



Metro South-West Joint Development Assessment Panel Agenda

Meeting Date and Time: Monday 15 July 2013; 4pm
Meeting Number: MSWJDAP/21
Meeting Venue: City of Fremantle – 8 William Street Fremantle

Attendance

DAP Members

Ms Megan Bartle (Alternate Presiding Member)
Mr Rory O'Brien (Alternate Deputy Presiding Member)
Mr Robert Nicholson (Specialist Member)
Cr Andrew Sullivan (Local Government Member, City of Fremantle)
Cr Bill Massie (Local Government Member, City of Fremantle)
Cr Richard Smith (Local Government Member, City of Rockingham)
Cr Joy Stewart (Local Government Member, City of Rockingham)

Officers in attendance

Mr Craig Shepherd (DAPs Secretariat)
Mr Mathew Selby (Department of Planning)
Ms Erika Barton (City of Rockingham)
Ms Chloe Johnston (City of Fremantle)

Local Government Minute Secretary

Mr Sam Van Baren (City of Fremantle)

Applicants and Submitters

Ms Terrina Lo (Meyer Shircore and Associates)
Mr Tim Dawkins (Urbis)
Ms Prue Cunningham (Stockland)

Members of the Public

Nil

1. Declaration of Opening

The Presiding Member declares the meeting open and acknowledges the past and present traditional owners and custodians of the land on which the meeting is being held.

2. Apologies

Cr Josh Wilson (Local Government Member, City of Fremantle)

3. Members on Leave of Absence

Nil



4. Noting of Minutes

Note the Minutes of the Metro South-West JDAP meeting no.20 held on the 27 June 2013.

5. Disclosure of Interests

Nil

6. Declarations of Due Consideration

Any member who is not familiar with the substance of any report or other information provided for consideration at the DAP meeting must declare that fact before the meeting considers the matter.

7. Deputations and Presentations

7.1 Ms Terrina Lo (Meyer Shircore and Associates) presenting for the application at Item 8.1. The presentation will seek to remove or amend Conditions 2, 3b and 3c.

7.2 Mr Tim Dawkins (Urbis) presenting for the application at Item 9.1. The presentation will address the clarification of matters associates with request for amended conditions.

8. Form 1 - Responsible Authority Reports – DAP Application

8.1a	Application Details:	Demolition of Warehouses and Showrooms and Construction of Six Showrooms
	Property Location:	Lot 19 (No. 23) Peel Road, O'Connor
	Applicant:	Meyer Shircore & Associates Architects
	Owner:	Carcione Nominees Pty Ltd and Stock Road Land Pty Ltd
	Responsible authority:	City of Fremantle
	Report date:	4 July 2013
	DoP File No:	DP/13/00446

8.1b	Application Details:	Demolition of Warehouses and Showrooms and Construction of Six Showrooms
	Property Location:	Lot 19 (No. 23) Peel Road, O'Connor
	Applicant:	Meyer Shircore & Associates Architects
	Owner:	Carcione Nominees Pty Ltd and Stock Road Land Pty Ltd
	Responsible authority:	Western Australian Planning Commission
	Report date:	4 July 2013
	DoP File No:	DP/13/00446



9. Form 2 – Responsible Authority Reports - Amending or cancelling DAP development approval

9.1	Application Details:	Lots 1 and 9084 Safety Bay Road, Baldivis
	Property Location:	Modification to DAP Planning Approval for Additions and Alterations to Baldivis District Shopping Centre
	Applicant:	Stockland Development Pty Ltd C/- Urbis
	Owner:	Stockland WA (Estates) Pty Ltd
	Responsible authority:	City of Rockingham
	Report date:	5th June 2013
	DoP File No:	DP/12/01276

10. Appeals to the State Administrative Tribunal

As invited by the State Administrative Tribunal under Section 31 of the *State Administrative Act 2004*, the Metro South-West JDAP reconsidered Proposed Retail/Commercial Development at Lots 211 & 535 The Strand, Wellard on the 27 June 2013.

11. Meeting Closure



Minutes of the Metro South-West Joint Development Assessment Panel

Meeting Date and Time: 27 June 2013; 4pm
Meeting Number: MSWJDAP/20
Meeting Venue: City of Fremantle - 8 William Street Fremantle

Attendance

DAP Members

Mr Neil Foley (Presiding Member)
Ms Rachel Chapman (Deputy Presiding Member)
Mr Robert Nicholson (Specialist Member)
Cr Andrew Sullivan (Local Government Member, City of Fremantle)
Cr Josh Wilson (Local Government Member, City of Fremantle)
Cr Richard Smith (Local Government Member, City of Rockingham)
Cr Joy Stewart (Local Government Member, City of Rockingham)
Mayor Carol Adams (Local Government Member, City of Kwinana)
Deputy Mayor Ruth Alexander Local Government Member, City of Kwinana)

Officers in attendance

Mr Craig Shepherd (DAP Secretariat)
Ms Rebecca Fuller (Department of Planning)
Ms Gemma Beasley (Department of Planning)
Mr Konrad Srokowski (City of Fremantle)
Ms Natalie Martin Goode (City of Fremantle)
Mr Paul Neilson (City of Kwinana)
Mr Brenton Scambler (City of Kwinana)

Local Government Minute Secretary

Mr Sam Van Baren (City of Fremantle)

Applicants and Submitters

Ms Shannon O'Loughlin (Urbis)
Mr Kris Nolan (Urbis)
Ms Tanya Hancock (Urbis)
Mr Edwin Bollig (Bollig Design Group)
Ms Edwina Davies Ward (Carnegie Wave)
Mr Tim Sawyer (Carnegie Wave)
Mr Jarrod Ross (TBB)
Mr Chris Hall
Ms Zoe Walker



1. Declaration of Opening

The Presiding Member, Mr Neil Foley declared the meeting open at 4:06pm on 27 June 2013 and acknowledged the past and present traditional owners and custodians of the land on which the meeting was being held.

The Presiding Member announced the meeting would be run in accordance with the *Development Assessment Panel Standing Orders 2012* under the *Planning and Development (Development Assessment Panels) Regulations 2011*.

The Presiding Member advised that the meeting is being audio recorded in accordance with Section 5.16 of the Standing Orders 2012; No Recording of Meeting, which states: 'A person must not use any electronic, visual or audio recording device or instrument to record the proceedings of the DAP meeting unless the Presiding Member has given permission to do so.' The Presiding Member granted permission for the minute taker to record proceedings for the purpose of the minutes only.

2. Apologies

Nil

3. Members on Leave of absence

Nil

4. Noting of minutes

Minutes of the Metro South-West JDAP meeting no.19 held on 24 May 2013 were noted by DAP members.

5. Disclosure of interests

- 5.1** Deputy Presiding Member, Ms Rachel Chapman declared an Indirect Pecuniary Interest in item 10.1. Ms Rachel Chapman is employed by Taylor Burrell Barnett, who are the town planners and designers for the application at Item 10.1.

In accordance with section 6.3.1 of the Standing Orders 2012, the Presiding Member resolved that the member listed above, who has disclosed an indirect pecuniary interest, is not permitted to participate in the discussion or voting on the item.

- 5.2** Local government member for the City of Kwinana, Mayor Carol Adams declared an Impartiality Interest in item 10.1.

In accordance with section 6.3.1 of the Standing Orders 2012, the Presiding Member resolved that the member listed above, who has disclosed an impartiality interest, is permitted to participate in the discussion and to vote on the item.

6. Declaration of Due Consideration

All members declared that they had duly considered the documents.



7. Deputations and presentations

- 7.1 Mr Kris Nolan (Urbis) presented for the application at Item 8.1. The presentation addressed concerns with Conditions 2a (i-vi) and the requirement for an additional development application to the City of Fremantle.

The presentation at Item 7.1 was heard prior to the consideration of the application at Item 8.1

- 7.2 Mr Edwin Bollig (Bollig Design Group) presented for the application at Item 8.2. The presentation confirmed the Department of Transport and City of Fremantle's recommendation for approval and the consultation process entered into with the City.

The presentation at Item 7.2 was heard prior to the consideration of the application at Item 8.2

- 7.3 Ms Edwina Davies Ward and Mr Tim Sawyer (Carnegie Wave Energy) presented for the application at Item 9.1.

The presentation at Item 7.3 was heard prior to the consideration of the application at Item 9.1

Mayor Carol Adams and Deputy Mayor Ruth Alexander rotated on the panel at 4.06pm.

PROCEDURAL MOTION

Moved by: Mr Nicholson

Seconded by: Cr Alexander

That the JDAP resolve to consider Items 8.1, 8.2, 9.1 and 10.1 in reverse order, whereby item 10.1 will be the first item, and so on.

The motion was put and CARRIED UNANIMOUSLY

Cr Andrew Sullivan and Cr Josh Wilson rotated on to the panel at 4.18pm

8. Form 1 - Responsible Authority Reports – DAP Applications

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|-----|------------------------|---|
| 8.1 | Application Details: | Demolition of existing commercial building and replacement 5-7 storey (plus 2 basements) multiple dwellings (54) with restaurant (1) development. |
| | Property Location: | No. 81 (Lots 9 & 10) Queen Victoria Street, Fremantle |
| | Applicant: | Urbis Pty Ltd |
| | Owner: | Chris Hall & Helen Hall |
| | Responsible authority: | City of Fremantle |
| | Report date: | 20 June 2013 |
| | DoP File No: | DP/13/00297 |



REPORT RECOMMENDATION / PRIMARY MOTION

Moved by: Mr Robert Nicholson

Seconded by: Ms Rachel Chapman

A. That the Metro South-West JDAP resolves to:

Approve DAP Application reference DP/13/00297 and accompanying plans DA-00-01; DA-01-01; DA-01-02; DA-01-03; DA-01-04; DA-01-05; DA-01-06; DA-01-07; DA-01-08; DA-01-09; DA-01-10; DA-01-11; DA-02-01; DA-02-02; DA-02-03; DA-02-04; DA-02-05; DA-03-02; and DWR No001 in accordance with Clause 10.2 of the City of Fremantle Local Planning Scheme No. 4, subject to the following conditions:

1. This approval relates only to the development as indicated on the approved plans, dated 3 April 2013. It does not relate to any other development on this lot and must substantially commence within four years from the date of this decision letter.
2. In accordance with the provisions of Clause 10.8 of Local Planning Scheme No. 4 and prior to the submission of a Building Permit application, the applicant shall submit a further application for planning approval to be determined by the City of Fremantle, to address the following matters:
 - a. Details shall be submitted to be determined by the Chief Executive Officer, City of Fremantle on advice of the Design Advisory Committee, to address the following matters:
 - i. The level 5 dwellings and balconies associated with APT 52, APT 54, APT 55 and APT 56 being redesigned to ensure compliance with the Schedule 12 height requirements of sub area 2.3.1. The redesign of the dwellings shall also ensure compliance with the Performance Criteria of Design Elements 7.3.1 and 7.4.3 of the Residential Design Codes;
 - ii. Details of materials, colours and textures;
 - iii. Elevations that depict the internal elevations of the two portions of building as viewed from the internal courtyard;
 - iv. The design of the building fronting Queen Victoria Street being modified with regard to fire rating requirements to ensure the expressed main bulk of the building is located on the 3.3m front setback alignment and that any projections forward of the setback are of a well articulated and lighter construction and/or do not substantially weaken the establishment of a strong urban form on the primary building alignment;
 - v. The grade of the ground floor entry level from Queen Victoria Street is integrated with the ground level of the verge/footpath on Queen Victoria Street without barriers of steps and ramps; and
 - vi. That a minimum of 25 bicycle racks be provided on site in accordance with Australian Standard AS2890.3-1993 Parking facilities – Part 3 Bicycle parking facilities.



3. Prior to the submission of a Building Permit application, the owner is required to contribute a monetary amount of 1% of the estimated total cost of development as indicated on the Form of Application for Planning Approval for DAP0001/13, for the development of public art works and/or heritage works to the enhance to the public realm to the satisfaction of the Chief Executive Officer, City of Fremantle.
4. That any landscaping proposed within 1.5m of where the vehicle access adjoins Queen Victoria Street be maintained to a height of no greater than 0.75 metres above ground level to ensure adequate sightlines for vehicles entering and exiting onto Queen Victoria Street in accordance with Design Element 7.3.6 of the Residential Design Codes to the satisfaction of the Chief Executive Officer, City of Fremantle.
5. That an insurance policy be arranged, in the joint names of the local government and the owner, indemnifying the local government against any claim for damages which may arise out of the planter boxes and landscaping located within the Quarry Street verge in front of the subject site to the satisfaction of the Chief Executive, Officer City of Fremantle.
6. The design and construction of the development is to meet the 4 Star Green Star standard as per Local Planning Policy 2.13 or alternatively to an equivalent standard as agreed upon by the Chief Executive Officer, City of Fremantle when a green star rating tool is not available. Any costs associated with generating, reviewing or modifying the alternative equivalent standard are to be incurred by the owner of the development site. Within 12 months of an issue of a certificate of Building Compliance for the development, the owner shall submit either of the following to the City to the satisfaction of the Chief Executive Officer, City of Fremantle:
 - a. A copy of documentation from the Green Building Council of Australia certifying that the development achieves a Green Star Rating of at least 4 Stars, or
 - b. A copy of agreed equivalent documentation for instances where there is no green star rating tool available certifying that the development achieves a Green Star Rating of at least 4 Stars.
7. All air-conditioning plant, satellite dishes, antennae and any other plant and equipment to the roof or balconies of the building shall be located to be not visible from the street, and where visible from other buildings or vantage points shall be suitably located, screened or housed, to the satisfaction of the Chief Executive Officer, City of Fremantle.
8. All storm water discharge shall be contained and disposed of on-site.
9. Prior to occupation, a Notification pursuant to Section 70A of the *Transfer of Land Act 1893* shall be registered against the Certificate of Title to the land the subject of the proposed development advising the owners and subsequent owners of the land that the subject site is located in close proximity to a Primary Regional Road (Queen Victoria Street) and the Fremantle Port and therefore may be subject to noise, vibration, odour and activity not normally associated with residential use.



10. Prior to occupation, the design and materials of the development shall be constructed in accordance with the requirements set out in the City of Fremantle policy L.P.P.2.3 Fremantle Port Buffer Area Development Guidelines for properties contained within Area 2. Specifically, the development shall include the following:
 - a. Glazing to windows and other openings shall be laminated safety glass of minimum thickness of 6mm or "double glazed" utilising laminated or toughened safety glass of a minimum thickness of 3mm.
 - b. Air conditioners if provided, shall incorporate internal centrally located 'shut down' points and associated procedures for emergency use.
 - c. Roof insulation shall be provided in accordance with the Building Code of Australia.
11. Prior to occupation, any redundant crossovers and kerbs shall be removed and the verge reinstated to the satisfaction of the Chief Executive Officer, City of Fremantle, at the expense of the owner. The design and materials of construction of any new crossover shall be submitted for approval by the Chief Executive Officer, City of Fremantle.
12. Prior to occupation, the car parking area shown on the approved site plan shall be marked and provided in accordance with Clause 5.7.1(a) of the City of Fremantle Local Planning Scheme No. 4, to the satisfaction of the Chief Executive Officer, City of Fremantle.
13. Prior to occupation, the boundary walls located on the north-western and south-eastern boundaries shall be of a clean finish to the satisfaction of the Chief Executive Officer, City of Fremantle.
14. Prior to occupation, landscaping is to be completed in accordance with the approved plans to the satisfaction of the City of Fremantle. All landscaped areas, including landscaping within the Quarry Street road reserve, are to be maintained on an ongoing basis to the satisfaction of the Chief Executive Officer, City of Fremantle.
15. Prior to the submission of a Building Permit application, the owner is to submit further details on the storage and management of the waste generated by the development for approval by the Chief Executive Officer, City of Fremantle.
16. Prior to the submission of a Building Permit application, detailed drainage plans shall be submitted and approved by the Chief Executive Officer, City of Fremantle.

Advice Note:

- I. In relation to Condition 3, the applicant is advised that Council may waive the requirement for the public art/heritage work contribution in accordance with clause 6 of L.P.P.2.19 where the development incorporates public art in the development to the same value as that specified in Condition 3 that is located in a position clearly visible to the general public on the site of the development. In determining the appropriateness and artistic merit of the public art Council shall seek relevant professional advice.



- B. That the Metro South-West Joint Development Assessment Panel delegate the City of Fremantle, the authority to determine the further planning application required in condition 2 of the Planning Approval.

AMENDING MOTION (1)

Moved by: Mr Robert Nicholson

Seconded by: Cr Josh Wilson

To reword and amalgamate the beginning of condition 2 with part 'a.' so that the commencement of the condition reads:

2. Prior to the issue of a building permit the applicant is to provide additional details regarding the following matters to the satisfaction of the Chief Executive Officer of the City of Fremantle on advice of the Design Advisory Committee:

REASON: A separate approval was not considered warranted in the circumstances.

The Amending Motion was put and CARRIED UNANIMOUSLY.

AMENDING MOTION (2)

Moved by: Mr Robert Nicholson

Seconded by: Cr Josh Wilson

To remove sub clause 2.a.vi and add a new condition as condition 17 to read:

17. That a minimum of 25 bicycle racks be provided on site in accordance with Australian Standard AS2890.3-1993 Parking facilities – Part 3 Bicycle parking facilities.

REASON: This sub clause should be a separate condition in itself.

The Amending Motion was put and CARRIED UNANIMOUSLY.

AMENDING MOTION (3)

Moved by: Cr Andrew Sullivan

Seconded by: Cr Josh Wilson

To add new sub clauses to condition 2 as condition 2.a.vi and vii and to amend sub clause 2.a.iv. to read:

- 2.a.vi All balconies with a minimum dimension of less than 2.4m should include door openings designed and constructed in a manner that integrates as one usable area of the balcony with an internal living area of the apartment to the satisfaction of the Chief Executive Officer;
- vii The proposed landscaping in the Quarry Street verge;
- 2.a.iv. The design of the building fronting Queen Victoria Street being modified to ensure the expressed main bulk of the building is located on the 3.3m front setback alignment and that any projections forward of the setback are of a well articulated and lighter construction and/or do not substantially weaken the establishment of a strong urban form on the primary building alignment;



REASON: Additional details to improve the amenity of the units are required regarding units with smaller balconies and landscaping details are required as the proposed landscaping features would be within the public road reserve which is Crown land under the care and management of the City pursuant to legislation.

The Amending Motion was put and CARRIED UNANIMOUSLY.

AMENDING MOTION (4)

Moved by: Cr Andrew Sullivan

Seconded by: Cr Josh Wilson

To include two new sub clauses to condition 2 as condition 2.a.viii and ix to read:

- viii. All physical encroachments into the front setback zone on the Queen Victoria Street frontage including all basements, balconies, awnings, steps, ramps, planters and other physical elements that shall generally be designed to satisfy the following performance criteria:
 - a. to not detract from the requirement to contribute to the construction of a cohesive urban wall on the 3.3m setback alignment;
 - b. to ensure adequate airspace is available to enable street trees to grow to maturity; and,
 - c. to ensure adequate pedestrian and landscaping space is made available within the combined verge/setback area; and,
- ix. Notwithstanding the performance criteria noted in sub clause 2.a.vii above, the following limitations to encroachments should be included:
 - a. balconies generally to be setback a minimum of 2.0 metres from the front boundary and a minimum of 1.0 metres from the side boundaries, except that balconies located more than 4.0 metres from the centre of a proposed street tree location determined as part of an integrated landscape design approved by the City of Fremantle should be setback from the front boundary by a minimum of 1.5 metres; and,
 - b. physical features at the ground level, including steps, ramps, raised garden beds, basements, basement vents and light wells should be setback a minimum of 1.2 metres.

REASON: The balconies were thought to require a further redesign to ensure that a cohesive urban wall setback of 3.3m from Queen Victoria Street is achieved to allow adequate space for street trees. This motion was lost on the basis that the JDAP believed that this amendment would alter the material form of the development.

The Amending Motion was put and LOST (1/4).

For: Cr Andrew Sullivan

Against: Cr Josh Wilson, Mr Neil Foley, Ms Rachel Chapman and Mr Robert Nicholson



AMENDING MOTION (5)

Moved by: Cr Andrew Sullivan

Seconded by: Cr Josh Wilson

To add a new sub clause to condition 2 as conditions 2.a.viii to read:

- viii. Vehicle and services access shall be from Quarry Street in accordance with LPP 3.1.3.

REASON: The requirement for vehicle access from Quarry Street needs to be enforced as this is an important policy and urban design outcome and no sound reason was demonstrated to depart from policy.

The Amending Motion was put and CARRIED (3/2).

For: Cr Andrew Sullivan, Cr Josh Wilson and Ms Rachel Chapman
Against: Mr Neil Foley and Mr Robert Nicholson

AMENDING MOTION (6)

Moved by: Mr Robert Nicholson

Seconded by: Ms Rachel Chapman

To delete advice note B.

REASON: Delegation was not considered to be a valid legal position.

The Amending Motion was put and CARRIED UNANIMOUSLY.

AMENDING MOTION (7)

Moved by: Mr Neil Foley

Seconded by: Mr Robert Nicholson

To amend the wording of conditions 15 and 16 to read:

15. Prior to the submission of a Building Permit application, the owner is to submit a waste management plan for approval by the Chief Executive Officer, City of Fremantle, and such approved plans are to be implemented throughout the life of the development.
16. Prior to the submission of a Building Permit application, detailed drainage plans shall be submitted and approved by the Chief Executive Officer, City of Fremantle, and such approved plans are to be implemented throughout the development.

REASON: Detailed plans relating to waste and drainage need to be implemented throughout the development.

The Amending Motion was put and CARRIED UNANIMOUSLY.



PRIMARY MOTION (AS AMENDED)

Moved by: Mr Neil Foley

Seconded by: Mr Robert Nicholson

A. That the Metro South-West JDAP resolves to:

Approve DAP Application reference DP/13/00297 and accompanying plans DA-00-01; DA-01-01; DA-01-02; DA-01-03; DA-01-04; DA-01-05; DA-01-06; DA-01-07; DA-01-08; DA-01-09; DA-01-10; DA-01-11; DA-02-01; DA-02-02; DA-02-03; DA-02-04; DA-02-05; DA-03-02; and DWR No001 in accordance with Clause 10.2 of the City of Fremantle Local Planning Scheme No. 4, subject to the following conditions:

1. This approval relates only to the development as indicated on the approved plans, dated 3 April 2013. It does not relate to any other development on this lot and must substantially commence within four years from the date of this decision letter.
2. Prior to the issue of a building permit the applicant is to provide additional details regarding the following matters to the satisfaction of the Chief Executive Officer of the City of Fremantle on advice of the Design Advisory Committee:
 - i. The level 5 dwellings and balconies associated with APT 52, APT 54, APT 55 and APT 56 being redesigned to ensure compliance with the Schedule 12 height requirements of sub area 2.3.1. The redesign of the dwellings shall also ensure compliance with the Performance Criteria of Design Elements 7.3.1 and 7.4.3 of the Residential Design Codes;
 - ii. Details of materials, colours and textures;
 - iii. Elevations that depict the internal elevations of the two portions of building as viewed from the internal courtyard;
 - iv. The design of the building fronting Queen Victoria Street being modified to ensure the expressed main bulk of the building is located on the 3.3m front setback alignment and that any projections forward of the setback are of a well-articulated and lighter construction and/or do not substantially weaken the establishment of a strong urban form on the primary building alignment;
 - v. The grade of the ground floor entry level from Queen Victoria Street is integrated with the ground level of the verge/footpath on Queen Victoria Street without barriers of steps and ramps; and
 - vi. All balconies with a minimum dimension of less than 2.4m should include door openings designed and constructed in a manner that integrates as one usable area of the balcony with an internal living area of the apartment to the satisfaction of the Chief Executive Officer;
 - vii. The proposed landscaping in the Quarry Street verge;
 - viii. Vehicle and services access shall be from Quarry Street in accordance with LPP 3.1.3.



3. Prior to the submission of a Building Permit application, the owner is required to contribute a monetary amount of 1% of the estimated total cost of development as indicated on the Form of Application for Planning Approval for DAP0001/13, for the development of public art works and/or heritage works to the enhance to the public realm to the satisfaction of the Chief Executive Officer, City of Fremantle.
4. That any landscaping proposed within 1.5m of where the vehicle access adjoins Queen Victoria Street be maintained to a height of no greater than 0.75 metres above ground level to ensure adequate sightlines for vehicles entering and exiting onto Queen Victoria Street in accordance with Design Element 7.3.6 of the Residential Design Codes to the satisfaction of the Chief Executive Officer, City of Fremantle.
5. That an insurance policy be arranged, in the joint names of the local government and the owner, indemnifying the local government against any claim for damages which may arise out of the planter boxes and landscaping located within the Quarry Street verge in front of the subject site to the satisfaction of the Chief Executive, Officer City of Fremantle.
6. The design and construction of the development is to meet the 4 Star Green Star standard as per Local Planning Policy 2.13 or alternatively to an equivalent standard as agreed upon by the Chief Executive Officer, City of Fremantle when a green star rating tool is not available. Any costs associated with generating, reviewing or modifying the alternative equivalent standard are to be incurred by the owner of the development site. Within 12 months of an issue of a certificate of Building Compliance for the development, the owner shall submit either of the following to the City to the satisfaction of the Chief Executive Officer, City of Fremantle:
 - a. A copy of documentation from the Green Building Council of Australia certifying that the development achieves a Green Star Rating of at least 4 Stars, or
 - b. A copy of agreed equivalent documentation for instances where there is no green star rating tool available certifying that the development achieves a Green Star Rating of at least 4 Stars.
7. All air-conditioning plant, satellite dishes, antennae and any other plant and equipment to the roof or balconies of the building shall be located to be not visible from the street, and where visible from other buildings or vantage points shall be suitably located, screened or housed, to the satisfaction of the Chief Executive Officer, City of Fremantle.
8. All storm water discharge shall be contained and disposed of on-site.
9. Prior to occupation, a Notification pursuant to Section 70A of the *Transfer of Land Act 1893* shall be registered against the Certificate of Title to the land the subject of the proposed development advising the owners and subsequent owners of the land that the subject site is located in close proximity to a Primary Regional Road (Queen Victoria Street) and the Fremantle Port and therefore may be subject to noise, vibration, odour and activity not normally associated with residential use.



10. Prior to occupation, the design and materials of the development shall be constructed in accordance with the requirements set out in the City of Fremantle policy L.P.P.2.3 Fremantle Port Buffer Area Development Guidelines for properties contained within Area 2. Specifically, the development shall include the following:
 - a. Glazing to windows and other openings shall be laminated safety glass of minimum thickness of 6mm or "double glazed" utilising laminated or toughened safety glass of a minimum thickness of 3mm.
 - b. Air conditioners if provided, shall incorporate internal centrally located 'shut down' points and associated procedures for emergency use.
 - c. Roof insulation shall be provided in accordance with the Building Code of Australia.
11. Prior to occupation, any redundant crossovers and kerbs shall be removed and the verge reinstated to the satisfaction of the Chief Executive Officer, City of Fremantle, at the expense of the owner. The design and materials of construction of any new crossover shall be submitted for approval by the Chief Executive Officer, City of Fremantle.
12. Prior to occupation, the car parking area shown on the approved site plan shall be marked and provided in accordance with Clause 5.7.1(a) of the City of Fremantle Local Planning Scheme No. 4, to the satisfaction of the Chief Executive Officer, City of Fremantle.
13. Prior to occupation, the boundary walls located on the north-western and south-eastern boundaries shall be of a clean finish to the satisfaction of the Chief Executive Officer, City of Fremantle.
14. Prior to occupation, landscaping is to be completed in accordance with the approved plans to the satisfaction of the City of Fremantle. All landscaped areas, including landscaping within the Quarry Street road reserve, are to be maintained on an ongoing basis to the satisfaction of the Chief Executive Officer, City of Fremantle.
15. Prior to the submission of a Building Permit application, the owner is to submit a waste management plan for approval by the Chief Executive Officer, City of Fremantle, and such approved plans are to be implemented throughout the life of the development.
16. Prior to the submission of a Building Permit application, detailed drainage plans shall be submitted and approved by the Chief Executive Officer, City of Fremantle and such approved plans are to be implemented throughout the development.
17. That a minimum of 25 bicycle racks be provided on site in accordance with Australian Standard AS2890.3-1993 Parking facilities – Part 3 Bicycle parking facilities.



Advice Note:

- I. In relation to Condition 3, the applicant is advised that Council may waive the requirement for the public art/heritage work contribution in accordance with clause 6 of L.P.P2.19 where the development incorporates public art in the development to the same value as that specified in Condition 3 that is located in a position clearly visible to the general public on the site of the development. In determining the appropriateness and artistic merit of the public art Council shall seek relevant professional advice.

The Primary Motion (as amended) was put and CARRIED (4/1).

For: Cr Josh Wilson, Mr Neil Foley, Ms Rachel Chapman, Mr Robert Nicholson
Against: Cr Andrew Sullivan

8.2 Application Details: Three Storey (42) Serviced Apartment Addition to Existing Serviced Apartments
Property Location: 43 Mews Road Fremantle
Applicant: Bollig Design Group Pty Ltd
Owner: Department of Transport
Responsible authority: Western Australian Planning Commission
Report date: 21/06/2013
DoP File No: DP/13/00379

REPORT RECOMMENDATION / PRIMARY MOTION

Moved by: Mr Robert Nicholson

Seconded by: Ms Rachel Chapman

That the Metro South-West JDAP resolves to:

Approve DAP Application 05-4688-10 and accompanying amended development plans date stamped received 20 June 2013 in accordance with Part IV of the Metropolitan Region Scheme, subject to the following conditions:

1. Prior to the issue of a Building Permit, the plans being modified to address the following to the specification of the Local Government and to the satisfaction of the Western Australian Planning Commission:
 - a. Details of materials and schedules;
 - b. Investigate the use of internal sliding panels to open bedrooms more fully to natural light and alleviate the long entry corridors and borrowed light having regard to acoustic issues;
 - c. Investigate use of larger balconies to the south east facing units of the south west building;
 - d. Investigate the inclusion of fire rated fixed glass to the south east facing façade on the north west building to allow views and light and relieve the solid wall to Mews Road; and
 - e. Location of air-conditioning plant equipment, satellite dishes, antennae's and other roof equipment being screened so as not to be highly visible.
2. All storm water discharge shall be contained and disposed of on-site to the specification of the Local Government and to the satisfaction of the Western Australian Planning Commission.



3. The signage associated with the development shall be to the specification of the Local Government and to the satisfaction of the Western Australian Planning Commission.
4. The development shall not restrict permanent public pedestrian access to the harbour mooring facilities to the specification of the Local Government and to the satisfaction of the Western Australian Planning Commission.

ADVICE TO THE APPLICANT

1. The applicant is advised to liaise with the Local Government with respect to the design and construction of the development in respect of Local Planning Policy 2.13 (Design Guidelines Fremantle Boat Harbours Development) and Local Planning Policy 2.3 (Fremantle Port Buffer Area Development Guidelines)

AMENDING MOTION (1)

Moved by: Cr Andrew Sullivan

Seconded by: Cr Josh Wilson

To include a new condition 5:

5. The design and construction of the development is to meet the 4 star green star standard as per Local Planning Policy 2.13 or alternatively to an equivalent standard as agreed upon by the Chief Executive Officer, City of Fremantle when a green star rating tool is not available. Any costs associated with preparing, reviewing or modifying the alternative equivalent standard is to be incurred by the owner of the development site. Within 12 months of an issue of a certificate of Building Compliance for the development, the owner shall submit either of the following to the City to the satisfaction of the Chief Executive Officer – City of Fremantle;
 - a) a copy of documentation from the Green Building Council of Australia certifying that the development achieves a Green Star Rating of at least 4 Stars; or,
 - b) a copy of agreed equivalent documentation for instance where there is no green star rating tool available certifying that the development achieves a Green Star Rating of at least 4 Stars.

