



Metro South-West Joint Development Assessment Panel Agenda

Meeting Date and Time: 26 February 2019, 1:00 PM
Meeting Number: MSWJDAP/179
Meeting Venue: City of Rockingham Boardroom
Civic Boulevard, Rockingham

Attendance

DAP Members

Mr Tony Arias (Presiding Member)
Ms Lee O'Donohue (Deputy Presiding Member)
Mr Andrew Macliver (Specialist Member)
Cr Deb Hamblin (Local Government Member, City of Rockingham)
Cr Chris Elliott (Local Government Member, City of Rockingham)

Officers in attendance

Mr David Banovic (City of Rockingham)
Mr Greg Delahunty (City of Rockingham)
Mr Mike Ross (City of Rockingham)

Minute Secretary

Ms Nicole D'Alessandro (City of Rockingham)

Applicants and Submitters

Mr Alex McGlue (Lavan)

Members of the Public / Media

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

Signed minutes of previous meetings are available on the [DAP website](#).

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

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

8. Form 1 – Responsible Authority Reports – DAP Applications

Nil

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

Nil

10. Appeals to the State Administrative Tribunal

10.1	Property Location:	Lot 301 (2-6) Council Avenue, Rockingham
	Development Description:	Proposed health studio, restaurant, showrooms and convenience store
	Applicant:	PTS Town Planning Pty Ltd
	Owner:	Arise Rockingham Pty Ltd
	Responsible Authority:	City of Rockingham
	DAP File No:	DAP/18/01463

Current Applications		
LG Name	Property Location	Application Description
City of Fremantle	Lot 1 (193) South Terrace, South Fremantle	Mixed use development

Finalised Applications		
LG Name	Property Location	Application Description
City of Rockingham	Lot 158 Nairn Drive, Baldivis	Proposed Convenience Store and Showroom (7-Eleven)

11. General Business / Meeting Closure

In accordance with Section 7.3 of the DAP Standing Orders 2017 only the Presiding Member may publicly comment on the operations or determinations of a DAP and other DAP members should not be approached to make comment.



State Administrative Tribunal Reconsideration

Responsible Authority Report

(Regulation 12)

Property Location:	301 (No.2-6) Council Avenue, Rockingham
Development Description:	Proposed Health Studio, Restaurant, Office, Showrooms and Convenience Store
DAP Name:	Metro South-West JDAP
Applicant:	PTS Town Planning Pty Ltd
Owner:	Arise Rockingham Pty Ltd
Value of Development:	\$9 million
LG Reference:	DD020.2018.00000201.001
Responsible Authority:	City of Rockingham
Authorising Officer:	Bob Jeans, Director Planning & Development Services
DAP File No:	DAP/18/01463
Report Due Date:	15 February 2019
Application Received Date:	23 July 2018
Application Process Days:	90 days
Attachment(s):	Attachment 1 Development Application Plans (all date stamped 03 September 2018) Attachment 2 Development Application Submission Attachment 3 Schedule of Submissions Attachment 4 Design Review Panel Meeting Notes Attachment 5 Department of Planning, Lands and Heritage Response 1 & 2 Attachment 6 Public Transport Authority Response 1 & 2 Attachment 7 Department of Water and Environmental Regulations Response Attachment 8 Applicant's revised Submission Attachment 9 JDAP Determination Notice Attachment 10 Development Application Revised Plans (received 31/01/19) Attachment 11 Additional Advice from Public Transport Authority

Officer Recommendation:

That the Metro South-West Joint Development Assessment Panel, pursuant to section 31 of the *State Administrative Tribunal Act 2004* in respect of SAT application DR 314 of 2018, resolves to resolves to:

1. **Reconsider** its decision dated 28th November 2018; and
2. Affirm its decision to **Refuse** DAP Application reference DAP/18/01463 and accompanying:
 - Ground Floor Plan, Drawing No.A003, dated 30.01.19;
 - Level 1 Plan, Drawing No.A004, dated 30.01.19;
 - Roof Plan, Drawing No.A005, dated 30.01.19;
 - Elevations, Drawing No.s A006 & A007, dated 30.01.19;
 - Perspectives, Drawing No.s A002, A008, A009 & A010 dated 30.01.19;

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

Reasons

1. The development fails to satisfy objectives (f) and (h) of the Primary Centre City Zone under the City's Town Planning Scheme No.2 as the development does not provide a contiguous, activated street front development along Council Avenue, Read Street and Sepia Court and does not provide for a variety of vibrant land-uses more consistent with proximity to transit and the City Centre area.
2. The development application does not satisfy Clause 67 (b), (h), (m) and (t) of the *Planning and Development (Local Planning Schemes) Regulations 2015 (Schedule 2 – Deemed Provisions)* with the development being contrary to:
 - b&h.* The development provisions, principles and vision for the Rockingham Strategic Regional Centre Activity Centre Plan;
 - m.* The development provisions for *Local Planning Policy 3.2.12 - Development Policy Plan: Southern Gateway and Rockingham Station Sectors* relating to height, scale and appearance of the development and is considered to result in an impoverished design outcome, non-compatible with the surrounding development context.
 - t.* The proposed Council Avenue vehicular access which is located within the functional area of the Council Avenue and Read Street intersection will lead to vehicle manoeuvring that will compromise traffic safety.
3. The development does not provide for a minimum building height of three (3) storeys as required by clause 5.4 'Building Heights and Prominent Sites' of *Planning Policy 3.2.12 - Development Policy Plan: Southern Gateway and Rockingham Station Sectors*.
4. The development does not provide for significant elements that acknowledge arrival upon a Gateway Location as required by Clause 8.1.3 Gateway Locations of *Planning Policy - 3.2.12 Development Policy Plan: Southern Gateway and Rockingham Station Sectors*.

Locations of *Planning Policy - 3.2.12 Development Policy Plan: Southern Gateway and Rockingham Station Sectors*.

5. The development does not comply with clause 8.1.5 'Planning and Design Principles' and does not satisfy objective 8.1.2 of *Planning Policy 3.2.12 - Development Policy Plan: Southern Gateway and Rockingham Station Sectors* as the development does not provide for visually distinctive buildings to reinforce the townscape structure and add legibility to the access and movement network.
6. The development does not comply with Clause 6.1.5.3 'Required Elements' and does not satisfy objectives 1, 3 and 4 of Clause 6.1.5 'Council Avenue Sub Precinct - Supplementary Design Guidelines of *Planning Policy 3.2.12 Development Policy Plan: Southern Gateway and Rockingham Station Sectors* as the development fails to:
 - a. To provide for a contiguous, activated street front built form to Council Avenue;
 - b. To provide for identifiable landmark on the corner of Council Avenue and Read Street which consists of high quality buildings; and
 - c. To provide for shop front activation along Read Street and shop front activation along Sepia Court.
7. The proposed Pylon Sign and Convenience Store Roof Sign will result in signage that is not considered to be appropriate for its location as required by Clause 3(a) of *Planning Policy 3.3.1 - Control of Advertisements*.

Advice Notes:

1. It is advised that a member of the City's Design Review Panel recommended that the amended design should not be supported. Matters relating to built-form, activation, articulation and vehicular access have not been addressed.

Details: outline of development application

Zoning	MRS:	Central City Area
	TPS:	Primary Centre City Centre
Use Class:		Convenience Store, Health Studio, Restaurant and Showroom
Strategy Policy:		Rockingham Strategic Regional Centre: Centre Plan; <i>Planning Policy 3.2.12 – Development Policy Plan : Southern Gateway and Rockingham Station Sectors;</i> <i>Planning Policy 3.3.1 - Control of Advertisements; and</i> <i>Planning Policy 3.3.14 – Bicycle Parking and End of Trip Facilities.</i>
Development Scheme:		City of Rockingham Town Planning Scheme No.2
Lot Size:		12,373m ²
Existing Land Use:		Vacant lot

The Metro South-West Joint Development Assessment Panel (MSWJDAP) is invited to reconsider its decision to refuse the JDAP application for the Convenience Store, Health Studio, Restaurant and Showroom, pursuant to section 31 of the *State Administrative Tribunal Act 2004*. As part of the reconsideration, the applicant provided additional information and a revised site layout plan, which resulted in the following changes to the development:-

- Inclusion of three new Office tenancies (105m², 75m² and 80m²), as a second storey element along the proposed Council Avenue frontage;
- Provision of a stair and a lift to the upper floor tenancies;
- Reduction in floor area by 20m² of the proposed Health Studio tenancy to provide for an egress corridor from upper floor tenancies;
- Reduction in floor area by 41m² of the proposed Cafe tenancy to provide for an egress corridor from upper floor tenancies;
- Reduction in floor area by 7m² of the proposed Showroom tenancy No.4 to provide from an egress corridor for upper floor tenancies;

The built form to Council Avenue and Read Street has been amended by:

- Establishing a more vertically proportioned corner element at the street intersection, incorporating branding signage.
- Raising the height of the corner element to approximately 13.1 metres and including a portal style perimeter frame extending up from the shopfront canopy.
- Creating a double-height volume to the gym on the street corner, with double-height glazing to the frontage.
- Introducing glazing to the first-floor offices that provide a view out to Council Avenue.
- Increasing the scale of the Council Avenue frontage by modifying the Café facade design by raising the parapet heights to continue the two-storey massing of the elevation and utilising the batten screening to emphasise the corner at the car park entry.
- Introducing clear glazing to the Council Avenue windows to the office of the Convenience Store.

The revised application, now being considered as part of the section 31 Reconsideration, is for a mixed use development comprising of four (4) Showrooms, a 24hour Health Studio, a Restaurant, three (3) office tenancies and a 24hour Convenience Store located near the corner of Council Avenue and Sepia Court. The revised development application also includes the following elements:

- Reduction of on-site car parking bays from 108 to 106;
- Vehicle access/egress from Read Street (via the existing slip lane), a central crossover on Council Avenue and two crossovers from Sepia Court;

- Reduction of bicycle parking bays from 22 to 16 and end-of-trip (EOT) facilities;
- A playground located near the restaurant alfresco area;
- A landscaping theme from a palette of Australian bushland colours and textures; and
- Provision of signage including 1 pylon sign on Read Street as well as various wall panel signage, roof signage and directional signage.

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

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





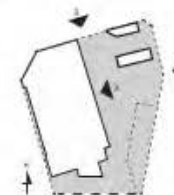
2. 2018 Refused Ground Floor Plan





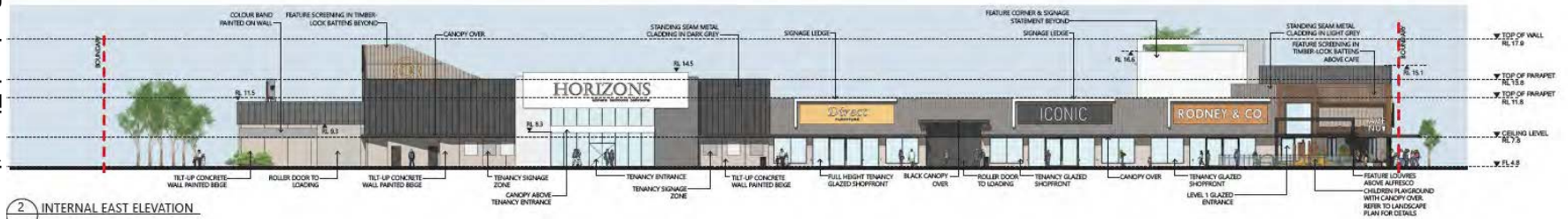
4. Revised First Floor Plan

5. 2018 Refused Elevations - Part 1





1 SEPIA CT ELEVATION



2 INTERNAL EAST ELEVATION



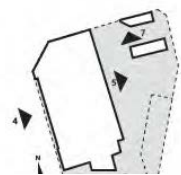
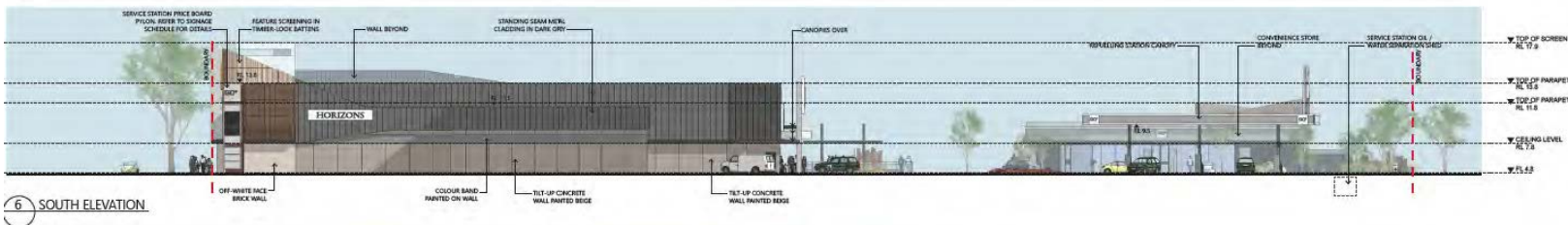
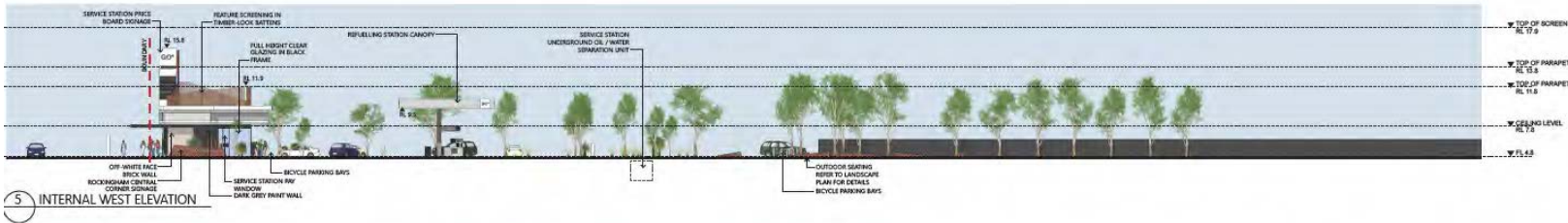
3 COUNCIL AVE ELEVATION



