
C	09.11.23	COUNCIL'S COMMENTS	SDS	SDS
-				
-				
-				
-				
-				

A1 SHEET

DEVELOPMENT ASSESSMENT PANEL

APPROVED

09-Apr-2024

HINDLEY & ASSOCIATES PTY LTD
BUILDING DESIGNERS

166 STIRLING HIGHWAY
NEDLANDS WA 6009

PO BOX 199
NEDLANDS WA 6909

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FAX - 9386 6700
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DEVELOPMENT APPLICATION

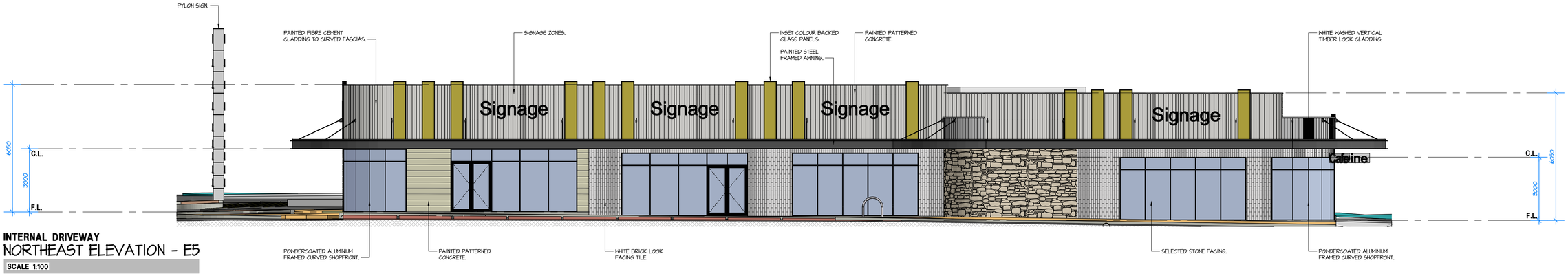
PROPOSED MIXED USE DEVELOPMENT
LOT 100, No 434 SAFETY BAY ROAD
SAFETY BAY W.A.
for BRAYKELL TWO Pty Ltd

Date	-	20.03.23
Design	-	SDS
Drawn	-	SDS
Checked	-	SJH
Scale	-	1:100
Job No.		0836
Dwg -		DA05
Rev -		C

MALIBU ROAD (COMBINED ELEVATION)

NORTHWEST ELEVATION - E1

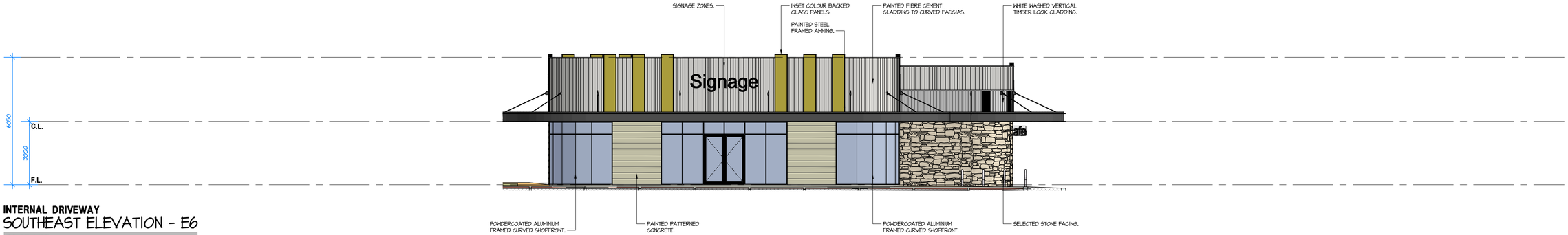
SCALE 1:100



INTERNAL DRIVEWAY

NORTHEAST ELEVATION - E5

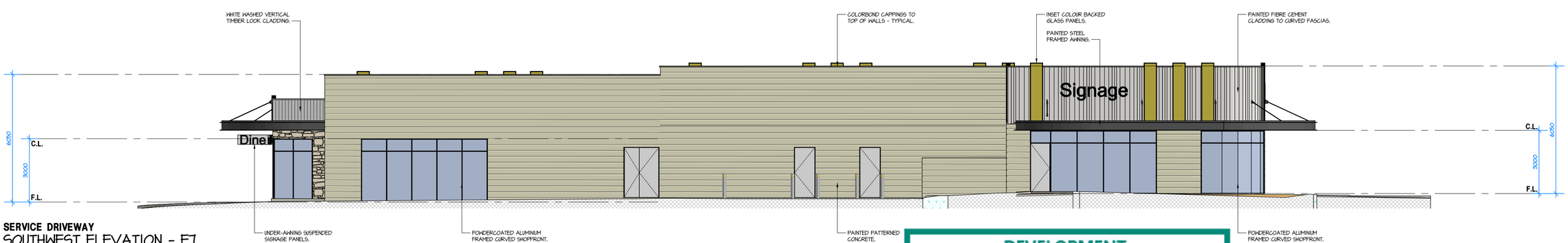
SCALE 1:100



INTERNAL DRIVEWAY

SOUTHEAST ELEVATION - E6

SCALE 1:100



SERVICE DRIVEWAY

SOUTHWEST ELEVATION - E7

SCALE 1:100

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HINDLEY & ASSOCIATES P/L
AS TRUSTEE FOR
HINDLEY TRUST
ACN No. 088 989 904

BUILDING DESIGNERS ASSOCIATION OF WA INC

NO:	DATE:	REVISION:	DRAWN:	CHECK:
A	23.05.23	ISSUED FOR PLANNING APPROVAL	SDS	SJH
B	11.07.23	DRP COMMENTS	JJR	SDS
C	09.11.23	COUNCIL'S COMMENTS	SDS	SDS
D	25.01.24	OVERALL STREET VIEW ADDED	SDS	SDS
E	09.02.24	CCC STREET ELEVATION ALTERED	SDS	SDS
F	12.02.24	CCC STREET ELEVATION ALTERED	SDS	SDS
-				
-				

A1 SHEET

DEVELOPMENT ASSESSMENT PANEL

APPROVED

09-Apr-2024

PROPOSED MIXED USE DEVELOPMENT
LOT 100, No 434 SAFETY BAY ROAD
SAFETY BAY W.A.
for BRAYKELL TWO Pty Ltd

HINDLEY & ASSOCIATES PTY LTD
BUILDING DESIGNERS

166 STIRLING HIGHWAY
NEDLANDS WA 6009

PO BOX 199
NEDLANDS WA 6909

PHONE - 9386 6699
FAX - 9386 6700
admin@hindley.com.au

DEVELOPMENT APPLICATION

Date - 20.03.23
Design - SDS
Drawn - SDS
Checked - SJH
Scale - 1:100
Job No. - 0836

Dwg - DA06

Rev - F

DEVELOPMENT ASSESSMENT PANEL
APPROVED
09-Apr-2024

PROPOSED CHILDCARE CENTRE
434 SAFETY BAY ROAD, SAFETY BAY, WA 6169

DRAWING REGISTER PLANNING

SHEET NUMBER	SHEET NAME	ISSUE	DESCRIPTION	DATE
DA00	COVER SHEET	F	PARAPET & FACADE ADJUSTMENT	08/02/2024
DA01	FLOOR PLAN	F	PARAPET & FACADE ADJUSTMENT	08/02/2024
DA02	ROOF PLAN	F	PARAPET & FACADE ADJUSTMENT	08/02/2024
DA03	ELEVATIONS	F	PARAPET & FACADE ADJUSTMENT	08/02/2024
DA04	SHADOW DIAGRAMS 1 - WINTER SOLSTICE	F	PARAPET & FACADE ADJUSTMENT	08/02/2024
DA05	SHADOW DIAGRAMS 2 - WINTER SOLSTICE	F	PARAPET & FACADE ADJUSTMENT	08/02/2024

GENERAL NOTES

DIMENSIONS TO BE VERIFIED ON SITE PRIOR TO COMMENCEMENT. PREPARATION OF SHOP DRAWINGS OR MANUFACTURING. FIGURED DIMENSIONS TAKE PRECEDENCE OVER SCALING.

VERIFY LOCATION OF EXISTING SERVICES BEFORE COMMENCEMENT.

ALL CONSTRUCTION TO BE IN ACCORDANCE WITH THE NATIONAL CONSTRUCTION CODE OF AUSTRALIA, BUILDING ACT 1975 AS AMENDED, STANDARD BUILDING BY-LAWS AND RELEVANT AUSTRALIAN STANDARDS.

ISSUE	DESCRIPTION	DATE
F	PARAPET & FACADE ADJUSTMENT	08/02/2024
E	JDAP UPDATE - FACADE / AWNING EXTENSION	17/01/2024
D	DEVELOPMENT APPLICATION RFI	10/11/2023
C	PRELIMINARY DA ISSUE	18/07/2023
B	DRP COMMENT REVIEW	22/06/2023
A	DRP ISSUE	31/05/2023

insite ARCHITECTS
4/120 Upper Heidelberg Road, Ivanhoe VIC 3079
t (03) 9499 8174
www.insitearchitects.com.au

nido EARLY SCHOOL

CLIENT: FABRIC PROPERTY

PROJECT: PROPOSED CHILDCARE CENTRE (82 places)

LOCATION: 434 SAFETY BAY ROAD, SAFETY BAY, WA 6169

DRAWING TITLE: COVER SHEET

SCALE:
DATE: MAY 2023
DRAWN: CW/SS
PRINTED: 8/02/2024 12:26:47 PM
CHECKED: AH
JOB No.: J0000880

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DA00/F

D/A ISSUE

DEVELOPMENT ASSESSMENT PANEL

APPROVED

09-Apr-2024

LEGEND

- UNENCUMBERED PLAYSPACE
- LANDSCAPING
- BUILDING AREA
- CAR PARK
- PAVING or similar
- PROPOSED TREE nominal location shown
- +FFL 0000 — PROPOSED FINISHED FLOOR LEVEL
- 0.00 NS — NATURAL SURFACE LEVEL
- 0.00 TOW — TOP OF RETAINING WALL (EXISTING)

AREA ANALYSIS

TOTAL SITE AREA 1913 m²

SITE COVERAGE 696 m² (36%)

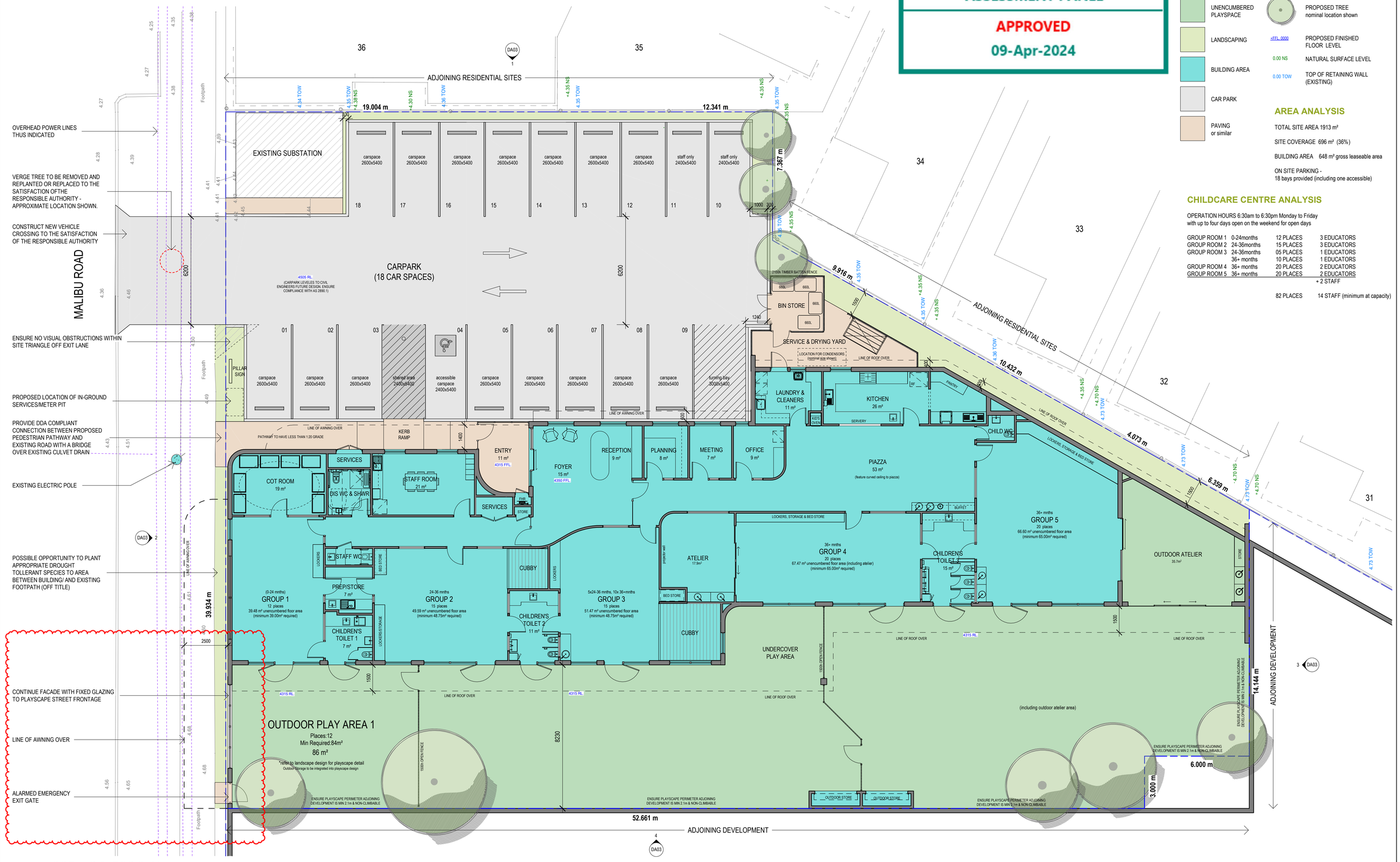
BUILDING AREA 648 m² gross leaseable area

ON SITE PARKING -
18 bays provided (including one accessible)

CHILDCARE CENTRE ANALYSIS

OPERATION HOURS 6:30am to 6:30pm Monday to Friday
with up to four days open on the weekend for open days

GROUP ROOM 1	0-24months	12 PLACES	3 EDUCATORS
GROUP ROOM 2	24-36months	15 PLACES	3 EDUCATORS
GROUP ROOM 3	24-36months	05 PLACES	1 EDUCATORS
	36+ months	10 PLACES	1 EDUCATORS
GROUP ROOM 4	36+ months	20 PLACES	2 EDUCATORS
GROUP ROOM 5	36+ months	20 PLACES	2 EDUCATORS
			+ 2 STAFF
		82 PLACES	14 STAFF (minimum at capacity)



1 GROUND FLOOR PLAN
1 : 100

GENERAL NOTES

DIMENSIONS TO BE VERIFIED ON SITE PRIOR TO COMMENCEMENT. PREPARATION OF SHOP DRAWINGS OR MANUFACTURING. FIGURED DIMENSIONS TAKE PRECEDENCE OVER SCALING.

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ISSUE	DESCRIPTION	DATE
F	PARAPET & FACADE ADJUSTMENT	08/02/2024
E	JDAP UPDATE - FACADE / AWNING EXTENSION	17/01/2024
D	DEVELOPMENT APPLICATION RFI	10/11/2023
C	PRELIMINARY DA ISSUE	18/07/2023
B	DRP COMMENT REVIEW	22/06/2023
A	DRP ISSUE	31/05/2023

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nido EARLY SCHOOL

CLIENT: FABRIC PROPERTY

PROJECT: PROPOSED CHILDCARE CENTRE (82 places)

LOCATION: 434 SAFETY BAY ROAD, SAFETY BAY, WA 6169

DRAWING TITLE: FLOOR PLAN

SCALE: As indicated@A1 **DATE:** MAY 2023

DRAWN: CW/SS **PRINTED:** 8/02/2024 12:26:49 PM

CHECKED: AH **JOB No.:** J0000880

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DA01/F

D/A ISSUE

DEVELOPMENT ASSESSMENT PANEL
APPROVED
09-Apr-2024

MALIBU ROAD

EXISTING SUBSTATION

CAR PARK

EXISTING ELECTRIC POLE

OVERHEAD POWER LINES THUS INDICATED

SOLAR PANELS TO ROOF
- NOMINAL QUANTITY, ARRAY AND LOCATION SHOWN
(DETAILS TO BE CONFIRMED BY INSTALLER)

FALL

PROPOSED CHILDCARE CENTRE

TOP OF PARAPET 8350 RL.

1500

OUTDOOR PLAY AREA 1

OUTDOOR PLAY AREA 2

OUTDOOR PLAY AREA 3

OUTDOOR STORES

DA03 1

DA03 2

DA03 3

DA03 4

1 ROOF PLAN
1 : 100

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CLIENT: FABRIC PROPERTY

PROJECT: PROPOSED CHILDCARE CENTRE (82 places)

LOCATION: 434 SAFETY BAY ROAD, SAFETY BAY, WA 6169

DRAWING TITLE: ROOF PLAN

SCALE: 1 : 100@A1 **DATE:** MAY 2023

DRAWN: CW/SS **PRINTED:** 8/02/2024 12:26:49 PM

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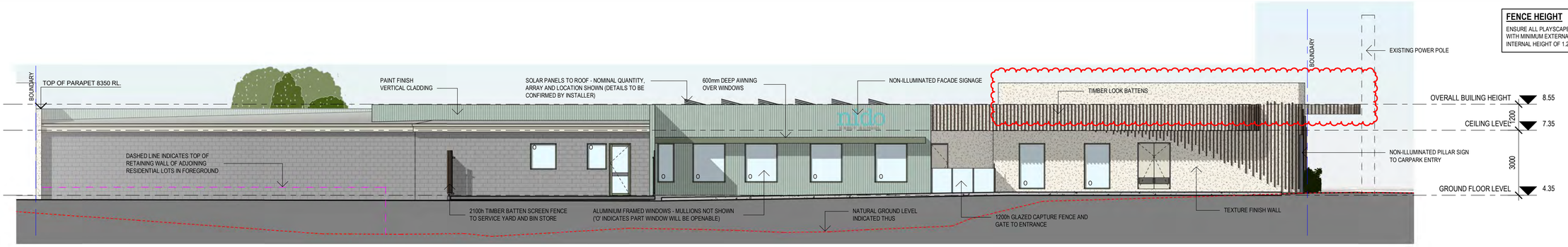
DA02/F

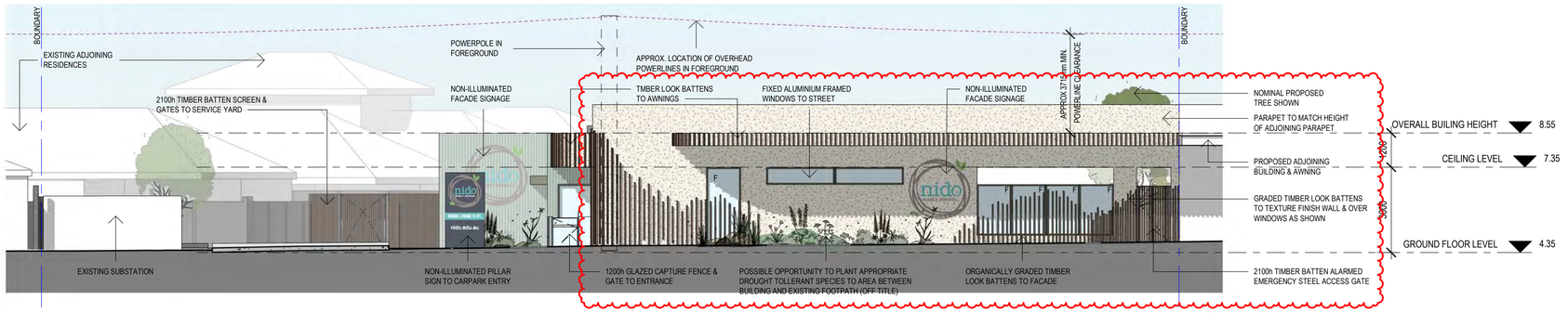
D/A ISSUE

FENCE HEIGHT

ENSURE ALL PLAYSCAPE FENCING COMPLIES WITH AS1926.1 WITH MINIMUM EXTERNAL HEIGHT OF 2.1m AND MINIMUM INTERNAL HEIGHT OF 1.2m.

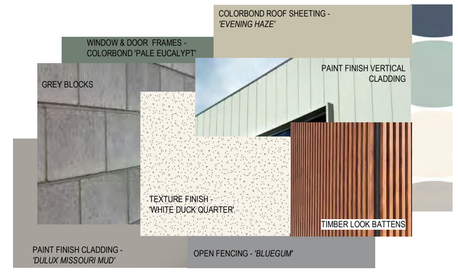


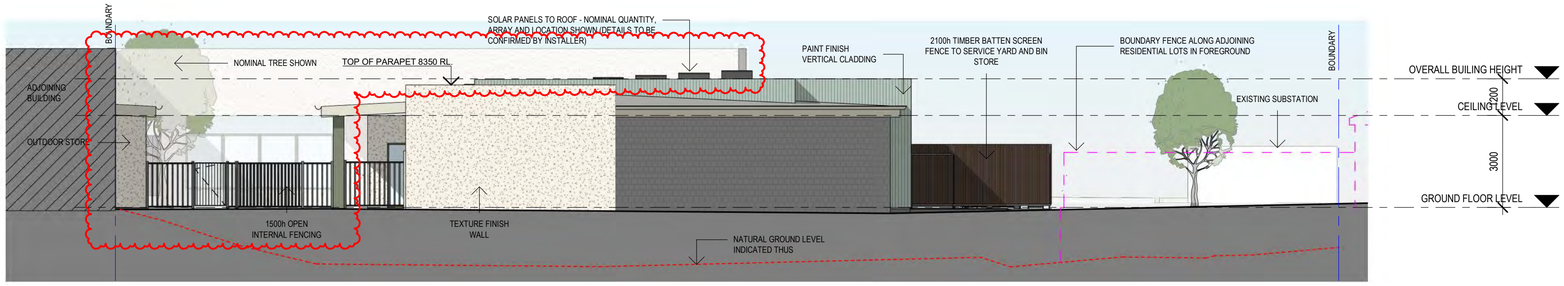
1 NORTH ELEVATION (CARPARK)
1 : 100



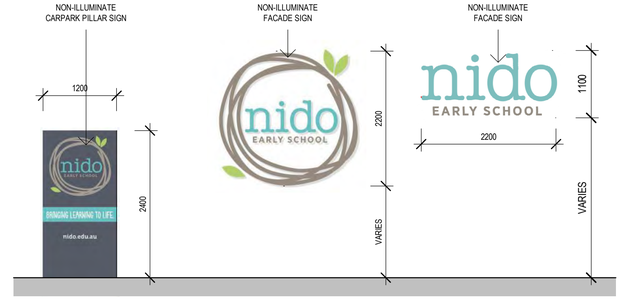
2 WEST ELEVATION (MALIBU ROAD)
1 : 100

MATERIAL/COLOUR PALETTE

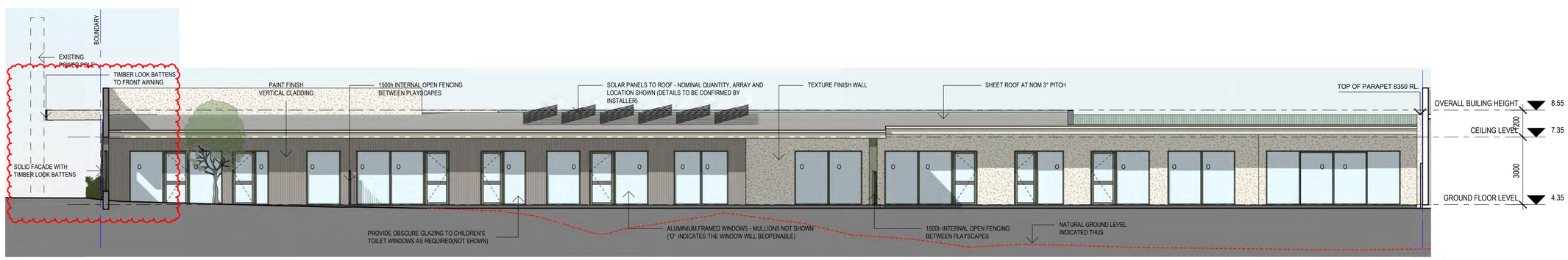




3 EAST ELEVATION
1 : 100



5 PROPOSED SIGNAGE
1 : 50



4 SOUTH ELEVATION
1 : 100

DEVELOPMENT ASSESSMENT PANEL
APPROVED
09-Apr-2024

GENERAL NOTES

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CLIENT: FABRIC PROPERTY

PROJECT: PROPOSED CHILDCARE CENTRE (82 places)

LOCATION: 434 SAFETY BAY ROAD, SAFETY BAY, WA 6169

DRAWING TITLE: ELEVATIONS

SCALE: As indicated@A1 **DATE:** MAY 2023

DRAWN: CW/SS **PRINTED:** 8/02/2024 12:26:54 PM

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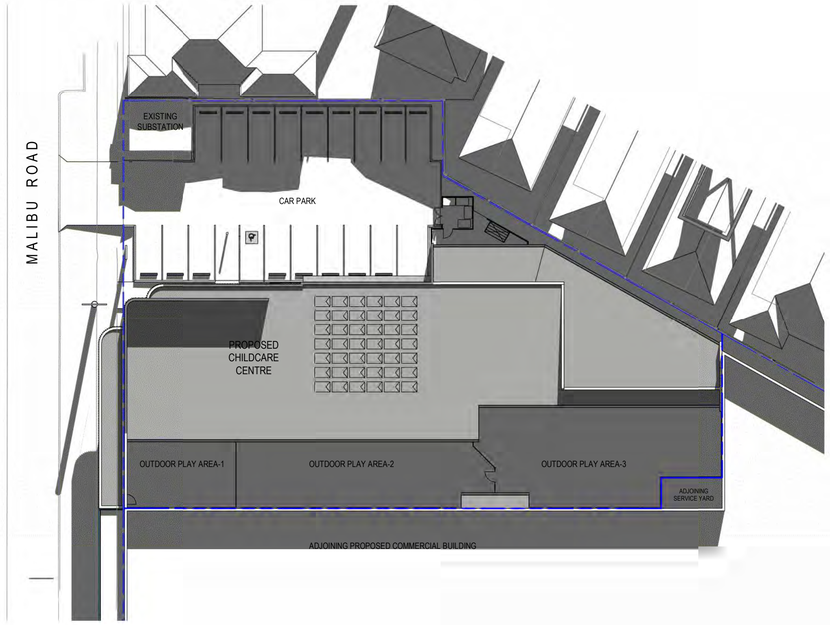
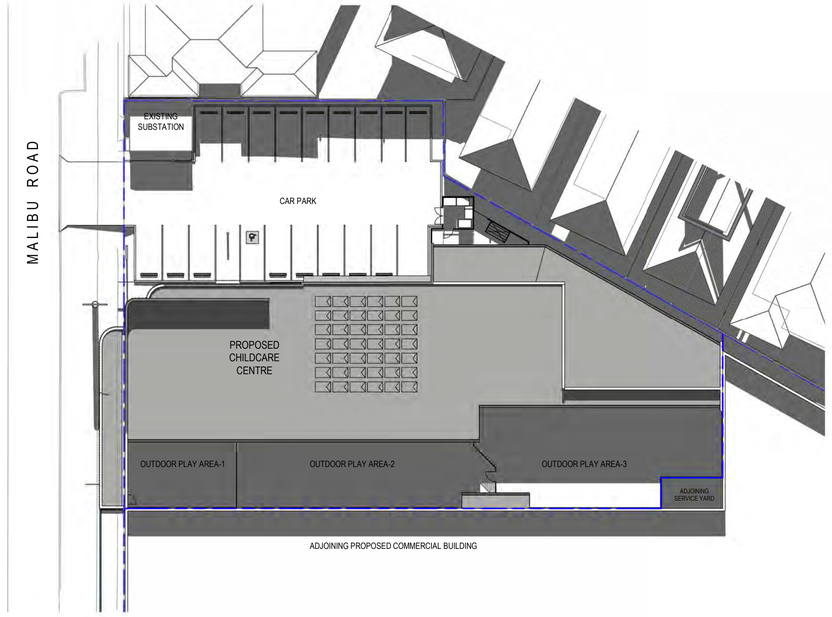
DA03/F

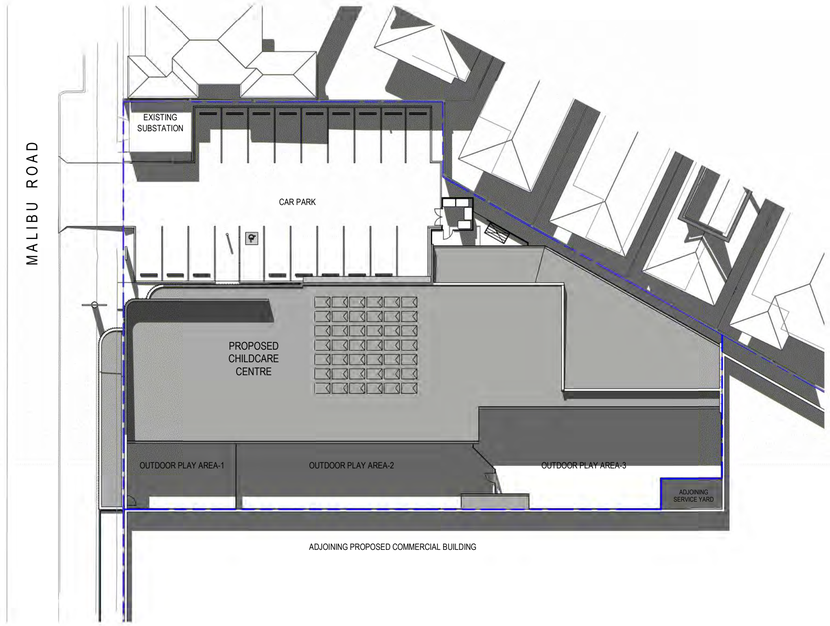
D/A ISSUE



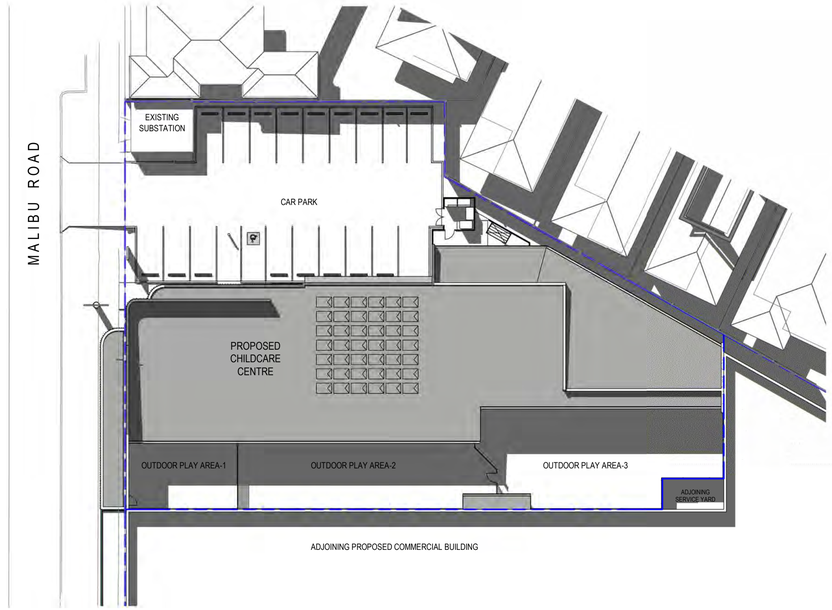
1 SHADOW DIAGRAM - 21st JUNE @ 9am
1 : 300



2 SHADOW DIAGRAM - 21st JUNE @ 10am
1 : 300



3 SHADOW DIAGRAM - 21st JUNE @ 11am
1 : 300



4 SHADOW DIAGRAM - 21st JUNE @ 12noon
1 : 300

DEVELOPMENT ASSESSMENT PANEL
APPROVED
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CLIENT: FABRIC PROPERTY

PROJECT: PROPOSED CHILDCARE CENTRE (82 places)

LOCATION: 434 SAFETY BAY ROAD, SAFETY BAY, WA 6169

DRAWING TITLE: SHADOW DIAGRAMS 1 - WINTER SOLSTICE

SCALE: 1 : 300@A1 **DATE:** MAY 2023
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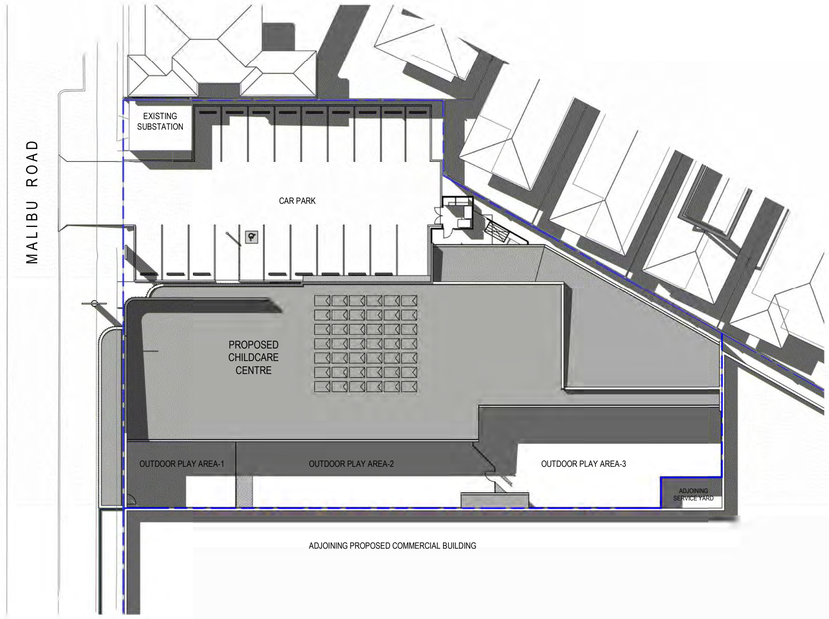
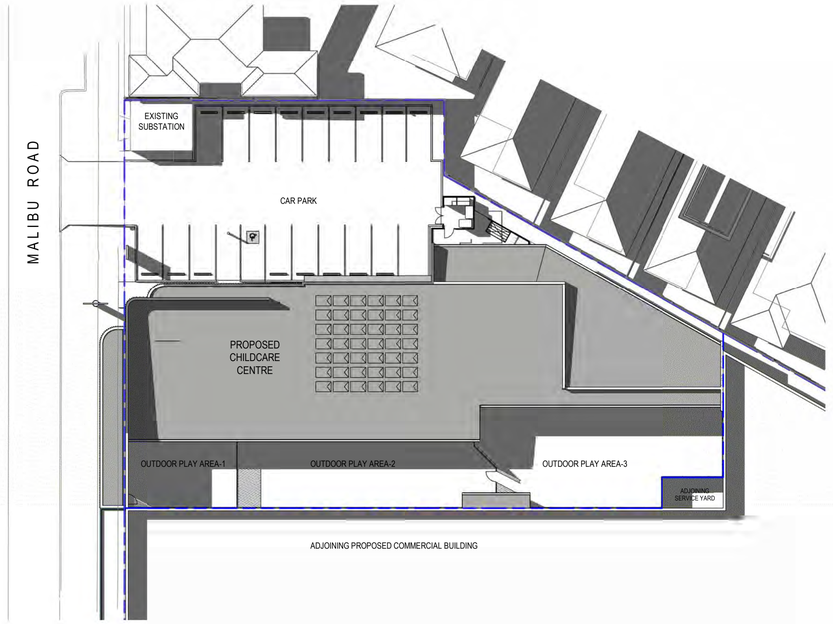
DA04/F

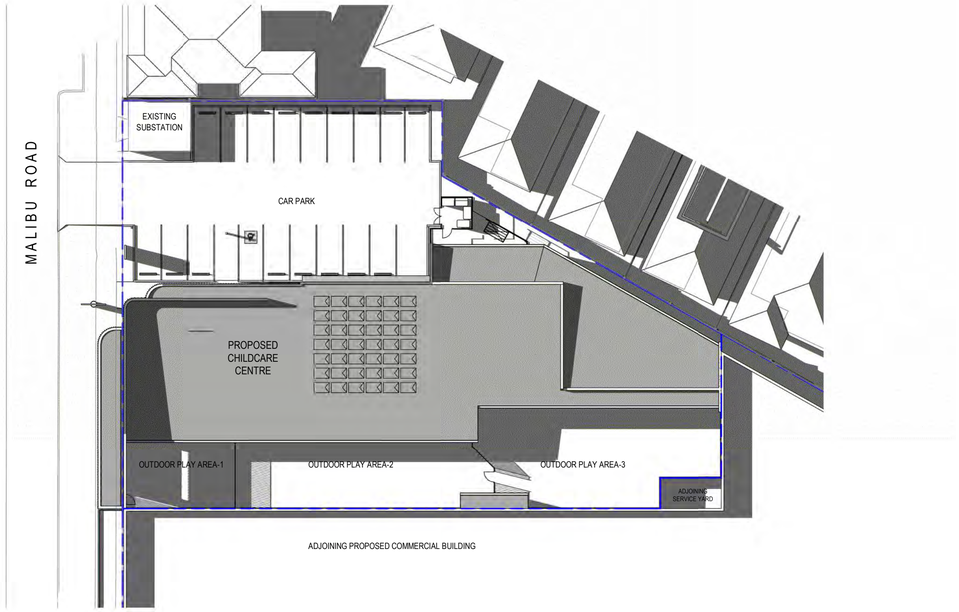
D/A ISSUE



1 SHADOW DIAGRAM - 21st JUNE @ 1pm
1 : 300



2 SHADOW DIAGRAM - 21st JUNE @ 2pm
1 : 300



3 SHADOW DIAGRAM - 21st JUNE @ 3pm
1 : 300

DEVELOPMENT ASSESSMENT PANEL
APPROVED
09-Apr-2024

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PROJECT: PROPOSED CHILDCARE CENTRE (82 places)

LOCATION: 434 SAFETY BAY ROAD, SAFETY BAY, WA 6169

DRAWING TITLE: SHADOW DIAGRAMS 2 - WINTER SOLSTICE

SCALE: 1 : 300@A1 **DATE:** MAY 2023
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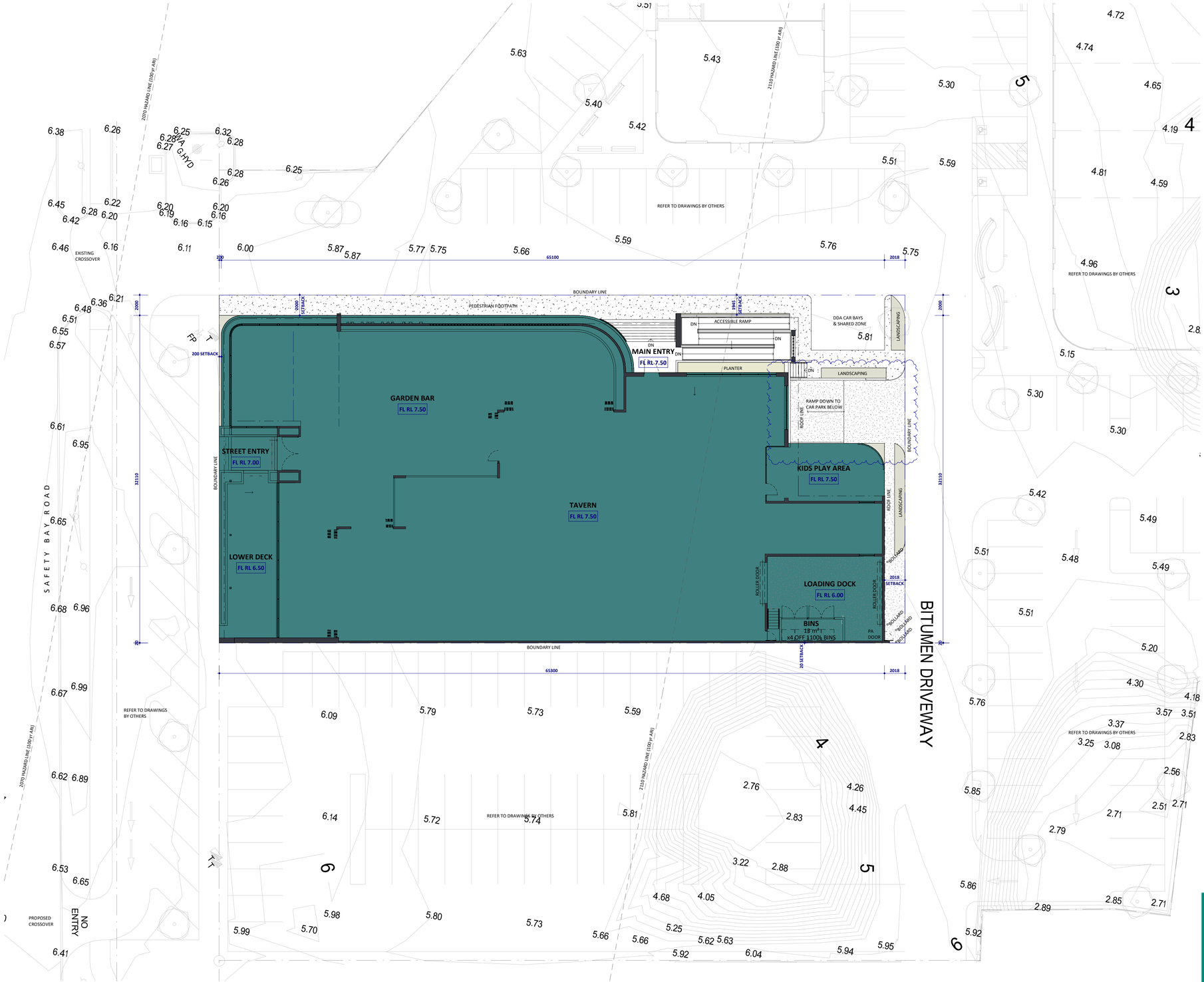
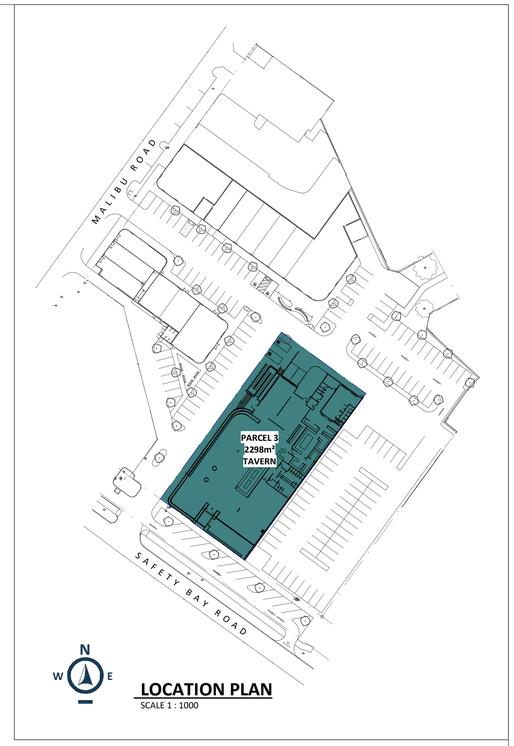
DA05/F

D/A ISSUE





LOCATION PLAN
SCALE 1 : 1000

SITE PLAN
SCALE 1 : 200

LEGEND
- PROPOSED CONCRETE PAVEMENT EXPOSED AGGREGATE FINISH
- PROPOSED CONCRETE PAVEMENT
- PROPOSED LANDSCAPING

SITE INFO
2298m² = PARCEL C LOT AREA
1883m² = BUILDING FOOTPRINT
1509m² = BASEMENT CAR PARK
65m² = AT GRADE LANDSCAPING
76m² = LANDSCAPING ON BUILDING

BUILDING INFO
1509m² = BASEMENT CAR PARK AREA
965m² = TAVERN
756m² = GARDEN BAR / LOWER DECK / STREET ENTRY
90m² = MAIN ENTRY (inc. ACCESSIBLE RAMP & STAIR)
62m² = KIDS PLAY AREA
78m² = LOADING DOCK
13m² = BIN STORE

PARKING
46 CAR BAYS (BASEMENT PARKING)
2.6m WIDE x 5.4m LONG
+
2 DEDICATED DISABLE ACCESSIBLE (DDA) PARKING BAYS & SHARED ZONE IN ACCORDANCE WITH AS 2890.6

DEVELOPMENT ASSESSMENT PANEL

APPROVED

09-Apr-2024

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Project Address: **LOT 100, 434 SAFETY BAY RD, SAFETY BAY WA**

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Drawing Title: **SITE PLAN**

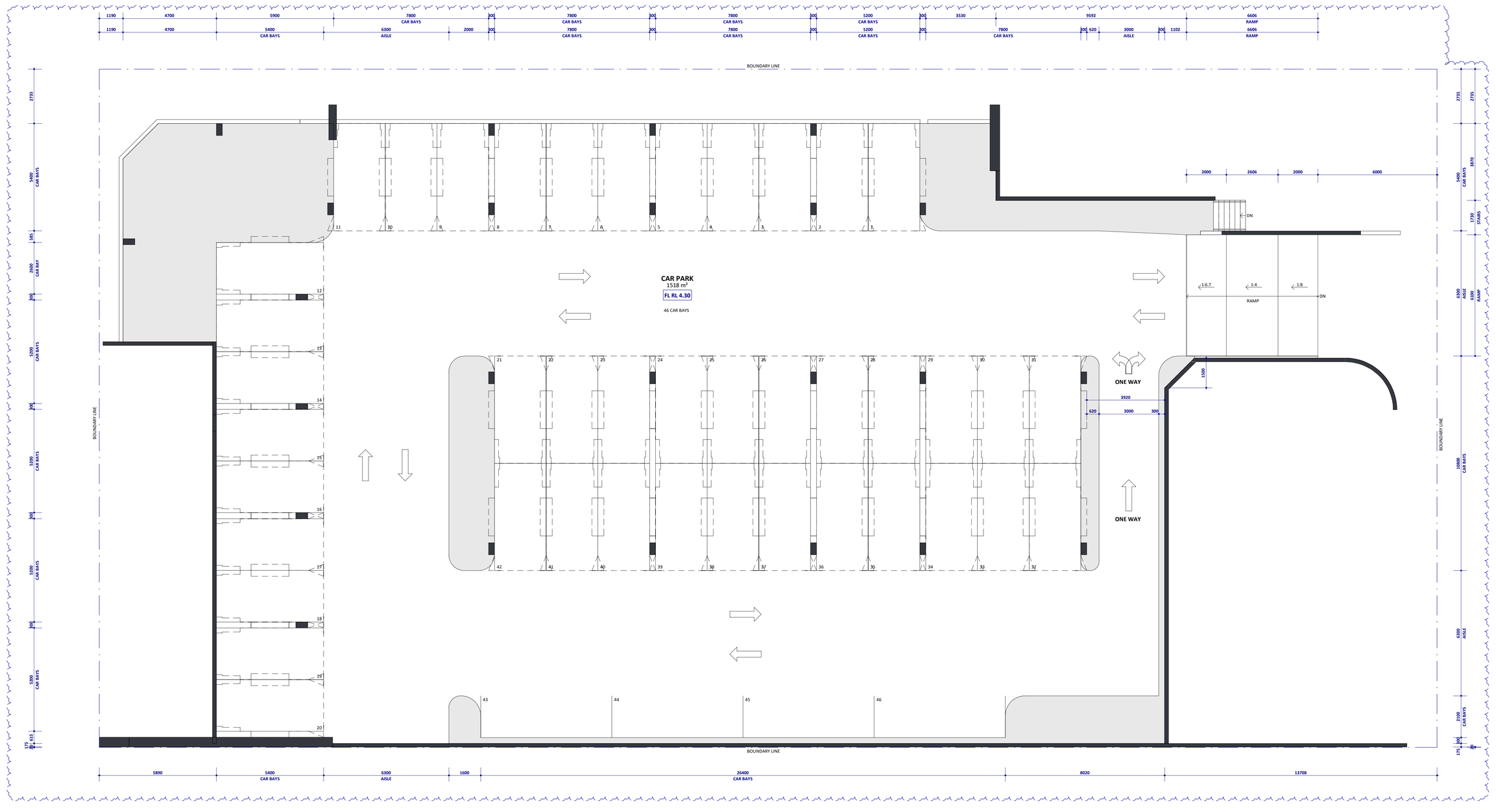
Rev	Date	By	Description
A	15/05/23	DT	DESIGN REVIEW ISSUE
B	01/06/23	DT	BIN STORE AMENDED
C	27/07/23	DT	ISSUE FOR PLANNING APPROVAL
D	30/10/23		ISSUED FOR REVIEW

Project No.: **M2666**
Revision: **D**
Drawing No.: **DA01**
Scale: **As indicated**
Drawn By: **DT**
Page Size: **A1**

DEVELOPMENT ASSESSMENT PANEL

APPROVED

09-Apr-2024



CARPARK RL 4.30m

SCALE 1 : 100

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Project Name: **WAIKIKI TAVERN**

Project Address: **LOT 100, 434 SAFETY BAY RD, SAFETY BAY WA**

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Drawing Title: **CAR PARK**

Rev	Date	By	Description
A	15/05/23	DT	DESIGN REVIEW ISSUE
B	27/07/23	DT	ISSUE FOR PLANNING APPROVAL
C	30/10/23		ISSUED FOR REVIEW

Project No.: **M2666**
Revision: **C**
Drawing No.: **DA02**
Scale: **1 : 100**
Drawn By: **DT**
Page Size: **A1**

DEVELOPMENT ASSESSMENT PANEL

APPROVED

09-Apr-2024

E1 DA04 E2 DA04

200 810 10535 390 27960 4925 490 9710 10280 2018

7990 ENTRY 19310 GARDEN 27720 INTERIOR DINING 10280 KIDS PLAY 2018

200 810 10535 TERRACE 15755 GARDEN 12595 GARDEN / FUNCTIONS 4925 ENTRY 10200 10280 2018

2810 2000 2000 2000 1560 PLANTER 7695 GARDEN / FUNCTIONS

10240 10240 9860 TERRACE 14905 GARDEN

810 1000 PLANTER 810

1045 PLANTER 3300 ENTRY 11080 INTERIOR DINING

1205 PLANTER 5000 BAR

21060 21060 15700 FUNCTIONS VERANDA 11595 DINING / FUNCTIONS 11775 KITCHEN

R4

1945 1945 1945 865

5650 5650 4785

6940 14740 INTERIOR DINING 12615

5675 BACK OF HOUSE

5430 KIDS PLAY AREA 13900

11775 KITCHEN 8480 LOADING

R4

BREEZE BLOCKS WITH GLASS/PERSPEX BACKING

PLANTER

ROOF LINE

HIGH BENCH

SEATING BENCH

GLAZED SKYLIGHT

PLANTER

450H TIMBER PLATFORM

TERRACE
102 m²

DOUBLE HUNG WINDOWS

HIGH TABLE

PICNIC TABLE

SEATING BENCH

GARDEN / FUNCTIONS
84 m²

STATION

BI-FOLD DOORS

MAIN ENTRY
FL RL 7.50

DN

RECEPTION

LOW FEATURE WALL/SCREEN

SEAT BENCH

RAMP DOWN TO CAR PARK BELOW

ROOF LINE

KIDS PLAY AREA
62 m²

STREET ENTRY
31 m²
FL RL 7.00

GARDEN BAR
238 m²
FL RL 7.50

SERVERY

BAR
72 m²

TAVERN
314 m²
FL RL 7.50

BOOTH SEATING

FUNCTIONS VERANDA
117 m²

LOWER DECK
85 m²
FL RL 6.50

DINING / FUNCTIONS
144 m²
FL RL 7.50

PIZZA OVEN

PASS

1100

7068

KITCHEN
59 m²

DRY STORE
10 m²

CLEANER
6 m²

UAT

WC

LOCKERS

OFFICE
15 m²

PARENTS

UAT

FEMALE WC

MALE WC

WASH
13 m²

COOL ROOM
14 m²

FREEZER
10 m²

KEG STORE
18 m²

SPIRITS STORE
10 m²

LOADING DOCK
79 m²
FL RL 6.00

ROLLER DOOR

CIRCULAIRD

BINS
13 m²
x4 OFF 1100L BINS
1100L BIN 1100L BIN 1100L BIN 1100L BIN

PA DOOR

800 LOWER DECK 4810 PLANTER 5899 FUNCTIONS VERANDA 13071 DINING / FUNCTIONS 9220 AMENITIES 13643 STORES 6357 KITCHEN 11500 LOADING 2018

65800 1518

E3 DA04 E4 DA04

FLOOR PLAN

SCALE 1 : 100

SITE INFO

2298m² = PARCEL C LOT AREA
1883m² = BUILDING FOOTPRINT
1509m² = BASEMENT CAR PARK
65m² = AT GRADE LANDSCAPING
76m² = LANDSCAPING ON BUILDING

BUILDING INFO

1509m² = BASEMENT CAR PARK AREA
965m² = TAVERN
756m² = GARDEN BAR / LOWER DECK / STREET ENTRY
90m² = MAIN ENTRY (inc. ACCESSIBLE RAMP & STAIR)
62m² = KIDS PLAY AREA
78m² = LOADING DOCK
13m² = BIN STORE

PARKING

46 CAR BAYS (BASEMENT PARKING)
2.6m WIDE x 5.4m LONG
+
2 DEDICATED DISABLE ACCESSIBLE (DDA) PARKING BAYS & SHARED ZONE IN ACCORDANCE WITH AS 2890.6

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Project Name: **WAIKIKI TAVERN**

Project Address: **LOT 100, 434 SAFETY BAY RD, SAFETY BAY WA**

MOTIVO
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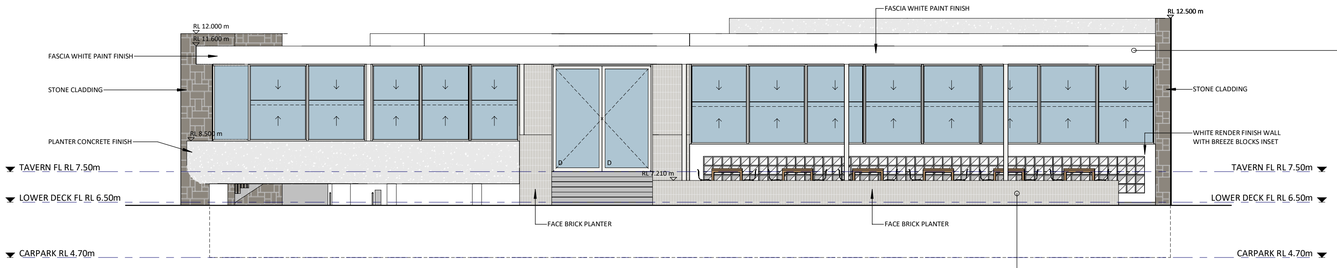
[p] 08 9204 5090 [w] www.motivo.studio

Drawing Title: **FLOOR PLAN**

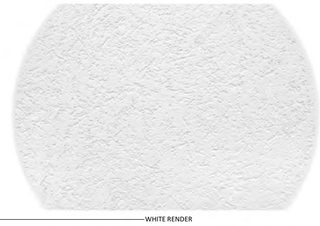
Rev	Date	By	Description
D	27/07/23	DT	ISSUE FOR PLANNING APPROVAL
E	30/10/23	DT	ISSUED FOR REVIEW
F	06/11/23	DT	ISSUED FOR REVIEW
G	01/02/24	DT	ISSUE FOR PLANNING APPROVAL

Project No.: **M2666**
Revision: **G**
Drawing No.: **DA03**
Scale: **1 : 100**
Drawn By: **DT**
Page Size: **A1**



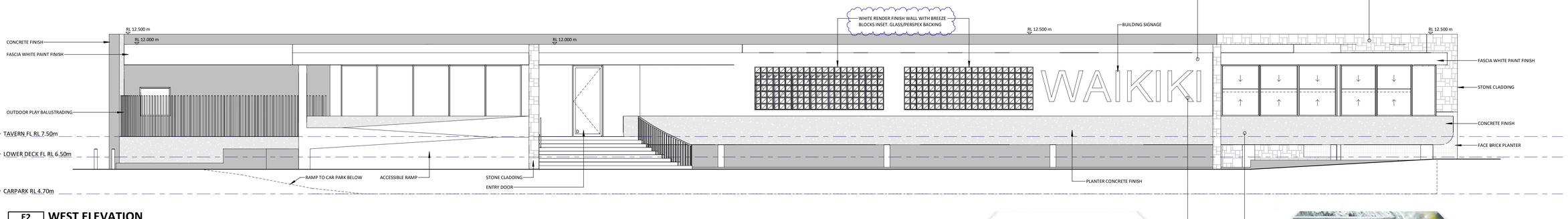
E1 DA03 **STREET ELEVATION (SOUTH)**
SCALE 1 : 100

FASCIA


WHITE RENDER

FACE BRICK

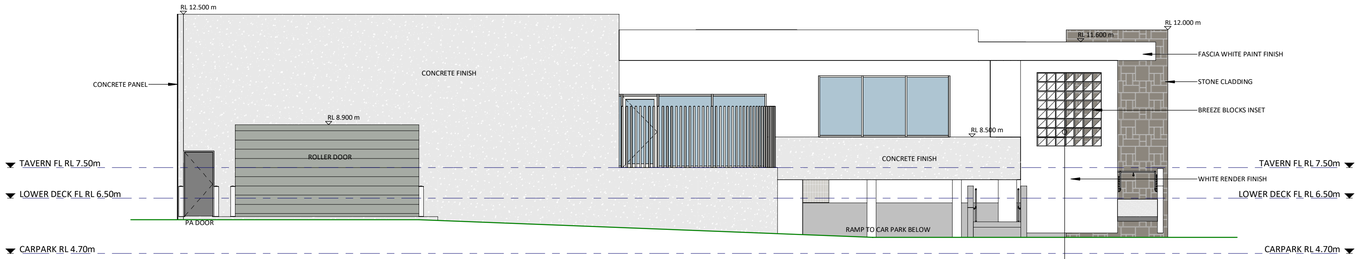
STONE CLADDING



E2 DA03 **WEST ELEVATION**
SCALE 1 : 100

BUILDING SIGNAGE

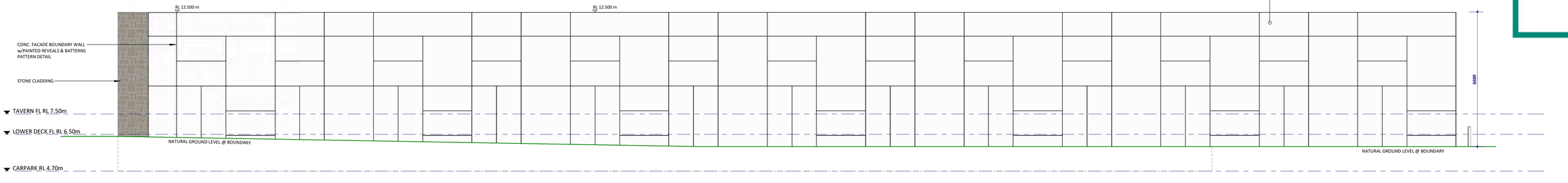
CONCRETE FINISH



E3 DA03 **REAR ELEVATION (NORTH)**
SCALE 1 : 100

BREEZE BLOCKS

CONCRETE FACADE



E4 DA03 **EAST ELEVATION**
SCALE 1 : 100

DEVELOPMENT ASSESSMENT PANEL
APPROVED
09-Apr-2024

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Project Name: **WAIKIKI TAVERN**

Project Address: **LOT 100, 434 SAFETY BAY RD, SAFETY BAY WA**

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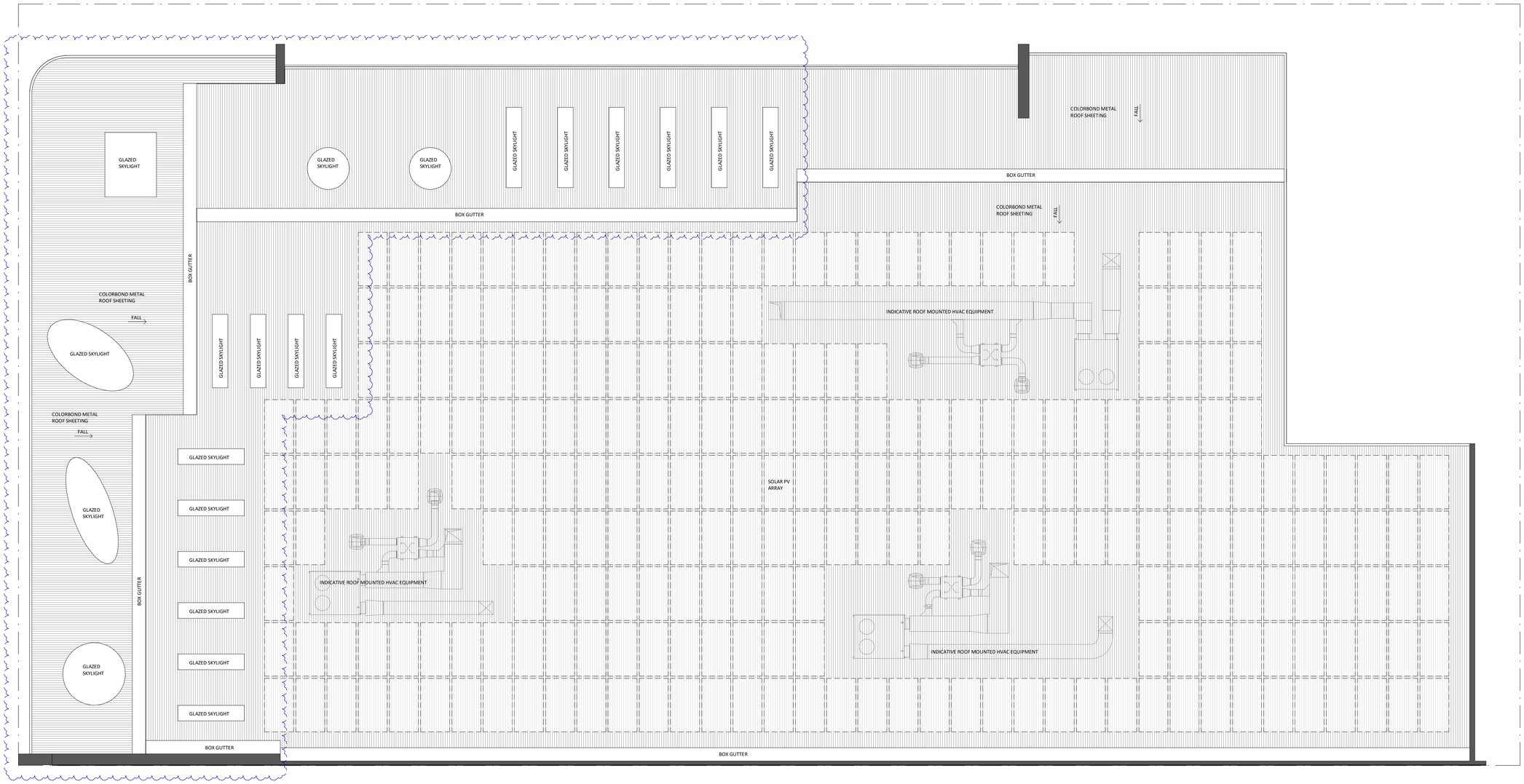
p: 08 9204 5090 | w: www.motivo.studio

Drawing Title: **ELEVATIONS**

Rev	Date	By	Description
A	15/05/23	DT	DESIGN REVIEW ISSUE
B	27/07/23	DT	ISSUE FOR PLANNING APPROVAL
C	30/10/23	DT	ISSUED FOR REVIEW
D	01/02/24	DT	ISSUE FOR PLANNING APPROVAL

Project No.: **M2666**
Revision: **D**
Drawing No.: **DA04**
Scale: **1 : 100**
Drawn By: **DT**
Page Size: **A1**



ROOF PLAN
SCALE 1 : 100

DEVELOPMENT ASSESSMENT PANEL

APPROVED

09-Apr-2024

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Project Name: **WAIKIKI TAVERN**

Project Address: **LOT 100, 434 SAFETY BAY RD, SAFETY BAY WA**

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Drawing Title: **ROOF PLAN**

Rev	Date	By	Description
A	27/07/23	DT	ISSUE FOR PLANNING APPROVAL
B	01/02/24	DT	ISSUE FOR PLANNING APPROVAL

Project No.: **M2666**
Revision: **B**
Drawing No.: **DA05**
Scale: **1 : 100**
Drawn By: **DT**
Page Size: **A1**

REFER TO DRAWINGS BY OTHERS

REFER TO DRAWINGS BY OTHERS

REFER TO DRAWINGS BY OTHERS

BITUMEN DRIVEWAY

BITUMEN DRIVEWAY

65269 O/A

5400 | 2500 | 17670 | 2500 | 6200 | 1500 | 20800 | 1500 | 6189 | 1010

5400 | 2500 | 18670 | 1500 | 6200 | 2421 | 5200 | 1000 | 20800 | 1568

BOUNDARY LINE

BOUNDARY WALL

1489 | 2000 SET BACK

67320 O/A

19118 | 15871 | 18200 | 10400 | 5200 | 7800

4100 TAVERN | 2229 TAVERN | 1500 | 24500 TAVERN | 22218

CAR PARK ENTRY
DL 5.80

8 CAR BAYS APPROVED UNDER PREVIOUS PLANNING SUBMISSION

FUTURE DEV. x3 CAR BAYS HATCHED

FUTURE DEV. x2 CAR BAYS HATCHED

FUTURE DEVELOPMENT
348m²
FL RL TBC

CAR PARK AREA

CAR PARK AREA

RAMP 1:20

UNIVERSAL ACCESSIBLE PATH OF TRAVEL

2500 | 1000 | 6200

36689

1920 | 3500 | TAVERN 23400 | 7200 | 2000 SET BACK 2679

4500 KERB RADIUS

SERVICE TRUCK LOADING BAY
DL 7.465

UNIVERSAL ACCESSIBLE PATH OF TRAVEL

DL 7.315 | DL 7.465

x2 DDA CAR BAYS APPROVED UNDER PREVIOUS PLANNING SUBMISSION & RELOCATED TO THIS POSITION
DL 7.315

FENCE

CARPARK ENTRY
FL RL 7.465

CARPARK

BINS
DL 7.465

LOADING DOCK
DL 7.465

1190 | 5400 | 6200 | 5400 | 1480

1500

KIDS PLAY AREA
FL RL 7.50

2010 SET BACK

1510 SET BACK

TAVERN PUBLIC AREA
815m² FL RL 7.50

BEACH ENTRY
FL RL 7.50

LOWER DECK AREA
FL RL 6.75

WESTERN POWER TRANSFORMER
FL RL TBC

UNIVERSAL ACCESSIBLE PATH OF TRAVEL

8 BIKE PARKING APPROVED UNDER PREVIOUS PLANNING SUBMISSION

FRONT PATH ENTRY
FL RL 6.75

11 CAR BAYS APPROVED UNDER PREVIOUS PLANNING SUBMISSION

SET BACK 2000 | 55769 TAVERN | 65259 O/A | 6500 TRANSFORMER | 1000 SET BACK

SAFETY BAY ROAD

5400 | 1489 | 6200 | 18800 | 36489 SETBACK | 6200 | 5400 | 1000

67318 O/A

25179 TAVERN

5550 TRANSFORMER

N W E

LOCATION PLAN
SCALE N.T.S.

N W E

SITE PLAN
SCALE 1:200

DRAWING SCHEDULE

DRAWING No.	REV	DRAWING NAME
DA100	E	SITE PLAN
DA101	E	FLOOR PLAN
DA102	D	ELEVATIONS
DA103	C	3D PERSPECTIVES

LEGEND

- PROPOSED TAVERN - 1664m²
- PROPOSED LANDSCAPING - 310m²
- PROPOSED FOOTPATHS - 305m²
- FUTURE DEVELOPMENT - 348m²

SITE & BUILDING INFO

4394m²	= LOT AREA
1664m²	= TAVERN GFA
420m²	= TABERN B.O.H.
815m²	= LICENSED AREAS (1000 CAPACITY)
60m²	= KIDS PLAY AREA

PARKING

46 CAR BAYS FOR TAVERN
5 CAR BAYS SURPLUS FOR FUTURE DEVELOPMENT

TOTAL = 51 CAR BAYS + 2 DDA BAYS + 1 SERICE BAY (46 CAR BAYS PROPOSED UNDER PREVIOUS APPROVAL)

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Project Address: **LOT 100, 434 SAFETY BAY RD, SAFETY BAY WA**

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Drawing Title: **SITE PLAN**

Rev	Date	By	Description
E	17/09/25	SJF	AS CLOUDED
B	27/03/25	SJF	CONSULTANT REVIEW
C	14/04/25	SJF	AS CLOUDED
D	15/04/25	SJF	AS CLOUDED

Project No. **M3011** | Revision **E** | Drawing No. **DA100** | Scale **1:200** | Drawn By **SJF** | Page Size **A1**

E3 DA102
E2 DA102

65269 O/A

2000 SETBACK | 100 | 800 PLANTER | 3400 OUTDOOR SEATING | 600 | 6920 LOADING DOCK | 8864 | 1600 STAFF ENTRY | 4075 | 3580 | 800 PLANTER | 1700 REAR ENTRY | 8975 | 490 | 1475 | 190 | 30

CAR PARK AREA

CAR BAY (45, 44, 43, 42, 41, 40, 33, 34, 35, 36, 37, 26, 27, 28, 29, 30)

4500 KERB RADIUS

1920 PATH | 3500 SERVICE BAY | 2600 CAR BAY | 2400 DDA BAY | 2400 DDA BAY | 2400 DDA BAY

SERVICE TRUCK LOADING BAY
DL 7.465

CAR BAY (9, 8, 7, 6, 5, 4, 3, 2, 1)

DDA CAR BAY | DDA CAR BAY

9000 SERVICE BAY | 5400 CAR BAY

DL 7.319 | DL 7.315

1695 FENCE | 494 SET BACK | 1421

1500 PATH | 1000 PATH | DL 7.465

LINE OF ROOF ABOVE | GATE | LADDER TO AC PLANT AREA

BINS / AC PLANT ABOVE
DL 7.465
30m²
x10 OFF 1100L BINS

STAFF ENTRY | STAFF ROOM | F. STAFF | STAFF SHR | M. STAFF | PLANTER

1500 PATH

LOADING DOCK
DL 7.465

STAFF AMENITIES 25m²

GATE | OUTDOOR USED KEG STORE DL 7.300

2010 SETBACK

LINE OF ROOF ABOVE | BIKE / E-SCOOTER PARKING

CARPARK ENTRY
DL 7.465

RAMP UP

LOADING
FL RL 7.50
2.5m WIDE ROLLER DOOR

KEG STORE
41m²

PLANTER

REAR ENTRY DOOR

1200mm HIGH MASONARY WALL FENCE WITH 600mm HIGH PERSPEX SCREENING ABOVE.
TOTAL 1800mm HIGH SCREENING TO KIDS PLAY AREA

KIDS PLAY
60m²

OUTDOOR SEATING

STORE AREA

BOUNDARY WALL

20079

4100 LOADING DOCK | 2229 | 2282 | 800 PLANTER | 100 | 5313 OUTDOOR SEATING | 490 | 38829 O/A | 800 PLANTER | 100 SETBACK

F. PUBLIC | UAT | FREEZER 16m² | COOL R. 17m² | DRY STORE 18m² | SPIRIT ST. 14m² | POST MIX 5m² | ICE MACHINE

FURNITURE STORE 34m²

M. PUBLIC | PATRON TOILETS 67m²

PREP AREA 12m² | BACK OF HOUSE 420m² FL RL 7.50 | CLRN 7m²

WASH-UP 12m² | PASS 9m² | KITCHEN 77m² | OFFICE 12m² | AV AREA

OUTDOOR SEATING 20m²

BAR 2 25m²

COOL R. 11m²

BI-FOLD DOORS

PIZZA | PIZZA OVEN

BAR 1 80m²

LINE OF 1.5m STANDING AREA

TV SCREEN

BOOTH SEATING

FAMILY DINING/SEATING 120m²

DINING FUNCTION SPACE 190m²

14615 DINING FUNCTION SPACE

GARDEN BAR 150m²

LINE OF ROOF OPENING ABOVE

TAVERN PUBLIC AREA
FL RL 7.50

TERRACE 135m²

FRONT ENTRY DOOR

BEACH MAIN ENTRY
FL RL 7.50

ST ON

BEACH ENTRY

LOWER DECK
72m² FL RL 6.75

WESTERN POWER TRANSFORMER
37m² FL RL TBC

GATE

10000 | 5550 TRANSFORMER | 100 SETBACK | 37150 O/A

1510 SETBACK | 1010 SETBACK

7500 SETBACK | 490 | 6490 TRANSFORMER | 790 | 190 | 30

2100 SETBACK | 800 PLANTER | 12375 DINING FUNCTION SPACE | 990 | 14742 GARDEN BAR | 490 | 5310 ENTRY | 3000 OPENING | 17472 LOWER DECK

65269 O/A

E4 DA102
E1 DA102

LEGEND

- WALLS
- TAVERN
- B.O.H.
- PATRON AMENITIES
- LANDSCAPE
- TRANSFORMER

SITE & BUILDING INFO

4394m²	= LOT AREA
1664m²	= TAVERN GFA
420m²	= TABERN B.O.H.
815m²	= LICENSED AREAS (1000 CAPACITY)
60m²	= KIDS PLAY AREA

PARKING

46 CAR BAYS FOR TAVERN
5 CAR BAYS SURPLUS FOR FUTURE DEVELOPMENT

TOTAL = 51 CAR BAYS + 2 DDA BAYS + 1 SERICE BAY (46 CAR BAYS PROPOSED UNDER PREVIOUS APPROVAL)

N E W

FLOOR PLAN
SCALE 1:100

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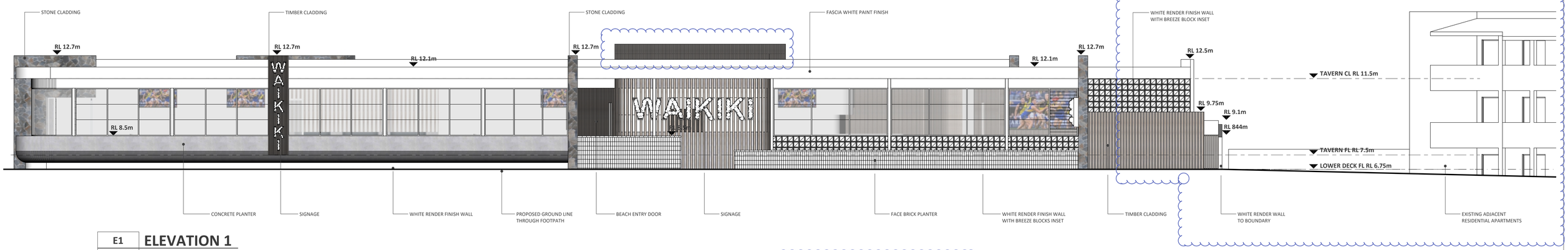
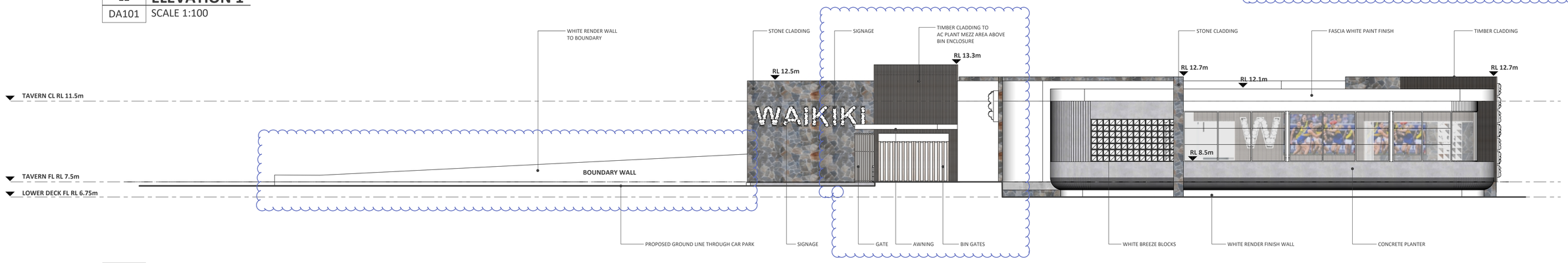
Drawing Title: FLOOR PLAN

Rev	Date	By	Description
E	17/09/25	SJF	AS CLOUDED
B	27/03/25	SJF	CONSULTANT REVIEW
C	14/04/25	SJF	AS CLOUDED
D	15/05/25	SJF	AS CLOUDED

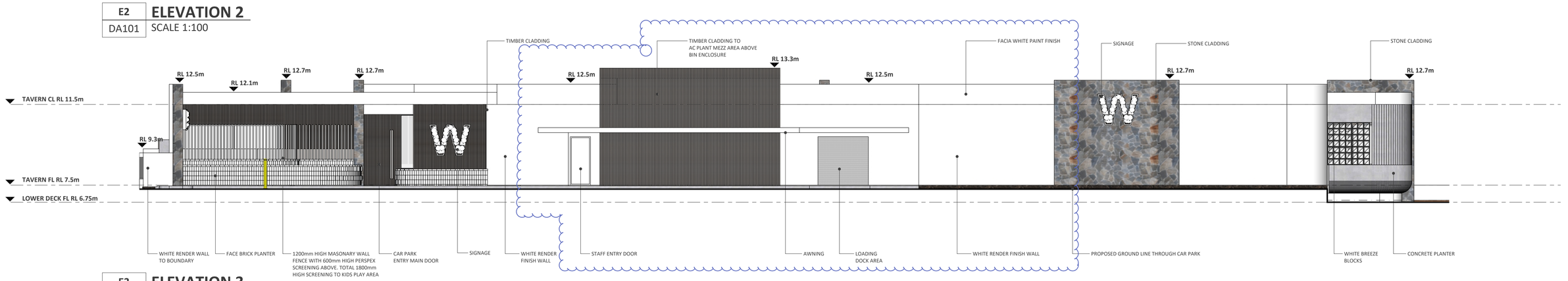
Project No. M3011 | Revision E | Drawing No. DA101 | Scale 1:100 | Drawn By SJF | Page Size A1



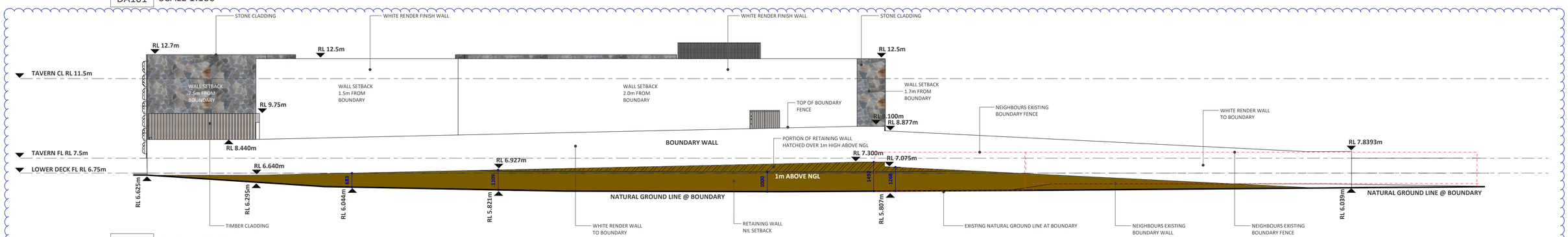
E1 **ELEVATION 1**
DA101 SCALE 1:100



E2 **ELEVATION 2**
DA101 SCALE 1:100



E3 **ELEVATION 3**
DA101 SCALE 1:100



E4 **ELEVATION 4**
DA101 SCALE 1:100

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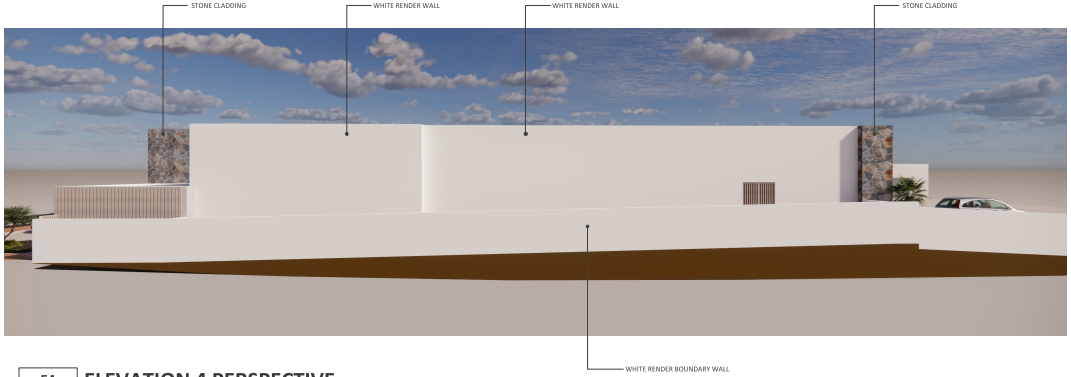
E1 **ELEVATION 1 PERSPECTIVE**
DA101 SCALE N.T.S.

E3 **ELEVATION 3 PERSPECTIVE**
DA101 SCALE N.T.S.

E2 **ELEVATION 2 PERSPECTIVE**
DA101 SCALE N.T.S.



E4 **ELEVATION 4 PERSPECTIVE**
DA101 SCALE N.T.S.

\- **PERSPECTIVE 1**
\- SCALE N.T.S.

\- **PERSPECTIVE 2**
\- SCALE N.T.S.

\- **PERSPECTIVE 3**
\- SCALE N.T.S.

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Project Address: LOT 100, 434 SAFETY BAY RD, SAFETY BAY WA
MOTIVO Co-Create | Connect | Commit. p: 08 9301 5000 w: www.motivo.studio
Drawing Title: 3D PERSPECTIVES

Rev	Date	By	Description
A	20/03/25	SJF	CONSULTANT REVIEW
B	13/05/25	SJF	AS CLOUDED
C	17/09/25	SJF	AS CLOUDED

Project No.: M3011
Revision: C
Drawing No.: DA103
Scale: AS SHOWN
Drawn By: SJF
Page Size: A1

Development Application Report

Proposed Amendments to Tavern

Lot 100 (434) Safety Bay Road
Safety Bay

PLANNING SOLUTIONS
URBAN & REGIONAL PLANNING

PS

Prepared for

BB Holdings (WA) Pty Ltd

June 2025

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Direct all enquiries to:

Planning Solutions
Level 1, 251 St Georges Terrace
Perth WA 6000

All correspondence to:
Planning Solutions
GPO Box 2709
CLOISTERS SQUARE PO WA 6850

Phone: 08 9227 7970
Fax: 08 9227 7971
Email: admin@planningsolutions.com.au
Web: planningsolutions.com.au

Project Details

Job number	9467	
Client	BB Holdings (WA) Pty Ltd	
Prepared by	Planning Solutions	
Consultant Team	Town Planning Architecture Traffic Engineering Waste Acoustic	Planning Solutions Movito Transcore Talis Consultants Lloyd George Acoustics

Document Control

Revision number	File name	Document date	Prepared by	Checked by
Rev 0	250605 9467 DA Report.docx	6 May 2025	AN	RU

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1 PRELIMINARY

1.1 Introduction

Planning Solutions acts on behalf of BB Holdings (WA) Pty Ltd, the proponent of the proposed tavern at Lot 100 (434) Safety Bay Road, Safety Bay (**subject site**).

This report has been prepared in support of an application to amend the tavern component of the development approval for the mixed commercial development granted by the Metro Outer Development Assessment Panel (**DAP**) on 9 April 2024 (DAP/23/02551) (**DAP approval**).

Specifically, this application seeks to modify the development plans in regard to the layout of the approved tavern, and portion of the carpark. It reconfigures the approved tavern and introduces at-grade car parking, utilising 'Parcel 4' land as identified in the DAP approval. The amendments are limited to the tavern component only and no changes are proposed to the approved childcare centre, Building A or Building B and their associated car parking and access arrangements.

This report will discuss various matters pertinent to the proposal, including:

- Site details.
- Proposed development.
- Town planning considerations.

1.2 Pre-lodgement Consultation

1.2.1 Meeting with City of Rockingham

Planning Solutions and client representatives met with senior officers of the City of Rockingham on 24 February 2025 to discuss the proposed amendments and confirm consultant reporting lodgement requirements, with the intent to ensure the development application package includes the appropriate level of information for assessment.

2 SITE DETAILS

2.1 Land description

The subject site is legally described as *"Lot 100 on Deposited Plan 74131"*, being the whole of the land contained within Certificate of Title Volume 2823 and Folio 402, having an area of 1.313ha.

This application relates to the southernmost 4,395m² (approx.) portion of the subject site comprising the proposed tavern and enclosed by the two primary internal access ways as shown on the DAP approval plans (**tavern site**).

The Certificate of Title identifies two easements burdening the parent site. A public access easement encroaches into the north corner of the tavern site. The public access easement will be realigned to the approved internal access ways in accordance with the approved plan of subdivision and the DAP approval plans.

Refer **Appendix 1** for a copy of the Certificate of Title and Deposited Plan.

2.2 Background

2.2.1 Metro Outer Development Assessment Panel Approval

The DAP approval for a mixed commercial development was granted by the DAP on 9 April 2024 (DAP/23/02551). The approval was subject to 24 conditions. The DAP approval plans depicted the subject site being divided into four distinct parcels of land, being:

1. Parcel 1 – Child care centre
2. Parcel 2 – Building A and B consisting of a shop, medical centre, restaurant, café, consulting rooms and recreation private
3. Parcel 3 – Tavern
4. Parcel 4 – Vacant site

Refer below the approved site plan, and **Appendix 2** for the DAP approval.

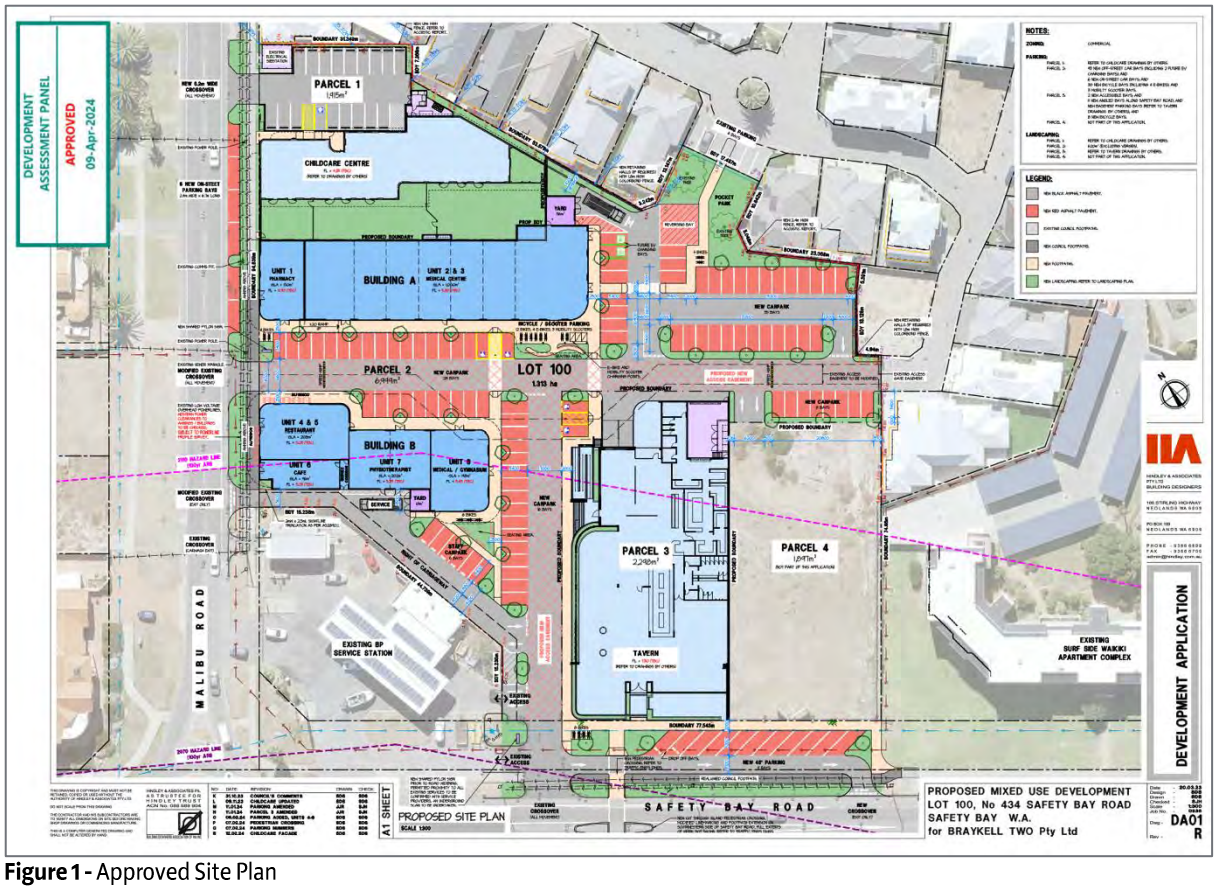


Figure 1 - Approved Site Plan

2.2.2 Subdivision Approval

The Western Australian Planning Commission (**WAPC**) granted approval to subdivide the subject site on 23 April 2024 (WAPC Ref-200175). The approved subdivision consisted of three lots. The tavern site the subject of this application comprises Proposed Lot C. Refer **Figure 2** below.

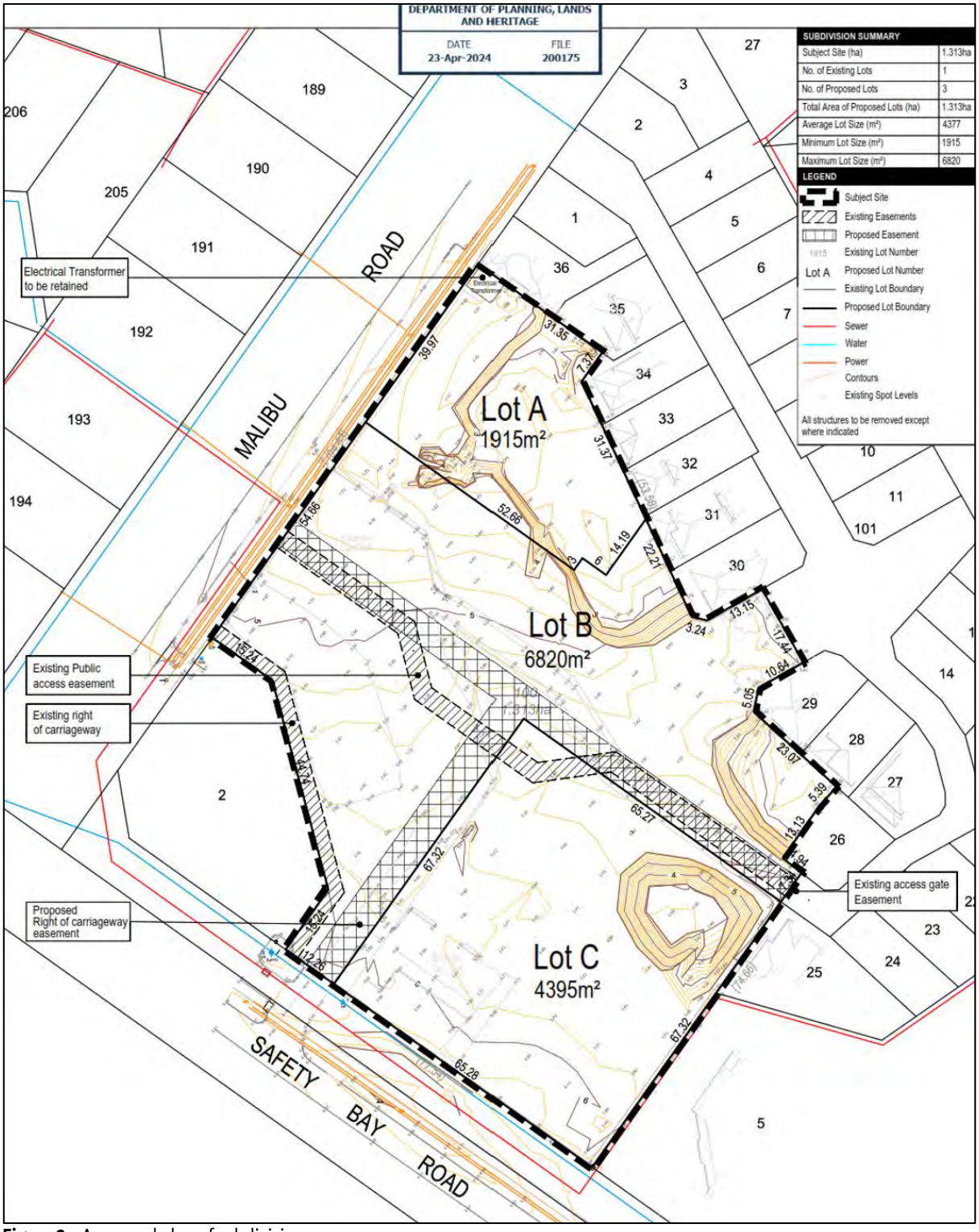


Figure 2 – Approved plan of subdivision

3 PROPOSED AMENDMENTS

3.1 Description of proposed amendments

The proposal relates to Lot C of the subdivision plan, seeking to extend Parcel 3 into Parcel 4 and reconfigure the layout of the tavern by reorienting the building along the southern boundary. A comparison of the approved layout and proposed layout is shown in **Figure 3** below.