REASON: The City's Local Planning Policy 2.13 relating to sustainable design does not relate to short-stay accommodation.

The Amending Motion was put and LOST (2/3).

For: Cr Andrew Sullivan, Cr Josh Wilson

Against: Mr Neil Foley, Ms Rachel Chapman, Mr Robert Nicholson

AMENDING MOTION (2)

Moved by: Cr Andrew Sullivan

Seconded by: Cr Josh Wilson

That the following be included as condition 5:



5. Prior to occupation, the design and materials of the development shall adhere to the requirements set out within City of Fremantle policy L.P.P2.3 - Fremantle Port Buffer Area Development Guidelines for properties contained within Area 2. Specifically, the development shall provide the following:
- a) Glazing to windows and other openings shall be laminated safety glass of minimum thickness of 6mm or 'double glazed' utilising laminated or toughened safety glass of a minimum thickness of 3mm.
 - b) Air conditioners shall provide internal centrally located 'shut down' points and associated procedures for emergency use.
 - c) Roof insulation in accordance with the requirements of the Building Codes of Australia.

REASON: This scheme and policy requirement of the City of Fremantle and the Fremantle Port Authority requirement should be consistently applied in the buffer zone area.

The Amending Motion was put and CARRIED UNANIMOUSLY.

AMENDING MOTION (3)

Moved by: Cr Andrew Sullivan

Seconded by: Cr Josh Wilson

To include the following as condition 6:

6. The development hereby permitted shall be finished and maintained generally in accordance with the approved material/finishes schedule to the satisfaction of the Chief Executive Officer, City of Fremantle.

REASON: Condition required as no details of specific material/finishes are provided on planning plans.

The Amending Motion was put and CARRIED (4/1).

For: Cr Andrew Sullivan, Cr Josh Wilson, Mr Neil Foley and Ms Rachel Chapman

Against: Mr Robert Nicholson

AMENDING MOTION (4)

Moved by: Mr Neil Foley

Seconded by: Mr Robert Nicholson

To include two conditions as conditions 7 and 8 to read as follows:

7. The use of the development shall be restricted to 'tourist accommodation' as defined in the City of Fremantle Local Planning Scheme No.4.
8. The approved 27 parking bays shall only be used by occupants of, and workers at, the development.

REASON: Condition 7 was imposed to ensure that permanent residential use does not occur over time. This provides a clear definition of what is approved. Condition 8 was imposed to outline that in an area



where there is a shortage of parking it is important to clarify that commuter parking for other uses within the city centre is not permitted within the development.

The Amending Motion was put and CARRIED UNANIMOUSLY.

PRIMARY MOTION (AS AMENDED)

Moved by: Mr Neil Foley

Seconded by: Mr Robert Nicholson

That the Metro South-West JDAP resolves to:

Approve DAP Application 05-4688-10 and accompanying amended development plans date stamped received 20 June 2013 in accordance with Part IV of the Metropolitan Region Scheme, subject to the following conditions:

1. Prior to the issue of a Building Permit, the plans being modified to address the following to the specification of the Local Government and to the satisfaction of the Western Australian Planning Commission:
 - a. Details of materials and schedules;
 - b. Investigate the use of internal sliding panels to open bedrooms more fully to natural light and alleviate the long entry corridors and borrowed light having regard to acoustic issues;
 - c. Investigate use of larger balconies to the south east facing units of the south west building;
 - d. Investigate the inclusion of fire rated fixed glass to the south east facing façade on the north west building to allow views and light and relieve the solid wall to Mews Road; and
 - e. Location of air-conditioning plant equipment, satellite dishes, antennae's and other roof equipment being screened so as not to be highly visible.
2. All storm water discharge shall be contained and disposed of on-site to the specification of the Local Government and to the satisfaction of the Western Australian Planning Commission.
3. The signage associated with the development shall be to the specification of the Local Government and to the satisfaction of the Western Australian Planning Commission.
4. The development shall not restrict permanent public pedestrian access to the harbour mooring facilities to the specification of the Local Government and to the satisfaction of the Western Australian Planning Commission.
5. Prior to occupation, the design and materials of the development shall adhere to the requirements set out within City of Fremantle policy L.P.P2.3 - Fremantle Port Buffer Area Development Guidelines for properties contained within Area 2. Specifically, the development shall provide the following:
 - a) Glazing to windows and other openings shall be laminated safety glass of minimum thickness of 6mm or 'double glazed' utilising laminated or toughened safety glass of a minimum thickness of 3mm.



- b) Air conditioners shall provide internal centrally located 'shut down' points and associated procedures for emergency use.
 - c) Roof insulation in accordance with the requirements of the Building Codes of Australia.
6. The development hereby permitted shall be finished and maintained generally in accordance with the approved material/finishes schedule to the satisfaction of the Chief Executive Officer, City of Fremantle.
 7. The use of the development shall be restricted to 'tourist accommodation' as defined in the City of Fremantle Local Planning Scheme No.4.
 8. The approved 27 parking bays shall only be used by occupants of, and workers at, the development.

ADVICE TO THE APPLICANT

1. The applicant is advised to liaise with the Local Government with respect to the design and construction of the development in respect of Local Planning Policy 2.13 (Design Guidelines Fremantle Boat Harbours Development) and Local Planning Policy 2.3 (Fremantle Port Buffer Area Development Guidelines)

The Primary Motion (as amended) was put and CARRIED UNANIMOUSLY.

Cr Richard Smith and Cr Joy Stewart rotated onto the meeting at 4.10pm

9. Form 2 – Responsible Authority Reports - Amending or cancelling DAP development approval

9.1	Application Details:	Construction of CETO wave energy technology within coastal waters
	Property Location:	Lot 401 and Part Lot 4551 Unallocated Crown Land, Coastal Waters, south-west of Garden Island, Rockingham
	Applicant:	Carnegie Wave Energy Ltd
	Owner:	State of Western Australia
	Responsible authority:	Department of Planning
	Report date:	5 June 2013
	DoP File No:	DP/13/00002

REPORT RECOMMENDATION / PRIMARY MOTION

Moved by: Cr Richard Smith **Seconded by:** Cr Joy Stewart

That the South-West Joint Development Assessment Panel resolves to:

1. Accept that the DAP Application reference DP/13/00002 as detailed on the DAP Form 2 dated 7 May 2013 is appropriate for consideration in accordance with regulation 17 of the *Planning and Development (Development Assessment Panels) Regulations 2011*;
2. Approve a one (1) year extension of the approval term (end of February 2018) to lapse by the end of February 2019 as per DAP Application reference DP/13/00002 (detailed on the DAP Form 2 dated 7 May 2013 and



accompanying plans dated 8 May 2013) in accordance with the provisions of the Metropolitan Region Scheme for the proposed minor amendment to the approved development plans dated 18 December 2012 at Lot 401 and Part Lot 4551 Unallocated Crown Land, Coastal Waters, south-west of Garden Island.

Advice Notes

1. All conditions detailed on the previous approval dated 14 February 2013 shall remain with the exception of the condition referenced in 2 above.

AMENDING MOTION

Moved by: Cr Richard Smith

Seconded by: Cr Joy Stewart

That a Condition 3 be added to read as follows:

The CETO units are to be installed within the Department of Regional Development and Lands offshore lease area as generally shown on the plan date stamped 19 June 2013 by the Department of Planning in locations agreed to with the Department of Transport. The CETO units shall not be located within 50 metres of the lease area boundaries.

REASON: To implement requested changes identified by the Department of Planning in order to address concerns which were raised in the presentation.

The Amending Motion was put and CARRIED UNANIMOUSLY.

PRIMARY MOTION (AS AMENDED)

Moved by: Cr Richard Smith

Seconded by: Cr Joy Stewart

That the South-West Joint Development Assessment Panel resolves to:

1. Accept that the DAP Application reference DP/13/00002 as detailed on the DAP Form 2 dated 7 May 2013 is appropriate for consideration in accordance with regulation 17 of the *Planning and Development (Development Assessment Panels) Regulations 2011*;
2. Approve a one (1) year extension of the approval term (end of February 2018) to lapse by the end of February 2019 as per DAP Application reference DP/13/00002 (detailed on the DAP Form 2 dated 7 May 2013 and accompanying plans dated 8 May 2013) in accordance with the provisions of the Metropolitan Region Scheme for the proposed minor amendment to the approved development plans dated 18 December 2012 at Lot 401 and Part Lot 4551 Unallocated Crown Land, Coastal Waters, south-west of Garden Island.
3. The CETO units are to be installed within the Department of Regional Development and Lands offshore lease area as generally shown on the plan date stamped 19 June 2013 by the Department of Planning in locations agreed to with the Department of Transport. The CETO units shall not be located within 50 metres of the lease area boundaries.



Advice Notes

1. All conditions detailed on the previous approval dated 14 February 2013 shall remain with the exception of the condition referenced in 2 above.

The Primary Motion (as amended) was put and CARRIED UNANIMOUSLY.

Cr Richard Smith and Cr Joy Stewart left the meeting at 4:17pm. Cr Andrew Sullivan and Cr Josh Wilson joined the meeting at 4.18pm.

Ms Rachel Chapman left the panel prior to the application at item 10.1 at 4.06pm.

10. Appeals to the State Administrative Tribunal

10.1	Application Details:	Section 31 Reconsideration of:
		Proposed Retail/Commercial Development
	Property Location:	Lots 211 & 535 The Strand, Wellard
	Applicant:	Taylor Burrell Barnett
	Owner:	Department of Housing Peet Limited Joint Venture
	Responsible authority:	City of Kwinana
	Report date:	17 June 2013
	DoP File No:	DP/12/01197

REPORT RECOMMENDATION / PRIMARY MOTION

Moved by: Mayor Carol Adams
Alexander

Seconded by: Deputy Mayor Ruth

That the Metro South-West Joint Development Assessment Panel, as invited by the State Administrative Tribunal (SAT) under Section 31 of the *State Administrative Act 2004*, in respect to SAT application No. DR 16 of 2013, has reconsidered its decision dated 11 December 2012 and has resolved to delete and modify conditions set out below.

Amended Conditions

- i) Delete condition 1.24
- ii) Replace Condition 1.23 with the following condition:-
The Lloyd George Acoustics Pty Ltd report dated 29 May 2013, Reference 13042390-01 being implemented to the satisfaction of the City of Kwinana.
- iii) Reword Condition 1.8 (sub conditions 1.8.1, 1.8.2 and 1.8.3) to read:-
 - 1.8.1 A minimum of 220 shared parking bays shall be available for use by all customers, clients, visitors and employees of the development on Lots 211 and 535. The use of each of the shared parking bays is to be for a maximum duration of 3 hours. Management of the use of the shared parking bays is to be controlled pursuant to the Taylor Burrell Barnett, The Buchanan Group Parking Management Plan, Revision 2, dated 16 May 2013.
 - 1.8.2 A maximum of 66 long stay parking bays shall be available for the exclusive use by customers, clients, visitors and employees of the



development on Lots 211 and 535. Management of the use of the longstay parking bays is to be controlled pursuant to the Taylor Burrell Barnett, The Buchanan Group Parking Management Plan, Revision 2, dated 16 May 2013.

- 1.8.3 The Taylor Burrell Barnett, The Buchanan Group Parking Management Plan, Revision 2, dated 16 May 2013 shall be implemented as approved. In the event that Lots 211 and 535 are not amalgamated, the shared parking bays shall be the subject of easements registered on the Certificates of Titles of Lots 211 and 535 which shall require the reciprocal use of all of the 220 shared parking bays situated on those lots. Such easements shall provide that they may not be surrendered or amended without the prior approval of the City of Kwinana and they shall be registered before the occupation of the development.

Advice Notes

1. All other conditions and requirements detailed on the previous approval dated 11 December 2012 shall remain unless altered by this application.

The Motion was put and CARRIED UNANIMOUSLY.

Mayor Carol Adams and Deputy Mayor Ruth Alexander rotated off the meeting at 4:10pm.

Ms Rachel Chapman re-joined the panel at 4:10pm.

11. Meeting Close

The Presiding Member reminded the meeting that in accordance with Standing Order 7.3 only the Presiding Member may publicly comment on the operations or determinations of a DAP and other DAP members should not be approached to make comment.

There being no further business, the presiding member declared the meeting closed at 6:44pm.



Form 1 - Responsible Authority Report

(Regulation 12)

Application Details:	Demolition of Existing Showrooms and Addition of Six (6) Showrooms
Property Location:	No. 23 (Lot 19) Peel Road, O'Connor
DAP Name:	Metro South-West JDAP
Applicant:	Meyer Shircore and Associates Architects
Owner:	Carcione Nominees Pty Ltd and Stock Road Land Pty Ltd
LG Reference:	DAP0003/13
Responsible Authority:	City of Fremantle
Authorising Officer:	Manager Statutory Planning
Department of Planning File No:	DP/13/00446
Report Date:	4 July 2013
Application Receipt Date:	22 May 2013
Application Process Days:	42
Attachment(s):	<div>1. Development plans (original): 1 of 5 Location Plan 2 of 5 Site Survey 3 of 5 Site and Ground Floor Plan (inc. Landscaping Plan) 4 of 5 Elevation 5 of 5 3d Perspectives and Shadow Diagram</div> <div>2. Development plans (amended): 1 of 5 Location Plan 2 of 5 Site Survey 3 of 5 Site and Ground Floor Plan (inc. Landscaping Plan) 4 of 5 Elevations 5 of 5 Perspectives and Shadow Diagram</div> <div>3. Referrals a) Main Roads b) City of Fremantle Heritage Planner</div>

Recommendation:

That the Metro South West JDAP resolves to:

Approve DAP Application reference DP/13/00446 and accompanying plans dated 25 June 2013 in accordance with Clause 10.2 of the City of Fremantle Local Planning Scheme No. 4, subject to the following conditions:

1. This approval relates only to the development as indicated on the approved plans, dated 22 May 2013. It does not relate to any other development on this lot and must substantially commence within four years from the date of this decision letter.

2. The design and construction of the development is to meet the 4 star green star standard as per Local Planning Policy 2.13 or alternatively to an equivalent standard as agreed by the Chief Executive Officer, City of Fremantle when a green star rating tool is not available. Any costs associated with generating, reviewing or modifying the alternative equivalent standard is to be incurred by the owner of the development site. Within 12 months of an issue of a certificate of Building Compliance for the development, the owner shall submit either of the following to the city to the satisfaction of the Chief Executive Officer – City of Fremantle:
 - a. Submit to the Council a copy of documentation from the Green Building Council of Australia certifying that the development achieves a Green Star Rating of at least 4 Stars, or
 - b. Submit to the Council a copy of agreed equivalent documentation for instance where there is no green star rating tool available certifying that the development achieves a Green Star Rating of at least 4 Stars.
3. Prior to the commencement of development, revised landscaping plans should be submitted to the satisfaction of the Chief Executive Officer, City of Fremantle and installed and maintained thereafter for the life of the development, that details the following:
 - a. A minimum 5% landscaping is provided on site having regard to new lot boundaries when Stock Road is widened;
 - b. Proposed trees on site are relocated so no to be removed when the future road widening occurs;
 - c. Additional trees are provided on site to comply with the requirements of LPP 3.8.
4. All storm water discharge shall be contained and disposed of on-site.
5. The signage hereby permitted shall not contain any flashing or moving light or radio; animation or movement in its design or structure; reflective, retro-reflective or fluorescent materials in its design structure.
6. No development other than landscaping shall be permitted on the land shown as required for the Perth Bunbury Highway (Stock Road) road reserve in the PCA No. 80 or the additional 10m future requirement.
7. No earthworks shall encroach onto the Perth Bunbury Highway (Stock Road) road reserve.

Advice notes:

- i. Future signage contrary to the requirements of Schedule 5 or Clause 8.2d) of Local Planning Scheme No. 4 will require a planning application.
- ii. In relation to condition 3, There are several ways to achieve the above that may include one or a combination of the following:
 - Moving a 5% landscaped areas to within the new lot boundaries after the road widening occurs;
 - Decreasing the showroom floor area so that car parking provided on site still complies;

- Moving proposed trees away from the new lot boundaries after road widening occurs.

Background:

Insert Property Address:	No. 23 Peel Road (Lot 19), O'Connor
Insert Zoning	MRS: Industry Zone Primary Regional Road Reserve
	TPS: Commercial Zone
Insert Use Class:	Showroom
Insert Strategy Policy:	LPP 3.8 – Local Planning Area 8 O'Connor LPP 2.13 – Sustainable Buildings Design Requirements
Insert Development Scheme:	Nil
Insert Lot Size:	11,763m ²
Insert Existing Land Use:	Showrooms
Value of Development:	\$3.5 million

The subject site is located on the south western corner of Peel Road and Stock Road, and is bound by Stock Road and Chamberlain Street. Currently on site there are two warehouses and a masonry commercial building with showrooms fronting Stock and Peel Roads. Bitumen car parking and grassed areas currently occupy the Stock and Peel Road frontages. The subject site is currently surrounded by commercial showrooms and warehouses.

Previous approvals for the site include alterations to existing showrooms which are proposed to be demolished as part of this application. As such, there is no relevant planning history for the site.

The property is not heritage listed, nor is it located within a Heritage Area as designated by Local Planning Scheme No. 4. The subject site is affected by a MRS road reservation and Planning Control Area along Stock Road. A Main Roads review has indicated that an additional 10m may be required for future road widening.

Details: outline of development application

On 20 May 2013, the City of Fremantle received an application for the demolition of existing showrooms and addition of six (6) showrooms to No. 23 Peel Road, O'Connor. The application proposes the following:

- 1x 1000m² Showroom;
- 4 x 500m² Showroom;
- 1 x 2000m² Showroom;
- 126 car bays;
- 2 x bin storage areas;
- 7 signs on eastern elevation, 8 x signs on northern elevation and 1 x sign on southern elevation and
- 1 x 10m wide crossover and 1 x 7m wide crossover, both on Peel Road.

In response to comments from Main Roads received on 15 June 2013, the applicant submitted amended plans on 25 June 2013. The following amendments were included:

- 100 car bays;
- 6 x signs on eastern elevation, 10 x signs on northern elevation and 1 x sign on the southern elevation; and
- Most eastern Peel Road crossover moved 10m west.

Legislation & policy:

Legislation

City of Fremantle Local Planning Scheme No. 4

- Clause 4.2.1(f) – Commercial zone objectives
- Table 2 - Zoning
- Table 3 – Vehicle Parking
- Clause 5.15 Demolition of Buildings and Structures
- Schedule 1 – Dictionary of Defined Words and Expressions

State Government Policies

Nil

Local Policies

- LPP 1.3 – Public Notification of Planning Proposals
- LPP 1.6 – Heritage Assessment
- LPP 2.13 – Sustainable Buildings Design Requirements
- LPP 3.8 – Local Planning Area 8 O'Connor
- DBH6 – Signs and Hoardings

Consultation:

Public Consultation

In accordance with LPP 1.3, the application is not required to be advertised under Local Planning Scheme No. 4.

Consultation with other Agencies or Consultants

Main Roads Western Australia

Main Roads indicated their support for the development, subject to the redesign of the application and a number of conditions related to Planning Control Area No. 80.

The conditions requested include:

1. The car parking area must be redesigned and the first driveway/crossover on Peel Road immediately west of the intersection of Stock Road relocated further west to provide a safe deceleration distance prior to entering the property.
2. No direct vehicle access will be permitted to the Perth Bunbury Highway (Stock Road) road reserve.

3. No development other than landscaping shall be permitted on the land shown as required for the Perth Bunbury Highway (Stock Road) road reserve in the PCA No. 80 or the additional 10m future requirement.
4. No earthworks shall encroach onto the Perth Bunbury Highway (Stock Road) road reserve.
5. No stormwater drainage shall be discharged onto the Perth Bunbury Highway (Stock Road) road reserve.

The applicant submitted amended plans addressing the concerns of Main Roads on 25 June 2013. This resulted in a redesign of the layout, however there is no additional discretion sought. Conditions not addressed in the amended plans have been included in the officers' recommendation.

Refer to attachment 3a) for the full comment from Main Roads.

Internal Referrals

Internal Heritage Assessment

In accordance with Clause 5.15.1a) of Local Planning Scheme No. 4, the demolition of a building is only supported when the City is satisfied the building has limited, or no heritage significance. Additionally, Clause 5.15.1 b) allows support of demolition where it does not make a significant contribution to the broader cultural significance of the locality. A full heritage assessment has been considered in accordance with Clause 5.15.2 which is in support of the demolition. The heritage assessment states:

"The proposal comprises complete demolition of the existing commercial buildings to facilitate redevelopment of the site. The buildings have been determined of limited significance and there is no significant fabric that will be lost due to its demolition.

The buildings have been determined of 'limited' significance and therefore demolition can be supported on heritage grounds."

Refer to attachment 3b) for the full heritage assessment.

Planning assessment:

The following table provides a summary of the key planning requirements for this application.

Policy/ Scheme	Clause	Required	Provided	Complies?
LPP 1.6	1.1 (i)	Heritage assessment	Heritage assessment	Complies – See internal referral.
LPP 2.13	1.1	4 Green Star Rating	Not provided	Condition - See discussion below.
LPP 3.8	8.3.3	5% of total area landscaped (588m ²)	15% (1586m ²) Provided	Complies with road reservation in current form – See discussion
		Landscaped	Provided	Complies

		dimensions (Min width 1.5m and in areas of not less than 4m ²)		
		1 shade tree for every 50m ² of total landscaped area (42 trees)	19 Trees	Does not comply – See discussion.
		1 shade tree in car parking area for every 4 car spaces (25 trees)	19 Trees	Does not comply – see discussion.
		Landscaping confined to area between building and road reserve	Provided	Complies
	8.3.4	Plot Ratio – 0.75	0.42	Complies
		Site Coverage – 75%	42%	Complies
		Minimum Setbacks (Front, Rear and Side – Nil)	Stock Rd – 21m-10.5m	Complies
			Peel Road – Nil	
			West – 15.5m	
			South - Nil	
DBH6	1, 2	See discussion		Complies
City of Fremantle LPS No. 4	4.2.1 (f)	Commercial zone objectives	Showrooms	Complies – See discussion.
	Table 2 - Zoning	Showroom 'D' use within a Commercial Zone		Complies
	Table 3 – Vehicle Parking	1:50m ² gla, minimum of 4 spaces (100)	100 bays provided	Complies
		1 per unit (delivery bay)	Provided	Complies
	5.15	Heritage support for demolition	Provided	Complies - See internal referral.
	Schedule 1	Showroom definition	Meets definition	Complies

Discussion

LPP 2.13 – Sustainable Buildings Design Requirements

This policy applies to all development in the City of Fremantle, with the exception of developments listed within the policy. This application is required to comply with the policy. The policy aims to ensure sustainable building design for new commercial, mixed use and multi-residential developments.

As the applicant has indicated there is no tool available at present to assess their development, a condition has been recommended to ensure an equivalent sustainable built outcome is achieved and evidence provided to Council within 12 months of the issuing of a Certificate of Building Compliance.

LPP 3.8 - Local Planning Area 8 O'Connor – Cl 8.3.3(Landscaping)

Landscaping proposed by the applicant on the plans consists of 19 trees within the parking area and lawn within the property boundary and on the verge. A condition has been recommended to ensure compliance with the policy, by increasing the number of trees provided within the car parking area.

Main Roads is not supportive of development within the road reserve and planning control area, however permits landscaping. However when the future road widening occurs, the majority of onsite landscaping will be removed. An additional condition has been recommended to slightly modify on-site landscaping to ensure:

1. A minimum 5% landscaping is provided on site having regard to new lot boundaries when Stock Road is widened;
2. Proposed trees on site are relocated so no to be removed when the future road widening occurs;
3. Additional trees are provided on site to comply with the requirements of LPP 3.8.

There are several ways to achieve the above that may include one or a combination of the following:

1. Moving a 5% landscaped areas to within the new lot boundaries after the road widening occurs;
2. Decreasing the showroom floor area so that car parking provided on site still complies;
3. Moving proposed trees away from the new lot boundaries after road widening occurs.

DBH6 – Signs & Hoardings

Wall signage has been proposed on the southern, northern and eastern elevations. In accordance with Clause 1.5 of the policy, signage is considered to be appropriate as it is intended to identify future occupants of the showrooms. It is not considered to impair the amenity of the locality by way of obtrusiveness, driver distraction, visual clutter or obstruction of existing signage and/or developments. The proposed signage is supported.

City of Fremantle Local Planning Scheme No. 4 – 4.2.1 (f) – Commercial zone objectives

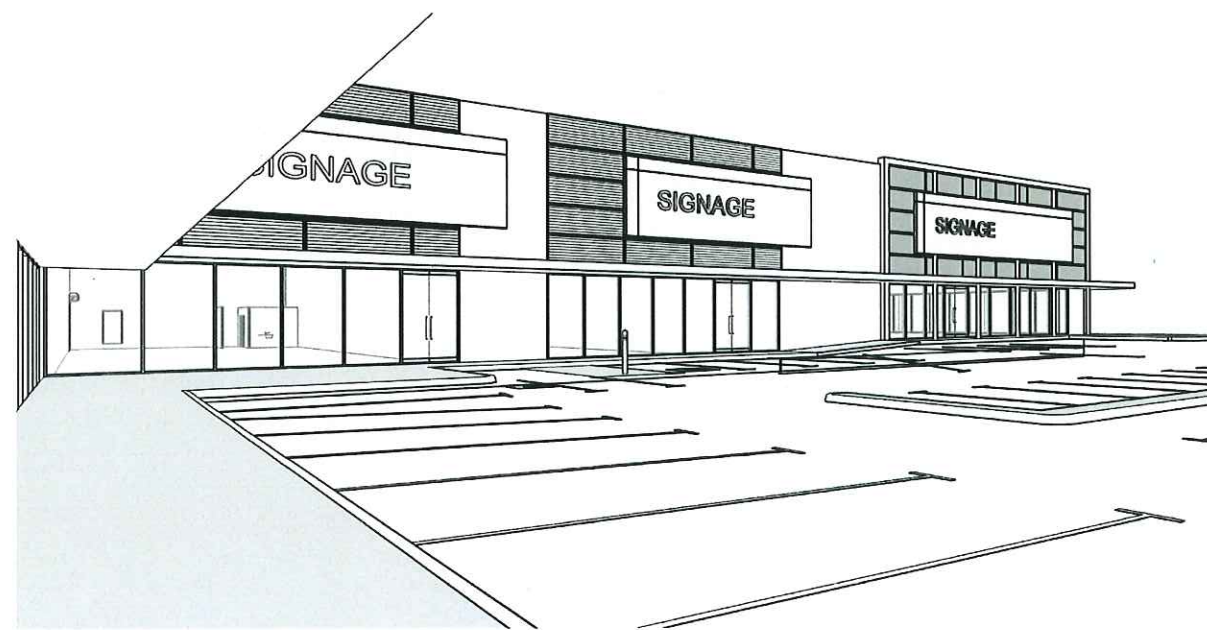
Showrooms are listed as an appropriate use within a Commercial Zone. It is considered that the redevelopment of the site will not be detrimental to the amenity of surrounding landowners and/or residents on Chamberlain or Jarvis Streets. No places of heritage significance are affected by this application. The proposed use is supported.

Conclusion:

The application for showrooms at No. 23 Peel Road, O'Connor as detailed on plans dated 25 June 2013 complies with City of Fremantle's statutory planning requirements and as such is recommended for conditional planning approval.



