



Metro South-West Joint Development Assessment Panel Agenda

Meeting Date and Time: 2 October 2015; 10:00am
Meeting Number: MSWJDAP/80
Meeting Venue: City of Rockingham
Civic Boulevard,
Rockingham

Attendance

DAP Members

Mr Ian Birch (Presiding Member)
Mr Christopher Antill (Deputy Presiding Member)
Mr Robert Nicholson (Specialist Member)
Cr Richard Smith (Local Government Member, City of Rockingham)
Cr Joy Stewart (Local Government Member, City of Rockingham)
Deputy Mayor Dennis Wood (Local Government Member, City of Kwinana)
Cr Sherilyn Wood (Local Government Member, City of Kwinana)

Officers in attendance

Ms Erika Dawson (City of Rockingham)
Mr Bob Jeans (City of Rockingham)
Mr Greg Delahunty (City of Rockingham)
Mr Adam Prestage (City of Kwinana)
Mr Brenton Scambler (City of Kwinana)

Local Government Minute Secretary

Ms Nicole D' Alessandro (City of Rockingham)

Applicants and Submitters

Mr Tony Watson (MW Urban)
Mr Leo Longman (Accredit Building Surveying)
Mr Arno Staub (Staub Family Pty Ltd)
Ms Jesse Dunbar (Planning Solutions)
Mr Benham Bordbar (Transcore)
Mr Marc Re (Planning Solutions)
Mr Dennis Delaney (Caltex Australia Petroleum)
Mr Sean Fairfoul (Rowe Group)
Mr Greg Rowe (Rowe Group)
Mr James Dann (Rowe Group)
Ms Marina Kleyweg (Rowe Group)

Members of the Public

Nil



1. Declaration of Opening

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

2. Apologies

Nil

3. Members on Leave of Absence

Nil

4. Noting of Minutes

Note the Minutes of the Metro South-West JDAP meeting no.79 held on the 16 September.

5. Declarations of Due Consideration

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

6. Disclosure of Interests

Nil

7. Deputations and Presentations

7.1 Mr Leo Longman (Accredit Building Surveying) will address the JDAP for the application at Item 8.1. Mr Longman will provide an opinion as to the number of accessible car bays required to service the development.

7.2 Mr Arno Staub (Staub Family Pty Ltd) will address the JDAP for the application at Item 8.1. Mr Staub will provide a brief historical summary of the acquisition of the land, as well as speaking to the design of the proposed building.

7.3 Mr Tony Watson (MW Urban) will address the JDAP for the application at Item 8.1. The presentation will highlight the compliance of the proposal against the planning controls applicable to the development site.

7.4 Mr Benham Bordbar (Transcore) will address the JDAP for the application at Item 8.2. The presentation will request the deletion of Conditions 19 and 23 within the Responsible Authority Report.

7.5 Mr Marc Re (Planning Solutions) and Mr Dennis Delaney (Caltex Australia Petroleum) will address the JDAP for the application at Item 8.2. The presentation will propose modifications to 8 conditions, as well as the deletion of 2 conditions.

7.6 Mr Sean Fairfoul, Mr Greg Rowe, Mr James Dann and Ms Marina Kleyweg (Rowe Group) will present for the application at Item 9.1.

8. Form 1 - Responsible Authority Reports – DAP Applications

8.1	Property Location: Application Details: Applicant: Owner: Responsible authority: DoP File No:	Lot 159 Minden Lane, Baldvis Proposed 2 and 3 storey commercial development Tony Watson, MW Urban Staub Family Pty Ltd City of Rockingham DAP/14/00631
8.2	Property Location: Application Details: Applicant: Owner: Responsible authority: DoP File No:	Lot 500 Mandurah Road, Kwinana Beach Proposed Petrol Station Jesse Dunbar, Planning Solutions Desmond Anthony Swarts and Darren Bradley Geurts City of Kwinana DAP/15/00845

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

9.1	Property Location:	Lot 2003 (No.420) Secret Harbour Boulevard & Lots 2010 (No.6) and 2013 Oneida Road Secret Harbour
	Application Details:	Extension to Mixed Use Development
	Applicant:	Sean Fairfoul, Rowe Group
	Owner:	Perpetual Limited of Care of Charter Hall Retail Management Limited
	Responsible authority:	City of Rockingham
	DoP File No:	DAP/14/00649

10. Appeals to the State Administrative Tribunal

Nil

11. General Business / Meeting Closure



Minutes of the Metro South-West Joint Development Assessment Panel

Meeting Date and Time: 16 September 2015; 12:33pm
Meeting Number: MSWJDAP/79
Meeting Venue: City of Fremantle
8 William Street
Fremantle

Attendance

DAP Members

Mr Ian Birch (Presiding Member)
Mr Clayton Higham (A/ Deputy Presiding Member)
Mr Rob Nicholson (Specialist Member)
Cr Jon Strachan (Local Government Member, City of Fremantle)
Cr Andrew Sullivan (Local Government Member, City of Fremantle)

Officers in attendance

Mr Justin Lawrence (City of Fremantle)
Ms Tahnee Bunting (City of Fremantle)
Ms Chloe Johnston (City of Fremantle)
Mr Dwight Kostusik (City of Fremantle)

Local Government Minute Secretary

Ms Emmaline Wallace (City of Fremantle)
Ms Michelle Gibson (City of Fremantle)

Applicant and Submitters

Mr Finnbar Ingram (DMG Australia)

Members of the Public

There were 8 members of the public in attendance

1. Declaration of Opening

The Presiding Member, Mr Ian Birch, declared the meeting open at 12:33pm on 16 September 2015 and acknowledged the past and present traditional owners and custodians of the land on which the meeting was being held.

2. Apologies

Nil



3. Members on Leave of absence

Mr Christopher Antill (Deputy Presiding Member)

4. Noting of minutes

Minutes of the Metro South-West JDAP meeting No.78 held on 27 August 2015 were noted by DAP members.

5. Declaration of Due Consideration

All members declared that they had duly considered the documents.

6. Disclosure of interests

In accordance with Section 2.4.6 of the Code of Conduct 2011, DAP members and Council staff participated in a site visit for the application at Item 8.1 prior to the DAP Meeting.

7. Deputations and presentations

7.1 Ms Christine Smith, resident of The Cutting, addressed the DAP against the application at Item No. 8.1.

7.2 Mr Murray Cassleton (TPG), on behalf of the developer/ owners of the Taskers site, addressed the DAP against the application at Item No. 8.1

7.3 Mr Ben Doyle (Planning Solutions) addressed the DAP for the application at Item No. 8.1

8. Form 1 - Responsible Authority Reports – DAP Application

8.1	Property Location:	No. 1 (Lot 217) Tyrone Street, North Fremantle
	Application Details:	Three storey, 22 Multiple Dwelling Development
	Applicant:	DMG Australia
	Owner:	Western Australian Land Authority
	Responsible authority:	City of Fremantle
	DoP File No:	DAP/15/00833

REPORT RECOMMENDATION / PRIMARY MOTION

Moved by: Mr Clayton Higham

Seconded by: Cr Jon Strachan

That the Metro South West JDAP resolves to:

Approve DAP Application reference DAP/15/00833 and accompanying plans SK.00, SK.01, SK.02, SK.03, SK.04, SK.05, SK.06, SK.07, SK.08, SK.09, SK.10, SK.11, SK 12, SK. 13 & SK.15 in accordance with the City of Fremantle Local Planning Scheme No. 4, subject to the following conditions/for the following reasons as follows:



Conditions

1. This approval relates only to the development as indicated on the approved plans dated 22 June 2015. It does not relate to any other development on this lot and must substantially commence within 4 years from the date of the decision letter. If the subject development is not substantially commenced within a 4 year prior, the approval shall lapse and be of no further effect.
2. All storm water discharge shall be contained and disposed of on site or otherwise approved by the City of Fremantle.
3. Prior to the issue of a Building Permit, the owner is to submit a waste management plan for approval detailing the storage and management of the waste generated by the development to be implemented to the satisfaction of the City of Fremantle.
4. Prior to the occupation of the development vehicle crossovers shall be constructed in either paving block, concrete, or bitumen and thereafter maintained to the satisfaction of the City of Fremantle.
5. Prior to the occupation of the development landscaping shall be completed in accordance with the approved plans or any approved modifications thereto to the satisfaction of the City of Fremantle. All landscaped areas are to be maintained on an ongoing basis for the life of the development on the site to the satisfaction of the City of Fremantle.
6. Prior to occupation of the development, all air-conditioning plant, satellite dishes, antennae and any other plant and equipment to the roof of the building shall be located or screened so as not to be highly visible from beyond the boundaries of the development site to the satisfaction of the City of Fremantle.
7. The design and construction of the development is to meet the 4 star green star standard as per Local Planning Policy 2.13 or alternatively to an equivalent standard as agreed upon by the City of Fremantle. Any costs associated with generating, reviewing or modifying the alternative equivalent standard is to be incurred by the owner of the development site. Twelve (12) months after practical completion of the development, the owner shall submit either of the following to the City to the satisfaction of the City of Fremantle
 - a) a copy of documentation from the Green Building Council of Australia certifying that the development achieves a Green Star Rating of at least 4 Stars, or
 - b) a copy of agreed equivalent documentation certifying that the development achieves a Green Star Rating of at least 4 Stars.
8. Prior to occupation of the development, a minimum of six (6) car bays shall be constructed in the road reserve surrounding the development, in the location and to the specifications of the City of Fremantle's Infrastructure and Project Delivery directorate, to the satisfaction of the City of Fremantle.



9. Prior to the issue of a Building Permit, the applicant is to demonstrate compliance with all relevant Australian Standards relating to vehicle access and egress, specifically relating to truncations and sight lines at the driveways on The Cutting to the satisfaction of the City of Fremantle.
10. Prior to occupation of the development, no crossover shall be constructed closer than 12m to the property alignment of another road intersecting with the carriageway that the driveway services, nor shall it infringe upon any part of a corner truncation of 6 metres unless otherwise approved by City Of Fremantle.
11. Prior to occupation of the development, an outdoor lighting plan must be submitted and approved by the Chief Executive Officer, City of Fremantle. The outdoor lighting is to be designed, baffled and located to prevent any increase in light spill onto the adjoining properties.
12. Prior to the issue of a building permit, the primary street wall shall be truncated or reduced to 0.75m height within 1.5m of vehicle access points and street corners in order to provide adequate sight lines or otherwise comply with Clause 5.2.5 C5 of the Residential Design Codes.
13. Prior to occupation of the development, three (3) bicycle spaces for visitors shall be provided on site, designed in accordance with AS2890.3 (as amended), to the satisfaction of the City of Fremantle.

Advice Notes

1. The applicant is advised that construction related activities are to meet the requirements of Local Planning Policy 1.10 Construction Sites unless otherwise approved by the City.
2. The applicant is advised to liaise with the City's Parks and Landscape team in regards to landscaping of the verge area and construction of footpaths.
3. The applicant is advised that the car bays proposed on McCabe Street are not supported, and that they should liaise with the City's Infrastructure and Project Delivery team regarding the proposed bays.
4. All queries regarding traffic and access should be directed to the City of Fremantle's Infrastructure and Project Delivery department.
5. In relation to condition 11, the applicant is advised to ensure that all artificial illumination within the development site complies with the relevant standards when illuminated in the hours of darkness and must prevent the spill of artificial light to habitable rooms of adjacent properties.

AMENDING MOTION

Moved by: Cr Jon Strachan

Seconded by: Cr Andrew Sullivan

To add the following wording at the end of Advice Note 1:



1. The applicant is advised that any proposal in a Traffic Management Plan for the movement of construction vehicles to the site from residential streets to the East (i.e. The Cutting) is unlikely to be supported by the City's Infrastructure and Project Delivery Department, and that the preference is for all construction vehicles to access the site via the southern, western and northern adjoining streets of the site.

REASON: To avoid construction vehicles using this steep, narrow street.

The Amending Motion was put and CARRIED UNANIMOUSLY.

AMENDING MOTION

Moved by: Cr Jon Strachan

Seconded by: Cr Andrew Sullivan

To add an additional Condition 14, as follows:

Prior to the issue of a building permit, the sole vehicle entry point for the southern basement is to be relocated to a location on Mathieson Avenue that complies with the City of Fremantle's specifications for the construction of crossovers, to the satisfaction of the City of Fremantle.

REASON: To reduce site access traffic on The Cutting.

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

For: Cr Jon Strachan, Cr Andrew Sullivan

Against: Mr Rob Nicholson, Mr Ian Birch, Mr Clayton Higham

AMENDING MOTION

Moved by: Cr Jon Strachan

Seconded by: Cr Andrew Sullivan

To add an additional Condition 14, as follows:

Prior to the issue of a building permit, a Traffic Management Plan be submitted to the satisfaction of the City of Fremantle which directs all vehicle movements from crossovers on The Cutting to enter and exit in a southerly direction on The Cutting.

REASON: To prevent traffic entering and departing the site from using the eastern leg of The Cutting for access.

The Amending Motion was put and CARRIED UNANIMOUSLY.

AMENDING MOTION

Moved by: Mr Rob Nicholson

Seconded by: Cr Jon Strachan

To amend Advice Note 5 to read as follows:



5. In relation to condition 11, the applicant is advised to ensure that all artificial illumination within the development site complies with Australian Standards (specifically AS4282) when illuminated in the hours of darkness and must prevent the spill of artificial light to habitable rooms of adjacent properties.

REASON: To provide specific direction for applicant.

The Amending Motion was put and CARRIED UNANIMOUSLY.

PRIMARY MOTION (AS AMENDED)

That the Metro South West JDAP resolves to:

Approve DAP Application reference DAP/15/00833 and accompanying plans SK.00, SK.01, SK.02, SK.03, SK.04, SK.05, SK.06, SK.07, SK.08, SK.09, SK.10, SK.11, SK.12, SK.13 & SK.15 in accordance with the City of Fremantle Local Planning Scheme No. 4, subject to the following conditions/for the following reasons as follows:

Conditions

1. This approval relates only to the development as indicated on the approved plans dated 22 June 2015. It does not relate to any other development on this lot and must substantially commence within 4 years from the date of the decision letter. If the subject development is not substantially commenced within a 4 year prior, the approval shall lapse and be of no further effect.
2. All storm water discharge shall be contained and disposed of on site or otherwise approved by the City of Fremantle.
3. Prior to the issue of a Building Permit, the owner is to submit a waste management plan for approval detailing the storage and management of the waste generated by the development to be implemented to the satisfaction of the City of Fremantle.
4. Prior to the occupation of the development vehicle crossovers shall be constructed in either paving block, concrete, or bitumen and thereafter maintained to the satisfaction of the City of Fremantle.
5. Prior to the occupation of the development landscaping shall be completed in accordance with the approved plans or any approved modifications thereto to the satisfaction of the City of Fremantle. All landscaped areas are to be maintained on an ongoing basis for the life of the development on the site to the satisfaction of the City of Fremantle.
6. Prior to occupation of the development, all air-conditioning plant, satellite dishes, antennae and any other plant and equipment to the roof of the building shall be located or screened so as not to be highly visible from beyond the boundaries of the development site to the satisfaction of the City of Fremantle.



7. The design and construction of the development is to meet the 4 star green star standard as per Local Planning Policy 2.13 or alternatively to an equivalent standard as agreed upon by the City of Fremantle. Any costs associated with generating, reviewing or modifying the alternative equivalent standard is to be incurred by the owner of the development site. Twelve (12) months after practical completion of the development, the owner shall submit either of the following to the City to the satisfaction of the City of Fremantle
 - a) a copy of documentation from the Green Building Council of Australia certifying that the development achieves a Green Star Rating of at least 4 Stars, or
 - b) a copy of agreed equivalent documentation certifying that the development achieves a Green Star Rating of at least 4 Stars.
8. Prior to occupation of the development, a minimum of six (6) car bays shall be constructed in the road reserve surrounding the development, in the location and to the specifications of the City of Fremantle's Infrastructure and Project Delivery directorate, to the satisfaction of the City of Fremantle.
9. Prior to the issue of a Building Permit, the applicant is to demonstrate compliance with all relevant Australian Standards relating to vehicle access and egress, specifically relating to truncations and sight lines at the driveways on The Cutting to the satisfaction of the City of Fremantle.
10. Prior to occupation of the development, no crossover shall be constructed closer than 12m to the property alignment of another road intersecting with the carriageway that the driveway services, nor shall it infringe upon any part of a corner truncation of 6 metres unless otherwise approved by City Of Fremantle.
11. Prior to occupation of the development, an outdoor lighting plan must be submitted and approved by the Chief Executive Officer, City of Fremantle. The outdoor lighting is to be designed, baffled and located to prevent any increase in light spill onto the adjoining properties.
12. Prior to the issue of a building permit, the primary street wall shall be truncated or reduced to 0.75m height within 1.5m of vehicle access points and street corners in order to provide adequate sight lines or otherwise comply with Clause 5.2.5 C5 of the Residential Design Codes.
13. Prior to occupation of the development, three (3) bicycle spaces for visitors shall be provided on site, designed in accordance with AS2890.3 (as amended), to the satisfaction of the City of Fremantle.
14. Prior to the issue of a building permit, a Traffic Management Plan be submitted to the satisfaction of the City of Fremantle which directs all vehicle movements from crossovers on The Cutting to enter and exit in a southerly direction on The Cutting.



Advice Notes

1. The applicant is advised that construction related activities are to meet the requirements of Local Planning Policy 1.10 Construction Sites unless otherwise approved by the City. The applicant is advised that any proposal in a Traffic Management Plan for the movement of construction vehicles to the site from residential streets to the East (i.e. The Cutting) is unlikely to be supported by the City's Infrastructure and Project Delivery Department, and that the preference is for all construction vehicles to access the site via the southern, western and northern adjoining streets of the site.
2. The applicant is advised to liaise with the City's Parks and Landscape team in regards to landscaping of the verge area and construction of footpaths.
3. The applicant is advised that the car bays proposed on McCabe Street are not supported, and that they should liaise with the City's Infrastructure and Project Delivery team regarding the proposed bays.
4. All queries regarding traffic and access should be directed to the City of Fremantle's Infrastructure and Project Delivery department.
5. In relation to condition 11, the applicant is advised to ensure that all artificial illumination within the development site complies with Australian Standards (specifically AS4282) when illuminated in the hours of darkness and must prevent the spill of artificial light to habitable rooms of adjacent properties.

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

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

Nil

10. Appeals to the State Administrative Tribunal

Nil

11. Meeting Close

There being no further business, the presiding member declared the meeting closed at 2:11pm.



Form 1 - Responsible Authority Report

(Regulation 12)

Property Location:	Lot 159 Minden Lane, Baldivis
Application Details:	Mixed Use Development (Showroom, Gymnasium and Office)
DAP Name:	Metro South West JDAP
Applicant:	Planning 4Site Pty Ltd
Owner:	Staub Family Pty Ltd
LG Reference:	20.2014.373.001 (D15/97801)
Responsible Authority:	City of Rockingham
Authorising Officer:	Mr Bob Jeans, Director Planning & Development Services
Department of Planning File No:	DAP/14/00631
Report Date:	2 September 2015
Application Receipt Date:	19 September 2014
Application Process Days:	370
Attachment(s):	<ol style="list-style-type: none">1. Second JDAP deferral2. First JDAP deferral3. Site and Ground Floor Plan (Drawing SK.12 Rev J)4. First Floor Plan (Drawing No. SK.13 Rev J)5. Second Floor Plan (Drawing No. SK.14 Rev J)6. Elevation and Section Plan (Drawing No. SK.15 Rev I)7. Perspective Plan8. Urban Design Advice9. Approved Detailed Area Plan10. Applicant's Additional Information

RECOMMENDATION:

That the metro South-West JDAP resolves to:

1. Refuse the DAP Application reference 20.2014.00000373 as detailed on the DAP Form 1 dated 19 September 2014 and accompanying Site and Ground Floor Plan (Drawing No.SK.12 Rev J), First Floor Plan (Drawing No.SK.13 Rev J), Second Floor Plan (Drawing No.SK.14 Rev J) and Elevation and Section Plans (Drawing No.SK.15 Rev I), dated 8 June 2015 in accordance with the provisions of the Town Planning Scheme No.2 and the Metropolitan Region Scheme, for the proposed mixed used commercial development at Lot 159 Minden Lane, Baldivis for the following reasons:
 - (a) The proposed development fails to make adequate provision for car parking, including parking for people with a disability, as it does not comply with the parking requirements of clause 4.15.1.1 of the Town Planning Scheme No.2 and clause 8 (b) of the approved Detailed Area Plan.
 - (b) The proposed development is not considered to be compatible with its setting, as required by clause 6.6 (i) of TPS2.

- (c) Adequate provision has not been made for the loading, unloading, manoeuvring and parking of vehicles, as required by clause 6.6 (q) of TPS2.
- (d) The proposed development does not provide sufficient variety and articulation of street front building facades as required by clause 7.4.3 (iv) of the City's Local Planning Policy 3.2.4 – Baldivis Town Centre.
- (e) The configuration and use of ground floor buildings will not define an attractive sequence of outdoor spaces which the public will occupy. Consequently the proposal does not comply with the overall urban design objectives for the Town Centre as is required by clause 8.1.3 (i) of the City's Local Planning Policy 3.2.4 – Baldivis Town Centre.
- (f) The building is not designed to achieve an appropriate use profile with an active, ground floor street frontage as is required by clause 8.1.3 (iii) of the City's Local Planning Policy 3.2.4 – Baldivis Town Centre.
- (g) The street elevations are not articulated to include defined street front entries which are clearly identifiable from the street as is required by clause 8.1.3 (v) of the City's Local Planning Policy 3.2.4 – Baldivis Town Centre.
- (h) A continuous pedestrian shelter has not been provided at street level as is required by clause 8.1.3 (vi) of the City's Local Planning Policy 3.2.4 – Baldivis Town Centre and clause 4 (e) of the approved Detailed Area Plan.
- (i) The mezzanine level reads as blank façade visible from public space contrary to clause 8.1.3 (viii) of the City's Local Planning Policy 3.2.4 – Baldivis Town Centre and clause 4 (i) of the approved Detailed Area Plan.
- (j) The proposal lacks variety and high design standards as is required by clause 8.1.3 (ix) of the City's Local Planning Policy 3.2.4 – Baldivis Town Centre.
- (k) The design does not promote activation of the street as is required by clause 4 (a) of the approved Detailed Area Plan.
- (l) The ground level facades fronting the street provides for less than 60% transparency as required by clause 4 (g) of the approved Detailed Area Plan.
- (m) Primary entry to ground floor tenancies (gymnasium) is accessed via the pedestrian corridors contrary to clause 5 (b) of the approved Detailed Area Plan.
- (n) Variety and high urban design standards have not been incorporated into the design contrary to clause 6 (a) of the approved Detailed Area Plan.
- (o) Delivery, loading and storage areas are visible from public view contrary to clause 7 (a) of the approved Detailed Area Plan.
- (p) A showroom is not identified as a preferred land use for the Core precinct under the Baldivis Activity Centre Structure Plan.
- (q) The proposed development fails to provide an unimpeded path of access linked to the main entrance of the development by a continuous accessible path of travel designed in accordance with Australian Standard AS 1428.1—2009, *Design for access and mobility, Part 1: General Requirements for access—New building work*.

BACKGROUND:

Site Details

Insert Property Address:	Lot 159 Minden Lane, Baldivis
Insert Zoning MRS:	Urban
TPS:	District Town Centre
Insert Use Class:	Showroom, Office, Health Studio
Insert Strategy Policy:	State Planning Policy 4.2 - Activity Centres for Perth and Peel (SPP4.2) Baldivis Activity Centre Structure Plan Planning Policy 3.1.2 - Local Commercial Strategy Planning Policy 3.2.4 - Baldivis Town Centre Planning Policy 3.3.1 - Control of Advertisements Planning Policy 3.3.14 - Bicycle Parking and End of Trip Facilities
Insert Development Scheme:	City of Rockingham Town Planning Scheme No.2
Insert Lot Size:	2,814m ²
Insert Existing Land Use:	Vacant
Value of Development:	\$3.15 million

The site fronts the north eastern corner of the Nairn Drive and Safety Bay Road intersection. The rear of the lot is bound by Minden Lane. The lot is currently vacant. See Figures 1 and 2.

History

On 28 May 2010, the Western Australian Planning Commission approved the subdivision of Lot 9058 Safety Bay Road, Baldivis (WAPC ref:139081). Lot 159 was created as a result of this approval.

Pursuant to Clause 4.23 (which was, at the time, Clause 4.3.2) of the City of Rockingham Town Planning Scheme No.2 (TPS2) a Detailed Area Plan was prepared and approved for the subject lot on 20 July 2012.

JDAP Meeting - 12 December 2014 - Initial Consideration

The application was initially considered by the South-West Joint Development Assessment Panel (SWJDAP) on 12 December 2014 when it was resolved to defer the application for the following reason:

"In order for the applicant to address matters pertaining to parking, deliveries (servicing) and waste management"

JDAP Meeting - 3 March 2015 - Second Consideration

The applicant provided additional information to address the reasons for deferral. The revised application was considered by the SWJDAP on 3 March 2014 when it was resolved to defer the application in order for the applicant to liaise further with the City regarding:

"1. Review layout of car parking to ensure it satisfies all relevant standards, including consideration of the following:

- a. Pedestrian connection between building, car park, and streets at all opening hours.*
- b. Keeping ROW easements clear of obstructive use.*
- c. Service bays and refuse storage areas and manoeuvring.*
- d. Centralized disability bays to main access.*

- e. Levels to reflect disability access (AS1428).
 - f. Internal footpath should be 1700 width or more.
 - g. Defined pedestrian entry and exit points from the building to show safe footpath access.
2. In relation to the building facades, greater consideration be given to the points raised by the City's Urban Design Consultant in the RAR."



Figure 1 - Location Plan



Figure 2 - Aerial Photo

DETAILS: OUTLINE OF DEVELOPMENT APPLICATION

Original Application

The proposal involved the development of a two story, plus mezzanine level, mixed use commercial building comprising of the following landuses:-

- A ground floor and first floor gymnasium (1,077m²);
- First floor and mezzanine level offices (809m²); and
- A ground floor showroom tenancy (616m²).

The gymnasium is proposed to be operated by Bailey Fitness. The gymnasium will operate between the hours of 5.30am – 9.00pm Monday to Thursday, 5.30am – 8.00pm Friday, 7.00am – 6.00pm Saturday and 9.00am – 4.00pm Sunday. (*This has not changed since the original application*).

No details were provided for the proposed use of the showrooms and office.

Parking for the development is proposed to be located at the rear of the building with access obtained from Minden Lane. (*This has not changed since the original application*).

In total, 44 bays were proposed, including two accessible bays. A total of 14 short term bicycle were provided.

Construction materials have not been specified for the proposal. A colour palette of white and grey has been proposed. Six entries, two each for the showrooms, gymnasium and the central access way, are proposed from Safety Bay Road. The central access way will also be served by two entries from the rear carpark. (*This has not changed since the original application*).

The building is comprised of two wings (8.02m in height) and a central mezzanine component (12.04m in height). The wings are proposed to be located on the street boundary with the central component recessed from the street. The development proposes repetitive triangular windows on both the street and rear elevation of the wings. It is proposed to incorporate non-transparent tinted glazing within the central component. A 2.5m deep cantilevered awning is proposed to run along the majority of the street frontage with a break where the wings meet the central component. (*This has not changed since the original application*).

Changes Following Initial JDAP Meeting (12.12.2014)

Following the initial JDAP meeting, the applicant has provided additional information. Specifically:

- A parking review, summarised as follows:
 - The development is calculated to require 63 parking bays in order to comply with TPS2 provisions;
 - As a mixed-use development, the land uses will operate in a reciprocal manner as peak activity of offices and showrooms occurs during the weekday and peak gymnasium activity occurs in the evening;
 - The maximum number of any one land use is 42 bays;
 - An assessment of the peak periods of activity for all land uses shows that, during the normal working day, 39 bays would be required; and
 - It is concluded that the provision of 44 bays can be considered appropriate to cater for the proposed land use parking demand.
- A waste/servicing plan was been submitted.
- The following changes were made to the original development plans:
 - Site and Ground Floor Plan:
 - § Reconfiguration of the carpark layout resulting in 44 parking bays (inclusive of two accessible parking bays;
 - § Reconfiguration of two (2) service bays, increasing both in size;

- § Inclusion of 28 short term bicycle parking facilities, including 14 in the road reserve in front of the proposed building and 14 in the carpark;
- § Inclusion of two (2) additional screened bin stores;
- § Moving the bin store, located to the eastern side of the proposed building, hard against the street boundary; and
- § Division and delineation of internal floor area for gymnasium.
- First Floor Plan:
 - § Division and delineation of internal floor area for gymnasium.

Changes Following Second JDAP Meeting (3.3.2015)

Following the second JDAP meeting, the applicant has provided additional information. Specifically:

- Change in land use in the western ground floor tenancy from a showroom to an office; *(The City contends that this change cannot be considered as it would constitute a material change to the proposal, and was not included in the scope of the deferral reasons. It would require a new development application);*
- The following changes have been made to the original development plans:
 - Site and Ground Floor Plan:
 - § Reconfiguration of the carpark layout resulting in a loss of four (4) car bays (deletion of one (1) car bay and conversion of three (3) bays to small car bays). This results in an overall parking provision of 43 parking bays (inclusive of three (3) small car bays and two (2) accessible parking bays);
 - § Removal of parking intrusions from the easement;
 - § Deletion of one (1) service bay and relocation of the other service bay;
 - § Western internal footpath has increased in width by 0.1m;
 - § Eastern internal footpath has been decreased in width from 1.3m to 0.8m;
 - § Aisle widths have been increased to a minimum of 5.8m except in the North Western corner;
 - § North Western corner has been designated as one way traffic only;
 - § Reconfiguration of North Western bin store;
 - § Relocation of the Eastern emergency exit to the rear of the building i.e. it will no longer impact the easement;
 - § Inclusion of 14 additional short term bicycle parking facilities;
 - § Reduction in building depth by 0.1m at the rear of the building;
 - § Identification of a 78.12m² corridor adjacent to the rear wall of the proposed ground floor showroom/office; and
 - § Deletion of the division and delineation of internal floor area for gymnasium.
 - First Floor Plan:
 - § Identification of a 77.15m² corridor adjacent to the rear wall of the proposed office; and
 - § Reduction in building depth of 0.1m at the rear of the building.
 - Second floor plan
 - § Reduction of the central cube in area from 15.24m x 15.24m (232.26m²) to 14.34m x 14.34m (205.64m²); and
 - § Reduction in building depth of 0.1m at the rear of the building.
 - Elevations and Section plan
 - § Increase in the width of the vertical elements by 0.1m on the street elevations.