7. 2018 Refused Elevations - Part 2



8. Revised Elevations - Part 2



CNR COUNCIL AVENUE & READ STREET, ROCKINGHAM WA

TOTAL PARKING PROVIDED		106 + 6 BROWSER BAYS				BICYCLE PARKING PROVIDED		20 BAYS	
USE	AREA (S.F.)	PARKING RATIO:		PARKING PROVIDED		PARKING RATIO (MIN)		PARKING PROVIDED	
		MIN	MAX	MIN	MAX	LONG-TERM	SHORT-TERM	LONG-TERM	SHORT-TERM
GYM	25100	1.26	1.13	18	21	1:400	1:200	1	5
SHOWROOM	4,583	1.00	1.60	5	77	1:750	1:1000	3	5
CAFE	1600	0.8	1.0	21	38				
CONVENIENCE STORE	2130	1.22	1.17	10	13	1:250	1:150	2	3
TOTAL	5,2600			106	139			10	30





10. Revised Council Avenue and Read Street intersection perspective

11. 2018 Refused Avenue perspective



1. VIEW FROM COURTESY, EYE-LOOKING EAST

12. Revised Council Avenue Perspectives



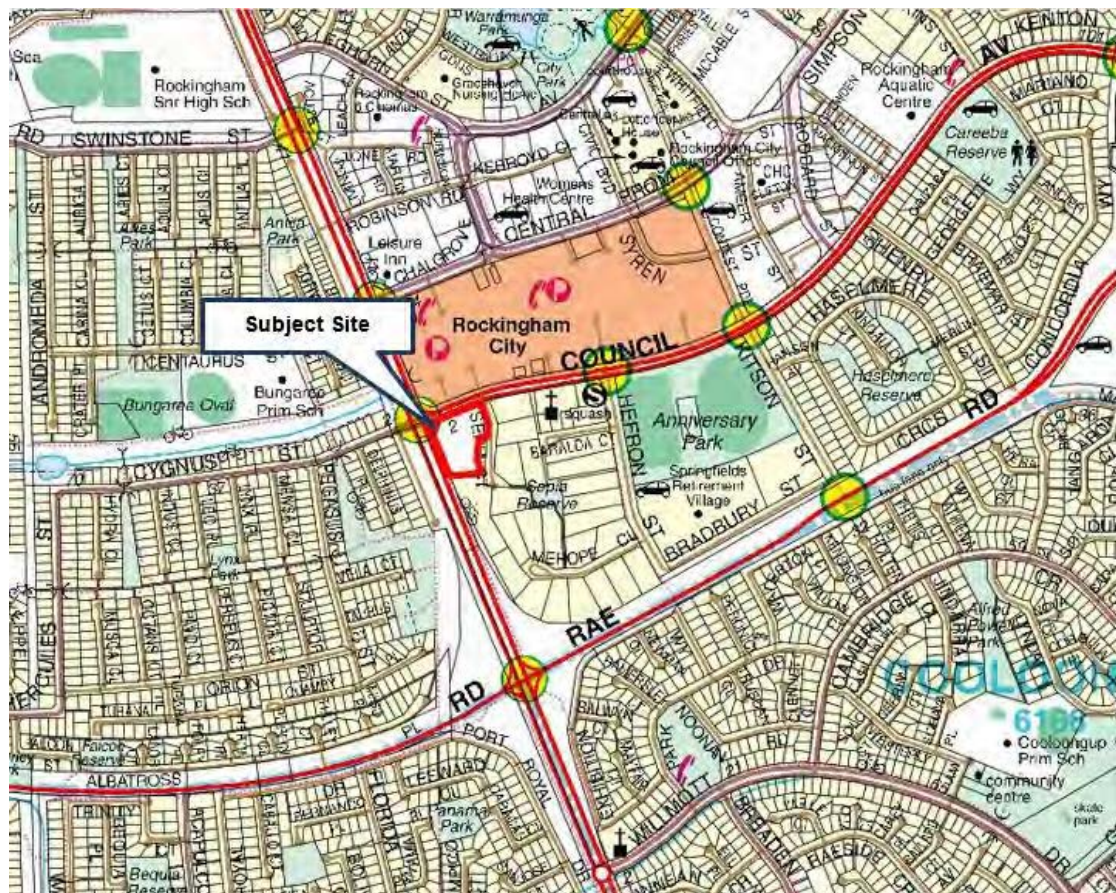


13. Council Avenue perspective and Read Street perspective

Background:

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

The subject site is vacant.



14. Location Plan



15. Aerial Photo

History

The following outlines the history of the development proposal:

- In August 2018, the applicant lodged a Joint Development Assessment Panel application (DAP/18/01463) for a proposed development;
- In November 2018, the MSWJDAP resolved to refuse DAP Application DAP/18/01463 for the following reasons:
 1. The development fails to satisfy objectives (f) and (h) of the Primary Centre City Zone under the City's Town Planning Scheme No.2 as the development does not provide a contiguous, activated street front development along Council Avenue, Read Street and Sepia Court and does not provide for a variety of vibrant land-uses more consistent with proximity to transit and the City Centre area.
 2. The development application does not satisfy Clause 67 (b), (h), (m) and (t) of the *Planning and Development (Local Planning Schemes) Regulations 2015 (Schedule 2 – Deemed Provisions)* with the development being contrary to:
 - b&h. The development provisions, principles and vision for the Rockingham Strategic Regional Centre Activity Centre Plan;
 - m. The development provisions for Local Planning Policy 3.2.12 - Development Policy Plan: Southern Gateway and Rockingham Station Sectors relating to height, scale and appearance of the development and is considered to result in an impoverished design outcome, noncompatible with the surrounding development context.

- t. The proposed Council Avenue vehicular access which is located within the functional area of the Council Avenue and Read Street intersection will lead to vehicle manoeuvring that will compromise traffic safety.
 3. The development does not provide for a minimum building height of three (3) storeys as required by clause 5.4 'Building Heights and Prominent Sites' of *Planning Policy 3.2.12 - Development Policy Plan: Southern Gateway and Rockingham Station Sectors*.
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 5. The development does not comply with clause 8.1.5 'Planning and Design Principles' and does not satisfy objective 8.1.2 of *Planning Policy 3.2.12 - Development Policy Plan: Southern Gateway and Rockingham Station Sectors* as the development does not provide for visually distinctive buildings to reinforce the townscape structure and add legibility to the access and movement network.
 6. The development does not comply with Clause 6.1.5.3 'Required Elements' and does not satisfy objectives 1, 3 and 4 of Clause 6.1.5 'Council Avenue Sub Precinct - Supplementary Design Guidelines' of *Planning Policy 3.2.12 Development Policy Plan: Southern Gateway and Rockingham Station Sectors* as the development fails to:
 - a. To provide for a contiguous, activated street front built form to Council Avenue;
 - b. To provide for identifiable landmark on the corner of Council Avenue and Read Street which consists of high quality buildings; and
 - c. To provide for shop front activation along Read Street and shop front activation along Sepia Court.
 7. The proposed Pylon Sign and Convenience Store Roof Sign will result in signage that is not considered to be appropriate for its location as required by Clause 3(a) of *Planning Policy 3.3.1 - Control of Advertisements*.
- In November 2018, the applicant lodged an application for review with the State Administrative Tribunal (SAT) for the refusal of the JDAP application.
 - In November 2018, the SAT invited the MSWJDAP to reconsider its decision on or before 26 February 2019.
 - In January 2019, a mediation session was held as part of the SAT proceedings which the City was invited to participate in.
 - In January 2019, the applicant provided additional information in support of the reconsideration as a result of the concerns discussed in the mediation sessions, the assessment of which forms the basis of this report.

The matter is listed in SAT for a final hearing on 16 April 2019.

Legislation and Policy:

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

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

Legislation

State Administrative Tribunal Act 2004

If invited by SAT, the SWJDAP has the ability to reconsider its decision pursuant to Section 31(2) of the *State Administrative Tribunal Act 2004*. This Responsible Authority Report (RAR) forms the assessment for the SWJDAP to reconsider its decision.

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

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

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

Clause 3.2 - Zoning Table

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

Clause 4.3.2 - Objectives of the Primary Centre

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

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

The development includes Showroom and Convenience Store (that relies on the sale of fuel) uses which are not traditional street oriented uses and not common in City

Centre zones. Such uses are not akin to a City Centre environment as they are heavily car oriented and do not support a pedestrian oriented environment.

Clause 4.3.3 - Special Considerations Applicable to Development Applications

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

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

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

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

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

The development proposes seven car parking spaces and a loading bay which are forward of the Sepia Court building frontage.

The buildings do not provide for a continuous built form to the street edge along Council Avenue and Sepia Court, due to the building setback from Sepia Court and break between buildings which fragments built form and streetscape along Council Avenue.

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

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

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

4.3A.3 - Minimum Residential Density

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

The proposed development does not provide for a residential component as part of this application.

Clause 4.15 - Carparking

Parking Requirements & Provision

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

Use	Required	
	Rate	Amount
Convenience Store (200m ²)	1 bay per 22 (17) m ² NLA	9 (12)
Health Studio (350m ²)	1 bay per 20 (15) m ² NLA	18 (24)
Restaurant (180m ²)	1 bay per 8 (6) persons the building is designed to accommodate	23 (30)
Showroom (4,576m ²)	1 bay per 80 (60) m ² NLA	58 (77)
Office (260m ²)	1 bay per 60 (40) m ² NLA	5 (7)
Total		113 (150)
<i>Note: For the Primary Centre City Centre zone, parking rates are provided as a minimum and maximum range, with the maximum parking allowable provided in brackets.</i>		

Under the parking provision of TPS2, the proposed development requires the provision of a minimum 113 and a maximum of 150 parking spaces. The proposed development provides a total of 106 car parking spaces and therefore does not comply with the car parking requirements of Clause 4.15 of TPS2.

The development proposes 106 car parking bays including one accessible bay as well as separate service and loading bays. The development is in close proximity to high frequency bus routes and is accessible by pedestrians due to the existing and proposed footpath connections.

The development also includes six (6) bowser bays which are commonly used by patrons when filling up at a Convenience Store (Service Station). In light of the above reasons, the variation of seven (7) car parking bays to Clause 4.15 of TPS2 is sufficiently addressed.

Clause 5.3 - Control of Advertisements

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

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

Clause 6.1 - Design Review Panel

2018 DAP Application

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

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

The DRP considered the development to be well composed and aesthetically pleasing, however, it considered that there were the following key concerns:

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

The DPR advised that design as presented cannot be supported.

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

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

2019 Revised DAP Application

Given the limited assessment timeframe, the City was unable to convene a full meeting of its DRP to review the revised plans prepared as an outcome of SAT mediation. Consequently, the revised design was forwarded to a member of the DRP (an architect) who sat on the DRP for the consideration of the original application. The following assessment of the revised proposal was provided:

Key issues in relation to 'Design Quality Evaluation'	
Principle 1 - Context and Character	<ul style="list-style-type: none"> a. The existing concerns have not been addressed and are not supported as follows: <ul style="list-style-type: none"> i. Built form activation and address to Sepia Court; ii. number of cross-overs; iii. location of cross-overs; and iv. Land usage of service station is inconsistent with the town planning objectives. b. The introduction of a second storey reinforces the corner entry into Council Avenue and addressed the concerns on corner activation and scale. c. The scale of the corner activation is modest and two dimensional (stage front feel). d. It is noted that the quality of the design has not followed this revision with the new built form losing some of the elegance and simplicity of the original.

Principle 2 - Landscape Quality	<ul style="list-style-type: none"> a. The existing concerns have not been addressed and are not supported as follows: <ul style="list-style-type: none"> i. Remnant spaces of little discernible use or function; ii. Weak pedestrian movement; iii. Security concerns; iv. No mature trees; and v. The landscaped café playground is a positive to landscaping, but further erodes the continuity of the built form on Council Avenue.
Principle 3 – Built Form and Scale	<ul style="list-style-type: none"> a. The existing concerns have not been addressed and are not supported as follows: <ul style="list-style-type: none"> i. Council avenue cross-over retained; and ii. The service station convenience store is still heavily branded and modest in scale which does not emphasise the civic street. b. The scale introduce on the corner is an improved scale for the site, but suffers from tokenism in extent and address. It is a very small element in the design. The architectural response has been weakened in this submission with the introduction of a corner sign form. c. The balance between the corner height and the Council avenue elevation is weaker as they are closer in scale (1 and 3) vs (2 and 3). d. Void over café is a plus. e. Transformer enclosure should read as part of the convenience store by matching masonry plate height.
Principle 4 – Functionality and Build Quality	<ul style="list-style-type: none"> a. The existing concerns have not been addressed and are not supported as follows: <ul style="list-style-type: none"> i. In summary - The main address of the proposal is off a concealed carpark. This does nothing to strengthen the primacy of Council Avenue and prioritises commercial functional practicalities over contributing to the quality of the 'main street'.
Principle 5 – Sustainability	<ul style="list-style-type: none"> a. The existing concerns have not been addressed and are not supported as follows: <ul style="list-style-type: none"> i. In summary – Little address to sustainability in the proposal. b. The introduction of North glazing will create significant heat load to the north facing void as it is unprotected above the canopy. This will add to the heat load of these spaces and count against (not for) the sustainability response of the proposal.
Principle 6 - Amenity	<ul style="list-style-type: none"> a. No significant change to amenity.
Principle 7- Legibility	<ul style="list-style-type: none"> a. The existing concerns have not been addressed and are not supported as follows: <ul style="list-style-type: none"> i. Sepia Court is a residential scale street with a service station proposed.