RENDERED PERSPECTIVE FROM STOCK ROAD



PROPOSED SHOWROOM DEVELOPMENT
LOT 19, Cnr PEEL ROAD & STOCK ROAD, O'CONNOR

Content	Sheet
Cover Sheet	0
Location Plan	1
Site Survey	2
Site & Ground Floor Plan	3
Elevations	4
3D Perspectives	5



CITY OF FREMANTLE
 SUPERSEDED BY PLANS DATED
 25 JUN 2013

FILE COPY
 PLEASE ATTACH A3 PLANS FOR SCANNING

CITY OF FREMANTLE
 THESE PLANS FORM PART OF
 D.A. 003 - 13 22 MAY 2013

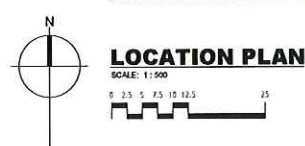
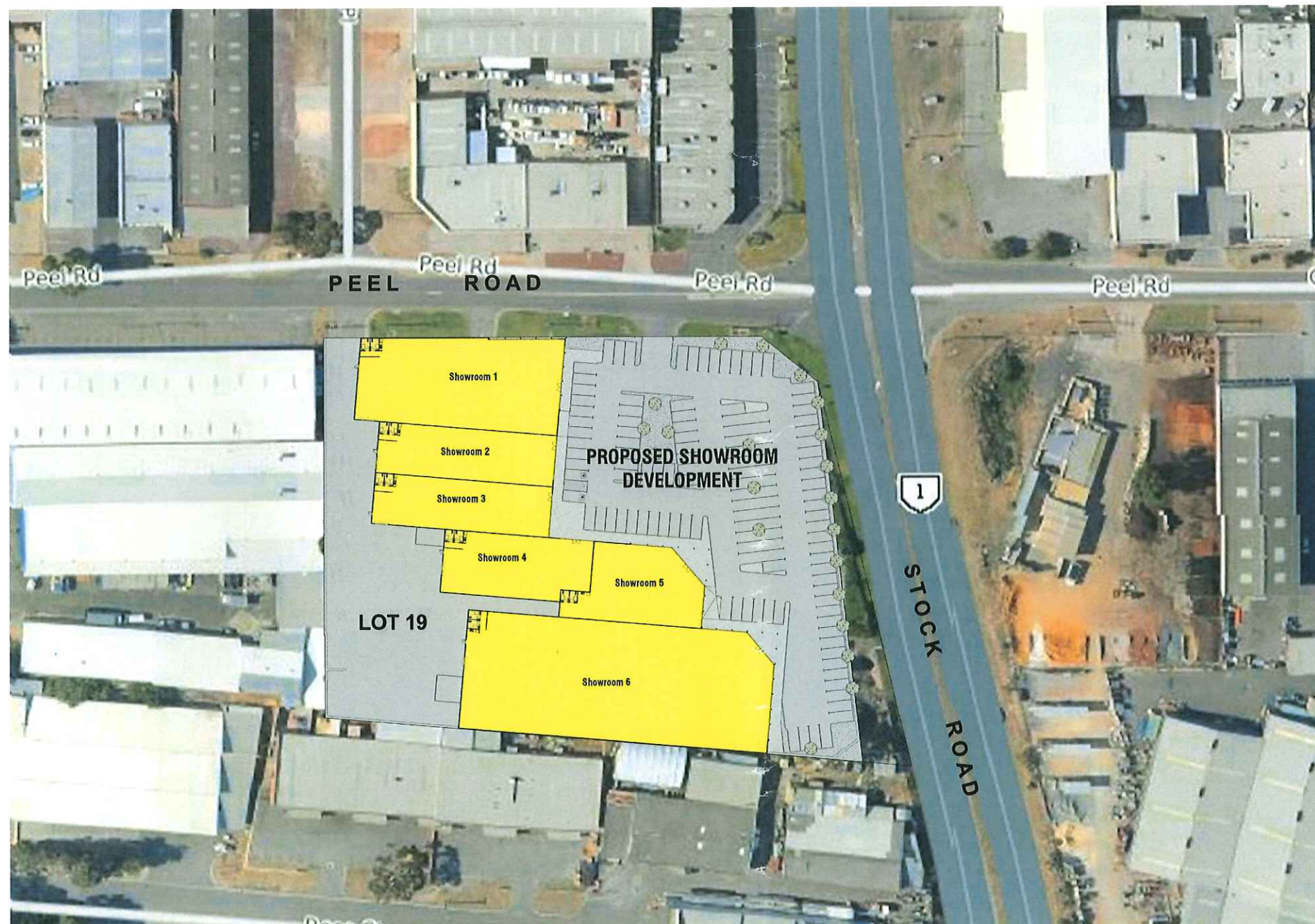
PROPOSED SHOWROOM DEVELOPMENT
 LOCATION: LOT 19, CNR PEEL & STOCK ROAD, O'CONNOR
 FOR: THE CARCIONE GROUP

SK005
 March 2013
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 1:100 @ B1



7562

meyer shircore 50 YEARS
 and associates
 ARCHITECTS
 © Meyer Shircore & Associates ACN 115 189 216
 Suite 2, Ground Floor, 437 Roberts Road Subiaco WA 6008
 PO Box 1294 Subiaco WA 6904
 t: 08 9381 8511 f: 08 9388 1339



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THESE PLANS FORM PART OF
D.A. 003 - 13 22 MAY 2013

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PLEASE ATTACH A3 PLANS FOR SCANNING

CITY OF FREMANTLE
SUPERSEDED BY PLANS DATED
25 JUN 2013

PROPOSED SHOWROOM DEVELOPMENT
LOCATION: LOT 19, CNR PEEL & STOCK ROAD, O'CONNOR
FOR: THE CARCIONE GROUP

SK005
Feb 2013
1 of 5
1:500 @ B1



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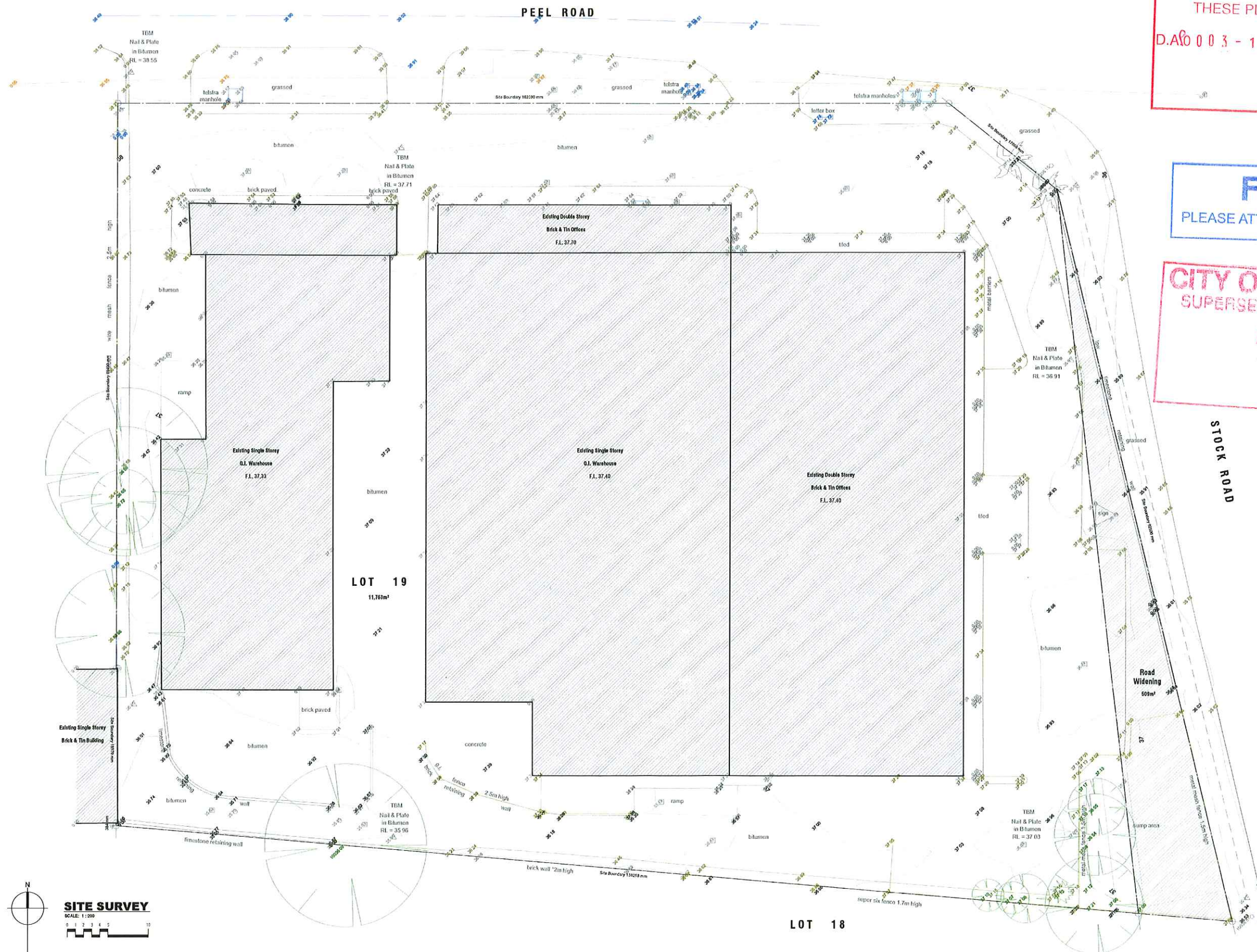
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t: 08 9381 8511 f: 08 9388 1339

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PLEASE ATTACH A3 PLANS FOR SCANNING

CITY OF FREMANTLE
SUPERSEDED BY PLANS DATED
25 JUN 2013



PROPOSED SHOWROOM DEVELOPMENT
LOCATION: LOT 19, CNR PEEL & STOCK ROAD, O'CONNOR
FOR: THE CARCIONE GROUP

SK005
Feb 2013
2 of 5
1 : 200 @ B1

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D.A0003-13
22 MAY 2013

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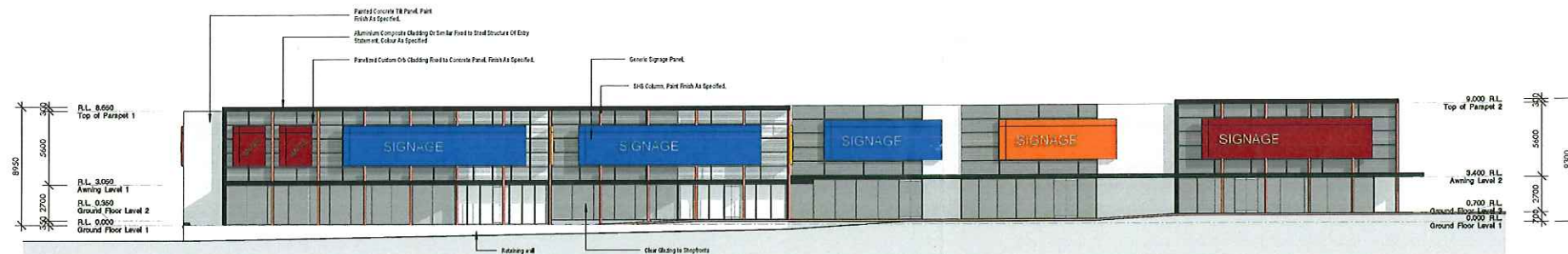
CITY OF FREMANTLE
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As indicated @ B1

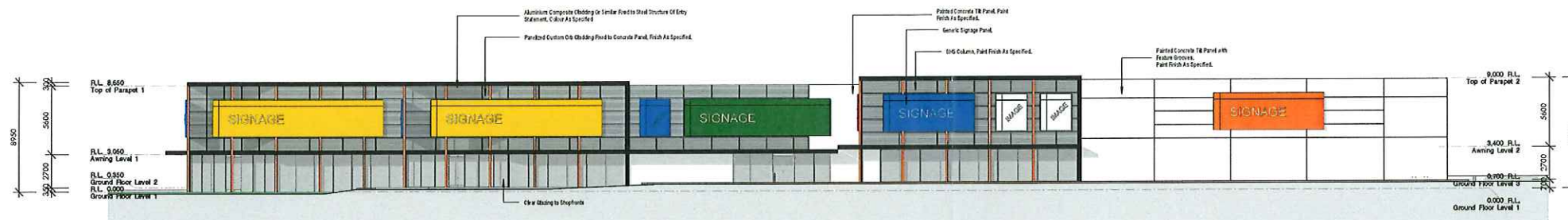
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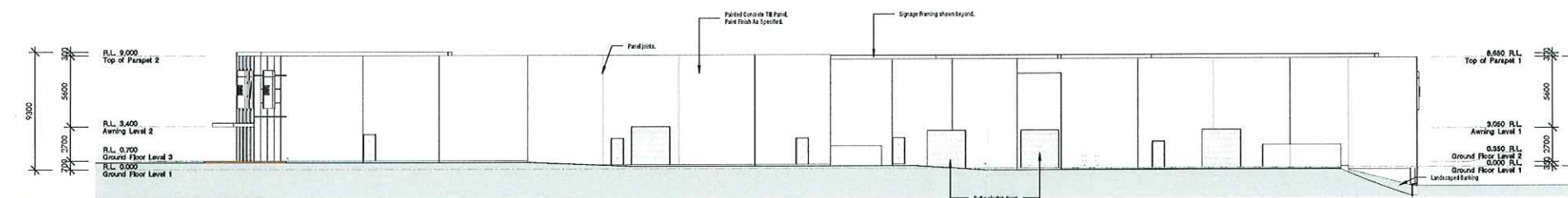
EAST ELEVATION

SCALE: 1:200



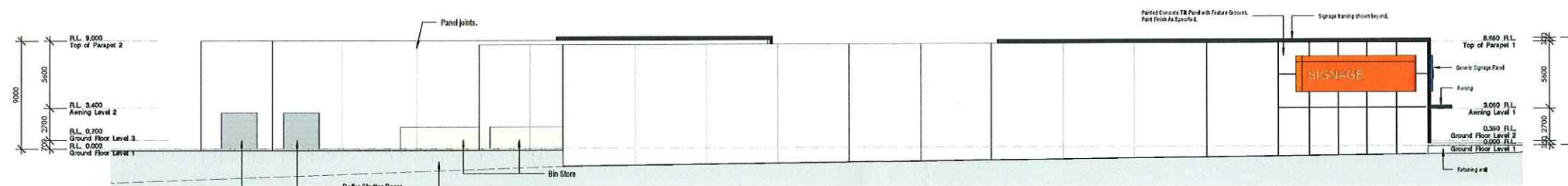
NORTH ELEVATION

SCALE: 1:200



WEST ELEVATION

SCALE: 1:200



SOUTH ELEVATION

SCALE: 1:200

CITY OF FREMANTLE
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LOCATION: LOT 19, CNR PEEL & STOCK ROAD, O'CONNOR
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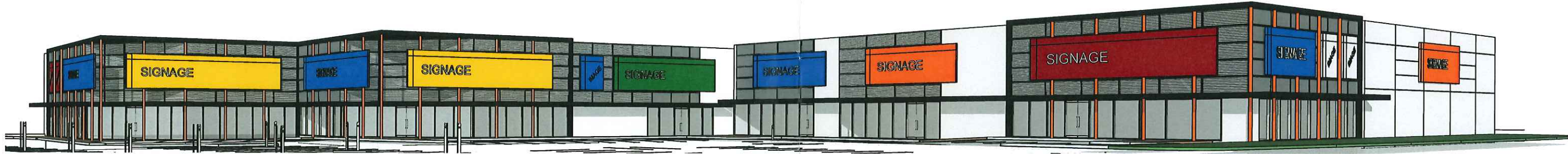


SOUTHEAST PERSPECTIVE FROM STOCK ROAD



Shadow Diagram 21st June 12pm
 SCALE: 1:500
 0 2.5 5 7.5 10 12.5 25

CITY OF FREMANTLE
 SUPERSEDED BY PLANS DATED
 2 5 JUN 2013



NORTHEAST PERSPECTIVE FROM PEEL ROAD

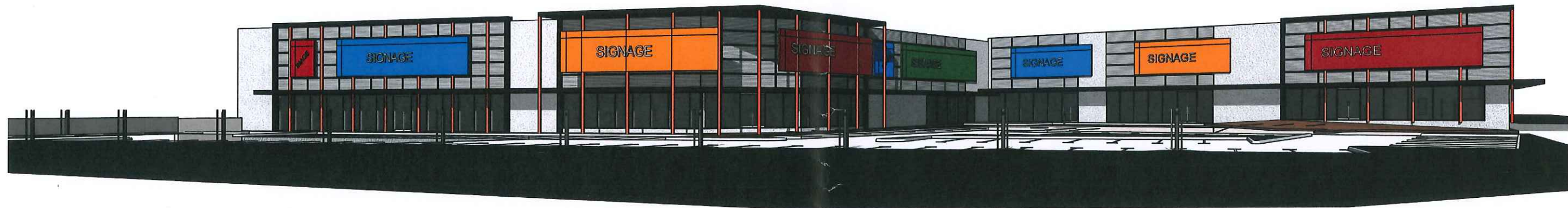
PROPOSED SHOWROOM DEVELOPMENT
 LOCATION: LOT 19, CNR PEEL & STOCK ROAD, O'CONNOR
 FOR: THE CARCIONE GROUP

SK005
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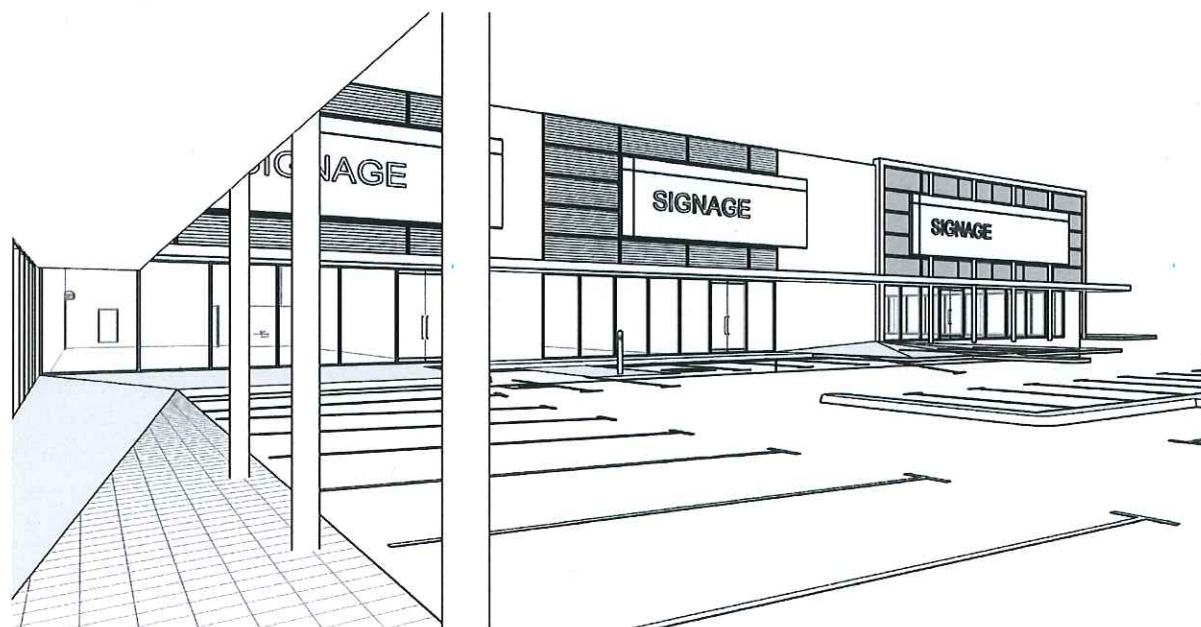
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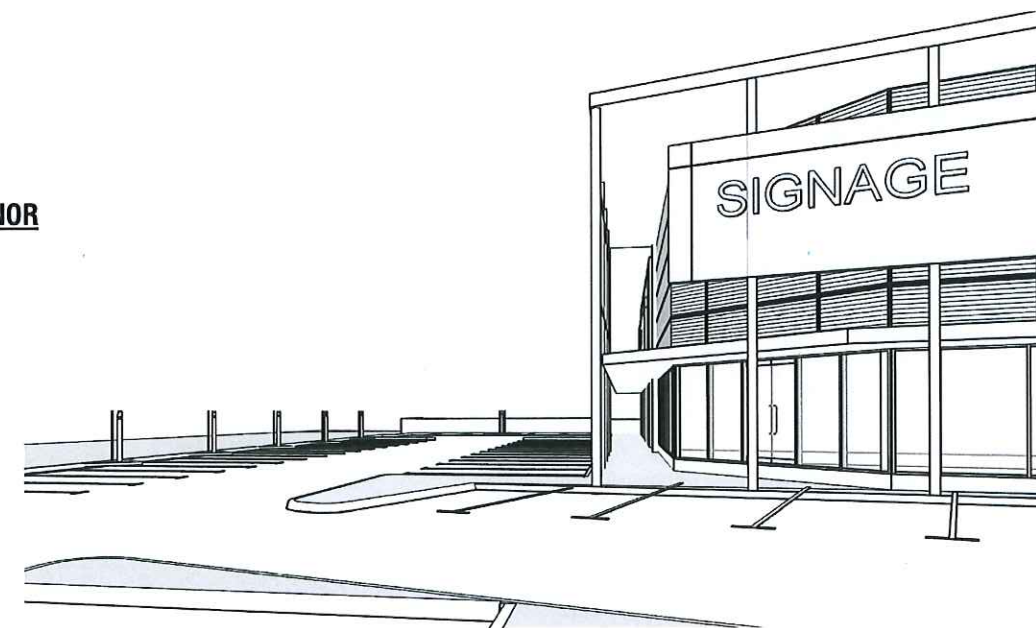


RENDERED PERSPECTIVE FROM STOCK ROAD



PROPOSED SHOWROOM DEVELOPMENT
LOT 19, Cnr PEEL ROAD & STOCK ROAD, O'CONNOR

Content	Sheet
Cover Sheet	0
Location Plan	1
Site Survey	2
Site & Ground Floor Plan	3
Elevations	4
3D Perspectives	5



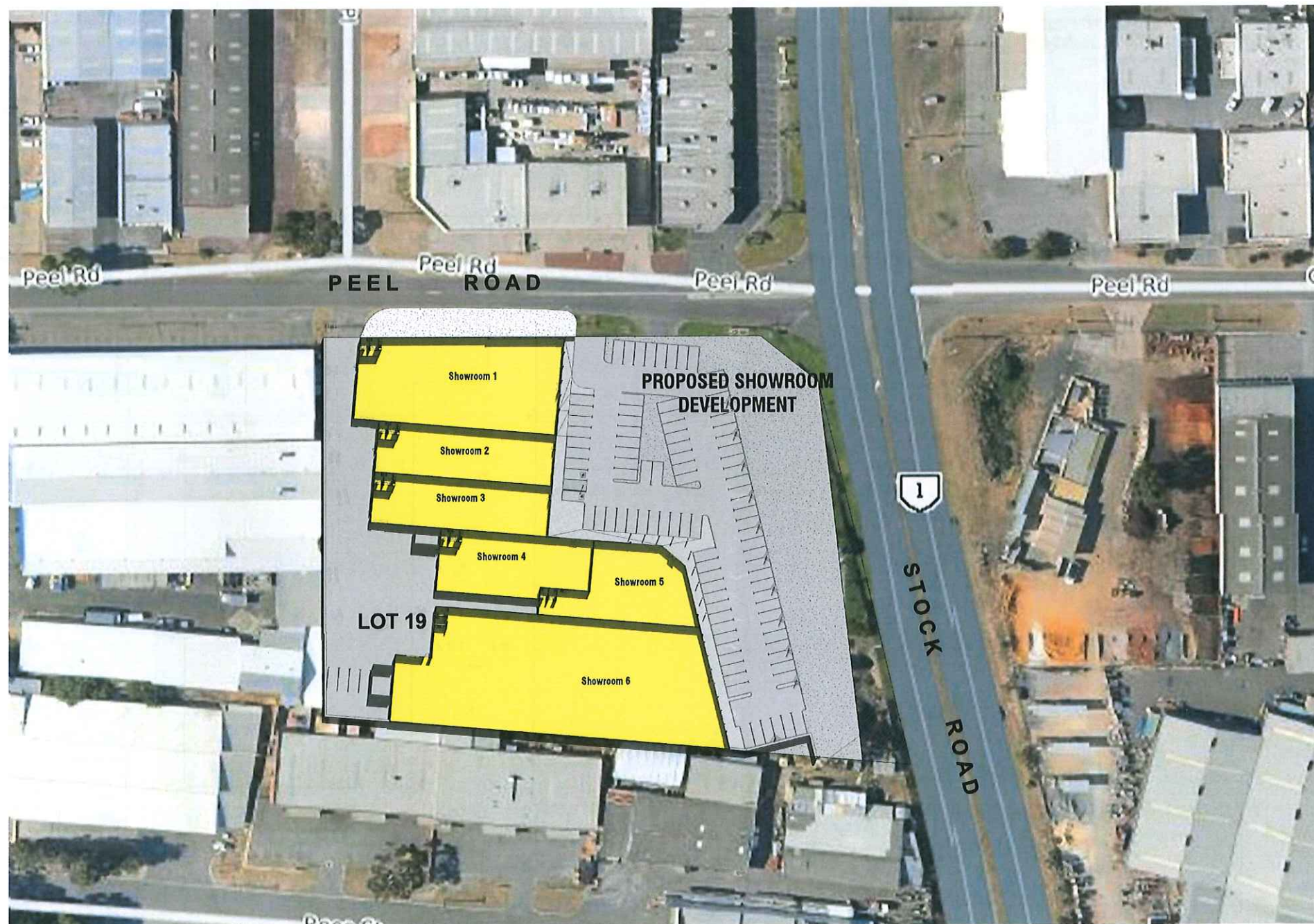
CITY OF FREMANTLE
THESE REVISED PLANS FORM
PART OF
25 JUN 2013
DAPOO 03/13

PROPOSED SHOWROOM DEVELOPMENT
LOCATION: LOT 19, CNR PEEL & STOCK ROAD, O'CONNOR
FOR: THE CARCIONE GROUP

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LOCATION PLAN
SCALE: 1:500
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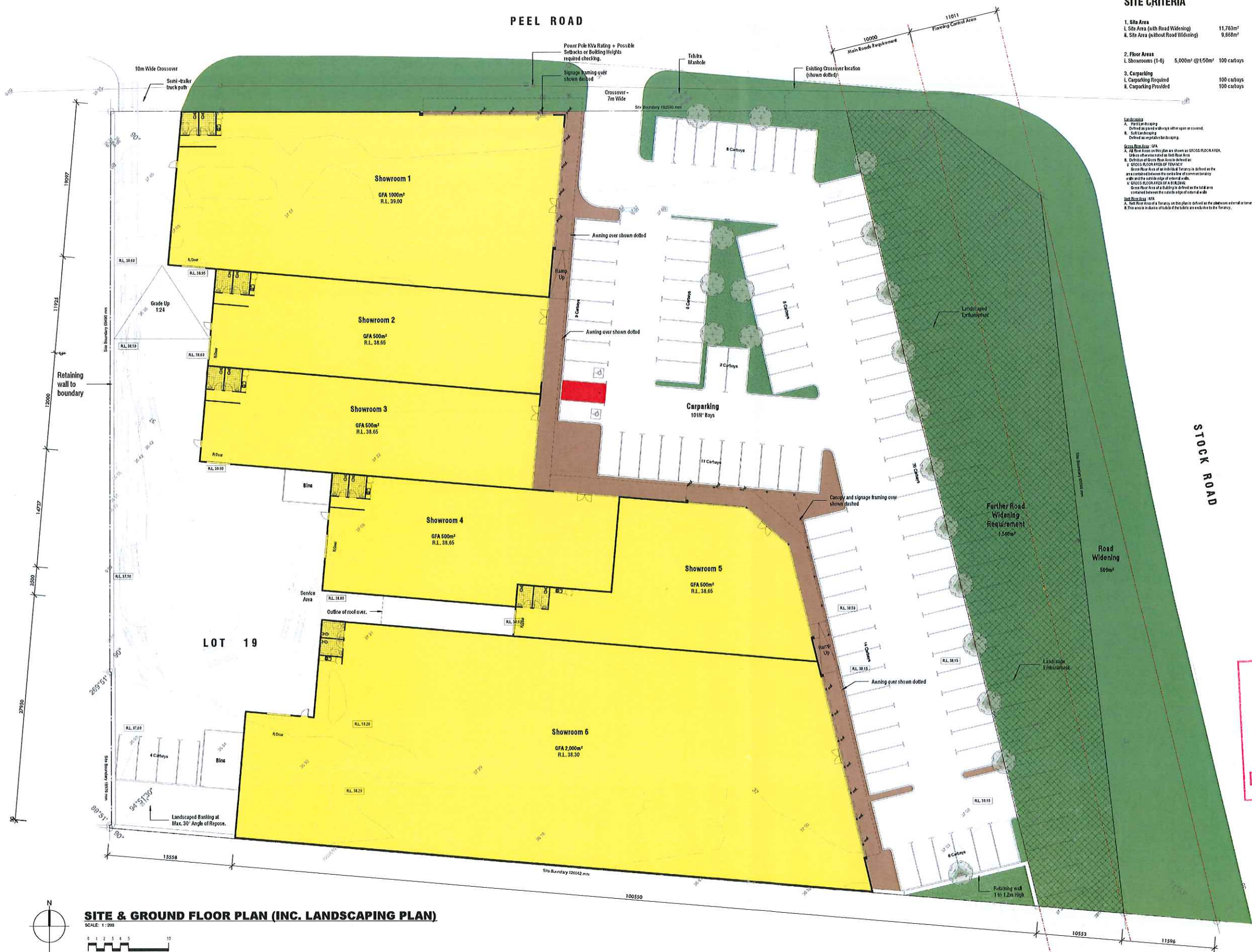
PROPOSED SHOWROOM DEVELOPMENT
LOCATION: LOT 19, CNR PEEL & STOCK ROAD, O'CONNOR
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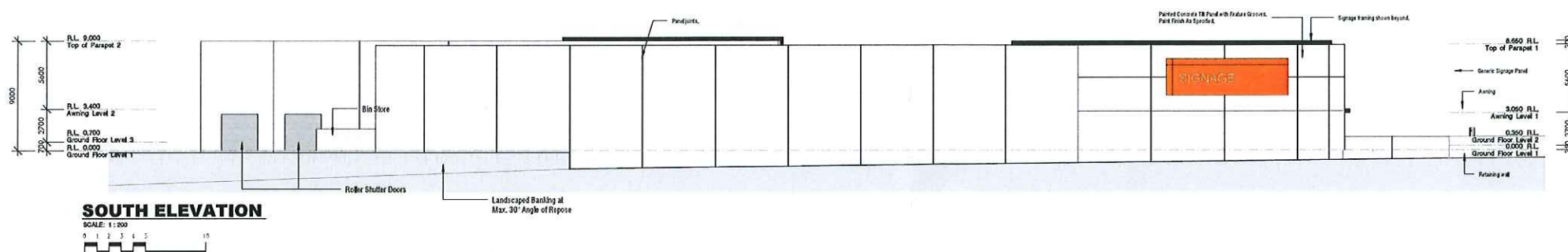
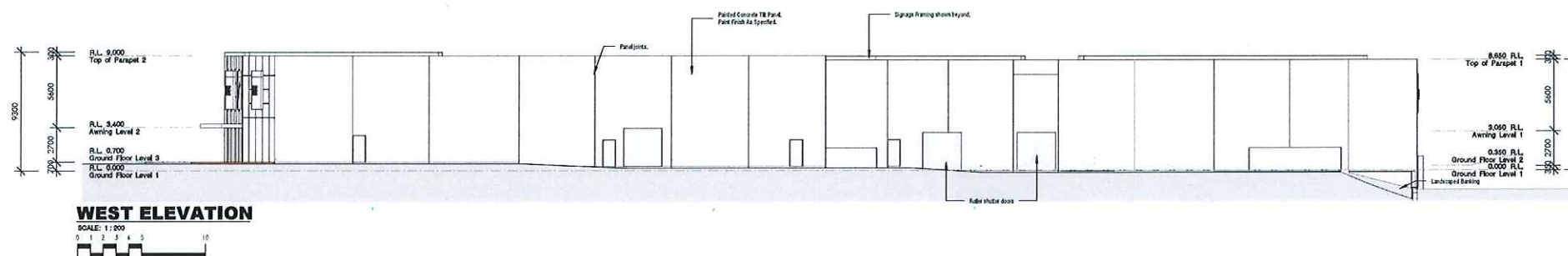
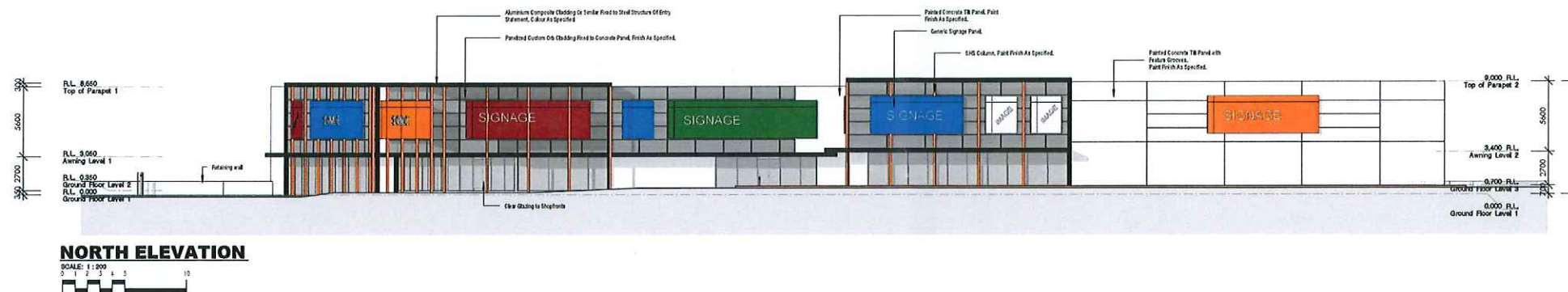
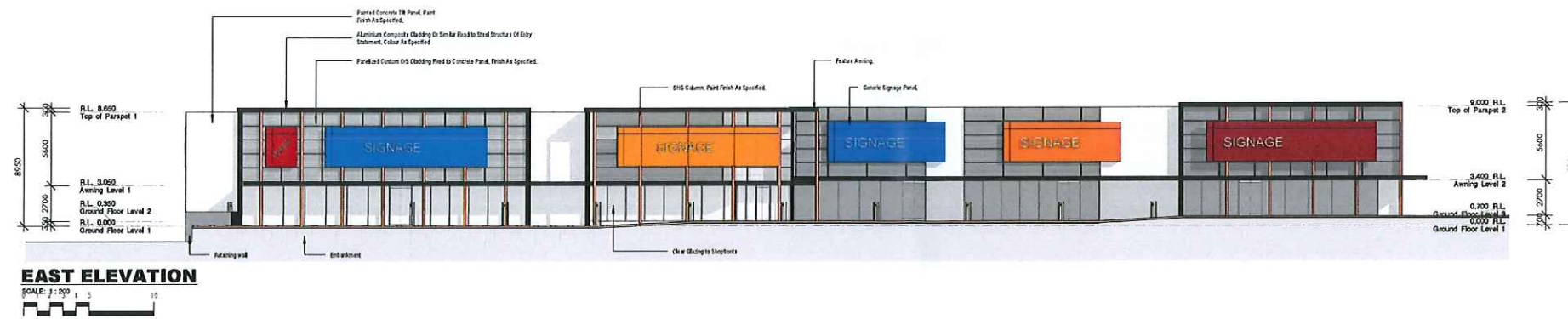