Figure 3 – Original Site and Ground Floor Plan (20.8.14)

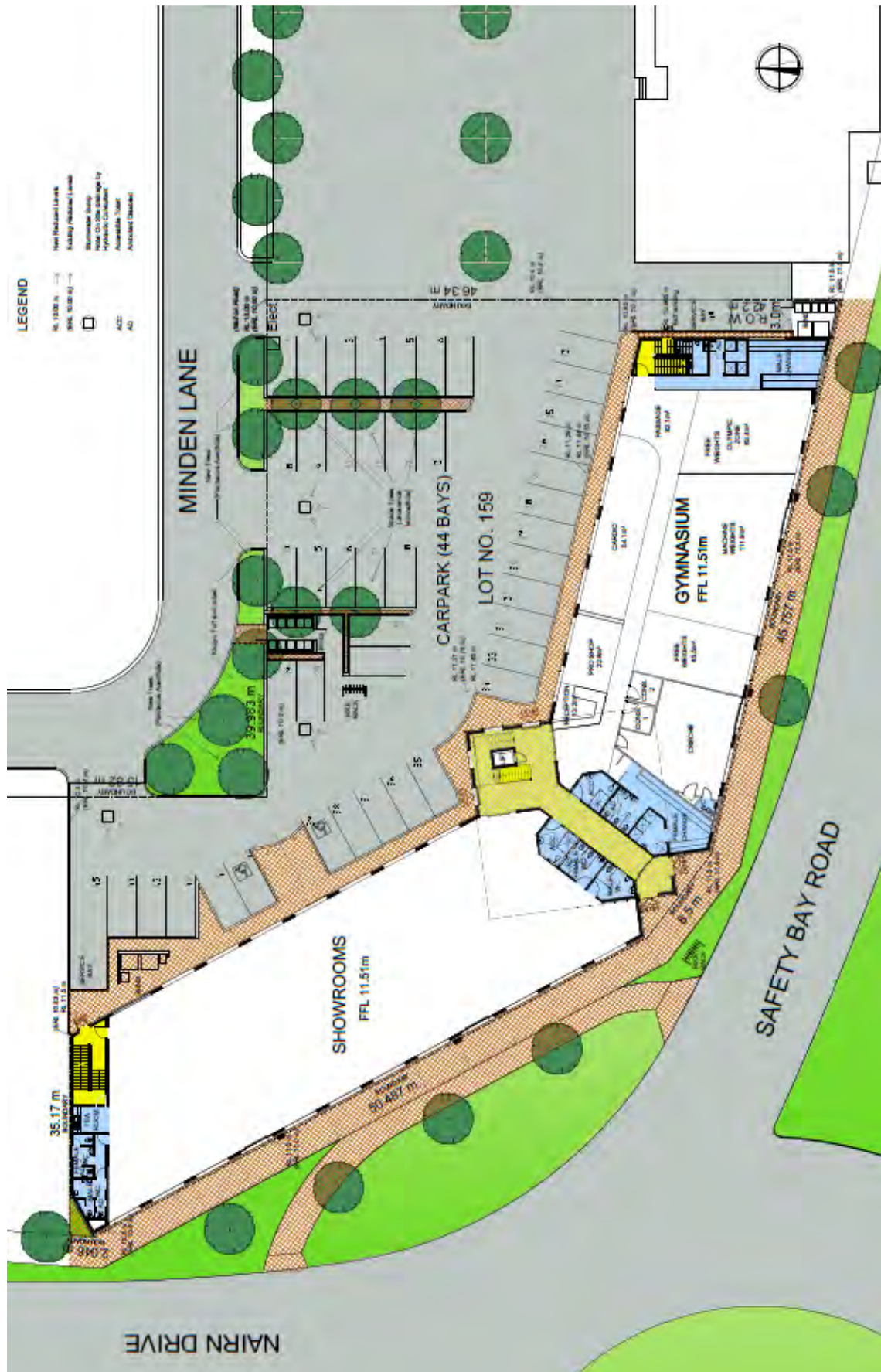


Figure 4 – Second Site and Ground Floor Plan (23.1.2015)

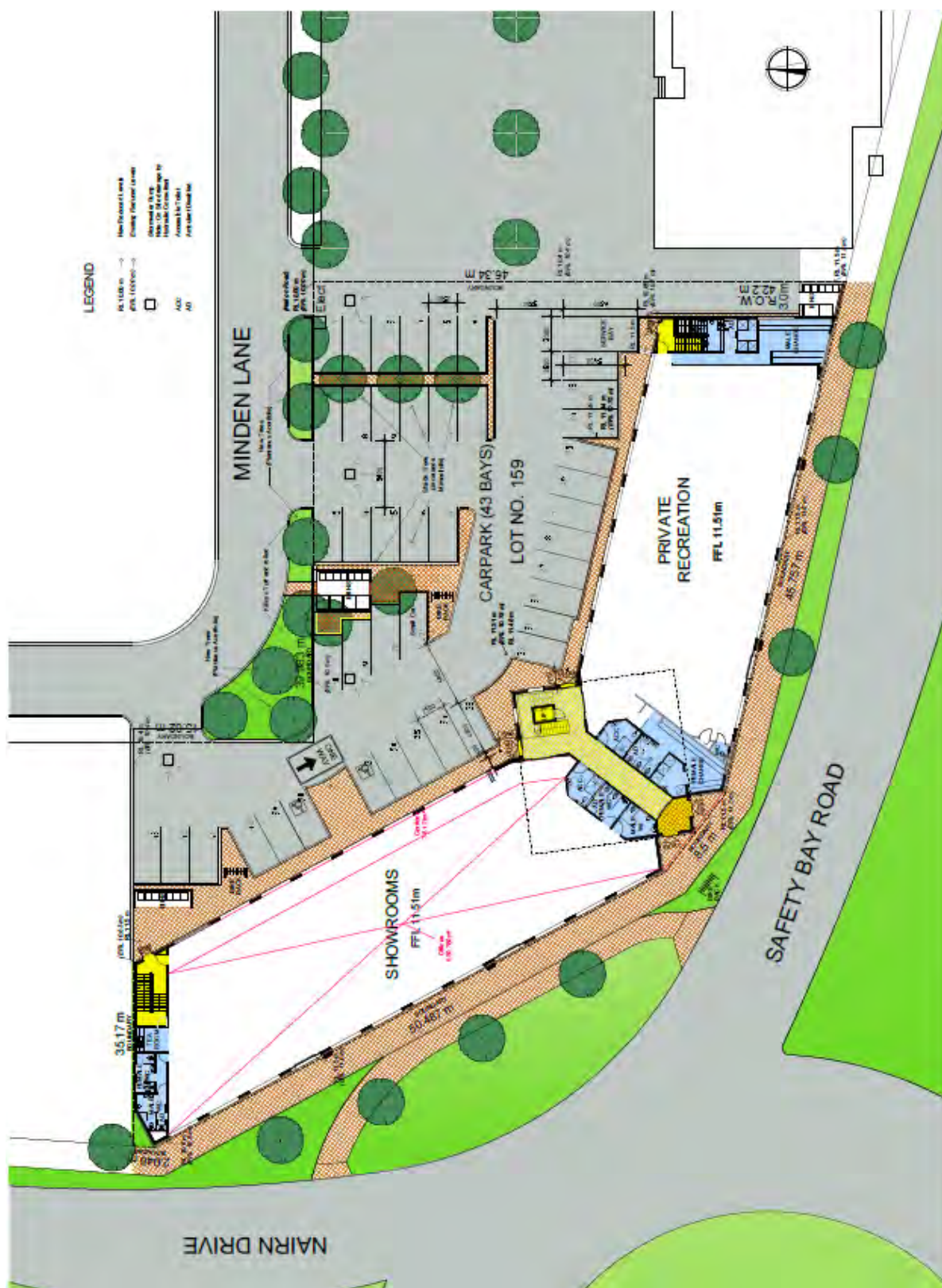


Figure 5 – Revised (Current) Site and Ground Floor Plan (8.6.2015)

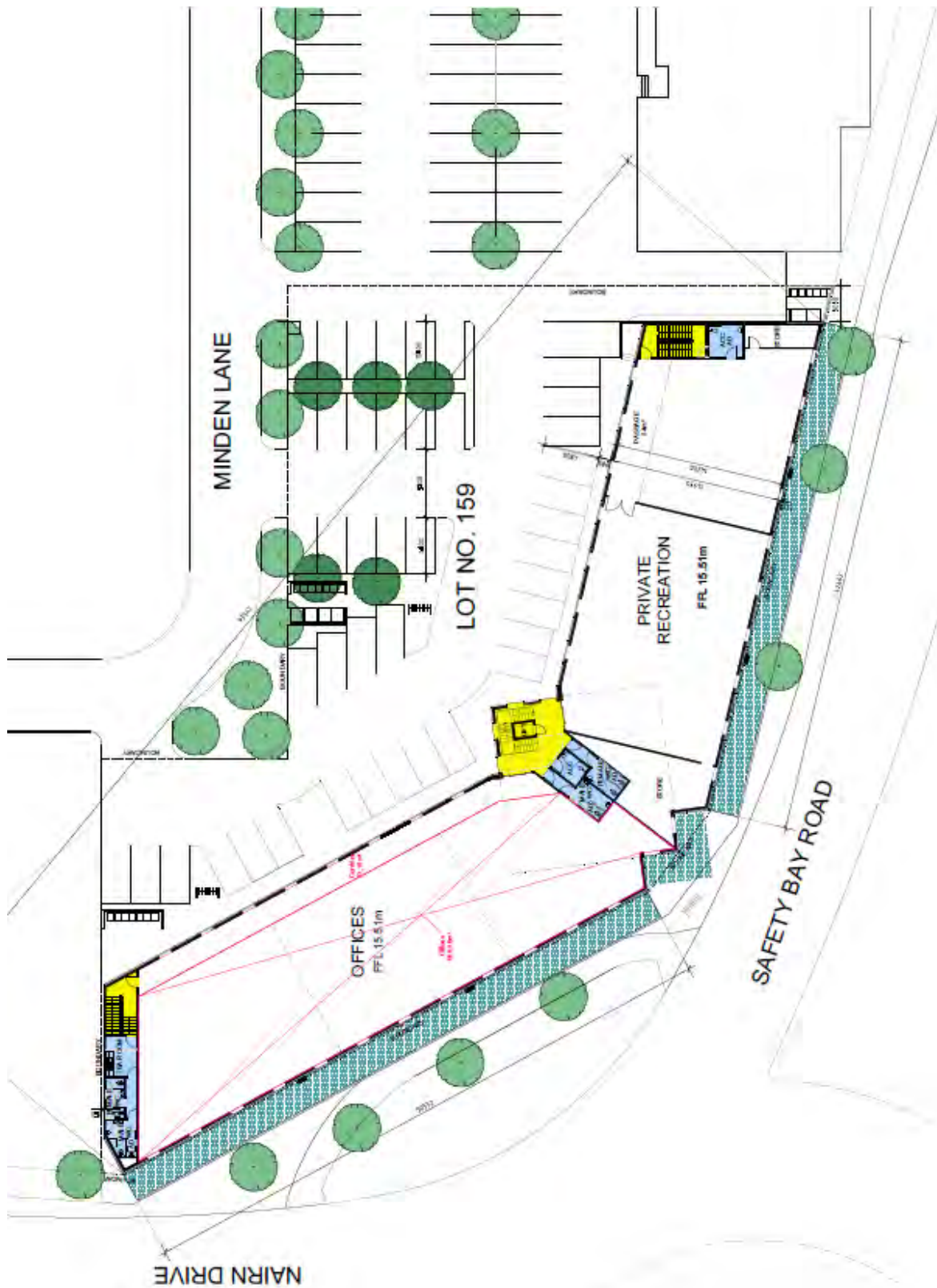


Figure 6 - Revised (Current) First Floor Plan (8.6.2015)

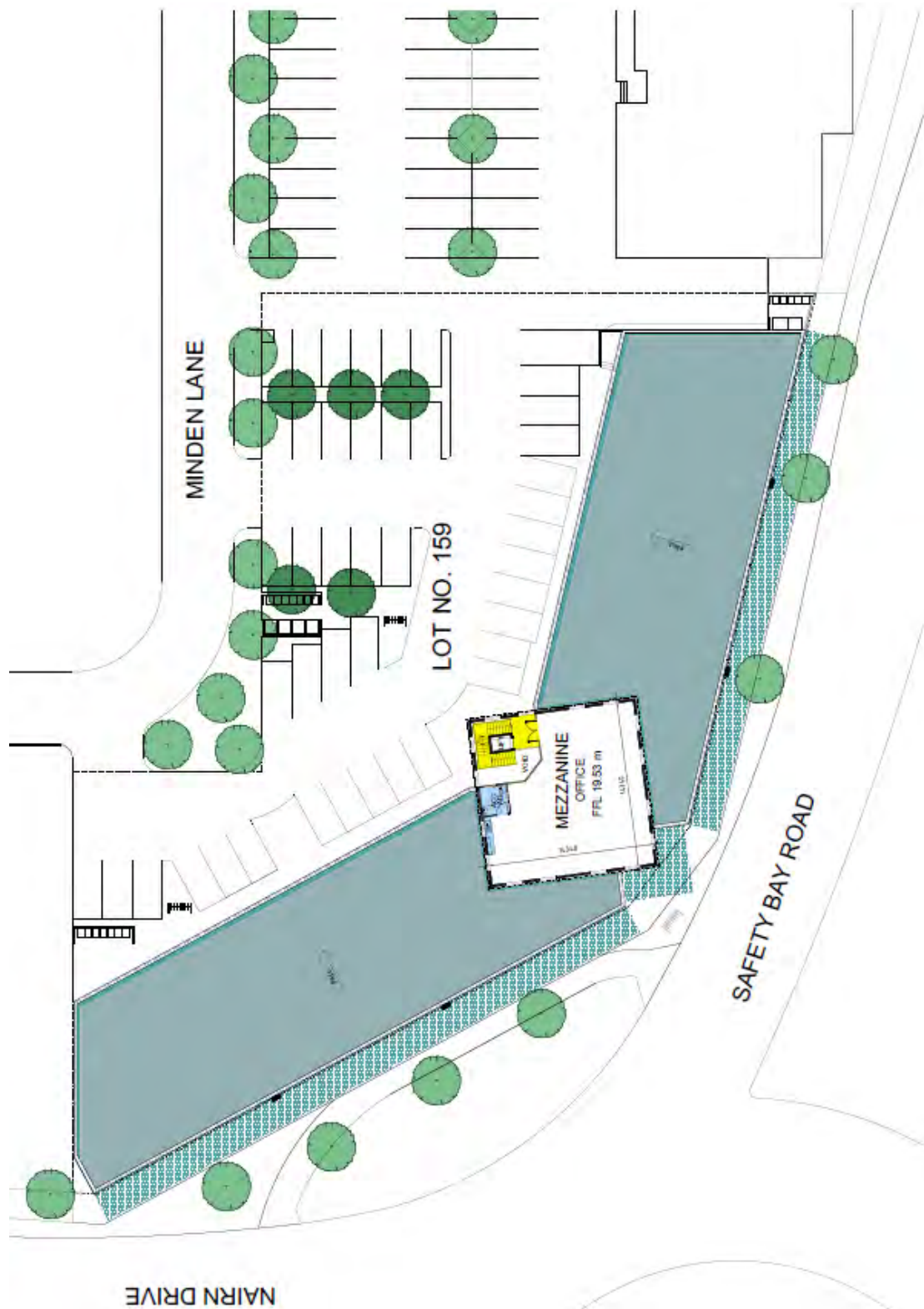


Figure 7 – Revised (Current) Second Floor Plan (8.6.2015)



Figure 8 – Revised (Current) Safety Bay Road Elevation (South Western) (8.6.2015)

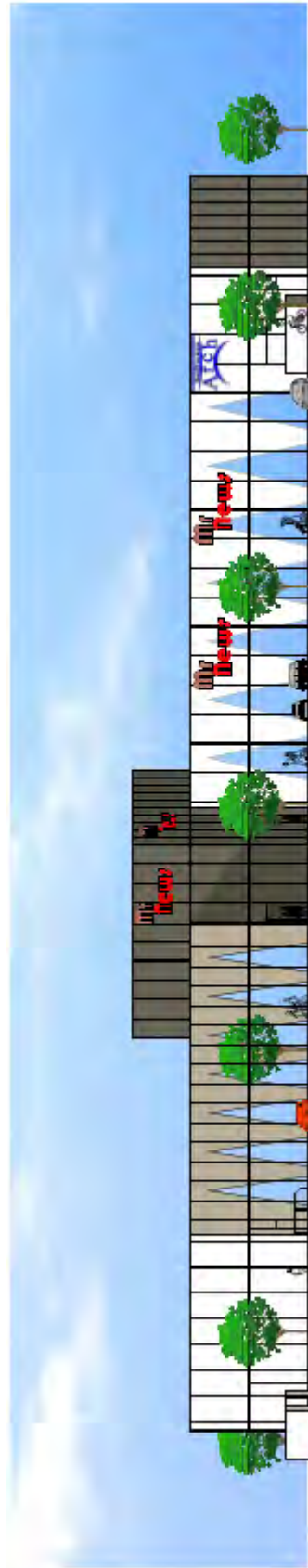


Figure 9 – Revised (Current) Minden Lane Elevation (North Eastern) (8.6.2015)



Figure 10 – Perspective Plan (Safety Bay Road and Nairn Drive Intersection)

LEGISLATION & POLICY:

Legislation

Metropolitan Region Scheme (MRS)

The subject lot is zoned 'Urban' under the MRS.

The subject lot abuts a road reserved as an 'Other Regional Road' under the MRS. For this reason the proposal was referred to the Department of Planning for comment. (See consultation section).

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

Clause 3.2 - Zoning Table

The subject site is zoned 'District Town Centre' under TPS2. The proposed uses of 'Showroom', 'Office' and 'Health Studio' are uses that are not permitted (D), unless the Council has exercised its discretion by granting Planning Approval.

Clause 4.5 - District Town Centre Zone

Objective

The objective of the zone is to establish a clear and concise statement of planning and main street principles to guide the development of 'Main Street' Town Centres having due regard to the objectives and principles outlined within a prepared District Town Centre Policy, and supported by any other Plan or Policy that the Council may adopt from time to time as a guide to future development within the Zone.

As is highlighted in the assessment of the proposal against the provisions of *Planning Policy 3.2.4 - Baldivis Town Centre (PP3.2.4)*, parts of the proposal are not considered to be consistent with the objective of the District Town Centre Zone.

Clause 4.5.3 - Planning Principles

The Council is required to have due regard to the following planning principles in determining any development application. Each principle has been considered in relation to this application.

(a) *be guided by the objectives of the Policies;*

The proposal is not considered to be consistent with PP3.2.4. This is considered below in the Local Policies Section.

(b) *have due regard to the impact of the development on the establishment, quality and use of the public domain;*

The development is sited as per PP3.2.4's Indicative Development Plan adjacent to the Safety Bay Road street boundary. As discussed in the Local Policies Section of this report, however, the configuration of the building will not contribute directly to the establishment, quality and use of the public domain.

(c) *seek to encourage a mix of uses both within individual developments and more broadly within the Centres as a whole;*

As identified in the State Government Policies Section of this report, a Showroom is not identified as a preferred land use in this area. A gym and an office are considered to be appropriate for this location.

(d) *have due regard to the principles and objectives of State Planning Policy 4.2: Activity Centres for Perth and Peel; and*

The proposal is not considered to be consistent with State Planning Policy 4.2: Activity Centres for Perth and Peel, as outlined, below in the State Government Policies Section.

(e) *consider the specific requirements of the policies established by the Policies for each of the use precincts within the Zone.*

The proposal is not considered to be consistent with PP3.2.4, as outlined below in the Local Policies Section.

Clause 4.15 - Carparking

Parking Requirements & Provision

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

A full assessment of the car parking requirements and provision is contained within the Planning Assessment Section where it is determined that the does not comply with TPS2 parking requirements.

Clause 5.3 - Control of Advertisements

Clause 5.3.1 requires planning 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.

The proposal shows indicative signage only. Further detail on signage is discussed in the Policy section under *Planning Policy 3.3.1 - Control of Advertisements*.

Clause 6.6 - Matters to be considered by the Council

Clause 6.6 outlines the matters to which Council is to give due regard when considered relevant to an application. Where relevant, these have been discussed in the Planning Assessment Section.

State Government Policies

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

The purpose of SPP4.2 *inter alia* is to specify broad planning requirements for the planning and development of new activity centres in Perth and Peel.

Clause 5.1 - Activity Centre Hierarchy

Baldivis is identified as a 'District Centre' under the Activity Centres Hierarchy in SPP4.2. The proposed development is consistent with the planned activity centre hierarchy.

Clause 5.2 - Activity

Although the proposal contributes to the overall mix of land uses within the District Centre, the proposed Showroom is not considered to be appropriate in this location. Showroom developments work best from a functional perspective when the customer car parking is located either at the front of the showrooms in the conventional 'service road' format, or where a rear parking court is accessed directly from the adjacent major road(s).

In this case, the proximity to the intersection precludes direct access to this site, requiring customers to navigate through the town centre and along Minden Lane to find the car parking, which brings a high degree of inconvenience and is at odds with the convenience normally associated with showroom developments.

The other fundamental issue with showroom uses that have car parking to the rear is that the shopfront tends to face the car park. Whilst a proposal may show doors facing the street, the reality is that there will always be pressure from the tenants to prioritise frontage to the car park and, thus, render the street frontage as a token gesture and a signage opportunity

Clause 5.3 - Movement

The subject site was chosen as the location for the District Centre given its proximity to Safety Bay Road (Other Regional Road).

Consistent with SPP4.2, the City has set upper limits to parking in TPS2 reflecting the opportunity for reciprocal and shared parking and availability of on-street parking. Clause 5.3.2 (4) of SPP4.2 states that parking should be provided at a rate of two (2) bays per 100m² (i.e. one (1) bay per 50m²) for showrooms and offices.

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 parking generally consistent with the intent of SPP4.2. The development, however, fails to make adequate provision for car parking, including parking for people with a disability. This is discussed in detail in the Planning Assessment Section of this report.

Clause 5.3.2 (5) states that the responsible authority should ensure safe and convenient access for pedestrians and cyclists (including end-of-trip facilities) and people with a disability.

Clause 5.4 - Urban Form

On the advice of the JDAP (deferral reason no.2) the applicant amended the street elevations by increasing the width of the vertical elements by 100mm. This change is considered to be extremely minor. The proposed development is characterised by its lack of variety. Excessive repetition is found in the:

- Parapet height
- Articulation of façade
- Façade treatment
- Opaque street frontage; and
- Awning treatment.

The proposal is considered to be of an architectural appearance that lacks the urban or civic character associated with a town centre.

The configuration and use of ground floor buildings is unlikely contribute to an active and attractive outdoor space which the public will occupy. Both ground floor tenancies will be accessed primarily from the rear carpark.

Assessment of the proposal against the design principles of PP3.2.4 and the approved DAP, in addition to advice received from the City's Consultant Urban Designer, concludes that the proposal is considered to be inconsistent with the Urban Form intent of SPP4.2.

Clause 5.5 - Resource Conservation

The application has not identified whether the development will include any measures to contribute to the conservation of resources.

Clause 5.6 - Out of Centre Development

A showroom is not classified as a high trip generating land use in Appendix 1 of SPP4.2. Clause 5.6.1 states that bulky goods retailing (i.e showroom) is unsuited to the walkable catchment or the core of activity centres given their size and car-parking requirements, low employment densities and need for freight vehicle access. As such, its location within the Activity Centre is not considered to be appropriate.

Clause 6.6 - Development Control

Clause 6.6.1 of SPP4.2 requires the preparation of an Activity Centre Structure Plan prior to approval of any major development within an activity centre and for the development to be located within an appropriate level centre of the activity centre hierarchy. The BACSP, which is discussed below, was prepared to fulfil this requirement.

Clause 6.6.1(5) of SPP4.2 requires the responsible authority to consider the region planning scheme, town planning scheme or strategy, state planning policy, and any relevant endorsed policy, strategy or plan. These have all been considered in this assessment.

Local Policies

Baldivis Activity Centre Structure Plan (BACSP)

The BACSP is a strategic planning document prepared to fulfil the requirements of SPP4.2 as outlined above. The BACSP provides a strategic framework for the Centre and informs and guides changes to the IDGP and the Baldivis Town Centre Policy. It was adopted by Council in July 2012 and endorsed by the WAPC in December 2012.

Centre Vision

The subject site is located within the Core Precinct of the Structure Plan. The proposed development is partially consistent with the vision for the Core Precinct which is to achieve a lively character with an emphasis on land uses which will generate interest and pedestrian activity.

Activity

The Core Precinct forms the core of the Activity Centre with key concentrations of commercial and community activity. The precinct will accommodate the major shopping and community facilities within the activity centre and be supported in the future by office activity and residences.

Land uses identified for the Core precinct include:

- Retail
- Entertainment and leisure
- Eating and drinking premises; and
- Offices.

A Showroom is not identified as a preferred land use for the Core precinct. It is, however, identified as a preferred land use Transition and Eastern precincts.

The assessment of the proposal against the provisions of *Planning Policy 3.2.4 - Baldivis Town Centre (PP3.2.4)* concludes that the proposal does not sufficiently generate pedestrian activity along Safety Bay Road and Nairn Drive.

Urban Form

The BACSP outlines that the Core Precinct will continue to be characterised by a strong built form accommodating pedestrian-based activity and appropriate land uses to encourage pedestrian activity. Development within the Core Precinct will build upon the theme of an urban town centre, with strongly defined streets, which accentuate the void in the street created by the town square. Active ground floor uses should be present on all frontages in this precinct.

Assessment of the proposal against the design principles of PP3.2.4 and the approved DAP, in addition to advice received from the City's Consultant Urban Designer, concludes that the proposal is considered to be inconsistent with the Urban Form intent of the BACSP.

Planning Policy 3.1.2 - Local Commercial Strategy (PP3.1.2)

The subject site forms part of the Baldivis District Centre in the City's PP3.1.2. In 2012, PP3.1.2 was reviewed by the Council to incorporate the recommendations of SPP4.2. A Retail Sustainability Assessment (RSA) was undertaken as part of the Baldivis Activity Centre Structure Plan in accordance with SPP4.2. The BACSP outlines retail floor space requirements. A showroom, an office and a gym are not considered to be Planning Land Use Category 5 land uses in terms of PP3.1.2. Accordingly, the proposal complies with PP3.1.2.

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

PP3.2.4 provides guidance on development of land within the Baldivis Town Centre, based on land use, movement network, urban design, and specific precinct considerations. The proposed development is considered to be inconsistent with the provisions of PP3.2.4 as outlined below.

Integrated Development Guide Plan (IDGP)

PP3.2.4 contains an IDGP for the Baldivis Town Centre. The purpose of the IDGP is to illustrate building envelopes, indicative building configurations, setbacks, pedestrian and vehicular access, indicative carparking layouts and any rights of way or access easements required, and any other information required by the Council. The approved IDGP is shown in Figure 11.



Figure 11 - Approved IDGP

The proposal is generally consistent with the IDGP.

Requirements

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

Policy Requirements	Planning Comments	Compliance
General Requirements		
Land Use		
Retail land uses shall be considered having regard to the City's Local Commercial Strategy.	The development is consistent with the PP3.1.2 in terms of retail provision.	Yes
Movement Network		
Whilst provision for kerbside parking will be made, the majority of parking will occur to the rear of buildings that front the street.	The site's location is not suitable for on street parking. Consequently the parking is proposed to be located to the rear of the development.	Yes
To achieve street front continuity, and limit vehicular/pedestrian conflict points, the number of access driveways crossing pavements will be minimised.	Three crossovers are proposed to Minden Lane. This is consistent with the DAP and considered to be acceptable.	Yes
The number of on-street parking spaces may contribute towards the parking required for adjacent non-residential uses.	No on street parking proposed.	N/A

Policy Requirements	Planning Comments	Compliance
Provision must be made for delivery and service vehicles to have rear access to buildings via laneways or rights-of-way.	<p>Access for service vehicles is proposed to be obtained from Minden Lane. This is considered to be suitable within the context of the site.</p> <p>The development, however, only proposes one service bay, meaning that the showroom development cannot be serviced appropriately. (The service bay is located in the South Eastern corner of the lot, away from the showroom)</p>	Partially Compliant
Urban Design		
The height of buildings will generally be set at a minimum two stories or equivalent parapet height.	The proposed building achieves an equivalent two-storey height level.	Yes
To ensure that the main pedestrian areas remain substantially sunlit throughout the day, particularly in winter months, buildings will be limited in height to three stories except where it can be demonstrated that an equivalent degree of sunlight penetration can be achieved by a stepped-back building profile for taller structures. In practice, the standard will be sun penetration to substantial areas of pedestrian streets and spaces between 12 noon and 2 pm on June 22.	The proposal is three storeys at its maximum.	Yes
The built form of the Town Centre is to be framed around the public street system with generally contiguous and active building frontages positioned at the streetscape boundary, subject to minor variations for residential development.	The building does not offer contiguous framing of the street. In the North Western section of the lot there is a recess in the building frontage. This serves no other purpose other than to denude the building from one on the adjoining lot. The building is also recessed at the central component.	Partially Compliant
Variety and articulation of street front building facades will be encouraged to avoid monotony and to break up the horizontal scale of contiguous building frontages.	The proposed building features extensive repetition of the architectural treatment. Both wings remain the same height for their entire length. This serves to accentuate the horizontal scale of the building. The additional 100mm width to the vertical elements on the street elevations is not considered to be sufficient to address the issues previously identified by the JDAP.	No

Policy Requirements	Planning Comments	Compliance
Precinct Requirements		
Core Precinct		
The intention for the Precinct is to develop an integrated mixed use environment including retail, commercial and office development consistent with the overall urban design objectives for the Town Centre. The configuration and ground floor use of buildings must define an attractive sequence of outdoor spaces which the public will occupy.	<p>The proposed development provides for a mixture of land uses, however, it is considered that the proposal is inconsistent with the overall urban design objective of PP3.2.4 as is demonstrated in this table.</p> <p>The configuration and use of ground floor buildings will not contribute to an active and attractive outdoor space which the public will occupy. Both ground floor tenancies will be accessed primarily from the rear carpark.</p>	Partially Compliant
All structures must be built to a minimum of two storeys or equivalent parapet height to keep the Town Centre compact and to reinforce the desired urban character. This standard applies to buildings along all street frontages.	The proposal achieves the minimum two storey height.	Yes
Buildings shall be designed to achieve an appropriate use profile with an active, ground floor street frontage incorporating convenience or recreation-related retail, entertainment, cafés, restaurants and similar uses. Short-stay accommodation, multiple dwellings, offices, function rooms, etc. are the preferred upper floor uses.	<p>The proposed development provides a Showroom and a Gymnasium on the ground floor. Both tenancies are proposed to be accessed primarily from the rear.</p> <p>Showroom developments work best from a functional perspective when the customer car parking is located either at the front of the showrooms in the conventional 'service road' format, or where a rear parking court is accessed directly from the adjacent major road(s).</p> <p>A showroom is not considered to be an appropriate land use in this location for this building to promote an active street frontage.</p> <p>The reception centre for the gymnasium is located towards the rear of the building meaning that entries from the street will likely be member only with swipe card.</p> <p>The gymnasium, at least in its current configuration, is not considered appropriate to promote an active street frontage.</p>	No
To allow for robust buildings, a minimum ground floor to first floor	The proposal achieves the minimum ceiling height.	Yes

Policy Requirements	Planning Comments	Compliance
height of 3.2 metres with a minimum 3.0 metres ceiling height is to be provided.		
Street elevations are to be articulated to include defined street front entries which are clearly identifiable from the street. Balconies, deep window reveals, related awning and roof elements and changes in materials (subject to the maintenance of a predominantly glazed and transparent commercial frontage at ground level) are also encouraged.	The six street entries, while present, are not considered to be defined. Four unidentifiable entries, set within the triangular windows, serve the showroom and the gymnasium. The two entries serving the central portion of the building are recessed from the street. The entries lack elements, outlined in the policy provision, that would assist legibility from the street.	No
Continuous pedestrian shelter shall be provided at street level through a generally continuous street verandah (awning) treatment that is a minimum 2.5m wide. Verandah posts within the road reserve are generally not supported.	The proposed awning lacks continuity along the street frontage i.e. there are gaps between the main awnings and the awning associated with the central three-storey element.	Partially Compliant
Special architectural emphasis should be provided at street and laneway corners with elements such as additional height, distinct roof forms, curved walls and tower elements.	The three-storey element is appropriately located at the point where the building cranks, however, other than increased height, little to no architectural treatment has been provided to this section of the building.	Partially Compliant (Height)
Blank walls fronting public spaces will not be permitted.	Although the mezzanine level is glazed, the tinted glazing proposed to be used reads as a blank façade.	No
Within an urban streetscape discipline, variety and high design standards will be encouraged in the fit-out, awning treatments, lighting and signage of individual premises. Tilt slab or pre-cast concrete construction will only be approved for visible external walls where the design achieves an adequate level of articulation and detail consistent with the spirit and intent of the Policy requirements.	The proposed developed is characterised by its lack of variety. Excessive repetition is found in the: <ul style="list-style-type: none"> - Parapet height - Articulation of façade - Façade treatment - Opaque street frontage; and - Awning treatment. The proposal is considered to be of an architectural appearance that lacks the urban or civic character associated with a town centre.	No
Street entries and window frontages are to remain transparent to ensure that a commercial, interactive frontage is available to the development from the street at all times.	Less than 50% of the ground floor street frontage is proposed to be transparent.	No
Drive-through facilities will not be supported in the Core Precinct,	No drive through facilities are proposed.	Yes

Policy Requirements	Planning Comments	Compliance
consistent with main street design principles.		
The pedestrian entry onto the street is to remain open during business hours. Where rear customer parking is provided, provision should be made for a pedestrian path linking the carparking area with the street.	Pedestrian entry onto the street could be conditioned to remain open during business hours if the application were to be approved. One pedestrian path has been provided through the centre of the building.	Yes
Residential development shall achieve a minimum density of 40 dwellings per site hectare. For the purposes of the Residential Design Codes, there is no maximum density applicable.	No residential development. Not applicable to this development.	N/A
Residential development must incorporate noise attenuation measures to the satisfaction of the City to protect dwellings from being unreasonably affected by activities causing noise associated with lively mixed use areas.	No residential development. Not applicable to this development.	N/A
Full streetscape works shall be provided by the subdivider. Where the adjoining verge has not already been streetscaped, developers will be required to contribute the full cost of streetscape works in the public streets immediate adjoining their development site. These shall generally include pavements, kerbside parking, streets trees, lighting and furniture.	Verge treatments could be conditioned to be upgraded if the application were to be approved.	Yes

Planning Policy 3.3.1 - Control of Advertisements (PP3.3.1)

The proposal shows indicative signage only. A Sign Strategy would be required to be submitted which demonstrates compliance with the objectives of PP3.3.1, prior to the placement of advertisements on a building or structure. Section 6 of PP3.3.1 outlines the requirements for the Sign Strategy. It is noted that the building design does not make adequate provision for signage.

Planning Policy 3.3.14 - Bicycle Parking and End-of-Trip Facilities (PP3.3.14)

PP3.3.14 aims to facilitate 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
Showroom (609m ²)	1/1000m ² NLA	1	1/750m ² NLA	1
Office (786m ²)	1/500m ² NLA	2	1/200m ² NLA	4
Health Studio (961m ²)	1/200m ² NLA	5	1/400m ² NLA	3
Total		8		8

The application proposes 42 bicycle bays: 14 in the road reserve and 28 in the carpark. It is considered that the 28 in the carpark can serve as long term bays as per the requirements of PP3.3.14.

