



Form 1 – Responsible Authority Report

(Regulation 12)

Property Location:	301 (No.2-6) Council Avenue, Rockingham
Development Description:	Proposed Health Studio, Restaurant, Showrooms and Convenience Store
DAP Name:	Metro South-West JDAP
Applicant:	PTS Town Planning Pty Ltd
Owner:	Arise Rockingham Pty Ltd
Value of Development:	\$9 million
LG Reference:	DD020.2018.00000201.001
Responsible Authority:	City of Rockingham
Authorising Officer:	Bob Jeans, Director Planning and Development Services
DAP File No:	DAP/18/01463
Report Due Date:	24 October 2018
Application Received Date:	23 July 2018
Application Process Days:	90 days
Attachment(s):	<p>Attachment 1 Development Application Plans (all date stamped 03 September 2018)</p> <p>Attachment 2 Development Application Submission</p> <p>Attachment 3 Schedule of Submissions</p> <p>Attachment 4 Design Review Panel Meeting Notes</p> <p>Attachment 5 Department of Planning, Lands and Heritage Response 1 and 2</p> <p>Attachment 6 Public Transport Authority Response 1 and 2</p> <p>Attachment 7 Department of Water and Environmental Regulations Response</p> <p>Attachment 8 Applicant's revised Submission</p>

Officer Recommendation:

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

Refuse DAP Application reference DAP/18/01463 and accompanying plans

- Cover Page, Drawing No.A000, dated 30.08.18;
- Perspectives, Drawing No.A001, A002, A003, dated 30.08.18;
- Site Survey, Drawing No.A004, dated 30.08.18;
- Site Plan, Drawing No.A005, dated 30.08.18;
- Ground Floor Plan, Drawing No.A006, dated 19.07.18;
- Roof Plan, Drawing No.A007, dated 30.08.18;
- Site Access & Activation, Drawing No.A008, dated 30.08.18;
- Elevations, Drawing No.A009, A010, dated 30.08.18;
- Sections, Drawing No.A011, dated 30.08.18;

- Materials, Drawing No.A012, A013, dated 30.08.18;
- Signage Location Plan, Drawing No.A014, dated 30.08.18;
- Signage Elevation, Drawing No.A015, A016, dated 30.08.18

in accordance with Clause 68 of the *Planning and Development (Local Planning Schemes) Regulations 2015* and the provisions of 68(2)(b) of the deemed provisions of the City of Rockingham Town Planning Scheme No.2, subject to the following reasons as follows:

Reasons

1. The development fails to satisfy objectives (f) and (h) of the Primary Centre City Zone under the City's Town Planning Scheme No.2 as the development does not provide a contiguous, activated street front development along Council Avenue, Read Street and Sepia Court and does not provide for a variety of vibrant land-uses more consistent with proximity to transit and the City Centre area.
2. Pursuant to Clause 6.1.3 of the City's Town Planning Scheme No.2 the development application fails to sufficiently address the recommendations raised by the Design Review Panel relating to built-form, activation, articulation and vehicular access.
3. The development application does not satisfy Clause 67 (b), (h), (m) and (t) of the *Planning and Development (Local Planning Schemes) Regulations 2015 (Schedule 2 – Deemed Provisions)* with the development being contrary to:
 - b&h.* The development provisions, principles and vision for the Rockingham Strategic Regional Centre Activity Centre Plan;
 - m.* The development provisions for *Local Planning Policy 3.2.12 - Development Policy Plan: Southern Gateway and Rockingham Station Sectors* relating to height, scale and appearance of the development and is considered to result in an impoverished design outcome, non-compatible with the surrounding development context.
 - t.* The proposed Council Avenue vehicular access which is located within the functional area of the Council Avenue and Read Street intersection.
4. The development does not provide for a minimum building height of three (3) storeys as required by clause 5.4 'Building Heights and Prominent Sites' of *Planning Policy 3.2.12 - Development Policy Plan: Southern Gateway and Rockingham Station Sectors*.
5. The development does not provide for significant elements that acknowledge arrival upon a Gateway Location as required by Clause 8.1.3 Gateway Locations of *Planning Policy - 3.2.12 Development Policy Plan: Southern Gateway and Rockingham Station Sectors*.
6. The development does not comply with clause 8.1.5 'Planning and Design Principles' and does not satisfy objective 8.1.2 of *Planning Policy 3.2.12 - Development Policy Plan: Southern Gateway and Rockingham Station Sectors* as the development does not provide for visually distinctive buildings to reinforce the townscape structure and add legibility to the access and movement network.

7. The development does not comply with Clause 6.1.5.3 'Required Elements' and does not satisfy objectives 1, 3 and 4 of Clause 6.1.5 'Council Avenue Sub Precinct - Supplementary Design Guidelines of *Planning Policy 3.2.12 Development Policy Plan: Southern Gateway and Rockingham Station Sectors* as the development fails to:
 - a. To provide for a contiguous, activated street front built form to Council Avenue;
 - b. To provide for identifiable landmark on the corner of Council Avenue and Read Street which consists of high quality buildings; and
 - c. To provide for shop front activation along Read Street and shop front activation along Sepia Court.
8. The proposed Pylon Sign and Convenience Store Roof Sign will result in signage that is not considered to be appropriate for its location as required by Clause 3(a) of *Planning Policy 3.3.1 - Control of Advertisements*.
9. The development does not comply with section 3.3.2 of *Development Control Policy 5.1 - Regional Roads (Vehicular Access)*, as no access is permitted from the site to Read Street.
10. The development does not comply with Clause 5.1 'Activity Centre Hierarchy', 5.2 'Activity', Clause 5.3 'Movement', Clause 5.4 'Urban Form', Clause 5.6 'Out of centre Development' and Clause 6.6 'Development Control' and does not satisfy Clause 4 'Policy Objectives' of *State Planning Policy 4.2 - Activities Centres for Perth and Peel*.

Advice Notes:

1. In relation to Condition 2, the City's Design Review Panel advised that the design cannot be supported. Matters relating to built-form, activation, articulation and vehicular access have not been addressed.
2. In relation to Condition 9, the proposal seeks a left in / left out access point to Read Street which is a Category 1 Other Regional Road under the Metropolitan Region Scheme and is not supported by Department of Planning, Lands and Heritage.

Details: outline of development application

Insert Zoning	MRS:	Central City Area
	TPS:	Primary Centre City Centre
Insert Use Class:		Convenience Store, Health Studio, Restaurant and Showroom
Insert Strategy Policy:		Rockingham Strategic Regional Centre: Centre Plan; <i>Planning Policy 3.2.12 – Development Policy Plan : Southern Gateway and Rockingham Station Sectors;</i> <i>Planning Policy 3.3.1 - Control of Advertisements; and</i> <i>Planning Policy 3.3.14 – Bicycle Parking and End of Trip Facilities.</i>

Insert Development Scheme:	City of Rockingham Town Planning Scheme No.2
Insert Lot Size:	12,373m ²
Insert Existing Land Use:	Vacant lot

A development application to construct a Health Studio, Restaurant, Showrooms and Convenience Store (selling fuel) was lodged with the City on 23 July 2018. The proposed development application comprises the following:

The development of buildings located on the corner of Read Street and Council Avenue comprising of four (4) Showrooms, a 24hour Health Studio, a Restaurant as well as a 24hour Convenience Store located near the corner of Council Avenue and Sepia Court. The proposed development application also includes the following elements:

- 108 car parking bays;
- Vehicle access/egress from Read Street (via the existing slip lane), a central crossover on Council Avenue and two crossovers from Sepia Court;
- 22 bicycle parking bays and end-of-trip (EOT) facilities;
- A playground located near the restaurant alfresco area;
- A landscaping theme from a palette of Australian bushland colours and textures; and
- Provision of signage including 1 pylon sign on Read Street as well as various wall panel signage, roof signage and directional signage.

The proposed development also included the following works within the road reserve:

- Planting along Read Street, Council Avenue and Sepia Court verges;
- Removal of an existing tree along the frontage of Sepia Court to provide vehicle access to the site;
- The existing bus stop along Council Avenue is to be incorporated as part of the overall development; and
- A new footpath is to be constructed on Sepia Court and in the easement, adjacent to the site.

On 14 August 2018 the application was considered by the City's Design Review Panel (DRP).

Additional supporting information was received from the applicant on 2 September 2018. The information provided comprises of the following:

- An independent peer review conducted by a qualified traffic consultant;
- A Drainage Management Strategy cover letter;
- A Geotechnical Report, Acoustics Report as well as revised Waste Management Plan and Landscape Plan; and
- A response to public submissions.



1. Site Plan

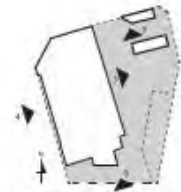
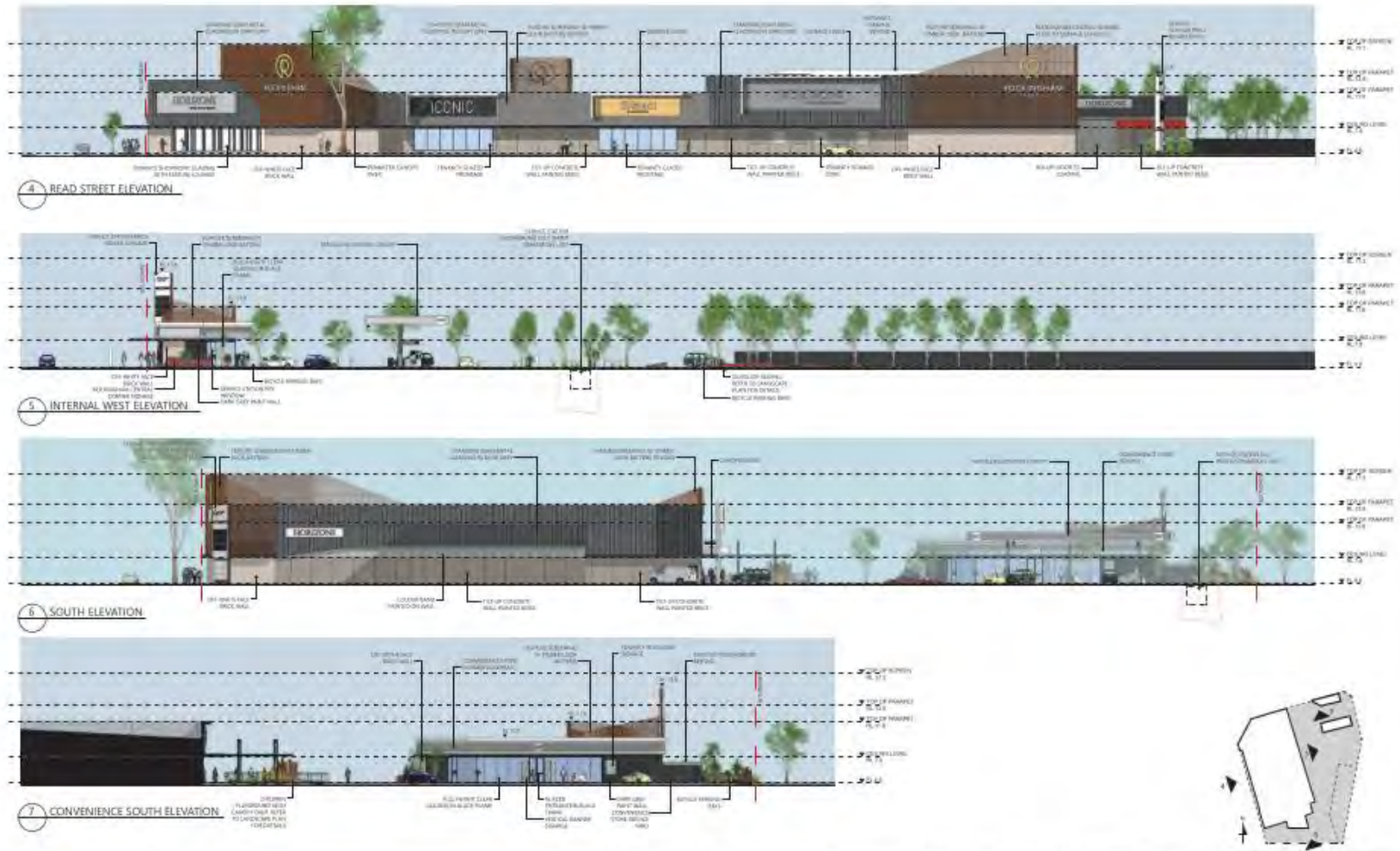
Amended Plan - 03 September 2018



Amended Plan - 03 September 2018



4. Elevations - Part 2



Amended Plan - 03 September 2018

ROCKINGHAM CENTRAL MIXED-USE DEVELOPMENT

CNR COUNCIL AVENUE & READ STREET, ROCKINGHAM WA

DRAWING LIST				
NO	SHEET TITLE	VSNO	STATUS	DATE
A000	CONTRACT	0	OK	20/08/18
A001	PARKING LAYOUT	0	OK	20/08/18
A002	PARKING LAYOUT	0	OK	20/08/18
A003	PARKING LAYOUT	0	OK	20/08/18
A004	STILL SURVEY	0	OK	20/08/18
A005	STILL PLAN	0	OK	20/08/18
A006	STILL ACCESS & ACTIVITY	0	OK	20/08/18
A007	STILL PLAN	0	OK	20/08/18
A008	STILL PLAN	0	OK	20/08/18
A009	STILL PLAN	0	OK	20/08/18
A010	STILL PLAN	0	OK	20/08/18
A011	STILL PLAN	0	OK	20/08/18
A012	STILL PLAN	0	OK	20/08/18
A013	STILL PLAN	0	OK	20/08/18
A014	STILL PLAN	0	OK	20/08/18
A015	STILL PLAN	0	OK	20/08/18
A016	STILL PLAN	0	OK	20/08/18
A017	STILL PLAN	0	OK	20/08/18

AREA			
TENANCY NUMBER	TENANCY TYPE	GFA	NLA
TENANCY 1	CONVENIENCE STORE	2100m²	
TENANCY 2	SHOWROOM	2100m²	
TENANCY 3	SHOWROOM	940m²	
TENANCY 4	SHOWROOM	940m²	
TENANCY 5	SHOWROOM	940m²	
TENANCY 6	CAFE	1640m²	
TENANCY 7	CAFE	501m²	
TOTAL		5,965m²	5,260m²

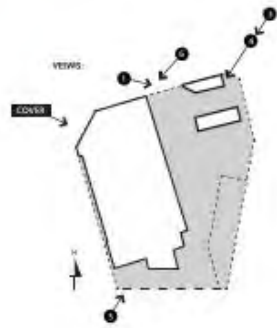
TOTAL PARKING PROVIDED				106 + 6 BROWSER BAYS				BICYCLE PARKING PROVIDED				20 BAYS			
USE	AREA (G.A.)	PARKING RATIOS		PARKING PROVIDED		MIN	MAX	MIN	MAX	PARKING RATIO (MIN)		PARKING PROVIDED		LONG TERM	SHORT TERM
		MIN	MAX	MIN	MAX					LONG TERM	SHORT TERM	LONG TERM	SHORT TERM		
CAVE	501m²	1.20	1.15	16	27					1:400	1:200	1	2		
SHOWROOM	4,585m²	1.80	1.60	53	77					1:750	1:1000	7	5		
CAFE	1640m²	3.0	1.5	21	20					1:250	1:150	2	5		
CONVENIENCE STORE	2100m²	1.20	1.17	12	13										
TOTAL	5,246m²			106	118							16	10		



6. Council Avenue perspective



Amended Plan - 03 September 2018



2. AERIAL FROM NORTH EAST



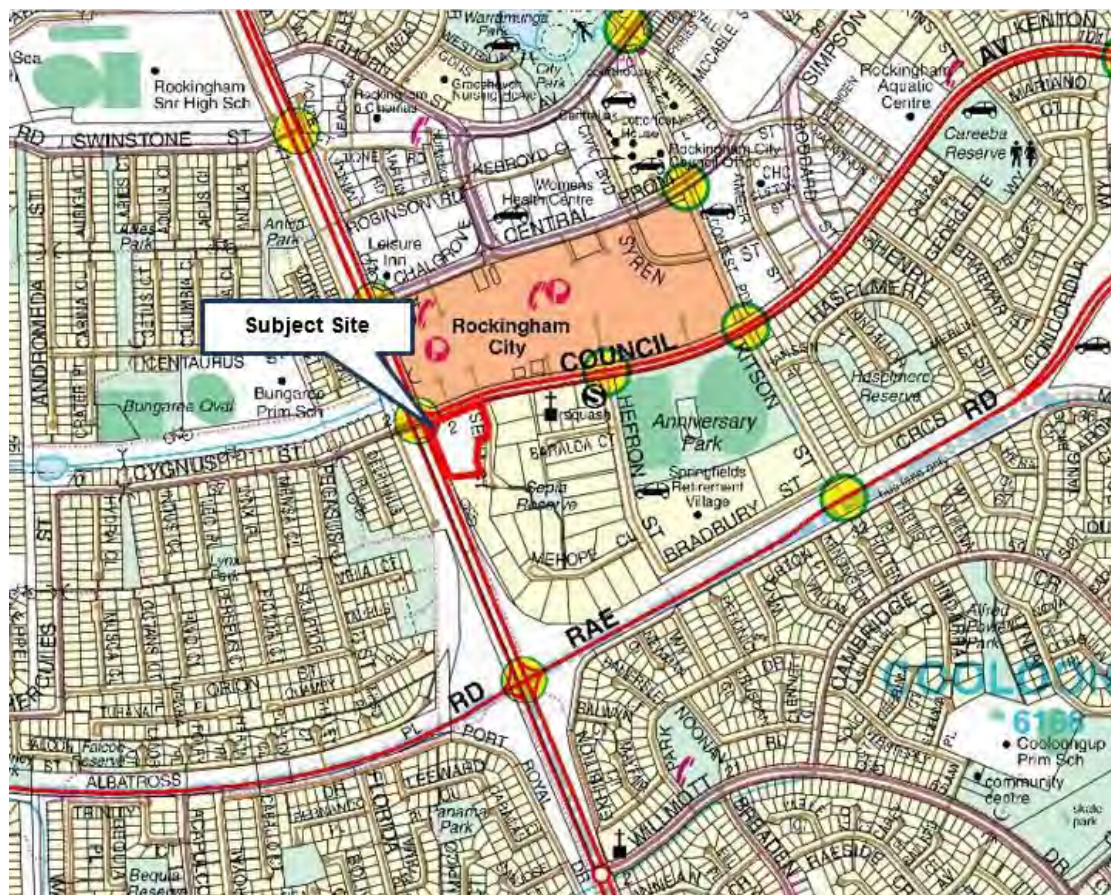
3. VIEW FROM CORNER COUNCIL AVE AND SEPIA CT

7. Council Avenue and Sepia Court intersection perspective

Background:

The subject lot is bounded by Read Street, Council Avenue and Sepia Court. To the north of the subject lot across Council Avenue is the Rockingham Shopping Centre and associated car parking area. To the south of the subject lot is a Public Access Way easement with residential dwellings further south. To the east across the Sepia Court road reserve is the car parking area for Wanslea Early Learning and Development Centre. Located to the west of the subject site is Read Street reserve with residential dwellings further to the west.

The subject site is vacant.



8. Location Plan



9. Aerial Photo

Legislation and Policy:

The development has been assessed against the City's Town Planning Scheme No. 2 (TPS2) and the applicable Local and State Planning Policies. Given the number of Scheme elements and Planning Policies that are applicable to the proposed development, the Legislation and Policy assessment part of this report has been broken down into the following sections:

- City of Rockingham Town Planning Scheme No.2 - Assessment;
- Clause 67 Matters to be considered by Local Government – Planning and Development (Local Planning Scheme) Regulations 2015;
- State Government Policies - Assessment; and
- Local Policies - Assessment.

Legislation

City of Rockingham Town Planning Scheme No.2 (TPS2)

Clause 3.2 - Zoning Table

The subject site is zoned 'Primary Centre City Centre' under TPS2. The proposed uses of 'Convenience Store', 'Health Studio', 'Restaurant' and 'Showroom' are uses that are not permitted (D), unless the Council has exercised its discretion by granting Development Approval.

Clause 4.3.2 - Objectives of the Primary Centre

The proposed development is considered to be inconsistent with the following objectives of the Primary Centre:

- "(f) to foster the development of a credible and legible Primary Centre which possesses a diversity of activities through its built form and public spaces, framed around a legible public street pattern, with generally contiguous and active building frontages positioned at the street front boundary; and*
- (g) to facilitate efficient access to the Primary Centre and between the various social and economic activities within it (the Primary Centre), through the accommodation of pedestrian, cycle, public transport and private vehicles in a manner which supports the development of a consolidated, pedestrian oriented urban environment."*

The development includes Showroom and Convenience Store uses which are not traditional street oriented uses and not common in City Centre zones. Such uses are not akin to a City Centre type environment as these uses are heavily car oriented and do not support a pedestrian oriented environment.

