



Metro South-West Joint Development Assessment Panel Agenda

Meeting Date and Time: Wednesday, 31 August 2016; 9.00am
Meeting Number: MSWJDAP/ 111
Meeting Venue: City of Kwinana
Darius Wells Library and Resource Centre
Corner Chisham Avenue and Robbos Way, Kwinana

Attendance

DAP Members

Mr Ian Birch (Presiding Member)
Ms Brian Curtis (A/Deputy Presiding Member)
Mr Rob Nicholson (Specialist Member)
Cr Ruth Alexander (Local Government Member, City of Kwinana)
Mr Dennis Wood (Local Government Member, City of Kwinana)
Cr Lee Downham (Local Government Member, City of Rockingham)
Cr Chris Elliot (Local Government Member, City of Rockingham)
Cr Kevin Allen (Local Government Member, City of Cockburn)
Cr Steven Portelli (Local Government Member, City of Cockburn)

Officers in attendance

Mr Brenton Scambler (City of Kwinana)
Mr Neels Pretorius (City of Rockingham)
Mr Greg Delahunty (City of Rockingham)
Mr Mike Ross (City of Rockingham)
Mr Don Bothwell (City of Cockburn)
Ms Francis Page-Croft (Department of Planning)

Local Government Minute Secretary

Ms Ana Behrendt (City of Kwinana)

Applicant and Submitters

Mr Matthew Chau (Stirling Capital)
Mr Kris Kennedy (ARP)
Mr Sean Fairfoul (Rowe Group)
Mr Paul Lynch (Tianqi Lithium Australia)
Mr Phil Thick (Tianqi Lithium Australia)

Members of the Public

Nil



1. Declaration of Opening

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

2. Apologies

Ms Stacey Towne (Deputy Presiding Member)
Cr Kelly McManus (Local Government Member, City of Rockingham)

3. Members on Leave of Absence

Ms Stacey Towne (Deputy Presiding Member)

4. Noting of Minutes

Note the Minutes of the Metro South-West JDAP Meeting No.110 held on 18 August 2016.

5. Declarations of Due Consideration

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

6. Disclosure of Interests

Nil

7. Deputations and Presentations

- 7.1** Mr Phil Thick (Tianqi Lithium Australia) presenting for the application at Item 8.1. The presentation will discuss the background of Tianqi Lithium Corporation and the value proposition for Kwinana and WA.
- 7.2** Mr Sean Fairfoul (Rowe Group) presenting for the application at Item 8.2. The presentation will support the officer recommendation but will request modifications to conditions 11, 27 and 28.
- 7.3** Mr Kris Kennedy (Aigle Royal Developments) presenting for the application at Item 9.1. The presentation will recommend modification to Condition 3 of the RAR regarding works required to the street network.



8. Form 1 - Responsible Authority Reports – DAP Applications

- 8.1a** Property Location: Lot 12 Mason Road, Kwinana Beach
Application Details: Proposed General Industry - Lithium Hydroxide Processing Plant and related infrastructure (Workshop, Warehouse, Office / Administration, Laboratory and Security buildings, product lay down and car parking areas)
Applicant: Tianqi Lithium Australia Pty Ltd
Owner: WA Land Authority – LandCorp
Responsible authority: City of Kwinana
DoP File No: DAP/16/01068
- 8.1b** Property Location: Lot 12 Mason Road, Kwinana Beach
Application Details: Lithium Hydroxide Processing Plant
Applicant: Tianqi Lithium Australia Pty Ltd
Owner: Western Australian Land Authority (LandCorp)
Responsible authority: Western Australian Planning Commission
DoP File No: DAP/16/01068
- 8.2** Property Location: Lot 2 (46) Meares Avenue, Kwinana Town Centre
Application Details: Proposed Bulky Goods Commercial Development
Applicant: Rowe Group
Owner: Santavale (Kwinana) Pty Ltd
Responsible authority: City of Kwinana
DoP File No: DAP/16/01078

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

- 9.1** Property Location: Lot 1 Mandurah Road, Karnup
Application Details: Amendment to Development Approval for the proposed Singleton East Neighbourhood Centre (a service station, a medical centre, a consulting room and 12 shops, including a pharmacy, a super market and 10 specialty shops)
Applicant: Aigle Royal Developments
Owner: ARP No 3 Pty Ltd
Responsible authority: City of Rockingham
DoP File No: DP/13/00706
- 9.2** Property Location: Nos. 75-79 (Lots 1027, 1026 & 1025) Orsino Boulevard NORTH COOGEE
Application Details: Extension of timeframe for DAP/14/00576 – 52 Multiple Dwellings
Applicant: Jon Sparks
Owner: Port Coogee Apartments Pty Ltd
Responsible authority: City of Cockburn
DoP File No: DAP/14/00576



10. Appeals to the State Administrative Tribunal

Nil

11. General Business / Meeting Closure

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



Minutes of the Metro South-West Joint Development Assessment Panel

Meeting Date and Time: Thursday, 18 August 2016; 9.00am
Meeting Number: MSWJDAP/ 110
Meeting Venue: City of Fremantle
8 William Street, Fremantle

Attendance

DAP Members

Mr Ian Birch (Presiding Member)
Mr Brian Curtis (A/Deputy Presiding Member)
Mr Rob Nicholson (Specialist Member)
Cr Jon Strachan (Local Government Member, City of Fremantle)
Cr Bryn Jones (Local Government Member, City of Fremantle)

Officers in attendance

Ms Natalie Martin Goode (City of Fremantle)
Mr Nathan Blumenthal (City of Fremantle)
Mr Michael Daymond (Department of Planning)

Local Government Minute Secretary

Ms Kayla Beall (City of Fremantle)

Applicant and Submitters

Mr Tony Watson (MW Urban)
Mr Dean Burrowes (M Group)
Mr Nicholas Preston (Hodge Collard Preston Architects)
Mr Stephen Shirecore (Meyer Shirecore & Associates)
Mr Lang Fong (Main Roads WA)

Members of the Public

Nil

1. Declaration of Opening

The Presiding Member, Mr Ian Birch declared the meeting open at 9.00am on 18 August 2016 and acknowledged the past and present traditional owners and custodians of the land on which the meeting was being held.

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



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

2. Apologies

Ms Stacey Towne (Deputy Presiding Member)

3. Members on Leave of absence

Panel member, Ms Stacey Towne has been granted leave of absence by the Minister for the period of 11 August 2016 to 9 September 2016 inclusive.

4. Noting of minutes

Minutes of the Metro South-West JDAP meeting No.109 held on 11 August 2016 were not available for noting at the time of meeting.

5. Declaration of Due Consideration

All members declared that they had duly considered the documents.

6. Disclosure of interests

Cr Jon Strachan and Cr Bryn Jones declared an impartiality interest in items 8.1 (a) and (b), item 9.1 (a) and (b) and item 9.2 as they had attended site visits and participated in discussion at the City of Fremantle Planning Committee in their roles as Councillors.

In accordance with section 4.6.1 and 4.6.2 of the Standing Orders 2012, the Presiding Member determined that the members listed above, who had disclosed an impartiality interest, are permitted to participate in discussion and voting on the items.

7. Deputations and presentations

7.1 Mr David Caddy (TPG Town Planning, Urban Design and Heritage) addressed the DAP for the application at Item 8.1 (a) and (b).

The presentation at Item 7.1 was heard prior to the application at Item 8.1 (a) and (b).

7.2 Mr Nicholas Preston (Hodge Collard Preston Architects) addressed the DAP for the application at Item 9.1 (a) and (b).

The presentation at Item 7.2 was heard prior to the application at Item 9.1 (a) and (b)

7.3 Mr Tony Watson (MW Urban) addressed the DAP for the application at Item 9.2.

The presentation at Item 7.3 was heard prior to the application at Item 9.2



8. Form 1 - Responsible Authority Reports – DAP Applications

8.1a Property Location: No. 324 (Lot 33 & 35) Stock Road, O'Connor
Application Details: Demolition of existing Motor Vehicle Sales building, construction of four (4) showrooms with signage and change of use to 'Showroom'
Applicant: Meyer Shircore & Associates
Owner: PBY Pty Ltd & Alfaro Pty Ltd
Responsible authority: City of Fremantle
DoP File No: DAP/16/01049

REPORT RECOMMENDATION / PRIMARY MOTION

Moved by: Nil

Seconded by: Nil

That the Metro South West JDAP resolves to:

Refuse DAP Application reference DAP/16/01049 and accompanying plans 7986 July 2016 Nos. 00 - 08 in accordance with Clause 5.7.6 and 10.2 of the City of Fremantle Local Planning Scheme No. 4, for the following reasons:

1. The proposal is inconsistent with the Australian Standard for access lanes and does not provide adequate vehicle access point safety under clause 5.7.6 (i) and (ix) of LPS4, and clause 67(s)(i) of the deemed provisions for local planning schemes.
2. The proposal does not supply adequate vehicle access to the site and therefore is considered contrary to the requirements of clause 10.2(x) of LPS4.

The Report Recommendation/Primary Motion lapsed due to want of a mover and seconder.

ALTERNATE RECOMMENDATION /PRIMARY MOTION

Moved by: Mr Rob Nicholson

Seconded by: Mr Brian Curtis

That the Metro South West JDAP resolves to:

Approve DAP Application reference DAP/16/01049 and accompanying plans 7986 July 2016 Nos. 00 - 08 in accordance with Clause 10.2 of the City of Fremantle Local Planning Scheme No. 4, subject to the following conditions:

Conditions

1. This approval relates only to the development as indicated on the approved plans dated 14 July 2016. It does not relate to any other development on this lot and must substantially commence within 4 years from the date of the decision letter. If the subject development is not substantially commenced within a 4 year period, the approval shall lapse and be of no further effect.



2. All storm water discharge shall be contained and disposed of on site or otherwise approved by the Chief Executive Officer – City of Fremantle.
3. Notwithstanding approval of the development as indicated above, the free standing pylon sign facing Stock Road is deleted and does not form part of this application.
4. Notwithstanding approval of the development as indicated above, should the Stock Road widening proceed, amended plans will be required for the parking and landscaping layout prior to future development.
5. Prior to the issue of a Building Permit, No. 324 (Lots 33 and 35) Stock Road are to be legally amalgamated or alternatively the owner may enter into a legal agreement with the City of Fremantle, drafted by the City's solicitors at the expense of the owner and be executed by all parties concerned prior to the commencement of the works. The legal agreement will specify measures to allow the development approval to operate having regard to the subject site consisting of two separate lots, to the satisfaction of the Chief Executive Officer, City of Fremantle.
6. Prior to the occupation of the development, the redundant crossovers and kerbs shall be removed and the verge reinstated to the satisfaction of the Chief Executive Officer, City of Fremantle and at the expense of the applicant.
7. Prior to the occupation of the development, vehicle crossovers and a deceleration and turn lane on Stock Road shall be constructed at the applicant's expense and thereafter maintained to the satisfaction of the Chief Executive Officer, City of Fremantle.
8. The signage hereby permitted shall not contain any flashing or moving light or radio; animation or movement in its design or structure; reflective, retro-reflective or fluorescent materials in its design structure.
9. The design and construction of the development is to meet the 4 star green star standard as per Local Planning Policy 2.13 or alternatively to an equivalent standard as agreed by the Chief Executive Officer, City of Fremantle. Any costs associated with generating, reviewing or modifying the alternative equivalent standard is to be incurred by the owner of the development site. Within 12 months of an issue of a certificate of Building Compliance for the development, the owner shall submit either of the following to the city to the satisfaction of the Chief Executive Officer – City of Fremantle:
 - a. Submit to the Council a copy of documentation from the Green Building Council of Australia certifying that the development achieves a Green Star Rating of at least 4 Stars, or
 - b. Submit to the Council a copy of agreed equivalent documentation certifying that the development achieves a Green Star Rating of at least 4 Stars.



Advice Notes

- i. This approval relates to the subject site and does not authorise the removal or modification of verge infrastructure and/or verge trees within the verge area. Written approval is to be obtained for removal or modification of verge infrastructure and/or verge trees within the verge area from the relevant City of Fremantle department or relevant service authority, before construction commences. Please refer to the City's Tree Planting and Vehicle Crossings Policies (SG28 and MD0015) for further information.
- ii. Due to the historical use of the site and the former removal of asbestos-containing materials (ACM), development works may intercept potentially contaminated soils. If potentially contaminated soil (such as odorous or stained soil, or the presence of ACM fragments mixed in soil) is identified during site works, the site should be reported in accordance with section 11 of the Contaminated Sites Act 2003, and development works appropriately managed to ensure that potential risks to human health and the environment are addressed. For further information, please contact Contaminated Sites at the Department of Environment Regulation on 1300 762 982.
- iii. Future signage within the areas marked 'sign', 'signage', 'logo' or 'life poster' on the approved plans will not require further planning approval. Any other future signage contrary to the requirements of Schedule 5 or Clause 8.2(d) of Local Planning Scheme No. 4 will require a planning application.

PROCEDURAL MOTION

Moved by: Mr Rob Nicholson

Seconded by: Mr Brian Curtis

To adjourn proceedings for 10 minutes to allow for a presentation to be heard by Main Roads and enable panel members to raise questions.

REASON: It had become evident to the panel that a Main Roads officer was in attendance and it was considered important to the debate to have their submitted position on site access explained and for panel members to have the opportunity to seek clarification on any matters of uncertainty.

The Procedural Motion was put and CARRIED UNANIMOUSLY.

Proceedings were adjourned at 9.50am

PROCEDURAL MOTION

Moved by: Mr Rob Nicholson

Seconded by: Mr Ian Birch

To resume proceedings.

The Procedural Motion was put and CARRIED UNANIMOUSLY.

Proceedings reconvened at 10.00am



AMENDING MOTION

Moved by: Mr Brian Curtis

Seconded by: Mr Rob Nicholson

That condition 4 be removed and added as advice note iv and renumber remaining conditions.

REASON: The intent of this condition is better suited as an advice note.

The Amending Motion was put and CARRIED UNANIMOUSLY.

PRIMARY MOTION (AS AMENDED)

That the Metro South West JDAP resolves to:

Approve DAP Application reference DAP/16/01049 and accompanying plans 7986 July 2016 Nos. 00 - 08 in accordance with Clause 10.2 of the City of Fremantle Local Planning Scheme No. 4, subject to the following conditions:

Conditions

1. This approval relates only to the development as indicated on the approved plans dated 14 July 2016. It does not relate to any other development on this lot and must substantially commence within 4 years from the date of the decision letter. If the subject development is not substantially commenced within a 4 year period, the approval shall lapse and be of no further effect.
2. All storm water discharge shall be contained and disposed of on site or otherwise approved by the Chief Executive Officer – City of Fremantle.
3. Notwithstanding approval of the development as indicated above, the free standing pylon sign facing Stock Road is deleted and does not form part of this application.
4. Prior to the issue of a Building Permit, No. 324 (Lots 33 and 35) Stock Road are to be legally amalgamated or alternatively the owner may enter into a legal agreement with the City of Fremantle, drafted by the City's solicitors at the expense of the owner and be executed by all parties concerned prior to the commencement of the works. The legal agreement will specify measures to allow the development approval to operate having regard to the subject site consisting of two separate lots, to the satisfaction of the Chief Executive Officer, City of Fremantle.
5. Prior to the occupation of the development, the redundant crossovers and kerbs shall be removed and the verge reinstated to the satisfaction of the Chief Executive Officer, City of Fremantle and at the expense of the applicant.
6. Prior to the occupation of the development, vehicle crossovers and a deceleration and turn lane on Stock Road shall be constructed at the applicant's expense and thereafter maintained to the satisfaction of the Chief Executive Officer, City of Fremantle.



7. The signage hereby permitted shall not contain any flashing or moving light or radio; animation or movement in its design or structure; reflective, retro-reflective or fluorescent materials in its design structure.
8. The design and construction of the development is to meet the 4 star green star standard as per Local Planning Policy 2.13 or alternatively to an equivalent standard as agreed by the Chief Executive Officer, City of Fremantle. Any costs associated with generating, reviewing or modifying the alternative equivalent standard is to be incurred by the owner of the development site. Within 12 months of an issue of a certificate of Building Compliance for the development, the owner shall submit either of the following to the city to the satisfaction of the Chief Executive Officer – City of Fremantle:
 - a. Submit to the Council a copy of documentation from the Green Building Council of Australia certifying that the development achieves a Green Star Rating of at least 4 Stars, or
 - b. Submit to the Council a copy of agreed equivalent documentation certifying that the development achieves a Green Star Rating of at least 4 Stars.

Advice Notes

- i. This approval relates to the subject site and does not authorise the removal or modification of verge infrastructure and/or verge trees within the verge area. Written approval is to be obtained for removal or modification of verge infrastructure and/or verge trees within the verge area from the relevant City of Fremantle department or relevant service authority, before construction commences. Please refer to the City's Tree Planting and Vehicle Crossings Policies (SG28 and MD0015) for further information.
- ii. Due to the historical use of the site and the former removal of asbestos-containing materials (ACM), development works may intercept potentially contaminated soils. If potentially contaminated soil (such as odorous or stained soil, or the presence of ACM fragments mixed in soil) is identified during site works, the site should be reported in accordance with section 11 of the Contaminated Sites Act 2003, and development works appropriately managed to ensure that potential risks to human health and the environment are addressed. For further information, please contact Contaminated Sites at the Department of Environment Regulation on 1300 762 982.
- iii. Future signage within the areas marked 'sign', 'signage', 'logo' or 'life poster' on the approved plans will not require further planning approval. Any other future signage contrary to the requirements of Schedule 5 or Clause 8.2(d) of Local Planning Scheme No. 4 will require a planning application.
- iv. Notwithstanding approval of the development as indicated above, should the Stock Road widening proceed, amended plans will be required for the parking and landscaping layout prior to future development.

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



REASON: The JDAP noted the lack of agreement of the engineers on the matter of the suitability of the site access and deceleration lane. On the evidence presented, the JDAP considered that the proposed 38 metre long deceleration lane to access the subject site from Stock Road complied with the 35 metre minimum requirement within the Austroads Guidelines for constrained brownfields sites. Further, the JDAP considered the proposed site access complies with DC 5.1 which seeks to rationalise existing crossovers onto regional roads.

8.1b Property Location: Lots 33 and 35 (No. 324) Stock Road, O'Connor
Application Details: Demolition of existing Motor Vehicle Sales building, construction of four (4) showrooms with signage and change of use to 'Showroom'
Applicant: Meyer Shircore & Associates
Owner: Eiras Pty Ltd, Grant Holdings Pty Ltd, Alfaro Pty Ltd & PBY Pty Ltd
Responsible authority: Western Australian Planning Commission
DoP File No: DAP/16/01049

REPORT RECOMMENDATION / PRIMARY MOTION

Moved by: Mr Rob Nicholson **Seconded by:** Cr Jon Strachan

That the Metro South-West JDAP resolves to:

Approve DAP Application reference DAP/16/01049 and accompanying plans 7986 SK010 00 - 7986 SK010 08, date stamped 19 July 2016 by the Department of Planning on behalf of the Western Australian Planning Commission, in accordance with Clause 30(1) of the Metropolitan Region Scheme, subject to the following conditions:

1. Prior to occupancy of the development, the proposed deceleration lane and crossover being constructed to the specification of Main Roads WA and the satisfaction of the Western Australian Planning Commission.
2. Redundant driveways shall be removed and the verge reinstated at the applicant's cost to the specification of Main Roads WA and the satisfaction of the Western Australian Planning Commission.
3. The applicant shall make good any damage to the existing verge vegetation within the Stock Road road reservation to the satisfaction of the Western Australian Planning Commission.

Advice Notes

1. The use of the land within the Primary Regional Road reserve in the applicant's ownership is considered temporary until such time as the land is required. Any improvements made to it or loss of amenity will not be taken into consideration in determining any land acquisition cost or compensation which may be payable by the Western Australian Planning Commission or Main Roads WA at such time as land is required for the widening of Stock Road.



2. Main Roads WA advise that any services or infrastructure that requires relocation as a result of the proposed works shall be undertaken at the applicant's cost.
3. Any works proposed within the Stock Road road reserve will require prior approval from Main Roads WA.
4. Future 'on building' signage within the areas marked 'sign', 'signage', 'logo' or 'life poster' on the approved plans will not require further approval from the Western Australian Planning Commission. Any proposed 'off building' signage will require the further approval of the Western Australian Planning Commission.

The Report Recommendation/Primary Motion was put and CARRIED UNANIMOUSLY.

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

9.1a Property Location:	No. 11 (Lot 102) Freeman Loop, North Fremantle
Application Details:	Six storey (and basement) Hotel
Applicant:	Hodge Collard Preston Architects Pty Ltd
Owner:	Hotel Development Group Pty Ltd
Responsible authority:	City of Fremantle
DoP File No:	DAP/15/00758

REPORT RECOMMENDATION / PRIMARY MOTION

Moved by: Cr Jon Strachan

Seconded by: Mr Rob Nicholson

That the Metro South-West JDAP resolves to:

1. **Accept** that the DAP Application reference DAP/15/00758 as detailed on the DAP Form 2 dated 23 June 2016 is appropriate for consideration in accordance with regulation 17 of the *Planning and Development (Development Assessment Panels) Regulations 2011*;
2. **Approve** the DAP Application reference DAP/15/00758 as detailed on the DAP Form 2 date 23 June 2016 and accompanying plans DD001 (rev C), DD002 (rev C), DD101 (rev I), DD102 (rev H), DD103 (rev I), DD104 (rev I), DD105 (rev I), DD106 (rev I), DD107 (rev I), DD108 (rev D), DD201 (rev E), DD202 (rev E), DD301 (rev E), DD302 (rev E) in accordance with the provisions of the City of Fremantle Local Planning Scheme No. 4, for the proposed minor amendment to the approved six storey (and basement) Hotel at No. 11 (Lot 102) Freeman Loop, North Fremantle [formerly No. 29 (Lot 3) Leighton Beach Blvd, North Fremantle], subject to:

Amended/Replaced Conditions

1. This approval relates only to the development as indicated on the approved plans dated 23 June 2016. It does not relate to any other development on this lot and must be substantially commenced within four years from the date of this



decision. If the subject development is not substantially commenced within the 4 year period, the approval shall lapse and be of no further effect.

9. Prior to the issue of a Building Permit the applicant shall submit final detailed drawings:
 - a. Relating to external colour, texture and material arrangement for final façade to the following information to the satisfaction of City of Fremantle:
and
 - b. Relating to the screening material and method so that all air-conditioning plant, satellite dishes, antennae and any other plant and equipment to the roof of the building is adequately screened so as not to be highly visible from beyond the boundaries of the development site to the satisfaction of the Chief Executive Officer, City of Fremantle.
16. Prior to occupation, the bike lockers and bike racks indicated on the plans to be provided in accordance with the Class 1 and Class 3 requirements, respectively, as outlined in section 5.7.1(d) of the City's Local Planning Scheme No. 4 and to the satisfaction of the Chief Executive Officer, City of Fremantle.
19. Prior to the issue of a Building Permit, the applicant is to redesign the minor projections on the roof (indoor and outdoor plant rooms, lift overruns) to be no more than 10% of the total roof space to the satisfaction of the City of Fremantle.

ADVICE NOTES

- i. All other conditions and requirements detailed on the previous approval dated 8 June 2015 shall remain unless altered by this approval.

The Report Recommendation/Primary Motion was put and CARRIED UNANIMOUSLY.

9.1b Property Location:	No. 11 (Lot 102) Freeman Loop, North Fremantle
Application Details:	Six storey (and basement) Hotel
Applicant:	Hodge Collard Preston Architects Pty Ltd
Owner:	Hotel Development Group Pty Ltd
Responsible authority:	City of Fremantle
DoP File No:	DAP/15/00758

REPORT RECOMMENDATION / PRIMARY MOTION

Moved by: Cr Jon Strachan

Seconded by: Cr Bryn Jones

That the Metro South-West JDAP resolves to:

1. **Accept** that the DAP Application reference DAP/15/00758 as detailed on the DAP Form 2 dated received 23 June 2016 is appropriate for consideration in accordance with regulation 17 of the *Planning and Development (Development Assessment Panels) Regulations 2011*; and
2. **Approve** the DAP Application reference DAP/15/00758 as detailed on the DAP Form 2 dated 23 June 2016 and accompanying plans DD001-2 rev C;



DD101-8 rev 1; DD201-2 rev E; DD301-2 rev E; and DD1501 rev A, in accordance with the provisions of the Metropolitan Region Scheme, for the proposed minor amendment to the approved Six Storey Hotel With Ground Floor Commercial at Lot 102 (No. 11) Freeman Loop, North Fremantle.

Advice Notes

1. This approval only relates to the portion of development that encroaches the Metropolitan Region Scheme Primary Regional Road reservation for Curtin Avenue.
2. Accordingly, this approval is to be read in conjunction with the City of Fremantle approval.

All other conditions and requirements detailed on the previous approval dated 8 June 2016 shall remain unless altered by this application.

The Report Recommendation/Primary Motion was put and CARRIED UNANIMOUSLY.

9.2 Property Location:	No. 12 (Lots 1, 2 & 3) Parry Street, Fremantle
Application Details:	Variation to JDAP Planning Approval - Five storey mixed use development (40 Multiple Dwellings and Restaurant)
Applicant:	MW Urban
Owner:	Parry Street Management Pty Ltd
Responsible authority:	City of Fremantle
DoP File No:	DAP/15/00806

REPORT RECOMMENDATION / PRIMARY MOTION

Moved by: Cr Jon Strachan

Seconded by: Cr Bryn Jones

That the South-West Joint Development Assessment Panel:

1. **ACCEPT** that the DAP Application reference DAP/15/00806 as detailed on the DAP Form 2 dated 23 June 2016 is appropriate for consideration in accordance with regulation 17 of the *Planning and Development (Development Assessment Panels) Regulations 2011*;
2. **APPROVE** the DAP Application reference DAP/15/00806 as detailed on the DAP Form 2 date 23 June 2016 and accompanying plans being A01.01 (Rev D), A01.02 (Rev C), A01.03 (Rev E), A03.0 (Rev L), A03.02 (Rev L), A03.03 (Rev L), A03.04 (Rev L), A03.05 (Rev L), A03.06 (Rev L), A06.01 (Rev J), A06.02 (Rev J), A07.02 (Rev J), 101 Rev B (Heritage Conservation Works) and 102 (Rev B) (Heritage Conservation Works) in accordance with the provisions of the the City of Fremantle Local Planning Scheme No. 4 and the Metropolitan Region Scheme, subject the following conditions and Metropolitan Region Scheme, for the proposed minor amendment to the approved 24 August 2015 at No12 (Lot) Parry Street, Fremantle, subject to:



Amended Conditions

1. This approval relates only to the development as indicated on the approved plans, dated 28 July 2016. It does not relate to any other development on this lot and must substantially commence within four years from the date of this decision letter.
9. Prior to occupation of the development approved as part of DAP005/15 and DAPV004/16, the car parking and loading area(s), and vehicle access and circulation areas shown on the approved site plan, including the provision of disabled car parking, shall be constructed, drained, and line marked and provided in accordance with Clause 5.7.1(a) of the City of Fremantle Local Planning Scheme No.4, to the satisfaction of the Chief Executive Officer, City of Fremantle.

All other conditions and requirements detailed on the previous approval dated 24 August 2015 shall remain unless altered by this application.

The Report Recommendation/Primary Motion was put and CARRIED UNANIMOUSLY.

10. Appeals to the State Administrative Tribunal

Nil

11. General Business / Meeting Close

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

There being no further business, the Presiding Member declared the meeting closed at 10.34am.



Form 1 - Responsible Authority Report

(Regulation 12)

Property Location:	Lot 12 Mason Road, Kwinana Beach
Application Details:	Proposed General Industry - Lithium Hydroxide Processing Plant and related infrastructure (Workshop, Warehouse, Office / Administration, Laboratory and Security buildings, product lay down and car parking areas)
DAP Name:	METRO SOUTH – WEST
Applicant:	Tianqi Lithium Australia Pty Ltd
Owner:	WA Land Authority – LandCorp
LG Reference:	DA8668
Responsible Authority:	City of Kwinana
Authorising Officer:	Brenton Scambler – Coordinator Statutory Planning
Department of Planning File No:	DAP/16/01068 WAPC Ref: 26-50207-2
Report Date:	25 August 2016
Application Receipt Date:	22 June 2016
Application Process Days:	90 Days
Attachment(s):	Figure 1: Location Plan Figure 2: BAL Contour Plan 1: Perspective Views – 000 2: Site Plan – A01 3: Administration Floor Plan – A02 4: Administration Elevations – A03 5: Security/ Training Floor Plan – A04 6: Security/ Training Elevations – A05 7: Control Room Floor Plan – A06 8: Control Room Elevations – A07 9: Laboratory Floor Plan – A08 10: Laboratory Elevations – A09 11: Warehouse Floor Plan – A10 12: Warehouse Elevations – A11 13: Gatehouse, Transport Office and Entrance – A12 14: Smoking Shelter – A13 15: Perspective Views – A14 16: Spodumene Building Floor Plan – A17 17: TAS Building Floor Plan – A18 18: Northern Boundary Elevations – A19 19: Product Bagging Floor Plan – A20 20: Sewerage Treatment Facilities – A21

	21: Aerial View from South West – A22 22: Aerial View from North West – A23 23: Plant View from East – A24 24: Site Surface Finishes – A25 25: Plant Site Area Layout (Aerial) Plan – 11304-G-006 REV G 26: Plant Site Area Layout Plan – 11304-G- 006 REV G 27: Substation 2 Layout – 11304-E-0000-703- REV C 28: Substation 3 Layout – 11304-E-000-704- REV C 29: Substation 4 Layout – 11304-E-0000-705- REV C 30: Substation 4 Layout – 11304-E-0000-706- REV C
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Officer Recommendation:

That the Metro South – West DAP resolves to:

Approve DAP Application reference DAP/16/01068 and accompanying plans 000, A01, A02, A03, A04, A05, A06, A07, A08, A09, A10, A11, A12, A13 and A14 dated 24/05/2016, A17, A18, A19, A20, A21, A22, A23, A24 and A25 dated 30/05/2016, 11304-G-006 REV G dated 10/02/2016, 11304-E-0000-703-REV C, 11304-E-000-704-REV C, 11304-E-0000-705-REV C, 11304-E-0000-706-REV C dated 27/05/2016 in accordance with Clause 6.1 of the City of Kwinana Town Planning Scheme No.2, subject to the following conditions:

Conditions

1. This decision constitutes planning approval only and is valid for a period of two years from the date of approval. If the subject development is not substantially commenced within the two year period, the approval shall lapse and be of no further effect.
2. An area of at least 10,000 square metres (5%) of the lease area to be landscaped and maintained to a high standard thereafter to the satisfaction of the City of Kwinana within 60 days of practical completion of construction.
3. Landscaping areas, vehicle parking spaces and accessways, and all other items and details as shown on the approved development plans shall be installed prior to occupying the proposed development and maintained thereafter to the satisfaction of the City of Kwinana.
4. A detailed Landscaping Plan which outlines the proposed species and densities of plants to be used at the time of planting together with the

anticipated height of each plant at maturity, spacing of each species and location of existing vegetation, the use of mature/advanced species between the existing security fence and the road boundary/verge, and the proposed reticulation layout is required to be submitted to the City of Kwinana for approval prior to lodgement of a building permit. The landscaping plan shall be implemented to the satisfaction of the City within 60 days of the practical completion of construction.

5. Stormwater drainage from roofed and paved areas being disposed of on-site or as may otherwise be approved under Environmental Protection Authority (EPA) Licence conditions or approved Stormwater Management Plan to the satisfaction of the City of Kwinana.
6. The applicant shall implement dust control measures for the duration of the Site and Construction Works, and for the ongoing operation of the site to the satisfaction of the City of Kwinana.
7. Vehicle crossovers shall be constructed to the specifications and satisfaction of the City of Kwinana.
8. The provision of vehicle parking bays as defined on the approved development plans in accordance with AS2890, to be clearly marked on the ground and constructed of bitumen, brick or concrete and drained prior to the occupation to the satisfaction of the City of Kwinana.
9. All vehicle parking to be accommodated within the boundaries of the subject lot to the satisfaction of the City of Kwinana.
10. All trafficable areas are to be sealed and drained as per the City of Kwinana 'Trafficable Areas' Specifications to the satisfaction of the City of Kwinana.
11. All non-trafficable and lay-down areas within the subject lot being sealed and drained to comply with the City of Kwinana non-trafficable and lay-down area specifications.
12. All vegetation cleared as part of the development shall be mulched and re-used throughout the landscaped areas of the development to the satisfaction of the City of Kwinana.
13. On-site effluent disposal systems shall be nutrient retentive to comply with the Health Act 1911 and Cockburn Sound Management Council requirements. Use of conventional septic systems is not permitted.
14. All plant and vehicle wash down facilities shall be connected to an appropriate wastewater treatment system to the satisfaction of the City of Kwinana.