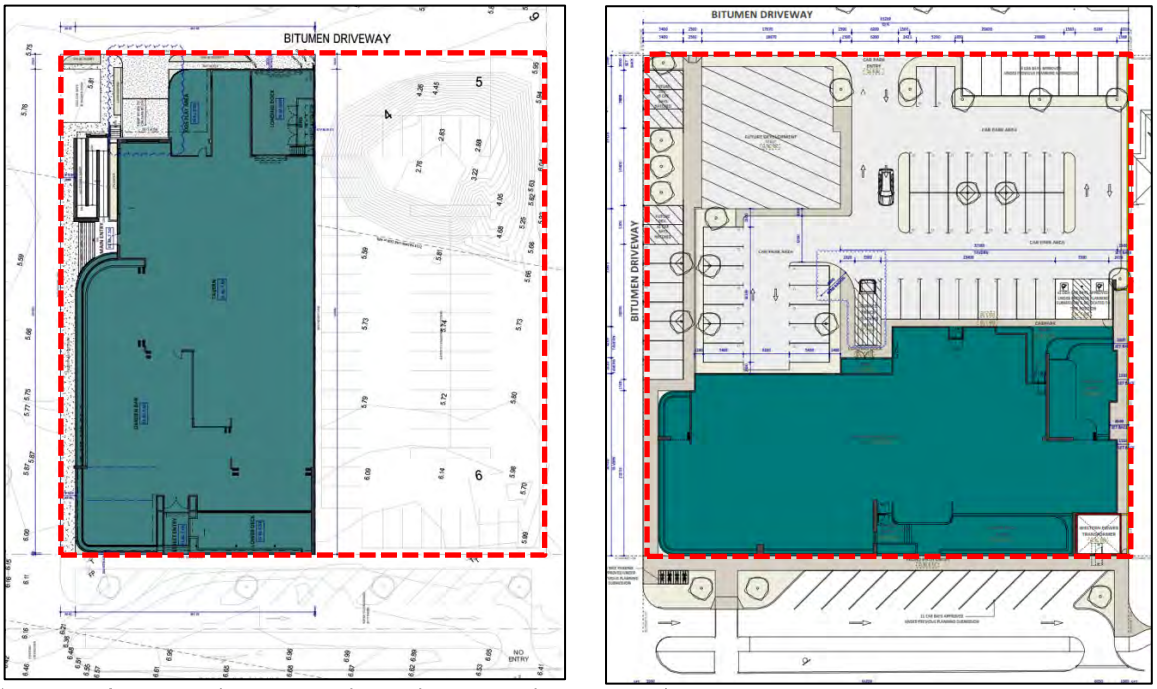


Figure 3 - Left: Approved Tavern Site Plan; Right: Proposed Tavern Site Plan.

The reorientation of the tavern provides improved street presence and allows patron seating area to extend along the full width of the tavern site. Refer the extracts from the original and proposed perspective images below.

Figure 4 - Safety Bay Road Streetscape Perspective – previous approved (top) and proposed (bottom).

The building footprint of the tavern is reduced by 219m² and the internal layout of the tavern has been altered as a result of the reorientation. Notwithstanding, the types of internal spaces are maintained, such as the bar, back of house area, kids play area and seating areas.

The application proposes at-grade car parking, where basement parking had been proposed under the approved tavern. The number of car parking spaces has not been altered and remains as approved (48 bays on the tavern site). The amendments include the relocation of the two accessible car parking bays, previously approved in the north corner of the site near to an at-grade entry of the tavern, now proposed in the south corner of the carpark adjacent to the at-grade entry of the tavern.

This application does not propose to alter aspects relating to the operation of the tavern, such as the patron capacity and hours of operation.

A 'future development' site and 5 future car parking bays have been identified, as depicted on the site plan; however, these do not form part of this application and will be subject to separate approval.

Refer **Appendix 3** for a copy of the Development Plans.

For the avoidance of doubt, this application does not alter any aspect of the approved mixed commercial development outside of Parcels 3 and 4 of the development approval.

The DAP approval was subject to 24 conditions and 7 advice notes. The conditions remain relevant to the amended layout of the tavern and no changes to conditions are proposed.

3.2 Supporting reports

3.2.1 Traffic and Access

The original development under the DAP approval was accompanied by a Transport Impact Assessment prepared by Transcore. Transcore prepared a Revised Transport Impact Assessment (**RTIA**) to assess the proposed modifications to the orientation and layout of the proposed tavern.

As a result of these modifications, there will be no change to the parking supply for the approved tavern or any other parking bays within the development. The modifications to the proposed tavern will lead to a slight decrease in gross floor area, which will not affect traffic projections by more than 100 vehicles per hour. Consequently, Transcore concludes the traffic impact of the proposed amendment is considered marginal, and is supportive of the proposed amendment.

Refer **Appendix 4** for a copy of the RTIA prepared by Transcore.

3.2.2 Waste

The tavern development includes a bin store area, which is one of the four bin areas within the broader development site, referred to as 'Bin Store Area 4' within the submitted Waste Management Plan prepared by Talis Consultants. The subject bin store is located on the northern façade of the tavern adjoining a loading dock for convenient collection. The bin store will accommodate two 1,100L refuse bins and two 1,100L recycling bins.

The tavern will use a private contractor for the collection of waste. Waste collections will be undertaken on-site and arranged to occur during off-peak hours to minimise disruption to traffic operations as well as minimise any impacts to the tenants and visitors. The existing access easement will be retained on to allow the City of Rockingham's waste collection to continue to occur for Lumia Estate.

Refer **Appendix 5** for a copy of the Waste Management Plan, prepared by Talis.

3.2.3 Acoustics

Lloyd George Acoustics previously completed a noise assessment for the original DAP approved development. Lloyd George Acoustics has now prepared an Environmental Noise Assessment (**ENA**) specifically for the modified layout of the proposed tavern. This ENA considered noise emissions from the proposed tavern to surrounding properties by way of noise modelling of mechanical plant, music, patrons, deliveries and closing car doors at neighbouring properties. The ENA concluded:

- Mechanical plant can achieve noise compliance by installing a screen at a minimum of 2.1m high on the north and east side of the cool room refrigeration. This is reflected on the development plans submitted with this application. Once the mechanical plant has been designed and selected, noise is to be reviewed by a suitably qualified acoustical consultant.
- Predicted car door noise is compliant.
- Deliveries are compliant provided deliveries only occur during the day period, and take less than 24 minutes in a 4-hour period.
- The predicted noise from the tavern patrons, with background music, have been assessed and it was shown that compliance can be achieved at all receivers during the most critical night-period, provided some of the windows, doors, operable roofing and glass/Perspex backing for the Breeze Blocks are closed as detailed within the ENA. A noise management plan is also to be prepared by the venue operator (per Condition 14 of the DAP approval).

Refer **Appendix 6** for a copy of the ENA, prepared by Lloyd George Acoustics.

4 TOWN PLANNING CONSIDERATIONS

4.1 City of Rockingham Town Planning Scheme No. 2

The City of Rockingham *Town Planning Scheme No.2* (**TPS2**) applies to the subject site. The provisions of TPS2 are supplemented by the **deemed provisions** contained at Schedule 2 of the *Planning and Development (Local Planning Schemes) Regulations 2015*. Where there is a conflict between a deemed provision and a provision of TPS2, the deemed provision prevails.

4.1.1 Development standards and requirements

Car parking

Clause 4.15.1 and Table 4 of TPS2 set out the relevant requirements for car parking. Refer **Table 1** for an assessment against the tavern car parking requirements of TPS2, and a comparison of the approved and proposed car parking provision.

Table 1 – Car parking

Use	Rate	Factor	No. Bays Required
Tavern (approved)	1 Bay for every 5m² of bar and public areas	1,089m²	218
Tavern (amended)	1 Bay for every 5m² of bar and public areas	815m²	163
Difference			-55

The car parking supply is unchanged. The original development was approved with 48 bays on the tavern site (described as 'Parcel 3'); and the amended proposal includes 48 bays. There is no change to any other parking within the approved development. Accordingly, the application proposes a 55-bay reduction in car parking required under TPS2.

The amended development plans depict 'future' car bays which are not proposed as part of this application and are not included in the assessment above.

Setbacks in the Commercial Zone

Clause 4.6.4(a) of TPS2 states:

> *where development is proposed having a common boundary with a Residential-zoned lot or residential use-class, the setbacks shall not be less than that prescribed by the R-Codes for the particular density code of the adjoining lot.*

The extension of the tavern into Parcel 4 results in the building being built close to the common boundary of a Residential-zoned lot, coded R50, which is developed with the Surfside Apartments. Accordingly, a Residential Design Codes (**R-Codes**) assessment of the building's setback to the boundary is required.

Design Element 3.4 Lot Boundary Setbacks of Volume 1 – Part C of the R-Codes sets out the deemed-to-comply setbacks for an R50 coded site. This Design Element provides two options for boundary walls: C3.4.1 - walls set back from the boundary in accordance with Table 3.4a; or, C3.4.4 - walls built up to the boundary. This development application only relies on C3.4.1 – walls set back from the boundary.

In this regard, Table 3.4a requires walls up to 7m high to be set back 1.5m from the boundary. This application complies – the tavern walls (6.7m high) are set back varying amounts between 1.51m and 2.51m, exceeding the minimum setback.

Additionally, the proposed transformer compound with a height of 3.5m is set back 1.0m from the boundary, which complies with the required setback of 1.0m under Table 3.4a.

Landscaping

Clause 4.6.5 of TPS2 requires development in the Commercial zone to contribute 10% of the total site area as landscaping. Condition 16 of the DAP determination requires the submission of a final landscaping plan prior to applying for a building permit. Further details will be provided at this stage.

4.1.2 Matters to be considered

Clause 67(2) of the Deemed Provisions sets out the matters for which due regard is to be given when considering a development application. Refer **Table 4** below for an assessment of the relevant matters relating to the proposed amendment.

Table 2 – Clause 67(2) matters to be considered

Matter to be considered	Provided
(m) the compatibility of the development with its setting, including – *(i) the compatibility of the development with the desired future character of its setting; and* *(ii) the relationship of the development to development on adjoining land or on other land in the locality including, but not limited to, the likely effect of the height, bulk, scale, orientation and appearance of the development;*	The proposal maintains the approved tavern land use and seeks to reorient the building along the southwestern boundary. The amendment proposes development at an appropriate scale for the location, while also maintaining commercial viability. The single storey tavern, is setback to R-Codes standards to minimise the impact of bulk and scale to the adjoining residential property. Additionally, the development proposes a white rendered boundary fence to provide a respectful and effective screen to adjacent residential properties. The fence has a height approximately 3.3m to the house at 29/19 Malibu Road providing superior acoustic and visual attenuation than the existing low metal fence, and effective boundary to the Surfside Apartments which has a low timber panel fence and a chainwire security fence. Refer **Photograph 1** below. The ENA provided with the application demonstrates noise levels will be compliant at all times. The proposed development suitably responds to its surrounding context, the use of materials and built form scale on the Safety Bay Road façade complements the scale of nearby residential homes. The proposed development results in an appropriate street interface, and has been designed to integrate with the surrounding area.

Photograph 1: View of boundary to 29/19 Malibu Road and Surfside Apartments

Matter to be considered	Provided
(n) the amenity of the locality including the following – *(i) environmental impacts of the development;* *(ii) the character of the locality;* *(iii) social impacts of the development;*	The amendment does not introduce anything which would be detrimental to the environment. The amendments are consistent with the approved development within the mixed commercial lot. The extension of the Tavern into Parcel 4 does not unduly impact the residential character to the site south of the subject site, being a three-storey apartment building which is set back from the common boundary far enough to allow ocean views from many of the apartments. A white rendered boundary fence and white render of the southeast walls of the tavern building provide a respectful finish to the portions of the building visible from the apartments and the adjoining house at 29/19 Malibu Road. The proposed amendments will ensure the future use of the site is consistent with its former status as a social hub for the community, while also retaining its previous role as an eating and drinking venue. The proposal will attract visitors while improving the liveability of the area.
(p) whether adequate provision has been made for the landscaping of the land to which the application relates and whether any trees or other vegetation on the land should be preserved;	The proposed development includes 310m² of landscaping for tavern site. A detailed landscape plans will be provided at the detailed design stage per condition 16 of the DAP approval.
(s) the adequacy of – *(i) the proposed means of access to and egress from the site; and* *(ii) arrangements for the loading, unloading, manoeuvring and parking of vehicles;*	The RTIA, prepared in support of the proposed amendment, concludes the traffic impact of the proposed amendments are considered marginal. The original Transport Impact Assessment had found the development would not have a detrimental impact on the surrounding road network, including the proposed means of access and egress. Turning path analysis plans have been prepared and are included as a component of the RTIA, which confirm the modified layout of the tavern provides sufficient space for manoeuvrability of passenger vehicles and service vehicles within the subject site. Refer to **Appendix 4** for a copy of the TIA.
(t) the amount of traffic likely to be generated by the development, particularly in relation to the capacity of the road system in the locality and the probable effect on traffic flow and safety;	The RTIA, prepared in support of the proposed amendment, concludes the traffic impact of the proposed amendments are considered marginal. Refer to **Appendix 4** for a copy of the RTIA.
(u) the availability and adequacy for the development of the following – *(i) public transport services;* *(ii) public utility services;* *(iii) storage, management and collection of waste;* *(iv) access for pedestrians and cyclists (including end of trip storage, toilet and shower facilities);* *(v) access by older people and people with disability;*	The development maintains pedestrian links to the footpath network, allowing people to access local bus services along Safety Bay Road. The subject site has access to all necessary utilities. Provision has been made for the storage and collection of waste. Refer the Waste Management Plan included at **Appendix 5**. The tavern proposes 3 bicycle parking spaces at the rear entrance, and the provision of a shower and change room for staff. The development includes two accessible car parking bays adjacent the rear entry to the tavern.

4.2 Local Planning Policies

4.2.1 Planning Policy 3.3.1 – Control of Advertisements

The proposed signage is generally consistent with the style and scale of the signage depicted within the original development approval. The DAP determination included condition 20, which requires the submission of a Signage Strategy prior to applying for a building permit. Further details of the proposed signage will be provided prior to applying for a building permit.

4.2.2 Planning Policy 3.3.14 – Bicycle Parking and End-of-trip Facilities

The subject application does not propose to reduce the amount of bicycle parking facilities approved throughout the site. An additional three short-term bicycle parking spaces are proposed near the car park entry to the north of the tavern building.

Condition 10 of the DAP determination requires the provision of short-and-long term bicycle parking facilities throughout the site. The proposed amendments do not constrain the site from being capable of satisfying condition 10.

Condition 11 of the DAP determination requires the provision of end of trip facilities – including secure showers, change rooms and clothing lockers – throughout the site. The approved tavern layout included a UAT which included a shower and a locker area. The proposed tavern layout maintains a staff shower and locker area within the 'staff room'. The proposed amendments do not constrain the site from being capable of satisfying condition 11.

4.2.3 Planning Policy 3.3.23 – Waikiki Hotel Site – Urban Design Guidelines

Planning Policy 3.3.23 – Waikiki Hotel Site – Urban Design Guidelines (**Design Guidelines**) establishes a framework of planning principles and development controls specific to the redevelopment of the subject site.

The modified design of the tavern has been assessed against the relevant provisions of the Design Guidelines within **Table 3** below.

Table 3 – Design Guidelines assessment

Requirement	Comment	Complies
8. Planning and Development Principles		
8.2 Urban Design		
Locate and configure buildings to address the street and facilitate continuous 'Main Street' style streetscapes which provide interest and interaction between buildings and pedestrians at street level.	The amended tavern design has a nil uninterrupted setback to Safety Bay Road for almost the entire frontage of the tavern site, with a main entry from the Safety Bay Road frontage.	✓
Use landscaping, on-street parking, and al-fresco dining areas to establish a stronger relationship between the building and the street.	On-street parking proposed along Safety Bay Road is maintained in this proposal. The increased tavern frontage promotes a relationship between the street and the development.	✓
Utilise building scale and design to create an identifiable scale and character for adjacent streets and publicly accessible spaces.	The tavern development maintains a single storey appearance and is consistent with the existing scale of surrounding residential development.	✓
Provide openings at all building levels to enable passive surveillance of adjacent publicly accessible areas.	The tavern development has openings with outlooks over the public realm.	✓

Requirement	Comment	Complies
Provide shade and shelter through the use of a continuous awning and/or colonnade treatment. Street trees are also encouraged.	The continuous awning / colonnade treatment is provided to the Malibu Road frontage which is unaltered by this proposal.	✓
8.3 Pedestrian Movement and Amenity		
Employ 'Crime Prevention Through Environmental Design' principles to create a safe, and well-lit pedestrian environment with good surveillance.	The tavern development is designed to provide openings and surveillance to all frontages, including the street, pedestrian areas, and the carpark to the rear. The side setback area is enclosed and gated at both ends to prevent unauthorised entry.	✓
Provide obvious and direct pedestrian routes to, and between, major attractors to make walking a legible and convenient alternative to car use.	The tavern development links to the existing and approved pedestrian paths, which provide logical connections to surrounding existing and approved development.	✓
8.4 Vehicle Movement and Pedestrian Access		
Provide for the safe use of alternative transport modes (such as bikes and scooters) to encourage their use in preference to car travel.	Three additional bicycle racks are provided as part of the modified tavern, located near the rear entry.	N/A
8.5 Vehicle Parking		
Locate car parks (other than on-street parking) out of sight from the public domain (that is; behind, below or above buildings) to avoid a detrimental visual impact on the adjacent streetscapes.	The amendment proposes at-grade car parking behind the tavern and 'future development' site. The onsite parking is located to avoid detrimental visual impacts on the streetscape.	✓
Provide attractive parking for bicycle, motorbike and scooter users, and suitable end-of-trip facilities, to encourage their use as an alternative to car travel.	Three additional bicycle racks are provided as part of the modified tavern, located near the rear entry.	N/A
8.6 Materials, Finishes and Landscaping		
Contribute to attractive and well-landscaped streets and other public or semi-public spaces, and enhance the quality and experience of the public realm.	No significant changes to the approved landscaping. Additional landscaping to be provided within the at-grade car parking area. As per condition 16 of the DAP determination, a final landscaping plan will be provided prior to applying for a building permit.	✓
Employ coastal, drought and salt-tolerant, low-maintenance plants, and avoid plant species that are likely to spread into the surrounding natural environment.	A final landscaping plan will be submitted prior to applying for a building permit, as per condition 16 of the DAP approval.	✓
Integrate public art into the design of the built form.	Details on public art will be submitted to the City in accordance with condition 18 of the DAP approval.	✓
9. Required Elements		
(a) A licensed premises must be included in any development. The building must be framed along its Safety Bay Road and Malibu Road frontages by commercial uses with direct pedestrian access to the street. All development must address the street in a manner consistent with contemporary urban streetscape design disciplines.	The tavern is a licensed premises and will appropriately frame Safety Bay Road. The development addresses the frontage with 'main street' design principles, providing a positive contribution to the streetscape.	✓

<table>
<tr><th>Requirement</th><th>Comment</th><th>Complies</th></tr>
<tr><td>(b) An activated frontage with eating and drinking and commercial uses at ground level and a three storey minimum contiguous façade positioned in accordance with the setback requirements must be provided. At the ground level, buildings must address the street with a primary business entrance and a shopfront façade that is transparent over at least 75% of the area of the facade.</td><td>The development does not propose a minimum three storey built form. This is considered acceptable as the approved development achieves the overall aims of the Design Guidelines of providing a landmark and focal point for the community. The amendments to the tavern do not significantly alter the original development approval.

Built form outcomes, as requested by the Design Guidelines, are not representative of the prevailing scale of development in the locality, which is generally of single storey scale. The proposed amendment is appropriately scaled in this regard.</td><td>Discretion required</td></tr>
<tr><td>The following mandatory setbacks apply:<table><tr><th>Height</th><th>Required Setback</th></tr><tr><td colspan="2">Safety Bay Road</td></tr><tr><td>1st – 4th storey</td><td>Nil</td></tr><tr><td>5th – 7th storey</td><td>3m</td></tr><tr><td>8th storey and above</td><td>6m</td></tr><tr><td colspan="2">Side (South Eastern Boundary)</td></tr><tr><td>1st – 4th storey</td><td>6m</td></tr><tr><td>5th storey</td><td>9m</td></tr><tr><td>6th – 7th storey</td><td>18m</td></tr><tr><td>8th storey and above</td><td>19m</td></tr></table></td><td>The built form of the tavern fronts Safety Bay Road and maintains a nil setback to the site boundary.

As for the side (southeast) boundary setbacks, the provisions of the Design Guidelines are in conflict with clause 4.6.4 of TPS2 (refer section 4.1.1 above). In this regard, clause 3(5) of the deemed provisions states:

In making a determination under [TPS2] the local government must have regard to each relevant local planning policy to the extent that the policy is consistent with [TPS2].

As a consequence, the southeast boundary setback provisions of the Design Guidelines cannot be applied as it is inconsistent with the Commercial zone setback provisions of TPS2.</td><td>✓</td></tr>
<tr><td>(c) To allow for robust buildings, a minimum ground floor to first floor height of 3.2 metres with a minimum of 3.0 metres ceiling height must be provided.</td><td>The tavern provides a minimum of 4m ceiling clearance as required.</td><td>✓</td></tr>
<tr><td>(d) Street elevations must be articulated to include defined streetfront entries which are clearly identifiable from the street. Balconies, deep window reveals, related awning and roof elements and changes in materials (subject to the maintenance of a predominantly glazed and transparent commercial frontage at ground level) are also encouraged.</td><td>Street elevations are articulated to identify and define building entries.</td><td>✓</td></tr>
<tr><td>(e) Street awnings must be provided to the full width of the proposed building at a minimum 2.5m wide, with lighting being provided under the street awnings.</td><td>The proposed tavern retains the same interface to Safety Bay Road as the DAP approved version. This is intentional and provides an enhanced outlook from the tavern seating areas across the public realm to Warnbro Sound; an awning would obstruct views and be inconsistent with the aesthetic design of the tavern.</td><td>Discretion required</td></tr>
</table>

Requirement	Comment	Complies
	Further, the footpath along Safety Bay Road does not follow the property boundary, rather it is situated approximately 11m from the boundary, and consequently an awning does not provide shelter for pedestrians along this path.	
(f) The scale and design of buildings is to be designed to minimise any overshadowing of adjoining properties and public spaces to the satisfaction of the City.	The scale of development is such that shading of adjoining spaces is inconsequential.	✓
(g) Between windows and glazed commercial frontages, walls must be predominantly masonry, rendered brick or stone. Tilt slab or pre-cast concrete construction is only to be approved for visible external walls where the design achieves an adequate level of articulation and detail consistent with the spirit and intent of the guidelines.	The amended frontage includes the required materials such as masonry or rendered/textured brick and a high level of articulation.	✓
(h) Off-street car parking must be located behind, under or over ground floor, streetfront buildings.	Off-street parking is proposed behind the tavern.	✓
(i) In lieu of the normal landscaping requirements of the Scheme, developers may be required to contribute to the cost of streetscape and/or landscape works within the public domain in the general vicinity of their development site.	Detailed landscaping will be provided in accordance with condition 16 of the DAP approval.	✓
(j) Loading and servicing areas must be screened from view of the street to the satisfaction of the City.	The tavern loading and servicing area is located at the rear of building.	✓
(k) Any subdivision application is to be prepared in accordance with an approved Development Application.	Subdivision approval was granted by the WAPC on 23 April 2024. The tavern is wholly located within Lot C.	✓
(l) Any development must include pedestrian crossing facilities from the site to Lot 2041 Safety Bay Road (Waikiki Beach).	The approved pedestrian crossing facility is not altered by this proposal.	✓
(m) The layout and design of the building must maximise natural ventilation and, where possible, cross ventilation. Consideration must be given to the impact of the building on the prevailing winds to adjacent properties.	The building is designed with open spaces and roof voids to take full advantage of the prevailing southwesterly breeze while minimising intrusion by hot easterly breezes.	✓

□

5 CONCLUSION

As detailed above, the proposed amendment to the tavern element of the approved mixed commercial development achieves the purpose and intent of the applicable local planning scheme and complies with the provisions of the relevant local planning frameworks.

The proposal appropriately responds to the relevant aspects of the planning framework and warrants approval for the following key reasons:

- The proposed amendment is consistent with the objectives of the Waikiki Hotel Site – Design Guidelines prepared for the subject site, and will contribute to restoring the site to its former role as an eating and drinking place.
- The proposed amendment enhances the surrounding locality, provide much needed local commercial facilities, while creating a community hub, consistent with the former use of the subject site.
- The well-integrated architectural design created through the use of materials, colours and layout will positively contribute towards and enhance the streetscape amenity.

Having regard for the above, in considering the applicable planning framework, the proposed development warrants approval.

Appendix 1:
Certificate of Title and Deposited Plan

WESTERN AUSTRALIA

TITLE NUMBER	
Volume	Folio
2823	**402**

RECORD OF CERTIFICATE OF TITLE

UNDER THE TRANSFER OF LAND ACT 1893

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

BGRoberts

REGISTRAR OF TITLES

REGISTRAR OF TITLES WESTERN AUSTRALIA

LAND DESCRIPTION:

LOT 100 ON DEPOSITED PLAN 74131

REGISTERED PROPRIETOR:
(FIRST SCHEDULE)

BRAYKELL TWO PTY LTD OF PO BOX 739 CLAREMONT WA 6910

(TP P099797) REGISTERED 4/4/2022

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

1. M385574 EASEMENT TO CITY OF ROCKINGHAM FOR ACCESS PURPOSES - SEE SKETCH ON DEPOSITED PLAN 74131 REGISTERED 18/9/2013.
2. EASEMENT BURDEN CREATED UNDER SECTION 136C T.L.A. FOR ACCESS PURPOSES - SEE DEPOSITED PLAN 74131 AND INSTRUMENT M385572

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

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

STATEMENTS:

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

SKETCH OF LAND:	DP74131
PREVIOUS TITLE:	1892-693, 2823-401
PROPERTY STREET ADDRESS:	NO STREET ADDRESS INFORMATION AVAILABLE.
LOCAL GOVERNMENT AUTHORITY:	CITY OF ROCKINGHAM

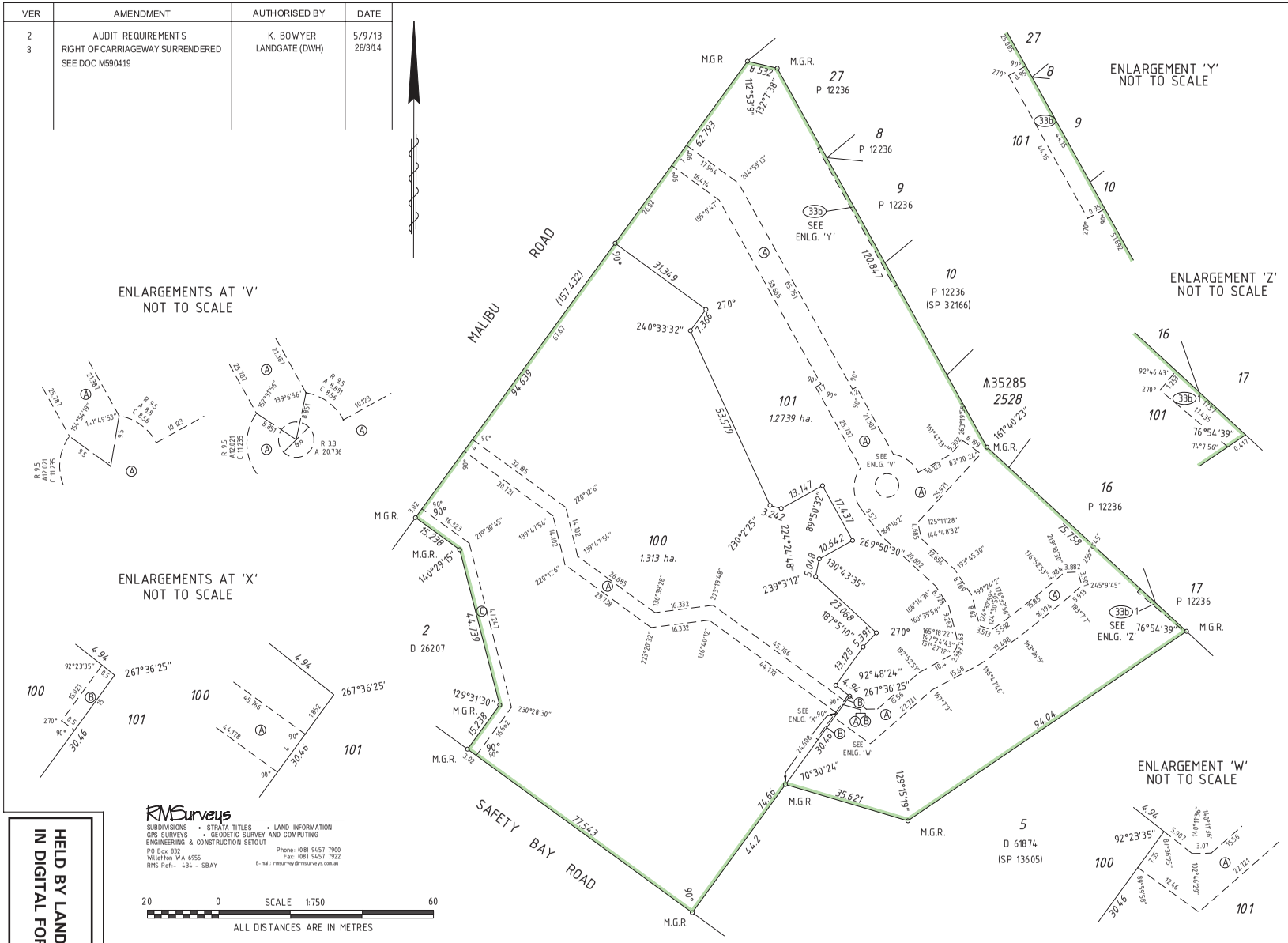
NOTE 1: L097464 SECTION 138D TLA APPLIES TO CAVEAT K856018.
NOTE 2: L097465 SECTION 138D TLA APPLIES TO CAVEAT K889983.

LANDGATE COPY OF ORIGINAL NOT TO SCALE 14/04/2025 02:42 PM Request number: 68067170

Landgate
www.landgate.wa.gov.au

LANDGATE COPY OF ORIGINAL NOT TO SCALE 17/08/2023 12:55 PM Request number: 65488643
www.landgate.wa.gov.au

VER	AMENDMENT	AUTHORISED BY	DATE
2	AUDIT REQUIREMENTS	K. BOWYER	5/9/13
3	RIGHT OF CARRIAGEWAY SURRENDERED SEE DOC M590419	LANDGATE (DWH)	28/3/14


MALIBU ROAD
SAFETY BAY ROAD
(157.432)
94.639
53.519
31.349
7.366
270°
240°33'32"
101
1.2739 ha.
100
1.313 ha.
A35285
2528
161°40'23"
M.G.R.
27
P 12236
8
P 12236
9
P 12236
10
P 12236
(SP 32166)
16
P 12236
17
P 12236
2
D 26207
5
D 61874
(SP 13605)
SEE ENLG. 'Y'
SEE ENLG. 'V'
SEE ENLG. 'Z'
SEE ENLG. 'X'
SEE ENLG. 'W'
ENLARGEMENT 'Y'
NOT TO SCALE
ENLARGEMENT 'Z'
NOT TO SCALE
ENLARGEMENTS AT 'V'
NOT TO SCALE
ENLARGEMENTS AT 'X'
NOT TO SCALE
ENLARGEMENT 'W'
NOT TO SCALE
R 95
A 88.856
R 33
A 20.736
R 95
A 10.123
R 95
A 10.123
R 95
A 10.123

Appendix 2:
DAP Approval

METRO OUTER DAP - CITY OF ROCKINGHAM - DAP APPLICATION - DD020.2023.00000193 - DETERMINATION

DAP executive director

Planning and Development Act 2005

City of Rockingham Town Planning Scheme No.2

Metro Outer Development Assessment Panel

Determination on Development Assessment Panel Application for Planning Approval

Property Location:
Application Details:

Planning and Development (Development Assessment Panels) Regulations 2011

granted

Approve

Planning and Development (Local Planning Schemes) Regulations 2015

Conditions

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible] *Local Planning Policy 3.3.14 - Bicycle Parking and End of Trip Facilities*

[illegible] *Local Planning Policy 3.3.14 - Bicycle Parking and End of Trip Facilities*

[illegible]

[illegible] *Environmental Protection (Noise) Regulations 1997*

[illegible] *Environmental Protection (Noise) Regulations 1997*

[illegible]

[illegible] *Environmental Protection (Noise) Regulations 1997*

[illegible]

[illegible]

[illegible]

[illegible]

[illegible] [illegible] [illegible] [

rd *Local Planning Policy 3.3.25 - Percent for Public Art - Private Developer Contribution* pr r p d p r

R r ppr r d d pr r p d p

r d r p d p

M R r d pr p r

d p r p r d r r r r r d r r r r r r d p d p d

Pr r pp r d P r r r d *Local Planning Policy 3.3.1 - Control of Advertisements* R d r p d r d r p

Pr r pp r d P r d r d r R pr r p d p r d r r

Pr r pp r d P r r r d r r d r r d

[illegible] [illegible]

[illegible] [illegible]

[illegible] [illegible]

[illegible] [illegible]

Advice Notes

[illegible] [illegible]

- [illegible]

[illegible] [illegible] *Food Act 2008* [illegible] *Food Safety Standards* [illegible] *Australian New Zealand Food Standards Code (Australia Only)* [illegible]

[illegible] [illegible]

[illegible] [illegible] *Liquor Control Act 1988* [illegible]

[illegible] [illegible] *Health (Public Building) Regulations 1992* [illegible]

[illegible] [illegible]

[illegible] [illegible] pr p [illegible] d d [illegible] p [illegible] ppr [illegible] d [illegible] d [illegible]

P r [illegible] d [illegible] r P r [illegible]

P r [illegible]

- [illegible] p P r [illegible]
- [illegible] d [illegible] M d [illegible] r [illegible]
- [illegible] d [illegible] R [illegible] r [illegible]
- [illegible]
- [illegible] R [illegible] P [illegible] r p [illegible]
- [illegible] R r [illegible] Pr [illegible] M d [illegible]

P r [illegible] r [illegible]

[illegible] p r [illegible] D [illegible] p [illegible] ppr [illegible] r [illegible] d [illegible] p [illegible] p [illegible] d [illegible] ppr [illegible] pr r [illegible] p [illegible] P [illegible] r [illegible] d [illegible] d [illegible] r [illegible] p [illegible] ppr [illegible] r [illegible] d [illegible]

[illegible] r [illegible] ppr [illegible] p [illegible] d [illegible] d [illegible] p [illegible] rr [illegible] d [illegible] r [illegible] ppr [illegible] r [illegible] d [illegible] d [illegible] pp [illegible] pp [illegible] d [illegible] d [illegible] D [illegible] p [illegible] P [illegible] ppr [illegible] d [illegible] ppr [illegible] r [illegible] d r r [illegible] r [illegible] r [illegible] ppr [illegible] d r r [illegible] *Planning and Development (Development Assessment Panels) Regulations 2011* [illegible]

DEVELOPMENT
ASSESSMENT PANEL

APPROVED

09-Apr-2024

N

HINDLEY & ASSOCIATES PTY LTD
BUILDING DESIGNERS

166 STIRLING HIGHWAY
NEDLANDS WA 6009

PO BOX 199
NEDLANDS WA 6909

PHONE - 9386 6699
FAX - 9386 6700
admin@hindley.com.au

DEVELOPMENT APPLICATION

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THIS IS A COMPUTER GENERATED DRAWING AND SHALL NOT BE ALTERED BY HAND.

HINDLEY & ASSOCIATES P/L
AS TRUSTEE FOR
HINDLEY TRUST
ACN No. 088 989 904

BUILDING DESIGNERS ASSOCIATION OF WA INC

NO:	DATE:	REVISION:	DRAWN:	CHECK:
A	26.05.23	ISSUED FOR PLANNING APPROVAL	SDS	SDS
-				
-				
-				
-				
-				
-				

A1 SHEET

LOCATION PLAN

SCALE 1:10000

PROPOSED MIXED USE DEVELOPMENT
LOT 100, No 434 SAFETY BAY ROAD
SAFETY BAY W.A.
for BRAYKELL TWO Pty Ltd

Date	-	20.03.23
Design	-	SDS
Drawn	-	SDS
Checked	-	SDS
Scale	-	1:10000
Job No.	-	0836
Dwg -		DA00
Rev -		A

DEVELOPMENT ASSESSMENT PANEL

APPROVED
09-Apr-2024

NOTES:

ZONING: COMMERCIAL

PARKING:

- PARCEL 1: REFER TO CHILDCARE DRAWINGS BY OTHERS.
- PARCEL 2: 43 NEW OFF-STREET CAR BAYS (INCLUDING 2 FUTURE EV CHARGING BAYS); AND 6 NEW ON-STREET CAR BAYS; AND 30 NEW BICYCLE BAYS (INCLUDING 4 E-BIKES); AND 3 MOBILITY SCOOTER BAYS.
- PARCEL 3: 2 NEW ACCESSIBLE BAYS; AND 11 NEW ANGLED BAYS ALONG SAFETY BAY ROAD, AND NEW BASEMENT PARKING BAYS (REFER TO TAVERN DRAWINGS BY OTHERS); AND 8 NEW BICYCLE BAYS.
- PARCEL 4: NOT PART OF THIS APPLICATION.

LANDSCAPING:

- PARCEL 1: REFER TO CHILDCARE DRAWINGS BY OTHERS.
- PARCEL 2: 620m² (EXCLUDING VERGES).
- PARCEL 3: REFER TO TAVERN DRAWINGS BY OTHERS.
- PARCEL 4: NOT PART OF THIS APPLICATION.

LEGEND:

- NEW BLACK ASPHALT PAVEMENT.
- NEW RED ASPHALT PAVEMENT.
- EXISTING COUNCIL FOOTPATHS.
- NEW COUNCIL FOOTPATHS.
- NEW FOOTPATHS.
- NEW LANDSCAPING. REFER TO LANDSCAPING PLAN.

PARCEL 1 1,915m²
CHILDCARE CENTRE
FL = 4.35 (TBC)
(REFER TO DRAWINGS BY OTHERS)
YARD 36m²
PARCEL 2 6,999m²
LOT 100 1.313 ha
PARCEL 3 2,298m²
TAVERN
FL = 7.50 (TBC)
(REFER TO DRAWINGS BY OTHERS)
PARCEL 4 1,897m²
(NOT PART OF THIS APPLICATION)
BUILDING A
UNIT 1 PHARMACY GLA = 150m² FL = 4.90 (TBC)
UNIT 2 & 3 MEDICAL CENTRE GLA = 1,000m² FL = 5.30 (TBC)
BUILDING B
UNIT 4 & 5 RESTAURANT GLA = 208m² FL = 5.05 (TBC)
UNIT 6 CAFE GLA = 96m² FL = 5.05 (TBC)
UNIT 7 PHYSIOTHERAPIST GLA = 202m² FL = 5.35 (TBC)
UNIT 8 MEDICAL / GYMNASIUM GLA = 198m² FL = 5.45 (TBC)
NEW CARPARK 35 BAYS
NEW CARPARK 28 BAYS
NEW CARPARK 8 BAYS
NEW CARPARK 6 BAYS
STAFF CARPARK 6 BAYS
EXISTING PARKING 6 BAYS
BICYCLE / SCOOTER PARKING 12 BIKES, 4 E-BIKES, 3 MOBILITY SCOOTERS
NEW 6.2m WIDE CROSSOVER (ALL MOVEMENT)
6 NEW ON-STEET PARKING BAYS 2.4m WIDE x 6.1m LONG
MODIFIED EXISTING CROSSOVER (ALL MOVEMENT)
MODIFIED EXISTING CROSSOVER (EXIT ONLY)
EXISTING CROSSOVER (CARWASH EXIT)
EXISTING CROSSOVER (ALL MOVEMENT)
NEW CROSSOVER (EXIT ONLY)
EXISTING ELECTRICAL SUBSTATION
EXISTING POWER POLE.
EXISTING COMMS PIT.
NEW SHARED PYLON SIGN.
EXISTING SEWER MANHOLE.
EXISTING LOW VOLTAGE OVERHEAD POWERLINES. WESTERN POWER CLEARANCES TO AWNINGS / BUILDINGS TO BE CHECKED. SUBJECT TO POWERLINE PROFILE SURVEY.
NEW 1.2m HIGH FENCE. REFER TO ACOUSTIC REPORT.
NEW 2.4m HIGH FENCE. REFER TO ACOUSTIC REPORT.
NEW RETAINING WALLS (IF REQUIRED) WITH 1.2m HIGH COLORBOND FENCE.
EXISTING TREE
POCKET PARK
REVERSING BAY
FUTURE EV CHARGING BAYS.
4 BIKES
6 BIKES
8 BIKES
SEATING AREA.
1:20 RAMP UP
SPEED HUMP
E-BIKE AND MOBILITY SCOOTER CHARGING POINTS.
PROPOSED NEW ACCESS EASEMENT
EXISTING ACCESS EASEMENT TO BE MODIFIED.
EXISTING ACCESS GATE EASEMENT.
PROPOSED BOUNDARY
PROP BDY
AWNING ABOVE
ALFRESCO
SERVICE CORRIDOR
SERVICE
2mW x 2.5mL SIGHTLINE TRUNCATION AS PER AS2890.1.
RIGHT OF CARRIAGEWAY
EXISTING BP SERVICE STATION
EXISTING ACCESS
EXISTING SURF SIDE WAIKIKI APARTMENT COMPLEX
MALIBU ROAD
2110 HAZARD LINE (100yr ARI)
2070 HAZARD LINE (100yr ARI)
NEW PEDESTRIAN CROSSING. REFER TO TRAFFIC ENGS DWGS.
DROP OFF BAYS.
NEW 45° PARKING 11 BAYS
REALIGNED COUNCIL FOOTPATH.
NEW CUT THROUGH ISLAND PEDESTRIAN CROSSING, MODIFIED LINEMARKING AND FOOTPATH EXTENSION ON SOUTHWESTERN SIDE OF SAFETY BAY ROAD. FULL EXTENTS OF WORK NOT SHOWN. REFER TO TRAFFIC ENGS DWGS.
SAFETY BAY ROAD
NEW SHARED PYLON SIGN PRIOR TO ROAD WIDENING. PERMITTED PROXIMITY TO ALL EXISTING SERVICES TO BE CONFIRMED WITH SERVICE PROVIDERS. AN UNDERGROUND SCAN TO BE UNDERTAKEN.

BOUNDARY 31.349m
BOUNDARY 53.579m
BOUNDARY 94.639m
BOUNDARY 44.739m
BOUNDARY 23.068m
BOUNDARY 74.66m
BOUNDARY 77.543m
BDY 7.366m
BDY 13.447m
BDY 17.437m
BDY 10.842m
BDY 13.128m
BDY 15.238m
3.242m
5.048m
4.94m
5.39m

N

HINDLEY & ASSOCIATES PTY LTD
BUILDING DESIGNERS

166 STIRLING HIGHWAY
NEDLANDS WA 6009

PO BOX 199
NEDLANDS WA 6909

PHONE - 9386 6699
FAX - 9386 6700
admin@hindley.com.au

DEVELOPMENT APPLICATION

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HINDLEY & ASSOCIATES P/L AS TRUSTEE FOR HINDLEY TRUST ACN No. 088 989 904

BUILDING DESIGNERS ASSOCIATION OF WA INC

NO:	DATE:	REVISION:	DRAWN:	CHECK:
K	31.10.23	COUNCIL'S COMMENTS	SDS	SDS
L	09.11.23	CHILDCARE UPDATED	SDS	SDS
M	11.01.24	PARKING AMENDED	JJR	SJH
N	11.01.24	PARCEL 3 AMENDED	JJR	SJH
O	06.02.24	PARKING ADDED, UNITS 4-6	SDS	SDS
P	07.02.24	PEDESTRIAN CROSSING	SDS	SDS
Q	07.02.24	PARKING NUMBERS	SDS	SDS
R	12.02.24	CHILDCARE FACADE	SDS	SDS

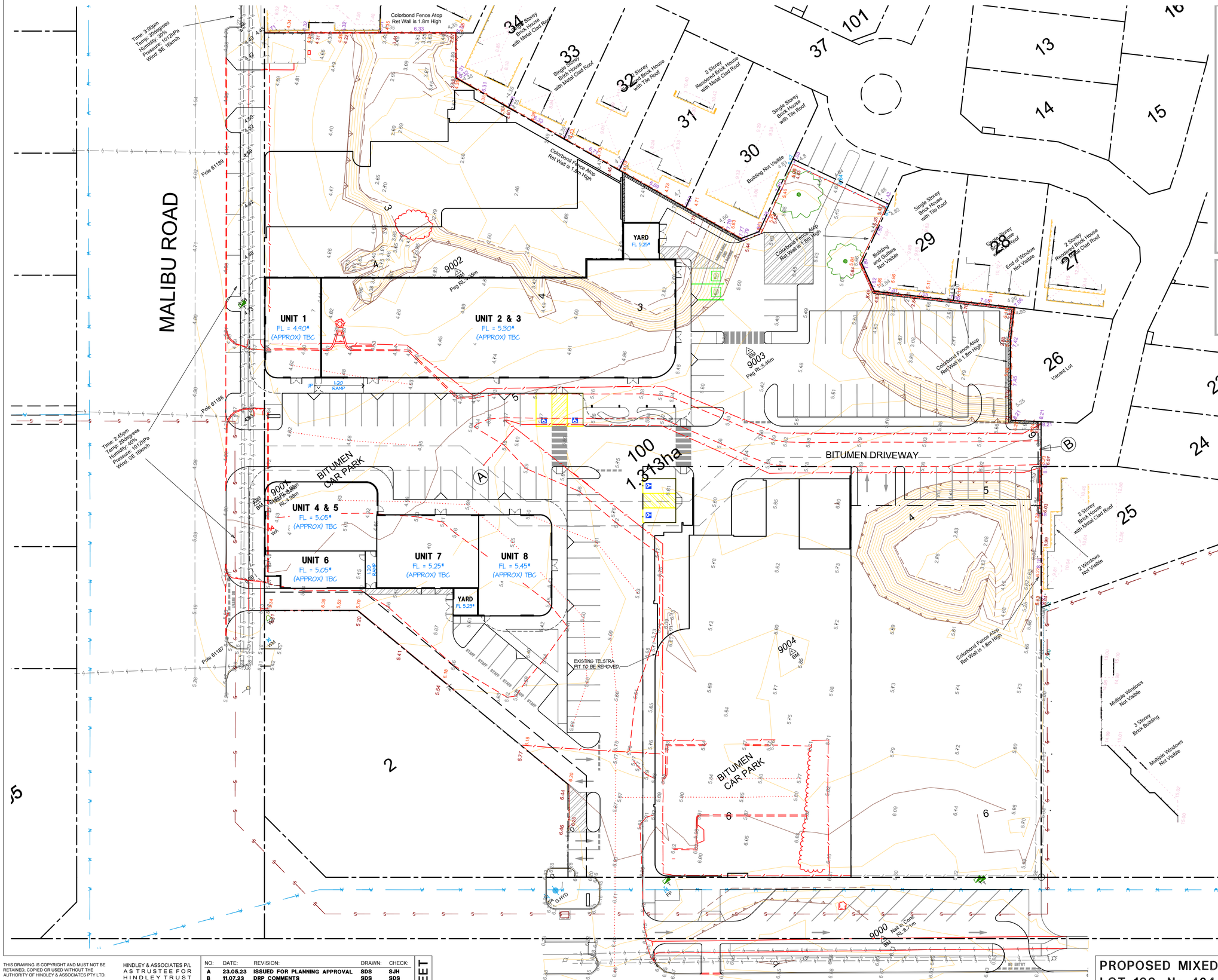
A1 SHEET

PROPOSED SITE PLAN

SCALE 1:300

PROPOSED MIXED USE DEVELOPMENT
LOT 100, No 434 SAFETY BAY ROAD
SAFETY BAY W.A.
for BRAYKELL TWO Pty Ltd

Date	-	20.03.23
Design	-	SDS
Drawn	-	SDS
Checked	-	SJH
Scale	-	1:300
Job No.	-	0336
Dwg -		DA01
Rev -		R



NOTES:

1. *DESIGN LEVELS, INCLUDING FLOOR LEVELS, ARE INDICATIVE ONLY. FINAL LEVELS AND TO BE DESIGNED BY A CIVIL ENGINEER AS PART OF DETAILED DESIGN.
2. SURVEY INFORMATION PROVIDED BY MCMULLEN NOLAN GROUP (MNG). REFER TO CONTOUR AND FEATURE SURVEY 104833-DS-001-A DATED 13/04/2022 FOR DETAILS.
3. CHECK CERTIFICATE OF TITLE FOR ANY ENCUMBRANCES E.G. EASEMENTS, RESTRICTIVE COVENANTS ETC.
4. THIS SURVEY HAS BEEN COMPLETED TO CLASS 2/3 ACCURACY
   HARD STAND AREAS ARE TO CLASS 2 ACCURACY
   HORIZONTAL ACCURACY ± 20MM
   VERTICAL ACCURACY ± 20MM
   ALL OTHER AREAS ARE TO CLASS 3 ACCURACY
   HORIZONTAL ACCURACY ± 30MM
   VERTICAL ACCURACY ± 50MM
5. EXISTING BOUNDARIES HAVE BEEN EXTRACTED FROM LANDGATE'S SPATIAL CADASTRAL DATABASE, WHICH IS ONLY A MODEL OF THE CADASTRE. THE DEPICTED BOUNDARY LOCATIONS ARE A GRAPHICAL REPRESENTATION ONLY AND AS THEY HAVE NOT BEEN RE-ESTABLISHED BY SURVEY, MNG DOES NOT GUARANTEED THE POSITION UNLESS STATED OTHERWISE. RE-ESTABLISHMENT OF LOT BOUNDARIES BY A LICENSED SURVEYOR IS RECOMMENDED FOR ANY WORKS ON OR ABOUT A BOUNDARY.
6. UNDERGROUND SERVICES HAVE BEEN COMPILED FROM INFORMATION OBTAINED FROM A DIAL-BEFORE-YOU-DIG SEARCH. SERVICE LOCATIONS HAVE NOT BEEN VERIFIED BY MNG. ALIGNMENTS ARE INDICATIVE ONLY. PRIOR TO DEMOLITION, EXCAVATION OR CONSTRUCTION USERS SHOULD SATISFY THEMSELVES TO THE CURRENCY OF SERVICES, WHICH MAY HAVE BEEN ALTERED OR NEW SERVICES INSTALLED ON OR NEAR THE SUBJECT SITE. REFER TO THE DATE AND METHOD OF ACQUISITION.
7. SURFACE FEATURES AND LEVELS HAVE BEEN SURVEYED TO MEET THE REQUESTED SCOPE OF WORKS ACCURACY, THE SURFACE MAY BE CONTOURED TO DEPICT TOPOGRAPHY OR DEFINED ONLY BY SPOT HEIGHTS. FOR CLARITY ON HARD COPY SOME LEVEL INFORMATION IS NOT SHOWN, REFER TO 3D DIGITAL FILE. ABOVE GROUND INDICATORS (MARKERS) OF UNDERGROUND SERVICES ARE LOCATED WHERE VISIBLE. THIRD PARTIES UTILISING THIS INFORMATION SHOULD CONFIRM THE CAPTURE ACCURACIES MEET REQUIREMENTS PRIOR TO USE.

LEGEND:

- ITEMS TO BE REMOVED / RELOCATED SHOWN IN RED.
- 10 — EXISTING CONTOURS.
- 10.00 — EXISTING SPOT LEVELS.

N

HINDLEY & ASSOCIATES PTY LTD
BUILDING DESIGNERS

166 STIRLING HIGHWAY
NEDLANDS WA 6009

PO BOX 199
NEDLANDS WA 6909

PHONE - 9386 6699
FAX - 9386 6700
admin@hindley.com.au

DEVELOPMENT ASSESSMENT PANEL
APPROVED
09-Apr-2024

DEVELOPMENT APPLICATION

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HINDLEY & ASSOCIATES P/L
AS TRUSTEE FOR
HINDLEY TRUST
ACN No. 088 989 904

BUILDING DESIGNERS ASSOCIATION OF WA INC

NO:	DATE:	REVISION:	DRAWN:	CHECK:
A	23.05.23	ISSUED FOR PLANNING APPROVAL	SDS	SJH
B	11.07.23	DRP COMMENTS	SDS	SDS
C	21.08.23	FLOOR LEVELS	SDS	SDS
D	09.11.23	COUNCIL'S COMMENTS	SDS	SDS
E	06.02.24	UNITS 4-6	SDS	SDS
F	07.02.24	PEDESTRIAN CROSSING	SDS	SDS
-				
-				

A1 SHEET

SURVEY OVERLAY, LEVELS & DEMOLITION PLAN

SCALE 1:300

PROPOSED MIXED USE DEVELOPMENT
LOT 100, No 434 SAFETY BAY ROAD
SAFETY BAY W.A.
for BRAYKELL TWO Pty Ltd

Date	-	20.03.23
Design	-	SDS
Drawn	-	SDS
Checked	-	SJH
Scale	-	1:300
Job No.	-	0836
Dwg -		DA02
Rev -		F

DEVELOPMENT ASSESSMENT PANEL

APPROVED

09-Apr-2024

POWER POLE

PROPERTY BOUNDARY

E4 E3

PARCEL 1
CHILDCARE CENTRE
(REFER TO DRAWINGS BY OTHERS)

6000 | 6000 YARD | 2100

PROPOSED BOUNDARY

2120D GATES

ENCLOSED YARD

6000

PROPOSED BOUNDARY

50 SETBACK | 2500 AWNING | 250 | 19450 UNIT 1 | 250 | 5100 UNIT 2 | 250 | 52650 | 21150 | 3000 | 14100 | 14200 | 2582 PATH | 2500 AWNING

50 SETBACK | 250

PROPOSED BOUNDARY

100kW EMBEDDED NETWORK ROOF TOP SOLAR PANELS SHOWN INDICATIVELY.

UNIT 1
PHARMACY
GLA = 150m²
FL = 4.90 (TBC)

UNIT 2 & 3
MEDICAL CENTRE
GLA = 1,000m²
FL = 5.30 (TBC)

16500 | 6000 - UNITS

PROPERTY BOUNDARY

AWNING OVER

2500 PATH | 2500 AWNING

1:20 RAMP

4 BIKES

AWNING OVER

AWNING OVER

BICYCLE / SCOOTER PARKING
12 BIKES, 4 E-BIKES, 3 MOBILITY SCOOTERS

8800 UNIT 1 | 250 | 57100 UNIT 2 & 3

SEATING AREA

PYLON SIGN

POWER POLE

E1 E2

N

HINDLEY & ASSOCIATES PTY LTD
BUILDING DESIGNERS

166 STIRLING HIGHWAY
NEDLANDS WA 6009

PO BOX 199
NEDLANDS WA 6909

PHONE - 9386 6699
FAX - 9386 6700
admin@hindley.com.au

DEVELOPMENT APPLICATION

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HINDLEY & ASSOCIATES P/L
AS TRUSTEE FOR
HINDLEY TRUST
ACN No. 088 989 904

BUILDING DESIGNERS ASSOCIATION OF WA INC

NO:	DATE:	REVISION:	DRAWN:	CHECK:
A	23.05.23	ISSUED FOR PLANNING APPROVAL	SDS	SJH
B	11.07.23	DRP COMMENTS	SDS	SDS
C	10.08.23	FLOOR LEVELS	SDS	SDS
D	09.11.23	COUNCIL'S COMMENTS	SDS	SDS
E	06.02.24	BICYCLE BAYS	SDS	SDS
-				
-				
-				

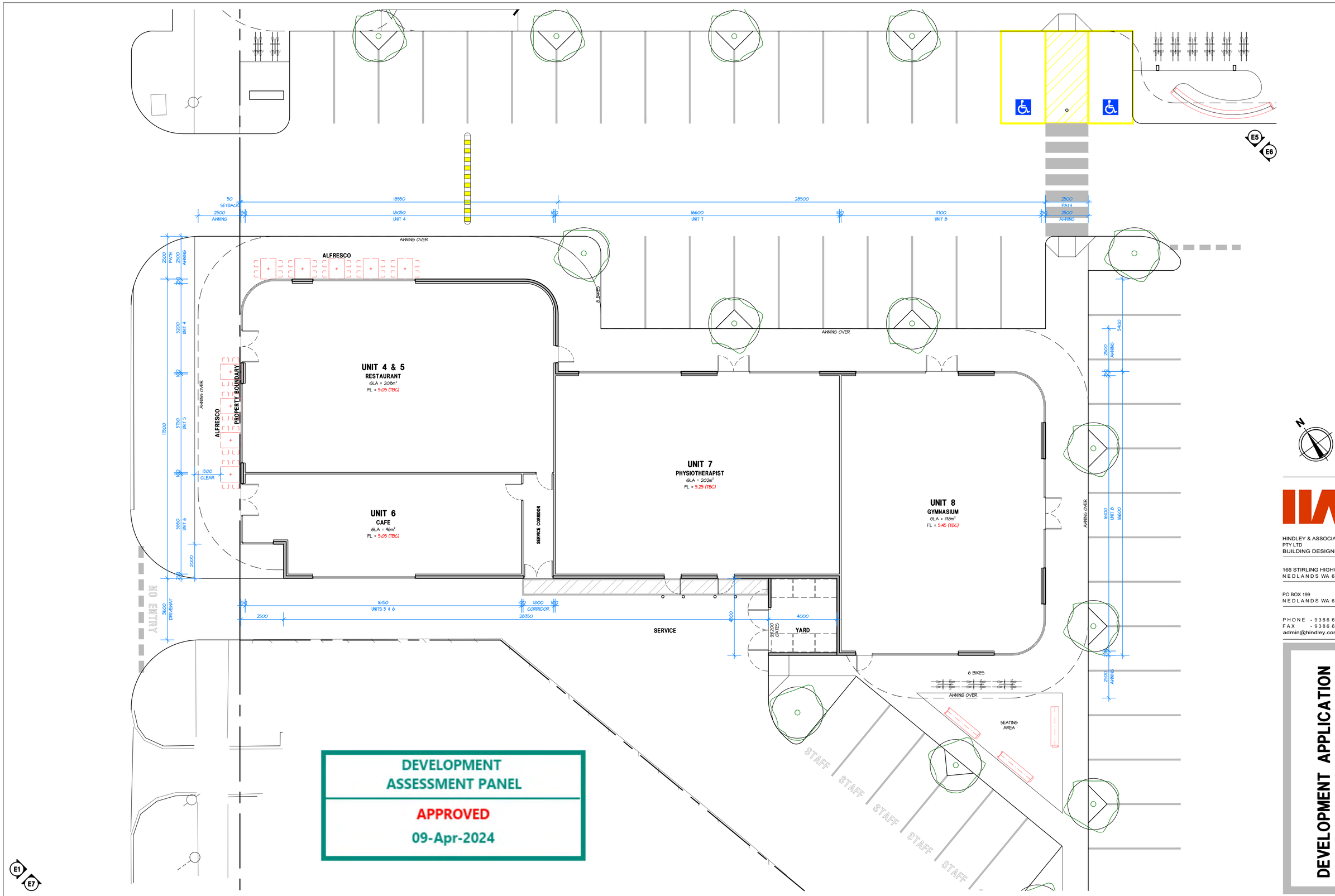
A1 SHEET

BUILDING A FLOOR PLAN

SCALE 1:100

PROPOSED MIXED USE DEVELOPMENT
LOT 100, No 434 SAFETY BAY ROAD
SAFETY BAY W.A.
for BRAYKELL TWO Pty Ltd

Date	-	20.03.23
Design	-	SDS
Drawn	-	SDS
Checked	-	SJH
Scale	-	1:100
Job No.	-	0836
Dwg	-	DA03
Rev	-	E



DEVELOPMENT ASSESSMENT PANEL

APPROVED

09-Apr-2024

E1 E7

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HINDLEY & ASSOCIATES P/L
AS TRUSTEE FOR
HINDLEY TRUST
ACN No. 088 989 904

BUILDING DESIGNERS ASSOCIATION OF WA INC

NO:	DATE:	REVISION:	DRAWN:	CHECK:
A	23.05.23	ISSUED FOR PLANNING APPROVAL	SDS	SJH
B	11.07.23	DRP COMMENTS	SDS	SDS
C	10.08.23	FLOOR LEVELS	SDS	SDS
D	09.11.23	COUNCIL'S COMMENTS	SDS	SDS
E	06.02.24	UNITS 4-6	SDS	SDS
-				
-				
-				

A1 SHEET

BUILDING B FLOOR PLAN

SCALE 1:100

PROPOSED MIXED USE DEVELOPMENT
LOT 100, No 434 SAFETY BAY ROAD
SAFETY BAY W.A.
for BRAYKELL TWO Pty Ltd

HINDLEY & ASSOCIATES
PTY LTD
BUILDING DESIGNERS

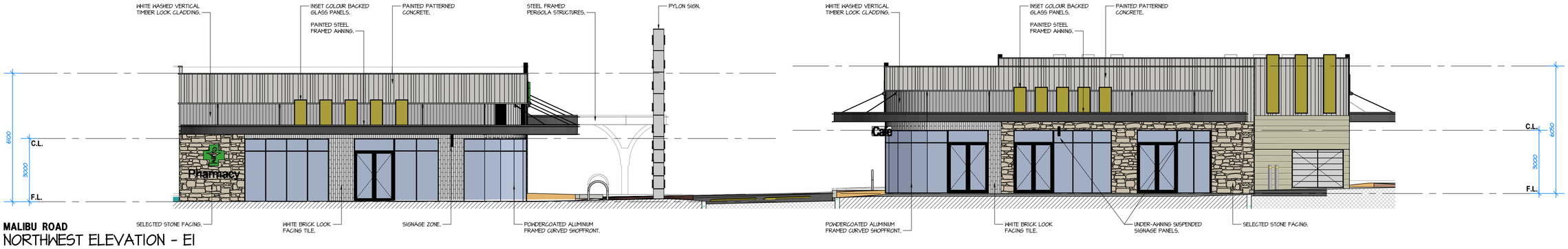
166 STIRLING HIGHWAY
NEDLANDS WA 6009

PO BOX 199
NEDLANDS WA 6909

PHONE - 9386 6699
FAX - 9386 6700
admin@hindley.com.au

DEVELOPMENT APPLICATION

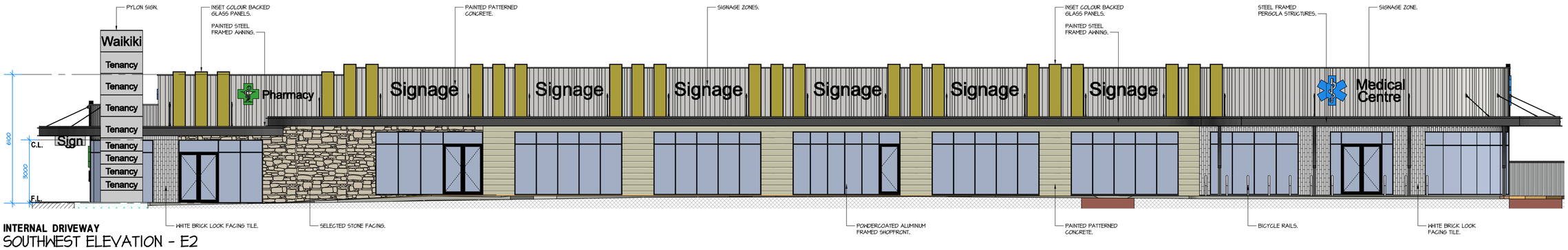
Date	-	20.03.23
Design	-	SDS
Drawn	-	SDS
Checked	-	SJH
Scale	-	1:100
Job No.	-	0836
Dwg	-	DA04
Rev	-	E



MALIBU ROAD

NORTHWEST ELEVATION - E1

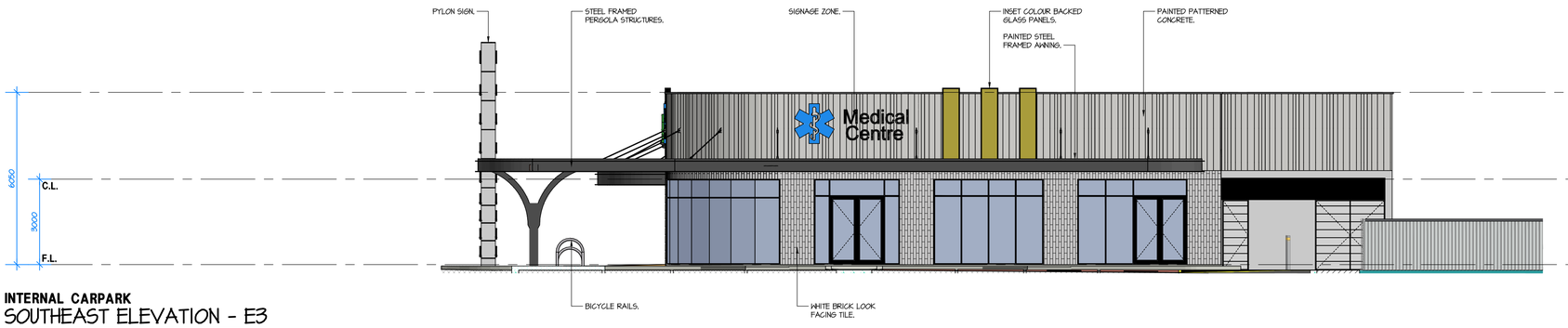
SCALE 1:100



INTERNAL DRIVEWAY

SOUTHWEST ELEVATION - E2

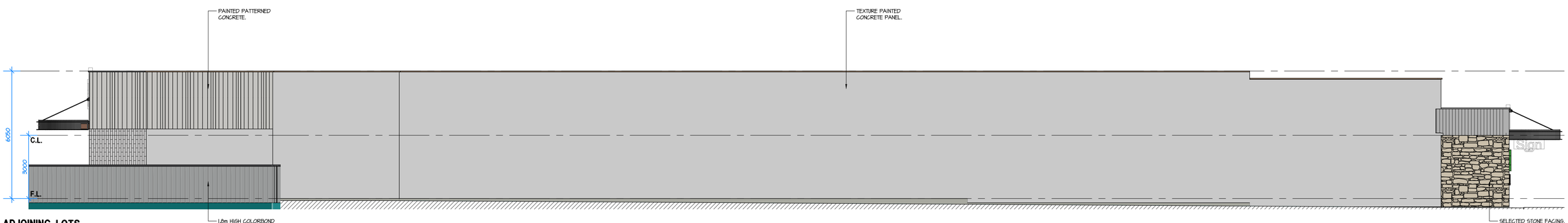
SCALE 1:100



INTERNAL CARPARK

SOUTHEAST ELEVATION - E3

SCALE 1:100



ADJOINING LOTS

NORTHEAST ELEVATION - E4

SCALE 1:100

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HINDLEY & ASSOCIATES P/L
AS TRUSTEE FOR
HINDLEY TRUST
ACN No. 088 989 904

BUILDING DESIGNERS ASSOCIATION OF WA INC

NO:	DATE:	REVISION:	DRAWN:	CHECK:
A	23.05.23	ISSUED FOR PLANNING APPROVAL	SDS	SJH
B	11.07.23	DRP COMMENTS	JJR	SDS
C	09.11.23	COUNCIL'S COMMENTS	SDS	SDS
-				
-				
-				
-				
-				

A1 SHEET

DEVELOPMENT ASSESSMENT PANEL

APPROVED

09-Apr-2024

PROPOSED MIXED USE DEVELOPMENT
LOT 100, No 434 SAFETY BAY ROAD
SAFETY BAY W.A.
for BRAYKELL TWO Pty Ltd

HINDLEY & ASSOCIATES PTY LTD
BUILDING DESIGNERS

166 STIRLING HIGHWAY
NEDLANDS WA 6009

PO BOX 199
NEDLANDS WA 6909

PHONE - 9386 6699
FAX - 9386 6700
admin@hindley.com.au

DEVELOPMENT APPLICATION

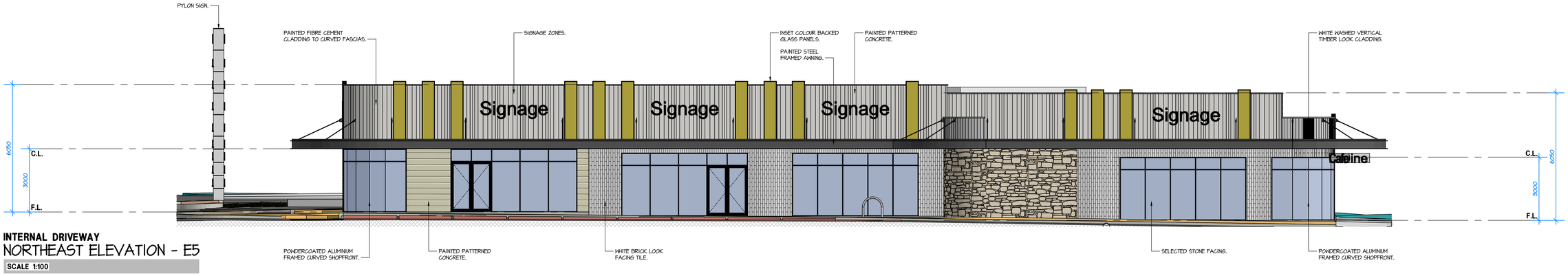
Date - 20.03.23
Design - SDS
Drawn - SDS
Checked - SJH
Scale - 1:100
Job No. 0836

Dwg - DA05
Rev - C

MALIBU ROAD (COMBINED ELEVATION)

NORTHWEST ELEVATION - E1

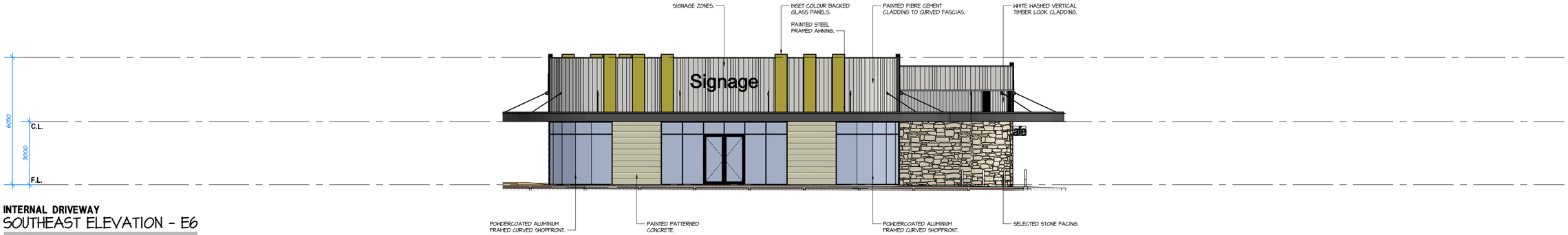
SCALE 1:100



INTERNAL DRIVEWAY

NORTHEAST ELEVATION - E5

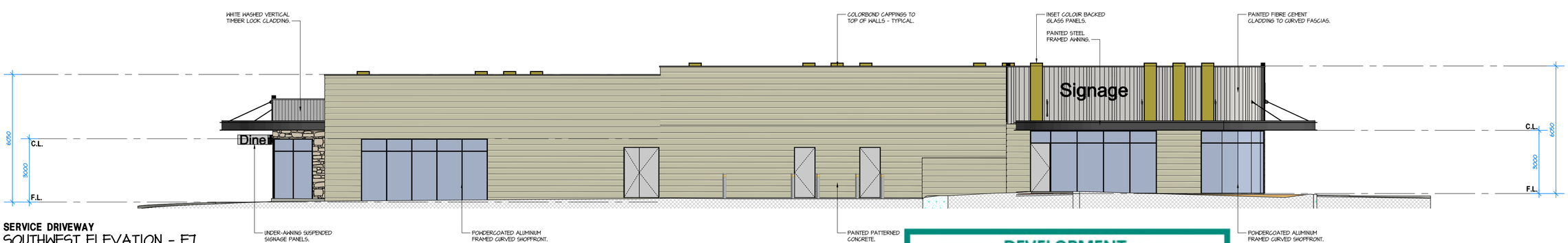
SCALE 1:100



INTERNAL DRIVEWAY

SOUTHEAST ELEVATION - E6

SCALE 1:100



SERVICE DRIVEWAY

SOUTHWEST ELEVATION - E7

SCALE 1:100

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HINDLEY TRUST
ACN No. 088 989 904

BUILDING DESIGNERS ASSOCIATION OF WA INC

NO:	DATE:	REVISION:	DRAWN:	CHECK:
A	23.05.23	ISSUED FOR PLANNING APPROVAL	SDS	SJH
B	11.07.23	DRP COMMENTS	JJR	SDS
C	09.11.23	COUNCIL'S COMMENTS	SDS	SDS
D	25.01.24	OVERALL STREET VIEW ADDED	SDS	SDS
E	09.02.24	CCC STREET ELEVATION ALTERED	SDS	SDS
F	12.02.24	CCC STREET ELEVATION ALTERED	SDS	SDS
-				
-				

A1 SHEET

DEVELOPMENT ASSESSMENT PANEL

APPROVED

09-Apr-2024

PROPOSED MIXED USE DEVELOPMENT
LOT 100, No 434 SAFETY BAY ROAD
SAFETY BAY W.A.
for BRAYKELL TWO Pty Ltd

HINDLEY & ASSOCIATES PTY LTD
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NEDLANDS WA 6009

PO BOX 199
NEDLANDS WA 6909

PHONE - 9386 6699
FAX - 9386 6700
admin@hindley.com.au

DEVELOPMENT APPLICATION

Date - 20.03.23
Design - SDS
Drawn - SDS
Checked - SJH
Scale - 1:100
Job No. - 0836

Dwg - DA06

Rev - F

PROPOSED CHILDCARE CENTRE
434 SAFETY BAY ROAD, SAFETY BAY, WA 6169

DEVELOPMENT ASSESSMENT PANEL
APPROVED
09-Apr-2024

DRAWING REGISTER PLANNING

SHEET NUMBER	SHEET NAME	ISSUE	DESCRIPTION	DATE
DA00	COVER SHEET	F	PARAPET & FACADE ADJUSTMENT	08/02/2024
DA01	FLOOR PLAN	F	PARAPET & FACADE ADJUSTMENT	08/02/2024
DA02	ROOF PLAN	F	PARAPET & FACADE ADJUSTMENT	08/02/2024
DA03	ELEVATIONS	F	PARAPET & FACADE ADJUSTMENT	08/02/2024
DA04	SHADOW DIAGRAMS 1 - WINTER SOLSTICE	F	PARAPET & FACADE ADJUSTMENT	08/02/2024
DA05	SHADOW DIAGRAMS 2 - WINTER SOLSTICE	F	PARAPET & FACADE ADJUSTMENT	08/02/2024

GENERAL NOTES

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VERIFY LOCATION OF EXISTING SERVICES BEFORE COMMENCEMENT.

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ISSUE	DESCRIPTION	DATE
F	PARAPET & FACADE ADJUSTMENT	08/02/2024
E	JDAP UPDATE - FACADE / AWNING EXTENSION	17/01/2024
D	DEVELOPMENT APPLICATION RFI	10/11/2023
C	PRELIMINARY DA ISSUE	18/07/2023
B	DRP COMMENT REVIEW	22/06/2023
A	DRP ISSUE	31/05/2023

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www.insitearchitects.com.au

nido EARLY SCHOOL

CLIENT: FABRIC PROPERTY

PROJECT: PROPOSED CHILDCARE CENTRE (82 places)

LOCATION: 434 SAFETY BAY ROAD, SAFETY BAY, WA 6169

DRAWING TITLE: COVER SHEET

SCALE:
DATE: MAY 2023
DRAWN: CW/SS
PRINTED: 8/02/2024 12:26:47 PM
CHECKED: AH
JOB No.: J0000880

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DA00/F

D/A ISSUE

DEVELOPMENT ASSESSMENT PANEL

APPROVED

09-Apr-2024

LEGEND

- UNENCUMBERED PLAYSPACE
- LANDSCAPING
- BUILDING AREA
- CAR PARK
- PAVING or similar
- PROPOSED TREE nominal location shown
- +FFL 0000 — PROPOSED FINISHED FLOOR LEVEL
- 0.00 NS — NATURAL SURFACE LEVEL
- 0.00 TOW — TOP OF RETAINING WALL (EXISTING)

AREA ANALYSIS

TOTAL SITE AREA 1913 m²

SITE COVERAGE 696 m² (36%)

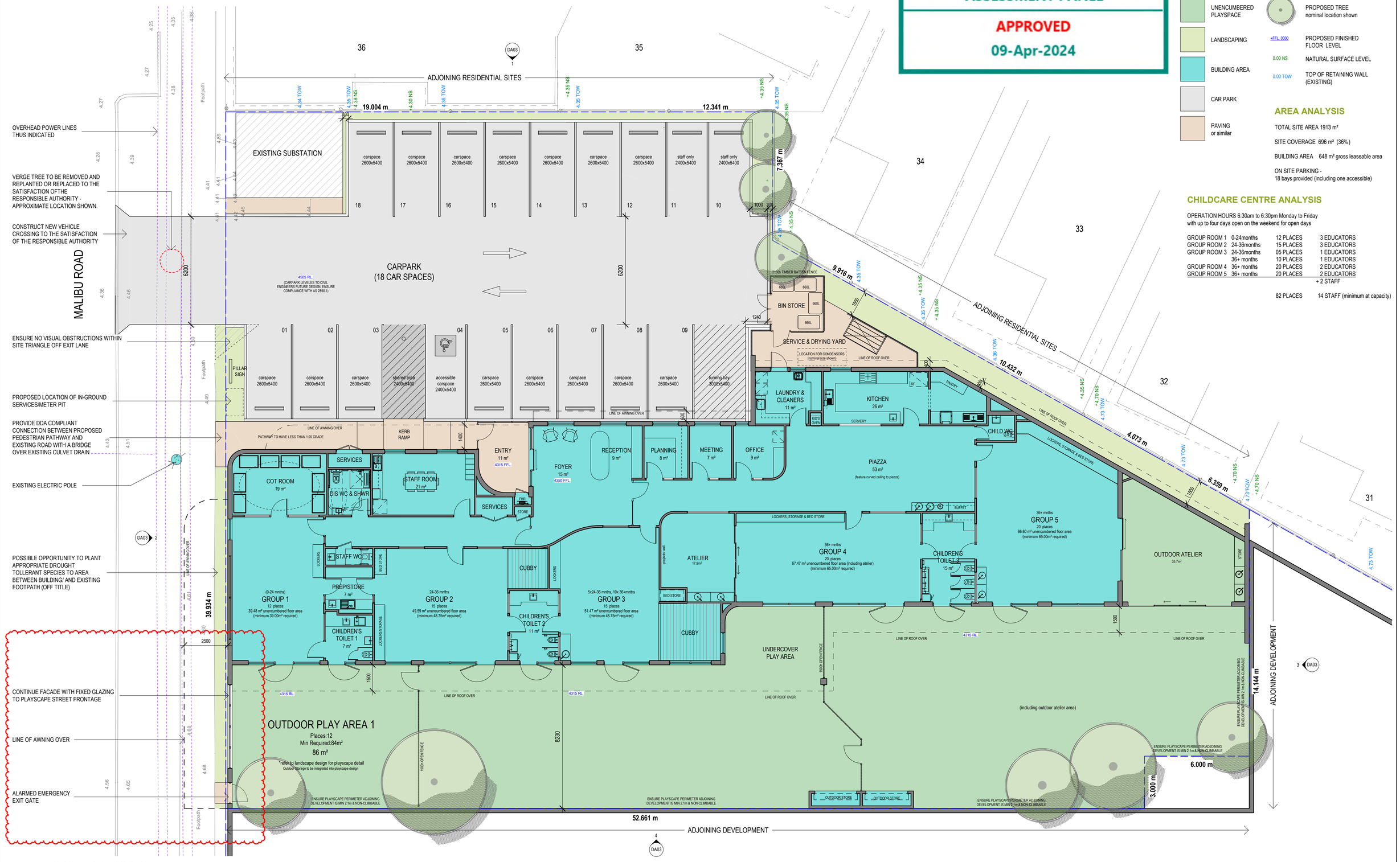
BUILDING AREA 648 m² gross leaseable area

ON SITE PARKING -
18 bays provided (including one accessible)

CHILDCARE CENTRE ANALYSIS

OPERATION HOURS 6:30am to 6:30pm Monday to Friday
with up to four days open on the weekend for open days

GROUP ROOM 1	0-24months	12 PLACES	3 EDUCATORS
GROUP ROOM 2	24-36months	15 PLACES	3 EDUCATORS
GROUP ROOM 3	24-36months	05 PLACES	1 EDUCATORS
	36+ months	10 PLACES	1 EDUCATORS
GROUP ROOM 4	36+ months	20 PLACES	2 EDUCATORS
GROUP ROOM 5	36+ months	20 PLACES	2 EDUCATORS
			+ 2 STAFF
		82 PLACES	14 STAFF (minimum at capacity)



1 GROUND FLOOR PLAN
1 : 100

GENERAL NOTES

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ISSUE	DESCRIPTION	DATE
F	PARAPET & FACADE ADJUSTMENT	08/02/2024
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C	PRELIMINARY DA ISSUE	18/07/2023
B	DRP COMMENT REVIEW	22/06/2023
A	DRP ISSUE	31/05/2023

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PROJECT: PROPOSED CHILDCARE CENTRE (82 places)

LOCATION: 434 SAFETY BAY ROAD, SAFETY BAY, WA 6169

DRAWING TITLE: FLOOR PLAN

SCALE: As indicated@A1 **DATE:** MAY 2023

DRAWN: CW/SS **PRINTED:** 8/02/2024 12:26:49 PM

CHECKED: AH **JOB No.:** J0000880

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DA01/F

D/A ISSUE

DEVELOPMENT ASSESSMENT PANEL
APPROVED
09-Apr-2024

MALIBU ROAD

EXISTING SUBSTATION

CAR PARK

EXISTING ELECTRIC POLE

OVERHEAD POWER LINES THUS INDICATED

SOLAR PANELS TO ROOF
- NOMINAL QUANTITY, ARRAY AND LOCATION SHOWN (DETAILS TO BE CONFIRMED BY INSTALLER)

PROPOSED CHILDCARE CENTRE

TOP OF PARAPET 8350 RL.

FALL

1500

OUTDOOR PLAY AREA 1

OUTDOOR PLAY AREA 2

OUTDOOR PLAY AREA 3

OUTDOOR STORES

DA03 1

DA03 2

3 DA03

4 DA03

1 ROOF PLAN
1 : 100

GENERAL NOTES

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ISSUE	DESCRIPTION	DATE
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B	DRP COMMENT REVIEW	22/06/2023
A	DRP ISSUE	31/05/2023

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PROJECT: PROPOSED CHILDCARE CENTRE (82 places)

LOCATION: 434 SAFETY BAY ROAD, SAFETY BAY, WA 6169

DRAWING TITLE: ROOF PLAN

SCALE: 1 : 100@A1 **DATE:** MAY 2023

DRAWN: CW/SS **PRINTED:** 8/02/2024 12:26:49 PM

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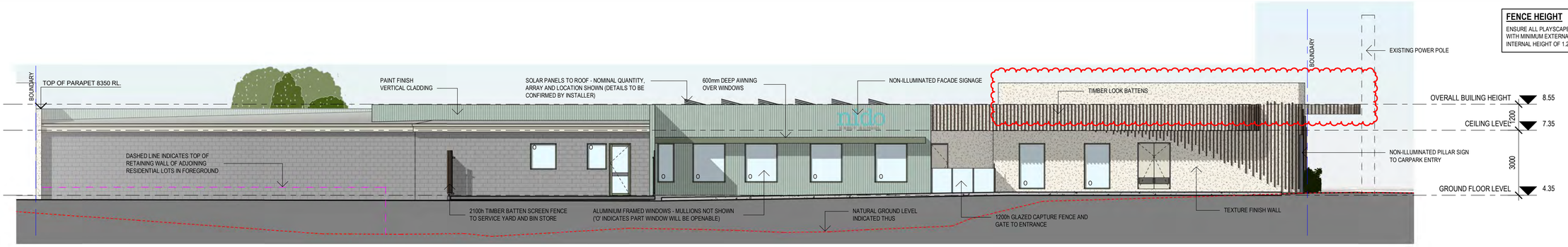
DA02/F

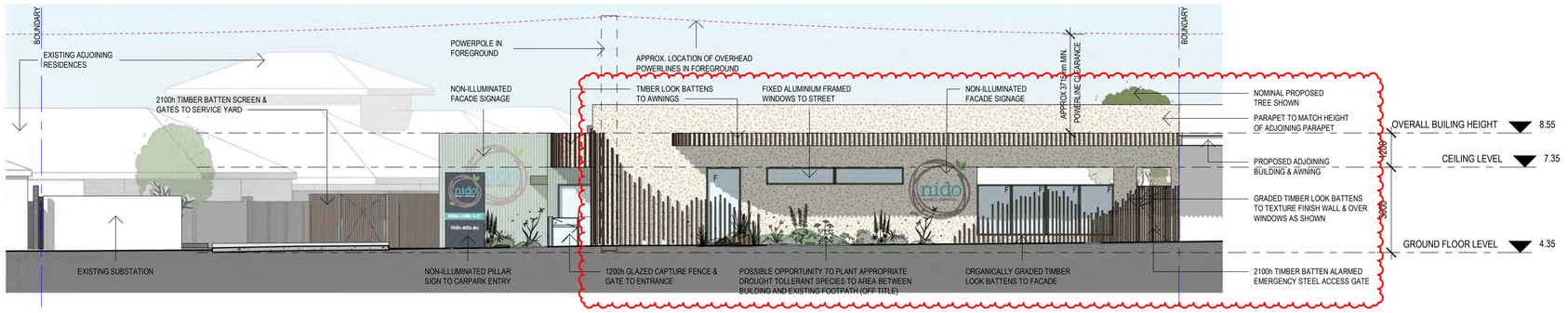
D/A ISSUE

FENCE HEIGHT

ENSURE ALL PLAYSCAPE FENCING COMPLIES WITH AS1926.1 WITH MINIMUM EXTERNAL HEIGHT OF 2.1m AND MINIMUM INTERNAL HEIGHT OF 1.2m.