Clause 4.3.3 - Special Considerations Applicable to Development Applications

Clause 4.3.3 Special Considerations Applicable to Development Applications of the City's TPS2 establish the development requirements for the subject site. The following considerations apply to the proposed development application:

- (a) the objectives of the Primary Centre;*
- (b) the provisions of the Centre Plan;*
- (c) the objectives of the Zone in which the development is proposed; and*
- (d) in the case of the Primary Centre City Centre Zone – the provisions of the Development Policy Plan (City Centre Sector and Southern Gateway and Rockingham Station Sectors) and any other Policy adopted under Clause 4(3) of the deemed provisions which applies to the Primary Centre City Centre Zone.*

Clause 4.3A.1 – Objectives of the Primary Centre City Centre Zone

The subject site is zoned 'Primary Centre City Centre' under TPS2. The proposed development is considered to be inconsistent with the following objectives of the Primary Centre City Centre Zone which include:

- (e) to locate car parking areas behind street front buildings;*
- (f) to provide contiguous, activated street front development; and*
- (h) to encourage vibrant and diverse uses which promote the Primary Centre City Centre Zone as a destination.*

The development proposes eight car parking spaces which are not located behind the Sepia Court building frontage.

The buildings do not provide for a continuous built form to the street edge along Council Avenue and Sepia Court, due to the building setback from Sepia Court and location of proposed playground which fragments built form on Council Avenue.

The land uses of Showroom and a Convenience Store (that relies on the sale of fuel) are not considered to vibrant diverse uses which promote the Primary Centre City Centre Zone as a destination.

Clause 4.3A.2 – Residential Design Codes Not to Apply

The Residential Design Codes (R-Codes) do not apply to development within the Primary Centre City Centre Zone.

4.3A.3 - Minimum Residential Density

In the Primary Centre City Centre Zone, all development for the purpose of grouped or multiple dwellings must have a minimum of one dwelling per 125m² of land area.

Proposed development does not provide for a residential component as part of this application. This is further discussed in Local Policies section of this report.

Clause 4.15 - Carparking

Parking Requirements & Provision

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

Use	Required	
	Rate	Amount
Convenience Store (200m ²)	1 bay per 22 (17) m ² NLA	9 (12)
Health Studio (370m ²)	1 bay per 20 (15) m ² NLA	19 (25)
Restaurant (176m ²)	1 bay per 8 (6) persons the building is designed to accommodate	22 (29)
Showroom (4,583m ²)	1 bay per 80 (60) m ² NLA	58 (77)
Total		108 (143)
<i>Note: For the Primary Centre City Centre zone, parking rates are provided as a minimum and maximum range, with the maximum parking allowable provided in brackets.</i>		

Under the parking provision of TPS2, the proposed development requires the provision of a minimum 108 and a maximum of 143 parking spaces. The proposed development provides a total of 108 car parking spaces and satisfies the car parking requirements of Clause 4.15 of TPS2.

Clause 5.3 - Control of Advertisements

Clause 5.3.1 requires Development approval to be obtained for the erection of advertisements. In considering an application for an advertisement, the Council is required to consider the objectives of TPS2.

Further detail on signage is discussed in the Policy section under *Planning Policy 3.3.1 - Control of Advertisements* (PP3.3.1) where it is concluded that the proposed Pylon Sign and Convenience Store Roof Sign are not appropriate for their location.

Clause 6.1 - Design Review Panel

The City operates a design review process involving a panel of independent experts in the fields of architecture, urban design, sustainability and landscape architecture to facilitate an improvement in urban design and built form outcomes on new projects.

The proposed development application was presented to the Design Review Panel (DRP) on 14 August 2018. The DRP conducted a "Design Quality Evaluation" of the proposal, the outcome of which is recorded in the DRP Meeting Note which is attached to this report.

The DRP considered the development to be well composed and aesthetically pleasing, however, it considered that there are two key concerns which centre on the missed opportunities for the site, these being the inclusion of the service station and the single storey built form. Key issues noted by the DRP include:

- Address the built form, activation and articulation to the Council Avenue frontage;

- Connect the two buildings on the site – Convenience Store building and Showroom component;
- Increase the visual connection and architectural design between buildings;
- Investigate opportunities to review the car park and pedestrian layout; and
- Include more trees and combine the two separate landscape features or relocate closer to the buildings.

The DPR advised that design as presented cannot be supported.

The applicant responded to the DRP feedback by way of implementing a revised Landscape Plan which includes:

- A simplified landscape palette with native ground cover, grass and street trees. This includes removal of the boulders and loose gravel outside the lot boundaries;
- The application no longer includes the upgrade of the City owned PAW, however applicant has advised they are willing to discuss the development of this area with the City;
- The landscape plan has been amended to provide one (1) shade tree for every 4-6 car parking bays on-site;
- The landscaping to the 1.3 metre wide paved pathway has been amended to include native hedge planting and trees to visually screen the development from the residential properties on adjoining Lot 300 Sepia Court.
- The position of the above ground 'Petrol Station Oil/Water Separation Shed' is now located below ground.

Notwithstanding the above landscape revisions, it is noted majority of the key issues identified by the DRP have not been addressed by the applicant through the provision of amended plans.

Pursuant to Clause 6.1.3, when dealing with applications on which a recommendation has been made by the City's DRP, the decision-maker (SWJDAP) shall have due regard for that recommendation.

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

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

State Government Policies

State Planning Policy 4.2 - Activities Centres for Perth and Peel (SPP4.2)

SPP4.2 specifies broad planning requirements for the planning and development of new activity centres and the redevelopment and the renewal of existing centres. SPP4.2 is primarily concerned with and provides provisions with respect to the distribution, function, broad land use and urban design criteria of activity centres, together with coordinating their land use and infrastructure planning.

SPP4.2 provides a hierarchy of centres to distribute activity centres to meet different levels of community needs and enable employment, goods and services to be accessed efficiently and equitably by the community. The hierarchy acts to support a wide range of retail and commercial premises and promoted a competitive retail and commercial market.

Clause 5.1 - Activity Centre Hierarchy

Rockingham is identified as a 'Strategic Metropolitan Centre' under the Activity Centres Hierarchy in SPP4.2. As demonstrated in the assessment below the proposed development is inconsistent with the planned activity centre hierarchy.

Clause 5.2 - Activity

The proposal provides for a finite mix of land uses within the Strategic Metropolitan Centre, primarily due to the limited single storey built form. By providing low intensity land uses, unsuitable for a Strategic Metropolitan Activity Centre, the development fails to optimise on the potential of the site to provide greater opportunities for people to work, shop, live and recreate in a high amenity environment within walking distance of facilities and services.

Clause 5.3 - Movement

SPP4.2 requires that parking facilities are to be located, scaled, designed and landscaped to avoid visual domination of street and public space frontages, and to avoid discontinuity of the urban form and pedestrian amenity. The development proposes sleeved car parking which would be screened from view when seen from Council Avenue and Read Street, however it is noted car parking spaces are not located behind the Sepia Court building frontage. The various pedestrian connections within the carpark area are disjointed and are not considered to be functional spaces. The development heavily relies on car dependent land uses and does not prioritise public transport and other alternative modes of transport over the use of a private vehicle. The provided Transport Report states that the development will generate up to 2,139 vehicle trips per day (1,661 additional trips when pass-by trade component is applied). This traffic volume does not constitute a large traffic generating development. Consequently, the proposal provides low intensity but heavy car dependent land uses. The opportunity to provide for a vibrant pedestrian activation has been missed, as high trip-generating activities have not been optimised to maximise opportunities for public to use public transport and to reduce the need for travel between places of residence, employment and recreation.

Clause 5.4 - Urban Form

Although buildings are designed to address Council Avenue and Read Street, the building fails to provide a continuous built form to the street edge, on Council Avenue and Sepia Court. The use of playground fails to provide a public space which promotes vitality and its location only serve to further fragment the built form. The location is not considered to be a well located space that would benefit the community as an integrated component of the centre. The building lacks the urban or civic character associated with the City Centre as the issue of building height restricts the development from providing a mixed use development precinct which offers a mix of uses along street frontages, retail uses and other attractors to maximise pedestrian flows along streets.

The development does not provide for any active frontages or entry points along Sepia Court or Read Street. The building adjacent to Sepia Court does not satisfy Clause 5.4 of SPP4.2 as the building does not address the street and open spaces to promote vitality and encourage natural surveillance. There is also no provision of any transparency on the façade. The four showrooms along Read Street occupy a frontage of approximately 86 metres with limited transparency and without any entry points. Building adjacent to Read Street does not satisfy Clause 5.4 of SPP4.2 as the building is not well formed and does not improve accessibility within the centre.

Clause 5.5 - Resource Conservation

The application has identified measures for the conservation of resources, through the implementation of environmentally sustainable practices which include the installation of water meters which are linked to the Building Management System which separately monitor all of the water using components at the centre to ensure an effective monitoring and recording system that is capable of providing an alarm in the event of a leak or significant change in consumption. Several mature trees have also been proposed to reduce heat island effect.

Internal facades and frontage along Council Avenue will benefit from the north facing orientation which will ensure adequate daylight, direct sun and ventilation for buildings and open spaces is achieved.

Clause 5.6 - Out of centre Development

The development, which is considered to be primarily served by customers in a vehicle, is located within a Strategic Metropolitan Activity Centre. As such, it does not comply with the intent of SPP4.2 which states that bulky goods retailing such as showrooms are unsuitable in Activity Centres given their size and car-parking requirement, low employment densities and need for freight vehicle access.

Clause 6.6 - Development Control

Clause 6.6.1 of SPP4.2 requires the City of Rockingham to prepare and maintain an endorsed Activity Centre Structure Plan (ACSP) to guide development within the Rockingham Strategic Metropolitan Centre. As such the WAPC endorsed an Activity Centre Plan for the Rockingham Strategic Metropolitan Centre (Centre Plan) in 2009.

Although there are many aspects of the development that adhere to the planning framework, the critical issues of vehicular access, design, form and activation proposed will have adverse impact on the future functions of the Centre and therefore, development does not comply with the endorsed Activity Centre as required under Clause 6.6.1 of SPP4.2. The City has considered the proposal against the Centre Plan and *Local Planning Policy No.3.2.12 - Development Policy Plan: Southern Gateway and Rockingham Station Sectors* where it is demonstrated that the proposed development is inconsistent with the planned activity centre.

Local Policies

Rockingham Strategic Metropolitan Centre: Centre Plan

The subject lot is located with the Southern Gateway Sector and forms part of the Rockingham Strategic Metropolitan Centre. In September 2009, the Council adopted the Centre Plan for the Rockingham Strategic Metropolitan Centre, it was endorsed by the WAPC in November 2009 as an appropriate Centre Plan to guide future planning and development. The scope of the Centre Plan covers an area of almost 600 hectares between the Rockingham Train Station and Rockingham Beach and includes the subject site. The Centre Plan is guided by the following vision:

“The vision is for a modern, distinctly coastal centre offering a wide range of mixed uses including retail, commercial, office, civic, residential, education and recreation within an accessible and highly inter-connected, urban-scaled townscape, comprising a major activity centre and related urban villages based on ‘Main Street’ principles.”

The proposed development is inconsistent with the Centre Plan’s vision as it does not provide for a modern centre as the critical issues of vehicular access, design,

form and activation proposed restricts the proposal from providing a development which is consistent with the planned activity centre. The proposed development is considered to be inconsistent with the intent of the Centre Plan.

Planning Policy No.3.2.12 - Development Policy Plan: Southern Gateway and Rockingham Station Sectors (PP3.2.12)

The subject lot is a landmark corner site located within the Southern Gateway Sector which is one of 11 Sectors within the Centre Plan. PP3.2.12 has been established to guide development within the Sector.

Within the Southern Gateway Sector there are four precincts. For each of the precincts PP3.2.12 identifies a desired future character, preferred land uses and required elements for development proposals. The subject site is located within the Hebron Precinct. The greatest opportunity for change exists in the band of property along the southern side of Council Avenue (wherein the subject lot is located), where further mixed use development infill would be appropriate given its proximity to the City Centre and its location as an important gateway to the Centre. In this regard, Supplementary Design Guidelines (Section 6.1.5) are applicable to guide development in the Council Avenue sub-precinct.



10. Development Concept Sketch - Prominent Corner Site and Gateway Location - Read Street and Council Avenue

A development concept sketch has been provided which illustrates the visioned built form for the subject site. A detailed assessment against PP3.2.12 is available below, when it was concluded that the proposed development does not provide for appropriate vehicular access, building height, design, form and activation as required by the PP3.2.12.

Principle	Officer Comment	Compliance
2.2.1 Built Form and Urban Design		
Develop in accordance with 'Main Street' design principles.	The proposed development will receive the majority of its pedestrian access from an internalised carpark.	No

	It fails to provide for genuine active contiguous street fronts, with a proliferation of vehicular crossovers.	
Incorporate a diversity of activities and human scale in streetfront development.	<p>The development incorporates a diversity of activities consistent with the preferred uses for the Council Avenue Sub-Precinct.</p> <p>The proposed built form, however, does not emphasise the importance of establishing a strong Council Avenue 'Main Street' building form, as noted in the guidelines. The guidelines note the importance of locating more intense residential nodes adjacent to local services to provide for greater opportunities for people to work, shop, live and recreate.</p>	Partially compliant
Develop local areas in accordance with specific precinct design and development guidelines and controls.	<p>The proposed development is generally in accordance with the Council Avenue Sub-Precinct Supplementary Design Guidelines.</p> <p>Refer below to assessment against Hefron Precinct, Council Avenue Sub-Precinct and Supplementary Policies below.</p> <p>The development fails to address key requirement relating to the provision of contiguous and active building frontages and design of Gateway Locations and Prominent Corner buildings.</p>	No
Locate and configure buildings to address the street and progressively facilitate continuous and contained streetscapes which provide interest and interaction between buildings and pedestrians at street level.	<p>Buildings are designed to address Council Avenue and Read Street. The building fails to provide for a continuous built form to the street edge on Council Avenue or Sepia Court.</p> <p>Building adjacent to Sepia Court does not satisfy this principle due to the proposed 5.9m setback from the front boundary. Furthermore, there is no provision of any transparency on the façade and the building does not address the adjacent provided open space.</p> <p>The building fails to provide an active street front to Read Street.</p>	Partially compliant
Make public buildings and spaces universally	All buildings and external services are to be designed for universal	Yes

accessible.	access, in order to satisfy the BCA requirements.	
Design buildings and public spaces that contribute to a comfortable pedestrian environment, providing opportunities for weather protection, including shelter from prevailing strong wind conditions.	The proposed development fails to provide continuous canopy cover over the adjacent footpaths. The development proposes excessive vehicle access point which disrupt the pedestrian environment. Directional menu and crosswalks have been provided to enhance the pedestrian experience.	Partially compliant
Minimise any detrimental impacts on neighbouring properties.	The building is setback a minimum of 13.4 metres from the rear boundary of Lot 300, Sepia Court. The proposed built form is significantly setback from adjoining residential development. The proposed building heights will not be visually obtrusive at pedestrian level as the bulk is setback from the residential boundaries. Development also proposes various landscaping treatments to improve the appearance of the development.	Yes
Encourage a gradual stepping up of the built form at the interface of low and high rise development.	The built form does not satisfy the height requirements of the Policy, thus this provision is Not applicable.	N/A
2.2.2 Access and Parking		
Make walking the most important mode of transport. Streets, public places and adjacent development should be designed to provide a safe, secure, stimulating and pleasant walking environment.	The development is heavily dependent on car orientated land-uses (a Showroom and a Service Station). Consequently walking is not the most important mode of transport.	No
Link the major regional and sub-regional road system with direct and legible street connections.	N/A - no new streets proposed.	N/A
Ensure that the street network is 'fine grained' to provide a multiple choice of routes for pedestrians, cyclists and vehicles.	N/A - no new streets proposed.	N/A
Integrate the street-based central transit system to link the Rockingham Beach, the City Centre and the Rockingham railway station together.	N/A - no new streets proposed.	N/A

Ensure that appropriate land uses are located adjacent to the transit route.	<p>The development proposes car dependent land uses within 250m of a high frequency bus route on Council Avenue. In addition there are several other frequent bus routes in the vicinity.</p> <p>A Showroom and a Convenience Store are not the appropriate land uses for close proximity to public transport. More appropriate land uses in this context would be residential, leisure and entertainment uses.</p>	No
Adopt an integrated urban design and traffic management approach to deliver a low speed traffic environment and a high level of interest and amenity.	This principle is not considered to be applicable, as no new streets are proposed as part of the development application.	N/A
Manage provision of adequate parking facilities and encourage integration of car parking with adjoining sites which are convenient, safe and sustainable.	The development satisfies Table 3 (Minimum and Maximum) car parking requirements of TPS 2.	Yes
Locate parking areas to minimise adverse impacts on the streetscape.	The buildings generally 'sleeve' the car parking behind fronting business premises along Council Avenue and Read Street, however, an excessive number of vehicle crossovers impact the streetscape. Car parking adjacent to Sepia Court has not been sleeved and is visible from the public domain.	No
Control new development so that access ways and parking facilities do not visually dominate the public realm or create obstructions to the pedestrian environment and minimise potential pedestrian/vehicle conflicts.	<p>The two vehicular access points from Sepia Court are supported, however the vehicular access point from Council Avenue is not supported by the City's Land and Development Infrastructure Team. In summary, the left in / left out access point to Council Avenue is not supported for the following reasons:</p> <ul style="list-style-type: none"> • Austroads' Guide to Road Design Part 4 – Intersections and Crossings (General) recommends that an access driveway should not be located within the functional area of an intersection. The proposed access driveway off Council Avenue is located within the 	No

	<p>upstream functional area of Read Street/Council Avenue intersection;</p> <ul style="list-style-type: none"> The westbound left lane on Council Avenue is a dedicated left turn movement at the intersection of Read Street/Council Avenue which suggests that vehicles either going straight through or making a right turn movement at the signalised intersection from this proposed access driveway are required to cross/merge to the right hand lane over short distance; and The queue from the traffic signal at Read Street/Council Avenue is likely to extend beyond the proposed access driveway location and completely blocking this access. <p>The access point on Council Avenue does not allow for the development to properly frame and activate the Council Avenue street frontage with a contiguous built form.</p> <p>The proposed left in / left out access point to Read Street is also not supported. Read Street is classified as a Category 1 Other Regional Road 'ORR' under the Metropolitan Region Scheme. As such, no access is supported from the site to Read Street by DPLH. This matter is further detailed below in the Consultation with other Agencies or Consultants section of this report.</p>	
Avoid semi-basement car parking solutions where they would impact negatively on the ground level activation of adjoining streets.	No semi-parking is proposed.	N/A
2.2.3 Public Domain		
Integrate different precincts through the use of a simple and consistent palette of vegetation, paving, signage and street furniture.	The development is not considered to be of a precinct scale.	N/A
Design new development so as to contribute to the quality of the public domain and the	The street interface provides for a range of activities at different scales that collectively help to activate the	Partially compliant

framing and activation of the public space network.	<p>streets.</p> <p>Notwithstanding this, it is considered that the gap between the buildings along Council Avenue has not been addressed, to ensure development is adequately framed. Furthermore, the Convenience Store façade facing Council Avenue partially incorporates frosted glazing. It is noted that all glazing along the frontage is required to be clear glazed only.</p> <p>There is also no access or visual activation along Read Street and Sepia Court. These facades are not well formed and do not improve accessibility within the centre.</p>	
Provide for well-designed and integrated toilet facilities, seating, lighting and public art within the public domain.	The development provides on-site amenities such as a gymnasium, café and alfresco area along the Council Avenue frontage. The amenities are considered to be well integrated with the public domain. Nevertheless, it is considered the building frontages along Read Street and Sepia Court lack amenities which are well integrated with the public domain due to the intended land uses.	Partially Compliant
2.2.4 Land Uses		
Ensure that new uses support and enhance the role of the Strategic Metropolitan Centre as the primary 'Main Street' activity centre in the South West Perth Region.	<p>The development generally provides for land-uses in accordance with the preferred uses identified through the Council Avenue Sub-Precinct. However, the proposed building form does not emphasise the importance of establishing a strong Council Avenue 'Main Street' building form, as noted in the Policy. The guidelines note the importance of locating more intense residential nodes adjacent to local services to progressively upgrade the residential capacity and introduced an urban townscape and built form more consistent with proximity to transit and the City Centre.</p> <p>It is considered that the proposal fails to contribute to the role of the Strategic Metropolitan Centre as a primary 'Main Street' activity centre.</p>	No
Reinforce the 'Main Street'	The proposed development generally	No

model for the centre by giving priority to active street-oriented land uses.	orientates active uses to Council Avenue, however it is noted Showroom and a Convenience Store uses are not traditionally street oriented uses, as they heavily depend on private vehicles. The development fails to provide for a diversity of land uses which will reinforce the progressive urban consolidation and transformation of this area, consistent with the requirements of this Policy.	
Encourage land uses and developments that employ and attract high numbers of people. Such uses should include medium to high density residential, short stay accommodation, retail, civic and community facilities, educational and cultural facilities, cafes, restaurants, hotels, offices and other intensive employment uses.	<p>The development provides land uses generally in accordance with the preferred uses identified through the Council Avenue Sub-Precinct of this Policy. Notwithstanding this, development does not provide for an optimum design outcome, as the Policy also envisions medium to high residential density on the subject site in order to attract a high number of people to the site.</p> <p>The preferred residential density for the subject site is 80-100 dwellings per hectare, resulting in a requirement of 100-120 dwellings. The subject site has an area of 1.2373hectares. As a result of proposed Showrooms and no residential land use component, it is considered development fails to employ and attract a high number of people.</p>	Partially compliant
Avoid land uses and developments that generate high volumes of cars and trucks and have low employment intensities.	<p>In general, the proposed land uses will result in the creation of new local employment opportunities within the regional centre.</p> <p>Nevertheless, the large scale of the Showroom development and inclusion of a 24hour Convenience Store, will be heavily dependent on vehicular traffic for customers.</p>	Partially compliant
Encourage and promote a diverse mix of uses in preference to mono-functional land uses on larger sites.	Development generally provides for land uses which operate at different scale and avoid a mono-functional outcome, however development does not provide for a residential component as part of this application. Moreover, the Showroom component of the application is considered to dominate	Partially compliant

	other uses.	
Enhance the activity appeal of the centre to both local and regional visitors.	The intended land uses have the potential to attract local and regional visitors.	Yes
Encourage attractive and safe alfresco dining facilities to foster a lively streetscape.	The development provides for a restaurant use which incorporates a north facing alfresco area directly adjacent to Council Avenue. This, however, is a minor component of the overall development.	Partially compliant
Promote appealing and distinctive retail uses reflecting the coastal nature and lifestyle of Rockingham and its community.	The development provides land uses consistent with the preferred uses identified under Clause 6.1.5.2 Preferred Uses of the policy.	Yes
Ensure that residential uses are integrated with the retail, commercial and hospitality potential of the Centre.	No residential uses are proposed contrary to the Policy.	N/A
Encourage the aggregation of facilities along 'Main Street' corridors, pedestrian links and major public spaces that are characterised by high levels of pedestrian activity during normal shopping hours.	The proposed land uses along Council Avenue will assist in aggregating pedestrian-based facilities, however, the City has concern with the location of the vehicle access point on Council Avenue which segregates the two buildings. The separation diminishes the full potential of activation along the Council Avenue frontage. This is contrary to the intent of the site, as the site is identified as a 'Gateway Location' which forms part of the 'Main Street' corridor under PP3.2.12.	No
Encourage new development to provide options for future flexibility and changes in land use.	It is considered the buildings have the capacity to support a range of different land uses.	Yes
Principle	Officer Comment	Compliance
5.4 Building Height and Prominent Sites		
Figure 5.4 illustrates a Building Height overlay to the IDP. Subject to individual developments minimising the impact of overshadowing on neighbouring properties, development up to a maximum height of 5 storeys will be permitted in areas with the higher, preferred residential density range of 80 to 100 dwellings per	The building on the corner of Read Street and Council Avenue is single storey with an overall height of 12.8m, due to the feature façade. The building located near the corner of Council Avenue and Sepia Court is also single storey with an overall height of 7.8m, due to the feature façade. The proposed heights are contrary to Figure 5.4, which stipulates that for prominent corner sites a minimum 3	No