15. The development shall be connected to an adequate potable water supply in accordance with the standards required by the *National Health and Medical Research Council Australian Drinking Water Guidelines* (2004).
16. Within 60 days of commissioning of the plant operations, the proponent shall provide to the City of Kwinana, certification from a suitably qualified acoustic consultant that the noise emissions resulting from the operations on the site comply with Environment Protection Act and Regulations. The certification shall demonstrate that the plant complies with Environmental Protection (Noise) Regulations 1997 from time of commencement of operations through to maximum throughput capacity.
17. All earthworks and development proposed to be carried out on site shall be undertaken in accordance with the requirements of the document “*Site Contamination Management Plan Capping Area*” (Golder and Associates, November 2003, Reference Number 02640088).

2. Advice to Applicant

- 2.1 The applicant is advised that all future development must be submitted to the City of Kwinana prior to the commencement of works or alteration of land use.
- 2.2 Construction should not be commenced for the components of the development which require building approval until the applicant has paid the appropriate fees, submitted the appropriate supporting documentation and has been issued with a building permit in accordance with the *Building Act 2011* and *Building Regulations 2012*.
- 2.4 The applicant should ensure that the proposed development complies with all other relevant legislation, including but not limited to, the *Environmental Protection Act 1986*, Health Act and Regulations, *Environmental Protection (Noise) Regulations 1997*, *Dangerous Goods Safety Act 2004* and Regulations, *Contaminated Sites Act 2003* and the *National Construction Code*.
- 2.5 The proponent is advised to liaise with the Kwinana Industries Council (KIC) to include the noise emissions from the development into the KIC cumulative noise model.
- 2.6 Training rooms and public galleries used for educational purposes are required to comply with the *Health (Public Building) Regulations 1992*.
- 2.7 The proponent should make an application to the City of Kwinana for the installation of effluent treatment and disposal systems.
- 2.8 Ablutions and sanitary facilities are required to comply with the requirements of the *Health (Sewerage Lighting and Ventilation) Regulations 1971*.
- 2.9 In regards to the parking provision condition, the City of Kwinana Town Planning Scheme No.2 requires a minimum of 246 vehicle parking bays, as such, a reduction in the overall car parking required for the site has been

granted on the basis of the total staff numbers present on the site at any time. Should the use of the site change then a reassessment of the parking required on site will be required.

- 2.10 The Department of Environment and Regulation have advised that Groundwater investigations at Lot 12 Mason Road have identified the widespread presence of nitrate contamination at concentrations exceeding Marine Water Ecosystems criteria. In accordance within Department of Health advice if groundwater is being, or is proposed to be abstracted, analytical testing should be carried out to determine whether the groundwater is suitable for its intended use.

Background:

Property Address:	Lot 12 Mason Road, Kwinana Beach
Zoning	MRS: Industry
	TPS: General Industry
Use Class:	Office General Industry – Lithium Hydroxide Processing Plant Warehouse Workshop
Strategy Policy:	City of Kwinana Local Planning Policy (LPP) - Development within Industrial Zones
Development Scheme:	City of Kwinana Town Planning Scheme No.2
Lot Size:	19.9 hectares (proposed lease area)
Existing Land Use:	Office and industrial buildings
Value of Development:	\$300 million

The subject site is approximately 69.9 hectares in area with a lease area of 19.9 hectares to be used for the proposed project. The property was formerly known as Lot 12 Mason Road before it was subdivided. The subject site is situated on the western side of Rockingham Road, Kwinana Beach. The current lease area contains an existing industrial shed and lined wastewater sump. Both the industrial shed and sump are proposed to be demolished and removed as part of this application. The development is contained within the General Industry zone.

The site currently contains one other General Industrial use and a number of smaller administration buildings to the west of the development area. These existing uses are proposed to remain in operation separate to this development.

The site is accessed via Leath Road and Donaldson Road.

LEGEND

- State Road
- Local Road
- Project Area

Figure 1

Perth, Western Australia

Scale: 1:50,000

North Arrow

Scale Bar: 0 to 1,000 Metres

Map Projection: Transverse Mercator
Horizontal Datum: GDA 1984
Grid: GDA 1984 MGA Zone 50

GHD

MSP

SLIP ENABLER

MSP Engineering
Lithium Process Plant Environmental Approvals

Job Number: 91-25301
Revision: 0
Date: 30 May 2015

Project Location

Figure 1

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Tianqi Lithium Australia Pty Ltd proposes to construct and operate a Lithium Hydroxide Processing Plant (LHPP) on a 19.975 hectare leased portion of Lot 12 Mason Road, Kwinana Beach. The proposal also includes the construction of associated infrastructure to support the plant consisting of an Administration Building,

Laboratory, Security Building, Control Building, Workshop and Warehouse, Chemical Storage and Bulk Diesel Tank.

The proponent advises that Stage 1 of the proposed facility (the subject of this application) will produce 23,950 tonnes per annum (tpa) of lithium hydroxide at ultimate capacity that will be exported for use in the manufacture of lithium batteries. This lithium hydroxide will be produced from processing approximately 160,900 tpa of spodumene concentrate which will be transported by road from the Talison mine at Greenbushes to the Kwinana LHPP. As a by product of the lithium hydroxide refining process approximately 43,900 tpa of sodium sulphate will be produced for export and used in formulating detergent powder. Additionally, 175,900 tpa Tianqi aluminosilicate (TAS) and 26,100 tpa gypsum residues (also a by product of the refining process) will go to market as a by-product to local cement, concrete and brick manufacturers (TAS) and for use in agriculture (gypsum).

The project will comprise the following key non-process components;

- Administration Office;
- Emergency-Security-Training Building;
- Laboratory;
- Control Building, cafeteria and ablution facilities;
- General Warehouse;
- Workshop;
- Roads and Car parks; and
- Landscaping

The project will comprise the following process components:

- Gatehouse;
- Transport Office;
- Spodumene Receival Building;
- Acid and Caustic Storage;
- Diesel Storage Tank
- TAS Building;
- Conveyors;
- Pyrometallurgical Operations 1;
- Hydrometallurgical Operations 1;
- Product Bagging and Handling Building;
- Sodium Sulphate Storage Building.

Legislation & Policy:

Legislation

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

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

State Government Policies

State Planning Policy 4.1 – State Industrial Buffer Policy

State Planning Policy 2.6 – State Coastal Planning Policy and associated Position Statement

Local Planning Policies

Local Planning Policy – Development within the Cockburn Sound Catchment

Local Planning Policy – Development within Industrial Zones.

Consultation:

Public Consultation

The proposal represents a “P” use within the context of the requirements of Town Planning Scheme No.2 (TPS 2) and therefore is not required to be advertised. Regardless of this, given the scale of the project, the applicant subsequently liaised with the surrounding land owners and provided letters of support to the development as part of the application process.

Consultation with other Agencies or Consultants

The following government departments and service agencies were consulted;

- Department of Environment Regulation (Contaminated Sites and Native Vegetation Branches);
- Dampier to Bunbury Natural Gas Pipeline (DBNGP)

The following advice was received from the consulted agencies;

Department of Environment Regulation (DER)

The DER advised that the parent lot, being Lot 12 Mason Road was classified as a contaminated – restricted use under the Contaminated Sites Act 2003.

Groundwater investigations carried out at Lot 12 Mason Road have identified the widespread presence of nitrate contamination in concentrations exceeding Marine Water Ecosystems criteria. In accordance with the Department of Health advice

(received by DER) if groundwater is being, or is proposed to be abstracted, analytical testing should be carried out to determine whether the groundwater is suitable for its intended use. An advice note has been recommended on the approval notifying the applicant that should groundwater be intended for use on the site then it should be subjected to analytical testing to determine its suitability for use. In this regard, the DER recommended no further action be needed in respect to the groundwater contamination present on the site.

The proposed LHPP is proposed to be constructed on the south-eastern portion of Lot 12 Mason Road. A limestone capped area occupies the eastern portion of the site and is managed under a Site Contamination Management Plan, prepared by Golder and Associates in 2003. The contamination present under this capped area is a result of the previous use (Hismelt - Iron Foundry and Smelting plant) on the site and consists of blast furnace dust, blast furnace slag and blue gravel. At the time of the Golder and Associates testing in 2003, the concentrations of arsenic, cadmium, lead and zinc present under the capped area of the site exceeded the relevant guidelines for Environmental Investigation Levels but not Health Investigation Levels for commercial industrial use. The proposed development footprint for the LHPP includes a portion of this capped area. The extent of development which extends over the capped area includes truck parking, product container loading areas and a product container handling area. In this regard, the DER recommends that any works proposed to be carried out within the limestone area should comply with the requirements of the document *"Site Contamination Management Plan Capping Area"* (Golder and Associates, November 2003, Reference Number 02640088). With regard to the contamination present under the capped area of the site, no further remediation is required subject to the development meeting the requirements of the Golder and Associates report referenced above.

In summary, in regards to the DER's comments on the proposal a condition has been recommended on the approval which requires that all development to be carried out over the limestone capped area within the south eastern portion of the subject land to be in accordance with the requirements of the Site Contamination Management Plan Capping Area" (Golder and Associates, November 2003, Reference Number 02640088). In addition, an advice note has been recommended which advises the applicant that should groundwater be extracted from the site then testing should be carried out in accordance with the DER's advice to determine its suitability.

Dampier to Bunbury Natural Gas Pipeline (DBNGP)

DBNGP (WA) Nominees Pty Limited confirmed that they have no objection to the proposed development.

Planning assessment:

Town Planning Scheme No. 2 Implications

The proposal represents a 'General Industry' use in the context of TPS 2 which is described under Appendix 4 (Interpretations) as: *"means any industry other than a hazardous, light, noxious, rural, extractive or service industry"*.

TPS 2 defines 'Industry' as *'the carrying out of any process for and incidental to: (b) the winning, processing or treatment of minerals'.....*

'Hazardous Industry' in the definition of TPS 2 *'means an industry which by reason of the processes involved or the method of manufacture, or the nature of the materials used or produced requires isolation from other buildings.'*

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

In the context of TPS 2 this development has been considered as a 'General Industry' in lieu of 'Hazardous Industry'. In this regard, the development has been considered a General Industry on the basis of the information and detail provided in the application proposal. The applicant has advised that the volumes of materials stored on site will likely not result in the development being classified as a major hazard facility in the context of the Dangerous Goods legislation.

Whilst the development does generate air quality emissions, the applicant's Air Quality Assessment (prepared by consultants GHD) has concluded that the ground level concentrations generated by the development are expected to remain well below the limits and standards specified in the *Environmental Protection (Kwinana) (Atmospheric Wastes) Policy 1999*, and will not result in a significant increase to the maximum predicted ground level concentrations of SO₂ associated with emissions from the existing industries located in Kwinana.

The modelling results also indicated broad compliance with the Kwinana EPP limits and standards, except for exceedances that are predicted to occur for existing Kwinana industry emissions (which would have otherwise occurred without the proposed LHPP).

For the reasons discussed above, the development has been considered as a 'General Industry' in the context of TPS 2.

Development Requirements under Town Planning Scheme No.2

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

Table 1 – Town Planning Scheme Summary

City Planning Scheme No.2 Clause	Requirements	Planning Comment
6.8.1 – Outline Development Plans	Not Applicable	The Development is not subject to an outline development plan.
6.8.2, 6.8.3 – Minor Works not requiring planning approval	Not Applicable	The works proposed are substantial and do not fall within the works not requiring approval clauses of the Scheme.
6.8.4 – Plot Ratio and Site Coverage	0.8 Plot Ratio 65% Site Cover	The plot ratio and site coverage of the lot is well within the scheme requirements with approximately 30% site cover in total.
6.8.5 – Minimum Setbacks from Boundaries	Side – 6 metres Rear – 9 metres Front - 15 metres	Setbacks to the proposed development comply with the scheme requirements with a minimum of 23 metres from the front boundary for the Spodumene Warehouse and TAS Storage Building. All other development on site is well setback from all other boundaries.
6.8.6 – Appearance of Buildings	Buildings located, constructed and finished so as to not cause detriment to the locality	The proposed development is considered appropriate for the industrial zone and should not detrimentally affect the amenity of the locality.
6.8.7 – Landscaping Areas	5% of site area to be landscaped and maintained	The proponent is required to landscape a minimum of 10,000m ² of the lease area. A condition is recommended that a Landscaping Plan outlining the proposed species including mature/advanced species be submitted to the City of Kwinana for approval and be implemented to the satisfaction of the City.
6.8.8 – Car and Parking	Car Parking Spaces to be provided in accordance	The development requires the provision of 246 vehicle parking bays

Crossovers	with Table III of the Scheme	<p>in accordance with the requirements of Table III of the Scheme. The proponent has indicated that a total of 155 car parking bays plus two bus parking bays will be provided.</p> <p>In regards to the parking shortfall, the applicant has advised that the plant will operate with a total of 60 staff at any one time. In this regard, whilst the car parking proposed represents a significant reduction in the Scheme requirements, the total number of car bays required under the Scheme is due to the large floor area of processing and warehouse areas needed to handle the significant volume of material being processed.</p> <p>On the basis of the staff numbers provided however, (as opposed to the building floor area) the City's planning staff are comfortable with the car parking proposed under this application. Conditions have been recommended requiring trafficable and non-trafficable areas to be sealed and drained in accordance with the City of Kwinana's specifications.</p>
6.8.9 – Loading and Unloading	Loading / Unloading areas to be maintained in good order	The proposed loading / unloading areas of the development are proposed to be provided in an appropriate location and manner.
6.8.10 – Waste Water and Effluent Disposal	Waste water to be managed appropriately to preserve the environment and groundwater	<p>The applicant states that washdown water will be returned to the internal stormwater sumps within the process plant area for reuse in the plant. Sewage and grey water generated on site is proposed to be disposed of through a nutrient retentive effluent disposal system. Stormwater collected on site is proposed to be piped to drainage sumps on the site and reused in the plant process. All other waste water which is unable to be reused within the plant processes will be discharged through the Sepia</p>

		Depression Ocean Outfall Landline (SDOOL) in conjunction with DER licencing requirements.
6.8.11 – Recycled Water	Council shall have regard to the ability to recycle water in industrial processes	The proponent has indicated that stormwater will be harvested and used as process water. Excess stormwater (up to 1 in 20 year 24-hour rain event) will be contained in purpose built infiltration (soakage) basins sized to receive stormwater harvested from roofs and sealed surfaces in accordance with the City of Kwinana's specifications.
6.8.12 – Fencing	A security fence proposed on a front lot boundary shall be setback 1.5 metres from the front lot boundary and landscaping shall be established and maintained between these lines to the satisfaction of Council.	The boundary fence is proposed to be constructed on the front lot boundary with a significant portion of high quality masonry fencing being provided. It is recommended that landscaping be established and maintained behind the fence and the lot boundary.
6.8.13 – Private Utility	Not Applicable	Not applicable.

City of Kwinana Local Planning Policies

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

With respect to the Local Planning Policy (LPP) – *Development within the Cockburn Sound Catchment*, the proposal is unlikely to generate large volumes of waste water from the processes carried out within the facility. In this regard however, the proponent is required to capture all stormwater and dispose of it within the boundaries of the site, and all wastewater from the ablution and plant / vehicle wash down facilities will be required to be connected to an appropriate treatment system. Alternatively, the applicant may also be able to discharge of wastewater via the SDOOL in accordance with any licence conditions imposed by the DER in this regard.

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

The proposed development complies with the requirements of Town Planning Scheme No.2 and its Policies. The development is considered appropriate for the intent and policy objectives for the General Industry Zone and recommended for approval subject to appropriate conditions.

City of Kwinana Draft Industrial Strategy

The City's draft Industrial Strategy has been prepared as a supporting document to the City's draft Local Planning Strategy. The draft Local Planning Strategy is currently under review. In December 2014, Council adopted the draft Local Planning Strategy for consultative advertising prior to formally forwarding it to the Western Australian Planning Commission (WAPC) for certification for formal advertising under the Town Planning Regulations. The draft Industrial Strategy proposed a series of industrial classes according to the intensity and nature of the industrial use. It is useful as a guiding document for proposals of this type. Under this draft strategy, the proposal represents a Class II Industry. Class II industry under the draft strategy requires a 1000 metre separation distance from the nearest residential areas. The land holding is approximately 2.4km from the nearest residential zone in the suburb of Medina to the south-east. The development therefore meets the separation objectives of the City's draft Industrial Strategy.

Air Quality Assessment

The Air Quality Assessment (prepared by consultants GHD) provided with the application concludes that the ground level concentrations generated by the LHPP are expected to remain well below the limits and standards specified in the *Environmental Protection (Kwinana) (Atmospheric Wastes) Policy 1999*, and will not result in a significant increase to the maximum predicted ground level concentrations of SO₂ associated with emissions from the existing industries located in Kwinana.

The dispersion modelling of plant emissions in the report demonstrates compliance with the relevant air quality criteria for all residential sensitive receptors. The report also concludes that emissions from the proposed Lithium Hydroxide Process Plant are unlikely to impact on residential sensitive receptors in proximity to the plant.

The report also includes a review of the likely cumulative impacts and concludes that the cumulative impacts from the proposed Kwinana LHPP with existing industries within the Kwinana Industrial Area will be acceptable.

DER Application for a works approval has been submitted and the City have recently provided comment.

Traffic and Transport Considerations

A Transport Assessment Report prepared by Porter Consulting Engineers was submitted with the application. The report assessed the accessibility of the development site, traffic operations, car parking and the potential impacts of the development related traffic on the local road network.

The proposed development will obtain access from Leath Road / Donaldson Road extension. Leath Road is a local access road located along the northern boundary of the proposed development. Traffic generated by this development also feeds into Beard Street (to the north) and Rockingham Road (to the east). The development will increase traffic movements on the local road network and incorporates operational and administrative staff and raw material and product movement by trucks.

The applicant's Traffic Impact Statement (TIS) models the impact of the additional traffic on the road network and has been assessed by developing a base case scenario considered to be the worst case in 2021. This base case incorporates other development traffic in the area from the local area and the new Sims Metal development. The TIS states that the development will generate up to 60 truck movements per day (over a 24 hour period), and will generate up to 200 employee vehicle movements per day. During peak hour times the TIS predicts up to 30 vehicle movements per hour. The TIS states that the impact on the operation of the key signalised junctions on Rockingham Road and on the capacity of the local road network has been assessed and concluded that there will be no material impact.

The TIS was peer reviewed by the City's Development Engineer who concurred with the findings of this report.

Noise

As the facility is proposed to operate 24 hours per day / 7 days per week, noise received at any residence needs to comply with the assigned night period noise level. Additionally, as the facility is located within the Kwinana Industrial Area, noise received at the neighbouring industrial premises needs to comply with the assigned noise level applicable at any time at the boundary of the neighbouring industrial premises. An Acoustic Assessment report prepared by GHD and dated June 2016 was submitted with the development application.

Noise emissions from the proposal would be mainly from process fans, pumps, steam generation (from boilers), air compressors, milling equipment and on-site truck movements. The nearest noise sensitive receptors are located approximately 2.4km to the south east being the Medina/Calista residential areas.

In 2010, the Kwinana Industries Council (KIC) commissioned an update to the KIC acoustic model to incorporate current KIC member acoustic model data, covering

most existing major noise emitters in the KIA. The consultant also undertook a noise measurement program to compare measured levels with model outputs for reference locations throughout the Kwinana area, including residential areas. The KIC model can be used to generate overall KIC source predicted noise contours for use by individual members to facilitate the assessment of their own proposals and to determine the cumulative effects.

Noise emissions from the LHPP need to comply with the requirements of the *Environmental Protection (Noise) Regulations 1997*. The Acoustic Assessment Report states that the proposal complies with the Regulations and assigned noise levels at the boundary. Additionally the report indicates that the following mitigation measures have been included in the LHPP design;

- Selection of equipment and plant items to limit noise emissions by selecting equipment to achieve a noise level of less than 85 dBA at a distance of 1 m, consistent with occupational health and safety requirements.
- Purpose built acoustic enclosures to be provided where required for noisier items of equipment, such as compressors, in order to achieve noise levels of less than 85 dBA at 1m.
- As one of the noisier items of equipment, the microniser will be enclosed in a building.
- The spodumene delivery, spodumene stockpile, product bagging, product handling and residue buildings will be constructed using corrugation iron for the walls and roofs.

Cumulative noise levels generated from the Kwinana Industrial Area (KIA) have reached levels where they are impacting on the surrounding residential areas within Medina and Calista. In this regard, the City of Kwinana and the Kwinana Industries Council (KIC) have an agreement that noise levels generated from the KIA will continue to be improved upon through redevelopment and upgrade to existing industry and new industry will be encouraged to reduce noise levels as far as possible. This is being monitored by the City in assessing new applications for development and by the KIC through their cumulative noise model for the industrial area.

The City has recommended a condition that requires that certification be provided to the City at final commissioning of the plant to confirm that noise emissions resulting from the operations on site comply with the Environmental Protection Act and Regulations. An advice note has also been included requesting the proponent liaise with the KIC for inclusion of their noise report into the KIA cumulative noise model.

Dust

The application states that dust emissions will be mitigated through the implementation of a Construction Environmental Management Plan (CEMP) for the project. The CEMP is proposed to be developed and implemented as part of the construction program for the development. In this regard, a condition has been

recommended on the development requiring dust management to be undertaken during construction and the ongoing operation of the plant.

Waste Disposal

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

It is intended that all stormwater from building and paved areas on site will be collected and used in the plant processes where possible. The applicant has advised that they intend to access process water for the LHPP from the Kwinana Water Recycling Plant (KWRP). The applicant has stated that the wastewater generated from the plant will largely be the result of cooling tower blow down water. This waste water is proposed to be returned to the KWRP for disposal via the SDOOL. The City supports the reuse of collected stormwater and the utilisation of KWRP water in the process equipment.

Climate Change and Sea Level Rise

The objectives of the WAPC State Planning Policy 2.6 State Coastal Planning and associated Position Statement requires that the location of coastal facilities and development takes into account coastal processes including erosion and sea level change and biophysical criteria.

The Department of Transport's Sea Level Change in Western Australia – Application to Coastal Planning Report (February 2010) recommends for planning timeframes beyond 100 years that a vertical sea level rise of 0.01 m/year be added to 0.9m for every year beyond 2110. Under the WAPC Position Statement, for new development on a sandy coast, the impact of this increase in vertical sea level rise value from 0.38 to 0.9m will result in an increased horizontal setback of 52m, increasing the total setback for the general guide from 100m to 150m.

The proposed development has a horizontal separation from the water mark of approximately 1.2 kilometres.

Contamination

The DER advised that the parent lot, being Lot 12 Mason Road was classified as contaminated – restricted use under the Act.

Groundwater investigations carried out at Lot 12 Mason Road have identified the widespread presence of nitrate contamination in concentrations exceeding Marine Water Ecosystems criteria. In accordance with the Department of Health advice

(received by DER) if groundwater is being, or is proposed to be abstracted, analytical testing should be carried out to determine whether the groundwater is suitable for its intended use. An advice note has been recommended on the approval notifying the applicant that should groundwater be intended for use on the site then it should be subjected to analytical testing to determine its suitability for use. In this regard, the DER recommended no further action be needed in respect to the groundwater contamination present on the site.

The proposed LHPP is proposed to be constructed on the south-eastern portion of Lot 12 Mason Road. A limestone capped area occupies the eastern portion of the site and is managed under a Site Contamination Management Plan, prepared by Golder and Associates in 2003. The contamination present under this capped area is a result of the previous use (Hismelt - Iron Foundry and Smelting plant) on the site and consists of blast furnace dust, blast furnace slag and blue gravel. At the time of the Golder and Associates testing in 2003, the concentrations of arsenic, cadmium, lead and zinc present under the capped area of the site exceeded the relevant guidelines for Environmental Investigation Levels but not Health Investigation Levels for commercial industrial use. The proposed development footprint for the LHPP includes a portion of this capped area. The extent of development which extends over the capped area includes truck parking, product container loading areas and a product container handling area. In this regard, the DER recommends that any works proposed to be carried out within the limestone area should comply with the requirements of the document *"Site Contamination Management Plan Capping Area"* (Golder and Associates, November 2003, Reference Number 02640088). With regard to the contamination present under the capped area of the site, no further remediation is required subject to the development meeting the requirements of the Golder and Associates report referenced above.

In regards to the DER's comments on the proposal a condition has been recommended on the approval which requires that all development to be carried out over the limestone capped area within the south eastern portion of the subject land to be in accordance with the requirements of the Site Contamination Management Plan Capping Area" (Golder and Associates, November 2003, Reference Number 02640088). In addition, an advice note has been recommended which advises the applicant that should groundwater be extracted from the site then testing should be carried out in accordance with the DER's advice to determine its suitability.

Cumulative Risk

In the context of TPS 2 this development has been considered as a 'General Industry' in lieu of 'Hazardous Industry'. In this regard, the development has been considered a General Industry on the basis of the information and detail provided in the application proposal. The applicant has advised that the volumes of materials stored on site will likely not result in the development being classified as a major hazard facility in the context of the Dangerous Goods legislation. In this regard, the City's Planning Staff have liaised with the Department of Mines and Petroleum (DMP) in regard to the classification of the development. Officers of the DMP have advised that the development is highly unlikely to be classified as a major hazard facility and

believe the level of off site risk posed from the development as negligible. In respect to the above a Quantitative Risk Assessment was not sought for this development.

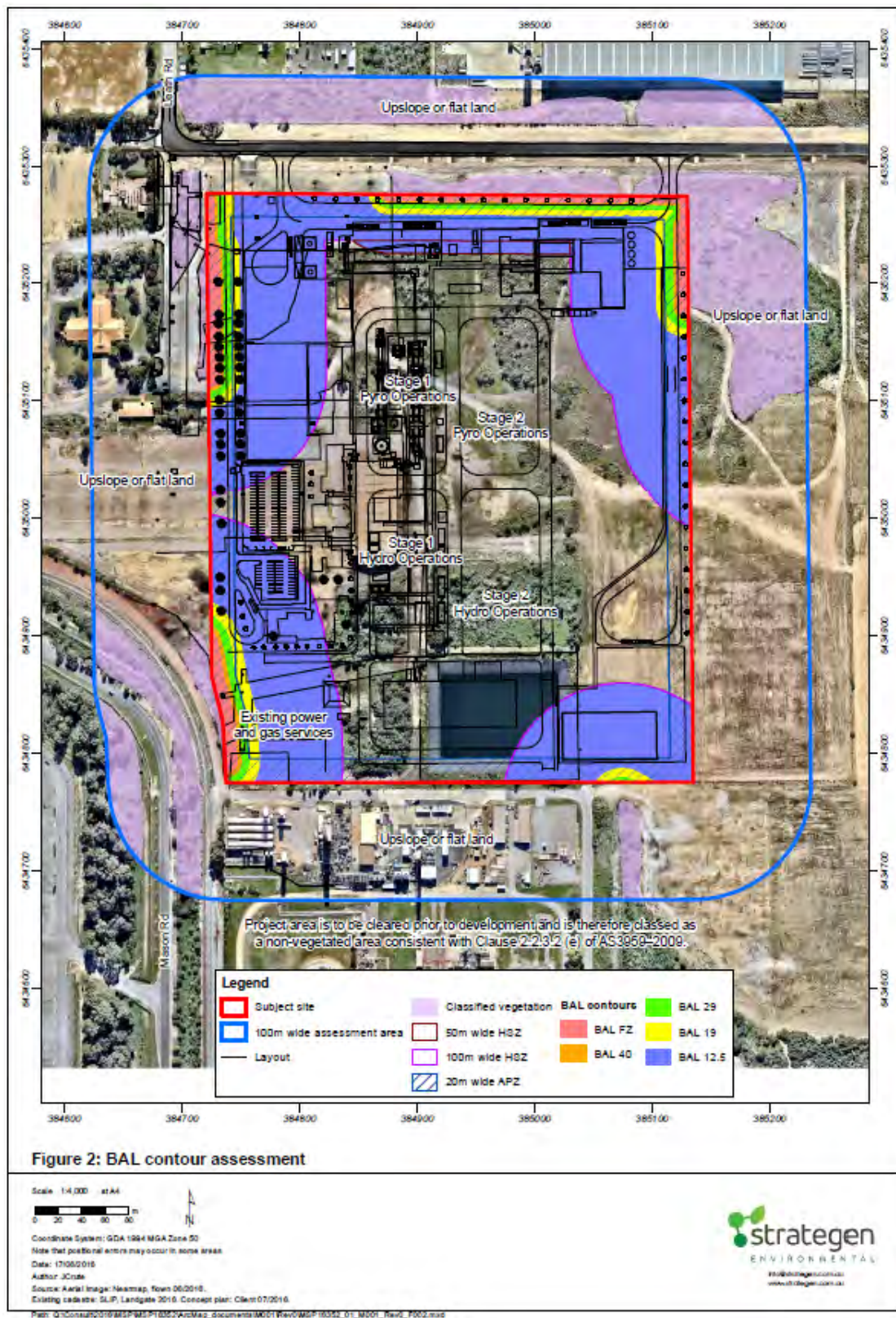
Bushfire Management

Strategen has undertaken a bushfire hazard level and Bushfire Attack Level (BAL) contour assessment on the subject site for the proposed LHPP. The assessments were undertaken in accordance with the Guidelines, the Visual Guide for Bushfire Risk Assessment in Western Australia and AS 3959–2009. The assessments and recommendation situating proposed built assets outside of BAL FZ and BAL 40 areas responds to the bushfire risk imposed by classified vegetation to the north, northwest, south, southwest and east of the subject site in accordance with State Planning Policy 3.7 (Planning in Bushfire Prone Areas) requirements.

Given that the proposed industrial buildings are covered under Class 5 of the Building Code of Australia and that the bushfire construction provisions of the Building Code of Australia (i.e. AS 3959–2009; BALs) do not apply to Class 4 to Class 9 buildings, the applicant has the discretion to utilise any or all of the elements of AS 2959–2009 in the construction of the building that they deem appropriate. However, construction of buildings is generally not permitted within BAL FZ and BAL 40 areas regardless of building class. The development design illustrates that no buildings are proposed to be developed within BAL FZ and BAL 40 areas.

The recommended separation distances from classified vegetation in the form of Asset Protection Zone's will ensure that proposed built assets within the subject site are situated at a compliant distance from bushfire prone areas. It is expected that the proposed industrial development will meet the intent of SPP3.7 through ensuring adequate separation from bushfire hazards. The BAL contours modelled for the subject site are shown in Figure 2 below.

Figure 2 – BAL Contour Map

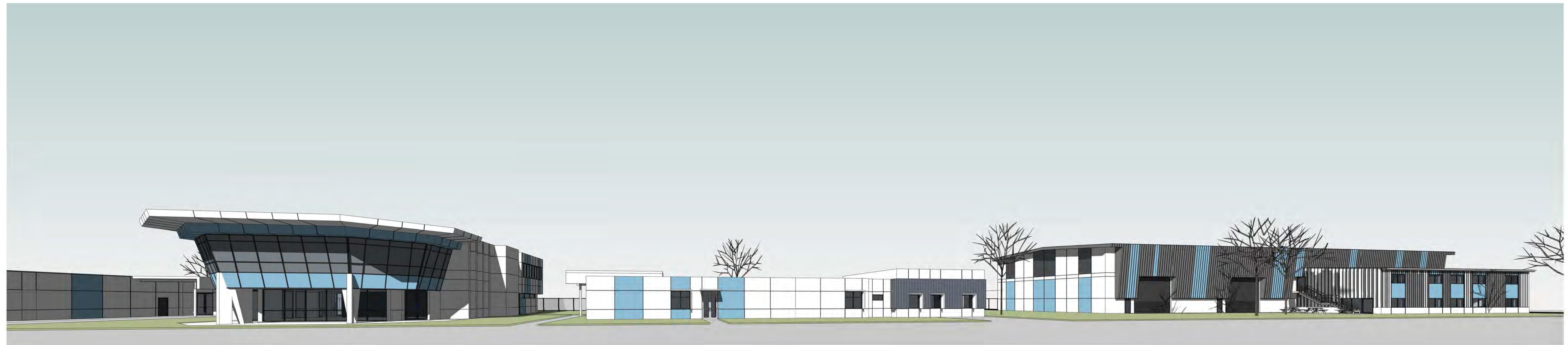


Council Recommendation:

That the application is approved subject to the recommended conditions and advice notes as per this report.