	<ul style="list-style-type: none"> ii. Council Avenue is largely broken by one large entry and lower scale and separately branded convenience store. iii. Southern end is still forgotten and fails CPTED principles particularly given the interface with residential usages.
Principle 8 – Safety	No significant changed to amenity with the above CPTED concerns still unresolved.
Principle 9 - Community and	No significant change.
Principle 10 – Aesthetics	<ul style="list-style-type: none"> a. The quality of the architectural response has not significant changed and is generally good. b. (except) - The design of the corner building form is significantly weaker with the introduction of a framed 'corner statement' in lieu of the elegant slatted form previously proposed.
Key matters to be addressed	None of the key design elements have been addressed with the exception of additional scale on Council Avenue.
Recommendation	That the design, as presented, cannot be supported.

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

State Government Policies

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

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

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

Clause 5.1 - Activity Centre Hierarchy

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

Clause 5.2 - Activity

The proposal provides for a finite mix of land uses within the Strategic Metropolitan Centre, primarily due to the limited single storey built form along Read Street and Council Avenue. By providing low intensity land uses (Convenience Store - Service Station and Showrooms), unsuitable for a Strategic Metropolitan Activity Centre, the development fails to optimise on the potential of the site to deliver greater

opportunities for people to work, shop, live and recreate in a high amenity environment within walking distance of facilities and services.

Clause 5.3 - Movement

SPP4.2 requires that parking facilities are to be located, scaled, designed and landscaped to avoid visual domination of street and public space frontages, and to avoid discontinuity of the urban form and pedestrian amenity. The development proposes sleeved car parking which would be screened from view when seen from Council Avenue and Read Street, however it is noted car parking spaces are not located behind the Sepia Court building frontage. The various pedestrian connections within the carpark area are disjointed and are not considered to be functional spaces. The development heavily relies on car dependent land uses and does not prioritise public transport and other alternative modes of transport over the use of a private vehicle. The provided revised Transport Report states that the development will generate up to 2,144 vehicle trips per day (1,667 additional trips when pass-by trade component is applied). This traffic volume does not constitute a large traffic generating development. Consequently, the proposal provides low intensity but heavy car dependent land uses. The opportunity to provide for a vibrant pedestrian activation has been missed, as high trip-generating activities have not been optimised to maximise opportunities for public to use public transport and to reduce the need for travel between places of residence, employment and recreation.

Clause 5.4 - Urban Form

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

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

Clause 5.5 - Resource Conservation

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

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

Clause 5.6 - Out of centre Development

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

Clause 6.6 - Development Control

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

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

Local Policies

Rockingham Strategic Metropolitan Centre: Centre Plan

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

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

The revised development is inconsistent with the Centre Plan’s vision as the critical issues of vehicular access, design, form and activation are unresolved. The proposed development is considered to be inconsistent with the vision of the Centre Plan.

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

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

Within the Southern Gateway Sector there are four precincts. For each of the precincts PP3.2.12 identifies a desired future character, preferred land uses and

required elements for development proposals. The subject site is located within the Hefron Precinct. The greatest opportunity for change exists in the band of property along the southern side of Council Avenue (wherein the subject lot is located), where further mixed use development infill would be appropriate given its proximity to the City Centre and its location as an important gateway to the Centre. In this regard, Supplementary Design Guidelines (Section 6.1.5) are applicable to guide development in the Council Avenue sub-precinct.

A detailed assessment against PP3.2.12 is available below, when it was concluded that the proposed development does not provide for appropriate vehicular access, building height, design, form and activation as required by the PP3.2.12.

Principle	Officer Comment	Compliance
2.2.1 Built Form and Urban Design		
Develop in accordance with 'Main Street' design principles.	<p>At a precinct scale development will receive the majority of its pedestrian access from an internalised carpark due to the car dependent nature of Showroom and Convenience Store (Service Station) land uses.</p> <p>The building massing fronting Council Avenue for the most part provides for genuine active contiguous street front with the exception of the gap between buildings which fragments the built form and the streetscape.</p> <p>The building massing fronting Read Street lacks glazing as it mostly provides for large areas of blank walls, whilst Sepia Court frontage provides for a blank wall which is anything but urban.</p>	No
Incorporate a diversity of activities and human scale in streetfront development.	<p>The development incorporates a diversity of activities consistent with the preferred uses for the Council Avenue Sub-Precinct.</p> <p>The revised built form has improved, however, due to the gap in the buildings, development still detracts from providing a human scale street front development which would otherwise function to its full potential.</p> <p>The development also incorporates large stretches of blank walls, which does not allow for human scale at all street fronts.</p>	Partially compliant
Develop local areas in accordance with specific precinct design and	The proposed development is generally in accordance with the Council Avenue Sub-Precinct	Partially compliant

development guidelines and controls.	<p>Supplementary Design Guidelines.</p> <p>Refer below to assessment against Hefron Precinct, Council Avenue Sub-Precinct and Supplementary Policies below.</p> <p>The development fails to address key requirement relating to the provision of contiguous and active building frontages and design of Gateway Locations and Prominent Corner buildings.</p>	
Locate and configure buildings to address the street and progressively facilitate continuous and contained streetscapes which provide interest and interaction between buildings and pedestrians at street level.	<p>Buildings are designed to address Council Avenue and Read Street. The building fails to provide for a continuous built form to the street edge on Council Avenue or Sepia Court.</p> <p>Building adjacent to Sepia Court does not satisfy this principle due to the proposed 5.9m setback from the front boundary. Furthermore, there is no provision of any transparency on the façade and the building does not provide the opportunity for any interaction with the adjacent provided open space.</p> <p>The building fails to provide an active street front to Read Street.</p>	Partially compliant
Make public buildings and spaces universally accessible.	All buildings and external services are to be designed for universal access, in order to satisfy the BCA requirements.	Yes
Design buildings and public spaces that contribute to a comfortable pedestrian environment, providing opportunities for weather protection, including shelter from prevailing strong wind conditions.	The proposed development fails to provide continuous canopy cover over the adjacent footpaths. The development proposes excessive vehicle access point which disrupt the pedestrian environment. The awning along Read Street is insufficient to provide weather protection for pedestrians.	Partially compliant
Minimise any detrimental impacts on neighbouring properties.	The building is setback a minimum of 13.4 metres from the rear boundary of Lot 300, Sepia Court. The proposed built form is significantly setback from adjoining residential development. The proposed building heights will not be visually obtrusive at pedestrian level as the bulk is setback from the residential	Yes

	boundaries. Development also proposes various landscaping treatments to improve the appearance of the development.	
Encourage a gradual stepping up of the built form at the interface of low and high rise development.	The proposal provides for taller building elements along Council Avenue and at the corner of Council Avenue and Read Street, however transitional stepping in is not considered appropriate as this is not a high rise development.	N/A
2.2.2 Access and Parking		
Make walking the most important mode of transport. Streets, public places and adjacent development should be designed to provide a safe, secure, stimulating and pleasant walking environment.	The development is heavily dependent on car orientated land-uses (a Showroom and a Service Station). Consequently walking is not the most important mode of transport.	No
Link the major regional and sub-regional road system with direct and legible street connections	N/A - no new streets proposed.	N/A
Ensure that the street network is 'fine grained' to provide a multiple choice of routes for pedestrians, cyclists and vehicles.	N/A - no new streets proposed.	N/A
Integrate the street-based central transit system to link the Rockingham Beach, the City Centre and the Rockingham railway station together.	N/A - no new streets proposed.	N/A
Ensure that appropriate land uses are located adjacent to the transit route.	<p>The development proposes a mix of car dependent and public transport oriented land uses within 250m of a high frequency bus route on Council Avenue. In addition there are several other frequent bus routes in the vicinity.</p> <p>Should the development be approved, it will require the removal of the existing bus stop adjacent to the site. The Public Transport Authority has stated it will not support the relocation of the bus stop as suggested by the applicant.</p> <p>A Showroom and a Convenience Store are not the most appropriate land uses for close proximity to</p>	No

	public transport. More appropriate land uses in this context would be residential, leisure and entertainment uses.	
Adopt an integrated urban design and traffic management approach to deliver a low speed traffic environment and a high level of interest and amenity.	This principle is not considered to be applicable, as no new streets are proposed as part of the development application.	N/A
Manage provision of adequate parking facilities and encourage integration of car parking with adjoining sites which are convenient, safe and sustainable.	The development seeks a variation to the car parking requirements of Clause 4.15 of TPS2, however, the variation is considered to be acceptable.	Yes
Locate parking areas to minimise adverse impacts on the streetscape.	The buildings generally 'sleeve' the car parking behind fronting business premises along Council Avenue and Read Street, however vehicle crossover from Council Avenue impacts the streetscape. Car parking adjacent to Sepia Court has not been entirely sleeved and is visible from the public domain.	No
Control new development so that access ways and parking facilities do not visually dominate the public realm or create obstructions to the pedestrian environment and minimise potential pedestrian/vehicle conflicts.	<p>The two vehicular access points from Sepia Court are supported, however the vehicular access point from Council Avenue is not supported by the City's Land and Development Infrastructure Team. In summary, the left in / left out access point to Council Avenue is not supported for the following reasons:</p> <ul style="list-style-type: none"> • Austroads' Guide to Road Design Part 4 – Intersections and Crossings (General) recommends that an access driveway should not be located within the functional area of an intersection. The proposed access driveway off Council Avenue is located within the upstream functional area of Read Street/Council Avenue intersection; • The westbound left lane on Council Avenue is a dedicated left turn movement at the intersection of Read Street/Council Avenue which suggests that vehicles either going straight through or making 	No

	<p>a right turn movement at the signalised intersection from this proposed access driveway are required to cross/merge to the right hand lane over short distance; and</p> <ul style="list-style-type: none"> The queue from the traffic signal at Read Street/Council Avenue is likely to extend beyond the proposed access driveway location and completely blocking this access. <p>The access point on Council Avenue does not allow for the development to properly frame and activate the Council Avenue street frontage with a contiguous built form.</p> <p>The proposed left in / left out access point to Read Street is supported by the City and DPLH.</p>	
Avoid semi-basement car parking solutions where they would impact negatively on the ground level activation of adjoining streets.	No semi-parking is proposed.	N/A
2.2.3 Public Domain		
Integrate different precincts through the use of a simple and consistent palette of vegetation, paving, signage and street furniture.	The development is not considered to be of a precinct scale.	N/A
Design new development so as to contribute to the quality of the public domain and the framing and activation of the public space network.	<p>The street interface provides for a range of activities at different scales that collectively help to activate Council Avenue. Notwithstanding this, it is considered that the gap between the buildings has not been substantially addressed, to ensure development is adequately framed.</p> <p>The Convenience Store façade facing Council Avenue also incorporates three frosted windows. It is noted that all glazing along the frontage is required to be clear glazed only.</p> <p>Along Read Street and Sepia Court, development does little to activate these frontages. Read Street frontage requires further activation</p>	Partially compliant

	(display windows, doors) to improve accessibility to and from the Centre.	
Provide for well-designed and integrated toilet facilities, seating, lighting and public art within the public domain.	<p>The development provides on-site amenities such as a gymnasium, café and alfresco area along the Council Avenue frontage. The amenities for the most part are considered to be well integrated with the public domain.</p> <p>The redeveloped bus stop does not include a shelter. Although there is an awning adjacent, there is only one bench which wouldn't cater for more than two persons.</p> <p>The building frontages along Read Street and Sepia Court lack amenities which are well integrated with the public domain due to the intended land uses.</p>	Partially Compliant
2.2.4 Land Uses		
Ensure that new uses support and enhance the role of the Strategic Metropolitan Centre as the primary 'Main Street' activity centre in the South West Perth Region.	<p>The development provides for land-uses in accordance with the preferred uses identified through the Council Avenue Sub-Precinct. The development achieves this intent along Council Avenue, however not as much along Read Street.</p> <p>Nevertheless, it is considered that the proposal does enough to contribute to the role of the Strategic Metropolitan Centre as a primary 'Main Street' activity centre.</p>	Yes
Reinforce the 'Main Street' model for the centre by giving priority to active street-oriented land uses.	<p>The proposed development generally orientates active uses to Council Avenue, however it is noted Showroom and a Convenience Store uses are not traditionally street oriented uses, as they heavily depend on private vehicles.</p> <p>Additionally, the crossover along Council Avenue does not align with this objective.</p> <p>Due to the location of the crossover, the development does not do enough to provide for a diversity of land uses which will reinforce the progressive urban consolidation and transformation of this area, consistent with the requirements of</p>	Partially Compliant

	this Policy.	
Encourage land uses and developments that employ and attract high numbers of people. Such uses should include medium to high density residential, short stay accommodation, retail, civic and community facilities, educational and cultural facilities, cafes, restaurants, hotels, offices and other intensive employment uses.	<p>The development provides land uses generally in accordance with the preferred uses identified through the Council Avenue Sub-Precinct of this Policy. Notwithstanding this, it is considered that development does not provide for an optimum design outcome, as the Policy also envisions medium to high residential density on the subject site and intensive employment land uses in order to attract a high number of people to the site.</p> <p>The preferred residential density for the subject site is 80-100 dwellings per hectare, resulting in a requirement of 100-120 dwellings. The subject site has an area of 1.2373hectares.</p> <p>As a result of proposed Showrooms and Convenience Store which would generally employ up to two staff at any one time as well as no residential land use component, it is considered development fails to employ and attract a high number of people.</p>	Partially compliant
Avoid land uses and developments that generate high volumes of cars and trucks and have low employment intensities.	<p>In general, the proposed land uses will result in the creation of new local employment opportunities within the regional centre.</p> <p>Nevertheless, the large scale of the Showroom development and inclusion of a 24hour Convenience Store, will be heavily dependent on vehicular traffic for customers.</p>	Partially compliant
Encourage and promote a diverse mix of uses in preference to mono-functional land uses on larger sites.	<p>Development generally provides for land uses which operate at different scale and avoid a mono-functional outcome. The inclusion of office tenancies as part of the amended plans helps in aligning the land use mix with the policy intentions.</p> <p>The Showroom component of the application is considered to dominate other uses.</p>	Partially compliant
Enhance the activity appeal of the centre to both local and regional visitors.	The intended land uses have the potential to attract local and regional visitors.	Yes