<p>hectare.</p> <p>A lower height limit of 3 storeys will apply to properties over the remainder of the Sector. A minimum building height of 3 storeys will apply to the nominated Prominent Corner Sites (refer to Section 8.1).</p>	<p>storey building height is applicable and a maximum 5 storey building with a height of up to 19m.</p>	
5.5 Frontage Types		
<p>Figure 5.5 illustrates Frontage Types overlay to the IDP.</p> <p>Type 3: Moderate Activation, nil-2m setback A moderate level of frontage activation with residential apartments and associated lobbies at ground level and a 2 to 3 storey façade positioned behind a variable 0-2 metre, green landscaped setback. The ground level of residential units would address the street with a façade that is transparent over at least 30% of its area.</p> <p>Type 4: Moderate Activation, 2 - 3.5m setback A moderate level of frontage activation with residential units at ground level and a 1 to 3 storey façade positioned behind a 2-3.5 metre green landscaped setback. Ground level residential units would address the street with a façade that is transparent over at least 30% of its area.</p>	<p>Type 4 Frontage applies to portion of land fronting Read Street as well as the truncation area, whilst Figure 3 Frontage applies to land fronting Council Avenue and Sepia Court.</p> <p>Council Avenue building façade provides for a compliant setback with a moderate level of activation, however without the provision of residential apartments and associated facilities. The ground façade transparency is greater than 30% of its area.</p> <p>Sepia Court building façade does not meet the requirement of Type 3 façade for the following reasons:</p> <ul style="list-style-type: none"> • building is setback 5.6m from the front boundary in lieu of Nil-2m setback; • building façade fails to provide for any transparent glazing and is therefore unable to provide for any activation; and • building does not provide for any residential apartments and associated facilities. <p>Read Street building façade generally has a compliant setback, with the exception of the northern corner element, which has a nil setback and the southern corner element, which has a setback of 1 metre. The level of activation along Read Street includes the corner activation of the Health Studio, and Showroom windows. However, as previously mentioned, it is noted that the site plan does not clearly illustrate windows from the</p>	<p>Partially compliant</p> <p>No</p> <p>Partially compliant</p>

	Showroom tenancies as depicted on the Read Street elevation.	
5.6 Car Parking		
To facilitate contiguous streetscapes and to limit the visual impact of car parks, parking areas servicing residential densities of 60 or more dwellings per hectare shall be consolidated and located behind generally contiguous buildings or an appropriate colonnade or structural screening device (other than a blank wall).	A residential component does not form part of this development application.	N/A
Where individual Precinct development standards allow for some variation to this principle parking areas should be screened from the street by an appropriate structural screening device (other than a blank wall), hedge or planting of an appropriate urban character.	Parking is visible from the public domain along Sepia Court. It is, however, sufficiently screened along Council Avenue and Read Street.	No
Wherever possible, provision for on-street parking should be made in streetscape redevelopment.	The slip lane occupies over 60% of the Council Avenue frontage, thus restricting the opportunity for on-street parking. In this instance, it is not considered possible for development to provide on-street parking. The provision of on-street parking may result in further removal of existing street trees. The City is of the opinion that there is no benefit to the provision of on-street parking along Sepia Court adjacent to the subject lot.	N/A
The number of crossovers and driveways serving a development will be limited to optimise streetscape continuity.	The proposal seeks approval for four vehicle access points, including two from Sepia Court, one left in / left out movement from Read Street and one left in / left out movement from Council Avenue. This is considered to be an unnecessary proliferation of crossovers for the site that impacts the opportunity for streetscape continuity, especially on Council Avenue. The proposed crossover from Council Avenue is also contrary to the development concept sketch	No

	<p>for the subject site specified under part 6.1.5 of the Policy.</p> <p>Furthermore, as previously mentioned, the Department of Planning, Lands and Heritage have raised concern in relation to the proposed crossover from Read Street, due to traffic and built form outcome.</p>	
Required Element	Officer Comment	Compliance
6.1.4 Hefron Precinct		
<p>The Precinct is to be developed as a quality, medium to high density residential area, framed along its Council Avenue interface with the City Centre by a band of mixed use streetfront buildings. All forms of development and redevelopment should address the street in a manner consistent with a contemporary inner-city townscape discipline. It is essential that all buildings along the Council Avenue, Read Street and Hefron Street frontages (within the Council Avenue sub-precinct) maintain at least a commercial ground floor function, with potential for residential or commercial above and are consistent with the requirements of Section 6.1.5 - Council Avenue Sub-Precinct Supplementary Design Guidelines.</p>	<p>The proposed development application does not provide for the provision of multiple dwellings/residential dwellings. It is considered the proposed built form could enable residential development above the ground floor element to address the Policy requirements.</p> <p>A commercial ground floor frontage is provided for the most part along Council Avenue, however, the critical issue is that the development provides for a vehicle access point in an undesirable location (between playground and convenience store), thus disengaging the activation of commercial uses along Council Avenue.</p> <p>A commercial ground floor frontage is maintained for part of Read Street, however, it is considered that a commercial ground floor frontage should be extended adjacent to Read Street to a standard similar off the internal elevation.</p>	No
<p>Buildings are to be located, configured and activated to frame and address street frontages, laneways and other public spaces in a way that is generally consistent with the Precinct Concept Plan and relevant 'Frontage Types' as listed in Section 5.</p>	<p>As demonstrated earlier in this table, the frontages are partially compliant 'Frontage Types' listed in section 5.</p>	Partially Compliant
<p>Consistent with Figure 5.3 'Density', in Section 5.3, residential development is to accommodate a balanced</p>	<p>No residential component is proposed as part of this development application.</p>	N/A

<p>mix of dwelling sizes at preferred densities ranging from 60 to 80 dwellings per hectare (with a minimum density of 40 dwellings per hectare) and 80 to 100 dwellings per hectare (with a minimum density of 60 dwellings per hectare).</p>		
<p>Consistent with Figure 5.4 'Building Height and Prominent Sites' in Section 5.4, and with the exception of any requirements for Corner Sites and nominated Prominent Corner Sites, buildings are to be constructed within a 12.5 metre height limit along street frontages. In those areas with a permitted maximum height of 19.0 metres, any height between 12.5 metres and 19.0 metres is to be setback a minimum of 3.5 metres. The scale and massing of buildings shall be designed to minimise any overshadowing of adjoining properties and public spaces. For corner sites and nominated Prominent Corner Sites, building massing, building heights and variations to front setbacks will be as referred to in Supplementary Policy 8.1 and as specified in Figure 5.4.</p>	<p>The proposed development maintains an overall height of less than 12.8m along the street frontages, except for the element on the corner of Council Avenue and Read Street which meets the minimum building height requirements. Nevertheless, the height of the buildings is not a minimum of 3 storeys and consequently does not meet the intent of the Policy.</p> <p>There will be no overshadowing implications to the adjoining properties, due to building height non-compliance and setback from the southern boundary.</p>	<p>No</p>
<p>Podium level courtyard gardens may provide private open space over car parks located behind streetfront buildings. Examples of this form of development are located at the Rockingham Waterfront Village, Mandurah Marina, Joondalup City Centre, Subi-Centro Subiaco and in Northbridge over the Graham Farmer Freeway.</p>	<p>A podium is not proposed.</p>	<p>N/A</p>
<p>Car parking is to be provided in accordance with Table 3</p>	<p>The proposed development satisfies Clause 4.15.1.1 of TPS2.</p>	<p>Yes</p>

of Town Planning Scheme No.2, refer to Appendix 1.		
Car parking is not permitted between the road reserve boundary and building frontages.	<p>No car parking is provided between the building frontages and the road reserve boundaries to Council Avenue and Read Street.</p> <p>Notwithstanding the above, there are parking bays between the buildings and the Sepia Court road reserve.</p>	Partially Complaint
Off-street car parking will generally be located behind, under or over ground floor, streetfront buildings.	<p>Off-street car parking is screened from view along Council Avenue and Read Street.</p> <p>The extent of parking impact on Sepia Court is minimal to only four direct car parking bays.</p>	Partially compliant
Semi-basement car parks are permitted wherever nominal ground floor residential development would benefit from being elevated up to 1.0m above the level of the adjacent public footpath.	None proposed.	N/A
The frontage of any building is to incorporate and maintain the required area of transparent facade with suitably glazed shopfront windows and doors, consistent with the applicable 'Frontage Types' set down in Section 5.5.	<p>The 'Type 3' Frontage requirement applies to Council Avenue and Sepia Court, whilst 'Type 4' Frontage requirement applies to Read Street.</p> <p>The 'Type 3' Frontage requirements in Section 5.5 have no glazing requirements for non-residential frontages. Notwithstanding this, it is noted that to Council Avenue the frontage has transparency to the façade of 46%. This is more than the required 30% transparency required for residential frontages.</p> <p>It is noted that to Sepia Court the frontage has transparency to the façade of 0%. Although the building is offset from the boundary, it is considered appropriate to provide for transparency to address the street.</p> <p>The 'Type 4' Frontage requirements in Section 5.5 have no glazing requirements for non-residential frontages. The site plan does not clearly illustrate windows from the Showroom tenancies as depicted on the Read Street elevation. Should</p>	Yes

	the applicant confirm that the intent is to have windows as illustrated on the Read Street elevation than frontage would have transparency to the façade of 23%.	
Any subdivision application is to be prepared in conjunction with an Integrated Development Guide Plan (IDGP), to be prepared by or on behalf of the land owner. The IDGP shall illustrate building envelopes, indicative building configurations, setbacks, pedestrian and vehicular access, indicative car parking layouts and any rights of way or access easements required. In general, a rectilinear subdivision pattern will be preferred with a minimum lot size of 1200 m2 to allow for a simple and cohesive layout.	None proposed.	N/A
The ongoing management and any refurbishment or upgrading of Sepia Reserve and the connected pedestrian accessways should be informed by a landscape masterplan that follows the 2006 WAPC "Designing out crime planning guidelines". In lieu of the normal landscaping requirements of the Scheme, developers may be required to contribute to the cost of streetscape and/or landscape works within the public domain in the general vicinity of their development site.	There is no nexus between the proposed development and Sepia Reserve.	N/A
Required Element	Officer Comment	Compliance
6.1.5 Council Avenue Sub-Precinct - Supplementary Design Guidelines		
Development Pattern		
Preferred uses in the Council Ave Sub-Precinct are: Retail; Office and Commercial; Showrooms; and Entertainment and Leisure Multiple	The development generally provides for land-uses in accordance with the preferred uses identified through the Council Avenue Sub-Precinct.	Yes

Dwellings/Residential (1st floor and above). Other permissible uses listed under the Scheme are not preferred.		
Prominent Corner Sites to reinforce the townscape structure, aid place-making and add legibility to the access and movement network.	<p>The building fails to provide an identifiable landmark on the corner of Council Avenue and Read Street, which will assist with legibility and understanding of a person's place in the access and movement network. It is considered that the proposed development does not address several of the criteria identified under Clause 8.1.5 of the Policy. This is further discussed under assessment against Clause 8.1.5 of this Policy.</p> <p>In its comments on the application, the City's DRP cited numerous issues for how the building responds to the prominence of the location. The design of the development has not been altered subsequent to the DRP meeting.</p>	No
Contiguous streetfront building with active ground level frontages to Hefron Street, Council Avenue and Read Street.	The buildings fail to address Council Avenue and Sepia Court, with a contiguous built form to the street edge.	Partially Compliant
Car parking located above ground floor buildings is to be screened from view in the street or affected public space by suitable architectural means to the satisfaction of the City of Rockingham.	The car parking is at ground level only.	N/A
Customer access is to be from the streetfront entry.	<p>Customer access to the Health Studio and Restaurant is from the Council Avenue street front, whilst the Convenience Store provides customer access from both the street and internally.</p> <p>Customer access to the Showrooms is from the car park. This is considered to be a common practice applicable to a Showroom use and demonstrates why a dominate Showroom use is not suitable in this Activity Centre. It is considered appropriate to also provide customer access from the street front to</p>	Partially Compliant

	promote pedestrian activation.	
A high level of frontage activation shopfronts (consistent with busy retail tenancies, cafes and restaurants, shopfront offices and lobbies).	<p>Shopfront activation is proposed along the Council Avenue frontage. The intended uses adjacent to Council Avenue are considered capable of providing a high level of frontage activation.</p> <p>There is minimal shop front activation along Read Street, as activation is proposed internally. It is considered that uses along Read Street should incorporate greater transparency to improve activation and provide for visitor access points from Read Street.</p>	Partially Compliant
Buildings are to provide for safe access and egress from either Council Ave or Read Street.	The applicant provided a Traffic Report prepared in support of the development application which provides comment on access and egress from Council Avenue and Read Street. As previously mentioned under Clause 2.2.2 Access and Parking, access from Council Avenue is not supported by the City and access from Read Street is not supported by DPLH.	No
Built Form		
Development up to a maximum height of 5 storeys.	The proposed development is well below the maximum height permissibility.	Yes
The frontage of any building is to incorporate and maintain the required area of transparent façade with suitably glazed shopfronts, windows and doors.	<p>The frontage to Council Avenue maintains a relatively high level of glazing area. The frontage provides for approximately 16% more transparency than generally required under the Policy.</p> <p>The frontage to Read Street provides for some glazed areas to the street. It is noted, that the Policy makes no provision for glazing to non-residential frontage for 'Type 3' frontages.</p>	Yes
A contiguous, colonnaded walkway or similar pathway is to be integrated with building development to provide sheltered pedestrian connections between adjoining tenancies and activity generators.	The development fails to provide a contiguous awning cover of adjacent footpaths on Council Avenue and Sepia Court.	No
Activate the ground floor level of buildings with	The entry areas of the ground floor level of the proposed building facing	Partially compliant

predominantly glazed building entry lobbies and/or high visitation commercial and retail tenancies.	Council Avenue are largely glazed. There are no proposed entry points along Read Street and Sepia Court.	
Prominent Corner Sites are at Read Street, Council Avenue and Hefron Street are to be developed as per Section 8.1 – Prominent Sites.	In general, built form and related public spaces on corner sites, nominated gateway locations and prominent corner sites should be designed to achieve distinctive, high quality architecture that befits the strategic context of the location. Under PP3.2.12, the site is identified as a 'Gateway Location' with a requirement for a minimum 3 storey building height. The development provides a single storey building with a faux three storey height facade. This is not considered to be worthy of the site which is identified as a prominent corner and a gateway location. The building lacks the urban or civic character associated with a City Centre. In its comments on the application, the City's DRP cited numerous issues for how the building responds to the prominence of the location. The design of the development has not been altered subsequent to the DRP meeting.	No
Materials and Finishes		
Durable materials which express quality and are consistent with a high profile location and designation of an Activity Centre are to be selected over those which are more recognisably suburban and temporary in character.	Materials include: <ul style="list-style-type: none"> • Face brick; • Aluminium batten cladding; and • Standing seam metal cladding and painted render finishes. The materials have been selected as being appropriate for contemporary commercial buildings.	Yes
Between windows and glazed commercial frontages, walls are to be predominantly masonry, rendered brick or stone.	The piers between windows of the glazed frontages are predominantly face brick, with some minor portions finished in a painted render finish for contrast.	Yes
Roof tiles are to harmonise with those already in use in the Precinct. Flat or low pitched roofs are, in all cases, to be screened from normal view along major public spaces by parapets or	The proposed low pitched roof is hidden from street view by a parapet.	Yes

similar construction.		
All landscaping is to be undertaken in accordance with an approved plan which complements treatments used in the public domain.	A landscape plan has been submitted in support of the development application. The City is generally accepting of the revised Landscape Plan, subject to some minor changes as suggested by the City's Land and Development Infrastructure Department.	Partially compliant
Within an urban streetscape discipline, variety and high design standards is encouraged in the fit-out, awning treatments, lighting and signage of individual premises.	The awning treatment and external lighting areas are integrated into the proposed buildings. Any future fit-out of tenancies will be subject to separate works by the tenant at the time.	Yes
Tilt slab or pre-cast concrete construction is only to be approved for visible external walls where the design achieves an adequate level of articulation and detail consistent with the spirit and intent of these guidelines.	Painted pre-cast concrete panels are used as a supporting material to the use of face brick on the street elevations to provide visual diversity to the development.	Yes
Required Element	Officer Comment	Compliance
8.1 Corner and Prominent Sites Policy		
8.1.2 Objective		
The objective of the Prominent Sites Policy is to facilitate the development of visually distinctive buildings, sculptural elements and landscapes in locations that will provide navigational reference points and contribute to orderly street block formation, street activation, placemaking and an enduring townscape identity.	<p>As previously mentioned, the building lacks the urban or civic character associated with a City Centre.</p> <p>The three storey element is comprised of permeable timber like batons and a ground floor façade at the corner of Council Avenue and Read Street which is blank for approximately 50% of the frontage.</p> <p>In its comments on the application, the City's DRP cited numerous issues for how the building responds to the prominence of the location. Design of the development has not been altered subsequent to the DRP meeting.</p>	No
8.1.3 Gateway Locations		
Gateways signal arrival and may incorporate Landmark and Prominent Corner buildings (where nominated), signage, trees, memorials, parks, fountains, water features, clock towers	<p>The development does not provide for any significant elements that acknowledge arrival upon a Gateway Location.</p> <p>The provided vertical elements at the corner is considered to be token effort and not worthy of a prominent</p>	No

or sculptural artworks.	corner site in a gateway location. The corner site is not designed to achieve a distinctive, high quality building which benefits the strategic context of the location. In its comments on the application, the City's DRP cited numerous issues for how the building responds to the prominence of the location. Design of the development has not been altered subsequent to the DRP meeting.	
8.1.4 Prominent Corner Sites		
In the Southern Gateway Sector, uses suitable for prominent corner sites include a wide range of mixed uses (including residential) that benefit from and contribute to a high level of visual exposure and street activation.	The inclusion of a 24 hour Health Studio on a prominent corner site is only considered to partially satisfy the requirement as the proposed building is single storey, and therefore does not maximise the potential for high level of visual exposure and street activation.	Partially Compliant
8.1.5 Planning and Design Principles		
Locate prominent corner sites to reinforce the townscape structure, aid place-making, and add legibility to the access and movement network.	Typically, buildings on prominent corner sites are required to be taller than those along normal street frontages, with height increasing towards the street corner where tower elements, elevated roof structures and signage can be integrated. Consequently, a three storey building is required in this location. The proposed building is single storey and is therefore not considered to be in keeping with the prominent corner site requirements of this Policy.	No
Incorporate a balanced mix of such public and private sites to facilitate a mix of distinctive civic, commercial, mixed use and residential buildings in prominent locations.	This development proposes a single storey element on a prominent corner site. It is considered the built form does not have the fundamental characteristics to demonstrate arrival upon the City Centre. It is noted that the overall storey height of the proposed building is no higher than majority of the buildings within the vicinity. The location of the development is an important gateway into the City Centre which will act as a catalyst for future development within the area, as delineated within PP3.2.12. Consequently, it is expected that the	No

	<p>built form and related public spaces on prominent corner sites be designed to achieve distinctive, high quality architecture that befits the strategic context of the location. Based on the current design, it is considered that the development does little to benefit the strategic context of the location.</p>	
<p>Frame and terminate vistas with suitably scaled buildings, towers and landscape elements.</p>	<p>The Policy expectation is to ensure the nature and design of buildings reflect the location and role of the centre in terms of height, scale and orientation. Given the site is identified as a prominent corner site in a gateway location (access into the City Centre), buildings are to be designed to achieve distinctive and high quality architecture that provides for a pleasing street interface.</p> <p>The proposed single storey building is not considered to fit this purpose, primarily due to lack of ground floor activation and faux three storey façade.</p>	No
<p>Ensure that the massing, articulation, detailing and finishes of buildings contribute to a lively but well balanced streetscape at intersecting street frontages. Position corner buildings close to the intersection to frame and anchor the corner. At the junction of street elevations, the City will exercise its discretion in considering proposals to relax front setbacks for corner elements.</p>	<p>At the corner the building does not include various contrasts to avoid visual monotony and create interest at the public interface. The lack of height as well as limited presence of openings and doors along the ground floor fragments the street interface.</p> <p>The massing of the building does not address the City's requirements as the built form is single storey.</p>	No
<p>Add additional height to corner buildings through the integration of vertical elements such as raised parapets, spires, roof sections and similar structures. The City will exercise its discretion in considering proposals to relax maximum height limits.</p>	<p>The highest point of the building on the corner is 12.5m which is provided through a faux façade rather than a genuine three storey building. The proposal is not consistent with the intent of this provision as additional height to corner buildings should be provided above a genuine three to five storey building. The vertical element is considered to be a token attempt to address a Policy requirement rather than a genuine attempt to address the intent of the</p>	No

	Policy requirement. It is not considered worthy of a prominent corner site in a gateway location.	
Add at least one extra storey, or as indicated in Precinct Policies, plus any tower or similar elements above required Precinct minimum building heights on nominated prominent corner sites.	This is a single storey development.	No
Activate the ground floor level of buildings with predominantly glazed building entry lobbies and/or high visitation commercial and retail tenancies.	The Health Studio façade provides for approximately 50% clear glazing which is not considered to be predominantly glazed. There is also no access from the corner.	No
Integrate public art and signage into the design of buildings and related public spaces at gateway locations and at prominent corner sites.	The development does not provide for any public art. Health Studio window, wall and roof signage may assist in identifying approach to a gateway location and the prominent corner site.	Partially Compliant

Planning Policy No.3.3.1 - Control of Advertisements

The applicant has submitted a signage strategy which includes details, type number and size of signage. The signage strategy consists of various wall signs, directional signage, a roof sign and a Pylon Sign.