End-of-Trip Facilities

In terms of PP3.3.14, the provision of eight long term parking spaces requires the provision of two showers (one male, one 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

Public consultation is not required pursuant to Town Planning Scheme No.2.

Consultation with Other Agencies or Consultants

Department of Planning (DoP)

As the subject lot abuts an Other Regional Road under the MRS, the original application was referred to the DoP for comment. Upon receipt of the referral, the DoP requested that the applicant submit a Traffic Impact Statement in support of the proposal. Due to the location of the site, within the BACSP area, the applicant supplied the DoP with the Transport Assessment undertaken for the BACSP. The DoP was satisfied that this Transport Assessment contained sufficient detail for the subject proposal.

The DoP is satisfied that the surrounding intersections will continue to operate within acceptable levels with the proposed development application subject to modifications as outlined in the transport assessment.

The DoP has no objections to the proposal on regional transport planning grounds subject to the development proposal contributing towards the construction of the northern path on Safety Bay Road to finalise the pedestrian network to the signalised pedestrian crossing at the Safety Bay Road/ Settlers Avenue intersection.

COR Comment on DoP Response:

Should the application be approved the DoP's recommended condition would be applied.

PLANNING ASSESSMENT:

JDAP decision

The following is an assessment of the revised application against the JDAPs deferral decision:

Pedestrian connection between building, car park, and streets at all opening hours

The internal pedestrian footpath will be unusable in some places due to the overhang of vehicles

Keeping ROW easements clear of obstructive use

All encroachments have been removed from the ROW easement.

Service bays and refuse storage areas and manoeuvring.

One service bay has been deleted from the original application. As such, the City is not satisfied that the development will function appropriately from a servicing/waste management perspective. This is discussed further in the Servicing / Waste Disposal section of the Planning Assessment section.

Centralised disability bays to main access.

The accessible bays have not been moved closer to the central access.

Levels to reflect disability access (AS1428).

There is still a shortfall of one accessible bay.

Internal footpath should be 1700 width or more

The internal footpath is 1m wide in certain places. It will be rendered unusable with due to the overhang of vehicles.

Defined pedestrian entry and exit points from the building to show safe footpath access

The rear entry and exit points are legible. The footpath will not be usable in certain places.

Greater consideration be given to the points raised by the City's Urban Design Consultant in the RAR."

The applicant has widened the vertical elements on street elevations by 100m. This token effort has not considered the detailed review provided by the City's Urban Design consultant, and is not considered to be sufficient.

Site Context and Design

The site forms part of the larger Baldivis Activity Centre, which includes the Settlers Avenue main street and the Baldivis Shopping Centre. The site is located within the Core Precinct of the Baldivis Activity Centre Structure Plan, which is planned to contain the major shopping facilities of the Centre and provide an attractive visual presence to the traffic dominated Safety Bay Road and an intimate pedestrian oriented presence. Figure 13 illustrates the built form intention for the Core Precinct Area and Figures 12-15 illustrate the existing built form in the area.

The City's consultant Urban Designer advised that the proposal is lacking in detail and is of an architectural appearance that lacks the urban or civic character associated with a town centre. This advice has been extrapolated upon throughout the assessment of the proposal against the provision of PP3.2.4 and the approved DAP.

The City has had numerous meetings with the developer and applicant where the urban design concerns were raised. Apart from some minor changes, the applicant/developer has refused to amend the design to address these issues.



Figure 12 - North Western Corner Settlers Ave/Safety Bay Road Intersection



Figure 13 - South West Corner Settlers Ave/Atwick Terrace Intersection



Figure 14 - North West corner of Settlers Ave/Atwick Terrace Intersection



Figure 15 - North Eastern corner of Settlers Ave/Atwick Terrace Intersection

Detailed Area Plan

Pursuant to Clause 4.23 (which was, at the time, Clause 4.3.2) of TPS2 a Detailed Area Plan was prepared by the previous landowners and approved by the City for the subject lot. This DAP was approved 20 July 2012.

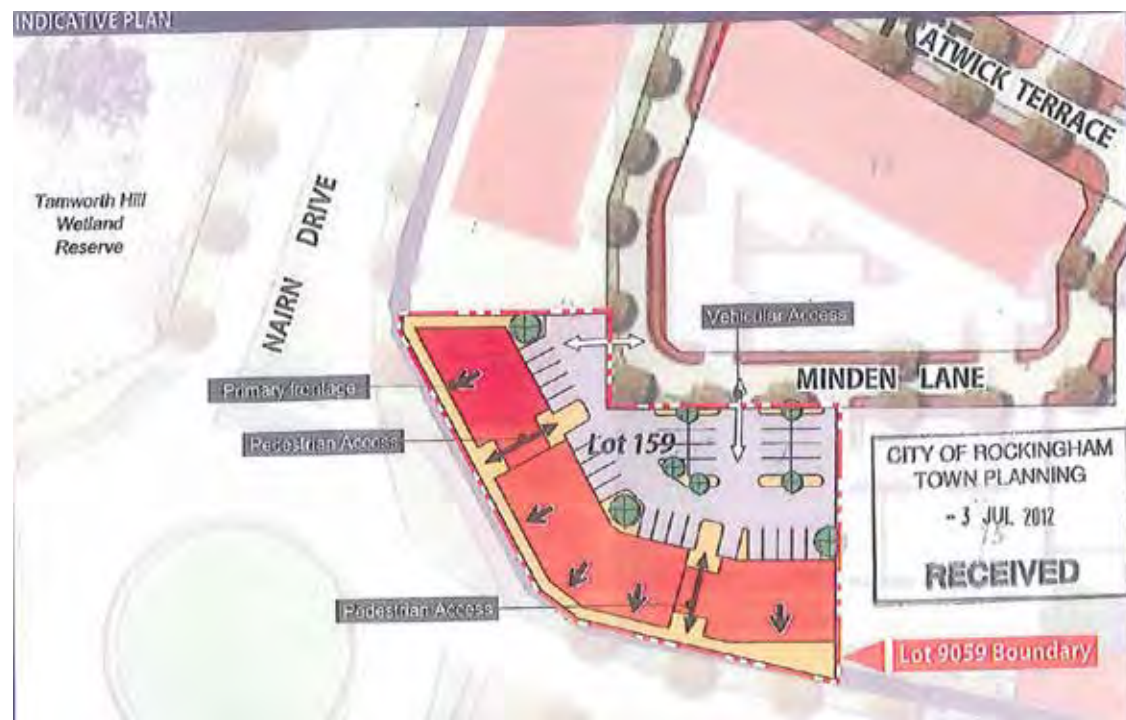


Figure 16 - Detailed Area Plan

DAP Requirements	Planning Comments	Compliance
General Provisions		
Permitted Land Use		
As per TPS2.	The proposed land uses are permitted only when the Council exercises its discretion by issuing a Planning Approval under TPS2.	Yes
Preferred Land uses		
<ul style="list-style-type: none"> - Retail; - Civic and Community; - Entertainment and Leisure; - Eating and Drinking Premises; - Offices; and - Medium Density Residential. 	<p>The Showroom is not a preferred land use in this location. Showroom developments work best from a functional perspective when the customer car parking is located either at the front of the showrooms in the conventional 'service road' format, or where a rear parking court is accessed directly from the adjacent major road(s).</p> <p>A showroom is not considered to be an appropriate land use in this location.</p> <p>The office and gymnasium are compliant.</p>	Partial Compliance

DAP Requirements	Planning Comments	Compliance
Setbacks		
All buildings shall generally have a contiguous frontage addressing the street within a 0-2m setback; Nil setback permitted to Minden Lane and all internal boundaries.	Building complies with prescribed setbacks	Yes
Building and Ceiling Heights		
Structures to be a minimum two storey.	The proposed building achieves an equivalent two-storey height level.	Yes
Minimum ground floor to first floor height of 3.2m with a ceiling height of 3m.	4m height proposed.	Yes
Built Form and Orientation		
The design shall promote activation of the street; with main entrances and substantial transparent glazing to a minimum height of 3m to achieve active building frontages.	Tenancy entrances are not defined and the major entrance is recessed from the street. Primary access to the building is from the rear carpark. The gym reception area is located adjacent to the rear entrance. The entries to the gym on the street will likely require a swipe card reducing the prospect of walk-ins from the street. The upper level offices will be served by the stairwell located to the rear of the central portion. Less than 50% of the ground floor elevation, fronting the street, is transparent.	No
Building entries to the internal boundaries are permitted subject to there being an entry from the street as identified on the DAP. The building shall promote surveillance of the street and the rear carpark where possible.	Entries, while not defined, are available from the street. The building offers surveillance of the carpark.	Yes
The building may be stepped back at right angles from the corner truncations to provide flexibility in design.	Building to provide a constant hard edge to street frontages.	Yes
Special architectural emphasis should be provided at street and laneway corners with elements such as additional height, distinct roof forms, curved walls and tower elements.	The three-storey element is appropriately located at the point where the building cranks, however, other than increased height, little architectural treatment has been provided to this section of the building.	Partially Compliant
Where a building abuts a street cantilevered awnings, with a	The proposed awning lacks continuity along the street frontage	No

DAP Requirements	Planning Comments	Compliance
minimum depth of 2.5m and a minimum height of 3m above pavement level, must be provided for the full length of each façade.	i.e. there are gaps between the main awnings and the awning associated with the central three-storey element.	
Ground level facades of commercial and mixed use buildings fronting the street shall be transparent for at least 60% of its area.	Less than 50% of the ground floor front the street is glazed.	No
Facades are to be articulated by providing indentations and projections in the floor plan, whilst maintaining a continuous awning at 2.5m depth.	Both 'wings' of the building are proposed to be set hard up against the street boundary with no indentation in the floor plan. This serves to accentuate the repetitiveness of the building. The only indentation in the floor plan occurs at the central portion of the building.	Partially Compliant
Broad facades and blank walls shall be broken up to create variety and interest through architectural design features. Blank walls facing roads are not acceptable.	Although the mezzanine level is glazed, the proposed tinted glazing reads as a blank façade.	No
At least one designated pedestrian access corridor, linking the street to the rear carpark and Minden Lane is required, This corridor shall be contiguous and well defined.	One pedestrian access way is proposed. The corridor is contiguous.	Yes
Larger developments to be broken up through the use of elements which emphasise a vertical proportion.	Both wings remain the same height for their entire length. This serves to accentuate the horizontal scale of the building. The applicant has widened the vertical columns on the street elevations by 100mm. This is not considered to be sufficient to break up the façade.	No
Pedestrian Access		
The main public entrances to all buildings shall be located along Nairn Drive or the corner of Nairn Drive and Safety Bay Road or may also be access via the contiguous and well defined corridor identified in the DAP.	The main public entrance is located to the rear to the building from the carpark.	No
Primary entries to first floor tenancies and secondary entries to ground floor tenancies may be accessed via the suggested contiguous and well defined pedestrian corridors.	Primary entry to the ground floor health studio is proposed from the pedestrian corridor.	Partially Compliant
Separate and clear pedestrian paths should be provided between the car park and main public	A pedestrian path has been proposed along the rear of the building, however, no paths have	Partially Compliant

DAP Requirements	Planning Comments	Compliance
entrances to facilitate customer's safe access to building entries. A central pedestrian corridor linking the main entry to the new carpark is encouraged.	been provided within the carpark. A central pedestrian corridor has been provided.	
Materials and Finishes		
Variety and high urban design standards are encouraged in the fit-out, awning treatments, lighting and signage of individual premises. Tilt slab or pre-cast construction will only be approved for visible external walls where the design achieves an adequate level of articulation and detail.	<p>The City's consultant Urban Designer outlined the following issues with the elevation treatment include:</p> <ul style="list-style-type: none"> - The extensive repetition of the architectural treatment. - The 'flatness' of the wall and the corresponding lack of shadows to provide visual relief. - The limited palette of wall materials and the resulting lack of visual interest. - The inability to appropriately incorporate signage into the design of the building. - The 'thinness' of the canopy and the resulting lack of significance as part of the composition of the street elevations, and the inability to incorporate lighting to improve pedestrian amenity after dark. - The incongruity and irrelevance of the triangular windows. - The lack of continuity of the awning along the street frontage – there are gaps between the main awnings and the awning associated with the central three-storey element. - The relentless single parapet height (other than the three storey component). - The extent of solid (opaque) wall to the street frontage. - The lack of differentiation between the architectural treatment of the 'front' and 'back' of the building, which will only serve to reinforce the confusion as to which way tenancies should face. <p>The applicant has widened the vertical elements on the street</p>	No

DAP Requirements	Planning Comments	Compliance
	elevations by 100mm. This is not considered to be sufficient in breaking up the façade.	
Durable and low maintenance materials in an earthy colour palette is recommended.	Details on construction materials have not been supplied. The white colour material proposed to be used is not considered to be earthy.	No
A combination of materials and/or finishes shall be incorporated to add visual interest.	The proposed development is characterised by its lack of variety. Excessive repetition is found in the: <ul style="list-style-type: none"> - Parapet height - Articulation of façade - Façade treatment - Opaque street frontage; and - Awning treatment. 	No
Unfinished walls including boundary walls shall not be left exposed where in public view.	Although the mezzanine level is glazed, the proposed tinted glazing reads as a blank façade.	No
Service and Storage Areas		
Delivery, loading and storage areas are to be screened from public view by an enclosure which is complementary with the style and materials of the primary building.	The service bay is visible from Minden Lane. The bin stores are proposed to be screened.	Not Compliant
Minden Lane shall be the primary access for service vehicles and services areas (such as big storage bins).	Minden Lane is proposed to be used for service access to the rear of the building.	Yes
Vehicle Access and Parking Areas		
All vehicle access shall be via the designated access points off Minden Lane and parking generally sleeved at the rear of the premises.	Vehicle access is proposed from Minden Lane. Parking is located to the rear of the building.	Yes
The development must meet the maximum and minimum car parking requirements as set out in Table 3 and Clause 4.15.1.1 of TPS2.	The proposed development has provided for a total of 43 parking spaces. This results in a shortfall of 26 spaces. It is, however, considered that this shortfall will increase as a result of changes required to the plans as detailed in the car parking section of the planning assessment.	No
Undercroft Parking is encouraged.	N/A	N/A
Signage		
Pylon Signage is not permitted.	N/A	N/A
Signage additional to the corporate branding must be consistent in colour, size and font.	Indicative signage has been displayed on the elevation plans. A sign strategy could be conditioned, however, it is considered that the building design does not make	N/A

DAP Requirements	Planning Comments	Compliance
	appropriate provision for the incorporation of signage.	
All buildings must include a sign strategy in accordance with PP3.3.1.	A sign strategy could be conditioned should the application be approved.	Yes
Fencing		
Perimeter Fencing is discouraged and should be limited to residential land uses and alfresco dining.	None proposed.	N/A
Commercial fencing maximum height of 700mm.	None proposed.	N/A
Fencing shall be constructed in masonry to complement the style and materials of the primary building.	None proposed.	N/A
Landscaping		
Landscaping of the verges must be installed by the purchaser.	Landscaping could be conditioned should the application be approved.	Yes

Carparking

TPS Requirement

Pursuant to Clause 4.6.3 of TPS2, car parking is to be provided in accordance with Clause 4.15.1.1 of TPS2 and Table 3 of TPS2.

Use	Required	
	Rate	Amount
Office (786m²)	1 bay per 60m ² (40)m ² NLA	13.1 (19.65)
Gymnasium (961m²)	1 bay per 20m ² (15)m ² NLA	48.05 (64.06)
Showroom (609m²)	1 bay per 80m ² (60)m ² NLA	7.61 (10.15)
Total		68.76 (93.86)
Notes: For the Baldivis Town Centre, parking rates are provided as a minimum and maximum range, with the maximum parking allowable provided in brackets.		

Under the parking provision of TPS2, the proposed development requires the provision of a minimum 69 and a maximum of 94 parking spaces.

Parking Provision

The proposed development has provided for a total of 43 parking spaces. This results in a shortfall of 26 (51) spaces (38% shortfall) compared to TPS2 requirements.

The amount of parking, however, shown on the plans will be reduced for the following reasons:

- Under *AS/NZS 2890.1:2004 Parking facilities - Off-street car parking* (AS/NZS2890.1) the development is assigned User Class 3, being 'Short-term town centre parking'. For car parking bays at 90° the following is required:
 - A parking bay width of 2.6m must be provided. The proposal provides for bays widths between 2.3m and 2.5m. No bays comply; and

- An aisle width of 5.8m is required. The development does not achieve this minimum width in the North Western corner of the lot. Furthermore, in order to provide the required bay widths of 2.6, the aisle widths will have to be reduced below the required 5.8m. The development cannot provide the required bay width and aisle width without modifying the building design.
- Three (3) Small Car bays have been provided without justification; and
- The development is required to include a total of three (3) additional accessible bays as required by the Building Code of Australia (see *Parking for People with Disability*). Only two, have been provided.

Small Car Spaces

The development proposes to include three (3) small parking spaces. The small parking spaces are to have dimensions of 2.3m wide x 4.3m length.

AS/NZ2890.1 states that:

"In certain circumstances it may be appropriate to provide a space smaller than specified above for small cars. It shall be designed as a space for small cars".

AS2890.1 provides the dimensions of 2.3m x 5.0m for small parking spaces. The proposed small car bays do not meet this requirement.

The Standard provides no further guidance on the circumstances in which, or proportion of provision of small car spaces that would be appropriate.

No justification has been provided by the applicant for the provision of the small parking spaces in terms of planning merit. Planning merit is the scope of consideration in determining a Planning Application. Thus consideration of the appropriateness of the small car spaces and functionality of the car park are the relevant considerations.

The City requires car parking to be provided in accordance with AS2890.1 and the relevant User Class. There are no specific provisions relating to the number or proportion of small car parking spaces, and the applicant has not provided any planning merit justification for the circumstances in which the provision of the small spaces is appropriate.

The parking design requirements in AS2890.1 are based on the 85th percentile vehicle from a study of the Australian motor vehicle fleet. There has been no demonstration that the users of the car park would be driving vehicles below this average.

Furthermore, the User Class 3 is designed on the need for full opening of all car doors as well as the need for efficiency in parking aisles through the high turnover nature of shopping centre traffic.

In this regard the small parking spaces are not supported.

Reciprocal Parking

The applicant is seeking to have the TPS2 parking requirements reduced on the basis of reciprocal uses of the car park. The applicant asserts that the TPS parking requirements consider each use in isolation and assumes no reciprocal use. This is not correct. The parking requirements in the District Town Centre Zone are lower than the general TPS parking requirements. This is a reflection of both reciprocity and multiple trip generation. It should also be noted that the parking requirements outlined in *SPP4.2 - Activity Centres for Perth and Peel* are higher than the TPS District Town Centre requirements.

To be able to consider reciprocity of parking, the peak hour parking demand for the particular developments is required to be known. The applicant has advised that the peak hour for the gym would be 6-7pm, closely followed by the 5-6pm period. This is based on another gym operated by the same operator. This aligns with the NSW RTA's *Guide to Traffic Generating Developments* (GTGD), which identifies the 5:30-6:30pm period as the peak activity period for gymnasiums. It is also noted that the peak parking accumulation for gymnasiums is in the period immediately prior to the commencement of the main evening gym class(es). No details have been provided on vehicle occupancy rates.

In the absence of other information, it can only be assumed that the entire TPS requirement of 48 parking spaces would be required for the peak period. On the site alone, there would be insufficient parking to cater for the gym peak hour demand.

The specific use of the office is unknown. General operating hours for such a development could reasonably be expected to be 8am to 5pm Monday to Friday. The GTGD indicates that 80% of office employees leave the site in the peak hour. Thus at 5pm at least 80% of employees are on site. Based on the TPS parking requirements (13 parking spaces), approximately 11 spaces would be in use.

The specific use of the showroom is unknown. General operating hours for such a development could reasonably be expected to be 9am to 5pm Monday to Friday, with late night trading to 9pm on Thursdays. The showroom component would also likely operate Saturdays and Sundays between 9am (11am Sundays) and 5pm. With no specific development, it can only be assumed worst case scenario with the pm peak being the entire parking requirement of 8 parking spaces.

Given the above, the peak demand could be assumed to be 67 parking spaces. Given this, there is no evidence to suggest that reciprocal parking could be supported.

The reciprocal parking considerations in TPS2 do not extend to reducing car parking requirements and replacing them with bicycle parking or motorcycle parking as asserted by the applicant. Simply because 4.4% of the population owns motorcycles does not correspond to the same proportion of gym users access the gym via a motorcycle. Nor does the argument that a high proportion of gym patrons will cycle to the gym because there are in close proximity to the gym.

Parking for People with Disability

The City's *Planning Procedure 1.16 - Carparking and Access Considerations for People with Disability*, outlines that the City shall, amongst other matters, take into consideration the provisions made for people with a disability based upon compliance with the Building Code of Australia (BCA) and the Australian Standards in relation to carparking, pathways, ramps, steps, signs and lighting.

Parking provision for people with disability is based on the Building Code of Australia Requirements. The requirements for provision are outlined below:

Building Class	Requirement		
	Rate	Calculations	Spaces
Class 5 (Office)	1 space/100 carparking spaces (or part thereof)	14	1
Class 6 (Showroom)	1 space/50 carparking spaces (or part thereof)	8	1
Class 9b (Gym)	1 space/50 carparking spaces (or part thereof)	48	1
Total			3

The *National Construction Code 2014 Guide to the BCA Volume One* states that:

"If a carpark serves a multi-classified building, the number of accessible carparking spaces required should be calculated by determining the number of spaces serving each classification."

The development provides for a total of two (2) accessible spaces resulting in a shortfall of one (1) accessible bay. Therefore one (1) of the proposed car bays would be required to be removed in order to make provision for the extra accessible bay; this will increase the overall parking deficiency.

Accessible Path of Travel for people with a Disability

In some instances the development purposes parking bay lengths of 4.8m. This may be acceptable in terms of AS/NZ2890.1 where parking is to a low kerb which allows 600mm overhang. It is noted that the development proposed kerb is 150mm and this will allow a vehicle to overhang the proposed internal footpath. This overhang, however, renders the footpath unusable in places where the footpath is as narrow as 1m (reduced to 400mm with the overhang from the cars). Critically this overhang will result in noncompliance with AS 1428.1-2009 - *Design for access and mobility – General requirements for access – New building work*. This Australian Standard requires the provision of an unimpeded path of access of at least 1m in width for people in a wheelchair. This is not achievable with the current design. The deficient path width will require either the building to be set back further or the car park layout reconfigured. In this regard, the amended proposal fails to address the JDAP's deferral item 1 (f).

Servicing / Waste Disposal

The application proposes for service vehicles to access the site from Minden Lane, this is consistent with the DAP.

In the amended submission the application has relocated one of the service bays and deleted the other. This leaves one (1) service bay, located in the South Eastern corner of the lot, servicing the development.

The applicant's submission identifies three (3) bin stores and includes a Waste Management Plan. The waste management plan, however, states that the North Eastern bin store is to be serviced from the adjacent service bay. This service bay, however, has been deleted in the latest iteration of the plans. As such, the City is not satisfied that the development can function appropriately from a servicing and waste disposal perspective.

CONCLUSION

The proposal for the showroom, health studio and office development is permissible in the District Town Centre zone. As outlined throughout this report, however, the proposal fails to provide for an appropriate design, form and activation. The proposed building is of an architectural appearance that lacks the urban or civic character associated with a town centre.

Furthermore, the development fails to provide adequate provision for the parking and manoeuvring of vehicles both in terms of number of bays provided and compliance with relevant Australian Standards. The development also will not have the ability to be serviced adequately. For these reasons it is recommended that the application be not supported.



Minutes of Metro South-West Joint Development Assessment Panel

Meeting Date and Time: 3 March 2015; 11am
Meeting Number: MSWJDAP/62
Meeting Venue: 8 William Street, Fremantle

Attendance

DAP Members

Mr David Gray (Presiding Member)
Mr Ian Birch (Deputy Presiding Member)
Mr Rob Nicholson (Specialist Member)
Cr Richard Smith (Local Government Member, City of Rockingham)
Cr Andrew Sullivan (Local Government Member, City of Fremantle)
Cr Jon Strachan (Local Government Member, City of Fremantle)

Officers in attendance

Ms Erika Barton (City of Rockingham)
Mr Greg Delahunty (City of Rockingham)
Ms Natalie Martin-Goode (City of Fremantle)
Mr Anthony Denholm (City of Fremantle)

Local Government Minute Secretary

Ms Michelle Gibson (City of Fremantle)

Applicants and Submitters

Mr Tony Watson (MW Urban)
Mr Phil Davies (Steel Storage Australia)

Members of the Public

Nil

1. Declaration of Opening

The Presiding Member, Mr David Gray declared the meeting open at 11.03am on 3rd of March 2015 and acknowledged the past and present traditional owners and custodians of the land on which the meeting was being held.

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



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

2. Apologies

Cr Joy Stewart (Local Government Member, City of Rockingham)
Mr Matt Selby (DoP)

3. Members on Leave of absence

Nil

4. Noting of minutes

Minutes of the Metro South-West JDAP meeting no.61 held on 12 February 2015 were noted by DAP members.

5. Declaration of Due Consideration

All members declared that they had duly considered the documents.

6. Disclosure of interests

Nil

7. Deputations and presentations

- 7.1** Mr Tony Watson (MW Urban) presenting for the application at Item No 8.1. The presentation will explain the actions that have taken place subsequent to the deferral of the development application.
- 7.2** Mr Jonathon Riley (Traffic Consultant) presenting for the application at Item No 8.1. The presentation will explain the findings of his assessment of the development from a parking and traffic perspective
- 7.3** Mr Adam Bailey (Future Gymnasium Tenant) presenting for the application at Item No 8.1. The presentation will explain to the panel how the parking provided is satisfactory for the purpose of his business.

The presentations at Item 7.1 were heard prior to the application at Item No.8.1



8. Form 1 - Responsible Authority Reports – DAP Application

- 8.1 Property Location: Lot 159 Minden Lane, Baldivis
Application Details: Mixed Use Development (Showroom, Gymnasium and Office)
Applicant: Planning 4Site Pty Ltd
Owner: Staub Family Pty Ltd
Responsible authority: City of Rockingham
DoP File No: DAP/14/00631

REPORT RECOMMENDATION / PRIMARY MOTION

Moved by: Mr Ian Birch **Seconded by:** Cr Richard Smith

That the metro South-West JDAP resolves to:

1. Refuse the DAP Application reference 20.2014.00000373 as detailed on the DAP Form 1 dated 19 September 2014 and accompanying Site and Ground Floor Plan (Drawing No.SK.12 Rev H), First Floor Plan (Drawing No.SK.13 Rev H) and Second Floor Plan (Drawing No.SK.14 Rev H) dated 23 January 2015 and Elevation and Section Plans (Drawing No.SK.15 Rev H), dated 20 August 2014 in accordance with the provisions of the Town Planning Scheme No.2 and the Metropolitan Region Scheme, for the proposed mixed used commercial development at Lot 159 Minden Lane, Baldivis for the following reasons:
 - (a) The proposed development fails to make adequate provision for car parking, including parking for people with a disability, as it does not comply with the parking requirements of clause 4.15.1.1 of the Town Planning Scheme No.2 and clause 8 (b) of the approved Detailed Area Plan.
 - (b) The proposed development is not considered to be compatible with its setting, as required by clause 6.6 (i) of TPS2.
 - (c) Adequate provision has not been made for the loading, unloading, manoeuvring and parking of vehicles, as required by clause 6.6 (q) of TPS2.
 - (d) The proposed development does not provide sufficient variety and articulation of street front building facades as required by clause 7.4.3 (iv) of the City's Local Planning Policy 3.2.4 – Baldivis Town Centre.
 - (e) The configuration and use of ground floor buildings will not define an attractive sequence of outdoor spaces which the public will occupy. Consequently the proposal does not comply with the overall urban design objectives for the Town Centre as is required by clause 8.1.3 (i) of the City's Local Planning Policy 3.2.4 – Baldivis Town Centre.
 - (f) The building is not designed to achieve an appropriate use profile with an active, ground floor street frontage as is required by clause 8.1.3 (iii) of the City's Local Planning Policy 3.2.4 – Baldivis Town Centre.
 - (g) The street elevations are not articulated to include defined street front entries which are clearly identifiable from the street as is required by clause 8.1.3 (v) of the City's Local Planning Policy 3.2.4 – Baldivis Town Centre.
 - (h) A continuous pedestrian shelter has not been provided at street level as is required by clause 8.1.3 (vi) of the City's Local Planning Policy 3.2.4 – Baldivis Town Centre and clause 4 (e) of the approved Detailed Area Plan.



- (i) The mezzanine level reads as blank façade visible from public space contrary to clause 8.1.3 (viii) of the City's Local Planning Policy 3.2.4 – Baldivis Town Centre and clause 4 (i) of the approved Detailed Area Plan.
- (j) The proposal lacks variety and high design standards as is required by clause 8.1.3 (ix) of the City's Local Planning Policy 3.2.4 – Baldivis Town Centre.
- (k) The design does not promote activation of the street as is required by clause 4 (a) of the approved Detailed Area Plan.
- (l) The ground level facades fronting the street provides for less than 60% transparency as required by clause 4 (g) of the approved Detailed Area Plan.
- (m) Primary entry to ground floor tenancies (gymnasium) is accessed via the pedestrian corridors contrary to clause 5 (b) of the approved Detailed Area Plan.
- (n) Variety and high urban design standards have not been incorporated into the design contrary to clause 6 (a) of the approved Detailed Area Plan.
- (o) The colour scheme proposed is not consistent with an earthy colour palette as required by clause 6 (b) of the approved Detailed Area Plan.
- (p) Delivery, loading and storage areas are visible from public view contrary to clause 7 (a) of the approved Detailed Area Plan.
- (q) A showroom is not identified as a preferred land use for the Core precinct under the Baldivis Activity Centre Structure Plan.
- (r) The proposed development fails to provide weather-protected car bays for workers and visitors with a disability as required by clause 5.3.2 (5) of State Planning Policy 4.2 Activity Centres for Perth and Peel.
- (s) The proposed development fails to provide an unimpeded path of access linked to the main entrance of the development by a continuous accessible path of travel designed in accordance with Australian Standard AS 1428.1—2009, *Design for access and mobility, Part 1: General Requirements for access—New building work*.

PROCEDURAL MOTION

Moved by: Mr Ian Birch

Seconded by: Cr Richard Smith

To defer the application to enable further liaison with the City regarding:

1. Review layout of car parking to ensure it satisfies all relevant standards, including consideration of the following:
 - a. Pedestrian connection between building, car park, and streets at all opening hours.
 - b. Keeping ROW easements clear of obstructive use.
 - c. Service bays and refuse storage areas and manoeuvring.
 - d. Centralized disability bays to main access.
 - e. Levels to reflect disability access (AS1428).
 - f. Internal footpath should be 1700 width or more.
 - g. Defined pedestrian entry and exit points from the building to show safe footpath access.
2. In relation to the building facades, greater consideration be given to the points raised by the City's Urban Design Consultant in the RAR.



8.4 Property Location: Lot 159 Minden Lane, Baldivis
Application Details: Proposed Two & Three Storey Commercial
Development
Applicant: MW Urban
Owner: Staub Family Pty Ltd
Responsible authority: City of Rockingham
DoP File No: DAP/14/00631

REPORT RECOMMENDATION / PRIMARY MOTION

Moved by: Cr Joy Stewart

Seconded by: Cr Richard Smith

That the metro South-West JDAP resolves to:

1. **Refuse** the DAP Application reference 20.2014.00000373 as detailed on the DAP Form 1 dated 19 September 2014 and accompanying Site and Ground Floor Plan (Drawing No.SK.12 Rev G), First Floor Plan (Drawing No.SK.13 Rev G), Second Floor Plan (Drawing No.SK.14 Rev G) and Elevation and Section Plans (Drawing No.SK.15 Rev H), dated 20 August 2014 in accordance with the provisions of the Town Planning Scheme No.2 and the Metropolitan Region Scheme, for the proposed mixed used commercial development at Lot 159 Minden Lane, Baldivis for the following reasons:

- (a) The proposed development fails to make adequate provision of car parking spaces as it does not comply with the parking requirements of clause 4.15.1.1 of the Town Planning Scheme No.2 and clause 8 (b) of the approved Detailed Area Plan.
- (b) The proposed development is not considered to be compatible with its setting – see clause 6.6 (i) of TPS2.
- (c) Adequate provision has not been made for the loading, unloading, manoeuvring and parking of vehicles - see clause 6.6 (q) of TPS2.
- (d) Adequate provision has not been made for cyclists, and the provision of bicycle parking and end-of-trip facilities - see 6.6(u) of TPS2.
- (e) The proposed development does not provide sufficient variety and articulation of street front building facades as required by clause 7.4.3 (iv) of the City's Local Planning Policy 3.2.4 – Baldivis Town Centre.
- (f) The configuration and use of ground floor buildings will not define an attractive sequence of outdoor spaces which the public will occupy. Consequently the proposal does not comply with the overall urban design objectives for the Town Centre as is required by clause 8.1.3 (i) of the City's Local Planning Policy 3.2.4 – Baldivis Town Centre.
- (g) The building is not designed to achieve an appropriate use profile with an active, ground floor street frontage as is required by clause 8.1.3 (iii) of the City's Local Planning Policy 3.2.4 – Baldivis Town Centre.