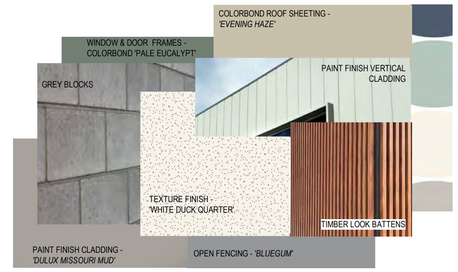


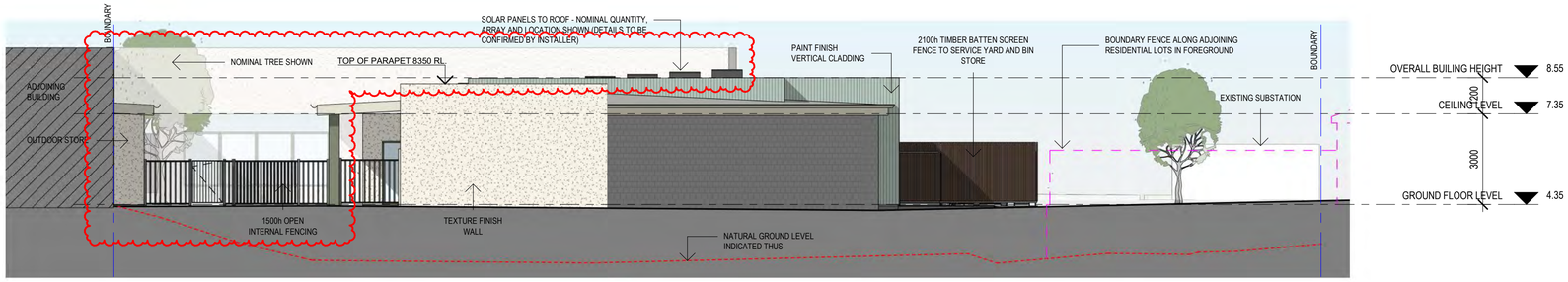
1 NORTH ELEVATION (CARPARK)
1 : 100



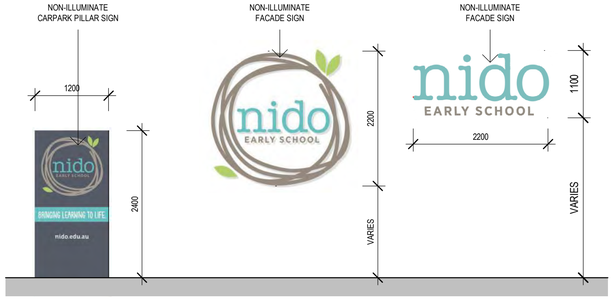
2 WEST ELEVATION (MALIBU ROAD)
1 : 100

MATERIAL/COLOUR PALETTE

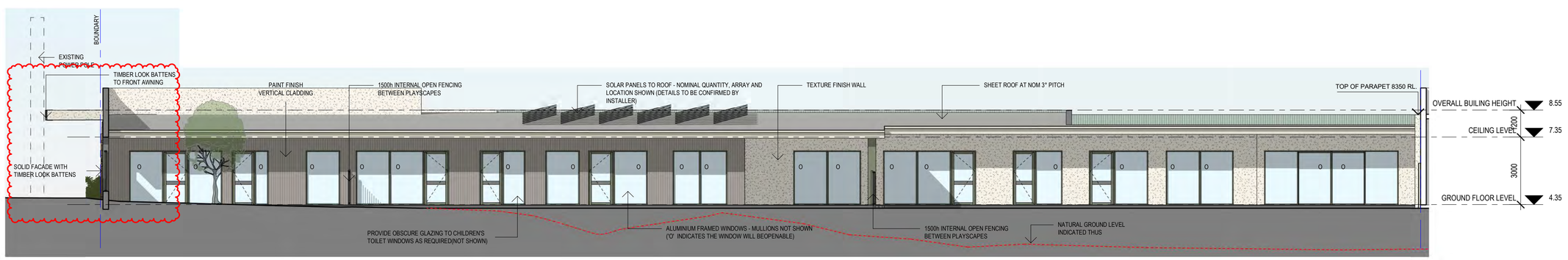




3 EAST ELEVATION
1 : 100



5 PROPOSED SIGNAGE
1 : 50



4 SOUTH ELEVATION
1 : 100

DEVELOPMENT ASSESSMENT PANEL
APPROVED
09-Apr-2024

GENERAL NOTES

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C	PRELIMINARY DA ISSUE	18/07/2023
B	DRP COMMENT REVIEW	22/06/2023
A	DRP ISSUE	31/05/2023

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CLIENT: FABRIC PROPERTY

PROJECT: PROPOSED CHILDCARE CENTRE (82 places)

LOCATION: 434 SAFETY BAY ROAD, SAFETY BAY, WA 6169

DRAWING TITLE: ELEVATIONS

SCALE: As indicated@A1 **DATE:** MAY 2023

DRAWN: CW/SS **PRINTED:** 8/02/2024 12:26:54 PM

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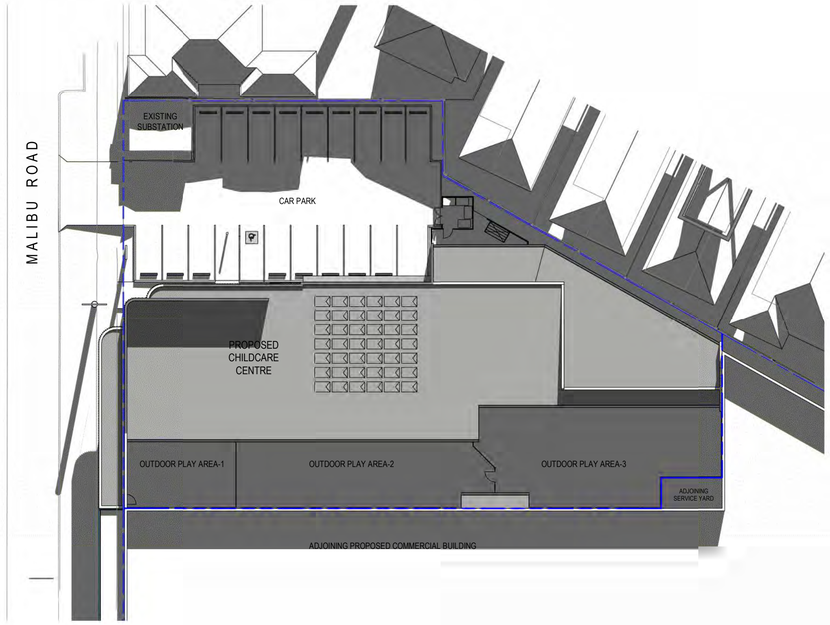
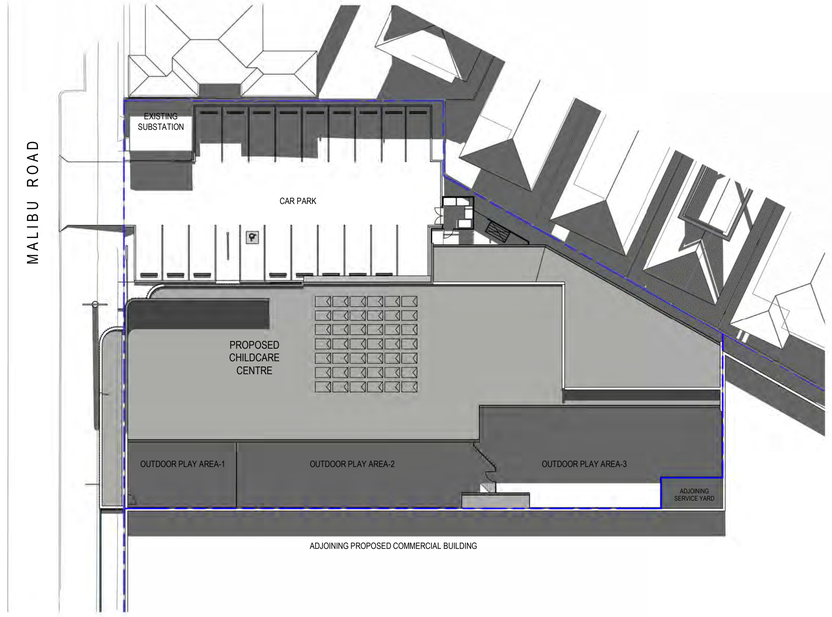
DA03/F

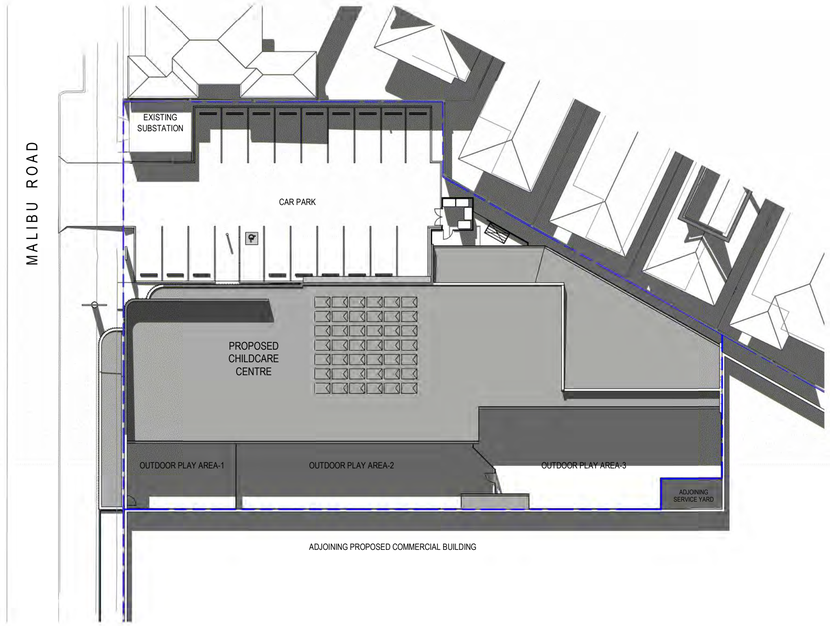
D/A ISSUE



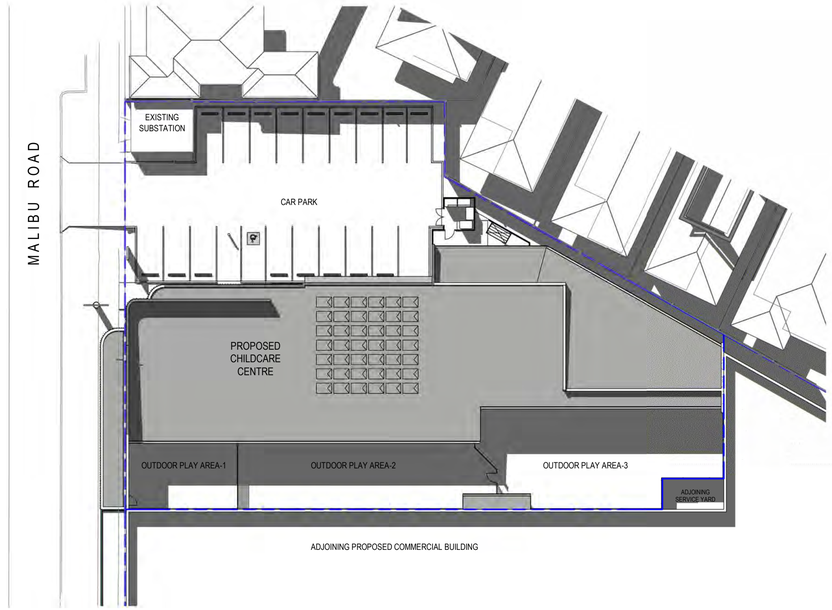
1 SHADOW DIAGRAM - 21st JUNE @ 9am
1 : 300



2 SHADOW DIAGRAM - 21st JUNE @ 10am
1 : 300



3 SHADOW DIAGRAM - 21st JUNE @ 11am
1 : 300



4 SHADOW DIAGRAM - 21st JUNE @ 12noon
1 : 300

DEVELOPMENT ASSESSMENT PANEL
APPROVED
09-Apr-2024

GENERAL NOTES

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CLIENT: FABRIC PROPERTY

PROJECT: PROPOSED CHILDCARE CENTRE (82 places)

LOCATION: 434 SAFETY BAY ROAD, SAFETY BAY, WA 6169

DRAWING TITLE: SHADOW DIAGRAMS 1 - WINTER SOLSTICE

SCALE: 1 : 300@A1 **DATE:** MAY 2023

DRAWN: CW/SS **PRINTED:** 8/02/2024 12:28:58 PM

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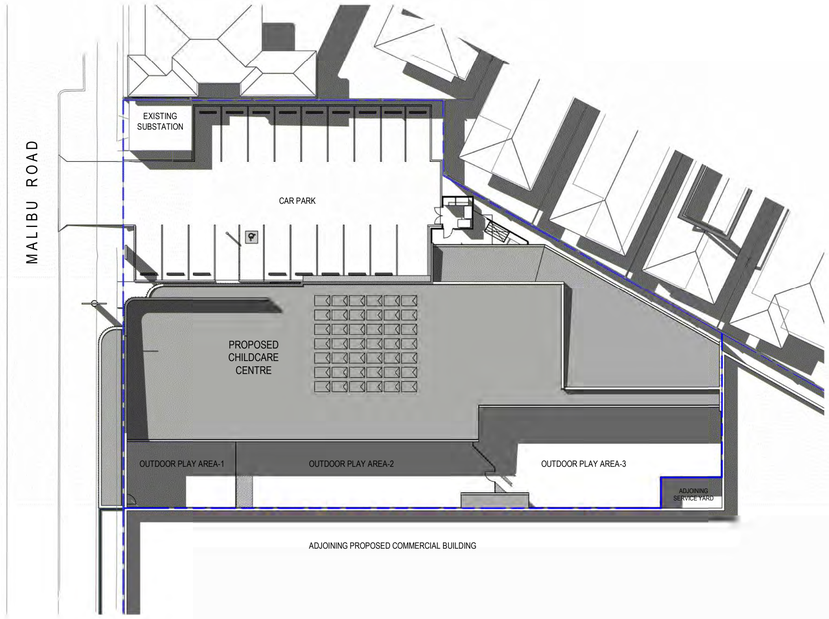
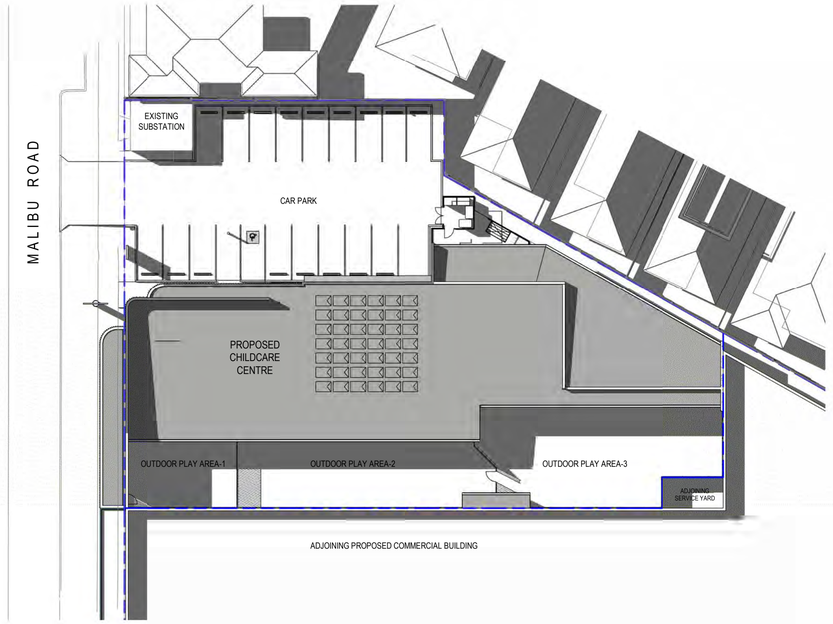
DA04/F

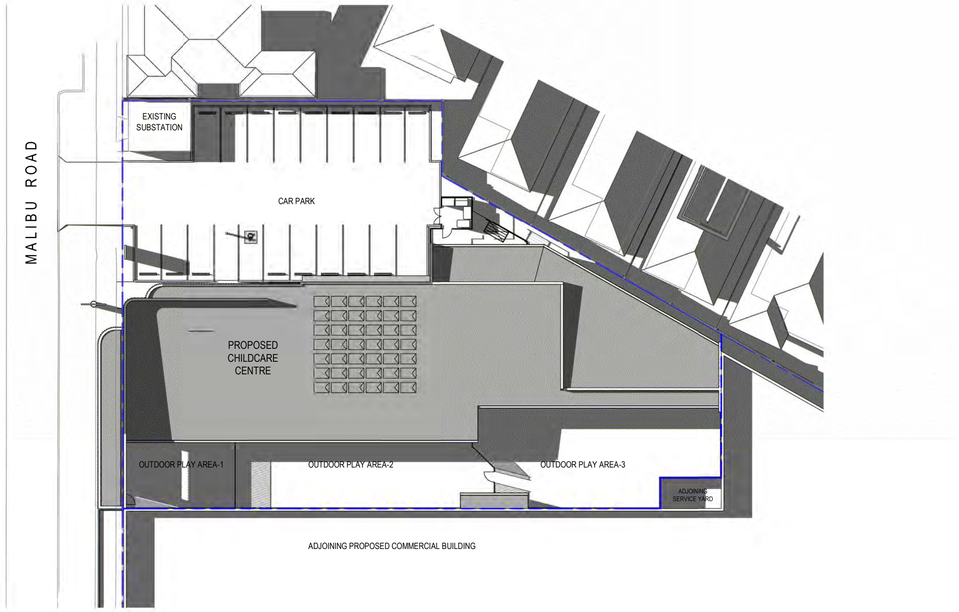
D/A ISSUE



1 SHADOW DIAGRAM - 21st JUNE @ 1pm
1 : 300



2 SHADOW DIAGRAM - 21st JUNE @ 2pm
1 : 300



3 SHADOW DIAGRAM - 21st JUNE @ 3pm
1 : 300

DEVELOPMENT ASSESSMENT PANEL
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09-Apr-2024

GENERAL NOTES

DIMENSIONS TO BE VERIFIED ON SITE PRIOR TO COMMENCEMENT. PREPARATION OF SHOP DRAWINGS OR MANUFACTURING. FIGURED DIMENSIONS TAKE PRECEDENCE OVER SCALING.

VERIFY LOCATION OF EXISTING SERVICES BEFORE COMMENCEMENT.

ALL CONSTRUCTION TO BE IN ACCORDANCE WITH THE NATIONAL CONSTRUCTION CODE OF AUSTRALIA, BUILDING ACT 1975 AS AMENDED, STANDARD BUILDING BY-LAWS AND RELEVANT AUSTRALIAN STANDARDS.

ISSUE	DESCRIPTION	DATE
F	PARAPET & FACADE ADJUSTMENT	08/02/2024
E	JDAP UPDATE - FACADE / AWNING EXTENSION	17/01/2024
D	DEVELOPMENT APPLICATION RFI	10/11/2023

insite ARCHITECTS
4/120 Upper Heidelberg Road, Ivanhoe VIC 3079
t (03) 9499 8174
www.insitearchitects.com.au

nido EARLY SCHOOL

CLIENT: FABRIC PROPERTY

PROJECT: PROPOSED CHILDCARE CENTRE (82 places)

LOCATION: 434 SAFETY BAY ROAD, SAFETY BAY, WA 6169

DRAWING TITLE: SHADOW DIAGRAMS 2 - WINTER SOLSTICE

SCALE: 1 : 300@A1 **DATE:** MAY 2023
DRAWN: CW/SS **PRINTED:** 8/02/2024 12:27:02 PM
CHECKED: AH **JOB No.:** J0000880

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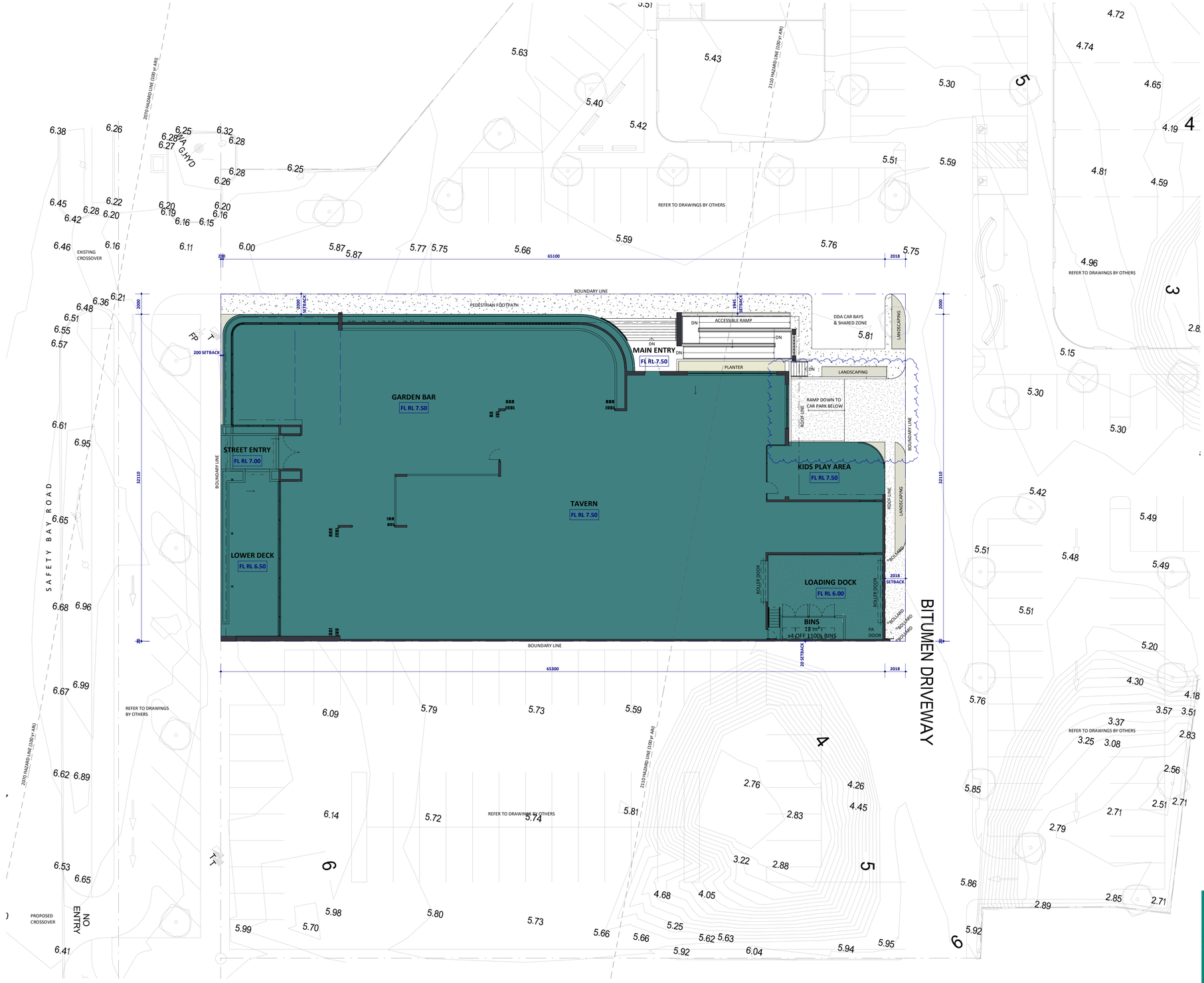
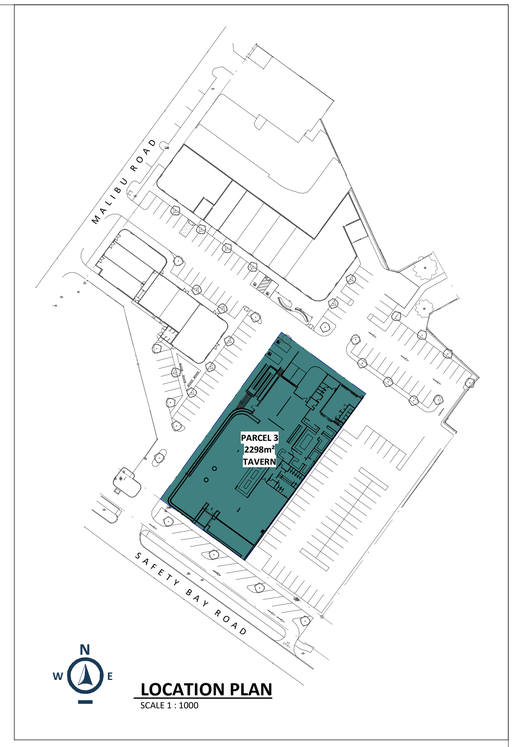
DA05/F
D/A ISSUE



SITE PLAN
SCALE 1 : 200



LOCATION PLAN
SCALE 1 : 1000

LEGEND

- PROPOSED CONCRETE PAVEMENT EXPOSED AGGREGATE FINISH
- PROPOSED CONCRETE PAVEMENT
- PROPOSED LANDSCAPING

SITE INFO

2298m² = PARCEL C LOT AREA
1883m² = BUILDING FOOTPRINT
1509m² = BASEMENT CAR PARK
65m² = AT GRADE LANDSCAPING
76m² = LANDSCAPING ON BUILDING

BUILDING INFO

1509m² = BASEMENT CAR PARK AREA
965m² = TAVERN
756m² = GARDEN BAR / LOWER DECK / STREET ENTRY
90m² = MAIN ENTRY (inc. ACCESSIBLE RAMP & STAIR)
62m² = KIDS PLAY AREA
78m² = LOADING DOCK
13m² = BIN STORE

PARKING

46 CAR BAYS (BASEMENT PARKING)
2.6m WIDE x 5.4m LONG
+
2 DEDICATED DISABLE ACCESSIBLE (DDA) PARKING BAYS & SHARED ZONE IN ACCORDANCE WITH AS 2890.6

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Project Address: **LOT 100, 434 SAFETY BAY RD, SAFETY BAY WA**

MOTIVO
Co-Create | Connect | Commit
[p] 08 9204 5090 [w] www.motivo.studio

Drawing Title: **SITE PLAN**

Rev	Date	By	Description
A	15/05/23	DT	DESIGN REVIEW ISSUE
B	01/06/23	DT	BIN STORE AMENDED
C	27/07/23	DT	ISSUE FOR PLANNING APPROVAL
D	30/10/23		ISSUED FOR REVIEW

Project No.: **M2666** Revision: **D**
Drawing No.: **DA01**
Scale: **As indicated**
Drawn By: **DT**
Page Size: **A1**

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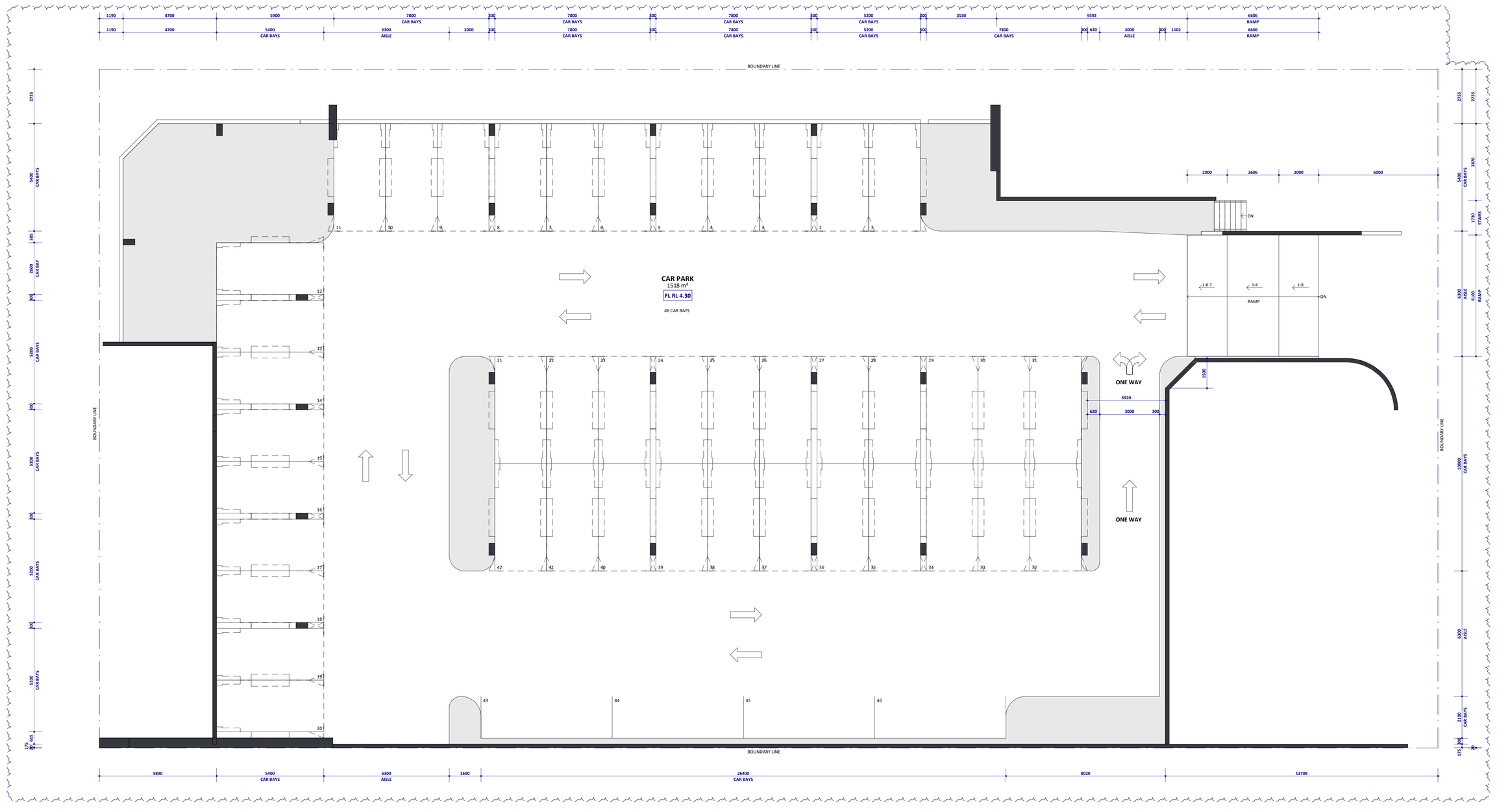

CARPARK RL 4.30m

SCALE 1 : 100

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Project Name	Project Address	Drawing Title	Rev	Date	By	Description	Project No.	Drawing No.	Scale	Drawn By
WAIKIKI TAVERN	LOT 100, 434 SAFETY BAY RD, SAFETY BAY WA	CAR PARK	A	15/05/23	DT	DESIGN REVIEW ISSUE	M2666	DA02	1 : 100	DT
			B	27/07/23	DT	ISSUE FOR PLANNING APPROVAL	Revision			Page Size
			C	30/10/23		ISSUED FOR REVIEW	C			A1

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DEVELOPMENT ASSESSMENT PANEL

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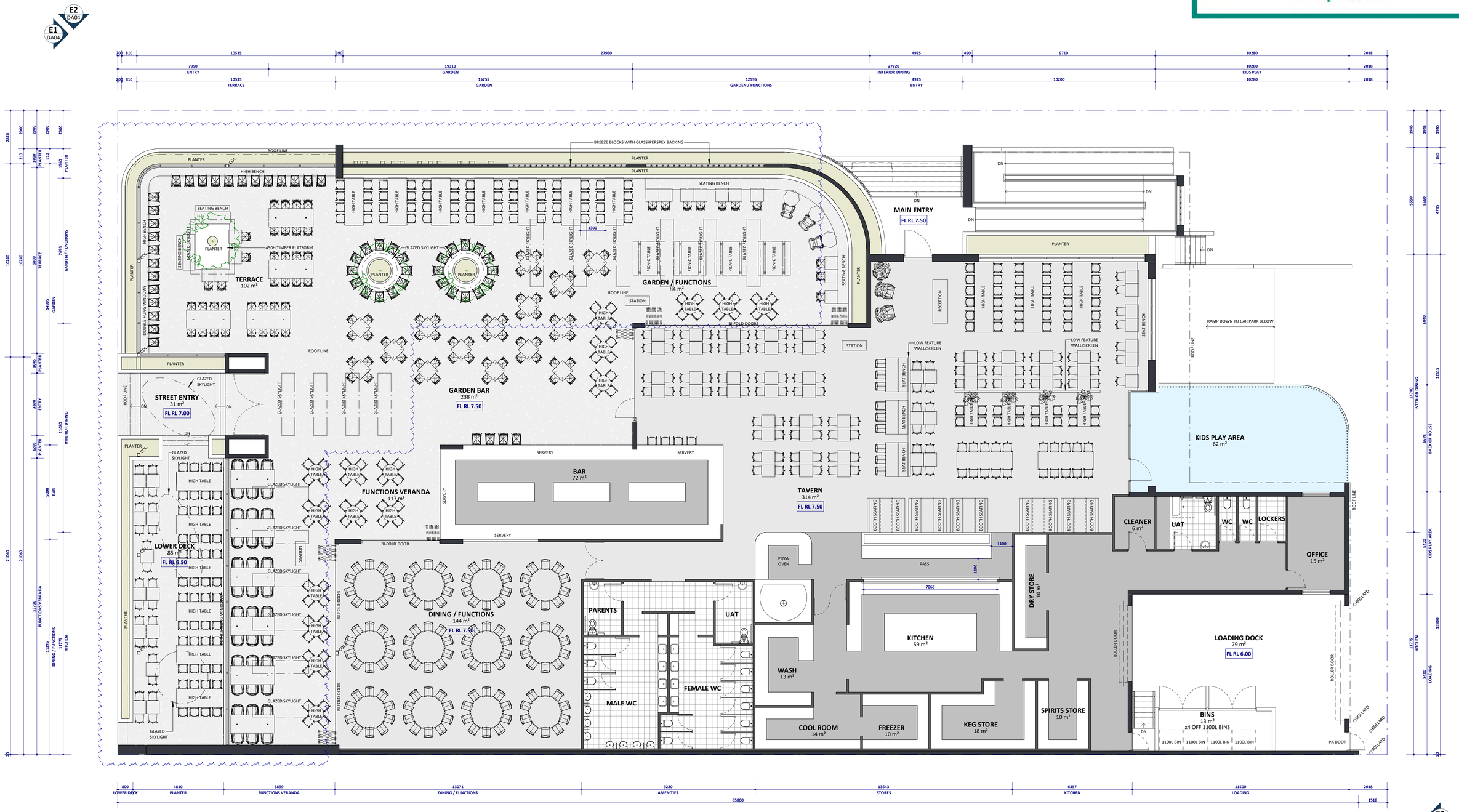
09-Apr-2024



FLOOR PLAN

SCALE 1 : 100

SITE INFO

2298m² = PARCEL C LOT AREA
1883m² = BUILDING FOOTPRINT
1509m² = BASEMENT CAR PARK
65m² = AT GRADE LANDSCAPING
76m² = LANDSCAPING ON BUILDING

BUILDING INFO

1509m² = BASEMENT CAR PARK AREA
965m² = TAVERN
756m² = GARDEN BAR / LOWER DECK / STREET ENTRY
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62m² = KIDS PLAY AREA
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46 CAR BAYS (BASEMENT PARKING)
2.6m WIDE x 5.4m LONG
+
2 DEDICATED DISABLE ACCESSIBLE (DDA) PARKING BAYS
& SHARED ZONE IN ACCORDANCE WITH AS 2890.6

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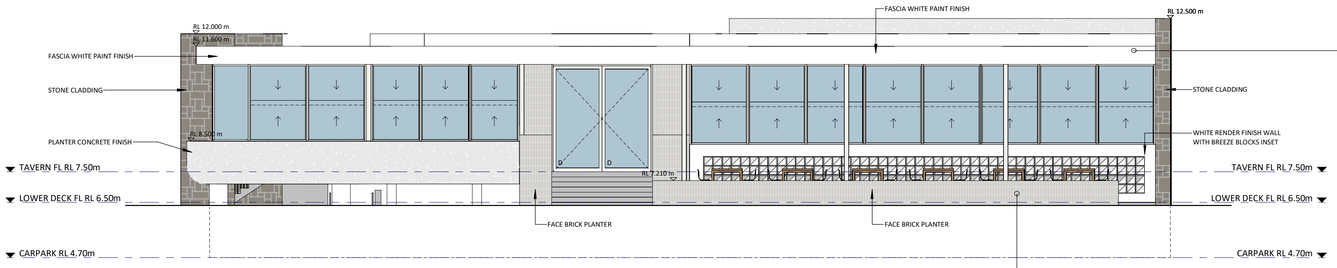
Drawing Title: **FLOOR PLAN**

Rev	Date	By	Description
D	27/07/23	DT	ISSUE FOR PLANNING APPROVAL
E	30/10/23	DT	ISSUED FOR REVIEW
F	06/11/23	DT	ISSUED FOR REVIEW
G	01/02/24	DT	ISSUE FOR PLANNING APPROVAL

Project No.: **M2666**
Revision: **G**
Drawing No.: **DA03**
Scale: **1 : 100**
Drawn By: **DT**
Page Size: **A1**



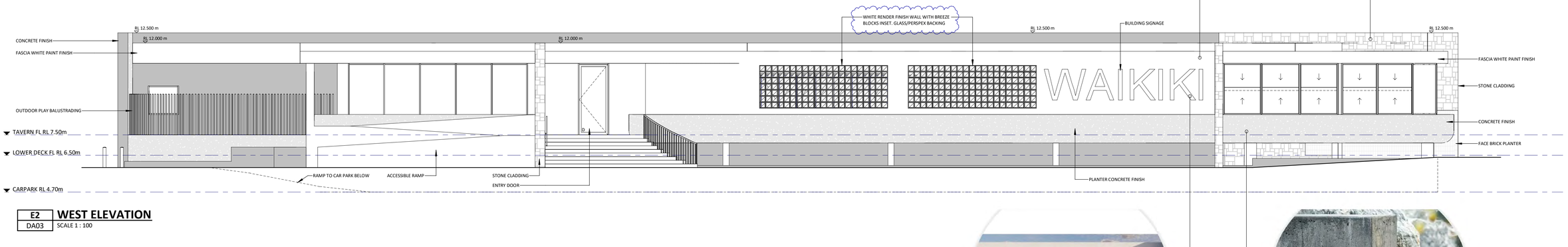
E1 **DA03** **STREET ELEVATION (SOUTH)**
SCALE 1 : 100

FASCIA

WHITE RENDER

FACE BRICK

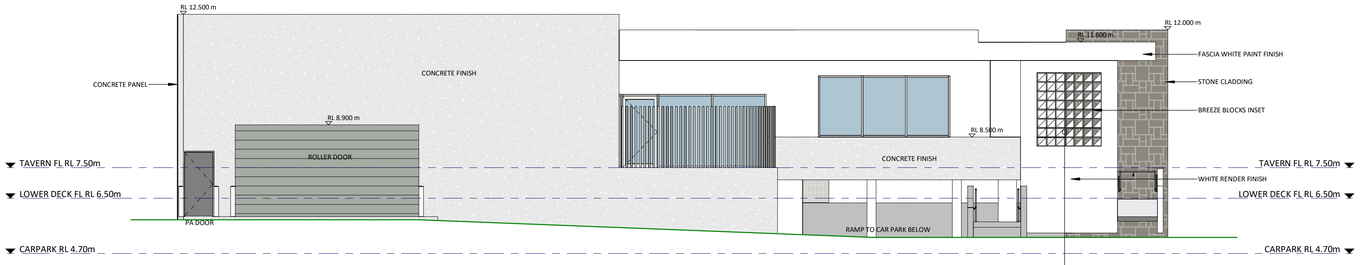
STONE CLADDING



E2 **DA03** **WEST ELEVATION**
SCALE 1 : 100

BUILDING SIGNAGE

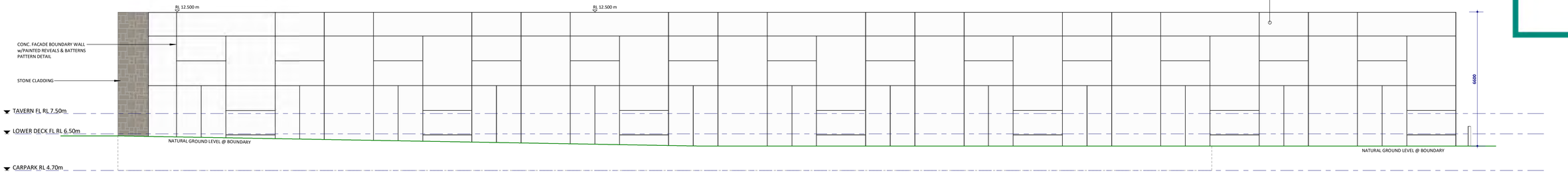
CONCRETE FINISH



E3 **DA03** **REAR ELEVATION (NORTH)**
SCALE 1 : 100

BREEZE BLOCKS

CONCRETE FACADE



E4 **DA03** **EAST ELEVATION**
SCALE 1 : 100

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09-Apr-2024

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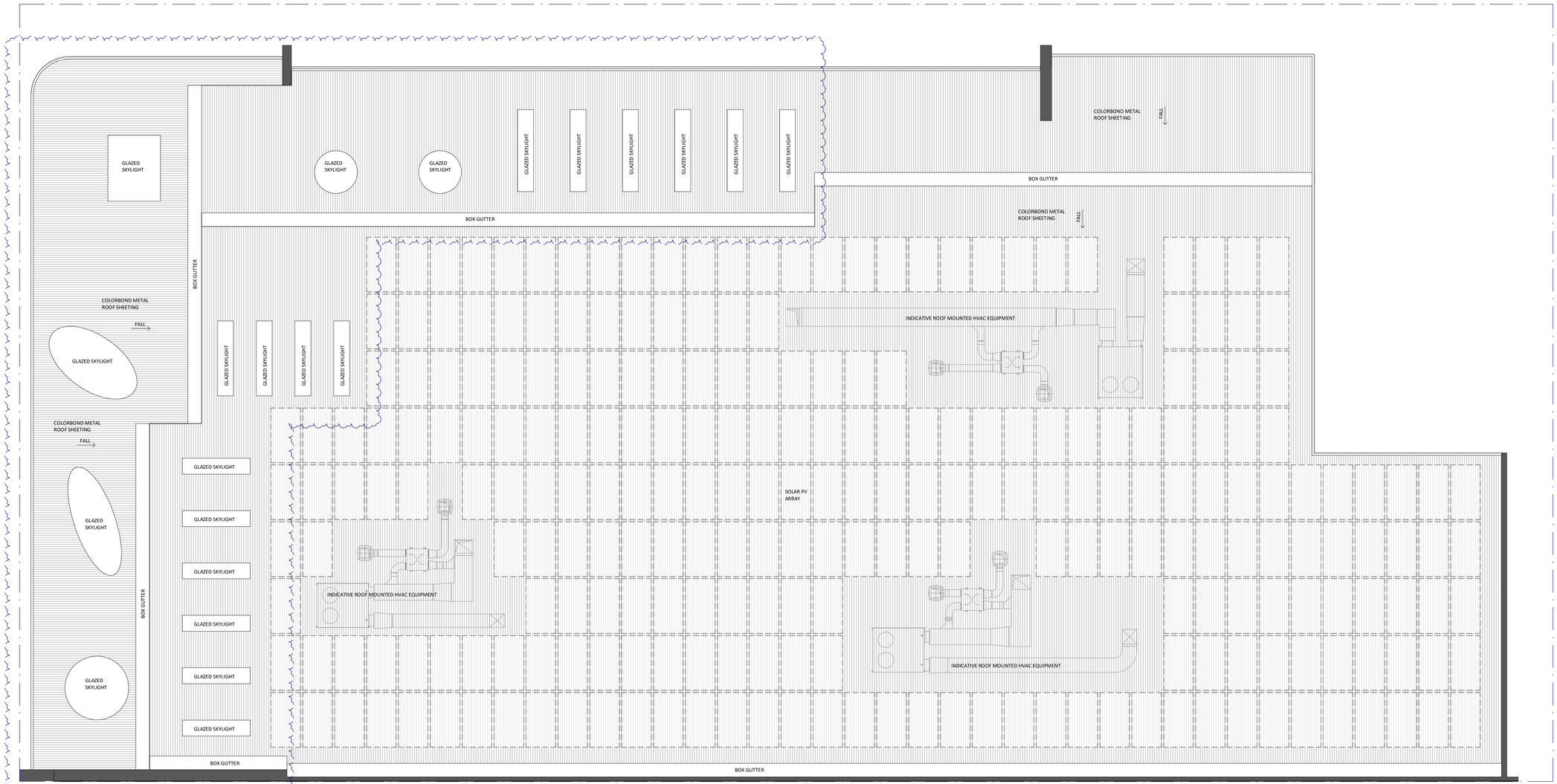
Drawing Title: **ELEVATIONS**

Rev	Date	By	Description
A	15/05/23	DT	DESIGN REVIEW ISSUE
B	27/07/23	DT	ISSUE FOR PLANNING APPROVAL
C	30/10/23	DT	ISSUED FOR REVIEW
D	01/02/24	DT	ISSUE FOR PLANNING APPROVAL

Project No.: **M2666**
Revision: **D**
Drawing No.: **DA04**
Scale: **1 : 100**
Drawn By: **DT**
Page Size: **A1**



ROOF PLAN
SCALE 1 : 100

DEVELOPMENT ASSESSMENT PANEL

APPROVED

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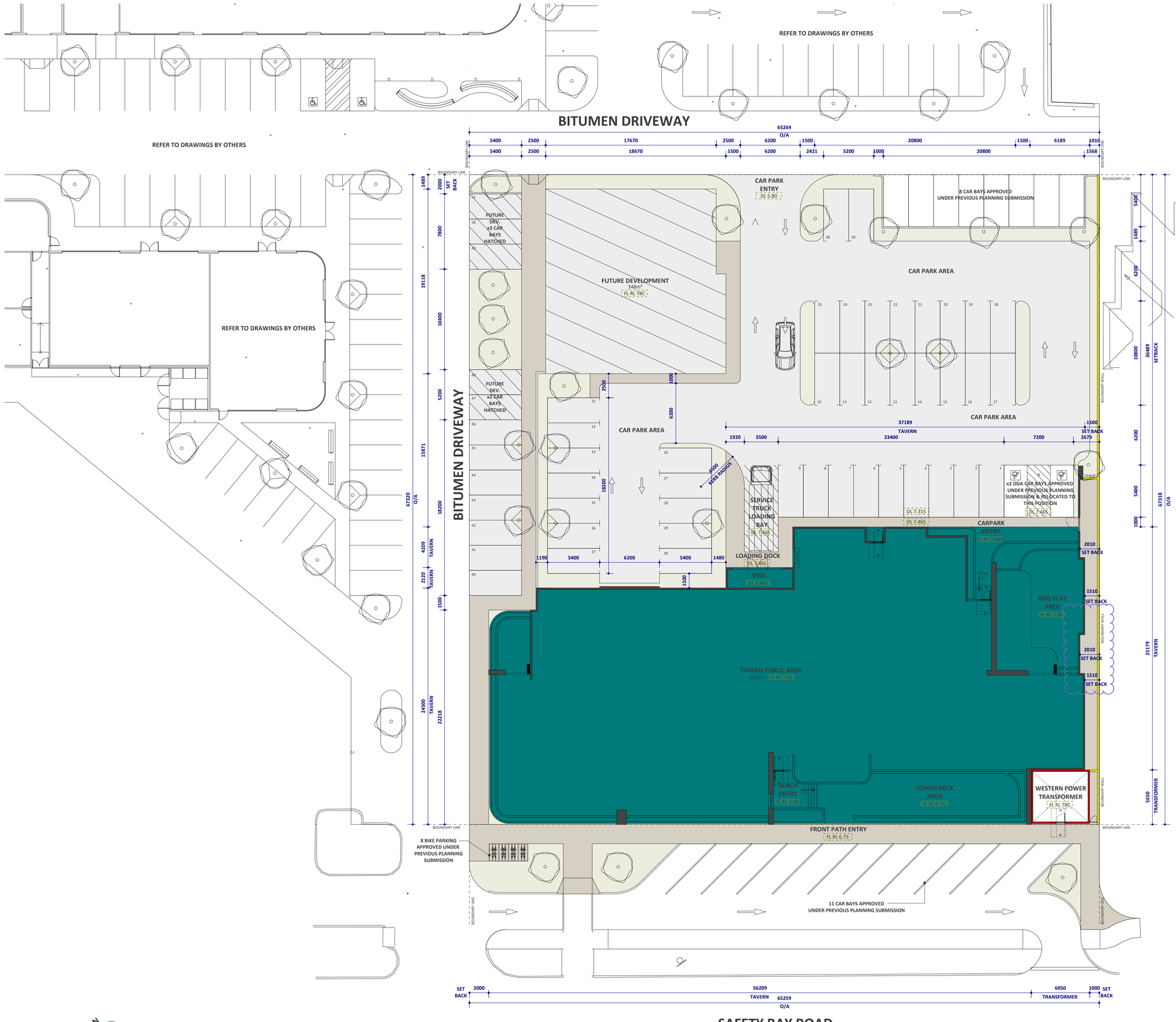
Drawing Title: **ROOF PLAN**

Rev	Date	By	Description
A	27/07/23	DT	ISSUE FOR PLANNING APPROVAL
B	01/02/24	DT	ISSUE FOR PLANNING APPROVAL

Project No.: **M2666**
Revision: **B**
Drawing No.: **DA05**
Scale: **1 : 100**
Drawn By: **DT**
Page Size: **A1**

Appendix 3: Development plans



N W E

LOCATION PLAN
SCALE N.T.S.

N W E

SITE PLAN
SCALE 1:200

DRAWING SCHEDULE

DRAWING No.	REV	DRAWING NAME
DA100	D	SITE PLAN
DA101	D	FLOOR PLAN
DA102	C	ELEVATIONS
DA103	B	3D PERSPECTIVES

LEGEND

- PROPOSED TAVERN - 1664m²
- PROPOSED LANDSCAPING - 310m²
- PROPOSED FOOTPATHS - 305m²
- FUTURE DEVELOPMENT - 348m²

SITE & BUILDING INFO

4394m²	= LOT AREA
1664m²	= TAVERN GFA
420m²	= TABERN B.O.H.
815m²	= LICENSED AREAS (1000 CAPACITY)
64m²	= KIDS PLAY AREA

PARKING

46 CAR BAYS FOR TAVERN
5 CAR BAYS SURPLUS FOR FUTURE DEVELOPMENT

TOTAL = 51 CAR BAYS + 2 DDA BAYS + 1 SERICE BAY (46 CAR BAYS PROPOSED UNDER PREVIOUS APPROVAL)

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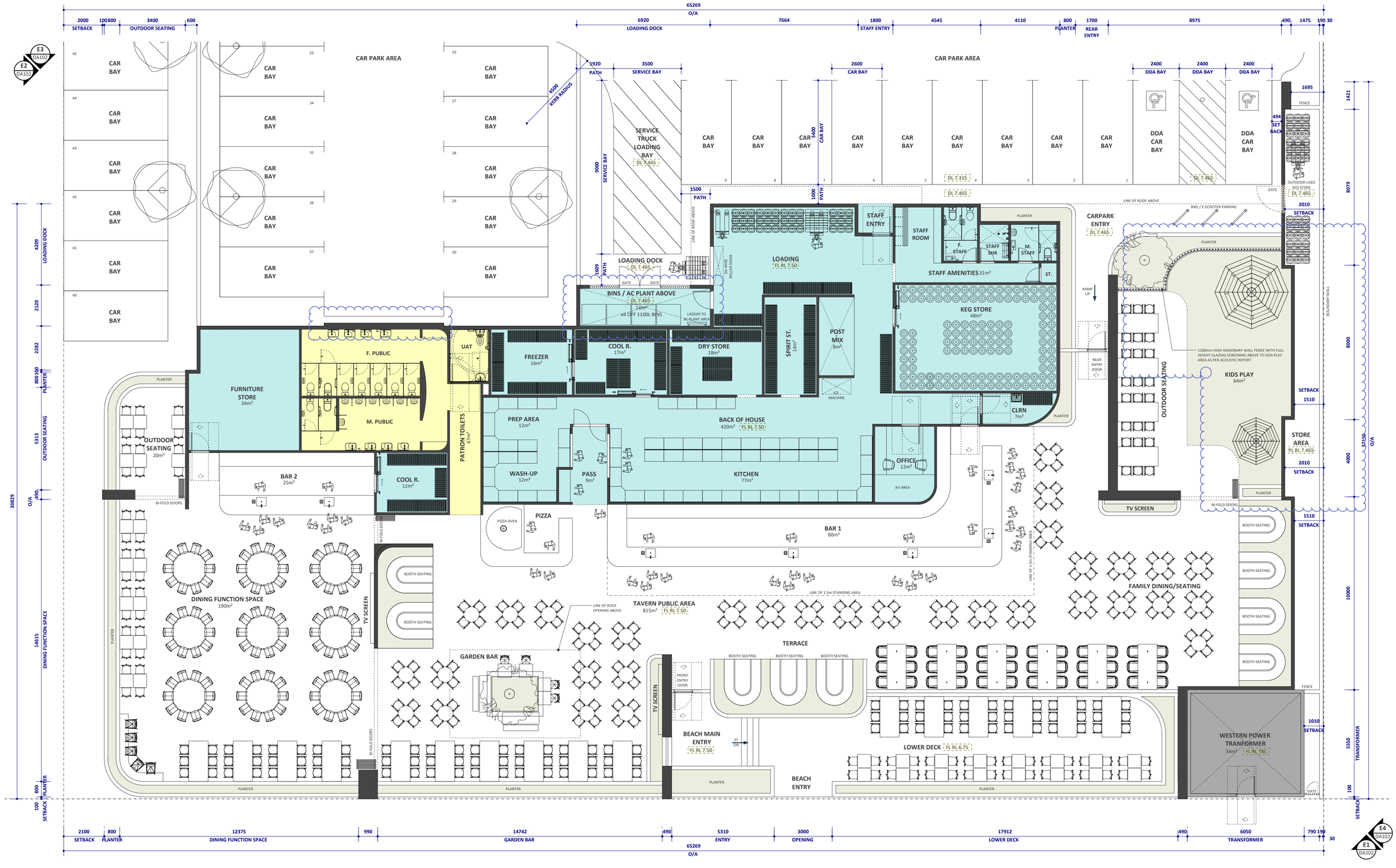
Drawing Title: **SITE PLAN**

Rev	Date	By	Description
A	20/03/25	SJF	CONSULTANT RVIEW
B	27/03/25	SJF	CONSULTANT REVIEW
C	14/04/25	SJF	AS CLOUDED
D	15/04525	SJF	AS CLOUDED

Project No.: **M3011** Revision: **D**
Drawing No.: **DA100**
Scale: **1:200**
Drawn By: **SJF**
Page Size: **A1**



FLOOR PLAN
SCALE 1:100

LEGEND

- WALLS
- TAVERN
- B.O.H.
- PATRON AMENITIES
- LANDSCAPE
- TRANSFORMER

SITE & BUILDING INFO

4394m²	= LOT AREA
1664m²	= TAVERN GFA
420m²	= TABERN B.O.H.
815m²	= LICENSED AREAS (1000 CAPACITY)
64m²	= KIDS PLAY AREA

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5 CAR BAYS SURPLUS FOR FUTURE DEVELOPMENT

TOTAL = 51 CAR BAYS + 2 DDA BAYS + 1 SERICE BAY (46 CAR BAYS PROPOSED UNDER PREVIOUS APPROVAL)

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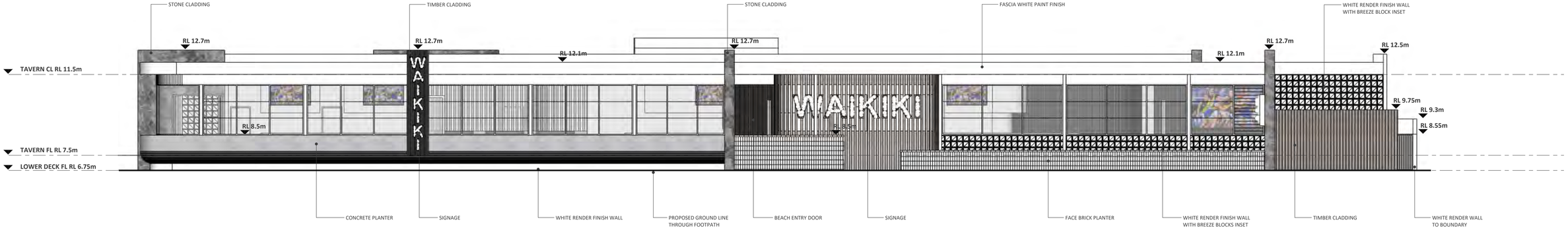
p 08 9204 5090 w www.motivo.studio

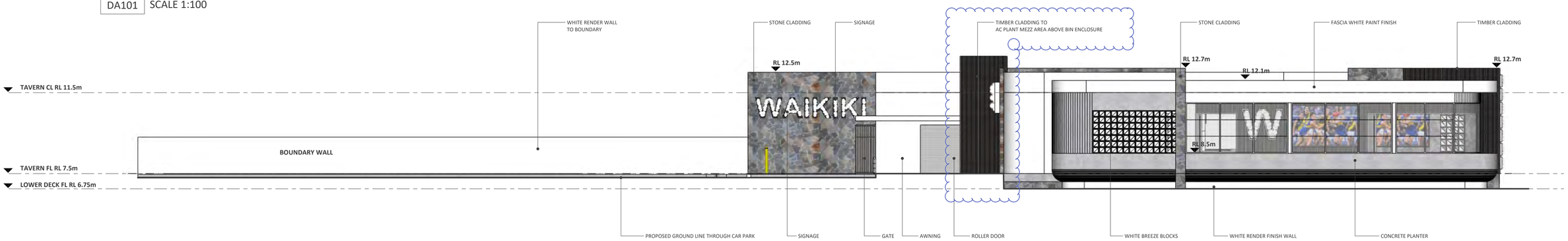
Drawing Title: **FLOOR PLAN**

Rev	Date	By	Description
A	20/09/25	SJF	CONSULTANT REVIEW
B	27/03/25	SJF	CONSULTANT REVIEW
C	14/04/25	SJF	AS CLOUDED
D	15/05/25	SJF	AS CLOUDED

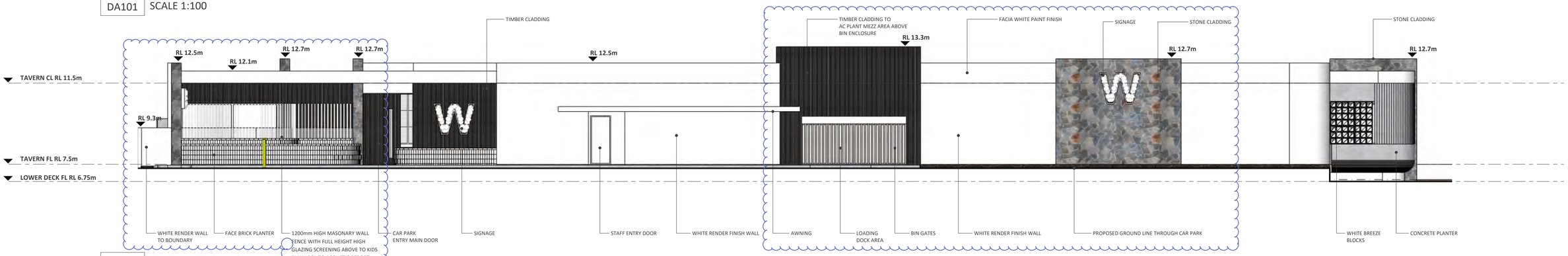
Project No. M3011 Revision D | Drawing No. DA101 | Scale 1:100 | Drawn By SJF | Page Size A1



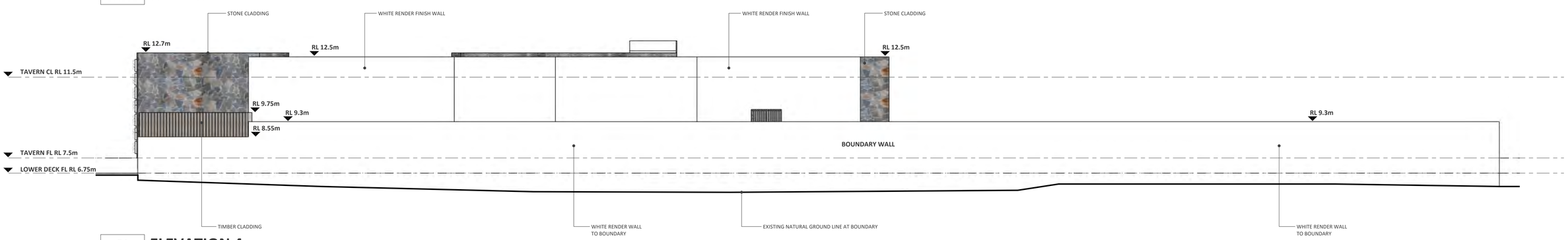
E1 **ELEVATION 1**
DA101 SCALE 1:100



E2 **ELEVATION 2**
DA101 SCALE 1:100



E3 **ELEVATION 3**
DA101 SCALE 1:100



E4 **ELEVATION 4**
DA101 SCALE 1:100

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Drawing Title: **ELEVATIONS**

Rev	Date	By	Description
A	20/03/25	SJF	CONSULTANT REVIEW
B	27/03/25	SJF	CONSULTANT REVIEW
C	15/05/25	SJF	AS CLOUDED

Project No.: **M3011**
Revision: **C**
Drawing No.: **DA102**
Scale: **1:100**
Drawn By: **SJF**
Page Size: **A1**

E1	**ELEVATION 1 PERSPECTIVE**
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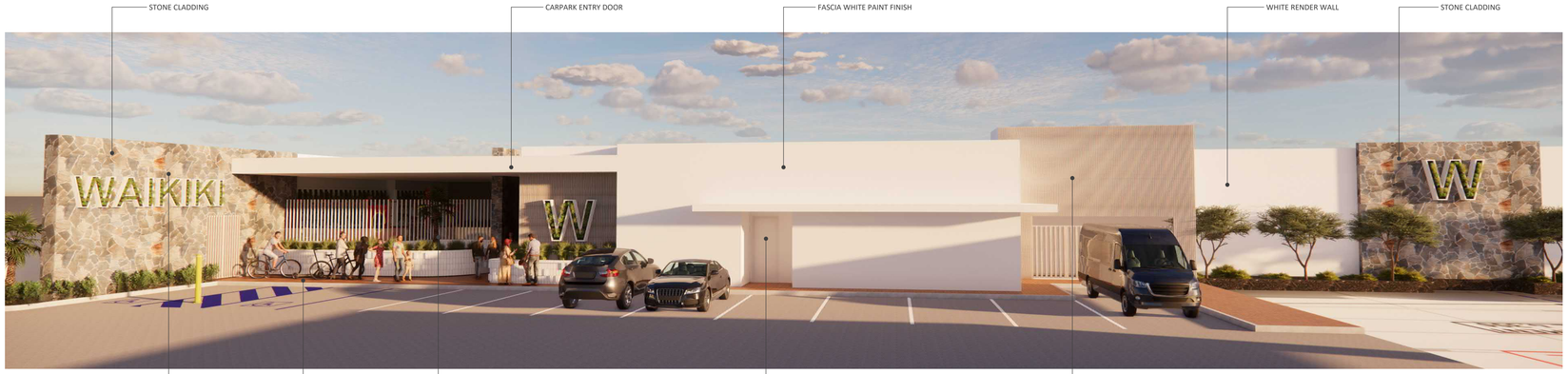

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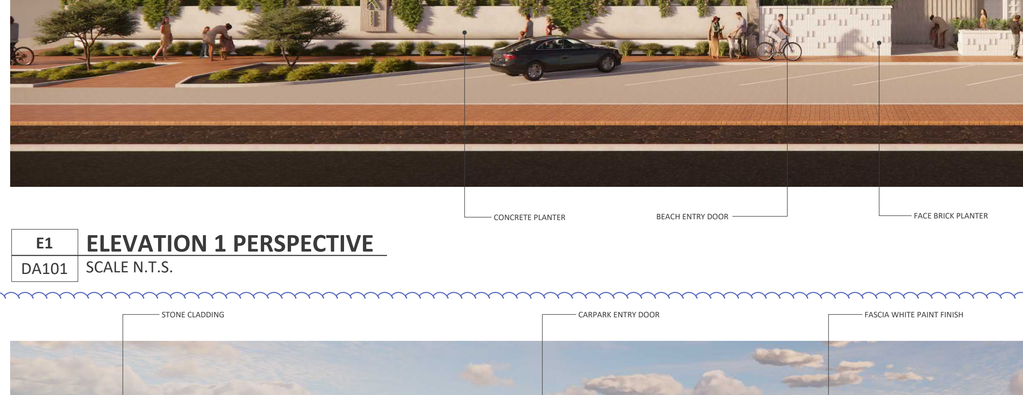

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E4	**ELEVATION 4 PERSPECTIVE**
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-	**PERSPECTIVE 2**
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WAIKIKI TAVERN

Project Address
LOT 100, 434 SAFETY BAY RD, SAFETY BAY WA

MOTIVO
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p 08 9204 5090 w www.motivo.studio

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Rev	Date	By	Description
A	20/03/25	SJF	CONSULTANT REVIEW
B	15/05/25	SJF	AS CLOUDED

Project No.
M3011
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DA103

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Appendix 4:
Revised Transport Impact Assessment

Engineering a better future for over 20 years!

Proposed Amendment to the Commercial Development

Lot 100 Safety Bay Rd, Safety Bay

Revised Transport Impact Assessment

PREPARED FOR:
Motivo

May 2025

Document history and status

Author	Revision	Approved by	Date approved	Revision type
K Dai	r01	R White	26/06/2023	Draft
Roger Bajwa	r01a	R White	06/07/2023	Final
R Bajwa/ M Rasouli	r01b	B Bordbar	10/11/2023	Revised Final
M Rasouli	r01c	B Bordbar	8/05/2025	Revised Final

File name: t23.049.rb.r01c.docx

Author: Mohamamd Rasouli

Project manager: B Bordbar

Client: Motivo

Project: Lot 100 Safety Bay Road, Safety Bay

Document revision: r01c

Project number: t23.049

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1 Introduction

This Revised Transport Impact Assessment (RTIA) has been prepared by Transcore on behalf of Motivo with regards to the proposed amendment to the approved commercial development to be located at Lot 100 Safety Bay Road, Safety Bay in the City of Rockingham.

The proposed amendment is relevant to the orientation and layout of the proposed Tavern within the approved development plan.

Transcore prepared a TIA in November 2023 for Braykell Two Pty Ltd for the original commercial development on Lot 100 Safety Bay Road, which included a tavern on Parcel 3. The Development Application was approved in 2024. Currently, Motivo is purchasing Parcels 3 and 4 within Lot 100 Safety Bay Road and plans to reorient the tavern to face Safety Bay Road.

This Revised TIA is prepared to assess the traffic and parking impact of the proposed amendment to the approved development plan.

As a result of the proposed amendment, there would be no change to the parking supply of the approved Tavern or any other parking bays within the approved development. However, the modifications to the Tavern layout would result in a slight decrease in Gross Floor Area (GFA) of the Tavern, which would not alter the traffic projections by more than 100 vehicles per hour (vph). Therefore, the traffic impact of the proposed amendment is considered marginal.

The subject site is located at Parcels 3 and 4 within Lot 100. Lot 100 is located at the northeast corner of the existing roundabout intersection of Safety Bay Road/Malibu Road and is currently vacant land. Lot 100 is bound by Safety Bay Road to the southwest, Malibu Road to the northwest, and residential land uses to the northeast and southeast, and shown in **Figure 1**.

The location of the subject site within the Metropolitan Region Scheme (MRS) context is illustrated in **Figure 2**. The subject site is zoned as "Urban" in the MRS. The MRS map identifies Malibu Road and Safety Bay Road are Local Roads, which are under the care and control of the local authority.

This RTIA report will establish the traffic generation and distribution of the proposed amended development and its traffic impact on the surrounding roads and intersections.

Figure 1: Location of the subject site

Figure 2. Location of the subject site in the MRS

2 Development Proposal

The proposal is for the proposed amendment to the approved Commercial Development to be located at Lot 100 Safety Bay Road.

The proposed amendment is relevant to the tavern layout and orientation and is limited to Parcels 3 and 4 and will not affect the GFA of other land uses within Lot 100. As a result of the proposed amendment, there would be no change to the parking supply of the approved Tavern or any other parking bays within the approved development. However, the modification to the Tavern would result in a slight decrease in GFA of the tavern from 2,298 m² in the approved Development plan to 1,664 m² in the amended development plan.

Therefore, the proposed land uses within amended development plan are as follows:

- A childcare centre with approximately 82 placements;
- A tavern with about 1,664m² GFA;
- A medical Centre with about 1,000m² GFA;
- A medical/Gymnasium with about 198 m² GFA;
- A pharmacy with about 150 m² GFA;
- A physiotherapist/Chiropractor with about 200m² GFA;
- A café without drive through of about 100m²; and,
- A restaurant with about 196m² GFA.

A copy of the revised Tavern site plan and amended development plan is provided in **Appendix A**. The parking supply as a result of the proposed amendment remains unchanged. The original development was approved with 48 parking bays on the tavern site and the amended proposal also includes 48 bays. There are no changes to any other parking areas within the approved development. Detailed information about the parking is provided in **Section 7** of this report.

The porposed amendment would not change the vehicular access of the approved development plan. Accordingly, vehicular access to the overall site will be facilitated through six (6) crossovers as per the approved development plan. Currently, two (2) existing full-movement crossovers on Malibu Road, one existing full-movement crossover on Safety Bay Road, and one existing full-movement crossover on the rear lane are serving the subject site.

The proposed access/egress system intended to serve the amended development is shown in **Figure 3** and comprises the following elements:

- Construct a new northern full-movement crossover (Crossover 1) on Malibu Road providing access/egress to the proposed childcare centre;
- Relocate and modify the central full-movement crossover (Crossover 2) on Malibu Road providing access/egress to the internal carpark;
- Retain the southern crossover and change it to an exit-only format (Crossover 3) on Malibu Road providing egress to the internal carpark;

- Retain the western full-movement reciprocal crossover (Crossover 4) on Safety Bay Road providing access/egress to the internal carpark;
- Construct a new eastern exit-only crossover (Crossover 5) on Safety Bay Road providing egress to the internal carpark; and,
- Retain the full-movement crossover (Crossover 6) on the rear laneway providing access/egress to the internal carpark.

Pedestrian access to the site is facilitated by the existing footpath system which is in place along Malibu Road and Safety Bay Road.

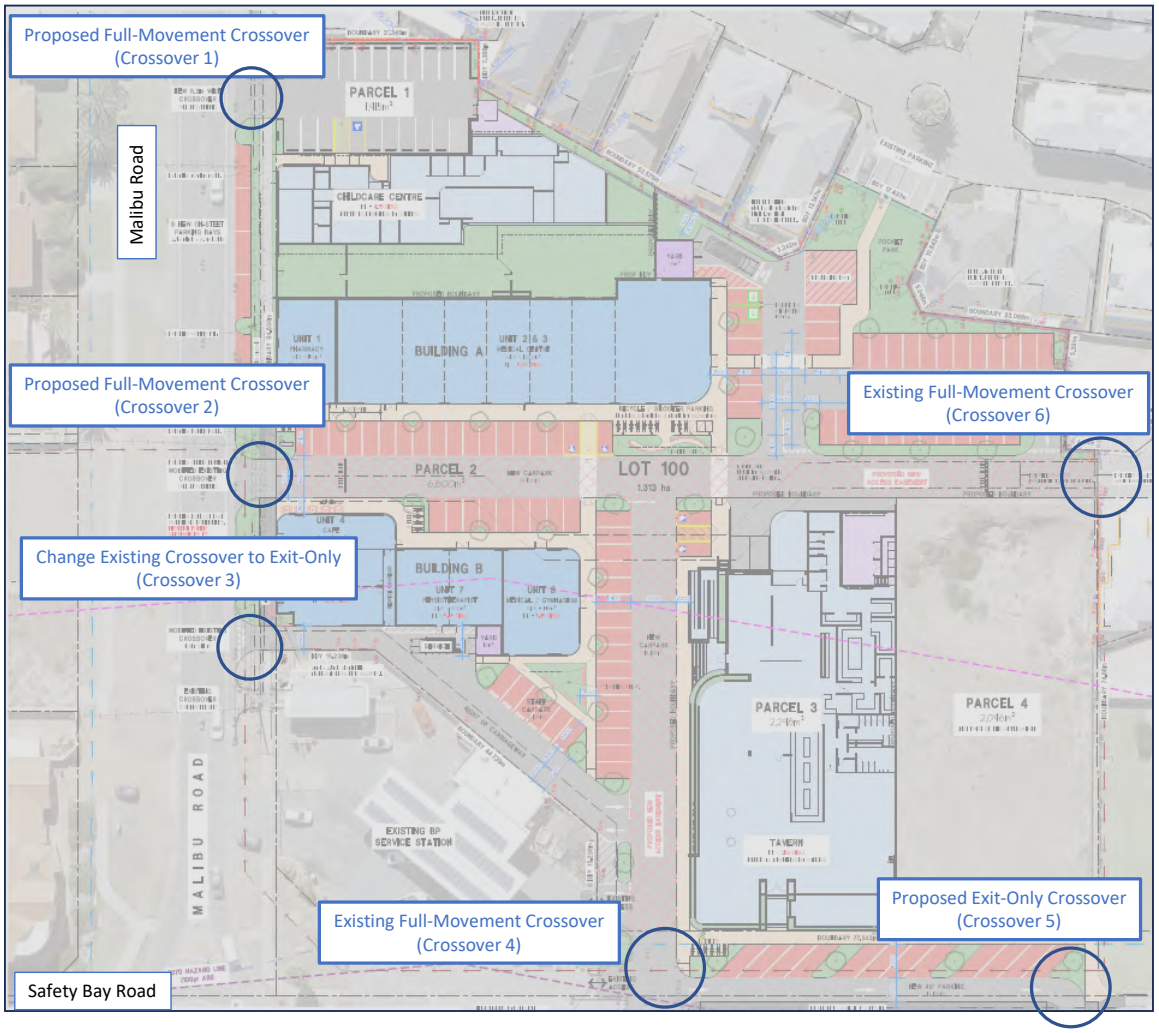


Figure 3. Proposed access/egress system

3 Existing Situation

3.1 Existing Road Network

Figure 4 and Figure 5 illustrate the road hierarchy and speed limit of the surrounding roads based on the Main Roads WA *Road Information Mapping System*.

Figure 4: Existing Road Hierarchy

Figure 5: Existing Speed Limits

Safety Bay Road, in the vicinity of the subject site, is classified as a *Distributor A* in the Main Roads WA Functional Road Hierarchy and operates under a speed limit of 60 km/h. It is constructed as a two-lane undivided road with each lane being about 4.2m wide, and there is a 2.2m cycle lane on both sides and a 1.7m wide pedestrian path along the northern side of the road, as shown in **Figure 6**. Safety Bay Road forms a roundabout intersection with Malibu Road to the northwest and a priority-controlled 'T' intersection with Warnbro Beach Road to the southeast.

Figure 6 Northwest-bound view along Safety Bay Road

Malibu Road, in the vicinity of the subject site, is classified as a *Distributor B* in the Main Roads WA Functional Road Hierarchy and operates under a speed limit of 60 km/h. It is constructed as a two-lane undivided road with each lane being about 3.5m wide, plus on-road cycle lanes and 2m wide pedestrian paths along both sides of the road, as shown in **Figure 7**. Malibu Road forms a roundabout intersection with Safety Bay Road to the southwest and a priority-controlled 'T' intersection with Waikiki Road to the northeast.

Figure 7 Southwest-bound view along Malibu Road

3.2 Existing Traffic Volumes

The existing traffic counts sourced from Main Roads WA *Trafficmap* on the surrounding roads in the vicinity are shown in **Figure 8**. The latest traffic counts reported on Safety Bay Road east of Malibu Road (SLK 5.18) indicate that this road carried an average weekday traffic volume of 13,295vpd in 2020/2021. The recorded heavy vehicle component of the total traffic mix was approximately 8.3%.

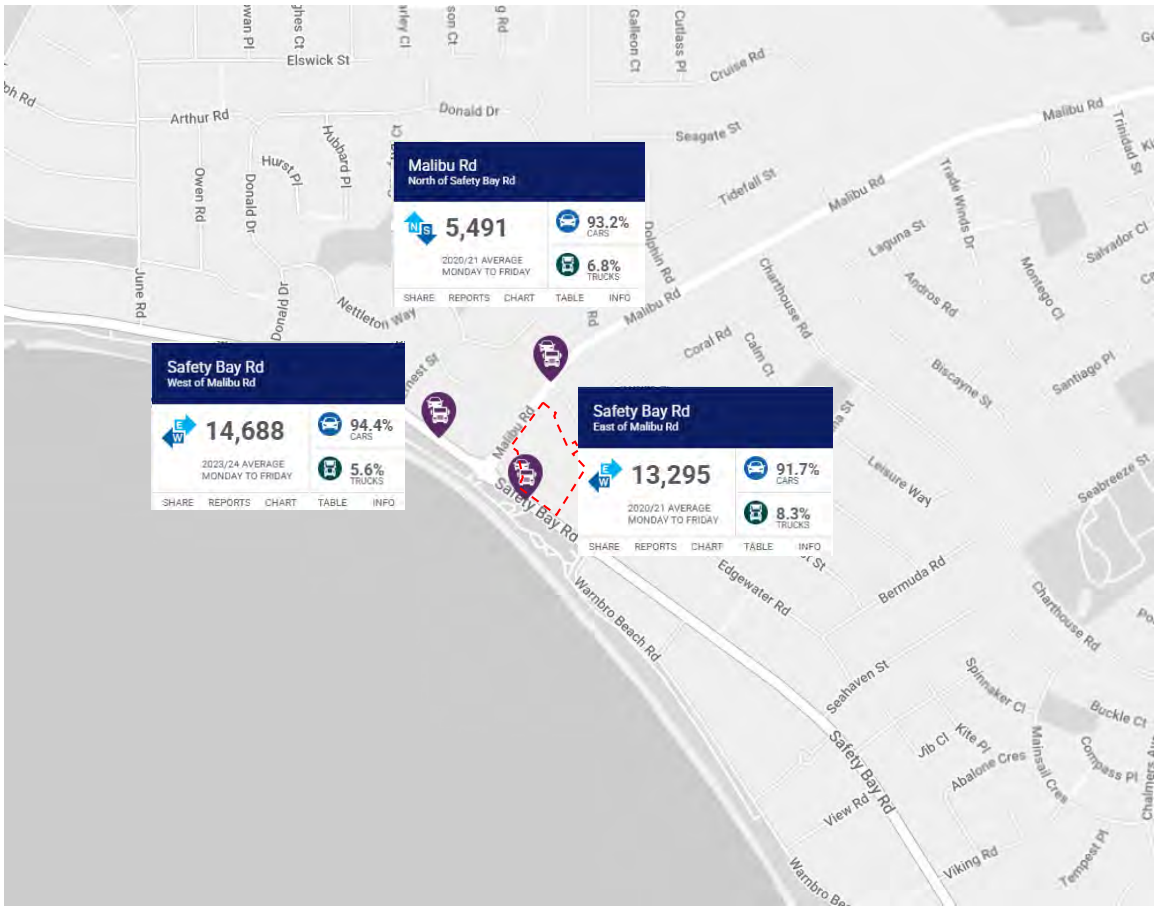


Figure 8: Existing traffic counts on surrounding roads

Transcore undertook a video traffic survey on Wednesday 29 March 2023 at the roundabout intersection of Safety Bay Road – Malibu Road during AM (08:00 AM – 09:00 AM) and PM (03:00 PM - 4:00 PM) peak hours for this project. The resultant AM and PM peak hour traffic flows are illustrated in **Figure 9**.

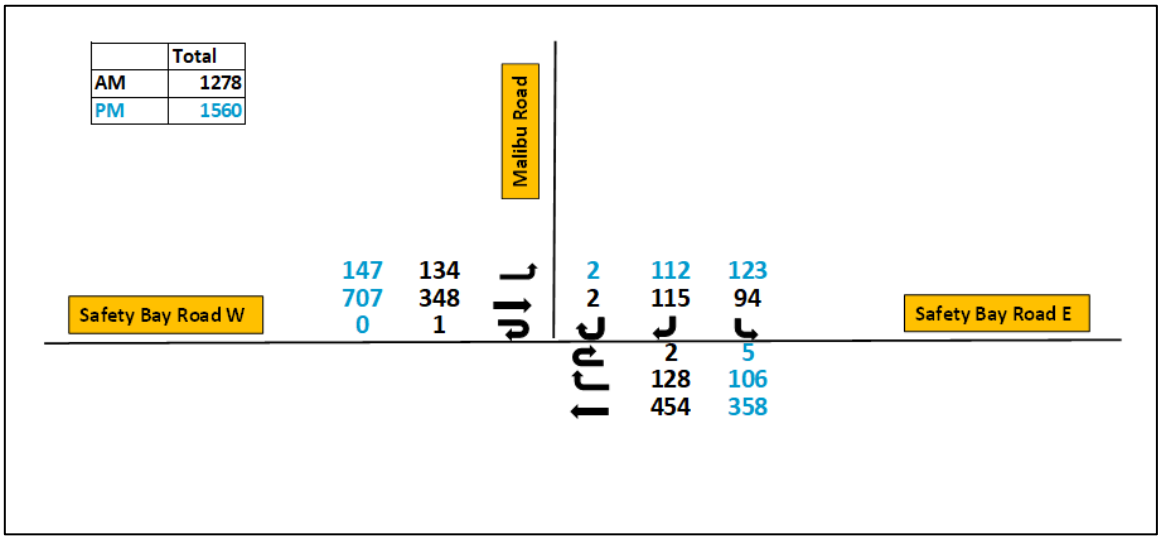


Figure 9: Existing AM and PM peak hour traffic at Safety Bay Road / Malibu Road roundabout

A manual traffic count was undertaken by Transcore at the Safety Bay Road reciprocal crossover (Crossover 4) on Wednesday 29 March 2023, which recorded the AM and PM peak period traffic flows turning into and out from the existing crossover 4 as shown in Table 1.

Table 1: Existing peak hour traffic flows at crossover 4

Time period	Left turn in (vph)	Right turn in (vph)	Left turn out (vph)	Right turn out (vph)	Total (vph)
08:00-09:00	4	0	13	10	27
15:00-16:00	2	0	11	4	17

Figure 10 shows the existing traffic at the frontage road of the subject site during the road network peak hours.

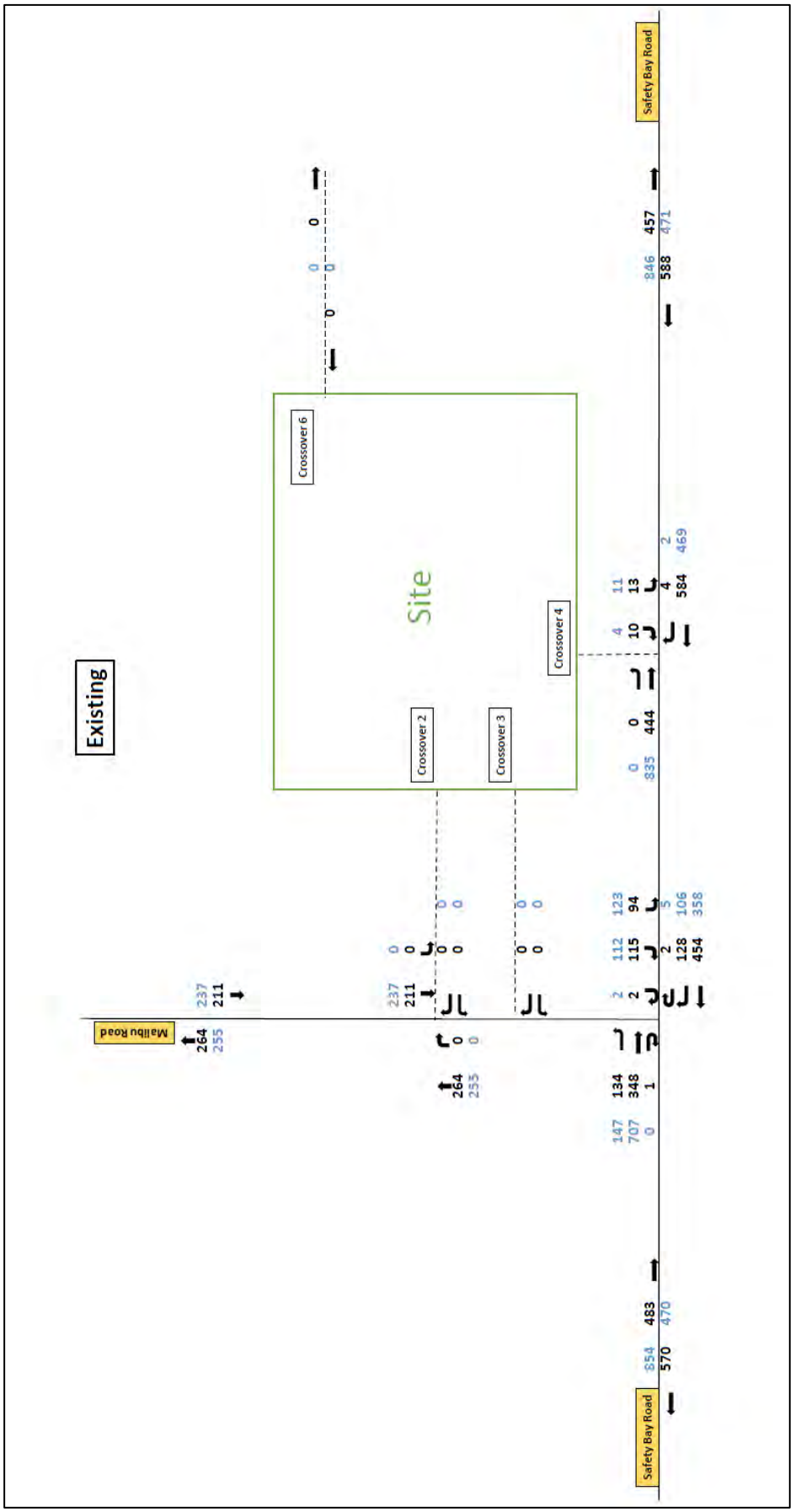


Figure 10: Existing traffic counts (AM/ PM peak hour)

3.3 Heavy Vehicles

Restricted Access Vehicle (RAV) Network routes are designated for access by large heavy vehicle combinations, which are managed by Main Roads WA.

As shown in **Figure 11**, Safety Bay Road and Malibu Road are not part of the Tandem Drive RAV Networks 2 to 10. They are automatically included in Tandem Drive RAV Network 1 and are permitted to accommodate certain 20m long vehicle combinations as well as "as of right" vehicles (up to 19m semi-trailers).

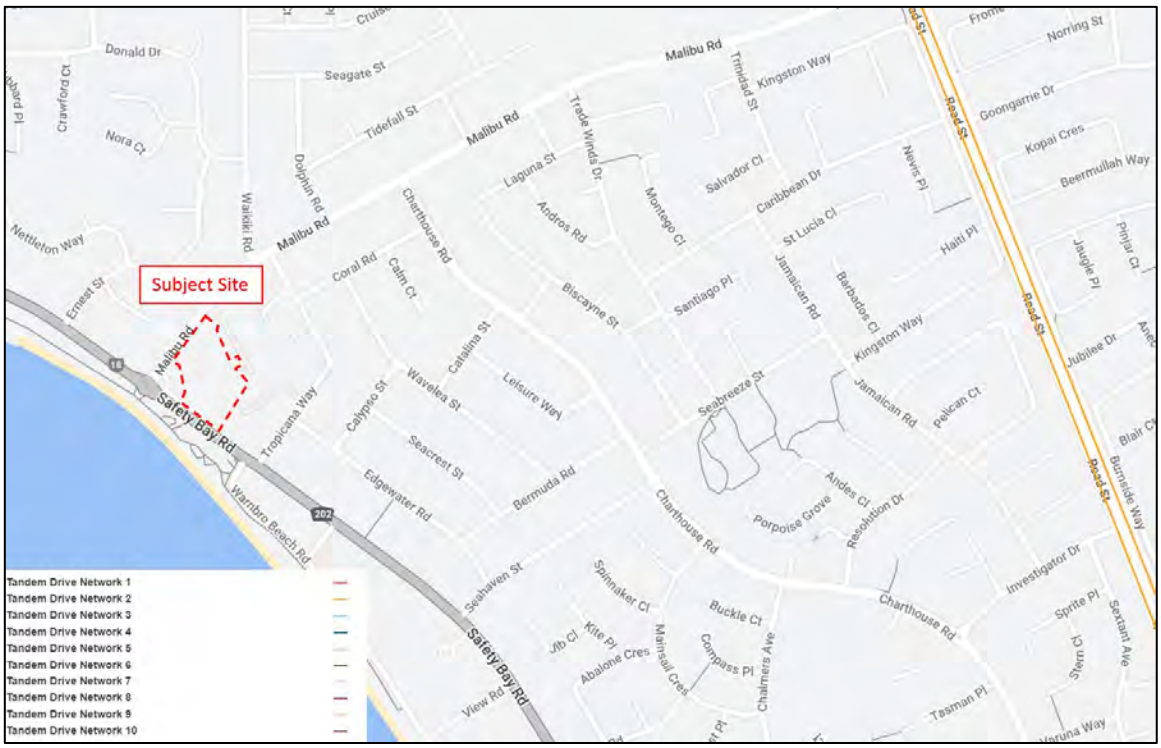


Figure 11: Existing heavy vehicle road network classification (RAV)

3.4 Public Transport Access

As shown in **Figure 12**, the subject site has good access to the existing bus services that operate in the vicinity of the site.

The closest available bus services are Route 553, which operates along Safety Bay Road and Malibu Road, with the nearest bus stop located approximately 60 metres walking distance from the site. This bus route provides a direct link to Rockingham Station and Rockingham Centre, with one-hour intervals between buses and 30-minute intervals from 3:30 PM – 7:00 PM.

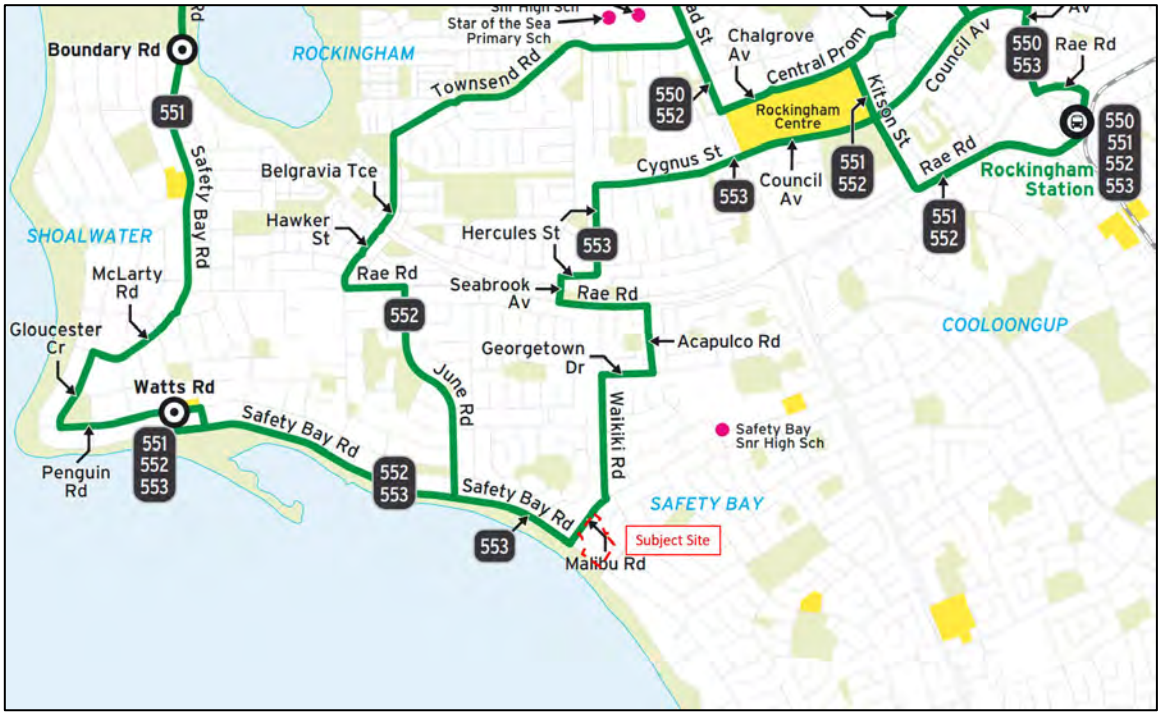


Figure 12: Existing bus routes (source: Transperth)

3.5 Pedestrian and Cyclist Facilities

According to the current Department of Transport Bike Maps, the subject site has direct access to the existing bike path network within the locality via the "Perth Bicycle Network (PBN)" and "Other Shared Path (Shared by Pedestrians & Cyclists)" on Malibu Road, and "Other Shared Path (Shared by Pedestrians & Cyclists)" on Safety Bay Road.

Figure 13: Bike Map

3.6 Crash Data

The information available on the Main Roads WA website provides crash statistics for Safety Bay Road and Malibu Road adjacent to the subject site during the five-year period ending in December 2024. The summary of the recorded incidents is shown in **Figure 14**.

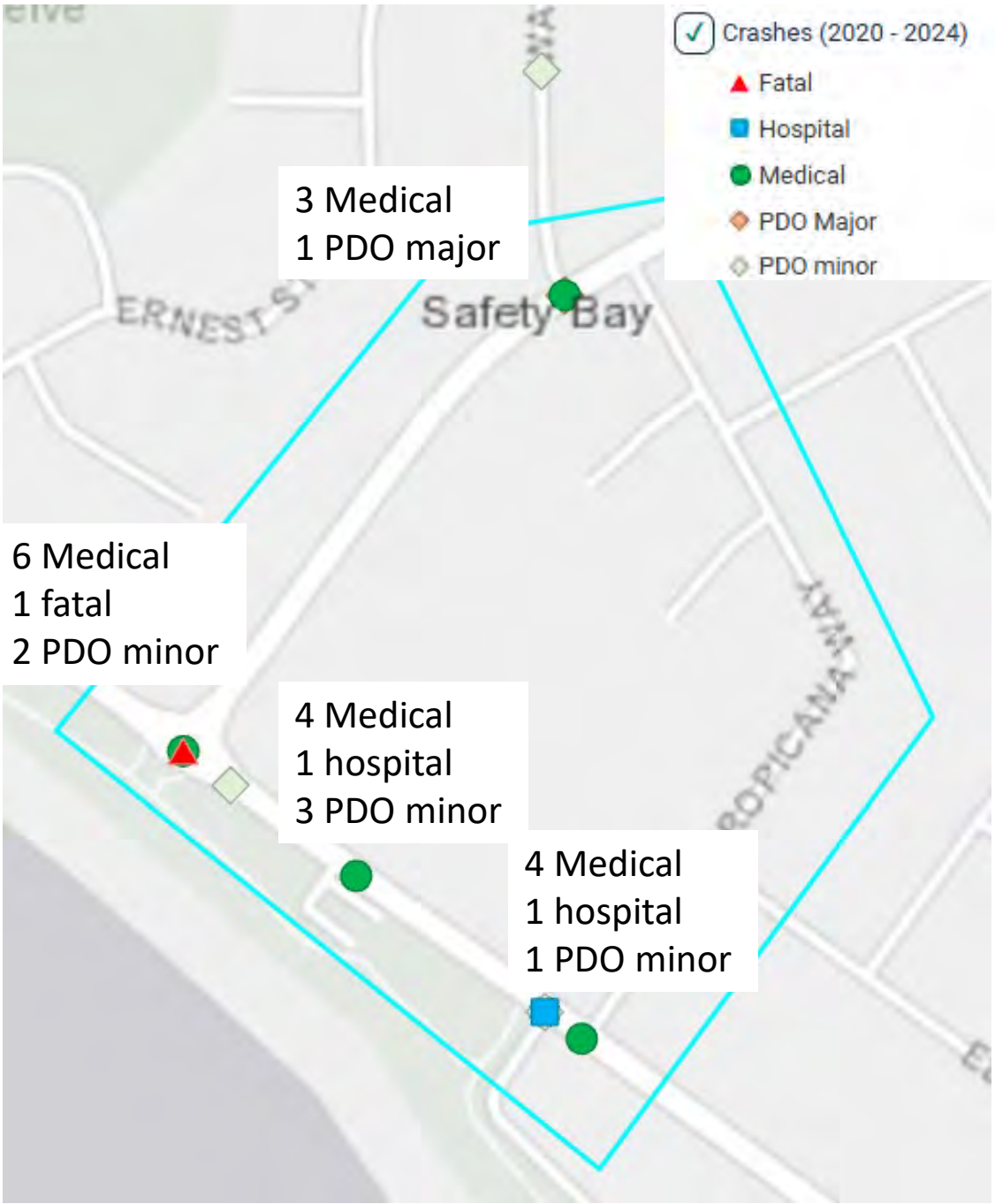


Figure 14: Crash History

4 Changes to Surrounding Transport Networks

The proposed amendment would not change the approved internal and external road network layout and connectivity.

The proposed changes to the surrounding road network as a result of the proposed commercial development include the provision of one new full-movement crossover and changing one existing full-movement crossover to exit-only on Malibu Road and one new exit-only crossover on Safety Bay Road.

5 Integration with Surrounding Area

The proposed development is of a commercial character and is expected to address the existing and future demand for these types of services within Safety Bay and specifically within this locality.

6 Traffic Assessment

6.1 Assessment Period

The proposed amended development is a mixed-use commercial development. Due to the nature of the proposed amended development, it is expected that distinct peak activity periods will be experienced during weekday morning and afternoon peak road network periods.

It is therefore anticipated that the combination of the traffic to be generated by the proposed amended development and the peak road network traffic periods is likely to result in the greatest demand on the road network during the weekday morning and afternoon peak hours between 08:00AM-09:00AM and 03:00PM-04:00PM. As such, trip generation is estimated and traffic analysis is undertaken for these periods.

It is assumed that the proposed development would be fully constructed and activated by the end of 2026. As such, the 2026 assessment is undertaken for the post-development scenario.

In line with the requirements of the WAPC "Transport Impact Assessment Guidelines for Developments, Volume 4 – Individual Developments (2016)" additional assessment is undertaken for a 10-year post-development time horizon (i.e. 2036 in this case).

6.2 Trip Generation and Distribution

Trip generation calculations are consistent with the original TIA prepared for the approved development plan. The only change resulting from the proposed amendment is a reduction in the GFA of the proposed tavern by approximately 634 m^2. The expected traffic reduction from this modification is less than 100 vph, which is considered insignificant according to WAPC guidelines. Therefore, the trip generation for the proposed amended development is assumed to be similar to that of the approved development plan. The SIDRA assessments for the approved development plan will also remain unchanged, as the traffic generation of the amended development has not altered.

Trip generation rates were sourced from the Institute of Transportation Engineers Trip Generation Manual (ITE) - *11th Edition* and the WAPC Transport Impact Assessment Guidelines*: Volume 5*. To establish an accurate traffic generation rate for the proposed childcare centre, traffic count surveys have been conducted by Transcore at comparable centres in the Perth metropolitan area.

Note that the ITE does not provide a daily traffic generation rate for coffee/doughnut shops without drive-through windows (936), health/fitness clubs (492), and drinking places (975). To ensure a robust assessment, the daily traffic generation for the proposed coffee shop and gym is calculated by taking the higher peak hour rate and

multiplying it by 10, and the daily traffic generation rate for fast-casual restaurants (930) is utilised as the daily traffic generation rate for drinking place (tavern).

The rates are provided in **Table 3**, which also summarises the trip generation of the proposed development. Directional splits (in/out) for the traffic generated by these land uses are sourced from the ITE Trip Generation Manual, except for the Childcare Centre, where the information was obtained directly from the traffic surveys by Transcore. Due to the land use mix within the proposed Lots, incidences of multi-purpose trips (i.e. cross-trade) are anticipated. Accordingly, the applied cross-trade adjustment is calculated to result in approximately 20% reduction in total trip generation.

Trips associated with the proposed development also comprise a portion of passing-trade trips which are trips already present on the adjacent road network. Appropriate passing trade factors, 43% for the Restaurant and 53% for the pharmacy, were applied in line with *the ITE Trip Generation Manual 11th Ed – Pass-by Tables*. **Table 4** shows the passing trade component of the development.

The estimated trip generatio of the proposed development is **+263vph** during AM peak hour and **+466vph** during PM peak hour.

The distribution of traffic to and from the proposed developments was evaluated by considering the catchment area of the proposed development as well as the available access and egress routes to and from the site.

In line with City's comment, the original directional distribution of traffic to and from the site was amended as follows:

- 30% of trips to/from the northwest along Safety Bay Road;
- 29% of trips to/from the southeast along Safety Bay Road;
- 40% of trips to/from the northeast along Malibu Road; and,
- 1% of trips to/from the rear laneway.

The total development traffic is shown in **Figure 15**.