Conclusion:

Upon assessment of the development against the objectives and requirements of Town Planning Scheme No.2, it is considered that the application can be approved subject to conditions. With the exception of a variation to the required car parking bays, the development complies with the requirements of Town Planning Scheme No.2 and represents effective use of currently underutilised industrial land within KIA.



VIEW OF CONTROL CENTRE, LABORATORY AND WAREHOUSE

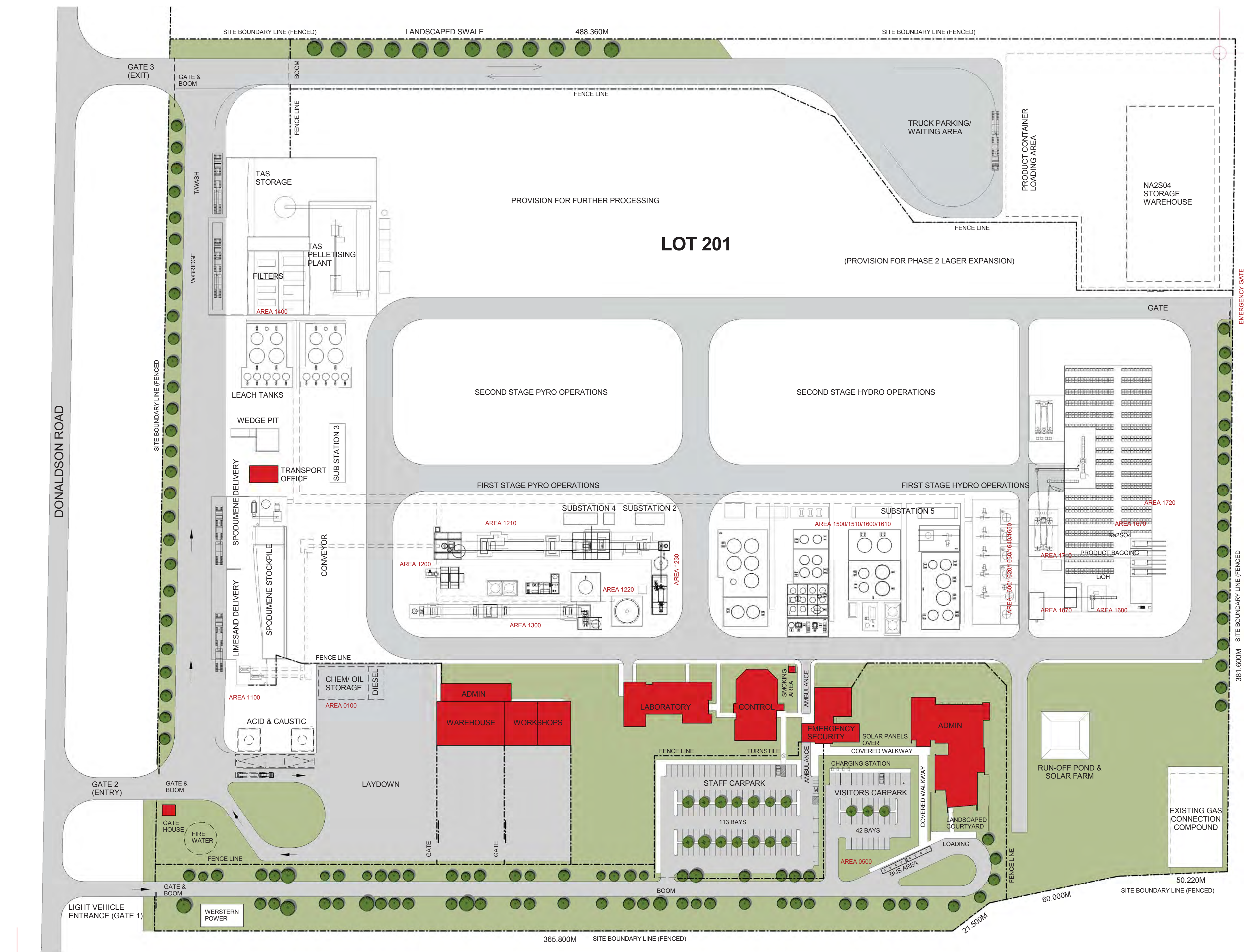


VIEW FROM VISITOR'S CARPARK



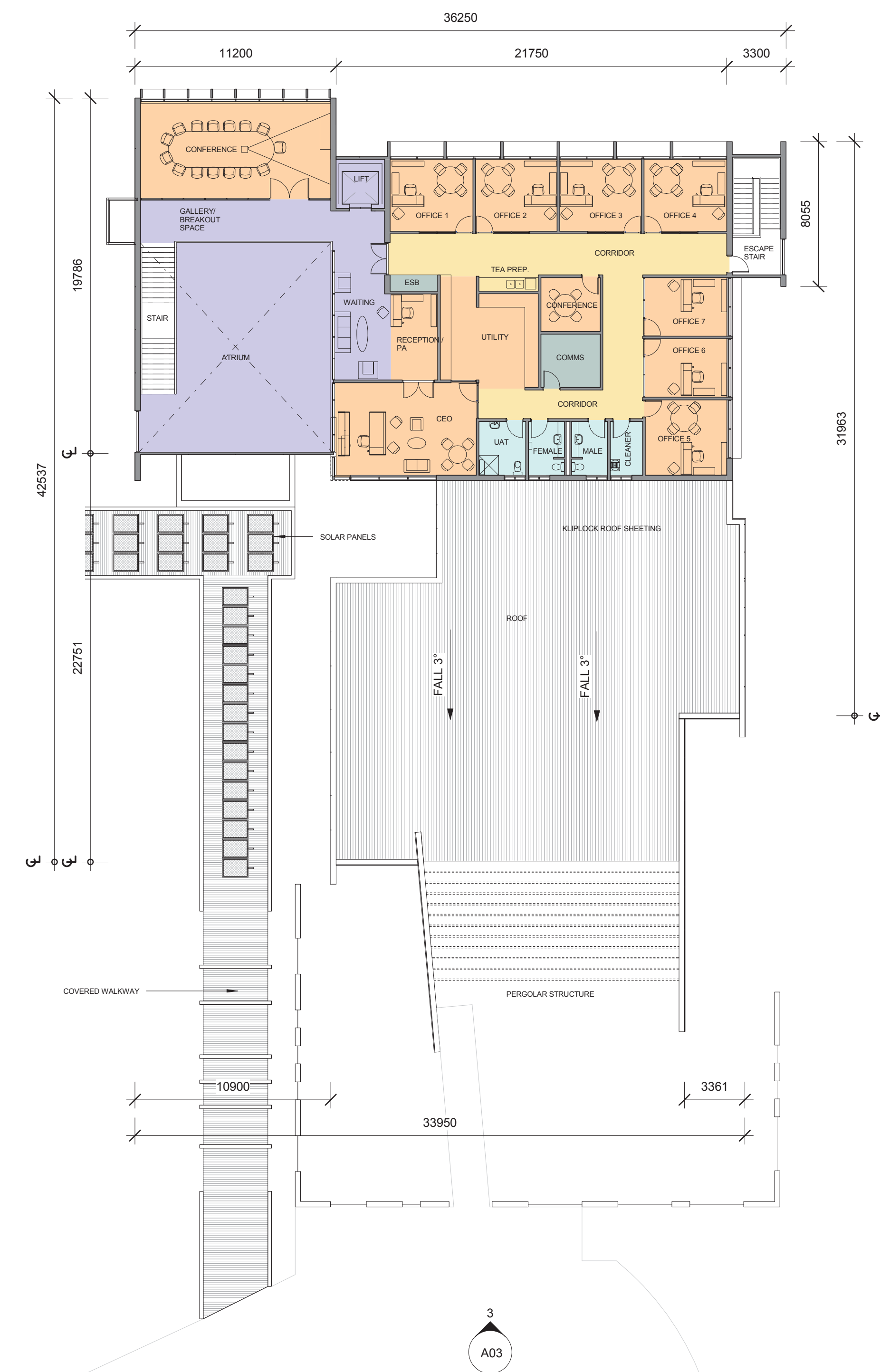
VIEW ABOVE ENTRANCE

PERSPECTIVE VIEWS









SITE PLAN

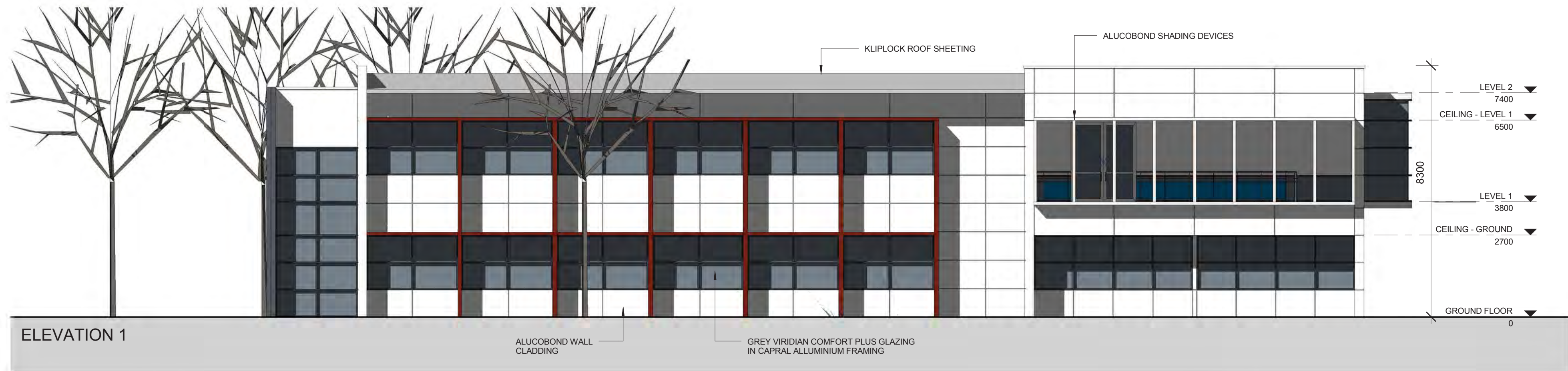
SITE PLAN



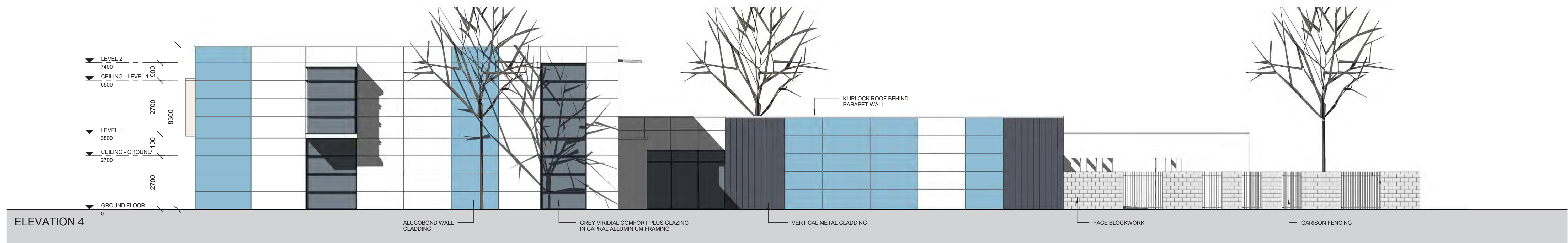
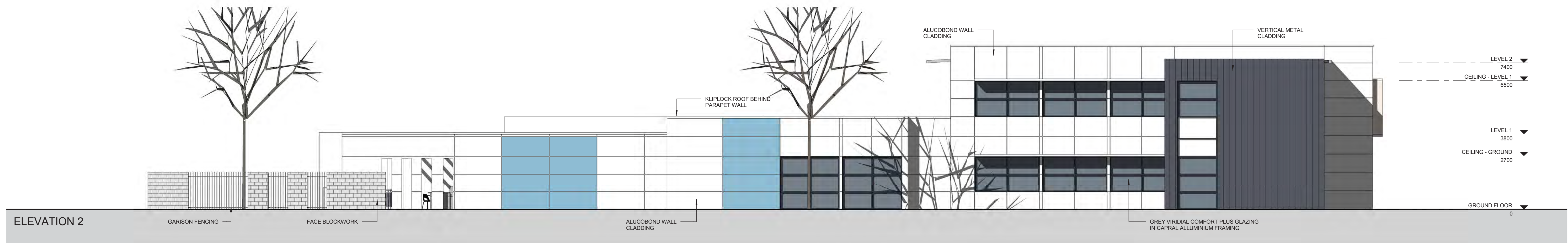
BUILDING GROSS AREA	
GROUND FLOOR:	1093m ²
TERRACE :	112m ²
LEVEL 1:	520m ²

LEGEND

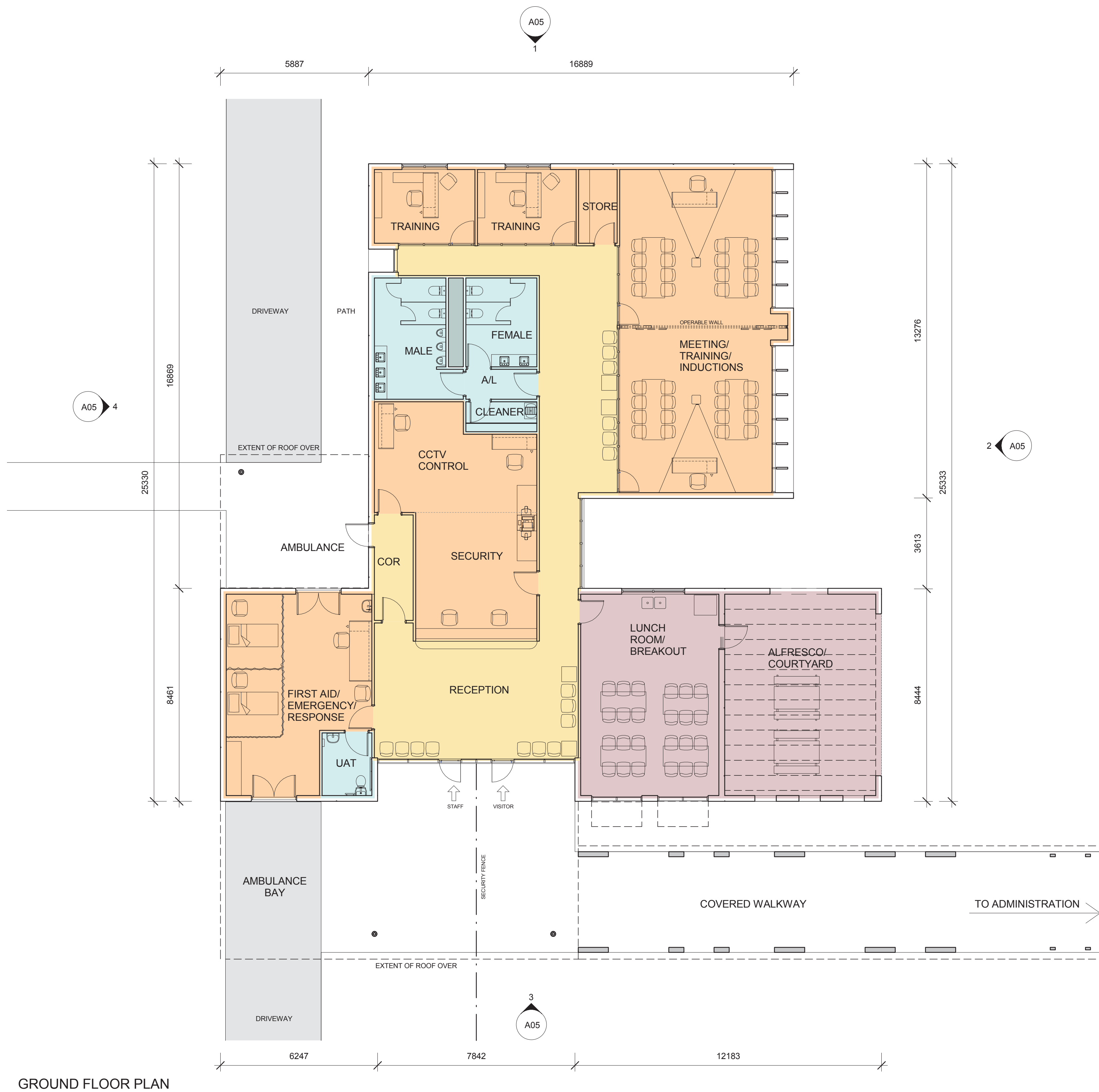
- | | |
|---|-------------------------|
|  | Circulation |
|  | Administration / Office |
|  | Amenities |
|  | Public Area |
|  | Wet Area |
|  | Service Area |



MATERIALS:	
ROOFING:	SUSPENDED FLOORS:
KLIPLOCK 700 BMT 048 (OR SIMILAR APPROVED) WITH ASSOCIATED FLASHINGS ON Z PURLINS TO ENG'S DESIGN ON STRUCTURAL STEEL PORTALS/ TRUSSES	BONDEK OR SIMILAR TO ENG'S DESIGN.
EXTERNAL WALLS:	STRUCTURAL STEEL:
ADMIN BUILDING + SECURITY/TRAINING BUILDING + LABORATORY + CONTROL BUILDING	TO ENGINEERS DESIGN
ALUCOBOND CLADDING AND VERTICAL SELECTED COLORBOND METAL WALL SHEETING ON STEEL FRAMING TO ENG'S DESIGN	COATED WITH INORGANIC ZINC
14kg/m ² THERMAL INSULATION LINED INTERNALLY WITH 13mm FLUSHED PLASTERBOARD	SILICATE (U/C) + 2 TOP COATS OF EPOXY
WAREHOUSE/ WORKSHOP:	FLOOR FINISHES:
KLIPLOCK 700 OR SIMILAR APPROVED ROOF AND WALL CLADDING. WALL BASE 150mm PRECAST CONCRETE (CLASS 2 FINISH) PAINTED	ADMINISTRATION BUILDING
INTERNAL WALLS:	OFFICES + MEETING ROOMS: CAPET TILES (CONTRACT GRADE)
90mm STEEL STUD PARTITIONS WITH SOUND INSULATION BRADFORD ACoustIGARD LINED WITH 13mm PLASTERBOARD.	ENTRANCE + WET AREAS : CERAMIC TILES
	SECURITY/TRAINING, CONTROL BUILDING, LABORATORY BUILDING
	VINYL SHEETING
	WAREHOUSE/WORKSHOP BUILDING
	SEALED CONCRETE



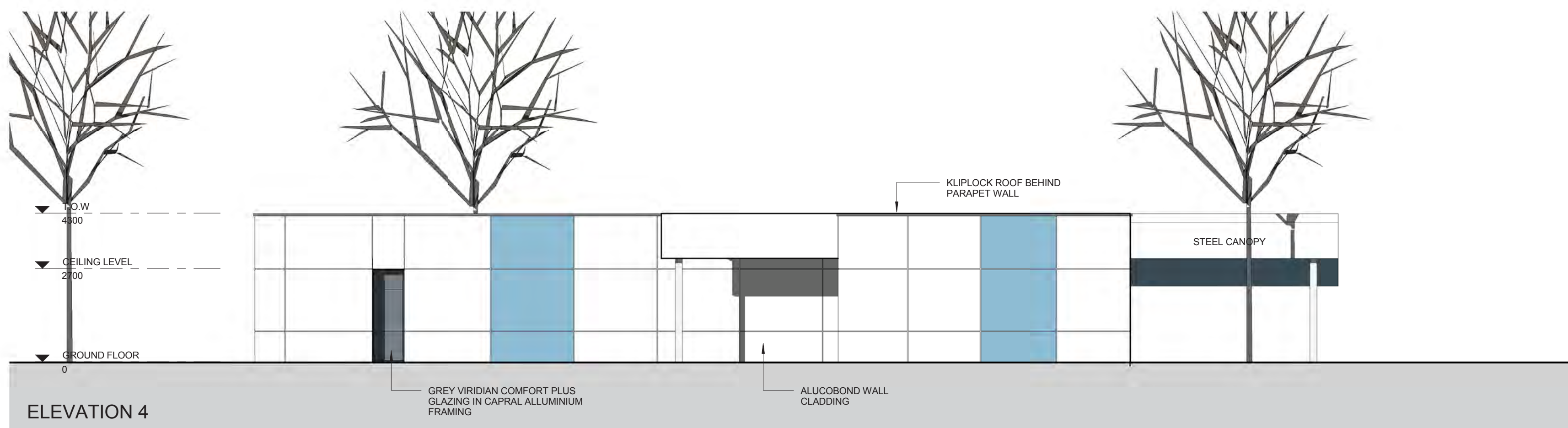
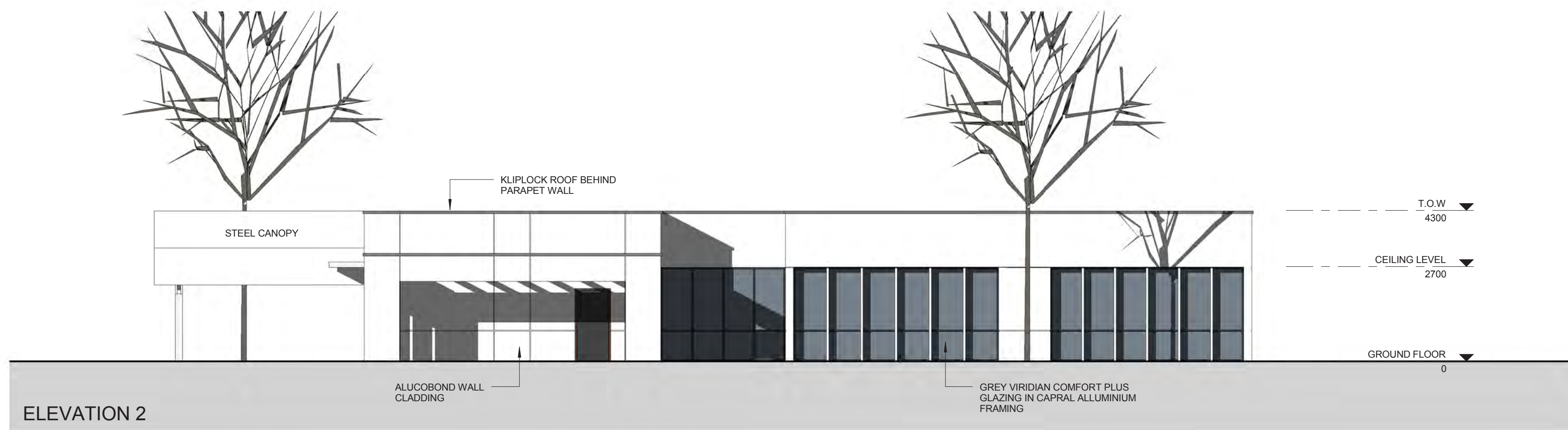
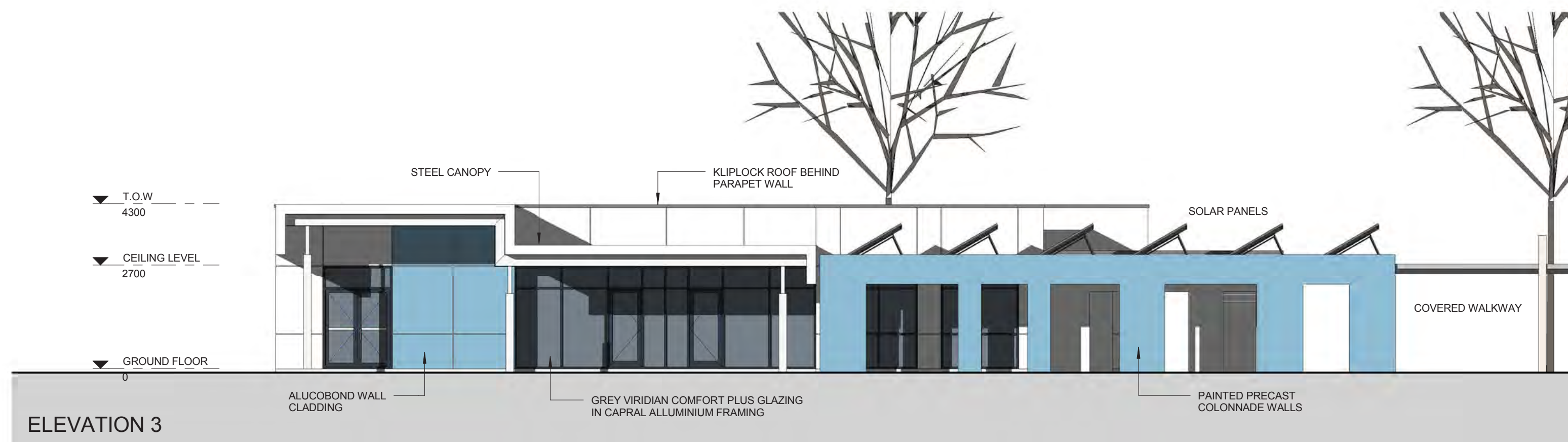
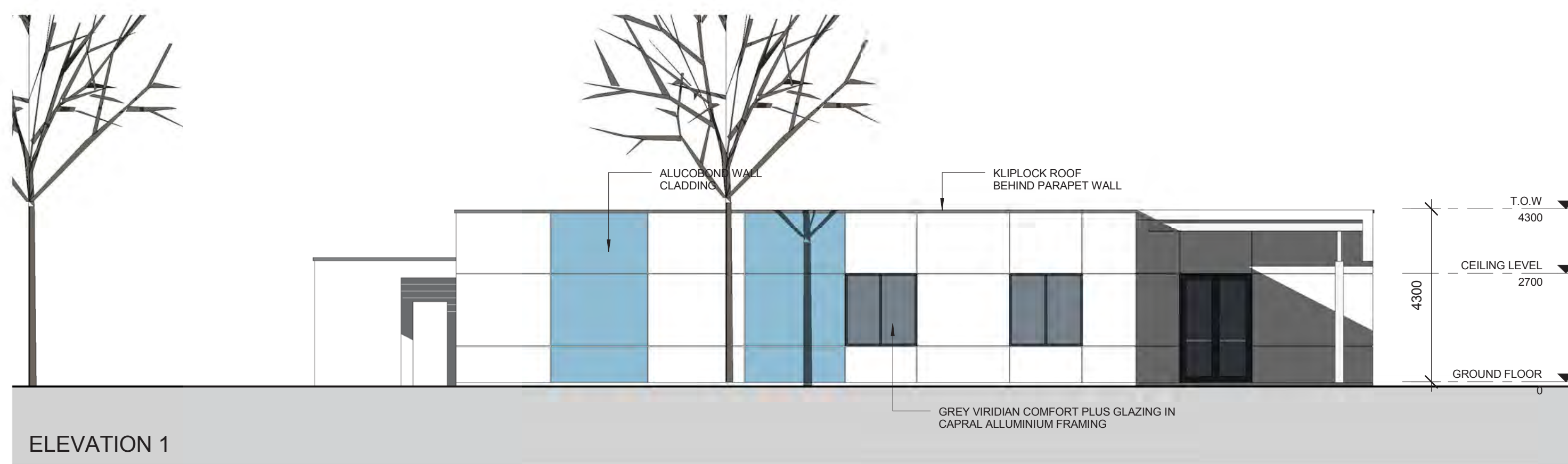
ADMINISTRATION ELEVATIONS



BUILDING GROSS AREA
GROUND FLOOR: 413m²

- LEGEND
- Circulation
 - Administration / Office
 - Amenities
 - Wet Area
 - Services

SECURITY/TRAINING FLOOR PLAN



SECURITY-TRAINING PERSPECTIVE VIEW

MATERIALS:

ROOFING:

KLIPLOCK 700 BMT 048 (OR SIMILAR APPROVED) WITH ASSOCIATED FLASHINGS ON Z PURLINS TO ENG'S DESIGN ON STRUCTURAL STEEL PORTALS/ TRUSSES

EXTERNAL WALLS:

ADMIN BUILDING + SECURITY/TRAINING BUILDING + LABORATORY + CONTROL BUILDING

ALUCOBOND CLADDING AND VERTICAL SELECTED COLORBOND METAL WALL SHEETING ON STEEL FRAMING TO ENG'S DESIGN
14kg/m³ THERMAL INSULATION LINED INTERNALLY WITH 13mm FLUSHED PLASTERBOARD

WAREHOUSE/WORKSHOP:
KLIPLOCK 700 OR SIMILAR APPROVED ROOF AND WALL CLADDING. WALL BASE 150mm PRECAST CONCRETE (CLASS 2 FINISH) PAINTED

INTERNAL WALLS:

90mm STEEL STUD PARTITIONS WITH SOUND INSULATION
BRADFORD ACOUSTIGARD LINED WITH 13mm PLASTERBOARD.
WET AREAS: 90mm BLOCKWORK - RENDERED.

SUSPENDED FLOORS:

BONDEK OR SIMILAR TO ENG'S DESIGN.