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PART OF
25 JUN 2013
DAP0003/13

PROPOSED SHOWROOM DEVELOPMENT
LOCATION: LOT 19, CNR PEEL & STOCK ROAD, O'CONNOR
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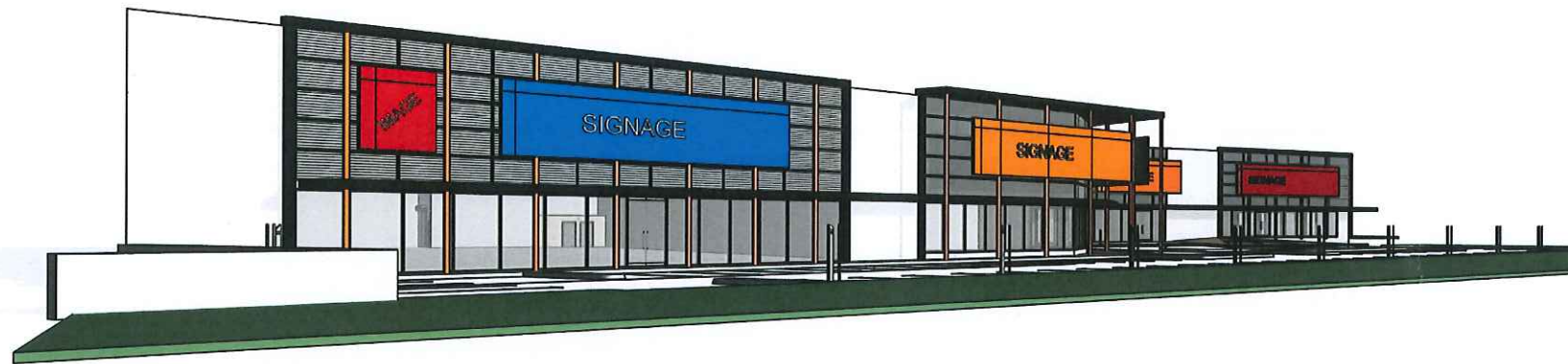
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25 JUN 2013
DAP0003/13

PROPOSED SHOWROOM DEVELOPMENT
LOCATION: LOT 19, CNR PEEL & STOCK ROAD, O'CONNOR
FOR: THE CARCIONE GROUP

SK006
JUNE 2013
4 of 5
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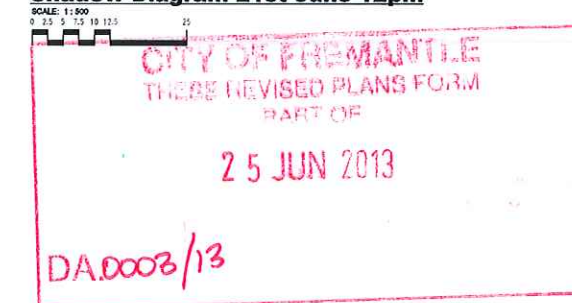
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ARCHITECTS
Member
of Architects
Suite 2, Ground Floor, 437 Robbette Road Subiaco WA 6008
PO Box 1294 Subiaco WA 6904
t: 08 9381 8511 f: 08 9388 1339



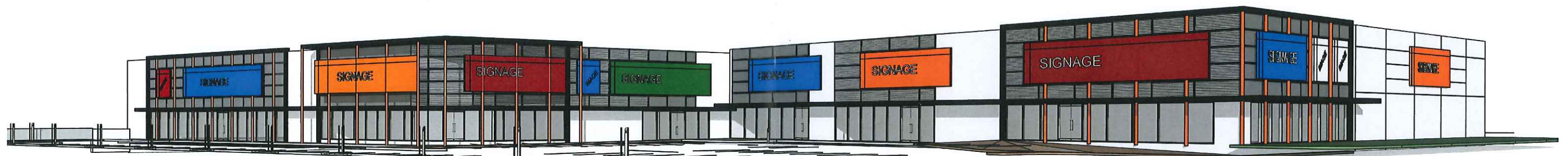
SOUTHEAST PERSPECTIVE FROM STOCK ROAD



Shadow Diagram 21st June 12pm



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NORTHEAST PERSPECTIVE FROM PEEL ROAD

PROPOSED SHOWROOM DEVELOPMENT
LOCATION: LOT 19, CNR PEEL & STOCK ROAD, O'CONNOR
FOR: THE CARCIONE GROUP

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t: 08 9381 8511 f: 08 9388 1339



Enquiries: Lynne Wrigglesworth on (08) 9323 4544
Our Ref: 04/10656-07 (D13#296602)
Your Ref: DAP0003/13

Chief Executive Officer
City of Fremantle
PO Box 807
FREMANTLE WA 6959

ATTENTION: CHLOE JOHNSTON

CITY OF FREMANTLE	
Date	15 JUN 2013
File	
Class	
Subject	062/001
Legal	DAP 0003/13
Property	23 PEEL Rd.
Plat No.	
And to	DTO - C. JOHNSTON
N	Q GATE
CM	
CR	



mainroads
WESTERN AUSTRALIA

ABN: 50 860 676 021

4 June 2013

Dear Chloe

APPLICATION DAP0003/13 - LOT 19 PEEL ROAD O'CONNOR

Thank you for your letter of 24 May 2013 inviting Main Roads comments on the above application.

For your information, the current design for Stock Road is currently under review by Main Roads. Planning Control Area (PCA) No. 80 – Stock Road (Leach Highway to South Street) indicates an additional land requirement outside of the existing Metropolitan Region Scheme. Whilst our review is not yet complete, the latest modelling and design indicates an additional 10m outside of the PCA area will be required. This design also indicates that Peel Road is likely to become a cul-de-sac at Stock Road

A copy of PCA No. 80 and a marked up copy of the proposed development showing the impacts of these requirements are attached for your information.

As there are currently no funds available for this work in the current 4 year forward estimates, the timing of this project is unknown.

Therefore, **subject to** the impacts of any building setback requirements and the loss of approx. 60 parking bays as indicated on the attached marked up plan, this proposed development would be acceptable to Main Roads subject to the following conditions being imposed:

1. The car parking area must be redesigned and the first driveway/crossover on Peel Road immediately west of the intersection of Stock Road relocated further west to provide a safe deceleration distance prior to entering the property.
2. No direct vehicle access will be permitted to the Perth Bunbury Highway (Stock Road) road reserve.
3. No development other than landscaping shall be permitted on the land shown as required for the Perth Bunbury Highway (Stock Road) road reserve in the PCA No. 80 or the additional 10m future requirement.
4. No earthworks shall encroach onto the Perth Bunbury Highway (Stock Road) road reserve.

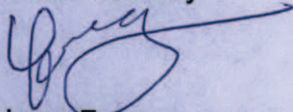
5. No stormwater drainage shall be discharged onto the Perth Bunbury Highway (Stock Road) road reserve.

Should Council disagree with or resolve not to include any of the above conditions in its recommendation to the Metro South-West Development Assessment Panel would you please inform Main Roads.

Also would you please forward a copy of the Metro South-West Development Assessment Panel's final determination on this proposed development quoting file reference 04/10656-07 (D13#296602).

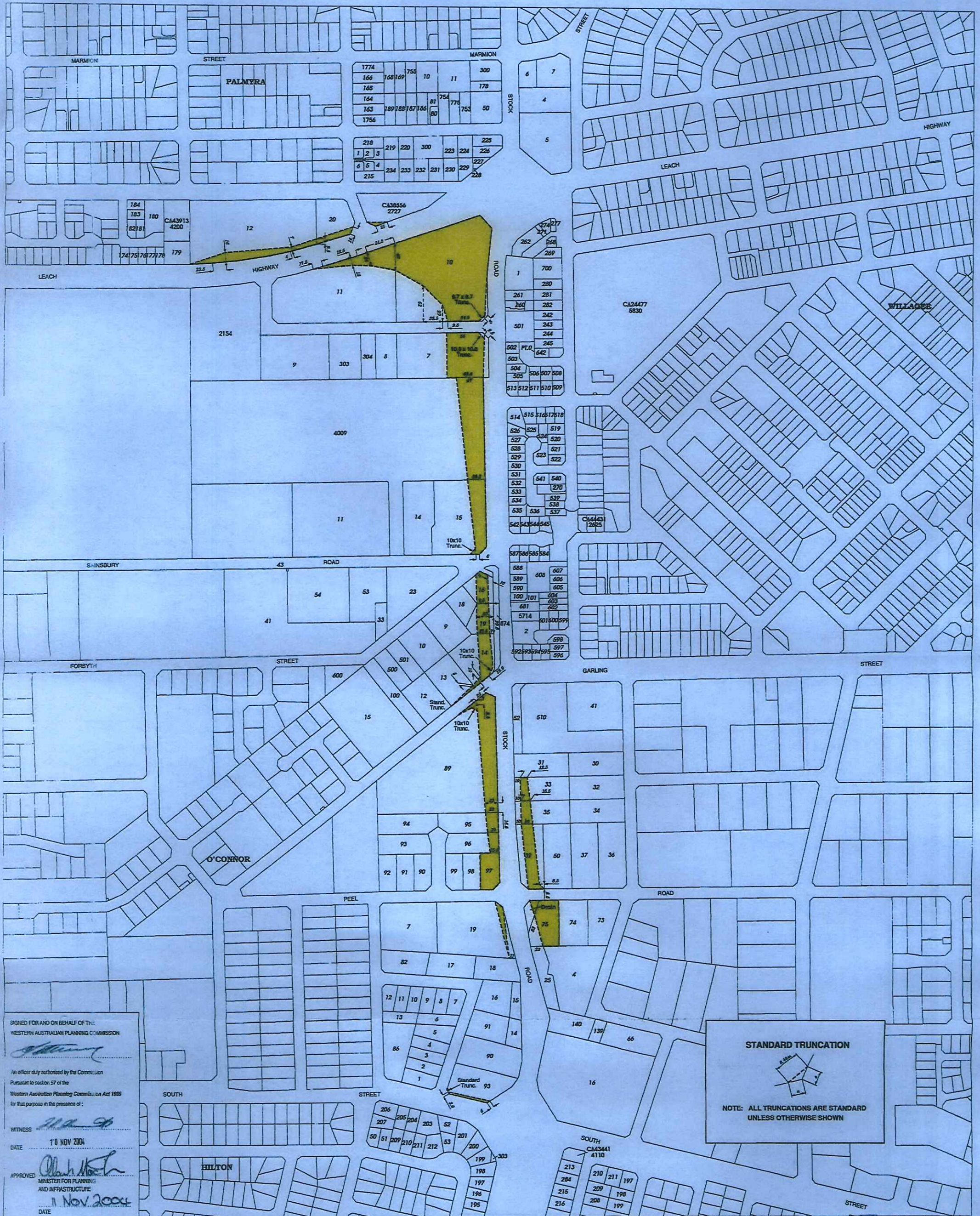
If you require any further information please contact Planning Information Officer Lynne Wrigglesworth on (08) 9323 4544.

Yours faithfully



Lang Fong
PLANNING INFORMATION MANAGER

Enc



PLANNING CONTROL AREA No. 80 - STOCK ROAD (LEACH HIGHWAY TO SOUTH STREET)

LEGEND

PLANNING CONTROL AREA

AUTHORISED: G. MANNING

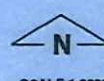
DRAFTSPERSON: T. GOAD

EXAMINED:

REVISED:

DATE: EFP/3762 10-NOV-2004

NORTH



SCALE 1:3000



PLAN No

1.5473/2

FILE REF: 835/21/7

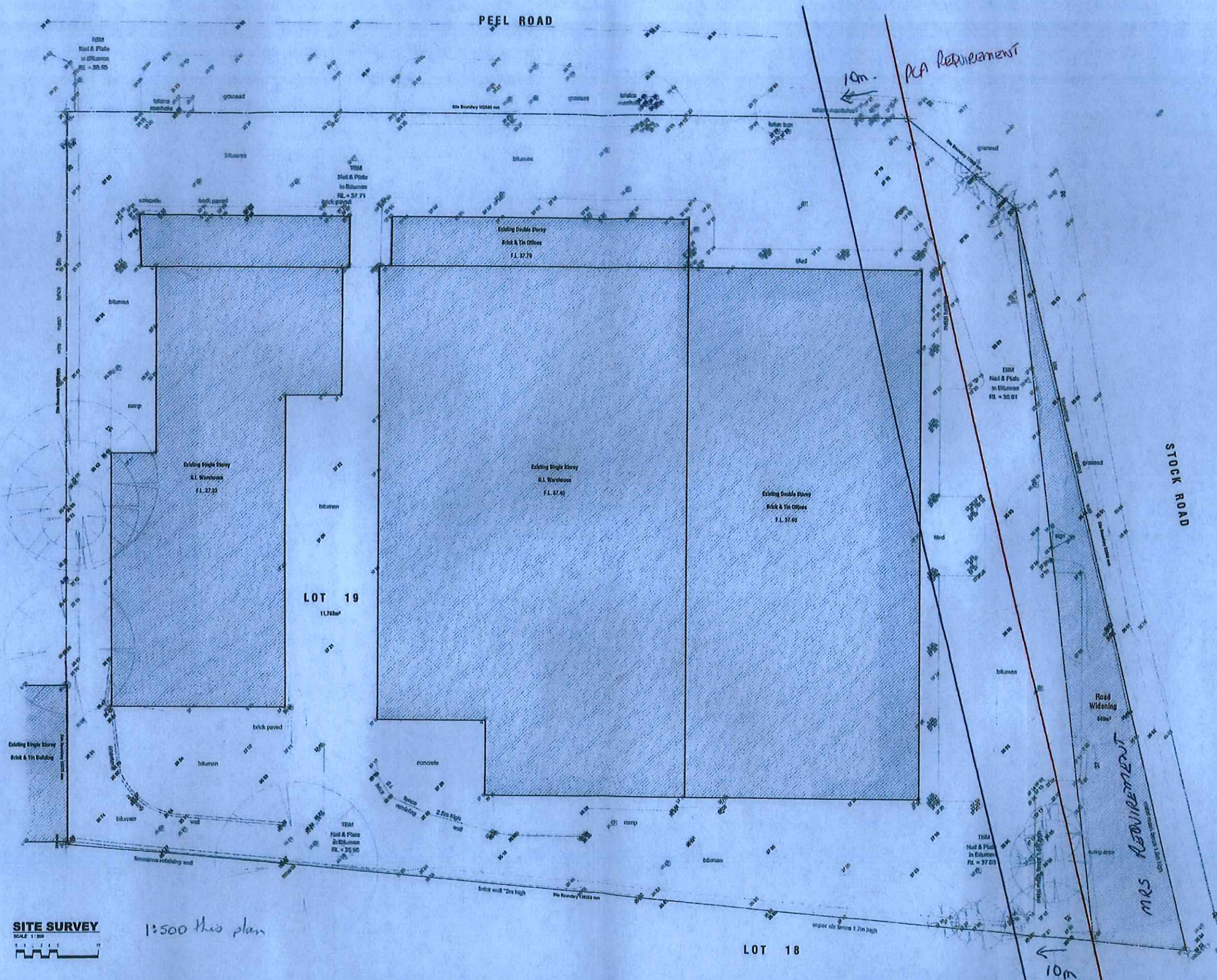
PLAN REF: PERTH 12.9.13.9.04

MSB 1/2000 10/11/19



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AUSTRALIAN
PLANNING
COMMISSION





SITE SURVEY
SCALE 1:100

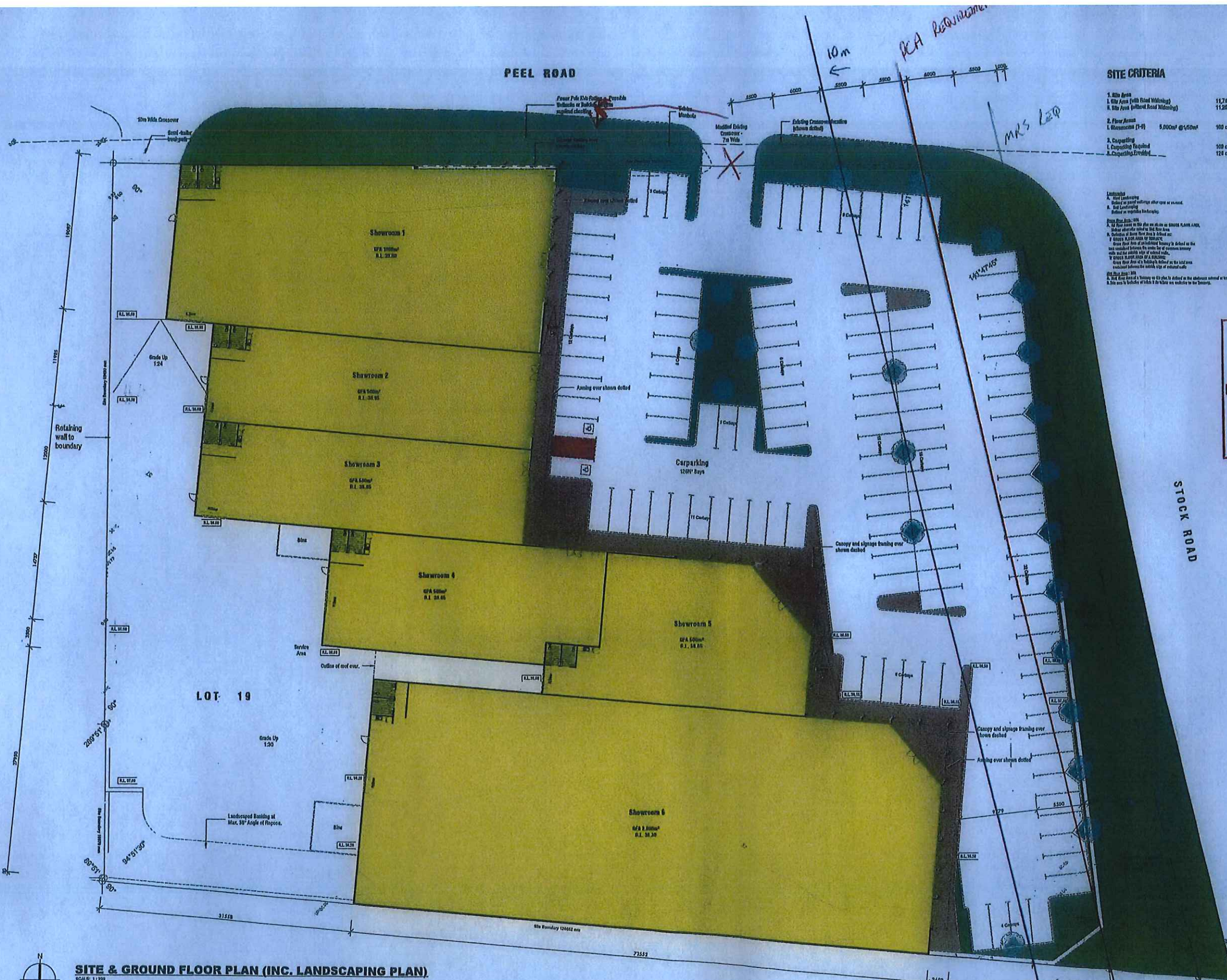
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PROPOSED SHOWROOM DEVELOPMENT
LOCATION: LOT 19, CNR PEEL & STOCK ROAD, O'CONNOR
FOR: THE CARCIONE GROUP

SK005
Feb 2013
2 of 5
1:200 @ B1

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MEYER SHIRCORE & ASSOCIATES
Suite 2, Ground Floor, 457 Roberts Road Subiaco WA 6008
PO Box 1284 Subiaco WA 6904
T: 08 9381 2311 F: 08 9381 4339



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SITE & GROUND FLOOR PLAN (INC. LANDSCAPING PLAN)
 SCALE: 1:1000

PROPOSED SHOWROOM DEVELOPMENT
 LOCATION: LOT 19, CNR PEEL & STOCK ROAD, O'CONNOR
 FOR THE CARCIONE GROUP

SK005
 Feb 2013
 3 of 5
 As indicated @ B1

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shircore 50
 ARCHITECTS
 1. Mervyn Shircore & Associates ACN 115 189 218
 Suite 2, Ground Floor, 411 Robert Road, Subiaco WA 6008
 PO Box 199, Subiaco WA 6008
 Tel: 9441 5511 Fax: 9441 1729

HERITAGE ASSESSMENT



**23 PEEL ROAD
O'CONNOR**

**PREPARED FOR
CITY OF FREMANTLE**

June 2013

Introduction

This heritage assessment document has been prepared as required and in accordance with the City of Fremantle's City Local Planning Policy 1.6 Preparation of Heritage Assessments.

Places of heritage significance should be conserved in accordance with the principles of the Burra Charter (The Australia ICOMOS for the conservation of places of cultural significance) which has been adopted by Council as the guiding document for the conservation of places of cultural heritage significance.

Commercial Buildings, 23 Peel Road O'Connor are not individually included or recommended to be included on the City of Fremantle's Heritage List or the Municipal Heritage Inventory and is not located within a Heritage Area.

The proposal comprises demolition of the existing buildings to facilitate redevelopment of the site.

1.0 Historical Information

The suburb of O'Connor was named in 1955 in honour of Charles Yelverton O'Connor. O'Connor was Engineer in Chief and General Manager of the Railways of Western Australia in the 1890's, and is remembered for his genius that resulted in construction of the Goldfields Water Supply, Fremantle Harbour and Perth's suburban rail system.

Historical research undertaken at the City's Local History Library was inconclusive. A 1953 aerial photograph of the area shows that the site was not developed.

The Landgate aerial map of 1953 (refer images) shows that this portion of Peel Road Street was not development. By the aerial of 1965 shows saw tooth roof warehouse buildings constructed to some of the site. By the 1985 aerial shows the expansion of the warehouse buildings and by 1999 shows the complex as existing in 2013. .

There was no further information regarding 23 Peel Road held in the Fremantle Local History Collection or within the property file.



Aerial photo 1953 showing the area largely undeveloped – 23 Peel Rd highlighted



Aerial photo 1965 showing the area largely undeveloped – 23 Peel Rd partially constructed



Aerial photo 1985 showing the area largely undeveloped – 23 Peel Rd partially constructed



Aerial photo 1999 showing the area largely undeveloped – 23 Peel Rd constructed as existing 2013

2.0 Description of the Place/s

Peel Road runs in a westerly to easterly direction from Stockdale Road through to Bowen Street. The area and nearby streetscape comprises of light industrial warehouses and commercial buildings.

Commercial Buildings, 23 Peel Road Street are located on the south west corner of Peel Road and Stock Road. There are two steel framed and corrugated asbestos clad saw tooth roof warehouses and a rendered masonry and zincalume clad roof commercial building with shopfronts of later construction fronting Stock Road.

There are various awnings supported on round columns over the shopfronts including a portico facing Stock Road.

Bituminized car parking and grassed areas are fronting the buildings.

Aesthetically, the commercial buildings are of no architectural merit.

3.0 Heritage Values

Heritage values and attributes should be considered in the context of the following:

- Fabric
- Setting
- Use
- Associations
- Meaning

Table 1

Heritage values	
Aesthetic	Limited
Historic	Limited – As a group of commercial buildings development in O'Connor between the 1960s and 1990s.
Social	None
Scientific	
Heritage Attributes	
Rarity	
Representativeness	The place is a representative example of light industrial structures built from 1960s as part of the Post World War II development in O'Connor as the industrial area of Fremantle.
Integrity	Yes
Authenticity	Yes

4.0 Heritage Significance

Table 2

Significance			
Exceptional	Considerable	Some	Limited or none
<p><i>The consultant shall identify the overall significance of the place using the above categories, and identify zones of significance within the place itself.</i></p> <p>Although as an example of 1960s industrial development of O'Connor the buildings are considered to be below threshold to warrant inclusion on the Heritage List and are of Limited Significance.</p>			

Comments:

Aesthetically, the buildings are of no individual architectural merit.

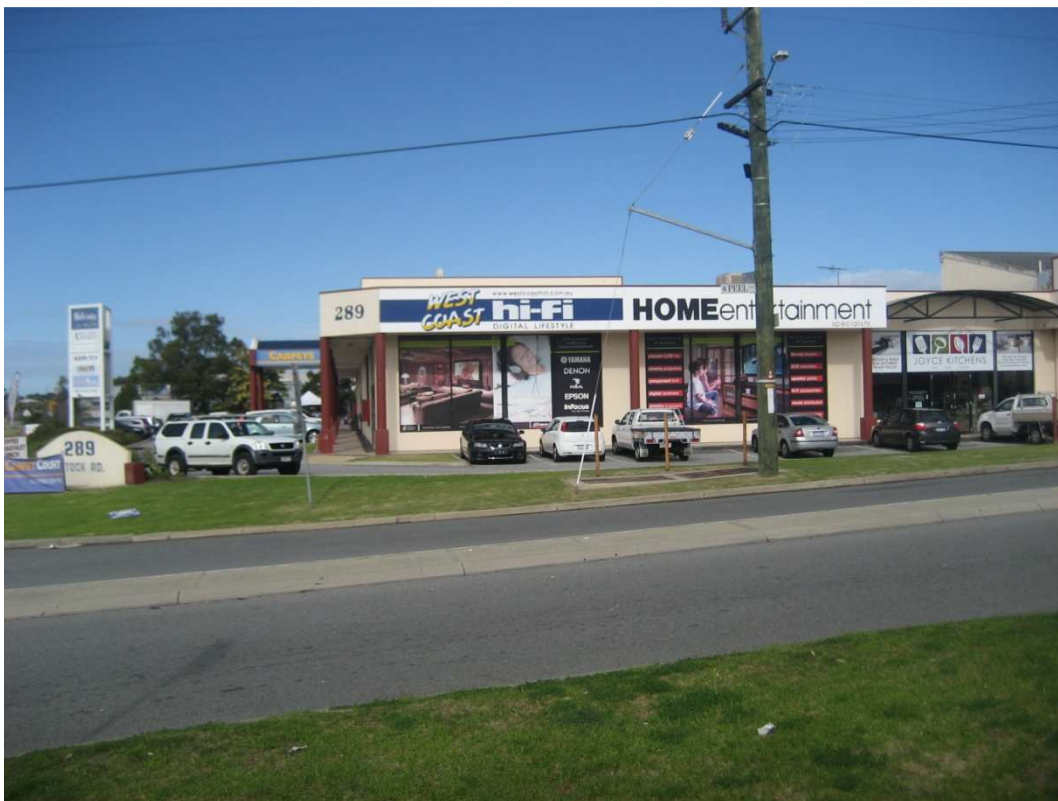
The Statement of Heritage Impact examines the impact of the proposed development on the heritage significance of the place, and includes a discretionary value judgment concerning the impact of the proposal on the identified heritage values of the place.

The Statement of Heritage Impact shall be prepared in the following format:

The level of positive and negative impact that the proposal will have on the heritage significance of the place with regard to the following criteria:	
The extent of loss of significant fabric.	<p>The proposal comprises complete demolition of the existing commercial buildings to facilitate redevelopment of the site.</p> <p>The buildings have been determined of limited significance and there is no significant fabric that will be lost due to its demolition.</p>
The extent of conservation work to significant fabric.	Not applicable
The permanent impact that the proposal is likely to have on the values that contribute to the heritage significance of the place.	Nil
The impact a proposal will have on a heritage building in terms of its use siting, bulk, form, scale, character, colour, texture and materials.	Not applicable
The impact the proposal will have on the visual setting and the other relationships that contribute to the heritage significance of the place.	Nil
The impact the proposal will have on the streetscape and townscape characteristics of the area in which it stands.	The proposal is for redevelopment. This is not a heritage area and the future development has not been assessed as part of this report.

The impact the proposal will have on important public views and spaces, vistas, landmarks and landscape features.	n/a
<p>Conclusion and recommendation(s)</p> <ul style="list-style-type: none"> The degree of positive and negative impact on the place in terms of its heritage significance is: <p>The buildings have been determined of 'limited' significance and therefore demolition can be supported on heritage grounds.</p>	

Photographs - City of Fremantle – 2013 (unless otherwise noted)



23 Peel Road – view from Peel Road



23 Peel Road – view from Peel Road



23 Peel Road – view from Peel Road



23 Peel Road – view from Stock Road



23 Peel Road – view from towards rear



23 Peel Road – view from towards Peel Road



23 Peel Road – view from towards Peel Road



23 Peel Road – Internal view

6.0 References

Apperly, R, e t a l. A Pictorial Guide to Identifying Australian Architecture Styles and terms from 1788 to the Present. (Sydney: Angus & Robertson, 1989)

The Illustrated Burra Charter: making good decisions about the care of important places, by Peter Marquis-Kyle & Meredith Walker, first published by Australia ICOMOS, in 1992, this edition, 2004.

City of Fremantle - Municipal Heritage Inventory database and Local History Library collection.



Form 1 - Responsible Authority Report

(Regulation 12)

Application Details:	Demolition of Warehouses and Showrooms and Construction of Six Showrooms
Property Location:	Lot 19 (No. 23) Peel Road, O'Connor
DAP Name:	Metro South-West Joint Development Assessment Panel
Applicant:	Meyer Shircore & Associates Architects
Owner:	Carcione Nominees Pty Ltd and Stock Road Land Pty Ltd
LG Reference:	City of Fremantle
Responsible Authority:	Department of Planning
Authorising Officer:	Executive Director Perth Peel Planning
Application No and File No:	DAP0003/13 and 05/50190/3
Report Date:	4 July 2013
Application Receipt Date:	29 May 2013
Application Process Days:	39 days
Attachment(s):	Attachment 1 - Location and Zoning Plans Attachment 2 -Development Plans Location

Recommendation:

That the Metro South -West Joint Development Assessment Panel resolves to:

- A. **Approve** DAP Application 0003/13 reference 05-50190-3 and accompanying plans date stamped 28 June 2013 in accordance with the provisions of Part IV of the Metropolitan Region Scheme, subject to the following conditions and advice notes:
1. No development other than landscaping to be carried out within the 10 metre wide strip of land located between the Stock Road road reserve and the proposed development to the specification of Main Roads WA and the satisfaction of the Western Australian Planning Commission.
 2. No stormwater drainage to be discharged onto the Stock Road road reserve.