The following provides an assessment of signage seeking to vary the requirements of PP3.3.1:

Pylon Sign must:	Officer Comment	Compliance
be located within 1.8m of a boundary	The pylon sign is setback 0.8m from the Read Street road reserve.	No
be situated within 6.0m of any other sign of the same lot	Nearest sign is setback more than 6m from the proposed pylon sign.	Yes
project over a street, walkway or any other public area by more than 1.0m	The pylon sign not project over a street, walkway or any other public area.	Yes
have a height exceeding 6.0m, unless it can be demonstrated to the Council that a greater height is warranted and it complies with the objectives of this Planning Policy. In any event, a Pylon Sign shall not exceed 9.0m in height	A 9.0m height above natural ground level is proposed. The sign only relates to a Convenience Store which is not visible from this location.	No
have any part of the sign less than 2.7m from the ground level, unless the sign is designed such that the underside of the face	The underside of the sign is only 0.5m from the natural ground level. The design of the sign in not in a manner in which the	No

area is located at ground level	underside of the face area is located at ground level.	
have a face area exceeding more than 3.5m width or height;	The face area exceed 3.5m in height.	No
have a face area of more than 4m ² on each side (single tenancy) or 13m ² on each side (multiple tenancy).	The face area has been acknowledged to be greater than 4m ² , as the pylon sign is entirely dedicated to the convenience store.	No

The City examines signage in light of the assessment criteria and objectives of the PP3.3.1 and with reference to the character and amenity of the locality within which it is to be displayed, including its historic or landscape significance and traffic safety, and the amenity of adjacent areas that may be affected.

The proposed Pylon Sign with a height of 9.0m above the natural ground level, adjacent to the Read Street crossover only services the Convenience Store on the opposite side of the lot. The proposed landscape treatment adjacent to the sign will do little to soften the visual impact, given height exceed the maximum permissible height by 3m. It is considered unreasonable to support a sign of such height as it does not fit into the context of the Southern Gateway Sector.

The proposed Convenience Store roof sign (essentially looks like a pylon sign has been placed on a roof) measures at a height of 11 metres above natural ground level. The sign measures at a height twice greater than the ceiling of the building sign is attached to. It is considered the overall height of the sign does not fit into the context of the Southern Gateway Sector.

In light of the above reasons, the two above identified signs are not supported as they do not satisfy the objectives of PP3.3.1

Planning Policy No.3.3.14 - Bicycle Parking and End of Trip Facilities (PP3.3.14)

PP3.3.14 facilitates the appropriate provision of secure, well designed and effective on site bicycle parking and end-of-trip facilities to encourage the use of bicycles as a means of transport and access to and within the City.

Bicycle Parking Requirement

Land Use	Required			
	Short Term		Long Term	
	Rate	Number	Rate	Number
Convenience Store (200m ²)	1:250m ²	1	1:150m ²	2
Health Studio (370m ²)	1:400m ²	1	1:200m ²	2
Restaurant (176m ²)	1:250m ²	1	1:150m ²	3
Showroom (4,583m ²)	1:750m ²	7	1:1,000m ²	5
Total	10		12	

Under the bike parking provision of PP3.3.14, the proposed development requires the provision of a minimum 22 bicycle parking spaces. The proposed development provides a total of 22 bicycle parking spaces and satisfies the bicycle parking requirements of PP3.3.14.

End-of-Trip Facilities

In terms of PP3.3.14, the provision of 12 long term parking spaces requires the provision of four showers (two male, two female). The showers are required to be provided in a change room in accordance with PP3.3.14. Should the application be approved, it is recommended that a condition be imposed requiring the provision of end-of-trip facilities.

Consultation:

Public Consultation

The proposed land uses are not permitted unless the local government has exercised its discretion by granting Development Approval and following advertising.

The application was advertised for public comment over a period of 21 days, commencing on 2 August 2018 and concluding on 23 August 2018. The nature of the 24hour Convenience Store and 24hr Health Studio warranted comment from nearby owners and occupiers prior to Council providing its recommendation to the Metro South-West JDAP (SWJDAP).

Advertising was carried out in the following manner:

- The City sent 161 letters of notification to individual owners and occupiers in the close vicinity of the development, as shown in Consultation Map below; and
- Copies of technical documents and plans of the proposal were made available for public inspection at the City's Administration Offices and placed on the City's website.



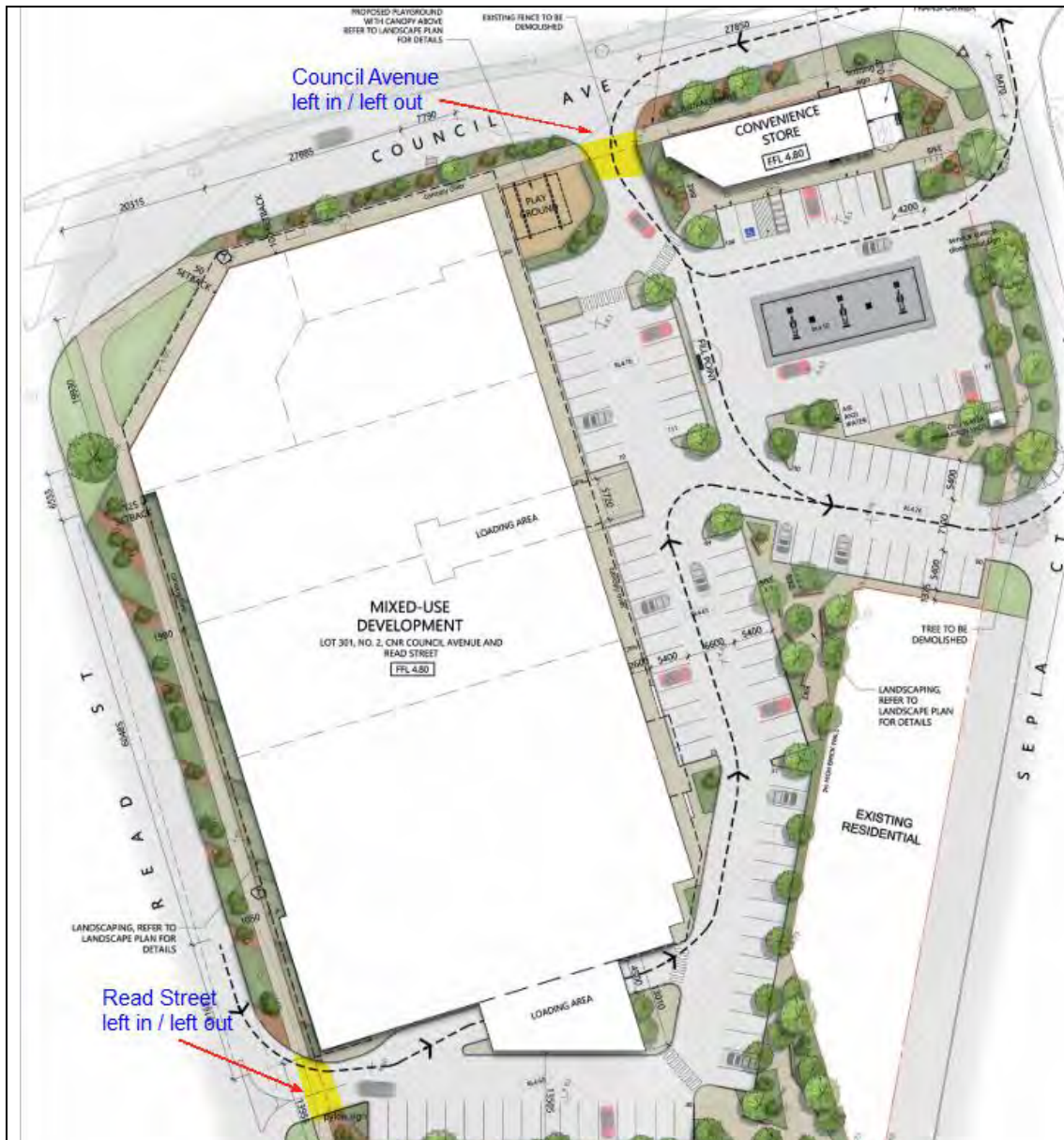
10. Consultation Map

At the close of the public consultation period a total of 11 submissions were received, which included six (6) objections and five (5) letters of support. A further three (3) late submissions were received.

The location and distribution of all submissions received, both supporting and objecting to the proposal are shown in Consultation Map above.

The objections received have been summarised in the table below, including the applicant's and officer's response to the issue. The applicants response to issues raised have also been summarised.

1. Traffic Impacts
Concerns including safety, congestion, access points and existing traffic issues in the area.
<p><u>Applicant's Response:</u></p> <p>The access strategy has been designed to provide access to Sepia Court, Council Avenue and Read Street to distribute the traffic from the proposed site. Based on the proposed access strategy the traffic consultant has assessed that the intersections will maintain good levels of service.</p> <p>We do not agree that the increase in traffic results is an unacceptable increase in risk from Sepia Court to the shopping centre.</p>
<p><u>City's Comment:</u></p> <p>The two vehicular access points from Sepia Court are supported, however the left in / left out access point from Council Avenue is not supported by the City for the following reasons:</p> <ul style="list-style-type: none"> • Austroads' Guide to Road Design Part 4 – Intersections and Crossings (General) recommends that an access driveway should not be located within the functional area of an intersection. The proposed access driveway off Council Avenue is located within the upstream functional area of Read Street/Council Avenue intersection; • The westbound left lane on Council Avenue is a dedicated left turn movement at the intersection of Read Street/Council Avenue which suggests that vehicles either going straight through or making a right turn movement at the signalised intersection from this proposed access driveway are required to cross/merge to the right hand lane over short distance; and • The queue from the traffic signal at Read Street/Council Avenue is likely to extend beyond the proposed access driveway location and completely blocking this access. <p>The proposed left in / left out access point to Read Street is also not supported. Read Street is classified as a Category 1 Other Regional Road (ORR) under the Metropolitan Region Scheme. As such, no access is supported from the site to Read Street by DPLH.</p>



11. Read Street and Council Avenue crossovers

Suggestion to relocate Convenience Store onto Read Street which is considered to be more accessible.

Applicant's Response:

The applicant is unable to locate the Convenience Store on Read Street as vehicle access to a Convenience Store would not be supported.

City's Comment:

Department of Planning, Lands and Heritage (DPLH) does not support vehicular access from Read Street as it is reserved as a Category 1 Other Regional Reserve under the Metropolitan Region Scheme. This matter is discussed in further detail later in the Consultation with Public Agencies section of this report.

Submitter would like demonstration as to how a central crossover from Council Avenue would not be a traffic hazard during peak periods (morning/afternoon).

Applicant's Response:

The access strategy has been designed to provide access to Sepia Court, Council

Avenue and Read Street to distribute the traffic from the proposed site. Based on the proposed access strategy the traffic consultant has assessed that the intersections will maintain good levels of service.

City's Comment:

This matter has been addressed above and in the Legislation section of this report when it was concluded that the proposed vehicular access from Council Avenue will have substantial impact on the site and surrounding road network.

2. Impacts on Safety

Concerns relating to pedestrian and gopher access, anti-social behaviour, crime and safety of children and elderly.

Applicant's Response:

We do not agree that the increase in traffic results is an unacceptable increase in risk from Sepia Court to the shopping centre.

The location is within the Activity Centre and therefore the expectation of the level of amenity needs to reflect the activity centre development.

City's Comment:

There is no evidence the development proposed will have negative impacts on safety. It is considered development on this site is likely to improve community safety through increased surveillance.

What arrangements will be made to ensure continued safe and easy access to the child care centre for children and families both during construction and on completion of the development given that road accidents are the leading cause of death for children 1-14 in Australia.

Applicant's Response:

Sepia Court will remain open to provide access and management of construction and deliveries will be undertaken as part of a construction management plan and delivery management plan.

City's Comment:

In the event approval is granted, a condition of approval for requirement of a Construction Management Plan is recommended to mitigate construction impacts.

Concern that business viability will not be successful due to anti-social behaviour, gangs and those taking shelter around the Rockingham Shopping Centre.

Applicant's Response:

In addition to the security that will be provided to the site, more development and a 24hr convenience store will increase the potential for passive surveillance and, hence, inhibit anti-social activity.

City's Comment:

There is no evidence to support this submission. As mentioned above, It is considered development on this site is likely to improve community safety through increased surveillance.

3. Parking

Concerns relating to overflow into the local area and conflict with surrounding land uses.

Applicant's Response:

Car parking is compliant.

<p><u>City's Comment:</u></p> <p>The development satisfies the car parking requirements of Clause 4.15 Carparking of Town Planning Scheme No.2 (TPS2).</p>
<p>4. Land Uses</p>
<p>Several concerns have been raised in relation to the proposed 24hour Convenience Store, 24hour Health Studio and Showroom land uses.</p>
<p><u>Applicant's Response:</u></p> <p>The uses are discretionary under TPS2 and Preferred uses (retail, commercial, leisure) under the Council Avenue Sub-Precinct.</p>
<p><u>City's Comment:</u></p> <p>The land use considerations are discussed in detail in the Policy section of this report, when it was concluded that Convenience Store and Showroom land-uses are not suitable in this location as these uses are heavily car oriented and do not support a pedestrian oriented environment.</p>
<p>Concern regarding the duplication of land uses.</p>
<p><u>Applicant's Response:</u></p> <p>The number (demand/supply) of Convenience Stores and Health Studios in the locality is not a relevant planning consideration.</p>
<p><u>City's Comment:</u></p> <p>There is no evidence to support this submission.</p>
<p>Suggestion that the proposed playground is increased in size to service as a park, garden or reserve housing the native green grass trees and birdlife rather than internal car parking.</p>
<p><u>Applicant's Response:</u></p> <p>The playground is provided as an amenity to the users of the subject site and the public. The provision of a park is outside the scope of the consideration of the application. The existing grass trees on site are proposed to be used in the new landscaping.</p>
<p><u>City's Comment:</u></p> <p>The City notes that the location of the playground is poor as the gap between the buildings fragments the built form and the streetscape.</p>
<p>5. Lighting</p>
<p>A concern was raised regarding existing lighting along Council Avenue and Sepia Court.</p>
<p><u>Applicant's Response:</u></p> <p>Street lighting is a City of Rockingham responsibility.</p>
<p><u>City's Comment:</u></p> <p>An appropriate balance of on-street and development lighting will be achieved. There is no intention to upgrade existing lighting infrastructure.</p>
<p>6. Noise</p>
<p>Concerns regarding operation of the development impacting nearby residential properties.</p>
<p><u>Applicant's Response:</u></p>

The location is within the Activity Centre and therefore the expectation of the level of amenity needs to reflect the Activity Centre development.
<p><u>City's Comment:</u></p> <p>The applicant has submitted an Acoustics Report which has been reviewed by the City and is considered to sufficiently address noise related aspects of the proposal. In the event approval is granted, a condition of approval should require compliance with the submitted Acoustics Report.</p>
Restaurant will be noisy late at night when hotel patrons leave Leisure Inn.
<p><u>Applicant's Response:</u></p> <p>The proposed development cannot control the patrons of the hotel. Additionally, the site is located within an Activity Centre.</p>
<p><u>City's Comment:</u></p> <p>A Restaurant is a preferred use under PP3.2.12. The proposed Restaurant is located on the northern boundary adjacent to the Council Avenue and Read Street intersection and is setback approximately 85 metres from the nearest residential dwelling.</p>
7. Pollution
Concern that exhaust fumes will cause health problems and discolour the exteriors of the buildings.
<p><u>Applicant's Response:</u></p> <p>The Convenience Store and fuel forecourt will meet all of the relevant Health standards.</p>
<p><u>City's Comment:</u></p> <p>The City has reviewed the proposal and considers that exhaust fumes can be controlled to mitigate odour impacts.</p>
8. Landscaping
Objection to the removal of verge tree along Sepia Court.
<p><u>Applicant's Response:</u></p> <p>While a tree is required to be removed for a vehicle access, there will be a significant net gain in the number of trees in the verge areas and on the site.</p>
<p><u>City's Comment:</u></p> <p>Noted. Whilst retention of trees is preferable, the City recognises that there will be a significant net gain in the number of trees on the verge and on-site as part of this development.</p>
9. Property Value
Development will affect resale of dwellings.
<p><u>Applicant's Response:</u></p> <p>The impact on property values cannot be substantiated and is therefore not a valid planning consideration.</p>
<p><u>City's Comment:</u></p> <p>Impact on property values is not a valid planning consideration.</p>
10. Feasibility
A concern has been raised questioning whether the development is feasible, due to

various shops closing across Rockingham.
<u>Applicant's Response:</u> The feasibility of the proposed development is not a relevant planning consideration.
<u>City's Comment:</u> Impact on feasibility is not a valid planning consideration.

Consultation with other Agencies or Consultants

The following government departments and service agencies were consulted:

- Department of Planning, Lands and Heritage (DPLH);
- Department of Water and Environmental Regulations (DWER); and
- Public Transport Authority (PTA).

The comments received are as follows:

1. Department of Planning, Lands and Heritage (DPLH)
<u>i. Access</u> The proposal seeks left in/ left out access points to Council Avenue and Read Street. This is not in accordance with the Commission's Regional Roads (Vehicular Access) Development Control Policy - 5.1, which seeks to minimise the number of new crossovers onto regional roads and rationalise existing access arrangements. The Policy states: <i>'Where alternative access is or could be made available from side streets, no access shall be permitted to the regional road'</i> . Read Street is classified as a Category 1 control of access road per Plan Number SP 694/4. As such, no access is supported from the site to Read Street.
<u>Applicant's Response:</u> While it is noted that s3.3.2 of <i>Development Control Policy 5.1 - Regional Roads (Vehicular Access)</i> (DC5.1) does state that no access from regional roads shall be permitted unless under special circumstances, s3.3.4 of the same policy does allow for the provision of regional road access for large traffic generating developments such as shopping centres and recreation centres. Given that the proposed development has a primary focus of both commercial retail and recreation (gymnasium and café), it would be reasonable to suggest that the proposal meets the criteria for approval on these grounds. The access off Read Street is critical to allow the entry of vehicles originating from the north of the site. The only full access intersection that could cater for these vehicles is that of Council Avenue and Sepia Court. Sepia Court is a local access street ending in a cul-de-sac and that currently services mainly residential developments and a child care centre. Forcing the majority of the development traffic, including the heavy servicing vehicles, would lead to a deterioration of safety within Sepia Court and impact the streets current users. By allowing the proposed access off Read Street into the development, there will be a negligible effect on traffic flow due to the provision of the proposed left turn pocket, the planned access is consistent with other nearby developments fronting Read Street which have been provided direct access, results in no change in the character or operation of Read Street and no significant alterations to the configuration of Read Street will be required.
<u>City's Comment:</u>

The provided Transport Report states that the development will generate up to 2,139 vehicle trips per day (1,661 additional trips when pass-by trade component is applied). It is considered that the traffic volume as indicated does not constitute a large traffic generating development. The City supports DPLH's comments and access from the Other Regional Road (Read Street), is not supported.

ii. Traffic and Parking Assessment

The above report, prepared by Riley Consulting dated July 2018 states that the development will generate up to 2,139 vehicle trips per day (1,661 additional trips when pass-by trade component is applied). Read Street accommodates 25,825 vehicles per day and Council Avenue accommodates 15,148 vehicles per day in the subject location. Signalised and unsignalised Intersection Design and Research Aid (SIDRA) analysis shows generally satisfactory performance for the proposed crossovers level of service with minimal delays. A number of right turning movements provided show moderate delays e.g. Sepia Court southern approach level of service and Council Avenue eastern approach level of service.