Table 2: Weekday daily, morning peak and afternoon peak trip generation for the proposed land uses

Land use	NLA/ GFA/ Child	Daily Rate	Weekd-AM Peak	Weekd-PM Peak	Cross Trade	Daily Trips	Weekd-AM trips	Weekd-PM trips	AM		PM	
									IN	OUT	IN	OUT
Pharmecy	150	0.97	0.032	0.09	0.2	116	5	11	2	2	5	5
Café	100	10.38	1.04	0.36	0.2	830	104	28	52	52	14	14
Child care	82	3.50	0.87	0.71		287	71	58	41	31	27	31
Restaurant	194	1.05	0.03	0.11	0.2	164	5	16	3	3	8	8
Gym	99	0.37	0.01	0.04	0.2	29	1	3	1	1	1	1
Medical	1299	0.40	0.03	0.04	0.2	421	38	41	19	19	21	21
Tavern	2298	1.13	0.02	0.17	0.2	2069	38	307	19	19	154	154
Total traffic						**3917**	**263**	**466**	**137**	**127**	**231**	**235**

Note 1: The latest tavern site layout indicates a total GFA of 1,664 m² for the tavern area. However, for the assessments, the original GFA of 2,298 m² has been used conservatively.It should be noted that the net traffic decrease as a result of this change is less than 100 vph, and the impact is considered negligible.

Table 3: Passing trade and primary trips components of the trip generation

	Passing Trade Component				Primary Trips Component			
Passing Trade	AM		PM		AM		PM	
	IN	OUT	IN	OUT	IN	OUT	IN	OUT
53%	1	1	3	3	1	1	3	3
0%	0	0	0	0	52	52	14	14
0%	0	0	0	0	41	31	27	31
43%	1	1	4	4	1	1	5	5
0%	0	0	0	0	1	1	1	1
0%	0	0	0	0	19	19	21	21
0%	0	0	0	0	19	19	154	154
	2	**2**	**6**	**6**	**134**	**124**	**225**	**228**

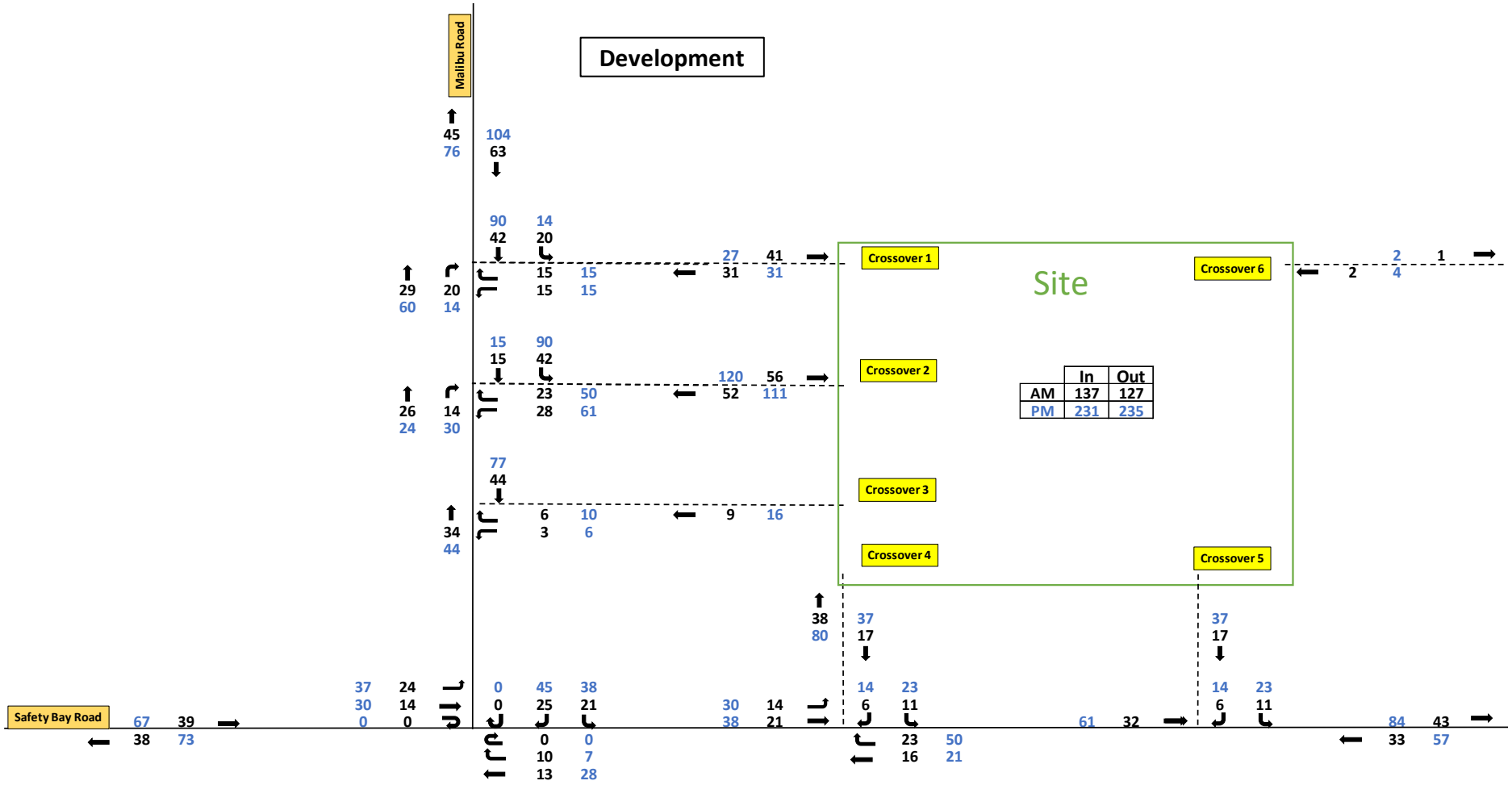


Figure 15: Proposed development traffic – AM Weekday and PM Weekday peak hours

6.3 Traffic Flow Forecasts

The total post-development traffic for the assessment years 2026 and 2036 was calculated by adding the existing background traffic to the development traffic. A review of the historical traffic count records for Safety Bay Road over the 2017-2022 period indicates no growth (a slight drop was recorded). However, to ensure a robust assessment, a 1% annual traffic growth was applied to the background traffic for both assessment years, 2026 and 2036.

The total projected traffic volumes for the year 2026 and 2036 are presented in **Figure 16** and **Figure 17**.

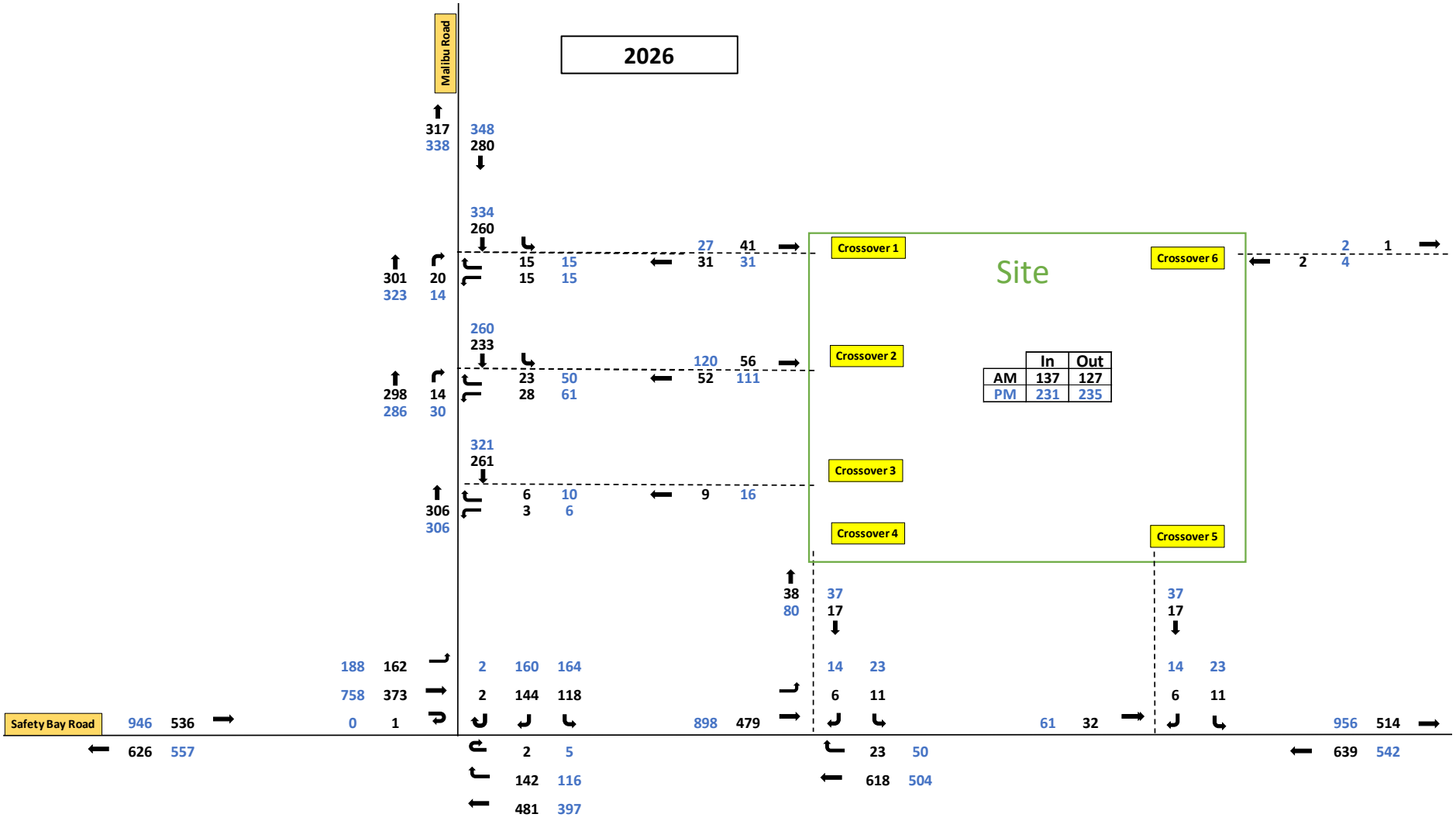


Figure 16: Total (2026) post development traffic – AM Weekday and PM Weekday peak hours

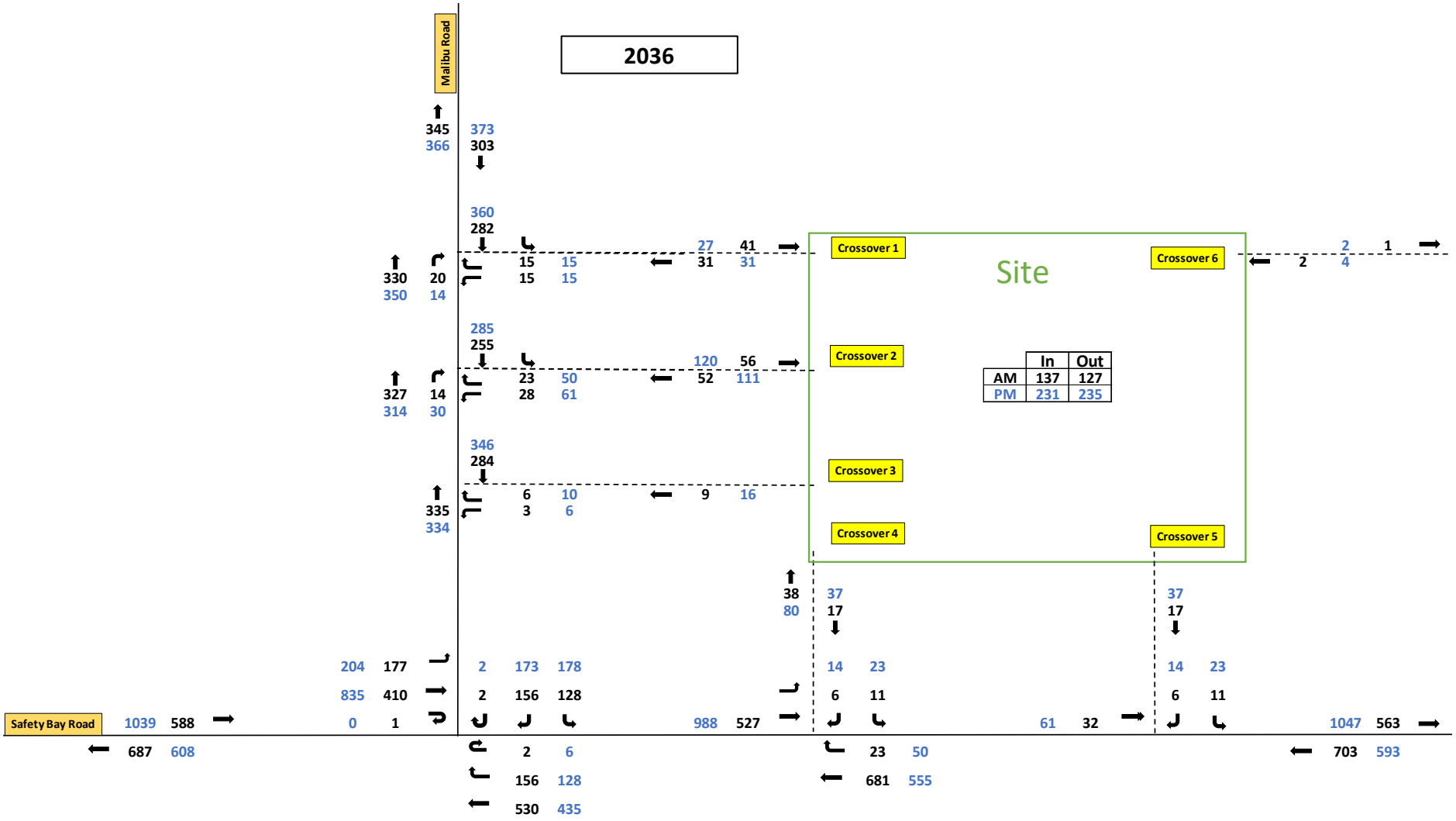


Figure 17: Total (2036) post development traffic – AM Weekday and PM Weekday peak hours

6.4 Analysis of Local Intersections & Crossovers

As explained before, the SIDRA assessments for the approved development plan will remain unchanged, as the traffic generation of the amended development has not altered.

Capacity analysis was undertaken using the SIDRA computer software package for existing, years 2026 and 2036.

SIDRA is an intersection modelling tool commonly used by traffic engineers for all types of intersections. SIDRA outputs are presented in the form of Degree of Saturation, Level of Service, Average Delay and 95% Queue. These characteristics are defined as follows:

- Degree of Saturation is the ratio of the arrival traffic flow to the capacity of the approach during the same period. The Degree of Saturation ranges from close to zero for infrequent traffic flow up to one for saturated flow or capacity.
- Level of Service (LoS) is the qualitative measure describing operational conditions within a traffic stream and the perception by motorists and/or passengers. In general, there are 6 levels of service, designated from A to F, with Level of Service A representing the best operating condition (i.e., free flow) and Level of Service F the worst (i.e., forced or breakdown flow).
- Average Delay is the average of all travel time delays for vehicles through the intersection.
- 95% Queue is the queue length below which 95% of all observed queue lengths fall.

Network SIDRA models (refer to **Figure 18**) were developed to evaluate the traffic operations of the existing roundabout intersection at Safety Bay Road/Malibu Road, as well as the development crossovers on Malibu Road and Safety Bay Road along the northwest and southwest boundaries of the site. These were assessed as an integrated traffic network. The existing crossover on the rear lane along the eastern boundary of the development was omitted from the SIDRA modelling analysis due to the anticipated low traffic volume.

The results of the SIDRA network analysis are summarised in **Appendix B**. The SIDRA intersection models were coded with reference to Main Roads WA Operation Modelling Guidelines. All relevant parameters such as heavy vehicle groups, PCU factors, etc., were coded as per Main Roads WA Guidelines.

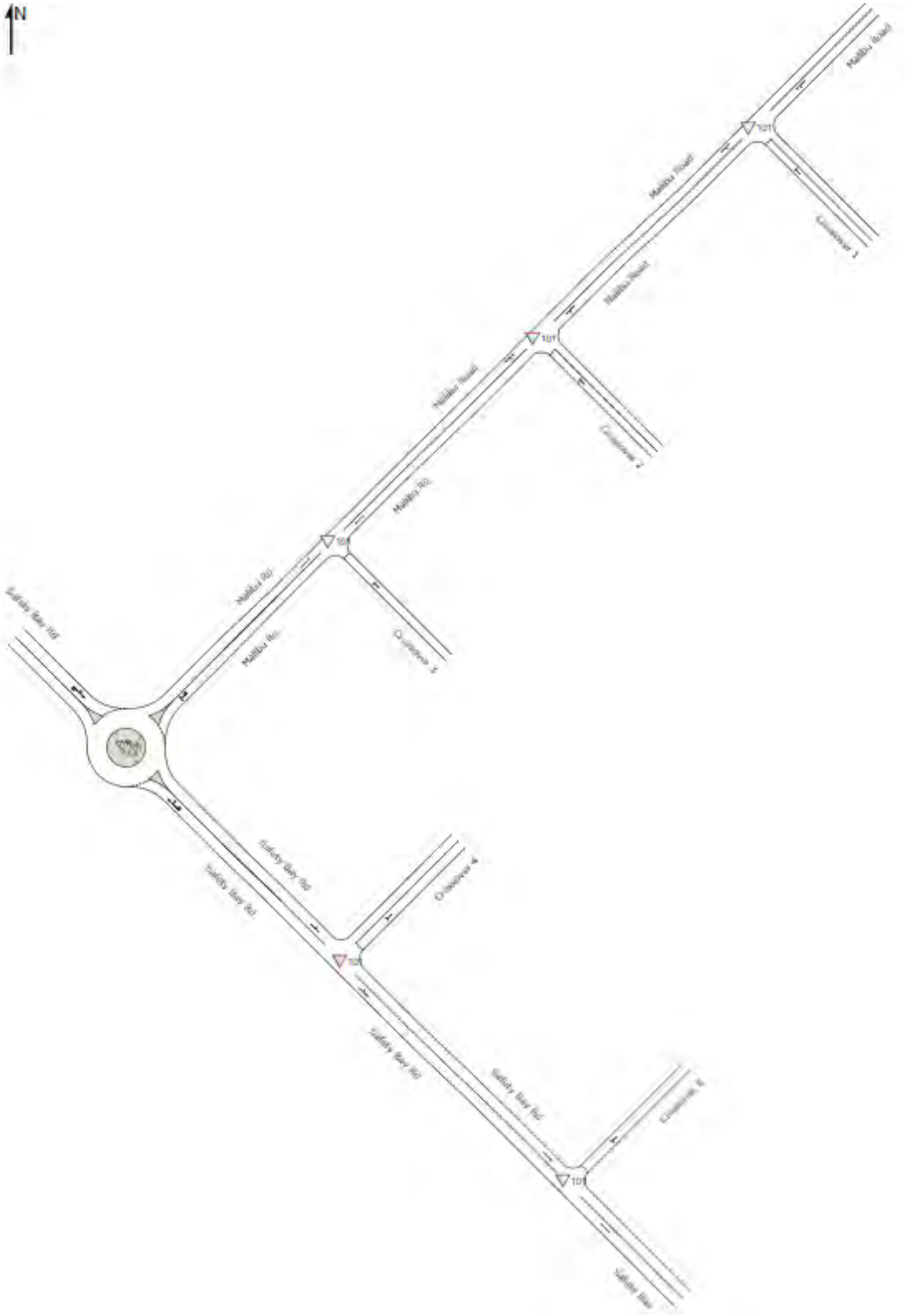


Figure 18: SIDRA Network layout

ROUNDABOUT INTERSECTION OF SAFETY BAY RD / MALIBU RD

The SIDRA analysis results and site observations indicate that the existing roundabout intersection of Safety Bay Road / Malibu Road presently operates satisfactorily (overall LoS A for all aproaches) with moderate queues and delays during both weekday peak hours. The SIDRA default parameters were used for calibration of the SIDRA model for the existing roundabout intersection. The modelled and observed queues were compared to ensure satisfactory calibration of the existing situation. **Table 5** summarises the observed and modelled queues at the existing roundabout intersection.

Table 4: Observed and modelled queues

Time: 08:00 AM - 09:00 AM			Time: 15:00 PM - 16:00 PM		
Existing (2023)	**Observed Queue (Vehicle)**	**Modeled Queue (Vehicle)**	Existing (2023)	**Observed Queue (Vehicle)**	**Modeled Queue (Vehicle)**
Safety Bay Road (South-East approch)	5	4.1	Safety Bay Road (South-East approch)	4	3.2
Malibu Rd (North-East)	2	1.6	Malibu Rd (NE)	4	3.5
Safety Bay Road (North-West approch)	4	2.9	Safety Bay Road (North-West approch)	8	7.6

The addition of the development-generated traffic resulted in negligible increases in overall queues and delays. No major change in overall LoS for the roundabout intersection is reported.

The SIDRA assessment for the 10-year post development scenario during the nominated peak periods rendered similar results to post-development scenario with marginal increases in delays and queues and no significant changes to the Level of Service for any of the movements of the roundabout intersection (refer **Table 6**).

Table 5: SIDRA outputs for the roundabout intersection

		AM			PM		
		LOS	**DOS**	**Max Queue (m)**	**LOS**	**DOS**	**Max Queue (m)**
Roundabout	**Existing (2023)**	A	0.482	33	A	0.705	62
	2026	A	0.525	38	A	0.790	84
	2036	A	0.586	46	B	0.881	143

DEVELOPMENT CROSSOVERS

SIDRA analysis indicates that development crossovers will operate satisfactorily in 2026 and 2036 during assessed peak hours. All movements operate with good level of service (LoS E or better) with minimal delays and queuing.

Relevant SIDRA network outputs were reviewed for the assessed peak hours to establish the operation of the development crossovers and the nearby roundabout intersection as an integrated network. A review of the intersection analysis indicates occasional queue back in 2036 along Malibu Road during the PM peak hour which would extend back to crossover 1, however based on Network analysis, the reported 95% queue would dissipate quickly and would not impact the traffic operation of crossover 1.

6.5 Impact on Surrounding Roads and Neighbouring Areas

The WAPC *Transport Impact Assessment Guidelines* (2016) provides the following guidance on the assessment of traffic impacts:

"As a general guide, an increase in traffic of less than 10 percent of capacity would not normally be likely to have a material impact on any particular section of road, but increases over 10 percent may. All sections of road with an increase greater than 10 percent of capacity should therefore be included in the analysis. For ease of assessment, an increase of 100 vehicles per hour for any lane can be considered as equating to around 10 percent of capacity. Therefore, any section of road where development traffic would increase flows by more than 100 vehicles per hour for any lane should be included in the analysis."

Review of the development traffic distribution (refer **Figure 15**) on surrounding roads indicate that the traffic increase on each traffic lane on all surrounding roads are less than 100vph and therefore, no further assessment is required.

The existing daily traffic volume is sourced from the MRWA trafficmap. The increase in traffic flows on the surrounding road network, resulting from the proposed future development, is illustrated in **Table 7**. The traffic increases represent approximately 8-9% on the north-western and south-eastern sections of Safety Bay Road. This will not have a significant impact on traffic operations.

According to the Main Roads WA Road Hierarchy map, Malibu Road is classified as Distributor B, which has the capacity to accommodate the traffic from the proposed development. The SIDRA analysis mentioned in the previous section further confirms that Malibu Road, at this location, will maintain a very good level of service in both the post-development scenario (2026) and the 10-year post-development scenario (2036).

Table 6: Traffic impact on surrounding roads

Road Name	Existing Daily Traffic	Estimated Development Generated Traffic	Total Post-Development Traffic	% Increased
Malibu Rd	5,491	1,567	7,058	29%
Safety Bay Rd (Northwest)	14,688	1,175	13,730	8%
Safety Bay Rd (Southeast)	13,295	1,175	14,288	9%

6.6 Traffic Noise and Vibration

Due to the location of the subject site, its accessibility via major regional road and passing trade component, the traffic impact from the development on the surrounding road network will be limited.

It generally requires a doubling of traffic volumes on a road to produce a perceptible 3dB(A) increase in road noise. The proposed development will not increase traffic volumes or noise on surrounding roads anywhere near this level.

7 Parking

The amendment application only modifies the tavern component. The difference to the Tavern parking supply and demand is provided in below table.

Use	Rate	Factor	No. Bays Required
Tavern (as approved)	1 Bay for every 5m² of bar and public areas	1,089m²	218
Tavern (amended)	1 Bay for every 5m² of bar and public areas	815m²	163
Difference			**-55**

The Tavern capacity remains at 1,000 patrons, so from a practical perspective, there is no change to the parking demand.

The original development was approved with 48 bays on the tavern site (referred to as 'Parcel 3'), and the amended proposal also includes 48 bays. There are no changes to any other parking areas within the approved development.

The amended DA plans depict 'future' car bays, which are not proposed as part of this application and are not included in the assessment.

8 Provision for Heavy Vehicles

The proposed amendment is relevant to Parcells 3 and 4 and would not affect the turn paths of the approved loading areas within the proposed commercial development.

A turn path analysis conducted for an 8.8m waste truck, for the proposed Tavern which is provided in **Appendix C** and shows satisfactory access, egress, and circulation within the site.

9 Conclusions

This Revised Transport Impact Assessment (RTIA) has been prepared by Transcore on behalf of Motivo concerning the proposed amendment to the approved commercial development at Lot 100 Safety Bay Road, Safety Bay, in the City of Rockingham.

The proposed amendments pertain to the orientation and layout of the proposed Tavern within the approved development plan.

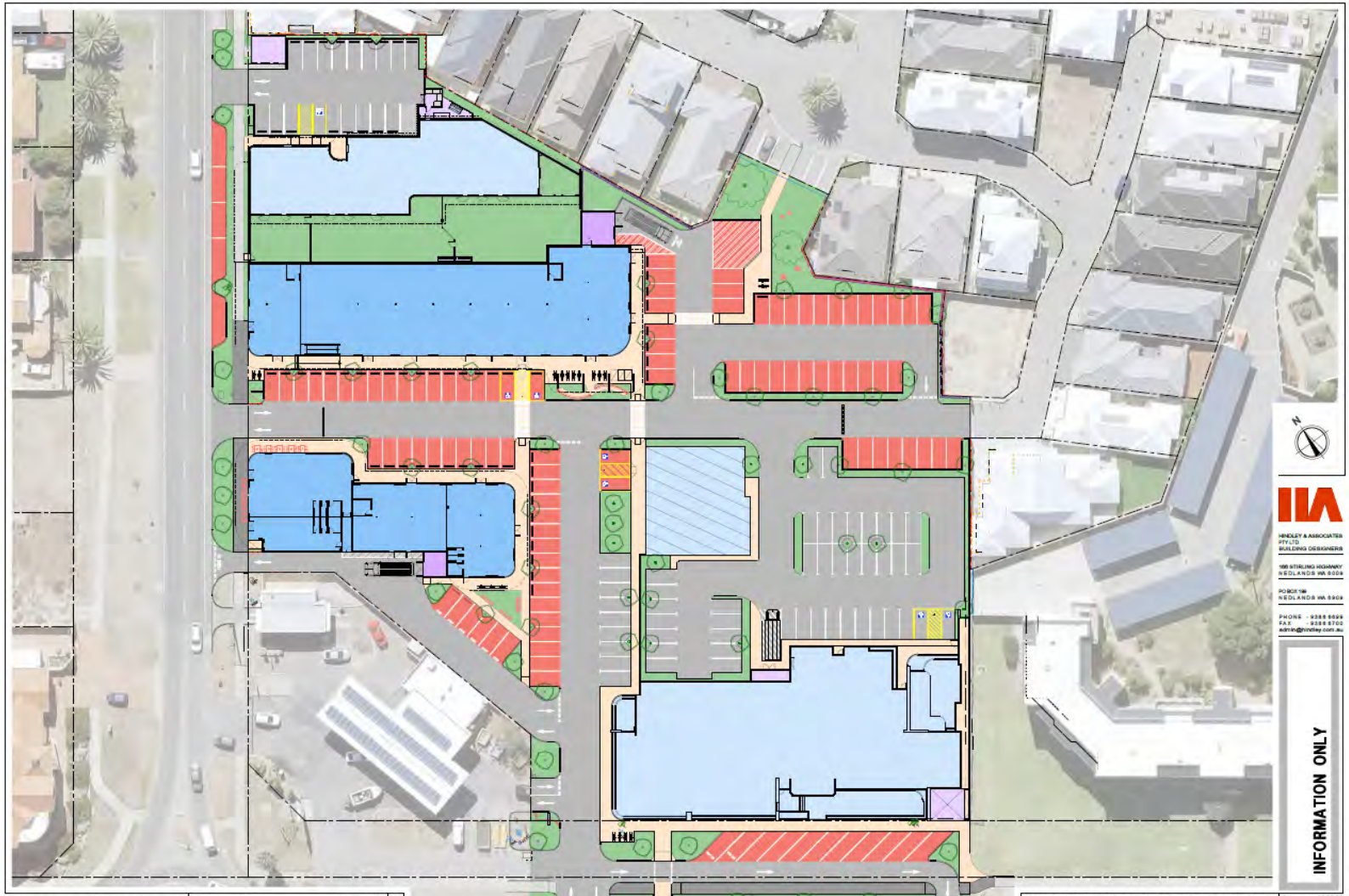
In November 2023, Transcore prepared a TIA for Braykell Two Pty Ltd regarding the original commercial development on Lot 100 Safety Bay Road, which included a Tavern on Parcel 3. The Development Application was approved in 2024. Currently, Motivo is acquiring Parcels 3 and 4 within Lot 100 Safety Bay Road and intends to reorient the tavern to face Safety Bay Road.

As a result of these modifications, there will be no change to the parking supply for the approved Tavern or any other parking bays within the development. However, the modifications to the proposed Tavern will lead to a slight decrease in Gross Floor Area (GFA), which will not affect traffic projections by more than 100 vehicles per hour (vph). Consequently, the traffic impact of the proposed amendment is considered marginal.

In conclusion, the findings of this Transport Impact Assessment are supportive of the proposed amendment.

Appendix A

PROPOSED AMENDED DEVELOPMENT PLANS



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NO:	DATE:	REVISION:	DRAWN:	CHECK:
-				

A1 SHEET

PROPOSED SITE PLAN

SCALE 1:200

PROPOSED MIXED USE DEVELOPMENT
LOT 100, No 434 SAFETY BAY ROAD
SAFETY BAY W.A.
for BRAYKELL TWO Pty Ltd

INFORMATION ONLY

HINDLEY & ASSOCIATES PTY LTD
BUILDING DESIGNERS

100 STIRLING HIGHWAY
NEDLANDS WA 6009

PO BOX 796
NEDLANDS WA 6909

PHONE 9386 8999
FAX 9386 8700
admin@hindley.com.au

Date - 07.05.25
Design - SEG
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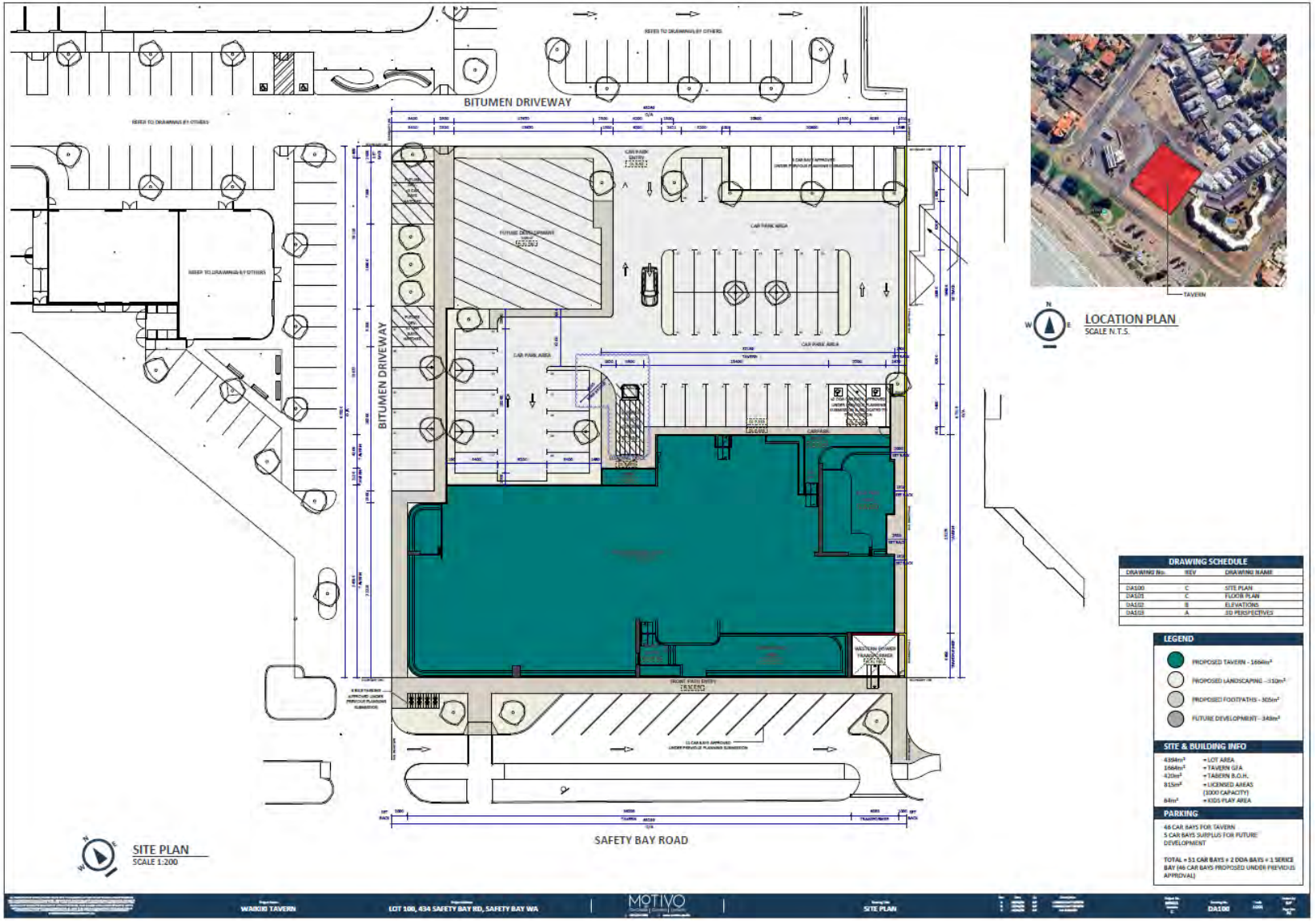
Checked - MHD
Scale - 1:200
Job No. - 0536

Dwg - 1001

Rev - -



SITE PLAN
SCALE 1:200

LOCATION PLAN
SCALE N.T.S.

DRAWING SCHEDULE		
DRAWING No.	REV	DRAWING NAME
DA100	C	SITE PLAN
DA101	C	FLOOR PLAN
DA102	B	ELEVATIONS
DA103	A	3D PERSPECTIVES

LEGEND

- PROPOSED TAVERN - 1666m²
- PROPOSED LANDSCAPING - 510m²
- PROPOSED FOOTPATHS - 305m²
- FUTURE DEVELOPMENT - 348m²

SITE & BUILDING INFO

4394m²	= LOT AREA
1666m²	= TAVERN GFA
420m²	= TAVERN B.O.H.
815m²	= LICENSED AREAS (1000 CAPACITY)
84m²	= KIDS PLAY AREA

PARKING

46 CAR BAYS FOR TAVERN
5 CAR BAYS SURPLUS FOR FUTURE DEVELOPMENT

TOTAL = 51 CAR BAYS + 2 DDA BAYS + 1 SERICE BAY (46 CAR BAYS PROPOSED UNDER PREVIOUS APPROVAL)

WANKIDI TAVERN | LOT 100, 434 SAFETY BAY RD, SAFETY BAY WA | MOTIVO | SITE PLAN | DA100

Appendix B

INTERSECTION ANALYSIS – SIDRA RESULTS

MOVEMENT SUMMARY

Site: 101 [Safety Bay Rd / Crossover 4 AM 2023 (Site Folder: 2023)]

Network: N101 [AM (Network Folder: Existing)]

New Site
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h]	HV] %	ARRIVAL FLOWS [Total veh/h]	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh]	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
SouthEast: Safety Bay Rd (SE)														
5	T1	615	9.4	615	9.4	0.336	0.0	LOS A	0.1	0.5	0.01	0.00	0.01	59.8
6	R2	4	2.0	4	2.0	0.336	8.6	LOS A	0.1	0.5	0.01	0.00	0.01	57.3
Approach		619	9.3	619	9.3	0.336	0.1	NA	0.1	0.5	0.01	0.00	0.01	59.8
NorthEast: Crossover 4 (NE)														
7	L2	14	2.0	14	2.0	0.045	1.9	LOS A	0.1	1.1	0.57	0.51	0.57	43.0
9	R2	11	2.0	11	2.0	0.045	9.3	LOS A	0.1	1.1	0.57	0.51	0.57	12.2
Approach		24	2.0	24	2.0	0.045	5.1	LOS A	0.1	1.1	0.57	0.51	0.57	37.4
NorthWest: Safety Bay Rd (NW)														
10	L2	1	2.0	1	2.0	0.252	4.1	LOS A	0.0	0.0	0.00	0.00	0.00	9.0
11	T1	467	10.0	467	10.0	0.252	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.8
Approach		468	10.0	468	10.0	0.252	0.0	NA	0.0	0.0	0.00	0.00	0.00	59.7
All Vehicles		1112	9.5	1112	9.5	0.336	0.2	NA	0.1	1.1	0.02	0.01	0.02	59.3

MOVEMENT SUMMARY

Site: 101 [Safety Bay Rd / Malibu Rd AM 2023 (Site Folder: 2023)]

Network: N101 [AM (Network Folder: Existing)]

New Site
Site Category: (None)
Roundabout

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h]	HV] %	ARRIVAL FLOWS [Total veh/h]	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh]	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
SouthEast: Safety Bay Rd (SE)														
5	T1	478	9.4	478	9.4	0.482	4.1	LOS A	4.1	32.9	0.47	0.53	0.47	47.6
6	R2	135	9.4	135	9.4	0.482	7.8	LOS A	4.1	32.9	0.47	0.53	0.47	29.1
6u	U	2	9.4	2	9.4	0.482	9.7	LOS A	4.1	32.9	0.47	0.53	0.47	27.8
Approach		615	9.4	615	9.4	0.482	5.0	LOS A	4.1	32.9	0.47	0.53	0.47	45.8
NorthEast: Malibu Rd (NE)														
7	L2	99	8.4	99	8.4	0.252	5.4	LOS A	1.6	12.9	0.63	0.72	0.63	22.0
9	R2	121	8.4	121	8.4	0.252	9.4	LOS A	1.6	12.9	0.63	0.72	0.63	45.2
9u	U	2	8.4	2	8.4	0.252	11.3	LOS B	1.6	12.9	0.63	0.72	0.63	25.0
Approach		222	8.4	222	8.4	0.252	7.7	LOS A	1.6	12.9	0.63	0.72	0.63	41.0
NorthWest: Safety Bay Rd (NW)														
10	L2	141	10.0	141	10.0	0.423	5.2	LOS A	2.9	23.8	0.42	0.52	0.42	48.2
11	T1	366	10.0	366	10.0	0.423	5.4	LOS A	2.9	23.8	0.42	0.52	0.42	49.8
12u	U	1	10.0	1	10.0	0.423	11.3	LOS B	2.9	23.8	0.42	0.52	0.42	51.8
Approach		508	10.0	508	10.0	0.423	5.4	LOS A	2.9	23.8	0.42	0.52	0.42	49.3
All Vehicles		1345	9.5	1345	9.5	0.482	5.6	LOS A	4.1	32.9	0.48	0.56	0.48	46.6

MOVEMENT SUMMARY

Site: 101 [Safety Bay Rd / Crossover 4 PM 2023 (Site Folder: 2023)] **Network: N101 [PM (Network Folder: Existing)]**

New Site
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h]	HV] %	ARRIVAL FLOWS [Total veh/h]	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh]	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
SouthEast: Safety Bay Rd (SE)														
5	T1	494	9.4	494	9.4	0.271	0.1	LOS A	0.1	0.6	0.01	0.00	0.02	59.7
6	R2	2	2.0	2	2.0	0.271	14.3	LOS B	0.1	0.6	0.01	0.00	0.02	57.2
Approach		496	9.4	496	9.4	0.271	0.2	NA	0.1	0.6	0.01	0.00	0.02	59.7
NorthEast: Crossover 4 (NE)														
7	L2	12	2.0	12	2.0	0.047	5.9	LOS A	0.1	1.1	0.77	0.77	0.77	39.4
9	R2	4	2.0	4	2.0	0.047	18.3	LOS C	0.1	1.1	0.77	0.77	0.77	9.3
Approach		16	2.0	16	2.0	0.047	9.2	LOS A	0.1	1.1	0.77	0.77	0.77	36.0
NorthWest: Safety Bay Rd (NW)														
10	L2	1	2.0	1	2.0	0.474	4.1	LOS A	0.0	0.0	0.00	0.00	0.00	9.0
11	T1	879	10.0	879	10.0	0.474	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.6
Approach		880	10.0	880	10.0	0.474	0.0	NA	0.0	0.0	0.00	0.00	0.00	59.5
All Vehicles		1392	9.7	1392	9.7	0.474	0.2	NA	0.1	1.1	0.01	0.01	0.01	59.3

MOVEMENT SUMMARY

Site: 101 [Safety Bay Rd / Malibu Rd PM 2023 (Site Folder: 2023)] **Network: N101 [PM (Network Folder: Existing)]**

New Site
Site Category: (None)
Roundabout

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h]	HV] %	ARRIVAL FLOWS [Total veh/h]	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh]	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
SouthEast: Safety Bay Rd (SE)														
5	T1	377	9.4	377	9.4	0.394	4.0	LOS A	3.2	25.6	0.44	0.53	0.44	47.6
6	R2	112	9.4	112	9.4	0.394	7.7	LOS A	3.2	25.6	0.44	0.53	0.44	29.2
6u	U	5	9.4	5	9.4	0.394	9.6	LOS A	3.2	25.6	0.44	0.53	0.44	27.9
Approach		494	9.4	494	9.4	0.394	4.9	LOS A	3.2	25.6	0.44	0.53	0.44	45.8
NorthEast: Malibu Rd (NE)														
7	L2	129	8.4	129	8.4	0.445	11.1	LOS B	3.5	28.2	0.92	0.99	1.03	14.9
9	R2	118	8.4	118	8.4	0.445	15.2	LOS B	3.5	28.2	0.92	0.99	1.03	40.3
9u	U	2	8.4	2	8.4	0.445	17.1	LOS B	3.5	28.2	0.92	0.99	1.03	18.9
Approach		249	8.4	249	8.4	0.445	13.1	LOS B	3.5	28.2	0.92	0.99	1.03	33.3
NorthWest: Safety Bay Rd (NW)														
10	L2	155	10.0	155	10.0	0.705	5.6	LOS A	7.6	62.2	0.59	0.54	0.59	47.1
11	T1	744	10.0	744	10.0	0.705	5.8	LOS A	7.6	62.2	0.59	0.54	0.59	48.6
12u	U	1	10.0	1	10.0	0.705	11.6	LOS B	7.6	62.2	0.59	0.54	0.59	51.1
Approach		900	10.0	900	10.0	0.705	5.7	LOS A	7.6	62.2	0.59	0.54	0.59	48.3
All Vehicles		1643	9.6	1643	9.6	0.705	6.6	LOS A	7.6	62.2	0.59	0.60	0.61	45.6

MOVEMENT SUMMARY

Site: 101 [Malibu Rd / Crossover 1 AM 2026 (Site Folder: 2026)]

Network: N101 [AM (Network Folder: 2026)]

New Site
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
SouthEast: Crossover 1 (SE)														
4	L2	16	2.0	16	2.0	0.037	0.9	LOS A	0.1	0.9	0.40	0.34	0.40	12.4
6	R2	16	2.0	16	2.0	0.037	3.7	LOS A	0.1	0.9	0.40	0.34	0.40	47.7
Approach		32	2.0	32	2.0	0.037	2.3	LOS A	0.1	0.9	0.40	0.34	0.40	43.0
NorthEast: Malibu Road (NE)														
7	L2	21	2.0	21	2.0	0.161	5.6	LOS A	0.0	0.0	0.00	0.04	0.00	57.7
8	T1	268	8.4	268	8.4	0.161	0.0	LOS A	0.0	0.0	0.00	0.04	0.00	59.1
Approach		289	7.9	289	7.9	0.161	0.5	NA	0.0	0.0	0.00	0.04	0.00	59.0
SouthWest: Malibu Road (SW)														
2	T1	329	8.6	329	8.6	0.199	0.1	LOS A	0.2	1.5	0.06	0.04	0.06	59.2
3	R2	21	2.0	21	2.0	0.199	5.2	LOS A	0.2	1.5	0.06	0.04	0.06	45.1
Approach		351	8.2	351	8.2	0.199	0.4	NA	0.2	1.5	0.06	0.04	0.06	59.1
All Vehicles		672	7.8	672	7.8	0.199	0.5	NA	0.2	1.5	0.05	0.05	0.05	58.5

MOVEMENT SUMMARY

Site: 101 [Malibu Rd / Crossover 2 AM 2026 (Site Folder: 2026)]

Network: N101 [AM (Network Folder: 2026)]

New Site
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
SouthEast: Crossover 2 (SE)														
4	L2	2	2.0	2	2.0	0.056	0.9	LOS A	0.2	1.3	0.48	0.49	0.48	10.2
6	R2	37	2.0	37	2.0	0.056	3.6	LOS A	0.2	1.3	0.48	0.49	0.48	10.2
Approach		39	2.0	39	2.0	0.056	3.4	LOS A	0.2	1.3	0.48	0.49	0.48	10.2
NorthEast: Malibu Road (NE)														
7	L2	40	2.0	40	2.0	0.167	4.1	LOS A	0.0	0.0	0.00	0.08	0.00	44.7
8	T1	245	12.0	245	12.0	0.167	0.0	LOS A	0.0	0.0	0.00	0.08	0.00	51.5
Approach		285	10.6	285	10.6	0.167	0.6	NA	0.0	0.0	0.00	0.08	0.00	50.3
SouthWest: Malibu Road (SW)														
2	T1	314	8.6	314	8.6	0.185	0.1	LOS A	0.1	1.1	0.05	0.02	0.05	52.4
3	R2	15	2.0	15	2.0	0.185	3.7	LOS A	0.1	1.1	0.05	0.02	0.05	37.8
Approach		328	8.3	328	8.3	0.185	0.2	NA	0.1	1.1	0.05	0.02	0.05	51.2
All Vehicles		653	8.9	653	8.9	0.185	0.6	NA	0.2	1.3	0.05	0.08	0.05	45.8

MOVEMENT SUMMARY

Site: 101 [Malibu Rd / Crossover 3 AM 2026 (Site Folder: 2026)]

Network: N101 [AM (Network Folder: 2026)]

New Site
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
SouthEast: Crossover 3 (SE)														
4	L2	3	2.0	3	2.0	0.011	0.8	LOS A	0.0	0.3	0.40	0.36	0.40	13.1
6	R2	6	2.0	6	2.0	0.011	3.7	LOS A	0.0	0.3	0.40	0.36	0.40	13.1
Approach		9	2.0	9	2.0	0.011	2.7	LOS A	0.0	0.3	0.40	0.36	0.40	13.1
NorthEast: Malibu Rd (NE)														
8	T1	247	8.4	247	8.4	0.138	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
Approach		247	8.4	247	8.4	0.138	0.0	NA	0.0	0.0	0.00	0.00	0.00	59.9
SouthWest: Malibu Rd (SW)														
2	T1	322	8.6	322	8.6	0.180	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
Approach		322	8.6	322	8.6	0.180	0.0	NA	0.0	0.0	0.00	0.00	0.00	59.9
All Vehicles		579	8.4	579	8.4	0.180	0.0	NA	0.0	0.3	0.01	0.01	0.01	57.7

MOVEMENT SUMMARY

Site: 101 [Safety Bay Rd / Crossover 4 AM 2026 (Site Folder: 2026)]

Network: N101 [AM (Network Folder: 2026)]

New Site
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
SouthEast: Safety Bay Rd (SE)														
5	T1	651	9.4	651	9.4	0.381	0.3	LOS A	0.5	4.4	0.08	0.03	0.10	51.7
6	R2	29	2.0	29	2.0	0.381	7.9	LOS A	0.5	4.4	0.08	0.03	0.10	44.3
Approach		680	9.1	680	9.1	0.381	0.6	NA	0.5	4.4	0.08	0.03	0.10	51.1
NorthEast: Crossover 4 (NE)														
7	L2	14	2.0	14	2.0	0.037	2.0	LOS A	0.1	0.9	0.56	0.49	0.56	12.4
9	R2	6	2.0	6	2.0	0.037	11.2	LOS B	0.1	0.9	0.56	0.49	0.56	12.4
Approach		20	2.0	20	2.0	0.037	4.9	LOS A	0.1	0.9	0.56	0.49	0.56	12.4
NorthWest: Safety Bay Rd (NW)														
10	L2	15	2.0	15	2.0	0.273	4.1	LOS A	0.0	0.0	0.00	0.02	0.00	30.4
11	T1	493	10.0	493	10.0	0.273	0.0	LOS A	0.0	0.0	0.00	0.02	0.00	57.9
Approach		507	9.8	507	9.8	0.273	0.1	NA	0.0	0.0	0.00	0.02	0.00	55.8
All Vehicles		1207	9.3	1207	9.3	0.381	0.5	NA	0.5	4.4	0.06	0.03	0.07	51.1

MOVEMENT SUMMARY

Site: 101 [Safety Bay Rd / Crossover 5 AM 2026 (Site Folder: 2026)]

Network: N101 [AM (Network Folder: 2026)]

New Site
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h]	HV [ ] %	ARRIVAL FLOWS [Total veh/h]	HV [ ] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh]	Dist [ ] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
SouthEast: Safety Bay Rd (SE)														
5	T1	678	9.4	678	9.4	0.366	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	59.8
Approach		678	9.4	678	9.4	0.366	0.1	NA	0.0	0.0	0.00	0.00	0.00	59.8
NorthEast: Crossover 5 (NE)														
7	L2	24	2.0	24	2.0	0.049	2.2	LOS A	0.2	1.2	0.55	0.49	0.55	46.1
9	R2	6	2.0	6	2.0	0.049	12.0	LOS B	0.2	1.2	0.55	0.49	0.55	9.8
Approach		31	2.0	31	2.0	0.049	4.3	LOS A	0.2	1.2	0.55	0.49	0.55	44.3
NorthWest: Safety Bay Rd (NW)														
11	T1	520	10.0	520	10.0	0.283	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.8
Approach		520	10.0	520	10.0	0.283	0.0	NA	0.0	0.0	0.00	0.00	0.00	59.8
All Vehicles		1228	9.5	1228	9.5	0.366	0.2	NA	0.2	1.2	0.01	0.01	0.01	59.4

MOVEMENT SUMMARY

Site: 101 [Safety Bay Rd / Malibu Rd AM 2026 (Site Folder: 2026)]

Network: N101 [AM (Network Folder: 2026)]

New Site
Site Category: (None)
Roundabout

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h]	HV [ ] %	ARRIVAL FLOWS [Total veh/h]	HV [ ] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh]	Dist [ ] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
SouthEast: Safety Bay Rd (SE)														
5	T1	506	9.4	506	9.4	0.525	4.3	LOS A	4.7	37.8	0.52	0.55	0.52	47.3
6	R2	149	9.4	149	9.4	0.525	8.0	LOS A	4.7	37.8	0.52	0.55	0.52	27.2
6u	U	2	9.4	2	9.4	0.525	9.9	LOS A	4.7	37.8	0.52	0.55	0.52	27.2
Approach		658	9.4	658	9.4	0.525	5.2	LOS A	4.7	37.8	0.52	0.55	0.52	45.9
NorthEast: Malibu Rd (NE)														
7	L2	113	8.4	113	8.4	0.293	5.7	LOS A	1.9	15.5	0.67	0.75	0.67	21.5
9	R2	136	8.4	136	8.4	0.293	9.8	LOS A	1.9	15.5	0.67	0.75	0.67	44.9
9u	U	2	8.4	2	8.4	0.293	11.6	LOS B	1.9	15.5	0.67	0.75	0.67	21.5
Approach		251	8.4	251	8.4	0.293	8.0	LOS A	1.9	15.5	0.67	0.75	0.67	40.6
NorthWest: Safety Bay Rd (NW)														
10	L2	171	10.0	171	10.0	0.476	5.4	LOS A	3.5	28.7	0.48	0.55	0.48	49.4
11	T1	393	10.0	393	10.0	0.476	5.6	LOS A	3.5	28.7	0.48	0.55	0.48	49.4
12u	U	1	10.0	1	10.0	0.476	11.5	LOS B	3.5	28.7	0.48	0.55	0.48	51.6
Approach		564	10.0	564	10.0	0.476	5.5	LOS A	3.5	28.7	0.48	0.55	0.48	49.5
All Vehicles		1473	9.5	1473	9.5	0.525	5.8	LOS A	4.7	37.8	0.53	0.58	0.53	46.6

MOVEMENT SUMMARY

Site: 101 [Malibu Rd / Crossover 1 PM 2026 (Site Folder: 2026)] — **Network: N101 [PM (Network Folder: 2026)]**

New Site
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h]	HV %	ARRIVAL FLOWS [Total veh/h]	HV %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh]	Dist m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
SouthEast: Crossover 1 (SE)														
4	L2	16	2.0	16	2.0	0.041	1.2	LOS A	0.1	1.0	0.45	0.40	0.45	11.4
6	R2	16	2.0	16	2.0	0.041	4.5	LOS A	0.1	1.0	0.45	0.40	0.45	47.1
Approach		32	2.0	32	2.0	0.041	2.9	LOS A	0.1	1.0	0.45	0.40	0.45	42.0
NorthEast: Malibu Road (NE)														
7	L2	15	2.0	15	2.0	0.197	5.7	LOS A	0.0	0.0	0.00	0.02	0.00	58.0
8	T1	341	8.4	341	8.4	0.197	0.1	LOS A	0.0	0.0	0.00	0.02	0.00	59.4
Approach		356	8.1	356	8.1	0.197	0.3	NA	0.0	0.0	0.00	0.02	0.00	59.4
SouthWest: Malibu Road (SW)														
2	T1	361	8.6	361	8.6	0.212	0.1	LOS A	0.1	1.2	0.05	0.02	0.05	59.4
3	R2	15	2.0	15	2.0	0.212	5.6	LOS A	0.1	1.2	0.05	0.02	0.05	46.0
Approach		376	8.3	376	8.3	0.212	0.3	NA	0.1	1.2	0.05	0.02	0.05	59.3
All Vehicles		763	8.0	763	8.0	0.212	0.4	NA	0.1	1.2	0.04	0.04	0.04	58.8

MOVEMENT SUMMARY

Site: 101 [Malibu Rd / Crossover 2 PM 2026 (Site Folder: 2026)] — **Network: N101 [PM (Network Folder: 2026)]**

New Site
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h]	HV %	ARRIVAL FLOWS [Total veh/h]	HV %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh]	Dist m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
SouthEast: Crossover 2 (SE)														
4	L2	13	2.0	13	2.0	0.125	1.0	LOS A	0.4	3.2	0.50	0.54	0.50	9.9
6	R2	74	2.0	74	2.0	0.125	4.2	LOS A	0.4	3.2	0.50	0.54	0.50	9.9
Approach		86	2.0	86	2.0	0.125	3.7	LOS A	0.4	3.2	0.50	0.54	0.50	9.9
NorthEast: Malibu Road (NE)														
7	L2	84	2.0	84	2.0	0.209	4.1	LOS A	0.0	0.0	0.00	0.14	0.00	41.8
8	T1	274	12.0	274	12.0	0.209	0.0	LOS A	0.0	0.0	0.00	0.14	0.00	47.2
Approach		358	9.6	358	9.6	0.209	1.0	NA	0.0	0.0	0.00	0.14	0.00	45.7
SouthWest: Malibu Road (SW)														
2	T1	301	8.6	301	8.6	0.193	0.3	LOS A	0.3	2.5	0.12	0.05	0.12	44.0
3	R2	32	2.0	32	2.0	0.193	4.1	LOS A	0.3	2.5	0.12	0.05	0.12	34.2
Approach		333	8.0	333	8.0	0.193	0.6	NA	0.3	2.5	0.12	0.05	0.12	42.5
All Vehicles		777	8.1	777	8.1	0.209	1.1	NA	0.4	3.2	0.10	0.15	0.10	38.1

MOVEMENT SUMMARY

Site: 101 [Malibu Rd / Crossover 3 PM 2026 (Site Folder: 2026)] — **Network: N101 [PM (Network Folder: 2026)]**

New Site
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h]	HV %	ARRIVAL FLOWS [Total veh/h]	HV %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh]	Dist m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
SouthEast: Crossover 3 (SE)														
4	L2	6	2.0	6	2.0	0.021	1.0	LOS A	0.1	0.5	0.42	0.39	0.42	13.0
6	R2	11	2.0	11	2.0	0.021	4.0	LOS A	0.1	0.5	0.42	0.39	0.42	13.0
Approach		17	2.0	17	2.0	0.021	2.8	LOS A	0.1	0.5	0.42	0.39	0.42	13.0
NorthEast: Malibu Rd (NE)														
8	T1	286	8.4	286	8.4	0.167	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
Approach		286	8.4	286	8.4	0.167	0.0	NA	0.0	0.0	0.00	0.00	0.00	59.9
SouthWest: Malibu Rd (SW)														
2	T1	322	8.6	322	8.6	0.180	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
Approach		322	8.6	322	8.6	0.180	0.0	NA	0.0	0.0	0.00	0.00	0.00	59.9
All Vehicles		625	8.3	625	8.3	0.180	0.1	NA	0.1	0.5	0.01	0.01	0.01	56.2

MOVEMENT SUMMARY

Site: 101 [Safety Bay Rd / Crossover 4 PM 2026 (Site Folder: 2026)] — **Network: N101 [PM (Network Folder: 2026)]**

New Site
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h]	HV %	ARRIVAL FLOWS [Total veh/h]	HV %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh]	Dist m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
SouthEast: Safety Bay Rd (SE)														
5	T1	531	9.4	531	9.4	0.425	3.8	LOS A	2.8	22.6	0.40	0.09	0.58	26.6
6	R2	63	2.0	63	2.0	0.425	16.3	LOS C	2.8	22.6	0.40	0.09	0.58	28.3
Approach		594	8.6	594	8.6	0.425	5.2	NA	2.8	22.6	0.40	0.09	0.58	26.8
NorthEast: Crossover 4 (NE)														
7	L2	29	2.0	29	2.0	0.181	7.2	LOS A	0.5	4.1	0.84	0.86	0.86	7.3
9	R2	15	2.0	15	2.0	0.181	27.4	LOS D	0.5	4.1	0.84	0.86	0.86	7.3
Approach		44	2.0	44	2.0	0.181	14.0	LOS B	0.5	4.1	0.84	0.86	0.86	7.3
NorthWest: Safety Bay Rd (NW)														
10	L2	32	2.0	32	2.0	0.513	4.1	LOS A	0.0	0.0	0.00	0.02	0.00	30.2
11	T1	923	10.0	923	10.0	0.513	0.0	LOS A	0.0	0.0	0.00	0.02	0.00	57.4
Approach		955	9.7	955	9.7	0.513	0.2	NA	0.0	0.0	0.00	0.02	0.00	55.0
All Vehicles		1593	9.1	1593	9.1	0.513	2.4	NA	2.8	22.6	0.17	0.07	0.24	35.8

MOVEMENT SUMMARY

Site: 101 [Safety Bay Rd / Crossover 5 PM 2026 (Site Folder: 2026)] — Network: N101 [PM (Network Folder: 2026)]

New Site
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h]	HV] %	ARRIVAL FLOWS [Total veh/h]	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh]	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
SouthEast: Safety Bay Rd (SE)														
5	T1	581	9.4	581	9.4	0.314	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	59.8
Approach		581	9.4	581	9.4	0.314	0.1	NA	0.0	0.0	0.00	0.00	0.00	59.8
NorthEast: Crossover 5 (NE)														
7	L2	51	2.0	51	2.0	0.245	9.0	LOS A	0.8	5.9	0.84	0.91	0.93	37.3
9	R2	15	2.0	15	2.0	0.245	30.6	LOS D	0.8	5.9	0.84	0.91	0.93	4.5
Approach		65	2.0	65	2.0	0.245	13.9	LOS B	0.8	5.9	0.84	0.91	0.93	34.2
NorthWest: Safety Bay Rd (NW)														
11	T1	964	10.0	964	10.0	0.524	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.5
Approach		964	10.0	964	10.0	0.524	0.0	NA	0.0	0.0	0.00	0.00	0.00	59.5
All Vehicles		1611	9.5	1611	9.5	0.524	0.6	NA	0.8	5.9	0.03	0.04	0.04	58.3

MOVEMENT SUMMARY

Site: 101 [Safety Bay Rd / Malibu Rd PM 2026 (Site Folder: 2026)] — Network: N101 [PM (Network Folder: 2026)]

New Site
Site Category: (None)
Roundabout

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h]	HV] %	ARRIVAL FLOWS [Total veh/h]	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh]	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
SouthEast: Safety Bay Rd (SE)														
5	T1	418	9.4	418	9.4	0.449	4.2	LOS A	3.8	31.0	0.51	0.55	0.51	47.4
6	R2	122	9.4	122	9.4	0.449	7.9	LOS A	3.8	31.0	0.51	0.55	0.51	27.3
6u	U	5	9.4	5	9.4	0.449	9.8	LOS A	3.8	31.0	0.51	0.55	0.51	27.3
Approach		545	9.4	545	9.4	0.449	5.1	LOS A	3.8	31.0	0.51	0.55	0.51	46.0
NorthEast: Malibu Rd (NE)														
7	L2	151	8.4	151	8.4	0.590	16.3	LOS B	5.7	46.1	1.00	1.13	1.33	11.4
9	R2	139	8.4	139	8.4	0.590	20.4	LOS C	5.7	46.1	1.00	1.13	1.33	36.6
9u	U	2	8.4	2	8.4	0.590	22.3	LOS C	5.7	46.1	1.00	1.13	1.33	11.4
Approach		292	8.4	292	8.4	0.590	18.3	LOS B	5.7	46.1	1.00	1.13	1.33	28.9
NorthWest: Safety Bay Rd (NW)														
10	L2	198	10.0	198	10.0	0.790	6.0	LOS A	10.3	83.9	0.74	0.58	0.74	47.7
11	T1	798	10.0	798	10.0	0.790	6.2	LOS A	10.3	83.9	0.74	0.58	0.74	47.7
12u	U	1	10.0	1	10.0	0.790	12.1	LOS B	10.3	83.9	0.74	0.58	0.74	50.6
Approach		997	10.0	997	10.0	0.790	6.1	LOS A	10.3	83.9	0.74	0.58	0.74	47.7
All Vehicles		1834	9.6	1834	9.6	0.790	7.8	LOS A	10.3	83.9	0.71	0.66	0.76	44.2

MOVEMENT SUMMARY

Site: 101 [Malibu Rd / Crossover 1 AM 2036 (Site Folder: 2036)]

Network: N101 [AM (Network Folder: 2036)]

New Site
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
SouthEast: Crossover 1 (SE)														
4	L2	16	2.0	16	2.0	0.039	1.0	LOS A	0.1	1.0	0.42	0.37	0.42	11.8
6	R2	16	2.0	16	2.0	0.039	4.2	LOS A	0.1	1.0	0.42	0.37	0.42	47.4
Approach		32	2.0	32	2.0	0.039	2.6	LOS A	0.1	1.0	0.42	0.37	0.42	42.5
NorthEast: Malibu Road (NE)														
7	L2	21	2.0	21	2.0	0.174	5.6	LOS A	0.0	0.0	0.00	0.04	0.00	57.7
8	T1	293	8.4	293	8.4	0.174	0.0	LOS A	0.0	0.0	0.00	0.04	0.00	59.1
Approach		314	8.0	314	8.0	0.174	0.4	NA	0.0	0.0	0.00	0.04	0.00	59.0
SouthWest: Malibu Road (SW)														
2	T1	359	8.6	359	8.6	0.215	0.1	LOS A	0.2	1.6	0.06	0.03	0.06	59.3
3	R2	21	2.0	21	2.0	0.215	5.3	LOS A	0.2	1.6	0.06	0.03	0.06	45.2
Approach		380	8.2	380	8.2	0.215	0.4	NA	0.2	1.6	0.06	0.03	0.06	59.1
All Vehicles		725	7.8	725	7.8	0.215	0.5	NA	0.2	1.6	0.05	0.05	0.05	58.6

MOVEMENT SUMMARY

Site: 101 [Malibu Rd / Crossover 2 AM 2036 (Site Folder: 2036)]

Network: N101 [AM (Network Folder: 2036)]

New Site
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
SouthEast: Crossover 2 (SE)														
4	L2	2	2.0	2	2.0	0.059	1.0	LOS A	0.2	1.4	0.50	0.53	0.50	9.6
6	R2	37	2.0	37	2.0	0.059	4.0	LOS A	0.2	1.4	0.50	0.53	0.50	9.6
Approach		39	2.0	39	2.0	0.059	3.9	LOS A	0.2	1.4	0.50	0.53	0.50	9.6
NorthEast: Malibu Road (NE)														
7	L2	40	2.0	40	2.0	0.181	4.1	LOS A	0.0	0.0	0.00	0.08	0.00	45.0
8	T1	268	12.0	268	12.0	0.181	0.0	LOS A	0.0	0.0	0.00	0.08	0.00	52.0
Approach		308	10.7	308	10.7	0.181	0.5	NA	0.0	0.0	0.00	0.08	0.00	50.9
SouthWest: Malibu Road (SW)														
2	T1	344	8.6	344	8.6	0.202	0.1	LOS A	0.1	1.1	0.05	0.02	0.05	52.5
3	R2	15	2.0	15	2.0	0.202	3.8	LOS A	0.1	1.1	0.05	0.02	0.05	37.8
Approach		359	8.3	359	8.3	0.202	0.2	NA	0.1	1.1	0.05	0.02	0.05	51.4
All Vehicles		706	9.0	706	9.0	0.202	0.6	NA	0.2	1.4	0.05	0.07	0.05	46.1

MOVEMENT SUMMARY

Site: 101 [Malibu Rd / Crossover 3 AM 2036 (Site Folder: 2036)]

Network: N101 [AM (Network Folder: 2036)]

New Site
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
SouthEast: Crossover 3 (SE)														
4	L2	3	2.0	3	2.0	0.012	0.9	LOS A	0.0	0.3	0.42	0.39	0.42	12.7
6	R2	6	2.0	6	2.0	0.012	4.1	LOS A	0.0	0.3	0.42	0.39	0.42	12.7
Approach		9	2.0	9	2.0	0.012	3.0	LOS A	0.0	0.3	0.42	0.39	0.42	12.7
NorthEast: Malibu Rd (NE)														
8	T1	272	8.4	272	8.4	0.152	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
Approach		272	8.4	272	8.4	0.152	0.0	NA	0.0	0.0	0.00	0.00	0.00	59.9
SouthWest: Malibu Rd (SW)														
2	T1	353	8.6	353	8.6	0.197	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
Approach		353	8.6	353	8.6	0.197	0.0	NA	0.0	0.0	0.00	0.00	0.00	59.9
All Vehicles		634	8.4	634	8.4	0.197	0.0	NA	0.0	0.3	0.01	0.01	0.01	57.8

MOVEMENT SUMMARY

Site: 101 [Safety Bay Rd / Crossover 4 AM 2036 (Site Folder: 2036)]

Network: N101 [AM (Network Folder: 2036)]

New Site
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
SouthEast: Safety Bay Rd (SE)														
5	T1	717	9.4	717	9.4	0.420	0.4	LOS A	0.7	5.3	0.09	0.03	0.12	51.0
6	R2	29	2.0	29	2.0	0.420	8.7	LOS A	0.7	5.3	0.09	0.03	0.12	43.9
Approach		746	9.1	746	9.1	0.420	0.7	NA	0.7	5.3	0.09	0.03	0.12	50.5
NorthEast: Crossover 4 (NE)														
7	L2	14	2.0	14	2.0	0.044	2.4	LOS A	0.1	1.0	0.62	0.55	0.62	11.3
9	R2	6	2.0	6	2.0	0.044	14.4	LOS B	0.1	1.0	0.62	0.55	0.62	11.3
Approach		20	2.0	20	2.0	0.044	6.2	LOS A	0.1	1.0	0.62	0.55	0.62	11.3
NorthWest: Safety Bay Rd (NW)														
10	L2	15	2.0	15	2.0	0.300	4.1	LOS A	0.0	0.0	0.00	0.02	0.00	30.4
11	T1	543	10.0	543	10.0	0.300	0.0	LOS A	0.0	0.0	0.00	0.02	0.00	58.1
Approach		558	9.8	558	9.8	0.300	0.1	NA	0.0	0.0	0.00	0.02	0.00	56.1
All Vehicles		1324	9.3	1324	9.3	0.420	0.5	NA	0.7	5.3	0.06	0.03	0.07	50.8

MOVEMENT SUMMARY

Site: 101 [Safety Bay Rd / Crossover 5 AM 2036 (Site Folder: 2036)]

Network: N101 [AM (Network Folder: 2036)]

New Site
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
SouthEast: Safety Bay Rd (SE)														
5	T1	744	9.4	744	9.4	0.402	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	59.7
Approach		744	9.4	744	9.4	0.402	0.1	NA	0.0	0.0	0.00	0.00	0.00	59.7
NorthEast: Crossover 5 (NE)														
7	L2	24	2.0	24	2.0	0.057	2.6	LOS A	0.2	1.4	0.59	0.54	0.59	45.0
9	R2	6	2.0	6	2.0	0.057	15.4	LOS C	0.2	1.4	0.59	0.54	0.59	8.7
Approach		31	2.0	31	2.0	0.057	5.2	LOS A	0.2	1.4	0.59	0.54	0.59	43.0
NorthWest: Safety Bay Rd (NW)														
11	T1	572	10.0	572	10.0	0.311	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.8
Approach		572	10.0	572	10.0	0.311	0.0	NA	0.0	0.0	0.00	0.00	0.00	59.8
All Vehicles		1346	9.5	1346	9.5	0.402	0.2	NA	0.2	1.4	0.01	0.01	0.01	59.3

MOVEMENT SUMMARY

Site: 101 [Safety Bay Rd / Malibu Rd AM 2036 (Site Folder: 2036)]

Network: N101 [AM (Network Folder: 2036)]

New Site
Site Category: (None)
Roundabout

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
SouthEast: Safety Bay Rd (SE)														
5	T1	558	9.4	558	9.4	0.586	4.5	LOS A	5.7	45.8	0.59	0.58	0.59	47.0
6	R2	164	9.4	164	9.4	0.586	8.2	LOS A	5.7	45.8	0.59	0.58	0.59	26.5
6u	U	2	9.4	2	9.4	0.586	10.1	LOS B	5.7	45.8	0.59	0.58	0.59	26.5
Approach		724	9.4	724	9.4	0.586	5.4	LOS A	5.7	45.8	0.59	0.58	0.59	45.6
NorthEast: Malibu Rd (NE)														
7	L2	123	8.4	123	8.4	0.335	6.1	LOS A	2.3	18.4	0.72	0.78	0.72	20.7
9	R2	148	8.4	148	8.4	0.335	10.2	LOS B	2.3	18.4	0.72	0.78	0.72	44.5
9u	U	2	8.4	2	8.4	0.335	12.1	LOS B	2.3	18.4	0.72	0.78	0.72	20.7
Approach		274	8.4	274	8.4	0.335	8.4	LOS A	2.3	18.4	0.72	0.78	0.72	40.0
NorthWest: Safety Bay Rd (NW)														
10	L2	186	10.0	186	10.0	0.531	5.6	LOS A	4.2	34.6	0.54	0.57	0.54	49.1
11	T1	432	10.0	432	10.0	0.531	5.8	LOS A	4.2	34.6	0.54	0.57	0.54	49.1
12u	U	1	10.0	1	10.0	0.531	11.7	LOS B	4.2	34.6	0.54	0.57	0.54	51.4
Approach		619	10.0	619	10.0	0.531	5.7	LOS A	4.2	34.6	0.54	0.57	0.54	49.1
All Vehicles		1617	9.5	1617	9.5	0.586	6.0	LOS A	5.7	45.8	0.59	0.61	0.59	46.2

MOVEMENT SUMMARY

Site: 101 [Malibu Rd / Crossover 1 PM 2036 (Site Folder: 2036)] — **Network: N101 [PM (Network Folder: 2036)]**

New Site
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
SouthEast: Crossover 1 (SE)														
4	L2	16	2.0	16	2.0	0.043	1.4	LOS A	0.1	1.1	0.48	0.43	0.48	10.8
6	R2	16	2.0	16	2.0	0.043	5.0	LOS A	0.1	1.1	0.48	0.43	0.48	46.7
Approach		32	2.0	32	2.0	0.043	3.2	LOS A	0.1	1.1	0.48	0.43	0.48	41.4
NorthEast: Malibu Road (NE)														
7	L2	15	2.0	15	2.0	0.213	5.7	LOS A	0.0	0.0	0.00	0.02	0.00	58.0
8	T1	368	8.4	368	8.4	0.213	0.1	LOS A	0.0	0.0	0.00	0.02	0.00	59.4
Approach		383	8.2	383	8.2	0.213	0.3	NA	0.0	0.0	0.00	0.02	0.00	59.4
SouthWest: Malibu Road (SW)														
2	T1	389	8.6	389	8.6	0.228	0.1	LOS A	0.2	1.3	0.05	0.02	0.05	59.4
3	R2	15	2.0	15	2.0	0.228	5.8	LOS A	0.2	1.3	0.05	0.02	0.05	46.0
Approach		404	8.4	404	8.4	0.228	0.3	NA	0.2	1.3	0.05	0.02	0.05	59.3
All Vehicles		819	8.0	819	8.0	0.228	0.4	NA	0.2	1.3	0.04	0.04	0.04	58.8

MOVEMENT SUMMARY

Site: 101 [Malibu Rd / Crossover 2 PM 2036 (Site Folder: 2036)] — **Network: N101 [PM (Network Folder: 2036)]**

New Site
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
SouthEast: Crossover 2 (SE)														
4	L2	13	2.0	13	2.0	0.134	1.2	LOS A	0.4	3.4	0.52	0.56	0.52	9.3
6	R2	74	2.0	74	2.0	0.134	4.7	LOS A	0.4	3.4	0.52	0.56	0.52	9.3
Approach		86	2.0	86	2.0	0.134	4.2	LOS A	0.4	3.4	0.52	0.56	0.52	9.3
NorthEast: Malibu Road (NE)														
7	L2	84	2.0	84	2.0	0.224	4.1	LOS A	0.0	0.0	0.00	0.13	0.00	42.3
8	T1	300	12.0	300	12.0	0.224	0.0	LOS A	0.0	0.0	0.00	0.13	0.00	47.9
Approach		384	9.8	384	9.8	0.224	0.9	NA	0.0	0.0	0.00	0.13	0.00	46.4
SouthWest: Malibu Road (SW)														
2	T1	331	8.6	331	8.6	0.210	0.3	LOS A	0.3	2.6	0.11	0.05	0.11	44.0
3	R2	32	2.0	32	2.0	0.210	4.3	LOS A	0.3	2.6	0.11	0.05	0.11	34.2
Approach		362	8.0	362	8.0	0.210	0.6	NA	0.3	2.6	0.11	0.05	0.11	42.6
All Vehicles		833	8.2	833	8.2	0.224	1.1	NA	0.4	3.4	0.10	0.14	0.10	38.4

MOVEMENT SUMMARY

Site: 101 [Malibu Rd / Crossover 3 PM 2036 (Site Folder: 2036)] — **Network: N101 [PM (Network Folder: 2036)]**

New Site
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h]	HV] %	ARRIVAL FLOWS [Total veh/h]	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh]	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
SouthEast: Crossover 3 (SE)														
4	L2	6	2.0	6	2.0	0.025	1.1	LOS A	0.1	0.5	0.44	0.42	0.44	12.5
6	R2	11	2.0	11	2.0	0.025	4.4	LOS A	0.1	0.5	0.44	0.42	0.44	12.5
Approach		17	2.0	17	2.0	0.025	3.2	LOS A	0.1	0.5	0.44	0.42	0.44	12.5
NorthEast: Malibu Rd (NE)														
8	T1	313	8.4	313	8.4	0.248	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.8
Approach		313	8.4	313	8.4	0.248	0.0	NA	0.0	0.0	0.00	0.00	0.00	59.8
SouthWest: Malibu Rd (SW)														
2	T1	352	8.6	352	8.6	0.196	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
Approach		352	8.6	352	8.6	0.196	0.0	NA	0.0	0.0	0.00	0.00	0.00	59.9
All Vehicles		681	8.3	681	8.3	0.248	0.1	NA	0.1	0.5	0.01	0.01	0.01	56.3

MOVEMENT SUMMARY

Site: 101 [Safety Bay Rd / Crossover 4 PM 2036 (Site Folder: 2036)] — **Network: N101 [PM (Network Folder: 2036)]**

New Site
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h]	HV] %	ARRIVAL FLOWS [Total veh/h]	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh]	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
SouthEast: Safety Bay Rd (SE)														
5	T1	584	9.4	584	9.4	0.491	5.7	LOS A	4.1	32.7	0.46	0.09	0.70	21.8
6	R2	63	2.0	63	2.0	0.491	21.1	LOS C	4.1	32.7	0.46	0.09	0.70	24.4
Approach		647	8.7	647	8.7	0.491	7.2	NA	4.1	32.7	0.46	0.09	0.70	22.2
NorthEast: Crossover 4 (NE)														
7	L2	29	2.0	29	2.0	0.256	11.1	LOS B	0.8	5.8	0.90	0.96	0.99	5.4
9	R2	15	2.0	15	2.0	0.256	42.5	LOS E	0.8	5.8	0.90	0.96	0.99	5.4
Approach		44	2.0	44	2.0	0.256	21.6	LOS C	0.8	5.8	0.90	0.96	0.99	5.4
NorthWest: Safety Bay Rd (NW)														
10	L2	32	2.0	32	2.0	0.564	4.1	LOS A	0.0	0.0	0.00	0.02	0.00	30.2
11	T1	1018	10.0	1018	10.0	0.564	0.0	LOS A	0.0	0.0	0.00	0.02	0.00	57.5
Approach		1049	9.8	1049	9.8	0.564	0.2	NA	0.0	0.0	0.00	0.02	0.00	55.3
All Vehicles		1741	9.2	1741	9.2	0.564	3.3	NA	4.1	32.7	0.19	0.07	0.29	31.7

MOVEMENT SUMMARY

Site: 101 [Safety Bay Rd / Crossover 5 PM 2036 (Site Folder: 2036)] **Network: N101 [PM (Network Folder: 2036)]**

New Site
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
SouthEast: Safety Bay Rd (SE)														
5	T1	635	9.4	635	9.4	0.343	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	59.8
Approach		635	9.4	635	9.4	0.343	0.1	NA	0.0	0.0	0.00	0.00	0.00	59.8
NorthEast: Crossover 5 (NE)														
7	L2	51	2.0	51	2.0	0.342	13.8	LOS B	1.1	8.2	0.90	1.01	1.07	32.4
9	R2	15	2.0	15	2.0	0.342	47.8	LOS E	1.1	8.2	0.90	1.01	1.07	3.2
Approach		65	2.0	65	2.0	0.342	21.5	LOS C	1.1	8.2	0.90	1.01	1.07	29.1
NorthWest: Safety Bay Rd (NW)														
11	T1	1060	10.0	1060	10.0	0.576	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.4
Approach		1060	10.0	1060	10.0	0.576	0.0	NA	0.0	0.0	0.00	0.00	0.00	59.4
All Vehicles		1760	9.5	1760	9.5	0.576	0.9	NA	1.1	8.2	0.03	0.04	0.04	57.8

MOVEMENT SUMMARY

Site: 101 [Safety Bay Rd / Malibu Rd PM 2036 (Site Folder: 2036)] **Network: N101 [PM (Network Folder: 2036)]**

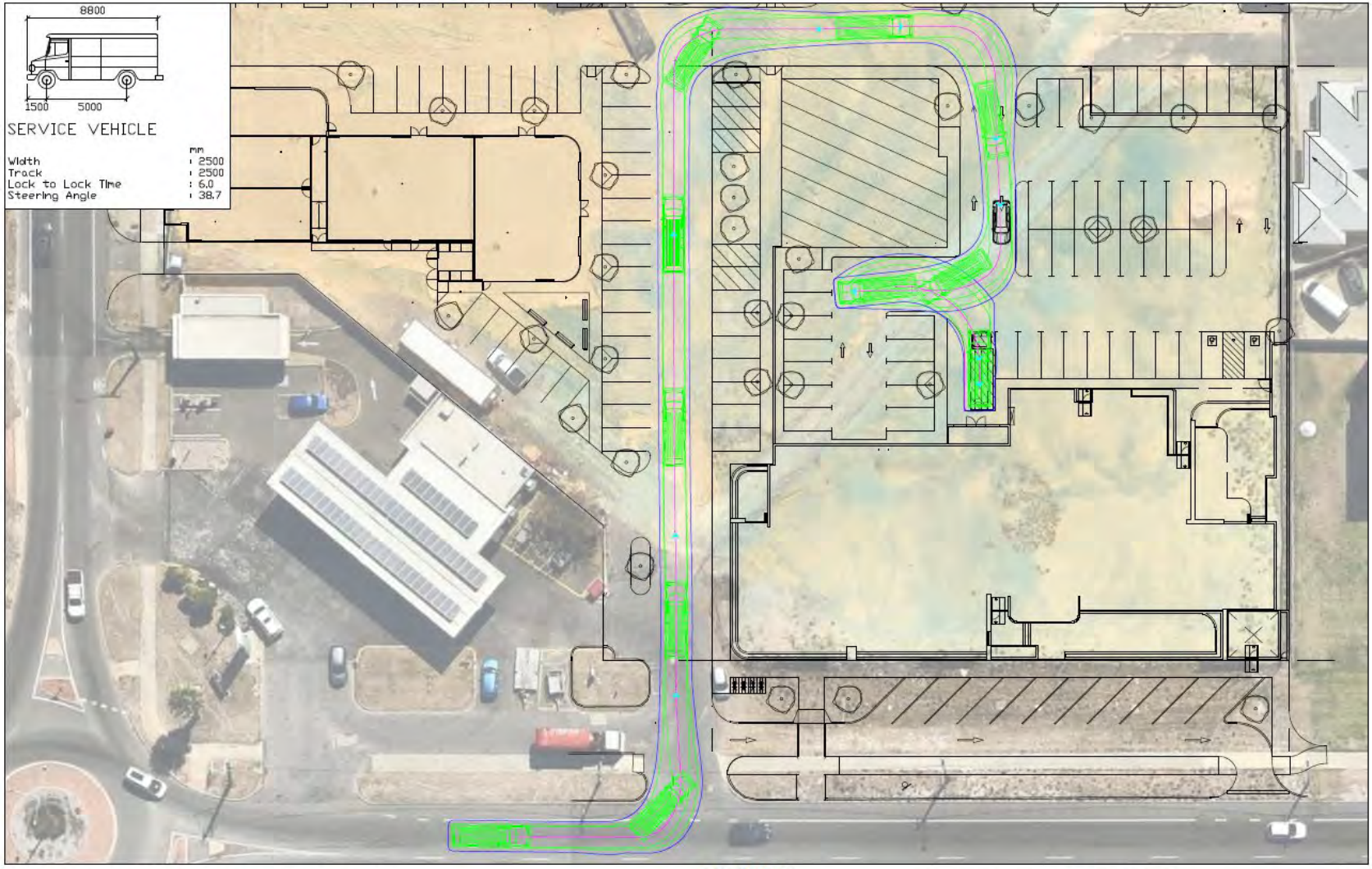
New Site
Site Category: (None)
Roundabout

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
SouthEast: Safety Bay Rd (SE)														
5	T1	458	9.4	458	9.4	0.499	4.4	LOS A	4.5	36.3	0.56	0.57	0.56	47.1
6	R2	135	9.4	135	9.4	0.499	8.1	LOS A	4.5	36.3	0.56	0.57	0.56	26.8
6u	U	6	9.4	6	9.4	0.499	9.9	LOS A	4.5	36.3	0.56	0.57	0.56	26.8
Approach		599	9.4	599	9.4	0.499	5.3	LOS A	4.5	36.3	0.56	0.57	0.56	45.7
NorthEast: Malibu Rd (NE)														
7	L2	165	8.4	165	8.4	0.814	36.0	LOS D	11.2	89.6	1.00	1.35	1.90	6.1
9	R2	152	8.4	152	8.4	0.814	40.1	LOS D	11.2	89.6	1.00	1.35	1.90	27.1
9u	U	2	8.4	2	8.4	0.814	42.0	LOS D	11.2	89.6	1.00	1.35	1.90	6.1
Approach		319	8.4	319	8.4	0.814	38.0	LOS D	11.2	89.6	1.00	1.35	1.90	19.1
NorthWest: Safety Bay Rd (NW)														
10	L2	215	10.0	215	10.0	0.881	8.5	LOS A	17.5	142.7	0.96	0.69	1.04	46.2
11	T1	879	10.0	879	10.0	0.881	8.7	LOS A	17.5	142.7	0.96	0.69	1.04	46.2
12u	U	1	10.0	1	10.0	0.881	14.6	LOS B	17.5	142.7	0.96	0.69	1.04	49.7
Approach		1095	10.0	1095	10.0	0.881	8.7	LOS A	17.5	142.7	0.96	0.69	1.04	46.2
All Vehicles		2013	9.6	2013	9.6	0.881	12.3	LOS B	17.5	142.7	0.85	0.76	1.04	40.1

Appendix C

TURN PATH ANALYSIS



Lot 10 Safety Bay Road, Safety Bay

Austroads 2023: 8.8m Service Vehicle

Service Vehicle Entry

LEGEND

Vehicle Body

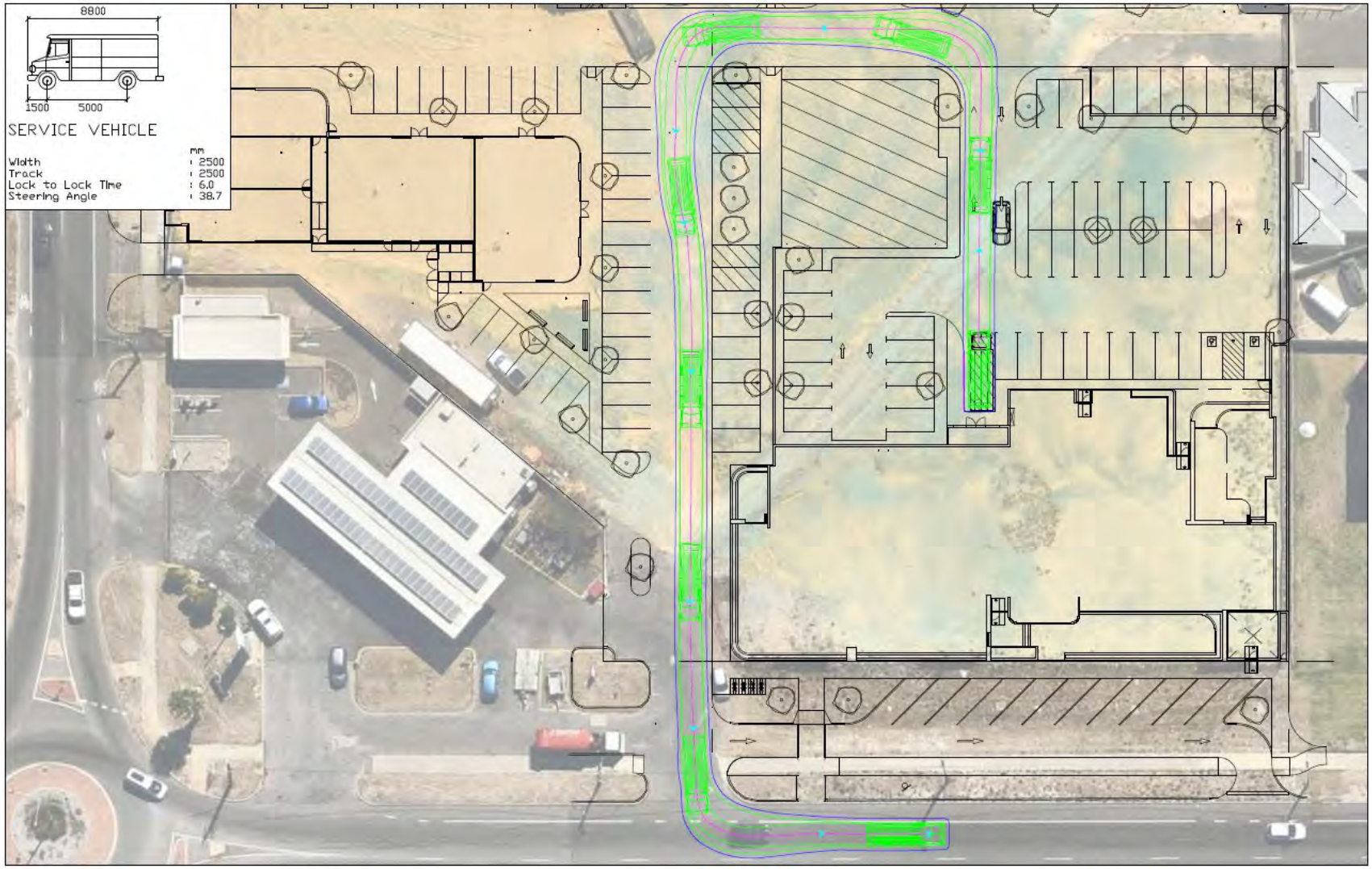
Wheel Path

500mm Clearance

t23.049.sk37

08/05/2025

Scale: 1:400 @ A3



Lot 10 Safety Bay Road, Safety Bay

Austroads 2023: 8.8m Service Vehicle

Service Vehicle Exit

LEGEND

Vehicle Body

Wheel Path

500mm Clearance

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08/05/2025

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Appendix 5:
Waste Management Plan

Waste Management Plan

Lot 10 Safety Bay Road, Safety Bay

Prepared for BB Holdings (WA) Pty Ltd Pty Ltd ATF the BB Unit Holders

13 April 2025

Project Number: WMP23022

DOCUMENT CONTROL

Version	Description	Date	Author	Reviewer	Approver
1.0	First Approved Release	31/07/2023	DP	AB	DP
2.0	Second Approved Release	10/11/2023	AB	DP	AB
3.0	Third Approved Release	13/04/2025	RP	DP	DP

Approval for Release

Name	Position	File Reference
Dilan Patel	Project Manager – Senior Waste Strategy Consultant	WMP23022-02_Waste Management Plan_3.0
Signature		

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Executive Summary

BB Holdings (WA) Pty Ltd Pty Ltd is seeking development approval for the proposed commercial development located at Lot 10 Safety Bay Road, Safety Bay (the Proposal).

To satisfy the conditions of the development application the City of Rockingham (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
Bin Storage Area 1					
Refuse	1,596	660	Two	Two times each week	Private Contractor
Recycling	1,596	660	Two	Two times each week	Private Contractor
Bin Storage Area 2					
Refuse	1,750	1,100	Two	Once each week	Private Contractor
Recycling	1,750	1,100	Two	Once each week	Private Contractor
Bin Storage Area 3					
Refuse	11,437	1,100	Three	Four times each week	Private Contractor
Recycling	3,485	1,100	One	Four times each week	Private Contractor
Bin Storage Area 4					
Refuse	5,824	1,100	Two	Three times each week	Private Contractor
Recycling	5,824	1,100	Two	Three times each week	Private Contractor

A private contractor will service the Proposal onsite, directly from the respective Bin Storage Area/Loading Zone. The private contractor's waste collection vehicle will enter and exit the Proposal in forward gear via Malibu Road or Safety Bay Road.

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

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Figure 1: Locality Plan

1 Introduction

BB Holdings (WA) Pty Ltd Pty Ltd is seeking development approval for the proposed commercial development located at Lot 10 Safety Bay Road, Safety Bay (the Proposal).

To satisfy the conditions of the development application the City of Rockingham (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 residential developments to the north and east, Safety Bay Road to the south and Malibu Road to the west, as shown in Figure 1.

1.1 Objectives and Scope

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

- Adequately cater for the anticipated volume of waste to be generated;
- Provide 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 commercial tenancies, as follows:

Bin Storage Area 1:

- Childcare – 456m^2;

Bin Storage Area 2:

- Unit 1 Pharmacy – 300m^2; and
- Unit 2 & 3 Medical Centre – 1,000m^2.

Bin Storage Area 3:

- Unit 4 Café – 100m^2;
- Unit 5 & 6 Restaurant – 194m^2;
- Unit 7 Physiotherapist – 200m^2; and
- Unit 8 Pharmacy – 198m^2.

Bin Storage Area 4:

- Tavern – 1,664m^2.

2.2 Waste Generation Rates

In order to achieve an accurate projection of waste volumes for the Proposal, consideration was given to the City of Melbourne's *Guidelines for Waste Management Plans* (2021) and the City of Perth's *Waste Guidelines for New Developments* (Revision 5, effective from June 2019).