- (i) The street elevations are not articulated to include defined street front entries which are clearly identifiable from the street as is required by clause 8.1.3 (v) of the City's Local Planning Policy 3.2.4 – Baldivis Town Centre.
- (j) A continuous pedestrian shelter has not been provided at street level as is required by clause 8.1.3 (vi) of the City's Local Planning Policy 3.2.4 – Baldivis Town Centre and clause 4 (e) of the approved Detailed Area Plan.
- (k) The mezzanine level reads as blank façade visible from public space contrary to clause 8.1.3 (viii) of the City's Local Planning Policy 3.2.4 – Baldivis Town Centre and clause 4 (i) of the approved Detailed Area Plan. .
- (l) The proposal lacks variety and high design standards as is required by clause 8.1.3 (ix) of the City's Local Planning Policy 3.2.4 – Baldivis Town Centre.
- (m) The design does not promote activation of the street as is required by clause 4 (a) of the approved Detailed Area Plan.
- (n) The ground level facades fronting the street provides for less than 60% transparency as required by clause 4 (g) of the approved Detailed Area Plan.
- (o) Primary entry to ground floor tenancies (gymnasium) is accessed via the pedestrian corridors contrary to clause 5 (b) of the approved Detailed Area Plan.
- (p) Variety and high urban design standards have not been incorporated into the design contrary to clause 6 (a) of the approved Detailed Area Plan.
- (q) The colour scheme proposed is not consistent with an earthy colour palette as required by clause 6 (b) of the approved Detailed Area Plan.
- (r) Delivery, loading and storage areas are visible from public view contrary to clause 7 (a) of the approved Detailed Area Plan.
- (s) A showroom is not identified as a preferred land use for the Core precinct under the Baldivis Activity Centre Structure Plan.
- (t) The proposed development fails to provide weather-protected car bays for workers and visitors with a disability as required by clause 5.3.2 (5) of State Planning Policy 4.2 Activity Centres for Perth and Peel.

PROCEDURAL MOTION

Moved by: Mr Ian Birch

Seconded by: Cr Richard Smith

To defer the application to no later than the 27 February 2015.



REASON: To allow for issue regarding parking, deliveries and waste management operations to be addressed.

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

- 9.1** Property Location: Lot 34 (8) Point Street, Fremantle
Application Details: Variation to previous Planning Approval for DAP80008/13 (DP/13/00872) (currently proposed - Demolition of existing Buildings and Public Car park and Construction of a Seven (7) Storey Mixed Use (152 Hotel Rooms, 99 Multiple Dwellings, Shop & Restaurant) with Basements of Car park Development)
- Applicant: Design inc Perth
Owner: Sks Land Pty Ltd
Responsible authority: City of Fremantle
DoP File No: DP/13/00872

REPORT RECOMMENDATION / PRIMARY MOTION

Moved by: Mr Robert Nicholson

Seconded by: Cr Bill Massie

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

- 1. Accept** that the DAP Application reference DP/13/00872 as detailed on the DAP Form 2 dated 4 September 2014 is appropriate for consideration in accordance with regulation 17 of the *Planning and Development (Development Assessment Panels) Regulations 2011*;
- 2. Approve** the DAP Application reference DP/13/00872 as detailed on the DAP Form 2 dated 4 September 2014 and accompanying plans dated 25 November 2014 (Plan reference: SK01 (site plan); SK03 (floor plan – basement level 2); SK04 (floor plan – basement level 1); SK05 (floor plan- ground); SK06 (floor plan – level 1); SK07 (floor plan - level 2); SK08 (floor plan – level 3); SK09 (floor plan - level 4); SK10 (floor plan – level 5); SK11 (floor plan – level 6); SK12 (floor plan – roof); SK13 (sections A-A & section D-D); SK14 (section B-B & section C-C); SK15 (section E-E & section FF); SK16 (Point Street and Adelaide Street elevations); SK17 (Princess May Park and Cantonment Street Elevations); SK18(Cantonment Street and Princess May Park corner perspective); SK19 (hotel entry – Cantonment Street perspective); SK20 (hotel entry – Adelaide Street perspective); SK21 (Point Street and Adelaide Street corner perspective); SK22 (Princess May Park and Adelaide Street corner perspective); SK23 (reference images (1)); SK24 (reference images (2))) in accordance with the provisions of the City of Fremantle Local Planning Scheme No. 4 and the Metropolitan Region Scheme, for the proposed minor amendment to the approved demolition of existing Buildings and Public Car park and Construction of a Seven (7) Storey Mixed Use (173 Hotel Rooms, 77 Unit Multiple Dwellings, Restaurant & Shops) with Basement Car park Development at No. 8 (Lot 34) Point Street, Fremantle, subject to:



SITE & GROUND FLOOR PLAN
1:200

J	08.06.15	PLAN REVISIONS	JG TH
I	24.02.15	PLAN REVISIONS	JG TH
H	23.01.15	PLAN REVISIONS	JG TH
G	20.08.14	PLAN REVISIONS	JG TH
F	04.02.14	SAFETY B RD ELEV. REVISION	JG TH
E	10.12.13	PARKING REVISION	JG TH
D	10.12.13	PARKING REVISION	JG TH
C	09.12.13	CROSSOVER	JG TH
B	06.12.13	LANDSCAPING LEVELS	JG TH
A	22.11.13	DESIGN DEVELOPMENT	JG TH
REV	DATE	COMMENTS	BY CHK

HOLTON CONNOR
ARCHITECT

PLANNER

56 THOMAS STREET, WEST PERTH
WESTERN AUSTRALIA 6005
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Email: info@holtconnor.com.au

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BALDIVIS COMMERCIAL PROJECT
FOR ARNO STAUB

DESIGNED	TH	CHECKED	TH	PRINCIPAL	
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SCALE	1:200	DATE	2013.09.13	DRAWING No.	REV.
JOB No.	1311	FILE NAME	1311BCP	SK.12	J

HOLTON CONNOR PTY LTD ABN 19 056 131 428

NAIRN DRIVE

MINDEN LANE

LOT NO. 159

OFFICES
FFL 15.51m

Corridor
7.15m²

Offices
558.58m²

PRIVATE
RECREATION

FFL 15.51m

SAFETY BAY ROAD

FIRST FLOOR

1:200

J	08.06.15	PLAN REVISIONS	JG TH
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H	23.01.15	PLAN REVISIONS	JG TH
G	20.08.14	PLAN REVISIONS	JG TH
F	04.02.14	SAFETY B RD ELEV. REVISION	JG TH
E	11.12.13	PARKING REVISION	JG TH
D	10.12.13	PARKING REVISION	JG TH
C	09.12.13	CROSSOVER	JG TH
B	06.12.13	LANDSCAPING LEVELS	JG TH
A	22.11.13	DESIGN DEVELOPMENT	JG TH
REV	DATE	COMMENTS	BY CHK

HOLTON CONNOR

ARCHITECTS

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PLANNERS



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FOR ARNO STAUB

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JOB No.	1311	FILE NAME	1311BCP				

HOLTON CONNOR PTY LTD ABN 19 056 171 426

NAIRN DRIVE

MINDEN LANE

LOT NO. 159

SAFETY BAY ROAD

SECOND FLOOR
1:200

MEZZANINE
OFFICE
FFL 19.53 m

16340

VOID

ACC

STAIR

J	08.06.15	PLAN REVISIONS	JG TH
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G	20.08.14	PLAN REVISIONS	JG TH
F	04.02.14	SAFETY B RD ELEV. REVISION	JG TH
E	11.12.13	PARKING REVISION	JG TH
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C	09.12.13	CROSSOVER	JG TH
B	06.12.13	LANDSCAPING LEVELS	JG TH
A	22.11.13	DESIGN DEVELOPMENT	JG TH
REV	DATE	COMMENTS	BY CHK

HOLTON CONNOR
ARCHITECTS

PLANNERS

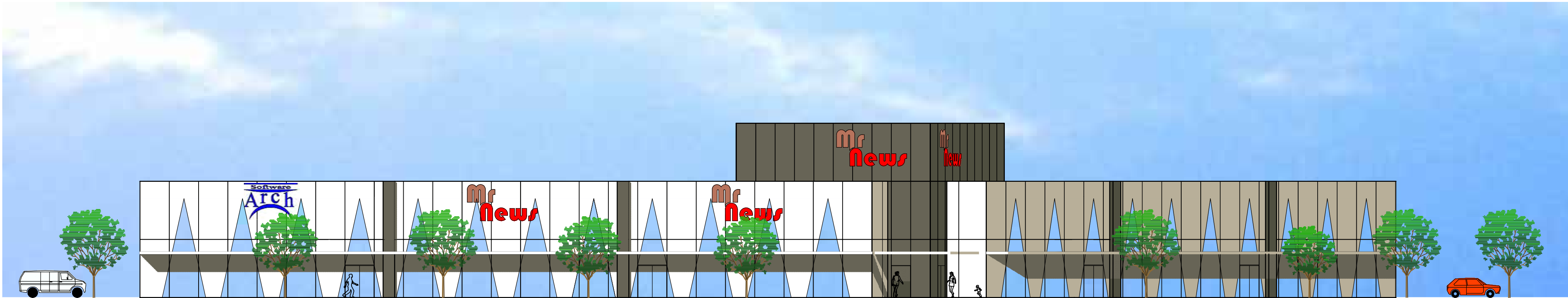
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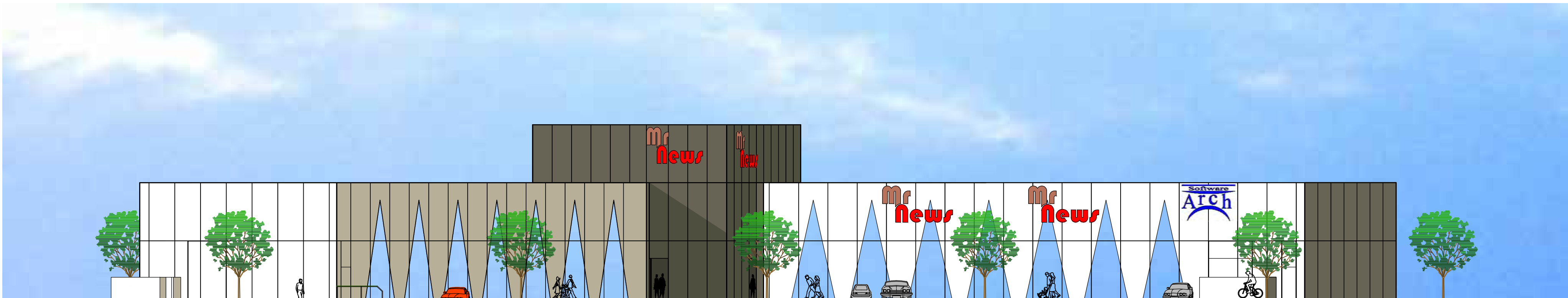
BALDIVIS COMMERCIAL PROJECT
FOR ARNO STAUB

DESIGNED	TH	CHECKED	TH	PRINCIPAL	
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JOB No.	1311	FILE NAME	1311BCP		J

HOLTON CONNOR PTY LTD ABN 19 056 131 426



SAFETY BAY ROAD ELEVATION
1:200



MINDEN LANE ELEVATION
1:200



SECTION THROUGH CENTRAL CORE
1:200

I	08.06.15	ELEVATION REVISIONS	JG	TH
H	20.08.14	ELEVATION REVISIONS	JG	TH
G	04.02.14	SAFETY B RD ELEV. REVISION	JG	TH
F	17.12.13	ELEVATION LINE REVISION	JG	TH
E	10.12.13	SIGNAGE REVISIONS	JG	TH
D	10.12.13	SIGNAGE REVISIONS	JG	TH
C	09.12.13	CROSSOVER	JG	TH
B	06.12.13	LANDSCAPING LEVELS	JG	TH
A	22.11.13	DESIGN DEVELOPMENT	JG	TH
REV	DATE	COMMENTS	BY	CHK

HOLTON CONNOR
ARCHITECT & PLANNER

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BALDIVIS COMMERCIAL PROJECT
FOR ARNO STAUB

DESIGNED		CHECKED		APPROVED		PRINCIPAL	
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SCALE	1:200	DATE	2013.09.13	DRAWING No.		SIGNATURE	REV.
JOB No.	1311	FILE NAME	1311BCP			SK.15	I

HOLTON CONNOR PTY LTD ABN 93 056 131 426



Baldivis Lot 159
Nairn Drive

V 1.01 - 15-Sep-2014

Perspective

A.Staub

15-Sep-2014

Review of proposed commercial development, Lot 159 Nairn Drive, Baldivis town centre

The City of Rockingham requested Mackay Urbandesign to review and prepare a short report on the proposal for the construction of a commercial development on the corner of Nairn Drive and Safety Bay Road in the core precinct of the Baldivis town centre).

The proposal is for a predominantly two-storey building, with a three-storey 'mezzanine' portion in the centre of the building. The proposal indicates that the main uses will be showrooms and a large gymnasium.

As a component of the Baldivis town centre, the proposal is required to significantly comply with the Baldivis town centre policy (Planning Policy 3.2.4), the associated Integrated Development Guide Plan, and the approved Detail Area Plan.

General comments on land use and location

The showroom uses are, at face value, a logical use for a building on a high-exposure corner of two major roads on the edge of an activity centre. However, showroom developments work best from a functional perspective when the customer car parking is located either at the front of the showrooms in the conventional 'service road' format, or where a rear parking court is accessed directly from the adjacent major road(s).

In this case, the proximity to the intersection precludes direct access to this site, requiring customers to navigate through the town centre and along Minden Lane to find the car parking, which brings a high degree of inconvenience and is at odds with the convenience normally associated with showroom developments.

The other fundamental issue with showroom uses that have car parking to the rear is that the shopfront tends to face the car park. Whilst a proposal may show doors facing the street, the reality is that there will always be pressure from the tenants to prioritise frontage to the car park and, thus, render the street frontage as a token gesture and a signage opportunity.

The Detailed Area Plan for the site is specific about the spatial relationship between the building and the car park, and is a logical urban design outcome. Unfortunately, it doesn't particularly suit showroom uses. It should also be noted that upper floor showrooms are rarely successful.

The most appropriate uses for this corner site are actually office and residential uses with lower levels of car-based visitation than a showroom use. The proposed gymnasium is arguably more appropriate than a showroom use in this location given the specific nature of a gymnasium as a destination.

The gymnasium is also a useful component of the town centre given that it is often frequented after normal business hours and contributes to activation of the town centre in the evening and early morning.

General comments on built form and architectural treatment

The built form is broadly consistent with the Detailed Area Plan in that it is of a two-storey scale that follows the street boundary, with car-parking to the rear, glazing to the street frontage and a relatively continuous awning to the street front.

The three-storey element in the centre helps to break up the relentless repetition and uniformity of the proposed building's elevation treatment.

Whilst it could be argued that the three-storey element is a corner feature, the reality is that the corner is a sweeping one with an obtuse angle and, as a result, the building will read as a cranked linear building rather than a traditional corner building. However, in this respect, the three-storey element is appropriately located at the point where the building cranks.

However, the proposal is lacking in detail and is of an architectural appearance that, whilst 'distinctive', lacks the urban or civic character associated with a town centre.

Concerns with the elevation treatment include:

- The extensive repetition of the architectural treatment.
- The 'flatness' of the wall and the corresponding lack of shadows to provide visual relief.
- The limited palette of wall materials and the resulting lack of visual interest.
- The lack of consideration as to how signage might be incorporated into the design of the building.
- The 'thinness' of the canopy and the resulting lack of significance as part of the composition of the street elevations, and the inability to incorporate lighting to improve pedestrian amenity after dark.
- The incongruity and irrelevance of the triangular windows.
- The lack of continuity of the awning along the street frontage – there are gaps between the main awnings and the awning associated with the central three-storey element.
- The relentless single parapet height (other than the three storey component).
- The extent of solid (opaque) wall to the street frontage.
- The lack of differentiation between the architectural treatment of the 'front' and 'back' of the building, which will only serve to reinforce the confusion as to which way tenancies should face.

In addition, further consideration should be given to:

- Providing an alternative ground floor level walk-through from the rear car park to the street frontage that is accessible after normal business hours (rather than access only through the lobby). In this respect, it should be noted that the DAP diagram indicates two walk-throughs although the text suggests a minimum of one.
- Demonstrating adequate provision for delivery vehicles for the showroom components, and internal goods access to the upper level showrooms. The only service bay is at the far eastern end of the building.
- Identifying discreet areas for refuse storage and collection. The only bin store is at the far eastern end of the building.
- Relocating the disabled bays adjacent to the stair well for more central access for the disabled users.
- Avoiding the leftover triangle of land in the north-western corner of the site if the adjacent site is built to the boundaries. A more appropriate outcome would be for the building to follow the boundaries of the western and northern boundaries and complete the corner.

Comment in relation to the approved Detail Area Plan

The proposed development is superficially consistent with the DAP. However, it fails to meet the requirements in a number of detailed areas, many of which correspond to the general built form and architectural comments above. The areas of inadequacy include:

- The lack of activation of the street frontage with entrances to tenancies. No doors are indicated to the showrooms and the gymnasium entrance is clearly from the rear through the stair well.
- The lack of 'substantial glazing' to the street frontage. The DAP has a requirement for at least 60% of the ground floor street frontages to be glazed – the proposal is estimated at less than 50%).
- The lack of provision of a second walk-through from the rear car park to the street frontage (as per the diagram).
- The lack of continuity of awning cover to the street frontage.
- The lack of lighting to the underside of the awnings.
- The lack of articulation, interest and variety of architectural treatment to the street elevations in particular.
- A preference for 'earthy' colours to the elevations.
- The impracticality of the servicing and bin storage areas for the showroom components.

Summary and recommendations

In summary, the proposal is superficially consistent with the Baldivis town centre policy and the DAP for the site. However, at the detailed level the proposal is a sub-standard urban design and architectural outcome.

The proposal would be significantly improved by:

- A less repetitive architectural treatment.

- Variations in the wall plane of the street elevation, which could be used to imply a series of attached buildings rather than one large building.
- The introduction of a complimentary wall material or materials to add visual interest. The change in materials could help to differentiate the base, middle and top of the building or to break up the mass of the building into several sections.
- The introduction of standard signage panels on the parapet and awnings.
- A more substantial canopy with integrated downlights to light the pedestrian pathway.
- Replacement of the triangular windows with more rectangular ones that are more consistent with the rest of the town centre.
- The provision of continuous canopy cover for pedestrians along the pedestrian route along the street frontage.
- Some variation in parapet height along the two main street frontages.
- Wider windows to the ground level street frontage in order to achieve a minimum of 60% glazing.
- Greater differentiation between the architectural treatment of the 'front' and 'back' of the building.
- Provision of an 'all-hours' ground floor level walk-through from the rear car park to the street frontages in addition to the central lobby. The additional walk-through would be better located mid point along the northern wing
- Provision for delivery vehicles for the showroom components, and provision of internal goods access to the upper level showrooms.
- Provision of an additional refuse storage and collection area to serve the showrooms.
- Relocation of the disabled bays adjacent to the stair well for more central access for the disabled users.
- Reconfiguration of the north-western corner of the building to follow the boundaries of the western and northern boundaries and complete the corner.
- Provision of street frontage entrances to the ground floor tenancies, and relocation of the gymnasium entry and reception to the front of the building.
- The use of a palette of 'earthy' colours to the elevations.

Malcolm Mackay

Director Mackay Urbandesign

07 April 2014

PROVISIONS

The purpose of this Detailed Area Plan is to identify the requirements of the *City of Rockingham Town Planning Scheme No. 2 (TPS2)*, *Planning Policy 3.2.4, Baldivis Town Centre* and the *Integrated Development Guide Plan* for the Baldivis Town Centre that apply to Lot 159 Nairn Drive, Baldivis; and apply certain other requirements that are particular to this land. The key criteria of *State Planning Policy 4.2 Activity Centres for Perth and Peel* are also addressed in this Detailed Area Plan, particularly those relating to the development of well integrated, accessible, diverse and high quality urban form within Activity Centres.

1. GENERAL PROVISIONS

(a) TPS2 Zoning	'Baldivis Town Centre'
(b) Permitted Land Uses	Refer to TPS2 Zoning Table
(c) Preferred Land Uses	<ul style="list-style-type: none"> Retail Civic and Community Entertainment and Leisure Eating and Drinking Premises Offices Residential- Medium Density (refer Provision 1(d)) <p>NB. Drive-through facilities will not be supported, consistent with main street design principles.</p>
(d) Residential Development	Residential development shall be assessed in accordance with the R-AC3 provisions of the R-Codes, excluding primary street setbacks as addressed below.

2. BUILDING SETBACKS

Street Setbacks	Minimum	Maximum
	Nil	2m
(a) Primary Frontage	<ul style="list-style-type: none"> i. All buildings shall generally have a contiguous frontage addressing the street within a 0-2m lot setback. ii. The prescribed building setbacks can be substituted by an alfresco dining area or similar, subject to the construction of a formal physical separation between the boundary and the verge (i.e. masonry fencing). 	
(b) Other Frontages	ii. Nil setback permitted to Minden Lane and all internal boundaries.	

3. BUILDING & CEILING HEIGHTS

- All structures must be built to a minimum of two storeys or equivalent parapet height to keep the Town Centre compact and to reinforce the desired urban character. This standard applies to all buildings along all street frontages.
- Where two or more storeys are proposed, a minimum ground floor to first floor height of 3.2m with a minimum 3.0m ceiling height must be provided.
- The remainder of the building, if single storey, shall be designed to have a ceiling height which could incorporate a mezzanine floor level at least 3.2m above the ground level. The facade of the building shall be designed to reflect the mezzanine level, subject to the facade having a minimum height of 6m.

4. BUILT FORM & ORIENTATION

- The design shall promote activation of the street; with main entrances and substantial transparent glazing to a minimum height of 3m to achieve active building frontages.
- Building entries to internal/rear boundaries are permitted subject to there being an entry from the street as identified on the DAP. The building shall promote surveillance of the street and rear car parking area where possible.
- Pursuant to Provision 2(a)(i) and (ii), the built form may be stepped back at right angles from the corner truncation to provide flexibility to the design.
- Special architectural emphasis should be provided at street and laneway corners with elements such as additional height, distinct roof forms, curved walls and tower elements.
- Where a building abuts a street, cantilevered awnings must be provided for the full length of each facade. The awning must have a minimum depth of at least 2.5m and achieve a clearance of 3m above pavement level with sufficient lighting provided to the underside of the awning. Refer to *City of Rockingham - Street Verandahs Local Law 2000*.
- Awning posts within the road reserve are generally not supported.
- The ground-level facades of commercial and mixed use buildings fronting the street shall be transparent for at least 60% of the area of its area. The ground level residential units fronting the street shall be transparent over at least 30% of its area.
- Facades are to be articulated by providing indentations and projections in the floor plan, whilst maintaining a continuous awning at 2.5m minimum depth pursuant to provision 4(e).
- Broad facades and blank walls shall be broken up to create variety and interest through architectural design features. Blank walls facing roads are not acceptable.
- At least one designated pedestrian access corridor linking the street to the rear car park and Minden Lane is required. The corridor(s) shall be contiguous and well defined.
- Larger developments are to be broken up through the use of elements which emphasise a vertical proportion.
- Residential dwellings must incorporate at least one habitable room and balcony facing the street.
- All residential developments must incorporate noise attenuation measures to the satisfaction of the City of Rockingham to protect dwellings from being unreasonably affected by activities causing noise associated with lively mixed use areas.

5. PEDESTRIAN ACCESS

- The main public entrances to all buildings shall be located along Nairn Drive or the corner of Nairn Drive and Safety Bay Road or may also be accessed via the contiguous and well defined pedestrian corridor(s) identified by Provision 4(j).

- Primary entries to first floor tenancies, and secondary entries to ground floor tenancies, may be accessed via the suggested contiguous and well-defined pedestrian corridors addressed under Provision 4(j).
- Separate and clear pedestrian paths should be provided between the car park and main public entrances, to facilitate customer's safe access to building entries. A central pedestrian corridor linking the main entry(s) to the rear car park is encouraged.

6. MATERIALS & FINISHES

- Variety and high urban design standards are encouraged in the fit-out, awning treatments, lighting and signage of individual premises. Tilt slab or pre-cast construction will only be approved for visible external walls where the design achieves an adequate level of articulation and detail.
- Durable and low maintenance materials in an earthy colour palette is recommended.
- A combination of materials and/or finishes shall be incorporated to add visual interest.
- Unfinished walls, including boundary walls, shall not be left exposed where in public view.

7. SERVICE & STORAGE AREAS

- Delivery, loading and storage areas are to be screened from public view by an enclosure which is complementary with the style and materials of the primary building.
- Minden Lane shall be the primary access for service vehicles and service areas (such as bin storage areas).

8. VEHICLE ACCESS AND PARKING AREAS

- All vehicles access shall be via the designated access points off Minden Lane and parking generally sited at the rear of the premises.
- The development must meet the minimum and maximum car parking requirements as set out in Table 3 and clause 4.15.1.1 of *City of Rockingham Town Planning Scheme No.2*.
- Undercroft parking is encouraged.

9. BICYCLE PARKING & END OF TRIP FACILITIES

- Bicycle parking and end-of-trip facilities shall be provided in accordance with the City of Rockingham Planning Policy 3.3.14, Bicycle Parking and End-of-Trip Facilities.

10. SIGNAGE

- Pylon signage is not permitted on this site.
- Signage additional to the corporate branding must be consistent in colour, size and font.
- All building proposals must include a 'Sign strategy' in accordance with the *City of Rockingham Planning Policy 3.3.1, Control of Advertisements*.

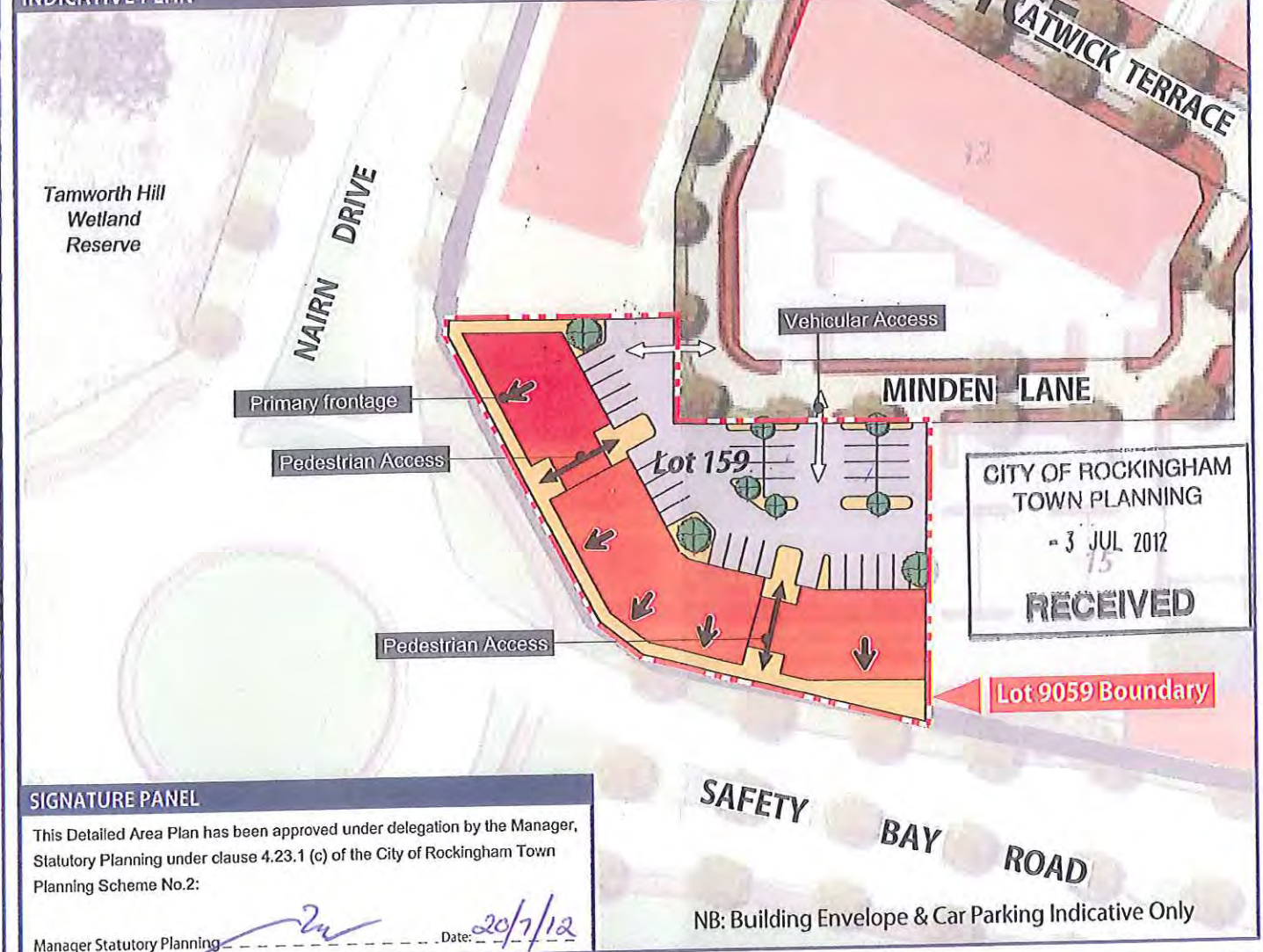
11. FENCING

- Perimeter fencing to the site is discouraged and should be limited to residential type land uses or alfresco dining areas.
- Fencing to commercial land uses may be solid to a maximum 700mm height.
- Fencing shall be constructed in masonry to complement the style and materials of the primary building.

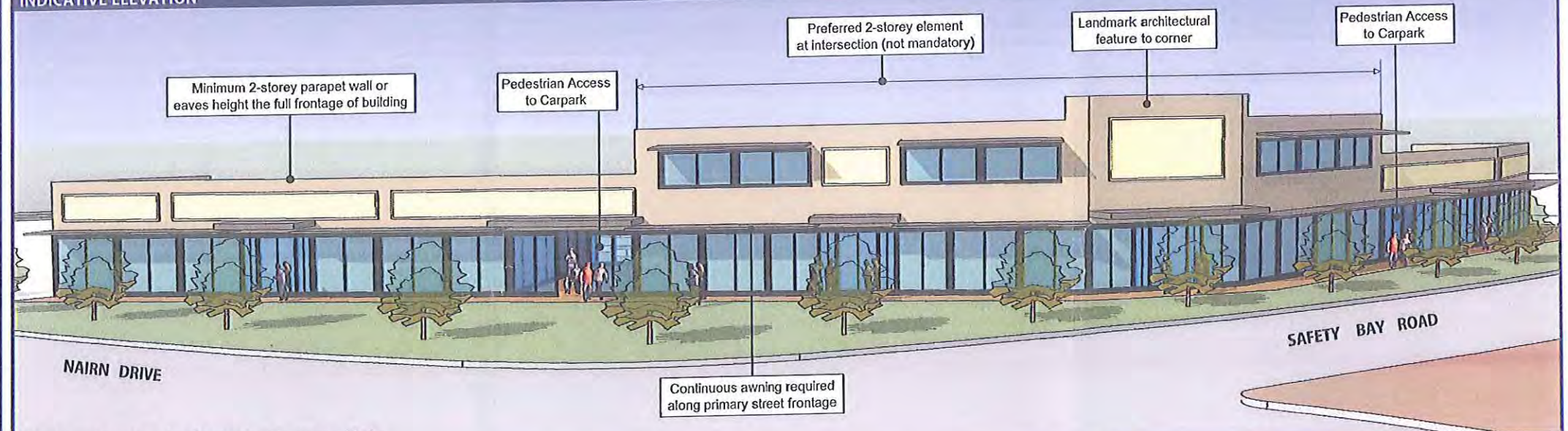
12. LANDSCAPING

- Landscaping of the verges adjacent the lot must be installed by the purchaser.