Encourage attractive and safe alfresco dining facilities to foster a lively streetscape.	The development provides for a restaurant use which incorporates a north facing alfresco area directly adjacent to Council Avenue. This, however, is a minor component of the overall development.	Partially compliant
Promote appealing and distinctive retail uses reflecting the coastal nature and lifestyle of Rockingham and its community.	The development provides land uses consistent with the preferred uses identified under Clause 6.1.5.2 Preferred Uses of the policy.	Yes
Ensure that residential uses are integrated with the retail, commercial and hospitality potential of the Centre.	No residential uses are proposed contrary to the Policy.	N/A
Encourage the aggregation of facilities along 'Main Street' corridors, pedestrian links and major public spaces that are characterised by high levels of pedestrian activity during normal shopping hours.	The proposed land uses along Council Avenue will assist in aggregating pedestrian-based facilities, however, the City has concern with the location of the vehicle access point on Council Avenue which segregates the two buildings. The separation diminishes the full potential of activation along the Council Avenue frontage. This is contrary to the intent of the site, as the site is identified as a 'Gateway Location' which forms part of the "Main Street" corridor under PP3.2.12.	No
Encourage new development to provide options for future flexibility and changes in land use.	It is considered the buildings have the capacity to support a range of different land uses.	Yes
Principle	Officer Comment	Compliance
5.4 Building Height and Prominent Sites		
<p>Figure 5.4 illustrates a Building Height overlay to the IDP.</p> <p>Subject to individual developments minimising the impact of overshadowing on neighbouring properties, development up to a maximum height of 5 storeys will be permitted in areas with the higher, preferred residential density range of 80 to 100 dwellings per hectare.</p> <p>A lower height limit of 3 storeys will apply to</p>	<p>The building element on the corner of Read Street and Council Avenue varies in height from 10.5m to 13.1m as it includes a 'portal' style perimeter frame extending up from the shopfront canopy and includes double height windows to gymnasium/void. This element achieves the intent relating to the overall building height, however element does not achieve a genuine three storey building.</p> <p>The remainder of the development includes the following heights/storeys:</p> <ul style="list-style-type: none"> • The building element fronting 	No

properties over the remainder of the Sector. A minimum building height of 3 storeys will apply to the nominated Prominent Corner Sites (refer to Section 8.1).	<p>Council Avenue includes a second storey and varies in height from 9.2m to 10.5m;</p> <ul style="list-style-type: none"> • The building element near the corner of Council Avenue and Sepia Court is single storey with an overall height of 7.8m, due to the feature façade; and • The building element on the corner of Read Street and Council Avenue is single storey with an overall height of 12.8m, due to the feature façade. <p>The proposed development is contrary to Figure 5.4, which stipulates that for prominent corner sites a minimum 3 storey building height is applicable and a maximum 5 storey building with a height of up to 19m.</p>	
5.5 Frontage Types		
<p>Figure 5.5 illustrates Frontage Types overlay to the IDP.</p> <p>Type 3: Moderate Activation, nil-2m setback A moderate level of frontage activation with residential apartments and associated lobbies at ground level and a 2 to 3 storey façade positioned behind a variable 0-2 metre, green landscaped setback. The ground level of residential units would address the street with a façade that is transparent over at least 30% of its area.</p> <p>Type 4: Moderate Activation, 2 - 3.5m setback A moderate level of frontage</p>	<p>Type 4 Frontage applies to portion of land fronting Read Street as well as the truncation area, whilst Figure 3 Frontage applies to land fronting Council Avenue and Sepia Court.</p> <p>Council Avenue building facade provides for a compliant setback with a moderate level of activation, and the provision of office facilities on level one. The ground façade transparency is greater than 30% of its area.</p> <p>Sepia Court building façade does not meet the requirement of Type 3 façade for the following reasons:</p> <ul style="list-style-type: none"> • building is setback 5.6m from the front boundary in lieu of Nil-2m setback; • building façade fails to provide for any transparent glazing and is therefore unable to provide for any activation; and • building does not provide for any residential apartments and associated facilities. <p>Read Street building façade generally has a compliant setback, with the exception of the northern corner element, which has a nil</p>	<p>Partially compliant</p> <p>No</p> <p>Partially compliant</p>

activation with residential units at ground level and a 1 to 3 storey façade positioned behind a 2-3.5 metre green landscaped setback. Ground level residential units would address the street with a façade that is transparent over at least 30% of its area.	setback and the southern corner element, which has a setback of 1 metre. The level of activation along Read Street is relatively low as it only includes corner activation of the Health Studio, and some Showroom windows.	
5.6 Car Parking		
To facilitate contiguous streetscapes and to limit the visual impact of car parks, parking areas servicing residential densities of 60 or more dwellings per hectare shall be consolidated and located behind generally contiguous buildings or an appropriate colonnade or structural screening device (other than a blank wall).	A residential component does not form part of this development application.	N/A
Where individual Precinct development standards allow for some variation to this principle parking areas should be screened from the street by an appropriate structural screening device (other than a blank wall), hedge or planting of an appropriate urban character.	Parking is visible from the public domain along Sepia Court and Council Avenue. It is, however, sufficiently screened along Read Street.	No
Wherever possible, provision for on-street parking should be made in streetscape redevelopment.	The slip lane occupies over 60% of the Council Avenue frontage, thus restricting the opportunity for on-street parking. In this instance, it is not considered possible for development to provide on-street parking. The provision of on-street parking may result in further removal of existing street trees. The City is of the opinion that there is no benefit to the provision of on-street parking along Sepia Court adjacent to the subject lot.	N/A
The number of crossovers and driveways serving a development will be limited to optimise streetscape continuity.	The proposal seeks approval for four vehicle access points, including two from Sepia Court, one left in / left out movement from Read Street and one left in / left out movement from Council Avenue. This is considered to be an	No

	unnecessary proliferation of crossovers for the site that impacts the opportunity for streetscape continuity and an existing bus stop, on Council Avenue.	
Required Element	Officer Comment	Compliance
6.1.4 Hefron Precinct		
The Precinct is to be developed as a quality, medium to high density residential area, framed along its Council Avenue interface with the City Centre by a band of mixed use streetfront buildings. All forms of development and redevelopment should address the street in a manner consistent with a contemporary inner-city townscape discipline. It is essential that all buildings along the Council Avenue, Read Street and Hefron Street frontages (within the Council Avenue sub-precinct) maintain at least a commercial ground floor function, with potential for residential or commercial above and are consistent with the requirements of Section 6.1.5 - Council Avenue Sub-Precinct Supplementary Design Guidelines.	<p>The proposed development application does not provide for the provision of multiple dwellings/residential dwellings. It is considered the proposed built form could enable residential development above the ground floor element to address the Policy requirements.</p> <p>A commercial frontage is provided for the most part along Council Avenue, however, the critical issue is that the development provides for a break in the building to permit vehicle access. This access point is in an undesirable location (between playground and convenience store), thus disengaging the activation of commercial uses along Council Avenue and requiring the removal of an existing bus stop.</p> <p>A commercial ground floor frontage is maintained for part of Read Street, however, it is considered that a commercial ground floor frontage should be extended adjacent to Read Street to a standard similar off the internal elevation.</p>	No
Buildings are to be located, configured and activated to frame and address street frontages, laneways and other public spaces in a way that is generally consistent with the Precinct Concept Plan and relevant 'Frontage Types' as listed in Section 5.	As demonstrated earlier in this table, the frontages are partially compliant 'Frontage Types' listed in section 5.	Partially Compliant
Consistent with Figure 5.3 'Density', in Section 5.3, residential development is to accommodate a balanced mix of dwelling sizes at preferred densities ranging from 60 to 80 dwellings per hectare (with a minimum density of 40 dwellings per	No residential component is proposed as part of this development application.	N/A

hectare) and 80 to 100 dwellings per hectare (with a minimum density of 60 dwellings per hectare).		
Consistent with Figure 5.4 'Building Height and Prominent Sites' in Section 5.4, and with the exception of any requirements for Corner Sites and nominated Prominent Corner Sites, buildings are to be constructed within a 12.5 metre height limit along street frontages. In those areas with a permitted maximum height of 19.0 metres, any height between 12.5 metres and 19.0 metres is to be setback a minimum of 3.5 metres. The scale and massing of buildings shall be designed to minimise any overshadowing of adjoining properties and public spaces. For corner sites and nominated Prominent Corner Sites, building massing, building heights and variations to front setbacks will be as referred to in Supplementary Policy 8.1 and as specified in Figure 5.4.	<p>For the most part, the proposed development maintains an overall height of less than 12.5m along the street frontages, except for part of the perimeter frame element on the corner of Council Avenue and Read Street. The height of the buildings is not a minimum of 12.5m or equivalent to 3 storeys and consequently does not meet the intent of the Policy.</p> <p>There will be no overshadowing implications to the adjoining properties, due to building height non-compliance and setback from the southern boundary.</p>	No
Podium level courtyard gardens may provide private open space over car parks located behind streetfront buildings. Examples of this form of development are located at the Rockingham Waterfront Village, Mandurah Marina, Joondalup City Centre, Subi-Centro Subiaco and in Northbridge over the Graham Farmer Freeway.	A podium is not proposed.	N/A
Car parking is to be provided in accordance with Table 3 of Town Planning Scheme No.2, refer to Appendix 1.	The development seeks a variation to the car parking requirements of Clause 4.15 of TPS2. This variation is considered to be acceptable.	Yes
Car parking is not permitted between the road reserve boundary and building	No car parking is provided between the building frontages and the road reserve boundaries to Council	Partially Complaint

frontages.	<p>Avenue and Read Street.</p> <p>Notwithstanding the above, there are parking bays between the buildings and the Sepia Court road reserve.</p>	
Off-street car parking will generally be located behind, under or over ground floor, streetfront buildings.	<p>Off-street car parking is screened from view along Council Avenue and Read Street.</p> <p>The extent of parking impact on Sepia Court is minimal to only four direct car parking bays.</p>	Partially compliant
Semi-basement car parks are permitted wherever nominal ground floor residential development would benefit from being elevated up to 1.0m above the level of the adjacent public footpath.	None proposed.	N/A
The frontage of any building is to incorporate and maintain the required area of transparent facade with suitably glazed shopfront windows and doors, consistent with the applicable 'Frontage Types' set down in Section 5.5.	<p>The 'Type 3' Frontage requirement applies to Council Avenue and Sepia Court, whilst 'Type 4' Frontage requirement applies to Read Street.</p> <p>The 'Type 3' Frontage requirements in Section 5.5 have no glazing requirements for non-residential frontages. Notwithstanding this, it is noted that to Council Avenue the frontage has transparency to façade of 39% (ground floor) and 58% (first floor). This is more than the required 30% transparency required for residential frontages.</p> <p>It is noted that to Sepia Court the frontage has transparency to the façade of 0%. Although the building is offset from the boundary, it is considered appropriate to provide for transparency to address the street.</p> <p>The 'Type 4' Frontage requirements in Section 5.5 have no glazing requirements for non-residential frontages. Transparency to the façade is at 23%.</p>	Yes
Any subdivision application is to be prepared in conjunction with an Integrated Development	None proposed.	N/A

Guide Plan (IDGP), to be prepared by or on behalf of the land owner. The IDGP shall illustrate building envelopes, indicative building configurations, setbacks, pedestrian and vehicular access, indicative car parking layouts and any rights of way or access easements required. In general, a rectilinear subdivision pattern will be preferred with a minimum lot size of 1200 m2 to allow for a simple and cohesive layout.		
The ongoing management and any refurbishment or upgrading of Sepia Reserve and the connected pedestrian accessways should be informed by a landscape masterplan that follows the 2006 WAPC "Designing out crime planning guidelines". In lieu of the normal landscaping requirements of the Scheme, developers may be required to contribute to the cost of streetscape and/or landscape works within the public domain in the general vicinity of their development site.	There is no nexus between the proposed development and Sepia Reserve.	N/A
Required Element	Officer Comment	Compliance
6.1.5 Council Avenue Sub-Precinct - Supplementary Design Guidelines		
Development Pattern		
Preferred uses in the Council Ave Sub-Precinct are: Retail; Office and Commercial; Showrooms; and Entertainment and Leisure Multiple Dwellings/Residential (1st floor and above). Other permissible uses listed under the Scheme are not preferred.	The development generally provides for land-uses in accordance with the preferred uses identified through the Council Avenue Sub-Precinct.	Yes
Prominent Corner Sites to reinforce the townscape structure, aid place-making and add legibility to the	While the improved building massing and increased heights at the corner may assist in wayfinding and townscape legibility, the lack of	No

access and movement network.	<p>genuine multi storeys contributes to a somewhat more suburban built form rather than the intended urban vision for the site.</p> <p>In its comments on the application, the City's DRP cited numerous issues for how the building responds to the prominence of the location. The amended design of the development has not been altered sufficiently to address this Policy requirement.</p>	
Contiguous streetfront building with active ground level frontages to Hebron Street, Council Avenue and Read Street.	The buildings fail to address Council Avenue and Sepia Court, with a contiguous built form to the street edge.	Partially Compliant
Car parking located above ground floor buildings is to be screened from view in the street or affected public space by suitable architectural means to the satisfaction of the City of Rockingham.	The car parking is at ground level only.	N/A
Customer access is to be from the streetfront entry.	<p>Customer access to the Health Studio and Restaurant is from the Council Avenue street front, whilst the Convenience Store provides customer access from both the street and internally.</p> <p>Customer access to the offices is provided from Council Avenue as well as from the internal carpark.</p> <p>Customer access to the Showrooms is from the car park. This is considered to be a common practice applicable to a Showroom use and demonstrates why a dominate Showroom use is not suitable in this Activity Centre. It is considered appropriate to also provide customer access from the street front to promote pedestrian activation.</p>	Partially Compliant
A high level of frontage activation shopfronts (consistent with busy retail tenancies, cafes and restaurants, shopfront offices and lobbies).	Shopfront activation is proposed along the Council Avenue frontage. The intended uses adjacent to Council Avenue are considered capable of providing a high level of frontage activation.	Partially Compliant