Applicant's Response:

No comment provided.

City's Comment:

Noted.

iii. DPLH Recommendation

WAPC Transport Impact Assessment Guidelines states that assessment years should be undertaken 10 years after full opening of the development (not the year of full opening or post development as shown).

Applicant's Response:

Cardno is of the view that the traffic impact for the development can be assessed for the required 10 year horizon, using appropriately factored traffic growth figures and that this can be conditioned within the approval process to the satisfaction of the DOPH.

City's Comment:

The scenario for the 10 years after full opening of the development should be assessed and included in the Transport Impact Assessment report. The City supports DPLH's comments and requires this information prior to making a determination on the proposal.

2. Department of Water and Environmental Regulations (DWER) - summarised

i. Stormwater Management

It is difficult to determine if the proposed drainage pipes indicated on the drainage strategy plan is runoff from ground level surfaces or from roofs and other infrastructure. The drainage plans for the entire development area should demonstrate how and where the small, minor and major rainfall events will be managed and consider the following:

- The fuel dispenser area and forecourt should be covered, paved and graded to contain polluted runoff.
- Measures should be taken to prevent uncontaminated roof runoff and external surface water from entering the forecourt. These include:
 - kerbing or grade changes for paved areas
 - installing and maintaining stormwater collection systems, such as bio-

<p>retention gardens and soak wells to intercept clean roof and general runoff that would otherwise enter the forecourt.</p> <ul style="list-style-type: none"> • Runoff that may be contaminated should pass through a well-maintained litter and sediment trap, then an appropriately designed and regularly maintained fuel and oil trap. • Only clean wastewater, that has been effectively treated should be discharged to: <ul style="list-style-type: none"> ○ on-site soak wells ○ on-site leach drains ○ on-site bio-retention gardens <p>a reticulated sewer where accepted by a service provider.</p>
<p><u>Applicant's Response:</u></p> <p>The Drainage Strategy Plan has been updated to show the location and intended size of the proposed SPEL Puraceptor unit. Areas within fuel zones will drain through this SPEL prior to reaching the soak well network. The exact arrangement of the internal drainage pipework and SPEL parameters will be resolved during detailed design.</p>
<p><u>City's Comment:</u></p> <p>Proposed SPEL Puraceptor unit and fuel zone drainage pipework locations are noted on amended plan. The Convenience Store is shown as Catchment 1 with the entrance and western portion of catchment connected to the SPEL unit. As vehicles will be moving through the fuel area and into the surrounding car parks next to the Convenience Store and air and water station, it is highly likely that hydrocarbons will be mobilised outside of the bunded area. The piped drainage network outside of this area must therefore be modified to connect to the SPEL unit. Should the development be approved a condition requiring an updated drainage management strategy is recommended.</p>
<p><u>ii. Hazardous Materials</u></p> <p>The site layout plans provided have not included the location of the underground fuel storage and any associated pipelines and venting. <i>Water Quality Protection Note 62 – Tanks for underground chemical storage</i> (DWER, 2013) and <i>Water Quality Protection Note 65 – Toxic and Hazardous Substances</i> (DWER, 2006) provide best practice advice for the management and storage of hazardous materials for this development.</p> <p>Furthermore, a contingency plan for spills and emergencies has not been described within the proposal to the DWER. The <i>Water Quality Protection Note 10 – Contaminant spills emergency response</i> (DWER, 2006) provides guidance into developing and implementing an effective emergency response plan.</p>
<p><u>Applicant's Response:</u></p> <p>The location of the underground fuel storage and associated venting will be resolved during detailed design.</p> <p>The Drainage Strategy Plan shows the buildings being connected to the drainage network. The exact arrangement of proposed downpipes and soak well connections will be resolved during detailed design.</p>
<p><u>City's Comment:</u></p> <p>Noted, should the development be approved a condition requiring an updated drainage management strategy is recommended.</p>
<p><u>iii. Best Practice Management</u></p>

The following Water Quality Protection Notes (WQPN's) have been referenced in the advice above to provide best practice management guidelines relevant to this development proposal with the intent to protect the state's water resources.

WQPN 10 – Contaminant Spills- emergency response

WQPN 49 – Service Stations

WQPN 62 – Tanks for underground chemical storage

WQPN 65 – Toxic and hazardous substances

Applicant's Response:

No comment provided.

City's Comment:

Noted.

3. Public Transport Authority (PTA)

i. Subject Bus Stop

The affected bus stop (21234 Council Av before Sepia Ct) experiences approximately 190 passenger boarding's and 40 alighting's on an average weekday. Demand reflects the location of Rockingham City Shopping Centre and its pedestrian exit/egress points onto Council Avenue. It could be expected that demand would increase with the adjacent development resulting in increased patronage at this location.

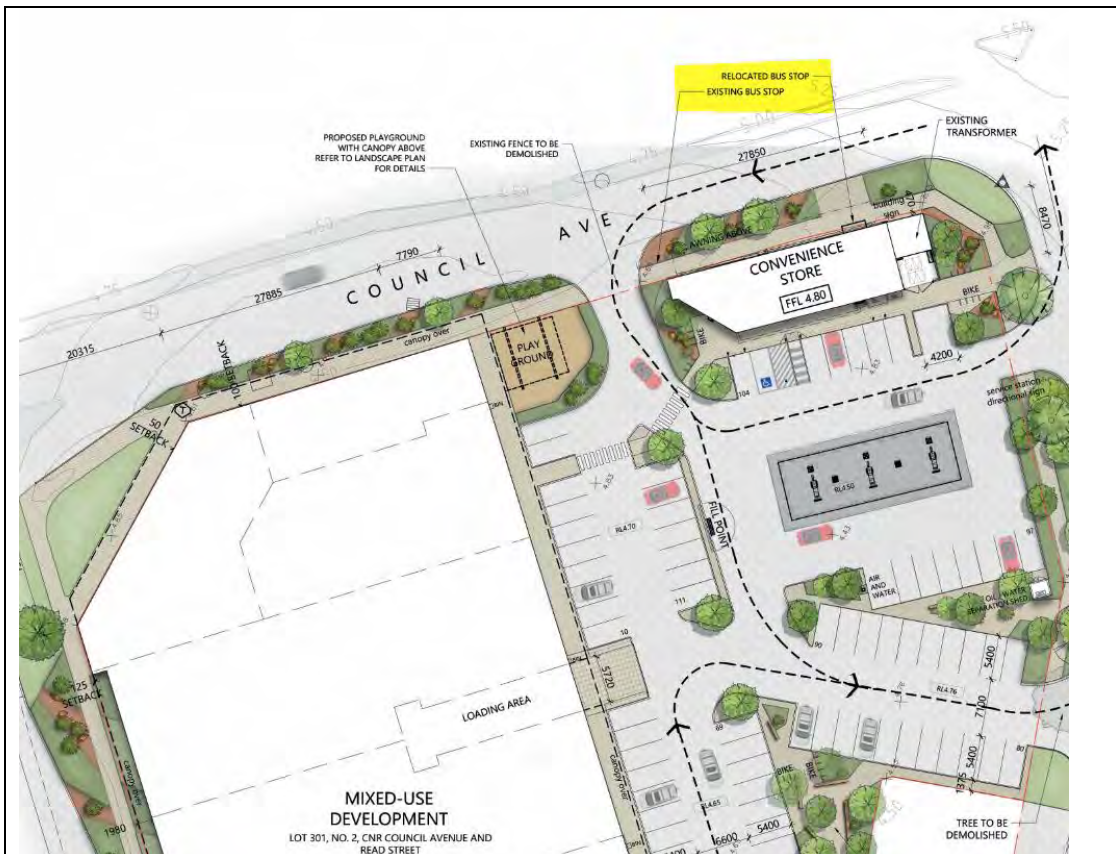
The PTA would not support the proposed relocation of bus stop 21234. There are 6 Transperth bus routes that are assigned to this bus stop and given that services are designed to connect with trains at Rockingham Station this can result in multiple services arriving at bus stop 21234 simultaneously. The proposed bus stop position does not accommodate this and would result in bus services causing conflict and blocking the Council Avenue - Sepia Court intersection.

It should also be noted that although the majority of services that are assigned to bus stop 21234 turn left from Council Avenue into Read Street, Route 553 bus services travel straight ahead to Cygnus Street. The bus stop cannot therefore be relocated any further east towards Read Street as this will generate operational issues for Route 553 services that would need to safely manoeuvre from what would appear to be a dedicated left turn only lane to re-join the straight ahead traffic lane.

PTA recommends retaining the bus stop as close to the proposed Council Avenue vehicular entry/egress as permitted under the Road Traffic Code 2000. This would maximise the ability to safely accommodate multiple services with minimal conflict. It is noted that this could have some impact on vehicles exiting left from the proposed Council Avenue entry/egress. This should be assessed in terms of driver visibility beyond multiple stationary buses. It may be necessary to restrict the left turn out.

It should also be noted that the impact on the bus stop boarding area would require it to be upgraded as part of the project scope so that it meets the requirements of the Disability Standards for Accessible Public Transport 2002. Any development of the site would require a bus stop boarding area layout being submitted to the PTA for approval. The boarding area would then also need to be constructed at the developers cost in accordance with the approved design.

Whilst it would be the City of Rockingham's responsibility to comment on the provision of discretionary infrastructure such as shelter, bins or bench seats, the PTA notes the high level of patronage at this location and suggests that any infrastructure provided should be commensurate with that use.



12. Location of Existing and Proposed Bus Stop

Applicant's Response:

Cardno has undertaken an assessment of the existing bus stop location and have found that it is currently creating safety and congestion issues due to its close proximity to the Council Avenue and Read Street intersection. It is Cardno's view that there would be community benefit if the PTA was agreeable to a relocation of the bus stop to a point east of the Sepia Court intersection. This alternative location would result in moving the stop closer to the Council Avenue underpass that links directly to Rockingham City Shopping Centre and therefore would provide significant safety improvements for the public wishing to access the bus stop.

It is noted that the elevation of the Council Avenue carriageway, designed to accommodate the underpass, results in a noteworthy height difference between the carriageway and parts of the adjacent verge and existing Council Avenue shared path, however these issues can be overcome with suitable retaining of the bus stop pad area and accessible path links to the Council Avenue shared path being provided. As the proponent is willing to work with the Public Transport Authority on relocating the bus stop to this possible location, Cardno considers it appropriate that any concerns relating to the bus stop location be appropriately conditioned requiring the developer to liaise with the Public Transport Authority in order to relocate the bus stop, to the satisfaction of the Public Transport Authority.

City's Comment:

This is a matter to be resolved with the PTA. Consequently, it is considered that the proposed relocation of the bus stop is not supported by the City.

The applicant engaged the services of a separate traffic consultant to prepare an independent peer review of the traffic concerns raised by the City, DPLH and PTA. A

copy of the peer review forms part of Attachment 2 - Development Application Submission.

An alternative bus stop location was discussed by the traffic consultant and PTA. In summary, PTA reviewed this proposal and deemed that it is not acceptable. A copy of the PTA response forms part of Attachment 6 - Public Transport Authority Response 1 and 2. Whilst, based on discussions between the traffic consultant and DPLH, DPLH advised that *"If a future development could demonstrate sufficient intensification as outlined within the City's Rockingham Strategic Metropolitan Centre Plan (Sector 10 Southern Gateway - medium and high density residential and mixed commercial and community uses), the Department would reconsider its position regarding access from the site to Read Street"*. A copy of the DPLH response forms part of Attachment 5 - Department of Planning, Lands and Heritage Response 1 & 2.

Officer Comments

Site Context

The subject site is located on the most western fringe of the Southern Gateway Sector Boundary, which is planned to provide for urban scaled infill development to better frame and activate a major entrance to the City Centre.

PP3.2.12 is one of a number of defined development sectors within the planning envelope of the endorsed Centre Plan for the Rockingham Strategic Metropolitan Centre. The proposed development is imperative to the function of the City Centre, due to close proximity and its location as an important gateway to the Centre.

Design

A development concept sketch has been provided which illustrates the visioned built form for the subject site. This sketch shows appropriate built form and development that provides for a variety of land-uses, building heights, articulation, finishes and active street frontages to address the prominent corner site requirements.

Under PP3.2.12, the site is identified as a 'Gateway Location' with a requirement for a minimum 3 storey building and a maximum 5 storey building with a height of up to 19m. The development provides a single storey building with a partial faux three storey height facade. This is not considered to be worthy of the site which is identified as a 'Prominent Corner and a 'Gateway Location'.

The City has previously had numerous meetings with the applicant where the urban design concerns were raised. Apart from minor layout changes, the application has not significantly altered the design to address the concerns raised by the City and reflected in the DRP advice.

Traffic

The City has undertaken an analysis of the Transport Statement provided by the applicant. In light of the findings of the report, the potential traffic generated does not constitute to a large traffic generating development. Nevertheless, it is considered that the potential traffic generated from this development will have a substantial impact on the site and surrounding road network due to the proposed location of the Council Avenue vehicular access point. Traffic access is unresolved.

Council Recommendation

The application was referred to the 23rd October 2018 Ordinary Council Meeting, where the officer's recommendation to refuse the development was supported by the Council.

Conclusion:

The proposal fails to provide for an appropriate design, form and activation as required by the prevailing Planning Framework. The buildings are of an architectural appearance that lacks the urban or civic character associated with a prominent corner site in a gateway location within City Centre. The height of the proposed Pylon sign and Roof sign above the Convenience Store are not considered to be appropriate for the subject site.

Furthermore, the development fails to address issues raised by the City, DPLH and PTA in relation to the vehicular access from Read Street and Council Avenue and relocation of the existing bus stop on Council Avenue. The applicant's additional information does not provide for sufficient justification to address these outstanding issues.

The proposed development does not comply with the intent and objectives of the applicable planning framework and is considered to be unsuitable for its site and locality. It is therefore recommended that the application be refused.

ROCKINGHAM CENTRAL MIXED-USE DEVELOPMENT

CNR COUNCIL AVENUE & READ STREET, ROCKINGHAM WA

DRAWING LIST				
NO.	SHEET TITLE	VISION	STATUS	DATE
A000	COVER PAGE	B	DA	30/08/18
A001	PERSPECTIVES	B	DA	30/08/18
A002	PERSPECTIVES	B	DA	30/08/18
A003	PERSPECTIVES	B	DA	30/08/18
A004	SITE SURVEY	B	DA	30/08/18
A005	SITE PLAN	B	DA	30/08/18
A006	SITE ACCESS & ACTIVATION	B	DA	30/08/18
A007	FLOOR PLAN	B	DA	30/08/18
A008	ROOF PLAN	B	DA	30/08/18
A009	SECTIONS	B	DA	30/08/18
A010	ELEVATIONS	B	DA	30/08/18
A011	ELEVATIONS	B	DA	30/08/18
A012	MATERIALS	B	DA	30/08/18
A013	MATERIALS	B	DA	30/08/18
A014	SIGNAGE PLAN	B	DA	30/08/18
A015	SIGNAGE ELEVATIONS	B	DA	30/08/18
A016	SIGNAGE ELEVATIONS	B	DA	30/08/18
A017	SIGNAGE SCHEDULE	B	DA	30/08/18

AREA			
TENANCY NUMBER	TENANCY TYPE	GFA	NLA
TENANCY 1	CONVENIENCE STORE		210m²
TENANCY 2	SHOWROOM		2,193m²
TENANCY 3	SHOWROOM		940m²
TENANCY 4	SHOWROOM		940m²
TENANCY 5	SHOOVROOM		510m²
TENANCY 6	CAFE		166m²
TENANCY 7	GYM		301m²
	TOTAL	5,965m²	5,260m²

TOTAL PARKING PROVIDED	106 + 6 BROWSER BAYS
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BICYCLE PARKING PROVIDED	20 BAYS
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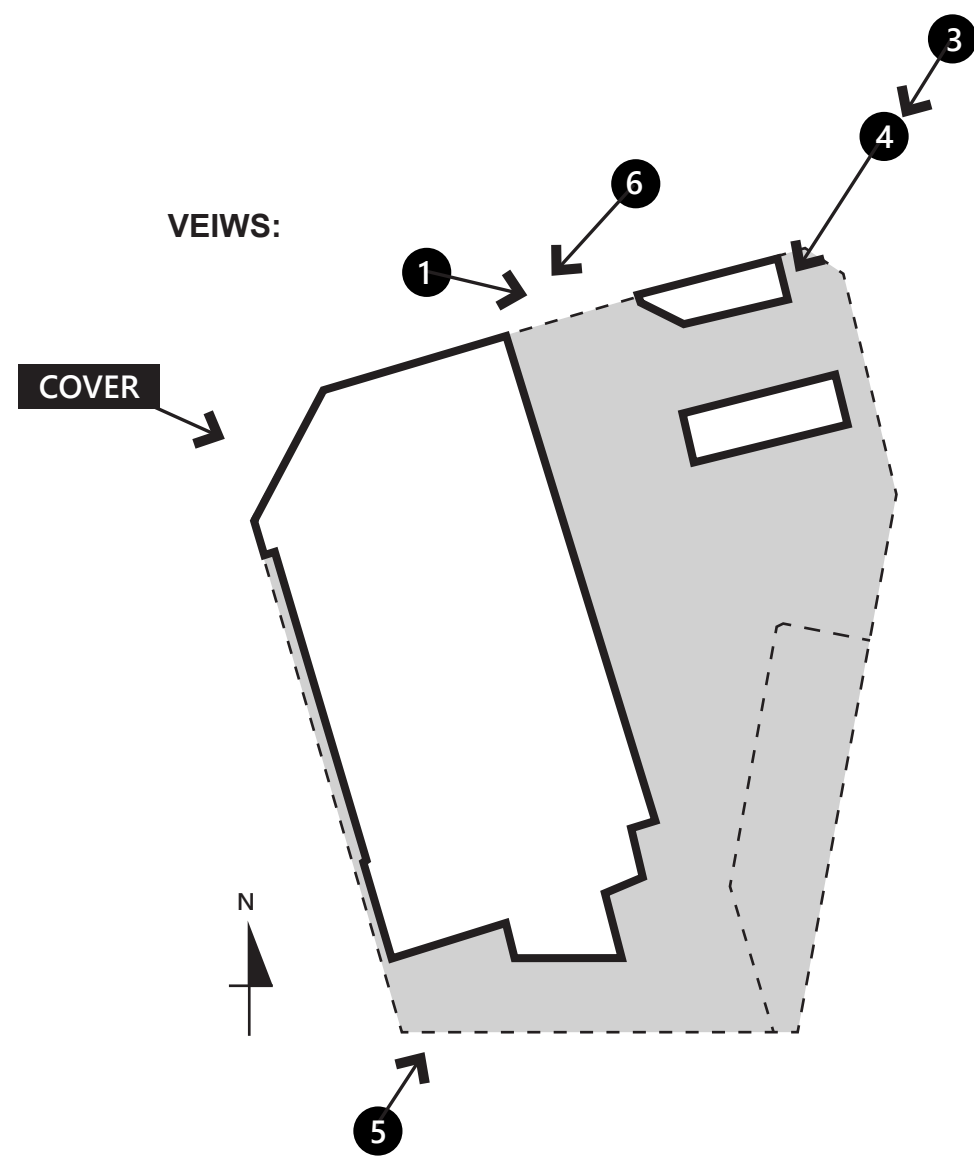
USE	AREA (NLA)	PARKING RATIOS		PARKING PROVIDED	
		MIN	MAX	MIN	MAX
GYM	301m²	1:20	1:15	16	21
SHOWROOM	4,583m²	1:80	1:60	58	77
CAFE	166m²	1:8	1:6	21	28
CONVENIENCE STORE	210m²	1:22	1:17	10	13
TOTAL	5,260m²			105	139

PARKING RATIO (MIN)		PARKING PROVIDED	
LONG-TERM	SHORT-TERM	LONG-TERM	SHORT TERM
1:400	1:200	1	2
1:750	1:1000	7	5
1:250	1:150	2	3
		10	10