INDICATIVE PLAN



INDICATIVE ELEVATION



NB: Elevation Plan for Illustration Purposes Only



DETAILED AREA PLAN

Lot 159 Nairn Drive

BALDIVIS TOWN CENTRE

NORTH		Scale 1: 1,000 @ A3	
0 10 20 30 40 50 metres			
COMPILED: DPS		DRAWN BY: MDH	
DATE: 30/11/2011		REVISED: 3/7/2012	
GRID: MGA 50		DATUM: AHD	
DRAWING NUMBER: ST08C005h-DAP		JOB CODE: ST08CDAP	
FILE ID: MAST08C005h-DAP.dgn			



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Edps@dpswa.com.au

OUR REF: STA-001

27 January 2015

Mr Greg Delahunty
Planning Officer
City of Rockingham
PO Box 2142
ROCKINGHAM DC 6967

Dear Greg

LOT 159 NAIRN DRIVE, BALDIVIS – DEVELOPMENT APPLICATION FOR MIXED COMMERCIAL BUILDING

This letter provides a summation of the events that followed the South West Metro JDAP's deferral of the abovementioned application at its 12 December 2014 meeting. The JDAP's deferral reads as follows:- *To defer the application to no later than the 27 February 2015. REASON: To allow for issues regarding parking, deliveries and waste management operations to be addressed.* The following points summarise the actions that have subsequently taken place:-

- 13 January 2015. Meeting held with the City of Rockingham to discuss the JDAP's deferral of the application. Agreed at the meeting a traffic consultant is engaged to assist in relation to parking. In this regard, the City advised that "*evidenced based justification*" is required, whilst the reciprocal sharing of parking for a range of different uses on site is a principle the City is prepared to apply. Also agreed at the meeting that matters of servicing and waste management are taken up with Erica Scott, the City's Coordinator Health Services and/or Paul Moloney, Waste Services Manager.
- 15 January 2015. Spoke with Erica Scott regarding servicing and waste management. Erica subsequently confirmed the bin location and size proposed were inadequate for the development. Erica also confirmed that if the project is to be serviced by the City, Paul Moloney should be consulted. Equally, the development can be serviced by a private contractor, in which case confirmation regarding such is to be provided.
- 16 January 2015. After approaching several traffic consultants, Jonathon Riley of Riley Consulting, Traffic and Transportation Consultants, was engaged to review the parking for the proposed development. Jonathon is familiar with the Baldivis Town Centre location, having worked on projects in the area before. His report in support of the parking proposed is attached. Jonathon is satisfied the development as proposed along with the amount of parking presented is sufficient (noting in particular, the sharing of parking by the various uses based on demand at different times).

- 22 January 2015. A revised waste/servicing plan was presented to Erica Scott for consideration. Details of revised plan as follows:-
 - Three (3) bin stores to be provided on-site;
 - The northern most bin store will provide for 2x 240 litre bins and 2x 1,100 litre bins. This bin store will be for dedicated use by the showroom. The bin store is positioned next to the service bay for the northern part of the project, providing for meaningful functionality;
 - The bin store abutting Minden Lane will provide for 10x 240 litre bins. This will serve the whole of the development and can be serviced via Minden Lane;
 - The original bin store to be retained on the eastern side of the building. In this location it will serve the gymnasium. The capacity of the bin store will be 5x 240 litre bins and 2x 1,100 litre bins. Again, it is conveniently positioned to the service bay for the eastern part of the project; and
 - The development in the first instance will be serviced by a private contractor, details of which are attached. The contractor will be the Tox Free group.
- 22 January 2015. Communications with you regarding the positioning of some bike parking at the front of the building. Considered an initiative as *the bike racks will be publically visible, making them known and attractive for use by visitors to the site, particularly the gymnasium should the application be approved by the JDAP. The racks would be in addition to those proposed at the rear of the site, promoting an alternate mode of transport to the site and uses within.*
- 22 January 2015. You advised that bike parking at the front of the building would be acceptable to the City providing the positioning of such meets certain criteria. The amended plans for the development show bike parking at the front of the building, positioned near the central entry point to the building and convenient for use by building occupants, particularly users of the gymnasium. The additional bike parking will aide to an extent, reduced reliance on on-site parking i.e. in much the same way as motor cycle transport to the site will do (see Jonathon Riley's Parking Review).
- 23 January 2015. Erica Scott emailed to confirm the revised bin store volumes look acceptable. At the same time Erica advised she had forwarded the revised waste/servicing plan to Paul Moloney for comment indicating feedback would be provided on Tuesday 27 January 2015.

No response had been received from the City by 5.00pm Tuesday 27 January 2015. In addition to indicating the store volumes looked acceptable and referral to Paul had taken place, Erica made comment about access to the bin/waste stores. In this regard, clear access between the bin/waste stores and the service bays (to be used by delivery and waste vehicles) will exist. The two dedicated service bays will be sign-posted, ensuring they are used for the purposes of servicing and waste management only. This

approach and practice is consistent with similar arrangements for commercial premises in locations like Baldivis Town Centre.

CONCLUSION

As mentioned when we met 13 January 2015, we have endeavoured to work collectively with the City to address the JDAP's grounds for deferral. Your assistance in this regard is appreciated. Where the grounds for deferral are concerned, it is believed these have been satisfactorily addressed, primarily through the engagement of a professional traffic consultant who is familiar with the Baldivis Town Centre. Where matters of servicing and waste management are concerned, we have worked with Erica Scott to ensure these aspects of the proposal take place in an effective, functional manner. Bearing the above in mind, we respectfully request the City's support for the proposed development acknowledging the grounds on which the application was deferred by the JDAP.

In the event you require any further information or require clarification in relation to the information provided herein, please contact the undersigned as a matter of priority.

Yours sincerely

MW URBAN



Tony Watson

Att

1. Parking Review provided by Jonathon Riley. Riley Consulting (Traffic and Transportation Consultants).
2. Letter from Tox Free Waste Services (Waste Management)

EXECUTIVE SUMMARY

This parking review has been prepared for Lot 159 Nairn Drive, Baldivis, to determine the number of car parking bays required to support the proposed development. The findings of this review are:

- Based on the proposed mix of land uses, the development is calculated to require 63 parking bays to comply with the land uses being considered in isolation under Table 3 of the City of Rockingham's Town Planning Scheme.
- As a mixed-use development, the land uses proposed will operate in a reciprocal manner as peak activity of offices and showrooms occurs during the weekday and peak gymnasium activity occurs in the evening. The proposed land uses therefore provide a good fit to allow efficient use of car parking.
- The maximum parking requirement of any land use proposed is 42 bays, which is less than the number of parking bays proposed for the subject site (44 bays).
- An assessment of the peak periods of activity for all land uses shows that; during the normal working day 39 bays would be required. The peak parking demand is expected to require 42 bays.
- It is concluded that the provision of 44 bays can be considered appropriate to cater for the proposed land use parking demands.

PROPOSED DEVELOPMENT

The proposed development is to comprise of mixed uses of; ground floor showrooms, upper level office and a gymnasium. The site is located on the corner of Nairn Drive / Safety Bay Road in the developing Baldivis town centre precinct. The location of the subject site is shown in Figure 1.

The development proposes a two (2) storey mixed commercial building comprising a showroom, office and a gymnasium. Only the ground floor level of the gymnasium is to be used during normal weekday office hours (Monday to Friday 9am – 5pm), due to the upper level being used for group classes, held before 9am and after 5pm.

The development has proposed 44 car parking bays to be provided on-site.

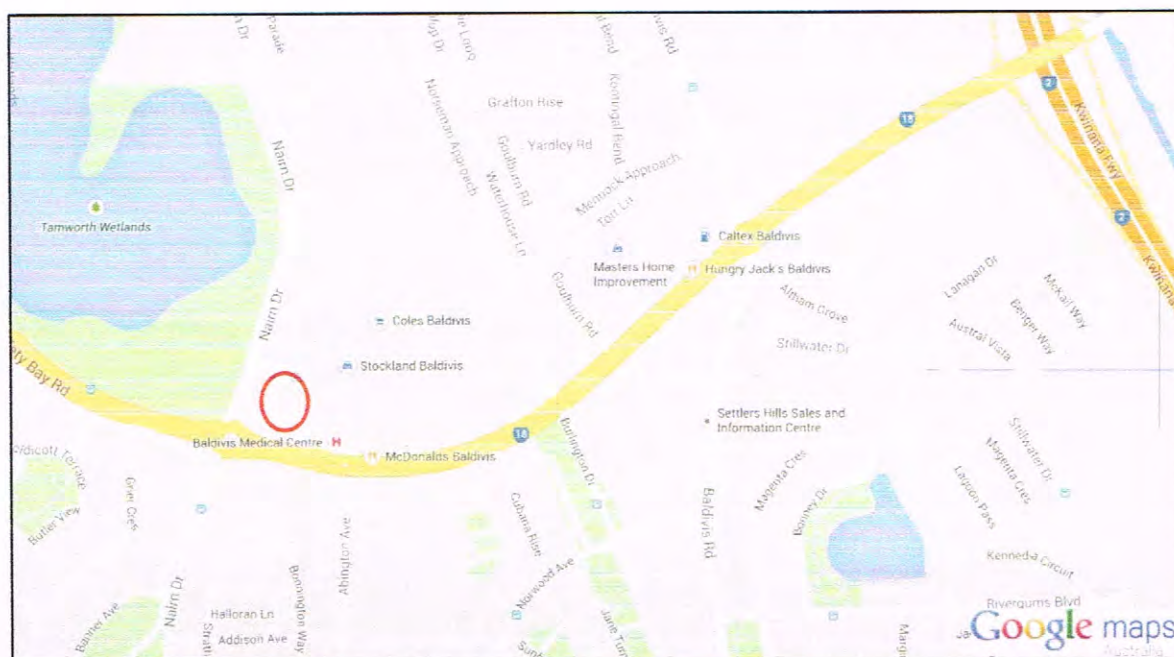


Figure 1 Indicative Site Location

City of Rockingham's Town Planning Scheme Parking Requirement

The City of Rockingham's Town Planning Scheme (TPS) sets out the following car parking requirements for land uses. The parking requirement is based on Table 3 of the TPS as applies to the Baldavis town centre.

TABLE NO.3 – MINIMUM REQUIREMENTS AND MAXIMUM ALLOWANCES – PRIMARY CENTRE CITY CENTRE ZONE, PRIMARY CENTRE URBAN VILLAGE ZONE, PRIMARY CENTRE CITY LIVING ZONE AND DISTRICT TOWN CENTRE ZONES*
AMD 91 GG 18/02/11; AMD 113 GG 28/9/12; AMD 129 GG 04/07/14

USE	MINIMUM PARKING STANDARD (and MAXIMUM PARKING ALLOWABLE - in brackets)
Single house, grouped dwellings and multiple dwellings	The provisions of the Residential Design Codes are taken to apply
Cinema, Theatre	1 bay per 8 (6) seats
Consulting Rooms	3 (4) bays per consultant
Fast Food Outlet	1 bay per 14 (11) m ² NLA
Health Studio	1 bay per 20 (15) m ² NLA available to the public, including swimming pools
Office	1 bay per 60 (4) m ² NLA
Private Recreation, Restaurant, Reception Centre	1 bay for every 8 (6) persons the building is designed to accommodate
Shop	1 bay per 22 (17) m ² NLA
Showroom, warehouse	1 bay per 80 (60) m ² NLA
Hotel, Motel, Tavern	1 bay per bedroom plus 1 bay for every 5 (4) m ² of bar and public areas including lounges, beer gardens and restaurants
Child Care Premises	1 bay per employee and 1 bay per eight children
Public assembly, public worship	1 bay per 8 (6) seats
Short Stay Accommodation	The provisions of the Residential Design Codes with respect to multiple dwellings are taken to apply

The TPS parking requirement for health studio (as applies to the proposed gymnasium) states the parking requirement is applied to the public floor area of the development. Indicative plans provided by the operator show the following:

- Ground floor office (reception) 34.5m²
- Ground floor workout area including weight rooms 275m² plus corridor of 82.1m²
- First floor aerobics area 277.1m² and boxing area 167.2m² plus corridor 34m²

In total, the gymnasium (health studio) floor area available to the public is 835.3m² with 35.4m² operating as Office use. The remainder of the floor area indicated in the development application comprises of toilets, storerooms, stairwells, services and a crèche for the exclusive use of gym members whilst attending the gymnasium. This latter use is therefore considered to be not publically accessible in regard to the TPS car parking requirement.

Car Parking Requirement

Based on Table 3 of the TPS the following minimum car parking provision would be required:

- | | |
|---|------------|
| • 616m ² of showroom @ 1 / 80 | 7.7 bays |
| • 809m ² of office @ 1 / 60 | 13.4 bays |
| • 835.3m ² of gymnasium @ 1 / 20 (public area) | 41.76 bays |
| • 35.4m ² gymnasium office @ 1/60 | 0.59 bays |

In total the development would be deemed to require (63.45) 63 bays, based on each land use being considered in isolation.

If the corridor areas within the gymnasium are removed, the car parking requirement reduces by 6 bays to 56 bays. However, it is noted that technically there is still a shortfall to the TPS requirement.

Although the proposed development could be considered technically, not to meet the TPS parking requirements, it is noted that the proposed land uses do not experience peak use at the same times and reciprocal use of the parking bays will occur.

Reciprocal Car Parking

The TPS considers each land use in isolation and thus assumes no reciprocal use of parking, as reciprocal parking cannot be determined without knowledge of all proposed land uses on a given site.

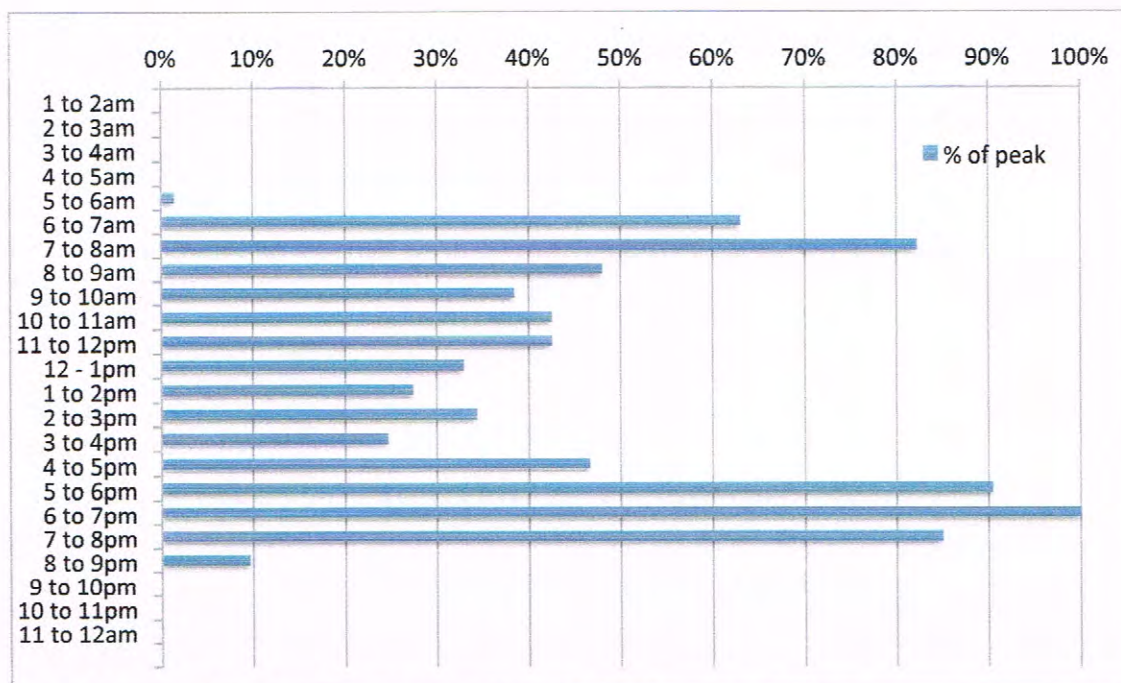
The proposed showroom and office uses can be expected to operate typically between 9am and 5pm Monday to Friday, with the offices being closed at weekends. The showroom would be open on Saturday and maybe on Sunday until 5pm. Therefore between 9am – 5pm Monday to Friday (7.7 + 13.4) 21 bays will be required for these uses. At weekends 8 bays would be required between 9am – 5pm for the showroom.

The showroom and office uses require 21 bays between 9am – 5pm Mon-Fri.

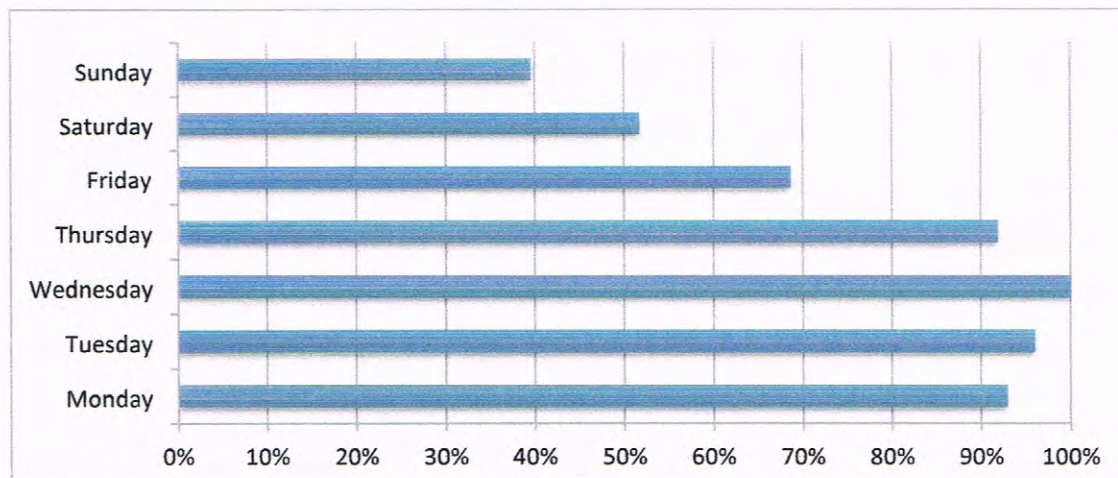
The gymnasium can be seen to have access to (44 – 21) 23 bays between 9am – 5pm on weekdays and 44 bays outside of the weekday working hours. At weekends, the gymnasium will have access to (44 - 8) 36 bays between 9am – 5pm and then 44 bays outside of these times.

Gymnasium Parking Attraction

Patronage data of a similar gymnasium in Southern River has been provided to determine the typical profile of occupancy during a typical weekday. The data is shown in Graph 1 below. The graph indicates that between 9am – 5pm the gymnasium can be expected to operate with 40% occupancy. After 4pm the occupancy increases slightly to about 47% and between 5pm and 6pm the occupancy increases to reach peak occupancy around 6:30pm. Graph 2 shows the typical occupancy of gymnasiums by each day of the week. It is noted that Wednesdays are typically the busiest day.



Graph 1 Southern River Gymnasium Occupancy Profile



Graph 2 Typical Health Studio Occupancy Profile by Day of Week

Using the gymnasium occupancy data shown in Graphs 1 and 2, Table 1 considers the anticipated parking demands of the proposed development.

Table 1 Summary of Parking Demands

Use	Showroom		Office		Gymnasium*		Total
	Occupancy	Bays	Occupancy	Bays	Occupancy	Bays	
TPS -		8		13		42	63
Before 9am	0%	0	0%	0	100%	42	42
9am – 5pm	100%	8	100%	13	40%	18	39
After 5pm	10%	1	10%	1	90%	38	40
After 6pm	0%	0	0%	0	100%	42	42
Weekends	100%	8	0%	0	55%	23	31

* Note the gymnasium office parking is always required

Table 1 shows that during the typical operation of the proposed gymnasium, sufficient car parking is provided to cater for the expected peak period demands of the mixed land uses proposed. The assessment does not make any reduction to the car parking to acknowledge:

- Motorcycle parking - It is understood that motorcycles represent 4.4%¹ of registered vehicles in Australia (ABS data) and thus it could be anticipated that (42 x 4.4%) 2 car parking bays would actually be occupied by motorcyclists using the gymnasium.
- Cycle parking - The development will provide for 16 cycles with end of trip facilities. Given the close proximity of local residents, a high proportion of patrons could easily cycle to the gymnasium.

Impact of Car Parking Shortfall

Whilst a shortfall of car parking to the TPS may be shown based on considering each land use in isolation, it is commonly recognised that the development of compatible mixed uses can significantly reduce the actual parking needs. It is usual that the development of daytime and evening land uses upon the same site can be considered as compatible.

It is concluded through the assessment undertaken in this report that sufficient parking is provided on the subject site to cater for the expected parking demands. However, it is pertinent to note that if a higher attraction occurs, land adjacent to the proposed development site is a car park. This car park services a medical centre that would typically operate at peak capacity between 9am and 5pm. Outside of these times the associated car park would provide surplus parking.

¹ <http://www.abs.gov.au/ausstats/abs@.nsw/mt/9309.0>

Whilst the use of an adjacent car park without authority from the landowner would not be supportable by any local authority, the impact is localised and becomes an issue between commercial landowners and tenants. Of importance, any overflow parking will not affect local residential development thereby creating an impact upon residential amenity.



27th January 2015

58 Sparks Road
Henderson WA 6166
T 08 9494 7800
F 08 9494 7899

Tox Free Solutions Pty Ltd
ABN 27 058 596 124

Arno Staub
0409 378 338

Dear Arno

Thank you for your enquiry for bin servicing to the proposed development on the corner of Safety Bay Road and Nairn Drive.

This is to confirm that the current location of the proposed bin store provides suitable access via Minden Lane for our waste collection vehicles. Please feel free to contact myself for any further information.

Regards

Craig Marshall
Manager – Waste Services Perth

58 Sparks Rd, Henderson WA 6166

M 0400 546 224 T 08 9494 7800 F 08 9494 7899

E c.marshall@toxfree.com.au



Form 1 - Responsible Authority Report

(Regulation 12)

Property Location:	Lot 500 Wellard Road Kwinana Beach
Application Details:	Proposed Petrol Station
DAP Name:	METRO SOUTH – WEST
Applicant:	Planning Solutions (on behalf of development operator Caltex Australia Petroleum Pty Ltd)
Owner:	Desmond Anthony Swarts & Darren Bradley Geurts
LG Reference:	DA8354
Responsible Authority:	City of Kwinana
Authorising Officer:	Adam Prestage – Planning Officer Brenton Scambler – Coordinator Statutory Planning
Department of Planning File No:	DAP/15/00845
Report Date:	16 September 2015
Application Receipt Date:	2 July 2015
Application Process Days:	90 Days
Attachment(s):	1: Location Plan 2: Development Plans and Elevations 2A: A100 – Proposed Site Plan 2B: A107 – Proposed Tanker Path 2C: A109 – Proposed Truck Path 2D: A200 – Proposed Floor Plan 2E: A201 – Elevations – Sheet 1 of 2 2F: A202 – Elevations – Sheet 2 of 2 2G: A310 – Under Canopy Plan Starter Gate 2H: A311 – Canopy Elevations Starter Gate Sheet 1 of 2 2I: A312 – Canopy Elevations Starter Gate Sheet 2 of 2 2J: A320 – Under Canopy Plan Retail Truck Canopy 2K: A321 – Canopy Elevations Retail Truck Canopy 2L: L100 – Site Landscaping Plan 2M: S100 – Site Signage Plan 2N: S110 – Signage Details Sheet 1 of 3 2O: S111 – Signage Details Sheet 2 of 3 2P: S112 – Signage Details Sheet 3 of 3

Officer Recommendation:

That the Metro South – West DAP resolves to:

Approve DAP Application reference DAP/15/00845 and accompanying plans A100 Rev D; A107 Rev C; A109 Rev C; A200 Rev B; A201 Rev A; A202 Rev A; A310 Rev A; A311 Rev A; A312 Rev A; A320 Rev A; A321 Rev A; L100 Rev C; S100 Rev C;

S110 Rev A; S111 Rev A; S112 Rev A in accordance with Clause 6.1 of the City of Kwinana Town Planning Scheme No.2, subject to the following conditions:

in accordance with Clause 6.1 of the City of Kwinana Town Planning Scheme No.2, subject to the following conditions:

Conditions

1. This decision constitutes planning approval only and is valid for a period of two years from the date of approval. If the subject development is not substantially commenced within the two year period, the approval shall lapse and be of no further effect.
2. Landscaping areas, vehicle parking spaces and accessways, and all other items and details as shown on the approved development plans shall be installed prior to occupying the proposed development and maintained thereafter to the satisfaction of the City of Kwinana.
3. The applicant shall implement dust control measures for the duration of the Site and Construction Works and for the ongoing operation of the site to the satisfaction of the City of Kwinana.
4. The land owner shall ensure the provision of a minimum of twelve (12) parking bays in accordance with Australian Standard AS2890, to be clearly marked on the ground and constructed of bitumen, brick or concrete and drained to the satisfaction of the City of Kwinana.
5. All vehicle parking to be accommodated within the boundaries of the subject lot.
6. A minimum of 397m² square metres (5%) of the subject site is to be landscaped prior to the occupation of the development and maintained to a high standard thereafter to the satisfaction of the City of Kwinana.
7. The provision of an adequate water supply for fire fighting purposes to the satisfaction of the City of Kwinana.
8. An application for construction and installation of the nutrient retentive effluent disposal system shall be submitted with associated fees and plans for approval by City of Kwinana Environmental Health Manager prior to lodgement of a building permit.
9. The development shall be connected to an adequate potable water supply in accordance with the standards required by the National Health and Medical Research Council Australian Drinking Water Guidelines, 2004.
10. The development shall comply with the ventilation requirements of the Australian Standard 1668 & Sewerage (Lighting, Ventilation and Construction) Regulations 1971 requirements for the classifications of building use.
11. Storage of chemicals and liquids shall be within bunded impervious areas capable of containing any spillages.
12. The proposed pylon sign shall be relocated to allow for the retention of existing tuart tree. Amended plans and details shall be provided within 60 days of this approval to the satisfaction of the City of Kwinana.
13. Permanent signage as shown on the plans shall be professionally designed, constructed, finished, installed and maintained thereafter, being kept clean and

free from unsightly matter including graffiti at all times by the owner/occupier to the satisfaction of the City of Kwinana.

14. The signs shall not to be constructed of reflective materials, glass, paper, cardboard, cloth or other readily combustible material or have a light of such intensity as to cause annoyance to the public or be a traffic hazard.
15. No other signage to be erected other than signs exempted from Council Planning Approval pursuant to Clause 6.17.3 of the Town Planning Scheme No. 2.
16. All Signage and car parking bays within the "Other Regional Road" reserve are approved on a temporary basis. In the event of the Mandurah Road/Wellard Road intersection being upgraded all signage and car bays shall be relocated outside of the "Other Regional Road" reserve within the property boundaries.
17. All future activities or changes of use of the petrol filling station shall receive Council's Planning approval prior to undertaking of works or occupancy.
18. The 'Proposed Ingress' only crossover and driveway in the north west corner of the lot shall not extend over the boundary into the neighbouring lot. An amended plan and details, redesigning the crossover and driveway to be wholly within the development site shall be submitted for approval, to the satisfaction of the City of Kwinana, within 60 days of this approval.
19. Within the north bound carriageway of Mandurah Road, the existing traffic lane is to be widened to the west, to accommodate a right turn pocket into the proposed truck ingress crossover on Mandurah Road and enable north bound traffic to pass on the left and continue north, unobstructed. An amended plan and details shall be provided within 60 days of this approval to the satisfaction of the City of Kwinana.
20. The proposed truck ingress crossover from Mandurah Road is located over existing junction pit lids and side entry pit lid. These are to be converted to heavy duty trafficable gatic lids, and a new grated gully pit and lid to be constructed forward of the existing side entry pit and piped into the existing side entry pit liner. All lids to be adjusted to suit crossover levels. An amended plan and details shall be provided within 60 days of this approval to the satisfaction of the City of Kwinana.
21. Measures put in place, approved by the City of Kwinana and Main Roads WA, for pavement markings on Wellard Road to ensure crossover exits from the site onto Wellard Road are not obstructed by vehicles during the operation of the rail crossing boom gates. Amended plan and details shall be provided within 60 days of this approval to the satisfaction of the City of Kwinana
22. The applicant shall provide details and specification of crossovers construction which are to be constructed of concrete, and details of pram ramps/pedestrian crossing points for existing footpaths where crossovers dissect the footpath. An amended plan and details shall be provided within 60 days of this approval to the satisfaction of the City of Kwinana.
23. The applicant shall provide an amended traffic assessment report addressing the Public Transport Authority's request for no right hand turns into the Petrol Filling Station from Wellard Road and the potential for vehicles queuing back over the level crossing and visibility in the vicinity of the level crossing for trucks using the truck egress and turning left onto Wellard Road. Further traffic modelling and details shall be provided within an amended traffic assessment

report and shall be provided to the City of Kwinana within 60 days of this approval.

24. The applicant shall provide a stormwater drainage plan for the site demonstrating how stormwater will be contained and disposed of on site in accordance with the City of Kwinana's requirement of providing 1m³ soakwell capacity for every 45m² sealed or roofed area. An amended plan and details shall be provided within 60 days of this approval to the satisfaction of the City of Kwinana.
25. The applicant shall provide details of sealing/pavement to parking and traffic areas of the site. An amended plan and details shall be provided within 60 days of this approval to the satisfaction of the City of Kwinana.
26. The proposed modifications to the existing drainage basin/easement in the north east corner of the site shall allow for the provision of a 3m wide access track around the top of the basin.
27. The applicant shall ensure the proposed food business complies with the Food Act 2008, Food Regulations 2009 and Australian Food Standards Code. The applicant shall submit an application for notification/ registration of fixed food business and application for approval to construct to the City of Kwinana prior to lodgement of a building permit.
28. All contaminated waste must be disposed of appropriately at an approved Department of Environmental Regulation approved facility.
29. Bin storage area to be fitted with adequate ventilation, hose connection and graded floors to an industrial floor waste in accordance with the City of Kwinana Refuse Local Law.
30. The land owner shall install appropriate interpretive signage within the development identifying and acknowledging the site's historical use as the "East Rockingham School Site" as defined in the City of Kwinana Municipal Heritage Inventory, to the satisfaction of the City of Kwinana. Details of the interpretive signage shall be submitted for approval to the City of Kwinana prior to the lodgement of a building permit application.

2. Advice to Applicant

- 2.1 The applicant is advised that all future development must be submitted to the City of Kwinana prior to the commencement of works or alteration of land use.
- 2.2 Should the applicant be aggrieved by the decision or any condition imposed, then a right of review should be lodged with the State Administrative Tribunal within 28 days of the date of this decision.
- 2.3 The applicant is required to apply to the Department of Mines and Petroleum for a Dangerous Goods Site Licence.
- 2.4 The applicant is advised that this is not a building permit the City of Kwinana issues to enable construction to commence. A building permit is a separate Council requirement and construction cannot be commenced until a building permit is obtained.
- 2.5 The applicant is further advised that this is not a sign licence the City of Kwinana issues to enable construction to commence. A sign licence is a separate Council requirement and construction cannot be commenced until a sign licence is obtained.

- 2.6 The applicant should ensure the proposed development complies with all other relevant legislation, including but not limited to, the Environmental Protection Act 1986 and Regulations, Health Act 1911 and Regulations, Health (Treatment of Sewage and Disposal of Effluent and Liquid Waste) Regulations 1974, WA Government Sewerage Policy and Cockburn Catchment Sound Policy, Dangerous Goods Safety Act 2004, Dangerous Goods Safety (Storage and Handling of Non-explosives) Regulations 2007, Contaminated Sites Act 2003 and the National Construction Code.
- 2.7 A cleaner's sink is to be provided which is connected to hot and cold water in addition to the wash-up sink and hands free hand wash basin.
- 2.8 The applicant is advised that contractors are not to enter the rail corridor at anytime without obtaining the prior approval of the Public Transport Authority. This includes the installation of boundary fencing.

Background:

Property Address:	Lot 500 Wellard Road, Kwinana Beach
Zoning	MRS: Industry
	TPS: General Industry
Use Class:	Petrol Filling Station
Strategy Policy:	City of Kwinana Local Planning Policy (LPP) - Development within Industrial Zones
Development Scheme:	City of Kwinana Town Planning Scheme No.2
Lot Size:	7952m ²
Existing Land Use:	Vacant
Value of Development:	\$2.75million

Proposal

Caltex Australia Petroleum Pty Ltd proposes to construct and operate a new Petrol Station on Lot 500 at the corner of Wellard Road and Mandurah Road, Kwinana Beach. The development site is on the boundary of the City of Kwinana and City of Rockingham.

The proposal seeks to develop a Caltex Service Station on the subject site. The proposed petrol filling station will operate 24 hours per day; seven days per week to provide a range of services and facilities to the Kwinana Beach Industrial area and to traffic travelling along Wellard and Mandurah Road.

The proposed land use is a "P" use under the City of Kwinana's Town Planning Scheme No.2 (TPS2). The proposed station will include car fuelling and truck fuelling areas. No maintenance or wash down will be carried out onsite.

The development proposes the following:

- Retail building for Petrol Filling Station.
- Three underground 90kl Fuel tanks.
- Car Fuelling Canopy height of 5.5m.
- Truck Fuelling Canopy height of 6.5m.

- Four fuel bowzers and eight designated refuelling car bays.
- Three fuel bowzers and six designated refuelling bays for trucks.
- Ten shop front parking bays.
- Extensive landscaping.
- Signage for the Petrol Filling Station.

Legislation & Policy:

Legislation

The proposed Petrol Filling Station is subject to a range of licences and regulations applying to industry in Western Australia. A summary of the key legislation, regulations or local laws relevant to the application is listed below:

- *Contaminated Sites Act 2003*
- *Dangerous Goods Safety Act 2004* and Regulations
- *Environmental Protection Act 1986* and relevant Regulations
- *Health Act 1911*
- Kwinana Environmental Protection (Atmospheric Waste) Policy 1992 including 1999 amendment Regulations
- State Environmental (Cockburn Sound) Policy, 2005
- *Planning and Development Act, 2005*
- City of Kwinana, Local Planning Scheme No. 2 and Local Planning Policies

State Government Policies

State Planning Policy 4.1 – State Industrial Buffer Policy

Local Planning Policies

Local Planning Policy – Development within the Cockburn Sound Catchment

Local Planning Policy – Development within Industrial Zones.