Background:

Insert Property Address:	Lot 19 (No. 23) Peel Road, O'Connor
Insert Zoning MRS:	Industrial Primary Regional Road
TPS:	Commercial
Insert Use Class:	Showroom
Insert Strategy Policy:	N/A
Insert Development Scheme:	N/A
Insert Lot Size:	11,763m ²

Insert Existing Land Use:	Warehouses and Showrooms
Value of Development:	\$3.5 million

- The development site is located at the intersection of Peel and Stock Roads, O'Connor, approximately 4 kilometres east of Fremantle City Centre. The site is zoned 'Industrial' in the Metropolitan Region Scheme and 'Commercial' in the City of Fremantle Local Planning Scheme No. 4 - LPS No. 4 (**Attachment 1 - Location, Zoning and Clause 32 Plan**).
- The site is developed with older style warehouses and showrooms fronting Stock Road and Peel Road. Surrounding land uses comprise a mix of industrial and commercial.
- The subject land abuts Stock Road which is a Primary Regional Road in the Metropolitan Region Scheme (MRS) and falls under the jurisdiction of Main Roads WA (MRWA). A narrow portion of the subject land is also reserved Primary Regional Road.
- The site is affected by a MRS Clause 32 Resolution which was gazetted in December 2009 (**Attachment 1 - Location, Zoning and Clause 32 Plan**). Prior to this the subject land was affected by Planning Control Area No. 80 (PCA 80) which expired in November 2009.
- The intent of the Clause 32 Resolution is to protect land in the vicinity of the Leach Highway/Stock Road intersection and the portion of Stock Road, between Leach Highway and South Street, from development that may adversely impact on future regional road requirements.
- The Western Australian Planning Commission (WAPC) is required to assess the application from a regional perspective and impose appropriate conditions. Clause 30 of the MRS requires that assessment will have regard to the following:
 - (i) *The purpose for which the land is zoned or reserved under the Scheme;*
 - (ii) *The orderly and proper planning of the locality;*
 - (iii) *The preservation of amenities of the locality.*
- As the subject land is affected by a Clause 32 resolution, the application requires dual approval from the Western Australian Planning Commission (WAPC) and the City of Fremantle.
- The value of the development is \$3.5.

Outline of Development Application

The application seeks approval for demolition of existing warehouses and showrooms and the construction of six, single storey showrooms with signage and associated car parking.

The subject land is located at the intersection of Peel and Stock Roads, O'Connor and has an area of 11,763m². The proposed showrooms will have a combined gross floor area of 5000m² with a total of 100 car parking bays provided within the front setback area, facing onto Stock and Peel Roads, Access to the car park will be via a

single crossover located along Peel Road. Signage, as detailed on the development plans, will be located on each of the showroom facades.

Legislation

Planning and Development Act 2005

Metropolitan Region Scheme

State Government Policies

Local Policies

City of Fremantle Local Planning Scheme No. 4.

Public Consultation

The application did not require public consultation.

Consultation with other Agencies or Consultants

The application was referred to Main Roads WA who recommended a number of changes to the development plans.

Planning assessment:

The subject land is adjacent to Stock Road and is affected by a Clause 32 Resolution that replaced Planning Control Area No. 80 in December 2009. The intent of the Clause 32 is to protect future regional road widening requirements from adverse or intrusive development.

Road Widening Requirements, Access and Car Parking

MRWA has advised that the design of Stock Road is currently under review and that additional land may be required outside the existing MRS regional road reservation.

As a result of the above, the following requirements were requested by MRWA in respect of the development:

- Redesign of the car parking area to locate the Peel Road crossover further to the west of the intersection with Stock Road;
- No direct vehicle access being permitted onto Stock Road;
- A 10 metre setback from the existing road reserve to accommodate future road widening requirements outside of the current MRS reservation; and
- No earthworks or stormwater drainage encroaching/discharging onto Stock Road.

In response to the above, the applicant has redesigned the development to achieve a 10 metre setback from the current MRS road reservation (**Attachment 2 -**

Amended Development Plans). This has resulted in a loss of 26 car parking bays from the original plans. However, LPS No. 4 requires only 100 car parking bays for a development of this size and the loss of 26 bays is acceptable. From a regional road perspective, the modified location of the development will ensure that any future road widening requirements for Stock Road are protected.

The application has also been redesigned to relocate the Peel Road crossover further west of Stock Road, thereby increasing the separation distance from the intersection. This is supported.

Proposed Land Use and Streetscape Issues

The subject land is currently developed with an older style, dated warehouse and showroom development which is to be replaced with contemporary, single storey showrooms. The architectural style of the development is relatively simple with clean lines and including wall signage on each of the southern, northern and eastern elevations. The proposed signage is considered appropriate and will not detract from the amenity of the area or development. Additionally the proposed development is of a style and scale that is considered acceptable within the context of existing streetscape and surrounding development.

The proposed use of the land for showrooms is consistent with the industrial zoning of the land under the MRS and LPS No. 4 and will ensure the continuation of the same types of uses on the subject land.

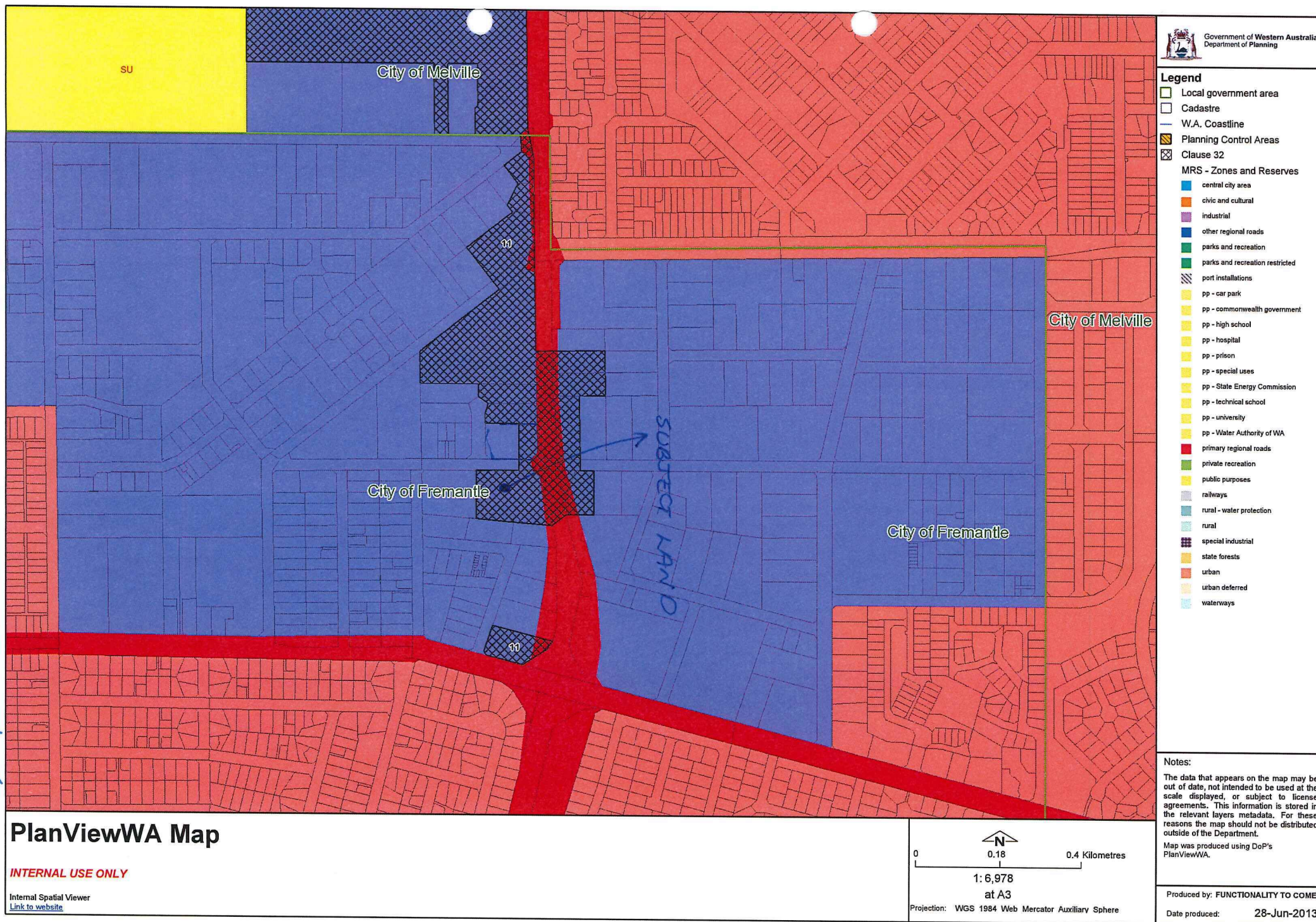
Conclusion:

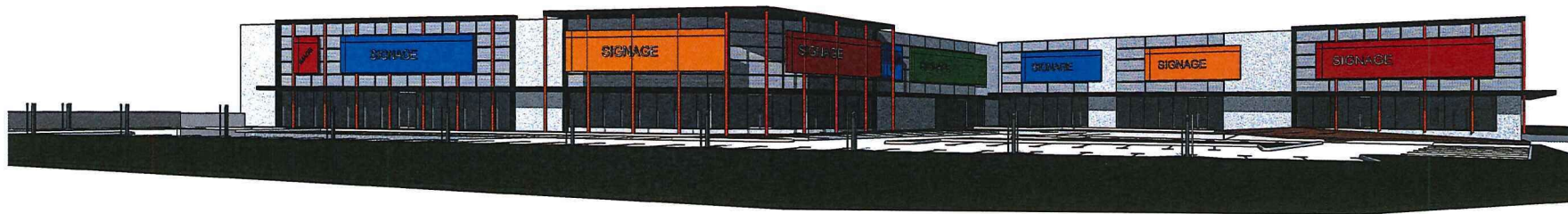
The proposed development will improve the amenity and use of an existing site located along Stock road by replacing older style development with new building form. The use of the new buildings will be consistent with current land use.

The proposal is therefore considered to be consistent with the orderly and proper planning of the locality and would have a positive impact on the amenity of the locality whilst also providing for the wider community.

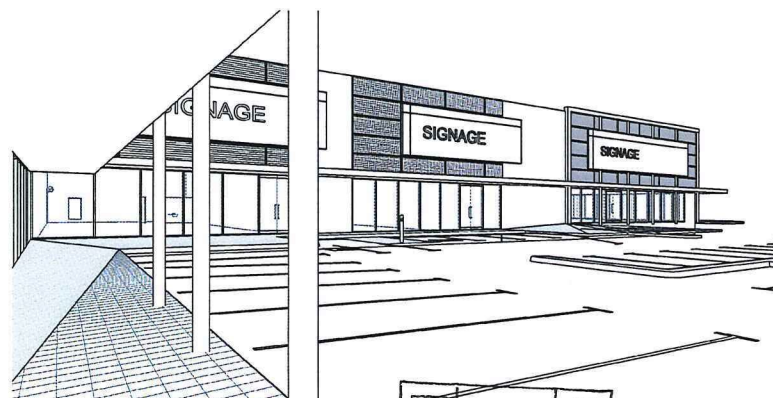
Conditional approval is recommended.

Attachment 1





RENDERED PERSPECTIVE FROM STOCK ROAD



PROPOSED SHOWROOM DEVELOPMENT
LOT 19, Cnr PEEL ROAD & STOCK ROAD, O'CONNOR

Content	Sheet
Cover Sheet	0
Location Plan	1
Site Survey	2
Site & Ground Floor Plan	3
Elevations	4
3D Perspectives	5



FILE
 28 JUN 2013
 DEPARTMENT OF PLANNING

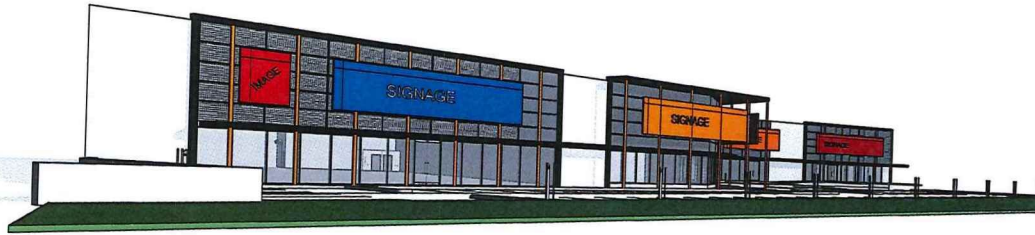
PROPOSED SHOWROOM DEVELOPMENT
 LOCATION: LOT 19, CNR PEEL & STOCK ROAD, O'CONNOR
 FOR: THE CARCIONE GROUP

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 PO Box 3284 Subiaco WA 6008
 T: 08 9388 8551 F: 08 9388 1390

Attachment 2

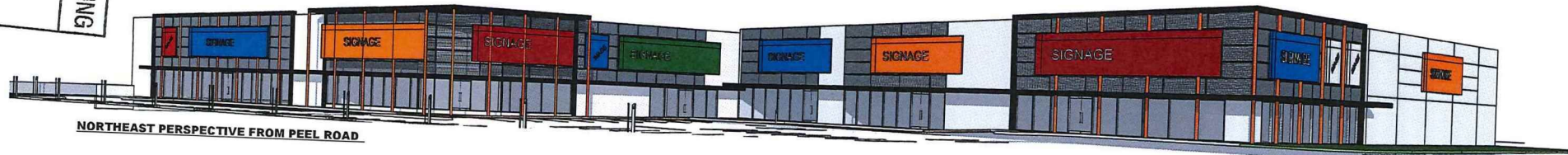


SOUTHEAST PERSPECTIVE FROM STOCK ROAD



Shadow Diagram 21st June 12pm

FILE
28 JUN 2013
DEPARTMENT OF PLANNING



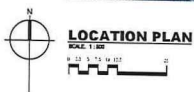
NORTHEAST PERSPECTIVE FROM PEEL ROAD

PROPOSED SHOWROOM DEVELOPMENT
LOCATION: LOT 19, CNR PEEL & STOCK ROAD, O'CONNOR
FOR THE CARCONE GROUP

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2 8 JUN 2013

FILE

PROPOSED SHOWROOM DEVELOPMENT
LOCATION: LOT 19, CNR PEEL & STOCK ROAD, O'CONNOR
FOR: THE CARCIONE GROUP

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PEEL ROAD

SITE CRITERIA

1. Site Area
1. Site Area (with Road Widening) 11,282m²
2. Site Area (without Road Widening) 8,820m²
2. Floor Area
1. Showrooms (1-6) 5,500m² (21/50m² 100 car lots)
3. Carparking
1. Carparking Required 100 car lots
2. Carparking Provided 100 car lots

Landscaping
A. Tree Plantings
B. Plantings
C. Landscaping
D. Landscaping
E. Landscaping
F. Landscaping
G. Landscaping
H. Landscaping
I. Landscaping
J. Landscaping
K. Landscaping
L. Landscaping
M. Landscaping
N. Landscaping
O. Landscaping
P. Landscaping
Q. Landscaping
R. Landscaping
S. Landscaping
T. Landscaping
U. Landscaping
V. Landscaping
W. Landscaping
X. Landscaping
Y. Landscaping
Z. Landscaping

LANDSCAPING LEGEND

Type	Quantity/area	Species
Shade Tree	42 No.	Tulashiro Cupressus, Alnus, Liquidambar
Particulate Lawn (500m boundary)	1833m ²	
Particulate Lawn (500m boundary)	1543m ²	

SITE & GROUND FLOOR PLAN (INC. LANDSCAPING PLAN)

SCALE 1:500



PROPOSED SHOWROOM DEVELOPMENT
LOCATION: LOT 19, CNR PEEL & STOCK ROAD, O'CONNOR
FOR THE CARCIONE GROUP

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Form 2 - Responsible Authority Report

(Regulation 17)

Application Details:	Modification to DAP Planning Approval for Additions and Alterations to Baldivis District Shopping Centre
Property Location:	Lots 1 and 9084 Safety Bay Road, Baldivis
DAP Name:	Metro South-West JDAP
Applicant:	Stockland Development Pty Ltd C/- Urbis
Owner:	Stockland WA (Estates) Pty Ltd
LG Reference:	20.2012.290 (D13/57558)
Responsible Authority:	City of Rockingham
Authorising Officers:	Mr Mike Ross, Manager Statutory Planning
Department of Planning File No:	DP/12/01276
Report Date:	5th June 2013
Application Receipt Date:	8th May 2013
Application Process Days:	50
Attachment(s):	<ol style="list-style-type: none">1. Site Plan (DA0101-C)2. Ground Floor Plan (DA0102-B)3. Level 1 Carpark Plan (DA0103-B)4. Building 5 Floor Plans (DA0104-A)5. Elevations Sheet 1 (DA0201-C)6. Elevations Sheet 2 (DA0202-C)7. Elevations Sheet 3 (DA0203-C)8. Sections Sheet 1 (DA0301-C)9. Perspective Sheet 1 (DA0501-B)10. Perspective Sheet 2 (DA0502-B)

RECOMMENDATION:

That the Metro South-West JDAP resolves to:

1. Accept that the DAP Application reference 20.2012.00000290 as detailed on the DAP Form 2 dated 22nd April 2013 is appropriate for consideration in accordance with regulation 17 of the *Planning and Development (Development Assessment Panels) Regulations 2011*
2. Approve the proposed modifications to the DAP Application reference 20.2012.00000290 as detailed on the DAP Form 2 dated 22nd April 2013 and accompanying Site Plan (Drawing No. DA0101-C), Ground Floor Plan (Drawing No. DA0102-B), Level 1 Carpark Plan (Drawing No. DA0103-B), Building 5 Floor Plans (Drawing No. DA0104-A), Elevations Sheet 1 (Drawing No. DA0201-C), Elevations Sheet 2 (Drawing No. DA0202-C), Elevations Sheet 3 (Drawing No. DA0203-C), Sections Sheet 1 (Drawing No. DA0301-C), Perspective Sheet 1 (Drawing No.

DA0501-B), and Perspective Sheet 2 (Drawing No. DA0502-B) dated 12 April 2013, in accordance with the provisions of the Town Planning Scheme No.2 and the Metropolitan Region Scheme, for the proposed amendments to the approved Additions and Alterations to Baldivis District Shopping Centre at Lots 1 and 9084 Safety Bay Road Baldivis, subject to:

- (a) amending the description of the approved development to include the specific approved use classes and to read as follows:

"Additions and Alterations to Baldivis District Shopping Centre (Shop, Restaurant, Office, Car Parking, Motor Vehicle Repair Station and Showroom)".

- (b) Deletion of Condition No.3.

- (c) Amending Condition No.9 as follows:

"9. A current Easement for the benefit of the public that is registered on the Certificate of Title (Deposited Plan 69965) for Lot 1 Safety Bay Road, Baldivis, specifying public access rights for the car park is to be amended to reflect the 12 April 2013 revised at-grade car park plan, in accordance with Section 195 and 196 of the Land Administration Act 1997. The Easement must continue to state as follows:-

"Public Access Easement for Car parking and Pedestrian Access".

- (d) Amend Condition No.23 as follows:

"23. All doors fronting Settlers Avenue must be accessible by customers and not locked during all hours when the subject business is trading."

- (e) Delete Advice Note (iii)

- 2. Refuse the request for the deletion or amendment of Conditions 2, 11, 12, 19 & 22 of Planning Approval dated 8 March 2013 for DAP Application reference 20.2012.00000290, as detailed on the DAP Form 2 dated 22nd April 2013.

BACKGROUND:

Site Details

Property Address:	Lots 1 and 9084 Safety Bay Road
Zoning MRS:	Urban
TPS:	District Town Centre
Use Class:	Shop, Restaurant, Office, Car Parking, Motor Vehicle Repair Station and Showroom.
Strategy Policy:	Baldivis Activity Centre Structure Plan Local Commercial Strategy Planning Policy 3.2.4 - Baldivis Town Centre Planning Policy 3.3.1 - Control of Advertisements Planning Policy 3.3.14 - Bicycle Parking and End of Trip Facilities Planning Policy 2.3 - Development Considerations and Disabled Persons
Development Scheme:	City of Rockingham Town Planning Scheme No.2
Lot Size:	Lot 1 = 8.0264ha Lot 9084 = 1.3726ha
Existing Land Use:	Shopping Centre (shops, offices, restaurants and fast food outlets)
Value of Development:	\$90 million

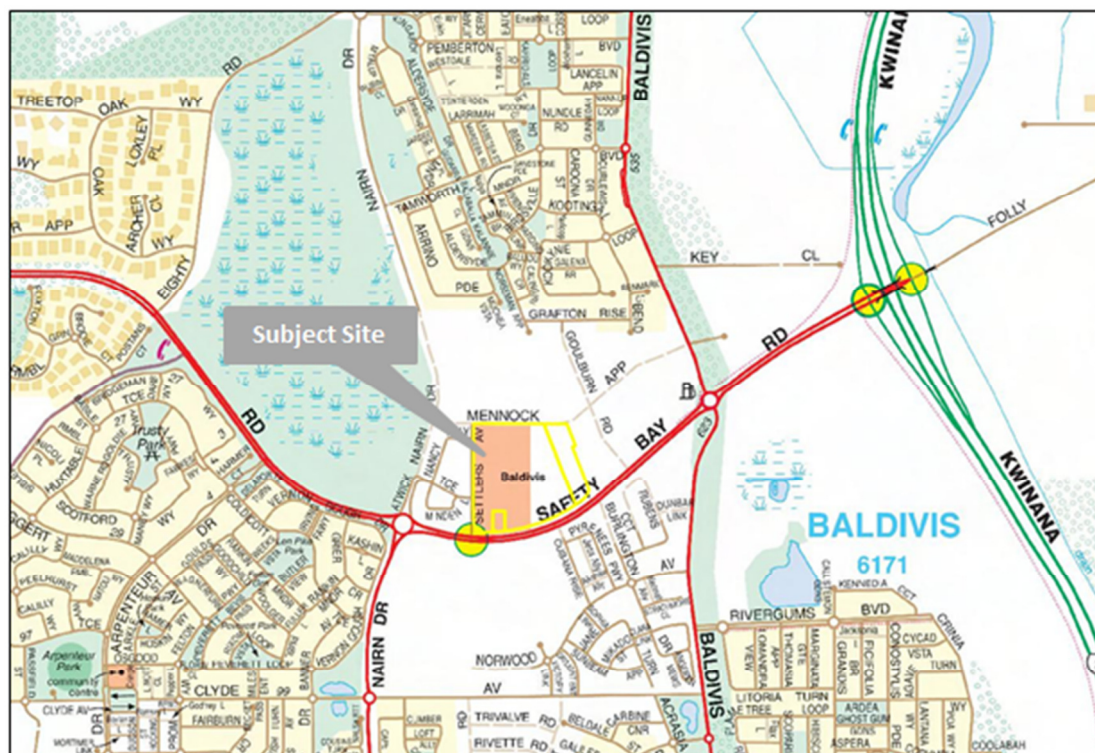


Figure 1 - Location Plan

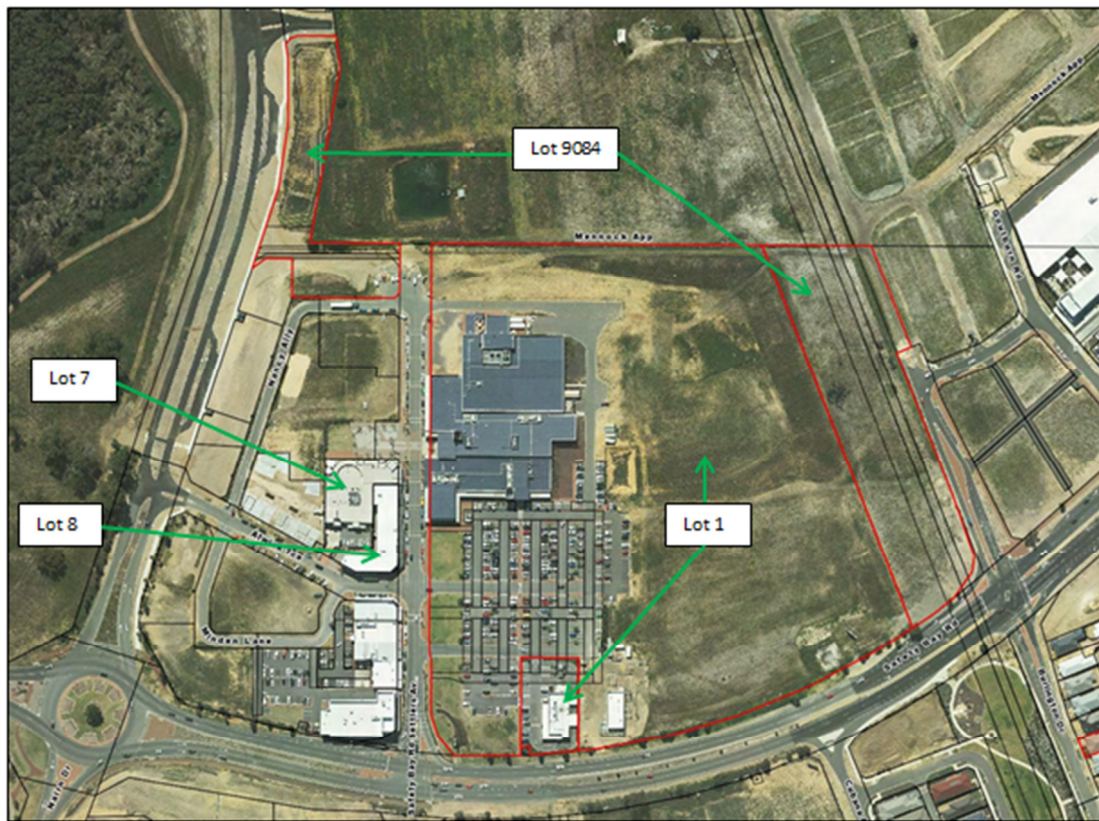


Figure 2 - Aerial Photo

History

The following outlines the history of planning approvals on the site:

- July 2006 - Stage 1 Shopping Centre - conditional Planning Approval issued
- March 2009 - McDonalds Restaurant - conditional Planning Approval issued.
- July 2010 - Car Park Extension - conditional Planning Approval issued.
- October 2011 - Red Rooster - conditional Planning Approval issued.
- November 2011 - Extension to Shopping Centre - conditional Planning Approval issued by the CoR. The proponent has chosen not to commence this Planning Approval and instead has lodged the subject application for a larger development.
- March 2013 – Additions and Alterations to the Baldivis District Shopping Centre, conditional Planning Approval issued by the Metro South West Joint Development Assessment Panel (SWJDAP).

DETAILS: OUTLINE OF DEVELOPMENT APPLICATION

The Applicant seeks approval to modify both the approved development and a number of conditions of the Planning Approval for the Additions and Alterations to the Baldivis District Shopping Centre as approved by the SWJDAP on 8 March 2013.

Proposed Modifications to the Approved Development

The application proposes the following minor changes:-

- (a) Extension to the trading area of the Discount Department Store (DDS) so that it is better connected to the internal mall circulation area. This results in an additional 187m² retail NLA located within the approved building footprint;

- (b) Expansion of DDS back-of-house area to incorporate a pallet enclosure. The expansion is into a fenced and partly roofed storage area which is part of the approved development;
- (c) Provision of alternative glazing to the food terrace that can be opened for natural ventilation where the weather permits or closed to provide a controlled climate during inclement conditions. These alterations result in a decrease in retail NLA, however, maintains the same seating capacity within the food terrace;
- (d) Expansion to the food terrace southward into the at-grade carpark due to the introduction of a service corridor to the rear of the food outlets, resulting in the replanning of the at-grade and roof carpark in the vicinity;
- (e) Replanning western side of roof carpark (centre managers office) to avoid building a suspended slab over the Coles expansion;
- (f) Replanning of the lift, skylight and travelators on roof in the vicinity of the bulky goods tenancies; and
- (g) Changes to the circulation of the roof car park associated with modifications in skylight locations.
- (h) As a consequence of these modifications the development results in a further deficiency of 59 parking spaces on site.

Proposed Changes to Conditions

- (a) **Deletion or modification of Condition 2 relating to the exclusion of rear car parking bays within the Development Area;**

Condition 2 of the DAP Planning Approval states:

"2. The development must be designed to exclude the car parking spaces, access ways and retaining walls north side of the location marked in red on the approved plan, prior to applying for a Building Permit."

The applicant proposes to delete Condition 2 or introduce a 10 year sunset clause for the limited use of the proposed car parking bays. The applicant's rational for this change is summarised as follows:

- Stockland has long standing plans to develop future buildings fronting Mennock Approach;
- The level difference between the shopping centre and Mennock Approach creates opportunities to construct car parking bays at undercroft level at the level of the car parking bays shown on the proposed plans;
- The car parking bays shown on the application would remain and would not preclude or delay and future development on the land addressing Mennock Approach;
- The development can accommodate sleeved development;
- Alternatively Stockland would accept a sunset clause on the Planning Approval which limits the use of the land for 31 car parking bays for a period of 10 years, after which the car parking bays must be deleted; and
- The design and alignment of future Mennock Approach has not been finalised and construction cannot occur until the adjoining land owner has subdivided their land.

- (b) **Deletion of Condition 3 as this matter has been dealt with on the updated plans;**

Condition 3 of the DAP Planning Approval states:

"3. The proposed stairs within the Safety Bay Road reserve adjacent to Bulky Goods Building 3 shall be deleted."

(c) Clarification of Condition 9 to confirm that it only relates to the area of land in the front of the Bulky Goods Precinct where car parking is provided;

Condition 9 states:

"9. An Easement, in accordance with Section 195 and 196 of the Land Administration Act 1997, for the benefit of the public is to be registered on the Certificates of Title for Lot 1 and Lot 9084 Safety Bay Road, Baldivis, specifying public access rights for the car park. Notice of the Easement is to be included on the Deposited Plan. The Easement is to state as follows:-

"Public Access Easement for Carparking and Pedestrian Access".

The Applicant proposes to amend Condition 9 for the following reasons:

"The intent of Condition 9 is not clear. It is assumed that this is only required to confirm access to the car parking bays contiguous to the linear open space (Lot 9091) where the road way and car parking bays are located within Stockland's land.

As it currently reads, the condition could be interpreted as allowing public use of the car park without restriction. Therefore, non-bona fide visits to the Shopping Centre could not be fined for parking in the centre, and would eliminate the ability for Stockland to control and manage their car parking area.

Stockland is not prepared to provide an easement over the entire car parking area."

The Applicant proposes the following amended condition:

"9. An Easement, in accordance with Section 195 and 196 of the Land Administration Act 1997, for the benefit of the public is to be registered on the Certificate of Title for Lot 9091, Safety Bay Road, Baldivis, specifying public access rights for the car park. Notice of Easement is to be included on the Deposited Plan. The Easement is to state as follows:-

"Public Access Easement for Carparking and Pedestrian Access"

It should be noted that Lot 9091 has not yet been created and the Applicant is referring to Lot 9084.

(d) Deletion of Condition 11 relating to provision of service vehicle access;

Condition 11 is as follows:

"11. The Service Vehicle access shall be designed and constructed to the satisfaction of the City, to provide for access to the loading docks from Nairn Drive, in the vicinity of Mennock Approach road reserve. The Service Vehicle access shall be in place prior to the occupation of the development and maintained for the duration of the development or until such time that Mennock Approach is constructed and dedicated as a public road."