1. VIEW FROM COUNCIL AVE LOOKING EAST





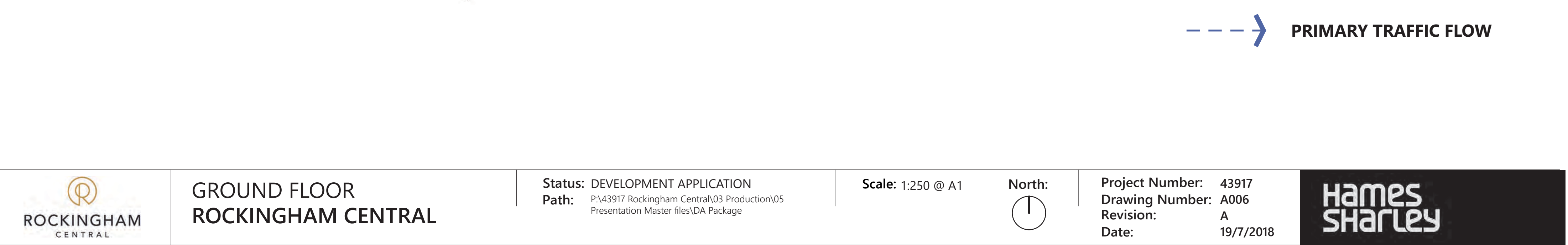
4. VIEW FROM READ STREET



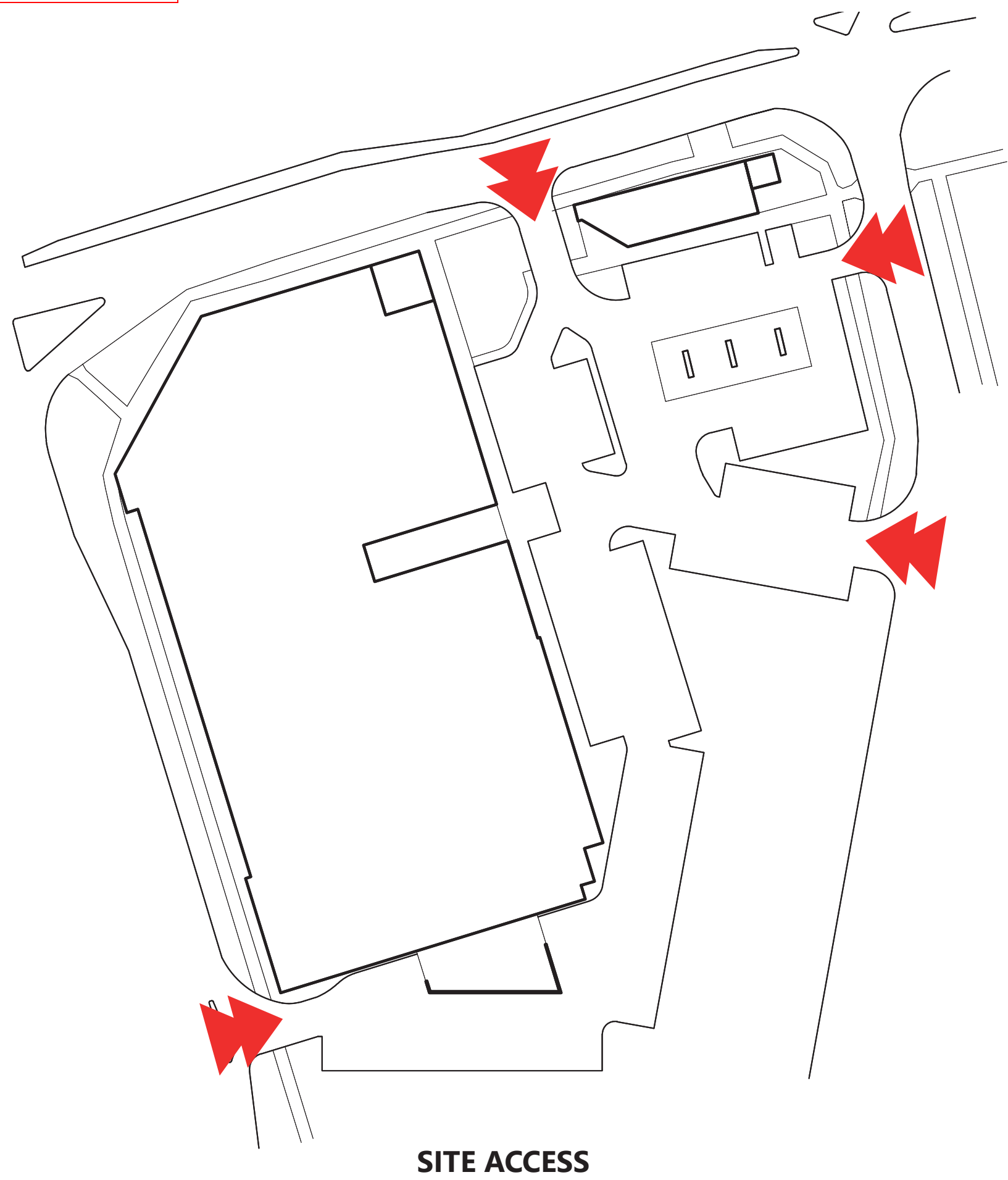
5. VIEW FROM COUNCIL AVE



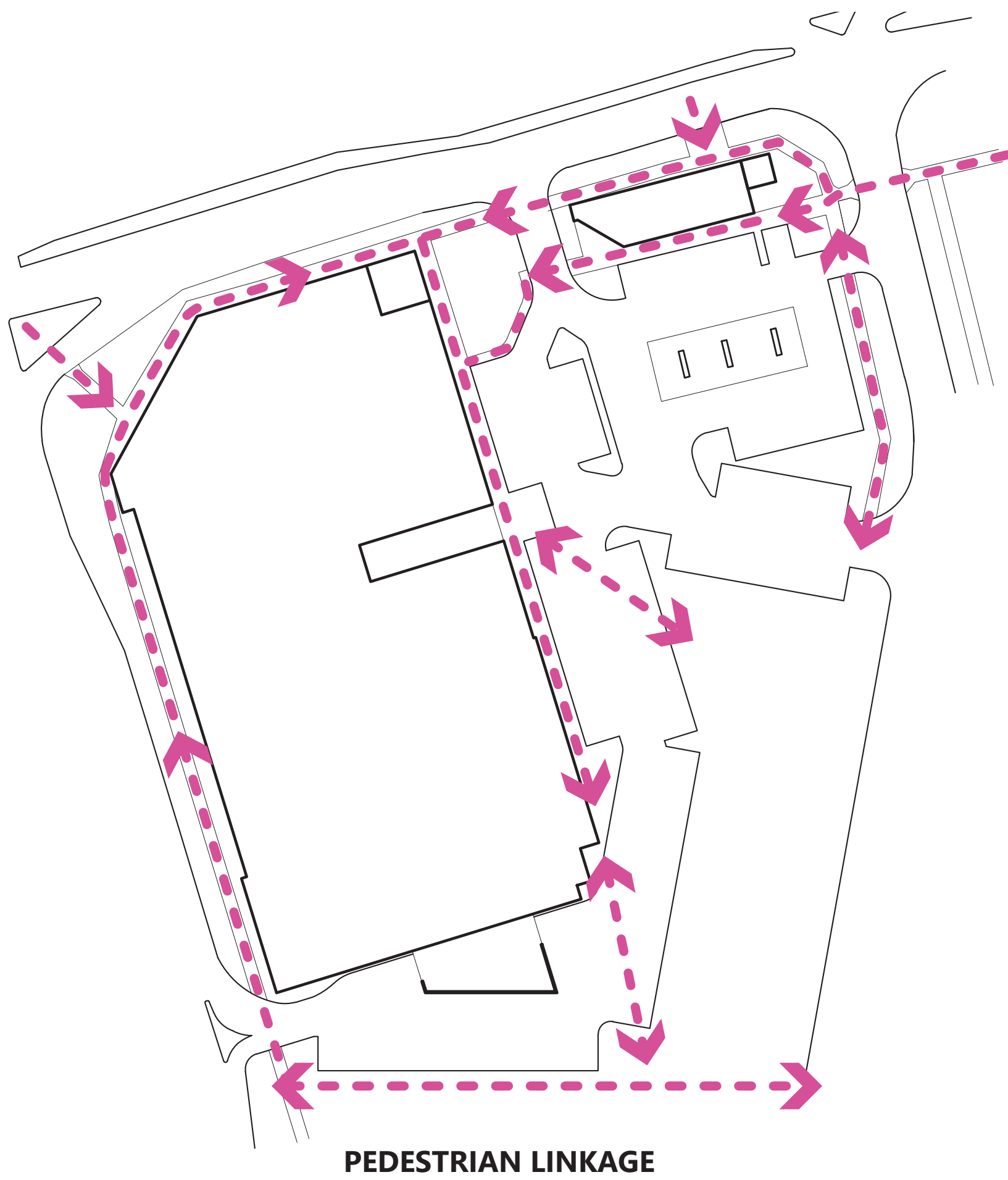




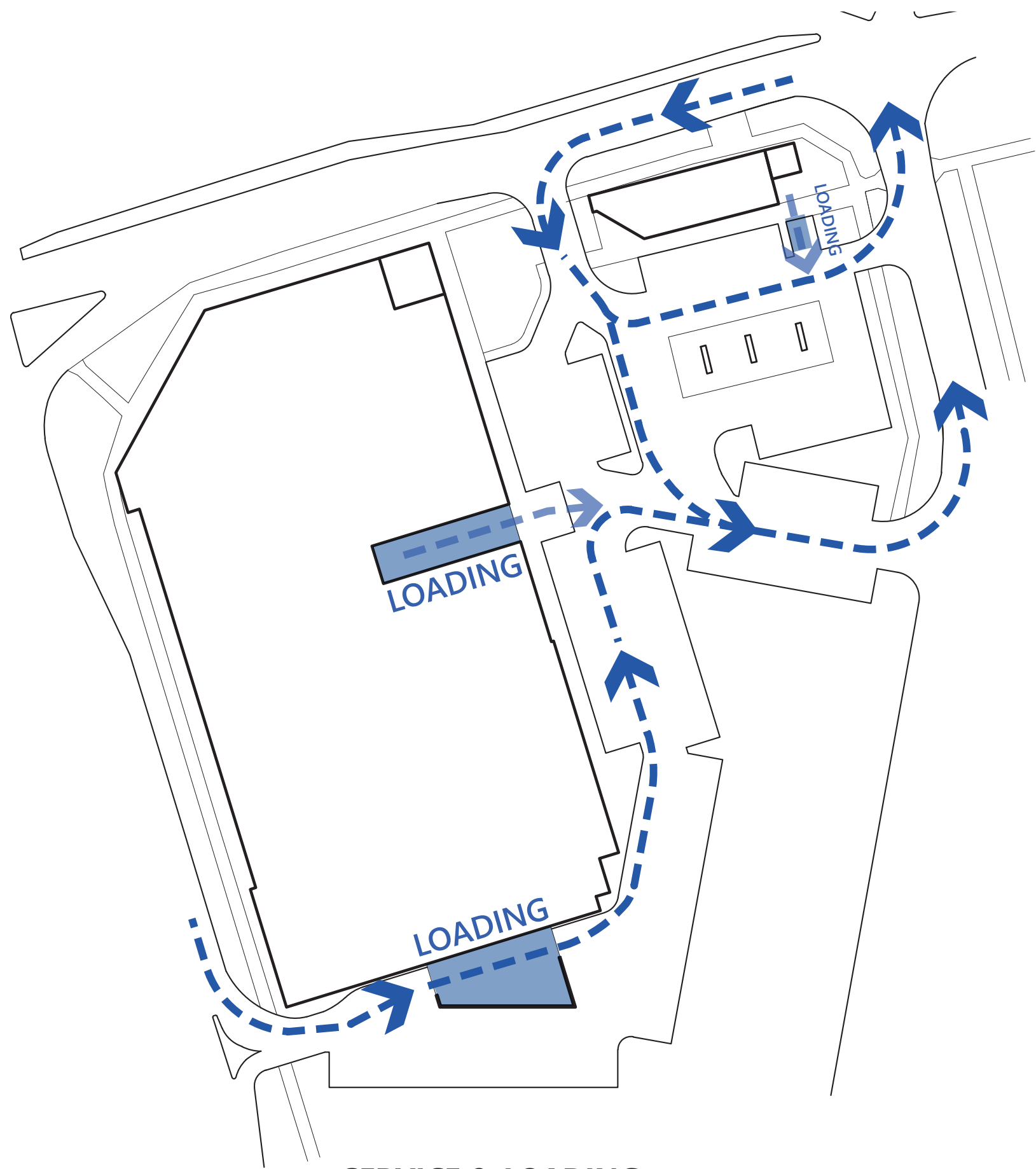




SITE ACCESS



PEDESTRIAN LINKAGE



SERVICE & LOADING
STRAGETY

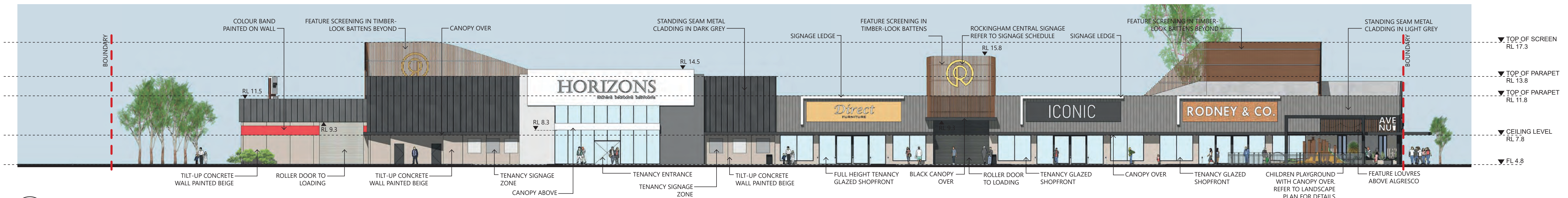


FRONTAGE ACTIVATION





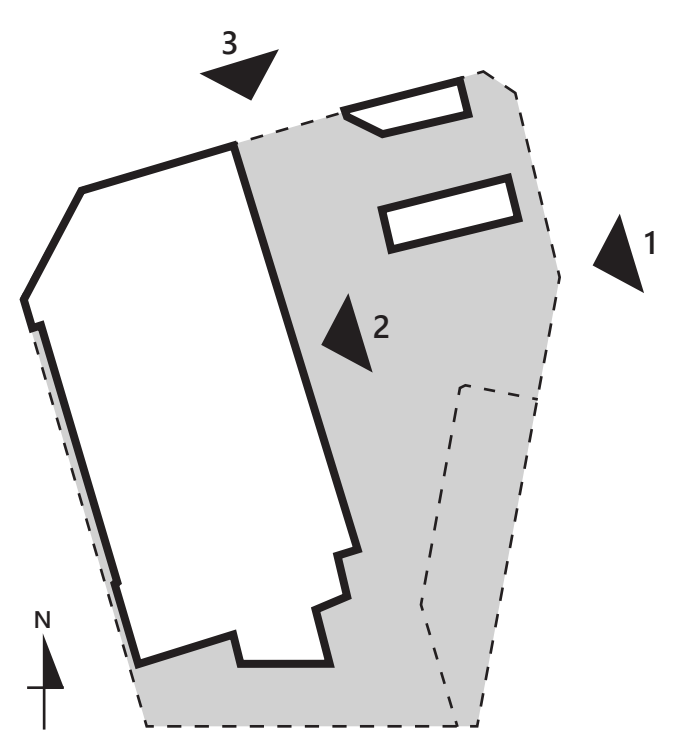
1 SEPIA CT ELEVATION

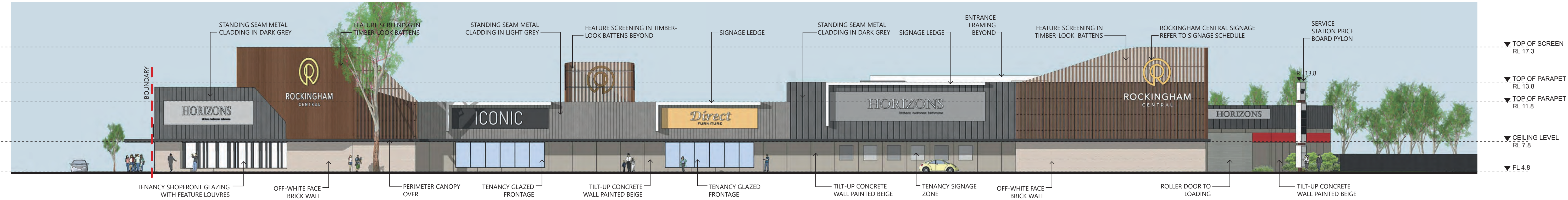


2 INTERNAL EAST ELEVATION

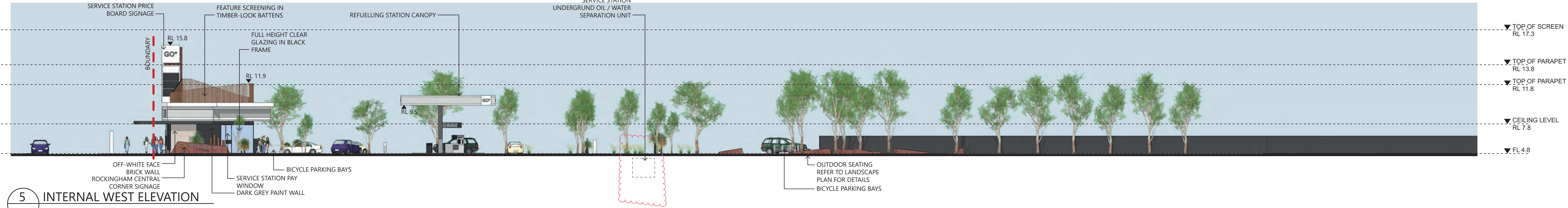


3 COUNCIL AVE ELEVATION

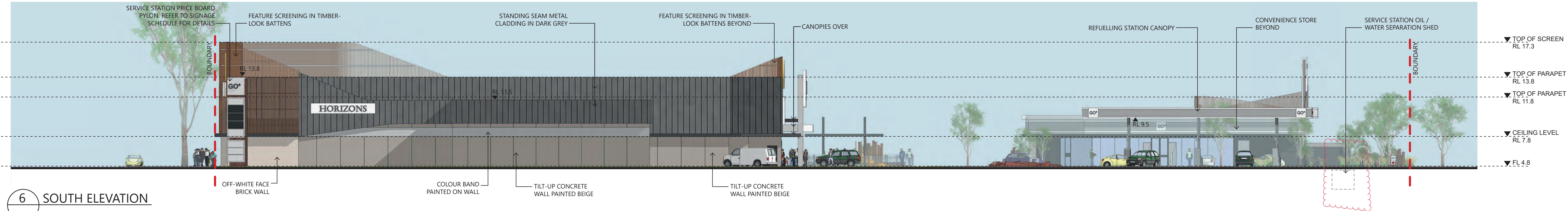




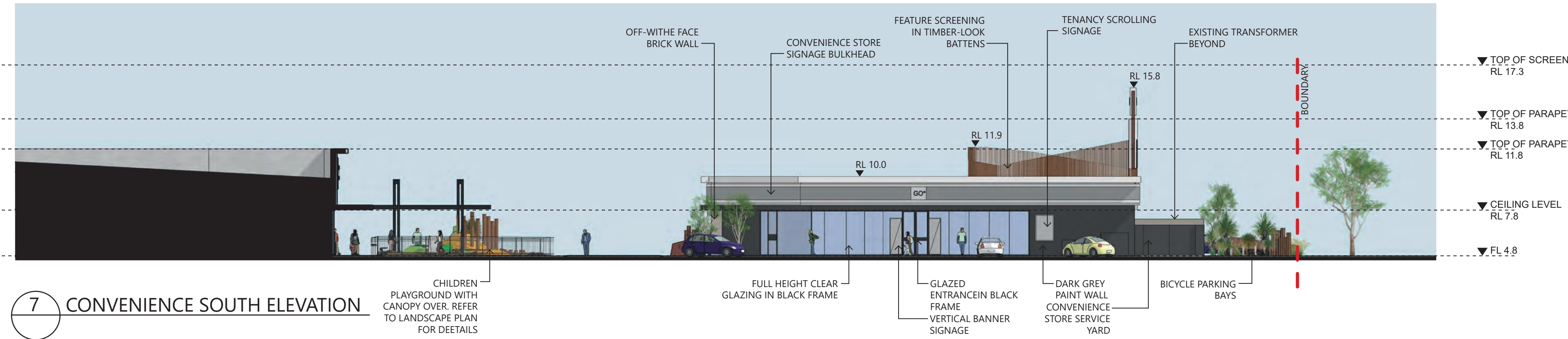
4 READ STREET ELEVATION



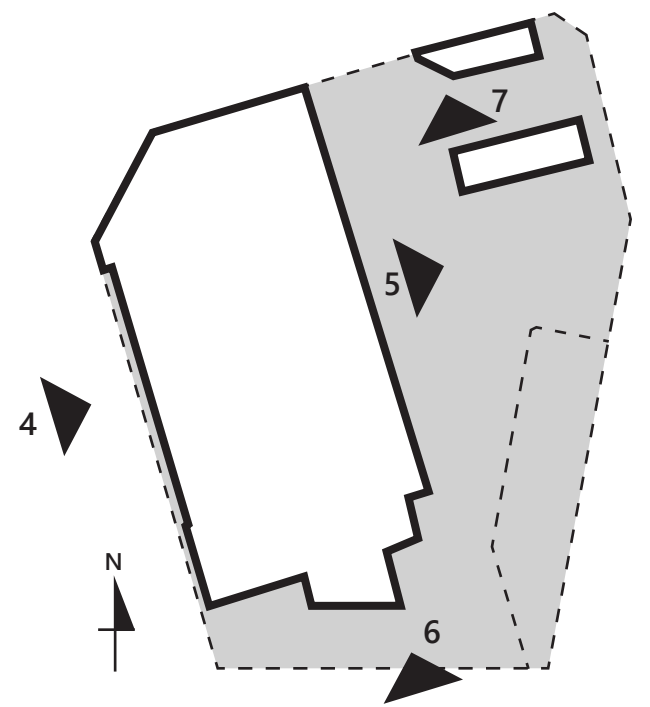
5 INTERNAL WEST ELEVATION

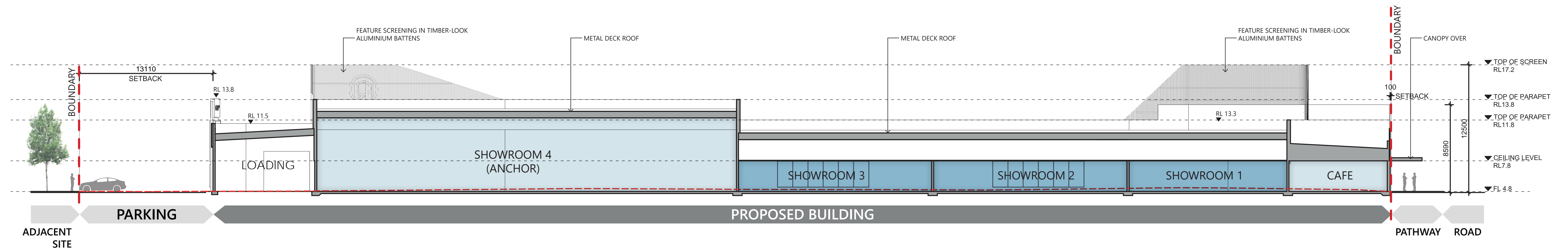


6 SOUTH ELEVATION

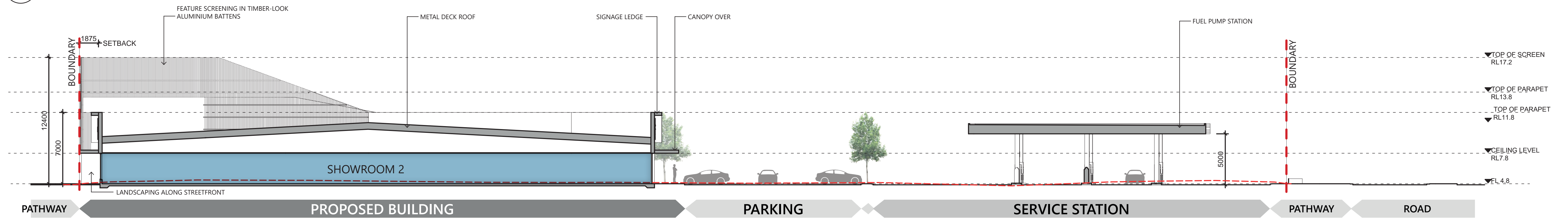


7 CONVENIENCE SOUTH ELEVATION

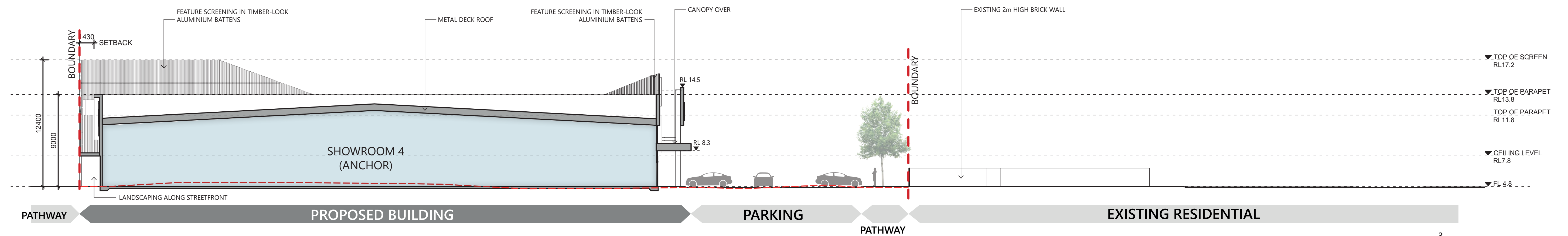




1 SECTION

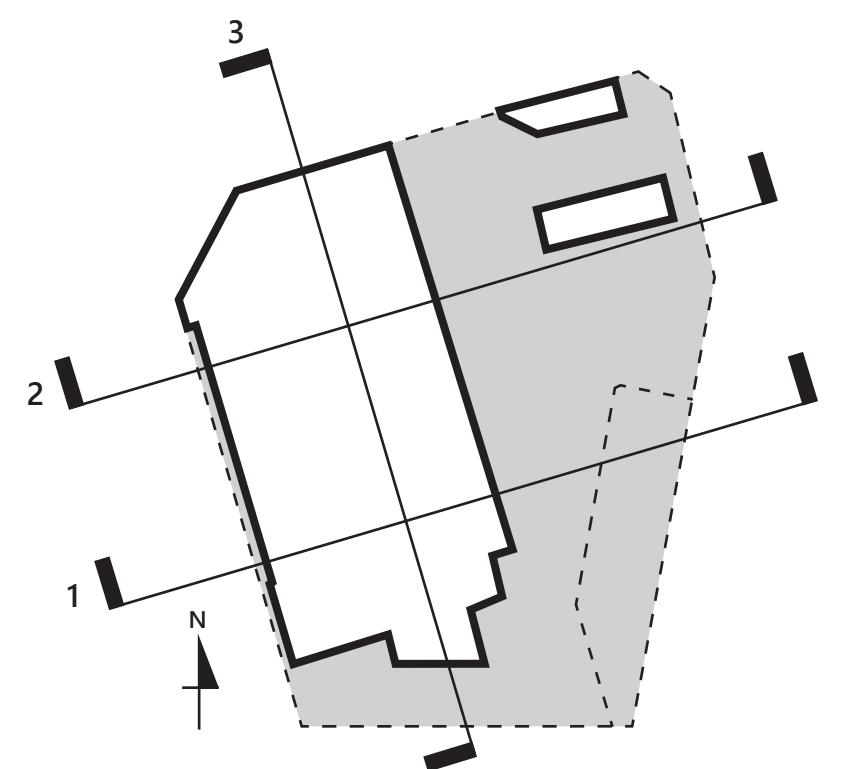


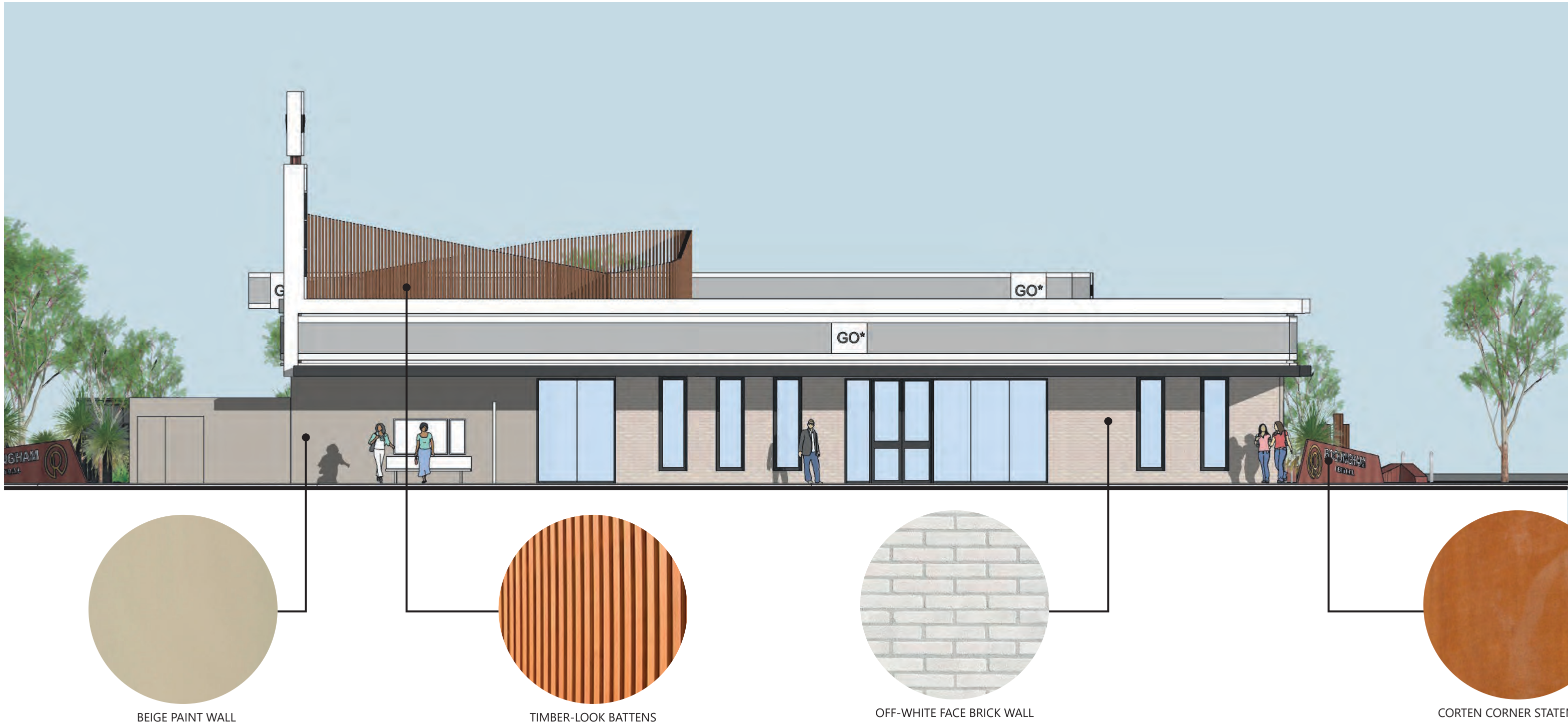
2 SECTION

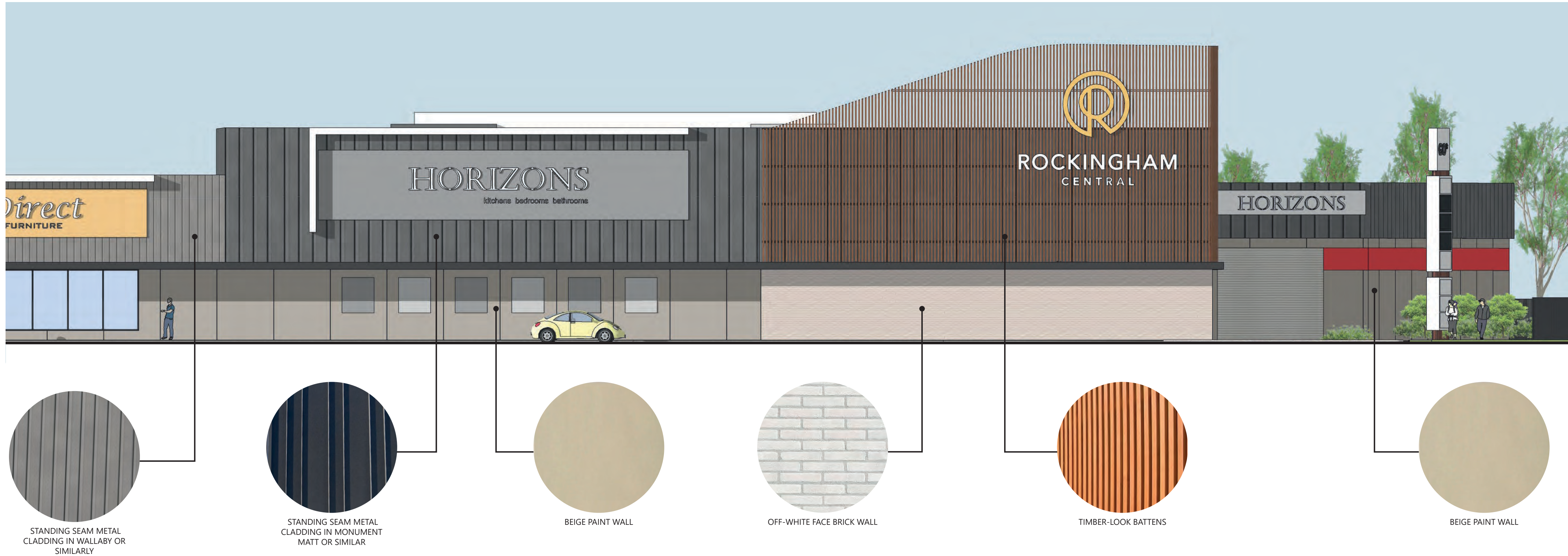


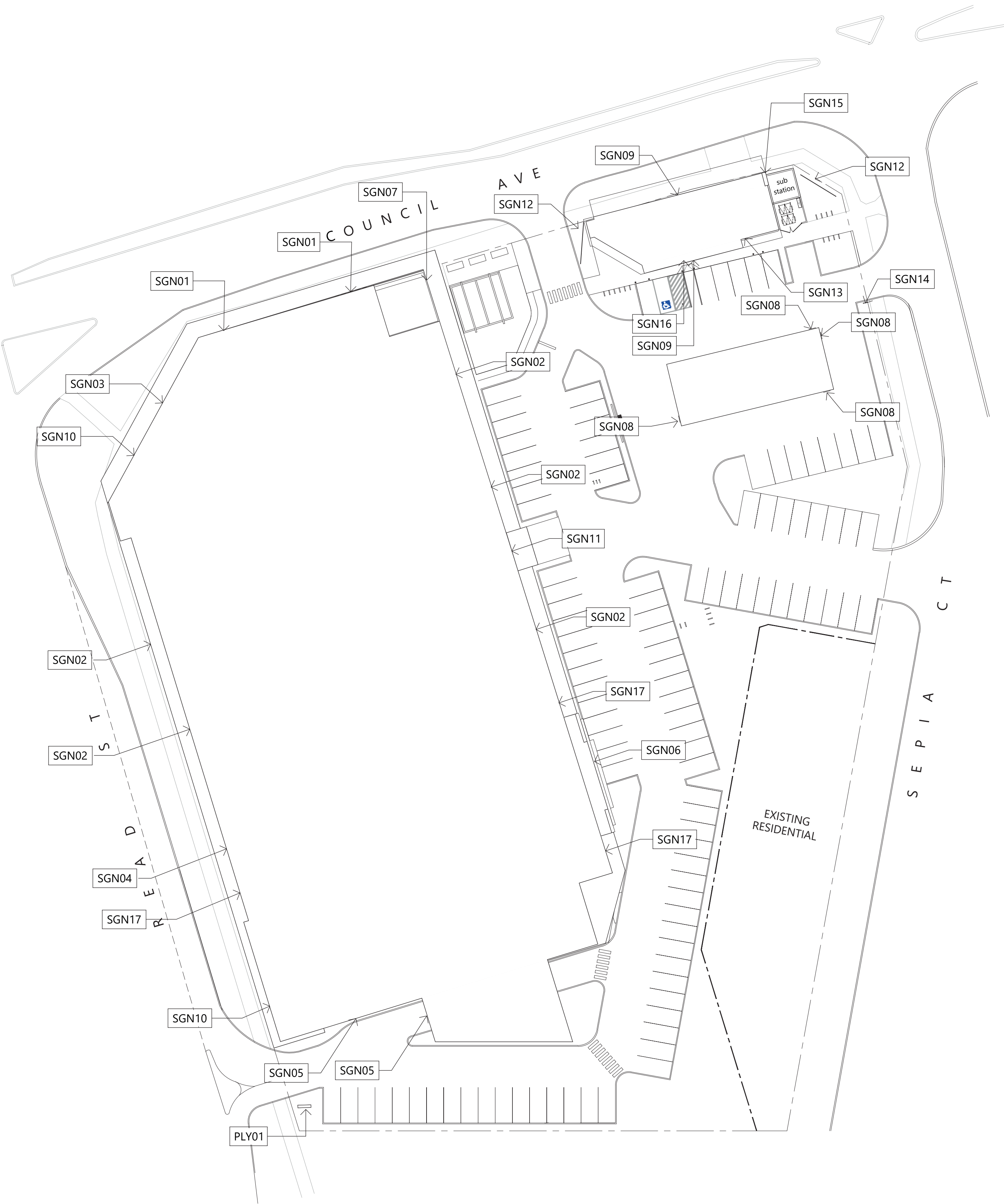
3 SECTION

--- EXISTING GROUND LEVEL





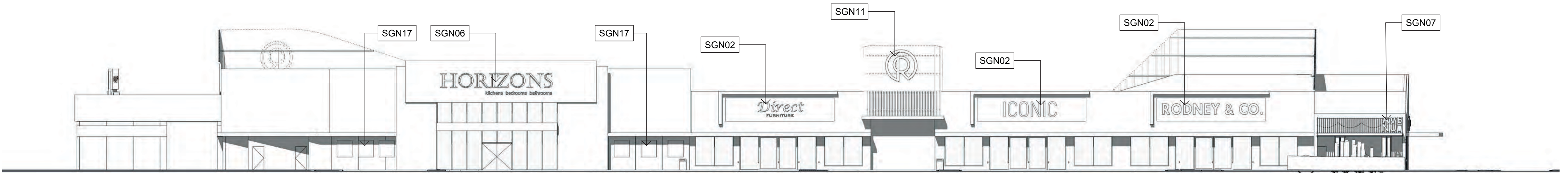




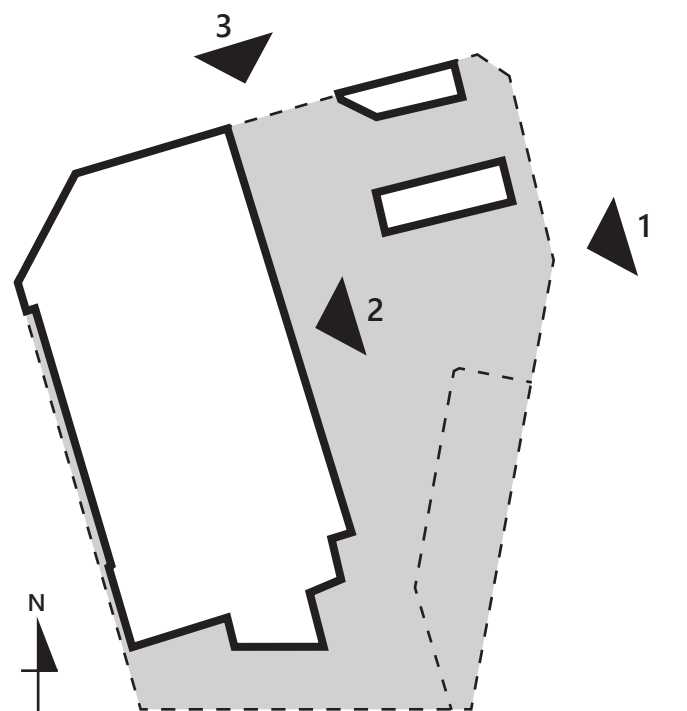
1 SEPIA CT ELEVATION

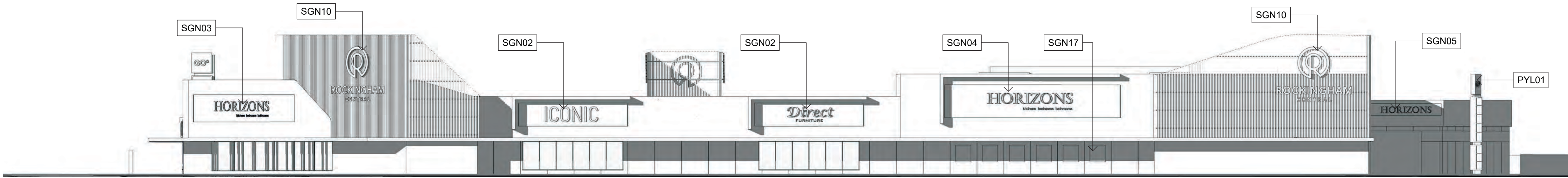


2 EASTELEVATION



3 COUNCIL AVE ELEVATION

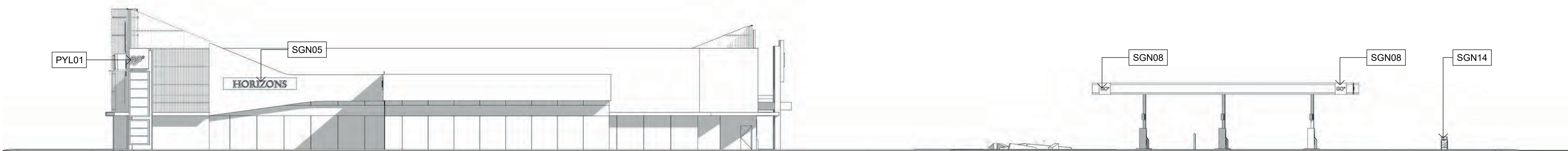




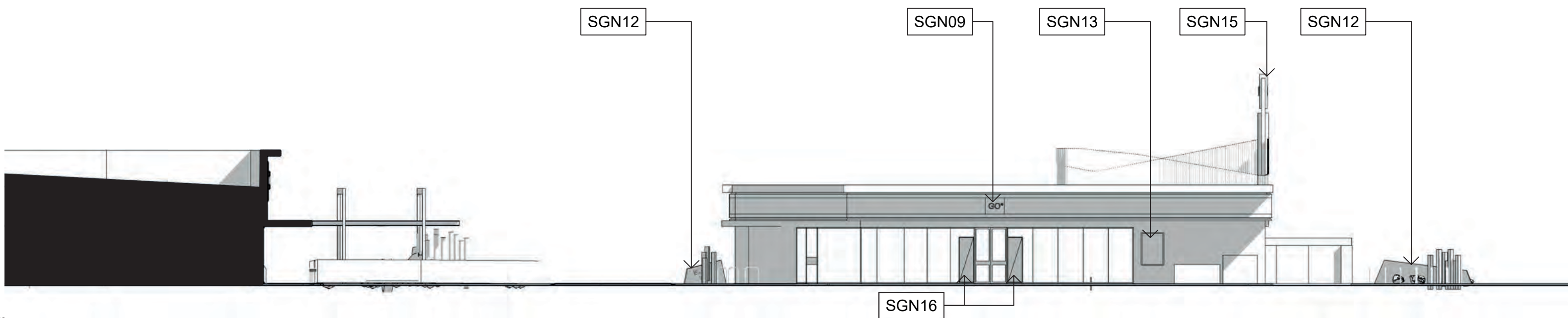
4 READ STREET ELEVATION



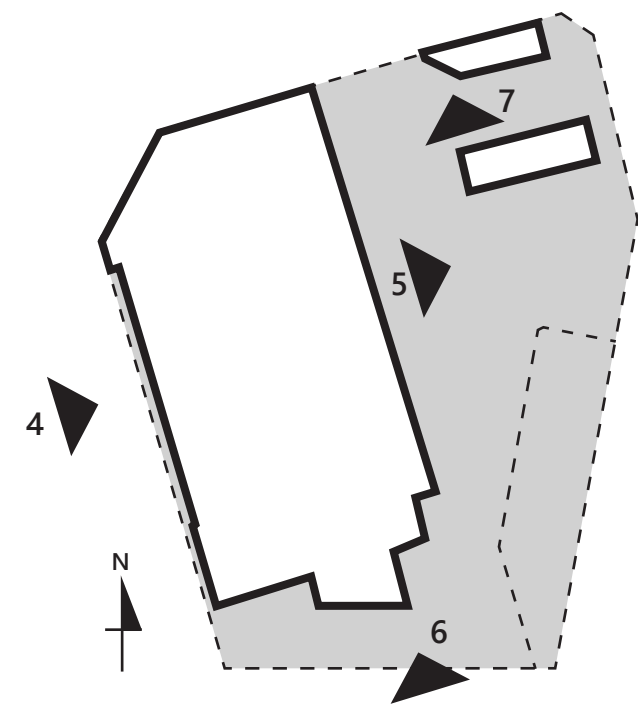
5 WEST ELEVATION



6 SOUTH ELEVATION



7 CONVENIENCE STORE SOUTH ELEVATION



SIGNAGE NO.	INTENDED USE	INDICATIVE SIZE
SGN01	TENANT SIGNAGE	1300mm HIGH X 6000mm WIDE
SGN02	TENANT SIGNAGE WITH LEDGE	2000mm HIGH X 9700mm WIDE
SGN03	TENANCY 1 (SHOWROOM) CORNER SIGNAGE	4200mm HIGH X 12900mm WIDE
SGN04	TENANCY 1 (SHOWROOM) SIGNAGE WITH LEDGE	300mm HIGH X 15700mm WIDE
SGN05	TENANCY 1 (SHOWROOM) LOADING DOCK SIGNAGE	1050mm HIGH X 6500mm WIDE
SGN06	TENANCY 1 (SHOWROOM) SHOPFRONT SIGNAGE	approx. 1800mm HIGH X 15500mm WIDE
SGN07	CAFE FEATURE SIGNAGE	approx. 1200mm HIGH X 2400mm WIDE
SGN08	REFUELLING STATION CANOPY SIGNAGE	1000mm HIGH X 1000mm WIDE
SGN09	CONVENIENCE STORE SIGNAGE 01	900mm HIGH X 900mm WIDE
SGN10	ROCKINGHAM CENTRAL SIGNAGE 01	approx. 4900mm HIGH X 6800mm WIDE
SGN11	ROCKINGHAM CENTRAL SIGNAGE 02	approx. 2850mm HIGH X 2850mm WIDE

SIGNAGE NO.	INTENDED USE	INDICATIVE SIZE
SGN12	INTEGRATED ROCKINGHAM CENTRAL LANDSCAPE SIGNAGE	approx. 1200mm HIGH X 6300mm WIDE
SGN13	CONVENIENCE STORE SCROLLING SIGN	1730mm HIGH X 1200mm WIDE
SGN14	SERVICE STATION DIRECTIONAL SIGN	TBC
SGN15	SERVICE STATION PRICE BOARD SIGN	11000mm HIGH X 2000mm WIDE
SGN16	SERVICE STATION VERTICAL BANNER	2400mm HIGH X 800mm WIDE
SGN17	TENANCY 1 (SHOWROOM) WALL MOUNTED SIGNAGE	1500mm HIGH X 1350mm WIDE
PLY01	SERVICE STATION PRICE BOARD PYLON	9000mm HIGH X 2000mm WIDE

Our Ref: 20.2018.201.1 - AD18/53553

Your Ref:

Enquiries to: Mr David Banovic



23rd July 2018

DAP Secretariat
Department of Planning
Locked Bag 2506
PERTH WA 6001

Dear Madam

Re: Proposed Mixed-Used Development - Lot 301 (No.2-6) Council Avenue, Rockingham

The attached optional application is referred to the DAP Secretariat for determination by the South-West Joint Development Assessment Panel in accordance with the *Planning and Development (Development Assessment Panels) Regulations 2011* ('Regulations') and the *Approvals and Related Reforms (No.4) (Planning) Act 2010*.

The City acknowledges that it is required by the Regulations to provide its report and recommendation on the application by the 6th October 2018.

The following documents are enclosed for your attention:-

- DAP Form 1;
- City of Rockingham Application for Development Form;
- MRS Form 1;
- Copy of Fees Receipt;
- Written Submission;
- Development Plans;
- Traffic and Parking Assessment Report;
- Drainage Management Strategy; and
- Waste Management Plan

Should you have any enquiries with respect to this advice, please contact Mr David Banovic on 9528 0374.

Yours faithfully

G DELAHUNTY
SENIOR PROJECTS OFFICER

cc. PTS Town Planning





DAP FORM 1

Notice of Development Application to be Determined by a Development Assessment Panel

Planning and Development Act 2005

Planning and Development (Development Assessment Panel) Regulations 2011 – regulations 7, 10, 21

Application Details

To	Name of local government and/or Western Australian Planning Commission City of Rockingham	
Planning Scheme(s)	Name of planning scheme(s) that applies to the prescribed land Town Planning Scheme No.2	
Land	Lot number, street name, town/suburb Lot 301 (2) Sepia Court, Rockingham	
Certificate of Title (provide copy)	Volume Number 2864	Folio 114
	Location Number	Plan / Diagram Number 86804
Details of development application made to responsible authority	Summary of Proposal Proposed health studio, restaurant, showrooms and convenience store	
Development Use	Residential / Commercial / Industrial / Rural / Mixed Use / Other Commercial	
Estimated cost of development (GST Exc)	\$9 million	

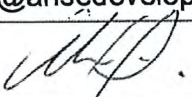
Part A - Acknowledgement by Applicant and Landowner

Mandatory Application	<input type="checkbox"/> I give notice that I understand that this is a mandatory Development Assessment Panel application (regulation 5)
Optional Application	<input checked="" type="checkbox"/> I give notice that I have elected to have the development application that accompanies this form determined by a Development Assessment Panel (regulation 6)
Delegated Application	<input type="checkbox"/> I give notice that I understand that this is an application of a class delegated to a Development Assessment Panel for determination (regulation 19)


Applicant Details (to be completed and signed by applicant)

By completing this notice, I declare that all the information provided in this application is true and correct. I understand that the information provided in this notice, and attached forming part of the development application will be made available to the public on the Development Assessment Panel and local government websites.

Name	Peter Simpson	
Company	PTS Town Planning Pty Ltd	
Address	Street number/PO Box number, street name, suburb, state, postcode PO Box 538, Inglewood, WA 6932	
Contact Details	Email peter@ptsplanning.com.au	Phone 0411 445 031
Signature		Date 10/7/18

Landowner Details (to be completed and signed if landowner is different from applicant)		