STRUCTURAL STEEL:

TO ENGINEERS DESIGN
COATED WITH INORGANIC ZINC SILICATE (U/C) + 2 TOP COATS OF EPOXY

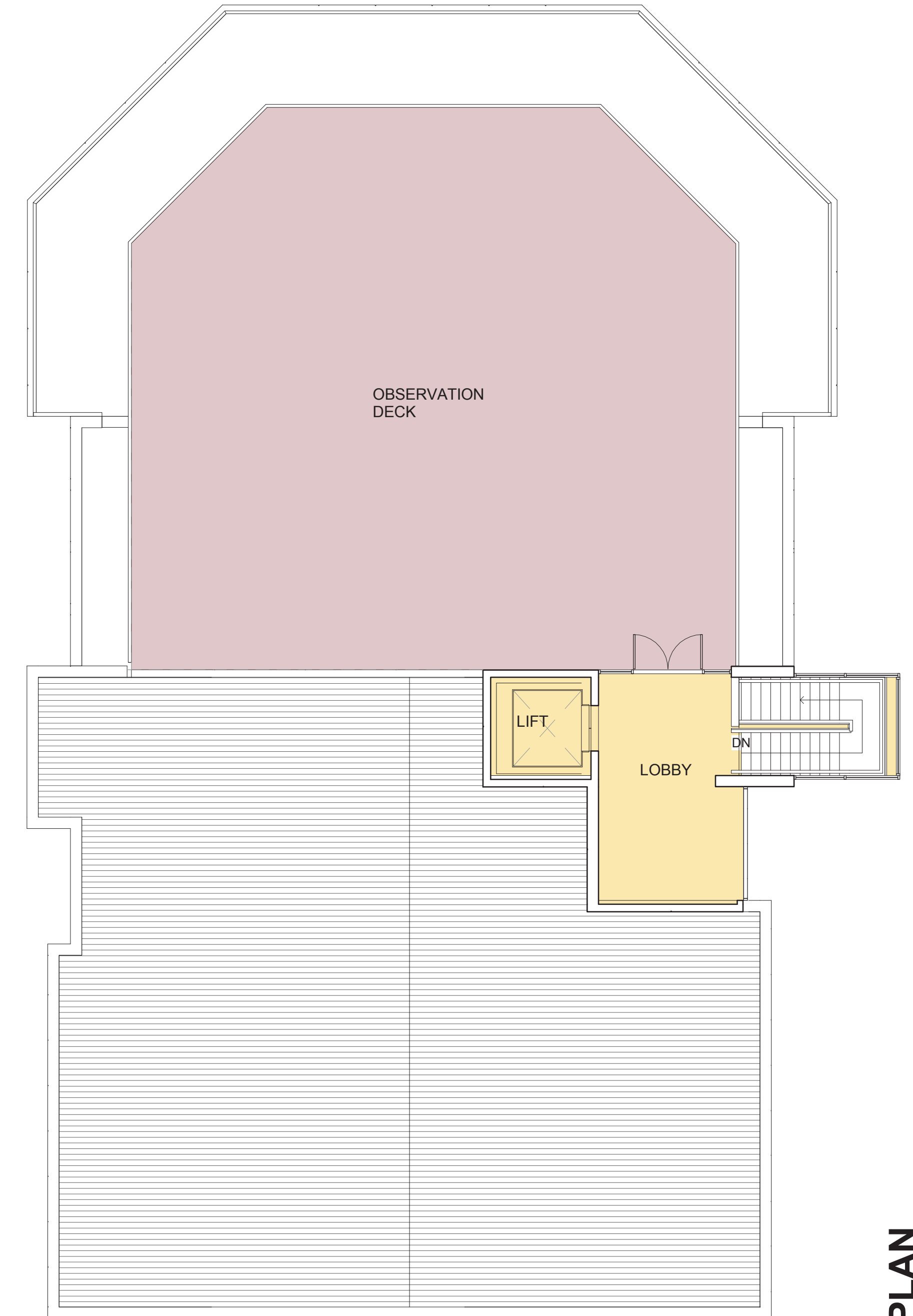
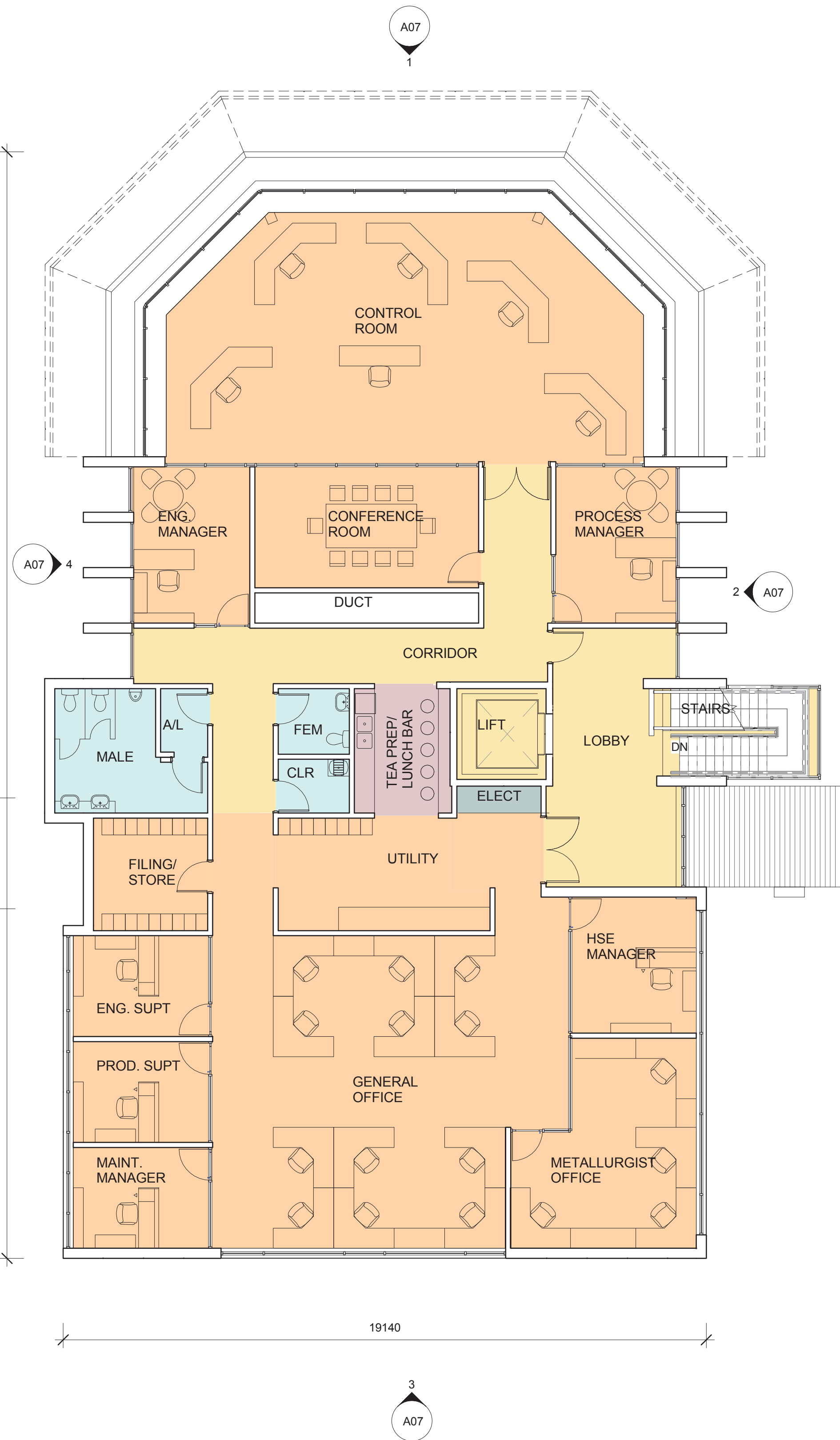
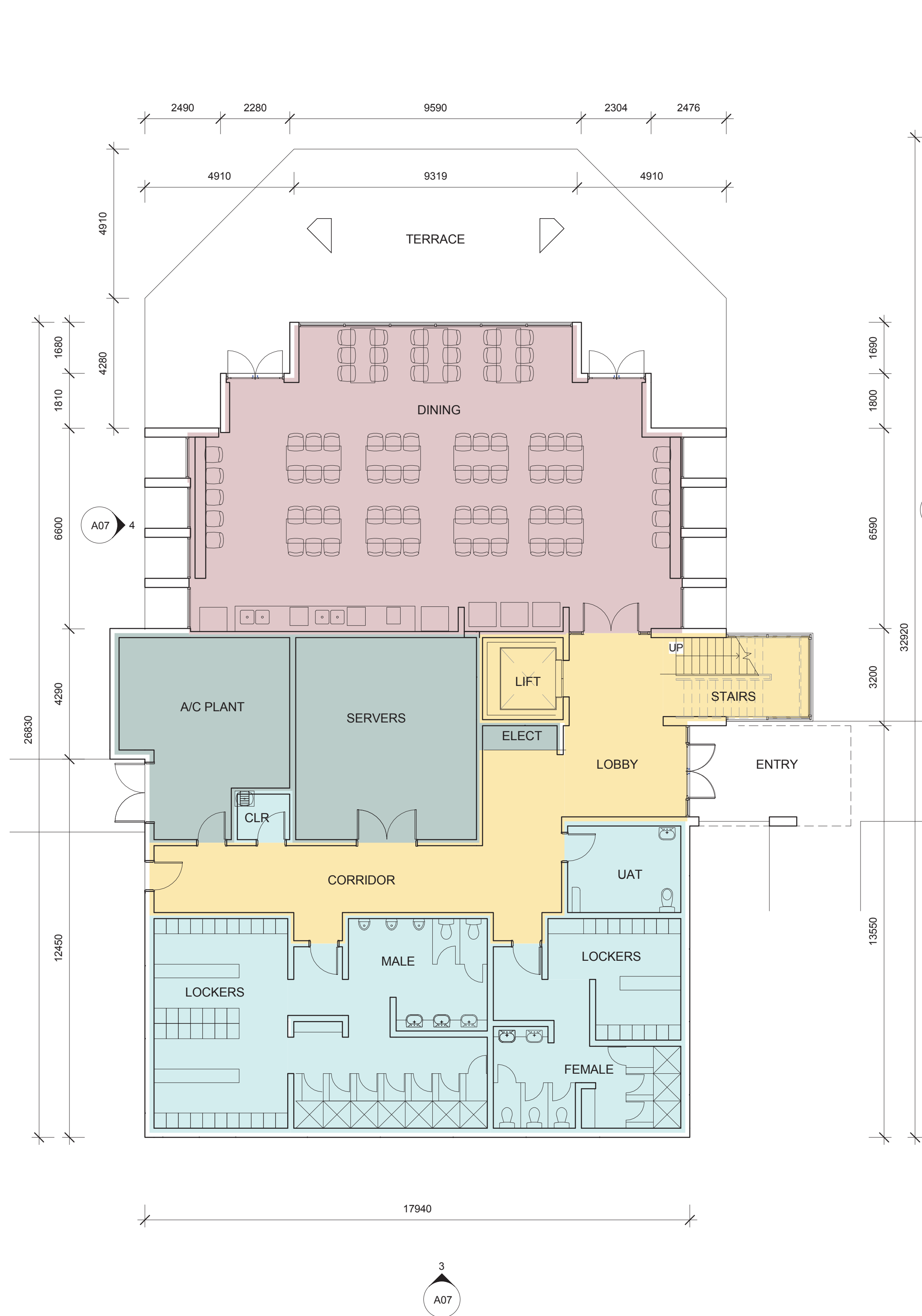
FLOOR FINISHES:

ADMINISTRATION BUILDING
OFFICES + MEETING ROOMS: CAPET TILES (CONTRACT GRADE)
ENTRANCE + WET AREAS : CERAMIC TILES

SECURITY/TRAINING, CONTROL BUILDING, LABORATORY BUILDING
VINYL SHEETING

WAREHOUSE/WORKSHOP BUILDING
SEALED CONCRETE

SECURITY / TRAINING ELEVATIONS

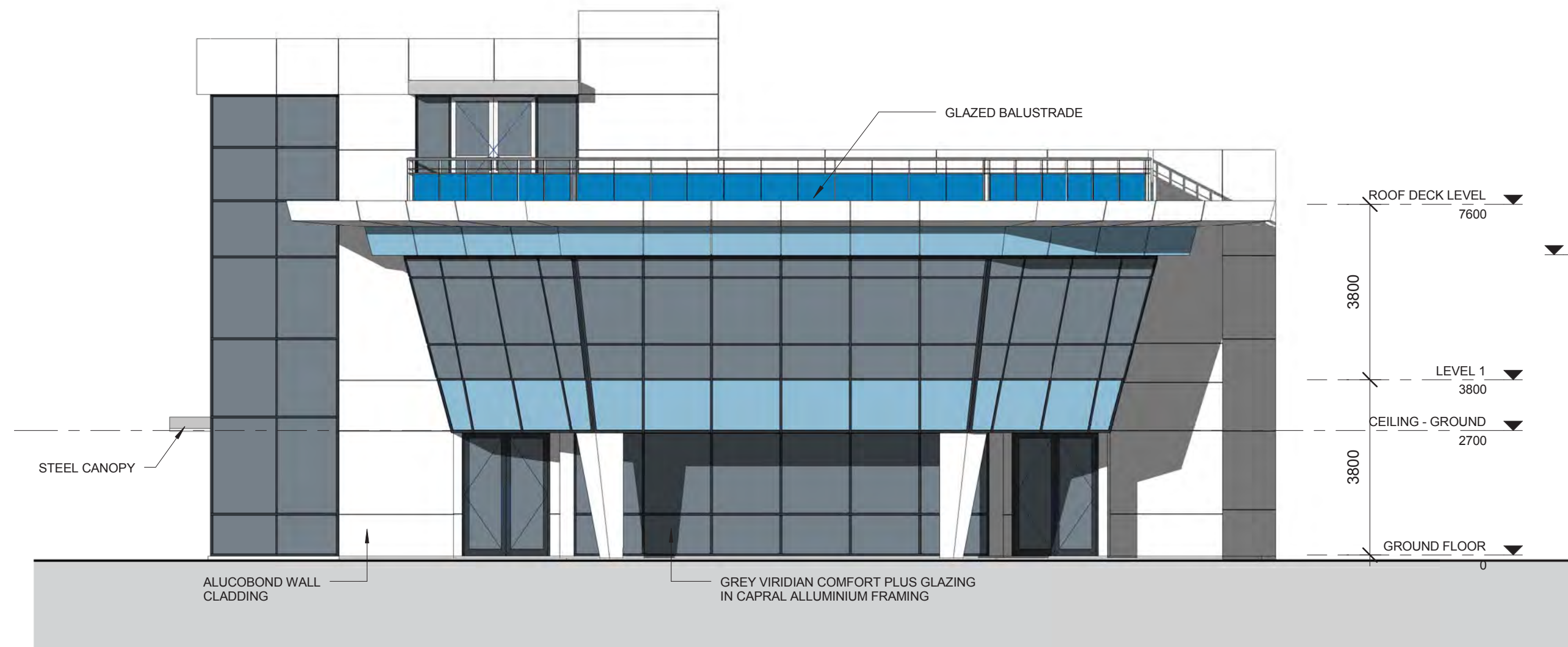


LEGEND

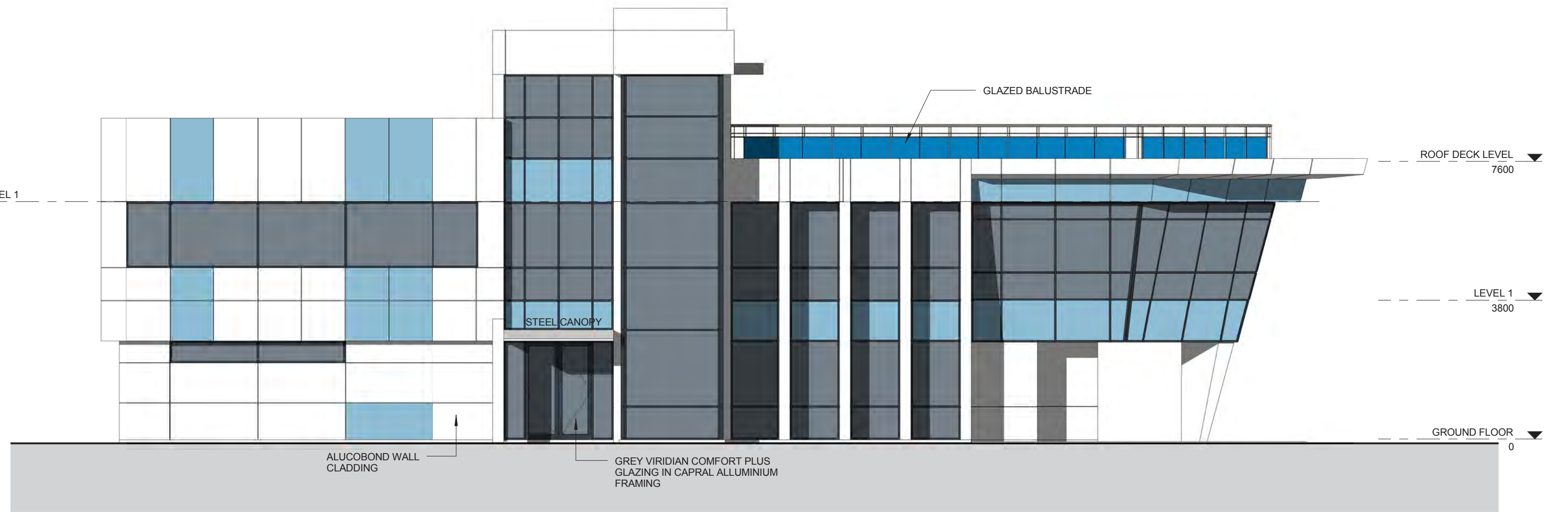
- Circulation
- Administration / Office
- Amenities
- Wet Area
- Service Area

BUILDING GROSS AREA
GROUND FLOOR: 544m²
LEVEL 1: 544m²

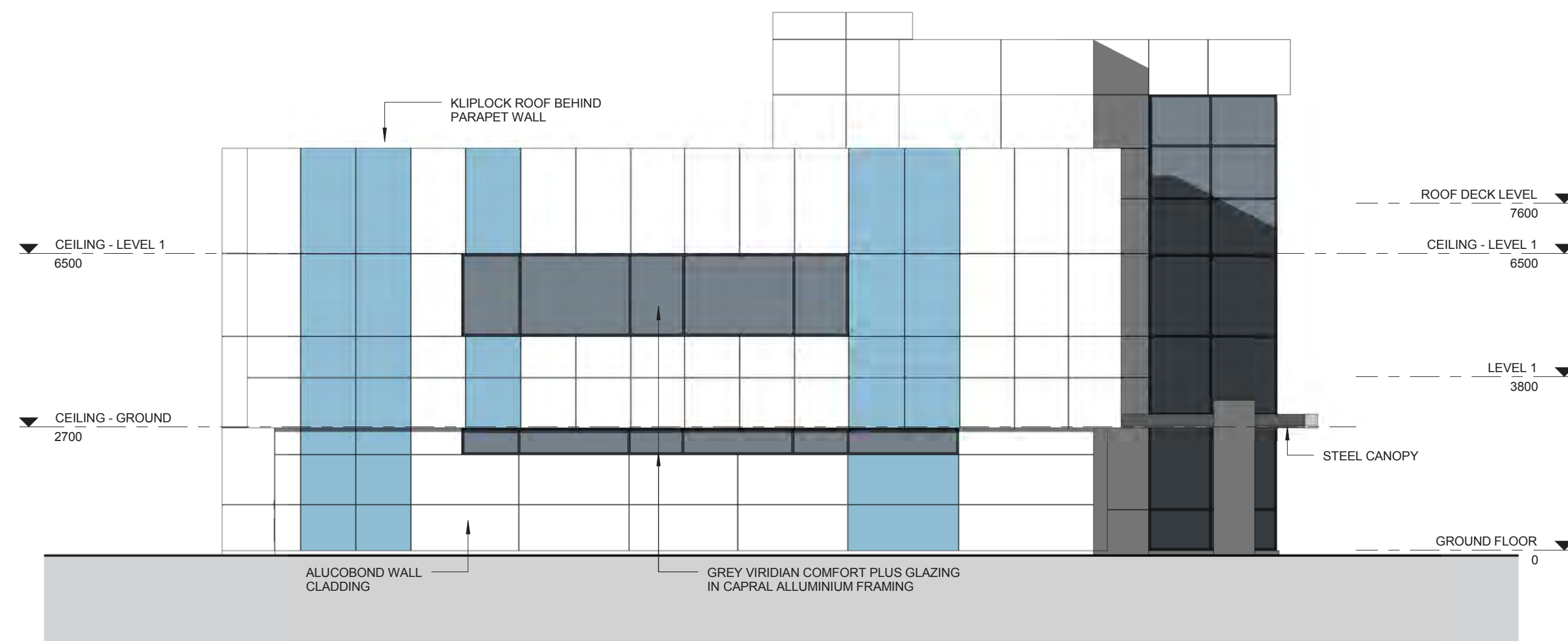
CONTROL ROOM FLOOR PLAN



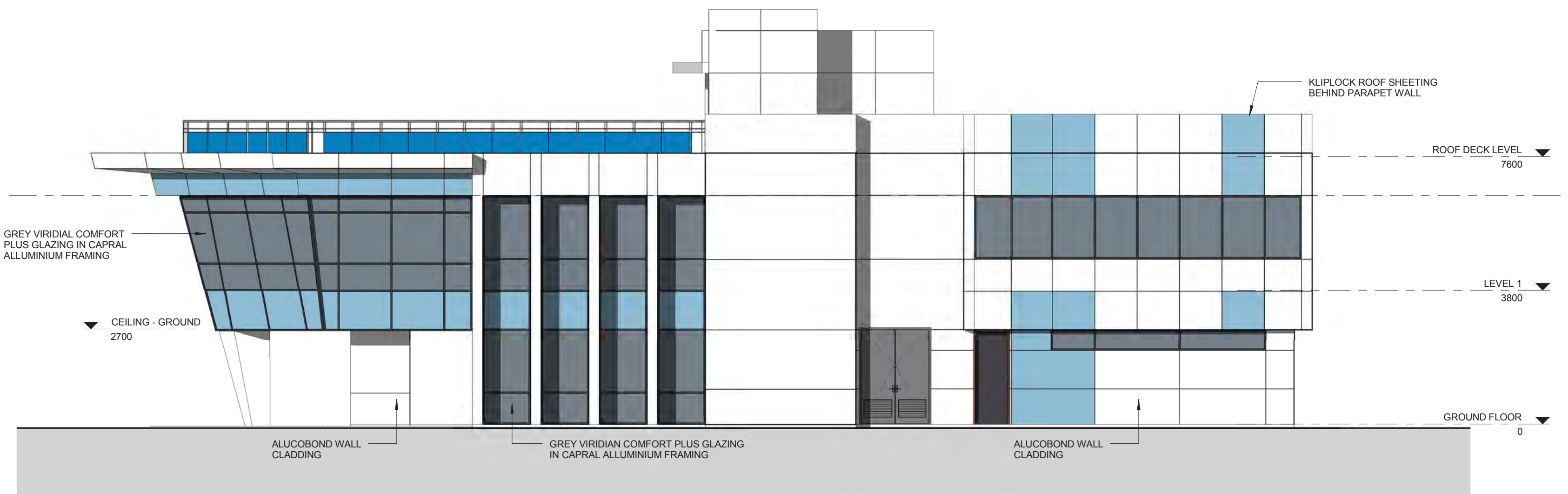
ELEVATION 1



ELEVATION 2



ELEVATION 3



ELEVATION 4

MATERIALS:

ROOFING:

KLIPLOCK 700 BMT 048 (OR SIMILAR APPROVED) WITH ASSOCIATED FLASHINGS ON Z PURLINS TO ENG'S DESIGN ON STRUCTURAL STEEL PORTALS/ TRUSSES

EXTERNAL WALLS:

ADMIN BUILDING + SECURITY/TRAINING BUILDING + LABORATORY + CONTROL BUILDING

ALUCOBOND CLADDING AND VERTICAL SELECTED COLORBOND METAL WALL SHEETING ON STEEL FRAMING TO ENG'S DESIGN
14kg/m³ THERMAL INSULATION LINED INTERNALLY WITH 13mm FLUSHED PLASTERBOARD

WAREHOUSE/ WORKSHOP:
KLIPLOCK 700 OR SIMILAR APPROVED ROOF AND WALL CLADDING. WALL BASE 150mm PRECAST CONCRETE (CLASS 2 FINISH) PAINTED

INTERNAL WALLS:

90mm STEEL STUD PARTITIONS WITH SOUND INSULATION
BRADFORD ACOUSTIGARD LINED WITH 13mm PLASTERBOARD
WET AREAS: 90mm BLOCKWORK - RENDERED.

SUSPENDED FLOORS:

BONDEK OR SIMILAR TO ENG'S DESIGN.

STRUCTURAL STEEL:

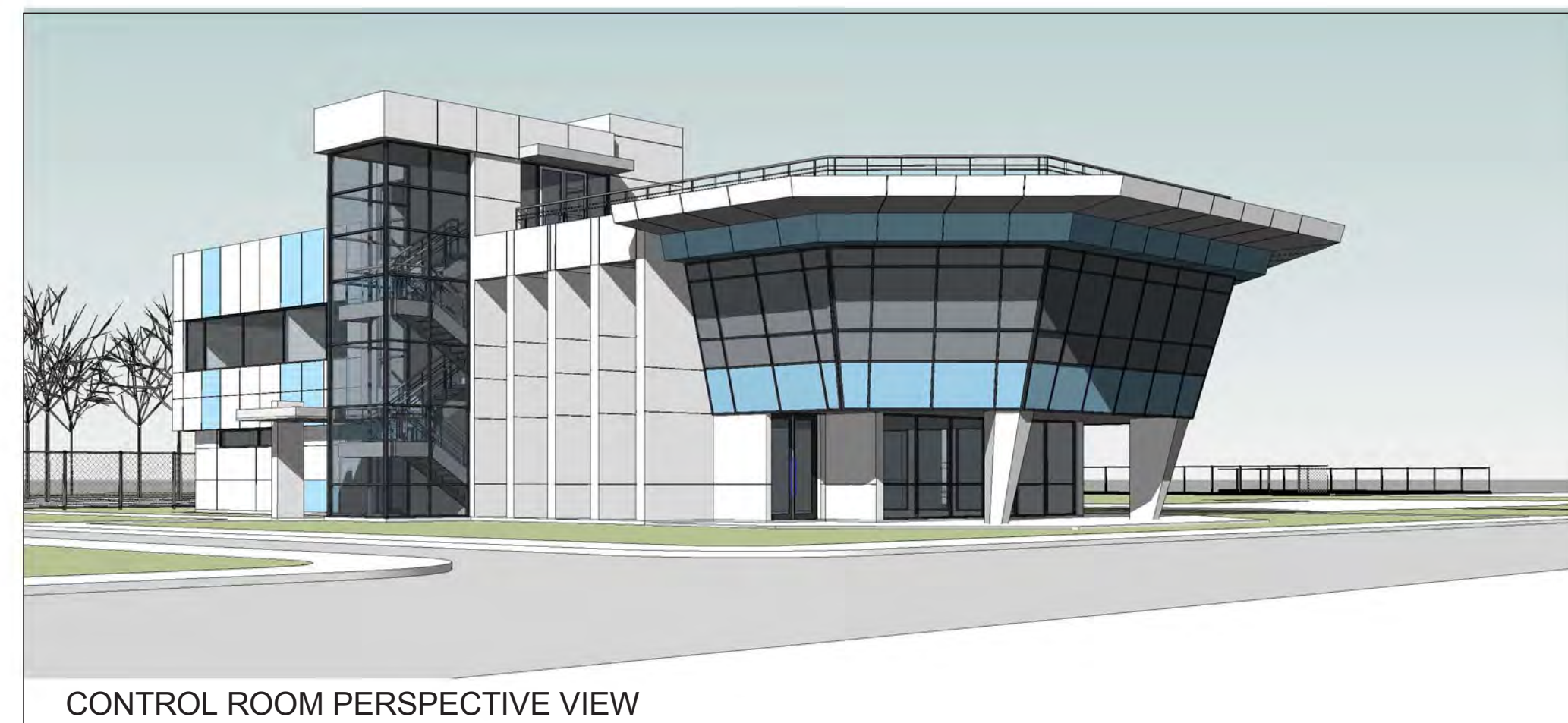
TO ENGINEERS DESIGN
COATED WITH INORGANIC ZINC SILICATE (U/C) + 2 TOP COATS OF EPOXY

FLOOR FINISHES:

ADMINISTRATION BUILDING
OFFICES + MEETING ROOMS: CAPET TILES (CONTRACT GRADE)
ENTRANCE + WET AREAS : CERAMIC TILES

SECURITY/TRAINING, CONTROL BUILDING, LABORATORY BUILDING
VINYL SHEETING

WAREHOUSE/WORKSHOP BUILDING
SEALED CONCRETE



CONTROL ROOM PERSPECTIVE VIEW

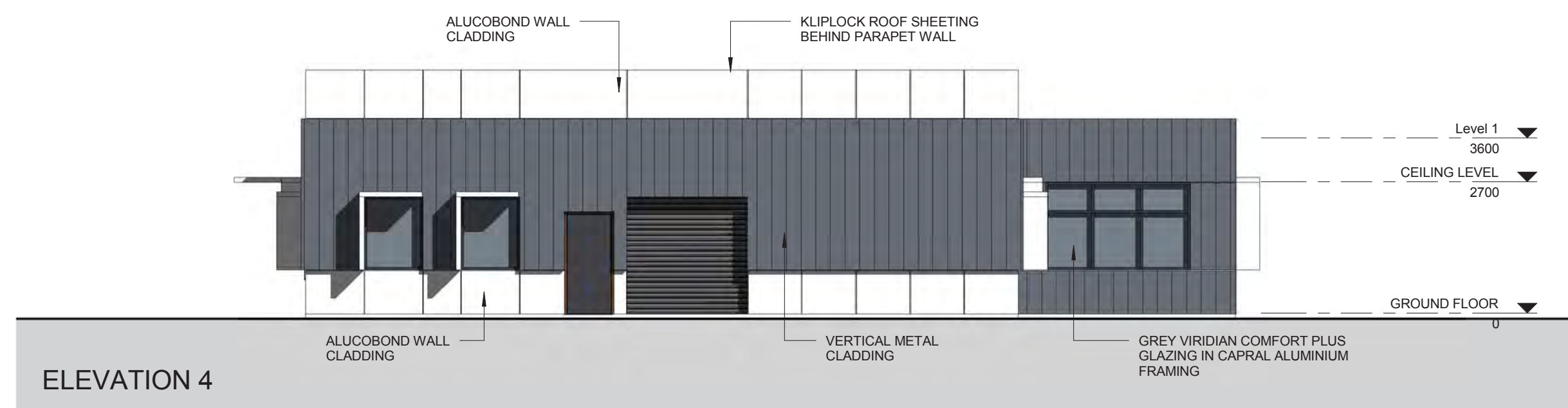
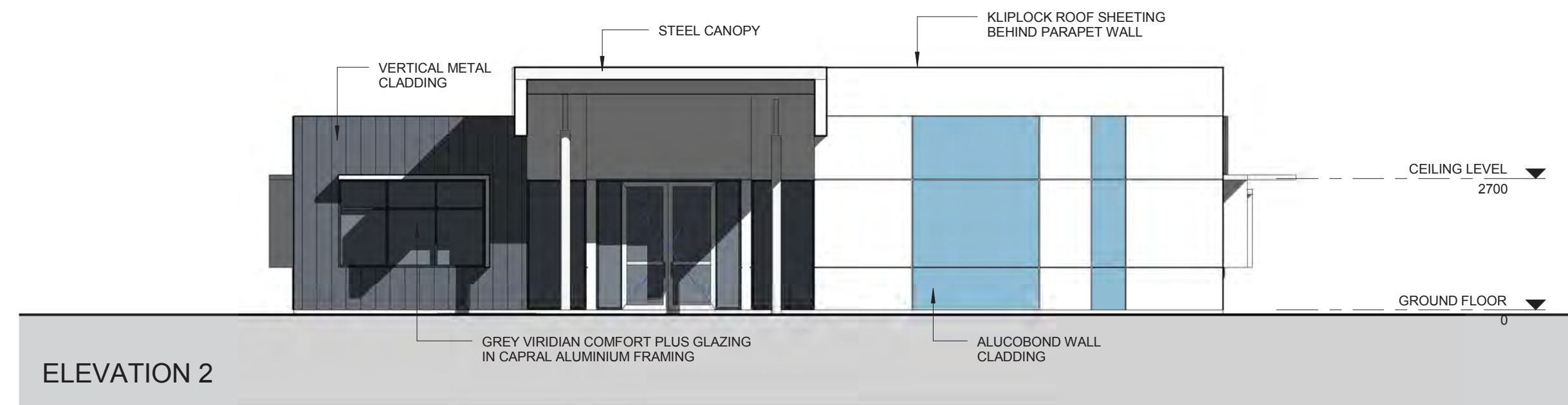
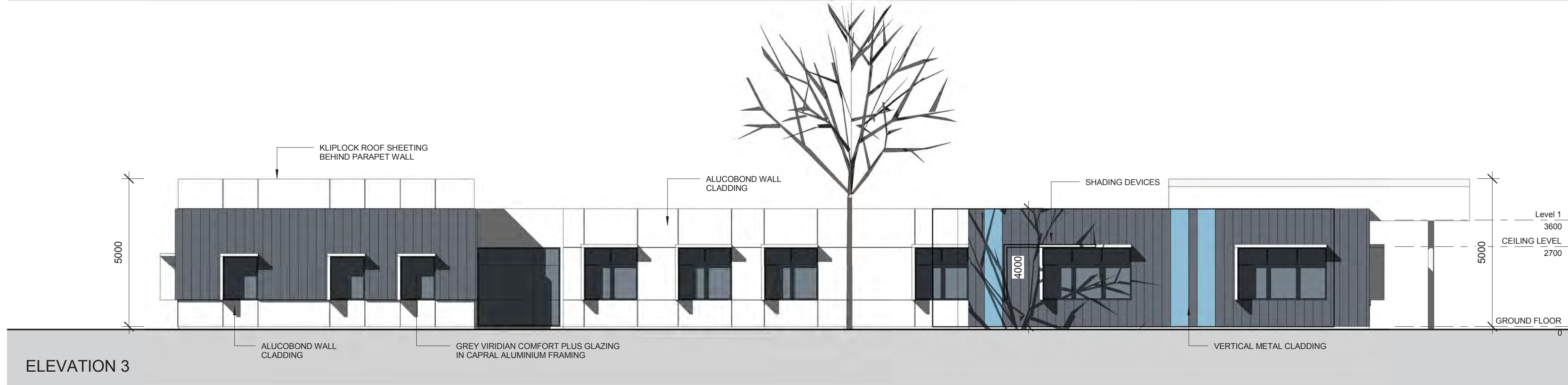
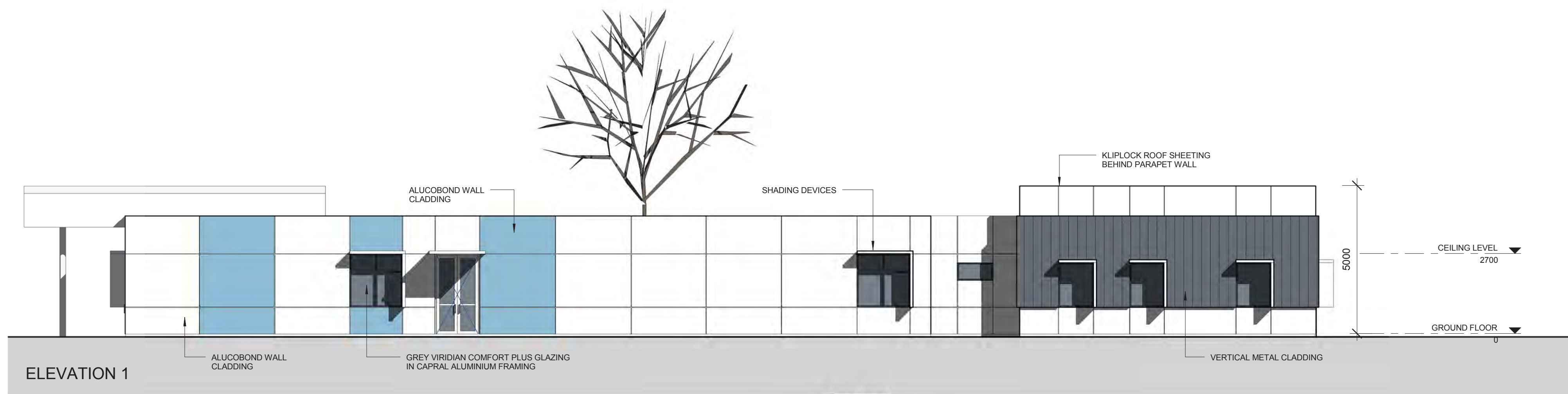
CONTROL ROOM ELEVATIONS



BUILDING GROSS AREA
GROUND FLOOR: 638m²

- LEGEND
- Circulation
 - Administration / Office
 - Laboratory Area
 - Wet Area
 - Service Area

LABORATORY FLOOR PLANS



MATERIALS:

ROOFING:

KLIPLOCK 700 BMT 048 (OR SIMILAR APPROVED) WITH ASSOCIATED FLASHINGS ON Z PURLINS TO ENG'S DESIGN ON STRUCTURAL STEEL PORTALS/ TRUSSES

EXTERNAL WALLS:

ADMIN BUILDING + SECURITY/TRAINING BUILDING + LABORATORY + CONTROL BUILDING

ALUCOBOND CLADDING AND VERTICAL SELECTED COLORBOND METAL WALL SHEETING ON STEEL FRAMING TO ENG'S DESIGN
14kg/m3 THERMAL INSULATION LINED INTERNALLY WITH 13mm FLUSHED PLASTERBOARD

WAREHOUSE/ WORKSHOP:

KLIPLOCK 700 OR SIMILAR APPROVED ROOF AND WALL CLADDING. WALL BASE 150mm PRECAST CONCRETE (CLASS 2 FINISH) PAINTED

INTERNAL WALLS:

90mm STEEL STUD PARTITIONS WITH SOUND INSULATION
BRADFORD ACOUSTIGARD LINED WITH 13mm PLASTERBOARD
WET AREAS: 90mm BLOCKWORK - RENDERED.