The Applicant proposes to delete Condition 11 for the following reasons, which have been summarised:-

- The condition requires a temporary road to be constructed for service vehicles to access the loading docks of the centre.
- The road reserve for Mennock Approach has not been created and there is not enough space to build the road on Stockland's land as half the road reserve is on the adjoining land to the north.
- There are agreements in place for the land in the south-west corner of Mennock Approach and Settlers Avenue.
- The land to the north has complex drainage issues and it is not practical to create a temporary road until the drainage issues have been resolved to the land to the north.

Further rationale is provided by the Applicant:

"The Baldvis Activity Centre Structure Plan (BACSP) states at 5.5:

"The use of minor road for freight vehicles as an interim measure will be required until the road network is completed, however this will be undertaken in a manner that ensures the impacts on pedestrians and other centre users will be minimised."

This provision was included in the BACSP to acknowledge that there would be some issues associated with servicing the town centre during the development of the town centre and surrounds. Stockland have been aware of these issues for some time now, and therefore ensured the above reference was included to ensure that the existing servicing arrangements could continue without relying on the development of the Macukat land to the north.

Finally, there is the issue of liability. The portion of the land is owned and under the responsibility of a different land owner (Stockland Residential), therefore they are not able to accept the liability for the commercial vehicles accessing the Shopping Centre through their land. It is untenable for service vehicles to be accessing the centre via an ungazetted road on a third parties' land.

We note that it is Stockland's preference is for access for loading vehicles to be provided a manner that reduces or eliminates the need for service vehicles to use Nancy Alley. However, a condition that attempts to force this outcome is not appropriate as it may not be achievable and would compromise the ability to undertake the development."

(e) Deletion of Condition 12 relating to construction of Mennock Approach;

Condition 12 is as follows:

"12. The owner shall enter into a legal agreement with the City with a caveatable interest, for the construction of the portion of Mennock Approach on the Land, either:

(i) When the owner of the balance of Mennock Approach adjacent to the Land ('Balance') announces an intention to construct the portion of Mennock Approach on the Balance; or

(ii) When the owner of the land obtains the balance of Mennock Approach;

Prior to issue of a certificate of occupancy.

The Applicant proposes to delete Condition No.12 for the following reasons:

"The portion of Mennock Approach referred to does not form part of the application area and does not need to be constructed to facilitate the development or the on-going operation and management of the existing and approved stages of the centre. Put simply, the approval does not necessitate, or rely upon, the construction of Mennock Approach.

The construction of roads and agreements hereto are a subdivisional matter, and not appropriate to be contained within a development approval. It would be ultra vires to withhold the building licence for the scope of work associated with the Stage 2A development approval based on the need to make arrangements associated with the creation and construction of Mennock Approach."

(f) Modification of Condition 19 relating to service vehicle access;

Condition 19 states:

"19. Access to service vehicles or operation of forklifts must be restricted to the hours of 7:00am to 7:00pm Monday to Saturday and 9:00am to 7:00pm Sunday and public holidays."

The applicant proposes to amend Condition 19 because it is considered important for the site to be allowed to accept deliveries from 5:00am due to the delivery structures of the major tenants.

The Applicant proposes the following amended condition:

“19. Access of service vehicles or operation of forklifts must be restricted to the hours of 5:00am to 7:00pm Monday to Saturday and 7:00am to 7:00pm Sunday and public holidays.”

(g) Modification of Condition 22 relating to the treatment of entries and window frontages;

Condition 22 states:

“22. Entries and window frontages of the ground floor tenancies facing Settlers Avenue must not be covered, closed or screened off (including by means of shutters, curtains, blinds or roller doors or similar), to ensure that a commercial, interactive frontage is available to the development from the street, at all times and all tenants are advised accordingly.”

The Applicant proposes to amend Condition 22 for the following reasons:

“Whilst the sentiment of this condition is understood and in principle agreed, the implication is that no covering of any window of any type along Settlers Avenue is permitted, which could be construed to mean signage, advertising or markings on windows. We also note that that it is unreasonable to control internal fixtures such as blinds or curtains on these western facing windows that may be used to manage the internal environment of the building.”

The Applicant proposes the following amended condition:

“22. At least 75% glazing to the ground floor of the proposed tenancies facing Settlers Avenue must be transparent, and must not be covered, closed or screened off (including by means of shutters, roller doors or similar), at all times.”

The Applicant also proposes modifications to Condition 22 to clarify that ‘Office’ uses may be appropriate within Buildings 2 and 3.

(h) Modification of Condition 23 which requires all doors fronting Settlers Avenue to be kept open and not locked when premises are trading;

Condition 23 states:

“23. All doors fronting Settlers Avenue must be kept open and not locked during all hours when the subject business is trading.”

The Applicant proposes to amend Condition 23 for the following reasons:

“The sentiment of this condition is recognised in that the City desires businesses to present and have the activity focused onto Settlers Avenue. Stockland supports this position to contribute to ensuring that Settlers Avenue is a vibrant and functional street. However, the requirement to keep the doors open, is not considered appropriate or practical, as most tenancies have climate control that relies of the doors being able to be closed. There is no issue with the doors being required to be unlocked during hours of operation.”

The Applicant proposes the following amended condition:

“23. All doors facing the Settlers Avenue frontage of the buildings must not be locked during the trading hours of the tenancies they serve.”

(i) New condition confirming approved uses of ‘shop’, ‘office’, ‘restaurant’, ‘fast food outlet’, and ‘motor vehicle repair station’.

The Applicant proposes an additional condition on the basis that the approval does not specify what uses are approved. Consistent with the previous approval for stage 2A, it is required that a condition specify the approved uses.

The Applicant proposes the following new condition:

"This approval is for the use of 'shop', 'office', 'restaurant', 'fast food outlet', and 'motor vehicle repair station' within the Baldivis Shopping Centre. Internal modifications to the approved land uses do not require further approval from the City."

(j) Advice Note (ii)

Advice Note (ii) on the DAP Planning Approval states:

"(ii) Condition 2 is required to ensure that sites, unencumbered by development such as walls, parking and vehicle access areas and able to be built on independently of the shopping centre, are made available for future buildings adjacent to Mennock Approach as identified on the adopted Integrated Development Guide Plan for the Baldivis Town Centre. The applicant's proposal to retain car parking and walls in the building envelope locations is not considered to achieve the objective of providing sites unencumbered by the development and able to be developed independently of the shopping centre."

The Applicant seeks to delete Advice Note (ii) for the same reasons outlined for the deletion of Condition No.2.

(k) Advice Note (iii)

Advice Note (iii) on the DAP Planning Approval states:

"(iii) The car parking requirement for this site has been calculated as a minimum of 1,684 and a maximum of 1,989 car parking. This calculation includes the car parking demand for the development on Lots 7 and 8 Settlers Avenue and the McDonalds and Red Rooster developments on the Land. The entire development provides a total of 1,472 car parking spaces (which includes on-street car parking spaces on the eastern side of Settlers Avenue) but excludes the 31 car parking spaces deleted under Condition 2 of this approval) which has a shortfall of car parking spaces required for the development. This shortfall is deemed acceptable given the various uses have varying peak operating periods and the City's Planning Policy 3.4.2 - Baldivis Town Centre encourages the reciprocal use of car parking spaces where appropriate."

The Applicant proposes to delete Advice Note (iii) for the following reasons which have been summarised:

- The City's car parking calculation is incorrect and suggests that car parking is undersupplied when it is above the minimum requirements, because of the car parking for Lots 7 & 8 being added to the car parking requirements.
- The easement that burdens Lot 1 is only to enable access to the parking by the shopping centre, and there has never been an agreement to cater for their car parking demand. The agreement was based on a number of principles and objectives:
 - Cross visitation between businesses on the western side of the street with the shopping centre and applying an additional rate for car parking is 'double dipping'.
 - Peak demand and utilisations of the tavern, dome and fitness centre have different peak demands to the shopping centre. Providing parking demand based on these uses in addition to the shopping centre would result in an oversupply and unused carparking.
 - Urban design allowing for a more cohesive centre reduces the dominance of car parking.

- Drink driving where disassociated parking may assist reducing drink-driving.
- Stockland have no control over the on-going use and development of these lots and are not required to review the current land uses and demand of these sites every time they submit a development application for a change of use.
- Stockland has assessed and are confident that the parking provision is able to meet peak car parking demand, inclusive of its obligations under the easement, as it is core to the success of their business.

LEGISLATION & POLICY:

Legislation

Rockingham Town Planning Scheme No. 2 (TPS2)

Clause 4.15 – Carparking

Parking Requirements & Provision

Pursuant to clause 4.15.1.1, car parking is required to be provided in accordance with Table No.3 of TPS2.

A full assessment of the car parking requirements and provision is contained within the Planning Assessment Section (refer to Page 18).

State Government Policies

Nil

Local Policies

Baldivis Activity Centre Structure Plan (BACSP)

The BACSP enables retail NLA of 19,816m² for Stage 2 of the Shopping Centre.

The original application provided retail Net Lettable Area (NLA) of 19,863m² for Stage 2. This was a minor exceedance of 47m². The modification proposes a total of 21,117m² retail NLA, which is an overall exceedance of 1,301m².

The BACSP states that any significant exceedance to the floor space provisions require testing by a Retail Sustainability Assessment, however, the City's Local Commercial Strategy quantifies this, as being an increase by 5,000m² of shop/retail floor space. Thus no further assessment is deemed necessary for this increase.

Planning Policy 3.2.4 - Baldivis Town Centre (PP3.2.4)

PP3.2.4 provides guidance on development of land within the Baldivis Town Centre, based on land use, movement network, urban design, and specific precinct considerations.

Integrated Development Guide Plan (IDGP)

PP3.2.4 contains an adopted IDGP for the Baldivis Town Centre. The purpose of the IDGP is to illustrate building envelopes, indicative building configurations, setbacks, pedestrian and vehicular access, indicative carparking layouts and any rights of way or access easements required, and any other information required by the Council. The adopted IDGP is shown in Figure 3 below.

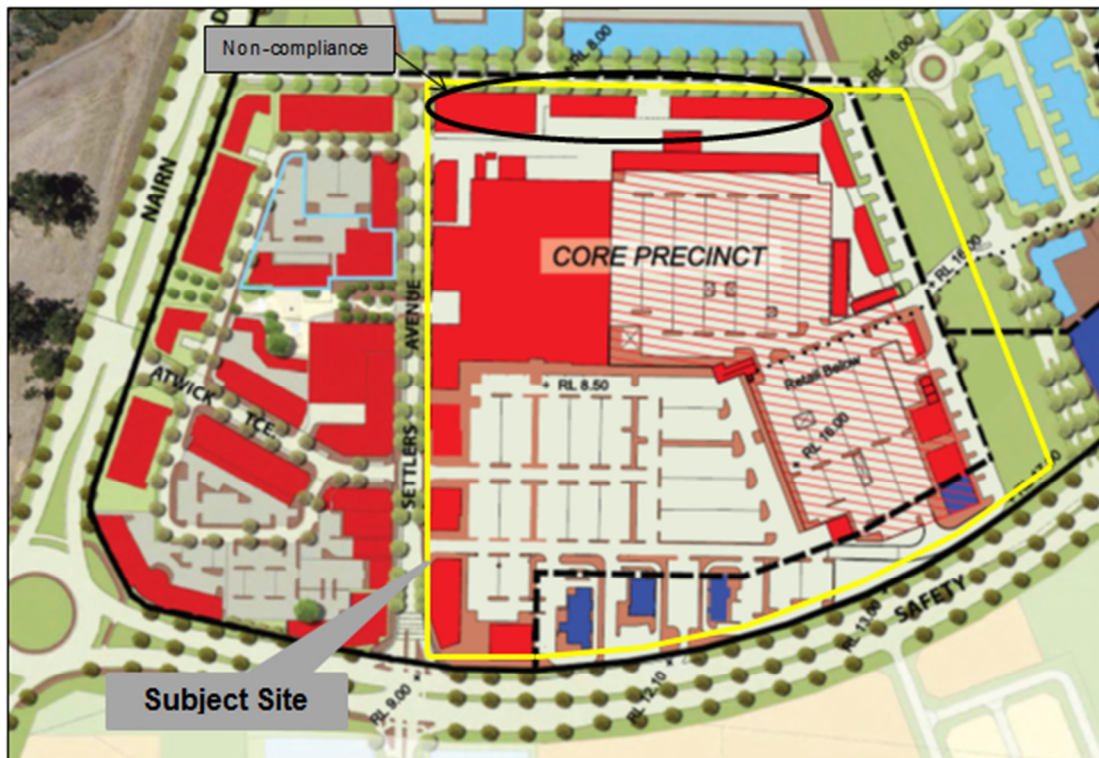


Figure 3 - Approved IDGP

Comment

The proposed modification is not consistent with the IDGP. It does not include commercial buildings along Mennock Approach, which will facilitate activation of the southern side of this future street. Instead this area facilitates the loading dock and staff parking, providing a significantly inactivated space (see Figure 4) which currently hinders the attainment of the future commercial buildings fronting Mennock Approach.

The proposed deletion of Condition 2 and consequential provision of car parking at the rear of the development is not consistent with the adopted IDGP. If the car parking bays were supported at the rear of the development, it would restrict the future construction of commercial buildings along Mennock Approach (unconstructed), which will facilitate the activation of the southern side of this future street.

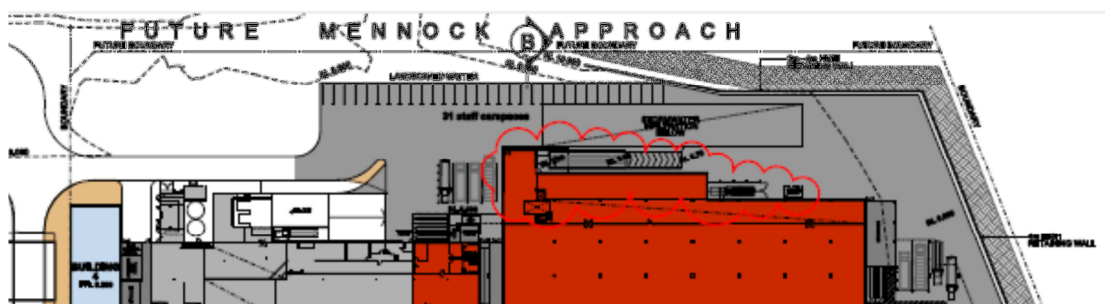


Figure 4 - North Side of Development fronting Mennock Approach

Requirements

PP3.2.4 includes general requirements as well as specific precinct requirements applying to development. These requirements are outlined below, along with comments on compliance with these requirements where they relate to the modification application.

Policy Requirements	Planning Comments	Compliance
General Requirements		
Urban Design		
The built form of the Town Centre is to be framed around the public street system with generally contiguous and active building frontages positioned at the streetscape boundary, subject to minor variations for residential development.	The proposed modification to Condition 22, deletion of Condition 2 and provision of staff car parking would provide for a reduced activation to the streets, which is inconsistent with PP3.2.4. This is discussed further in the Planning Assessment Section.	Fails to comply
Precinct Requirements		
Core Precinct		
Street entries and window frontages are to remain transparent to ensure that a commercial, interactive frontage is available to the development from the street at all times.	The proposed modification to Condition 22 would be inconsistent with PP3.2.4. This is discussed further in the Planning Assessment Section.	Fails to comply
The pedestrian entry onto the street is to remain open during business hours. Where rear customer parking is provided, provision should be made for a pedestrian path linking the carparking area with the street.	The proposed modification of Condition 23 would be inconsistent with PP3.2.4. This is discussed further in the Planning Assessment Section.	Fails to comply

CONSULTATION:

Public Consultation

The original application was not publicly notified and as such, the modification application was not required to be publicly notified.

Consultation with other Agencies or Consultants

The original application for Alterations and Additions to the Baldivis Shopping Centre was referred to the APA Group (Gas Pipeline) and the Department of Planning.

The proposed modification to the Planning Approval does not affect the previous comments provided by the APA Group or the Department of Planning.

PLANNING ASSESSMENT:

Modifications to Development

Minor extension of the trading area of the Discount Department Store (DDS)

The City has no objection to the proposed extension of the DDS. An assessment of car parking is provided on page 18.

Minor expansion of DDS back-of-house area to incorporate a pallet enclosure

The City has no objection to the proposed extension of the DDS. Parking demand would need to be commensurately increased as this area forms part of the NLA as defined under TPS2. Assessment of parking is provided below.

Provision of alternative glazing to the food terrace

The City has no objection to this modification.

Minor expansion to the food terrace southward into the at-grade carpark

The City has no objection to this modification, however it will result in the loss of ten parking spaces. Assessment of parking is provided below.

Minor replanning western side of roof carpark (centre managers office)

The City has no objection to this modification, however it will result in a loss of car parking spaces. Assessment of parking is provided below.

Minor replanning lift, skylight and travelators on roof

The City has no objection to this modification.

Minor amendment to circulation of the roof car park

The City has no objection to this modification.

Modification to Conditions

Condition 2

Comment

Approving development that is inconsistent with the adopted IDGP is not supported by the City. As the applicant is willing to remove the staff car parking in ten years' time, the parking is not needed to support the development.

Approval of staff car parking in this location has the potential to restrict the future development of the land along the future Menzies Approach, and it may impact on the actual construction of the road, especially given that the alignment is yet to be accurately determined.

The proposed staff car parking would result in a conflict between heavy and light vehicles which result in safety issues for the light vehicles. Furthermore, the isolated nature of the loading dock areas is not considered to provide for a safe environment for people to be accessing their cars, whether they are staff or patrons and is therefore contrary to the principles of Crime Prevention through Environmental Design (CPTED).

Given the constraints of this portion of land as outlined by the applicant, as well as for the reasons outlined above, it is considered inappropriate to approve car parking in this location for any period of time.

The deletion or modification of Condition No.2 is not supported.

Condition 3

Comment

As the revised plans delete the stairs, the City supports the deletion of Condition No.3.

Condition 9

Comment

Lot 1 is encumbered by a number of access and parking easements as shown in Figure 5.

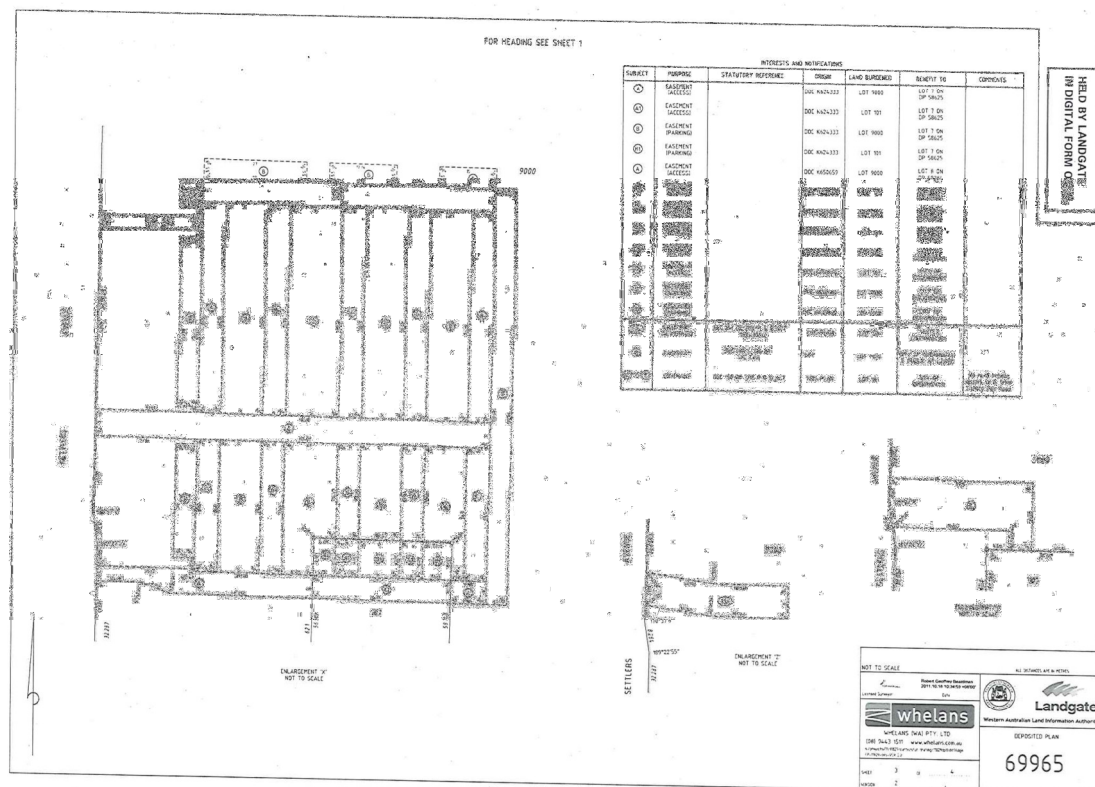


Figure 5 – Existing Easements

The car park on Lot 1 essentially functions as a public car park. Lots 7 and 8 Atwick Terrace currently have parking and access easements over Lot 1. Proposed Lot 101 (McDonalds) requires Lot 1 to provide it with vehicular access from Settlers Avenue. The existing public access easement for car parking was required to offset the car parking provision for the adjacent Tavern & Caretakers Dwelling (Lot 7) and Commercial Development (Lot 8) on Settlers Avenue. The relaxation of car parking for the Tavern and Commercial Development were granted on the basis of reciprocal car parking being provided by Stockland on the Baldivis Shopping Centre car park.

It can be seen from Figure 5, that the easements do not reflect the actual layout of the car park. To provide for improved administration of the easements, an easement covering the entire car park is considered to be appropriate. This would mean that if the car park configuration changes over time that the easement does not need to be changed.

Further, the previous modifications to the car park have seen both the Red Rooster and McDonalds development have a deficiency of parking on their respective sites. They also require access from Settlers Avenue over Lot 1.

In this regard, it is recommended that Condition No.9 be modified such that it reflects the pre-existing requirements for public car parking bays at grade level to Settlers Avenue and exclude the proposed roof deck car parking bays.

Condition 11

Comment

It is acknowledged that the road reserve for Mennock Approach has not been created. This is the rationale for why Condition No.11 was included on the original Planning Approval.

The use of either Settlers Avenue or Atwick Terrace/Nancy Alley for access to the loading docks by heavy vehicles is not considered to be acceptable by the City. It is understood that this route has been used as part of the previous approvals for the centre, however, the tripling of the centre size would generate a volume of heavy vehicle traffic that is not acceptable on a

local street network. It cannot be considered that the use of the local road network would be an interim measure, as there is no timeframe as to when Mennock Approach will be constructed.

The use of Nancy Alley for heavy vehicle movements is not acceptable to the City for the following reasons:

- Nancy Alley is an Access Street D. It is geometrically nor structurally designed to carry heavy vehicles;
- Nancy Alley is not a designated heavy vehicle route;
- The geometry of Nancy Alley and its associated intersections is such that heavy vehicle cannot make legal (i.e. lane correct) turns.
- The curve at the northern end of Nancy Alley is not navigable in a lane correct manner by heavy vehicles, as illustrated in Figure 6.
- The heavy vehicles in this area would be in conflict with the surrounding land uses and associated light vehicles and pedestrians. The City's Library and Community Centre car park has access off Nancy Alley, along with other commercial uses. Thus resulting in unacceptable safety impacts.

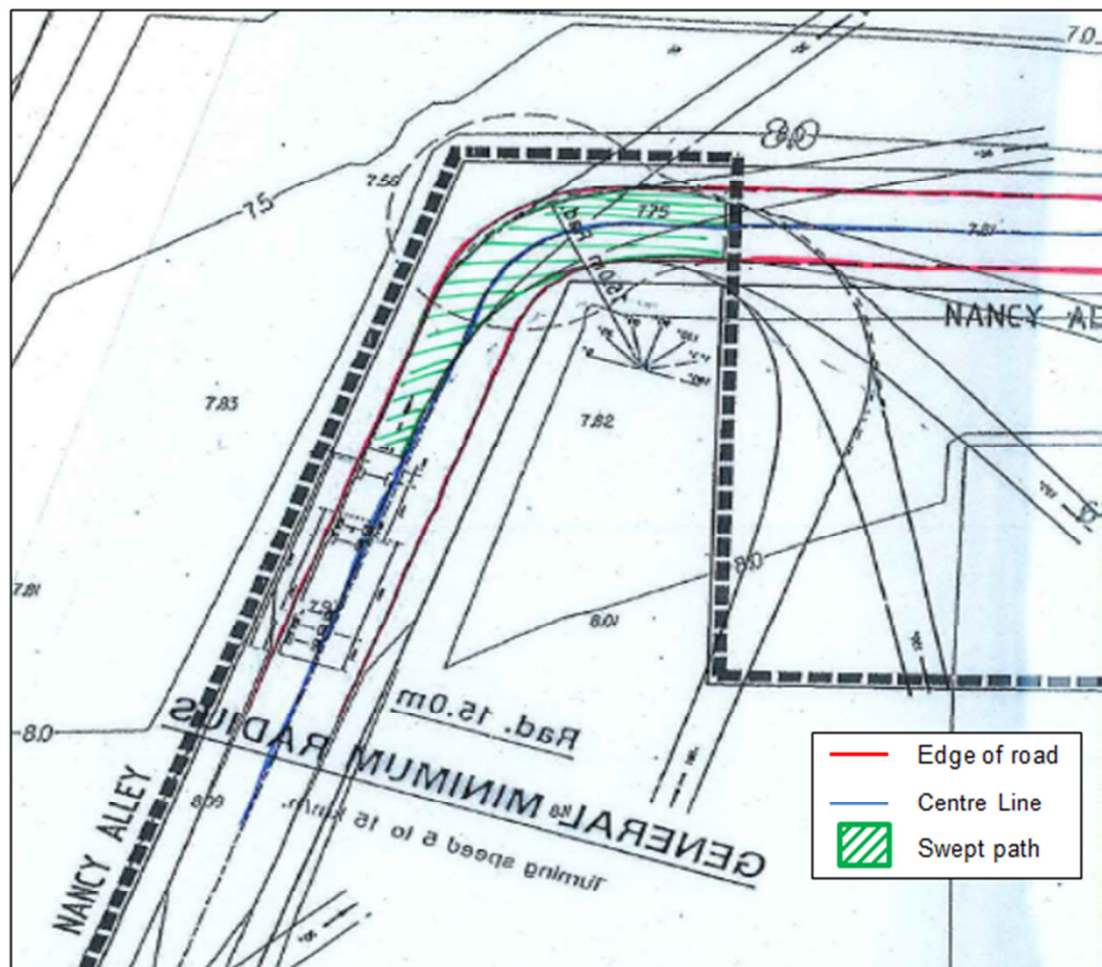


Figure 6 - Nancy Alley

Given the above, and that Mennock Approach has no certainty over timing of construction; alternate access is required for the loading docks.

Condition No.11 was included on the original Planning Approval to facilitate this alternate access. It was considered to be necessary and appropriate as it:

- is on Lot 9084, owned by Stockland which forms part of the application area;

- has a width of 10 metres means that it is feasible to construct a service access road;
- would not impact on the future lot on the south western corner of Settlers Avenue and Mennock Approach when constructed;
- would not prohibit the resolution of upstream drainage issues;
- separates the heavy vehicles from the local street network; and
- provides for a solution that is not dependant on the timing on the construction of Mennock Approach.

The deletion of Condition 11 is not supported.

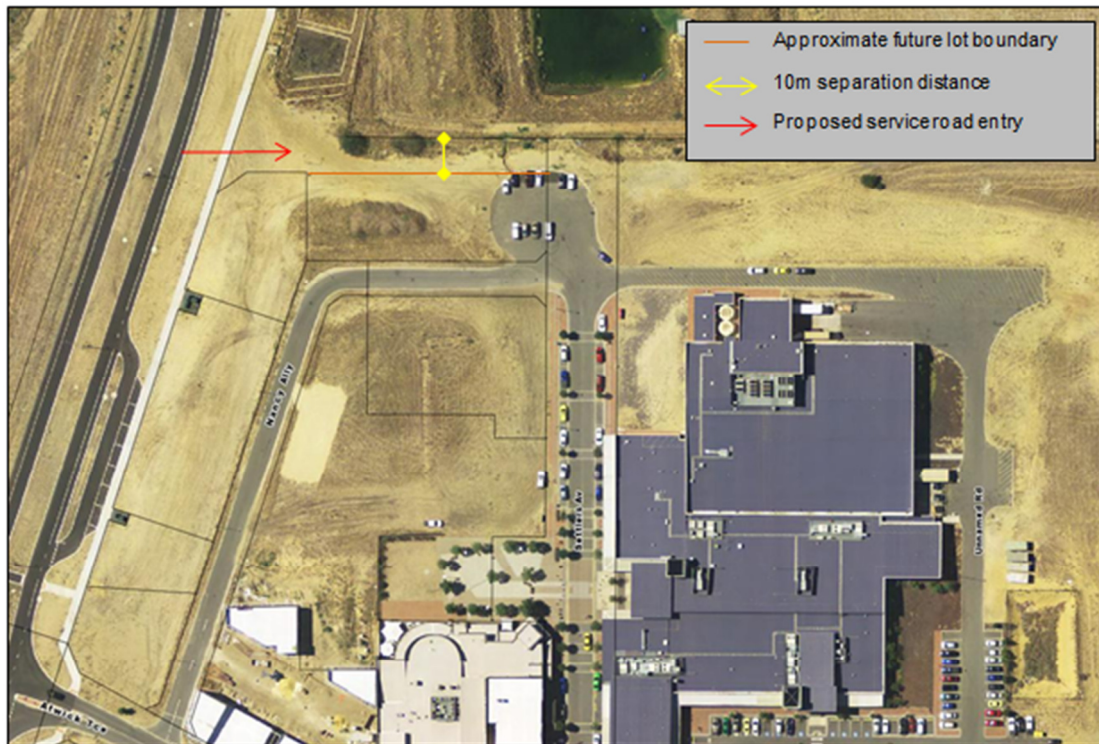


Figure 7: Service Access Road

Condition 12

Comment

Condition 12 only relates to the portion of Mennock Approach that would be within the subject site.

The condition is simply seeking that the legal agreement is entered into prior to issue of the Certificate of Occupancy. It is not seeking the full construction of the road to be completed by this time. In this regard it is not considered to be *ultra vires*.

The condition reflects the split land ownership situation for the land affected by the future alignment of Mennock Approach. The road is integral to the local traffic network as a result of the traffic generation of the proposed development. Mennock Approach is required to facilitate access to the loading dock. The reason it is required to be constructed as part of this development is because of the land ownership issues, and hence the reason for the service road required by Condition 11.

The condition is simply providing a means to facilitate the road construction at a time once the land ownership issues are resolved. The condition serves a proper planning purpose and relates to the proposed development.

The deletion of Condition 12 is not supported.

Condition 19

Comment

The conditional hours of operation are consistent with the *Environmental Protection (Noise) Regulations 1997* (EP Regulations), which have been consistently applied by the City to shopping centres. To ensure the amenity of the locality is maintained in accordance with the EP Regulations, and particularly given the future mixed use nature of the Baldivis Town Centre, the proposed modification to Condition 19 is not supported.

Condition 22

Comment

Consistent with the City's *Planning Policy 3.3.1 – Control of Advertisements*, a minimum of 50% of the façade of buildings within the Baldivis Town Centre must be of clear or transparent glazing. The western facing windows/doors of the buildings along Settlers Avenue only account for approximately 50% of the façade. In this regard the City would not support any further obscuring of these windows. The buildings facing Settlers Avenue all have awnings which provide for sun protection to the windows.