City of Kwinana Municipal Heritage Inventory

Consultation:

The proposal represents a “P” use within the context of the requirements of TPS 2 and therefore is not required to be advertised. The application was however referred to a number of Agencies and Stakeholders for their comments due to the location and nature of the business.

These Agencies include:

- The Department of Environment Regulation (DER) (Contaminated Sites and Native Vegetation Branch).
- City of Rockingham (CoR)
- Public Transport Authority (PTA) (Adjoining neighbour)
- Main Roads WA (MRWA)
- Department of Planning (DoP) (Infrastructure and Land Use Co-ordination Branch)
- Department of Mines and Petroleum (DoMP)
- Department of Lands (DoL)

- Dampier Bunbury Natural Gas Pipeline (DBNGP)

The application, including the supporting traffic assessment, was referred to all these agencies due to the location and/or nature of the proposal. The following comments were received:

<u>Agency</u>	<u>Comments</u>	<u>City Response</u>
DER	No Objection – Not a reported Site	Noted
DBNGP	No Objection	Noted
MRWA	No Objection – Refer to DoP	Noted - Referred to DoP
DoP	No Objection	Noted - conditions and advice notes added
DoMP	No Objection – Development comply with relevant legislation	Noted
DoL	No Objection	Noted
PTA	<p>No Objection however make the following comment:</p> <ul style="list-style-type: none"> • Request there is to be no right turn into the development from Wellard Road as it may cause vehicles to queue back over the level crossing. However, further modelling is required. • An assessment of visibility in the vicinity of the level crossing for trucks using the truck egress and turning left needs to be undertaken. • Drainage plans need to demonstrate development has enough drainage capacity on site. • A contingency plan for spillages and leaks on site that may seep towards the rail reserve. • The developer shall not enter the PTA rail corridor at any time within the prior approval of the PTA. 	Noted - conditions and advice notes added
CoR	<p>No Objection however make the following comment:</p> <ul style="list-style-type: none"> • Improved delineation is required for the three crossovers to direct cars, trucks and pedestrians to their appropriate travel path. • During the closure of the railway crossing the vehicle crossovers onto Wellard road would cease operation. This 	Noted - conditions and advice notes added

	<p>was not taken into account in the Traffic Assessment.</p> <ul style="list-style-type: none"> • The annual growth factor applied in the Traffic Assessment may have underestimated the growth in traffic volumes on Wellard Road. • The Traffic Assessment indicates no vehicle traffic turning right from Mandurah Road onto Wellard Road would access the filling station. However this is likely to occur in some instances. • The Traffic Assessment has not detailed traffic management controls to be put in place for the proposed one way vehicular movements. • The retention of existing tuart trees may be possible should the location of the pylon sign be modified. 	
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Planning assessment:

Town Planning Scheme No. 2 Implications

The proposal largely represents a 'Petrol Filling Station' use in the context of TPS 2 which is described under Appendix 4 (Interpretations) as: *"means land and buildings used for the supply of petroleum products and automotive accessories"*.

In the context of the General Industrial Zone, a Petrol Filling Station represents a "P" (Permitted) use, provided it complies with the relevant standards and requirements laid down in the Scheme and all conditions (if any) imposed by the Council in granting planning consent.

Development Requirements under Town Planning Scheme No.2

The following Table lists the relevant provisions under TPS 2 which apply to this application. Other elements of the application relevant to the determination of applications under Part 2.4 of the Scheme are also detailed following.

Table 1 – Town Planning Scheme Summary

City Planning Scheme No.2 Clause	Requirements	Planning Comment
6.8.1 – Outline Development Plans	Not Applicable	The Development is not subject to an Outline Development Plan.

6.8.2, 6.8.3 – Minor Works not requiring planning approval	Not Applicable	The works proposed are substantial and do not fall within the works not requiring approval clauses of the Scheme.
6.8.4 – Plot Ratio and Site Coverage	0.8 Plot Ratio 65% Site Cover	The plot ratio and site coverage of the lot is well within the scheme requirements with approximately 9.25 % site cover in total.
6.8.5 – Minimum Setbacks from Boundaries	Side – 6 metres Rear – 9 metres Front - 15 metres	Setbacks to the proposed development comply with the scheme requirements with a minimum of 15 metres from the front boundary for the retail building The retail building is proposed to be setback 15.5m from the secondary street. All other setbacks are in excess of this distance.
6.8.6 – Appearance of Buildings	Buildings located, constructed and finished so as to not cause detriment to the locality	The proposed development is considered appropriate for the industrial zone and should not detrimentally affect the amenity of the locality.
6.8.7 – Landscaping Areas	5% of site area to be landscaped and maintained	The current nature of landscaping on the site is largely remnant vegetation. The proponent has supplied a landscaping plan that will provide 2607m ² which equates to 32.8% of the property, well in excess of the required 5% under TPS2.
6.8.8 – Car Parking and Crossovers	Car Parking Spaces to be provided in accordance with Table III of the Scheme	The development requires the provision of 12 vehicle parking bays in accordance with the requirements of Table III of the Scheme. The proponent has indicated that a total of 16 parking bays will be provided along with 2 Truck parking bays. Conditions have been recommended requiring trafficable and non-trafficable areas to be sealed and drained in accordance with the City of Kwinana's specifications.
6.8.9 – Loading and Unloading	Loading / Unloading areas to be maintained in good order	The proposed loading/unloading areas of the development are proposed to be provided in an appropriate location and manner.
6.8.10 – Waste Water and Effluent Disposal	Waste Water to be managed appropriately to preserve the environment and groundwater	Waste effluent water generated on-site is proposed and required to be disposed of through a nutrient retentive effluent disposal system. Stormwater collected on site is proposed to be piped and accommodated through the use of soakwells.

6.8.11 – Recycled Water	Not Applicable	None required
6.8.12 – Fencing	Not Applicable	There is no boundary fencing proposed as part of this development. In the event that boundary fencing is erected, then it will need to comply with the requirements of TPS.2 and the City of Kwinana Fencing Local Law.
6.8.13 – Private Utility	Not Applicable	Not applicable.

City of Kwinana Local Planning Policies (LPP)

The proposed development complies with the requirements of both the *Development within the Cockburn Sound Catchment*, and *Development within Industrial Zones* local planning policies.

With respect to LPP – *Development within the Cockburn Sound Catchment*, the proposal is unlikely to generate large volumes of waste water from the operations carried out within the development. In this regard however, the proponent is required to capture all stormwater and dispose of it within the boundaries of the site, and all wastewater from ablution will be required to be connected to an appropriate treatment system.

With regard to the provisions of LPP – *Development within the Industrial Zones*, the proposed development complies with all relevant requirements of this policy. The development is required to be connected to a nutrient retentive effluent disposal system which limits the amount of nutrient run-off from effluent disposal.

The proposed development complies with the requirements of TPS2 and its Policies. The development is considered appropriate for the intent and policy objectives for the General Industry Zone.

Municipal Heritage Inventory (MHI) Considerations

Lot 500 Wellard Road is the former site of the East Rockingham School which was constructed in 1865. The school was demolished in 1966 and the site has remained largely vacant since. The site has historic value as it was the site of the first school within the district to facilitate the education of the children of the early settlers. The site is a Management Category B under the MHI and a commemorative plaque was previously located on the site which honoured the achievements of the early pioneers who established the school. In this regard, given the historic value of the site a condition has been recommended seeking the reinstatement of interpretive signage on the site in accordance with the requirements of the MHI.

Traffic and Transport Considerations

The proposed traffic modelling, identified in the Transcore Traffic Assessment for the development, has indicated that under normal operating conditions the estimated total number of vehicular movements to and from the site will increase from 0 to 1429

vehicles per day, with approximately 90 and 118 trips during the weekday AM and PM peak hours respectively. Of this traffic, 125 trips per day will be heavy vehicle with 8 – 10 trips during the week day AM and PM peak hours. The net addition of traffic when accounting for the passing trade of the site is +428vpd (daily, +26vph (AM peak hour) and +34vph (PM peak hour) on the surrounding road network. Of this traffic +37 trips per day will be heavy vehicles with +2 heavy vehicle trips during the weekday AM and PM peak hours respectively.

The traffic analysis indicates that despite the increase in traffic the intersection of Mandurah Road and Wellard Road will operate at a similar level of operation, once the petrol filling station is operational; however there may be minor change in delays and queuing for some turning movements.

This being said, the City's Engineering Department identified a number of inadequacies with the Transcore Traffic Assessment and requested that amended plans and an amended traffic assessment be submitted to the City addressing these inadequacies. Subsequently the applicant submitted amended plans and an amended traffic assessment. The City's Engineering Department was of the opinion that the amended traffic report and plans were still inadequate and has requested additional changes and requirements be met as conditions of approval.

In regards to the comments from the Public Transport Authority (PTA), regarding the comment, "There is to be no right hand turn into the petrol station from Wellard Road as it may cause vehicles to queue back over the level crossing. Further traffic modelling is required for consideration by the PTA please".

The City's engineering department does not foresee any issue with a 'car only' entry and exit crossover to service the proposed development from Wellard Road. The entry/exit, is clearly marked on the application plans as being for cars only, and provides access to the car fuel bousers only. Access to the truck fuel bousers is from Mandurah Road only.

The City's Engineering Department assessment of managing traffic movements within the road network within this vicinity, a vehicle turning right into the development from Wellard Road, is only required to give way to East bound traffic on Wellard Road, therefore removing itself from the road sooner, than the alternative. The alternative being, the vehicle is to turn right into Mandurah Road, giving way to south bound and north bound traffic on Mandurah Road, as well as right turning traffic on Mandurah Road into Wellard Road. The vehicle will then need to again give way to south bound traffic on Mandurah Road to turn into the development.

The delay associated with turning right into Mandurah Road, as apposed to directly into the development, giving way to 3 traffic movements as apposed to one, would pose more of a risk to the potential for traffic to queue back over the railway crossing given the proposed crossover is only 40m away from the intersection. This is apparent in the Traffic Modelling provided in Transcores Traffic Assessment report.

However, in assessing and saying the above, the Road Traffic Code prohibits vehicles queuing over a level railway crossing, therefore the justification for requiring no right turn access to the crossover in the City's Engineering Department's opinion is considered mute.

PTA have requested further traffic modelling by the applicant, for further consideration by the PTA, therefore it is the applicants responsibility to further undertake this modelling to present this argument, not the City's as the report is currently silent on this. Dependant on the further advice provided, the City would then agree or disagree, however would not support the PTA's request for no right turn from Wellard Road into the development on the basis of the overall traffic functionality of the area, and that this is considered a non issue.

The PTA comments are to be addressed as a condition of approval requesting an updated traffic management plan and a number of modifications to the road network surrounding the site are required to ensure safe access via both Mandurah Road and Wellard Road these are to be indicated in amended plans.

Noise

The Transcore Traffic Assessment states "it generally requires a doubling of traffic volumes on a road to produce a perceptible 3db(A) increase in noise the proposed petrol filling station will not increase traffic volumes or noise on surrounding roads anywhere near this level. The nature of the development is a service station catering for passing traffic and as such will not generate significant traffic volumes late at night, therefore night time traffic volumes and vibrations are not anticipated to become an issue for this development either."

The City's Engineering Department agrees that the traffic volumes should not increase dramatically due to this type of development on this property. The City's Environmental Health Department agrees that a 3db(A) increase in noise is required for any impact to be perceived and, therefore, there would be limited impact on the surrounding area.

Waste Disposal

The effluent generated on the site is required to be treated via a nutrient retentive effluent disposal system. It is recommended that a condition of approval be that the development be connected to such a system.

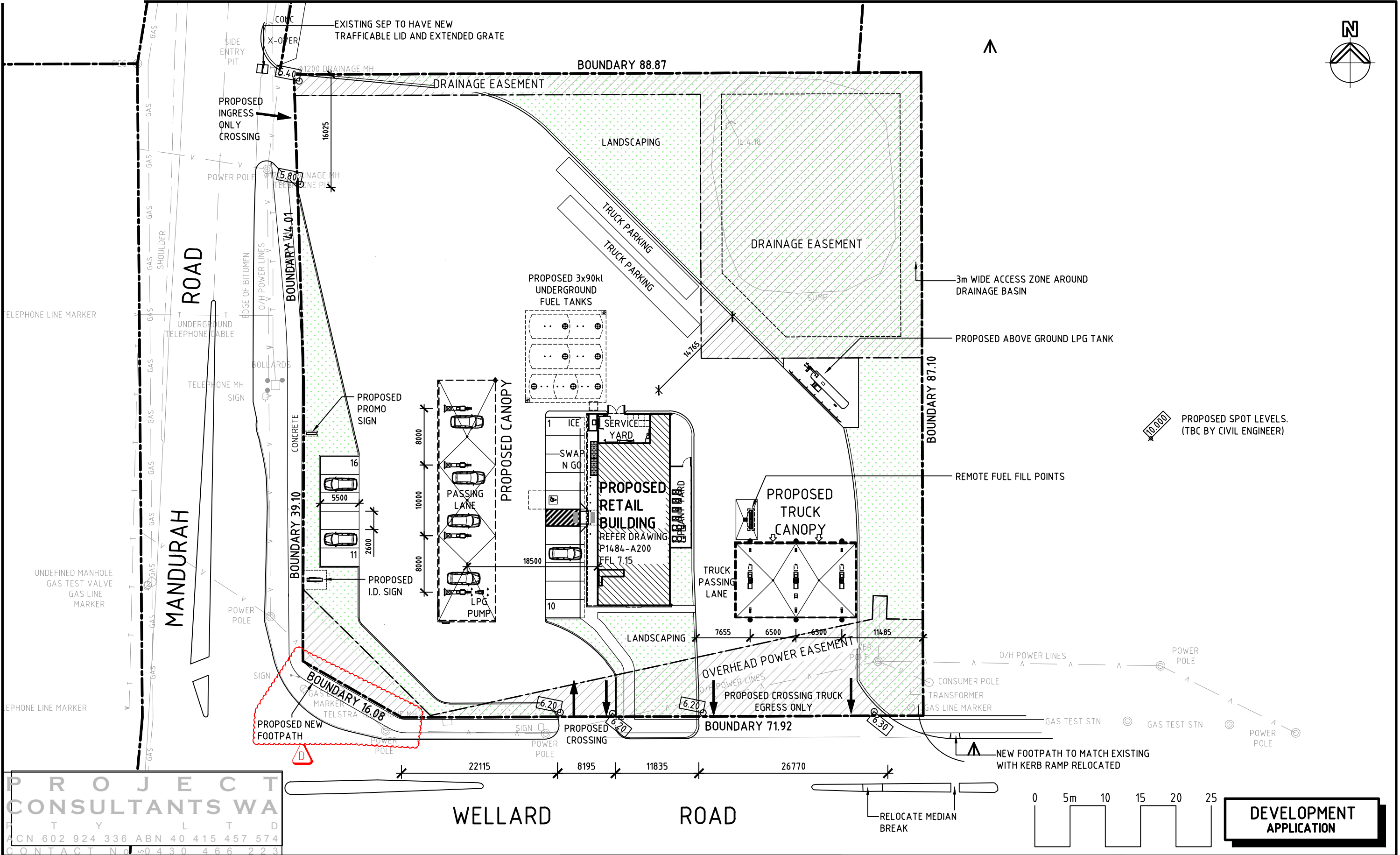
It is intended that all stormwater from building and paved areas on site will be collected, treated and piped to a number of drainage sumps across the site.

Conclusion:

Upon assessment of the development against the objectives and requirements of TPS No.2, it is considered that the application can be approved subject to conditions. The development complies with the requirements of the Scheme and represents effective use of currently underutilised industrial land within Kwinana Industrial Area.

Attachment 1: Location Plan





PROJECT
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ACN 602 924 336 ABN 40 415 457 574
CONTACT No 90 430 466 223



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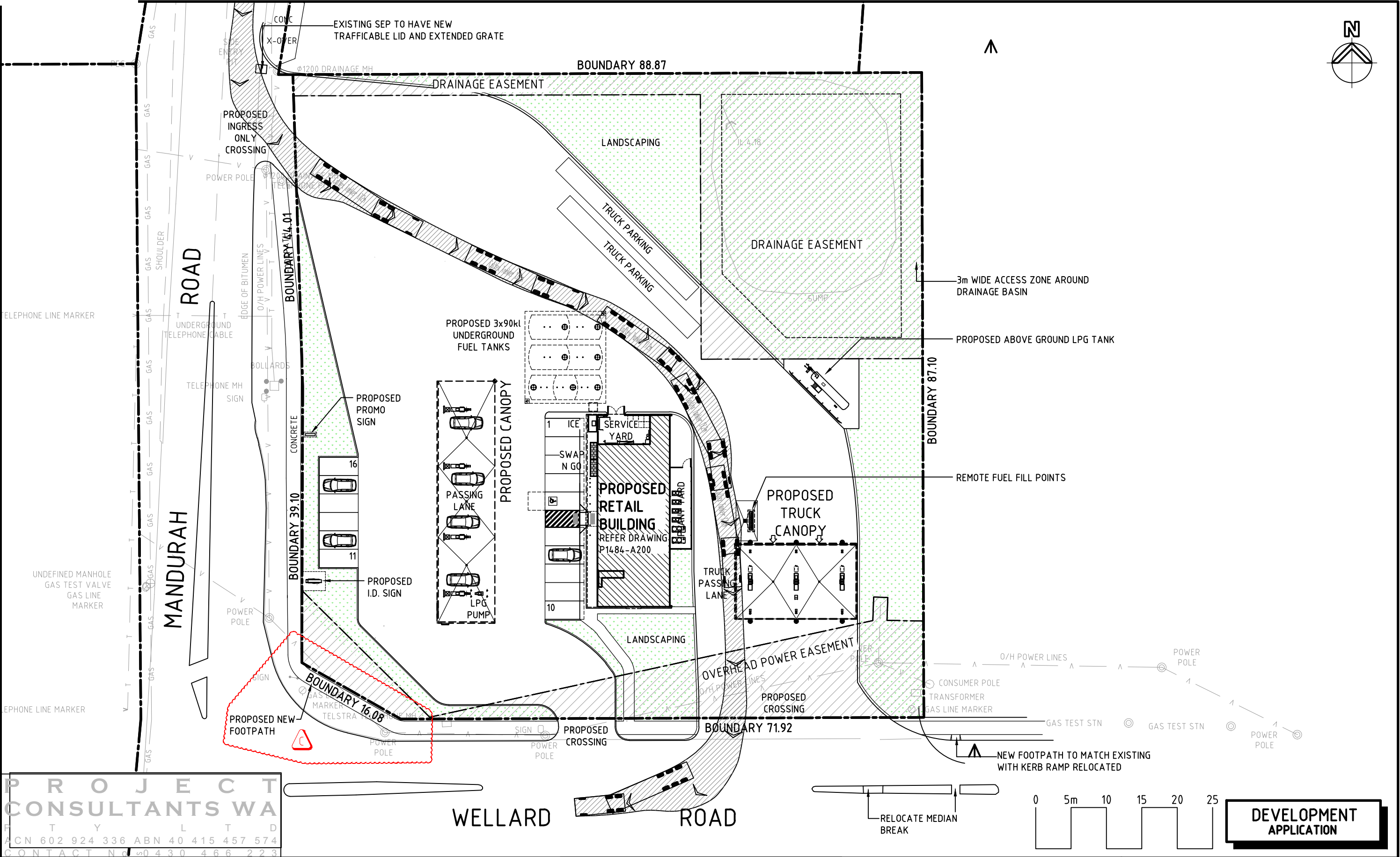
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REV.	BY	DATE	DESCRIPTION OF CHANGE
B	JS	11.06.15	DIMENSION, LEVELS & NOTES ADDED
C	JS	24.08.15	REVISIONS AS CLOUDED
D	JS	28.08.15	FOOTPATH REVISED
REVISION			

PROJECT
KWINANA BEACH - WA LOT 500 MANDURAH ROAD CNR WELLARD ROAD

TITLE
PROPOSED SITE PLAN

DRAWN	DATE	APPROVED	DATE
PM	05.06.15		
SCALE	SIZE	DRAWING No.	REV.
1:500	A3	P1484-A100	D



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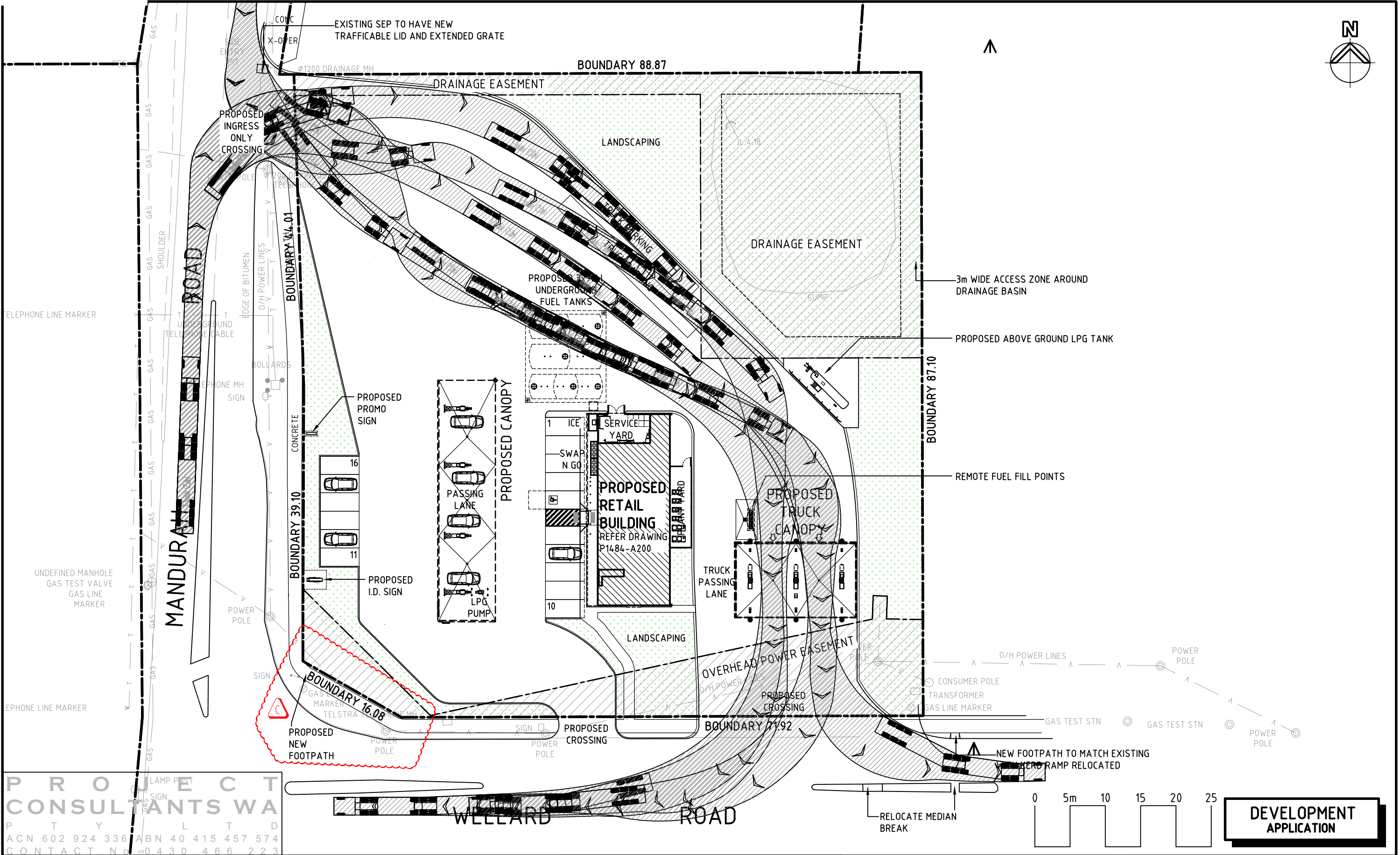
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B	JS	24.08.15	REVISIONS AS CLOUDED
C	JS	28.08.15	FOOTPATH REVISED
REVISION			

PROJECT
KWINANA BEACH - WA LOT 500 MANDURAH ROAD CNR WELLARD ROAD

TITLE
PROPOSED TANKER PATH

DRAWN	DATE	APPROVED	DATE
JS	11.06.15		
SCALE	SIZE	DRAWING No.	REV.
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CONSULTANTS WA
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CONTACT No 90 430 466 223



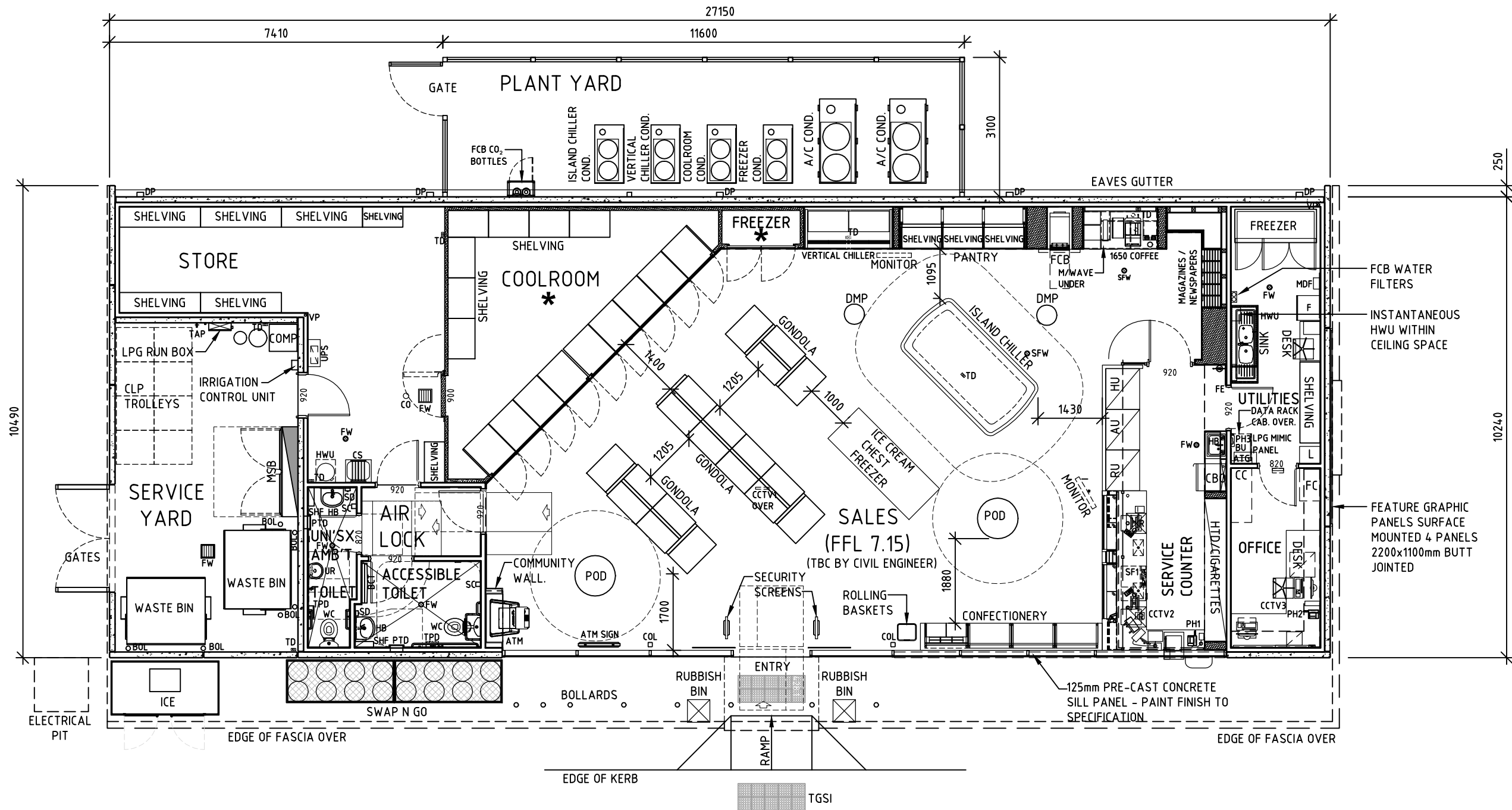
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A	JS	11.06.15	D.A. ISSUE
B	JS	24.08.15	REVISIONS AS CLOUDED
C	JS	28.08.15	FOOTPATH REVISED
REVISION			

PROJECT
KWINANA BEACH - WA LOT 500 MANDURAH ROAD CNR WELLARD ROAD

TITLE
PROPOSED TRUCK PATHS

DRAWN	DATE	APPROVED	DATE
JS	11.06.15		
SCALE	SIZE	DRAWING No.	REV.
1:500	A3	P1484-A109	C




REFERENCE:
FOR ELEVATIONS:
REFER DWG A201.A202

LEGEND	
A/C = AIR-CONDITIONING UNIT	DP = DOWNPIPE
ATG = AUTOMATIC TANK GAUGING	DW = DISHWASHER
ATM = AUTOMATIC TELLER MACHINE	F = FRIDGE
BCT = BABY CHANGE TABLE	FC = FILING CABINET
BOL = BOLLARD	FCB = FROZEN CARBONATED BEVERAGE
BU = BUNDY CLOCK	FE = FIRE EXTINGUISHER
CC = CIGARETTE CUPBOARD	FZR = FREEZER
CCTV = SECURITY MONITOR	HB = HAND BASIN
CR = COOLROOM	HTD = HIGH THEFT DISPLAY
CS = CLEANER'S SINK	HU = HEATED UNIT
CPS = CORRUGATED PLATE SEPARATOR	HWU = HOT WATER UNIT (OVER SINK)
DMP = DUMP BIN	IC = ISLAND CHILLER
	L = LOCKERS
	MDF = TELSTRA
	MSB = MAIN SWITCHBOARD
	PH2= OFFICE PHONE
	PH3= EMERGENCY PHONE
	PTD = PAPER TOWEL DISPENSER
	R = CASH REGISTER
	R/TC = REF./TEMP. CONTROLLED DISPLAY
	SC = SHARPS DISPOSAL CONTAINER
	SFW = SEALED FLOOR WASTE
	TD = TUNDISH
	TPD = TOILET PAPER DISPENSER
	UPS = UNINTERRUPTED POWER SUPPLY
	UR = URINAL
	VP = VENT PIPE

LEGEND	
	PRE-CAST CONCRETE PANEL
	WALLS WITH 90mm STUD
	STUD WALLS
	COOLROOM WALLS
	SHOPFRONT WINDOW

NOTE	
	ALL FREEZER AND COOLROOM FLOORS TO BE LEVEL WITH MAIN FFL OF BUILDING. REFER STRUCTURAL ENGINEERS DRAWINGS FOR SETDOWN IN SLAB FOR FREEZERS.