SUSPENDED FLOORS:

BONDEK OR SIMILAR TO ENG'S DESIGN.

STRUCTURAL STEEL:

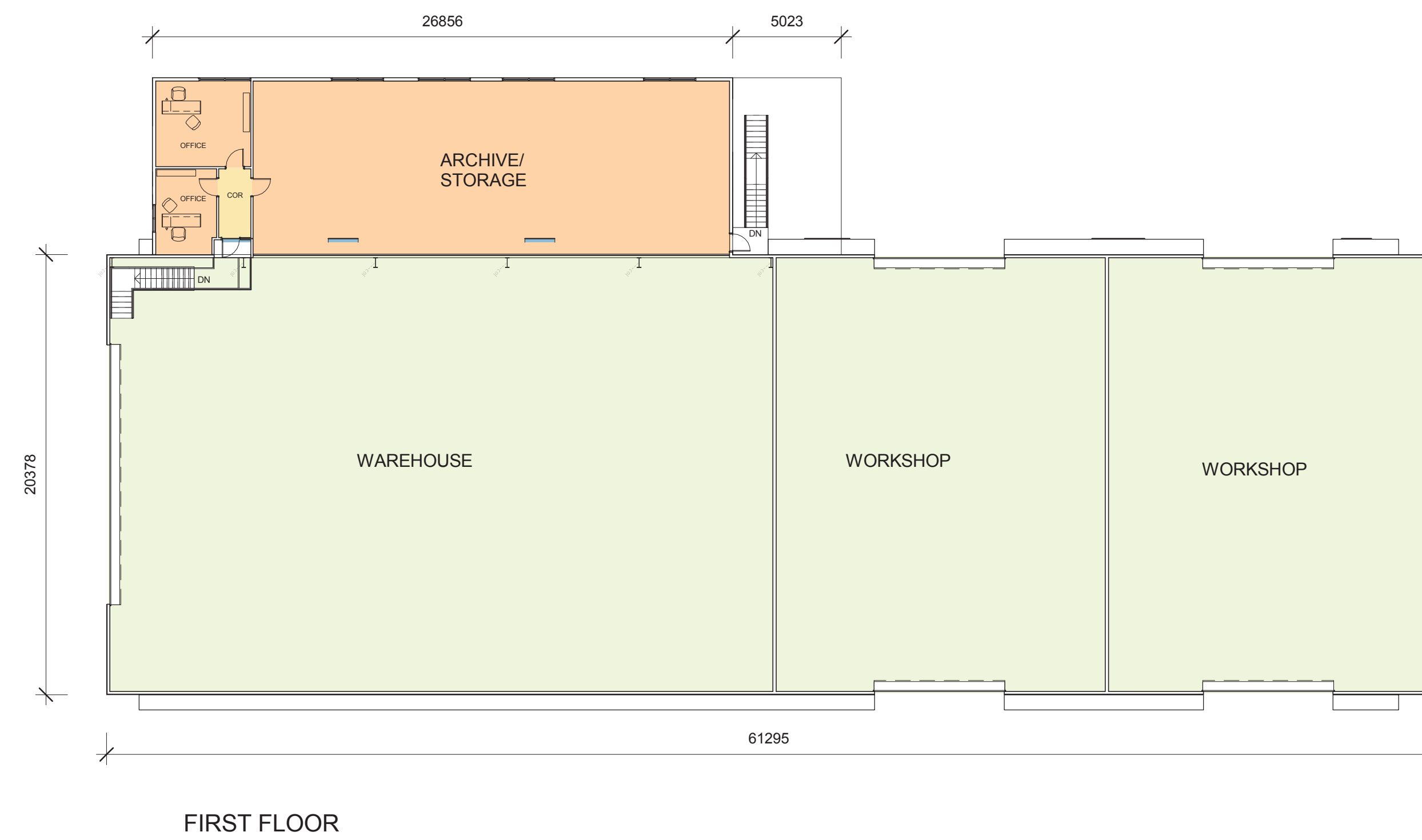
TO ENGINEERS DESIGN
COATED WITH INORGANIC ZINC
SILICATE (U/C) + 2 TOP COATS OF EPOXY

FLOOR FINISHES:

ADMINISTRATION BUILDING
OFFICES + MEETING ROOMS: CAPET TILES (CONTRACT GRADE)
ENTRANCE + WET AREAS : CERAMIC TILES

SECURITY/TRAINING, CONTROL BUILDING, LABORATORY BUILDING
VINYL SHEETING

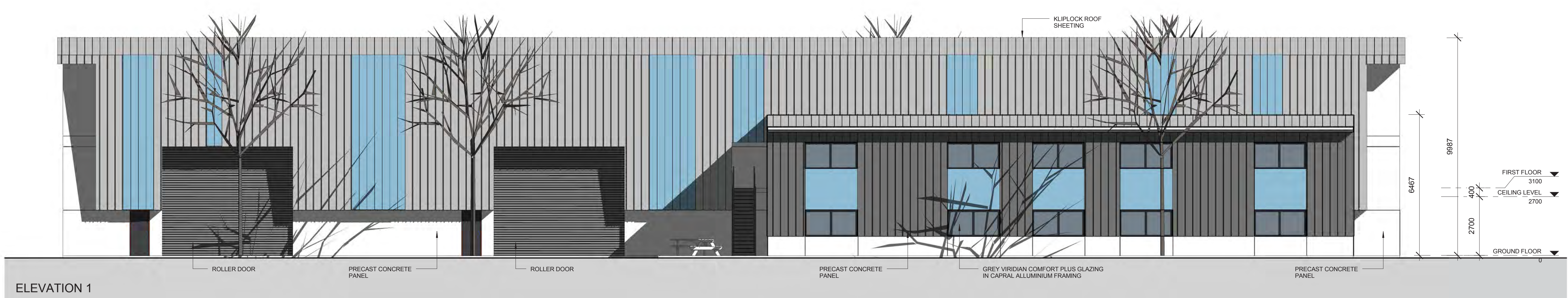
WAREHOUSE/WORKSHOP BUILDING
SEALED CONCRETE



BUILDING GROSS AREA	
GROUND FLOOR :	1468m ²
FIRST FLOOR :	218m ²

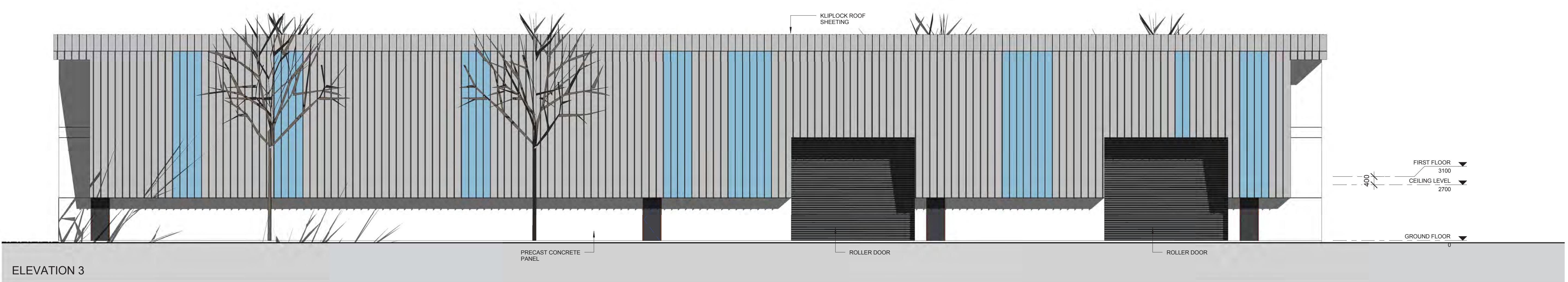
LEGEND	
	Circulation
	Administration / Office
	Amenities
	Public Area
	Wet Area
	Warehouse/Workshop

WAREHOUSE FLOOR PLAN

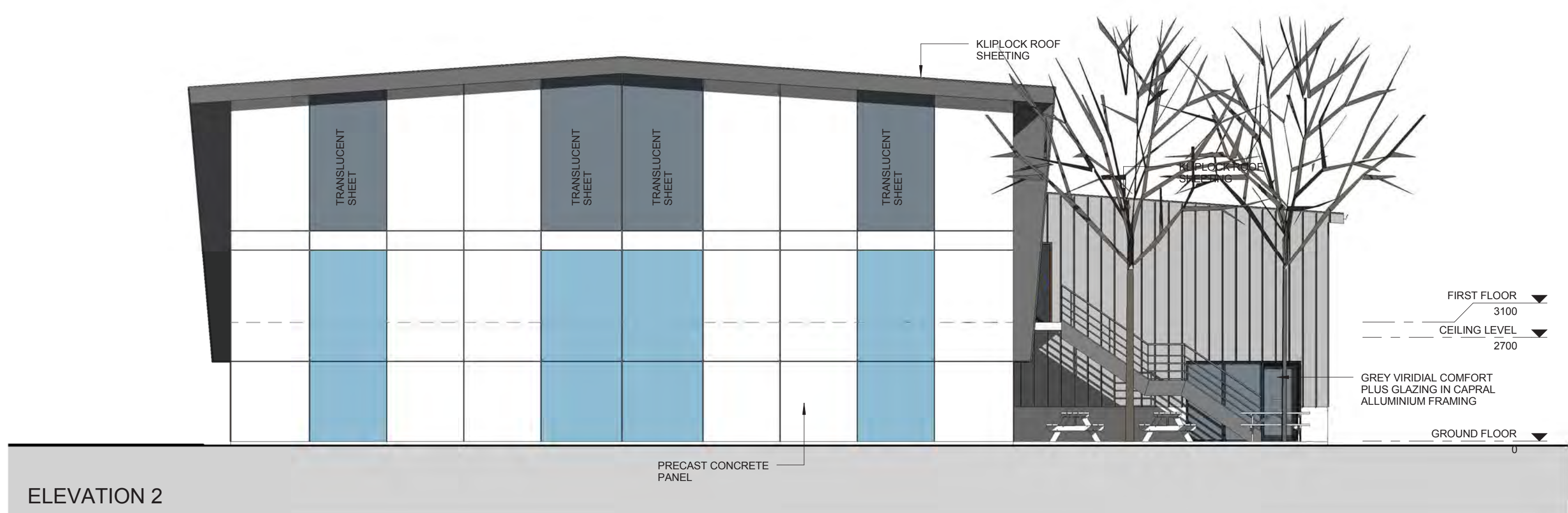


ELEVATION 1

- MATERIALS:**
- ROOFING:**
- KLIPLOCK 700 BMT 048 (OR SIMILAR APPROVED) WITH ASSOCIATED FLASHINGS ON Z PURLINS TO ENG'S DESIGN ON STRUCTURAL STEEL PORTALS/ TRUSSES
- EXTERNAL WALLS:**
- ADMIN BUILDING + SECURITY/TRAINING BUILDING + LABORATORY + CONTROL BUILDING
- ALUCOBOND CLADDING AND VERTICAL SELECTED COLORBOND METAL WALL SHEETING ON STEEL FRAMING TO ENG'S DESIGN
- 14kg/m³ THERMAL INSULATION LINED INTERNALLY WITH 13mm FLUSHED PLASTERBOARD
- WAREHOUSE/WORKSHOP:
- KLIPLOCK 700 OR SIMILAR APPROVED ROOF AND WALL CLADDING. WALL BASE 150mm PRECAST CONCRETE (CLASS 2 FINISH) PAINTED
- INTERNAL WALLS:**
- 90mm STEEL STUD PARTITIONS WITH SOUND INSULATION
- BRADFORD ACOUSTIGARD LINED WITH 13mm PLASTERBOARD.
- WET AREAS: 90mm BLOCKWORK - RENDERED.
- SUSPENDED FLOORS:**
- BONDEK OR SIMILAR TO ENG'S DESIGN.
- STRUCTURAL STEEL:**
- TO ENGINEERS DESIGN
- COATED WITH INORGANIC ZINC SILICATE (IJC) + 2 TOP COATS OF EPOXY
- FLOOR FINISHES:**
- ADMINISTRATION BUILDING
- OFFICES + MEETING ROOMS: CAPET TILES (CONTRACT GRADE)
- ENTRANCE + WET AREAS : CERAMIC TILES
- SECURITY/TRAINING, CONTROL BUILDING, LABORATORY BUILDING
- VINYL SHEETING
- WAREHOUSE/WORKSHOP BUILDING
- SEALED CONCRETE



ELEVATION 3



ELEVATION 2



ELEVATION 4

WAREHOUSE ELEVATIONS



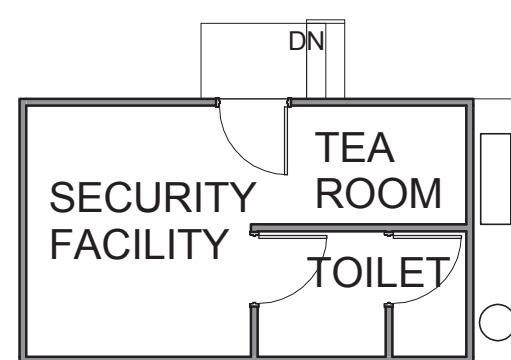
PLANT SITE DEVELOPMENT
KWINANA
DEVELOPMENT APPLICATION



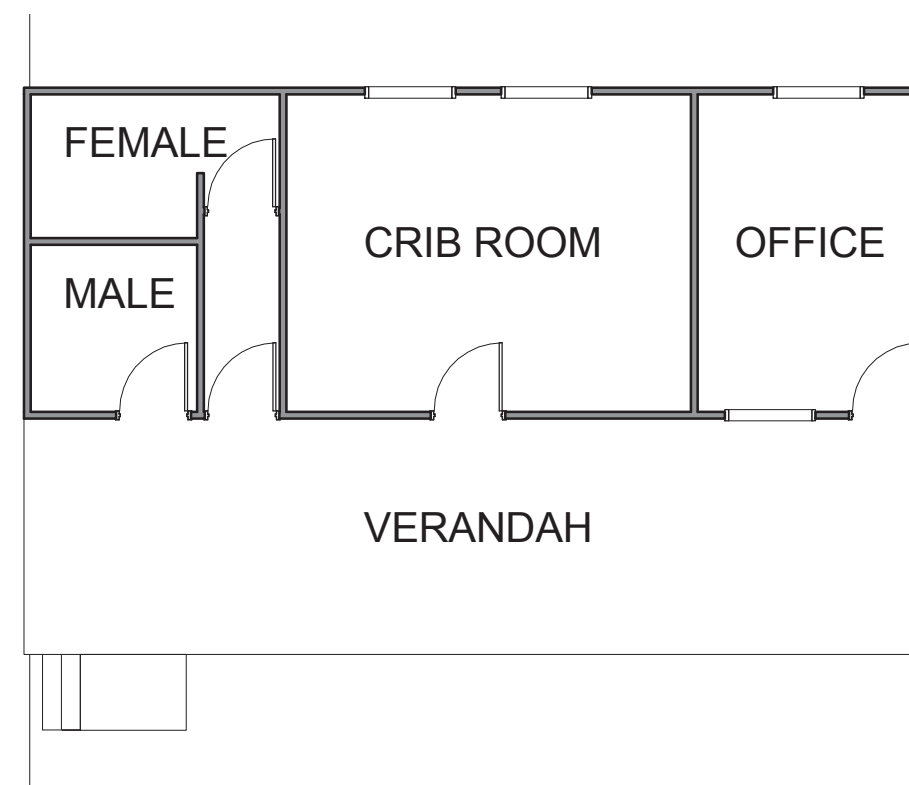
ATTACHMENT - 12

peter hunt architect
0m 4m 8m 12m 16m 20m
SCALE 1:200 @ A1
27 MAY 2016

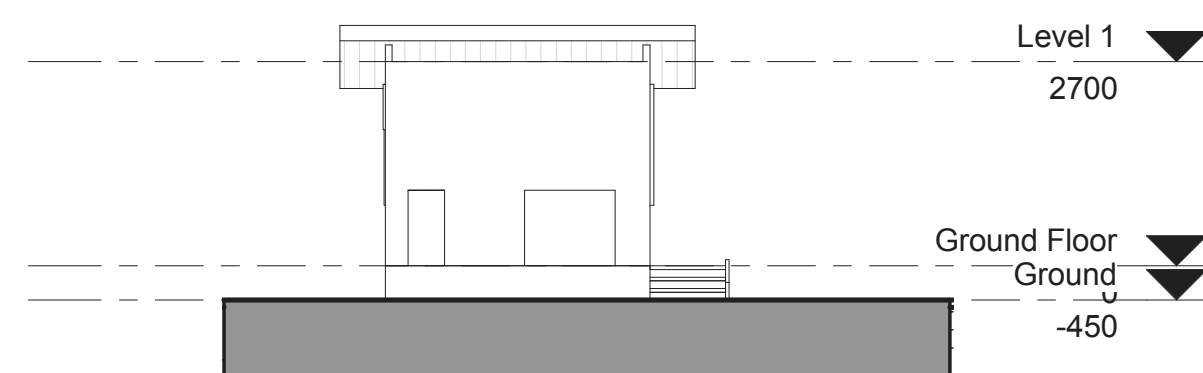
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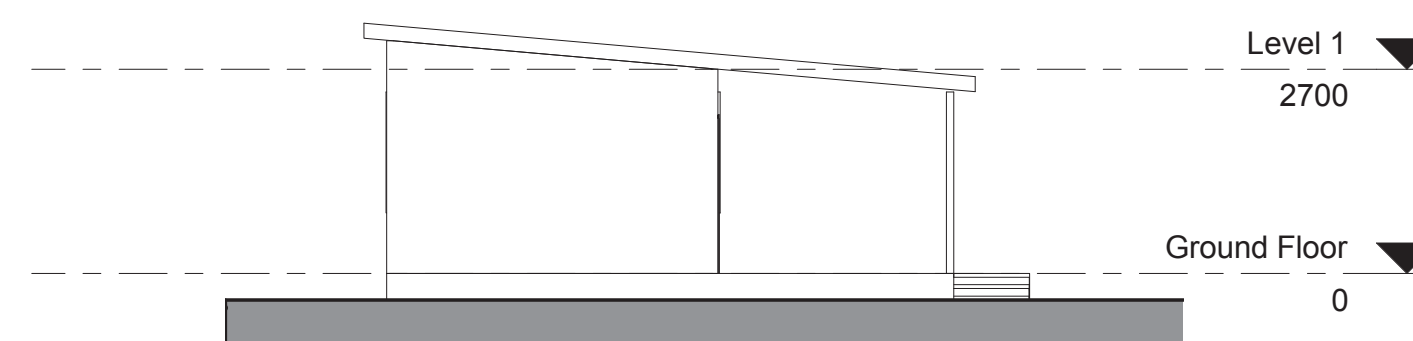
GATEHOUSE