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

Table 2-1: Waste Generation Rates

Tenancy Use Type	Guideline Reference	Refuse Generation Rate	Recycling Generation Rate
Childcare	Melbourne – Childcare	350L/100m^2/week	350L/100m^2/week
Unit 1 Pharmacy	Perth – Retail (>100m^2)	50L/100m^2/day	50L/100m^2/day
Unit 2 & 3 Medical Centre	Perth – Office	10L/100m^2/day	10L/100m^2/day
Unit 4 Café	Perth – Café (Dine In)	300L/100m^2/day	200L/100m^2/day
Unit 5 & 6 Restaurant	Perth – Restaurants	667L/100m^2/day	133L/100m^2/day
Unit 7 Physiotherapist	Perth – Office	10L/100m^2/day	10L/100m^2/day
Unit 8 Medical/Gym	Perth – Office	10L/100m^2/day	10L/100m^2/day
Tavern	Perth – Tavern (w/o dining)	50L/100m^2/day	50L/100m^2/day

2.3 Waste Generation Volumes

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

2.3.1 Bin Storage Area 1

Bin Storage Area 1 waste generation volumes in litres per week (L/week) adopted for this waste assessment are shown in Table 2-2. It is estimated that the Bin Storage Area 1 tenancies at the Proposal will generate 1,596L of refuse and 1,596L of recyclables each week.

Table 2-2: Estimated Waste Generation – Bin Storage Area 1

Bin Storage Area 1	Area (m^2)	Waste Generation Rate	Waste Generation (L/week)
Refuse			
Childcare	456	350L/100m^2/week	1,596
		Total	**1,596**
Recyclables			
Childcare	456	350L/100m^2/week	1,596
		Total	**1,596**

2.3.2 Bin Storage Area 2

Bin Storage Area 2 waste generation volumes in litres per week (L/week) adopted for this waste assessment are shown in Table 2-3. It is estimated that the Bin Storage Area 2 tenancies at the Proposal will generate 1,750L of refuse and 1,750L of recyclables each week.

Table 2-3: Estimated Waste Generation – Bin Storage Area 2

Bin Storage Area 2	Area (m^2)	Waste Generation Rate	Waste Generation (L/week)
Refuse			
Unit 1 Pharmacy	300	50L/100m^2/day	1,050
Unit 2 & 3 Medical Centre	1,000	10L/100m^2/day	700
		Total	**1,750**
Recyclables			
Unit 1 Pharmacy	300	50L/100m^2/day	1,050
Unit 2 & 3 Medical Centre	1,000	10L/100m^2/day	700
		Total	**1,750**

2.3.3 Bin Storage Area 3

Bin Storage Area 3 waste generation volumes in litres per week (L/week) adopted for this waste assessment are shown in Table 2-4. It is estimated that the Bin Storage Area 3 tenancies at the Proposal will generate 11,437L of refuse and 3,485L of recyclables each week.

Table 2-4: Estimated Waste Generation – Bin Storage Area 3

Bin Storage Area 3	Area (m^2)	Waste Generation Rate	Waste Generation (L/week)
Refuse			
Unit 4 Café	100	300L/100m^2/day	2,100
Unit 5 & 6 Restaurant	194	667L/100m^2/day	9,058
Unit 7 Physiotherapist	200	10L/100m^2/day	140
Unit 8 Medical/Gym	198	10L/100m^2/day	139
		Total	**11,437**
Recyclables			
Unit 4 Café	100	200L/100m^2/day	1,400
Unit 5 & 6 Restaurant	194	133L/100m^2/day	1,806
Unit 7 Physiotherapist	200	10L/100m^2/day	140
Unit 8 Pharmacy	198	10L/100m^2/day	139
		Total	**3,485**

2.3.4 Bin Storage Area 4

Bin Storage Area 4 waste generation volumes in litres per week (L/week) adopted for this waste assessment are shown in Table 2-5. It is estimated that the Bin Storage Area 4 tenancies at the Proposal will generate 5,824L of refuse and 5,824L of recyclables each week.

Table 2-5: Estimated Waste Generation – Bin Storage Area 4

Bin Storage Area 4	Area (m^2)	Waste Generation Rate	Waste Generation (L/week)
Refuse			
Tavern	1,664	50L/100m^2/day	5,824
		Total	**5,824**
Recyclables			
Tavern	1,664	50L/100m^2/day	5,824
		Total	**5,824**

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 to Diagram 4, and discussed in the following sub-sections.

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

3.1 Internal Transfer of Waste

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

These internal bins will be collected by the staff/cleaners at least once each day and transferred to the respective Bin Storage Area for consolidation into the appropriate bins. This internal servicing method may be conducted outside of main operational hours to mitigate disturbances to visitors.

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

3.2 Bin Sizes

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

Table 3-1: Typical Bin Dimensions

Dimensions (m)	Bin Sizes		
	240L	660L	1,100L
Depth	0.730	0.780	1.070
Width	0.585	1.260	1.240
Height	1.060	1.200	1.330

Reference: SULO Bin Specification Data Sheets

3.3 Bin Storage Area Size

3.3.1 Bin Storage Area 1 Size

To ensure sufficient area is available for storage of the Bin Storage Area 1 bins, the amount of bins required for Bin Storage Area 1 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 twice each week.

Based on the results shown in Table 3-2, Bin Storage Area 1 has been sized to accommodate:

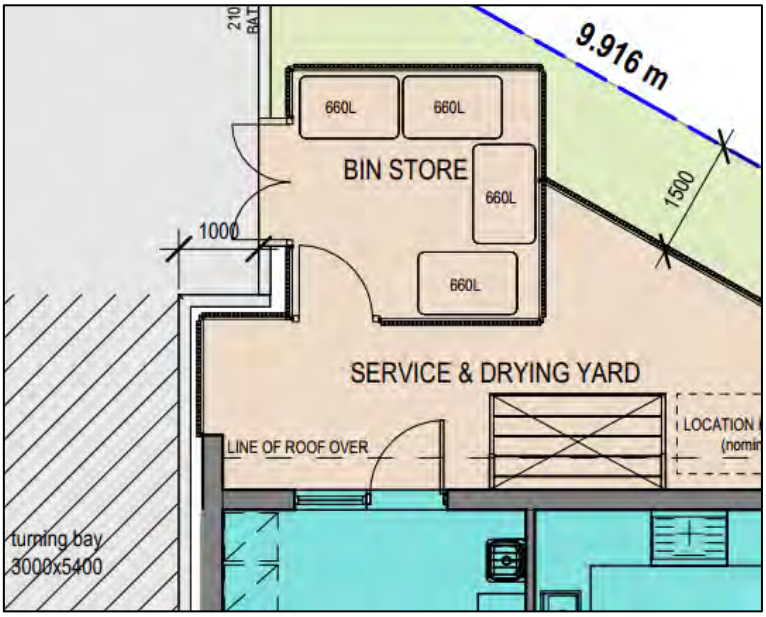
- Two 660L refuse bins; and
- Two 660L recycling bins.

Table 3-2: Bin Requirements for Bin Storage Area 1

Waste Stream	Waste Generation (L/week)	Number of Bins Required		
		240L	660L	1,100L
Refuse	1,596	4	2	1
Recycling	1,596	4	2	1

The configuration of these bins within Bin Storage Area 1 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 two collections each week of refuse and recyclables. The regular collection of refuse and recyclables twice each week minimises the risk of odours from Bin Storage Area 1. Additionally, it will be enclosed and fitted with a tap and train for the washing of bins and the Bin Storage Area to maintain cleanliness.

Diagram 1: Bin Storage Area 1



3.3.2 Bin Storage Area 2 Size

To ensure sufficient area is available for storage of the Bin Storage Area 2 bins, the amount of bins required for Bin Storage Area 2 was modelled utilising the estimated waste generation in Table 2-3, 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, Bin Storage Area 2 has been sized to accommodate:

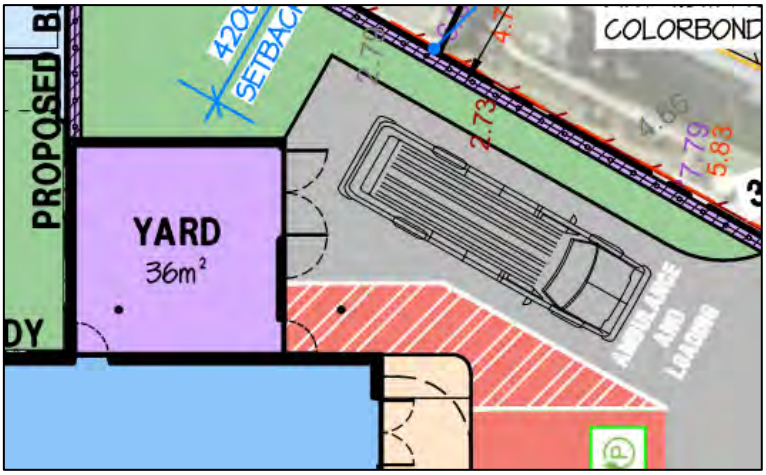
- Two 1,100L refuse bins; and
- Two 1,100L recycling bins.

Table 3-3: Bin Requirements for Bin Storage Area 2

Waste Stream	Waste Generation (L/week)	Number of Bins Required		
		240L	660L	1,100L
Refuse	1,750	8	3	2
Recycling	1,750	8	3	2

The location of Bin Storage Area 2 is shown in Diagram 2.

Diagram 2: Bin Storage Area 2



3.3.3 Bin Storage Area 3 Size

To ensure sufficient area is available for storage of the Bin Storage Area 3 bins, the amount of bins required for Bin Storage Area 3 was modelled utilising the estimated waste generation in Table 2-4, bin sizes in Table 3-1 and based on collection of refuse and recyclables four times each week.

Based on the results shown in Table 3-4, Bin Storage Area 3 has been sized to accommodate:

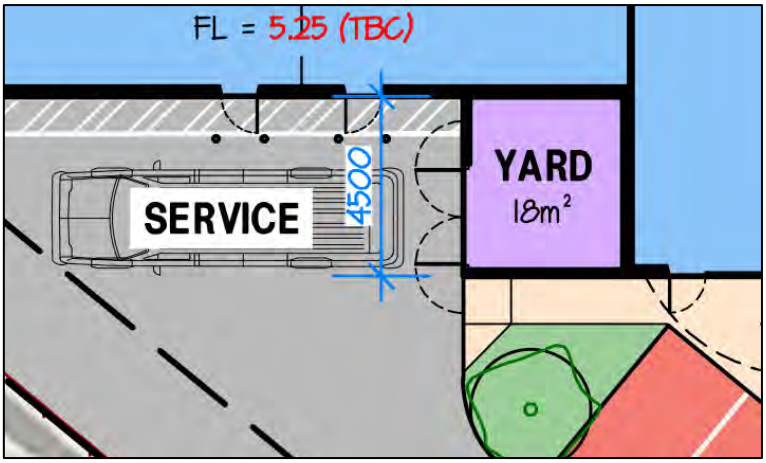
- Three 1,100L refuse bins; and
- One 1,100L recycling bin.

Table 3-4: Bin Requirements for Bin Storage Area 3

Waste Stream	Waste Generation (L/week)	Number of Bins Required		
		240L	660L	1,100L
Refuse	11,437	12	5	3
Recycling	3,485	4	2	1

The location of Bin Storage Area 3 is shown in Diagram 3.

Diagram 3: Bin Storage Area 3



3.3.4 Bin Storage Area 4 Size

To ensure sufficient area is available for storage of the Bin Storage Area 4 bins, the amount of bins required for Bin Storage Area 4 was modelled utilising the estimated waste generation in Table 2-5, bin sizes in Table 3-1 and based on collection of refuse and recyclables three times each week.

Based on the results shown in Table 3-5, Bin Storage Area 4 has been sized to accommodate:

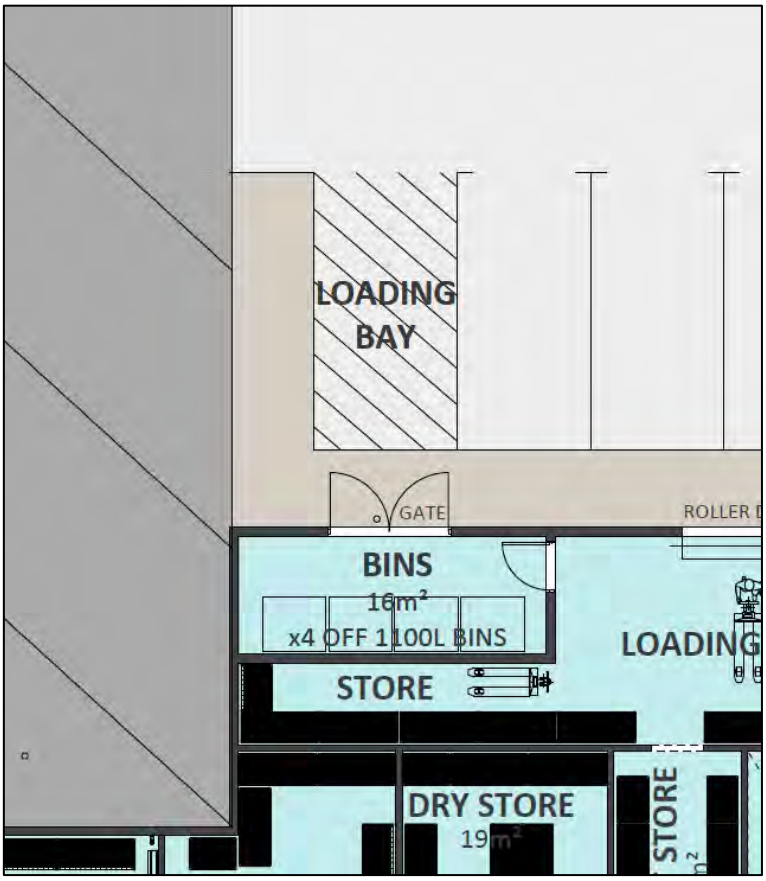
- Two 1,100L refuse bins; and
- Two 1,100L recycling bins.

Table 3-5: Bin Requirements for Bin Storage Area 4

Waste Stream	Waste Generation (L/week)	Number of Bins Required		
		240L	660L	1,100L
Refuse	5,824	4	2	2
Recycling	5,824	4	2	2

The location of Bin Storage Area 4 is shown in Diagram 4.

Diagram 4: Bin Storage Area 4



3.4 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 Area;
- Adequate aisle width for easy manoeuvring of bins;
- No double stacking of bins;
- Doors to the Bin Storage Area self-closing and vermin proof;
- Doors to the Bin Storage Area wide enough to fit bins through;
- Ventilated to a suitable standard;
- Appropriate signage;
- Undercover where possible and be designed to not permit stormwater to enter into the drain;
- Located behind the building setback line;
- Bins not to be visible from the property boundary or areas trafficable by the public; and
- Bins are reasonably secured from theft and vandalism.

Bin numbers and storage space within the Bin Storage Areas will be monitored by site 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:

Bin Storage Area 1:

- Two 660L refuse bins, collected two times each week; and
- Two 660L recycling bins, collected two times each week.

Bin Storage Area 2:

- Two 1,100L refuse bins, collected once each week; and
- Two 1,100L recycling bins, collected once each week.

Bin Storage Area 3:

- Three 1,100L refuse bins, collected four times each week; and
- One 1,100L recycling bin, collected four times each week.

Bin Storage Area 4:

- Two 1,100L refuse bins, collected three times each week; and
- Two 1,100L recycling bins, collected three times each week.

The private contractor's rear loader waste collection vehicle will service the bins onsite, directly from the respective Bin Storage Area/Loading Zone. The private contractor's rear loader waste collection vehicle will travel with left hand lane traffic flow on either Malibu Road or Safety Bay Road into the Proposal in forward gear, and pull up adjacent to each Bin Storage Area/Loading Zone 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 and security access gates 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 Malibu Road or Safety Bay Road.

The above servicing method will preserve the amenity of the area by removing the requirement for bins to be presented to the street on collection days. In addition, servicing of bins onsite will reduce the noise generated in the area during collection. Noise from waste vehicles must comply with the Environmental Protection (Noise) Regulations and such vehicles should not service the site before 7.00am or after 7.00pm Monday to Saturday, or before 9.00am or after 7.00pm on Sundays and Public Holidays.

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.

Adequate space may be allocated throughout the Proposal for placement of cabinets/containers for collection and storage of bulk and specialty wastes that are unable to be disposed of within the bins in the Bin Storage 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 materials will be removed from the Proposal once sufficient volumes have been accumulated to warrant disposal. A temporary skip bin could be utilised for collections, if required. Bulk and specialty waste collection will be monitored by site management who will organise their transport to the appropriate waste facility, as required.

Sanitary wastes from the Childcare will be collected in situ. A suitably qualified sanitary waste collection and disposal provider will be engaged to determine storage and collection requirements.

5 Waste Management

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

6 Conclusion

As demonstrated within this WMP, the Proposal provides sufficiently sized Bin Storage Areas for 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.

Proposed Waste Collection Summary

Waste Type	Bin Size (L)	Number of Bins	Collection Frequency	Collection
Bin Storage Area 1				
Refuse	660	Two	Two times each week	Private Contractor
Recycling	660	Two	Two times each week	Private Contractor
Bin Storage Area 2				
Refuse	1,100	Two	Once each week	Private Contractor
Recycling	1,100	Two	Once each week	Private Contractor
Bin Storage Area 3				
Refuse	1,100	Three	Four times each week	Private Contractor
Recycling	1,100	One	Four times each week	Private Contractor
Bin Storage Area 4				
Refuse	1,100	Two	Three times each week	Private Contractor
Recycling	1,100	Two	Three times each week	Private Contractor

A private contractor will service the Proposal onsite, directly from the respective Bin Storage Area/Loading Zone. The private contractor's waste collection vehicle will enter and exit the Proposal in forward gear via Malibu Road or Safety Bay Road.

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

Figures

Figure 1: Locality Plan

P: PO Box 454, Leederville WA 6903 | A: 604 Newcastle St, Leederville WA 6007 | T: 1300 251 070 | W: www.talisconsultants.com.au

LEGEND

- Site Boundary

Cadastre

- Crown Allotment
- Freehold
- Road
- Strata Plan or Lot
- Easement
- Reserve

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LOCALITY

0 5 10 15

LOCALITY

647 Safety Bay Rd
Waikki WA 6169

Fabric Property

N 0 5 10 15 20 25 30 m

Coordinate System: GDA2020 MGA Zone 50
Scale @ A3: 1:800

Prepared:	N Johnston	Date:	2/06/2023
Reviewed:	A Brouwer	Revision:	A
Project:	WMP23022		

talis consultants

Figure 01

Document Path: \\server\talis\SECTIONS\Waste\PROJECTS\WMP2023\WMP23022 - Lot 10 Safety Bay Road, Safety Bay\GIS\Maps\WMP23022 - Lot 10 Safety Bay Road, Safety Bay\WMP23022 - Lot 10 Safety Bay Road, Safety Bay.aprx

Assets | Engineering | Environment | Noise | Spatial | Waste

HEAD OFFICE
604 Newcastle Street,
Leederville, WA 6007

NSW OFFICES
Nowra
76 Bridge Road,
Nowra, NSW 2541

Newcastle
58 Cleary Street,
Hamilton, NSW 2303

QLD OFFICE
Brisbane
35 Boundary Street,
South Brisbane, QLD 4101

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

ABN 85 967 691 321

Appendix 6:
Environmental Noise Assessment - Tavern

Lloyd George Acoustics
PO Box 717
Hillarys WA 6923
T: 9401 7770
www.lgacoustics.com.au

Environmental Noise Assessment - Tavern

Lot 100 Safety Bay Road, Safety Bay

Reference: 23037938-02A

Prepared for:
Motivo

Association of Australasian Acoustical Consultants

Reference: 23037938-02A

Lloyd George Acoustics Pty Ltd
ABN: 79 125 812 544

PO Box 717
Hillarys WA 6923
www.lgacoustics.com.au

Contacts	General	Daniel Lloyd	Terry George	Matt Moyle
E:	info@lgacoustics.com.au	daniel@lgacoustics.com.au	terry@lgacoustics.com.au	matt@lgacoustics.com.au
P:	9401 7770	0439 032 844	0400 414 197	0412 611 330
Contacts	Rob Connolly	Hao Tran	Matt Nolan	Dave Perry
E:	rob@lgacoustics.com.au	hao@lgacoustics.com.au	matt.nolan@lgacoustics.com.au	dave@lgacoustics.com.au
P:	0410 107 440	0438 481 207	0448 912 604	0410 468 203

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Date	Rev	Description	Author	Verified
2-Apr-25	0	Issued to Client	Matt Nolan	Terry George
3-Jun-25	A	Updated set of drawings	Matt Nolan	-

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EXECUTIVE SUMMARY

Lloyd George Acoustics (LGA) previously completed a noise assessment (reference number *23037938-01B*) for a proposed commercial site that included a tavern, a childcare centre and two commercial buildings to be located at Lot 100 Safety Bay Road, Safety Bay. Since then, the proposed tavern has been redesigned and therefore, LGA have been engaged by Motivo to undertake an environmental noise assessment specifically for this redesigned tavern. This report considered noise emissions from the proposed tavern to surrounding properties by way of noise modelling of mechanical plant, music, patrons, deliveries and closing car doors at neighbouring properties.

Mechanical Plant

The mechanical plant assessment was based on assumptions in relation to the number, location, size and type of mechanical plant. Based on these assumptions, the mechanical plant was shown to exceed the assigned levels within the assessment, although compliance can be practicably achieved by installing a screen at a minimum of 2.1m high on the north and east side of the cool room refrigeration.

Once the mechanical plant has been designed and selected, noise is to be reviewed by a suitably qualified acoustical consultant.

Car Doors

The predicted noise from car door closings is compliant, provided the walls shown on the DA Plans and previous LGA assessment are constructed.

Deliveries

The assessment demonstrates compliance is achieved provided deliveries will:

- Only occur during the day period; and
- Take less than 24 minutes in a 4-hour period.

Patrons and Music

The predicted noise from the tavern patrons, with background music, have been assessed and it was shown that compliance can be achieved at all receivers during the most critical night-period, provided some of the windows, doors, operable roofing and glass/Perspex backing for the Breeze Blocks are closed as detailed within the assessment. A Noise Management Plan is also to be prepared by the venue operator.

1. INTRODUCTION

Lloyd George Acoustics (LGA) previously completed a noise assessment[1] for a proposed mixed-use site that included a tavern, a childcare centre and two commercial buildings to be located at Lot 100 Safety Bay Road, Safety Bay as located in *Figure 1-1*. Since then, the proposed tavern has been redesigned and therefore, LGA have been engaged by Motivo to undertake an environmental noise assessment specifically for this redesigned tavern. The site plan of the redesigned tavern is shown in *Figure 1-2*, and full Development Application (DA) plans are provided in *Appendix A*.

Figure 1-1: Subject Site Location (Source: DPLH PlanWA)

The proposed tavern is predicted to have an overall capacity of 1000 patrons, with opening hours as follows:

- Monday to Wednesday, 10.00am to 10.00pm;
- Thursday to Saturday, 10.00am to 1.00am; and
- Sunday, 8.00am to 10.00pm.

Mechanical services from the tavern have been assumed to consist of the following:

- AC plant located in an enclosed room with ventilation openings above the Bin Store;
- Kitchen/toilet exhaust fans located on the roof above area serviced; and
- Refrigeration plant located on the roof above area serviced.

[1] *Environmental Noise Assessment - Lot 100 Safety Bay Road, Safety Bay*; Reference: 23037938-01B, 8-Feb-24

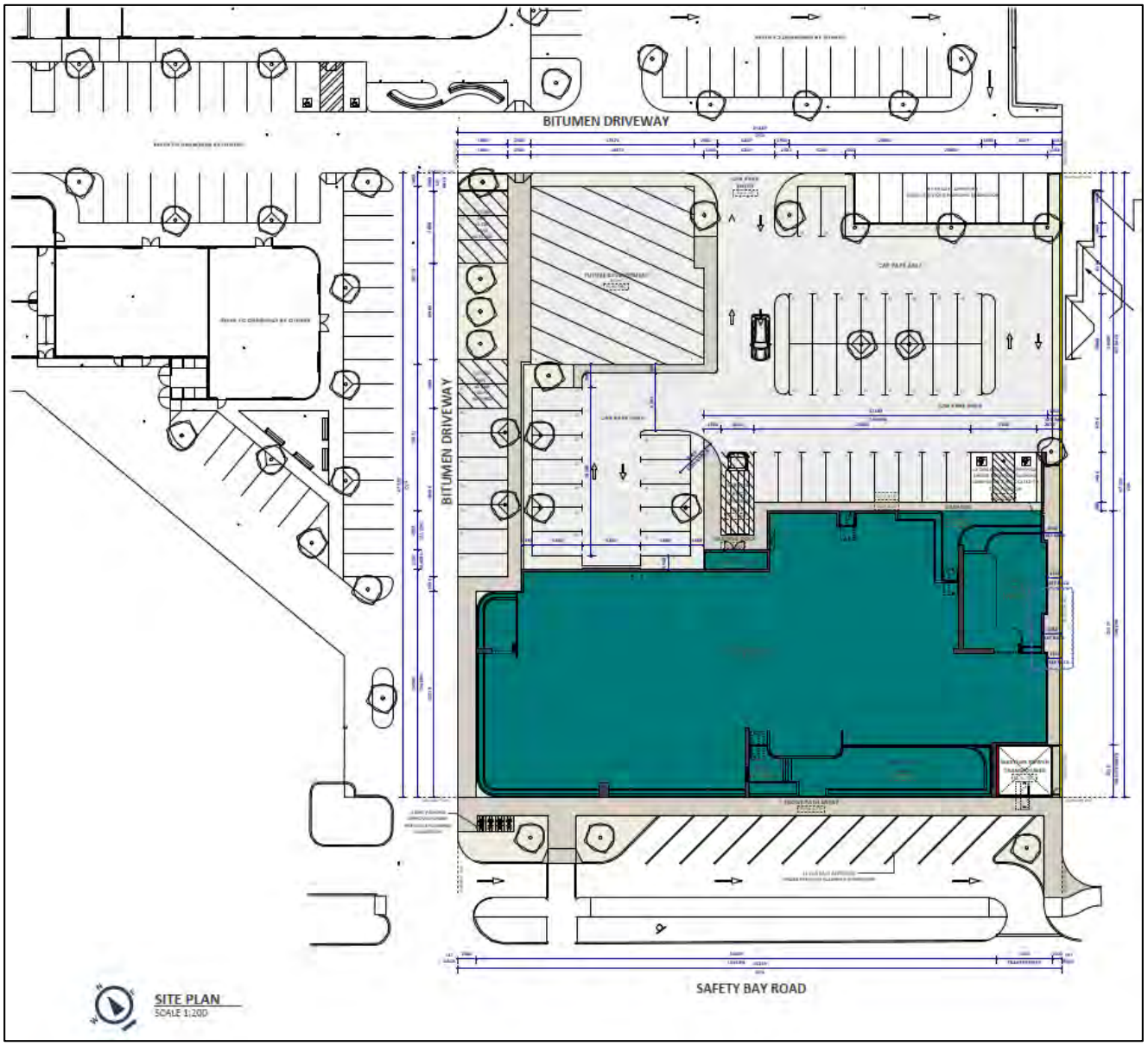


Figure 1-2: Proposed Site Plan

With regard to noise emissions, consideration is given to noise from the tavern including mechanical plant, music, patrons, deliveries and closing car doors at neighbouring properties, against the prescribed standards of the *Environmental Protection (Noise) Regulations 1997*.

Appendix C contains a description of some of the terminology used throughout this report.

2. CRITERIA

Environmental noise in Western Australia is governed by the *Environmental Protection Act 1986*, through the *Environmental Protection (Noise) Regulations 1997* (the Regulations).

2.1. Regulations 7, 8 & 9

This group of regulations provide the prescribed standard for noise as follows:

"7. Prescribed standard for noise emissions

(1) Noise emitted from any premises or public place when received at other premises –

(a) must not cause, or significantly contribute to, a level of noise which exceeds the assigned level in respect of noise received at premises of that kind; and

(b) must be free of –

(i) tonality; and

(ii) impulsiveness; and

(iii) modulation,

when assessed under regulation 9.

(2) For the purposes of subregulation (1)(a), a noise emission is taken to significantly contribute to a level of noise if the noise emission … exceeds a value which is 5 dB below the assigned level at the point of reception."

Tonality, impulsiveness and modulation are defined in regulation 9 (refer *Appendix C*). Under regulation 9(3), *"Noise is taken to be free of the characteristics of tonality, impulsiveness and modulation if -*

(a) the characteristics cannot be reasonably and practicably removed by techniques other than attenuating the overall level of noise emission; and

(b) the noise emission complies with the standard prescribed under regulation 7(1)(a) after the adjustments in the table [Table 2-1] … are made to the noise emission as measured at the point of reception."

Table 2-1 Adjustments Where Characteristics Cannot Be Removed

Where Noise Emission is Not Music*			Where Noise Emission is Music	
Tonality	Modulation	Impulsiveness	No Impulsiveness	Impulsiveness
+ 5 dB	+ 5 dB	+ 10 dB	+ 10 dB	+ 15 dB

* These adjustments are cumulative to a maximum of 15 dB.

The assigned levels (prescribed standards) for all premises are specified in regulation 8(3) and are shown in *Table 2-2*. The L_{A10} assigned level is applicable to noises present for more than 10% of a representative assessment period, generally applicable to "steady-state" noise sources. The L_{A1} is for short-term noise sources present for less than 10% and more than 1% of the time. The L_{Amax} assigned level is applicable for incidental noise sources, present for less than 1% of the time.

Table 2-2 Baseline Assigned Levels

Premises Receiving Noise	Time Of Day	Assigned Level (dB)		
		L_{A10}	L_{A1}	L_{Amax}
Noise sensitive premises: highly sensitive area[1]	0700 to 1900 hours Monday to Saturday (Day)	45 + influencing factor	55 + influencing factor	65 + influencing factor
	0900 to 1900 hours Sunday and public holidays (Sunday)	40 + influencing factor	50 + influencing factor	65 + influencing factor
	1900 to 2200 hours all days (Evening)	40 + influencing factor	50 + influencing factor	55 + influencing factor
	2200 hours on any day to 0700 hours Monday to Saturday and 0900 hours Sunday and public holidays (Night)	35 + influencing factor	45 + influencing factor	55 + influencing factor
Noise sensitive premises: any area other than highly sensitive area	All hours	60	75	80
Commercial Premises	All hours	60	75	80
Industrial and Utility Premises	All hours	65	80	90

1. ***highly sensitive area*** means that area (if any) of noise sensitive premises comprising —
   (a) a building, or a part of a building, on the premises that is used for a noise sensitive purpose; and
   (b) any other part of the premises within 15 metres of that building or that part of the building.

The influencing factor (IF), in relation to noise received at noise sensitive premises, has been calculated as between 2-5 dB, as determined in *Appendix B*. *Table 2-3* shows the assigned levels including the influencing factor at the groups of receiving locations.

Table 2-3 Assigned Levels

Premises Receiving Noise	Time Of Day	Assigned Level (dB)		
		L_{A10}	L_{A1}	L_{Amax}
+5 dB IF (Northwest) Noise sensitive premises: highly sensitive area[1]	0700 to 1900 hours Monday to Saturday (Day)	50	60	70
	0900 to 1900 hours Sunday and public holidays (Sunday)	45	55	70
	1900 to 2200 hours all days (Evening)	45	55	60
	2200 hours on any day to 0700 hours Monday to Saturday and 0900 hours Sunday and public holidays (Night)	40	50	60
+4 dB IF (North) Noise sensitive premises: highly sensitive area[1]	0700 to 1900 hours Monday to Saturday (Day)	49	59	69
	0900 to 1900 hours Sunday and public holidays (Sunday)	44	54	69
	1900 to 2200 hours all days (Evening)	44	54	59
	2200 hours on any day to 0700 hours Monday to Saturday and 0900 hours Sunday and public holidays (Night)	39	49	59
+2 dB IF (Northeast) Noise sensitive premises: highly sensitive area[1]	0700 to 1900 hours Monday to Saturday (Day)	47	57	67
	0900 to 1900 hours Sunday and public holidays (Sunday)	42	52	67
	1900 to 2200 hours all days (Evening)	42	52	57
	2200 hours on any day to 0700 hours Monday to Saturday and 0900 hours Sunday and public holidays (Night)	37	47	57
+4 dB IF (Southeast) Noise sensitive premises: highly sensitive area[1]	0700 to 1900 hours Monday to Saturday (Day)	49	59	69
	0900 to 1900 hours Sunday and public holidays (Sunday)	44	54	69
	1900 to 2200 hours all days (Evening)	44	54	59
	2200 hours on any day to 0700 hours Monday to Saturday and 0900 hours Sunday and public holidays (Night)	39	49	59
Commercial Premises	All hours	60	75	80

It must be noted the assigned levels above apply outside the receiving premises and at a point at least 3 metres away from any substantial reflecting surfaces.

The assigned levels are statistical levels and therefore the period over which they are determined is important. The Regulations define the Representative Assessment Period (RAP) as "*a period of time of not less than 15 minutes, and not exceeding 4 hours*, *determined by* an *inspector* or *authorised person to be appropriate for the assessment of a noise emission, having regard to the type and nature of the noise emission"*. An inspector or authorised person is a person appointed under Sections 87 & 88 of the *Environmental Protection Act 1986* and include Local Government Environmental Health Officers and Officers from the Department of Water Environmental Regulation. Acoustic consultants or other environmental consultants are not appointed as an inspector or authorised person. Therefore, whilst this assessment is based on a 4-hour RAP, which is assumed to be appropriate given the nature of the operations, this is to be used for guidance only.

2.2. Regulation 3

"3. Regulations do not apply to certain noise emissions

(1) Nothing in these regulations applies to the following noise emissions –

(a) Noise emissions from the propulsion and braking systems of motor vehicles operating on a road;"

The car park is considered a road and therefore vehicle noise (propulsion and braking) is not assessed. Noise from vehicle car doors and refrigeration units on trucks however are assessed, since these are not part of the propulsion or braking system.

2.3. Regulation 14A

"14A. Waste Collection and Other Works

(2) Regulation 7 does not apply to noise emitted in the course of carrying out class 1 works if –

(a) The works are carried out in the quietest reasonable and practicable manner; and

(b) The equipment used to carry out the works is the quietest reasonably available;

class 1 works means specified works carried out between -

(a) 0700 hours and 1900 hours on any day that is not a Sunday or a public holiday; or

(b) 0900 hours and 1900 hours on a Sunday or public holiday.

specified works means -

(a) The collection of waste; or

(b) The cleaning of a road or the drains for a road; or

(c) The cleaning of public places, including footpaths, cycle paths, car parks and beaches;"

In the case where specified works are to be carried out outside of class 1, a noise management plan is to be prepared and approved by the CEO.

3. METHODOLOGY

Computer modelling has been used to predict the noise emissions from the development to all nearby receivers. The software used was *SoundPLAN 9.0* with the ISO 9613 algorithms (ISO 17534-3 improved method) selected, as they include the influence of wind and are considered appropriate given the relatively short source to receiver distances. Input data required in the model are listed below and discussed in *Section 3.1* to *Section 3.4*:

- Meteorological Information;
- Topographical data;
- Ground Absorption; and
- Source sound power levels.

3.1. Meteorological Conditions

Meteorological information utilised is provided in *Table 3-1* and is considered to represent worst-case conditions for noise propagation. At wind speeds greater than those shown, sound propagation may be further enhanced, however background noise from the wind itself and from local vegetation is likely to be elevated and dominate the ambient noise levels.

Table 3-1: Modelling Meteorological Conditions

Parameter	Day (7.00am to 7.00pm)	Night (7.00pm to 7.00am)
Temperature (°C)	20	15
Humidity (%)	50	50
Wind Speed (m/s)	Up to 5	Up to 5
Wind Direction*	All	All

* The modelling package allows for all wind directions to be modelled simultaneously.

Alternatives to the above default conditions can be used where one year of weather data is available and the analysis considers the worst 2% of the day and night for the month of the year in which the worst-case weather conditions prevail (source: *Draft Guideline on Environmental Noise for Prescribed Premises*, May 2016). In most cases, the default conditions occur for more than 2% of the time and therefore must be satisfied.

3.2. Topographical Data

Topographical data was adapted from publicly available information (e.g. *Google*) in the form of spot heights and combined with the site plan.

Surrounding existing buildings were also incorporated in the noise model, as these can provide noise shielding as well as reflection paths. Single storey buildings are modelled with a height of 3.5-metres, while double storey and triple storey buildings are assumed to be 7 and 10 metres in height. Receivers are modelled 1.4-metres above floor level.

A boundary wall 1.8 metres above the tavern floor level has been included on the east side of the tavern as shown in the *Appendix A* drawings. The fencing for the remainder of the site, as well as the future commercial buildings and childcare centre, have been included in the model the same as the previous LGA report. The fence heights used in the previous LGA report are provided in *Figure 3-2*.

Figure 3-1 shows a 2D overview of the noise model with the location of all relevant receivers identified. Pink dots represent point sources in the noise model (car doors, mechanical plant).

Figure 3-1: Overview of Noise Model

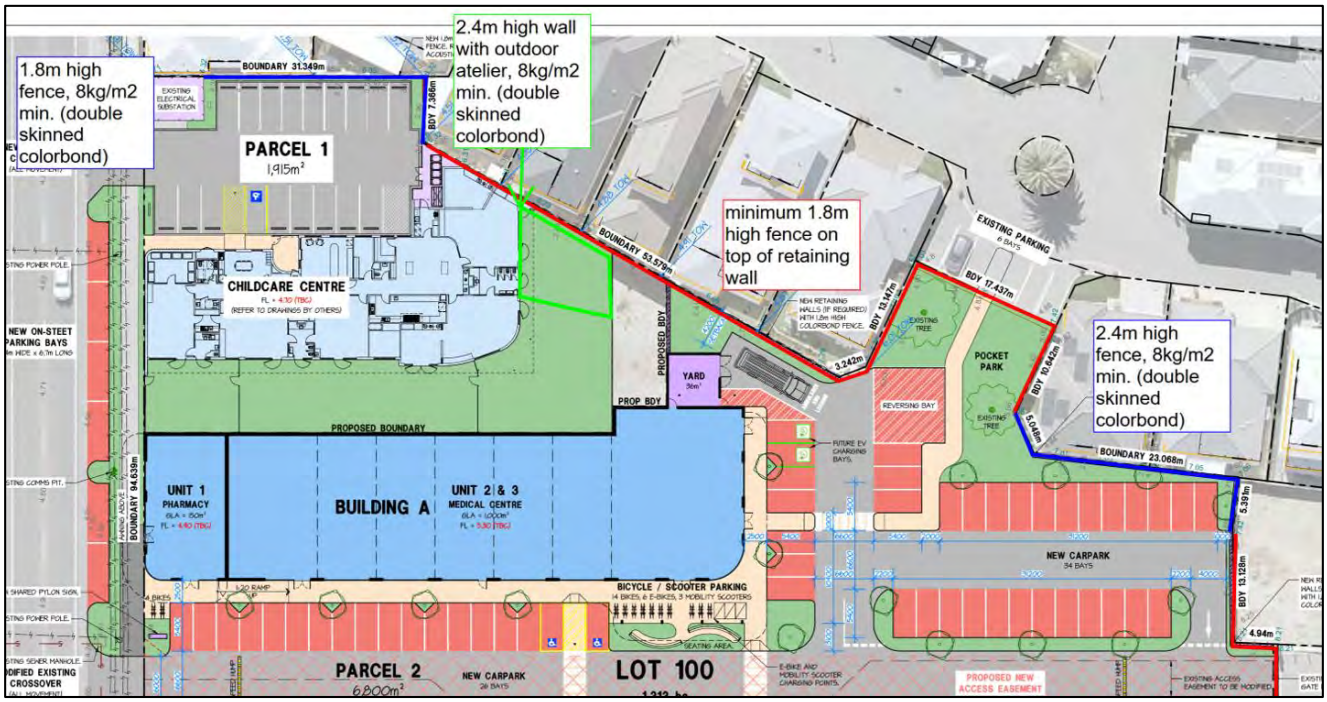


Figure 3-2: Overview of North Fencing

3.3. Ground Absorption

The ground absorption has been assumed to be 0.0 (0%) for the roads and 0.5 (50%) outside of the roads, noting that 0.0 represents hard reflective surfaces such as water and 1.0 represents absorptive surfaces such as grass.

3.4. Source Sound Levels

The source sound power levels used in the modelling are provided in *Table 3-2*.

Table 3-2: Source Sound Power Levels, dB

Description	Octave Band Centre Frequency (Hz)								Overall dB(A)
	63	125	250	500	1k	2k	4k	8k	
General Exhaust Fans (each), L_{10}	60	65	62	63	60	61	56	53	**67**
Kitchen Exhaust Fan, L_{10}	50	64	61	70	69	66	62	50	**73**
Closing Car Door (each), L_{max}	71	74	77	81	80	78	72	61	**84**
Tavern Patrons Internal Area - 910	82	93	97	99	91	89	86	75	**99**
Tavern Internal Speaker x 15 (each)	66	70	67	72	72	70	62	51	**76**
Tavern Patrons Outdoor Lower Deck - 90	72	83	87	89	81	79	76	65	**89**

Description	Octave Band Centre Frequency (Hz)								Overall dB(A)
	63	125	250	500	1k	2k	4k	8k	
Tavern Outdoor Speaker Lower Deck x 4 (each)	66	70	67	72	72	70	62	51	**76**
Refrigerated Truck Delivery, L_{A1}	100	91	87	88	83	81	79	75	**90**
Cool Room Refrigeration	87	86	89	85	81	77	73	-	**87**

The following is noted in relation to *Table 3-2*:

- Four (4) exhaust fans (toilets and laundry) and one kitchen exhaust fan were assumed for the tavern. All were modelled as point sources approximately 0.5 metres above roof level and above the area serviced. A refrigeration condensing unit for the cool room/freezer was also included 1.0 metres above roof level.
- Car doors closing were modelled as a point source 1.0-metre above ground level. Since noise from a car door closing is a short term event, only the L_{Amax} level is applicable for assessment.
- All the AC condensing units are located in an enclosed room with ventilation openings above the Bin Store. Therefore, these units have not been included in the model as they are considered to have a negligible impact on the overall levels at the nearby residences;
- A total of 1000 patrons total are modelled at 1.5m above ground level, with the worst case including 90 of these patrons in the outdoor Lower Deck Area. Each patron is assumed to have a sound power level of 75 dB(A), with 1 in 3 of patrons talking simultaneously outdoors and 1 in 4 patrons talking simultaneously inside. It is noted that patron noise can be highly variable depending on the number of patrons, background noise level, alcohol consumption and the like;
- Speaker sound levels represent background type music only as defined in VCAT decision (*Ref: B2/2005 Whiting v Hosier Bar Pty Ltd*) and reproduced in the Liquor Control Reform Act of Victoria as "a background level requires that music be played at a level enabling normal voice conversation at a distance of 600mm."
- The refrigerated delivery truck condenser unit is modelled at 2.3m above ground level in the loading bay.

3.5. Building Construction

As all the construction details of the tavern are not currently known at this stage, the following assumptions form the basis of the assessment:

- Windows, external doors, operable roofing and glass/Perspex backing for the Breeze Blocks to achieve $R_w + C_{tr}$ 27 performance (e.g. 6mm thick glass);
- Roof and ceiling (not including operable roofing) to achieve R_w 43 performance (likely achievable with metal deck roof and *Anticon 60*, 13mm thick sound-rated plasterboard with R4.0 Bradford Gold insulation above);
- Underside of internal ceiling (not including operable roofing) to incorporate acoustic absorption to minimum 50% of ceiling with an NRC ≥ 0.70.

4. RESULTS AND ASSESSMENT

4.1. Mechanical Plant Noise

Mechanical plant noise consists of the exhaust fans and cool room refrigeration. Predicted and assessed noise levels are provided in *Table 4-1*. The critical assigned level is during the night, as the plant may operate during the night period which is between 10.00pm to 7.00am. An adjustment of + 5 dB is included for tonality, since this may be present for such noise sources. A noise contour plot is also provided in *Figure 4-1* showing noise levels at ground floor.

Table 4-1: Mechanical Plant Noise Predicted Levels and Assessment, dB L_{A10}

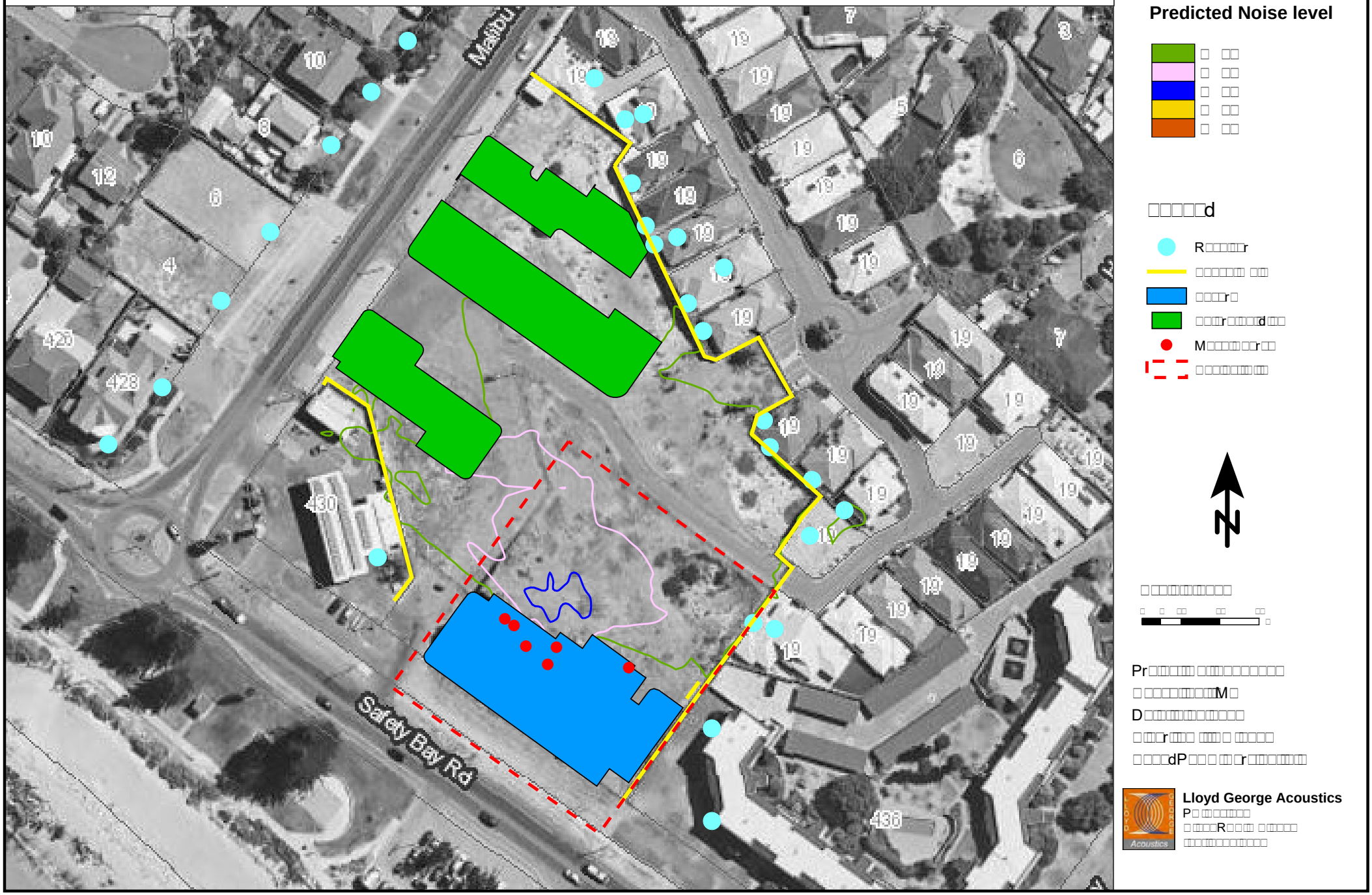
Receiver	Total	Total Adjusted	Assigned Level	Assessment
29/19 Malibu Rd	29	**34**	**37**	*Complies*
29/19 Malibu Rd Level 1	33	**38**	**37**	*+1 dB*
28/19 Malibu Rd	31	**36**	**37**	*Complies*
27/19 Malibu Rd	37	**42**	**37**	*+5 dB*
27/19 Malibu Rd Level 1	41	**46**	**37**	*+9 dB*
26/19 Malibu Rd	37	**42**	**37**	*+5 dB*
36/19 Malibu Rd	27	**32**	**39**	*Complies*
35/19 Malibu Rd	26	**31**	**39**	*Complies*
35/19 Malibu Rd Level 1	30	**35**	**39**	*Complies*
34/19 Malibu Rd	20	**25**	**39**	*Complies*
33/19 Malibu Rd	22	**27**	**39**	*Complies*
32/19 Malibu Rd	22	**27**	**39**	*Complies*
32/19 Malibu Rd Level 1	34	**39**	**39**	*Complies*
31/19 Malibu Rd	33	**38**	**39**	*Complies*
31/19 Malibu Rd Level 1	37	**42**	**39**	*+3 dB*
30/19 Malibu Rd	37	**42**	**39**	*+3 dB*
10 Malibu Rd	31	**36**	**39**	*Complies*
10 Malibu Rd Level 1	33	**38**	**39**	*Complies*
25/19 Malibu Rd	29	**34**	**39**	*Complies*
25/19 Malibu Rd Level 1	39	**44**	**39**	*+5 dB*
12 Malibu Rd	27	**32**	**39**	*Complies*

Receiver	Total	Total Adjusted	Assigned Level	Assessment
14 Malibu Rd	25	**30**	**39**	*Complies*
14 Malibu Rd Level 1	27	**32**	**39**	*Complies*
436 Safety Bay Rd	34	**39**	**39**	*Complies*
436 Safety Bay Rd Level 1	39	**44**	**39**	*+5 dB*
436 Safety Bay Rd Level 2	43	**48**	**39**	*+9 dB*
4 Malibu Rd	31	**36**	**40**	*Complies*
6 Malibu Rd	30	**35**	**40**	*Complies*
8 Malibu Rd	33	**38**	**40**	*Complies*
8 Malibu Rd Level 1	34	**39**	**40**	*Complies*
428 Safety Bay Rd	31	**36**	**40**	*Complies*
BP Petrol Station	34	**39**	**40**	*Complies*

The calculations show exceedances at multiple receiver locations due to the cool room refrigeration. Compliance can be practicably achieved by installing a screen at a minimum of 2.1m high on the north and east side of the cool room refrigeration.

It must be noted that the assessment is based on assumptions in relation to the number, location, size and type of mechanical plant. Therefore, once the mechanical plant has been designed and selected, noise is to be reviewed by a suitably qualified acoustical consultant.

Figure 4-1 Mechanical Plant Noise Contour Plot (1.4m AGL), dB L_{A10}



4.2. Car Door Closing Noise

Predicted and assessed noise levels for car doors closing are provided in *Table 4-2* being the maximum noise level from the worst-case car bay for each receiver. The critical assigned level is during the night, as car door closings will occur during the night period which is between 10.00pm to 7.00am. An adjustment of + 10 dB is included for impulsiveness, since this may be present for such noise sources. A noise contour plot is also provided in *Figure 4-2* showing noise levels at ground floor.

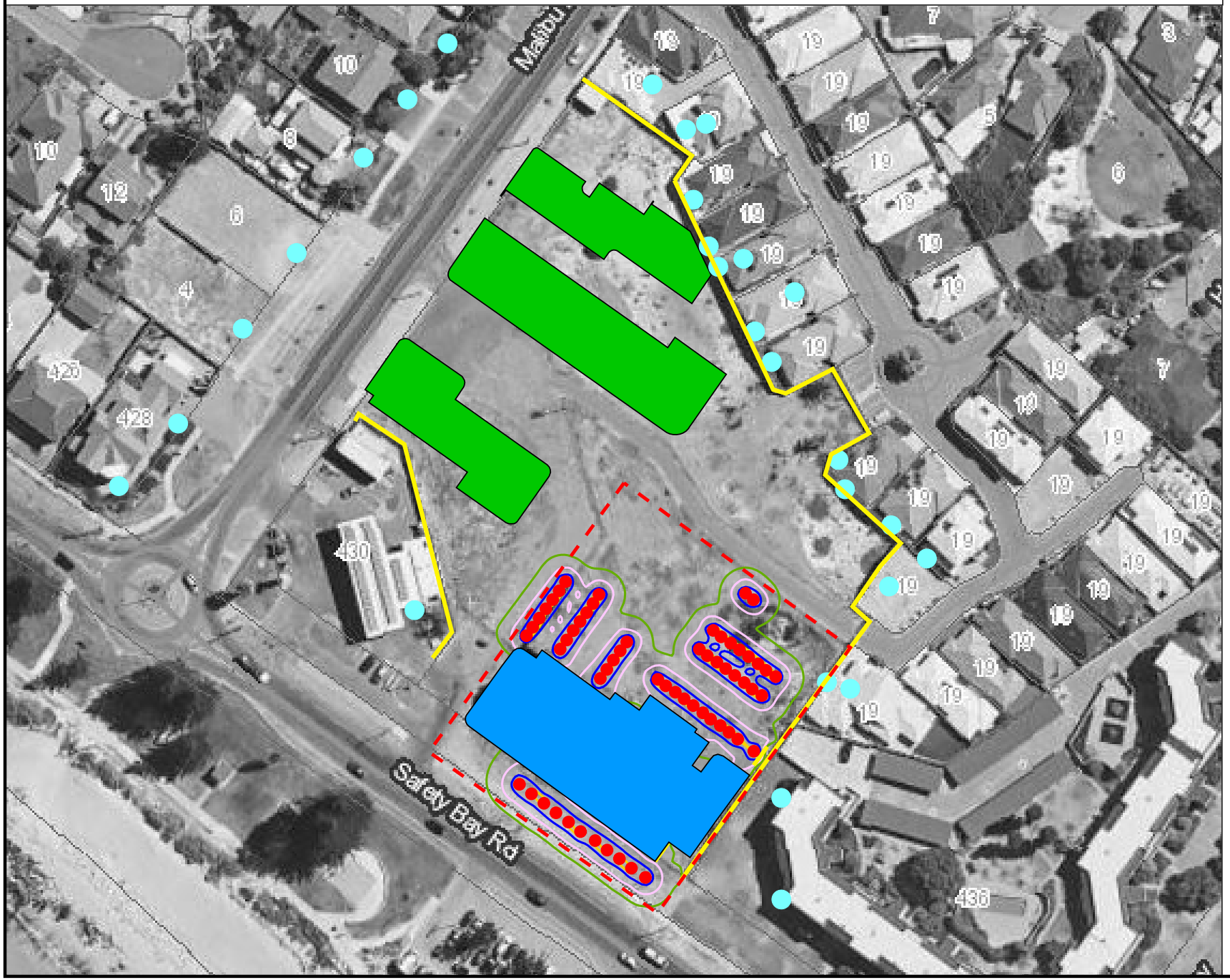
Table 4-2: Car Door Closing Noise Predicted Levels and Assessment, dB L_{Amax}

Receiver	Car Door	Total Adjusted	Assigned Level	Assessment
29/19 Malibu Rd	30	**40**	**57**	*Complies*
29/19 Malibu Rd Level 1	37	**47**	**57**	*Complies*
28/19 Malibu Rd	33	**43**	**57**	*Complies*
27/19 Malibu Rd	41	**51**	**57**	*Complies*
27/19 Malibu Rd Level 1	45	**55**	**57**	*Complies*
26/19 Malibu Rd	42	**52**	**57**	*Complies*
36/19 Malibu Rd	25	**35**	**59**	*Complies*
35/19 Malibu Rd	22	**32**	**59**	*Complies*
35/19 Malibu Rd Level 1	31	**41**	**59**	*Complies*
34/19 Malibu Rd	28	**38**	**59**	*Complies*
33/19 Malibu Rd	30	**40**	**59**	*Complies*
32/19 Malibu Rd	31	**41**	**59**	*Complies*
32/19 Malibu Rd Level 1	36	**46**	**59**	*Complies*
31/19 Malibu Rd	35	**45**	**59**	*Complies*
31/19 Malibu Rd Level 1	37	**47**	**59**	*Complies*
30/19 Malibu Rd	37	**47**	**59**	*Complies*
10 Malibu Rd	29	**39**	**59**	*Complies*
10 Malibu Rd Level 1	30	**40**	**59**	*Complies*
25/19 Malibu Rd	38	**48**	**59**	*Complies*
25/19 Malibu Rd Level 1	45	**55**	**59**	*Complies*
12 Malibu Rd	24	**34**	**59**	*Complies*
14 Malibu Rd	20	**30**	**59**	*Complies*

Receiver	Car Door	Total Adjusted	Assigned Level	Assessment
14 Malibu Rd Level 1	25	**35**	**59**	*Complies*
436 Safety Bay Rd	44	**54**	**59**	*Complies*
436 Safety Bay Rd Level 1	46	**56**	**59**	*Complies*
436 Safety Bay Rd Level 2	47	**57**	**59**	*Complies*
4 Malibu Rd	34	**44**	**60**	*Complies*
6 Malibu Rd	34	**44**	**60**	*Complies*
8 Malibu Rd	35	**45**	**60**	*Complies*
8 Malibu Rd Level 1	35	**45**	**60**	*Complies*
428 Safety Bay Rd	34	**44**	**60**	*Complies*
BP Petrol Station	44	**54**	**80**	*Complies*

Noise from car doors is predicted to comply at all nearest existing receivers during the critical night period.

Figure 4-2 Car Door Noise Contour Plot (1.4m AGL), dB L_{Amax}



Predicted Noise level

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4.3. Delivery Noise

Predicted and assessed noise levels from a delivery truck in isolation within the loading bay are provided in *Table 4-3*. It is likely this will be weekday only and of a short duration, therefore the assessment is against the L_{A1} daytime assigned level. This assumes deliveries will take less than 24 minutes in a 4-hour period, which is considered sufficient time. Given the noise is daytime only and for a short duration, no penalties are applied for intrusive characteristics. A noise contour plot is also provided in *Figure 4-3* showing noise levels at ground floor.

Table 4-3: Tavern Delivery Noise Predicted Levels and Assessment, dB L_{A1}

Receiver	Delivery Noise	Assigned Level	Assessment
29/19 Malibu Rd	34	**57**	*Complies*
29/19 Malibu Rd Level 1	38	**57**	*Complies*
28/19 Malibu Rd	36	**57**	*Complies*
27/19 Malibu Rd	42	**57**	*Complies*
27/19 Malibu Rd Level 1	48	**57**	*Complies*
26/19 Malibu Rd	43	**57**	*Complies*
36/19 Malibu Rd	29	**59**	*Complies*
35/19 Malibu Rd	29	**59**	*Complies*
35/19 Malibu Rd Level 1	34	**59**	*Complies*
34/19 Malibu Rd	30	**59**	*Complies*
33/19 Malibu Rd	31	**59**	*Complies*
32/19 Malibu Rd	32	**59**	*Complies*
32/19 Malibu Rd Level 1	38	**59**	*Complies*
31/19 Malibu Rd	40	**59**	*Complies*
31/19 Malibu Rd Level 1	41	**59**	*Complies*
30/19 Malibu Rd	42	**59**	*Complies*
10 Malibu Rd	29	**59**	*Complies*
10 Malibu Rd Level 1	33	**59**	*Complies*
25/19 Malibu Rd	35	**59**	*Complies*
25/19 Malibu Rd Level 1	47	**59**	*Complies*
12 Malibu Rd	28	**59**	*Complies*
14 Malibu Rd	26	**59**	*Complies*

Receiver	Delivery Noise	Assigned Level	Assessment
14 Malibu Rd Level 1	30	**59**	*Complies*
436 Safety Bay Rd	39	**59**	*Complies*
436 Safety Bay Rd Level 1	47	**59**	*Complies*
436 Safety Bay Rd Level 2	47	**59**	*Complies*
4 Malibu Rd	38	**60**	*Complies*
6 Malibu Rd	28	**60**	*Complies*
8 Malibu Rd	35	**60**	*Complies*
8 Malibu Rd Level 1	36	**60**	*Complies*
428 Safety Bay Rd	34	**60**	*Complies*
BP Petrol Station	36	**80**	*Complies*

The assessment demonstrates compliance is achieved during the day period.

Figure 4-3 Delivery Noise Contour Plot (1.4m AGL), dB L_{A1}

Predicted Noise level

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4.4. Tavern Patron and Music Noise

Table 4-4 provides the predicted noise levels with 1000 patrons and the following three scenarios:

- Scenario 1 - includes everything closed except the windows, doors, operable roofing and glass/Perspex backing open for the Breeze Blocks as shown in *Figure 4-4*.
- Scenario 2 - includes everything closed except the windows, door and glass/Perspex backing open for the Breeze Blocks as shown in *Figure 4-5*.
- Scenario 3 - includes everything closed except the windows, door and glass/Perspex backing open for the Breeze Blocks as shown in *Figure 4-6*.

Noise contour plots are provided in *Figure 4-7* to *Figure 4-9*. Note that only background music noise levels have been modelled and therefore no adjustments for music have been included. If music is audible at residences, a + 10 dB penalty will apply. Shaded cells indicate the predicted level is above the assigned night-time level (after 10.00pm).

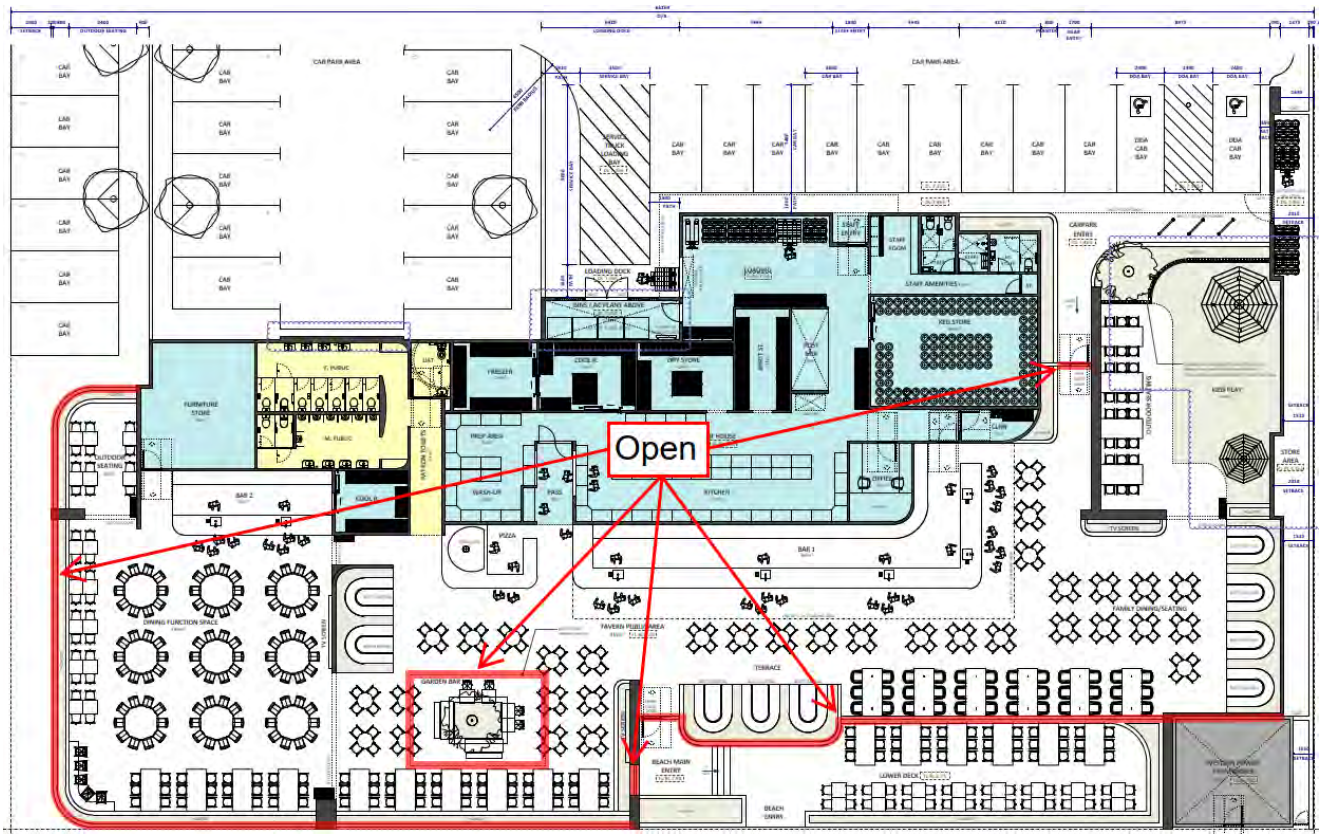

Figure 4-4: Scenario 1 Configuration

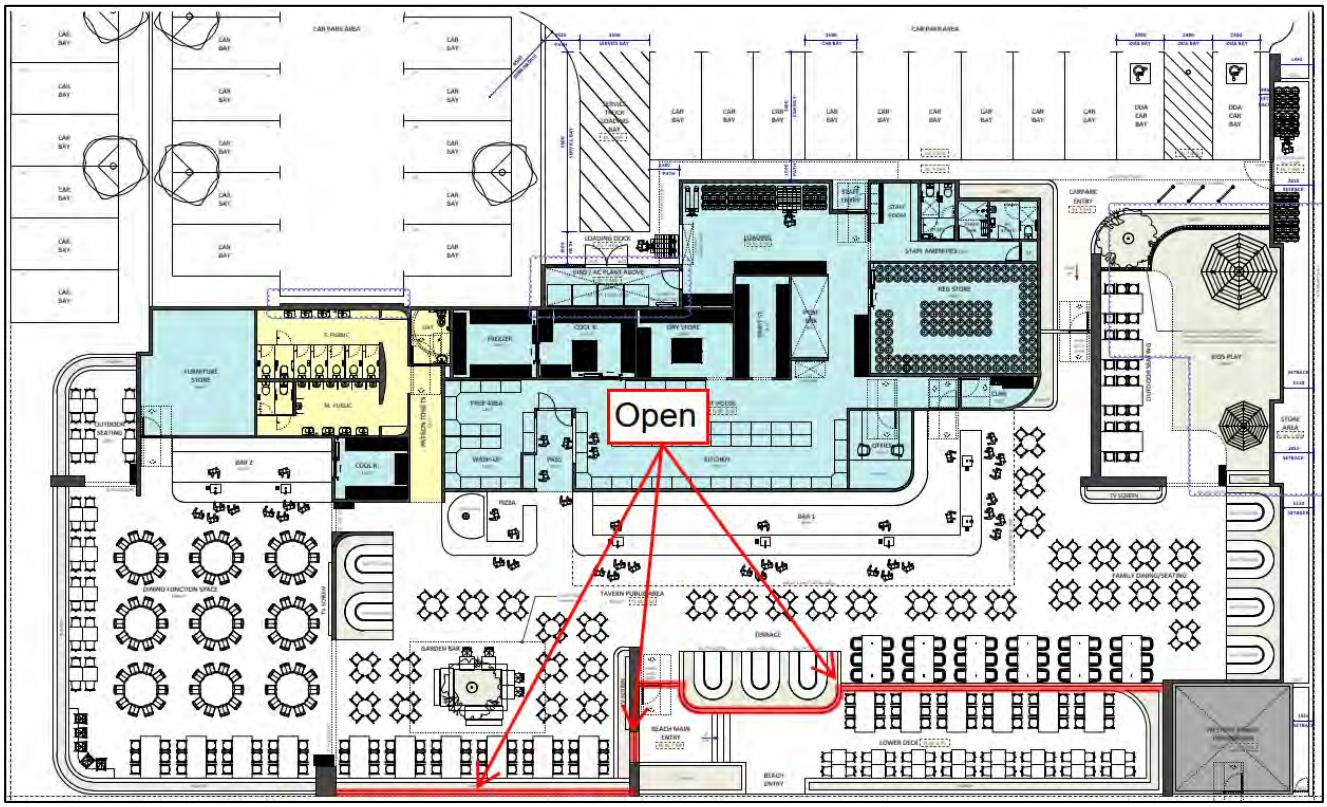

Figure 4-5: Scenario 2 Configuration

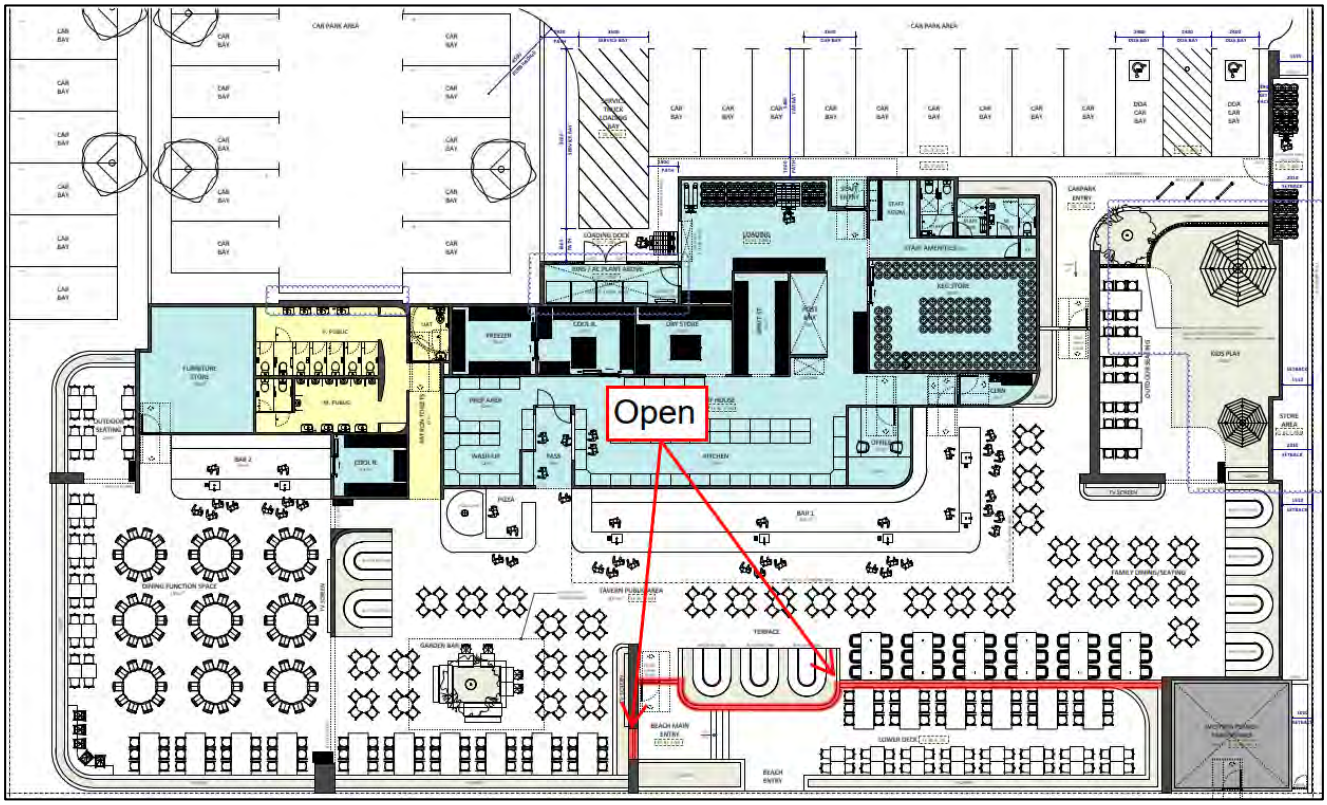

Figure 4-6: Scenario 3 Configuration

Table 4-4: Tavern Patron and Music Noise Predicted Levels, dB L_{A10}

Receiver	Scenario 1	Scenario 2	Scenario 3	Night Period Assigned Level
29/19 Malibu Rd	33	27	26	**37**
29/19 Malibu Rd Level 1	35	29	29	**37**
28/19 Malibu Rd	35	29	28	**37**
27/19 Malibu Rd	41	34	34	**37**
27/19 Malibu Rd Level 1	46	37	37	**37**
26/19 Malibu Rd	42	35	34	**37**
36/19 Malibu Rd	34	26	25	**39**
35/19 Malibu Rd	33	26	25	**39**
35/19 Malibu Rd Level 1	39	30	30	**39**
34/19 Malibu Rd	29	22	21	**39**
33/19 Malibu Rd	32	27	25	**39**
32/19 Malibu Rd	31	25	24	**39**
32/19 Malibu Rd Level 1	39	30	29	**39**
31/19 Malibu Rd	36	30	29	**39**
31/19 Malibu Rd Level 1	40	33	33	**39**
30/19 Malibu Rd	39	34	34	**39**
10 Malibu Rd	37	29	29	**39**
10 Malibu Rd Level 1	42	34	33	**39**
25/19 Malibu Rd	38	30	29	**39**
25/19 Malibu Rd Level 1	47	36	36	**39**
12 Malibu Rd	36	28	28	**39**
14 Malibu Rd	31	23	22	**39**
14 Malibu Rd Level 1	36	27	27	**39**
436 Safety Bay Rd	45	36	36	**39**
436 Safety Bay Rd Level 1	47	39	38	**39**
436 Safety Bay Rd Level 2	48	41	39	**39**

Receiver	Scenario 1	Scenario 2	Scenario 3	Night Period Assigned Level
4 Malibu Rd	44	32	31	**40**
6 Malibu Rd	41	31	30	**40**
8 Malibu Rd	36	28	27	**40**
8 Malibu Rd Level 1	41	33	33	**40**
428 Safety Bay Rd	50	44	35	**40**
BP Petrol Station	59	44	43	**60**

The above shows that when the venue has the maximum number of patrons with light background music playing, compliance can be achieved at all existing receivers during the most critical night-period, between 10.00pm to 7.00am. This is provided everything is closed except the windows, door and glass/Perspex backing noted in *Figure 4-6*. When the windows, doors, operable roofing and glass/Perspex backing are open, as shown in *Figure 4-4*, compliance is predicted during the day only (Monday to Saturdays 7.00am to 7.00pm). During the evening period (Monday to Saturdays 7.00pm to 10.00pm and Sundays 9.00am to 10.00pm), compliance is predicted with the configuration as shown in *Figure 4-5*.

Management should maintain a noise management plan to ensure that music noise is not audible at sensitive receptors. Such a plan could include instructions regarding noise level spot observations and window configurations among other strategies.

Figure 4-6 Scenario 1 Noise Contour Plot (1.4m AGL), dB L_{A10}

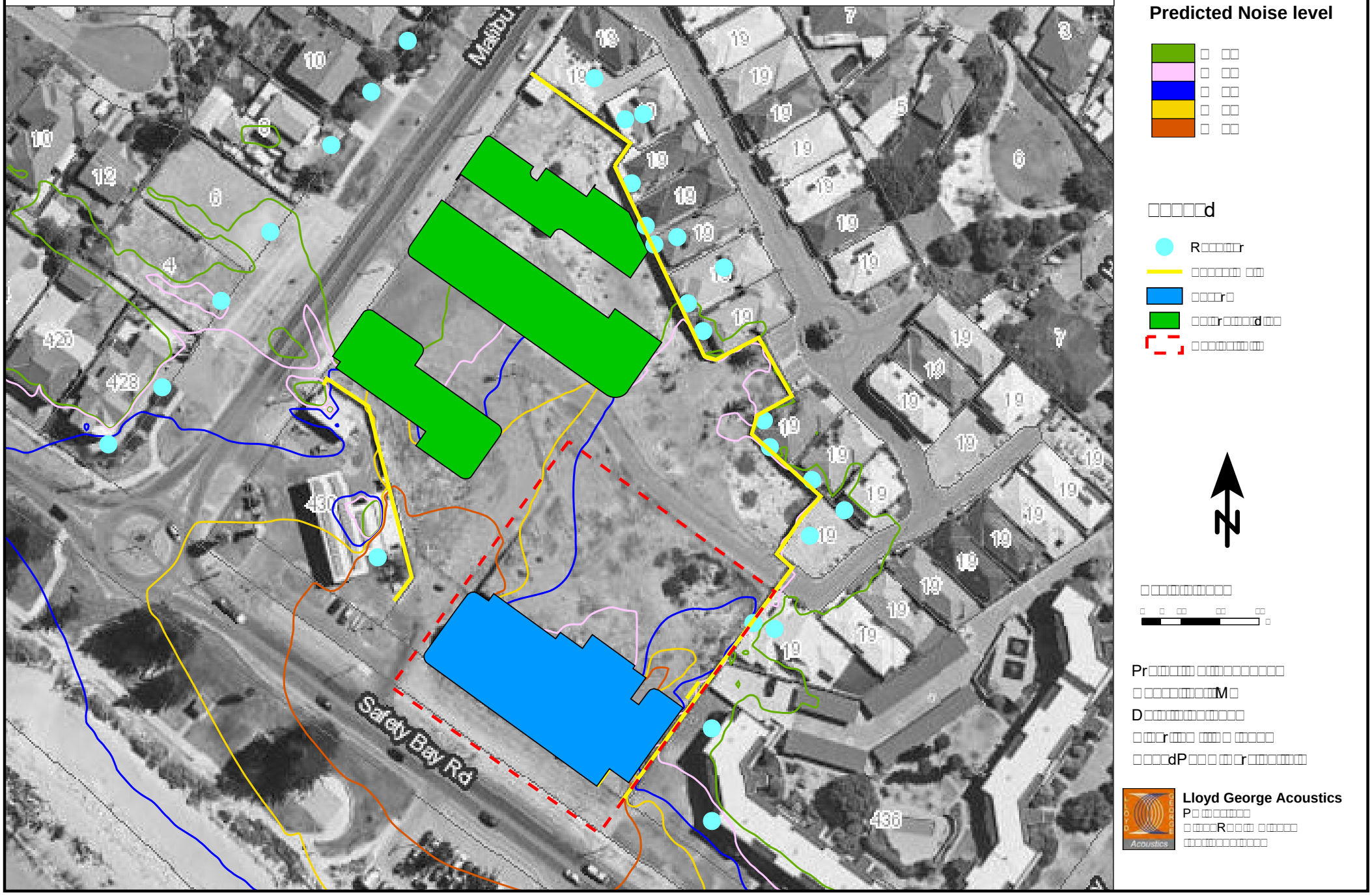

Figure 4-7 Scenario 2 Noise Contour Plot (1.4m AGL), dB L_{A10}

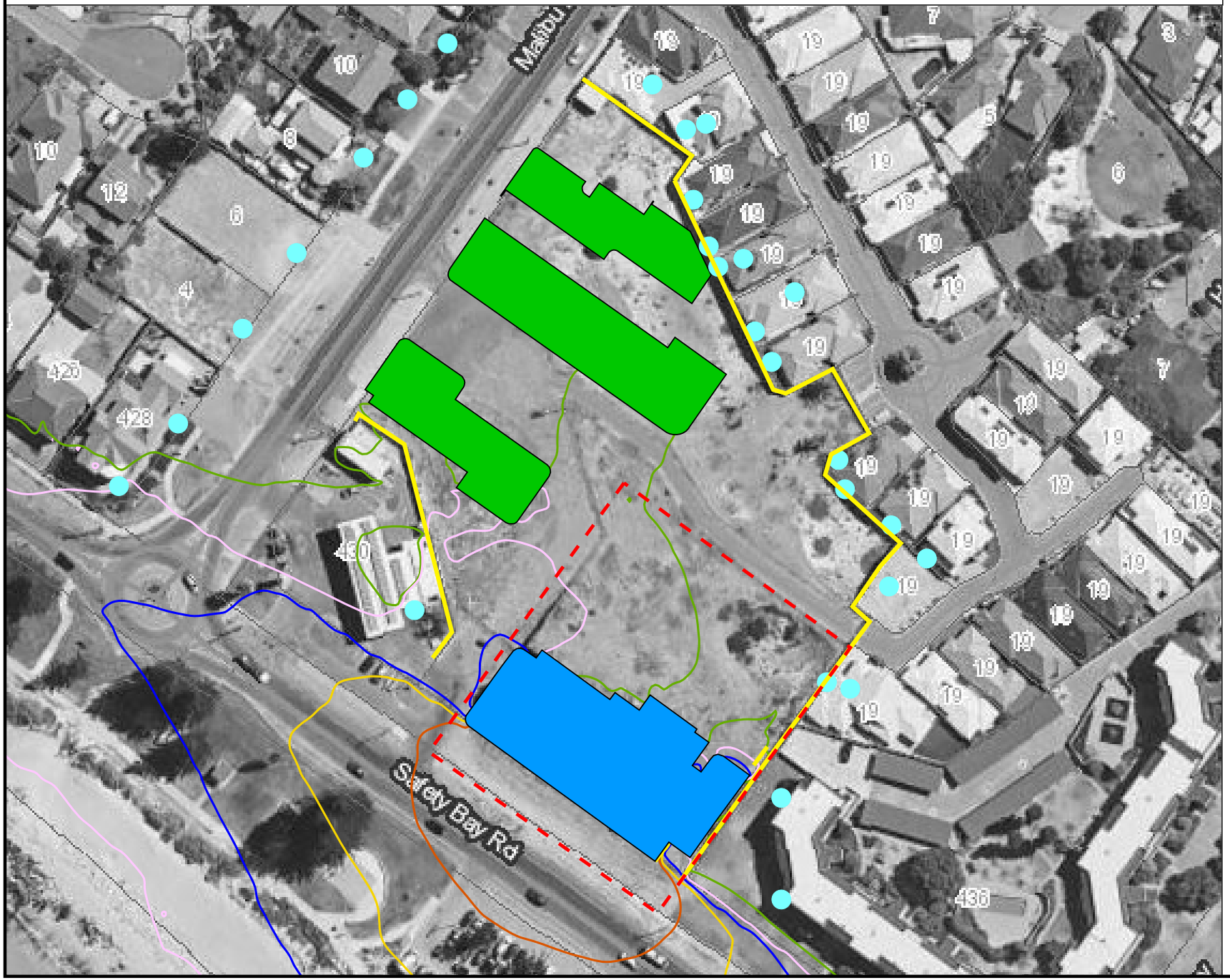

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Figure 4-8 Scenario 3 Noise Contour Plot (1.4m AGL), dB L_{A10}

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5. RECOMMENDATIONS

5.1. Mechanical Plant

Mechanical plant was shown to exceed the assigned levels within the assessment, although compliance can be practicably achieved by installing a screen at a minimum of 2.1m high on the north and east side of the cool room refrigeration.

It must be noted that the assessment is based on assumptions in relation to the number, location, size and type of mechanical plant. Therefore, the following are also recommended:

- Once the mechanical plant has been designed and selected, the noise levels shall be reviewed prior to Building Permit;
- Where practicable exhaust fans shall be located inside the ceiling void and shall be axial fan type, allowing the incorporation of an attenuator if required;
- All fans shall be variable speed drive so that maximum speed is only occurring when necessary with demand;
- All plant shall be selected taking into consideration noise levels. That is, when comparing manufacturers of equivalent equipment, select the quieter model;
- All plant is to be appropriately vibration isolated to 95% isolation efficiency.

5.2. Car Doors

The predicted noise from car door closings is compliant provided the walls shown on the DA Plans and previous LGA assessment (as shown in *Figure 3-2*) are constructed.

5.3. Deliveries

The assessment demonstrates compliance is achieved provided deliveries will:

- Only occur during the day period; and
- Take less than 24 minutes in a 4-hour period.

5.4. Tavern Patrons and Music

The predicted noise from the tavern patrons with background music have been assessed and may exceed the assigned levels at the nearby residential premises, as determined in accordance with the *Environmental Protection (Noise) Regulations 1997*. To achieve compliance, measures are recommended as follows:

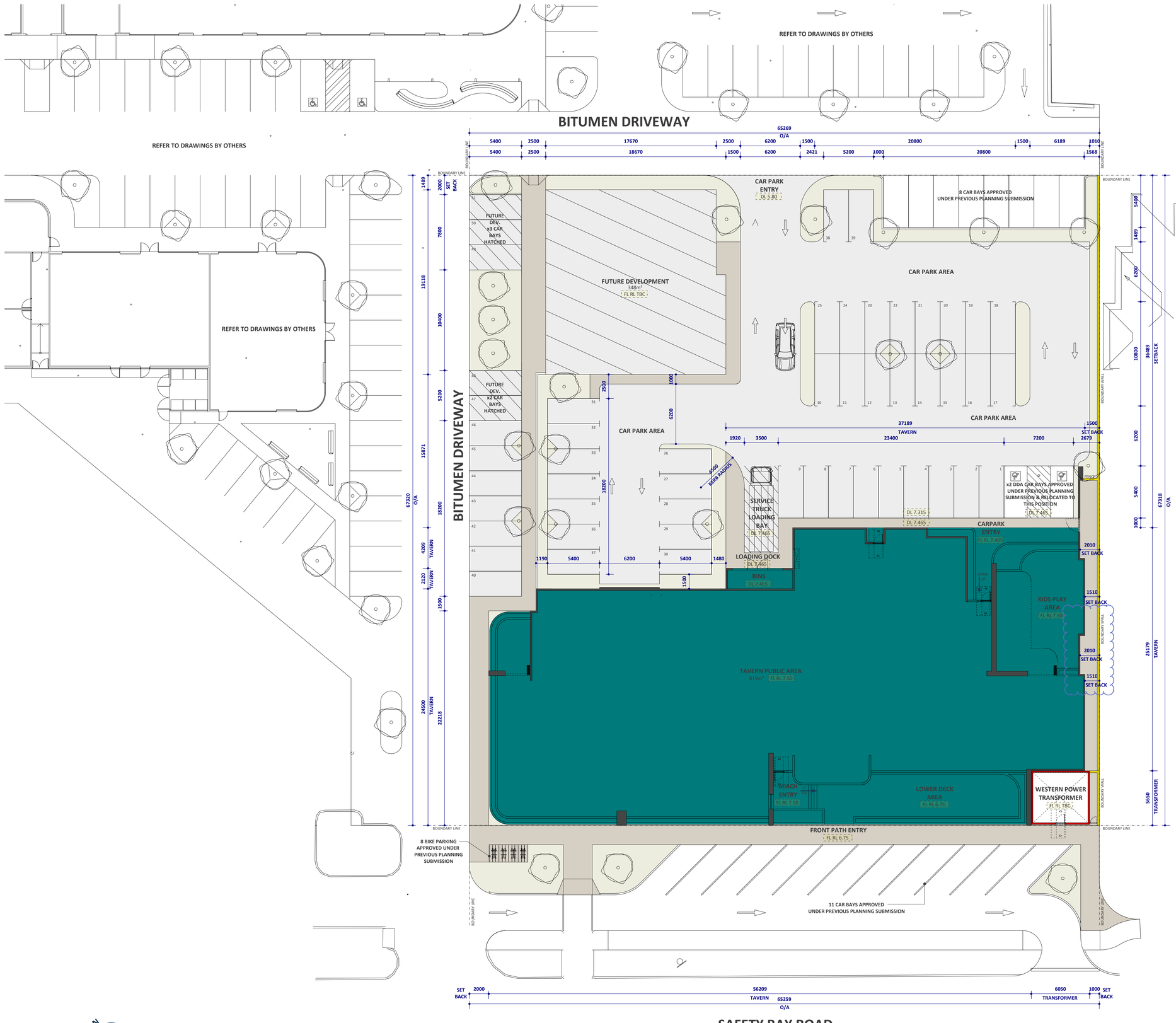
- Noise Management Plan is to be prepared by the venue operator. Based on the current plans, and with a maximum number of patrons, this is to include the items:
  - If noise complaints are received, conduct noise observations at the boundary and at nearby residences to determine if the music is audible. Where music is perceived as audible (such as in downwind conditions), levels will need to be reduced further, most likely to external speakers.
  - Speaker and amplifier system to be owned and supplied by the venue. This will be operated at set limits. The sound limiter is to be kept in a locked cabinet so that this cannot be increased in volume by general staff.
  - Ensure glass is emptied into outdoor bins during daytime hours.
  - Ensure deliveries occur during the daytime e.g. Monday to Saturday 7.00am-7.00pm or Sunday 9.00am-7.00pm.
  - Instructions to restrict the configurations of the venue to those shown in *Table 5-1*.

Table 5-1: Compliant Operation Modes

Time Period	Operation Mode*
Monday to Saturday 7.00am to 7.00pm	Scenario 1 configuration as shown in *Figure 4-4*
Monday to Saturday 7.00pm to 10.00pm & Sunday 9.00am to 10.00pm	Scenario 2 configuration as shown in *Figure 4-5*
All other times	Scenario 3 configuration as shown in *Figure 4-6*

*If music is audible at residences, a + 10 dB penalty will apply and increased restrictions may be required.

Appendix A – Development Plans



SITE PLAN
SCALE 1:200

LOCATION PLAN
SCALE N.T.S.