	There is minimal shop front activation along Read Street, as activation is proposed internally. It is considered that uses along Read Street should incorporate greater transparency to improve activation and provide for visitor access points from Read Street.	
Buildings are to provide for safe access and egress from either Council Ave or Read Street.	The applicant provided a Traffic Report prepared in support of the development application which provides comment on access and egress from Council Avenue and Read Street. As previously mentioned under Clause 2.2.2 Access and Parking, access from Council Avenue is not supported by the City and by PTA as it would require the need to remove the existing bus stop.	No
Built Form		
Development up to a maximum height of 5 storeys.	The proposed development is below the maximum height permissibility.	Yes
The frontage of any building is to incorporate and maintain the required area of transparent façade with suitably glazed shopfronts, windows and doors.	<p>The frontage to Council Avenue maintains a relatively high level of glazing area.</p> <p>The frontage to Read Street provides for some glazed areas to the street. It is noted, that the Policy makes no provision for glazing to non-residential frontage for 'Type 3' frontages.</p>	Yes
A contiguous, colonnaded walkway or similar pathway is to be integrated with building development to provide sheltered pedestrian connections between adjoining tenancies and activity generators.	The development fails to provide a contiguous awning cover of adjacent footpaths on Council Avenue and along Sepia Court.	No
Activate the ground floor level of buildings with predominantly glazed building entry lobbies and/or high visitation commercial and retail tenancies.	<p>The entry areas of the ground floor level of the proposed building facing Council Avenue are reasonably glazed.</p> <p>There are no proposed entry points along Read Street and Sepia Court.</p>	Partially compliant
Prominent Corner Sites are at Read Street, Council Avenue and Hebron Street are to be developed as per Section 8.1 – Prominent	Built form and related public spaces on corner sites, nominated gateway locations and prominent corner sites should be designed to achieve distinctive, high quality architecture	No

<p>Sites.</p>	<p>that befits the strategic context of the location.</p> <p>Under PP3.2.12, the site is identified as a 'Gateway Location' with a requirement for a minimum 3 storey building height. The entire development is 2 storeys or less.</p> <p>The height of the portal corner style element reads as being equivalent to one storey height taller than the adjacent frontages on either side, however is not a genuine one storey higher than adjacent buildings.</p> <p>The development also provides single storey elements with faux two to three storey height facade. These components are not considered to be sufficient in addressing the prominent corner and gateway location requirements.</p> <p>The buildings lack the urban or civic character associated with a City Centre.</p> <p>In its comments on the application, the City's DRP cited numerous issues for how the building responds to the prominence of the location. The amended design of the development has not been altered sufficiently to address this Policy requirement.</p>	
<p>Materials and Finishes</p>		
<p>Durable materials which express quality and are consistent with a high profile location and designation of an Activity Centre are to be selected over those which are more recognisably suburban and temporary in character.</p>	<p>Materials include:</p> <ul style="list-style-type: none"> •Face brick, metal cladding and concrete panels; •Aluminium batten cladding; and •Standing seam metal cladding and painted render finishes. <p>The materials selected are generally considered as being appropriate for contemporary commercial buildings, with the exception of the second storey element fronting Council Avenue. The choice of finishes (metal cladding in dark grey) is poor and detracts from providing an aesthetically pleasing environment.</p>	<p>Partially compliant</p>

	It is considered that the original single storey frontage was more appealing than the revised two storey element due to the choice of materials to the upper floor. Should this development be approved, changes in building materials to the upper floor are recommended to incorporate materials which are of higher quality.	
Between windows and glazed commercial frontages, walls are to be predominantly masonry, rendered brick or stone.	The piers between windows of the glazed frontages are predominantly face brick, with some minor portions finished in a painted render finish for contrast.	Partially complaint
Roof tiles are to harmonise with those already in use in the Precinct. Flat or low pitched roofs are, in all cases, to be screened from normal view along major public spaces by parapets or similar construction.	The proposed low pitched roof is hidden from street view by a parapet.	Yes
All landscaping is to be undertaken in accordance with an approved plan which complements treatments used in the public domain.	A landscape plan has been submitted in support of the development application. The City is generally accepting of the Landscape Plan, subject to some minor changes as suggested by the City's Land and Development Infrastructure Department.	Partially compliant
Within an urban streetscape discipline, variety and high design standards is encouraged in the fit-out, awning treatments, lighting and signage of individual premises.	The awning treatment and external lighting areas are integrated into the proposed buildings. Any future fit-out of tenancies will be subject to separate works by the tenant at the time.	Yes
Tilt slab or pre-cast concrete construction is only to be approved for visible external walls where the design achieves an adequate level of articulation and detail consistent with the spirit and intent of these guidelines.	Painted pre-cast concrete panels are used as a supporting material to the use of face brick on the street elevations to provide visual diversity to the development. The façade along Read Street is heavily reliant upon tilt-up panels and should be broken up by additional screening materials.	Partially compliant
Required Element	Officer Comment	Compliance
8.1 Corner and Prominent Sites Policy		
8.1.2 Objective		
The objective of the Prominent Sites Policy is to facilitate the development of visually distinctive buildings,	The building provides for a mix of retail land-uses, however lacks the urban or civic character associated with a City Centre.	No

sculptural elements and landscapes in locations that will provide navigational reference points and contribute to orderly street block formation, street activation, placemaking and an enduring townscape identity.	<p>The corner element and the two storey section of building fronting Council Avenue provide for a distinctive building, however the single storey elements compromise the objective of this policy.</p> <p>In its comments on the application, the City's DRP cited numerous issues for how the building responds to the prominence of the location. The amended design of the development has not been altered sufficiently to address this Policy requirement.</p>	
8.1.3 Gateway Locations		
Gateways signal arrival and may incorporate Landmark and Prominent Corner buildings (where nominated), signage, trees, memorials, parks, fountains, water features, clock towers or sculptural artworks.	<p>The revised vertically proportioned corner element is more suitable than the original proposal as it includes a distinctive structure which benefit the strategic context of the location.</p> <p>Nevertheless, the development does not provide for any significant elements that acknowledge arrival upon a Gateway Location, with the exception of one sign. Therefore, development fails to provide elements which clearly identifies the site as a 'Gateway Location'.</p> <p>In its comments on the application, the City's DRP cited numerous issues for how the building responds to the prominence of the location. The amended design of the development has not been altered sufficiently to address this Policy requirement.</p>	Partially compliant
8.1.4 Prominent Corner Sites		
In the Southern Gateway Sector, uses suitable for prominent corner sites include a wide range of mixed uses (including residential) that benefit from and contribute to a high level of visual exposure and street activation.	The inclusion of an Office space on the first floor partially satisfies this requirement. The Health Studio on the ground floor will greatly benefit from this corner exposure, whilst the Office studio will receive relatively low exposure.	Partially Compliant
8.1.5 Planning and Design Principles		
Locate prominent corner sites to reinforce the townscape structure, aid	Typically, buildings on prominent corner sites are required to be taller than those along normal street	No

place-making, and add legibility to the access and movement network.	frontages, with height increasing towards the street corner where tower elements, elevated roof structures and signage can be integrated. Consequently, a three storey building is required in this location with tower elements protruding above. The building footprint is generally suitable, however the intent of a multi-level landmark built form on the corner is not achieved.	
Incorporate a balanced mix of such public and private sites to facilitate a mix of distinctive civic, commercial, mixed use and residential buildings in prominent locations.	<p>This development proposes a defined and vertically proportioned corner element which facilitates two different land uses with the potential of adding a third, subject to void alterations. Whilst there is some mix of retail uses on the site, no residential or civic uses are proposed.</p> <p>It is considered the built form and seclusion of the Convenience Store element detracts from the mix of land uses on this prominent corner site due to the break in the building, thus eluding that it does not form part of the subject lot.</p> <p>The location of the development is an important gateway into the City Centre which will act as a catalyst for future development within the area, as delineated within PP3.2.12. Consequently, it is expected as a minimum, that a three storey built form is achieved and related public spaces on prominent corner sites be designed to achieve distinctive, high quality architecture that befits the strategic context of the location.</p>	Partially compliant
Frame and terminate vistas with suitably scaled buildings, towers and landscape elements.	The Policy expectation is to ensure the nature and design of buildings reflect the location and role of the centre in terms of height, scale and orientation. Given the site is identified as a prominent corner site in a gateway location (access into the City Centre), buildings are to be designed to achieve distinctive and high quality architecture that provides for a pleasing street interface.	No

	<p>The proposed single storey building elements (Showroom and Health Studio) are not considered to fit this purpose, primarily due to lack of ground floor activation, incorporation of faux storey façade and tall roof parapets.</p>	
<p>Ensure that the massing, articulation, detailing and finishes of buildings contribute to a lively but well balanced streetscape at intersecting street frontages. Position corner buildings close to the intersection to frame and anchor the corner. At the junction of street elevations, the City will exercise its discretion in considering proposals to relax front setbacks for corner elements.</p>	<p>The corner element and the two storey section of building fronting Council Avenue includes various contrasts to avoid visual monotony and creates interest at the intersecting street frontage. The streetscape elevations are articulated and well balanced, with generally appropriate scale and configuration.</p> <p>The lack of height to the Convenience Store and Showroom components, as well as limited presence of openings and doors along the ground floor fragments the street interface. The massing, detailing and finishes of these sections of the buildings does not address the City's requirements as the built form is single storey, thus limiting what it can achieve.</p>	Partially compliant
<p>Add additional height to corner buildings through the integration of vertical elements such as raised parapets, spires, roof sections and similar structures. The City will exercise its discretion in considering proposals to relax maximum height limits.</p>	<p>The highest point of the building on the corner is 13.1m which is provided through a 'portal' style perimeter frame extending up from the shopfront canopy. The frame wraps around a vertical timber baton element which is also slightly higher than the raised gymnasium ceiling/void to emphasise additional height on the corner.</p> <p>The vertical elements are considered to address this Policy requirement.</p>	Yes
<p>Add at least one extra storey, or as indicated in Precinct Policies, plus any tower or similar elements above required Precinct minimum building heights on nominated prominent corner sites.</p>	<p>Prominent Corner Sites require a minimum of three storeys.</p> <p>The building element fronting Council Avenue is only two storeys with the remainder of development having a base single storey height.</p>	No
<p>Activate the ground floor level of buildings with predominantly glazed</p>	<p>The Health Studio façade provides for approximately 50% clear glazing which is not considered to be</p>	No

building entry lobbies and/or high visitation commercial and retail tenancies.	predominantly glazed. There is also no access from the corner into the building.	
Integrate public art and signage into the design of buildings and related public spaces at gateway locations and at prominent corner sites.	The development does not provide for any public art. Health Studio double height windows, wall and roof signage may assist in identifying approach to a gateway location and the prominent corner site.	Partially Compliant

Planning Policy No.3.3.1 - Control of Advertisements

The applicant submitted a signage strategy as part of the 2018 DAP application which included details, type number and size of signage. The signage strategy consisted of various wall signs, directional signage, a roof sign and a Pylon Sign. A revised signage strategy has not been provided.

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

Pylon Sign must:	Officer Comment	Compliance
be located within 1.8m of a boundary	The pylon sign is setback 0.8m from the Read Street road reserve.	No
be situated within 6.0m of any other sign of the same lot	Nearest sign is setback more than 6m from the proposed pylon sign.	Yes
project over a street, walkway or any other public area by more than 1.0m	The pylon sign not project over a street, walkway or any other public area.	Yes
have a height exceeding 6.0m, unless it can be demonstrated to the Council that a greater height is warranted and it complies with the objectives of this Planning Policy. In any event, a Pylon Sign shall not exceed 9.0m in height	A 9.0m height above natural ground level is proposed. The sign only relates to a Convenience Store which is not visible from this location.	No
have any part of the sign less than 2.7m from the ground level, unless the sign is designed such that the underside of the face area is located at ground level	The underside of the sign is only 0.5m from the natural ground level. The design of the sign is not in a manner in which the underside of the face area is located at ground level.	No
have a face area exceeding more than 3.5m width or height;	The face area exceed 3.5m in height.	No
have a face area of more than 4m ² on each side (single tenancy) or 13m ² on each side (multiple tenancy).	The face area has been acknowledged to be greater than 4m ² , as the pylon sign is entirely dedicated to the convenience store.	No

The City examines signage in light of the assessment criteria and objectives of the PP3.3.1 and with reference to the character and amenity of the locality within which it

is to be displayed, including its historic or landscape significance and traffic safety, and the amenity of adjacent areas that may be affected.

The proposed Pylon Sign, with a height of 9.0m above the natural ground level and adjacent to the Read Street crossover, only services the Convenience Store on the opposite side of the lot. The proposed landscape treatment adjacent to the sign will do little to soften the visual impact, given height exceeds the maximum permissible height by 3m. A sign of such height does not fit into the context of the Southern Gateway Sector and is not appropriately setback from the street boundary and is therefore not supported.