By completing this notice, I give consent to the making of this application by any authorised applicant on my behalf.		
Name	Arise Rockingham Pty Ltd	
Address	Street number/PO Box number, street name, suburb, state, postcode 7A Agnew Way, Subiaco, WA 6008	
Contact Details	Email alex@arisedevelopments.com.au	Phone 9388 6702
Signature		Date 9.7.18

Part B - Acknowledgement by Local Government

Responsible Authority	<input checked="" type="checkbox"/> Local Government <input type="checkbox"/> Western Australian Planning Commission <input type="checkbox"/> Dual – Local Government and Western Australian Planning Commission <input type="checkbox"/> Building Management and Works (Department of Finance) – <i>Public School Applications</i>	
Fees for applications (DAP Regulations - Schedule 1)	\$ Amount that has been paid by the applicant \$ Amount to be paid by local government (<i>delegated applications only - regulation 22</i>)	
Statutory Timeframe (regulation 12)	<input type="checkbox"/> 60 days (advertising not required) <input checked="" type="checkbox"/> 90 days (advertising required or other scheme provision)	
LG Reference Number	20.2018.201.1	
Name of planning officer (Report Writer)	David Barovic	
Position/Title	Senior Planning Officer.	
Contact Details	Email david.barovic@rockingham.wa.gov.au	Phone 95280374
Planning Officer's Signature		Date 20/7/18

Please refer to the Development Assessment Panel's "Guidance Note: Lodging a DAP Application" for further information.

DB/123725



APPLICATION FOR DEVELOPMENT APPROVAL

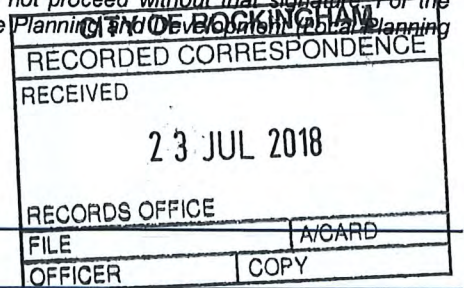
OWNER DETAILS

Name : Arise Rockingham Pty Ltd
 ABN (if applicable) ACN 620 678 273
 Address : 7A Agnew Way, Subiaco, WA
 Postcode: 6008
 Phone: Work: 9388 6702 Home: _____ Mobile: 0429 777 603
 Fax: _____ Email: alex@arisedevelopments.com.au
 Contact Person for correspondence: Alex Drake-Brockman

Signature _____ Date 9.7.18

Signature _____ Date _____

The signature of the owner(s) is required on all applications. This application will not proceed without that signature. For the purposes of signing this application an owner includes the persons referred to in the Planning and Development (Local Planning Schemes) Regulations 2015 Schedule 2 clause 62(2).



APPLICANT DETAILS (if different from owner)

Name: PTS Town Planning Pty Ltd
 Address: PO Box 538 Inglewood, WA
 Postcode 6932
 Phone: Work: 0411 445 031 Home: _____ Mobile: 0411 445 031
 Fax: _____ Email: peter@ptsplanning.com.au

Contact person for correspondence: Peter Simpson

The information and plans provided with this application may be made available by the City of Rockingham for public viewing in connection with the application. Yes ☒ No ☐

Signature: _____ Date: 10/7/18

PROPERTY DETAILS

Lot No. 301 House/ Street No. 2 Street Name Sepia Court
 Suburb Rockingham Nearest Street Intersection Council Avenue
 Title Encumbrances (eg. Easements, Restrictive Covenants) Mortgage
 Certificate of Title Vol. No: 2864 Folio 114 Diagram/Plan No: 86804

PROPOSED DEVELOPMENT

Nature of development: Works ☐
Use ☐
Works and Use ☒

Is an exemption from development claimed for part of the development? Yes ☐ No ☒

If Yes, is the exemption for: Works ☐
Use ☐

Description of proposed works and/or land use: _____

Proposed health studio, restaurant, showrooms and convenience store

Description of exemption claimed (if relevant) N/A

Nature of any existing buildings and/or land use: Vacant (transformer)

Approximate cost of proposed development (exclusive of GST): \$ 9 million

Estimated time of completion: 18 months

OFFICE USE ONLY

Acceptance Officer's Initials: _____ Date Received: 20/7/18

Application Reference No. 20.2018.201.1

Parcel No. 2035 File No. _____

Application Fee \$ 17,553.00 Date Sought _____ Date Received 23/7/18

Receipt No. 02583900 Planning Account No. 711 (Application Planning Fee)

JDAP Fee \$8,650.00

FEE STRUCTURE FOR DEVELOPMENT APPLICATIONS

ITEM	APPLICATION TYPE	FEE
1	Determination of an Application for Development Approval (other than an Extractive Industry) where the estimated cost of the development is:-	
	(a) not more than \$50,000	\$147
	(b) more than \$50,000 but not more than \$500,000	0.32% of the estimated cost of the development
	(c) more than \$500,000 but not more than \$2.5M	\$1,700 + 0.257% for every \$1 in excess of \$500,000
	(d) more than \$2.5M but not more than \$5M	\$7,161 + 0.206% for every \$1 in excess of \$2.5M
	(e) more than \$5M but not more than \$21.5M	\$12,633 + 0.123% for every \$1 in excess of \$5M
	(f) more than \$21.5M	\$34,196
2	Determining a Development Application (other than for an Extractive Industry) where the development has commenced or been carried out	The fee in Item 1 plus, by way of a penalty, twice that fee.
3	Determining an application to amend or cancel Development Approval	\$295
4	Determining a Development Application for an Extractive Industry, where the development has not commenced or has not been carried out.	\$739
5	Determining a Development Application for an Extractive Industry, where the development has commenced or has been carried out.	The fee in Item 4 plus, by way of a penalty, twice that fee.
6	Determining an application for approval of a Home Occupation or Home Business where the home occupation or home business has not commenced	\$222
7	Determining an initial application for approval of a Home Occupation or Home Business where the home occupation or home business has commenced	The fee in Item 6 plus, by way of a penalty, twice that fee.
8	Determining an application for renewal of a Home Occupation or Home Business where the application is made before the approval expires	\$73
9	Determining an Application for a change of use or for an alteration or extension or change of a non-conforming use to which Item 1 does not apply, where the change or the alteration, extension or change has not commenced or been carried out	\$295
10	Determining an Application for a change of use or for an alteration or extension or change of a non-conforming use to which Item 1 does not apply, where the change or the alteration, extension or change has commenced or been carried out	The fee in Item 9 plus, by way of a penalty, twice that fee.
11	Building Envelope Variation	\$500

GENERAL INFORMATION REQUIRED FOR DEVELOPMENT APPLICATIONS

- ✓ 1. A completed **Application for Development Approval** (copy attached), signed by the landowner or party acting under written authority from the landowner.