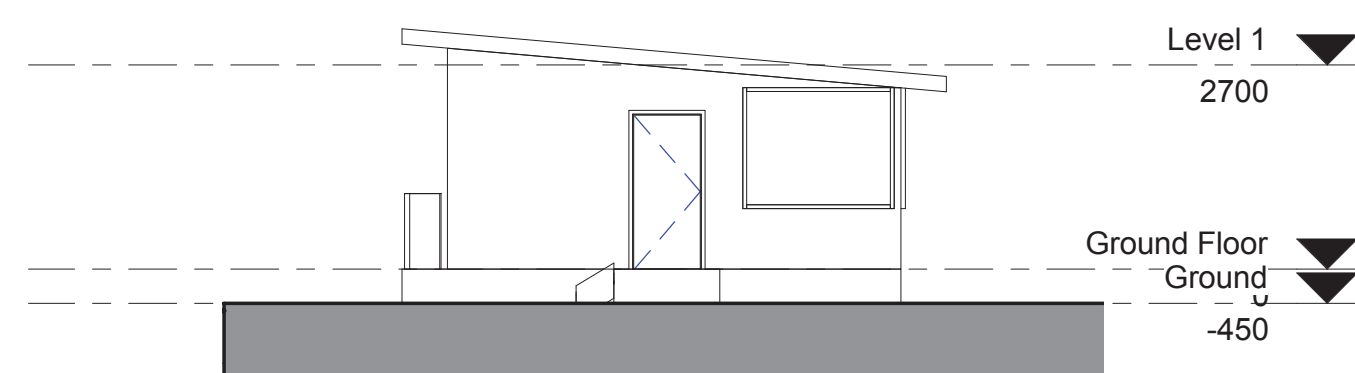
TRANSPORT OFFICE



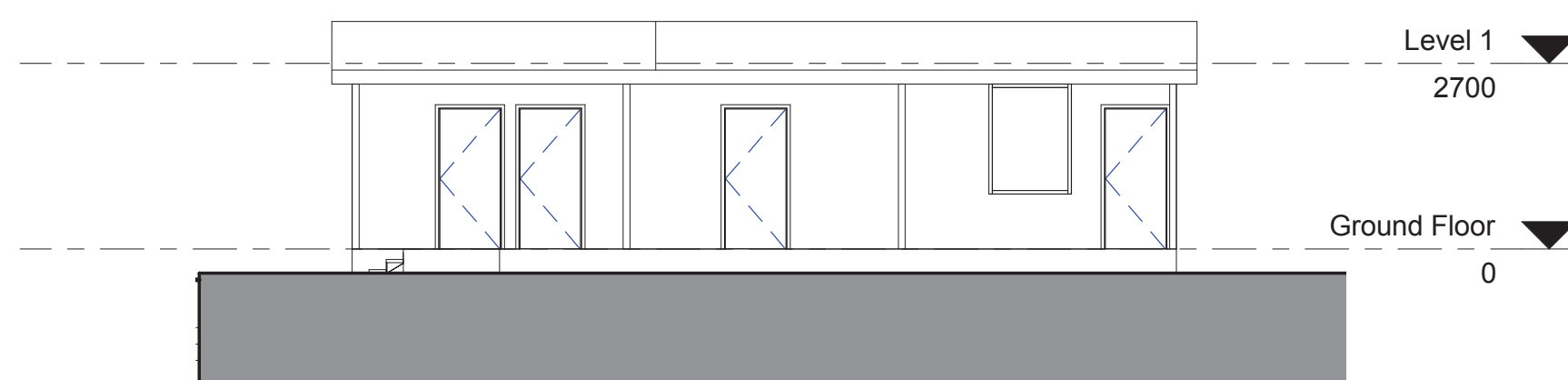
GATEHOUSE - SOUTHERN ELEVATION



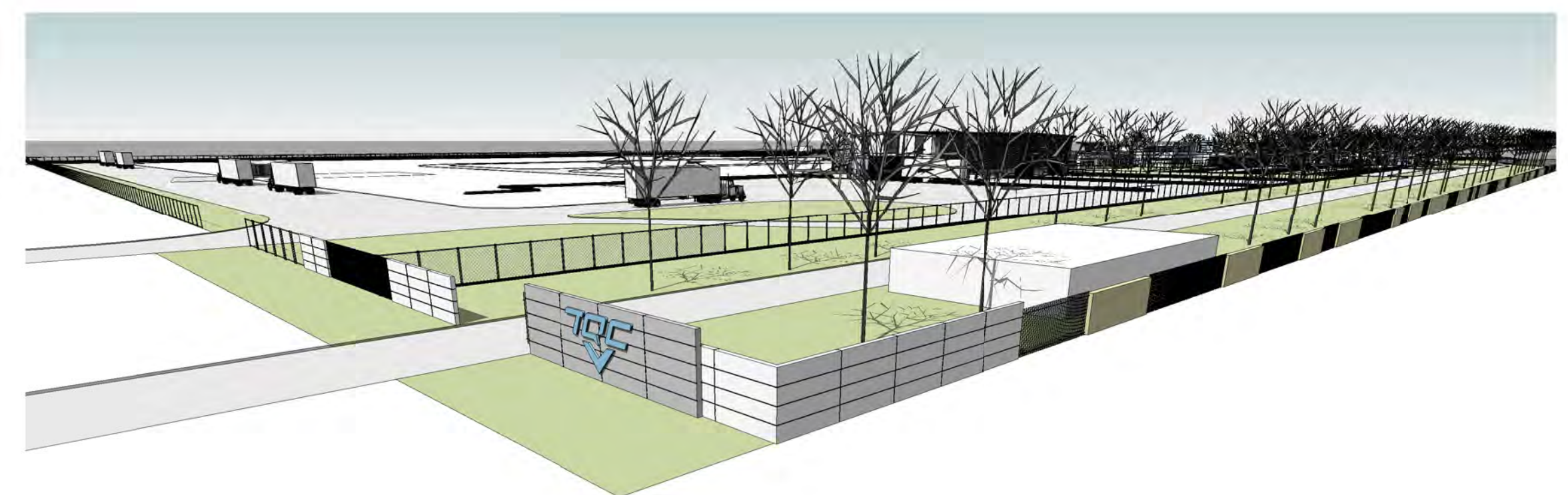
TRANSPORT OFFICE - NORTHERN ELEVATION



GATEHOUSE - EASTERN ELEVATION



TRANSPORT OFFICE - WESTERN ELEVATION

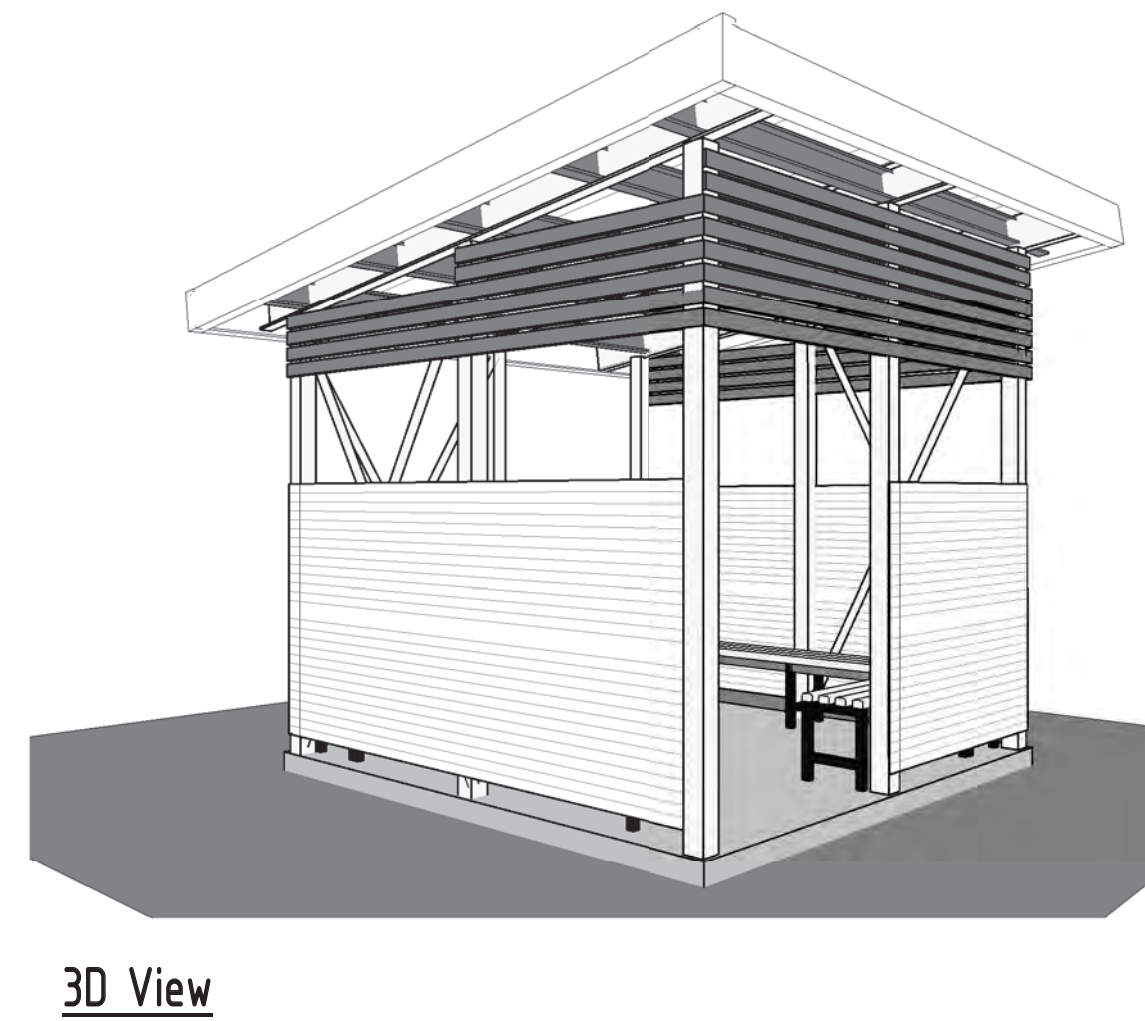
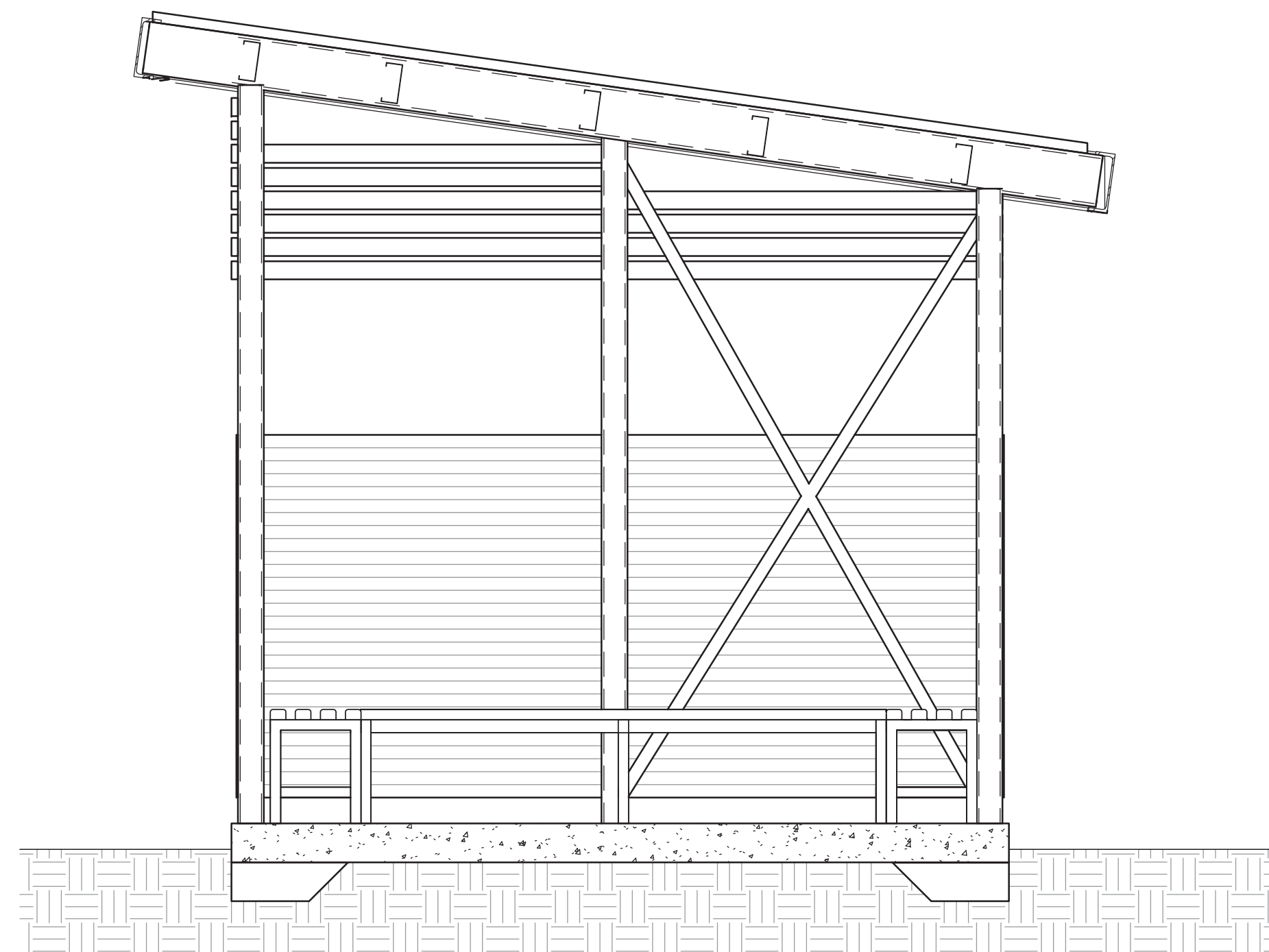
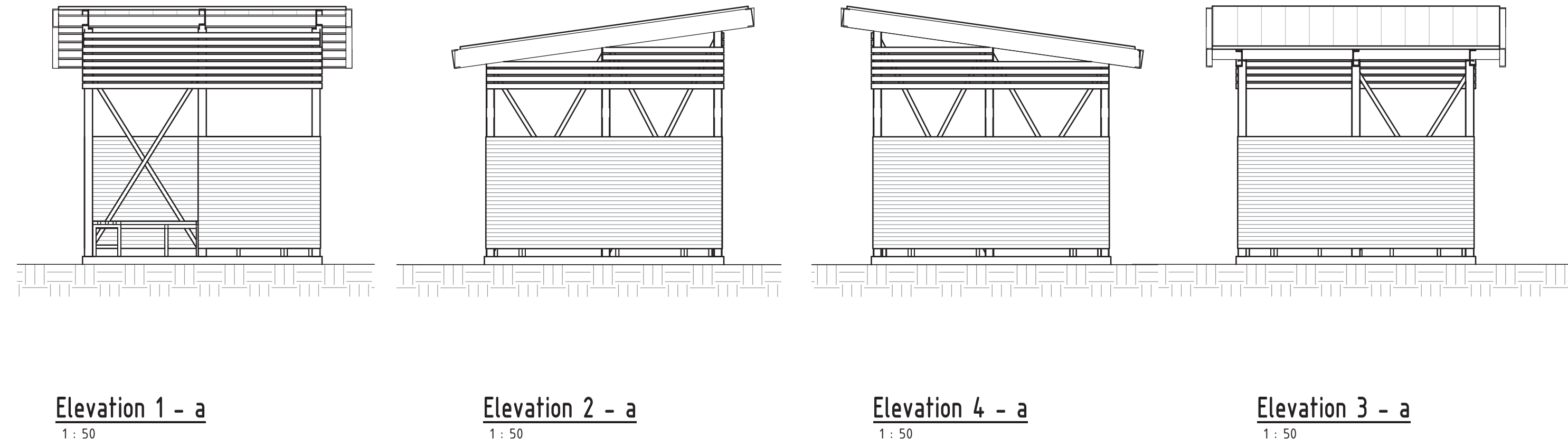
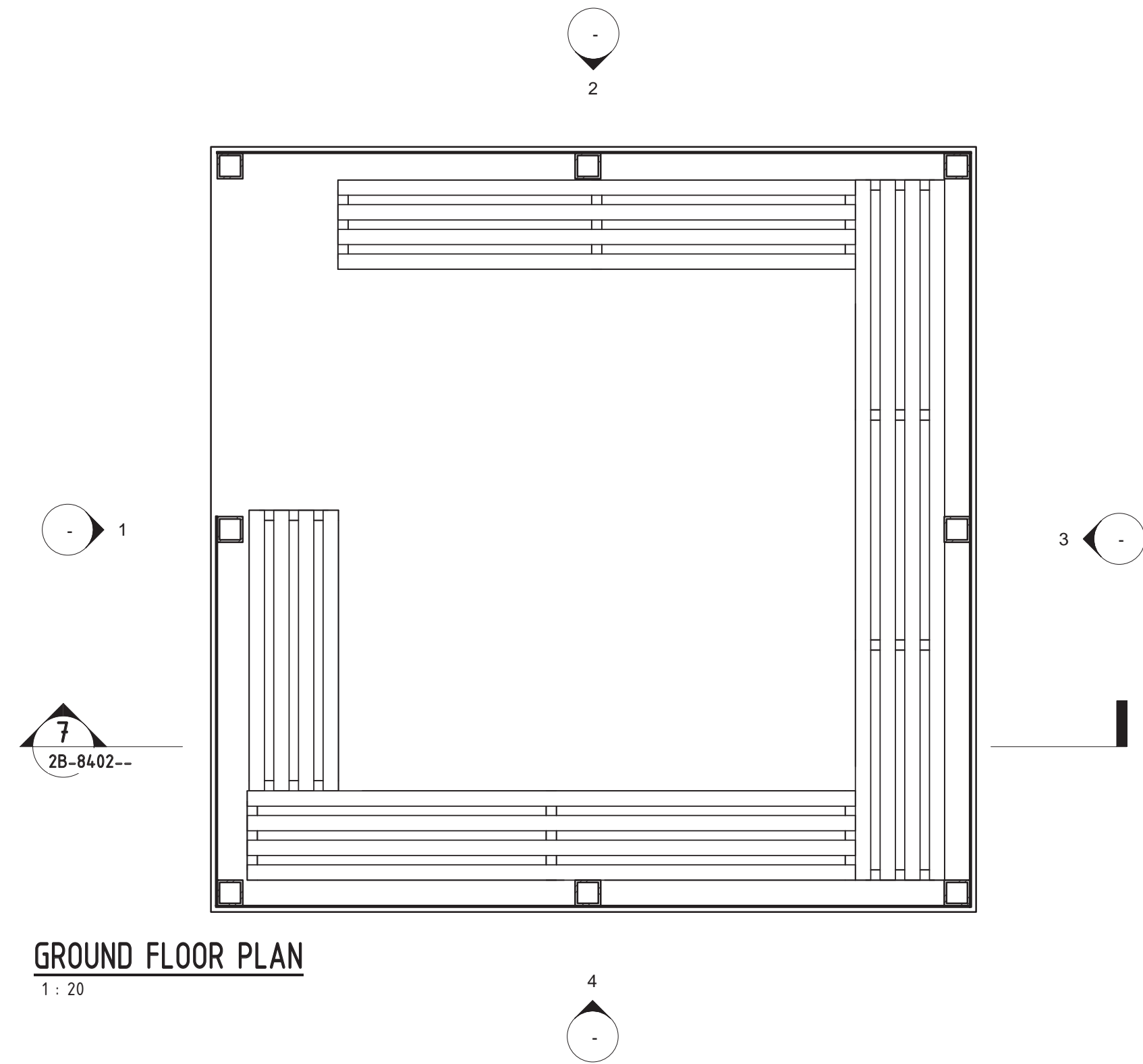


Entrance - Corner Perspective



Entrance Elevation

GATEHOUSE, TRANSPORT OFFICE AND ENTRANCE



SECTION 7
1 : 20 2B-R402--



VIEW FROM PROCESSING AREA

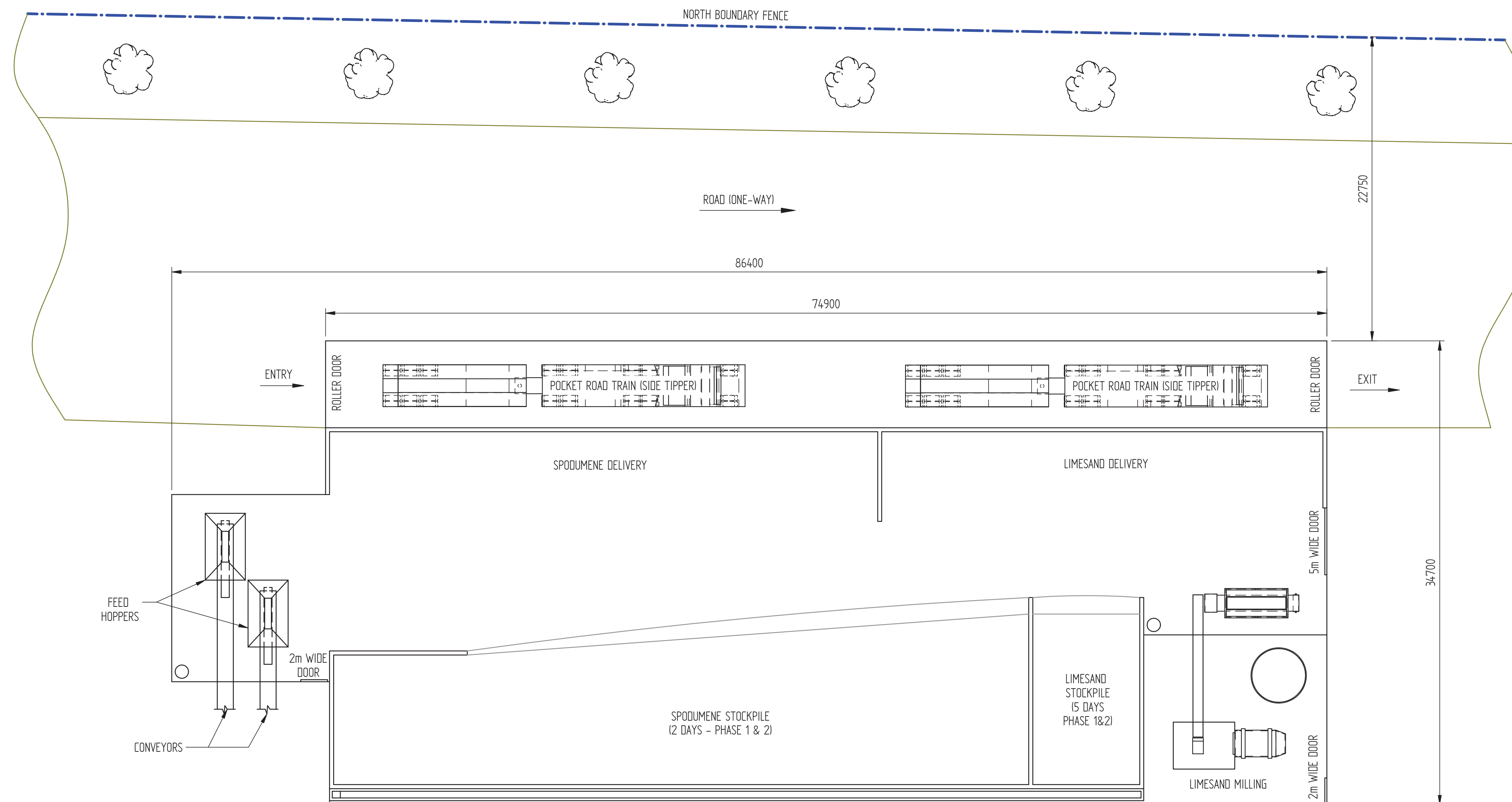


WESTERN ELEVATION



AERIAL VIEW FROM WEST

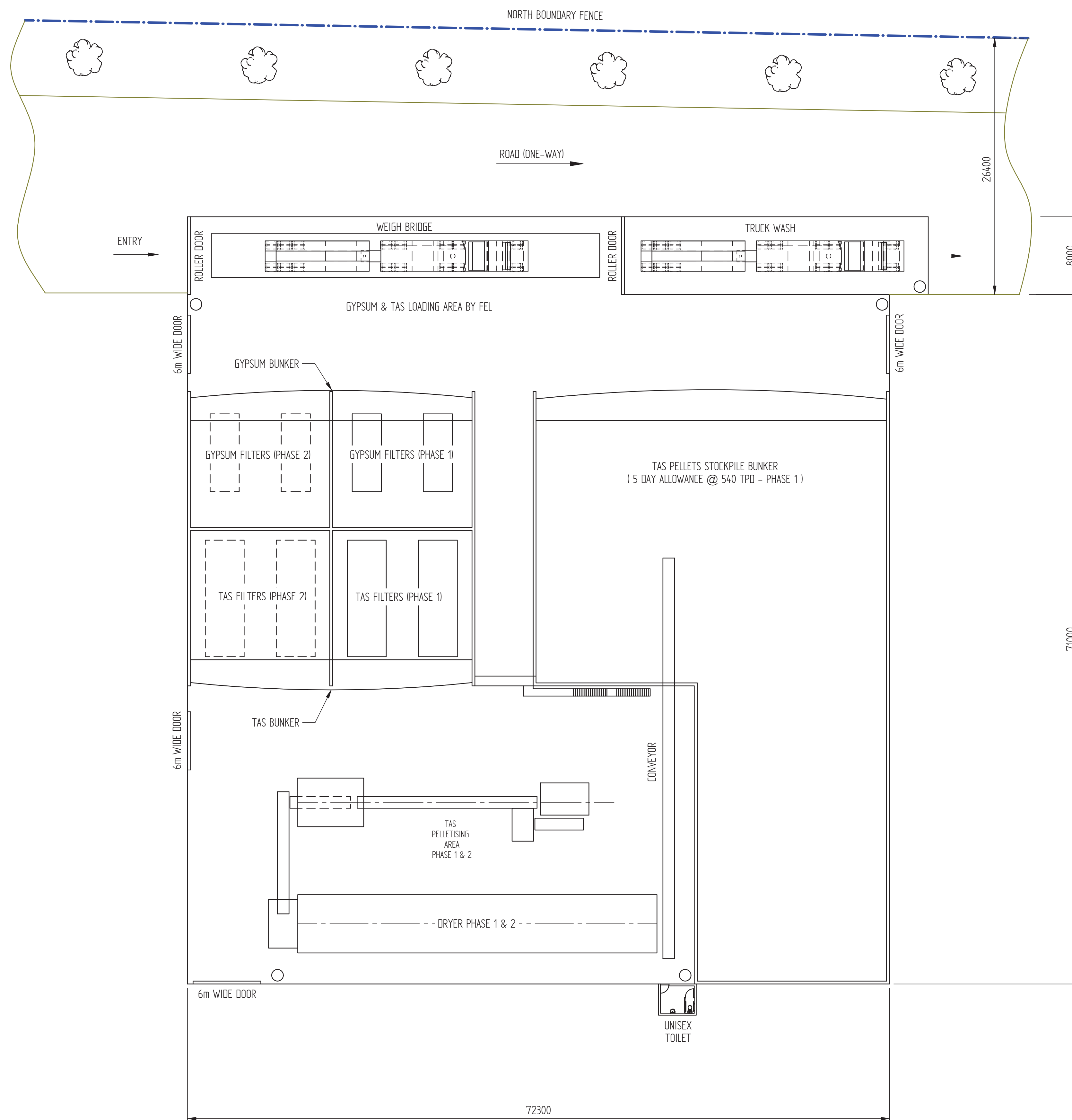
PERSPECTIVE VIEWS



SPODUMENE BUILDING FLOOR PLAN



NORTH



TAS BUILDING FLOOR PLAN



PLANT SITE DEVELOPMENT

KWINANA LOT no. 201

DEVELOPMENT APPLICATION



ATTACHMENT - 17

peter hunt architect

Scale 1:250 @ A1

0 5 10 15 20 25

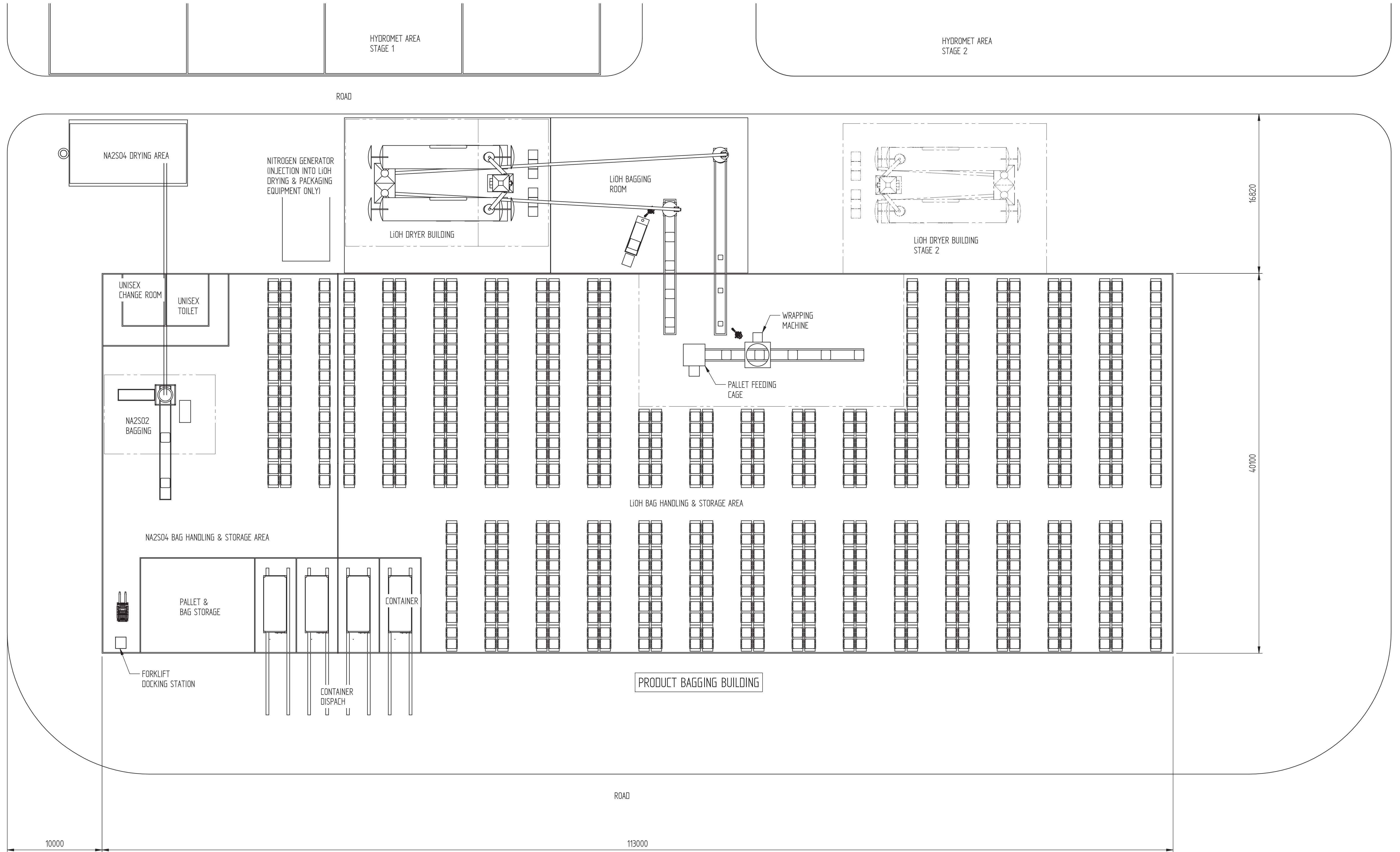
30/05/16



A18



NORTHERN BOUNDARY ELEVATIONS



PLAN
1200



PLANT SITE DEVELOPMENT

KWINANA LOT no. 201

DEVELOPMENT APPLICATION



ATTACHMENT - 19

peter hunt architect

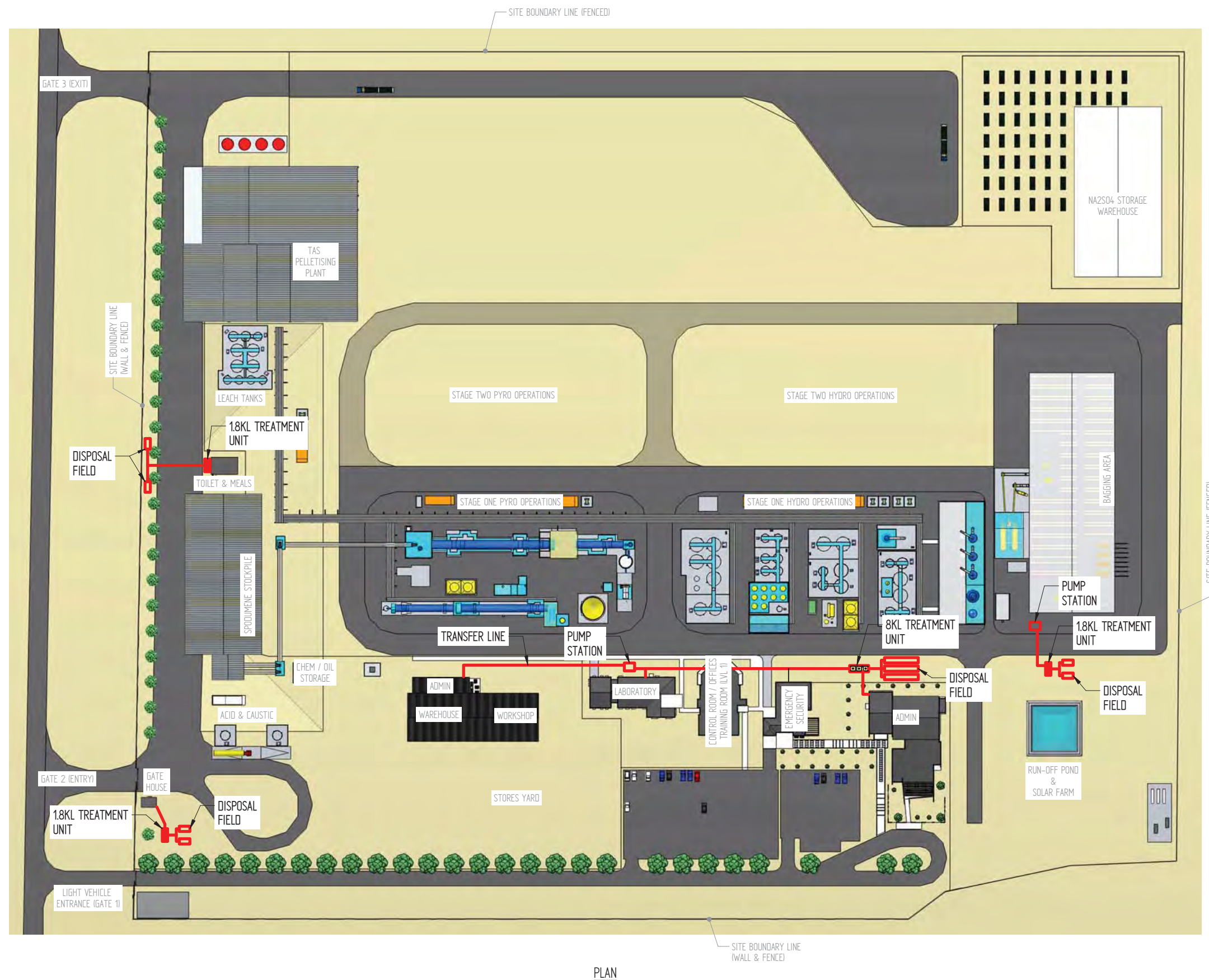
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30/05/16

PRODUCT BAGGING BUILDING FLOOR PLAN

A20



PLAN

SEWERAGE TREATMENT FACILITIES



PLANT SITE DEVELOPMENT

KWINANA LOT no. 201

DEVELOPMENT APPLICATION



ATTACHMENT - 20

peter hunt architect

Scale 1:1000 @ A1

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30/05/16



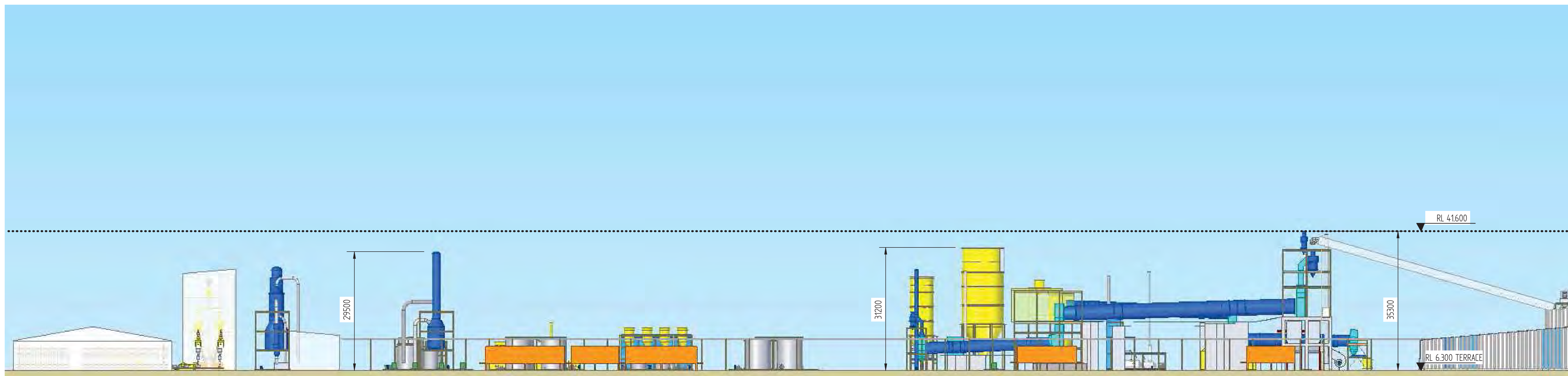
A21



AERIAL VIEW FROM THE SOUTH WEST



AERIAL VIEW FROM THE NORTH WEST



PLANT SITE VIEW FROM THE EAST



LEGEND

- BITUMEN
- LIMESTONE / BITUMEN SEALED
- CONCRETE
- HARD STAND
- GRASS / LANDSCAPE



PLAN

SITE SURFACE FINISHES



PLANT SITE DEVELOPMENT

KWINANA LOT no. 201

DEVELOPMENT APPLICATION



ATTACHMENT - 24

peter hunt architect

Scale 1:1000 @ A1



30/05/16



A25



REVISION
4

CHECK
5

ATTACHMENT - 25

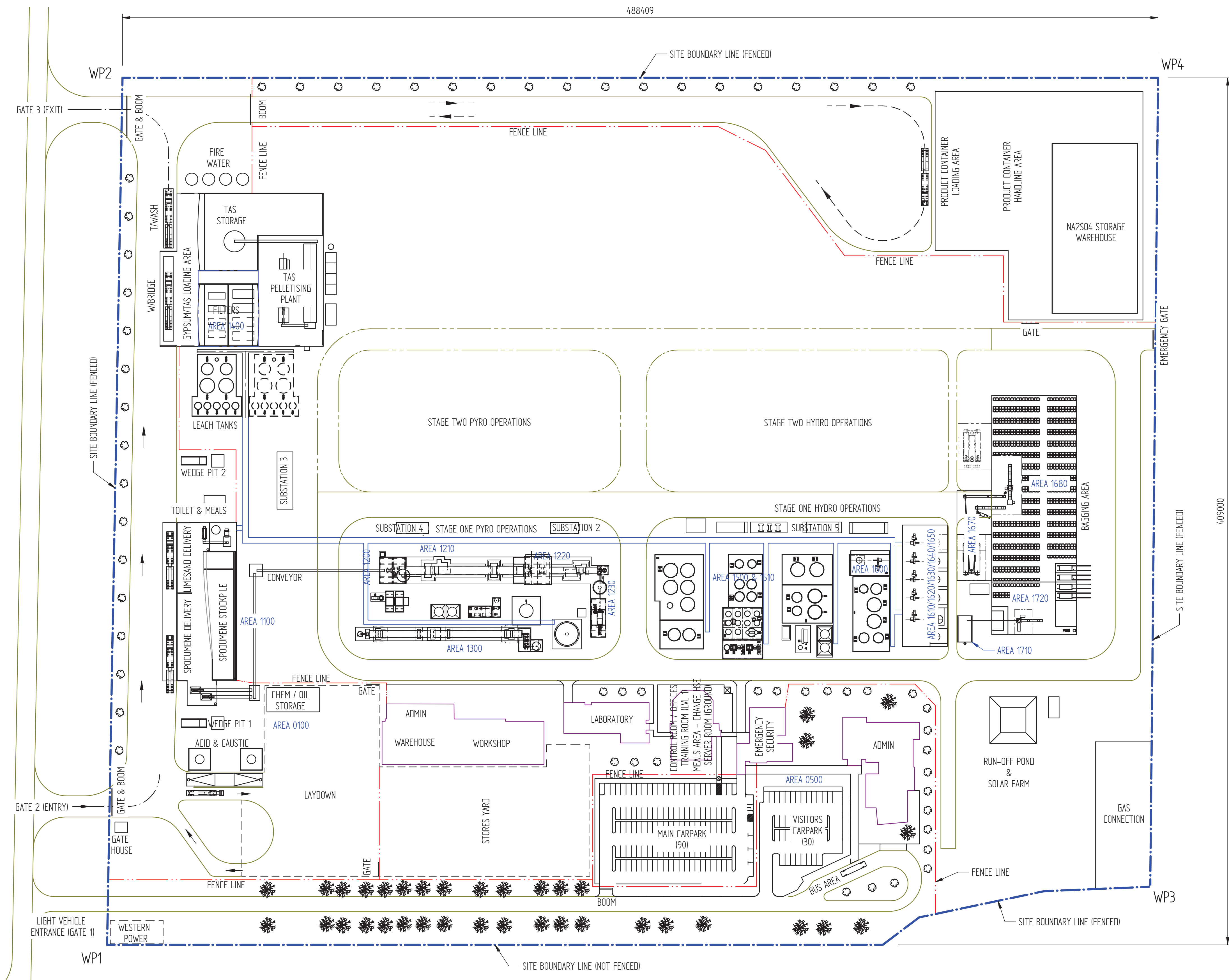
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DIMENSIONS IN MILLIMETRES
TOLERANCES:
LINEAR: ± 1
ANGULAR: $\pm 0.1^\circ$