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

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

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

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

Bicycle Parking Requirement

Land Use	Required			
	Long Term		Short Term	
	Rate	Number	Rate	Number
Convenience Store (200m ²)	1:250m ²	1	1:150m ²	2
Health Studio (350m ²)	1:400m ²	1	1:200m ²	2
Restaurant (180m ²)	1:250m ²	1	1:150m ²	2
Showroom (4,576m ²)	1:750m ²	7	1:1,000m ²	5
Office (260m ²)	1 : 200m ²	2	1 :500m ²	1
Total	12		12	

Under the bike parking provision of PP3.3.14, the proposed development requires the provision of a minimum 24 bicycle parking spaces. The proposed 'Ground Floor Plan' provides a total of 16 bicycle parking spaces which does not satisfy the bicycle parking requirements of PP3.3.14. Should the application be approved, it is recommended that a condition be imposed requiring the provision of 24 bicycle parking bays.

End-of-Trip Facilities

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

Consultation:

Public Consultation

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

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

Advertising of the 2018 DAP application was carried out in the following manner:

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

The revised proposal has not been advertised as it was considered that the submission received in the 2018 DAP application is still of relevance to the Local Government with respect to the revised proposal being of a similar layout and design.



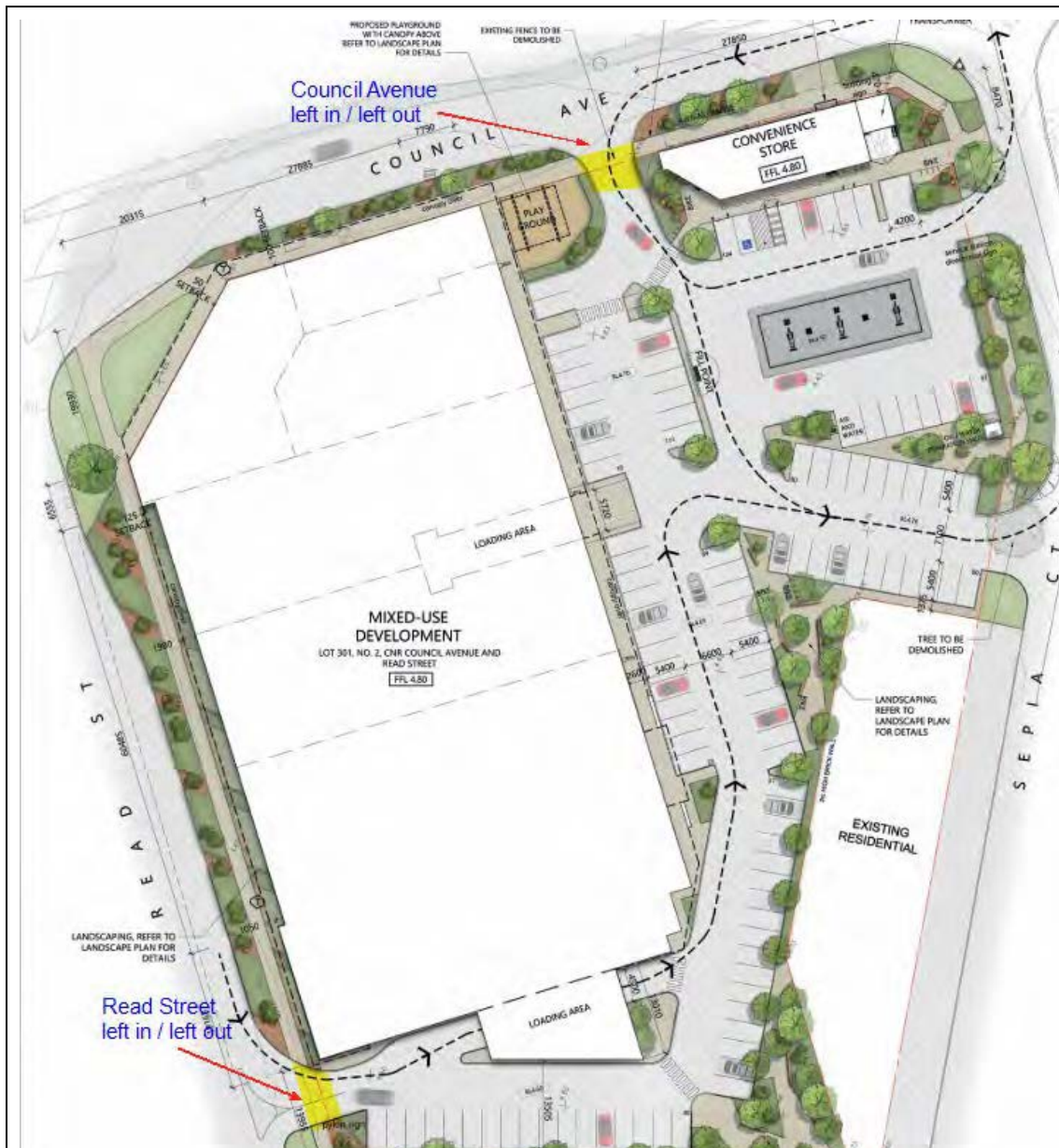
17. Consultation Map

At the close of the public consultation period on the 2018 DAP application, a total of 11 submissions were received, which included six (6) objections and five (5) letters of support. A further three (3) late submissions were received.

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

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

1. Traffic Impacts
Concerns including safety, congestion, access points and existing traffic issues in the area.
<p><u>Applicant's Response:</u></p> <p>The access strategy has been designed to provide access to Sepia Court, Council Avenue and Read Street to distribute the traffic from the proposed site. Based on the proposed access strategy the traffic consultant has assessed that the intersections will maintain good levels of service.</p> <p>We do not agree that the increase in traffic results in an unacceptable increase in risk from Sepia Court to the shopping centre.</p>
<p><u>City's Comment:</u></p> <p>The two vehicular access points from Sepia Court and access point from Read Street are supported, however the left in / left out access point from Council Avenue is not supported by the City for the following reasons:</p> <ul style="list-style-type: none"> • Austroads' Guide to Road Design Part 4 – Intersections and Crossings (General) recommends that an access driveway should not be located within the functional area of an intersection. The proposed access driveway off Council Avenue is located within the upstream functional area of Read Street/Council Avenue intersection; • The westbound left lane on Council Avenue is a dedicated left turn movement at the intersection of Read Street/Council Avenue which suggests that vehicles either going straight through or making a right turn movement at the signalised intersection from this proposed access driveway are required to cross/merge to the right hand lane over short distance; and • The queue from the traffic signal at Read Street/Council Avenue is likely to extend beyond the proposed access driveway location and completely blocking this access.



18. Read Street and Council Avenue crossovers

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

Applicant's Response:

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

City's Comment:

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

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

<p><u>Applicant's Response:</u></p> <p>The access strategy has been designed to provide access to Sepia Court, Council Avenue and Read Street to distribute the traffic from the proposed site. Based on the proposed access strategy the traffic consultant has assessed that the intersections will maintain good levels of service.</p>
<p><u>City's Comment:</u></p> <p>This matter has been addressed above and in the Legislation section of this report when it was concluded that the proposed vehicular access from Council Avenue will have substantial impact on the site and surrounding road network.</p>
<p>2. Impacts on Safety</p>
<p>Concerns relating to pedestrian and gopher access, anti-social behaviour, crime and safety of children and elderly.</p>
<p><u>Applicant's Response:</u></p> <p>We do not agree that the increase in traffic results is an unacceptable increase in risk from Sepia Court to the shopping centre.</p> <p>The location is within the Activity Centre and therefore the expectation of the level of amenity needs to reflect the activity centre development.</p>
<p><u>City's Comment:</u></p> <p>There is no evidence the development proposed will have negative impacts on safety. It is considered development on this site is likely to improve community safety through increased surveillance.</p>
<p>What arrangements will be made to ensure continued safe and easy access to the child care centre for children and families both during construction and on completion of the development given that road accidents are the leading cause of death for children 1-14 in Australia.</p>
<p><u>Applicant's Response:</u></p> <p>Sepia Court will remain open to provide access and management of construction and deliveries will be undertaken as part of a construction management plan and delivery management plan.</p>
<p><u>City's Comment:</u></p> <p>In the event approval is granted, a condition of approval for requirement of a Construction Management Plan is recommended to mitigate construction impacts.</p>
<p>Concern that business viability will not be successful due to anti-social behaviour, gangs and those taking shelter around the Rockingham Shopping Centre.</p>
<p><u>Applicant's Response:</u></p> <p>In addition to the security that will be provided to the site, more development and a 24hr convenience store will increase the potential for passive surveillance and, hence, inhibit anti-social activity.</p>
<p><u>City's Comment:</u></p> <p>There is no evidence to support this submission. As mentioned above, It is considered development on this site is likely to improve community safety through increased surveillance.</p>

3. Parking
Concerns relating to overflow into the local area and conflict with surrounding land uses.
<u>Applicant's Response:</u> Car parking is compliant.
<u>City's Comment:</u> Although the development fails to satisfy the car parking requirements of TPS2, the variation is considered to be acceptable.
4. Land Uses
Several concerns have been raised in relation to the proposed 24hour Convenience Store, 24hour Health Studio and Showroom land uses.
<u>Applicant's Response:</u> The uses are discretionary under TPS2 and Preferred uses (retail, commercial, leisure) under the Council Avenue Sub-Precinct.
<u>City's Comment:</u> The land use considerations are discussed in detail in the Policy section of this report, when it was concluded that Convenience Store and Showroom land-uses are not suitable in this location as these uses are heavily car oriented and do not support a pedestrian oriented environment.
Concern regarding the duplication of land uses.
<u>Applicant's Response:</u> The number (demand/supply) of Convenience Stores and Health Studios in the locality is not a relevant planning consideration.
<u>City's Comment:</u> There is no evidence to support this submission.
Suggestion that the proposed playground is increased in size to service as a park, garden or reserve housing the native green grass trees and birdlife rather than internal car parking.
<u>Applicant's Response:</u> The playground is provided as an amenity to the users of the subject site and the public. The provision of a park is outside the scope of the consideration of the application. The existing grass trees on site are proposed to be used in the new landscaping.
<u>City's Comment:</u> The City notes that the location of the playground is poor as the gap between the buildings fragments the built form and the streetscape.
5. Lighting
A concern was raised regarding existing lighting along Council Avenue and Sepia Court.

<p><u>Applicant's Response:</u></p> <p>Street lighting is a City of Rockingham responsibility.</p>
<p><u>City's Comment:</u></p> <p>An appropriate balance of on-street and development lighting will be achieved. There is no intention to upgrade existing lighting infrastructure.</p>
<p>6. Noise</p>
<p>Concerns regarding operation of the development impacting nearby residential properties.</p>
<p><u>Applicant's Response:</u></p> <p>The location is within the Activity Centre and therefore the expectation of the level of amenity needs to reflect the Activity Centre development.</p>
<p><u>City's Comment:</u></p> <p>The applicant has submitted an Acoustics Report which has been reviewed by the City and is considered to sufficiently address noise related aspects of the proposal. In the event approval is granted, a condition of approval should require compliance with the submitted Acoustics Report.</p>
<p>Restaurant will be noisy late at night when hotel patrons leave Leisure Inn.</p>
<p><u>Applicant's Response:</u></p> <p>The proposed development cannot control the patrons of the hotel. Additionally, the site is located within an Activity Centre.</p>
<p><u>City's Comment:</u></p> <p>A Restaurant is a preferred use under PP3.2.12. The proposed Restaurant is located on the northern boundary adjacent to the Council Avenue and Read Street intersection and is setback approximately 85 metres from the nearest residential dwelling.</p>
<p>7. Pollution</p>
<p>Concern that exhaust fumes will cause health problems and discolour the exteriors of the buildings.</p>
<p><u>Applicant's Response:</u></p> <p>The Convenience Store and fuel forecourt will meet all of the relevant Health standards.</p>
<p><u>City's Comment:</u></p> <p>The City has reviewed the proposal and considers that exhaust fumes can be controlled to mitigate odour impacts.</p>
<p>8. Landscaping</p>
<p>Objection to the removal of verge tree along Sepia Court.</p>
<p><u>Applicant's Response:</u></p> <p>While a tree is required to be removed for a vehicle access, there will be a significant net gain in the number of trees in the verge areas and on the site.</p>

<p><u>City's Comment:</u></p> <p>Noted. Whilst retention of trees is preferable, the City recognises that there will be a significant net gain in the number of trees on the verge and on-site as part of this development.</p>
<p>9. Property Value</p>
<p>Development will affect resale of dwellings.</p>
<p><u>Applicant's Response:</u></p> <p>The impact on property values cannot be substantiated and is therefore not a valid planning consideration.</p>
<p><u>City's Comment:</u></p> <p>Impact on property values is not a valid planning consideration.</p>
<p>10. Feasibility</p>
<p>A concern has been raised questioning whether the development is feasible, due to various shops closing across Rockingham.</p>
<p><u>Applicant's Response:</u></p> <p>The feasibility of the proposed development is not a relevant planning consideration.</p>
<p><u>City's Comment:</u></p> <p>Impact on feasibility is not a valid planning consideration.</p>

Consultation with other Agencies or Consultants

The following government departments and service agencies were consulted as part of the 2018 DAP application which are of relevance to the revised proposal.

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

The comments received are as follows:

<p>1. Department of Planning, Lands and Heritage (DPLH)</p>
<p><u>i. Access</u></p> <p>The proposal seeks left in/ left out access points to Council Avenue and Read Street. This is not in accordance with the Commission's Regional Roads (Vehicular Access) Development Control Policy - 5.1, which seeks to minimise the number of new crossovers onto regional roads and rationalise existing access arrangements. The Policy states: <i>'Where alternative access is or could be made available from side streets, no access shall be permitted to the regional road'</i>.</p> <p>Read Street is classified as a Category 1 control of access road per Plan Number SP 694/4. As such, no access is supported from the site to Read Street.</p>
<p><u>Applicant's Response:</u></p> <p>While it is noted that s3.3.2 of <i>Development Control Policy 5.1 - Regional Roads</i></p>

(Vehicular Access) (DC5.1) does state that no access from regional roads shall be permitted unless under special circumstances, s3.3.4 of the same policy does allow for the provision of regional road access for large traffic generating developments such as shopping centres and recreation centres. Given that the proposed development has a primary focus of both commercial retail and recreation (gymnasium and café), it would be reasonable to suggest that the proposal meets the criteria for approval on these grounds.