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B	JS	11.06.15	PROPOSED FFL ADDED
REVISION			

PROJECT
KWINANA BEACH - WA LOT 500 MANDURAH ROAD CNR WELLARD ROAD

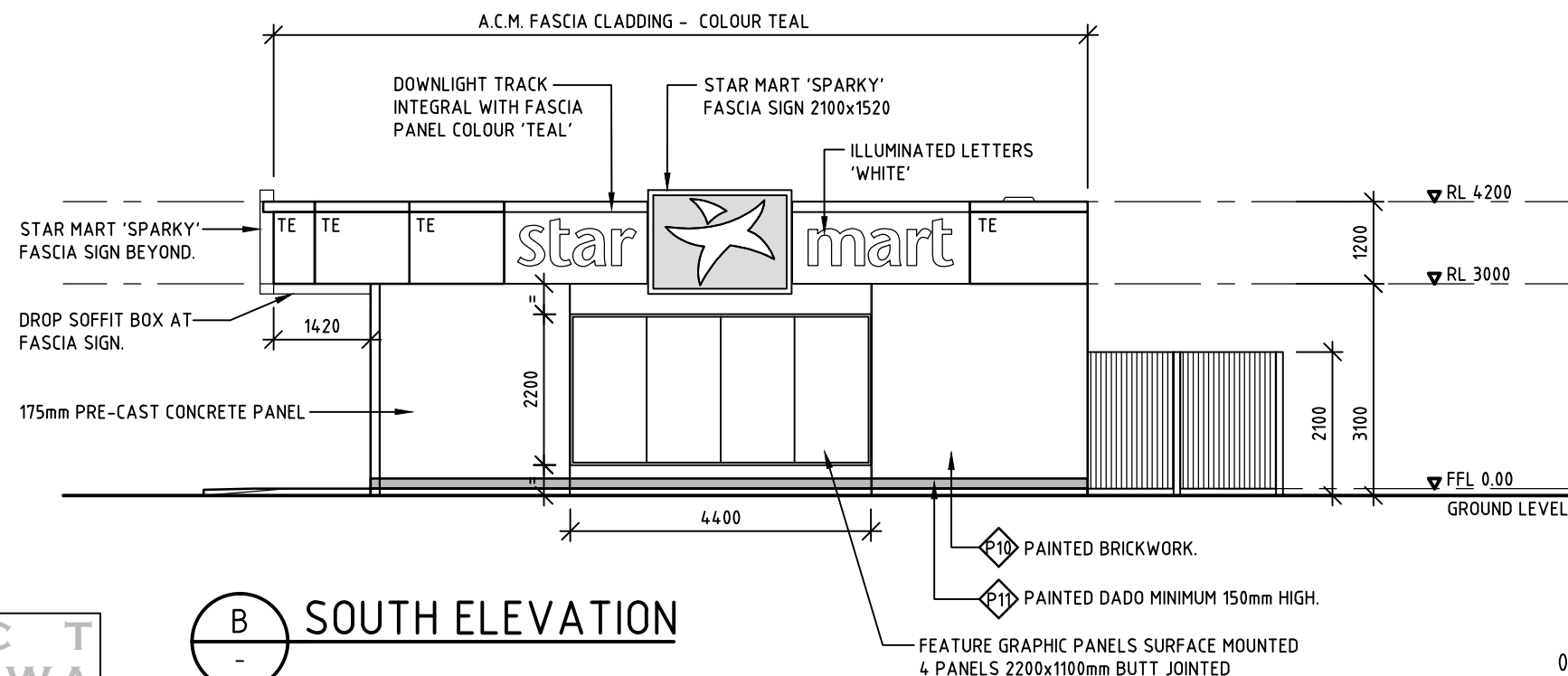
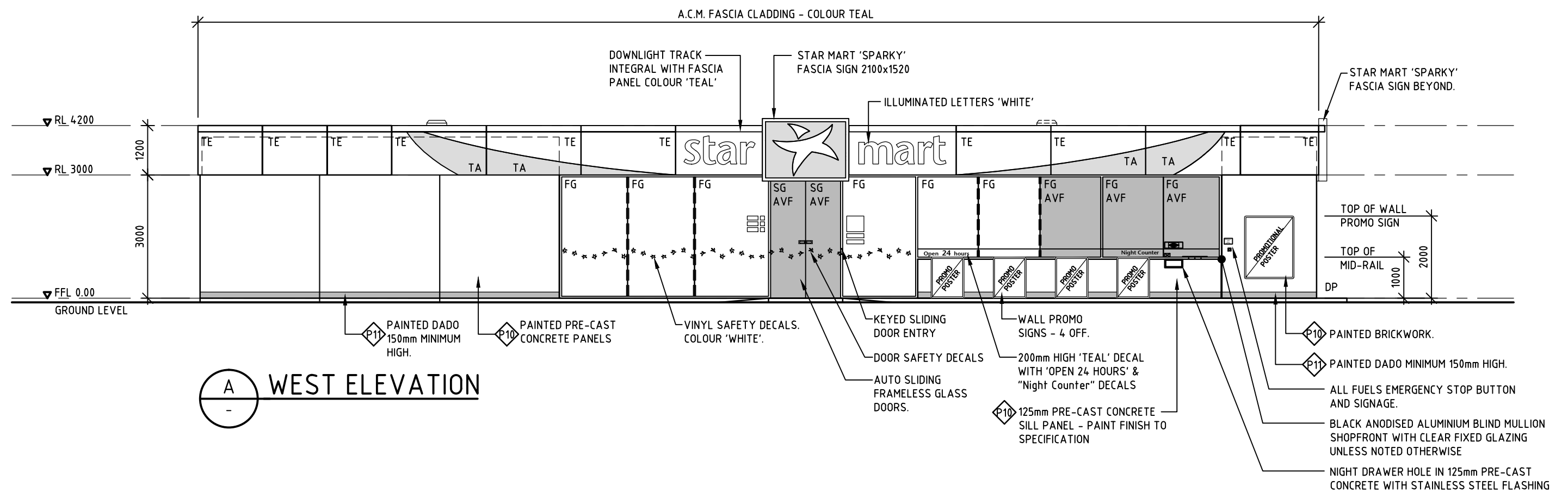
TITLE
PROPOSED FLOOR PLAN

DRAWN	DATE	APPROVED	DATE
PM	05.06.15		
SCALE	SIZE	DRAWING No.	REV.
1:100	A3	P1484-A200	B

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A	PM	05.06.15	D.A. ISSUE						
REVISION									
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REFERENCE:
FOR FINISHES SCHEDULE
REFER DWG A226

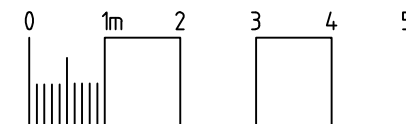
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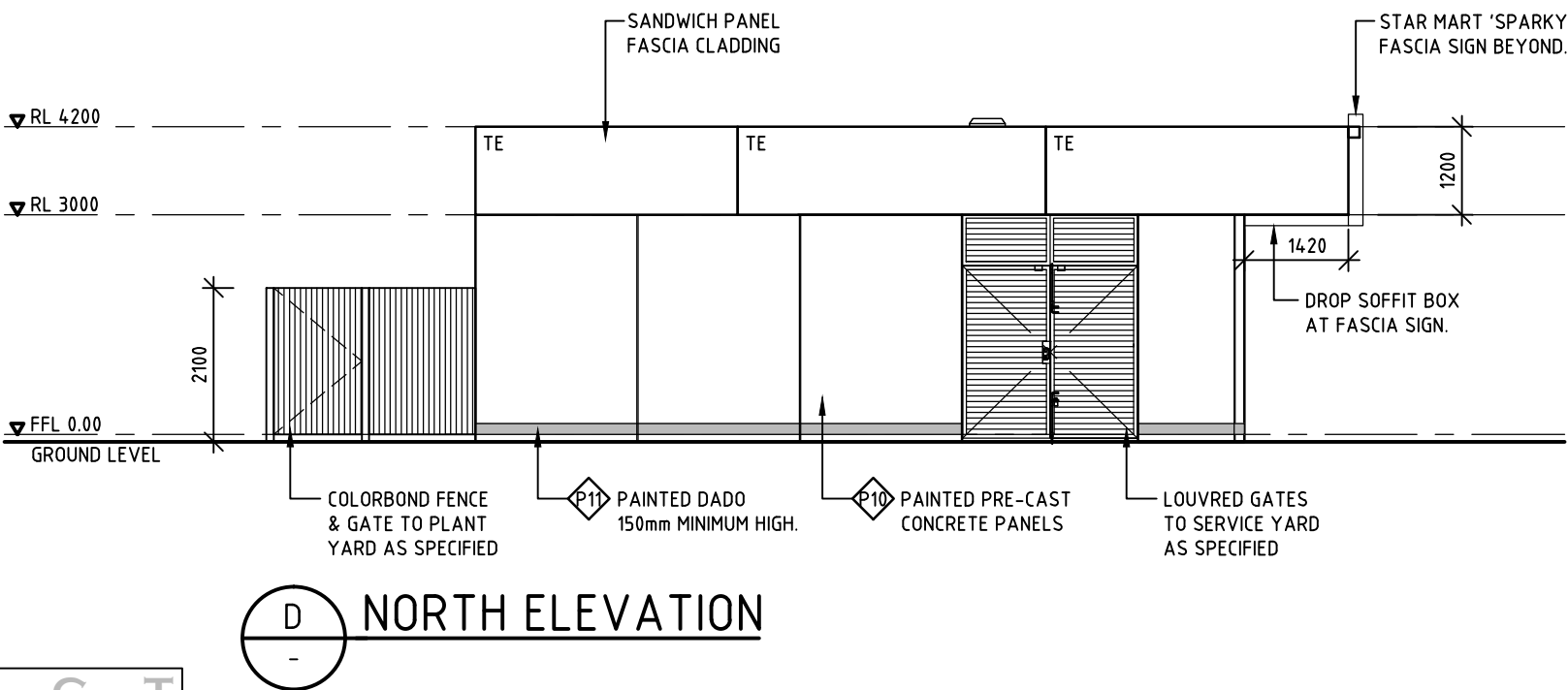
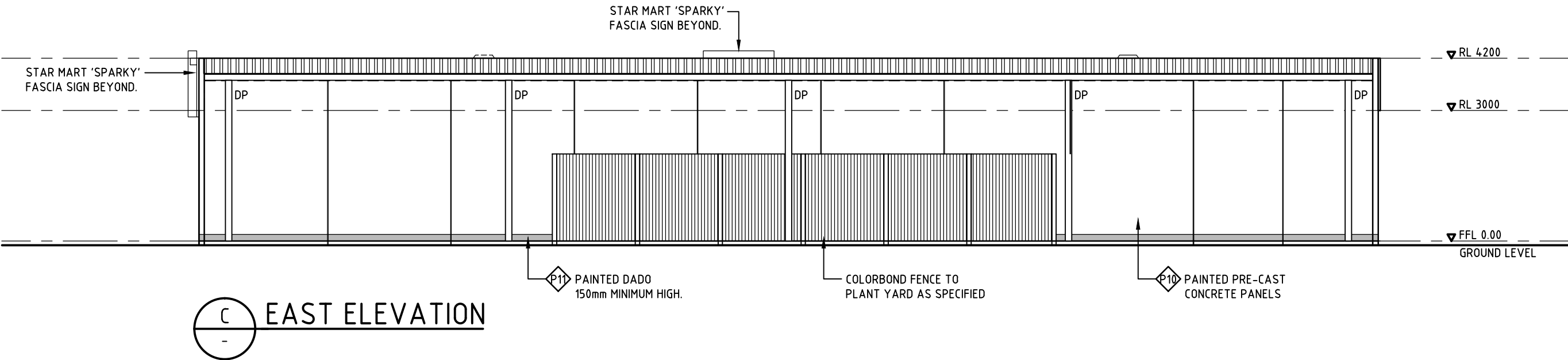
Δ0.00 HEIGHT IN MILLIMETERS IN RELATION
TO DATUM LEVEL 0.00 – SLAB
LEVEL OF SALES AREA

SG = SLIDING GLASS DOOR
FG = FIXED GLASS
AVF = ANTI-VANDAL FILM AS SPECIFIED.

FASCIA COLOUR KEY

TE = TEAL
TA = TANGERINE
W = WHITE

DEVELOPMENT
APPLICATION



KEY: GENERAL

▽0.00 HEIGHT IN MILLIMETERS IN
RELATION TO DATUM LEVEL
0.00 - SLAB LEVEL OF SALES
AREA

FASCIA COLOUR KEY

TE = TEAL
TA = TANGERINE
W = WHITE

REFERENCE:

FOR FINISHES SCHEDULE
REFER DWG A226

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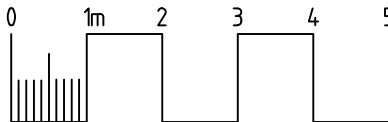
PROJECT

KWINANA BEACH - WA
LOT 500 MANDURAH ROAD
CNR WELLARD ROAD

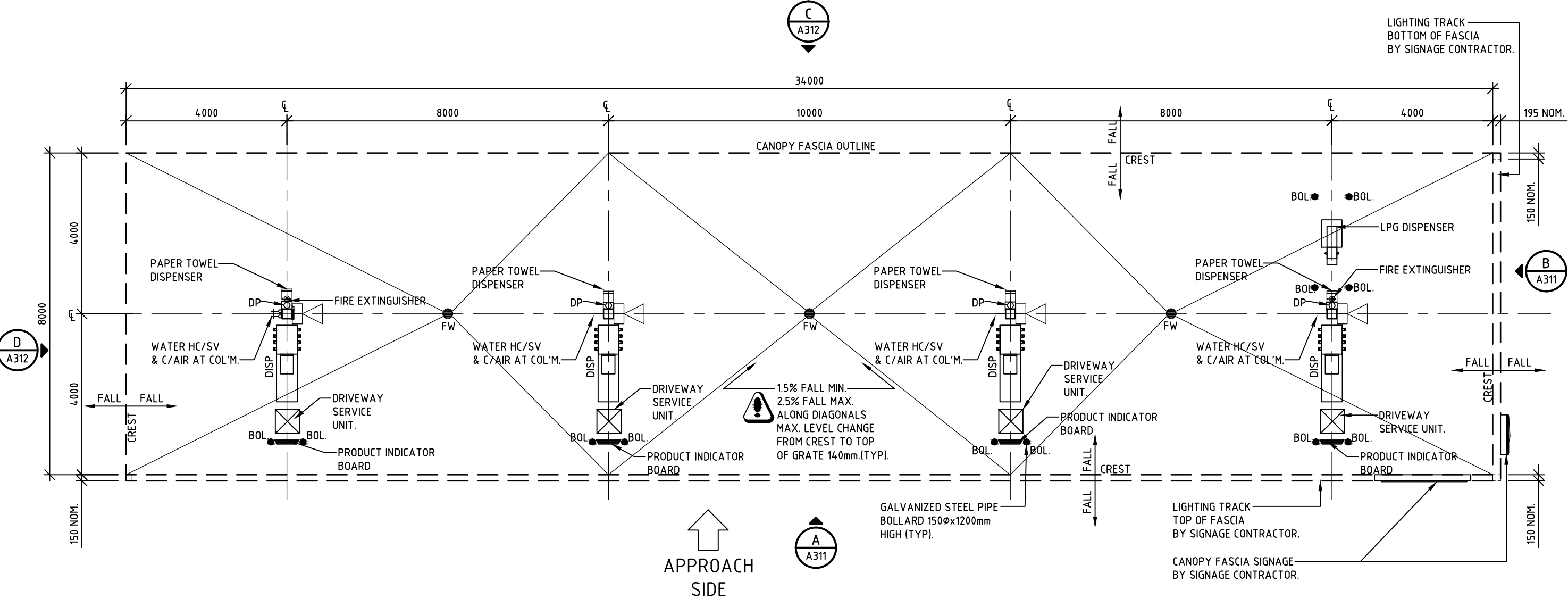
TITLE

PROPOSED ELEVATIONS
SHEET 2 OF 2

DRAWN	DATE	APPROVED	DATE
PM	05.06.15		
SCALE	SIZE	DRAWING No.	REV.
1:100	A3	P1484-A202	A




**DEVELOPMENT
APPLICATION**



- NOTES**
- 2 FIRE EXTINGUISHERS REQD.-AS PER AS1940-PLACED ON COLUMNS EACH SIDE OF CANOPY FACING SALESROOM. ADDITIONAL FIRE EXTINGUISHERS MAY BE REQUIRED TO SUIT SITE SPECIFIC CONDITIONS.
 - PUMP POSITION AND SPREADER CAP SIZE TO BE CONFIRMED ON SITE TO SUIT COLUMN SIZE

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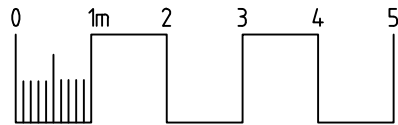
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A	PM	05.06.15	D.A. ISSUE
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PROJECT
KWINANA BEACH - WA
LOT 500 MANDURAH ROAD
CNR WELLARD ROAD

TITLE
**UNDER CANOPY PLAN
STARTER GATE**

DRAWN	DATE	APPROVED	DATE
PM	05.06.15		
SCALE	SIZE	DRAWING No.	REV.
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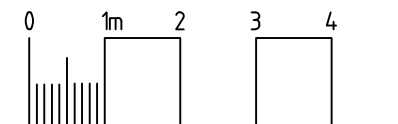


DEVELOPMENT APPLICATION



NOTE:
PRODUCT INDICATOR BOARDS
NOT SHOWN FOR DRAWING CLARITY.

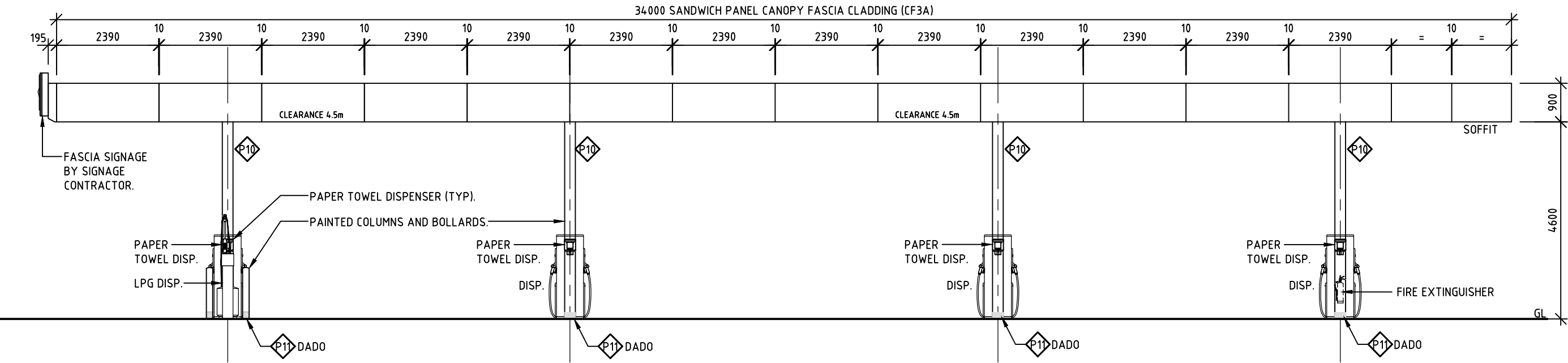
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FOR FINISHES SCHEDULE
REFER DWG A226

DEVELOPMENT
APPLICATION**CALTEX**

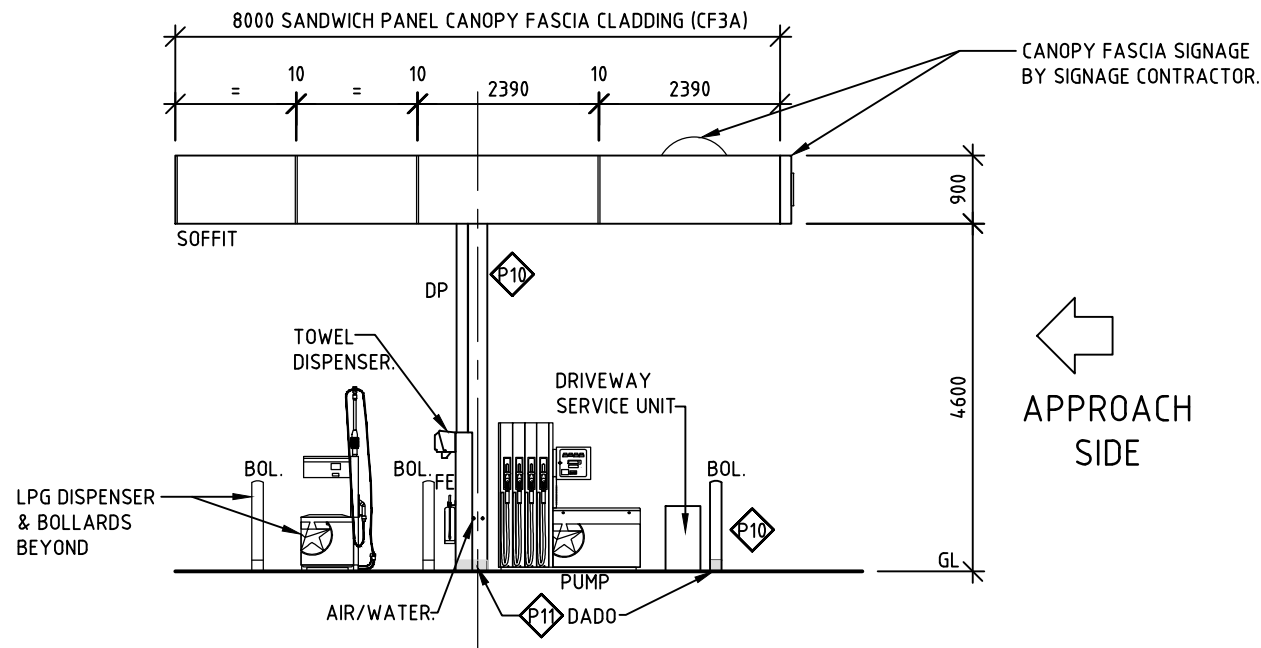
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REV.	BY	DATE	DESCRIPTION OF CHANGE	PROJECT KWINANA BEACH - WA LOT 500 MANDURAH ROAD CNR WELLARD ROAD	TITLE CANOPY ELEVATIONS STARTER GATE - 1 OF 2	DRAWN	DATE	APPROVED	DATE
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REVISION									



C EAST ELEVATION
A310

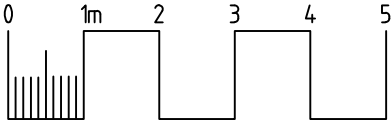


D NORTH ELEVATION
A310

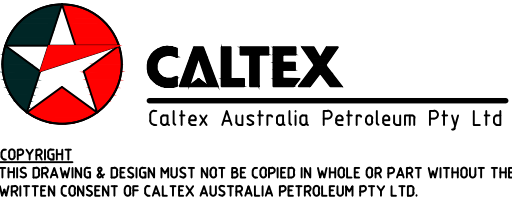
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PRODUCT INDICATOR BOARDS
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REFER DWG A226

PROJECT CONSULTANTS WA
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DEVELOPMENT APPLICATION

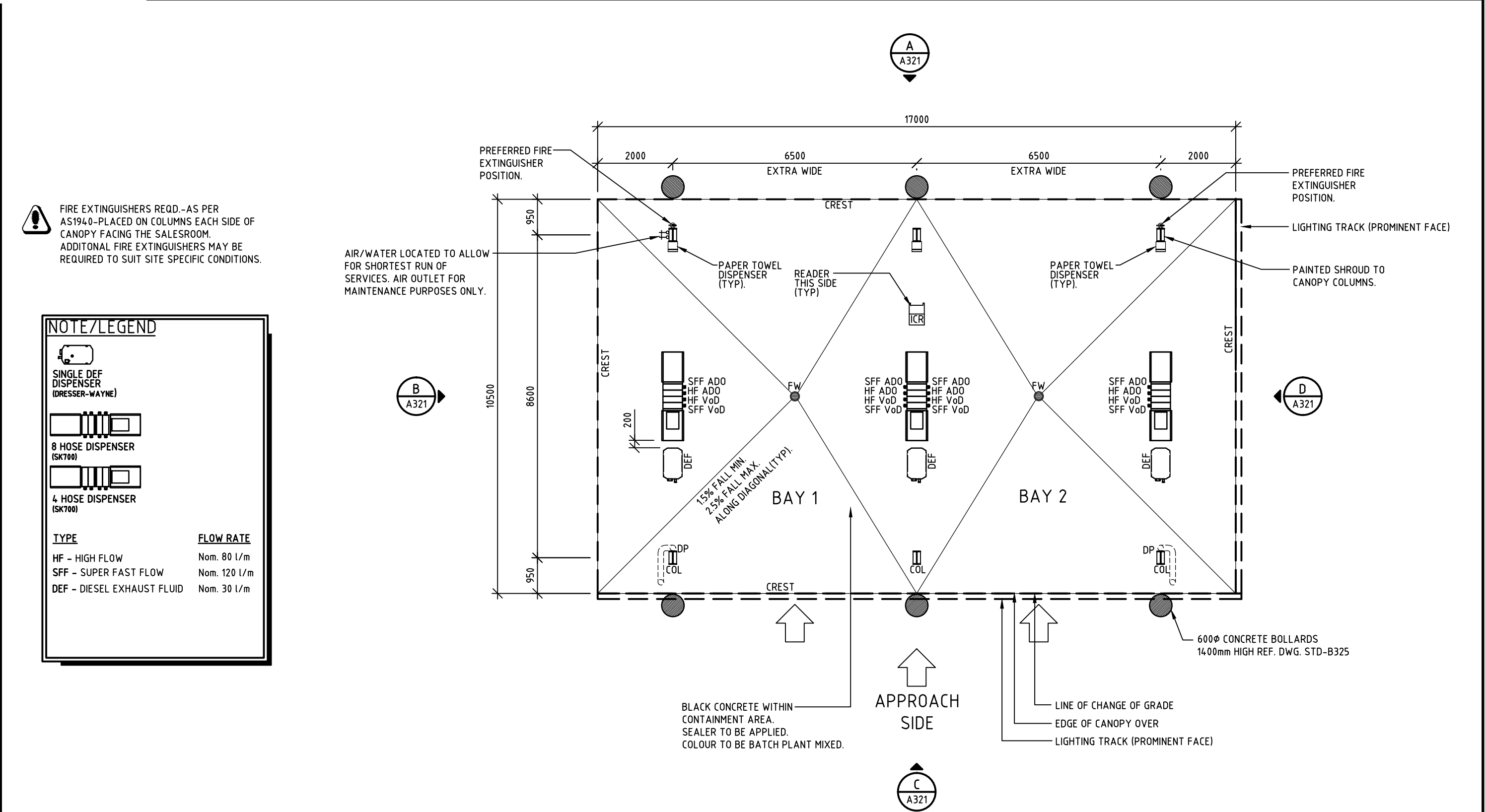


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REVISION			

PROJECT
KWINANA BEACH - WA
LOT 500 MANDURAH ROAD
CNR WELLARD ROAD

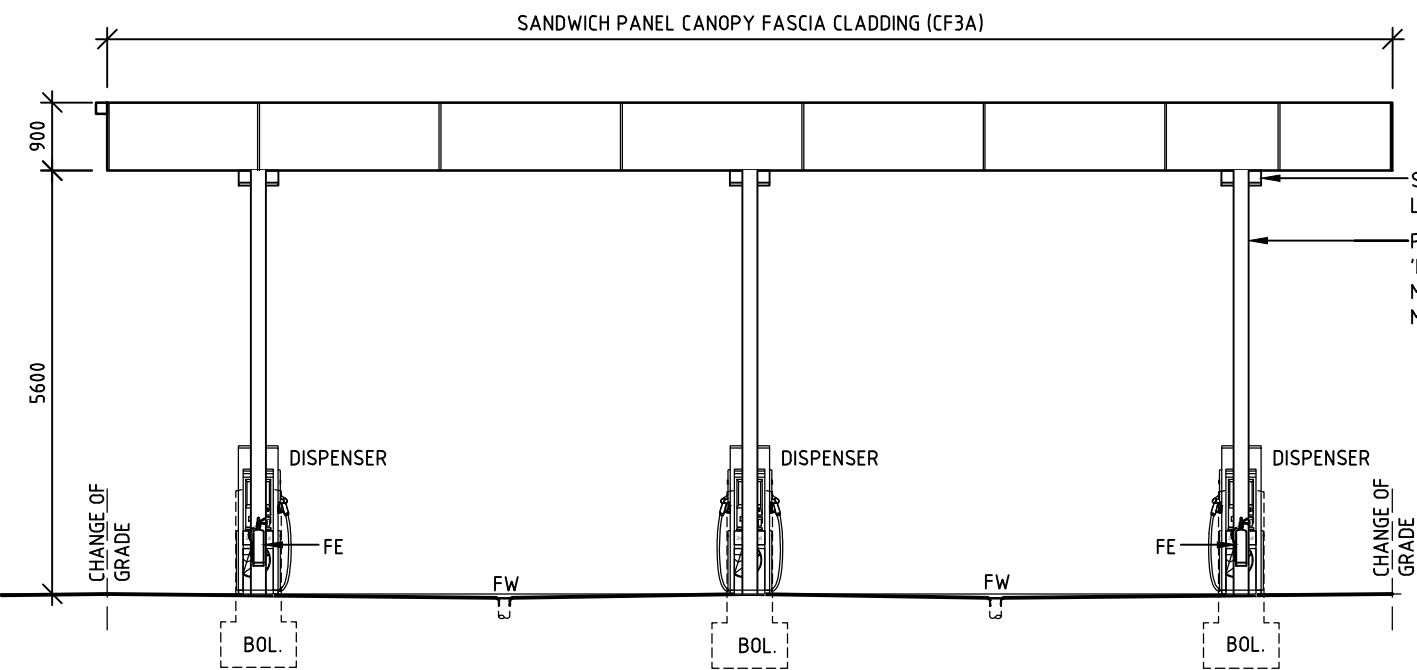
TITLE
CANOPY ELEVATIONS
STARTER GATE - 2 OF 2

DRAWN	DATE	APPROVED	DATE
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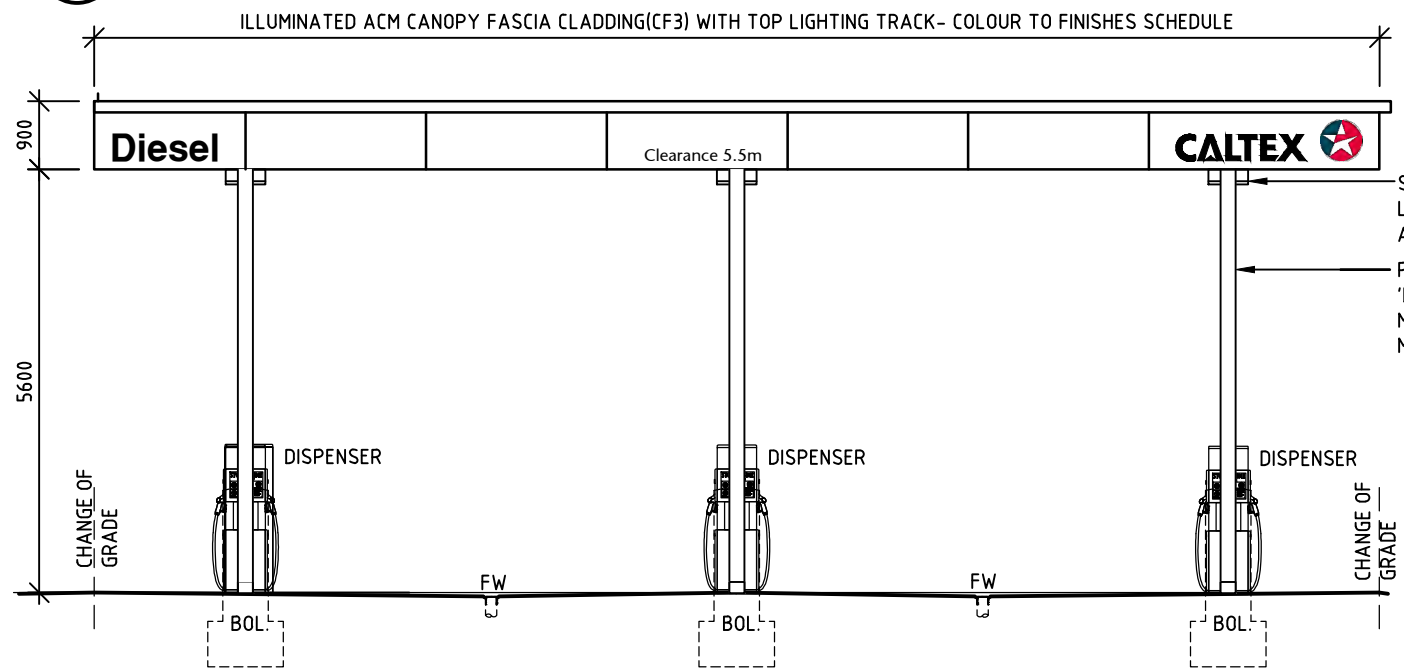


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P T Y L T D
ACN 602 924 336 ABN 40 415 457 574
CONTACT No 0430 466 223

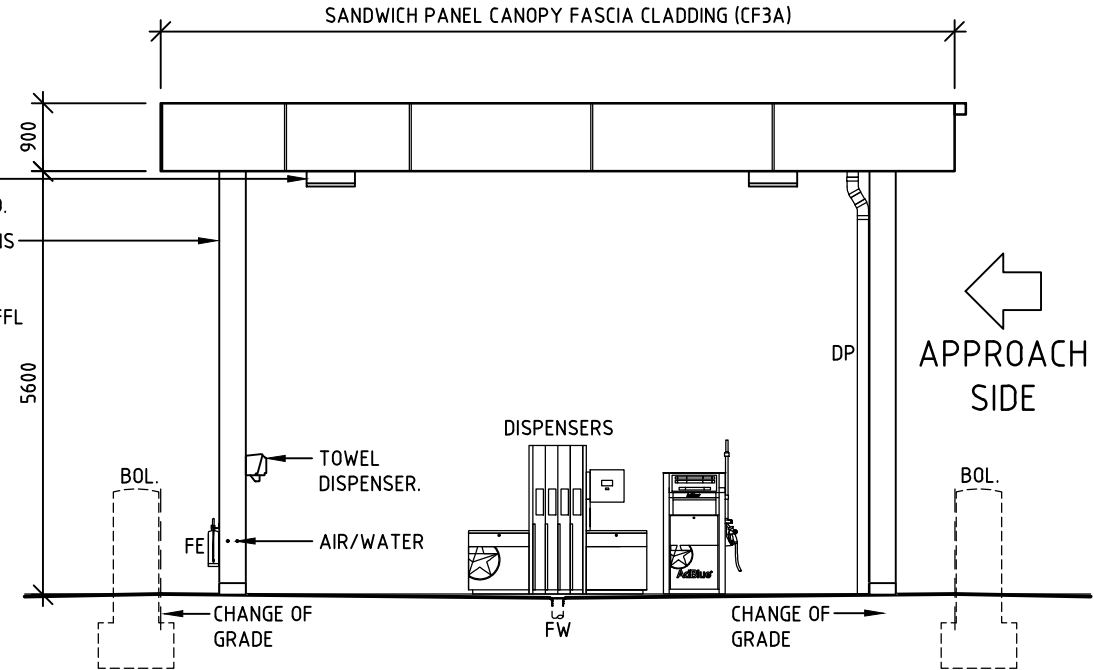
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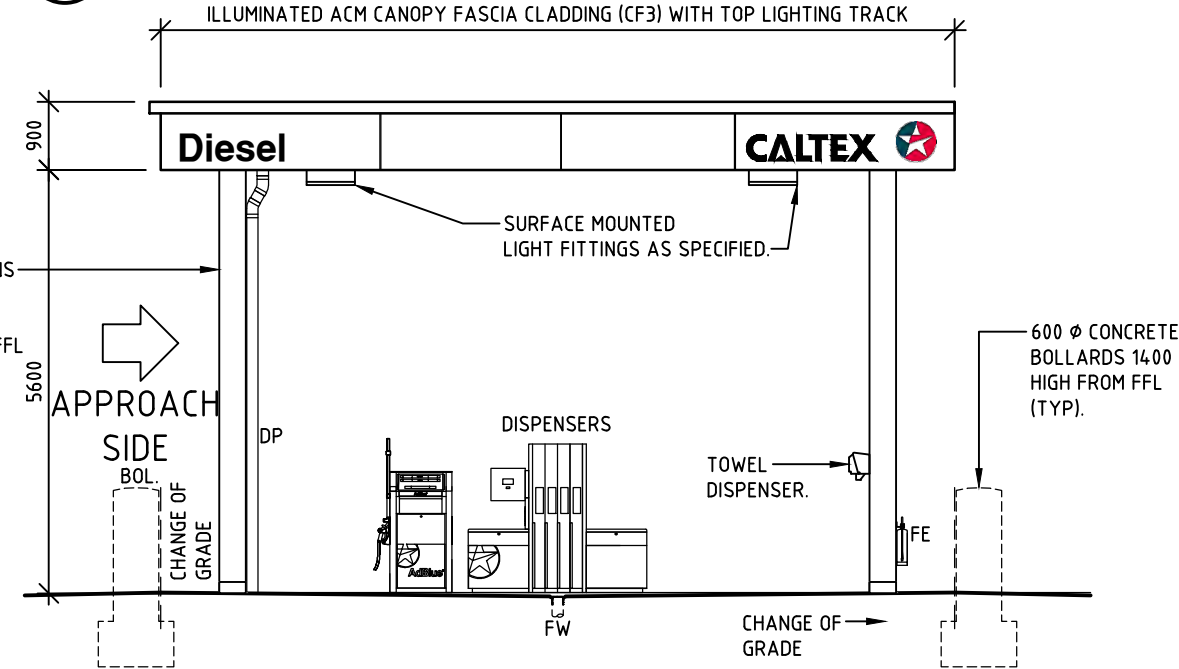
A
A320
SOUTH ELEVATION (EGRESS)