DRAWING TO AS1100-201-1992



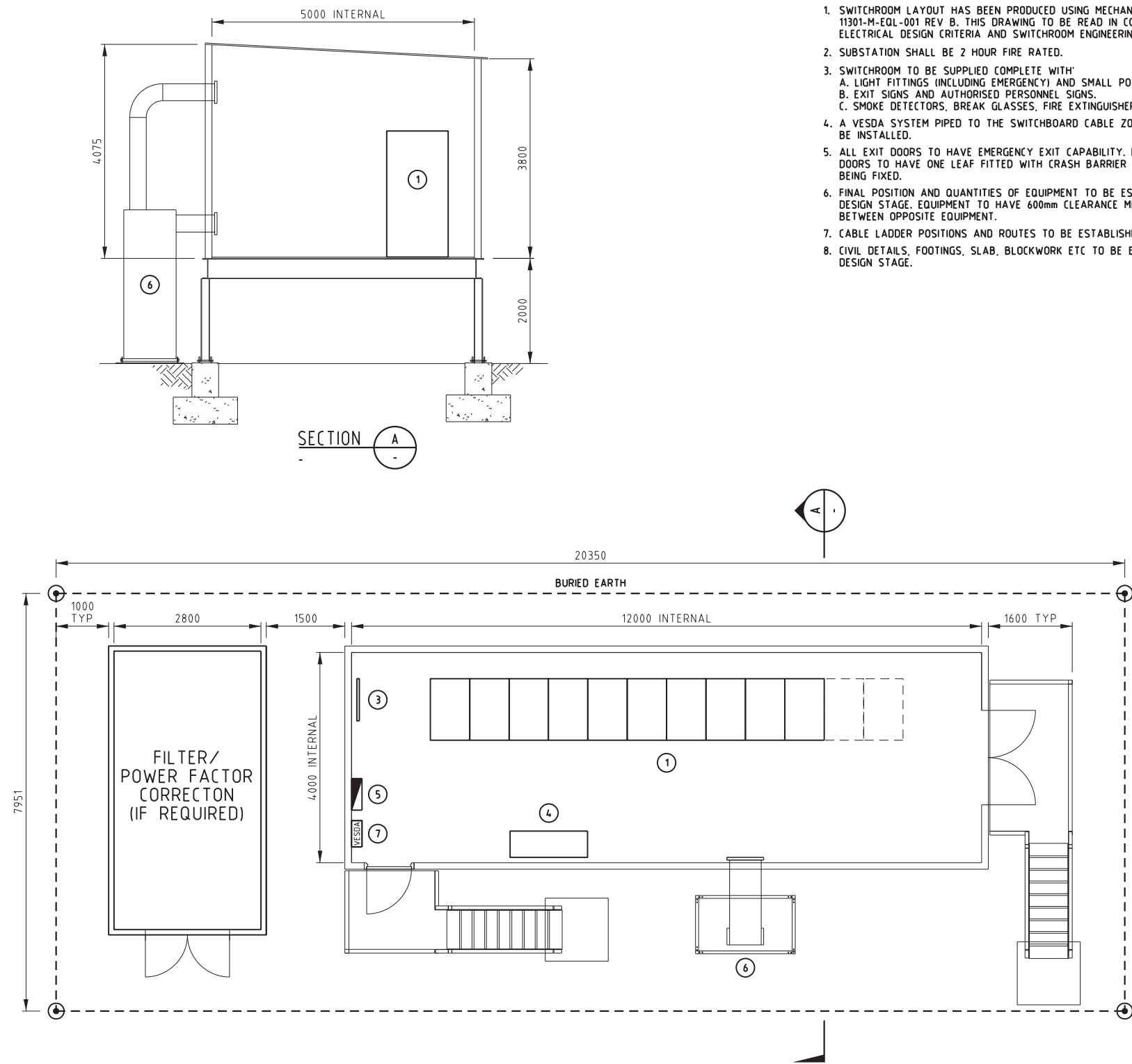
天齐锂业
TIANJI LITHIUM

REV.	
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PLANT SITE AREA LAYOUT PLAN - PHASE 1

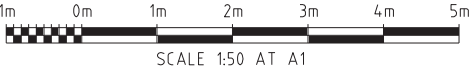
DRAWING No.		REFERENCE DRAWINGS		MSP ENGINEERING PTY LTD RESOURCE DEVELOPMENT CONSULTANTS 578 MURRAY STREET WEST PERTH, WA, 6005 PHONE (08) 6241 4900 FAX (08) 6241 4988 www.mspengineering.com.au		UNLESS OTHERWISE STATED ALL DIMENSIONS IN MILLIMETRES TOLERANCES: LINEAR: ±1 ANGULAR: ±0.1		G IM 15/06/2016 ISSUED FOR INFORMATION F IM 26/05/2016 ISSUED FOR INFORMATION E IM 12/05/2016 ISSUED FOR INFORMATION D IM 26/04/2016 PLANT REVISED C IM 19/04/2016 ISSUED FOR INFORMATION B IM 24/03/2016 ISSUED FOR INFORMATION		IMcB RKM IMcB RKM IMcB RKM IMcB RKM IMcB RKM IMcB RKM		PROJECT APPR. DESIGN APPR. DESIGNED CHECKED APPROV.		BY - - - -		DATE - - - -		JOB NUMBER 11304 SHEET A1 SCALE 1:1000		CLIENT TIANQI LITHIUM TITLE TIANQI LHPP PROJECT PLANT SITE LAYOUT GENERAL ARRANGEMENT - PHASE 1 DRG No. 11304-G-006		REV. G
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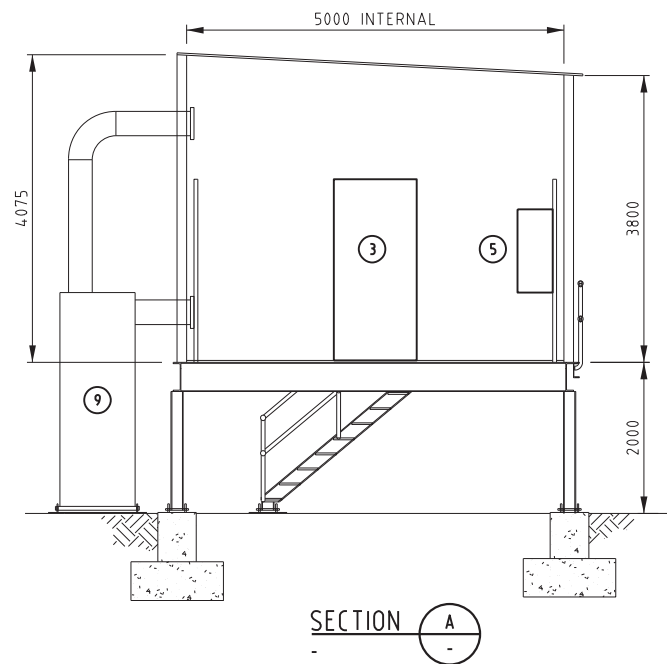


- NOTES
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 2. SUBSTATION SHALL BE 2 HOUR FIRE RATED.
 3. SWITCHROOM TO BE SUPPLIED COMPLETE WITH:
A. LIGHT FITTINGS (INCLUDING EMERGENCY) AND SMALL POWER OUTLETS.
B. EXIT SIGNS AND AUTHORISED PERSONNEL SIGNS.
C. SMOKE DETECTORS, BREAK GLASSES, FIRE EXTINGUISHERS AND EXTERNAL ALARM.
 4. A VESDA SYSTEM PIPED TO THE SWITCHBOARD CABLE ZONE AND CONTROL PANELS SHALL BE INSTALLED.
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ELECTRICAL EQUIPMENT LIST				
ITEM No.	EQUIPMENT TAG No.	DESCRIPTION	DIMENSION (HxWxD)	WEIGHT (kg)
1	-	22kV SWITCHBOARD		
2	-			
3	-	EARTH BAR		
4	-	HV BATTERY TRIPPING SUPPLY		
5	-	415VAC DISTRIBUTION BOARD (L&SP, A/C)		
6	-	415VAC AIR CONDITIONING UNIT		
7	-	FIRE INDICATION PANEL/VESDA PANEL		
8	-			

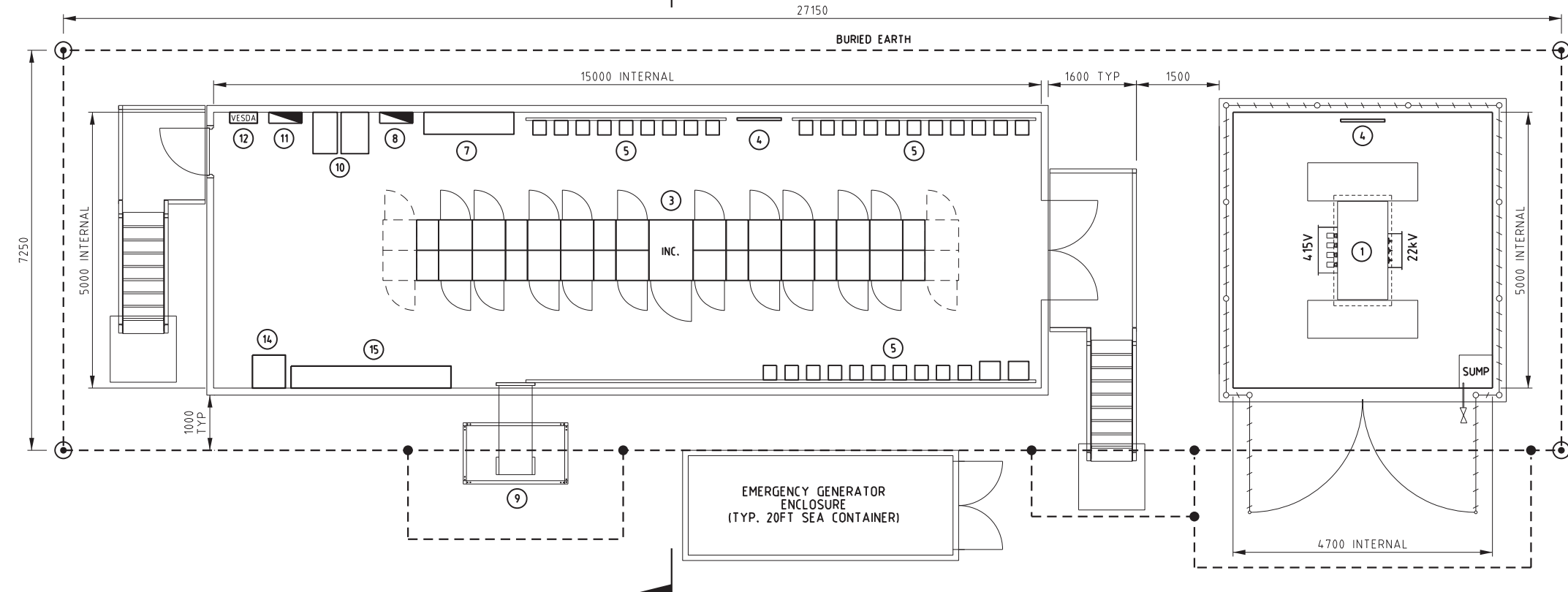
SUBSTATION No.2
MV SWITCHROOM



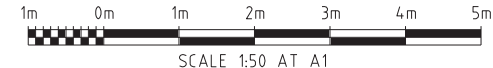


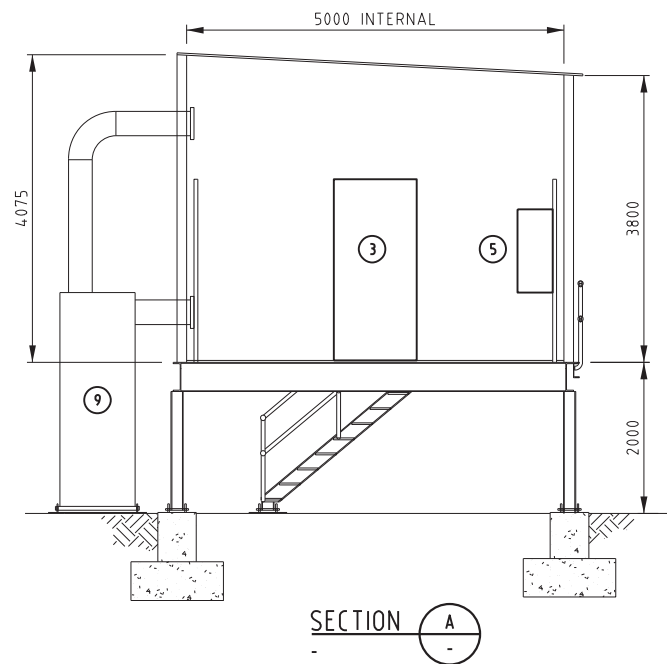
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 2. TRANSFORMER COMPOUND TO BE ENCLOSED USING OPEN MESH SECURITY FENCE WITH DOUBLE ACCESS GATES.
 3. WALL MOUNTED VARIABLE SPEED DRIVES TO BE MOUNTED OFF A STEEL FRAME FIXED TO THE SWITCHROOM FLOOR AND WALL. A 600 WIDE CABLE LADDER IS TO BE INSTALLED THE FULL LENGTH OF THE FRAME AT FLOOR LEVEL.
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ITEM No.	EQUIPMENT TAG No.	DESCRIPTION	DIMENSION (HxWxD)	WEIGHT (kg)
1	-	TRANSFORMER 22kV/433V 2MVA ONAN Dyn11		
2	-			
3	-	415VAC MOTOR CONTROL CENTRE		
4	-	EARTH BAR		
5	-	VARIABLE SPEED DRIVE - WALL MOUNTED (ON FRAME)		
6	-	VARIABLE SPEED DRIVE - FLOOR STANDING		
7	-	415VAC DISTRIBUTION BOARD		
8	-	415VAC L&SP DISTRIBUTION BOARD		
9	-	415VAC AIR CONDITIONING UNIT		
10	-	240VAC UPS PANEL C/W BATTERIES		
11	-	240VAC UPS DISTRIBUTION BOARD		
12	-	FIRE INDICATION PANEL/VESDA PANEL		
13	-			
14	-	COMMUNICATION PANEL		
15	-	PROCESS CONTROL CUBICLE		
16	-			



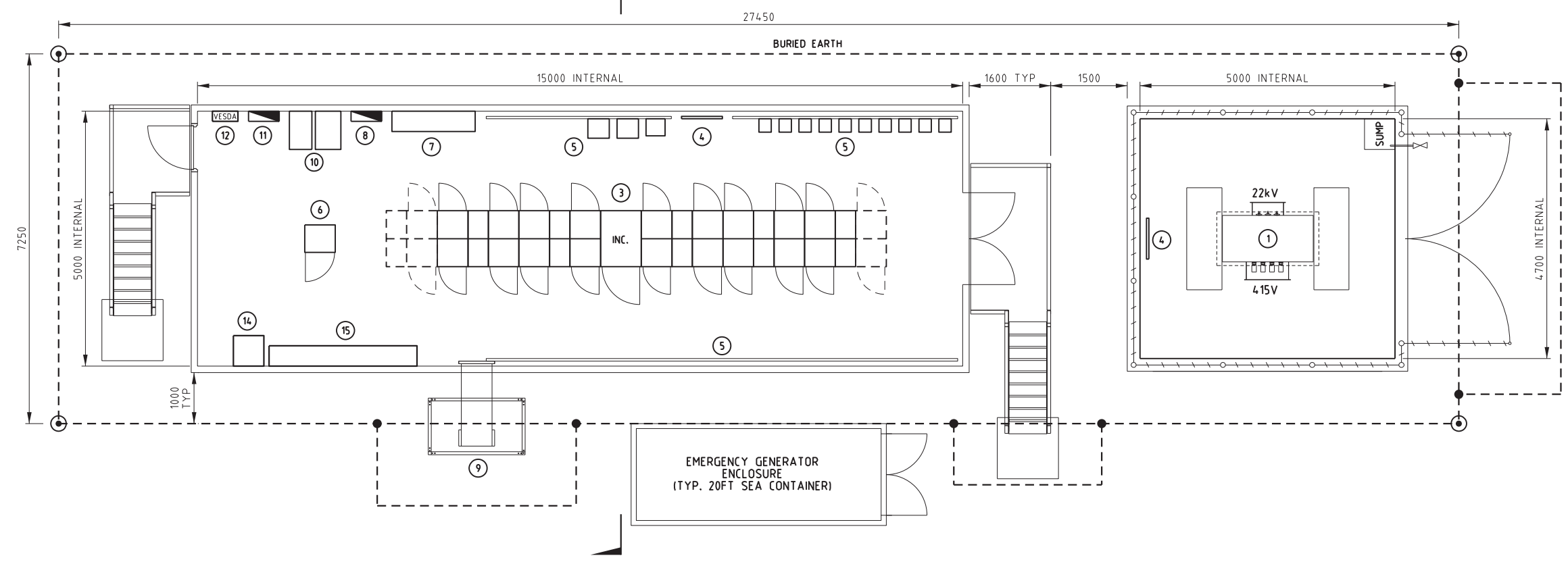
SUBSTATION 3
LV SWITCHROOM



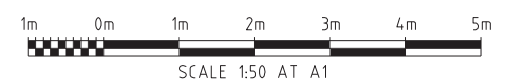


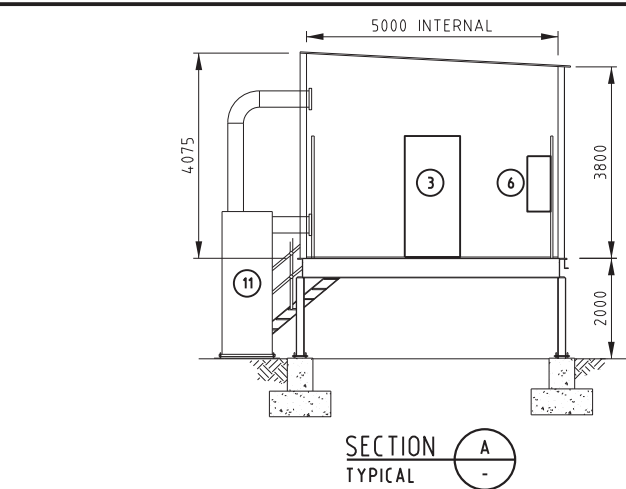
- NOTES
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2	-			
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4	-	EARTH BAR		
5	-	VARIABLE SPEED DRIVE - WALL MOUNTED (ON FRAME)		
6	-	VARIABLE SPEED DRIVE - FLOOR STANDING		
7	-	415VAC DISTRIBUTION BOARD		
8	-	415VAC L&SP DISTRIBUTION BOARD		
9	-	415VAC AIR CONDITIONING UNIT		
10	-	240VAC UPS PANEL C/W BATTERIES		
11	-	240VAC UPS DISTRIBUTION BOARD		
12	-	FIRE INDICATION PANEL/VESDA PANEL		
13	-			
14	-	COMMUNICATION PANEL		
15	-	PROCESS CONTROL CUBICLE		
16	-			



SUBSTATION 4
LV SWITCHROOM



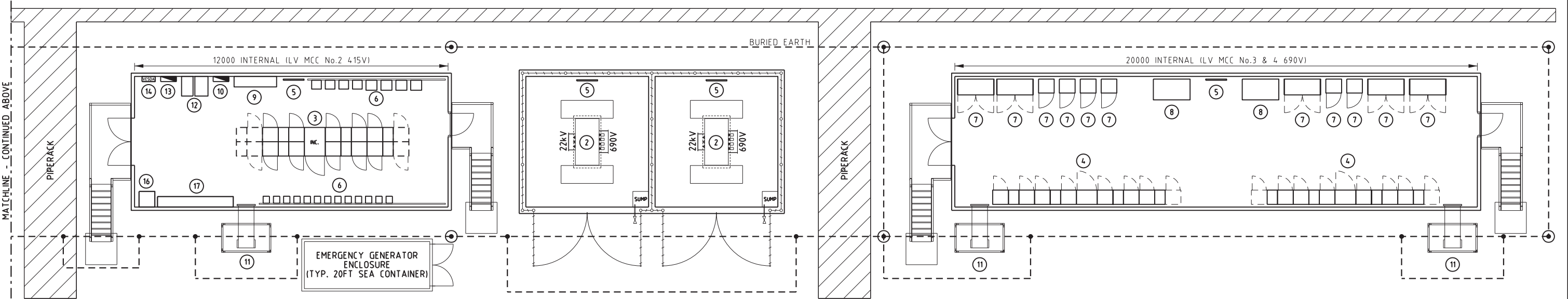
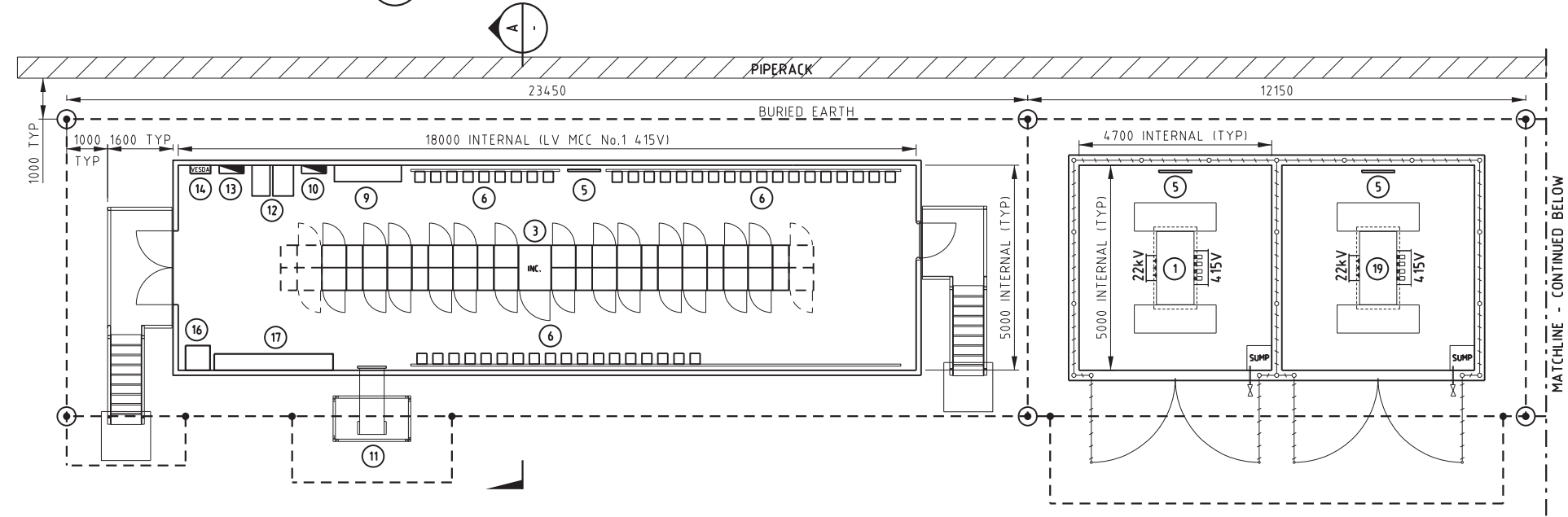


NOTES

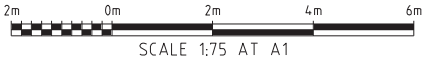
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ELECTRICAL EQUIPMENT LIST				
ITEM No.	EQUIPMENT TAG No.	DESCRIPTION	DIMENSION (HxWxD)	WEIGHT (kg)
1	-	TRANSFORMER 22kV/433V 2.5MVA ONAN Dyn11		
2	-	TRANSFORMER 22kV/690V 3.5MVA ONAN Dyn11		
3	-	415VAC MOTOR CONTROL CENTRE		
4	-	690VAC MOTOR CONTROL CENTRE		
5	-	EARTH BAR		
6	-	415VAC VARIABLE SPEED DRIVE - WALL MOUNTED		
7	-	690VAC VARIABLE SPEED DRIVE - FLOOR STANDING		
8	-	690VAC ACTIVE FILTER		
9	-	415VAC DISTRIBUTION BOARD		
10	-	415VAC L&SP DISTRIBUTION BOARD		
11	-	415VAC AIR CONDITIONING UNIT		
12	-	240VAC UPS PANEL C/W BATTERIES		
13	-	240VAC UPS DISTRIBUTION BOARD		
14	-	FIRE INDICATION PANEL/VESDA PANEL		
15	-			
16	-	COMMUNICATION PANEL		
17	-	PROCESS CONTROL CUBICLE		
18	-			
19	-	TRANSFORMER 22kV/433V 1.5MVA ONAN Dyn11		



SUBSTATION 5
LV SWITCHROOMS



DRAWING No.	REFERENCE DRAWINGS
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MSP ENGINEERING PTY LTD
RESOURCE DEVELOPMENT CONSULTANTS

ABN 64 009 499 950
578 MURRAY STREET
WEST PERTH, W.A. 6005
PHONE (08) 6241 4900
FAX (08) 6241 4988

C	DM	7.05.16	ISSUED FOR INFORMATION - SUB
B	DM	0.05.16	THIRD SECTION REVIEW TRANSFORMER RATING ADVISED
A	DM	21.04.16	ISSUED FOR INFORMATION
No.	BY	DATE	REVISION

PROJECT APPR.	BY	DATE	JOB NUMBER
SIGN APPR.			11304
SIGNED			SHEET
CHECKED			SCALE
CHECKED			1:75
CHECKED			
APPROV.			
DRAWN			

CLIENT	MSP ENGINEERING PTY LTD
TITLE	CHEMICAL PLANT SUBSTATION 5 ELECTRICAL EQUIPMENT LAYOUT
DRG No.	11304-E-0000-706
REV.	C



Form 1 - Responsible Authority Report (Regulation 12)

Property Location:	Lot 12 Mason Road, Kwinana Beach
Application Details:	Lithium Hydroxide Processing Plant
DAP Name:	Metropolitan South-West Joint Development Assessment Panel
Applicant:	Tianqi Lithium Australia Pty Ltd
Owner:	Western Australian Land Authority (LandCorp)
LG Reference:	City of Kwinana DA8664
Responsible Authority:	Department of Planning
Authorising Officer:	Executive Director, Perth and Peel Planning
Department of Planning File No:	DoP Ref: 26-50207-2 DAP/16/01068
Report Date:	25 August 2016
Application Receipt Date:	1 July 2016
Application Process Days:	56 days
Attachment(s):	1. Location Plan 2. Aerial Photo 3. Development Plans 4. BAL Contour Assessment

Officer Recommendation:

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

Approve DAP Application reference DAP/16/01068 and accompanying plans date stamped 1 July 2016 in accordance with the Metropolitan Region Scheme, subject to the following conditions and advice notes:

1. This decision constitutes planning approval only and is valid for a period of two years from the date of approval. If the subject development is not substantially commenced within the two year period, the approval shall lapse and be of no further effect.
2. The landowner/applicant is to prepare, have approved by the Department of Fire and Emergency Services (DFES) a bushfire management plan. The bushfire management plan is to be implemented to the satisfaction of the Western Australian Planning Commission on the advice of DFES.

Advice:

1. ATCO Gas Australia has high pressure gas mains in the vicinity of the property. ATCO Gas should be notified of any works within 15 metres of high pressure gas infrastructure before those works begin. Construction, excavation and other activities may be restricted in this zone. No pavements (including crossovers) should be constructed over the pipeline without consent from ATCO Gas Australia. Various pipeline safety tests may apply. The landowner/applicant is advised to contact ATCO on 6163 5000 in this regard. Anyone proposing to carry out construction or excavation works should contact 'Dial Before You Dig' (Ph 1100) to determine the location of buried gas infrastructure.

2. The landowner/applicant is advised to liaise with APA Group regarding any works that may impact the nearby Hismelt Lateral gas pipeline and its easement.
3. The landowner/applicant is advised that the Department of Environment Regulation recommends that any works proposed to be carried out in the limestone capped area should comply with the requirements of the document '*Site Contamination Management Plan Capping Area*' Golder Associates November 2003 Ref 02640088.

Background:

The Department of State Development, at the request of the Minister for State Development, has facilitated this development proposal under the lead agency framework to gain the necessary approvals and access to infrastructure and services.

Department of Planning records indicate that the application site is located within Lot 12 Mason Road Kwinana Beach and that there is no evidence of a Lot 201 Leath Road. As several documents refer to Lot 12 Mason Road it is concluded that this is the correct site description.

Lot 12 Mason Road, Kwinana Beach is owned by LandCorp. Lot 12 is located within that portion of the Kwinana Industrial Area (KIA) set aside for heavy industrial purposes.

Lot 12 is within a bushfire prone area as identified and designated by the Fire and Emergency Services Commissioner.

Zoning	MRS:	Industrial
	TPS:	General Industry
Lot Size:		69.998 hectares; Application Area 20 hectares
Existing Land Use:		Vacant with exception of a shed
Value of Development:		\$300 million

Refer to **Attachment 1** Location Plan; **Attachment 2** - Aerial Photo.

Details: Outline of development application

The following key elements of the proposed Lithium Hydroxide Processing Plant are listed below (**Attachment 3** - Development Plans):

Buildings

- Administration Office;
- Emergency/Security Building;
- Laboratory;
- Control Building; and
- Warehouses and Workshop.

Plant

- Chemical storage areas (bundled);
- Conveyors;
- Calciner Stack, Kilns, Scrubber, Generator; and
- Storage tanks.

Miscellaneous

- 155 car parking bays;
- Three vehicle access points from Donaldson Road;
- Internal roads and lay down areas; and
- Landscaping.

Access is via the newly constructed Donaldson Road extension which links to Leath Road. Once constructed, the development will operate 24 hours a day, seven days a week, 365 days a year and is expected to have 60 employees.

Legislation & policy:

Legislation

Planning and Development Act 2005

Metropolitan Region Scheme

State Government Policies

State Planning Policy 3.7 Planning in Bushfire Prone Areas

State Planning Policy 4.1 State Industrial Buffer

Development Control Policy 4.2 Planning for Hazards and Safety

Consultation:

The Department of Environment Regulation (DER), the Public Transport Authority, the Department of Lands, DBP, APA Group and ATCO Gas raise no objections and do not recommend conditions.

The Department of Mines and Petroleum raises no objection and advise that a dangerous goods licence will need to be obtained due to the storage and handling of significant quantities of dangerous goods.

The Department of Fire and Emergency Services (DFES) comments on the submitted bushfire information are to be reported.

Planning assessment:

Pursuant to Clause 32 Resolution No.6 dated December 2015, approval of the Western Australian Planning Commission under the MRS is required as the estimated cost of development exceeds \$250,000. The purpose of the Clause 32 is to enable the State to retain an overview of development in this part of the Kwinana Industrial Area to ensure that new developments do not compromise existing and planned regional infrastructure.

Clause 30 (1) of the MRS sets out the following factors when determining a development application:-

- the purpose for which the land is zoned or reserved;
- the orderly and proper planning of the locality; and
- the preservation of amenities of the locality.

Assessment against Clause 30 (1) is informed by the following:

- The proposal does not impact nor is impacted by existing or planned regional infrastructure;
- The proposal is consistent with the site's Industrial zoning under the MRS.

WAPC Planning Policies

State Planning Policy 3.7 Planning in Bushfire Prone Areas

- The bushfire hazard has been assessed and is shown in **Attachment 4** - BAL Contour Assessment. The assessment concludes that there is a moderate bushfire hazard from adjacent vegetation as a result of the short bushfire runs combined with the fragmented and narrow nature of the vegetation fuel.
- The fire risk, to and from the proposal, will be managed by the implementation of an asset protection zone around the site, individual buildings meeting the appropriate construction standards and the site being provided with reticulated water supply and fire suppression network in accordance with the relevant authorities.
- These measures accord with State Planning Policy 3.7 Planning for Bushfire Prone Areas. However policy requires that DFES and the City of Kwinana endorse the mitigation measures and at the time of report writing DFES endorsement has not been received hence a condition to recommend the approval of a bushfire management plan by DFES.