The access off Read Street is critical to allow the entry of vehicles originating from the north of the site. The only full access intersection that could cater for these vehicles is that of Council Avenue and Sepia Court. Sepia Court is a local access street ending in a cul-de-sac and that currently services mainly residential developments and a child care centre. Forcing the majority of the development traffic, including the heavy servicing vehicles, would lead to a deterioration of safety within Sepia Court and impact the streets current users. By allowing the proposed access off Read Street into the development, there will be a negligible effect on traffic flow due to the provision of the proposed left turn pocket, the planned access is consistent with other nearby developments fronting Read Street which have been provided direct access, results in no change in the character or operation of Read Street and no significant alterations to the configuration of Read Street will be required.

City's Comment:

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

ii. Traffic and Parking Assessment

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

Applicant's Response:

No comment provided.

City's Comment:

Noted.

iii. DPLH Recommendation

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

Applicant's Response:

Cardno is of the view that the traffic impact for the development can be assessed for the required 10 year horizon, using appropriately factored traffic growth figures and

that this can be conditioned within the approval process to the satisfaction of the DOPLH.

City's Comment:

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

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

i. Stormwater Management

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

- The fuel dispenser area and forecourt should be covered, paved and graded to contain polluted runoff.
- Measures should be taken to prevent uncontaminated roof runoff and external surface water from entering the forecourt. These include:
 - kerbing or grade changes for paved areas
 - installing and maintaining stormwater collection systems, such as bio-retention gardens and soak wells to intercept clean roof and general runoff that would otherwise enter the forecourt.
- Runoff that may be contaminated should pass through a well-maintained litter and sediment trap, then an appropriately designed and regularly maintained fuel and oil trap.
- Only clean wastewater, that has been effectively treated should be discharged to:
 - on-site soak wells
 - on-site leach drains
 - on-site bio-retention gardens

a reticulated sewer where accepted by a service provider.

Applicant's Response:

The Drainage Strategy Plan has been updated to show the location and intended size of the proposed SPEL Purceptor unit. Areas within fuel zones will drain through this SPEL prior to reaching the soak well network. The exact arrangement of the internal drainage pipework and SPEL parameters will be resolved during detailed design.

City's Comment:

Proposed SPEL Purceptor unit and fuel zone drainage pipework locations are noted on amended plan. The Convenience Store is shown as Catchment 1 with the entrance and western portion of catchment connected to the SPEL unit. As vehicles will be moving through the fuel area and into the surrounding car parks next to the Convenience Store and air and water station, it is highly likely that hydrocarbons will be mobilised outside of the bunded area. The piped drainage network outside of this area must therefore be modified to connect to the SPEL unit. Should the development be approved a condition requiring an updated drainage management strategy is recommended.

ii. Hazardous Materials

The site layout plans provided have not included the location of the underground fuel storage and any associated pipelines and venting. *Water Quality Protection Note 62 – Tanks for underground chemical storage* (DWER, 2013) and *Water Quality Protection Note 65 – Toxic and Hazardous Substances* (DWER, 2006) provide best practice advice for the management and storage of hazardous materials for this development.

Furthermore, a contingency plan for spills and emergencies has not been described within the proposal to the DWER. The *Water Quality Protection Note 10 – Contaminant spills emergency response* (DWER, 2006) provides guidance into developing and implementing an effective emergency response plan.

Applicant's Response:

The location of the underground fuel storage and associated venting will be resolved during detailed design.

The Drainage Strategy Plan shows the buildings being connected to the drainage network. The exact arrangement of proposed downpipes and soak well connections will be resolved during detailed design.

City's Comment:

Noted, should the development be approved a condition requiring an updated drainage management strategy is recommended.

iii. Best Practice Management

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

WQPN 10 – Contaminant Spills- emergency response

WQPN 49 – Service Stations

WQPN 62 – Tanks for underground chemical storage

WQPN 65 – Toxic and hazardous substances

Applicant's Response:

No comment provided.

City's Comment:

Noted.

3. Public Transport Authority (PTA)

i. Subject Bus Stop

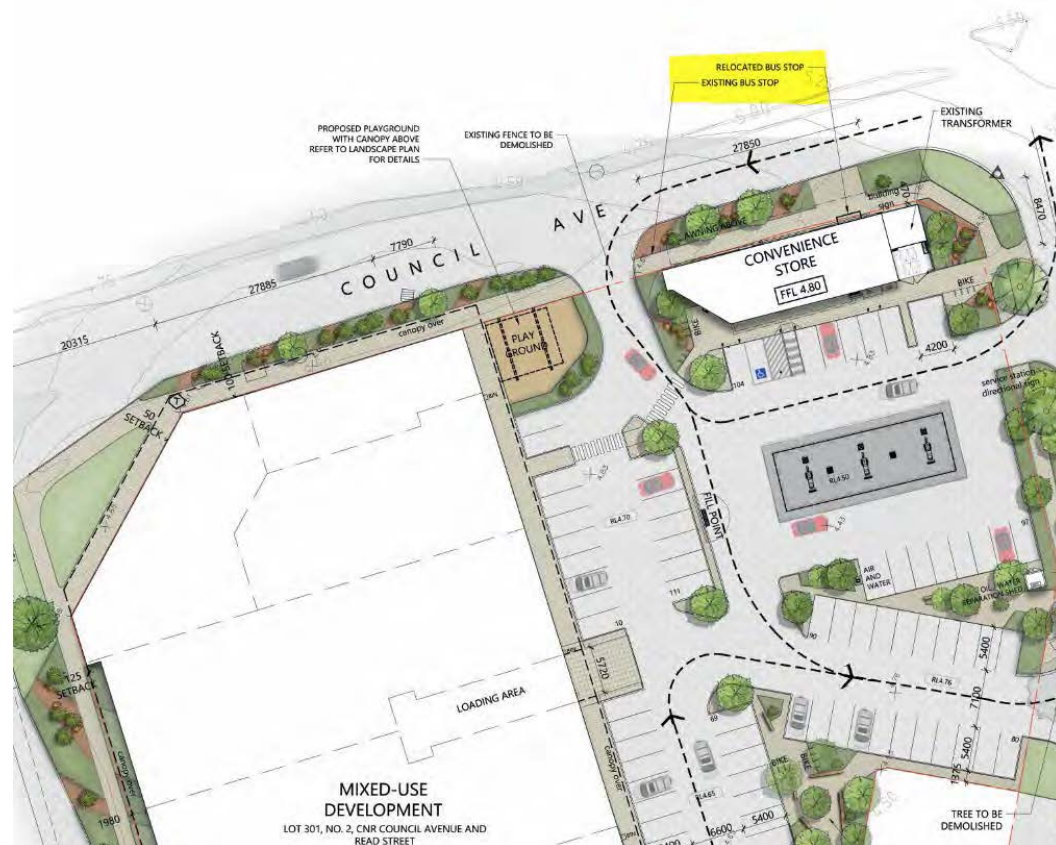
The affected bus stop (21234 Council Av before Sepia Ct) experiences approximately 190 passenger boarding's and 40 alighting's on an average weekday. Demand reflects the location of Rockingham City Shopping Centre and its pedestrian exit/egress points onto Council Avenue. It could be expected that demand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

The PTA would not support the proposed relocation of bus stop 21234. There are 6 Transperth bus routes that are assigned to this bus stop and given that services are designed to connect with trains at Rockingham Station this can result in multiple services arriving at bus stop 21234 simultaneously. The proposed bus stop position

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

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

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



19. Location of Existing and Proposed Bus Stop

Applicant's Response:

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

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

City's Comment:

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

The applicant engaged the services of a separate traffic consultant to prepare an independent peer review of the traffic concerns raised by the City, DPLH and PTA. A copy of the peer review forms part of Attachment 2 - Development Application Submission.

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

At the MSWJDAP meeting of 2nd November 2018, the application was deferred in part to allow the applicant and the City to negotiate and seek to resolve suitable access and egress arrangements to the site. In this regard, access arrangements along Read Street were resolved, with the City and DPLH supporting the proposed vehicular access point, however the crossover on Council Avenue was not supported due to ongoing urban design considerations and associated traffic issues.

Revised Proposal

Additional advice was obtained from the PTA on 24th January 2019. In summary, PTA advised that *"PTA cannot support the relocation of bus stop 21234 Council Av to any of the locations suggested by the developer or its traffic consultant. Given the poor choice of alternative locations available, the PTA confirms that the*

bus stop needs to be retained at its current location." A copy of the PTA response forms part of Attachment 11 - Additional Advice from PTA. Consequently, should the application be approved this public asset would be lost to the benefit of a private development.

Officer Comments

Site Context

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

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

Design

Under PP3.2.12, the site is identified as a 'Gateway Location' with a requirement for a minimum 3 storey building and a maximum 5 storey building with a height of up to 19m. The building element fronting Council Avenue is only two storeys with the remainder of development having a base single storey height. This is not considered to be worthy of the site which is identified as a 'Prominent Corner and a 'Gateway Location' under the planning framework.

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

Traffic

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

Bus Stop

PTA has confirmed that they cannot support the relocation of bus stop to any of the locations suggested by the applicant. To allow the loss of a public amenity (bus stop) in this instance, for the benefit of a private development would be irrational and compromises the proper and genuine planning of the area.

Council Recommendation

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

The reconsideration of the application was referred to the 13th February 2019 Special Council Meeting, where the officer's recommendation to refuse the development was supported by the Council.

Conclusion:

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

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

The development does not comply with the intent and objectives of the applicable planning framework and it is therefore recommended that the application be refused.

ROCKINGHAM CENTRAL MIXED-USE DEVELOPMENT

CNR COUNCIL AVENUE & READ STREET, ROCKINGHAM WA

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

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

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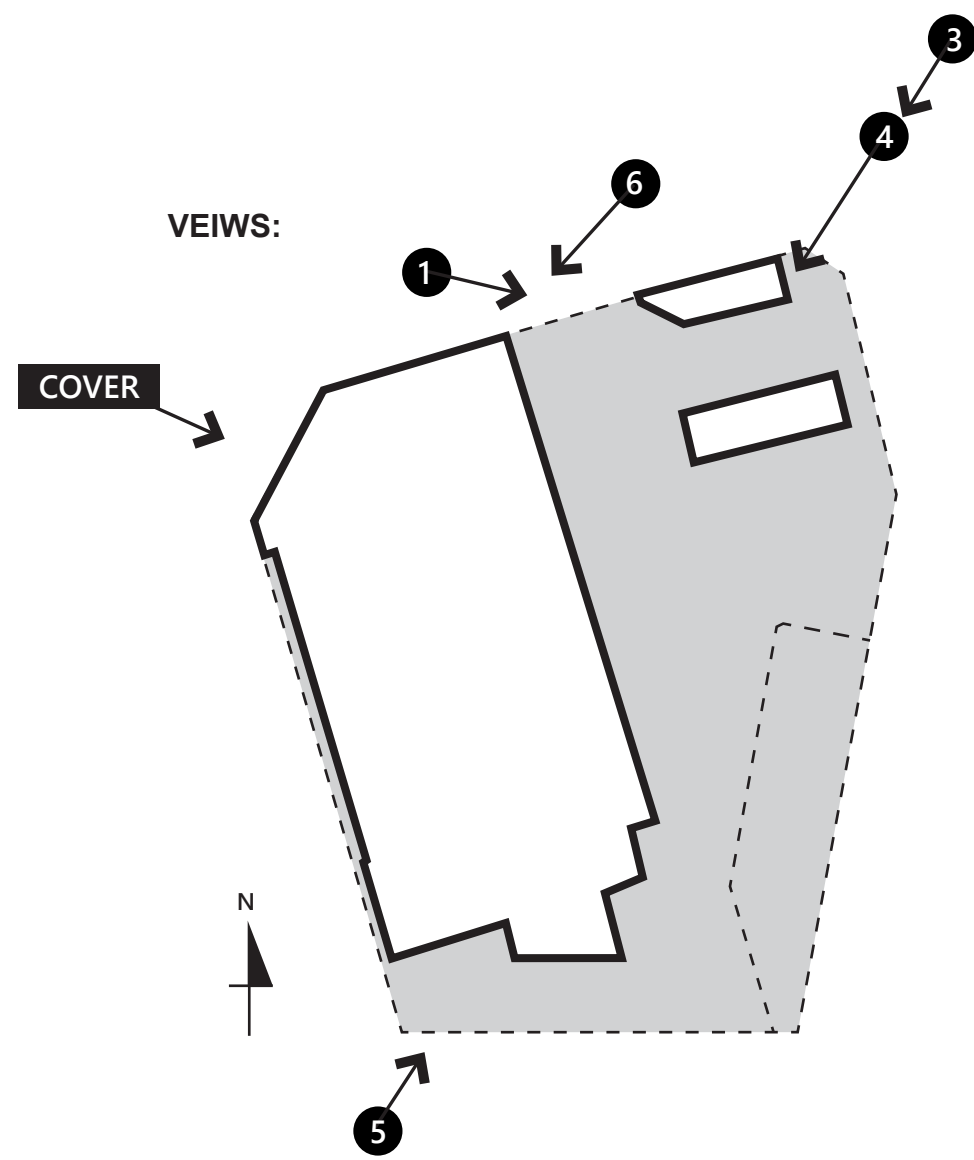
USE	AREA (NLA)	PARKING RATIOS		PARKING PROVIDED	
		MIN	MAX	MIN	MAX
GYM	301m²	1:20	1:15	16	21
SHOWROOM	4,583m²	1:80	1:60	58	77
CAFE	166m²	1:8	1:6	21	28
CONVENIENCE STORE	210m²	1:22	1:17	10	13
TOTAL	5,260m²			105	139