C
A320
NORTH ELEVATION (INGRESS)



B
A320
EAST ELEVATION



D
A320
WEST ELEVATION

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CONSULTANTS WA
P T Y L T D
ACN 602 924 336 ABN 40 415 457 574
CONTACT No 0430 466 223



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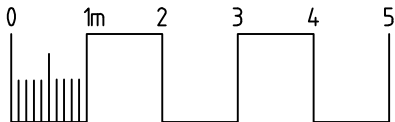
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REVISION			

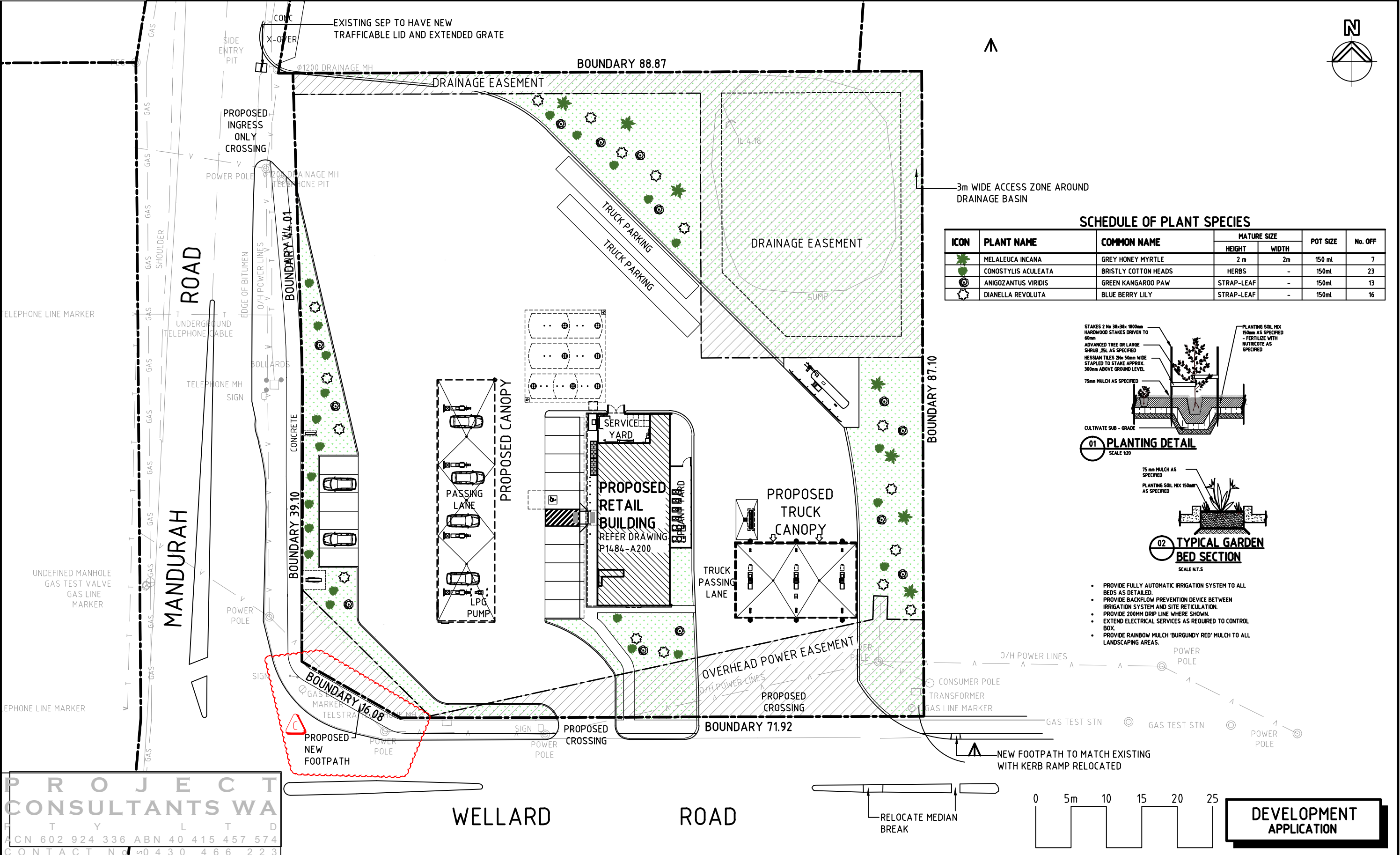
PROJECT
KWINANA BEACH - WA
LOT 500 MANDURAH ROAD
CNR WELLARD ROAD

TITLE
CANOPY ELEVATIONS
RETAIL TRUCK CANOPY

DRAWN	DATE	APPROVED	DATE
PM	05.06.15		
SCALE	SIZE	DRAWING No.	REV.
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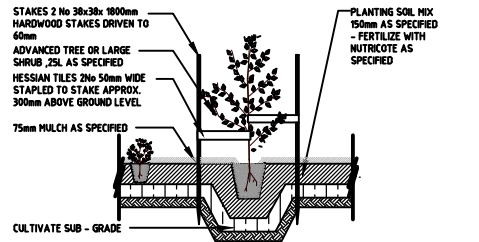


**DEVELOPMENT
APPLICATION**



SCHEDULE OF PLANT SPECIES

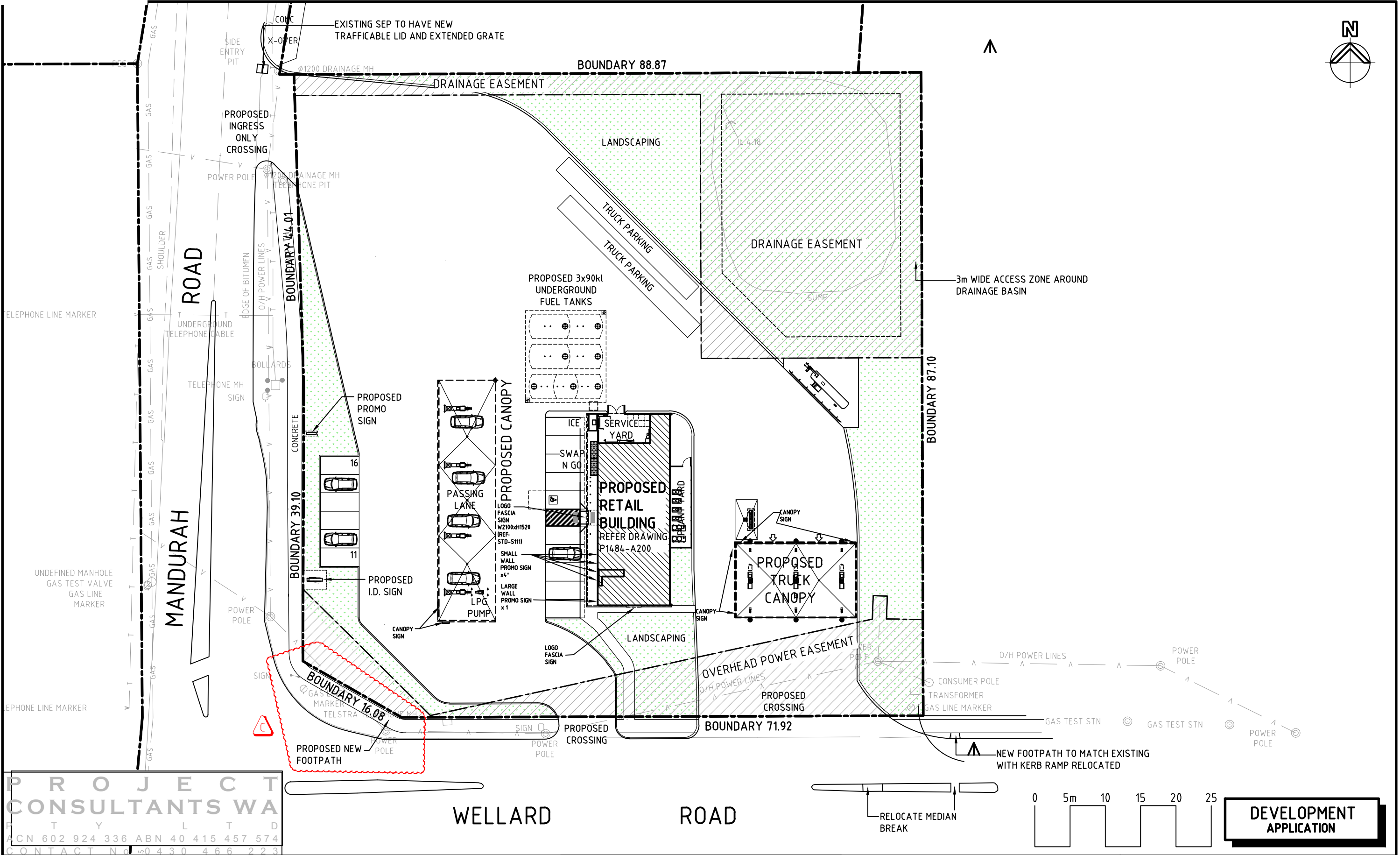
ICON	PLANT NAME	COMMON NAME	MATURE SIZE		POT SIZE	No. OFF
			HEIGHT	WIDTH		
	MELALEUCA INCANA	GREY HONEY MYRTLE	2 m	2m	150 ml	7
	CONOSTYLIS ACULEATA	BRISTLY COTTON HEADS	HERBS	-	150ml	23
	ANIGOZANTUS VIRIDIS	GREEN KANGAROO PAW	STRAP-LEAF	-	150ml	13
	DIANELLA REVOLUTA	BLUE BERRY LILY	STRAP-LEAF	-	150ml	16




- PROVIDE FULLY AUTOMATIC IRRIGATION SYSTEM TO ALL BEDS AS DETAILED.
- PROVIDE BACKFLOW PREVENTION DEVICE BETWEEN IRRIGATION SYSTEM AND SITE RETICULATION.
- PROVIDE 200MM DRIP LINE WHERE SHOWN.
- EXTEND ELECTRICAL SERVICES AS REQUIRED TO CONTROL BOX.
- PROVIDE RAINBOW MULCH 'BURGUNDY RED' MULCH TO ALL LANDSCAPING AREAS.

PROJECT CONSULTANTS WA
CONTACT No 90 430 466 223

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	A	PM	05.06.15	D.A. ISSUE			PM	05.06.15		
	B	JS	24.08.15	REVISIONS AS CLOUDED			SCALE	SIZE	DRAWING No.	REV.
	C	JS	28.08.15	FOOTPATH REVISED			1:500	A3	P1484-L100	C
	REVISION									



PROJECT
CONSULTANTS WA
F T Y L T D
ACN 602 924 336 ABN 40 415 457 574
CONTACT No 90 430 466 223



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REV.	BY	DATE	DESCRIPTION OF CHANGE
A	JS	10.06.15	D.A. ISSUE
B	JS	24.08.15	REVISIONS AS CLOUDED
C	JS	28.08.15	FOOTPATH REVISED
REVISION			

PROJECT

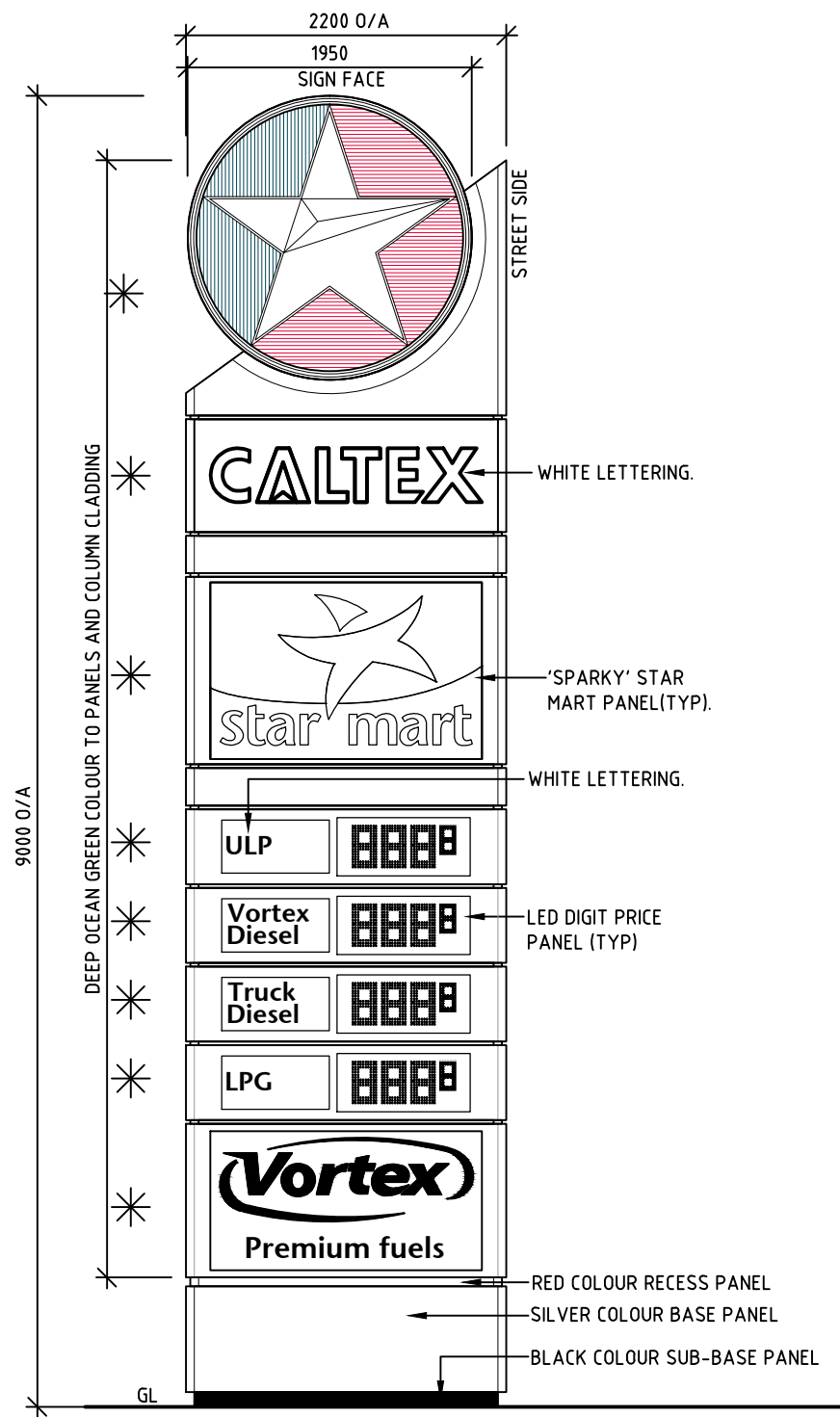
KWINANA BEACH - WA
LOT 500 MANDURAH ROAD
CNR WELLARD ROAD

TITLE

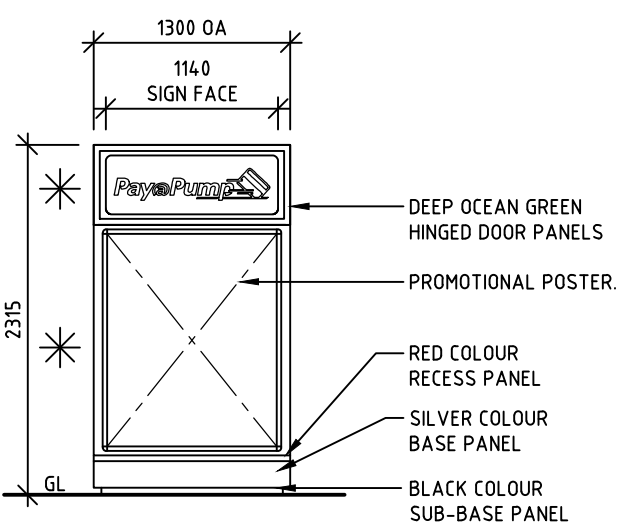
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DRAWN	DATE	APPROVED	DATE
JS	10.06.15		
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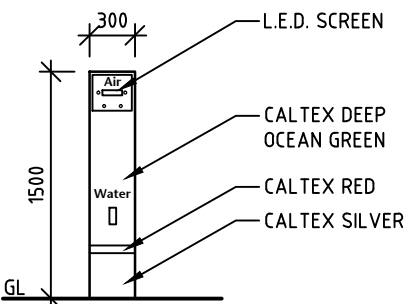
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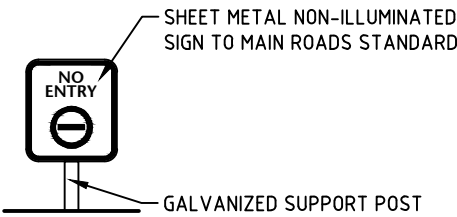
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STREET PROMO SIGN



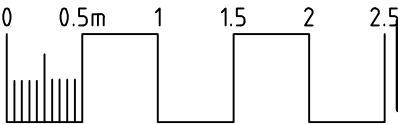
AIR & WATER SIGN




NO ENTRY SIGN

1 OFF

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CONTACT No 0430 466 223



DEVELOPMENT
APPLICATION



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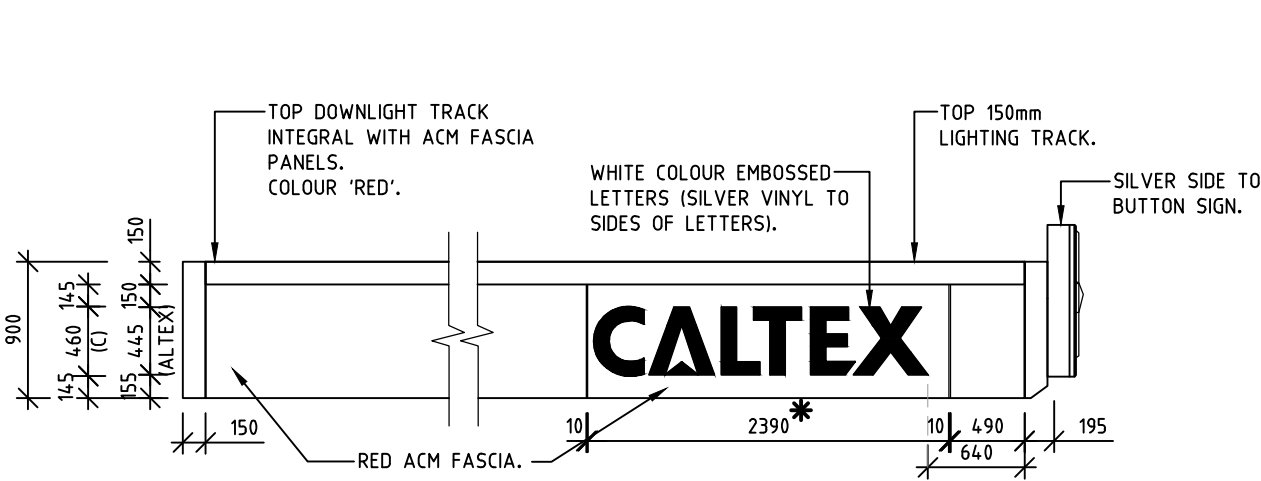
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REVISION			

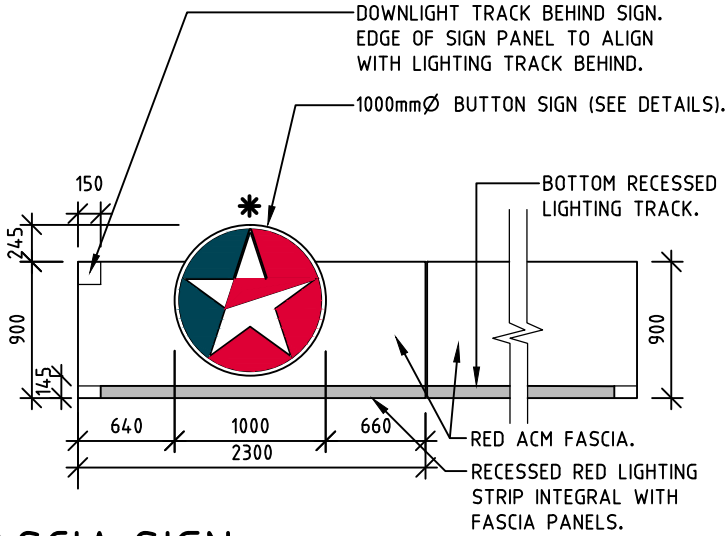
PROJECT
KWINANA BEACH - WA
LOT 500 MANDURAH ROAD
CNR WELLARD ROAD

TITLE
SITE SIGNAGE DETAILS
SHEET 1 OF 3

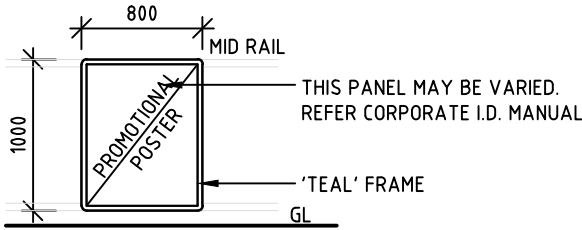
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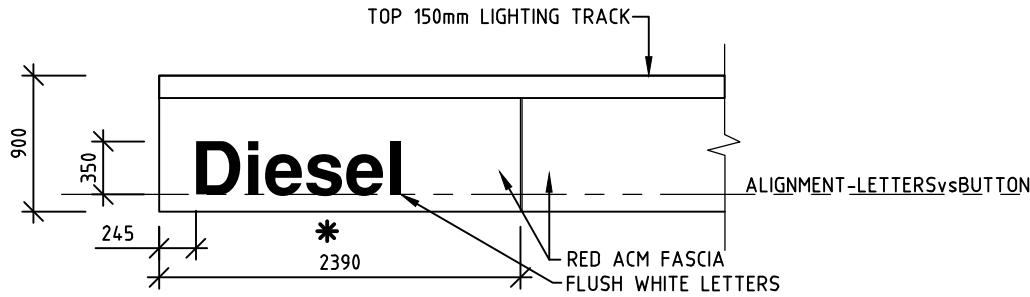
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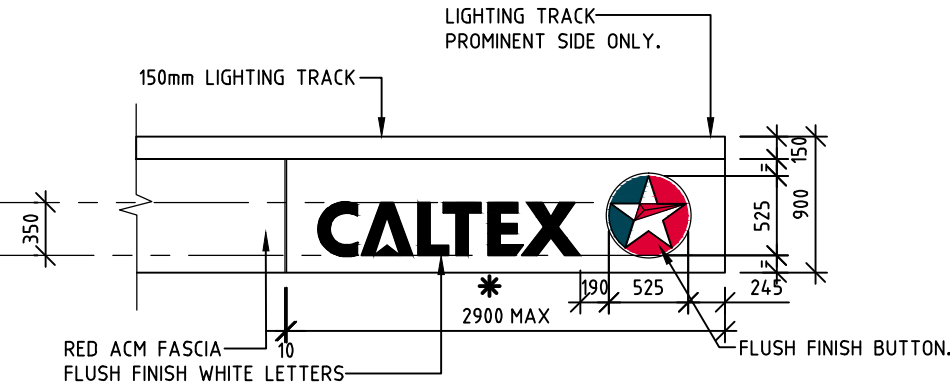
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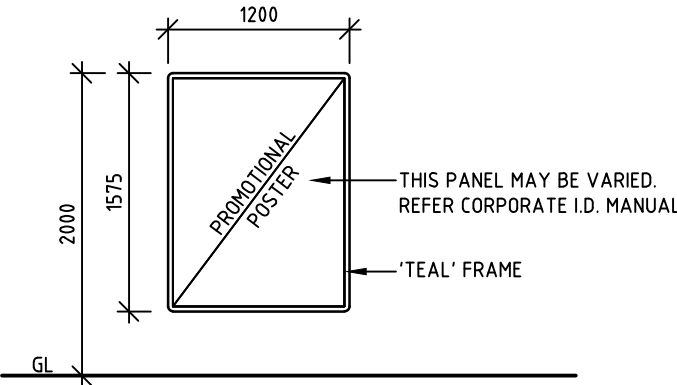
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PR26/hw
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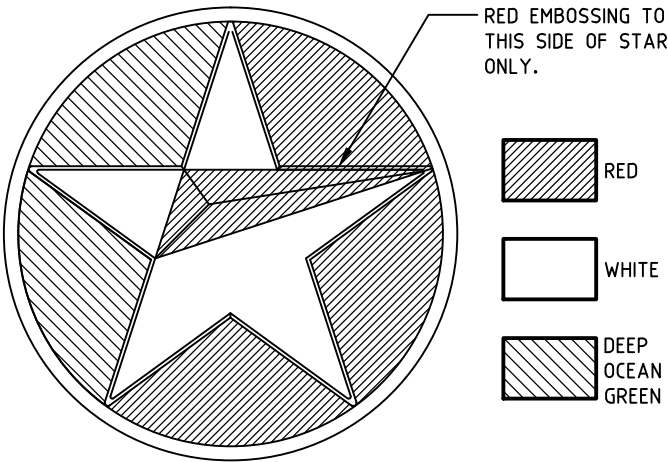
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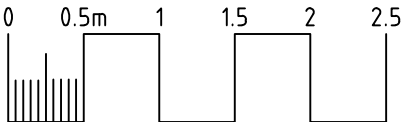
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2 OFF



WALL PROMO SIGN
PR25/hw
1 OFF

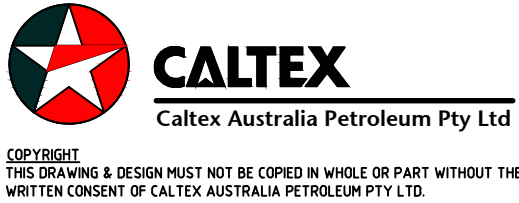


BUTTON COLOR DETAILS



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CONTACT No 0430 466 223

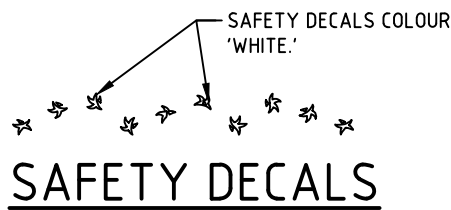
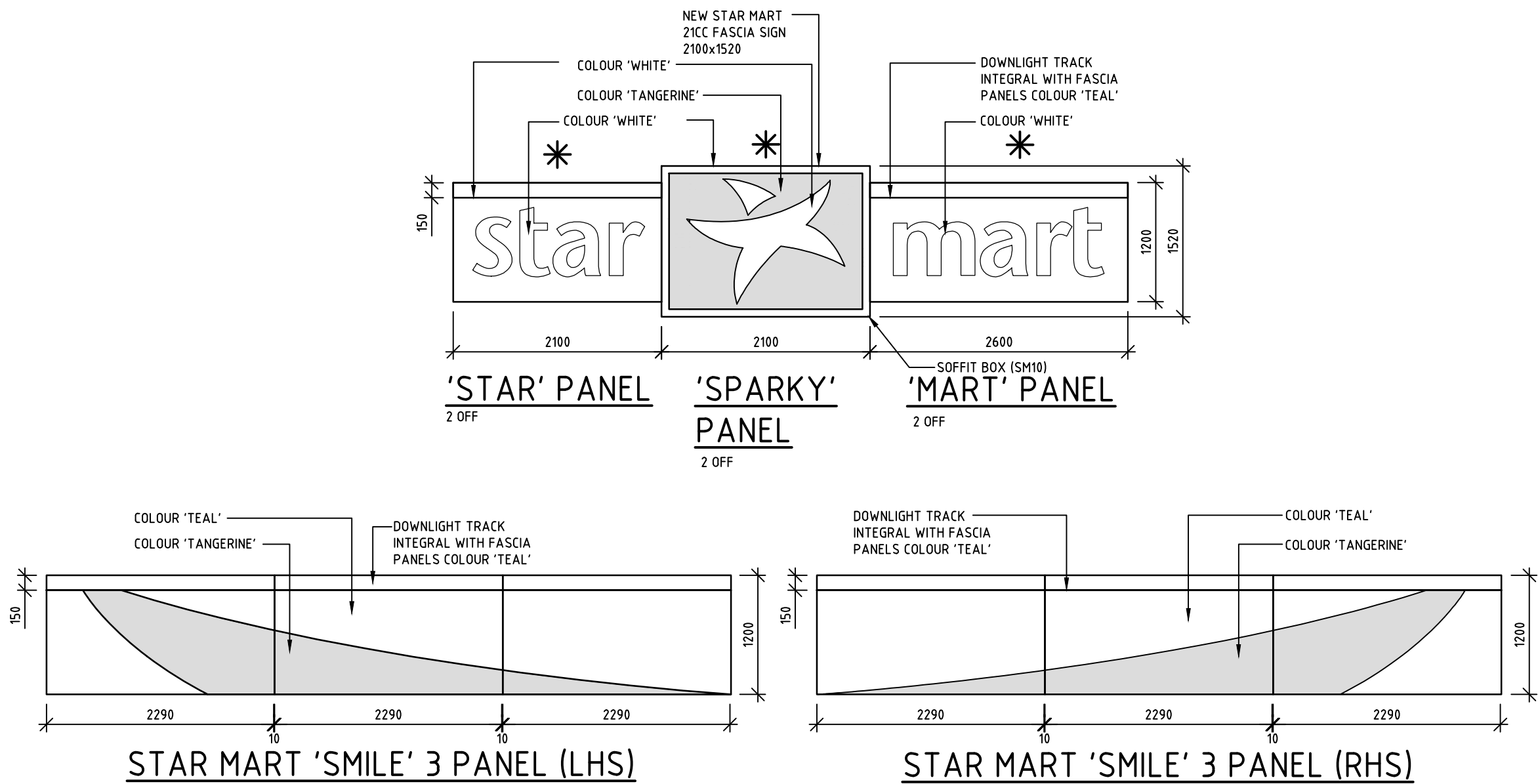


REV.	BY	DATE	DESCRIPTION OF CHANGE
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KWINANA BEACH - WA LOT 500 MANDURAH ROAD CNR WELLARD ROAD

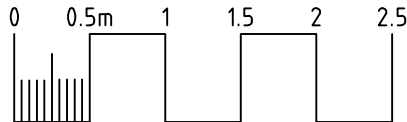
TITLE
SITE SIGNAGE DETAILS SHEET 2 OF 3

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SCALE	SIZE	DRAWING No.	REV.
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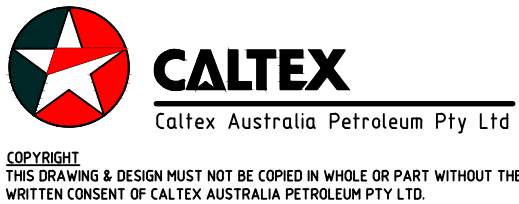


* INTERNALLY ILLUMINATED SIGN BOX

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A	JS	10.06.15	ISSUED FOR DA
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PROJECT
KWINANA BEACH - WA
LOT 500 MANDURAH ROAD
CNR WELLARD ROAD

TITLE
SIGNAGE DETAILS
SHEET 3 OF 3

DRAWN	DATE	APPROVED	DATE
JS	10.06.15		
SCALE	SIZE	DRAWING No.	REV.
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