DRAWING SCHEDULE

DRAWING No.	REV	DRAWING NAME
DA100	D	SITE PLAN
DA101	D	FLOOR PLAN
DA102	C	ELEVATIONS
DA103	B	3D PERSPECTIVES

LEGEND

- PROPOSED TAVERN - 1664m²
- PROPOSED LANDSCAPING - 310m²
- PROPOSED FOOTPATHS - 305m²
- FUTURE DEVELOPMENT - 348m²

SITE & BUILDING INFO

4394m²	= LOT AREA
1664m²	= TAVERN GFA
420m²	= TABERN B.O.H.
815m²	= LICENSED AREAS (1000 CAPACITY)
64m²	= KIDS PLAY AREA

PARKING

46 CAR BAYS FOR TAVERN
5 CAR BAYS SURPLUS FOR FUTURE DEVELOPMENT

TOTAL = 51 CAR BAYS + 2 DDA BAYS + 1 SERICE BAY (46 CAR BAYS PROPOSED UNDER PREVIOUS APPROVAL)

ALL DIMENSIONS TO BE VERIFIED / CHECKED ON SITE PRIOR TO DRAWING ANY WORK OR SHOP DRAWINGS. FIGURED DIMENSIONS SHALL TAKE PRECEDENCE TO SCALED DIMENSIONS. DRAWINGS TO BE READ IN CONJUNCTION WITH RELEVANT CONSULTANTS DOCUMENTS. SEEK CLARIFICATION OF INCONSISTENCIES / CONFLICTS. IMAGES ARE DIAGRAMMATIC. HARDWARE AND ACCESSORIES DEPICTED IN THESE DRAWINGS ARE FOR ILLUSTRATIVE PURPOSES ONLY. THESE DRAWINGS ARE NOT TO BE USED FOR CONSTRUCTION WITHOUT WRITTEN AUTHORITY IS REQUIRED FOR ANY REPRODUCTION. ALL WORK TO BE DONE IN ACCORDANCE WITH THE BUILDING CODE OF AUSTRALIA AND ALL LOCAL AUTHORITY REGULATIONS. EXECUTE ALL WORK TO THE SATISFACTION OF THE SUPERINTENDENT.
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Project Name: **WAIKIKI TAVERN**

Project Address: **LOT 100, 434 SAFETY BAY RD, SAFETY BAY WA**

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Drawing Title: **SITE PLAN**

Rev	Date	By	Description
A	20/03/25	SJF	CONSULTANT RVIEW
B	27/03/25	SJF	CONSULTANT REVIEW
C	14/04/25	SJF	AS CLOUDED
D	15/04525	SJF	AS CLOUDED

Project No.: **M3011** Revision: **D**
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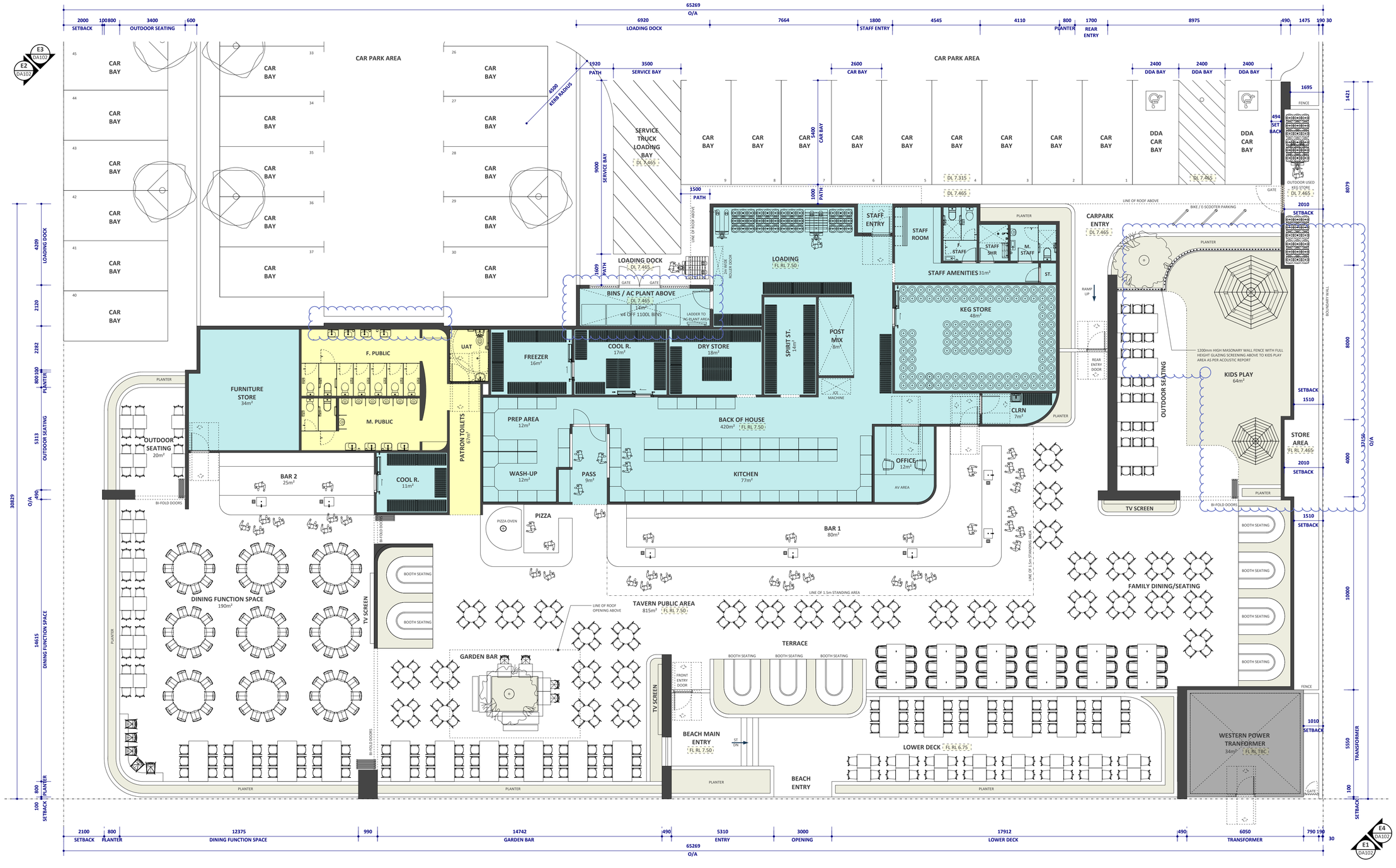
Scale: **1:200**
Drawn By: **SJF**
Page Size: **A1**



LEGEND

- WALLS
- TAVERN
- B.O.H.
- PATRON AMENITIES
- LANDSCAPE
- TRANSFORMER

SITE & BUILDING INFO

4394m²	= LOT AREA
1664m²	= TAVERN GFA
420m²	= TABERN B.O.H.
815m²	= LICENSED AREAS (1000 CAPACITY)
64m²	= KIDS PLAY AREA

PARKING

46 CAR BAYS FOR TAVERN
5 CAR BAYS SURPLUS FOR FUTURE DEVELOPMENT

TOTAL = 51 CAR BAYS + 2 DDA BAYS + 1 SERICE BAY (46 CAR BAYS PROPOSED UNDER PREVIOUS APPROVAL)

FLOOR PLAN

SCALE 1:100

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Drawing Title: **FLOOR PLAN**

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C	14/04/25	SJF	AS CLOUDED
D	15/05/25	SJF	AS CLOUDED

Project No. **M3011** Revision **D**
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Drawn By **SJF**
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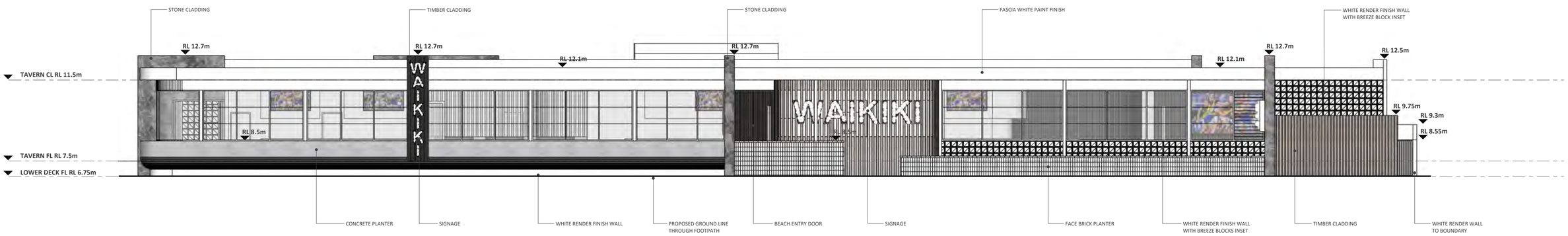

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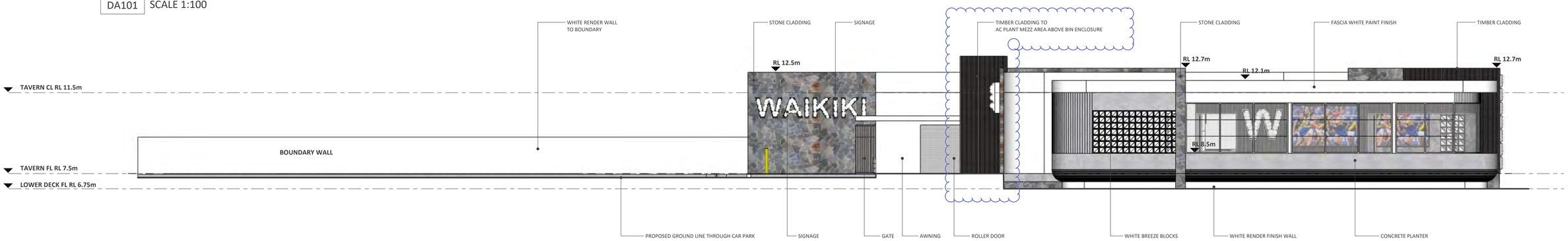

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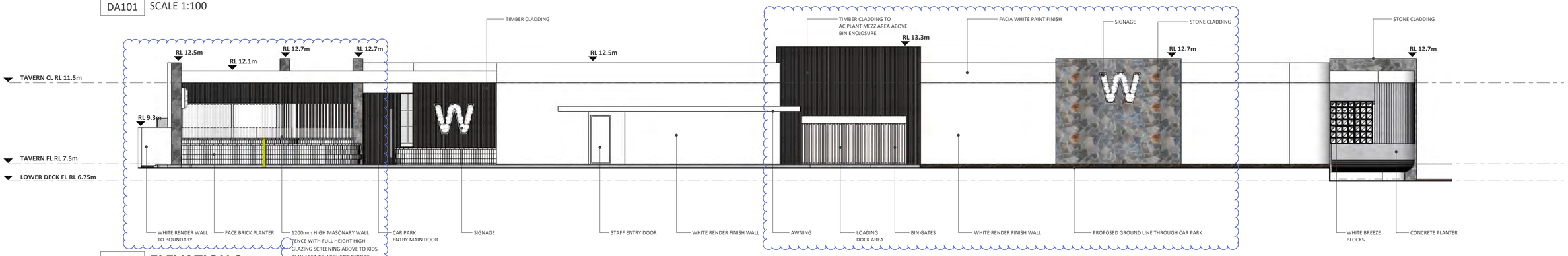
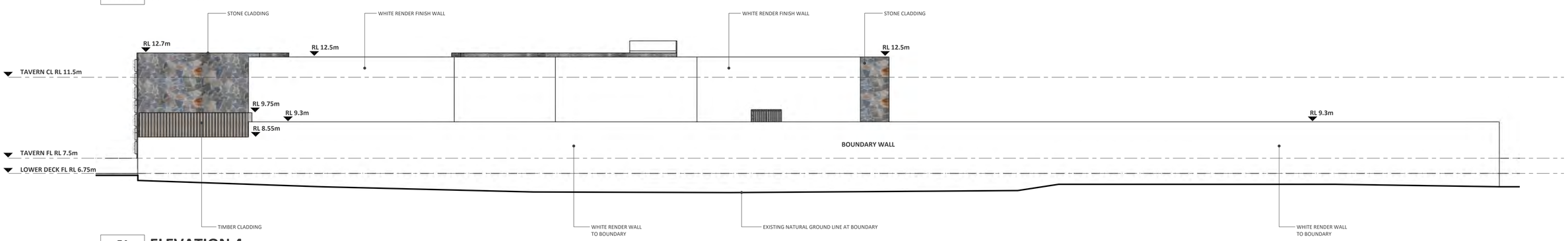


E3 **ELEVATION 3**
DA101 SCALE 1:100



E4 **ELEVATION 4**
DA101 SCALE 1:100

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Drawing Title: **ELEVATIONS**

Rev	Date	By	Description
A	20/03/25	SJF	CONSULTANT REVIEW
B	27/03/25	SJF	CONSULTANT REVIEW
C	15/05/25	SJF	AS CLOUDED

Project No.: **M3011** Revision: **C**
Drawing No.: **DA102**
Scale: **1:100**
Drawn By: **SJF**
Page Size: **A1**

Appendix B – Influencing Factor Calculation

The assigned levels combine a baseline assigned level with an influencing factor, with the latter increasing the assigned level on the basis of the existence of significant roads and commercial or industrial zoned land within an inner circle (100 metre radius) and an outer circle (450 metre radius) of the noise sensitive premises. The calculation for the influencing factor is:

$$= \frac{1}{10}(\%\ \text{Type A}_{100} + \%\ \text{Type A}_{450}) + \frac{1}{20}(\%\ \text{Type B}_{100} + \%\ \text{Type B}_{450})$$

where:

$\%\ \text{Type A}_{100}$ = the percentage of industrial land within a 100m radius of the premises receiving the noise

$\%\ \text{Type A}_{450}$ = the percentage of industrial land within a 450m radius of the premises receiving the noise

$\%\ \text{Type B}_{100}$ = the percentage of commercial land within a 100m radius of the premises receiving the noise

$\%\ \text{Type B}_{450}$ = the percentage of commercial land within a 450m radius of the premises receiving the noise

+ Transport Factor (maximum of 6 dB)

= 2 for each secondary road (6,000 to 15,000 vpd) within 100m

= 2 for each major road (>15,000 vpd) within 450m

= 6 for each major road within 100m

A representative premise has been used for each of the following noise sensitive premises:

- Northwest – 428 Safety Bay Rd
- North – 7/19 Malibu Rd
- Northeast – 8/19 Malibu Rd
- Southeast – 11/19 Malibu Rd

Table B-2 shows the percentage of industrial and commercial land within the inner (100 metre radius) and outer (450 metre radius) circles of the noise sensitive premises.

Table B-2: Percentage of Land Types within 100m and 450m Radii

Receiver	Land Type	Within 100m	Within 450m
Northwest	Type A - Industrial and Utility	0	0
	Type B – Commercial	15	2
North	Type A - Industrial and Utility	0	0
	Type B – Commercial	32	2
Northeast	Type A - Industrial and Utility	0	0
	Type B – Commercial	32	2
Southeast	Type A - Industrial and Utility	0	0
	Type B – Commercial	31	2

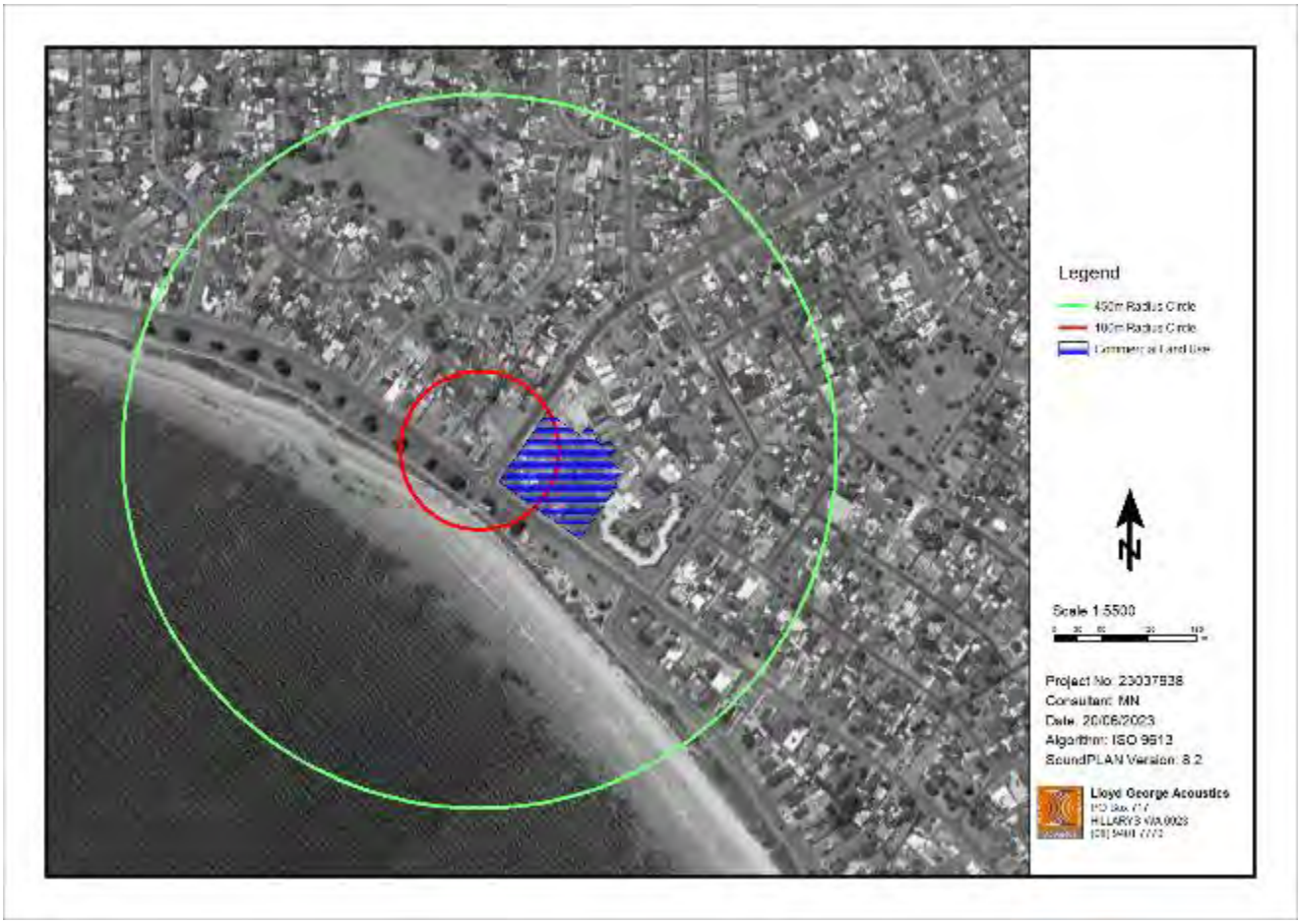
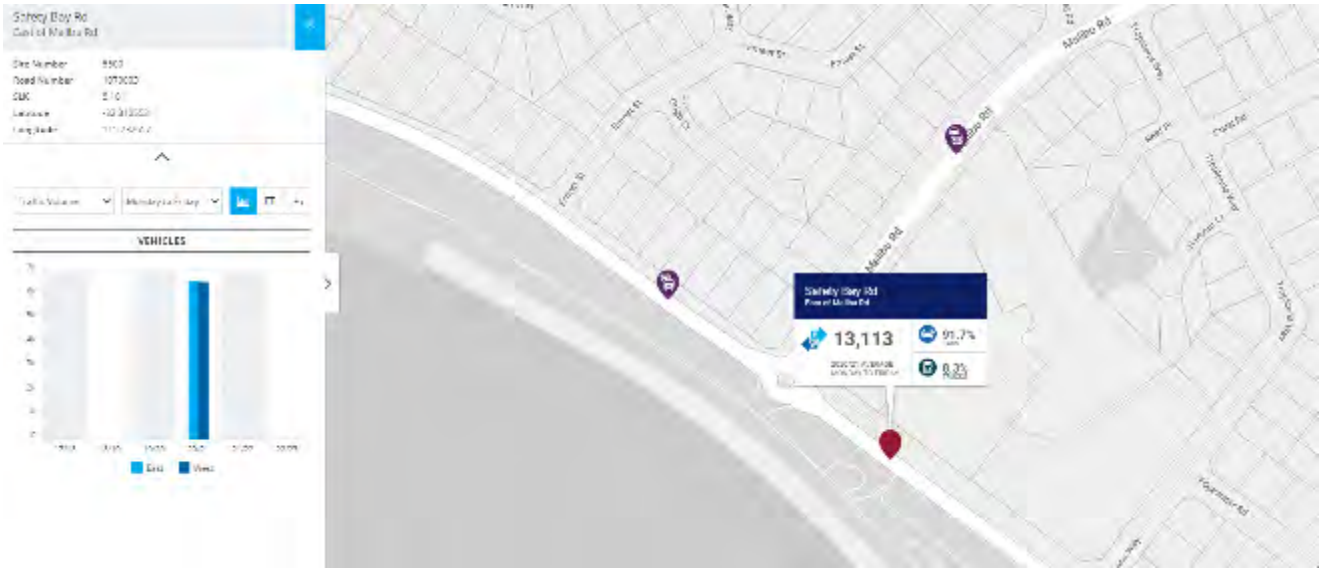


Figure B-1: Land Types within 100m and 450m Radii of 428 Safety Bay Rd

From the Main Roads WA Traffic Map (refer *Figure B-2*), *Table B-3* shows the relevant roads and their traffic counts within the inner (100 metre radius) and outer (450 metre radius) circles.

Table B-3: Relevant Roads within 100m and 450m Radii

Receiver	Within 100m		Within 450m
	Major Road (+ 6 dB)	Secondary Road (+ 2 dB)	Major Road Not Within 100m (+ 2 dB)
Northwest	-	Safety Bay Road (13,113 vpd 2020/21 #5500) Malibu Road (5,411 vpd 2020/21 #3492)	-
North	-	Malibu Road (5,411 vpd 2020/21 #3492)	-
Northeast	-	-	-
Southeast	-	Safety Bay Road (13,113 vpd 2020/21 #5500)	-



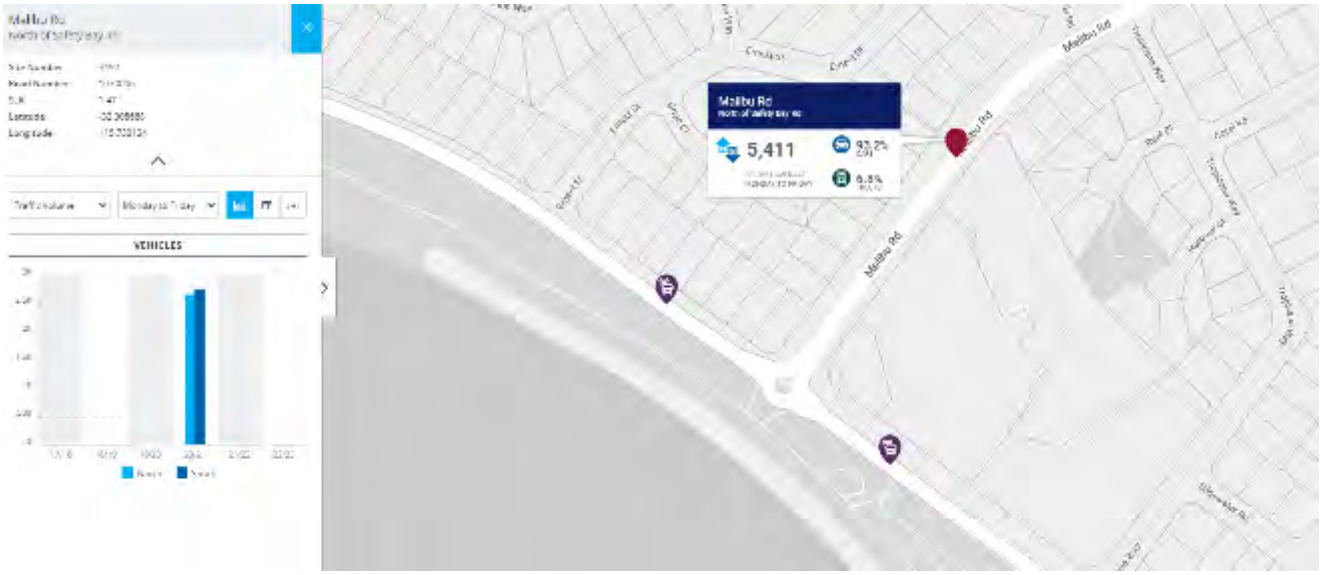


Figure B-2: MRWA Published Traffic Data

Table B-4 combines the percentage land types and Transport Factor to calculate the influencing factor.

Table B-4: Influencing Factor Calculation, dB

Receiver	Industrial Land	Commercial Land	Transport Factor	Total
Northwest	0	0.9	4.0	**5**
North	0	1.7	2.0	**4**
Northeast	0	1.7	0	**2**
Southeast	0	1.7	2.0	**4**

The influencing factor calculated in *Table B-4* is combined with those baseline assigned levels of *Table 2-2*, resulting in the project assigned levels provided in *Table 2-3*.

Appendix C – Terminology

The following is an explanation of the terminology used throughout this report:

- **Decibel (dB)**

The decibel is the unit that describes the sound pressure levels of a noise source. It is a logarithmic scale referenced to the threshold of hearing.

- **A-Weighting**

An A-weighted noise level has been filtered in such a way as to represent the way in which the human ear perceives sound. This weighting reflects the fact that the human ear is not as sensitive to lower frequencies as it is to higher frequencies. An A-weighted sound level is described as L_A, dB.

- **Sound Power Level (L_w)**

Under normal conditions, a given sound source will radiate the same amount of energy, irrespective of its surroundings, being the sound power level. This is similar to a 1kW electric heater always radiating 1kW of heat. The sound power level of a noise source cannot be directly measured using a sound level meter but is calculated based on measured sound pressure level at known distances. Noise modelling incorporates source sound power levels as part of the input data.

- **Sound Pressure Level (L_p)**

The sound pressure level of a noise source is dependent upon its surroundings, being influenced by distance, ground absorption, topography, meteorological conditions etc. and is what the human ear actually hears. Using the electric heater analogy above, the heat will vary depending upon where the heater is located, just as the sound pressure level will vary depending on the surroundings. Noise modelling predicts the sound pressure level from the sound power levels taking into account ground absorption, barrier effects, distance etc.

- **L_{ASlow}**

This is the noise level in decibels, obtained using the A-frequency weighting and the S (slow) time weighting. Unless assessing modulation, all measurements use the slow time weighting characteristic.

- **L_{AFast}**

This is the noise level in decibels, obtained using the A-frequency weighting and the F (fast) time weighting. This is used when assessing the presence of modulation.

- **L_{APeak}**

This is the greatest absolute instantaneous sound pressure level in decibels using the A-frequency weighting.

- **L_{Amax}**

An L_{Amax} level is the maximum A-weighted noise level during a particular measurement.

- **L_{A1}**

The L_{A1} level is the A-weighted noise level exceeded for 1 percent of the measurement period and is considered to represent the average of the maximum noise levels measured.

- **L_{A10}**

The L_{A10} level is the A-weighted noise level exceeded for 10 percent of the measurement period and is considered to represent the “intrusive” noise level.

- **L_{A90}**

The L_{A90} level is the A-weighted noise level exceeded for 90 percent of the measurement period and is considered to represent the “background” noise level.

- **L_{Aeq}**

The equivalent steady state A-weighted sound level (“equal energy”) in decibels which, in a specified time period, contains the same acoustic energy as the time-varying level during the same period. It is considered to represent the “average” noise level.

- **One-Third-Octave Band**

Means a band of frequencies spanning one-third of an octave and having a centre frequency between 25 Hz and 20000 Hz inclusive.

- **Representative Assessment Period**

Means a period of time not less than 15 minutes, and not exceeding four hours, determined by an inspector or authorised person to be appropriate for the assessment of a noise emission, having regard to the type and nature of the noise emission.

- **L_{Amax} assigned level**

Means an assigned level, which, measured as a L_{ASlow} value, is not to be exceeded at any time.

- **L_{A1} assigned level**

Means an assigned level, which, measured as a L_{ASlow} value, is not to be exceeded for more than 1 percent of the representative assessment period.

- **L_{A10} assigned level**

Means an assigned level, which, measured as a L_{ASlow} value, is not to be exceeded for more than 10 percent of the representative assessment period.

- **Tonal Noise**

A tonal noise source can be described as a source that has a distinctive noise emission in one or more frequencies. An example would be whining or droning. The quantitative definition of tonality is:

– 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.

This is relatively common in most noise sources.

- **Modulating Noise**

A modulating source is regular, cyclic and audible and is present for at least 10% of the measurement period. The quantitative definition of modulation is:

– a variation in the emission of noise that —

(a) is more than 3 dB $L_{A\ Fast}$ or is more than 3 dB $L_{A\ Fast}$ in any one-third octave band; and

(b) is present for at least 10% of the representative assessment period; and

(c) is regular, cyclic and audible.

- **Impulsive Noise**

An impulsive noise source has a short-term banging, clunking or explosive sound. The quantitative definition of impulsiveness means:

– a variation in the emission of a noise where the difference between L_{Apeak} and L_{Amax} is more than 15 dB when determined for a single representative event.

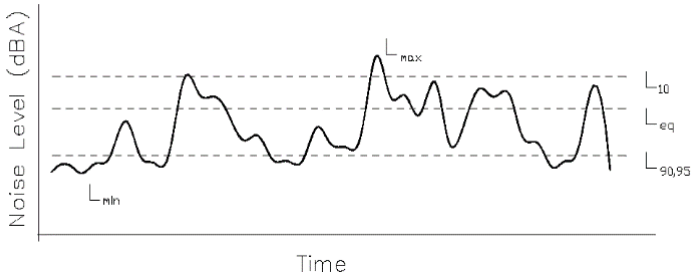
- **Major Road**

Is a road with an estimated average daily traffic count of more than 15,000 vehicles.

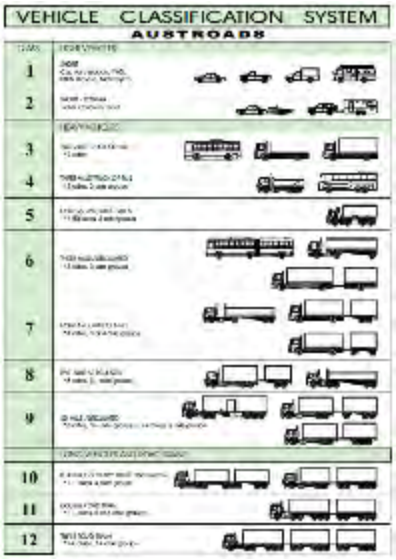
- **Secondary / Minor Road**

Is a road with an estimated average daily traffic count of between 6,000 and 15,000 vehicles.

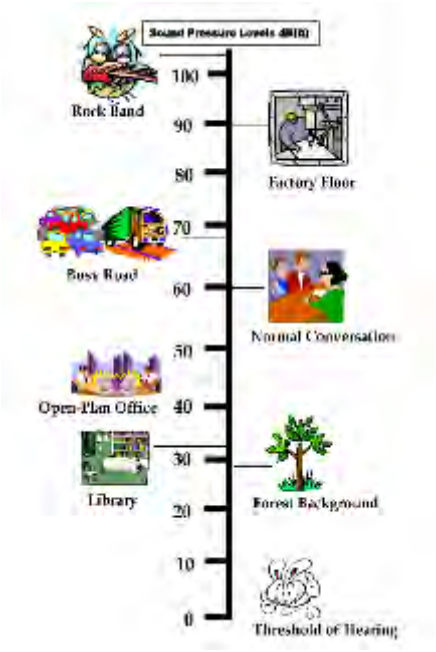
- **Chart of Noise Level Descriptors**



- **Austroads Vehicle Class**



- **Typical Noise Levels**



PS ref: 9467
CoR ref: 20.2025.250.1 – D25/204936

18 September 2025

David Banovic, Coordinator Statutory Planning (DAP & Planning Reform)
City of Rockingham
Via email: chris.parlane@rockingham.wa.gov.au

Attention: Chris Parlane

Dear David,

LOT 500 (FORMERLY LOT 100) (434) SAFETY BAY ROAD, SAFETY BAY
APPLICATION TO AMEND DEVELOPMET APPROVAL
PROPOSED AMENDMENTS TO APPROVED TAVERN

We refer to your letter of 11 September 2025 requesting further information and provide the following response.

Please find **enclosed**:

1. Amended development plans with the following modifications (refer **Appendix 1**):
    - Elevation E1 includes the neighbouring apartments to show the scale in comparison to the apartments.
    - Spot heights added along the neighbouring property.
    - The boundary fence has been altered to slope down towards Safety Bay Road, lowering the height up to 0.86m. It has also been altered to slope down through the carpark, lowering the height by up to 1.46m.
    - The wall near the kids play area has been altered to remove the indent, setting the wall back further from the boundary.
    - Bin store has been increased in size.
    - Universal access path of travel annotated on the plans.
2. Amended Waste Management Plan (refer **Appendix 2**).

See below responses to the matters raised in the City's letter.

SIDE BOUNDARY SETBACK

The development plans have been modified to show proposed levels adjacent the boundary tying in existing levels, and consequently retaining and fencing heights have been lowered. Further, the wall to the kids play area has been setback further from the boundary.

There is nonetheless a portion of retaining along 24m of the boundary higher than 1.0m above natural ground level, at its highest point 1.493m above natural ground level. As this retaining wall is not deemed-to-comply with Part C section 3.5 of the R-Codes Volume 1, we have addressed the applicable design principles of the R-Codes in the following table.

PLANNING SOLUTIONS
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PS
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Cloisters Square PO 6850
admin@planningsolutions.com.au
www.planningsolutions.com.au
ACN 143 573 184 ABN 23 143 573 184
Planning Solutions (Aust) Pty Ltd

Table 1: R-Codes Volume 1 Part C design principle assessment - 3.5 site works and retaining walls

Design principle	Response
P3.5.1 Development that considers and responds to the natural features of the site and requires minimal excavation/fill.	The retaining and fill along the boundary ties in with existing levels at either side, reducing the impact to the adjoining property.
P3.5.2 Where excavation/fill is necessary, all finished levels respect the natural ground level at the lot boundary of the site and as viewed from the street.	The tavern is elevated above Safety Bay Road – this was a feature in the original design that was supported by the City's Design Review Panel
P3.5.3 Retaining walls that result in land which can be effectively used for the benefit of residents, do not detrimentally affect the amenity of adjoining properties in the opinion of the decision-maker, and are designed, engineered and landscaped having due regard to the provisions of element 3.10 Visual privacy.	The Surfside Apartments building is set back more than 10m from the boundary and is not impacted by the retaining which is necessary to allow access to the side setback area for tavern storage and operational purposes. The retaining walls have no impact on privacy.

The retaining walls achieve the R-Codes design principles and warrants approval accordingly.

ACOUSTIC REPORT

The 8 car parking bays referred to in the City's letter are already approved and under construction, and are not altered at all by this application. The approved bays are under construction, and subject to an Easement in Gross executed by the City of Rockingham dated 26 June 2025 which permits parking in the bays (marked 'P7' on Deposited Plan 429099) and restricts any obstruction of the bays.

Applying the finding of the State Administrative Tribunal's Barker J on appeal in *KELLETT and TOWN OF VINCENT [2007] WASAT 155* at [21], the applicant is entitled in the circumstances to confine their application to approval of the amendment to the tavern without bringing into question the fact and terms of approved car parking bays. The nature of this application does not provide the occasion to revisit the approval of these car parking bays.

WASTE MANAGEMENT PLAN

A revised Waste Management Plan has been prepared and the development plans have been amended to increase the size of the bin store to accommodate waste generated by preparation of food.

UNIVERSAL ACCESS

Refer the amended development plans showing there is an accessible path of travel between the street and the carpark entry.

FUTURE DEVELOPMENT

At this stage, there are no plans, use, nor tenant for the future development site. There are five 'future' car parking bays annotated on the plans to account for any additional car parking demands generated by a future development.

SUMMARY OF SUBMISSIONS

Thank you for providing a summary of submission (supportive comments excluded). We have addressed the comments in the following table.

Table 2: Summary of submissions and applicant's response

Car Parking
1. The proposed amount of on-site car parking is considered insufficient (48 Bays) for a Tavern designed for 1000 patrons.

2. Concerns were raised about Tavern patrons parking in the foreshore car park given this car park is often full during spring and summer with beach users.
3. Concerns were expressed about overflow car parking occurring in the surrounding the streets.
Applicant's Response: Car parking was addressed in the original application. This application does not alter the occupancy number, nor the number of car parking spaces provided.
Amended Design
1. Some submitters consider the amended tavern design underwhelming given the strategic significance of the subject site. Some consider the original design of the tavern better.
2. The original undercroft car park is preferred to the proposed at-grade car park, as the at-grade car parking will negatively impact adjoining residents to the east.
3. There is concern that the tavern being constructed on Parcel 4 will obstruct views from nearby properties.
4. Consider a 2 storey tavern design that maximises views, with under croft parking provided.
Applicant's Response: 1. The same design cues have been incorporated in the amended design by the original architects. 2. An undercroft is not viable. The acoustic impact assessment included with the application shows all new car parking areas will not unreasonably impact nearby houses. 3. The tavern is a single-level design that achieves R-Codes setbacks for residential properties. 4. A two-storey design is not viable.
Tavern Operating Hours
1. The proposed closing time of the Tavern on Thursdays to Saturdays (1am) is considered too late and will create excessive noise with patrons and staff leaving early in the morning. An earlier closing time was requested.
2. Why does the tavern have to open at 8am on Sundays?
Applicant's Response: This application does not change the approved operating hours.
Noise Impact
Concern was expressed about noise impact from the development, especially as it affects properties adjoining the subject site to the east.
Applicant's Response An acoustic impact assessment was provided with the application demonstrating noise levels will comply with limits under the Noise Regulations.
Amenity Impact on Surfside Apartments 436 Safety Bay Road
There were concerns raised by some residents about the late night operating hours of the tavern, light and noise nuisance, and anti-social behaviour affecting the apartments given the amended plan brings development up to the eastern boundary. The original plans provided a buffer between the tavern the apartments.
Applicant's Response This application does not change the approved operating hours. The application demonstrates noise levels will comply with limits under the Noise Regulations. The conditions of approval restrict the use of floodlighting and requires outdoor lighting to be controlled in accordance with Australian Standards. Parcel 4 in the original approval was always intended as a development site.
Anti-social Behaviour
Concerns were expressed about anti-social behaviour from alcohol affected patrons, including from patrons lingering in the car park late at night.
Applicant's Response The tavern will address any anti-social behaviour as part of the routine management of the business.

Traffic Impact
1. Traffic safety concerns were expressed about pedestrians crossing Safety Bay Road to get to the tavern from the foreshore car park.
2. One detailed submission challenged the traffic impact assessment reporting and underlying assumptions, to suggest that traffic impact for the original development application was flawed.
Applicant's Response The original development application was approved, and this application does not provide an opportunity to revisit the terms of that approval. The pedestrian crossing of Safety Bay Road was approved and is being delivered as part of the original approval.
Tavern Occupancy
It is considered there is insufficient licensed area (815m^2) in the tavern to accommodate 1000 patrons, as required by the *Health (Public Building) Regulations 1992*.
Applicant's Response The tavern has been designed to accommodate 1,000 patrons.

Should you have any queries or require further clarification in regard to the proposal, please do not hesitate to contact the writer.

Yours faithfully,

pp

ROSS UNDERWOOD
PRINCIPAL

Appendix 1
Amended Development Plans

REFER TO DRAWINGS BY OTHERS

REFER TO DRAWINGS BY OTHERS

REFER TO DRAWINGS BY OTHERS

BITUMEN DRIVEWAY

BITUMEN DRIVEWAY

65269 O/A

5400 | 2500 | 17670 | 2500 | 6200 | 1500 | 20800 | 1500 | 6189 | 1010

5400 | 2500 | 18670 | 1500 | 6200 | 2421 | 5200 | 1000 | 20800 | 1568

BOUNDARY LINE

1489 | 2000 SET BACK | 7800 | 10400 | 5200 | 18200 | 4100 TAVERN | 2229 TAVERN | 1500 | 24500 TAVERN | 22218 | 67320 O/A

19118 | 15871

CAR PARK ENTRY
DL 5.80

8 CAR BAYS APPROVED UNDER PREVIOUS PLANNING SUBMISSION

FUTURE DEV. x3 CAR BAYS HATCHED

FUTURE DEVELOPMENT
348m²
FL RL TBC

CAR PARK AREA

FUTURE DEV. x2 CAR BAYS HATCHED

RAMP

UNIVERSAL ACCESSIBLE PATH OF TRAVEL

2500 | 1000 | 6200

CAR PARK AREA

36689

1920 | 3500 | 23400 | 7200 | 2000 SET BACK 2679

TAVERN

BOUNDARY WALL

5400 | 1489 | 6200 | 18800 | 36489 SETBACK | 5400 | 1000 | 67318 O/A

4500 KERB RADIUS

SERVICE TRUCK LOADING BAY
DL 7.465

UNIVERSAL ACCESSIBLE PATH OF TRAVEL

DL 7.315

DL 7.465

x2 DDA CAR BAYS APPROVED UNDER PREVIOUS PLANNING SUBMISSION & RELOCATED TO THIS POSITION
DL 7.405

FENCE

CARPARK ENTRY
FL RL 7.465

LOADING DOCK
DL 7.465

BINS
DL 7.465

KIDS PLAY AREA
FL RL 7.50

1190 | 5400 | 6200 | 5400 | 1480

1500

2010 SET BACK

1510 SET BACK

25179 TAVERN

TAVERN PUBLIC AREA
815m² FL RL 7.50

BEACH ENTRY
FL RL 7.50

LOWER DECK AREA
FL RL 6.75

WESTERN POWER TRANSFORMER
FL RL TBC

5550 TRANSFORMER

UNIVERSAL ACCESSIBLE PATH OF TRAVEL

FRONT PATH ENTRY
FL RL 6.75

8 BIKE PARKING APPROVED UNDER PREVIOUS PLANNING SUBMISSION

11 CAR BAYS APPROVED UNDER PREVIOUS PLANNING SUBMISSION

SET BACK 2000 | 55769 TAVERN | 6500 TRANSFORMER | 1000 SET BACK

65259 O/A

SAFETY BAY ROAD

LOCATION PLAN
SCALE N.T.S.

SITE PLAN
SCALE 1:200

DRAWING SCHEDULE

DRAWING No.	REV	DRAWING NAME
DA100	E	SITE PLAN
DA101	E	FLOOR PLAN
DA102	D	ELEVATIONS
DA103	C	3D PERSPECTIVES

LEGEND

- PROPOSED TAVERN - 1664m²
- PROPOSED LANDSCAPING - 310m²
- PROPOSED FOOTPATHS - 305m²
- FUTURE DEVELOPMENT - 348m²

SITE & BUILDING INFO

4394m²	= LOT AREA
1664m²	= TAVERN GFA
420m²	= TABERN B.O.H.
815m²	= LICENSED AREAS (1000 CAPACITY)
60m²	= KIDS PLAY AREA

PARKING

46 CAR BAYS FOR TAVERN
5 CAR BAYS SURPLUS FOR FUTURE DEVELOPMENT

TOTAL = 51 CAR BAYS + 2 DDA BAYS + 1 SERICE BAY (46 CAR BAYS PROPOSED UNDER PREVIOUS APPROVAL)

ALL DIMENSIONS TO BE VERIFIED / CHECKED ON SITE PRIOR TO DRAWING ANY WORK OR SHOP DRAWINGS. FIGURED DIMENSIONS SHALL TAKE PRECEDENCE TO SCALED DIMENSIONS. DRAWINGS TO BE READ IN CONJUNCTION WITH RELEVANT CONSULTANTS DOCUMENTS. SEEK CLARIFICATION OF INCONSISTENCIES / CONFLICTS. IMAGES ARE DIAGRAMMATIC. HARDWARE AND ACCESSORIES DEPICTED IN THESE DRAWINGS ARE FOR ILLUSTRATIVE PURPOSES ONLY. THESE DRAWINGS ARE NOT TO BE USED FOR CONSTRUCTION WITHOUT WRITTEN AUTHORITY IS REQUIRED FOR ANY REPRODUCTION. ALL WORK TO BE DONE IN ACCORDANCE WITH THE BUILDING CODE OF AUSTRALIA AND ALL LOCAL AUTHORITY REGULATIONS. EXECUTE ALL WORK TO THE SATISFACTION OF THE SUPERINTENDENT.
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Project Name: **WAIKIKI TAVERN**

Project Address: **LOT 100, 434 SAFETY BAY RD, SAFETY BAY WA**

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Drawing Title: **SITE PLAN**

Rev	Date	By	Description
E	17/09/25	SJF	AS CLOUDED
B	27/03/25	SJF	CONSULTANT REVIEW
C	14/04/25	SJF	AS CLOUDED
D	15/04/25	SJF	AS CLOUDED

Project No. **M3011** | Revision **E** | Drawing No. **DA100** | Scale **1:200** | Drawn By **SJF** | Page Size **A1**

E3 DA102
E2 DA102

65269 O/A

2000 SETBACK | 100 | 800 PLANTER | 3400 OUTDOOR SEATING | 600 | 6920 LOADING DOCK | 8864 | 1600 STAFF ENTRY | 4075 | 3580 | 800 PLANTER | 1700 REAR ENTRY | 8975 | 490 | 1475 | 190 | 30

CAR PARK AREA

CAR BAY (45, 44, 43, 42, 41, 40, 33, 34, 35, 36, 37, 26, 27, 28, 29, 30)

4500 KERB RADIUS

1920 PATH | 3500 SERVICE BAY | 2600 CAR BAY | 2400 DDA BAY | 2400 DDA BAY | 2400 DDA BAY

SERVICE TRUCK LOADING BAY
DL 7.465

CAR BAY (9, 8, 7, 6, 5, 4, 3, 2, 1)

DDA CAR BAY | DDA CAR BAY

9000 SERVICE BAY | 5400 CAR BAY

DL 7.319 | DL 7.465 | DL 7.465

1695 FENCE | 494 SET BACK | 1421

1500 PATH | 1000 PATH | 1500 PATH

LINE OF ROOF ABOVE | GATE | LADDER TO AC PLANT AREA

BINS / AC PLANT ABOVE
DL 7.465
30m²
x10 OFF 1100L BINS

LOADING DOCK
DL 7.465

LOADING
FL RL 7.50
2.5m WIDE ROLLER DOOR

STAFF ENTRY | STAFF ROOM | F. STAFF | M. STAFF | STAFF SHR

STAFF AMENITIES 25m²

LINE OF ROOF ABOVE | BIKE / E-SCOOTER PARKING | GATE | OUTDOOR USED KEG STORE DL 7.465

2010 SETBACK

CARPARK ENTRY
DL 7.465

RAMP UP

REAR ENTRY DOOR

KEG STORE
41m²

POST MIX
5m²

ICE SAME/LINE

CLRN
7m²

PLANTER

1200mm HIGH MASONARY WALL FENCE WITH 600mm HIGH PERSPEX SCREENING ABOVE.
TOTAL 1800mm HIGH SCREENING TO KIDS PLAY AREA

KIDS PLAY
60m²

OUTDOOR SEATING

STORE AREA
FL RL 7.465

BOUNDARY WALL

20079

37150 O/A

4100 LOADING DOCK | 2229 | 2282 | 800 PLANTER | 5313 OUTDOOR SEATING | 490 | 30829 O/A | 14615 DINING FUNCTION SPACE | 800 PLANTER | 100 SETBACK

F. PUBLIC | M. PUBLIC | UAT | PATRON TOILETS 6m²

FURNITURE STORE
34m²

FREEZER
16m²

COOL R.
17m²

DRY STORE
18m²

SPIRIT ST.
14m²

PREP AREA
12m²

WASH-UP
12m²

PASS
9m²

BACK OF HOUSE
420m² FL RL 7.50

KITCHEN
77m²

OFFICE
12m²

AV AREA

OUTDOOR SEATING
20m²

BAR 2
25m²

COOL R.
11m²

BI-FOLD DOORS

PIZZA
PIZZA OVEN

BAR 1
80m²

LINE OF 1.5m STANDING AREA

TV SCREEN

BOOTH SEATING

DINING FUNCTION SPACE
190m²

FAMILY DINING/SEATING
120m²

2010 SETBACK

1510 SETBACK

1010 SETBACK

10000

5550 TRANSFORMER

GARDEN BAR
150m²

LINE OF ROOF OPENING ABOVE

TAVERN PUBLIC AREA
FL RL 7.50

TERRACE
135m²

FRONT ENTRY DOOR

BEACH MAIN ENTRY
FL RL 7.50

ST DN

BEACH ENTRY

LOWER DECK
72m² FL RL 6.75

WESTERN POWER TRANSFORMER
37m² FL RL TBC

GATE

100 SETBACK

2100 SETBACK | 800 PLANTER | 12375 DINING FUNCTION SPACE | 990 | 14742 GARDEN BAR | 490 | 5310 ENTRY | 3000 OPENING | 17472 LOWER DECK

65269 O/A

7500 SETBACK | 490 | 6490 TRANSFORMER | 790 | 190 | 30

E4 DA102
E1 DA102

FLOOR PLAN
SCALE 1:100

LEGEND

- WALLS
- TAVERN
- B.O.H.
- PATRON AMENITIES
- LANDSCAPE
- TRANSFORMER

SITE & BUILDING INFO

4394m²	= LOT AREA
1664m²	= TAVERN GFA
420m²	= TABERN B.O.H.
815m²	= LICENSED AREAS (1000 CAPACITY)
60m²	= KIDS PLAY AREA

PARKING

46 CAR BAYS FOR TAVERN
5 CAR BAYS SURPLUS FOR FUTURE DEVELOPMENT

TOTAL = 51 CAR BAYS + 2 DDA BAYS + 1 SERICE BAY (46 CAR BAYS PROPOSED UNDER PREVIOUS APPROVAL)

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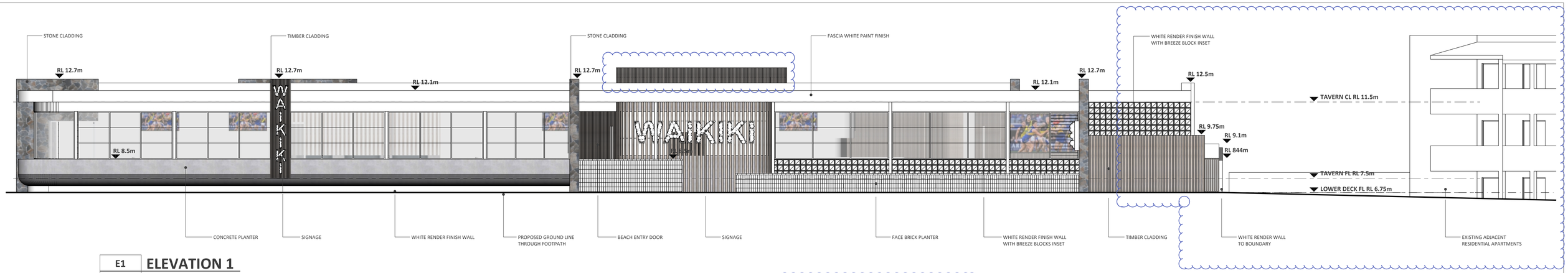
Rev	Date	By	Description
E	17/09/25	SJF	AS CLOUDED
B	27/03/25	SJF	CONSULTANT REVIEW
C	14/04/25	SJF	AS CLOUDED
D	15/05/25	SJF	AS CLOUDED

Project No. M3011 | Revision E | Drawing No. DA101 | Scale 1:100 | Drawn By SJF | Page Size A1



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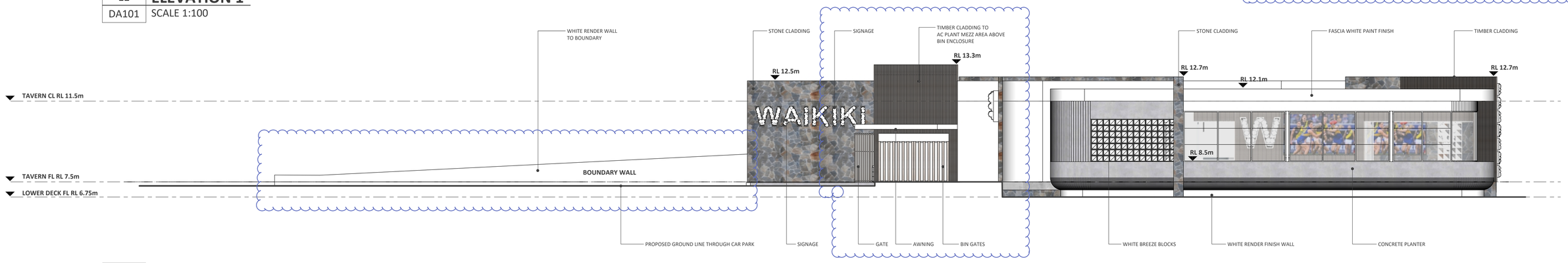

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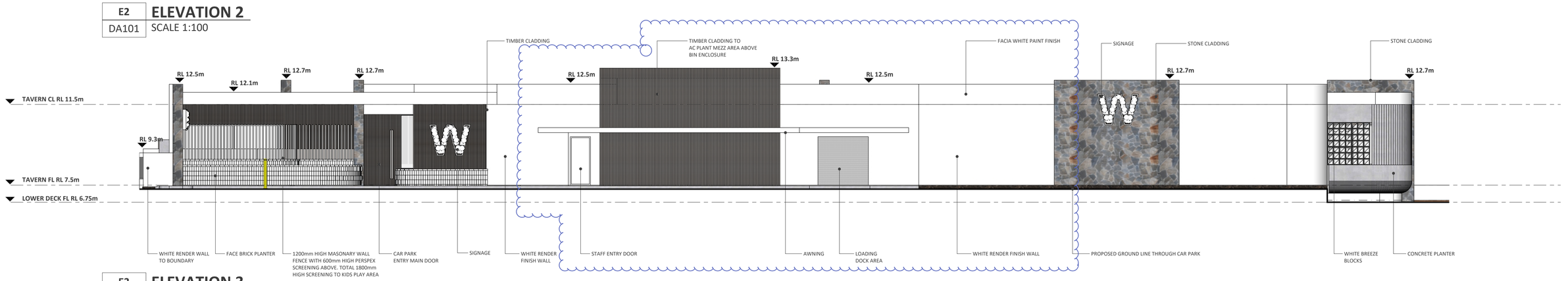

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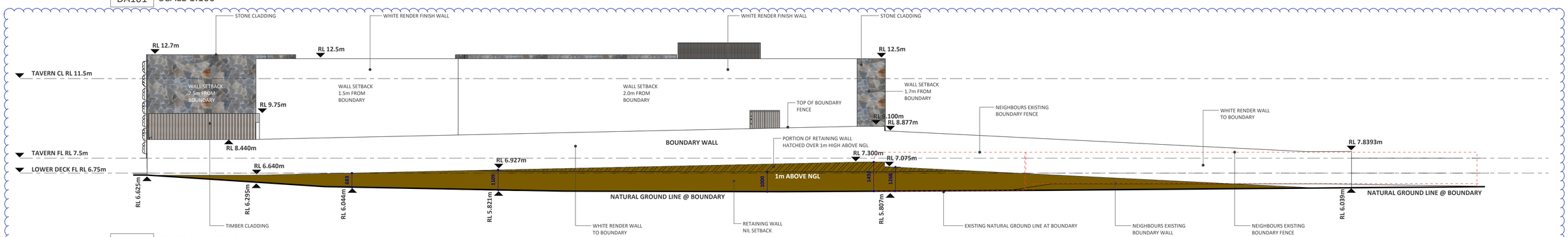

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E1 **ELEVATION 1 PERSPECTIVE**
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E3 **ELEVATION 3 PERSPECTIVE**
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E2 **ELEVATION 2 PERSPECTIVE**
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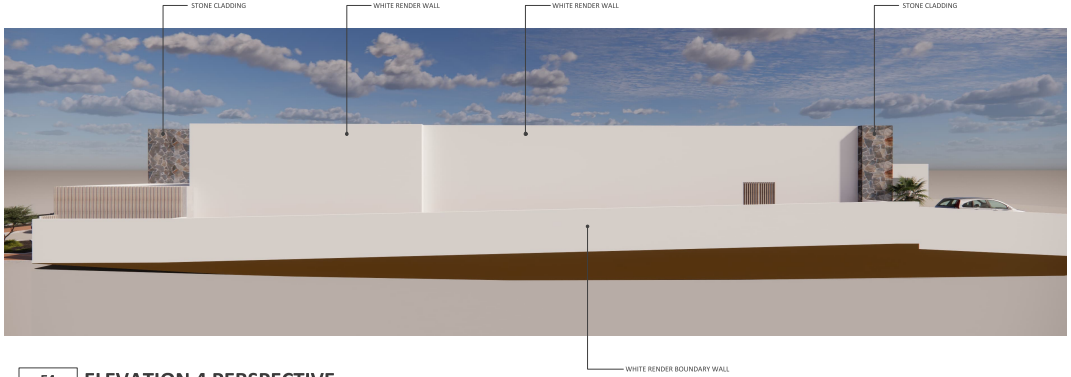

E4 **ELEVATION 4 PERSPECTIVE**
DA101 SCALE N.T.S.

\- **PERSPECTIVE 1**
\- SCALE N.T.S.

\- **PERSPECTIVE 2**
\- SCALE N.T.S.

\- **PERSPECTIVE 3**
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Drawing Title: 3D PERSPECTIVES

Rev	Date	By	Description
A	20/03/25	SJF	CONSULTANT REVIEW
B	13/05/25	SJF	AS CLOUDED
C	17/09/25	SJF	AS CLOUDED

Project No.: M3011
Revision: C
Drawing No.: DA103
Scale: AS SHOWN
Drawn By: SJF
Page Size: A1

Appendix 2
Amended Waste Management Plan

Waste Management Plan

Lot 100 Safety Bay Road, Safety Bay

Prepared for BB Holdings (WA) Pty Ltd Pty Ltd ATF the BB Unit Holders

18 September 2025

Project Number: WMP23022

DOCUMENT CONTROL

Version	Description	Date	Author	Reviewer	Approver
1.0	First Approved Release	31/07/2023	DP	AB	DP
2.0	Second Approved Release	10/11/2023	AB	DP	AB
3.0	Third Approved Release	13/04/2025	RP	DP	DP
4.0	Fourth Approved Release	18/09/2025	AB	DP	AB

Approval for Release

Name	Position	File Reference
Ann Brouwer	Project Manager – Senior Waste Strategy Consultant	WMP23022-02_Waste Management Plan_4.0
Signature		

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Executive Summary

BB Holdings (WA) Pty Ltd Pty Ltd is seeking development approval for the proposed commercial development located at Lot 100 Safety Bay Road, Safety Bay (the Proposal).

To satisfy the conditions of the development application the City of Rockingham (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
Bin Storage Area 1					
Refuse	1,596	660	Two	Two times each week	Private Contractor
Recycling	1,596	660	Two	Two times each week	Private Contractor
Bin Storage Area 2					
Refuse	1,750	1,100	Two	Once each week	Private Contractor
Recycling	1,750	1,100	Two	Once each week	Private Contractor
Bin Storage Area 3					
Refuse	11,437	1,100	Three	Four times each week	Private Contractor
Recycling	3,485	1,100	One	Four times each week	Private Contractor
Bin Storage Area 4					
Refuse	25,211	1,100	Eight	Three times each week	Private Contractor
Recycling	5,911	1,100	Two	Three times each week	Private Contractor

A private contractor will service the Proposal onsite, directly from the respective Bin Storage Area/Loading Zone. The private contractor's waste collection vehicle will enter and exit the Proposal in forward gear via Malibu Road or Safety Bay Road.

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

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1 Introduction

BB Holdings (WA) Pty Ltd Pty Ltd is seeking development approval for the proposed commercial development located at Lot 100 Safety Bay Road, Safety Bay (the Proposal).

To satisfy the conditions of the development application the City of Rockingham (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 residential developments to the north and east, Safety Bay Road to the south and Malibu Road to the west, as shown in Figure 1.

1.1 Objectives and Scope

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

- Adequately cater for the anticipated volume of waste to be generated;
- Provide 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 commercial tenancies, as follows:

Bin Storage Area 1:

- Childcare – 456m^2;

Bin Storage Area 2:

- Unit 1 Pharmacy – 300m^2; and
- Unit 2 & 3 Medical Centre – 1,000m^2.

Bin Storage Area 3:

- Unit 4 Café – 100m^2;
- Unit 5 & 6 Restaurant – 194m^2;
- Unit 7 Physiotherapist – 200m^2; and
- Unit 8 Pharmacy – 198m^2.

Bin Storage Area 4:

- Tavern (FOH waste generating areas):
  - Dining Function Space – 210m^2;
  - Garden Bar – 150m^2;
  - Lower Deck – 72m^2;
  - Terrace Bar – 135m^2; and
  - Family Dining – 120m^2.

2.2 Waste Generation Rates

In order to achieve an accurate projection of waste volumes for the Proposal, consideration was given to the City of Melbourne's *Guidelines for Waste Management Plans* (2021) and the City of Perth's *Waste Guidelines for New Developments* (Revision 5, effective from June 2019).

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

Table 2-1: Waste Generation Rates

Tenancy Use Type	Guideline Reference	Refuse Generation Rate	Recycling Generation Rate
Childcare	Melbourne – Childcare	350L/100m^2/week	350L/100m^2/week
Unit 1 Pharmacy	Perth – Retail (>100m^2)	50L/100m^2/day	50L/100m^2/day

Tenancy Use Type	Guideline Reference	Refuse Generation Rate	Recycling Generation Rate
Unit 2 & 3 Medical Centre	Perth – Office	10L/100m^2/day	10L/100m^2/day
Unit 4 Café	Perth – Café (Dine In)	300L/100m^2/day	200L/100m^2/day
Unit 5 & 6 Restaurant	Perth – Restaurants	667L/100m^2/day	133L/100m^2/day
Unit 7 Physiotherapist	Perth – Office	10L/100m^2/day	10L/100m^2/day
Unit 8 Medical/Gym	Perth – Office	10L/100m^2/day	10L/100m^2/day
Dining Function Space	Perth – Function Room	200L/100m^2/day	100L/100m^2/day
Garden Bar, Lower Deck, Terrace Bar & Family Dining	Perth - Restaurants	667L/100m^2/day	133L/100m^2/day

2.3 Waste Generation Volumes

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

2.3.1 Bin Storage Area 1

Bin Storage Area 1 waste generation volumes in litres per week (L/week) adopted for this waste assessment are shown in Table 2-2. It is estimated that the Bin Storage Area 1 tenancies at the Proposal will generate 1,596L of refuse and 1,596L of recyclables each week.

Table 2-2: Estimated Waste Generation – Bin Storage Area 1

Bin Storage Area 1	Area (m^2)	Waste Generation Rate	Waste Generation (L/week)
Refuse			
Childcare	456	350L/100m^2/week	1,596
		Total	**1,596**
Recyclables			
Childcare	456	350L/100m^2/week	1,596
		Total	**1,596**

2.3.2 Bin Storage Area 2

Bin Storage Area 2 waste generation volumes in litres per week (L/week) adopted for this waste assessment are shown in Table 2-3. It is estimated that the Bin Storage Area 2 tenancies at the Proposal will generate 1,750L of refuse and 1,750L of recyclables each week.

Table 2-3: Estimated Waste Generation – Bin Storage Area 2

Bin Storage Area 2	Area (m^2)	Waste Generation Rate	Waste Generation (L/week)
Refuse			
Unit 1 Pharmacy	300	50L/100m^2/day	1,050
Unit 2 & 3 Medical Centre	1,000	10L/100m^2/day	700
		Total	**1,750**
Recyclables			
Unit 1 Pharmacy	300	50L/100m^2/day	1,050
Unit 2 & 3 Medical Centre	1,000	10L/100m^2/day	700

Bin Storage Area 2	Area (m^2)	Waste Generation Rate	Waste Generation (L/week)
		Total	**1,750**

2.3.3 Bin Storage Area 3

Bin Storage Area 3 waste generation volumes in litres per week (L/week) adopted for this waste assessment are shown in Table 2-4. It is estimated that the Bin Storage Area 3 tenancies at the Proposal will generate 11,437L of refuse and 3,485L of recyclables each week.

Table 2-4: Estimated Waste Generation – Bin Storage Area 3

Bin Storage Area 3	Area (m^2)	Waste Generation Rate	Waste Generation (L/week)
Refuse			
Unit 4 Café	100	300L/100m^2/day	2,100
Unit 5 & 6 Restaurant	194	667L/100m^2/day	9,058
Unit 7 Physiotherapist	200	10L/100m^2/day	140
Unit 8 Medical/Gym	198	10L/100m^2/day	139
		Total	**11,437**
Recyclables			
Unit 4 Café	100	200L/100m^2/day	1,400
Unit 5 & 6 Restaurant	194	133L/100m^2/day	1,806
Unit 7 Physiotherapist	200	10L/100m^2/day	140
Unit 8 Pharmacy	198	10L/100m^2/day	139
		Total	**3,485**

2.3.4 Bin Storage Area 4

Bin Storage Area 4 waste generation volumes in litres per week (L/week) adopted for this waste assessment are shown in Table 2-5. It is estimated that the Bin Storage Area 4 tenancies at the Proposal will generate 25,211L of refuse and 5,911L of recyclables each week.

Table 2-5: Estimated Waste Generation – Bin Storage Area 4

Bin Storage Area 4	Area (m^2)	Waste Generation Rate	Waste Generation (L/week)
Refuse			
Dining Function Space	210	200L/100m^2/day	2,940
Garden Bar, Lower Deck, Terrace Bar & Family Dining	477	667L/100m^2/day	22,271
		Total	**25,211**
Recyclables			
Dining Function Space	210	100L/100m^2/day	1,470
Garden Bar, Lower Deck, Terrace Bar & Family Dining	477	133L/100m^2/day	4,441
		Total	**5,911**

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 to Diagram 4, and discussed in the following sub-sections.

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

3.1 Internal Transfer of Waste

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

These internal bins will be collected by the staff/cleaners at least once each day and transferred to the respective Bin Storage Area for consolidation into the appropriate bins. This internal servicing method may be conducted outside of main operational hours to mitigate disturbances to visitors.

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

3.2 Bin Sizes

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

Table 3-1: Typical Bin Dimensions

Dimensions (m)	Bin Sizes		
	240L	660L	1,100L
Depth	0.730	0.780	1.070
Width	0.585	1.260	1.240
Height	1.060	1.200	1.330

Reference: SULO Bin Specification Data Sheets

3.3 Bin Storage Area Size

3.3.1 Bin Storage Area 1 Size

To ensure sufficient area is available for storage of the Bin Storage Area 1 bins, the amount of bins required for Bin Storage Area 1 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 twice each week.

Based on the results shown in Table 3-2, Bin Storage Area 1 has been sized to accommodate:

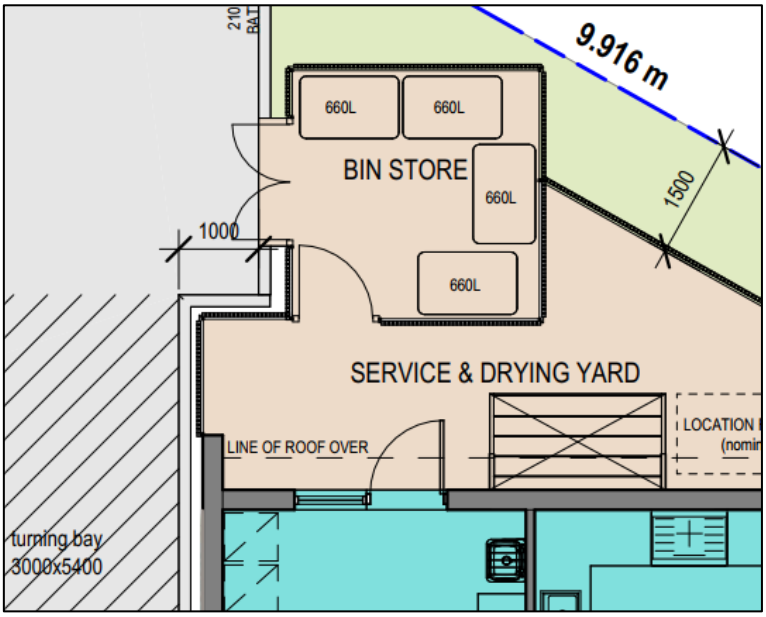
- Two 660L refuse bins; and
- Two 660L recycling bins.

Table 3-2: Bin Requirements for Bin Storage Area 1

Waste Stream	Waste Generation (L/week)	Number of Bins Required		
		240L	660L	1,100L
Refuse	1,596	4	2	1
Recycling	1,596	4	2	1

The configuration of these bins within Bin Storage Area 1 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 two collections each week of refuse and recyclables. The regular collection of refuse and recyclables twice each week minimises the risk of odours from Bin Storage Area 1. Additionally, it will be enclosed and fitted with a tap and train for the washing of bins and the Bin Storage Area to maintain cleanliness.

Diagram 1: Bin Storage Area 1



3.3.2 Bin Storage Area 2 Size

To ensure sufficient area is available for storage of the Bin Storage Area 2 bins, the amount of bins required for Bin Storage Area 2 was modelled utilising the estimated waste generation in Table 2-3, 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, Bin Storage Area 2 has been sized to accommodate:

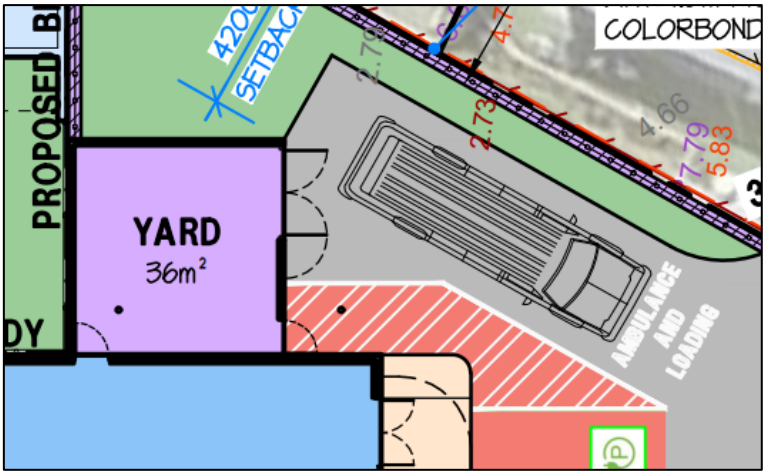
- Two 1,100L refuse bins; and
- Two 1,100L recycling bins.

Table 3-3: Bin Requirements for Bin Storage Area 2

Waste Stream	Waste Generation (L/week)	Number of Bins Required		
		240L	660L	1,100L
Refuse	1,750	8	3	2
Recycling	1,750	8	3	2

The location of Bin Storage Area 2 is shown in Diagram 2.

Diagram 2: Bin Storage Area 2



3.3.3 Bin Storage Area 3 Size

To ensure sufficient area is available for storage of the Bin Storage Area 3 bins, the amount of bins required for Bin Storage Area 3 was modelled utilising the estimated waste generation in Table 2-4, bin sizes in Table 3-1 and based on collection of refuse and recyclables four times each week.

Based on the results shown in Table 3-4, Bin Storage Area 3 has been sized to accommodate:

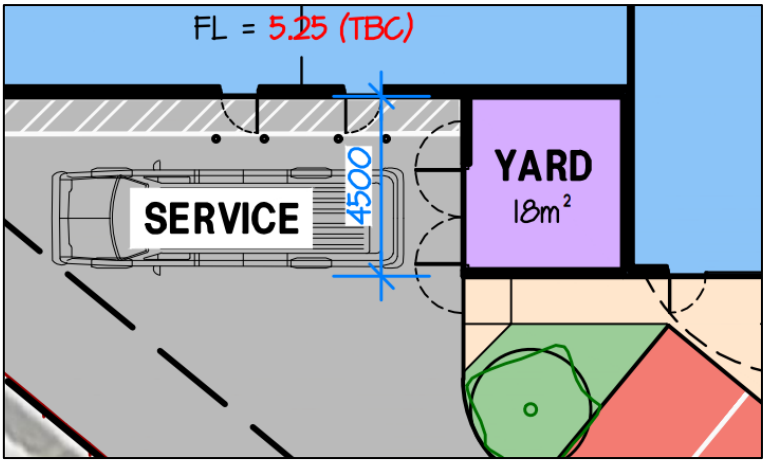
- Three 1,100L refuse bins; and
- One 1,100L recycling bin.

Table 3-4: Bin Requirements for Bin Storage Area 3

Waste Stream	Waste Generation (L/week)	Number of Bins Required		
		240L	660L	1,100L
Refuse	11,437	12	5	3
Recycling	3,485	4	2	1

The location of Bin Storage Area 3 is shown in Diagram 3.

Diagram 3: Bin Storage Area 3



3.3.4 Bin Storage Area 4 Size

To ensure sufficient area is available for storage of the Bin Storage Area 4 bins, the amount of bins required for Bin Storage Area 4 was modelled utilising the estimated waste generation in Table 2-5, bin sizes in Table 3-1 and based on collection of refuse and recyclables three times each week.

Based on the results shown in Table 3-5, Bin Storage Area 4 has been sized to accommodate:

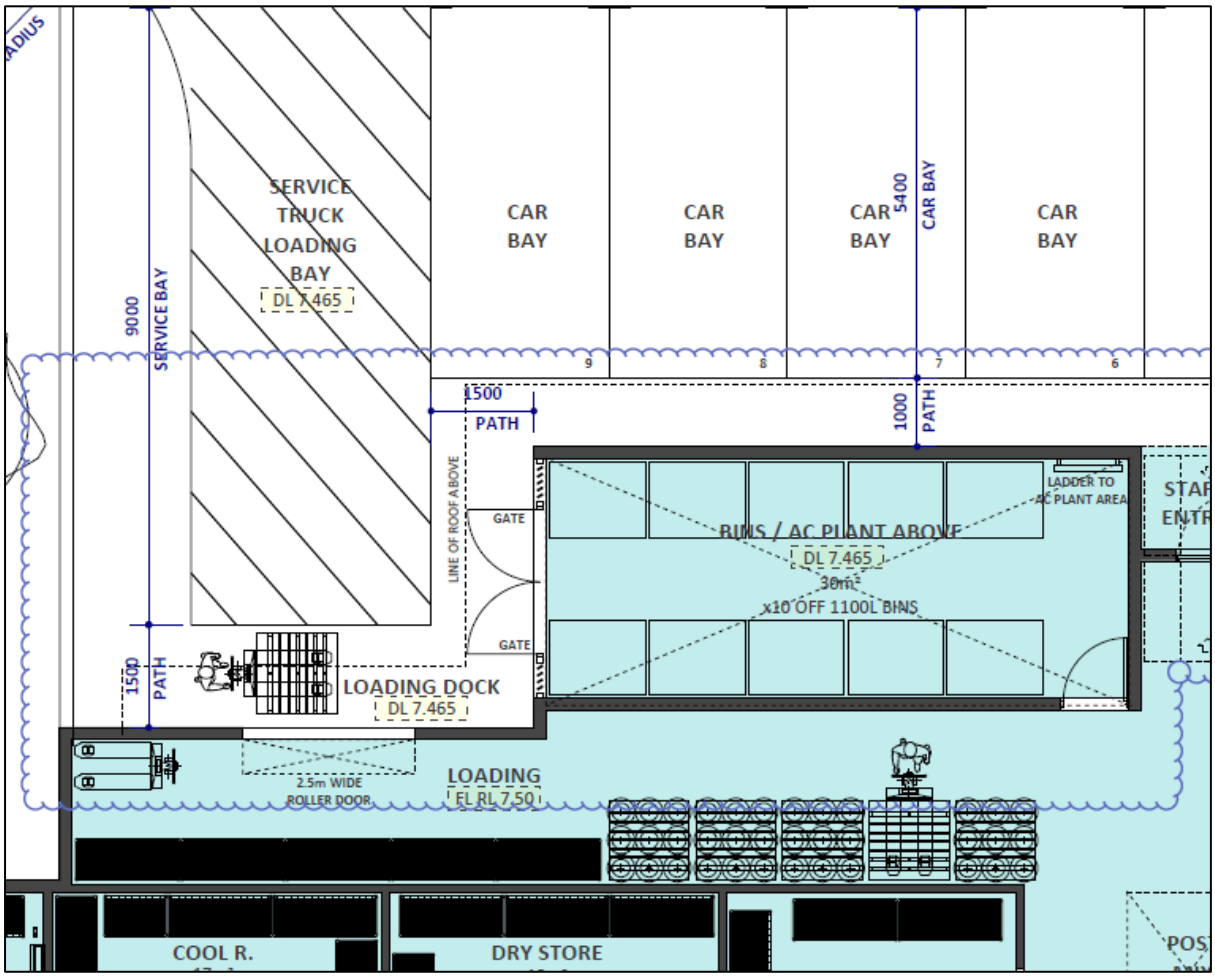
- Eight 1,100L refuse bins; and
- Two 1,100L recycling bins.

Table 3-5: Bin Requirements for Bin Storage Area 4

Waste Stream	Waste Generation (L/week)	Number of Bins Required		
		240L	660L	1,100L
Refuse	25,211	36	13	8
Recycling	5,911	9	3	2

The configuration of these bins within Bin Storage Area 1 is shown in Diagram 4. It is worth noting that the number of bins and corresponding placement of bins shown in Diagram 4 represents the maximum requirements assuming three collections each week of refuse and recyclables.

Diagram 4: Bin Storage Area 4



3.4 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 Area;
- Adequate aisle width for easy manoeuvring of bins;
- No double stacking of bins;
- Doors to the Bin Storage Area self-closing and vermin proof;
- Doors to the Bin Storage Area wide enough to fit bins through;
- Ventilated to a suitable standard;
- Appropriate signage;
- Undercover where possible and be designed to not permit stormwater to enter into the drain;
- Located behind the building setback line;
- Bins not to be visible from the property boundary or areas trafficable by the public; and
- Bins are reasonably secured from theft and vandalism.

Bin numbers and storage space within the Bin Storage Areas will be monitored by site 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:

Bin Storage Area 1:

- Two 660L refuse bins, collected two times each week; and
- Two 660L recycling bins, collected two times each week.

Bin Storage Area 2:

- Two 1,100L refuse bins, collected once each week; and
- Two 1,100L recycling bins, collected once each week.

Bin Storage Area 3:

- Three 1,100L refuse bins, collected four times each week; and
- One 1,100L recycling bin, collected four times each week.

Bin Storage Area 4:

- Eight 1,100L refuse bins, collected three times each week; and
- Two 1,100L recycling bins, collected three times each week.

The private contractor's rear loader waste collection vehicle will service the bins onsite, directly from the respective Bin Storage Area/Loading Zone. The private contractor's rear loader waste collection vehicle will travel with left hand lane traffic flow on either Malibu Road or Safety Bay Road into the Proposal in forward gear, and pull up adjacent to each Bin Storage Area/Loading Zone 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 and security access gates 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 Malibu Road or Safety Bay Road.

The above servicing method will preserve the amenity of the area by removing the requirement for bins to be presented to the street on collection days. In addition, servicing of bins onsite will reduce the noise generated in the area during collection. Noise from waste vehicles must comply with the Environmental Protection (Noise) Regulations and such vehicles should not service the site before 7.00am or after 7.00pm Monday to Saturday, or before 9.00am or after 7.00pm on Sundays and Public Holidays.

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.

Adequate space may be allocated throughout the Proposal for placement of cabinets/containers for collection and storage of bulk and specialty wastes that are unable to be disposed of within the bins in the Bin Storage 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 materials will be removed from the Proposal once sufficient volumes have been accumulated to warrant disposal. A temporary skip bin could be utilised for collections, if required. Bulk and specialty waste collection will be monitored by site management who will organise their transport to the appropriate waste facility, as required.

Sanitary wastes from the Childcare will be collected in situ. A suitably qualified sanitary waste collection and disposal provider will be engaged to determine storage and collection requirements.

5 Waste Management

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

6 Conclusion

As demonstrated within this WMP, the Proposal provides sufficiently sized Bin Storage Areas for 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.

Proposed Waste Collection Summary

Waste Type	Bin Size (L)	Number of Bins	Collection Frequency	Collection
Bin Storage Area 1				
Refuse	660	Two	Two times each week	Private Contractor
Recycling	660	Two	Two times each week	Private Contractor
Bin Storage Area 2				
Refuse	1,100	Two	Once each week	Private Contractor
Recycling	1,100	Two	Once each week	Private Contractor
Bin Storage Area 3				
Refuse	1,100	Three	Four times each week	Private Contractor
Recycling	1,100	One	Four times each week	Private Contractor
Bin Storage Area 4				
Refuse	1,100	Eight	Three times each week	Private Contractor
Recycling	1,100	Two	Three times each week	Private Contractor

A private contractor will service the Proposal onsite, directly from the respective Bin Storage Area/Loading Zone. The private contractor's waste collection vehicle will enter and exit the Proposal in forward gear via Malibu Road or Safety Bay Road.

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

Figures

Figure 1: Locality Plan

P: PO Box 454, Leederville WA 6903 | A: 604 Newcastle St, Leederville WA 6007 | T: 1300 251 070 | W: www.talisconsultants.com.au

LEGEND

- Site Boundary

Cadastre

- Crown Allotment
- Freehold
- Road
- Strata Plan or Lot
- Easement
- Reserve

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LOCALITY

0 5 10 15

LOCALITY

647 Safety Bay Rd
Waikki WA 6169

Fabric Property

N 0 5 10 15 20 25 30 m

Coordinate System: GDA2020 MGA Zone 50
Scale @ A3: 1:800

Prepared:	N Johnston	Date:	2/06/2023
Reviewed:	A Brouwer	Revision:	A
Project:	WMP23022		

talis consultants

Figure 01

Document Path: \\server\talis\SECTIONS\Waste\PROJECTS\WMP2023\WMP23022 - Lot 10 Safety Bay Road, Safety Bay\GIS\Maps\WMP23022 - Lot 10 Safety Bay Road, Safety Bay\WMP23022 - Lot 10 Safety Bay Road, Safety Bay.aprx

Assets | Engineering | Environment | Noise | Spatial | Waste

HEAD OFFICE
604 Newcastle Street,
Leederville, WA 6007

NSW OFFICES
Nowra
76 Bridge Road,
Nowra, NSW 2541

Newcastle
58 Cleary Street,
Hamilton, NSW 2303

QLD OFFICE
Brisbane
35 Boundary Street,
South Brisbane, QLD 4101

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

ABN 85 967 691 321

Chris Parlane

From: Aoise Noone <aoise.noone@planningsolutions.com.au>
Sent: Tuesday, 30 September 2025 11:30 AM
To: Chris Parlane
Cc: Ross Underwood
Subject: Waikiki Tavern Queries | PS 9467
Attachments: Appendix 1 - Amended Development Plans.pdf

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Hi Chris

Regarding your queries from earlier this morning -

1. **Tavern Operating Hours** - The liquor licence provided to the City on 20 June 2025 identified a Hotel liquor licence being granted, and the hours of operation as per section 98 of the Act. I am not aware of an extended trading permit being granted. I understand you were seeking this information before 12pm today, however I can confirm tomorrow morning with Ross if there were any changes.
2. **Elevation 4**- the architect has clarified the FFL on the floor plan was incorrect - please see attached. The store area is the same FFL as the top of the retaining.

Kind Regards,

Aoise Noone
Senior Planner

PLANNING SOLUTIONS | PS
URBAN & REGIONAL PLANNING

0433 745 682 | 08 9227 7970 | aoise.noone@planningsolutions.com.au
Level 1, 251 St Georges Terrace, Perth WA 6000
GPO Box 2709 Cloisters Square PO 6850
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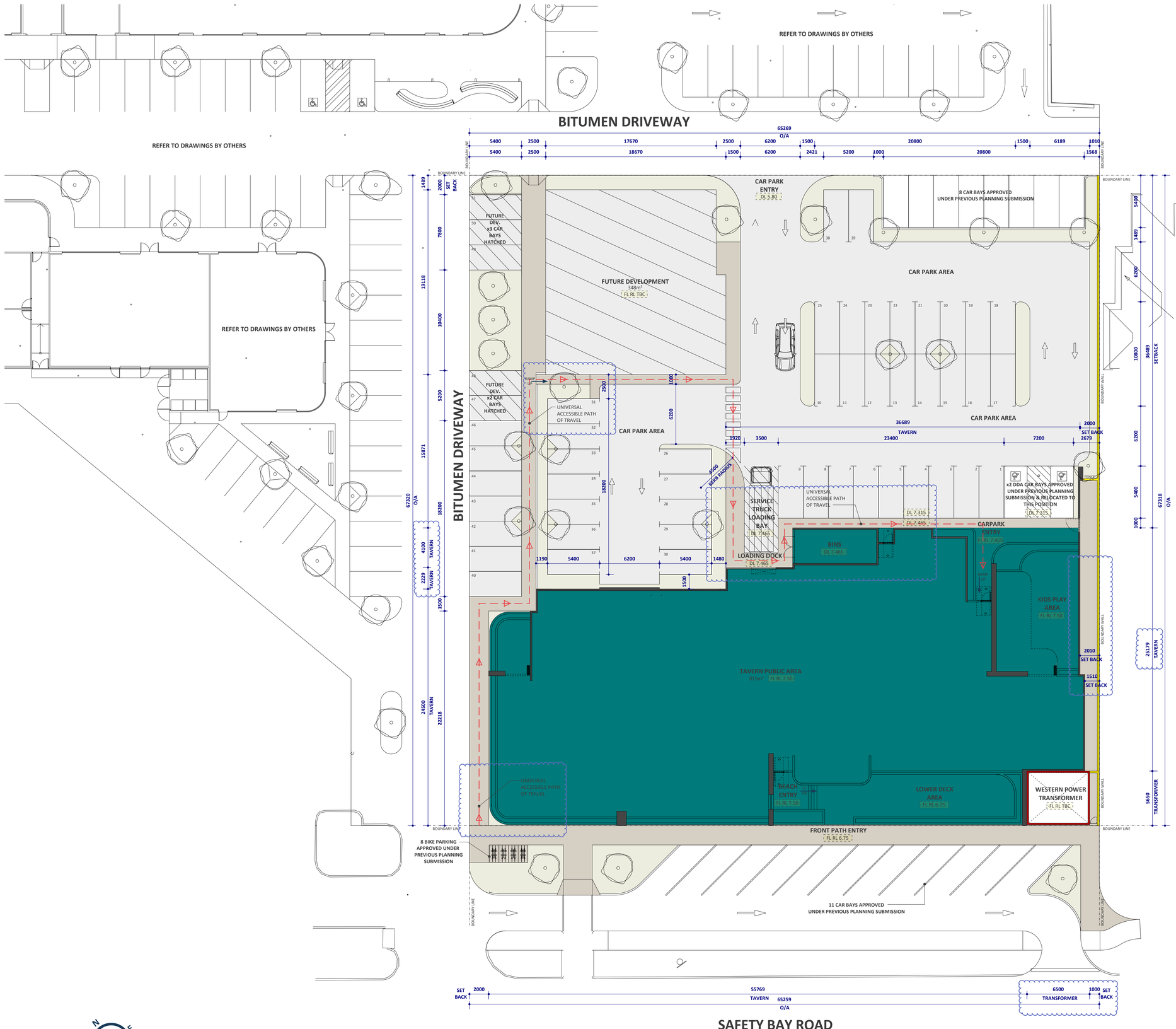

SITE PLAN
SCALE 1:200

LOCATION PLAN
SCALE N.T.S.

DRAWING SCHEDULE

DRAWING No.	REV	DRAWING NAME
DA100	E	SITE PLAN
DA101	E	FLOOR PLAN
DA102	D	ELEVATIONS
DA103	C	3D PERSPECTIVES

LEGEND

- PROPOSED TAVERN - 1664m²
- PROPOSED LANDSCAPING - 310m²
- PROPOSED FOOTPATHS - 305m²
- FUTURE DEVELOPMENT - 348m²

SITE & BUILDING INFO

4394m²	= LOT AREA
1664m²	= TAVERN GFA
420m²	= TABERN B.O.H.
815m²	= LICENSED AREAS (1000 CAPACITY)
60m²	= KIDS PLAY AREA

PARKING

46 CAR BAYS FOR TAVERN
5 CAR BAYS SURPLUS FOR FUTURE DEVELOPMENT

TOTAL = 51 CAR BAYS + 2 DDA BAYS + 1 SERICE BAY (46 CAR BAYS PROPOSED UNDER PREVIOUS APPROVAL)

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Project Name: **WAIKIKI TAVERN**

Project Address: **LOT 100, 434 SAFETY BAY RD, SAFETY BAY WA**

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Drawing Title: **SITE PLAN**

Rev	Date	By	Description
E	17/09/25	SJF	AS CLOUDED
B	27/03/25	SJF	CONSULTANT REVIEW
C	14/04/25	SJF	AS CLOUDED
D	15/04/25	SJF	AS CLOUDED

Project No. **M3011** Revision **E**
Drawing No. **DA100**
Scale **1:200**
Drawn By **SJF**
Page Size **A1**

E3 DA102
E2 DA102

65269 O/A

2000 SETBACK | 100 | 800 PLANTER | 3400 OUTDOOR SEATING | 600 | 6920 LOADING DOCK | 8864 | 1600 STAFF ENTRY | 4075 | 3580 | 800 PLANTER | 1700 REAR ENTRY | 8975 | 490 | 1475 | 190 | 30

CAR PARK AREA

CAR BAY (45, 44, 43, 42, 41, 40, 33, 34, 35, 36, 37, 26, 27, 28, 29, 30)

4500 KERB RADIUS

1920 PATH | 3500 SERVICE BAY | 2600 CAR BAY | 2400 DDA BAY | 2400 DDA BAY | 2400 DDA BAY

SERVICE TRUCK LOADING BAY
DL 7.465

CAR BAY (9, 8, 7, 6, 5, 4, 3, 2, 1)

DDA CAR BAY | DDA CAR BAY

9000 SERVICE BAY | 5400 CAR BAY

DL 7.319 | DL 7.315

1695 FENCE | 494 SET BACK | 1421

1500 PATH | 1000 PATH | DL 7.465

LINE OF ROOF ABOVE | GATE | LADDER TO AC PLANT AREA

BINS / AC PLANT ABOVE
DL 7.465
30m²
x10 OFF 1100L BINS

STAFF ENTRY | STAFF ROOM | F. STAFF | STAFF SHR | M. STAFF | PLANTER

1500 PATH

LOADING DOCK
DL 7.465

STAFF AMENITIES 25m²

GATE | OUTDOOR USED KEG STORE DL 7.300

2010 SETBACK

LINE OF ROOF ABOVE | BIKE / E-SCOOTER PARKING

CARPARK ENTRY
DL 7.465

RAMP UP

LOADING
FL RL 7.50
2.5m WIDE ROLLER DOOR

KEG STORE
41m²

PLANTER

REAR ENTRY DOOR

1200mm HIGH MASONARY WALL FENCE WITH 600mm HIGH PERSPEX SCREENING ABOVE.
TOTAL 1800mm HIGH SCREENING TO KIDS PLAY AREA

KIDS PLAY
60m²

OUTDOOR SEATING

STORE AREA

BOUNDARY WALL

20079

4100 LOADING DOCK | 2229 | 2282 | 800 PLANTER | 100 | 5313 OUTDOOR SEATING | 490 | 38829 O/A | 800 PLANTER | 100 SETBACK

F. PUBLIC | UAT | FREEZER 16m² | COOL R. 17m² | DRY STORE 18m² | SPIRIT ST. 14m² | POST MIX 5m² | ICE MACHINE

FURNITURE STORE 34m²

M. PUBLIC | PATRON TOILETS 67m²

PREP AREA 12m² | BACK OF HOUSE 420m² FL RL 7.50 | CLRN 7m²

WASH-UP 12m² | PASS 9m² | KITCHEN 77m² | OFFICE 12m² | AV AREA

OUTDOOR SEATING 20m²

BAR 2 25m²

COOL R. 11m²

BI-FOLD DOORS

PIZZA | PIZZA OVEN

BAR 1 80m²

LINE OF 1.5m STANDING AREA

TV SCREEN

BOOTH SEATING

FAMILY DINING/SEATING 120m²

DINING FUNCTION SPACE 190m²

14615 DINING FUNCTION SPACE

GARDEN BAR 150m²

LINE OF ROOF OPENING ABOVE

TAVERN PUBLIC AREA
FL RL 7.50

TERRACE 135m²

FRONT ENTRY DOOR

BEACH MAIN ENTRY
FL RL 7.50

ST ON

BEACH ENTRY

LOWER DECK
72m² FL RL 6.75

WESTERN POWER TRANSFORMER
37m² FL RL TBC

GATE

10000 | 5550 TRANSFORMER | 100 SETBACK | 37150 O/A

1510 SETBACK | 1010 SETBACK

7500 SETBACK | 490 | 6490 TRANSFORMER | 790 | 190 | 30

2100 SETBACK | 800 PLANTER | 12375 DINING FUNCTION SPACE | 990 | 14742 GARDEN BAR | 490 | 5310 ENTRY | 3000 OPENING | 17472 LOWER DECK

65269 O/A

E4 DA102
E1 DA102

LEGEND

- WALLS
- TAVERN
- B.O.H.
- PATRON AMENITIES
- LANDSCAPE
- TRANSFORMER

SITE & BUILDING INFO

4394m²	= LOT AREA
1664m²	= TAVERN GFA
420m²	= TABERN B.O.H.
815m²	= LICENSED AREAS (1000 CAPACITY)
60m²	= KIDS PLAY AREA

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5 CAR BAYS SURPLUS FOR FUTURE DEVELOPMENT

TOTAL = 51 CAR BAYS + 2 DDA BAYS + 1 SERICE BAY (46 CAR BAYS PROPOSED UNDER PREVIOUS APPROVAL)

N E W

FLOOR PLAN
SCALE 1:100

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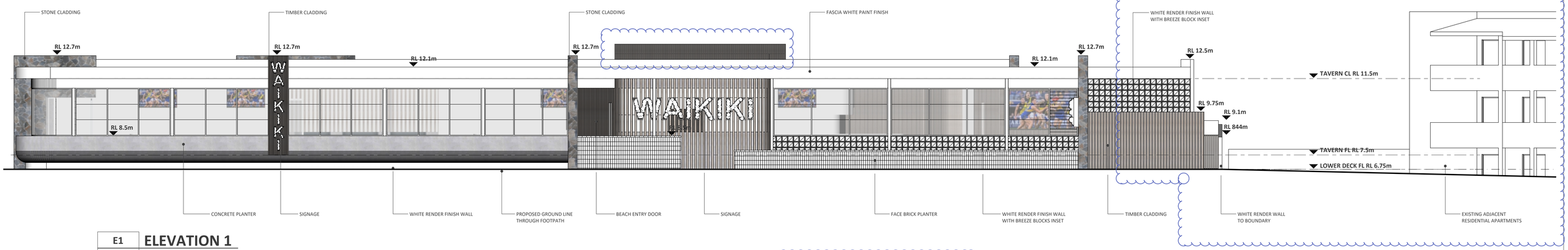
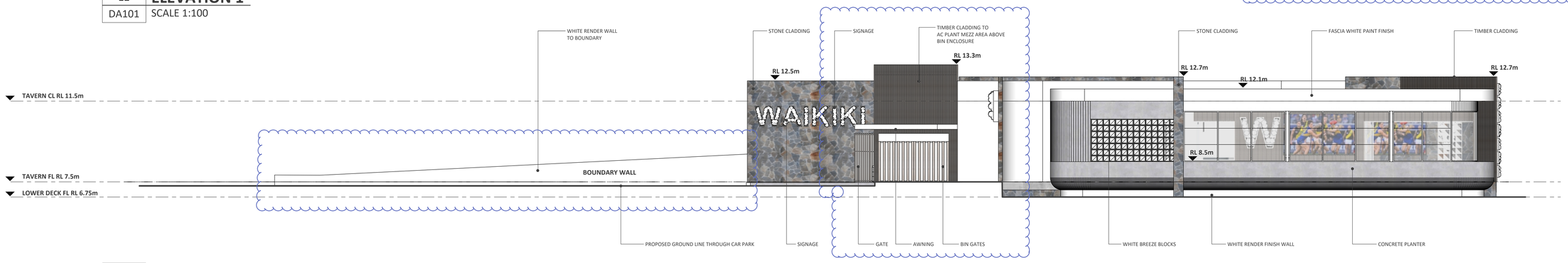
Drawing Title: FLOOR PLAN

Rev	Date	By	Description
E	17/09/25	SJF	AS CLOUDED
B	27/03/25	SJF	CONSULTANT REVIEW
C	14/04/25	SJF	AS CLOUDED
D	15/05/25	SJF	AS CLOUDED

Project No. M3011 | Revision E | Drawing No. DA101 | Scale 1:100 | Drawn By SJF | Page Size A1



E1 **ELEVATION 1**
DA101 SCALE 1:100



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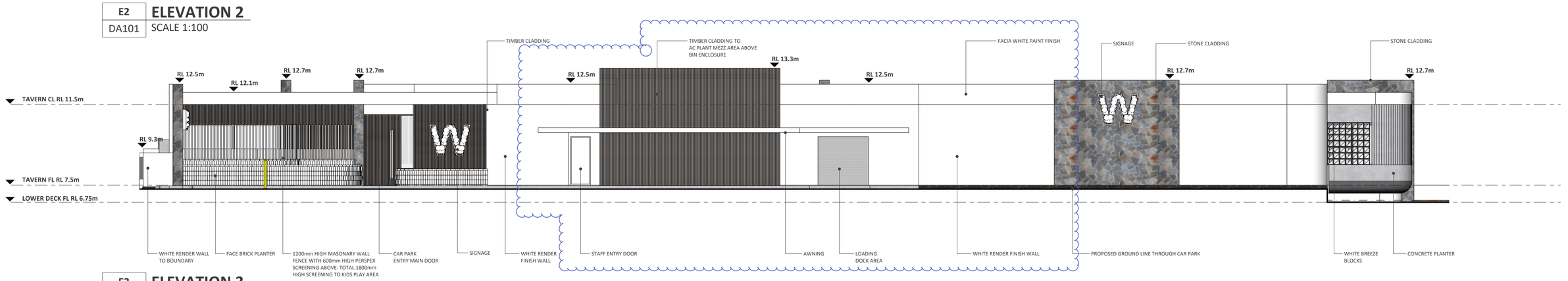

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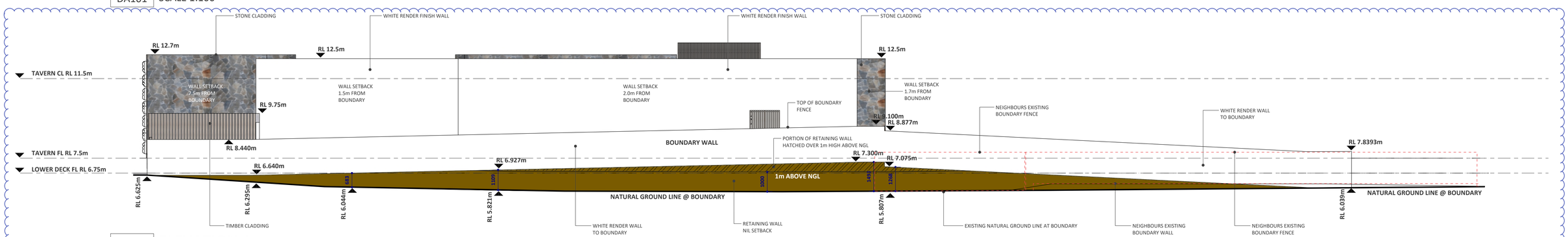
DA101 SCALE 1:100



E4 **ELEVATION 4**
DA101 SCALE 1:100

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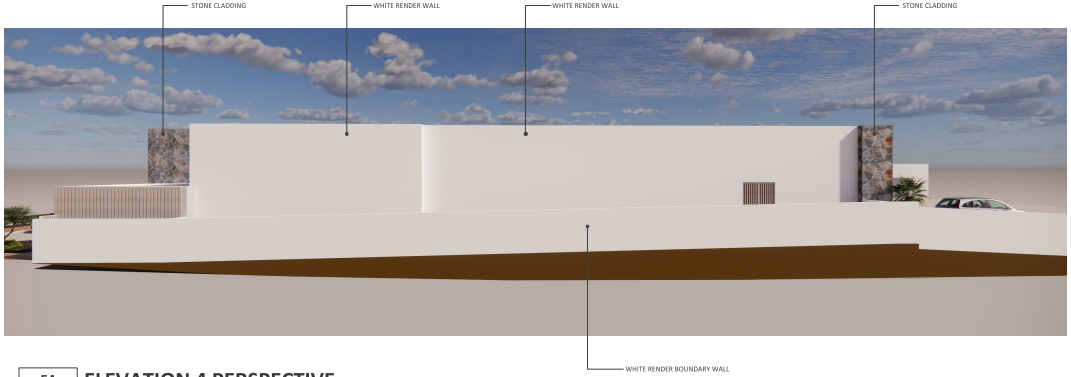
E1 **ELEVATION 1 PERSPECTIVE**
DA101 SCALE N.T.S.