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





1. VIEW FROM COUNCIL AVE LOOKING EAST





4. VIEW FROM READ STREET



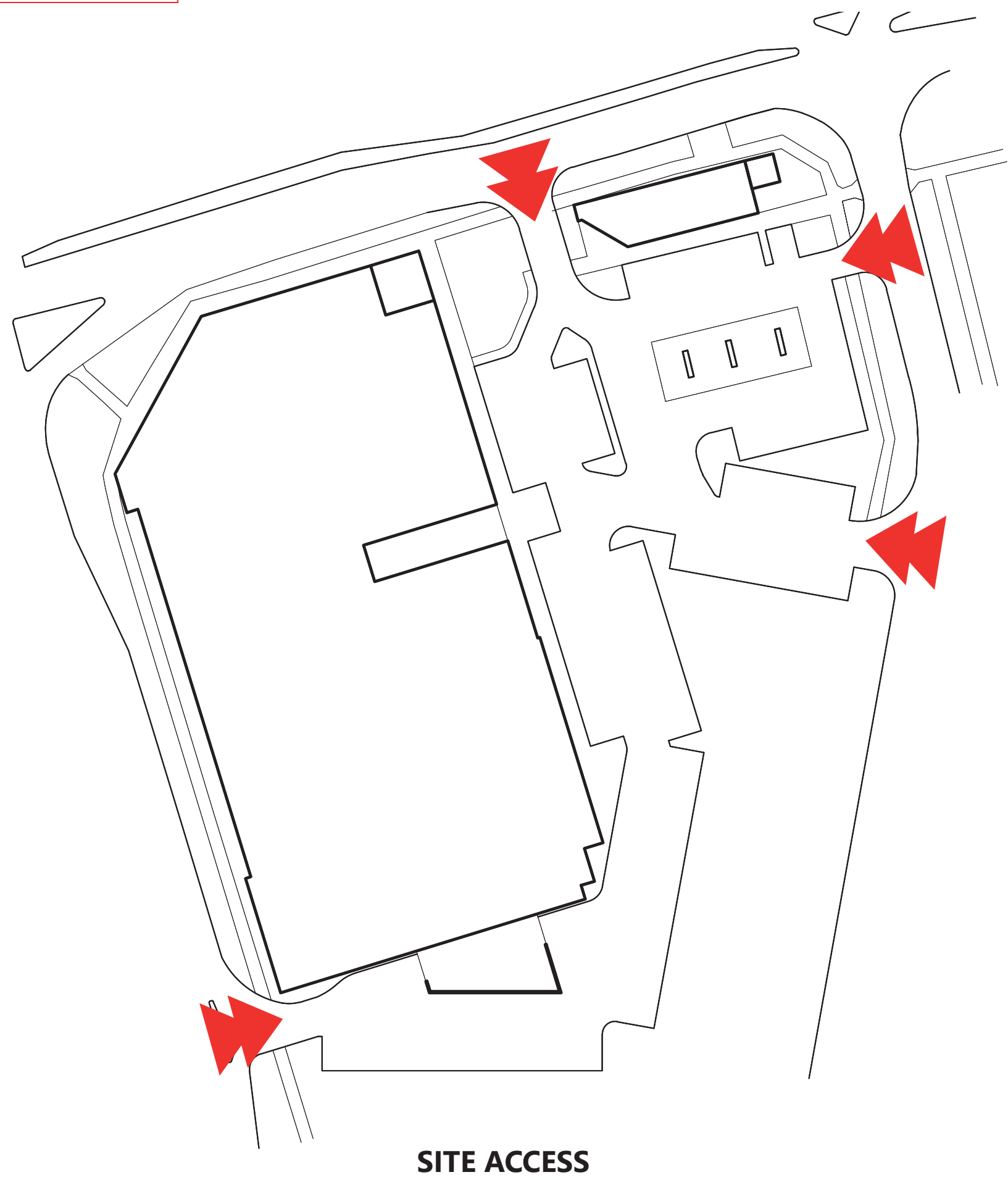
5. VIEW FROM COUNCIL AVE



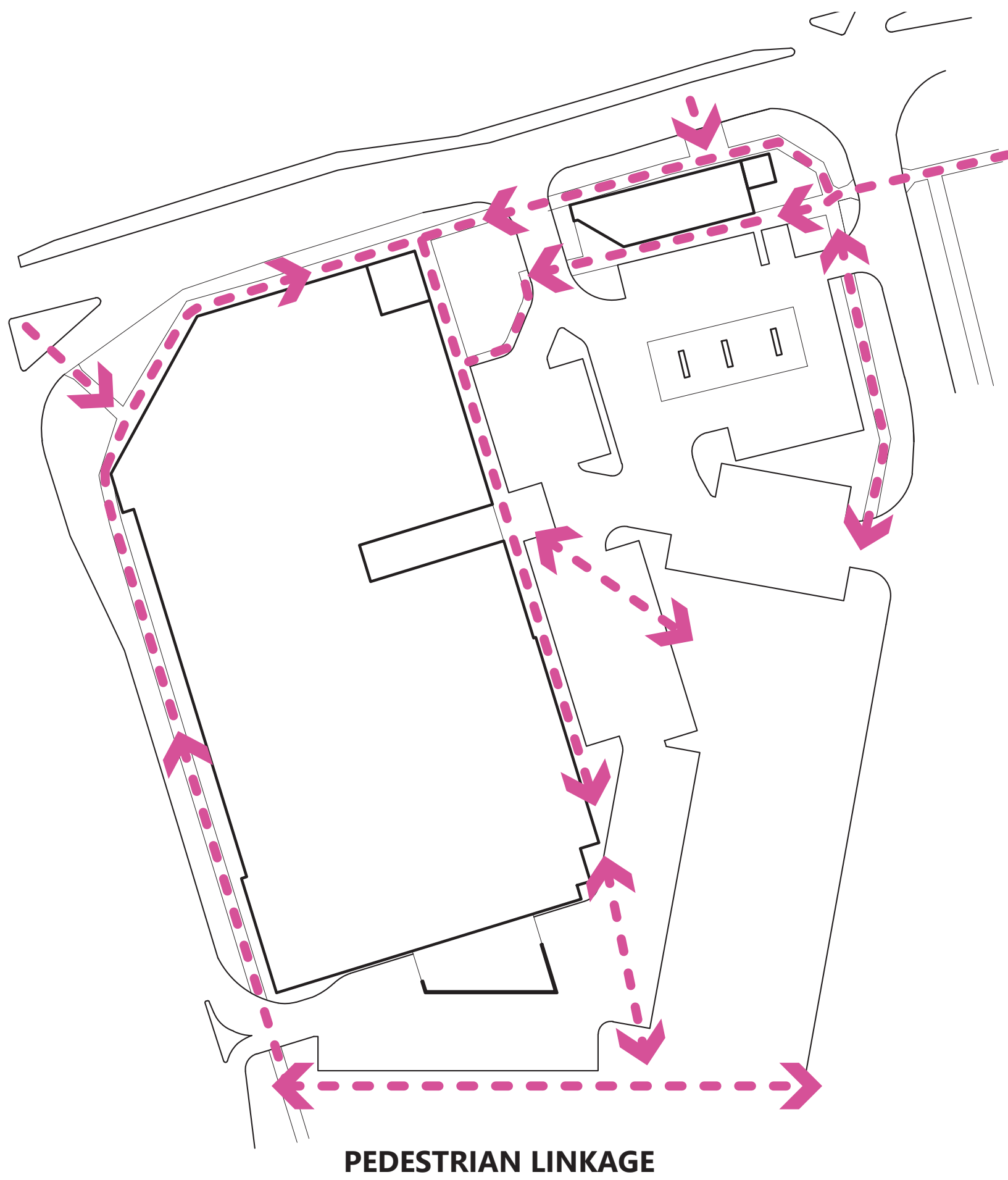




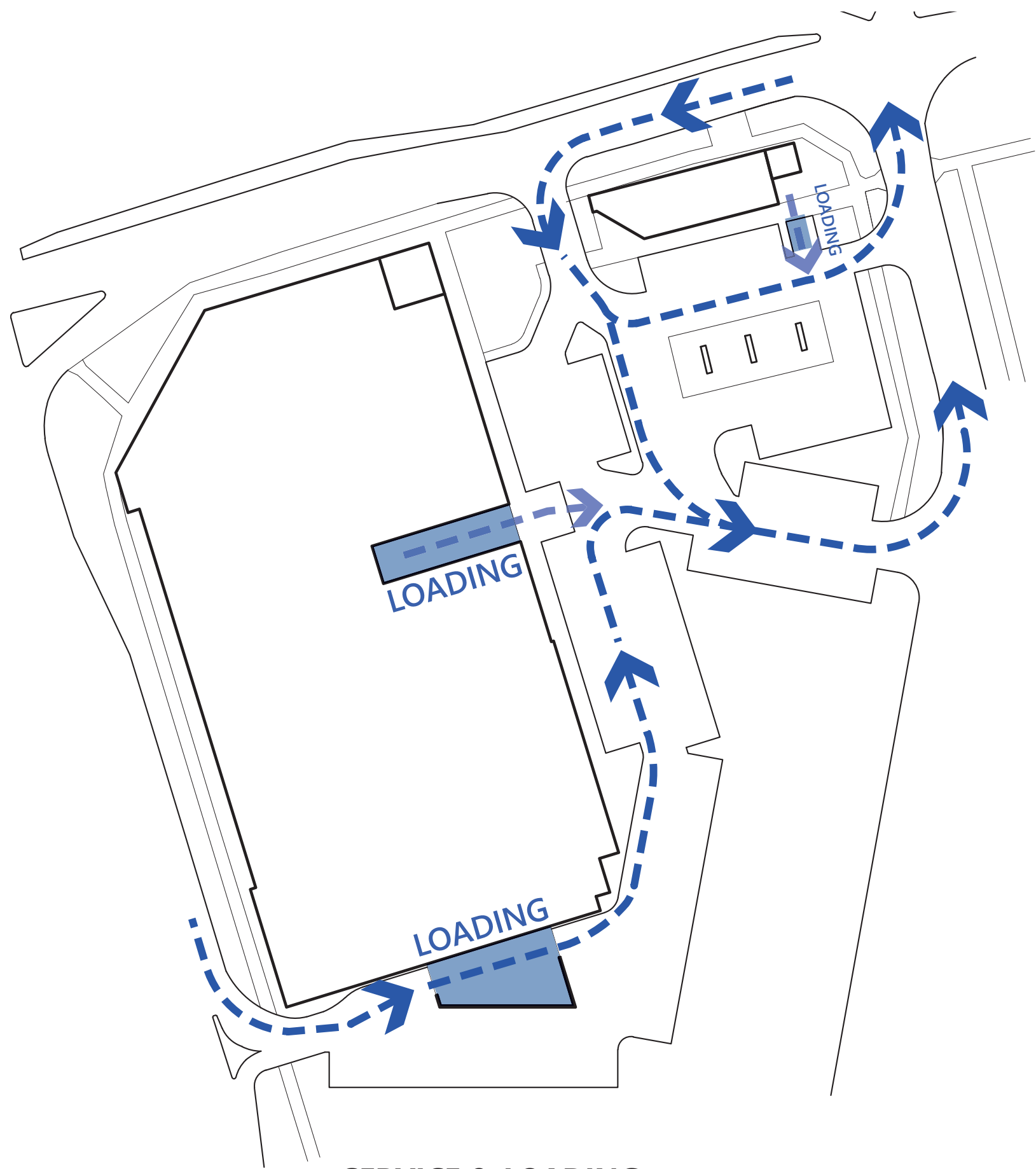




SITE ACCESS



PEDESTRIAN LINKAGE



SERVICE & LOADING
STRAGETY

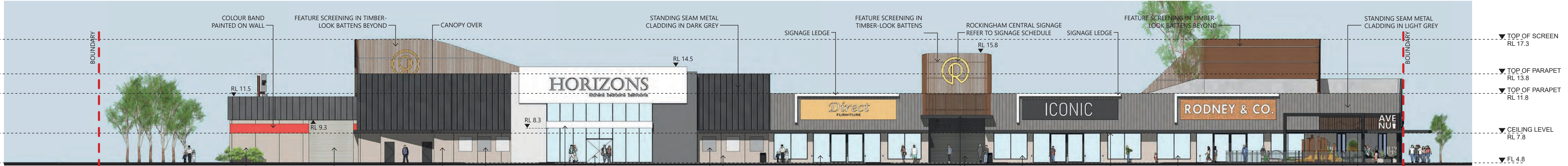


FRONTAGE ACTIVATION

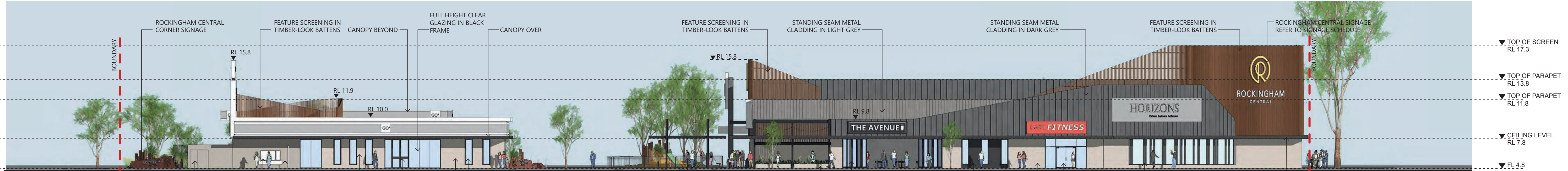




1 SEPIA CT ELEVATION



2 INTERNAL EAST ELEVATION



3 COUNCIL AVE ELEVATION