The Applicants proposed changes to Condition 22 are not supported. The application has designated Buildings 2 and 3 as shops. A change of use would require further Planning Approval consistent with TPS2 and PP3.2.4.

Condition 23

Comment

The requirement for doors to be open during trading hours is a direct reflection of a provision in the *Planning Policy 3.2.4 - Baldivis Town Centre*. It is therefore a condition placed on all Planning Approvals within the Baldivis Town Centre. To address the applicant's concerns Condition 23 should be modified as follows:

"23. All doors fronting Settlers Avenue must be able to be accessed by customers and not locked during all hours when the subject business is trading."

Additional Condition specifying the Approved Land Uses

Comment

It is recommended that the 'Description of Proposed Development' be amended to include the use classes as opposed to providing an additional condition to the Planning Approval. The listing of the use classes is not a valid condition of Planning Approval. Thus the Description of Proposed Development shall be amended to read as follows:

"Additions and Alterations to Baldivis District Shopping Centre (Shop, Restaurant, Office, Car Parking, Motor Vehicle Repair Station and Showroom)".

Advice Note (ii)

Comment

The deletion of Condition No.2 is not supported, and thus the deletion of Advice Note (ii) is not supported for the same reasons as outlined above.

Advice Note (iii)

Comment

The wording of the advice note acknowledges the reciprocal use of parking within the Baldivis Town Centre, which includes the use of Lot 1 for the provision of parking for the developments on Lots 7 and 8. The easements over Lot 1 are a reflection of this and at no time previously has the land owner raised issue with the reciprocal nature of parking in the area.

Any change of use on Lots 7 and 8 would need to ensure that parking requirements for the site do not exceed that originally approved, as any other change of use application would with limited parking on its own site.

As outlined below, the acceptance of a 20% deficit in parking recognises the multipurpose nature of trips within town centres and shopping centres.

There are no objections to the deletion of advice note (iii), however, the City still considers that the overall development has a shortfall of car parking as outlined below.

Parking

Parking Requirements

The proposed modification results in an increase of 1,254m² NLA for the shop use class within the development. The following table outlines the commensurate increase in parking requirements and compares this to the original Planning Approval.

Use	Rate	Original Approval Requirement	Proposed Modification Requirement
Office	1 bay per 60m ² (40)m ² NLA	856m ² = 15 (22)	856m ² = 15 (22)
Restaurant	1 bay for every 8 (6) persons the building is designed to accommodate	937 persons = 118 (157)	937 persons = 118 (157)
Shop	1 bay per 22m ² (17)m ² NLA	19,120m ² = 870 (1,125)	20,482m ² = 931 (1,205)
Showroom	1 bay per 80m ² (60)m ² NLA	880m ² = 11 (15)	880m ² = 11 (15)
Motor Vehicle Repair Station	1 bay per service bay + 1 bay per employee	3 bays = 3 4 staff = 4	3 bays = 3 4 staff = 4
Total		1,021 (1,326)	1,082 (1,406)
Notes: For the Baldivis Town Centre, parking rates are provided as a minimum and maximum range, with the maximum parking allowable provided in brackets.			

The Baldivis Shopping Centre (Lot 1) is encumbered by an easement for car parking and access in favour of the City. This easement was provided to facilitate parking for the developments on Lot 7 and 8 Atwick Terrace. Specifically the Planning Approval for the Commercial Development on Lot 8 identified a demand for 76 car parking spaces on Lot 1. The Planning Approval for the Tavern and Caretaker's Dwelling on Lot 7 identified a demand for 187 car parking spaces on Lot 1. The demand for car parking is being provided by car parking supplied on the Baldivis Shopping Centre based on the parking demand not substantially occurring during peak operating times and to ensure that the urban design objectives of the Baldivis Town Centre are facilitated.

Based on the car parking requirements in the above table and the existing approvals on site, the following outlines the parking required over the entire site based upon the revised plans.

Development	Parking Required	
	Spaces	Spaces for people with a Disability
Stage 1 (existing shopping Centre)	355	6
McDonalds	22	1
Red Rooster	23	1
Lot 8 (Commercial Development)	76	0
Lot 7 (Tavern)	187	0
Stage 2 (Amended Application)	1,082 (1,406)	0*
Total Parking Required	1,745 (2,069)	8
* Not included in addition to the overall parking requirement.		

Thus the additional NLA generated by the amended plans requires the provision of an additional 61 parking spaces.

Parking Provision

The modifications to the development also have resulted in a reduction in parking provided on site. The original application provided 658 parking spaces on the ground level, whilst the modification proposes 648 parking spaces. This is a reduction of ten parking spaces.

The original application provided 718 parking spaces on the roof top car park, whilst the proposed development proposes a total of 730 parking spaces. This is an additional twelve parking spaces.

Overall, the modification results in an increase of two parking spaces compared to the original Planning Approval.

Comments

Despite the amended development providing two additional spaces above the original approval, the increase in NLA results in an increase in parking deficit over that approved under the original approval. The proposed modification results in an increased deficiency of car parking on the site, equating to 59 spaces.

The proposed modification requires 1,753 parking spaces, whilst 1,378 have been provided on site. This is a 21% shortfall. The original application required 1,692 parking spaces whilst 1,376 were provided on site. This equates to a 19% shortfall.

A 20% variation in parking provision is considered to be acceptable for shopping centres as they are characterised by multi-purpose trips. That is, people generally visit more than one shop when they visit the centre. Given that the deficit is generally in accordance with this and the modification results in a 2% change, it is considered to be acceptable.

CONCLUSION:

The proposed modification comprises both minor modifications to the design of the development as well as modifications to the conditions of Planning Approval.

The proposed design changes are supported by the City, as they are generally compliant with TPS2 and PP3.2.4 requirements, and would not substantially change the development approved.

In relation to the Conditions of Planning Approval to be modified:

- The deletion Condition 2 is not supported and should be retained in its approved form.
- The deletion Condition 3 is supported and can be deleted from the Planning Approval.
- The changes Condition 9 are supported in the form outlined in the report recommendation to reflect the changes to the easement plan based upon the proposed changes to the at grade car park.
- The deletion of Condition 11 is not supported and should be retained in its approved form.
- The deletion of Condition 12 is not supported and should be retained in its approved form.
- The request to amend Condition 19 is not supported and should be retained in its approved form.
- The two requests to amend Condition 22 are not supported and should be retained in its approved form.
- The request to amend Condition 23 is supported in the form outlined in the report recommendation.
- The request for an additional condition is not supported, however, it is recommended that the description of the proposed development on the Planning Approval be amended to reflect the specific use classes approved.
- The request to delete Advice Note (ii) is not supported and is to be retained in its approved form.
- Advice Note (iii) can be deleted as the car parking assessment has been detailed in this report based upon the overall parking requirements in Town Planning Scheme No.2.



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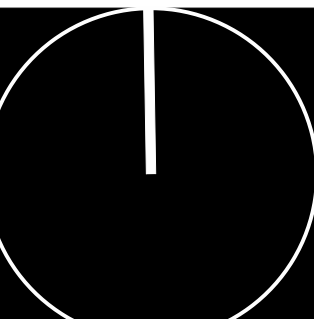
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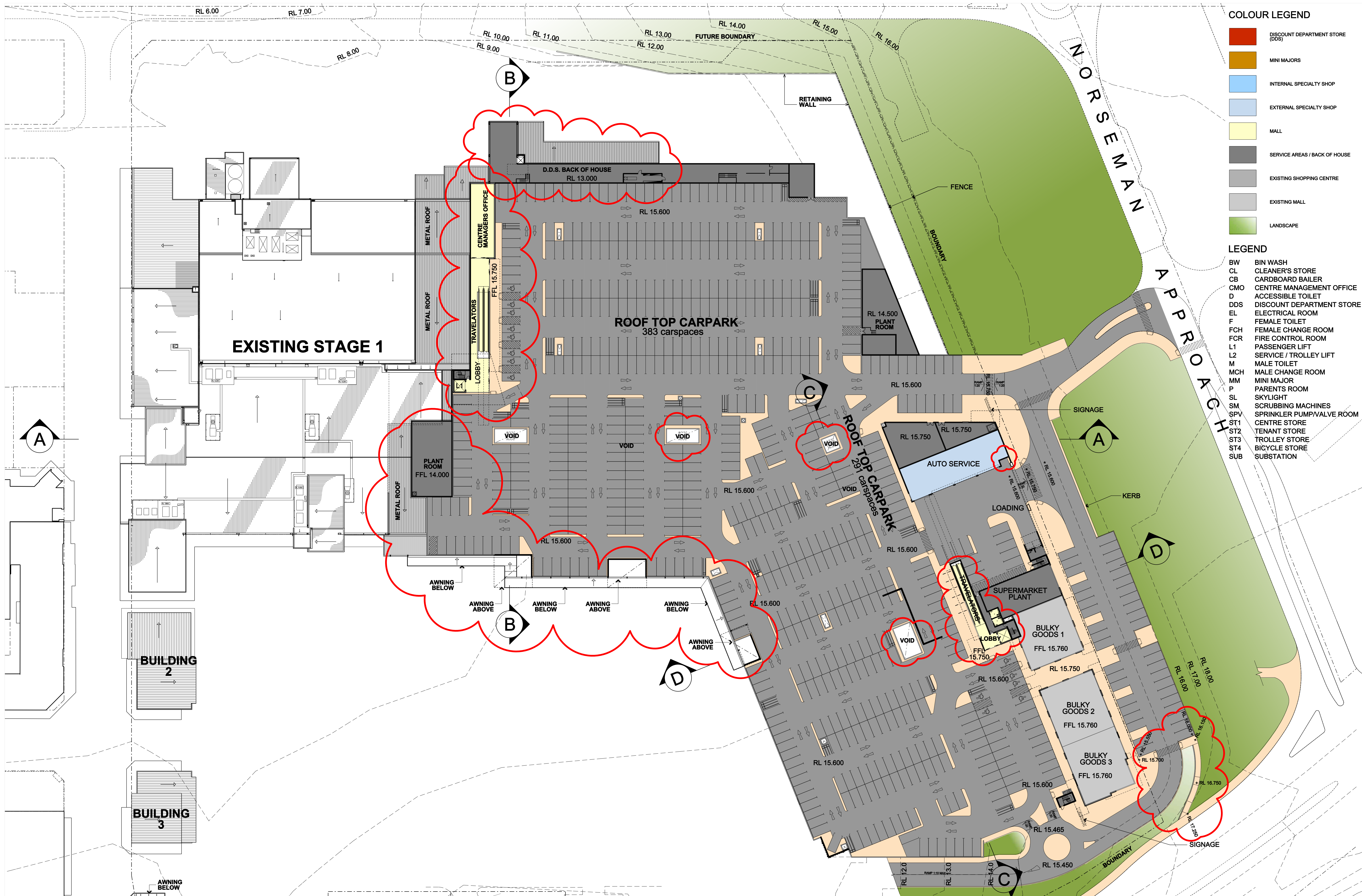
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Stockland BALDIVIS - STAGE 2
Lot 26, Safety Bay Road Baldivis, WA 6171

TITLE:
Site Plan

PROJECT NUMBER:
12-07-09-BA

DRAWING NUMBER:
DA0101-C





COLOUR LEGEND

- DISCOUNT DEPARTMENT STORE (DDS)
- MINI MAJORS
- INTERNAL SPECIALTY SHOP
- EXTERNAL SPECIALTY SHOP
- MALL
- SERVICE AREAS / BACK OF HOUSE
- EXISTING SHOPPING CENTRE
- EXISTING MALL
- LANDSCAPE

LEGEND

- BW BIN WASH
- CL CLEANER'S STORE
- CB CARDBOARD BAILER
- CMO CENTRE MANAGEMENT OFFICE
- D ACCESSIBLE TOILET
- DDS DISCOUNT DEPARTMENT STORE
- EL ELECTRICAL ROOM
- F FEMALE TOILET
- FCH FEMALE CHANGE ROOM
- FCR FIRE CONTROL ROOM
- L1 PASSENGER LIFT
- L2 SERVICE / TROLLEY LIFT
- M MALE TOILET
- MCH MALE CHANGE ROOM
- MM MINI MAJOR
- P PARENTS ROOM
- SL SKYLIGHT
- SM SCRUBBING MACHINES
- SPV SPRINKLER PUMP/VALVE ROOM
- ST1 CENTRE STORE
- ST2 TENANT STORE
- ST3 TROLLEY STORE
- ST4 BICYCLE STORE
- SUB SUBSTATION



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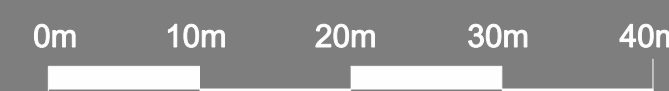
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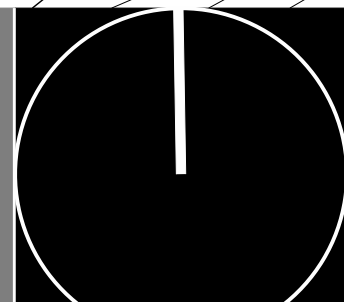


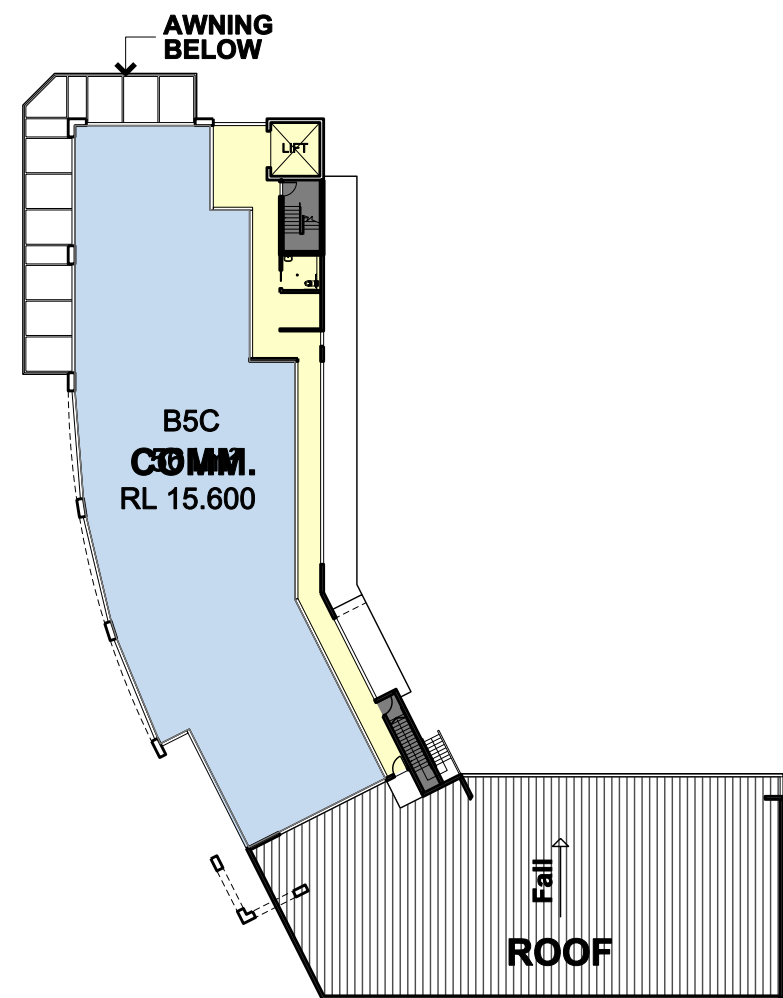
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Stockland BALDIVIS - STAGE 2
Lot 26, Safety Bay Road Baldivis, WA 6171

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PROJECT NUMBER:
12-07-09-BA

DRAWING NUMBER:
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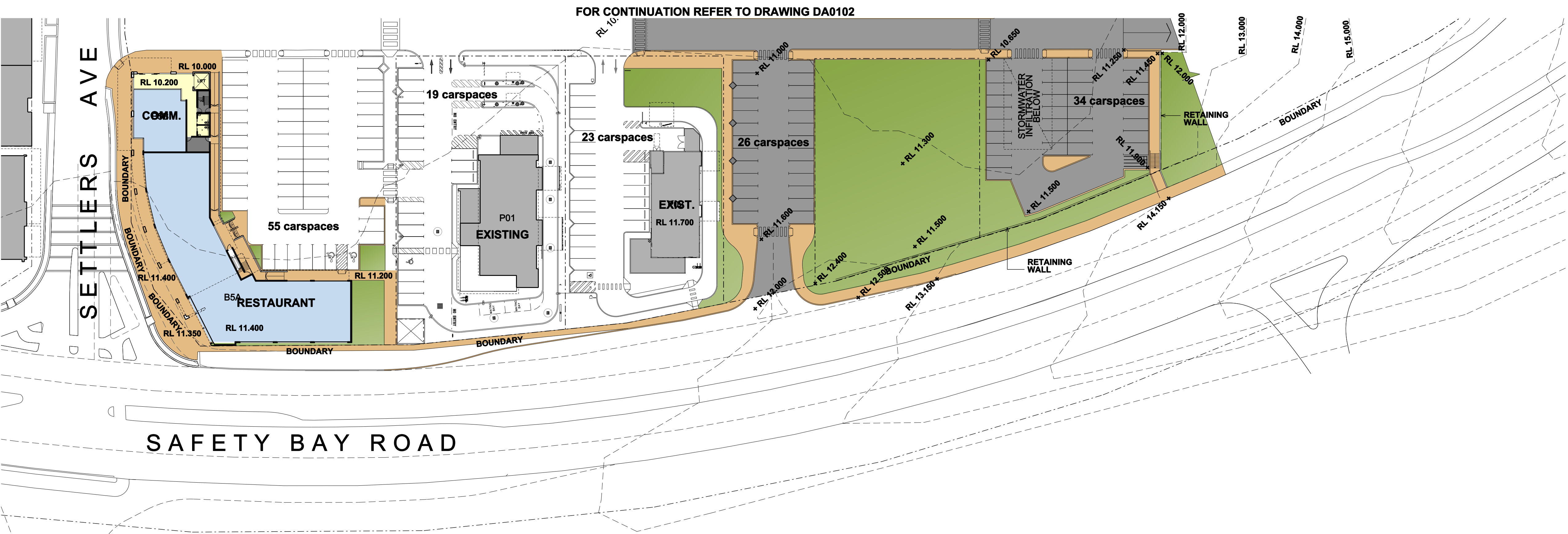
COLOUR LEGEND

	DISCOUNT DEPARTMENT STORE (DDS)
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	EXTERNAL SPECIALTY SHOP
	MALL
	SERVICE AREAS / BACK OF HOUSE
	EXISTING SHOPPING CENTRE
	EXISTING MALL
	LANDSCAPE

LEGEND

BW	BIN WASH
CL	CLEANER'S STORE
CB	CARDBOARD BAILER
CMO	CENTRE MANAGEMENT OFFICE
D	ACCESSIBLE TOILET
DDS	DISCOUNT DEPARTMENT STORE
EL	ELECTRICAL ROOM
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SPV	SPRINKLER PUMP/VALVE ROOM
ST1	CENTRE STORE
ST2	TENANT STORE
ST3	TROLLEY STORE
ST4	BICYCLE STORE
SUB	SUBSTATION

02 Building 5 Level 1 Floor Plan Scale 1:500



01 Building 5 Ground Floor Plan Scale 1:500



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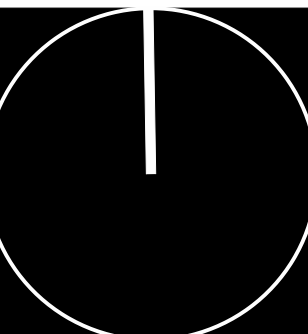
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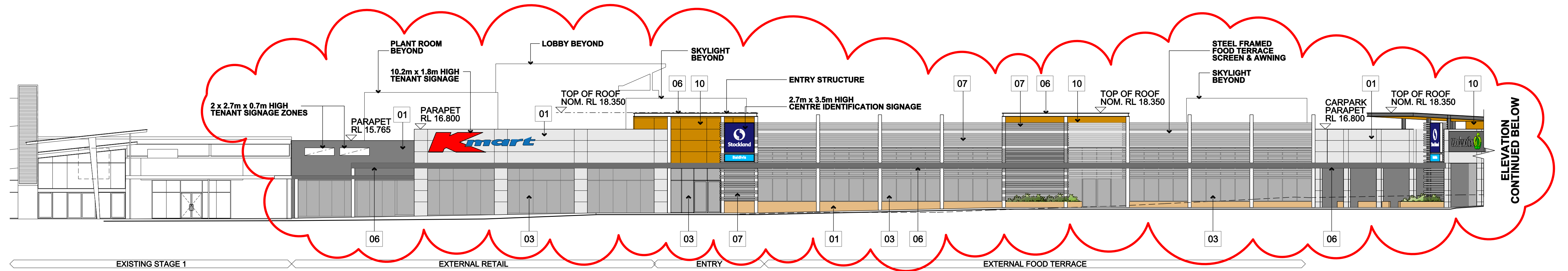
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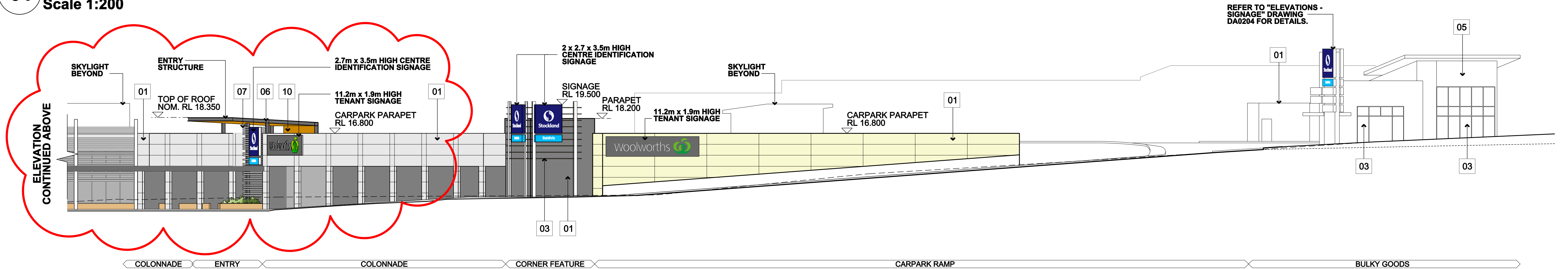
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Lot 26, Safety Bay Road Baldivis, WA 6171
TITLE: Building 5 Floor Plans

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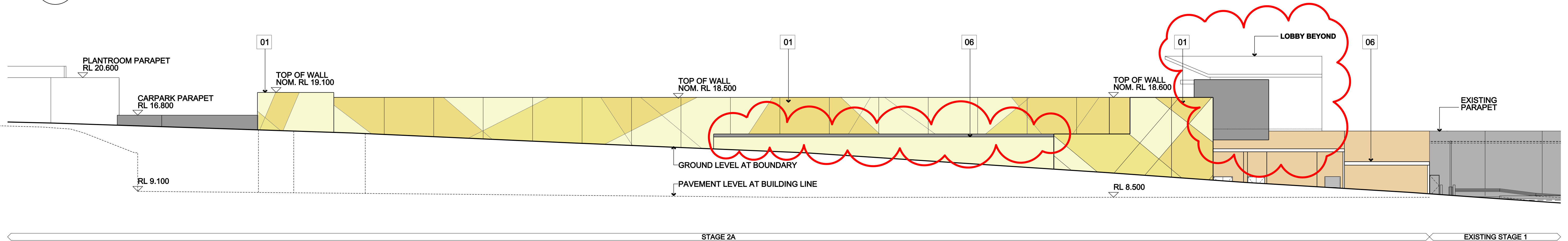




01 ELEVATION SOUTH
Scale 1:200



02 ELEVATION SOUTH - CONT.
Scale 1:200



03 ELEVATION NORTH
Scale 1:200

LEGEND - MATERIALS / FINISHES

01	MASONRY (PAINT FINISHED)	06	STEEL FRAMED AWNING (PAINT FINISHED)
02	MASONRY (SANDSTONE CLADDING)	07	TIMBER BATTENS (STAINED/SEALED)
03	GLAZING (POWDERCOATED)	08	METAL LOUVRES (PRE-FINISHED)
04	FIBRE CEMENT (PAINT FINISHED)	09	STEEL BALUSTRADE (PRE-FINISHED)
05	METAL WALL CLADDING (PRE-FINISHED)	10	EXTERNAL PLYWOOD (PRE-FINISHED)



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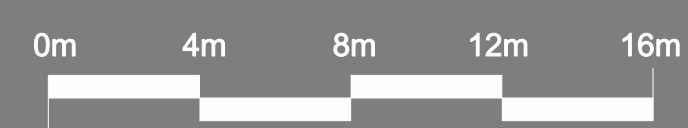
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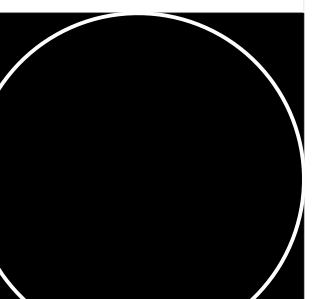


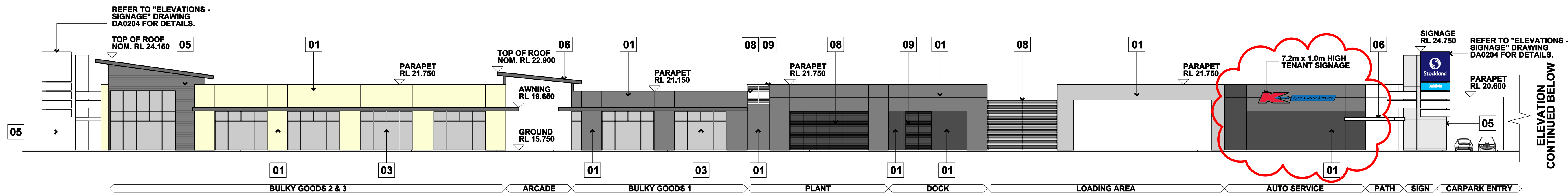
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Stockland BALDIVIS - STAGE 2
Lot 26, Safety Bay Road Baldivis, WA 6171

TITLE:
Elevations Sheet 1

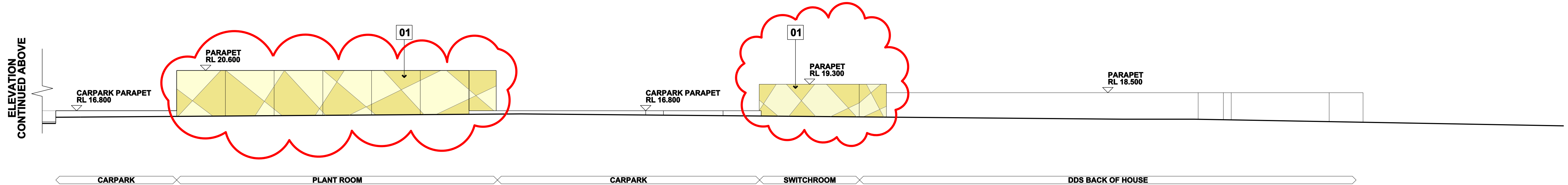
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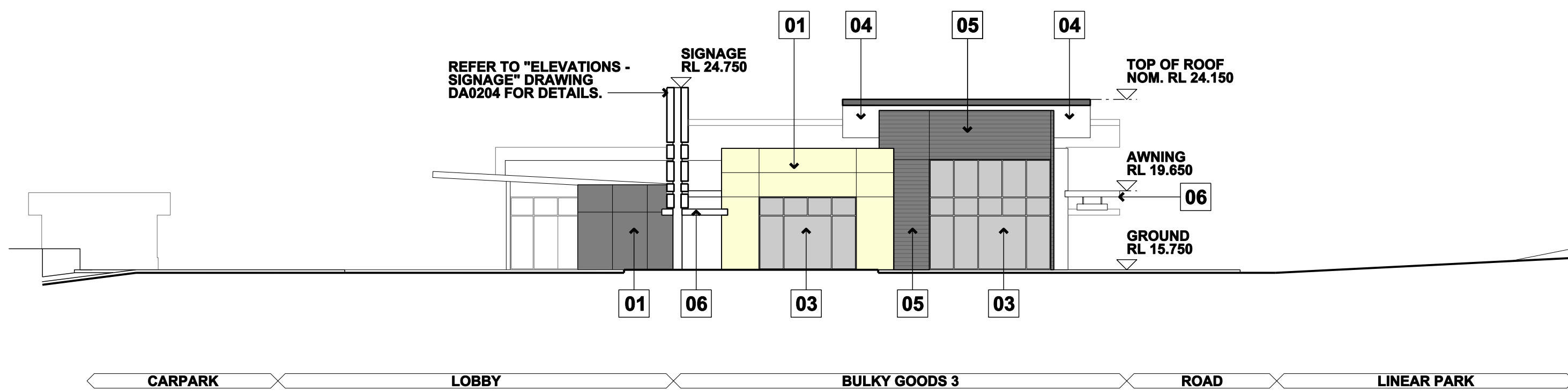




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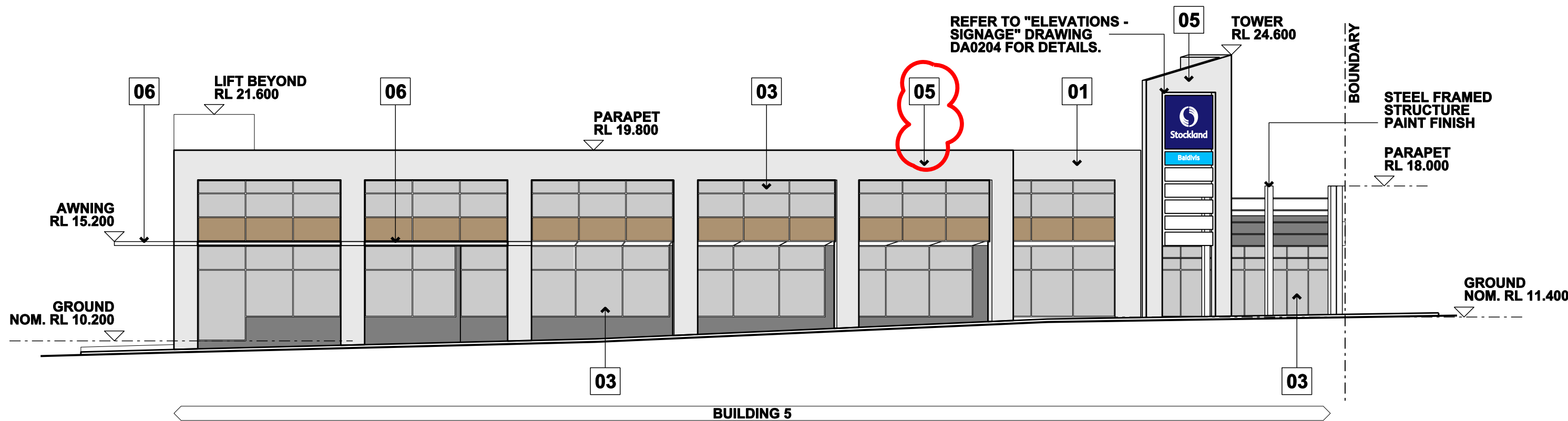
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Scale 1:200