E3 **ELEVATION 3 PERSPECTIVE**
DA101 SCALE N.T.S.

E2 **ELEVATION 2 PERSPECTIVE**
DA101 SCALE N.T.S.



E4 **ELEVATION 4 PERSPECTIVE**
DA101 SCALE N.T.S.

\- **PERSPECTIVE 1**
\- SCALE N.T.S.

\- **PERSPECTIVE 2**
\- SCALE N.T.S.

\- **PERSPECTIVE 3**
\- SCALE N.T.S.

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Drawing Title: 3D PERSPECTIVES

Rev	Date	By	Description
A	20/03/25	SJF	CONSULTANT REVIEW
B	13/05/25	SJF	AS CLOUDED
C	17/09/25	SJF	AS CLOUDED

Project No.: M3011
Revision: C
Drawing No.: DA103
Scale: AS SHOWN
Drawn By: SJF
Page Size: A1

Schedule of Submissions - Amendment to Development Approval - Proposed Tavern - Lot 100 (No.434) Safety Bay Road, Safety Bay - 20.2025.250.1

PUBLIC SCHEDULE OF SUBMISSIONS				
No.	Name	Address	Support / Object/Other	Comment
1	Mr Mark Hiscock	Malibu Road SAFETY BAY WA 6169	Support	Looks much better than the original plan, using the view of ocean as much as possible, what a wonderful pub this will be once its built. I live in the Lumia estate and as far as I know everyone is for the development.
2	Mrs Simone Moloney	Leisure Way 6169 SAFETY BAY WA 6169	Support	Agree with changes will be wonderful.
3	Ms Tracey Larkings	Fawdon street SAFETY BAY WA 6169	Support	Multi level tavern with roof top bar facing Safety Bay Road to enjoy the views. Under croft car parking.
4	Mr James Middleton	Alfred Close SAFETY BAY WA 6169	Support	Brilliant - much better use of the space, brings the tavern to the for shore that than jammed into a corner as previously proposed. All people focus on is parking but the tavern will be walkable for so many people. Looking forward to it.
5	Mrs Michelle chatfield	Churchill Ave SHOALWATER WA 6169	Other	Updated design does improve the view for patrons but the design remains seriously underwhelming for a beachside development. 48 bays for 1000 patrons is manifestly inadequate, the beach car park is full in spring and summer with beach goers and this lack of parking will impact beach users who have a right to park there, not against the development but feel this a substandard design for premium beach front commercial space, parking limitations need to be resolved before approval.
6	Mr Paul Rajecki	Penguin Road SHOALWATER WA 6169	Support	More than happy with the new proposal.
7	Mr Jordan Fee	Gloucester Crescent SHOALWATER WA 6169	Support	what a great idea, the revised layout would better suit the layout of the land with more options for seating facing the ocean. cheers, looks good again i would like emphasis how great this will be for the area and finally get some good development happening in the space of food choices
8	Mr Paul Odriscoll	Seacrest Street SAFETY BAY WA 6169	Support	This is such a better layout making full use of the amazing views from the tavern front and a more street appealing frontage.
9	Ms Hayley Ford	Penguin Road	Support	Brilliant idea making the frontage towards Safety Bay road. The views are worth reducing the footprint.

		SAFETY BAY WA 6169		
10	Mr David Clark	Safety Bay Road SAFETY BAY WA 6169	Support	Proposed tavern site plan is a much better layout making most of the ocean view it has and looks to be more parking
11	Mr Travis Constantine	Safety Bay Road SAFETY BAY WA 6169	Support	Excellent proposal, full support, we really hope this proceeds
12	Ms Wendy Donegan	Ernest Street SAFETY BAY WA 6169	Other	The only concern we have is the closing time Thursday to Saturday of 1am. We feel this is too late and will only create excessive noise patrons and staff leaving that early in the morning.
13	Mr John Fairweather	Malibu Road SAFETY BAY WA 6169	Support	Regarding the proposed changes to the approved site plan for the tavern on Safety Bay Road, I am very supported of the change. 1. Patrons of the pub will have more opportunities to look out over the ocean. 2. It will not leave a vacant lot between the old site and the apartments to the south. 3. I always thought that the underground parking was a potential problem as it would likely become a gathering spot for undesirables. I would rather have a car parked above ground where it is being overlooked. As a resident of Lumia Estate, adjacent to lot 100, I have spoken a few times to the site supervisor, Fabric Properties and the builders. I have monitored the building progress and the structures that we can see at this time. All this leads me to think that the results will be highly satisfactory and a benefit to the community.
14	Mr Richard Lindsay	Malibu Road SAFETY BAY WA 6169	Object	I'm particularly concerned about the noise aspect. I reviewed the noise component of the report and noted it had 100m reference distance which doesn't seem far enough to me. I cannot understand how the premises is rated for 1000 patrons when there is only parking for approximately 50 vehicles, are patrons going to be using the Waikiki beach parking? I appreciate that the operating hours are not being amended, but with this amendment they have been clearly identified. Thursday to Saturday open to 1am is not necessary. 11pm closing is more acceptable. In the very original submission for lot 100 there was much more provision for temporary accommodation that requirement appears to be lost.
15	Mr Heath Bennett	Wavelea Street SAFETY BAY WA 6169	Other	I'm generally supportive of the proposal to reconfigure the layout and reduction in building footprint. I am concerned with parking, based on 1,000 patrons. The beach carpark across the road is already heavily utilised, almost impossible to obtain a bay in summer without adding hundreds of cars trying to access the tavern. Traffic management will be challenging. I would also question why a tavern needs to be

				open at 8am on Sunday? I'd also prefer an earlier closing time from 1am Thursday to Saturday, i think this will be incredibly disruptive to nearby properties and occupants.
16	Mrs Amy O'Meagher	Charthouse Road SAFETY BAY WA 6169	Support	I think we need to do all that we can to encourage this application to go ahead. This is prime real-estate that has sat vacant for too long. In addition to the proposed parking there should be changes to allow more street parking as well.
17	Mr John Gibney	Gallagher Way CARDUP WA 6122 Safety Bay Road SAFETY BAY WA 6169	Object	**Submission 1** I hereby completely oppose the proposed amendment that has been put forward for this tavern development on Safety Bay Road. As much as the community are looking forward to a new tavern on this site, the proposed realignment and at-grade open car park will have a negative impact on adjoining residents...I own an apartment at Surfside next door...Given the tavern's evening hours of operations, there will be an addition of more light pollution and noise from the carpark...We were all happy with the original proposal since an underground car park was involved and there was some space between the tavern and our complex....This new proposal places the tavern pretty much right on our boundary...There will be noise!!!....Pubs are not quiet places and the amenity of residents right next door and behind will be compromised, despite the apparent findings of the acoustic report...As a resident I am completely unhappy with this amendment. Pub car parks are not generally quiet either with patrons coming and going at all hours...Surfside residents had their AGM this Saturday and many were unaware of this proposed amendment and were also really unhappy about the short notice and time frame to reply...Although dated the 20th, my notice only arrived in the post on Friday the 28th and we are expected to respond by the 5th... This doesn't seem appropriate given this proposed amendments impact on our complex...which will be significant compared to the original proposal....So please keep to the original place or build it somewhere else...This tavern is surrounded by residential development so it must not have a detrimental effect on it's neighbours ...of which now there are many! **Submission 2** I hereby wish to oppose the proposed amendment to the tavern development on Safety Bay Road. I own an apartment at Surfside, the residential complex adjacent to this new tavern development. As much as our community are looking forward to this new tavern there is concern that the proposed amendment to plans will have a detrimental effect on our complex and its peaceful amenity, namely noise...The original proposal with the carpark under the tavern does not pose these concerns to the same degree.. The At-grade carpark at the rear will result in more light pollution,visually impacting on my apartment at night..and noise! Pub carparks are not quiet! (Despite the findings of the apparent acoustic report)...Additionally, the realignment of the tavern building brings it right up to the boundary of our complex....Pubs are noisy places!...and their car parks too....patrons come and go at all hours and it's not just car doors opening and closing that we will hear! How could it even be considered that the noise wouldn't change to surrounding residents from a carpark tucked under the tavern VS an open one just the other side of their fence? ...The original plan provided a sensible buffer around the tavern from pre

				existing residential development (many people live very close to this proposed tavern!)...the original alignment allowed for future development of something less noisy than a pub on our boundary too... As a neighbouring property owner I fully embrace the redevelopment of the old Waikiki site with all that is coming, including the new proposed tavern! ....but absolutely not with this new amendment...Please built it how it was planned initially on the site or else don't built it at all...It is not fair to allow a new development to be built to the detrimental impact on its existing neighbours! ...It has already a capacity of 1000 people so the noise impact is considerable enough without allowing a last minute change that will make the noise impact much worse! I really feel for the folk that live even closer.... Additionally, the time frame to respond to this amendment is really poor...Surfside had it's AGM this Saturday the 30th and most owners were unaware of this proposed amendment... Despite the letter from council being dated the 20th August, I didn't receive this until Friday the 28th and your deadline to respond is the 5th September...Doesn't really give folk much time to consider something that will make a much greater impact on our complex! ...I think this is shabby for sure and the reaction at our meeting wasn't favourable to this amendment proposal either. The majority of owners at Surfside had not received any notice so we're really happy that we had our meeting when we did! It does feel like this has been set up to just "slip" by without anyone noticing...None of the neighbours will be happy with these proposed changes...and really why would they be? More noise and bright lights in their backyard ...It should not be reasonable to expect a change in play at this stage of the development...
18	Mr Amandine Malardeau	Vaux Street ROCKINGHAM WA 6168	Object	I am writing to formally express my concerns regarding the proposed extension for Parcel 4 in the development application for the tavern. This extension raises significant issues that could negatively impact both the quality of life for future tenants and the overall integrity of the surrounding environment. There are significant concerns regarding noise disturbances. The current assessment primarily focuses on the noise from car doors; however, it is crucial to consider the wider range of sound pollution. The movement of vehicles in and out of the area, along with general traffic noise, may continue to be disruptive well into the early hours, with reports indicating disturbances occurring until 1 AM. A 7-meter wall may not adequately reduce this noise, especially during peak activity hours. Therefore, the consideration of an underground car park should be revisited. Additionally, the proposed building design in Parcel 4 will obstruct existing views, which is a key aspect of the property's appeal. This change is likely to diminish both the aesthetic and functional value of living spaces for residents, as well as potentially impact the character of the neighbourhood. It is crucial to reconsider the design aspects in light of these factors. I urge you to conduct a more comprehensive analysis regarding noise abatement measures and to explore alternative solutions that could better protect resident comfort and enhance the overall living experience. In your Table 2, the matters (n) to be considered and the provided responses lack adequate measures to prevent noise disturbances for the Surfside apartments building. The city of Rockingham should not accept the proposed amendments, as the major changes would negatively affect the well-being of our tenants at Surfside Apartments. Given the importance of these issues, I urge you to consider my concerns and advocate for amendments that prioritise the well-being

				of both future occupants and the community as a whole. Thank you for considering my input during the development review process.
19	Ms Shirley Nelville	Malibu Road SAFETY BAY WA 6169	Object	<u>Submission 1</u> I would like to object to the proposed trading hours stated in the amendment. My days of concern are Thursday to Saturday: 10 am to 1 am. I cannot see any valid reason why patrons should still be consuming alcohol: Thursday until the early hours of Friday morning, being 1.00 am Friday until the early hours of Saturday morning, being 1.00 am Saturday until the early hours of Sunday morning being 1.00 am My opinion, 12.00 pm Thursday to sat Saturday is a fair and reasonable closing time. This is a quiet beachside residential suburb and the early Friday to Sunday mornings closing will impact on the surrounding residents. I am sure many of the patrons will be walking to their various homes where they reside and I suggest it won't be done quietly. Also the departing vehicle traffic in the early mornings will also be a very noisy problem. All of the above will impact on families with young children and our more mature residents. <u>Submission 2</u> More noise for those living close by and the reduction of the area of the tavern by 219m2 and still having a 1,000 patron capacity makes the tavern comparable to a pub in the central metro area. This when at capacity will lead to anti- social behaviour. Safety Bay is a residential beachside suburb with limited foreshore parking and now will have local beachgoers and many beachgoers from surrounding suburbs competing with: The approved tavern site plan which has been given approval to access 88 parking bays of already limited foreshore beachside parking opposite the proposed tavern site on Safety Bay Road. The proposed businesses in the development will also be competing for parking bays. One of the proposed businesses is a child care centre with parents and carers trying to pick up their toddlers during busy times after their working day and the eager tavern patrons looking to relax. The proposed parking situation which is already sparse will not only be dangerous but result in overflow parking along Safety Bay Road and neighbouring streets. Safety Bay is welcoming an increasing number of young families into the area as some residents move on and older residents down size. My concern is the danger and ability for pedestrians (me being one of the many) not only to access the Safety Bay Road/Malibu Road Roundabout but navigate to the SBR/MR Roundabout with the several entrances and exits from the development onto Malibu Road. I presume the speed limit will be greatly reduced on Malibu Road for obvious reasons. This is a beachside residential suburb. NOT the Rockingham foreshore which has a completely different demographic.

20	Mr Paul Graham	Spyglass Court SAFETY BAY WA 6169	Object	Do not want this to go ahead the parking is in the incorrect place should be under the hotel as planed
21	Mr David Young	Penguin Road SAFETY BAY WA 6169	Other	Is it possible to have a couple of no standing signs out the front of the units at 436 Safety Bay Road, Safety Bay as I feel some patrons may take advantage of the grass area and verge for parking?
22	Mr Stevie Bell	Bluebill Lane BALDIVIS WA 6171	Support	**Submission 1** I live/own an apartment at 436 safety bay road and absolutely agree with the planning and go ahead of this tavern. This is a much needed development for the area. **Submission 2** Absolutely a much need investment for the area. I own an apartment at 436 safety bay road.
23	Mr Joel Monacelli	Safety Bay Road SAFETY BAY WA 6169	Other	My wife and I are owners next door, we believe the basement carpark is essential for the noise, emissions and most importantly our safety, and the safety of others in the community. We do not however, have issues with the perspective of the tavern changing. Thanks you.
24	Miss Nicole Bidgood	Malibu Road SAFETY BAY WA 6169	Support	As a resident of Safety Bay and residing on Malibu Road, I am eagerly waiting for the Tavern to be built. I am not concerned about overcrowding (a ridiculous notion), parking issues, late night hours (I welcome them). The new establishment is in the best interest of the surrounding residents. I hope this email helps.
25	Mr Clint Nash	Edith Road SAFETY BAY WA 6169	Object	**Submission 1** I strongly oppose the cancellation of under ground carparking. The underground carparking must be included there is no where to park already on a Saturday and Sunday. Plus the constant increasing volume of traffic using safety bay road to access garden island. This is a no brainer they must use under ground parking this is what the plan was approved with. Do it once do it right **Submission 2** I strongly oppose and object to the cancellation of under ground carparking. The underground carparking must be included there is no where to park already on a Saturday and Sunday. Plus the constant increasing volume of traffic using safety bay road to access garden island. This is a no brainer they must use under ground parking this is what the plan was approved with. Do it once do it right. I also objection to the 1am closing time. The other amendments I am happy with. Thanks

26	Anonymous	-	Object	I strongly oppose the cancellation of under ground carparking . The underground carparking must be included there is no where to park already on a Saturday and Sunday. Plus the constant increasing volume of traffic using safety bay road to access garden island. This is a no brainer they must use under ground parking this is what the plan was approved with. Do it once do it right
27	Mr Wayde Nash	Waikiki (no address provided)	Object	I strongly oppose and object to the cancellation of under ground carparking . The underground carparking must be included there is no where to park already on a Saturday and Sunday. Plus the constant increasing volume of traffic using safety bay road to access garden island. This is a no brainer they must use under ground parking this is what the plan was approved with. Do it once do it right I also object to the 1am closing time.
28	Ms Natalie Connor	Waikiki (no address provided)	Object	I strongly oppose and object to the cancellation of under ground carparking. The underground carparking must be included there is no where to park already on a saturday and sunday. Plus the constant increasing volume of traffic using safety bay road to access garden island is a nightmare already. This is a no brainer they must use under ground parking this is what the plan was approved with. Do it once do it right. I also object to the 1am closing time. There is a reason the site was approved and it isn't approved to be then modified for the worse, for short and long time local residents.
29	Mrs June Boyd	Transom Lane WAIKIKI WA 6169	Support	I am writing, as a local who lives in Waikiki, to show my support for the Tavern which is being built on this site. I understand there has been a proposal to amend the underground parking. I support the underground parking be kept. This seems like a large Tavern and sufficient parking is necessary. Although, I believe many locals, myself included, would be walking to this Tavern. I 100% support the position of the Tavern be facing the Bay with the opening being on Safety Bay Road. Hoping there will be seating and outside dining facing the Ocean view. I believe this is how the original design should have been. Makes so much sense to showcase the oceanview. Some community members feel the 1am closing time on weekdays may be an issue. I'm not sure the Tavern would ever have any clients in attendance at that time on a weekday so I don't see it as a concern. As a local I support this Tavern being built and eagerly await its completion. Please RCC let's get this Tavern built and opened ASAP, it's so long overdue.
30	Mr Andrew Milne	Penguin Road	Support	I would like to confirm my support for the redevelopment proposal of the Waikiki Hotel and the change in design to have the hotel make the most of the ocean views.

		SHOALWATER WA 6169		This is well overdue and much needed for the area. As a Shoalwater Resident, the distance will be slightly too long to walk comfortably, but we would look to ride a bicycle along the foreshore to the hotel so consideration of sufficient bicycle parking could be beneficial given parking could be limited during peak periods.
31	Miss Nicole Day	Fendam Street WARNBRO WA 6169	Support	I am a long term resident of the area my partner more so as he has lived here for 32 years. We have absolutely NO ISSUE with a tavern in this area, in fact we are excited as it will bring new jobs, a venue for family's and friends to gather. And like many we find it extremely disappointing that you are doing everything you can to stop this happening when so many people are excited for the tavern.
32	Mr Christopher Clark	Eighty Road BALDIVIS WA 6171	Object	There are 2 inherent problems with this venture. 1. There is a massive parking deficiency, 55 bays is a large shortfall. There is minimal street parking in the vicinity and the public parking over the road, during the summer months is always full for beach go-ers. This section of Safety bay road and Malibu road are busy thoroughfares and do not allow for street parking . 2. Usable / patronage floor space is too small for proposed 1000 persons. As a guide, the absolute bare minimum space required is 1m2 per person, the updated plans state 815m2 which I'm assuming includes the kids play area, toilets and hallways which aren't 'usable' or patronage spaces. This falls short of being spacious enough for the desired capacity. Another thing to consider with the capacity size is; Rockingham is also of a mixed socioeconomic status, suggesting, generally, in Rockingham there is more disadvantaged than the national average. There is a higher percentage of lower income family homes compared to the greater Perth area. Which leads me to believe we do not have the financial viability or population size to sustain a venue of this size capacity. It's a great model and this development is long over due, however I believe the capacity need to be addressed to a more appropriate number and the shortfall of parking needs to be addressed.
33	Mr Mark Hiscock	Malibu Road SAFETY BAY WA 6169	Support	The new tavern looks amazing especially now they have turned it, so it has full ocean view, I also think using more space and removing the underground parking was a great idea, Cant wait for it to get built so we can all enjoy, Been a long time since the old Waikiki pub.
34	Mr Gary Picot	Safety Bay Road SAFETY BAY WA 6169	Object	to whom it may concern, the proposed amendment to tavern does not allow for enough parking spaces . il own unit at 436 safety bay rd and in the summer months already beach goers fill the visitor parking to the exclusion to my guests i feel not enough parking for the tavern will make the problem worse
35	Ms Madeleine Carter	Michael Road WAIKIKI WA 6169	Support	Completely in favour of the development and think the new design makes more sense to utilise the view for patrons rather than the carpark. Definitely a win for the area. I would suggest a croswalk/ zebra crossing and 40 zone to mitigate the risk of patrons using the beach carpark and crossing the road.
36	Mr Connor Gregory	Warnbro Beach Road WAIKIKI WA 6169	Support	I would like to support this amendment, the new site plan makes much more sense with maximising the ocean view.

37	Mr Malcolm Buckland	Owen Road SAFETY BAY WA 6169	Object	Hi, I am writing to express my concerns regarding the parking changes suggested. The removal of underground parking will impact on the parking in the already limited parking On the foreshore. Parking on the foreshore is already stretched and will in my opinion cause a dangerous situation. The underground parking should remain as per the original design. Malcolm Buckland Resident of the Rockingham area since before the original hotel was demolished. Now of Owen Road.
38	Mr Ryan Jeffrey	Malibu Road SAFETY BAY WA 6169	Support	Cannot wait for it to be completed - looks great and as a resident directly backing onto the complex, it is great to see the site being developed after building my house over 10 years ago. It's been a long wait!
39	Ms Sally Lewis	Bequia Place SAFETY BAY WA 6169	Support	I would like to submit my support for the proposed changes as I like how it takes into account the views of the location.
40	Mrs Leah O'Driscoll	Seacrest Street SAFETY BAY WA 6169	Support	This fantastic i dont known many people who are not excited for this
41	Mr Glen Chandler	Atara Approach ROCKINGHAM WA 6168	Support	I am writing regarding the proposed Safety Bay Tavern development. I believe it is about time Rockingham had a venue located on the waterfront rather than around the shopping centre. At present, Rockingham feels disconnected, with hospitality and nightlife venues scattered across different areas (mainly around the shopping center). Despite being surrounded by beautiful coastline, the majority of our nightlife does not take advantage of this natural setting. A waterfront venue would not only strengthen the local identity but also create a more vibrant and connected community space. The Safety Bay Tavern represents an opportunity to align Rockingham's development with its coastal character and provide a central, attractive destination for both residents and visitors. I strongly support this initiative and encourage the council to consider the long-term benefits of positioning more venues along the waterfront.
42	Ms Sarah-Anne McLernon	Wolff Lane BALDIVIS WA 6171	Support	Love the proposed new plan much better than the old. The view would be so lovely and much more welcoming and inviting to visitors. The building would also blend in better with the sea front and wont remind locals of the former ugly deli building that use to be there 20+ years ago.
43	Ms Leonnie Foley	Salton Street SECRET HARBOUR WA 6173	Support	I think this is a great idea and much needed for the area
44	Mrs Lisa Pember	Galleon Court SAFETY BAY WA 6169	Support	Approve the changes and look forward to this progressing.

45	Mr Daniel Kimberley	Seahaven Street SAFETY BAY WA 6169	Support	Great decision! Now just build it!!! Plenty of car spaces and people need to stop looking. It's a pub/restaurant don't drink and drive
46	Mr Wayne Stanton	Reveley Street WAIKIKI WA 6169	Support	100% it should be ocean facing, we&#65533; ve got some of the best beaches in Perth and should take advantage of this. This may also project any loud sounds/noises away from residential housing towards the street if this is a concern for the houses close by. Let&#65533; s build something that everyone in Rockingham can be proud of.
47	Mrs Shannon Foy	Pimento Circle PORT KENNEDY WA 6172	Support	New proposal with full water facing options makes more sense to ensure this rare ocean facing land can be enjoyed by many. Let's make our safety bay tavern a venue that attracts a multitude of visitors so we can show people the true beauty of our local area.
48	Mr Irving Carey	Cumbria Avenue WAIKIKI WA 6169	Support	It's a good idea, please approve this.
49	Mrs Raelene Johns	Tasman Place WAIKIKI WA 6169	Support	Submission No.1 I would like to express my full support for the proposed location of the new tavern along Safety Bay Road. This site makes perfect sense, as it would take full advantage of the stunning views of Warnbro Sound. Our coastline is one of the area's greatest natural assets, and it is only logical to create opportunities for both locals and visitors to enjoy it in a welcoming, social setting. Despite having such a beautiful beachfront, there are currently very few venues that allow people to truly experience and appreciate this part of the coast. It's rare to find such a unique stretch of coastline anywhere in the world, and we should be proud to showcase it-not hide it. A local, street-facing tavern would not only activate the area but also provide a walkable, community-oriented space for residents to meet, relax, and connect. This type of venue would add significant social and economic value to the community, and I believe it would be warmly embraced by locals and visitors alike. Submission 2 We would like to express our full support for the proposed location of the new tavern along Safety Bay Road. This site makes perfect sense, as it would take full advantage of the stunning views of Warnbro Sound. Our coastline is one of the area’s greatest natural assets, and it is only logical to create opportunities for both locals and visitors to enjoy it in a welcoming, social setting. Despite having such a beautiful beachfront, there are currently very few venues that allow people to truly experience and appreciate this part of the coast. It’s rare to find such a unique stretch of coastline anywhere in the world, and we should be proud to showcase it—not hide it. A local, street-facing tavern would not only activate the area but also provide a walkable, community-oriented space for residents to meet, relax, and connect. This type of venue would add significant social

				and economic value to the community, and we believe it would be warmly embraced by locals and visitors alike.
50	Ms Marnie Mcilwaine	Safety Bay Road SAFETY BAY WA 6169	Object	I would like to voice my concern at the proposed 1am closing times. This is a very residential built-up area a 12pm curfew would be slightly more appropriate. Considering the length of time it will take patrons to vacate the area after the doors close at 1am.
51	Mr Mark Eaton	Tasman Place WAIKIKI WA 6169	Support	I believe this is a great step forward for our community, this is long overdue and needs to go ahead asap.
52	Mrs Deborah Jeffrey	Hughes Court SAFETY BAY WA 6169	Support	This proposal needs to go ahead with full ocean views as quickly as possible. Our beautiful coastline and beaches need something. Very little along our beachfronts for locals and tourists. All for this proposal …….
53	Mrs Shirleyanne Garrod	Jaywick Close SAFETY BAY WA 6169	Support	I live in the area and actually think the tavern will be a great asset to the area . Obviously parking is a concern for the area and thus should be addressed Regards Shirley Garrod Jaywick
54	Ieke Verkuil & Marnix van Winkelhoff	Malibu Road SAFETY BAY WA 6169	Object	I am writing to formally express my concerns regarding the proposed trading hours for the new tavern to be constructed on Malibu Road / 100 Safety Bay Road. According to the proposal, the tavern would be permitted to trade until 1:00 am. I believe such late trading hours are not appropriate for a residential area, as they may lead to increased late-night noise, attract lingering patrons, and pose a heightened risk of antisocial behaviour and disturbances within the surrounding neighbourhood. As outlined in the attached evidence, no other major pub, brewery, or tavern in the City of Rockingham currently trades beyond 12:00 am. Allowing this establishment to remain open until 1:00 am would make it the latest-trading venue in the city, which I consider unsuitable for its residential location. I respectfully request that the proposed trading hours be reconsidered and adjusted to better reflect what is appropriate and consistent with the area. Thank you for your time and consideration.

				VAT 116 4.2 ★★★★☆ (919) · $20–40 Pub Opening hours **Thursday** **11 am–10 pm** Friday 11 am–12 am Saturday 11 am–12 am Sunday 11 am–9 pm Monday 11 am–9 pm Tuesday 11 am–9 pm Wednesday 11 am–11:30 pm Cheeky Monkey Brewing Co Rockingham 3.9 ★★★★☆ (330) · $20–40 Gastropub Opening hours **Thursday** **11 am–8 pm** Friday 11 am–9 pm Saturday 11 am–9 pm Sunday 11 am–8 pm Monday 11 am–8 pm Tuesday 11 am–8 pm Wednesday 11 am–8 pm

				The Warnbro Tavern 4.3 ★★★★½ (1.2K) · $20–40 Pub Opening hours **Thursday** **11 am–10 pm** Friday 11 am–11 pm Saturday 11 am–11 pm Sunday 11 am–10 pm Monday 11 am–10 pm Tuesday 11 am–10 pm Wednesday 11 am–10 pm The Swinging Pig 4.4 ★★★★½ (1.4K) · $20–40 Bar Opening hours **Thursday** **10 am–10 pm** Friday 10 am–11 pm Saturday 10 am–11 pm Sunday 10 am–10 pm Monday 10 am–10 pm Tuesday 10 am–10 pm Wednesday 10 am–10 pm

				Whistling Kite 4.3 ★★★★½ (1K) · $$ Bar Opening hours **Thursday 11am–11pm** Friday 11 am–12 am Saturday 11 am–12 am Sunday 11 am–10 pm Monday 11 am–10 pm Tuesday 11 am–10 pm Wednesday 11 am–11 pm VAT 116 4.2 ★★★★☆ (919) · $20–40 Pub Opening hours **Thursday 11am–10pm** Friday 11 am–12 am Saturday 11 am–12 am Sunday 11 am–9 pm Monday 11 am–9 pm Tuesday 11 am–9 pm Wednesday 11 am–11:30 pm
55	Mr Paul Moore	Alfred Close	Support	I wish to make it known that I fully support the development as described in the recent letter drop.

		SAFETY BAY WA 6169		I am a long-term resident of Safety Bay and have long awaited the development of that site.
56	Mrs Donna Dahlstrom	Hull Court WAIKIKI WA 6169	Other	Please consider building it close to the ocean as our beach this side has the best views. Please consider a building which incorporates different areas for seating and eating/drinking. With those views you could incorporate outside “takeaways” also. The BP needs to be moved so parking space provided. Such a beautiful spot and such a waste of planning for decades. Think of the view, think of the view please.
57	Mr Brett Simpson	Coronata Drive WARNBRO WA 6169	Other	Please can we have an entertainment area that celebrates the beautiful beaches/coastline we have instead of having the best views as a carpark - the old Waikiki hotel/old Rockingham hotel
58	Mr Michael Kanara	Malibu Road SAFETY BAY WA 6169	Object	Hello there, i have lived on Malibu Road for 28 years and i do not want a new tavern to be built full stop! I enjoy the peace and quiet and don't want the noise. I remember when the old tavern was there and we used to get drunken patrons walk down the street and hang around my area late at night. I dont want that again. If there is a petiction to stop a tavern from being built i will sign it. Thank you.
59	Mrs Lisa Smith	David Road WAIKIKI WA 6169	Other	Feedback on proposal development. 1. Maximise views and tourism dollars. - consider 2 storey design to maximise views. Visitors come for coastal outlooks, not views of cars, carparks and toilet blocks. Ocean views directly increase tourism dollars and encourage longer stays. 2. Site layout and parking. - relocate or redesign parking, avoid placing bays at front unless the building is elevated to 2 storeys. Bottom storey to be undercover parking and small shop fronts, 2nd storey pub. - This will also increase the interior size of pub by removing front parking. - a reconfigured layout will enhance first impressions and improve visual appearance for visitors. First impressions are critical in attracting both tourists and locals. - 48 carpark bays in nowhere near enough for 1000 patronage. Public transport is limited. This will lead to beach parking across the road being utilised for pub patrons thus reducing beach access for families driving to beach. The carpark already parks out in summer - without a pub. A bottom storey carpark would go towards minimising a potentially contentious issue. 3.Creating a flexible year round experience. - a 2nd storey outdoor alfresco area with bifold or retractable doors would provide an adaptable dining space. - this design allows guests to enjoy the open air during favourable weather whilst ensuring comfort and protection from coastal winds when required. - a versatile all season venue encourages repeat visitation and supports local employment by maintaining consistent patronage. 4. The current proposed design looks like a 70's motel. Do better.

				Whilst I 100% agree in theory with converting the entire block to absolute frontage, the current design contains major flaws that risk undermining its success. Without addressing the above key elements, the development is likely to fall short of community expectations and become both a local and tourism failure.
60	Mr Matt Wren	WAIKIKI	Object	Reject the amendments, leave it with underground car parking, makes more sense, leave more space above and around, why are we trying to make everything smaller all the time and still cram more people into a tighter space, doesn't need to stay open until 1 am, this will just encourage more alcohol to be consumed and loud inconsiderate people leaving there after 1am causing additional noise and inconvenience to locals and road users. Don't want to be a killjoy, but let common sense prevail here.
61	Ms Cathryn Brown	Safety Bay Road WAIKIKI WA 6169	Support	We have one chance to make this site truly spectacular and an attraction for locals and tourists. There are not many places in Rockingham where you can have such awesome views of the ocean. A tavern upstairs and coffee shop downstairs would be amazing. Please don't let this plan get strangled in Red Tape. We need it now!! Not another 15-20 years.
62	Mr Paul Spittle	Tropicana Way SAFETY BAY WA 6169	Object	Please find 3 attached files in submission to the above; 1. 6th sub re amended Tavern Lot 100.docx There is an executive summary at the beginning of the document of the main concerns and detailed arguments follow, please consider all and add to resident and community concerns. The files below show the simple fundamental mathematical errors in the Trancore traffic assessment and support the file above; 6th sub amended file.docx. This analysis was presented at; The meeting DAP/23/02551 MODAP/8 - 9 Apr 2024 - City of Armadale - City of RockinghamTechnical Note: No 1 Date: 24/01/2024, Project No: t23.049 These errors were not picked up by the principal bodies that consider these proposals. They indicate basic assessment errors and assumptions that are not supported by empirical evidence. Similar assumptions and non empirical assessments are contained in the amended DA submission. We believe that the analysis and assessments by Transcore provide poor representation of the real facts and point to a large degree of unprofessional work. Transcore evidence should be treated as null and void and must be mentioned in Rockinghams Councils comments on the amended DA. 2. 2nd Car Parking Analysis1.docx 3. Errors in Transcore traffic survey.xlsx Please see attachments below:
63	Mr Daniel Saunders	Penguin Road SAFETY BAY WA 6169	Other	I agree that the tavern should run parallel with the beach to maximise the view of the coast however i feel the basement parking should remain as this frees up land for more retail or residential property. This should also have the effect of elevating the tavern so that it overlooks the traffic on Safety Bay

				Road for uninterrupted views. There also needs to be easy access for pedestrians from the beach side of Safety Bay Road in the form of a crosstalk, bridge or underpass.
64	Mr Darren Clifton	Tempest Place WAIKIKI WA 6169	Support	I think the amendment is a good choice and am happy to see the development proceed.
65	Mrs Kathryn Hyde	Kent Street ROCKINGHAM WA 6168	Support	The new proposal is much better and will attract more patrons because of its outlook. The way it should be.
66	Mrs Susan Ebert	Arcadia Drive SHOALWATER WA 6169	Other	My thoughts on the replacement Tavern are as follows, happy that common sense has had the building now facing the ocean rather than side on to it, however it looks to be quite a minimal building for such an important site and venue. Decisions on these proposals should only be allowed once local council has decided on the needs of the people of the area, our coast line is the main attraction and should be utilised at every decision made. Parking is a main area that has been neglected by anyone who has been involved in the development of Rockingham for many years.
67	Mr Luken Foy	Pimento Circle PORT KENNEDY WA 6172	Support	This makes sense to have the tavern facing the water and I'm quite shocked it was ever not.
68	Mr Reece Bartlett	Armada Close PORT KENNEDY WA 6172	Other	Waikiki hotel for the name 2 story should be able to see the ocean otherwise just another waste of money like the rockingham council likes to do with everything keeping the place on the dark ages or just totally stuffs it up Needs plenty of parking spots rockingham forshore has no parking were they want you to park is miles away is a prime example
69	Ms Julie Bailey	Robert Street COMO WA 6152	Object	Ridiculous design, looks like a Dr Surgery. Why wouldn't it be 2 story, capsulise on the views , beautify the site ....typical Rockingham ... You should take a leaf out of all other ocean view sites across WA and only allow a modern , attractive upscale building that people will actually go to. This is pathetic and it will fail to add any value to that unique location. Very disappointed in the shire again !!!! Don't expect much from them any more though, they keep disappointing ratepayers. Rockingham should take a leaf out of Mandurahs book .
70	Mr Randall Parker	Waterfront Parkway SHOALWATER WA 6169	Support	As a local resident of nearly 50yrs I fully support this development. The only comment is that the elevation must be such that it takes advantage of the view across the ocean and outer reefs.
71	Mrs Taylor Peel	Waikiki Road SAFETY BAY WA 6169	Support	I am writing for my approval of the amendment of the layout and orientation of the tavern. It makes much more sense to capture as much of the beautiful view as possible. Rockingham is lacking bars/ taverns with ocean views. This would be a huge improvement on the original plan.

				As a resident who lives just up the road, I am very excited to be able to walk down for lunch or dinner with my family. I feel lucky to have such amenities and the beach so close to my home. My one recommendation is to update the existing playground on the beach side opposite the tavern to be able to accomodate the increase in patrons. A cross walk is also desperately needed in that area as it is not safe for me and my two small children to ride across safety bay road to the beach, as there is a lot of traffic.
72	Mr Dave & Camilla Taylor	Dolphin Road SAFETY BAY WA 6169	Object	We are David and Camilla Taylor, owners and occupiers of 23 Dolphin Road, a corner block with Malibu road. We have considerable frontage with Malibu road and are well within audible distance from the corner of Malibu and Safety Bay road. We are strongly opposed to the development for up to 1,000 patron capacity. Apart from perhaps one dozen likely patrons who could reach the venue on foot there would be a requirement for parking up to 500 motor cars. This is ridiculous. However many internal spaces are provided there would be an overflow immediately to the beachfront car park across the road. This is a serious danger for traffic accidents. We consider that 1,000 capacity is far too great for that site. We suggest that a coffee shop with a drinks licence until sunset would be more appropriate.
73	Miss Anna Richardson	Jib Close WAIKIKI WA 6169	Support	We live up the road from the proposed Tavern site and my family have lived in the same area for 37 years, this building project is much needed and wanted for the local area. We are all for the tavern and shop amenities that are being built, the land has been left to ruin for to long and been an eye sore to visitors and locals. Rockingham has been left for to long while other suburbs are building and growing for the best. We truly hope this build goes ahead and doesn't kept getting stopped by people who don't want to see Rockingham grow.
74	Mrs Susan Smith	Shaw Street SAFETY BAY WA 6169	Support	I wish to express my full support for the new Tavern in Waikiki. As a resident if Safety Bay I would be more than happy to frequent this tavern and be proud to show our visitors that we are NOT a Nanny State Sue Smith
75	Mrs Susanne Wheatley	Ernest Street SAFETY BAY WA 6169	Support	Hello, yes pleased the Tavern is being turned around to have the broader building facing the ocean, just like the original Waikiki Hotel. Please make sure there is plenty of parking. We live in Ernest Street. Happy with the proposed amendment.
76	Mr Geoffrey Wilson	Calm Court SAFETY BAY WA 6169	Other	The change in alignment makes a lot of sense …. It maximises the view to ocean. But, I don't believe there is sufficient on-site parking. There should be no, or limited reliance on using the beach car park across the road from planned development. The beach parking is often more than 50% full throughout the year. In summer it is usually over 80% full. This will leave little capacity for the tavern to rely on the beach parking to be used by patrons. My comments are made as a resident who lives within 1km of the development & also a regular user of the beach car park.

				The removal of underground parking without providing additional onsite bays will merely force more patrons to park across the road!! Then the public who already use that beach parking will have insufficient bays available. Plus, in my opinion there wasn't nought parking before anyway.
77	Ms Kirsty Laurie	Harley Close SAFETY BAY WA 6169	Other	I support reorienting it to face the ocean. But it sounds like there won't be enough parking. Maybe the basement parking will still be required.
78	Ms Samantha Harrison	ROCKINGHAM WA 6168	Other	Just trying to work out why this won't be two storey you say you want beach views yet you'll just be see it's a minor coast line but first you'll see cars, then a toilet block and then the beach. Not very scenic in my opinion, you have the chance to have prime oceanic views of the Waikiki beach and a single storey is not going to give you that.
79	Mr Jan Szczygiel	Sevilla Terrace PORT KENNEDY WA 6172	Support	I would strongly recommend the approval of the approved changes. The more tavern that faces the water front the better. As a council I would also be urging the developers to push for a double story venue to maximise views. About time the council pushed for development in rockingham that enhances rockinghams natural assets.
80	Mrs Tracy Fryer	Galata Avenue BALDIVIS WA 6171	Support	Please build it facing the ocean so it allows for an outdoor eatery beer garden behind the building out of wind and sea breeze. It would be good to see this take place soon as it's been 15 years since the old tavern was taken down and the locals have missed having a place to walk to whilst enjoying the beach. It would bring in much revenue for the local area. Hopefully it will have a nice modern aesthetic and adequate parking.
81	Mr David Haggar	Watts Road SHOALWATER WA 6169	Support	Much better proposal, why would you not take in the beautiful views across the bay. We used to finish our safety bay windsurfing marathons at the old Waikiki hotel let's hope we can do the same again.
82	Mr Corey Sheridan	Jesmond Street SAFETY BAY WA 6169	Support	Great amendment I think this is a better design for the community
83	Mr Daniel Smalley	June Road SAFETY BAY WA 6169	Support	I feel it should be forward facing the beach. This will bring in more patrons and tourist to the venue and the area that would want to enjoy a meal and beverage facing the beautiful bay we all love so much.
84	A B Johnston	Safety Bay Road SAFETY BAY WA 6169	Object	As a resident on the ground floor at 436 Safety Bay Rd, Safety Bay, I would like to register my objections to the recent change to the proposed tavern - Lot 100 (#434) Safety Bay Road. I would like to request we revert to the original proposal which had allowed for a basement carpark. Removing the basement carpark and only having street level parking will increase the vehicular noice directly affecting my apartment and therefore impacting on my sleep as the operating hours are until 1am.

85	Mr Glenn F Askew	Frederick Street SHOALWATER WA 6169	Support	I believe we need more fun venues to go to in our area, this Tavern replaces the old pub, a great loss for the community. Please do not delay it proceeding, I 've waited many years for it's replacement. Great for employment great for a relaxing drink and meal by the bay.
86	Mr Tommi Harbeck	Edgewater Road SAFETY BAY WA 6169	Support	I would like to show my support for the amendment to the Safety Bay Tavern. I would like to go further by suggesting that the Tavern be two story to truly capture the views and atmosphere that the position allows.
87	Mr Peter Mitchell - **LATE SUBMISSION**	Safety Bay Road WAIKIKI WA 6169	Object	How did developer permission to land grab and to remove foot path along safety bay road so perdestrions have to walk on the road. at peak times morning and afternoon it has potential for a fatal accident The reduction in site parking need to be reviewed re reduction patron capacity Its absurd to include the beach side parking as part of redevelopment its full in summer its full with workers from building site weekdays now. Site now includes the child daycare, so and increase in congestion at drop off and pick up at Malibu and safety bay road Would appear someone did not factor in cars turning into BP garage.
88	**Ms Dannii Devenny - LATE SUBMISSION**	June Road SAFETY BAY WA 6169	Other	Hi I was wondering what the plans for the new proposed tavern will look like? I have been told by the safety bay community to email in some suggestions because I think we as a community haven't been amazed with some of the final results (mainly all the playgrounds). I was wondering will the tavern be facing the beach for the views? Would there ever be opportunities for a 2 storey build to really get all the views? Is there plenty of indoor and outdoor seating for year round use? Has the wind been considered? Is there ways to block out the wind without taking away all the views? Will it be built with some details as opposed to being just a square building? Will there be opportunity for a kids area? I find this always brings families in year round if it offers kids areas? Will the parking and crosswalks be improved around the area? I'm very excited for this tavern it will be great for the community and by the sounds of it a lot of people are excited, we just want it done and not rushed.
89	Mrs Chris Yelland - **LATE SUBMISSION**	Safety Bay Road SAFETY BAY WA 6169	Support	I have recently seen a document circulating, complaining about the new tavern being build on the corner of Malibu Road and Safety Bay Road. I would like to let whoever is responsible for any decisions on this to know that I am in wholehearted agreement with the revised proposal. This development has been a long time in coming and I look forward to it being completed.

LG Ref: DD020.2023.00000193
DAP Ref: DAP/23/02551
Enquiries: (08) 6551 9919

Ross Underwood
Planning Solutions
GPO Box 2709
CLOISTERS SQUARE PO
PERTH WA 6850

Dear Ross,

METRO OUTER DAP - CITY OF ROCKINGHAM - DAP APPLICATION - DD020.2023.00000193 - DETERMINATION

Property Location:	Lot 100 (No.434) Safety Bay Road, Safety Bay
Application Details:	Proposed Mixed Commercial Development

Thank you for your Form 1 Development Assessment Panel (DAP) application and plans submitted to the City of Rockingham on 30 August 2023 for the above-mentioned development.

This application was considered by the Metro Outer DAP at its meeting held on 9 April 2024, where in accordance with the provisions of the City of Rockingham Town Planning Scheme No.2, it was resolved to **approve** the application as per the attached notice of determination.

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

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

Should you have any queries with respect to the conditions of approval, please contact Chris Parlane on behalf of the City of Rockingham on 9528 0305.

Yours sincerely,

DAP executive director

12 April 2024

Encl. DAP Determination Notice
Approved Plans

Cc: Chris Parlane - City of Rockingham

Planning and Development Act 2005

City of Rockingham Town Planning Scheme No.2

Metro Outer Development Assessment Panel

Determination on Development Assessment Panel Application for Planning Approval

Property Location: Lot 100 (No.434) Safety Bay Road, Safety Bay
Application Details: Proposed Mixed Commercial Development

In accordance with regulation 8 of the *Planning and Development (Development Assessment Panels) Regulations 2011*, the above application for planning approval was **granted** on 9 April 2024, subject to the following:

Approve DAP Application reference DAP/23/02551 and modified development plans received on 13 February 2024 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 Rockingham Town Planning Scheme No.2 (TPS2), subject to the following conditions:

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. 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.

3. Prior to applying for a Building Permit, a Construction Management Plan is to be submitted to and approved by the City of Rockingham addressing but not limited to:

   (i) Hours of construction;

   (ii) Traffic Management including, a Traffic Management Plan addressing site access, egress and parking arrangement for staff and contractors;

   (iii) Management of vibration and dust;

   (iv) Management of construction noise and other site generated noise; and

   (v) A complaints resolution procedure, including the requirement to maintain a complaints log which shall be provided to the City if required in writing within one (1) business day.

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

4. Prior to commencement of works, engineering drawings for a pedestrian crossing between the development site and the Foreshore Reserve must be submitted by a suitably qualified person to the City of Rockingham for approval.
These works must be constructed, in accordance with the approved plans, prior to occupation of the Tavern.

5. Engineering drawings for all other works within the development site and along the existing road reserves must be submitted to the City of Rockingham for approval prior to commencing of works on and off site.
All works must be completed to the satisfaction of the City of Rockingham.

6. Prior to applying for a Building Permit, a Stormwater Management Plan must be prepared by a suitably qualified engineer showing how stormwater will be contained on-site and those plans must be submitted to the City of Rockingham for approval.
All stormwater generated by the development must be managed in accordance with *Local Planning Policy 3.4.3 - Urban Water Management* to the satisfaction of the City of Rockingham. The approved plans must be implemented and all works must be maintained for the duration of the development.

7. Prior to the occupation of the development, any damage to existing City infrastructure within the road reservation or Foreshore Reserve including kerb, road pavement and footpaths is to be repaired to the satisfaction of the City of Rockingham, at the cost of the Applicant.

8. Prior to occupation of the development, the car parking area must:

   (i) provide a minimum of 159 car parking spaces;

   (ii) be designed, constructed, sealed, kerbed, drained and marked in accordance with User Class 1A for Staff Bays, User Class 3A for visitors of Australian/New Zealand Standard AS/NZS 2890.1:2004, Parking facilities, Part 1: Off-street car parking prior to applying for a Building Permit;

   (iii) provide three (3) 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 and which are linked to the main entrance of the development by a continuous accessible path of travel designed and constructed in accordance with Australian Standard AS 1428.1—2009, Design for access and mobility, Part 1: General Requirements for access—New building work;

   (iv) be constructed, sealed, kerbed, drained and marked prior to the development being occupied and maintained thereafter; and

   (v) comply with the above requirements for the duration of the development.

9. Seventeen on-street car parking spaces must be provided along Malibu Road and Safety Bay Road. The car parking spaces must:

   (i) be designed, constructed, sealed, kerbed, drained and marked in accordance with Australian Standard AS 2890.5—1993, Parking facilities, Part 5: On-street parking;

   (ii) be approved by the City of Rockingham prior to applying for a Building Permit; and

   (iii) be constructed, sealed, kerbed, drained and maintained thereafter; and comply with the above requirements for the duration of the development.

10. In accordance with City of Rockingham *Local Planning Policy 3.3.14 - Bicycle Parking and End of Trip Facilities*, short-term and long-term bicycle parking spaces must be provided across the development. The bicycle parking spaces must be designed in accordance with AS2890.3—1993, Parking facilities, Part 3: Bicycle parking facilities and must be approved by the City of Rockingham prior to applying for a Building Permit and constructed prior to occupancy of the development. The bicycle parking spaces must be retained and maintained in good and safe condition for the duration of the development.

11. In accordance with City of Rockingham *Local Planning Policy 3.3.14 - Bicycle Parking and End of Trip Facilities*, secure hot-water showers, change rooms and clothing lockers must be provided across the development, which must be designed in accordance with the Policy and approved by the City of Rockingham prior to applying for a Building Permit and constructed prior to occupancy of the development. The showers, change rooms and lockers must be retained and maintained in good and safe condition for the duration of the development.

12. Prior to applying for a Building Permit, an Acoustic Report which demonstrates that all mechanical services associated with the proposed development and any other noise source, including noise emanating from the Tavern, will comply with the *Environmental Protection (Noise) Regulations 1997*, must be submitted to and approved by the City of Rockingham.

13. Prior to the occupation of the development, a Final Acoustic Assessment must be prepared and provided to the City of Rockingham which demonstrates to City's satisfaction, that the completed development complies with the *Environmental Protection (Noise) Regulations 1997*.

    The Final Acoustic Assessment must include the following information:

    (i) 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 surrounding residential area;

    (ii) tonality, modulation and impulsiveness of noise sources; and

    (iii) confirmation of the implementation of noise attenuation measures including perimeter wall requirements, and management controls for car parking areas, loading, servicing and delivery.

Any further works must be carried out in accordance with the Acoustic Report and implemented as such for the duration of the development.

14. An operational Noise Management Plan (NMP) shall be prepared to the satisfaction of the City of Rockingham prior to the Occupation Permit being lodged demonstrating how all noise from the Tavern will be controlled to comply with the *Environmental Protection (Noise) Regulations 1997*. The approved NMP shall thereafter be implemented for the duration of the development.

15. Floodlighting must not be illuminated after 10pm or before 7am on any day. All illumination must be confined to the land in accordance with the requirements of Australian Standard AS 4282—2019, Control of the obtrusive effects of outdoor lighting, at all times, for the duration of the development.

16. Prior to applying for a Building Permit, a revised Landscaping Plan must be submitted and approved to the satisfaction of the City of Rockingham and shall include the following detail:

    (i) the location, number and type of existing and proposed trees and shrubs, including calculations for the landscaping area inclusive of the verge to Malibu Road and Safety Bay Road;

    (ii) any lawns to be established and areas to be mulched;

    (iii) those areas to be reticulated or irrigated;

    (iv) the provision of a minimum 12 trees to be planted in the adjoining street verges and road reserve and a minimum 40 shade trees throughout the development site;

    (v) proposed upgrading to landscaping, paving and reticulation of all verge areas;

    (vi) Detailed landscape, irrigation, lighting and street furniture plans; and

    (vii) The paving material used for the footpaths shall be carried across driveways in order to maintain the visual continuity of the pedestrian network and aid pedestrian legibility.

    The landscaping (including all verge landscaping) must be completed prior to the occupation of the development, and must be maintained at all times to the satisfaction of the City of Rockingham.

17. Prior to occupation of the development, the existing Easement ‘A’ over Lot 100 granted in favour of the City of Rockingham shall be formally relocated to align with the approved Site Plan, Rev R, dated 12/2/24 (Hindley & Associates).

18. In accordance with *Local Planning Policy 3.3.25 - Percent for Public Art - Private Developer Contribution*, prior to occupation of the development, the developer shall either:

    (i) Submit to the City of Rockingham for approval an artwork designed by a professional artist at a cost of 1% of the total project cost (being $120,000), to be located within the subject site in an area which must be publicly visible for the duration of the development;

    (ii) Enter into a contract with a professional artist/s to design and install the artwork approved by the City of Rockingham;

    (iii) The artwork shall then be installed prior to occupation of the development and maintained thereafter to the satisfaction of the City of Rockingham; or

    (iv) Make a contribution to the City of Rockingham equal to 1% of the total construction value for the provision of public art, being $120,000 in value.

19. Entries and window frontages of the building elevations facing Malibu Road, Safety Bay Road and the internal carpark must contain clear, transparent glass, and not be covered, closed or screened off (including by means of dark or other tinting, shutters, curtains, blinds, posters, paint, roller doors or similar), to ensure that visibility and a commercial, interactive frontage is available between the development and the public domain at all times.

20. Prior to applying for a Building Permit, a Sign Strategy must be prepared which must include the information required by *Local Planning Policy 3.3.1 - Control of Advertisements*, to the satisfaction of the City of Rockingham, and it must thereafter be implemented for the duration of the development.

21. Prior to applying for a Building Permit, a schedule of the colours and textures of the building materials, must be provided to the satisfaction of the City of Rockingham. The development must be finished in accordance with the schedule provided and approved by the City of Rockingham, prior to occupation of the development and maintained for the duration of the use.

22. Prior to applying for a Building Permit, all service areas and service related hardware, including antennae, satellite dishes and air-conditioning units, must be designed to be located away from public view and/or screened, and this design must be provided to, and approved by the City of Rockingham.

23. Prior to applying for a Building Permit, written confirmation from a suitably qualified HVAC mechanical engineer must be received confirming that the proposed mechanical ventilation systems will comply with relevant indoor air quality standards (AS 1668.2) and that the ventilation capacity and flow has been designed to accommodate the patron loading and activities within the building with doors and windows closed. Detailed requirements for the system are to be provided to the Acoustic Consultant to ensure suitable acoustic treatments for the system are considered and indicated on the Building Permit application or clearance of Condition 12, whichever occurs first.

24. With regard to the proposed Child Care Premises on Parcel 1:

    (i) No more than 82 children are to be accommodated at the Child Care Premises;
    (ii) Operations are restricted to between 6.30am and 6.30pm Mondays to Fridays, with up to four (4) days per annum open in the weekends for open days; and
    (iii) The car parking for the Child Care Centre must be made available for customer and staff parking for the overall commercial development, outside of the operating hours of the Child Care Centre.

Advice Notes

1. In regards to Condition 12, in order to reduce the sense of enclosure for residents at the adjoining residential properties, the Acoustic Report shall consider the following options:

    - Construct the top 600mm of the required 2.4m high noise barrier from acoustic rated clear Perspex material if constructed on the north-eastern property boundary; or

    - Set back the 2.4m high acoustic barrier onto the subject site away from the common property boundary.

2. The development must comply with the *Food Act 2008*, the *Food Safety Standards* and Chapter 3 of the *Australian New Zealand Food Standards Code (Australia Only)*; the Applicant and owner should liaise with the City's Health Services in this regard.

3. A Building Permit must be obtained for the proposed works prior to commencement of site works. The Applicant and owner should liaise with the City's Building Services in this regard.

4. The Tavern is to comply with the *Liquor Control Act 1988*. All relevant approvals and licenses are to be sought prior to the occupation of the development in conjunction with the Department of Local Government, Sport and Cultural Industries (DLGSC).

5. The development must comply with the *Health (Public Building) Regulations 1992*; the Applicant and owner should liaise with the City's Health Services in this regard.

6. The Applicant is responsible for protecting any existing City streetscape assets along Safety Bay Road and Malibu Road during the course of the project. This includes any existing streetscape lighting, grated gully pits, side entry pits, kerbing, footpaths, trees, turf etc. If any damage is caused to the existing assets (identified to be retained), they must be rectified to the satisfaction of the City of Rockingham. It is recommended that a photographic dilapidation report is undertaken by the Applicant, to record the current condition of these assets.

7. The proposed development has been approved on the basis of the following land uses:

   Parcel 1 - Child Care Premises;

   Parcel 2:

   - Unit 1 - Shop (Pharmacy);
   - Units 2 and 3 - Medical Centre;
   - Units 4 and 5 - Restaurant
   - Unit 6 - Cafe;
   - Unit 7 - Consulting Rooms (Physiotherapists);
   - Unit 8 - Recreation Private (Medical gymnasium); and

   Parcel 3 - Tavern.

   A separate Development Approval may be required for the occupation of any tenancy not specified in this approval, prior to the occupation of the tenancy. The City's Planning Services should be contacted to determine whether development approval is required.

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

DEVELOPMENT
ASSESSMENT PANEL

APPROVED

09-Apr-2024

N

HINDLEY & ASSOCIATES PTY LTD
BUILDING DESIGNERS

166 STIRLING HIGHWAY
NEDLANDS WA 6009

PO BOX 168
NEDLANDS WA 6909

PHONE - 9386 6699
FAX - 9386 6700
admin@hindley.com.au

DEVELOPMENT APPLICATION

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HINDLEY & ASSOCIATES PL
A S T R U S T E E F O R
H I N D L E Y T R U S T
ACN No. 088 969 904

NO:	DATE:	REVISION:	DRAWN:	CHECK:
A	20.08.23	ISSUED FOR PLANNING APPROVAL	BDG	BDG

A1 SHEET

LOCATION PLAN
SCALE 1:10000

PROPOSED MIXED USE DEVELOPMENT
LOT 100, No 434 SAFETY BAY ROAD
SAFETY BAY W.A.
for BRAYKELL TWO Pty Ltd

Date -	20.08.23
Design -	BDG
Drawn -	BDG
Checked -	BDG
Scale -	1:10000
Job No. -	0696
Dwg -	DA00
Rev -	A

DEVELOPMENT ASSESSMENT PANEL
APPROVED
09-Apr-2024

PARCEL 1
1,915m²
CHILDCARE CENTRE
REFER TO DRAWINGS BY OTHERS
PARCEL 2
6,993m²
LOT 100
1.313 ha
BUILDING A
UNIT 1
PHARMACY
UNIT 2 & 3
MEDICAL CENTRE
BUILDING B
UNIT 4 & 5
RESTAURANT
UNIT 6
CAFE
UNIT 7
PHYSIOTHERAPIST
UNIT 8
MEDICAL / GYMNASIUM
PARCEL 3
2,298m²
TAVERN
REFER TO DRAWINGS BY OTHERS
PARCEL 4
1,847m²
NOT PART OF THIS APPLICATION
EXISTING BP SERVICE STATION
EXISTING SURF SIDE WAIKIKI APARTMENT COMPLEX
MALIBU ROAD
SAFETY BAY ROAD
NEW CARPARK
35 BAYS
NEW CARPARK
29 BAYS
NEW CARPARK
9 BAYS
NEW CARPARK
6 BAYS
STACK CARPARK
4 BAYS
PROPOSED BOUNDARY
PROPOSED NEW ACCESS EASEMENT
EXISTING ACCESS EASEMENT TO BE MODIFIED
EXISTING ACCESS GATE EASEMENT
BICYCLE / SCOOTER PARKING
12 BIKES, 4 E-BIKES, 5 MOBILITY SCOOTERS
EXISTING CROSSOVER (ENTRY ONLY)
EXISTING CROSSOVER (ALL MOVEMENT)
NEW CROSSOVER (EXIT ONLY)
NEW 40' PARKING
NEW 6.3m WIDE CROSSOVER (ALL MOVEMENT)
MODIFIED EXISTING CROSSOVER (ALL MOVEMENT)
MODIFIED EXISTING CROSSOVER (ENT ONLY)
EXISTING CROSSOVER (EXIT ONLY)
6 NEW ON-STREET PARKING BAYS
EXISTING POWER POLE
EXISTING LOW VOLTAGE OVERHEAD POWERLINES
EXISTING SEWER MANHOLE
EXISTING GDMS PIT
NEW SHARED PYLON SIGN
2193 HAZARD LINE 1500yr ARI
2070 HAZARD LINE 1500yr ARI
EXISTING SURF LIFE SAVING CLUB
EXISTING CARPARK
EXISTING ELECTRICAL SUBSTATION
POCKET PARK
EXISTING PARKING
NEW RETAINING WALLS OF REQUIRED HEIGHT WITH 1.8m HIGH COLORBOND FENCE.
NEW 2.4m HIGH FENCE REFER TO ACOUSTIC REPORT.
NEW 1.8m HIGH FENCE REFER TO ACOUSTIC REPORT.
NEW RETAINING WALLS OF REQUIRED HEIGHT WITH 1.8m HIGH COLORBOND FENCE.
NEW SHARED PYLON SIGN PRIOR TO ROAD WIDENING PERMITTED PROXIMITY TO ALL POWER LINES TO BE IN ACCORDANCE WITH SERVICE PROVIDERS, AS RECOMMENDED SCAN TO BE UNDERTAKEN.
EXISTING ACCESS
NEW PEDESTRIAN CROSSING REFER TO TRAFFIC ENGINEERS
DROP OFF BAYS
REALIGNED CONCRETE FOOTPATH
NEW CUT THROUGH ISLAND PEDESTRIAN CROSSING, MODIFIED LINEMARKING AND FOOTPATH EXTENSION ON SOUTHWESTERN SIDE OF SAFETY BAY ROAD, TILL EXTENTS OF KERB, NOT SHOWN REFER TO TRAFFIC PREPARED.
BOUNDARY 313.69m
BOUNDARY 23.09m
BOUNDARY 77.84m
BOUNDARY 44.23m
BOUNDARY 74.46m
BOUNDARY 4.93m
BOUNDARY 16.33m
BOUNDARY 16.25m
BOUNDARY 16.83m
BOUNDARY 7.39m
BOUNDARY 12.42m
BOUNDARY 16.84m
BOUNDARY 6.97m
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BOUNDARY 6.96

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HINDLEY & ASSOCIATES PL
AS TRUSTEE FOR
HINDLEY TRUST
ACN No. 088 989 904
BUILDING DESIGNERS ASSOCIATION OF WA

NO:	DATE:	REVISION:	DRAWN:	CHECK:
A	28.08.23	ISSUED FOR PLANNING APPROVAL	BDG	BJH
B	11.07.23	DRP COMMENTS	BDG	BDG
C	21.09.23	FLOOR LEVELS	BDG	BDG
D	06.11.23	COUNCIL'S COMMENTS	BDG	BDG
E	06.02.24	UNITS 4-8	BDG	BDG
F	07.03.24	PEDESTRIAN CROSSING	BDG	BDG

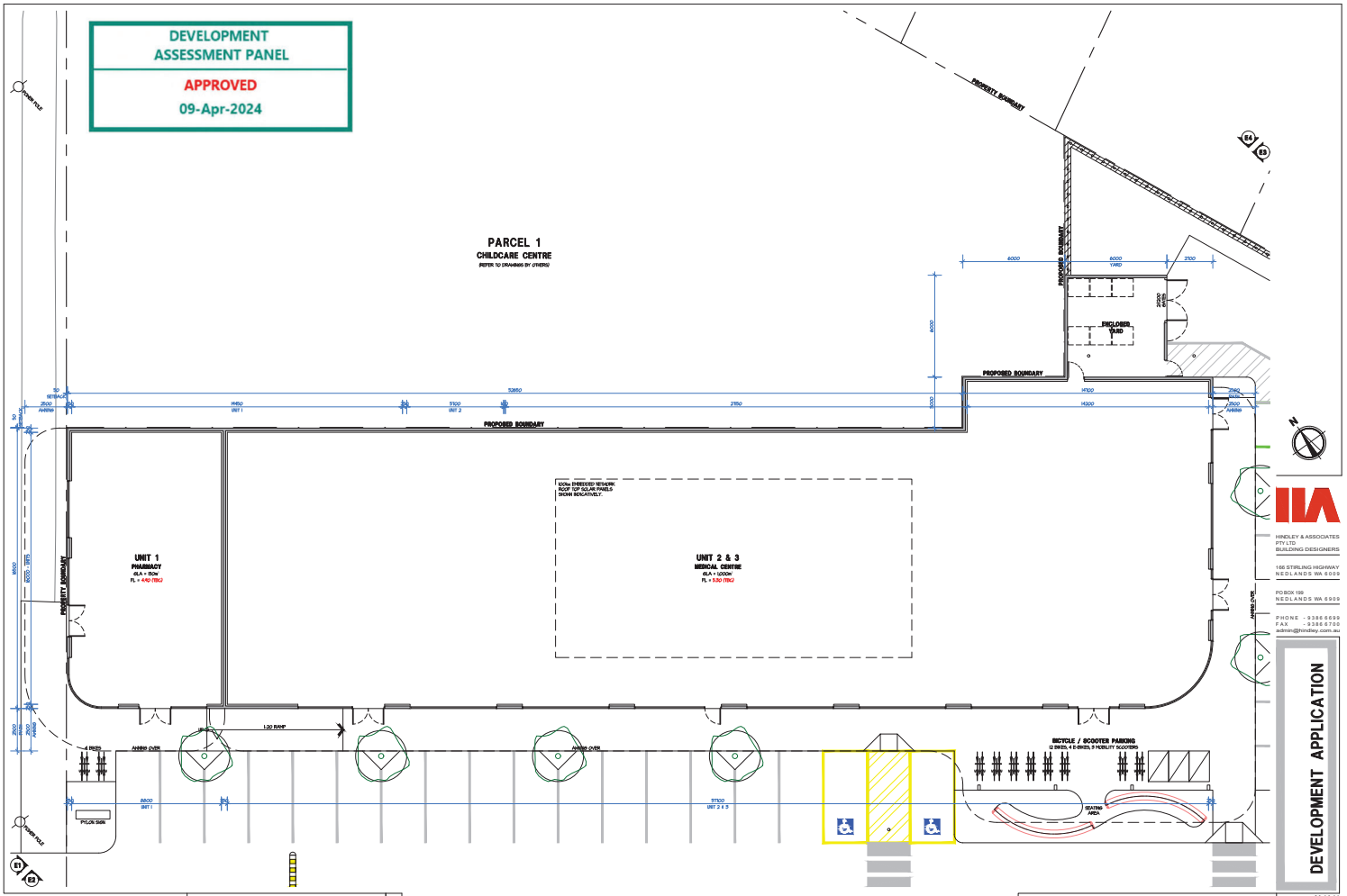
A1 SHEET

SURVEY OVERLAY, LEVELS & DEMOLITION PLAN
SCALE 1:200

PROPOSED MIXED USE DEVELOPMENT
LOT 100, No 434 SAFETY BAY ROAD
SAFETY BAY W.A.
for BRAYKELL TWO Pty Ltd

HINDLEY & ASSOCIATES PTY LTD
BUILDING DESIGNERS
166 STIRLING HIGHWAY
NEDLANDS WA 6009
PO BOX 168
NEDLANDS WA 6909
PHONE - 9386 6699
FAX - 9386 6700
admin@hindley.com.au

Date	- 20.03.23
Design	- BDG
Drawn	- BDG
Checked	- BJH
Scale	- 1:200
Job No.	- 0699
Dwg -	DA02
Rev -	F



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PO BOX 169
NEDLANDS WA 6909
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DEVELOPMENT APPLICATION

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HINDLEY & ASSOCIATES PL
A S T R U S T E E F O R
H I N D L E Y T R U S T
ACN No. 088 989 904

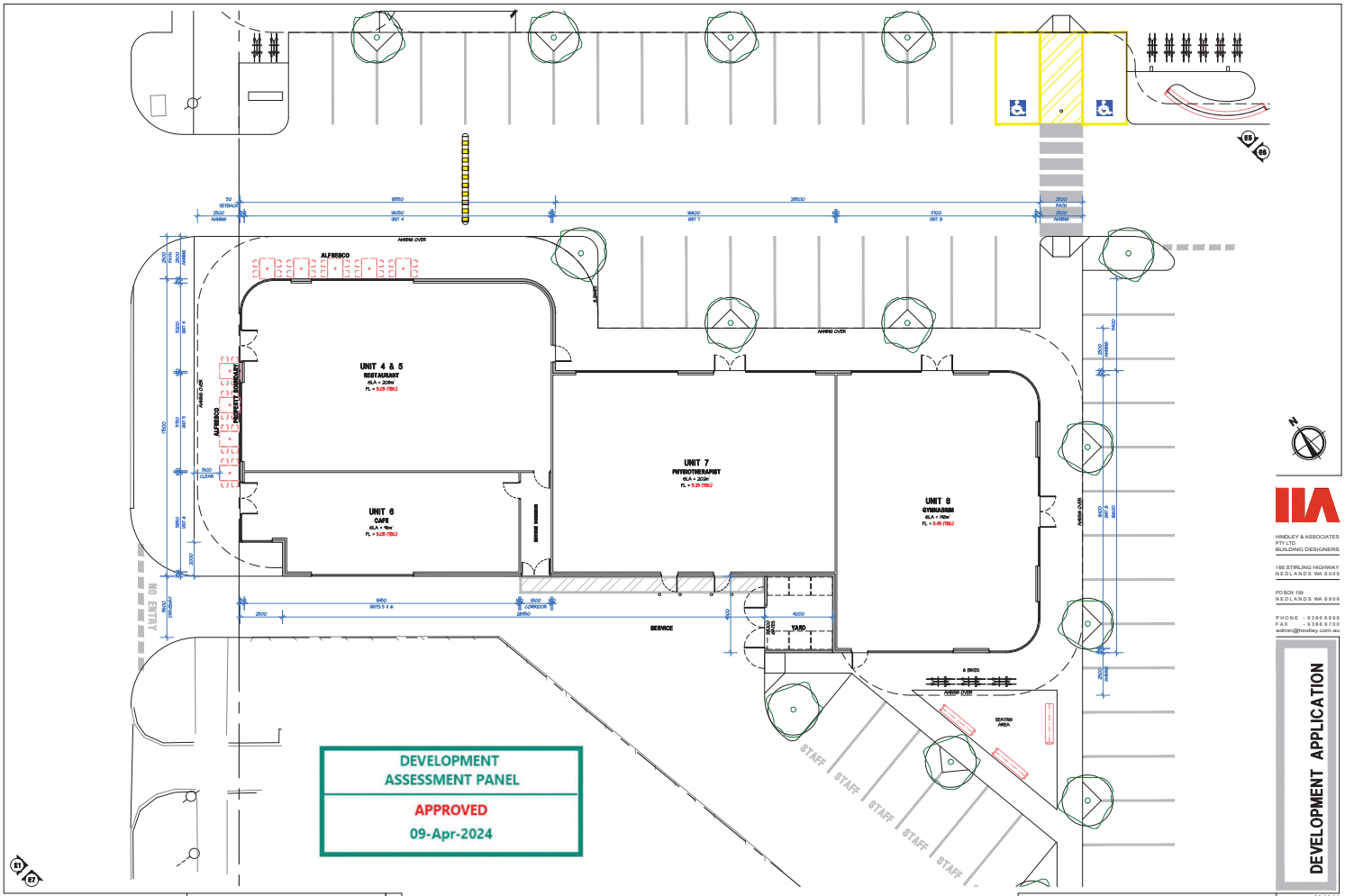
NO:	DATE:	REVISION:	DRAWN:	CHECK:
A	25.08.23	ISSUED FOR PLANNING APPROVAL	SDG	SJH
B	11.07.23	DRP COMMENTS	SDG	SDG
C	10.06.23	FLOOR LEVELS	SDG	SDG
D	06.10.23	COUNCIL'S COMMENTS	SDG	SDG
E	06.02.24	BICYCLE BAYS	SDG	SDG

A1 SHEET

BUILDING A FLOOR PLAN
SCALE 1:100

PROPOSED MIXED USE DEVELOPMENT
LOT 100, No 434 SAFETY BAY ROAD
SAFETY BAY W.A.
for BRAYKELL TWO Pty Ltd

Date	20.08.23
Design	SDG
Drawn	SDG
Checked	SJH
Scale	1:100
Job No.	0926
Dwg.	DA03
Rev.	E



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HINDLEY & ASSOCIATES PL
AS TRUSTEE FOR
HINDLEY TRUST
ACN No. 088 989 904

BUILDING DESIGNERS ASSOCIATION OF WA

NO:	DATE:	REVISION:	DRAWN:	CHECK:
A	28.06.23	ISSUED FOR PLANNING APPROVAL	BDS	BJH
B	11.07.23	DRP COMMENTS	BDS	BDS
C	10.08.23	FLOOR LEVELS	BDS	BDS
D	08.11.23	COUNCIL'S COMMENTS	BDS	BDS
E	06.02.24	UNITS 4-8	BDS	BDS

A1 SHEET

BUILDING B FLOOR PLAN

SCALE 1:100

PROPOSED MIXED USE DEVELOPMENT
LOT 100, No 434 SAFETY BAY ROAD
SAFETY BAY W.A.
for BRAYKELL TWO Pty Ltd

HINDLEY & ASSOCIATES PTY LTD
BUILDING DESIGNERS

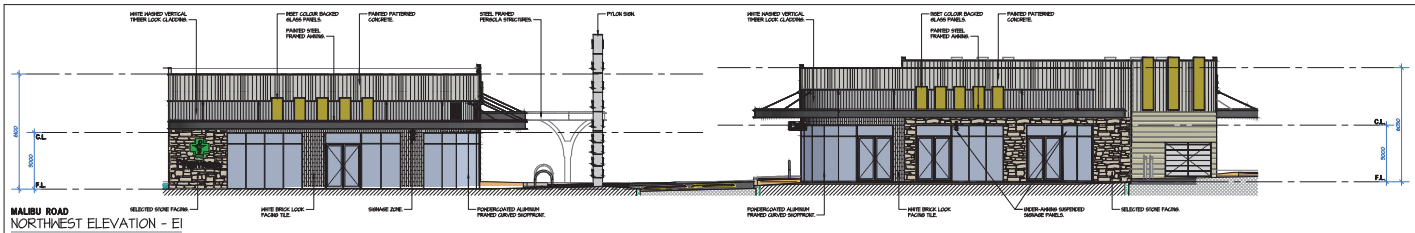
166 STIRLING HIGHWAY
NEDLANDS WA 6009

PO BOX 199
NEDLANDS WA 6909

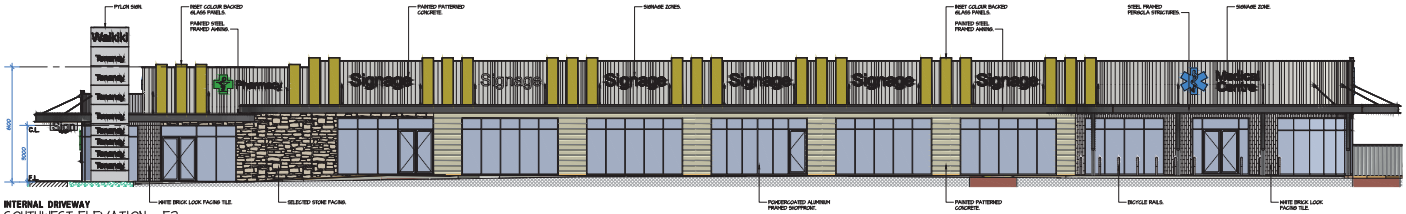
PHONE - 9386 6699
FAX - 9386 6700
admin@hindley.com.au

DEVELOPMENT APPLICATION

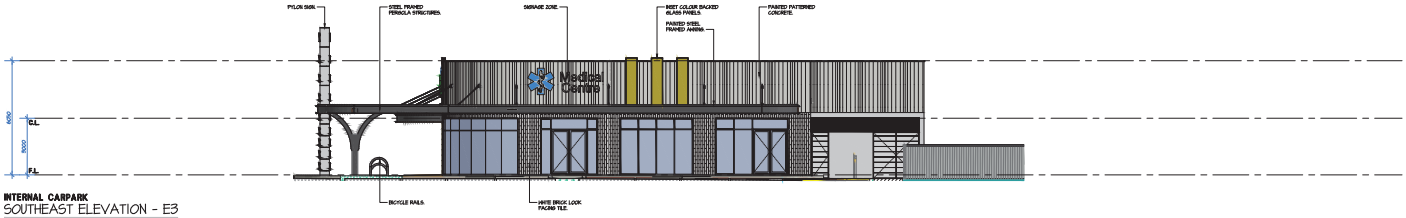
Date -	20.03.23
Design -	BDS
Drawn -	BDS
Checked -	BJH
Scale -	1:100
Job No. -	0636
Dwg -	DA04
Rev -	E



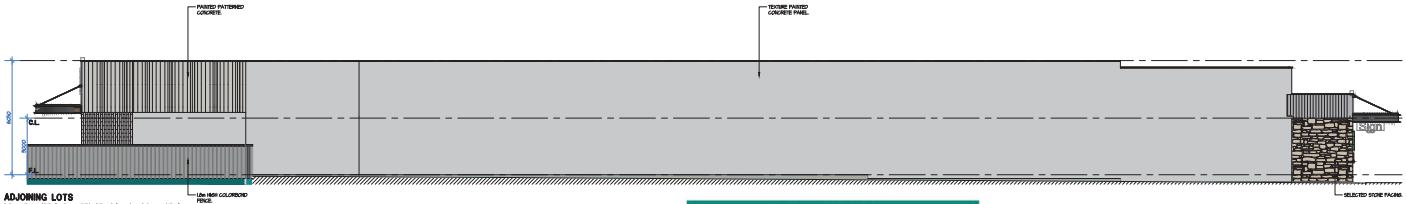
MALIBU ROAD
NORTHWEST ELEVATION - E1
SCALE 1:100



INTERNAL DRIVEWAY
SOUTHWEST ELEVATION - E2
SCALE 1:100



INTERNAL CARPARK
SOUTHEAST ELEVATION - E3
SCALE 1:100



ADJOINING LOTS
NORTHEAST ELEVATION - E4
SCALE 1:100

HINDLEY & ASSOCIATES PTY LTD
BUILDING DESIGNERS
166 STIRLING HIGHWAY
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DEVELOPMENT APPLICATION

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AS TRUSTEE FOR HINDLEY TRUST
ACN No. 088 989 904

NO:	DATE:	REVISION:	DRAWN:	CHECK:
A	25.08.23	ISSUED FOR PLANNING APPROVAL	SDS	SJH
B	11.07.23	DRP COMMENTS	JJR	SDS
C	09.11.23	COUNCIL'S COMMENTS	SDS	SDS

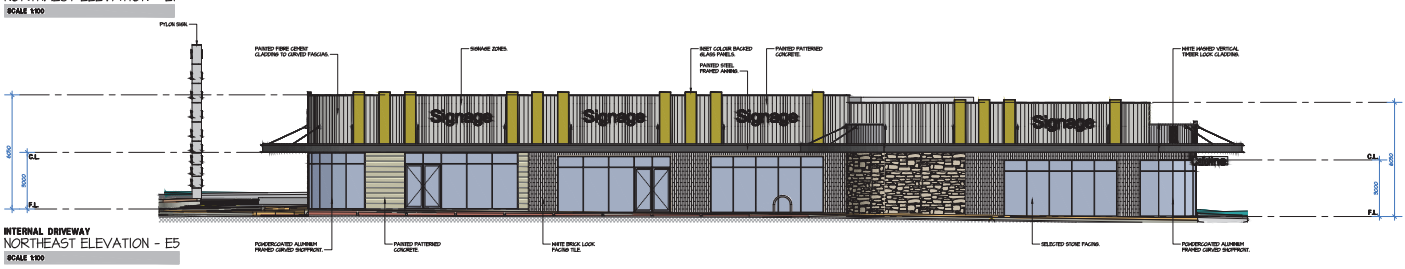
A1 SHEET

DEVELOPMENT ASSESSMENT PANEL
APPROVED
09-Apr-2024

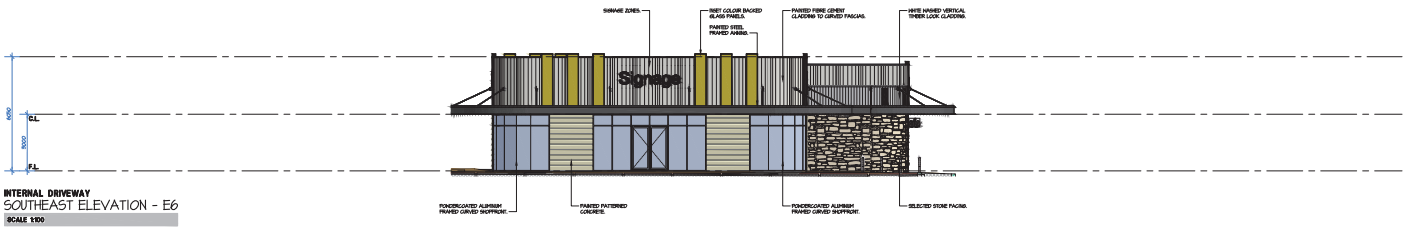
PROPOSED MIXED USE DEVELOPMENT
LOT 100, No 434 SAFETY BAY ROAD
SAFETY BAY W.A.
for BRAYKELL TWO Pty Ltd

Date -	20.08.23
Design -	SDS
Drawn -	SDS
Checked -	SJH
Scale -	1:100
Job No. -	0699
Dwg -	DA05
Rev -	C

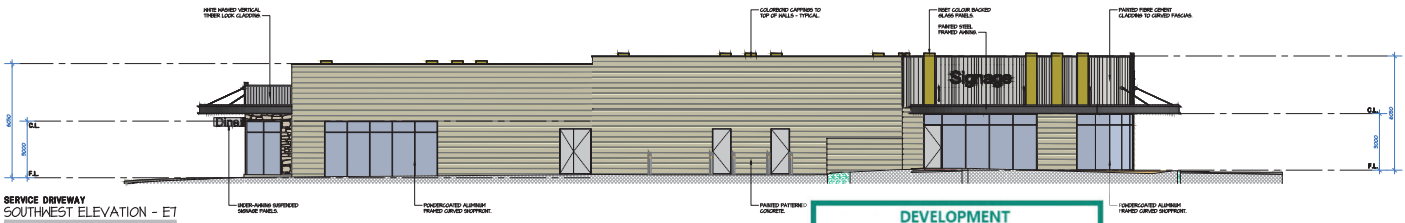
MALIBU ROAD (COMBINED ELEVATION)
NORTHWEST ELEVATION - E1
SCALE 1:100



INTERNAL DRIVEWAY
NORTHEAST ELEVATION - E5
SCALE 1:100



INTERNAL DRIVEWAY
SOUTHEAST ELEVATION - E6
SCALE 1:100



SERVICE DRIVEWAY
SOUTHWEST ELEVATION - E7
SCALE 1:100

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HINDLEY & ASSOCIATES PTY LTD AS TRUSTEE FOR HINDLEY TRUST
ACN No. 088 989 904

NO:	DATE:	REVISION:	DRAWN:	CHECK:
A	25.08.23	ISSUED FOR PLANNING APPROVAL	BDS	BJH
B	11.07.23	DAP COMMENTS	JJR	BDS
C	06.11.23	COUNCIL'S COMMENTS	BDS	BDS
D	22.01.24	OVERALL STREET VIEW ADDED	BDS	BDS
E	08.02.24	CCC STREET ELEVATION ALTERED	BDS	BDS
F	15.03.24	CCC STREET ELEVATION ALTERED	BDS	BDS

A1 SHEET

DEVELOPMENT ASSESSMENT PANEL
APPROVED
09-Apr-2024

PROPOSED MIXED USE DEVELOPMENT
LOT 100, No 434 SAFETY BAY ROAD
SAFETY BAY W.A.
for BRAYKELL TWO Pty Ltd

HINDLEY & ASSOCIATES PTY LTD
BUILDING DESIGNERS
166 STIRLING HIGHWAY
NEDLANDS WA 6009
PO BOX 193
NEDLANDS WA 6909
PHONE - 9386 6699
FAX - 9386 6700
admin@hindley.com.au

DEVELOPMENT APPLICATION

Date	- 20.08.23
Design	- BDS
Drawn	- BDS
Checked	- BJH
Scale	- 1:100
Job No.	- 0898
Dwg.	- DA06
Rev	- F

PROPOSED CHILDCARE CENTRE
434 SAFETY BAY ROAD, SAFETY BAY, WA 6169

DEVELOPMENT ASSESSMENT PANEL
APPROVED
09-Apr-2024

DRAWING REGISTER PLANNING

SHEET NUMBER	SHEET NAME	ISSUE	DESCRIPTION	DATE
DA00	COVER SHEET	F	PARAPET & FACADE ADJUSTMENT	08/02/2024
DA01	FLOOR PLAN	F	PARAPET & FACADE ADJUSTMENT	08/02/2024
DA02	ROOF PLAN	F	PARAPET & FACADE ADJUSTMENT	08/02/2024
DA03	ELEVATIONS	F	PARAPET & FACADE ADJUSTMENT	08/02/2024
DA04	SHADOW DIAGRAMS 1 - WINTER SOLSTICE	F	PARAPET & FACADE ADJUSTMENT	08/02/2024
DA05	SHADOW DIAGRAMS 2 - WINTER SOLSTICE	F	PARAPET & FACADE ADJUSTMENT	08/02/2024

GENERAL NOTES

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VERIFY LOCATION OF EXISTING SERVICES BEFORE COMMENCEMENT.

ALL CONSTRUCTION TO BE IN ACCORDANCE WITH THE NATIONAL CONSTRUCTION CODE OF AUSTRALIA. BUILDING ACT 1993 AS AMENDED STANDARD BUILDING BY LAWS AND RELEVANT AUSTRALIAN STANDARDS.

ISSUE	DESCRIPTION	DATE
F	PARAPET & FACADE ADJUSTMENT	08/02/2024
E	JDAP UPDATE - FACADE / AWNING EXTENSION	17/01/2024
D	DEVELOPMENT APPLICATION RFI	19/11/2023
C	PRELIMINARY DA ISSUE	18/07/2023
B	DRP COMMENT REVIEW	22/06/2023
A	DRP ISSUE	31/05/2023

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1(03) 9499 8174
www.insitearchitects.com.au

nido EARLY SCHOOL

CLIENT:
FABRIC PROPERTY

PROJECT:
PROPOSED CHILDCARE CENTRE (82 places)

LOCATION:
434 SAFETY BAY ROAD,
SAFETY BAY, WA 6169

DRAWING TITLE:
COVER SHEET

SCALE:
DATE: MAY 2023
DRAWN: CW/SS
PRINTED: 8/02/2024 12:26:47 PM
CHECKED: AH
JOB No.: J0000880

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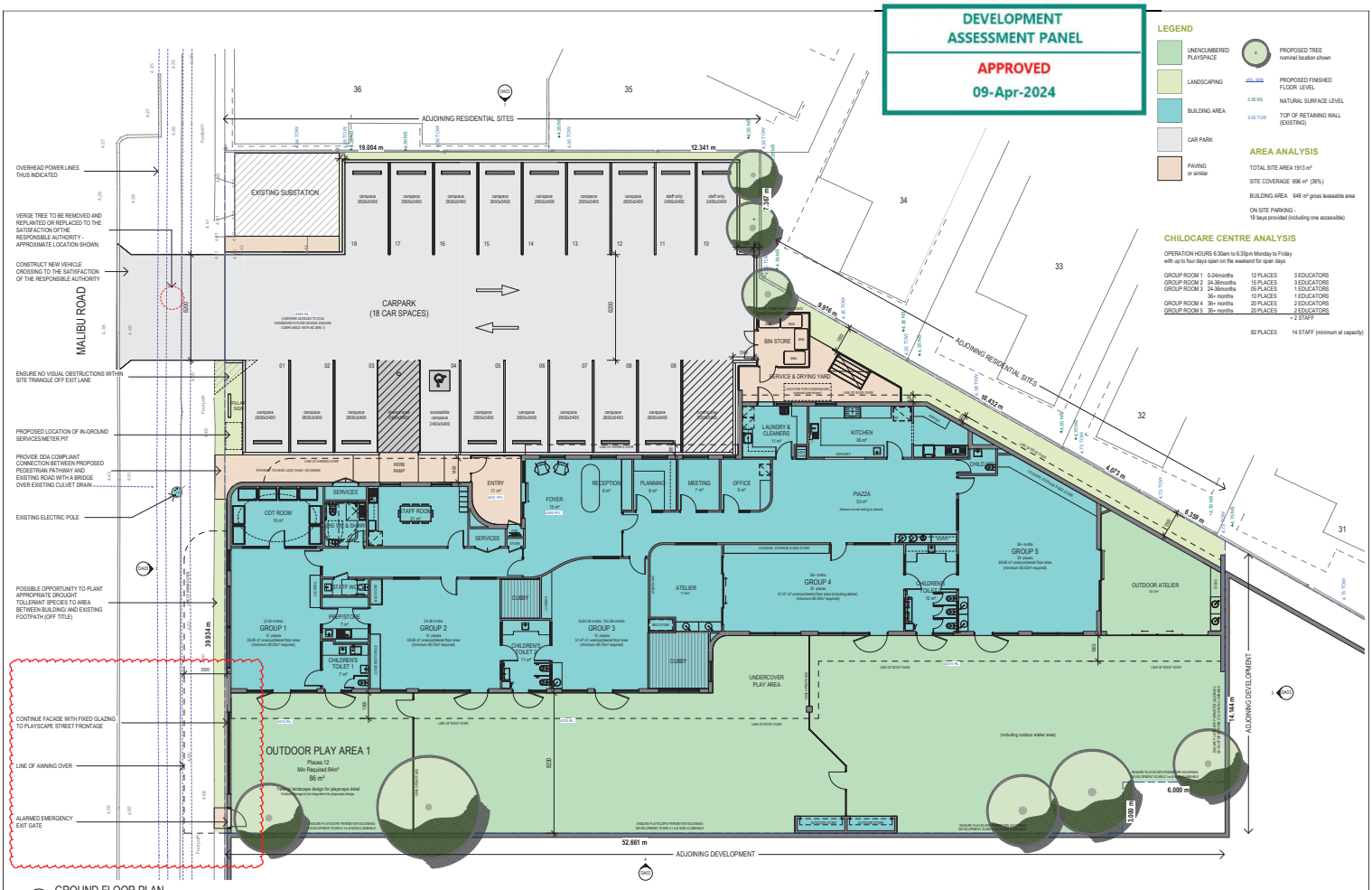
DA00/F

D/A ISSUE



1 GROUND FLOOR PLAN
1 : 100

GENERAL NOTES

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VERIFY LOCATION OF EXISTING SERVICES BEFORE COMMENCEMENT.

ALL CONSTRUCTION TO BE IN ACCORDANCE WITH THE NATIONAL CONSTRUCTION CODE OF AUSTRALIA, BUILDING ACT 1993 AS AMENDED, STANDARD BUILDING BY LAWS AND RELEVANT AUSTRALIAN STANDARDS.