- ✓ 2. The relevant **Development Application Fee**, as detailed above.
- ✓ 3. A **written explanation** of the proposal that expands on the information in the Application for Development Approval, including for example the proposed hours of operation, numbers of employees and clients at any one time.
- ✓ 4. Two (2) hard copies and one (1) electronic copy (PDF format) of plans at a scale of 1:100 or 1:200 including:
 - (i) **Site Plan**, which shows the following:
 - (a) street names, lot number(s), north point and the dimensions of the site;

- (b) the existing and proposed ground levels over the whole of the land the subject of the application and the location, height and type of all existing structures, as well as any structures and vegetation to be removed;
- (c) the existing and proposed use of the site;
- (d) dimensioned position of proposed buildings and structures to be erected on the site;
- (e) the existing and proposed means of access for pedestrians and vehicles to and from the site;
- (f) the location, number, dimensions and layout of all car parking spaces intended to be provided in accordance with Australian/ New Zealand Standard AS/NZS 2890.1:2004, *Parking facilities, Part 1: Off-street car parking* and Australia/ New Zealand Standard AS/NZS 2890.6:2009, *Parking facilities, Part 6: Of-street parking for people with disabilities*;
- (g) the location and dimensions of any area proposed to be provided for the loading and unloading of vehicles carrying goods or commodities to and from the site and the means of access to and from those areas;
- (h) the location, dimensions and design of any open storage or trade display area and particulars of the manner in which it is proposed to develop the same;
- (i) the nature and extent of any open space and landscaping proposed for the site;
- (j) existing and proposed walls and fences;
- (k) existing and proposed sealed areas;
- (l) stormwater drainage and method of on-site disposal;
- (m) existing and proposed levels, embankments and retaining walls (where the proposed development involves alterations to the natural level of the ground); and

✓ (ii) **Floor Plans, and Sections** of any building proposed to be erected or altered and any building that is intended to be retained which must also show dimensions of the buildings and setbacks from boundaries.

✓ (iii) **Elevation Plans**, which show natural ground levels, proposed ground levels, finished floor levels, finished ceiling levels and ridge heights.

✓ (iv) **Streetscape Elevation Plan**

✓ (v) **Landscape Plan**

✓ (vi) **Report** on any specialist studies in respect of the development that the City requires the applicant to undertake, such as a Bushfire Management Plan, Transport Impact Statement and Transport Impact Assessment, Heritage Impact Statement, Signage Strategy, site survey, environmental, engineering or urban design study; and

N/A (vii) **Heritage** – Where the application relates to a place entered onto the City's Heritage List other information may be required as set out in the Planning and Development (Local Planning Schemes) Regulations 2015 (Regulation 63(3)).

N/A (viii) Written justification where any variations to the R Codes 'Deemed to Comply' criteria are proposed.

6. Any other information that the City reasonably requires to enable the application to be determined.

PRE LODGMENT CONSULTATION (Optional)

If you have had any pre-lodgment discussions with a City Planning Officer prior to the submission of this Development Application, please confirm the following:

Planning Officer: Greg Delahunty Date (if known) 15/3/18
Matters Discussed General Discussion regarding proposed development

Form of communication: Email ☒ Phone ☒ Meeting ☒ Letter ☐

Should you require further assistance, please call the City's Planning Services on 9527 0748.



Metropolitan Region Scheme Form 1 Application for Planning Approval



Owner/s details

Registered proprietor/s (landowner/s) or the authorised agent's details **must** be provided in this section. If there are more than two landowners please provide all relevant information on a separate page. Signature/s must be provided by all registered proprietors or by an authorised agent. **Alternatively**, a letter of consent, which is signed by all registered proprietors or by the authorised agent, can be provided.

Full name Arise Rockingham Pty Ltd
Company/agency (if applicable)
ACN/ABN (if applicable) 620 678 293
Postal address 7A Agnew Way
Town/suburb Subiaco Postcode 6008

The landowner/s or authorised agent consents to the applicant submitting this application

Signature  Date 9.7.18

Print name and position Adam Roy Lisle Director
(if signing on behalf of a company or agency)

Applicant details

Name/company PTS Town Planning Pty Ltd
Contact person Peter Simpson
Postal address PO Box 538
Town/suburb Inglewood Postcode 6932
Phone 0411 445 031 Email peter@ptsplanning.com.au

Applicant signature

Print name and position PETER SIMPSON - DIRECTOR Date 10/7/18
(if signing on behalf of a company or agency)

Property details

Certificate of title description of land:	Lot No	301	Location No
Plan or diagram 86804	Vol	2864	Folio 114

Certificate of title description of land:	Lot No	Location No
Plan or diagram	Vol	Folio

Title encumbrances (e.g. easements, restrictive covenants)	Mortgage
Locality of development (house no., street name, suburb, etc)	2 Sepia Court, Rockingham
Nearest street intersection	Council Avenue
Existing building/land use	Vacant (transformer)
Description of proposed development and/or use	Proposed health studio, restaurant, showrooms and convenience store
Nature of any existing buildings and/or use	Vacant
Approximate cost of proposed development (excl. gst) \$	9 million
Estimated time of completion	18 months

Office use only

Acceptance officer's initials	Date received
Local government reference No.	Commission reference No.

The information and plans provided with this application may be made available by the WAPC for public viewing in connection with the application.



ABN #:63101842180
City of Rockingham
PO Box 2142
ROCKINGHAM DC WA 6968
Ph 08 9528 0333 Fax 08 9592 1705
Email: customer@rockingham.wa.gov.au
Website: www.rockingham.wa.gov.au

Date 23/07/2018 14:46
Receipt 02583900:0001 Terminal 7:947
PTS Town Planning
Post Office Box 538
Inglewood WA 6932

Details	Amount
DAP - Mixed-Use Deve	8650.00
DA Planning Fees	17553.00
Total Value:	26203.00
Tendered	
Cheque	26203.00
Change	0.00

TAX INVOICE

Have a nice day