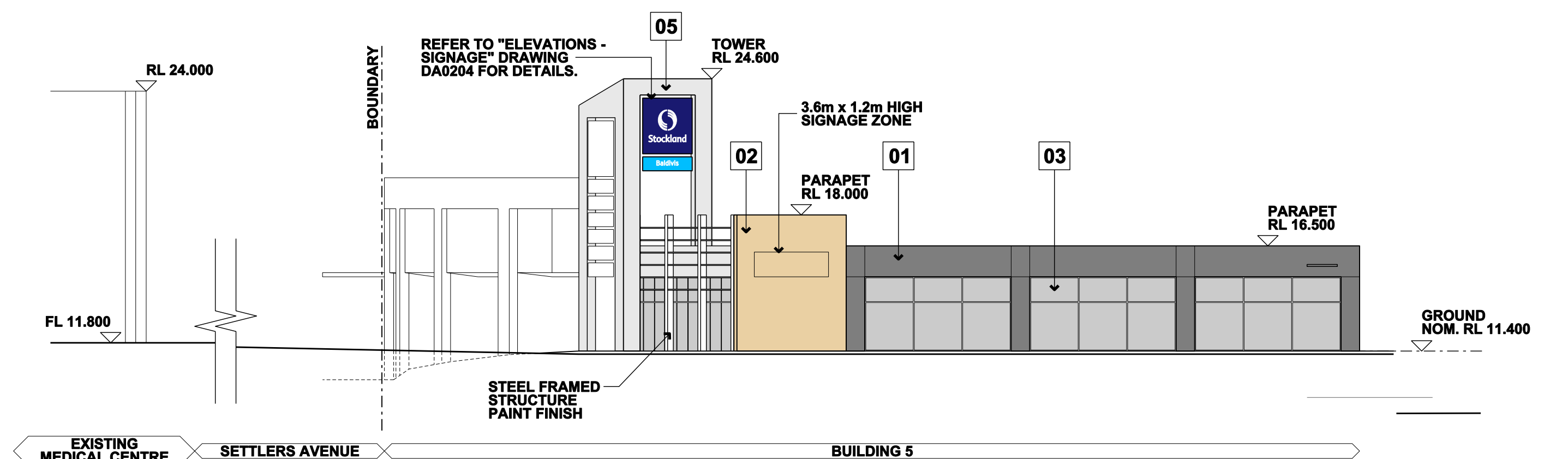
LEGEND - MATERIALS / FINISHES

- 01 MASONRY (PAINT FINISHED)
- 02 MASONRY (SANDSTONE CLADDING)
- 03 GLAZING (POWDERCOATED)
- 04 FIBRE CEMENT (PAINT FINISHED)
- 05 METAL WALL CLADDING (PRE-FINISHED)
- 06 STEEL FRAMED AWNING (PAINT FINISHED)
- 07 TIMBER BATTENS (STAINED/SEALED)
- 08 METAL LOUVRES (PRE-FINISHED)
- 09 STEEL BALUSTRADE (PRE-FINISHED)
- 10 EXTERNAL PLYWOOD (PRE-FINISHED)

03 ELEVATION SOUTH EAST
Scale 1:200



04 ELEVATION WEST - BUILDING 5
Scale 1:200



05 ELEVATION SOUTH - BUILDING 5
Scale 1:200



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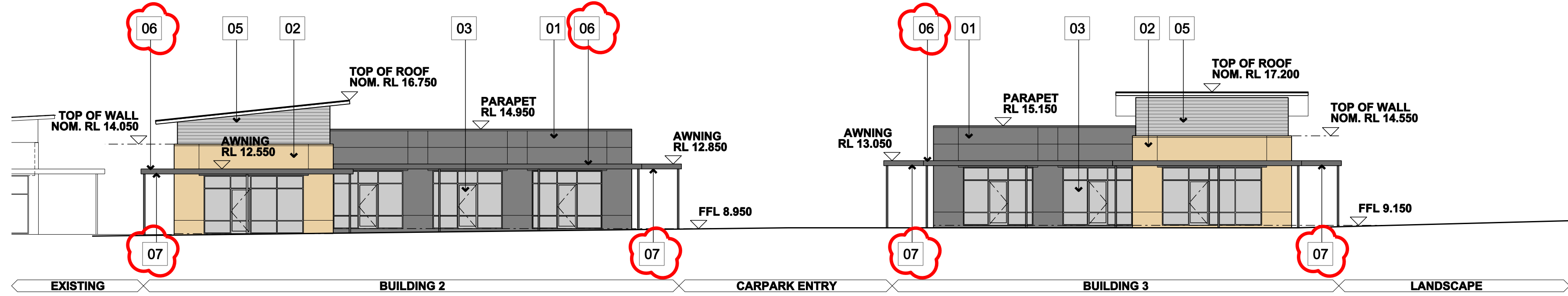
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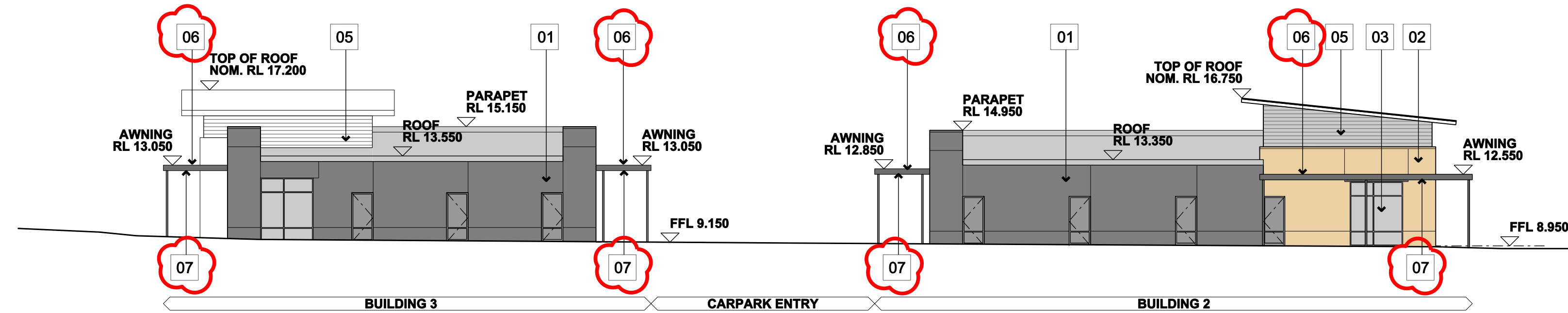
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PROJECT:
Stockland BALDIVIS - STAGE 2
Lot 26, Safety Bay Road Baldivis, WA 6171
TITLE:
Elevations Sheet 2

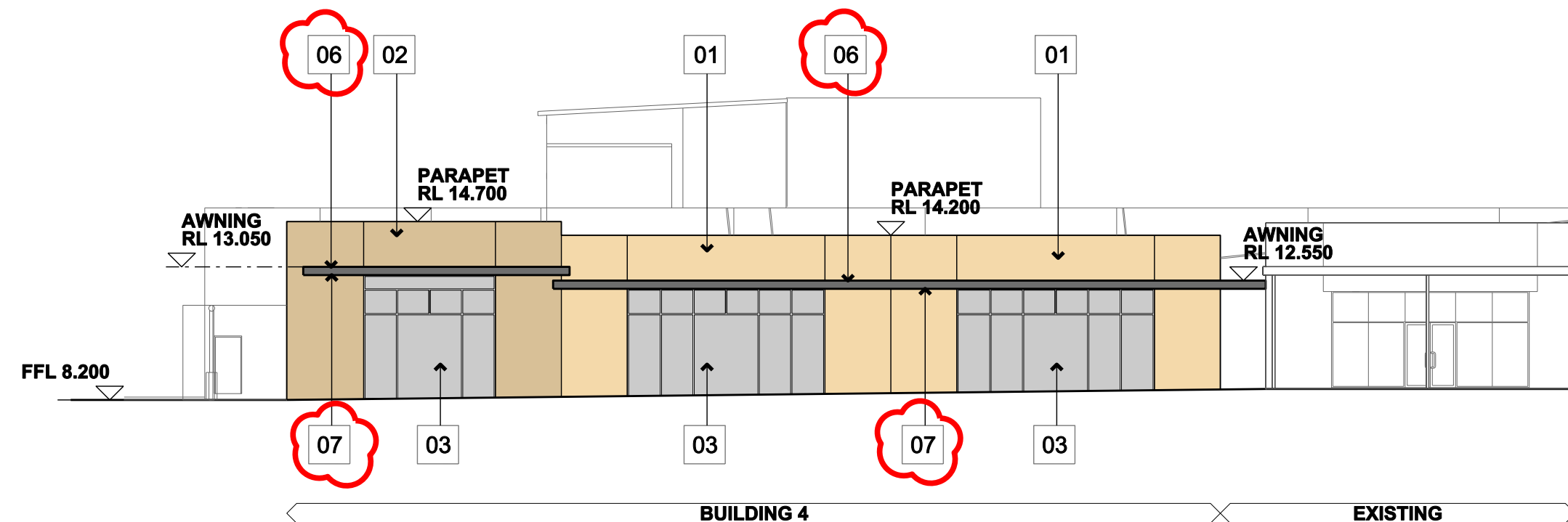
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DA0202-C



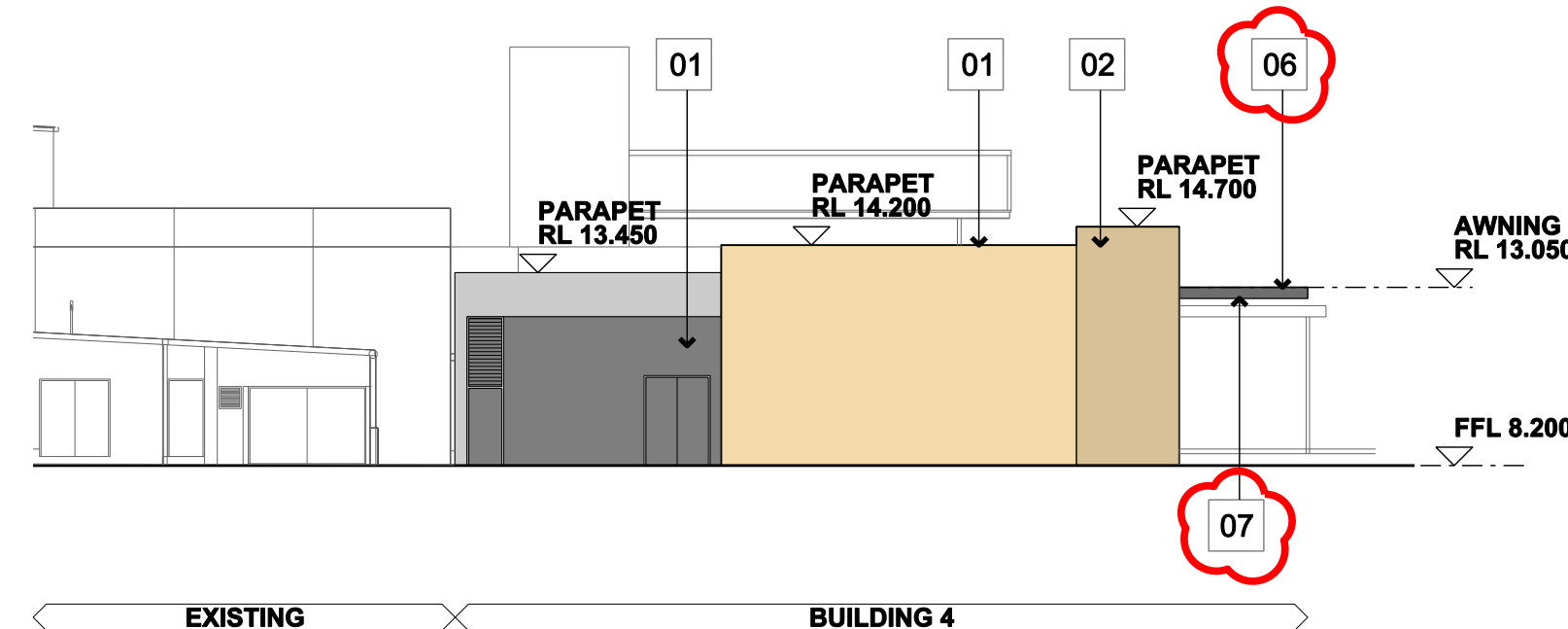
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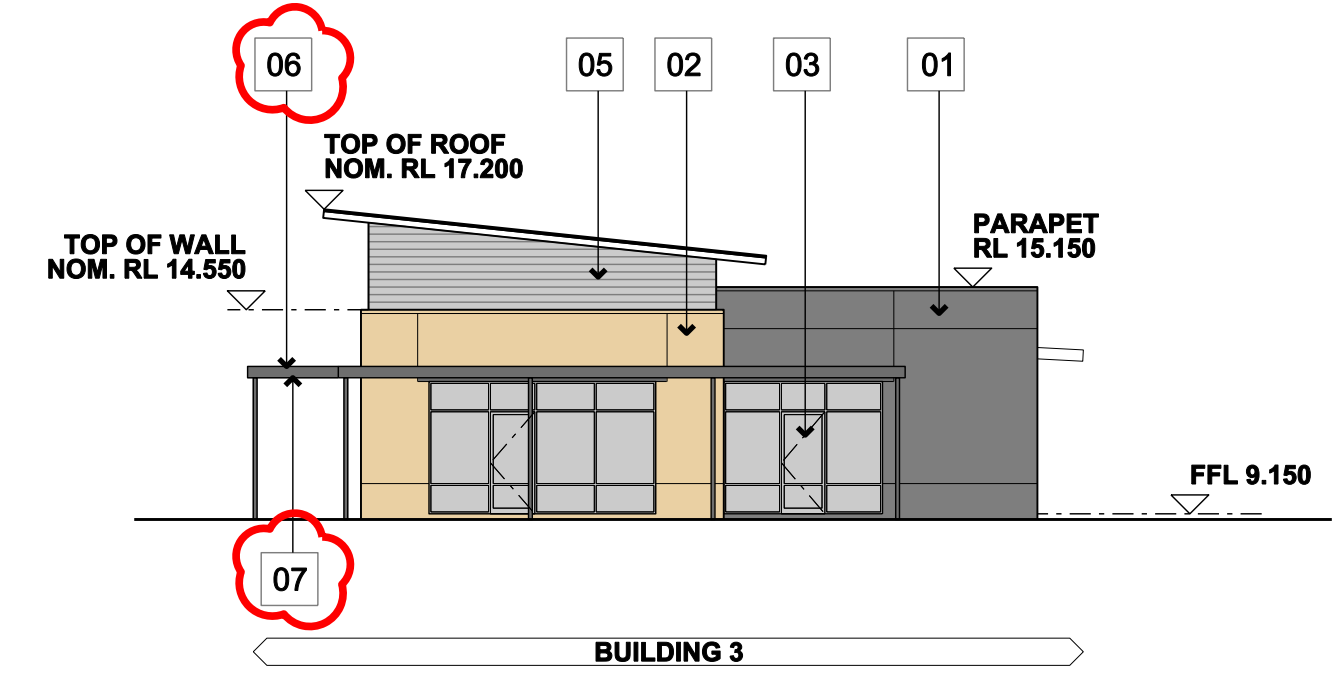
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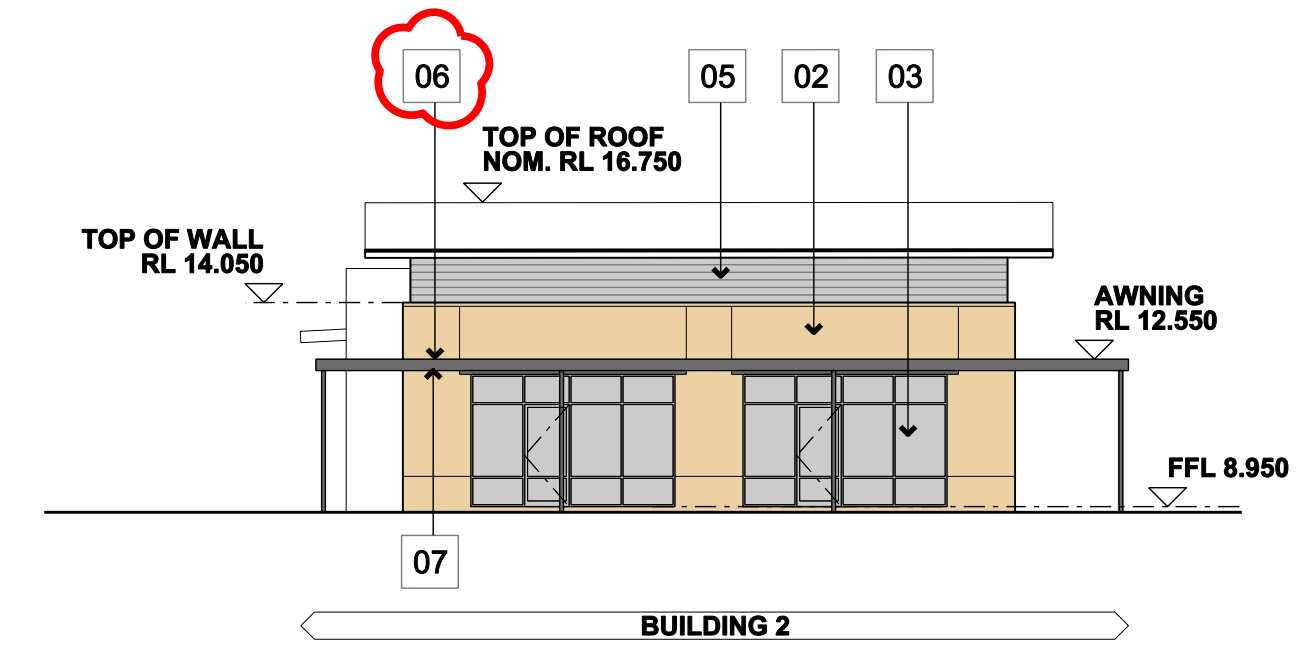
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Scale 1:200



06 ELEVATION NORTH - BUILDING 4
Scale 1:200



02 ELEVATION SOUTH
Scale 1:200



04 ELEVATION NORTH
Scale 1:200

LEGEND - MATERIALS / FINISHES

- 01 MASONRY (PAINT FINISHED)
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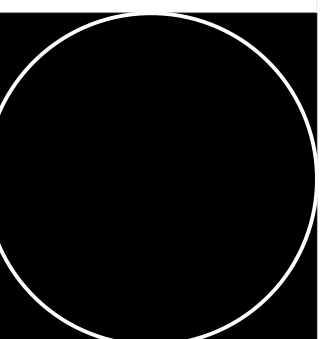
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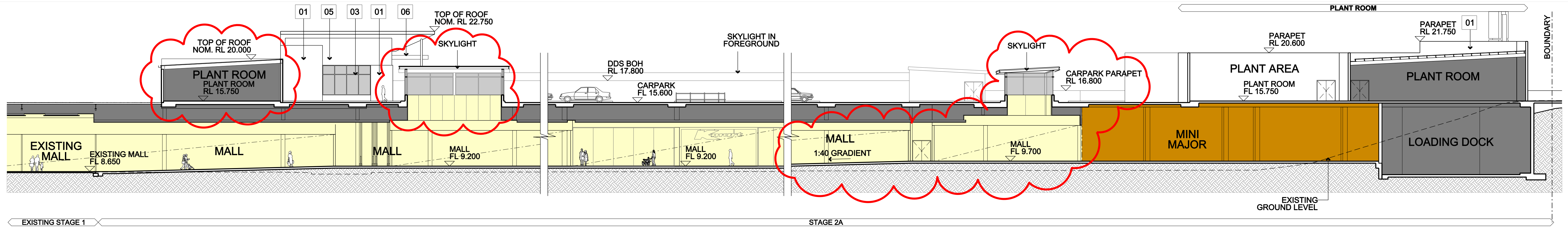
PROJECT:
Stockland BALDIVIS - STAGE 2
Lot 26, Safety Bay Road Baldivis, WA 6171

TITLE:
Elevations Sheet 3

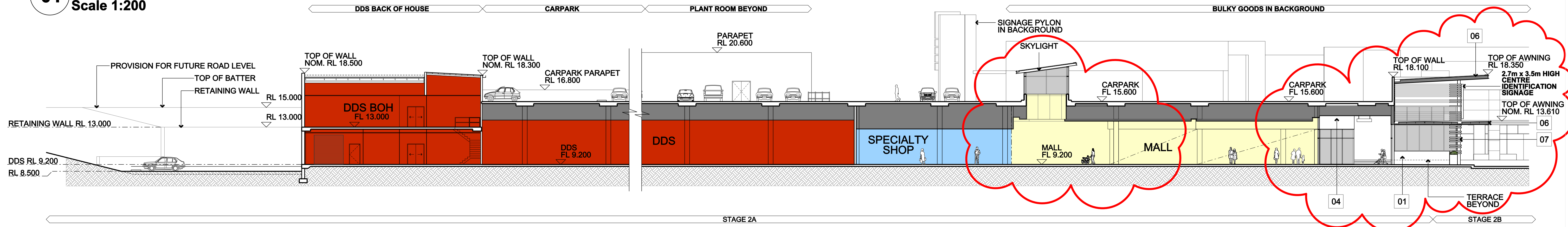
PROJECT NUMBER:
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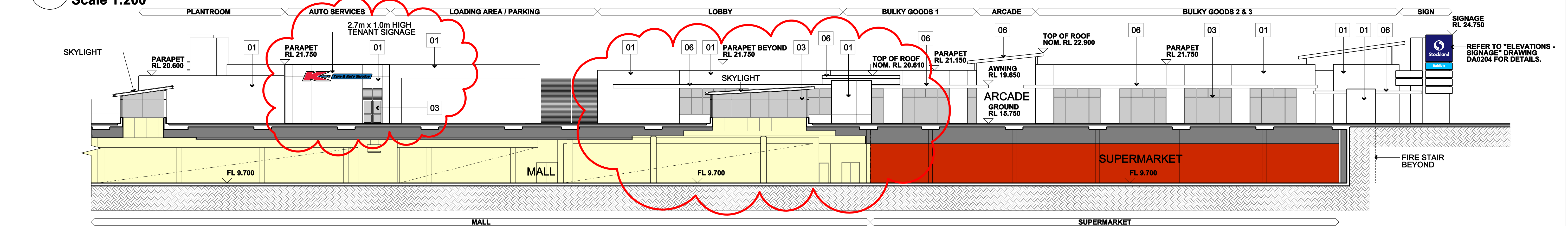




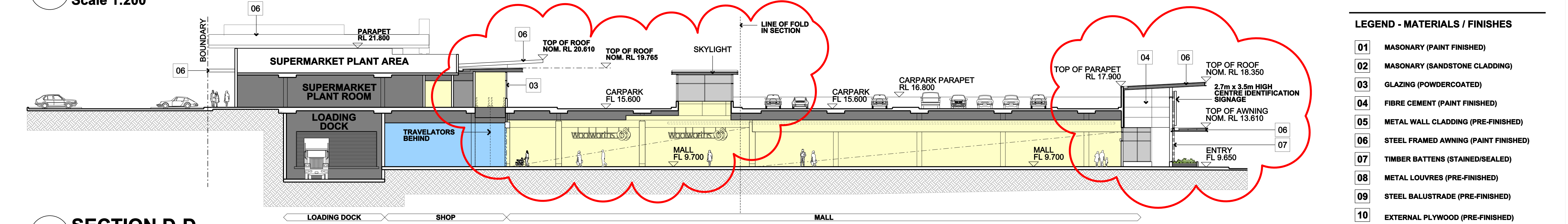
01 SECTION A-A
Scale 1:200



02 SECTION B-B
Scale 1:200



03 SECTION C-C
Scale 1:200



04 SECTION D-D
Scale 1:200

LEGEND - MATERIALS / FINISHES

- 01 MASONRY (PAINT FINISHED)
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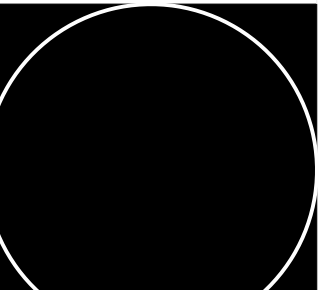
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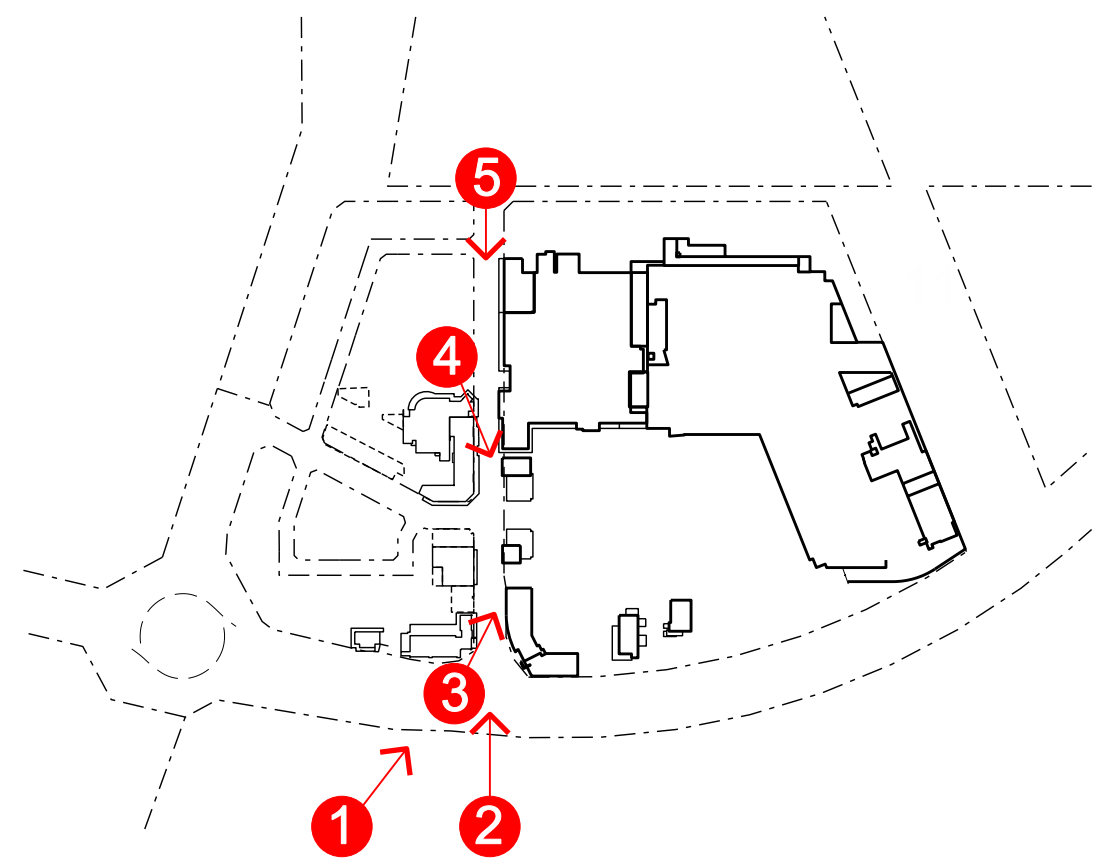
PROJECT:
Stockland BALDIVIS - STAGE 2
Lot 26, Safety Bay Road Baldivis, WA 6171

TITLE:
Sections Sheet 1

PROJECT NUMBER:
12-07-09-BA

DRAWING NUMBER:
DA0301-C





CORNER SAFETY BAY ROAD & SETTLERS AVENUE

1



SETTLERS AVENUE BUILDING 2 - LOOKING NORTH

4



SETTLERS AVENUE ENTRY - LOOKING NORTH

2



SETTLERS AVENUE BUILDING 4 - LOOKING NORTH

5



SETTLERS AVENUE BUILDING 3 - LOOKING NORTH

3



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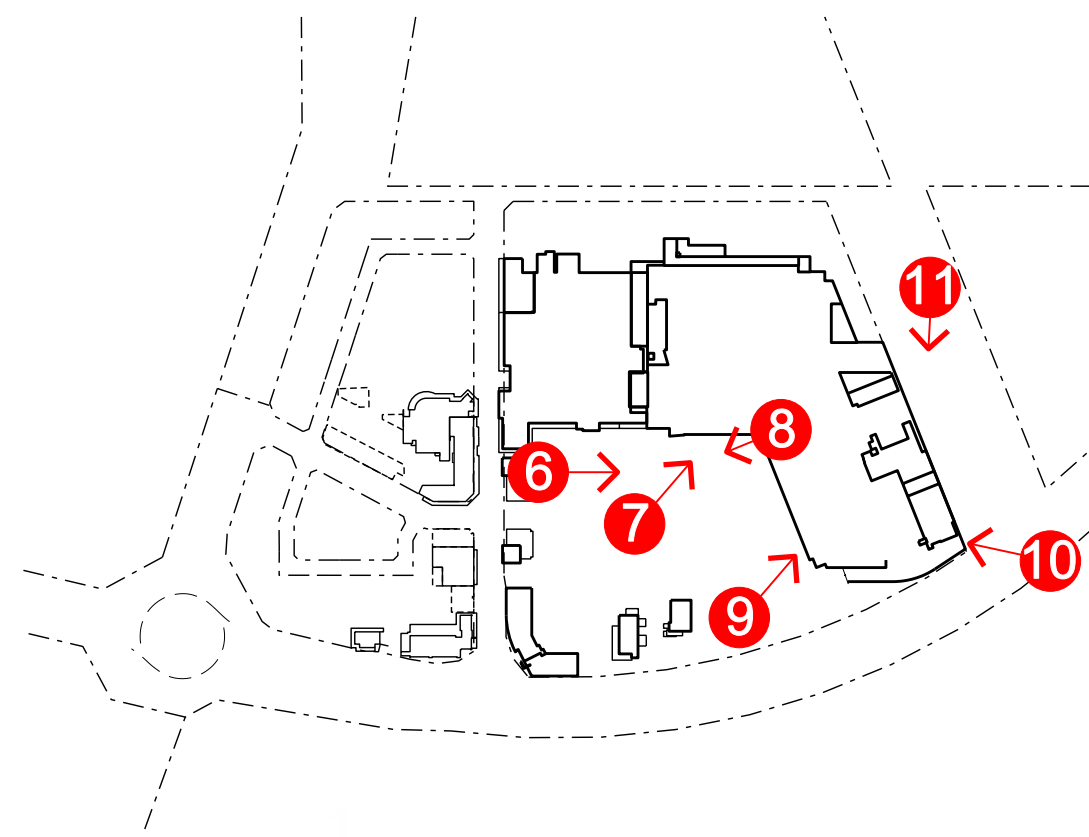
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12.04.13

SCALE:
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PROJECT:
Stockland BALDIVIS - STAGE 2
Lot 26, Safety Bay Road Baldivis, WA 6171
TITLE:
Perspectives Sheet 1

PROJECT NUMBER:
12-07-09-BA

DRAWING NUMBER:
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PEDESTRIAN LINK - LOOKING EAST

6



COLONNADE - LOOKING EAST

9



ENTRY & FOOD TERRACE - LOOKING NORTH EAST

7



BULKY GOODS - FROM SAFETY BAY ROAD

10



FOOD TERRACE

8



ROOF CARPARK ENTRY - FROM LINEAR PARK

11