ISSUE	DESCRIPTION	DATE
F	PARAPET & FACADE ADJUSTMENT	08/02/2024
E	JDAP UPDATE - FACADE / AWNING EXTENSION	17/01/2024
D	DEVELOPMENT APPLICATION RFI	19/11/2023
C	PRELIMINARY DA ISSUE	18/07/2023
B	DRP COMMENT REVIEW	22/06/2023
A	DRP ISSUE	31/05/2023

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CLIENT: FABRIC PROPERTY

PROJECT: PROPOSED CHILDCARE CENTRE (82 places)

LOCATION: 434 SAFETY BAY ROAD, SAFETY BAY, WA 6169

DRAWING TITLE: FLOOR PLAN

SCALE: As indicated@A1 DATE: MAY 2023
DRAWN: CW/SS PRINTED: 8/02/2024 12:36:49 PM
CHECKED: AH JOB No.: J0000680

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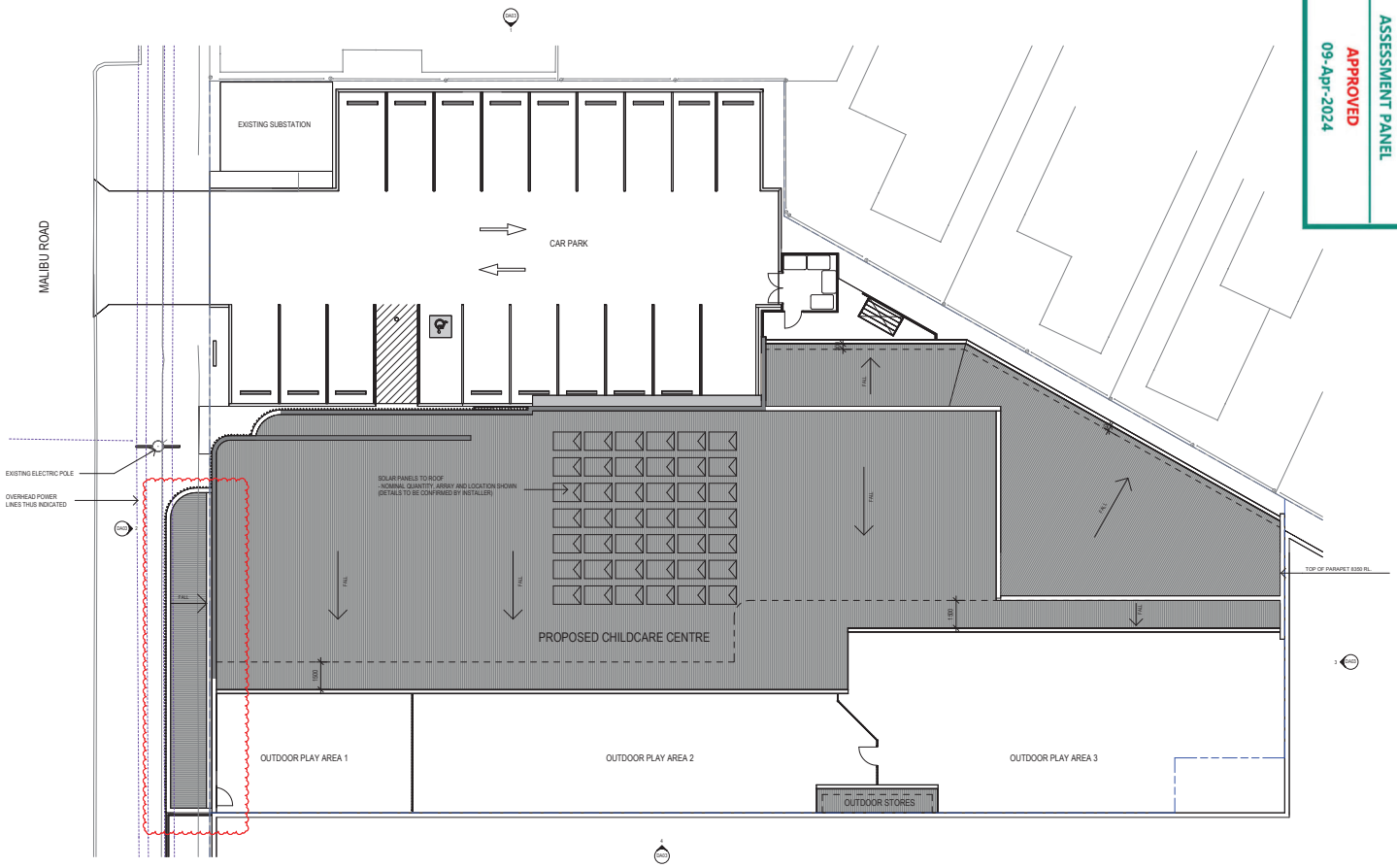
DA01/F

D/A ISSUE



DEVELOPMENT ASSESSMENT PANEL
APPROVED
09-Apr-2024

1 ROOF PLAN
1 : 100

GENERAL NOTES

DIMENSIONS TO BE VERIFIED ON SITE PRIOR TO COMMENCEMENT. FIGURED DIMENSIONS OF SHOP DRAWINGS OR MANUFACTURING. FIGURED DIMENSIONS TAKE PRECEDENCE OVER SCALING.

VERIFY LOCATION OF EXISTING SERVICES BEFORE COMMENCEMENT.

ALL CONSTRUCTION TO BE IN ACCORDANCE WITH THE NATIONAL CONSTRUCTION CODE OF AUSTRALIA. BUILDING ACT 1993 AS AMENDED. STANDARD BUILDING BY LAWS AND RELEVANT AUSTRALIAN STANDARDS.

ISSUE	DESCRIPTION	DATE
F	PARAPET & FACADE ADJUSTMENT	08/02/2024
E	JDAP UPDATE - FACADE / AWNING EXTENSION	17/01/2024
D	DEVELOPMENT APPLICATION RFI	19/11/2023
C	PRELIMINARY DA ISSUE	18/07/2023
B	DRP COMMENT REVIEW	22/06/2023
A	DRP ISSUE	31/05/2023

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CLIENT:
FABRIC PROPERTY

PROJECT:
PROPOSED CHILDCARE CENTRE (82 places)

LOCATION:
434 SAFETY BAY ROAD,
SAFETY BAY, WA 6169

DRAWING TITLE:
ROOF PLAN

SCALE: 1 : 100@A1
DATE: MAY 2023
DRAWN: CW/SS
PRINTED: 8/02/2024 12:26:49 PM
CHECKED: AH
JOB No.: J0000680

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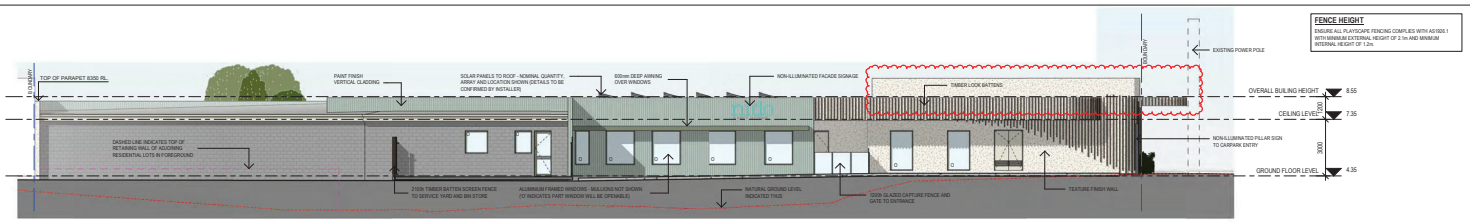
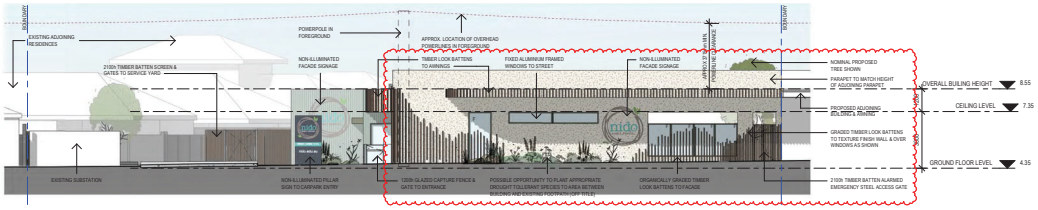
DA02/F

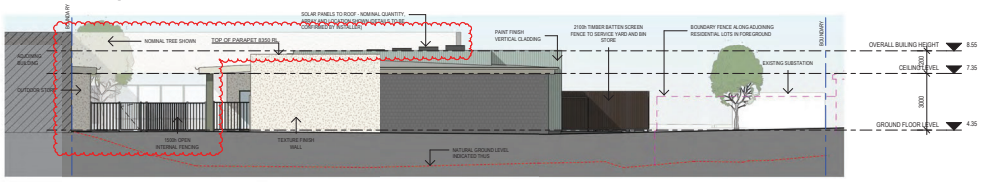
D/A ISSUE



1 NORTH ELEVATION (CARPARK)
1 : 100



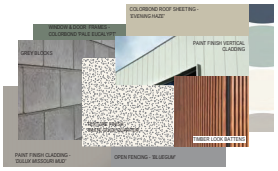
2 WEST ELEVATION (MALIBU ROAD)
1 : 100



3 EAST ELEVATION
1 : 100

4 SOUTH ELEVATION
1 : 100

MATERIAL/COLOUR PALETTE



5 PROPOSED SIGNAGE
1 : 50

DEVELOPMENT ASSESSMENT PANEL
APPROVED
09-Apr-2024

GENERAL NOTES

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VERIFY LOCATION OF EXISTING SERVICES BEFORE COMMENCEMENT.

ALL CONSTRUCTION TO BE IN ACCORDANCE WITH THE BUILDING CODE OF AUSTRALIA, AUSTRALIA BUILDING ACT 1975 AS AMENDED, STANDARD BUILDING BY LAWS AND RELEVANT AUSTRALIAN STANDARDS

ISSUE	DESCRIPTION	DATE
F	PARAPET & FACADE ADJUSTMENT	08/02/2024
E	DDAP UPDATE - FACADE / AWNING EXTENSION	17/01/2024
D	DEVELOPMENT APPLICATION RFI	10/11/2023
C	PRELIMINARY DA ISSUE	19/07/2023
B	DRP COMMENT REVIEW	22/06/2023
A	DRP ISSUE	31/05/2023

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www.insitearchitects.com.au

nido EARLY SCHOOLS

CLIENT: FABRIC PROPERTY

PROJECT: PROPOSED CHILDCARE CENTRE (82 places)

LOCATION: 434 SAFETY BAY ROAD, SAFETY BAY, WA 6169

DRAWING TITLE: ELEVATIONS

SCALE: As indicated@A1 | DATE: MAY 2023
DRAWN: CW/SS | PRINTED: 5/02/2024 12:28:54 PM
CHECKED: AH | JOB No.: J0000680

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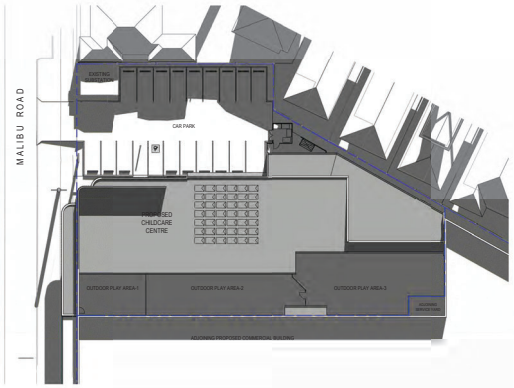
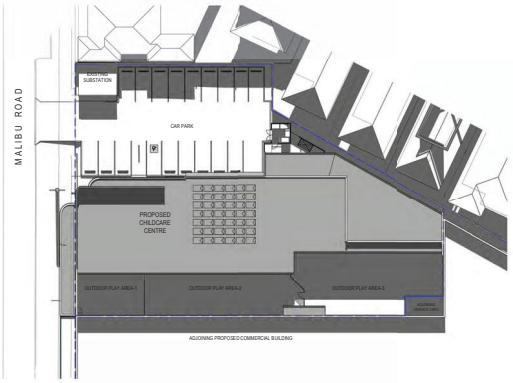
DA03/F

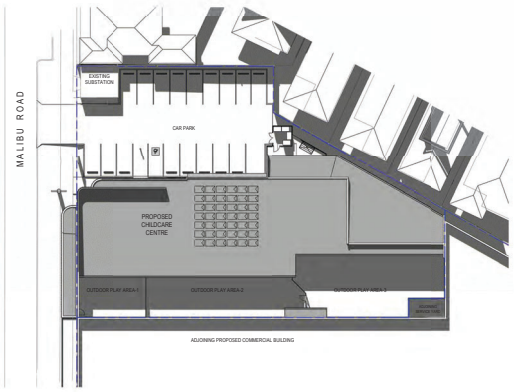
D/A ISSUE



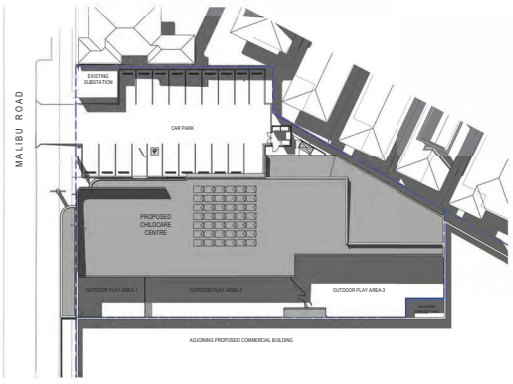
1 SHADOW DIAGRAM - 21st JUNE @ 9am
1 : 300



2 SHADOW DIAGRAM - 21st JUNE @ 10am
1 : 300



3 SHADOW DIAGRAM - 21st JUNE @ 11am
1 : 300



4 SHADOW DIAGRAM - 21st JUNE @ 12noon
1 : 300

DEVELOPMENT ASSESSMENT PANEL
APPROVED
09-Apr-2024

GENERAL NOTES

DIMENSIONS TO BE VERIFIED ON SITE PRIOR TO COMMENCEMENT. PRIOR TO ANY SHOP DRAWINGS OR MANUFACTURING, FIGURED DIMENSIONS TAKE PRECEDENCE OVER SCALING.

VERIFY LOCATION OF EXISTING SERVICES BEFORE COMMENCEMENT.

ALL CONSTRUCTION TO BE IN ACCORDANCE WITH THE NATIONAL CONSTRUCTION CODE OF AUSTRALIA, BUILDING ACT 1993 AS AMENDED, STANDARD BUILDING BY LAWS AND RELEVANT AUSTRALIAN STANDARDS.

ISSUE	DESCRIPTION	DATE
F	PARAPET & FACADE ADJUSTMENT	08/02/2024
E	JDAP UPDATE - FACADE / AWNING EXTENSION	17/01/2024
D	DEVELOPMENT APPLICATION RFI	19/11/2023

insite ARCHITECTS
4/120 Upper Heidelberg Road, Ivanhoe VIC 3079
1(03) 9499 8174
www.insitearchitects.com.au

nido EARLY SCHOOL

CLIENT:
FABRIC PROPERTY

PROJECT:
PROPOSED CHILDCARE CENTRE (82 places)

LOCATION:
434 SAFETY BAY ROAD,
SAFETY BAY, WA 6169

DRAWING TITLE:
SHADOW DIAGRAMS 1 - WINTER SOLSTICE

SCALE: 1 : 300@A1
DATE: MAY 2023
DRAWN: CW/SS
PRINTED: 8/02/2024 12:26:58 PM
CHECKED: AH
JOB No.: J0000880

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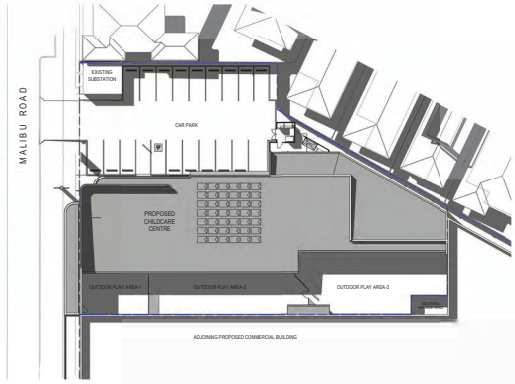
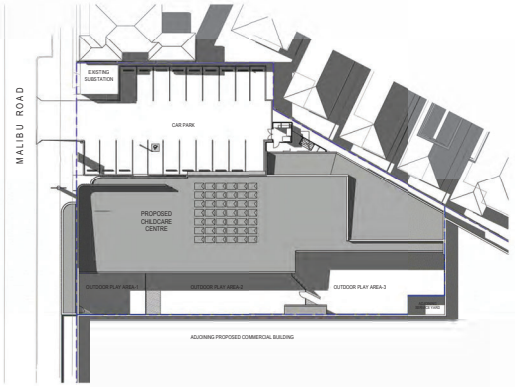
DA04/F

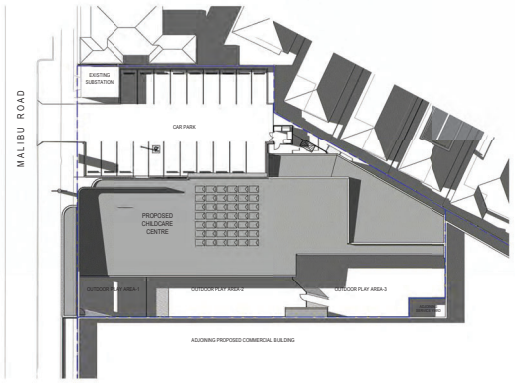
D/A ISSUE



1 SHADOW DIAGRAM - 21st JUNE @ 1pm
1 : 300



2 SHADOW DIAGRAM - 21st JUNE @ 2pm
1 : 300



3 SHADOW DIAGRAM - 21st JUNE @ 3pm
1 : 300

DEVELOPMENT ASSESSMENT PANEL
APPROVED
09-Apr-2024

GENERAL NOTES

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VERIFY LOCATION OF EXISTING SERVICES BEFORE COMMENCEMENT.

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ISSUE	DESCRIPTION	DATE
F	PARAPET & FACADE ADJUSTMENT	08/02/2024
E	JDAP UPDATE - FACADE / AWNING EXTENSION	17/01/2024
D	DEVELOPMENT APPLICATION RFI	19/11/2023

insite ARCHITECTS
4/120 Upper Heidelberg Road, Ivanhoe VIC 3079
t 0392 9499 8174
www.insitearchitects.com.au

nido EARLY SCHOOL

CLIENT:
FABRIC PROPERTY

PROJECT:
PROPOSED CHILDCARE CENTRE (82 places)

LOCATION:
434 SAFETY BAY ROAD,
SAFETY BAY, WA 6169

DRAWING TITLE:
SHADOW DIAGRAMS 2 - WINTER SOLSTICE

SCALE: 1 : 300@A1
DATE: MAY 2023
DRAWN: CW/SS
PRINTED: 8/02/2024 12:27:03 PM
CHECKED: AH
JOB No.: J0000680

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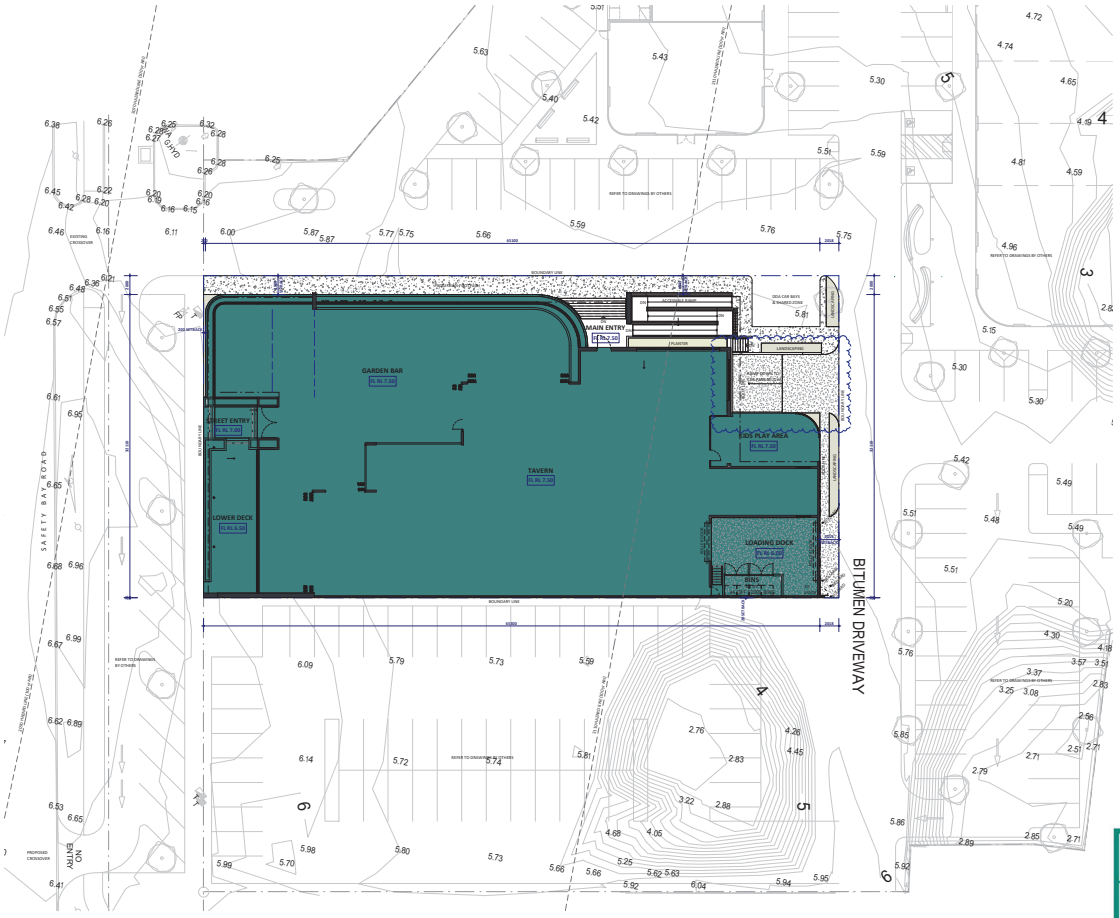
DA05/F

D/A ISSUE



SITE PLAN
SCALE 1 : 200

LOCATION PLAN
SCALE 1 : 1000

LEGEND

PROPOSED CONCRETE PAVEMENT
EXPOSED AGGREGATE FINISH

PROPOSED CONCRETE PAVEMENT

PROPOSED LANDSCAPING

SITE INFO

2298m² = PARCEL 1 LOT AREA
1985m² = BUILDING FOOTPRINT
1329m² = BASEMENT CAR PARK
90m² = LA SENSA SENSORIUM
76m² = LANDSCAPING ON BUILDING

BUILDING INFO

1329m² = BASEMENT CAR PARK AREA
991m² = TAVERN
776m² = GARDEN BAR / LOWER DECK / STREET ENTRY
991m² = TAVERN ENTRY (inc. ACCESSIBLE RAMP & STAIR)
92m² = KIDS PLAY AREA
92m² = LOADING DOCK
13m² = BIN STORE

PARKING

36 CAR BAYS (BASEMENT PARKING)
2.6m WIDE x 5.4m LONG

2 DEDICATED DISABLE ACCESSIBLE (DDA) PARKING BAYS
& SHARED ZONE IN ACCORDANCE WITH AS 2890.6

DEVELOPMENT ASSESSMENT PANEL

APPROVED

09-Apr-2024

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Project name: WAIKIKI TAVERN
Project address: LOT 100, 434 SAFETY BAY RD, SAFETY BAY WA
MOTIVO Architecture | Interiors | Urban Design
Ph: 08 9592 3099 | w: www.motivo.studio
Drawing title: SITE PLAN

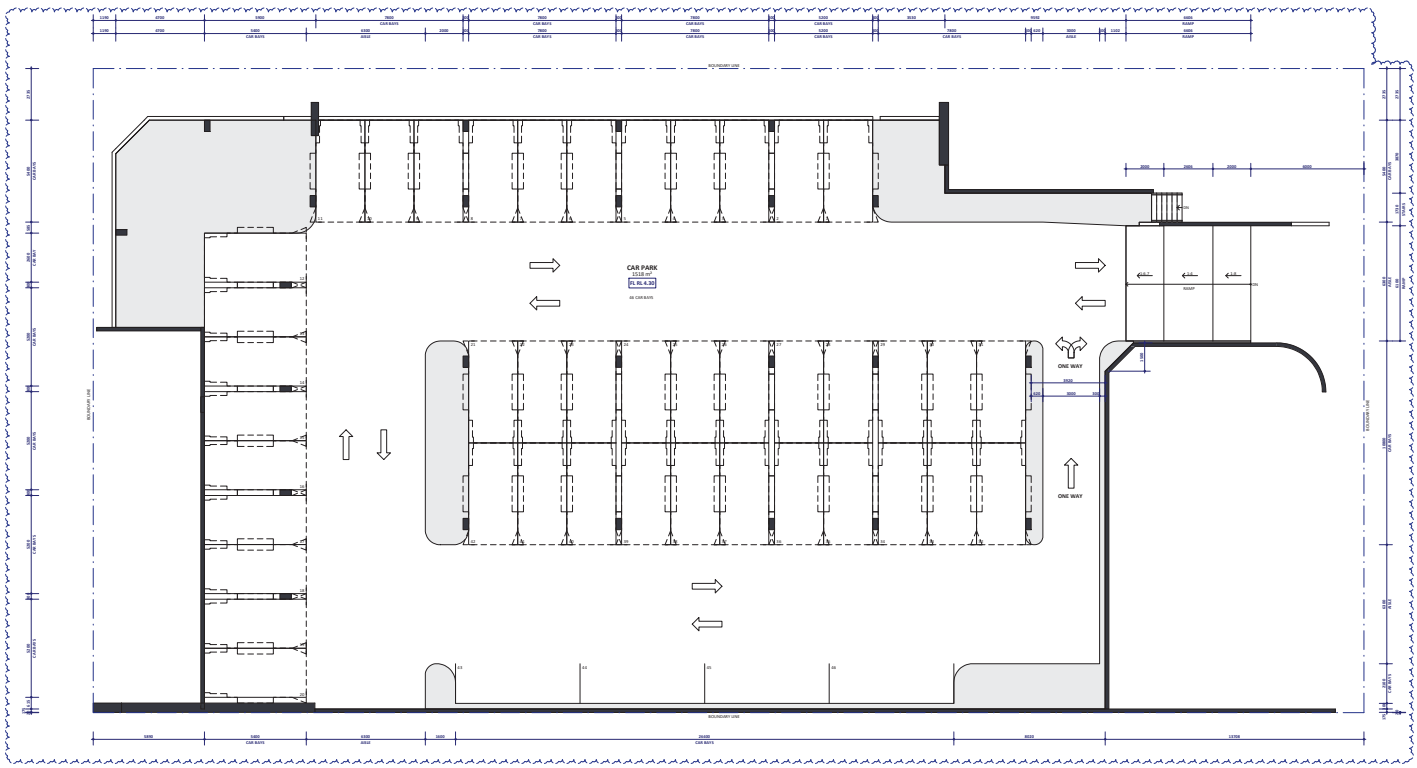
Rev	Date	By	Description
A	15/05/23	DT	DESIGN REVIEW ISSUE
B	01/06/23	DT	WA STORY AMENDED
C	27/07/23	DT	ISSUE FOR PLANNING APPROVAL
D	06/10/23		ISSUED FOR REVIEW

Project No: M2666
Revision: D
Drawing No: DA01
Scale: As indicated
Drawn By: DT
Paper Size: A1

DEVELOPMENT ASSESSMENT PANEL

APPROVED

09-Apr-2024



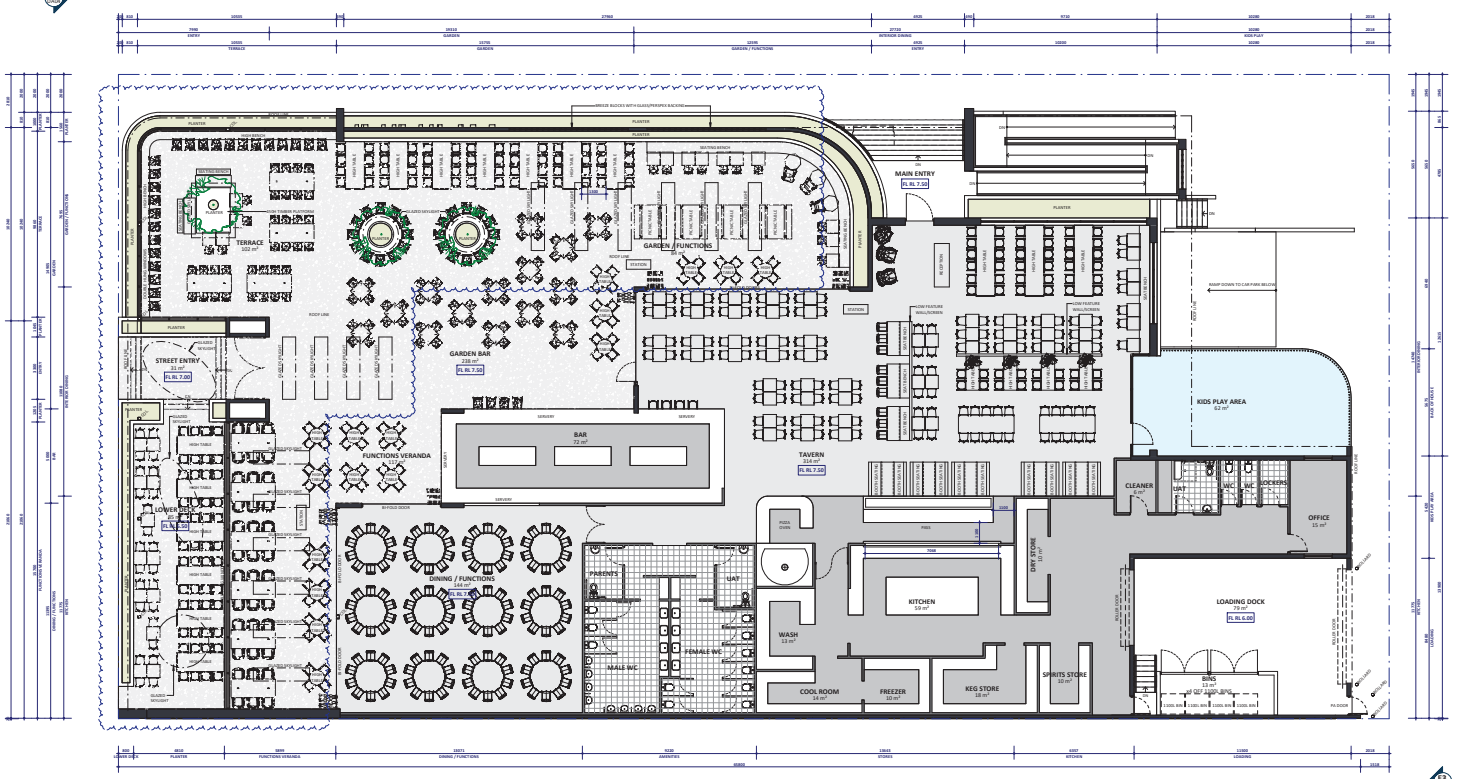
CARPARK RL 4.30m
SCALE 1 : 100

Project Name: WAIKIKI TAVERN
Project Address: LOT 100, 434 SAFETY BAY RD, SAFETY BAY WA
MOTIVO Civil Design | Consultants | Contractors
Tel: 08 9221 5070 | Fax: www.motivo.co.au
Drawing Title: CAR PARK
Rev | Date | By
A | 16/06/23 | DT
B | 27/07/23 | DT
C | 08/10/23
Description: DESIGN REVIEW ISSUE
ISSUE FOR PLANNING APPROVAL
ISSUED FOR REVIEW
Drawing No: M2666
Revision: C
Drawing No: DA02
Scale: 1 : 100
Drawn By: DT
Page Size: A1

DEVELOPMENT ASSESSMENT PANEL

APPROVED

09-Apr-2024



FLOOR PLAN

SCALE 1 : 100

SITE INFO

2286m² = PERIMETER OF SITE AREA
1985m² = BUILDING FOOTPRINT
1180m² = BASEMENT CARPARK
85m² = AT GRADE LANDSCAPING
76m² = LANDSCAPING ON BUILDING

BUILDING INFO

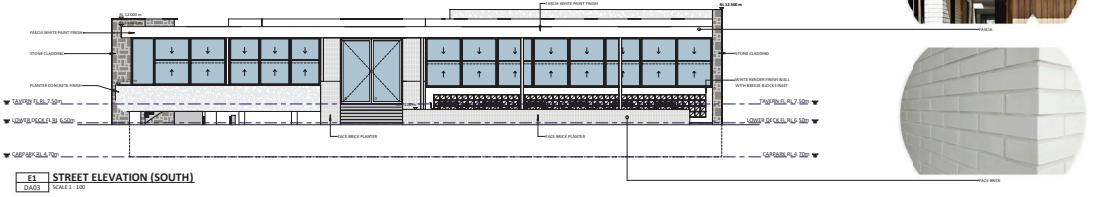
1180m² = BASEMENT CAR PARK AREA
985m² = TAVERN
756m² = GARDEN BAR / SCHANK DECK / STREET ENTRY
90m² = MAIN ENTRY (Inc. ACCESSIBLE RAMP & STAIR)
62m² = KIDS PLAY AREA
79m² = LOADING DOCK
13m² = BIN STORE

PARKING

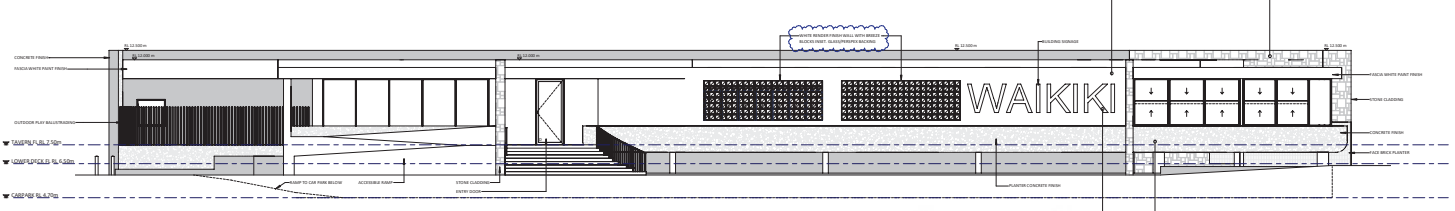
26 CAR BAYS (BASEMENT PARKING)
2 Acc WIDE x 5.4m LONG
=
2 DEDICATED DISABLE ACCESSIBLE (DDA) PARKING BAYS & SHARED ZONE IN ACCORDANCE WITH AS 2890.6

Rev	Date	By	Description
D	21/07/23	DT	ISSUE FOR PLANNING APPROVAL
E	02/10/23	DT	ISSUED FOR REVIEW
F	06/11/23	DT	ISSUED FOR REVIEW
G	01/02/24	DT	ISSUE FOR PLANNING APPROVAL

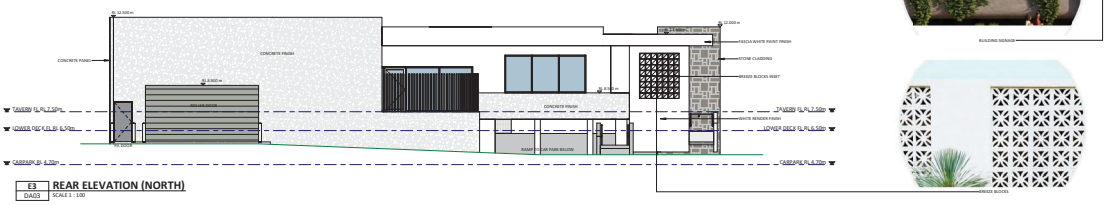
Project: WAIKIKI TAVERN
Address: LOT 100, 434 SAFETY BAY RD, SAFETY BAY WA
Drawing Title: FLOOR PLAN
Project No.: MZ666
Revision: G
Drawing No.: DA03
Scale: 1 : 100
Drawn By: DT
Paper Size: A1



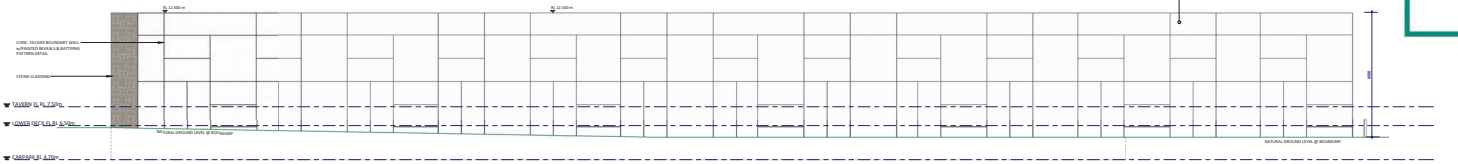
E1 DA03 **STREET ELEVATION (SOUTH)**
SCALE 1 : 100



E2 DA03 **WEST ELEVATION**
SCALE 1 : 100



E3 DA03 **REAR ELEVATION (NORTH)**
SCALE 1 : 100



E4 DA03 **EAST ELEVATION**
SCALE 1 : 100

DEVELOPMENT ASSESSMENT PANEL
APPROVED
09-Apr-2024

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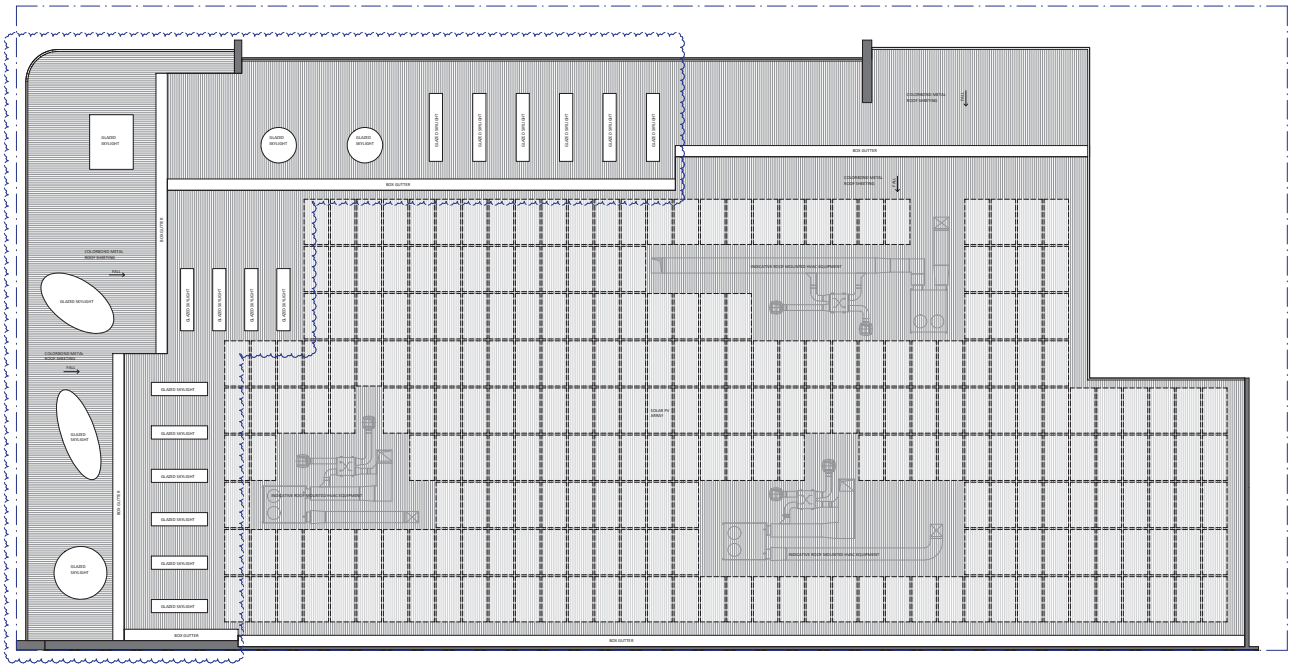
Project name: **WAIKIKI TAVERN**
Location: **LOT 100, 434 SAFETY BAY RD, SAFETY BAY WA**
MOTIVO Architecture | Development | Interiors
M 08 9592 3099 | W www.motivo.studio
Drawing title: **ELEVATIONS**

Rev	Date	By	Description
A	15/05/23	DT	DESIGN REVIEW ISSUE
B	27/07/23	DT	ISSUE FOR PLANNING APPROVAL
C	06/10/23	DT	ISSUED FOR REVIEW
D	01/02/24	DT	ISSUE FOR PLANNING APPROVAL

Project No: **MZ666** Revision: **D**
Drawing No: **DA04**
Scale: **1 : 100**
Drawn By: **DT** Sheet Size: **A1**



ROOF PLAN
SCALE 1 : 100

DEVELOPMENT ASSESSMENT PANEL
APPROVED
09-Apr-2024

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Project Name	Project Address	Drawing Title	Rev	Date	By	Description	Project No	Drawing No	Scale	Drawn By
WAIKIKI TAVERN	LOT 100, 434 SAFETY BAY RD, SAFETY BAY WA	ROOF PLAN	A	27/03/24	DT	ISSUE FOR PLANNING APPROVAL	M2666	DA05	1 : 100	DT
			A	01/04/24	DT	ISSUE FOR PLANNING APPROVAL	Revision B			Plot Size A1

MOTIVO
Architect | Designer | Planner
Tel: 08 9355 5090 | www.motivo.studio

LOT 100 (No.434) SAFETY BAY ROAD, SAFETY BAY – PROPOSED MIXED COMMERCIAL DEVELOPMENT

Form 1 – Responsible Authority Report
(Regulation 12)

DAP Name:	Metro Outer Development Assessment Panel	
Local Government Area:	City of Rockingham	
Applicant:	Planning Solutions	
Owner:	Braykell Two Pty Ltd	
Value of Development:	$12 million	
Responsible Authority:	City of Rockingham	
Authorising Officer:	Mr Peter Ricci, Director Planning and Development Services	
LG Reference:	DD020.2023.00000193	
DAP File No:	DAP/23/02551	
Application Received Date:	23 August 2023	
Report Due Date:	29 March 2024	
Application Statutory Process Timeframe:	90 + days (with Applicant consent and DAP Deferral 9 January 2024)	
Attachment(s):	1. Additional Supporting Information 2. Modified Development Plans 3. MODAP Minutes Dated 9 January 2024 4. MODAP Agenda Dated 9 January 2024	
Is the Responsible Authority Recommendation the same as the Officer Recommendation?	☐ Yes ☐ N/A	Complete Responsible Authority Recommendation section
	☒ No	Complete Responsible Authority and Officer Recommendation sections

Responsible Authority Recommendation

That the Metro Outer Development Assessment Panel (MODAP) resolves to:

Approve DAP Application reference DAP/23/02551 and modified development plans received on 13 February 2024 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 Rockingham Town Planning Scheme No.2 (TPS2), subject to the following conditions:

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. 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.

3. Prior to applying for a Building Permit, a Construction Management Plan is to be submitted to and approved by the City of Rockingham addressing but not limited to:

   (i) Hours of construction;

   (ii) Traffic Management including, a Traffic Management Plan addressing site access, egress and parking arrangement for staff and contractors;

   (iii) Management of vibration and dust;

   (iv) Management of construction noise and other site generated noise; and

   (v) A complaints resolution procedure, including the requirement to maintain a complaints log which shall be provided to the City if required in writing within one (1) business day.

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

4. Prior to commencement of works, engineering drawings for a pedestrian crossing between the development site and the Foreshore Reserve must be submitted by a suitably qualified person to the City of Rockingham for approval. These works must be constructed, in accordance with the approved plans, prior to occupation of the Tavern.

5. Engineering drawings for all other works within the development site and along the existing road reserves must be submitted to the City of Rockingham for approval prior to commencing of works on and off site.
   All works must be completed to the satisfaction of the City of Rockingham.

6. Prior to applying for a Building Permit, a Stormwater Management Plan must be prepared by a suitably qualified engineer showing how stormwater will be contained on-site and those plans must be submitted to the City of Rockingham for approval.
   All stormwater generated by the development must be managed in accordance with *Local Planning Policy 3.4.3 - Urban Water Management* to the satisfaction of the City of Rockingham. The approved plans must be implemented and all works must be maintained for the duration of the development.

7. Prior to the occupation of the development, any damage to existing City infrastructure within the road reservation or Foreshore Reserve including kerb, road pavement and footpaths is to be repaired to the satisfaction of the City of Rockingham, at the cost of the Applicant.

8. Prior to occupation of the development, the car parking area must:

   (i) provide a minimum of 159 car parking spaces;

(ii) be designed, constructed, sealed, kerbed, drained and marked in accordance with User Class 1A for Staff Bays, User Class 3A for visitors of Australian/New Zealand Standard AS/NZS 2890.1:2004, Parking facilities, Part 1: Off-street car parking prior to applying for a Building Permit;

(iii) provide three (3) 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 and which are linked to the main entrance of the development by a continuous accessible path of travel designed and constructed in accordance with Australian Standard AS 1428.1—2009, Design for access and mobility, Part 1: General Requirements for access—New building work;

(iv) be constructed, sealed, kerbed, drained and marked prior to the development being occupied and maintained thereafter; and

(v) comply with the above requirements for the duration of the development.

9. Seventeen on-street car parking spaces must be provided along Malibu Road and Safety Bay Road. The car parking spaces must:

(i) be designed, constructed, sealed, kerbed, drained and marked in accordance with Australian Standard AS 2890.5—1993, Parking facilities, Part 5: On-street parking;

(ii) be approved by the City of Rockingham prior to applying for a Building Permit; and

(iii) be constructed, sealed, kerbed, drained and maintained thereafter; and comply with the above requirements for the duration of the development.

10. In accordance with City of Rockingham *Local Planning Policy 3.3.14 - Bicycle Parking and End of Trip Facilities*, short-term and long-term bicycle parking spaces must be provided across the development. The bicycle parking spaces must be designed in accordance with AS2890.3—1993, Parking facilities, Part 3: Bicycle parking facilities and must be approved by the City of Rockingham prior to applying for a Building Permit and constructed prior to occupancy of the development. The bicycle parking spaces must be retained and maintained in good and safe condition for the duration of the development.

11. In accordance with City of Rockingham *Local Planning Policy 3.3.14 - Bicycle Parking and End of Trip Facilities*, secure hot-water showers, change rooms and clothing lockers must be provided across the development, which must be designed in accordance with the Policy and approved by the City of Rockingham prior to applying for a Building Permit and constructed prior to occupancy of the development. The showers, change rooms and lockers must be retained and maintained in good and safe condition for the duration of the development.

12. Prior to applying for a Building Permit, an Acoustic Report which demonstrates that all mechanical services associated with the proposed development and any other noise source, including noise emanating from the Tavern, will comply with the *Environmental Protection (Noise) Regulations 1997*, must be submitted to and approved by the City of Rockingham.

13. Prior to the occupation of the development, a Final Acoustic Assessment must be prepared and provided to the City of Rockingham which demonstrates to City's satisfaction, that the completed development complies with the *Environmental Protection (Noise) Regulations 1997*.

    The Final Acoustic Assessment must include the following information:

    (i) 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 surrounding residential area;

    (ii) tonality, modulation and impulsiveness of noise sources; and

    (iii) confirmation of the implementation of noise attenuation measures including perimeter wall requirements, and management controls for car parking areas, loading, servicing and delivery.

    Any further works must be carried out in accordance with the Acoustic Report and implemented as such for the duration of the development.

14. An operational Noise Management Plan (NMP) shall be prepared to the satisfaction of the City of Rockingham prior to the Occupation Permit being lodged demonstrating how all noise from the Tavern will be controlled to comply with the *Environmental Protection (Noise) Regulations 1997*. The approved NMP shall thereafter be implemented for the duration of the development.

15. Floodlighting must not be illuminated after 10pm or before 7am on any day. All illumination must be confined to the land in accordance with the requirements of Australian Standard AS 4282—2019, Control of the obtrusive effects of outdoor lighting, at all times, for the duration of the development.

16. Prior to applying for a Building Permit, a revised Landscaping Plan must be submitted and approved to the satisfaction of the City of Rockingham and shall include the following detail:

    (i) the location, number and type of existing and proposed trees and shrubs, including calculations for the landscaping area inclusive of the verge to Malibu Road and Safety Bay Road;

    (ii) any lawns to be established and areas to be mulched;

    (iii) those areas to be reticulated or irrigated;

    (iv) the provision of a minimum 12 trees to be planted in the adjoining street verges and road reserve and a minimum 40 shade trees throughout the development site;

(v) proposed upgrading to landscaping, paving and reticulation of all verge areas;

(vi) Detailed landscape, irrigation, lighting and street furniture plans; and

(vii) The paving material used for the footpaths shall be carried across driveways in order to maintain the visual continuity of the pedestrian network and aid pedestrian legibility.

The landscaping (including all verge landscaping) must be completed prior to the occupation of the development, and must be maintained at all times to the satisfaction of the City of Rockingham.

17. Prior to occupation of the development, the existing Easement 'A' over Lot 100 granted in favour of the City of Rockingham shall be formally relocated to align with the approved Site Plan, Rev R, dated 12/2/24 (Hindley & Associates).

18. In accordance with *Local Planning Policy 3.3.25 - Percent for Public Art - Private Developer Contribution*, prior to occupation of the development, the developer shall either:

(i) Submit to the City of Rockingham for approval an artwork designed by a professional artist at a cost of 1% of the total project cost (being $120,000), to be located within the subject site in an area which must be publicly visible for the duration of the development;

(ii) Enter into a contract with a professional artist/s to design and install the artwork approved by the City of Rockingham;

(iii) The artwork shall then be installed prior to occupation of the development and maintained thereafter to the satisfaction of the City of Rockingham; or

(iv) Make a contribution to the City of Rockingham equal to 1% of the total construction value for the provision of public art, being $120,000 in value.

19. Entries and window frontages of the building elevations facing Malibu Road, Safety Bay Road and the internal carpark must contain clear, transparent glass, and not be covered, closed or screened off (including by means of dark or other tinting, shutters, curtains, blinds, posters, paint, roller doors or similar), to ensure that visibility and a commercial, interactive frontage is available between the development and the public domain at all times.

20. Prior to applying for a Building Permit, a Sign Strategy must be prepared which must include the information required by *Local Planning Policy 3.3.1 - Control of Advertisements*, to the satisfaction of the City of Rockingham, and it must thereafter be implemented for the duration of the development.

21. Prior to applying for a Building Permit, a schedule of the colours and textures of the building materials, must be provided to the satisfaction of the City of Rockingham. The development must be finished in accordance with the schedule provided and approved by the City of Rockingham, prior to occupation of the development and maintained for the duration of the use.

22. Prior to applying for a Building Permit, all service areas and service related hardware, including antennae, satellite dishes and air-conditioning units, must be designed to be located away from public view and/or screened, and this design must be provided to, and approved by the City of Rockingham.

23. Prior to applying for a Building Permit, written confirmation from a suitably qualified HVAC mechanical engineer must be received confirming that the proposed mechanical ventilation systems will comply with relevant indoor air quality standards (AS 1668.2) and that the ventilation capacity and flow has been designed to accommodate the patron loading and activities within the building with doors and windows closed. Detailed requirements for the system are to be provided to the Acoustic Consultant to ensure suitable acoustic treatments for the system are considered and indicated on the Building Permit application or clearance of Condition 12, whichever occurs first.

24. With regard to the proposed Child Care Premises on Parcel 1:

    (i) No more than 82 children are to be accommodated at the Child Care Premises;
    (ii) Operations are restricted to between 6.30am and 6.30pm Mondays to Fridays, with up to four (4) days open in the weekends for open days; and
    (iii) The car parking for the Child Care Centre must be made available for customer and staff parking for the overall commercial development, outside of the operating hours of the Child Care Centre.

Advice Notes

1. In regards to Condition 12, in order to reduce the sense of enclosure for residents at the adjoining residential properties, the Acoustic Report shall consider the following options:

    - Construct the top 600mm of the required 2.4m high noise barrier from acoustic rated clear Perspex material if constructed on the north-eastern property boundary; or

    - Set back the 2.4m high acoustic barrier onto the subject site away from the common property boundary.

2. The development must comply with the *Food Act 2008*, the *Food Safety Standards* and Chapter 3 of the *Australian New Zealand Food Standards Code (Australia Only)*; the Applicant and owner should liaise with the City's Health Services in this regard.

3. A Building Permit must be obtained for the proposed works prior to commencement of site works. The Applicant and owner should liaise with the City's Building Services in this regard.

4. The Tavern is to comply with the *Liquor Control Act 1988*. All relevant approvals and licenses are to be sought prior to the occupation of the development in conjunction with the Department of Local Government, Sport and Cultural Industries (DLGSC).

5. The development must comply with the *Health (Public Building) Regulations 1992*; the Applicant and owner should liaise with the City's Health Services in this regard.

6. The Applicant is responsible for protecting any existing City streetscape assets along Safety Bay Road and Malibu Road during the course of the project. This includes any existing streetscape lighting, grated gully pits, side entry pits, kerbing, footpaths, trees, turf etc. If any damage is caused to the existing assets (identified to be retained), they must be rectified to the satisfaction of the City of Rockingham. It is recommended that a photographic dilapidation report is undertaken by the Applicant, to record the current condition of these assets.

7. The proposed development has been approved on the basis of the following land uses:

   Parcel 1 - Child Care Premises;

   Parcel 2:

   - Unit 1 - Shop (Pharmacy);
   - Units 2 and 3 - Medical Centre;
   - Units 4 and 5 - Restaurant
   - Unit 6 - Cafe;
   - Unit 7 - Consulting Rooms (Physiotherapists);
   - Unit 8 - Recreation Private (Medical gymnasium); and

   Parcel 3 - Tavern.

   A separate Development Approval may be required for the occupation of any tenancy not specified in this approval, prior to the occupation of the tenancy. The City's Planning Services should be contacted to determine whether development approval is required.

Background:

The matter was previously considered by Council in December 2023 (PD-039/23) when it resolved to adopt a Responsible Authority Report (RAR) recommending deferral of the proposal for the following five (5) reasons:

"1. Revised plans should be provided and robust justification to demonstrate the provision of an appropriate level of car parking for the development.

2. The Application should be amended to demonstrate how the Child Care Premises and Tavern will comply with the Environmental Protection (Noise) Regulations 1997, in the context of the existing and future residential development.

3. The Application should be amended to provide an active 'main street' frontage along Malibu Road in accordance with Local Planning Policy No.3.3.23 Waikiki Hotel Site - Urban Design Guidelines.

4. The Transport Impact Assessment should be amended to address outstanding matters as raised throughout the Report.

5. *The Application should be amended to consider a pedestrian crossing between the development and the Foreshore Reserve."*

At the 9 January 2024 meeting of the MODAP, determination of the Development Application was deferred for up to 90 days (until 8 April 2024), for the reasons outlined within the Council adopted RAR, subject to modification of Reason No.1, as follows:

"1. Revised plans should be provided and robust justification to demonstrate the provision of an appropriate level of car parking for the development, ***including a Parking Management Plan, to be submitted to the satisfaction of the City of Rockingham*****.**

2. The Application should be amended to demonstrate how the Child Care Premises and Tavern will comply with the Environmental Protection (Noise) Regulations 1997, in the context of the existing and future residential development.

3. The Application should be amended to provide an active 'main street' frontage along Malibu Road in accordance with Local Planning Policy No.3.3.23 Waikiki Hotel Site - Urban Design Guidelines.

4. The Transport Impact Assessment should be amended to address outstanding matters as raised throughout the Report.

5. The Application should be amended to consider a pedestrian crossing between the development and the Foreshore Reserve."

While the MODAP considered that the proposal was appropriate from a land use point of view, it was not satisfied that sufficient justification had been submitted to justify the shortfall of parking being sought by the Proponent.

The MODAP also considered further discussion was required between the City and Proponent to address the issues of noise, traffic, 'main street' frontage along Malibu Road and the opportunity to investigate a pedestrian crossing on Safety Bay Road, between the proposed development and the Foreshore Reserve.

On 5 February 2024, City Officers met with the Proponent and its technical experts to discuss the reasons for deferral.

On 13 February 2024, additional supporting information and Amended Plans (Attachments 1 and 2) were submitted to the City, in response to the MODAP reasons for deferral.

The additional information received is discussed throughout the following sections of this Report. For reasons of conciseness, this RAR responds to the MODAP reasons for deferral and the prior RAR on the matter (Attachment 4) should be consulted with respect to the other assessment information.

Proposal:

The additional information received on 13 February 2024, includes the following:

- A cover letter addressing the MODAP reasons for deferral;
- Amended Development Plans;
- A supporting Traffic 'technical' note;

- A Parking and Control Management Plan;
- Updated Environmental Noise Assessment; and
- A Pedestrian Crossing Plan.

The Proponents justification is summarised below, as it pertains to the MODAP reasons for deferral.

1. Revised plans should be provided and robust justification to demonstrate the provision of an appropriate level of car parking for the development, including a Parking Management Plan, to be submitted to the satisfaction of the City of Rockingham.

Amended Plans

The Amended Plans propose 10 additional on-site car parking bays, resulting in a total of 159 on-site car parking spaces. The Plans also result in a reduction of one on-street parking bay adjacent to the Tavern building within the Safety Bay Road road reserve.

The site plan modifications are depicted on Figure 4 below.

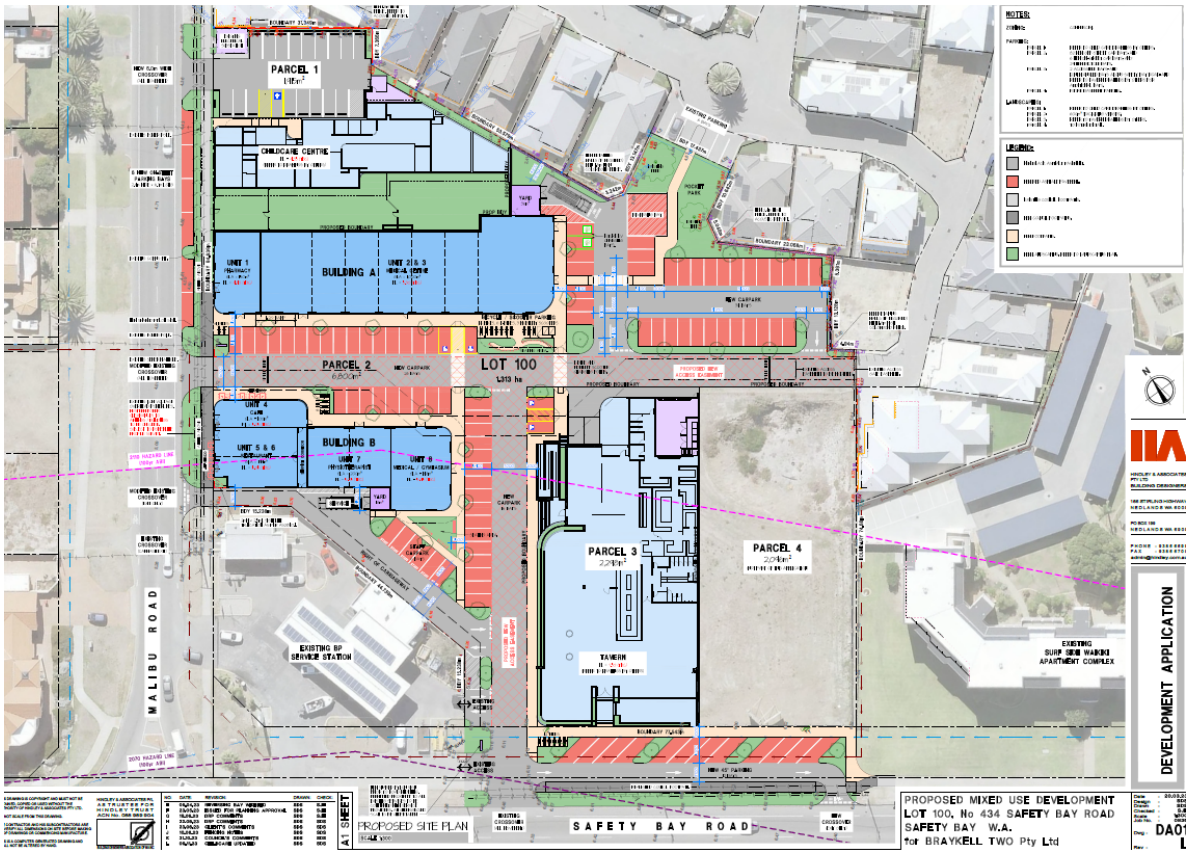
On-site car parking shortfall justification

In order to establish a more realistic parking requirement and demand for the proposed development, the Proponents Traffic Consultant prepared a Technical Note which included a detailed parking assessment of the development based on the anticipated peak operating times for the land uses and the anticipated parking demand during other times.

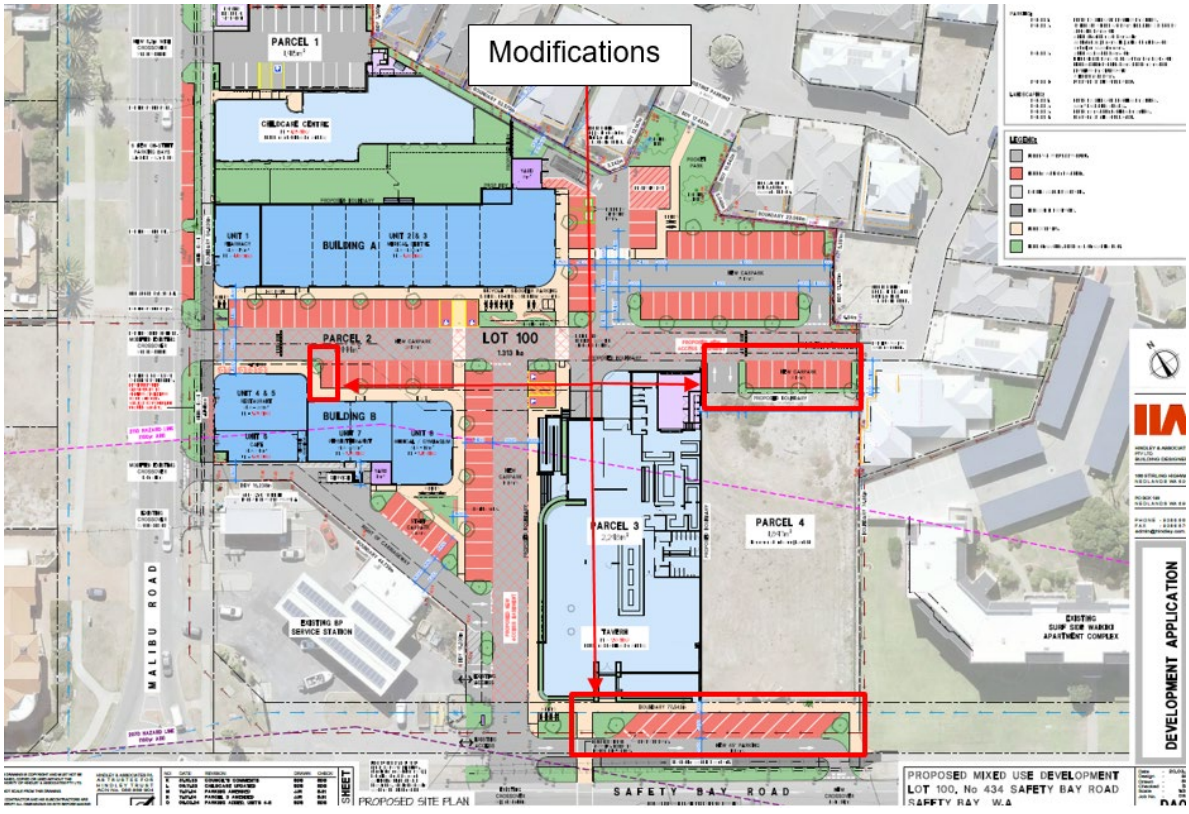
The assessment was undertaken for a typical Friday and Saturday when the parking demand for the proposed development is expected to peak.

Separately, a video survey was undertaken of the Waikiki Foreshore carpark, across Safety Bay Road, to establish its parking utilisation pattern during Friday 2 February 2024, from 6am to 11.30pm and on Saturday 3 February 2024.

With respect to the above, the Proponent's submitted Technical Note concludes that the parking provision of the proposed development and available parking within the Foreshore car park is sufficient to meet the anticipated parking demand of the development.



3. Deferred Site Plan - January 2024



4. Modified Site Plan - February 2024

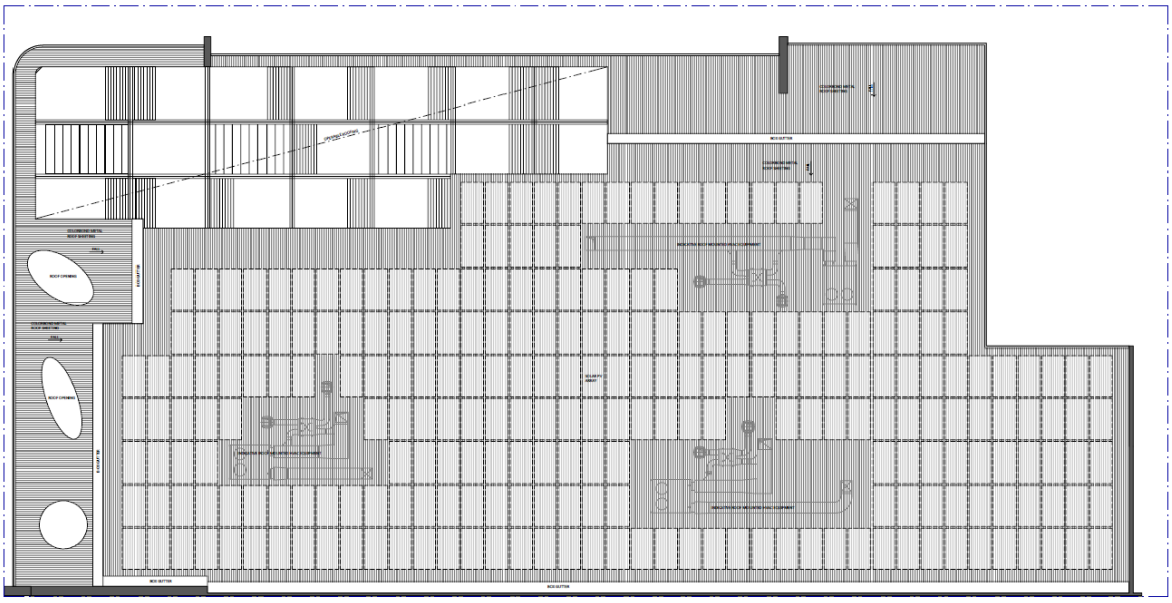
2. The Application should be amended to demonstrate how the Child Care Premises and Tavern will comply with the Environmental Protection (Noise) Regulations 1997, in the context of the existing and future residential development.

Environmental Noise Assessment

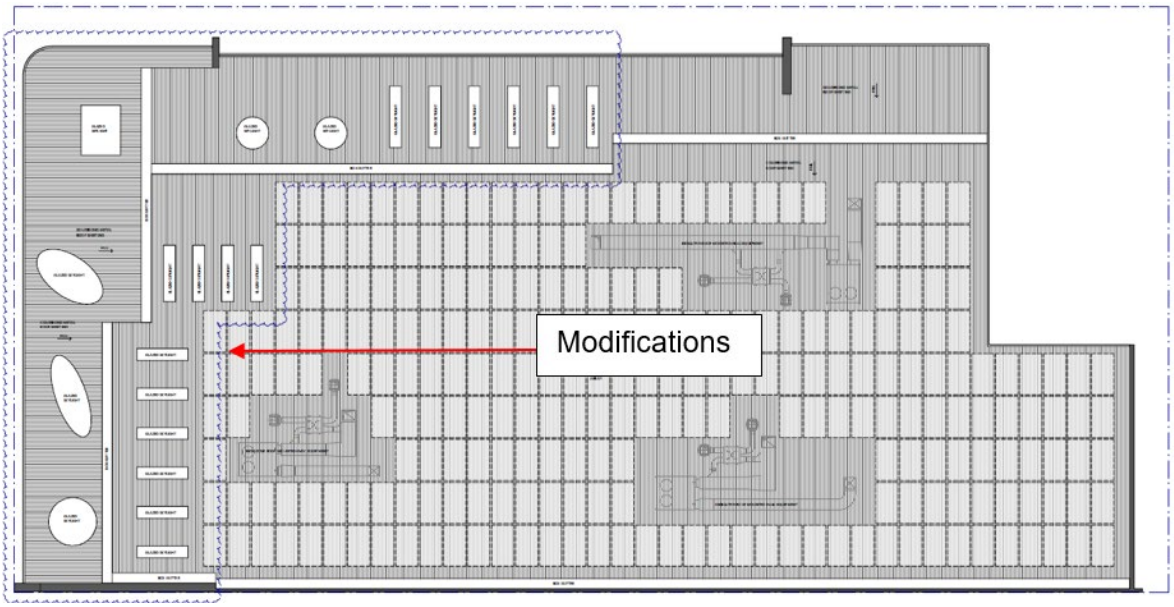
The main changes made by the Proponent to the Environmental Noise Assessment (ENA) include:

- The design of the Tavern being modified, by removing the operable roof, as depicted on Figure 6 below, and providing a solid backing for the breeze blocks along the western elevation of the building;
- Patron and music noise assessment was updated to include additional properties;
- Additional clarification on children within the Tavern play area;
- Likely construction materials for the adjacent Parcel 4 (which is not part of this Development Application); and
- Suggested locations and construction materials for the Tavern plant room.

The updated ENA concludes that development will comply with the *Environmental Protection (Noise) Regulations 1997* ('Noise Regulations'), subject to a number of recommendations which will need to be implemented for duration of the development with respect to mechanical plant equipment, children playing outside and noise generated by patrons and music from the Tavern.



5. Deferred Tavern Roof Plan - January 2024



6. Modified Tavern Roof Plan - February 2024

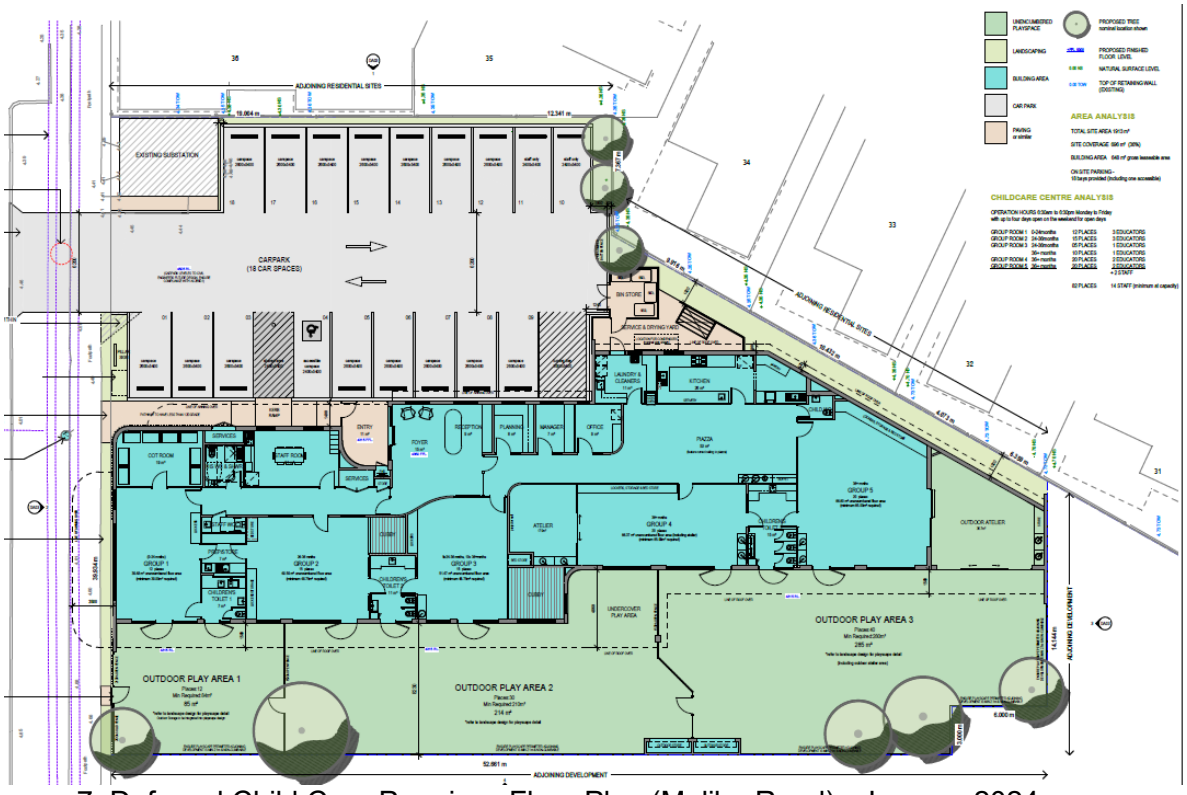
3. The Application should be amended to provide an active 'main street' frontage along Malibu Road in accordance with Local Planning Policy No.3.3.23 Waikiki Hotel Site - Urban Design Guidelines.

Amended Plans

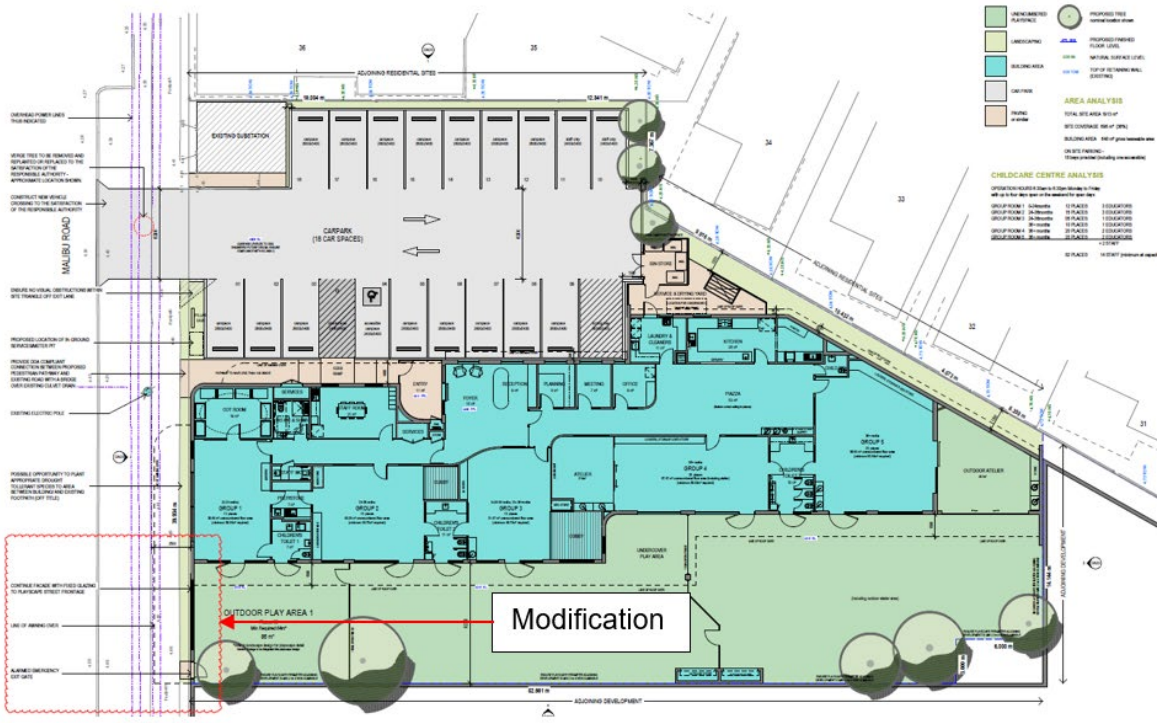
The Child Care Premises building was modified to extend its ‘building façade’ along Malibu Road, for the width of the outdoor play area, which represented the 'gap' in the ‘built form’.

The front facade wall height to Malibu Road for the Child Care Premises was also increased and matches the adjoining commercial building on 'Parcel 2'. Likewise, the street awning to Malibu Road has been extended (where the prior 'gap' existed) to match the height of the adjoining awning for the commercial building.

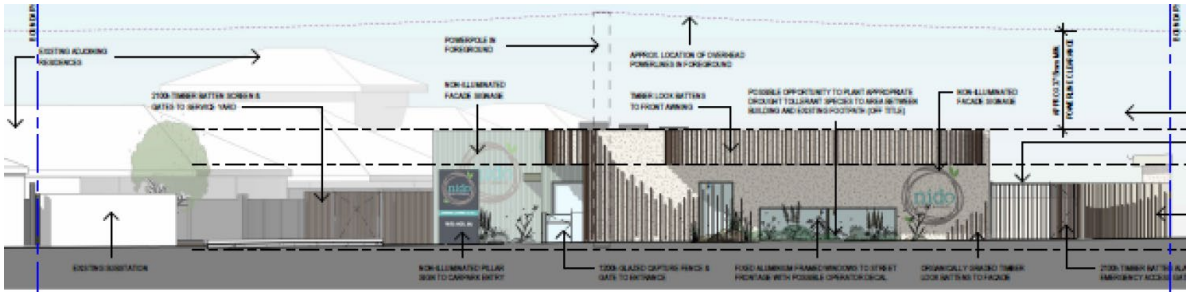
The modifications are depicted on Figures 8 and 10 below.



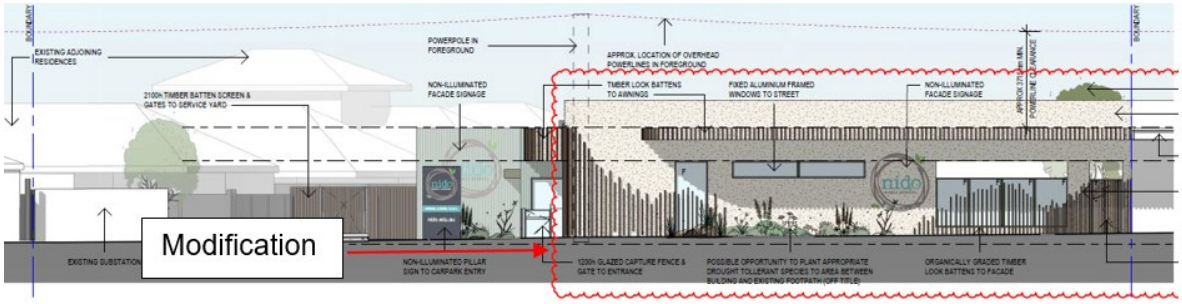
7. Deferred Child Care Premises Floor Plan (Malibu Road) - January 2024



8. Modified Child Care Premises Floor Plan (Malibu Road) - February 2024



9. Deferred Child Care Premises Elevation (Malibu Road) - January 2024



10. Modified Child Care Premises Floor Plan and Elevation (Malibu Road) - February 2024

4. The Transport Impact Assessment should be amended to address outstanding matters as raised throughout the Report.

Technical Note

The accompanying Technical Note includes additional traffic modelling and SIDRA analysis. The Technical Note takes into consideration a 'hypothetical' scenario of vacant Parcel 4 being proposed for a mixed use development, with 30 residential apartments and 300m^2 of commercial ground floor space. Among other matters, a revised intersection analysis was also undertaken for the access proposed onto Safety Bay Road from Parcel 2, in the longer term (relating to the traffic capacity which is described as 'level of service' anticipated in 2036).

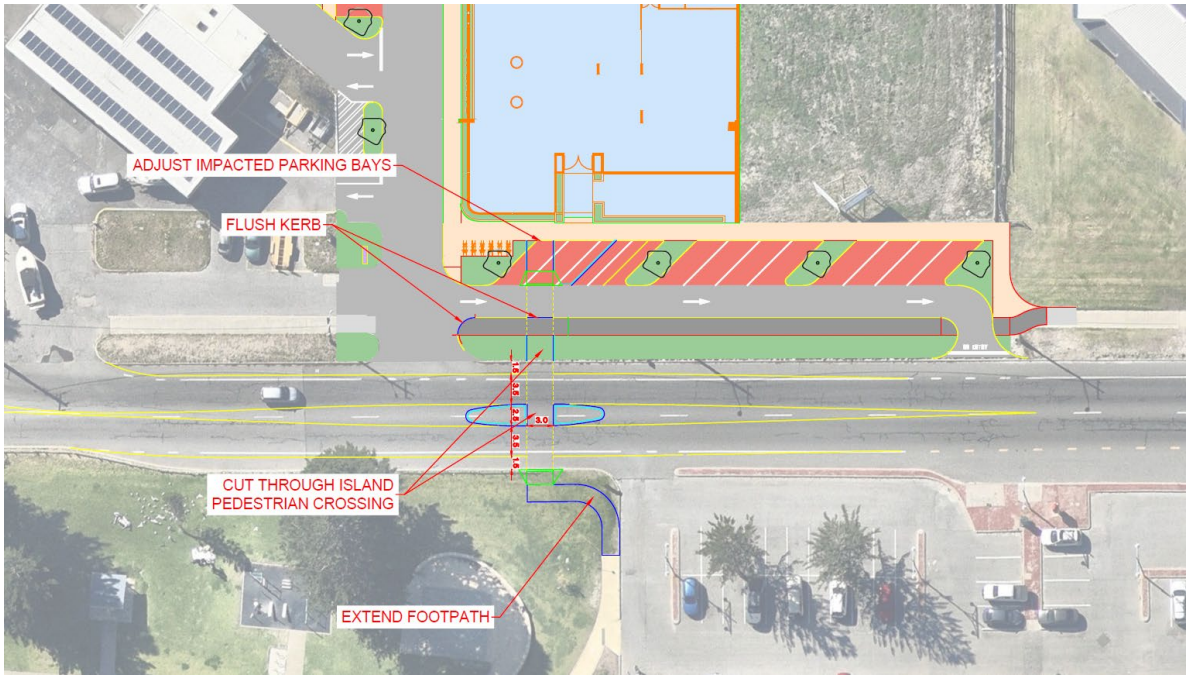
The Technical Note concludes as follows:

- The existing roundabout at the intersection of Malibu Road and Safety Bay Road would operate with good 'level of service' (B or better - which is satisfactory) during the 2026 and 2036 modelling scenarios;
- The proposed street access to Malibu Road and Safety Bay Road will generally operate satisfactorily during 2026 and 2036 assessed peak hours; and
- Right-turn movements from the proposed Safety Bay Road access will achieve a level-of-service 'E' with 95% of the queue being limited to one car ('E' points to an access which is near ultimate traffic capacity).

5. The Application should be amended to consider a pedestrian crossing between the development and the Foreshore Reserve.

Pedestrian Crossing Plan

A Pedestrian Crossing Plan was submitted by the Proponent which provides for a connection between the proposed Tavern and the Foreshore carpark, as depicted on Figure 11 below.



11. Proposed Pedestrian Crossing Plan - February 2024

The modified application now being considered, remains the same in all other aspects as previously presented to MODAP in January 2024.

Legislation and Policy:

Legislation

- Planning and Development Act 2005;
- Planning and Development (Local Planning Schemes) Regulations 2015;
- Environmental Protection (Noise) Regulations 1997;
- Metropolitan Region Scheme; and
- Town Planning Scheme No.2.

State Government Policies

- State Planning Policy 4.2 - Activity Centres (SPP4.2); and
- State Planning Policy 7.0 - Design of the Built Environment.

Local Policies

- Local Planning Policy 3.3.1 - Control of Advertisements;
- Local Planning Policy No.3.1.2- Local Commercial and Activity Centres Strategy (LPP3.1.2);
- Local Planning Policy No.3.3.5 - Child Care Premises (LPP3.3.5);
- Local Planning Policy 3.3.14 - Bicycle Parking and End of Trip Facilities (PP3.3.14);
- Local Planning Policy No.3.3.19 - Licensed Premises (LPP3.3.19);
- Local Planning Policy No.3.3.23 - Waikiki Hotel Site - Urban Design Guideline's (LPP3.3.23);
- Local Planning Policy No.3.3.25 - Percent for Public Art - Private Developer Contribution;

- Local Planning Policy No.3.3.27 - Community Consultation for Development Applications (LPP3.3.27); and
- Local Planning Policy No.7.4 - Design Review Panel (LPP7.4).

Other:

- Environmental Protection Authority (EPA) Guidance Statement No.3 (GS3);
- Safety Bay Shoalwater Foreshore Master Plan; and
- Austroads' *Guide to Traffic Management.*

Consultation:

Public Consultation

As part of the original public consultation, of the 146 public submissions received, 68 submissions objected to the proposal and 78 submissions were in favour of the proposal.

The public submissions objecting to the proposal at the time raised the following 'broad' concerns:

- Land use mix;
- Concerns with the interface to the adjoining 'Alumina Estate';
- Lack of on-site parking availability and traffic implications associated from operation of the development;
- Noise concerns primarily from the Tavern development and the content within the Environmental Noise Assessment; and
- The need for a pedestrian crossing between Safety Bay Road and the Foreshore Reserve.

The revised information from the Proponent received on 13 February 2024, has not been advertised for public comment, as the additional information provided does not materially change the application to warrant re-advertising.

Referrals/consultation with Government/Service Agencies

The revised proposal does not warrant further consultation with Government Agencies.

Planning Assessment:

Assessment of the revised proposal has been limited to areas relating to the MODAP reasons for deferral, dated 9 January 2024.

The outcomes of City's assessment are discussed below.

Car Parking - Deferral Reason No.1

The modified proposal still requires the provision of 391 car parking spaces. It is noted that the amended plans provide for an overall net increase of nine (9) car parking spaces, which reduces the shortfall (from 224) to 215 parking spaces under the City's TPS2.

The City has reviewed the Technical Note which attempts to explain the actual parking demand for the proposed development. A detailed parking assessment of the development was based on the anticipated *peak* operating times for each proposed land use and the anticipated *parking demand* during other times.

The Proponent's Traffic Consultant has suggested the maximum combined parking demand for typical Friday is anticipated to occur at 8:00pm when a surplus of three on-site bays would be available for customer parking. For a typical Saturday, the maximum combined parking demand is anticipated to occur at 12:00pm (noon), resulting in a shortfall of five (5) parking spaces. For earlier periods throughout the week, the assumed car parking demand is significantly less.

The 'sample size' of the video survey and the assumed *peak parking demands* for the proposed development and Foreshore carpark is fair. It is noted, however, that popular public events such as 'Dinner at Dusk', which occur once on a monthly basis during the summer period, at the Foreshore Reserve will generate additional parking demand on the Foreshore public car park area, when it will likely perform at or near capacity. Consequentially, there are likely to be infrequent periods on weekends when the Proponent's suggested parking shortfall may be greater than five (5) parking spaces for the development.

The City acknowledges that car parking will likely be 'split' between the Foreshore carpark and the subject (development) site when events occur at the Foreshore. For the purpose of City's assessment, however, the City needs to be generally satisfied that the degree of reliance upon the Foreshore public car park for the proposed development parking shortfall, will not result in a wider parking problem.

Travel to the Tavern or other on-site uses may also occur by other means of travel such as drop off, ride-sharing, cycling or walking. It is also unlikely that the Tavern would be operating at or near capacity, every day of the week and by virtue the actual on-site car parking demand would potentially be significantly less than when compared against the car parking requirements under TPS2. Additionally, it is noted that proposed Child Care Premises, Medical Centre and Pharmacy land uses would also not be operating for majority of the Tavern peak periods, with the exception of the Medical Centre on Saturday's mid-morning to afternoon, which will 'free up' a substantial number of parking bays on-site.

With respect to the Proponent's submitted *Parking Management Plan*, it was assessed by the City and was found to have significant shortcomings. The City is, however, generally satisfied that sufficient justification is now available within the Technical Note and as a result of the additional parking provided, to support the parking shortfall under TPS2.

Together, the City considers the additional information demonstrates that there is likely to be sufficient customer and staff car parking availability on-site to satisfy the parking demand, without causing a car parking problem or disruption to the locality.

Environmental Noise Assessment - Deferral Reason No.2

The updated ENA confirms that the structural changes to the Tavern (i.e. along its western facade and the roof), have reduced the noise to a compliant level at all adjoining residential properties.

Following assessment of the updated ENA, it is considered that the development can maintain compliance with the Noise Regulations. Compliance, however, is contingent on a number of recommended conditions of Development Approval, which need to be implemented at all times during operation of the development.

The City still has some noise related concerns regarding future development of vacant Parcel 4 should it be developed for a residential land use. This is because the modelled Tavern noise is likely to exceed the allowable noise levels along its south-eastern boundary. By virtue, this would likely require a higher standard of construction and noise attenuation measures, to ensure that residential development is not negatively impacted by operation of the adjoining Tavern.

Although the land use and design of the vacant Parcel 4 site is unknown, it is acknowledged that the matter can be considered upon a future Development Application or a Subdivision Application.

Malibu Road Frontage - Deferral Reason No.3

The modified building façade treatment to the Child Care Premises provides for a more appropriate urban design response, along the Malibu Road street edge, as illustrated on Figure 12 below.

12. Modified Malibu Road Elevation - February 2024

The main frontage of the Child Care Premises does not include a pedestrian entry into the building, however, the proposed level of activation along the frontage is supported, as the development provides for sufficient scale, interest and interaction opportunities between buildings and pedestrians at the street.

The modified Malibu Road frontage adequately addresses MODAP deferral reason No.3.

Traffic - Deferral Reason No.4

The Proponent's additional traffic modelling and analysis suggests that the traffic volumes generated from the assumed mixed use development (vacant Parcel 4) and the proposed development, is unlikely to significantly change the traffic operation of the proposed two crossovers (Safety Bay Road and Malibu Road) and nearby roundabout intersection.

The revised intersection analysis was also undertaken which suggests that the existing roundabout intersection would operate with good level of service (B or better) during the 2026 and 2036 modelling scenarios. The development crossovers are also reported to generally operate satisfactorily during 2026 and 2036 assessed peak hours.

While the right turn movement out of Safety Bay Road crossover is reported to operate with level-of-service 'E' during the PM peak hour in 2036, it is noted that 95% of this queue is associated with one car, which is marginal.

From the City's perspective, the Proponent assumed land use scenario is a reasonable representation of what may occur on Parcel 4, noting that the traffic impact will be further assessed upon a future Development Application being lodged.

For clarity, the Proponent's traffic assessment has concluded that the proposed development will generate a total of 4,063 trips per day, inclusive of the additional 146 daily trips resultant from the assumed mixed use development on Parcel 4.

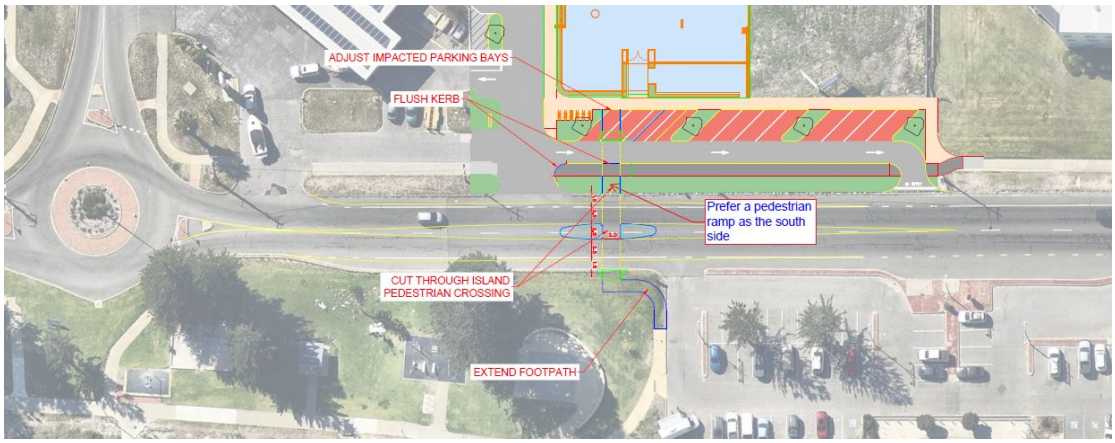
The above findings are supported and the City considers that the Proponent has sufficiently addressed MODAP deferral reason No.4.

Pedestrian Crossing Plan - Deferral Reason No.5

The Pedestrian Crossing Plan suggests that a pedestrian safe refuge crossing is feasible between the proposed Tavern and the Foreshore Reserve. The identified location and width provide for a convenient crossing location that is cognisant of the likely future re-design of the foreshore car park that is shown on the Safety Bay Shoalwater Foreshore Master Plan.

A central pedestrian refuge island is also identified within the Safety Bay Road carriageway, which will provide for a safer crossing experience.

The City supports the concept crossing, subject to inclusion of an additional pedestrian ramp on the northern side of the road carriageway, as illustrated in figure below. Nevertheless, a full set of detailed design drawings is recommended, in the event MODAP resolve to approve the proposed development. Detailed design drawings will confirm specifications and compliance with relevant construction standards that the Proponent will need to undertake.



13. Pedestrian Crossing Plan Recommendation - February 2024

Conclusion:

As acknowledged within the prior RAR on the proposal, the development includes a number of positive elements which are consistent with the local planning framework. Primarily, the proposal includes a licensed premises element, with the Tavern land use being the on-site anchor tenant, trading day and night time. The Tavern ensures the future use of the site will be consistent with its former status, as a social hub in the community.

Naturally, the Tavern will be inextricably linked to the Foreshore Reserve. The two areas will complement each other due to the direct proximity and connection. While there may be some car parking 'overlap' associated with this synergy, the pedestrian crossing profile will provide for a safer crossing experience.

Where discretion is being sought, the modified proposal generally achieves compliance with the relevant considerations and objectives.

The additional information received adequately responds to the MODAP reasons for deferral, dated 9 January 2024.

In light of the above, it is recommended that the modified application be conditionally approved.

Officer Recommendation

That the Metro Outer Development Assessment Panel resolves to:

Approve DAP Application reference DAP/23/02551 and modified development plans received on 13 February 2024 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 Rockingham Town Planning Scheme No.2 (TPS2), subject to the following additional condition:

25. The Tavern shall be constructed in the first stage of development, should staged construction be proposed.

Reasons for Officer Recommendation

While the 'Commercial' zoning of the subject site permits a range of land uses, *Local Planning Policy No.3.3.23 Waikiki Hotel Site - Urban Design Guidelines* (LPP3.3.23) states that 'a licenced premises must be included in any development'. This requirement seeks to ensure that the future use of the site is consistent with its former status as a social hub in the community.

To ensure that the proposed licensed premises component is delivered in accordance with LPP3.3.23, the following condition has been recommended:

> *"The Tavern shall be constructed in the first stage of development, should staged construction be proposed."*

Through initial consultation with the Proponent it has been expressed that, should this condition be imposed, it may delay construction of the balance of the development for a period of potentially more than two years, due to other approval requirements which need to be obtained (i.e. Liquor Licensing and Western Power transformer approval/delivery).

It is also stated by the Proponent that there is a possibility that the development may not proceed if the recommended condition forms part of the Development Approval.

The City considers that without the delivery of the Tavern, the intent of the Policy cannot be achieved and the most desirable built form element within the Development Application will not be realised. The Proponent will have four (4) years to substantially commence development should approval be issued.