State Planning Policy 4.1 State Industrial Buffer

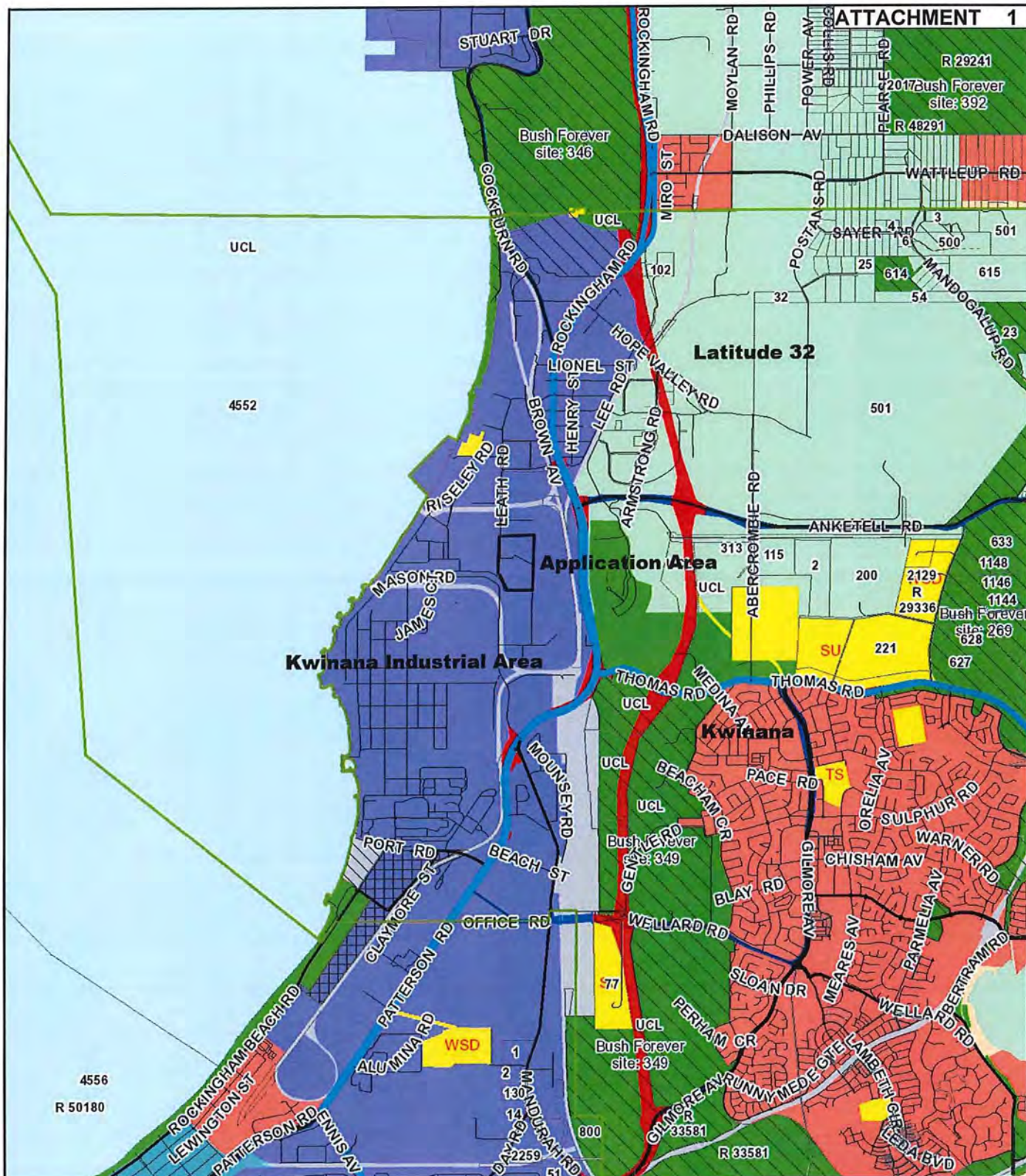
- The key objectives of this policy are to protect industry, infrastructure and special uses from the encroachment of incompatible land uses as well as to provide for the safety and amenity of land uses surrounding industry, infrastructure and special uses.
- The proposal appropriately responds to this policy as it is located within the established KIA adjacent to similar industries. Any impacts from and to the proposal will be managed by the current regulatory framework highlighted below.
- Works approvals, including native vegetation clearing, have been submitted to DER and are being assessed. Emissions (noise, air, dust) will be regulated through this process and in this regard DER has no requirement for conditions or advice notes to be applied to the planning approval. In respect of contaminated site matters DER reference a Site Contamination Management Plan which should be complied with if works are carried out in the limestone capped area. An advice note is recommended to be included alerting the applicant to this.

Development Control Policy 4.2 Planning for Hazards and Safety

- The key objectives of this policy are to provide for the development of industries which are hazardous yet are desirable to the wider community as well as maintaining appropriate public safety. New hazardous development shall be located in industrial areas. The proposal appropriately responds to this policy.

Conclusion:

The proposed development has state significance and importance and is consistent with the planning framework for the Kwinana Industrial Area to warrant conditional approval.



LOCATION PLAN

Subdivision Application: 26-50207-2

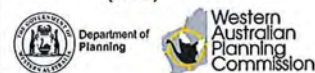
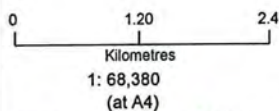
Date produced: 17-Aug-2016

- Local Government Area
- Cadastre (View 2)
- Roads**
 - State Highway
 - Main
 - Minor
 - Laneway
 - Track
 - Not Applicable
- Region Scheme Bounda
- Bush Forever Areas

This data is to be used only for the processing of Subdivision Applications

Region Scheme Zones &

- Central city area
- Industrial
- Other regional roads
- Parks and recreation
- Parks and recreation - res
- Port installations
- Primary regional roads
- Public purposes - Water A
- Public purposes - high sct
- Public purposes - special
- Public purposes - technics
- Railways
- Rural
- Special industrial
- Urban
- Urban deferred
- Waterways



This map was generated using PlanViewWA by the Department of Planning, Perth WA
Base information supplied by Western Australian Land Information Authority LI430-2009-6

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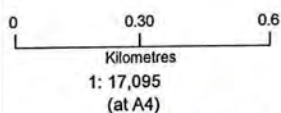
This data is to be used only for the processing of Subdivision Applications

LOCATION PLAN

Subdivision Application: **26-50207-2**

Date produced: **17-Aug-2016**

- Local Government Area
- Cadastre (View 1)
- Roads**
 - State Highway
 - Main
 - Minor
 - Laneway
 - Not Applicable



Department of
Planning

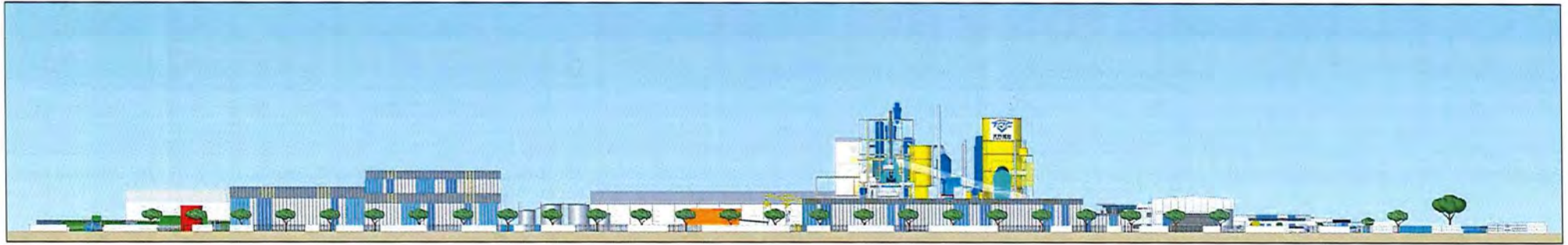


Western
Australian
Planning
Commission

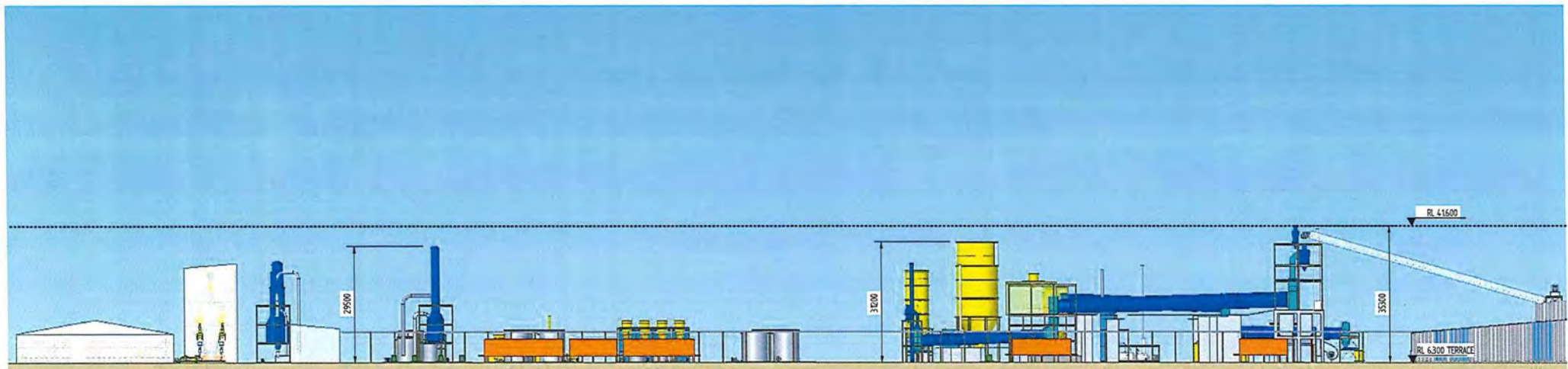
This map was generated using PlanViewWA by the Department of Planning, Perth WA
Base information supplied by Western Australian Land Information Authority L1430-2009-6

Projection: WGS_1984_Web_Mercator_Auxiliary_Sphere

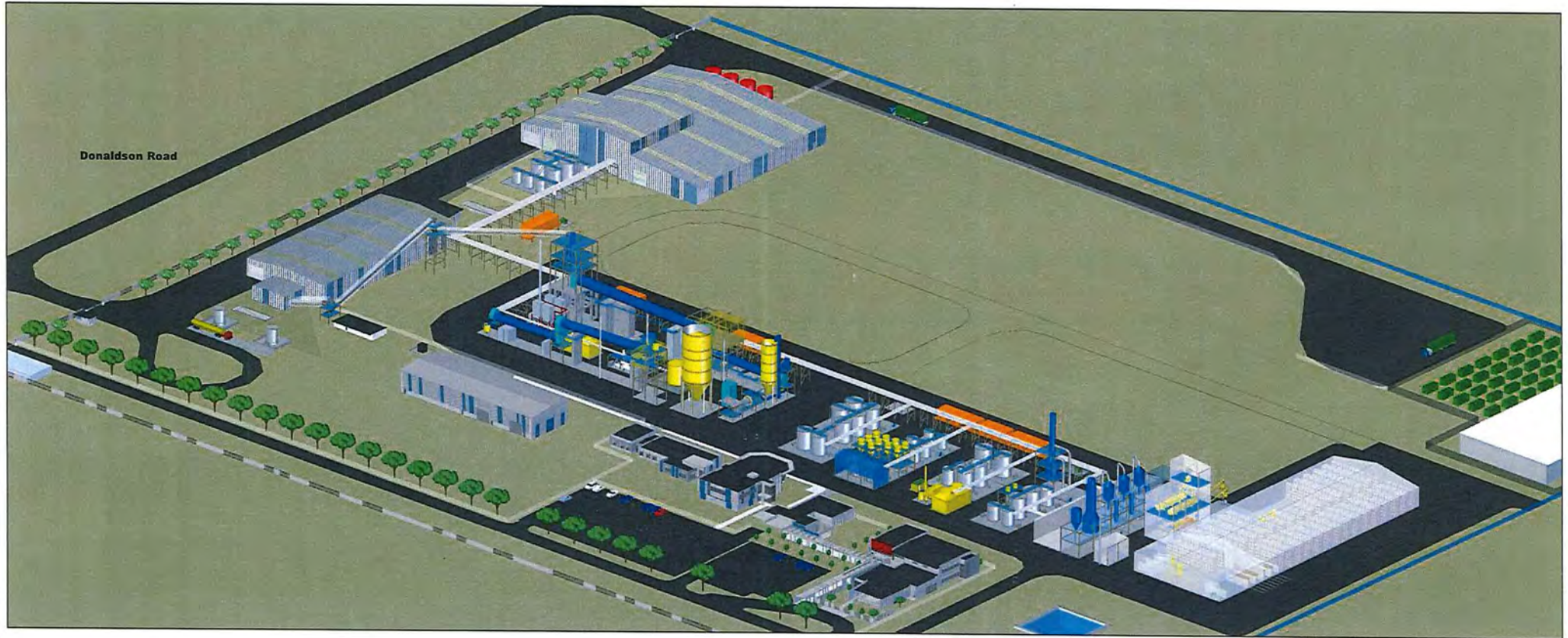




NORTHERN BOUNDARY ELEVATIONS



PLANT SITE VIEW FROM THE EAST



AERIAL VIEW FROM THE SOUTH WEST

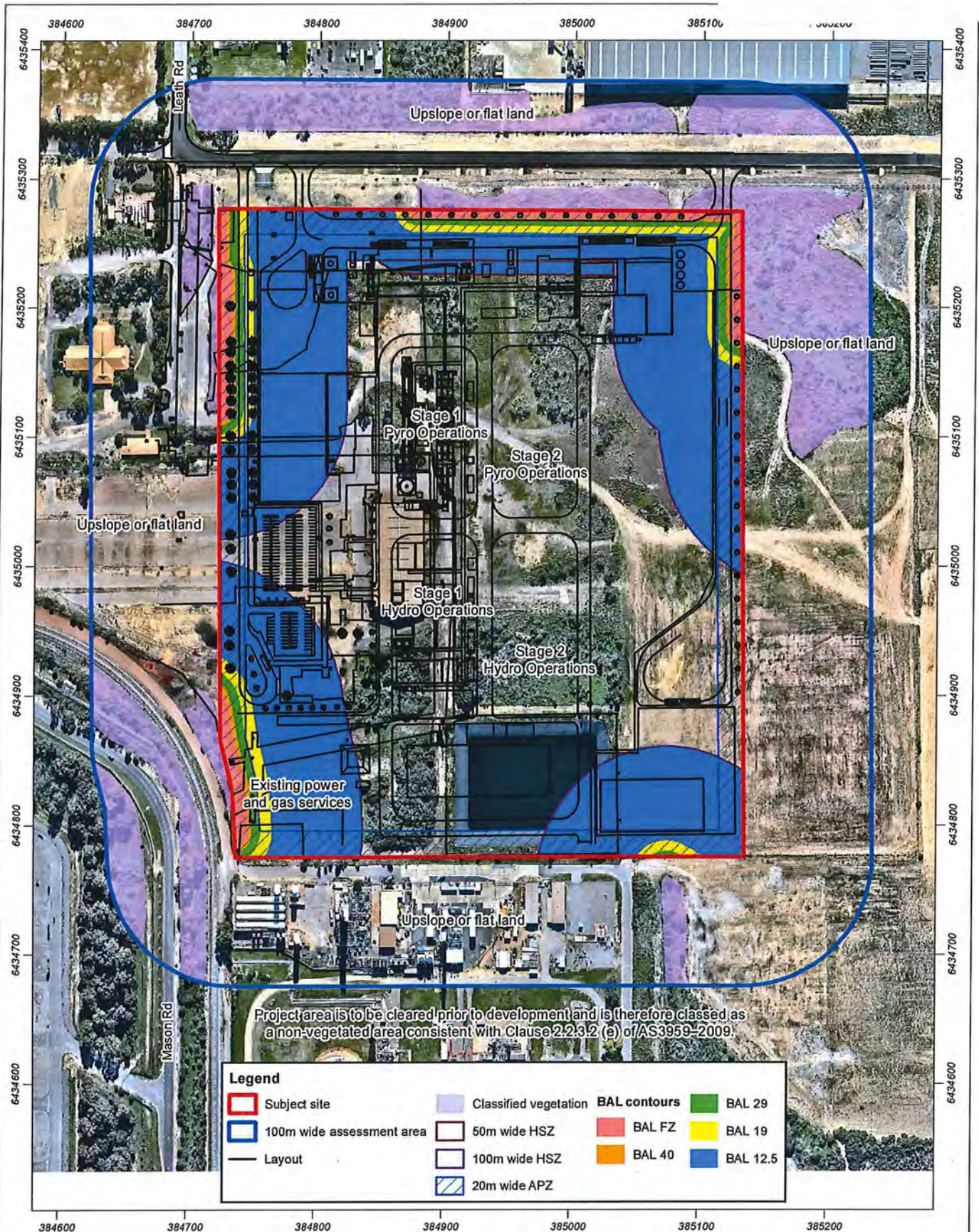


Figure 2: BAL contour assessment

Scale 1:4,000 at A4

0 20 40 60 80 m

Coordinate System: GDA 1994 MGA Zone 50

Note that positional errors may occur in some areas

Date: 17/08/2016

Author: JCrute

Source: Aerial Image: Neamap, flown 06/2016.

Existing cadastre: SLIP, Landgate 2016. Concept plan: Client 07/2016.

Path: Q:\Consult\2016\WSP\WSP16352\ArcMap_documents\1001\Rev0\WSP16352_01_M001_Rev0_F002.mxd



Form 1 - Responsible Authority Report (Regulation 12)

Property Location:	Lot 2 (46) Meares Avenue, Kwinana Town Centre
Application Details:	Proposed Bulky Goods Commercial Development
DAP Name:	Metro – South West
Applicant:	Rowe Group
Owner:	Santavale (Kwinana) Pty Ltd
LG Reference:	DA8681
Responsible Authority:	City of Kwinana
Authorising Officer:	Jessica Birbeck – Planning Officer – City of Kwinana
Department of Planning File No:	DAP/16/01078
Report Date:	2 August 2016
Application Receipt Date:	7 July 2016
Application Process Days:	60 Days
Attachment(s):	<ol style="list-style-type: none">1: Site Plan - SK012 A101 - June 20162: Building C Ground Floor Plan - SK012 A102 - April 20163: Building C Elevation Plans - SK012 A103 - April 20164: Visual Elevation Plan - SK012 A104 - April 20165: Tenancy 8 Ground Floor Plan & Elevation Plans - SK012 A105 - June 20166: Tenancy 9 Site Plan - DA01 REV A - June 20167: Tenancy 9 Floor Plan - DA02 REV A - June 20168: Tenancy 9 Elevation Plans - DA03 REV A - June 20169: Tenancy 9 Elevation Plans - DA04 REV A - June 201610: Tenancy 9 Drive Thru Order Station Details 1 - DA05 REV A - June 201611: Tenancy 9 Drive Thru Order Station Details 2 - DA06 REV A - June 201612: Tenancy 9 Drive Thru Order Station Details 3 - DA07 REV B - June 201613: Tenancy 9 Signage Plan & Details - DA08 REV A - June 201614: Tenancy 9 Signage Details - DA09 REV A - June 201615: Tenancy 9 External Finishes Schedule - DA10 REV A - June 201616: Tenancy 9 Proposed Landscape Plan - DA11 REV A - June 201617: Map of Location of submitters18: Schedule of Submissions

Officer Recommendation:

That the Metropolitan South West JDAP resolves to:

Approve DAP Application reference DAP/16/01078 and accompanying plans SK012-A101, SK012-A102, SK012-A103, SK012-A104, SK012-A105, DA01-REV A, DA02-REV A, DA03-REV A, DA04-REV A, DA05-REV A, DA06-REV A, DA07-REV B, DA08-REV A, DA09-REV A, DA10-REV A, DA11-REVA in accordance with Clause 6.1 of the City of Kwinana Town Planning Scheme No. 2, subject to the following conditions as follows:

Conditions

1. This decision constitutes planning approval only and is valid for a period of two years from the date of approval. If the subject development is not substantially commenced within the two year period, the approval shall lapse and be of no further effect.
2. The premises being kept in a neat/tidy condition at all times by the owner/occupier to the satisfaction of the City of Kwinana.
3. The applicant shall implement dust control measures for the duration of site works to the satisfaction of the City of Kwinana.
4. Landscaping areas, vehicle parking spaces, accessways and all other details as provided on the development plans are to be installed prior to occupying the proposed development and maintained thereafter by the owner/occupier to the satisfaction of the City of Kwinana.
5. The development being connected to a reticulated deep sewer to the satisfaction of the Water Corporation.
6. The proposed building walls being applied with anti-graffiti treatment to the satisfaction of the City of Kwinana.
7. Any graffiti, vandalism or damage to the proposed development shall be made good immediately by the landowner to the satisfaction of the City of Kwinana.
8. A minimum of 755 square metres of the subject site to be landscaped and maintained to a high standard to the satisfaction of the City of Kwinana. Details are to be provided in the landscaping plan referred to in Condition 10 below.
9. Shade trees are to be provided within car parking areas at a rate of 1 tree per 5 parking bays. Details are to be submitted in the landscaping plan outlined in Condition 10 below.
10. A Landscaping and Fencing Plan which outlines the proposed species and location of vegetation, proposed reticulation layout and colour, materials and finishes of any proposed fencing is required to be submitted to the City of Kwinana for approval within 90 days of the date of this approval and implemented to the satisfaction of the City within 60 days of the practical completion of construction.

11. The provision of 159 vehicle parking bays in accordance with Australian Standard AS2890, to be clearly marked on the ground and constructed of bitumen, brick or concrete and drained prior to occupation to the satisfaction of the City of Kwinana.
12. Prior to any part of the development being occupied, the owner shall:
 - a) Modify the existing public access easement over Lot 2 (No.46) Meares Avenue, Kwinana Town Centre to extend over the areas of car parking and all other trafficable areas (excluding the bays and trafficable area associated with Tenancy 9 shown within the red dashed area (lease area) on DA01 Revision A – Site Plan) within the proposed development;
 - b) Modify the existing deed with the City of Kwinana to extend over the areas of car parking on the whole site (excluding the bays and trafficable area associated with Tenancy 9 shown within the red dashed area (lease area) on DA01 Revision A – Site Plan) and ensure that the parking remains available for all tenancies and the public; and
 - c) The easement and deed document shall be prepared by the City's solicitors at the owner's cost and shall include all usual terms and conditions for agreements of this type.
13. The provision of an additional 5 bicycle parking spaces designed in accordance with Austroads Guide to Traffic Engineering Practice Part 14 – Bicycles 10.3 and AS2890.3, to the satisfaction of the City of Kwinana. Details being provided within 90 days of the date of this approval.
14. No goods or materials are to be placed or stored or offered for sale within car parking areas, access roads or on any footpath at any time. Storage of goods or materials shall be confined to designated service areas only.
15. All existing and proposed trafficked routes within the subject lot being sealed and drained to comply with City of Kwinana Trafficable Area Specifications.
16. Crossovers to be located and constructed to the specifications and satisfaction of the City of Kwinana.
17. All proposed pedestrian paths within the development are to connect into the existing network of public footpaths. Details shall be submitted to the City for approval within 90 days of the date of this approval and works carried out in accordance with the approved plan prior to occupancy.
18. The updated Signage Strategy for Stage 1 & 2 of Lot 1 & 2 Meares Avenue Kwinana Town Centre (dated 30/06/16) being implemented to the satisfaction of the City of Kwinana.
19. Signage is to be kept clean and free from unsightly matter including graffiti at all times by the owner/occupier to the satisfaction of the City of Kwinana.
20. Signage associated with a business is to be removed upon vacancy of the business
21. Rubbish bins are to be stored in the designated bin storage areas only. No storage of rubbish, recyclables or other stock within parking areas or access roads.

22. A Drainage Management Plan to be provided to the City for approval within 90 days of the date of this approval in accordance with Council's requirements demonstrating stormwater is able to be contained and disposed of on-site for the car parking, driveways and roofed areas.
23. Any proposed transformers, services, storage and deposit areas must be screened from view, air conditioners screened and/or located in areas with minimal impact on the public domain and television antennas or satellite dishes or such like to be located in roof space or as otherwise determined to the satisfaction of the City of Kwinana.
24. Any proposed hydrants, booster cabinets or tanks being suitably screened from view to the satisfaction of the City of Kwinana. Details being provided within 90 days of the date of this approval.
25. The development being suitably lit in accordance with Australian Standard AS4282 – Control of Obtrusive Effects of Outdoor Lighting. Details to be provided to the City as part of a Lighting Compliance Report which will demonstrate compliance prior to the lodgement of a building permit application to the satisfaction of the City of Kwinana.
26. The proponent is to submit to the City of Kwinana for approval prior to the submission of a building permit for the development a Waste Management Plan that details bin enclosure areas, bin storage areas and bin collection points in the development, written agreement allowing the City's waste contractors to enter the property to service bins, details of public liability insurance to cover damages and injury that may occur as the result of waste collections carried out by the City of Kwinana's contractor and to demonstrate that tenants will have access to bin enclosures and collection points when required by the City of Kwinana.
27. The side entry pit and street trees located within the area identified for the new crossover to Meares Avenue to be relocated at the cost of the landowner to the satisfaction of the City of Kwinana. Details being provided prior to the lodgement of a building permit application.
28. Prior to the lodgement of a building permit application the applicant shall submit, for approval, an Amended Acoustic Report and Noise Management Plan to the satisfaction of the City of Kwinana. The report and Noise Management Plan shall address the noise emissions and its ongoing management from the development on the site. The Noise Management Plan will demonstrate the means by which the applicant and tenancies will address any potential nuisance noise associated with the operation and use of the site and in particular, the Drive-In Takeaway Food Shops.
29. Prior to the lodgement of a building permit application the applicant shall submit, for approval, an odour management plan to the satisfaction of the City of Kwinana. The report shall detail the management of odour emissions from the fast food outlets.
30. Prior to the lodgement of a building permit application the applicant shall submit, for approval, a Construction Management Plan to the satisfaction of the City of Kwinana. The plan shall detail and address the construction program

(including but not limited to site opening and closing times, dust management, construction noise management) proposed for the development.

31. Suitable screening and/or landscaping is to be provided on the Meares Avenue frontage for each drive-through to minimise the extent of headlight spill and glare on the adjoining residential properties for the Drive-in Takeaway Food Shops of a height and appearance to the satisfaction of the City.

Advice Notes

1. The applicant is advised that all future development must be submitted to the City of Kwinana prior to the commencement of works or alteration of land use.
2. Should the applicant be aggrieved by the decision or any condition imposed, then an appeal should be lodged with the State Administrative Tribunal within 28 days of the date of this decision.
3. The applicant is further advised that this is not a building permit the City of Kwinana issues to enable construction to commence. A building permit is a separate Council requirement and construction cannot be commenced until a building permit is obtained.
4. The applicant should ensure that the proposed development complies with all other relevant legislation, including but not limited to, the Environmental Protection Act 1986 and Regulations, Health Act 1911 and Regulations, and the National Construction Code.
5. In respect to Conditions 4, 8, 9 and 10, it should be noted that the Kwinana Town Centre Master Plan and Design Guidelines include a schedule of plants for use for landscaping within the City Centre. The Landscaping and Fencing Plan should select plants from this schedule.
6. All tenancies proposing to carry out a food business must comply with the Food Act 2008 and Food Regulations 2009. An Application to Construct or Alter a Food Business and an Application for Notification or Registration of a Food Business shall be submitted to, and approved by, the City of Kwinana prior to the fit out of the tenancy.

Background:

Insert Property Address:	Lot 2 (46) Meares Avenue, Kwinana Town Centre
Insert Zoning MRS:	Urban
TPS:	Shopping / Business Zone – Commercial Precinct
Insert Use Class:	Showrooms, Drive-In Takeaway Food Shop
Insert Strategy Policy:	City of Kwinana – Kwinana Town Centre Master Plan and Design Guidelines
Insert Development Scheme:	City of Kwinana Town Planning Scheme No. 2 & 3

Insert Lot Size:	13683m ²
Insert Existing Land Use:	Stage 1 – Bulky Goods Commercial Development (constructed) (Lot 1 Meares Avenue) Stage 2 (Lot 2 Meares Avenue) - vacant site
Value of Development:	\$ 6 Million

Site History

Approval was issued by the Metro South-West JDAP on 11 February 2014 for proposed Bulky Goods Commercial Development, Stages 1 and 2 (DA7888, DP/13/00855) at Lot 28 Challenger Avenue & Lot 29 Meares Avenue, Kwinana Town Centre. The development comprised of 15 Showroom/Bulky Retail tenancies, a Swim School, Gymnasium, an Automotive Service Centre & a small Drive-In Coffee Shop.

In July 2014, the Western Australian Planning Commission (WAPC) issued a subdivision approval to amalgamate and re-subdivide Lot 28 and 29 (14989), as per the proposed lot boundaries identified in the Development Approval plans.

A Form 2 approval was subsequently issued by the Metro South-West JDAP on 13 August 2014 for the same development and site (DA7888-02, DP/13/00855). The application featured minor amendments to the Form 1 approval including amended building pad levels, parking configurations, building footprints and pedestrian crossings.

Subdivision clearance was issued on 25 September 2015 by the City of Kwinana. The new lots were created, amending the lot numbers of Lot 28 & 29 to Lot 1 & 2 Meares Avenue, Kwinana Town Centre.

A change of use application was approved by the City of Kwinana (DA8202) on 22 January 2016 for four tenancies within Stage 1 of the Commercial Development. The application proposed to reconfigure and change the uses of tenancies 4a, 4b, & 5b to a Medical Centre, Office, Showroom & Veterinary Clinic respectively.

Proposal

This application is for a Bulky Goods Commercial Development consisting of seven Showroom buildings and two Drive-In Takeaway Food Shops for Stage 2 of the Meares Avenue Commercial Development. One of the Drive-In Takeaway Food Shops is proposed to operate 24 hours. It effectively supersedes Stage 2 of the previous JDAP development issued in February 2014. That previous approval consisted of ten showroom buildings within Stage 2.

The applicant has advised that one of the Showroom tenancies is now to be potentially occupied by a 'Heath Studio' use and as such, is considered as part of this application.

Legislation & policy:

The legislative framework providing for the assessment and determination of the subject application is as follows;

Legislation

Metropolitan Region Scheme
City of Kwinana Town Planning Scheme No. 2
City of Kwinana Town Planning Scheme No. 3
Kwinana Town Centre Master Plan and Design Guidelines
City of Kwinana Draft Local Commercial and Activity Centres Strategy
State Planning Policy 4.2 – Activity Centres for Perth and Peel

Consultation:

Public Consultation

Table 1 of the City of Kwinana's Town Planning Scheme No 3 classifies the proposed uses 'Showroom', 'Drive-In Take Away Food Shop' & 'Health Studio' as Permitted ('P') uses. Given the classification of the uses under Town Planning Scheme No. 3 (TPS 3) as P, the City would not normally advertise the proposal. In this instance however, given the scale of this proposal and the fact that the proposal significantly differs from the original approvals with the inclusion of two Drive-In Take Away Food Shops, the City has decided to advertise the proposal to the adjacent residential property owners.

The City advertised the proposal to the residential properties on the eastern side of Meares Avenue, between Chisham Avenue and Challenger Avenue. The proposal was referred to these property owners on 20 July 2016 for a period of 21 days, with submissions due on or before 11 August 2016.

During this period a total of four submissions were received. The location of the lots from whom submissions were made, and, the Schedule of Submissions can be found in Attachments 17 and 18. The key issues are discussed later in this report.

Planning assessment:

The application has been considered by the City against a range of documents applicable to the development, including the City's Town Planning Schemes and the Kwinana Town Centre Master Plan and Design Guidelines. The City has two Town Planning Schemes. TPS 3 applies to the City Centre area and Town Planning Scheme No. 2 (TPS 2) applies to the remainder of the land within the Kwinana district. Whilst the site is outside the scheme area of TPS 2, Clause 1.7 of TPS 3 states that;

"The provisions of the Scheme are in addition and complementary to the provisions of the Operative Town Planning Scheme published in the Government Gazette and controlling development throughout the entire Municipal Area.

All of the provisions of the Operative Town Planning Scheme shall continue to apply to the 'Scheme Area' except that where there is inconsistency between the specific provisions of the operative Town Planning Scheme and 'the Scheme', the Scheme shall prevail."

Therefore, the City is also considering the provisions of TPS 2, so far as the Scheme is applicable, to assess the proposed development.

TPS 3

The subject site is zoned Shopping/Business under TPS 3 and located in the Commercial Precinct of the Town Centre. The objectives of the Shopping/Business zone are identified as, *“To accommodate retail and commercial use and development necessary to meet the district level shopping needs of the community.”*

The proposed uses ‘Showrooms’, ‘Drive-In Takeaway Food Shop’ and ‘Health Studio’ are permitted uses under the Scheme. As well as segregating land into zones, TPS 3 also has a number of policy precincts. In relation to the policy precincts within the Scheme, Clause 4.2.1 of TPS 3 states;

“Council when considering proposals to use and develop land or buildings within precinct areas shall have regard to Table 1, stated Precinct Land Use Policies and Predominant Uses listed hereafter and also the Town Centre Strategy Plan, Scheme Area Policies and Scheme development requirements referred to in Part III of the Scheme. In the case of subdivision proposals, Council shall have regard to the Precinct Policies when making a recommendation to the Western Australian Planning Commission.”

And goes on to state that Council;

“may grant approval to uses and development or classes of uses and development not listed as Predominant Uses provided that Council is satisfied that the proposals are consistent with Precinct Land Use Policies.

Council in considering proposals for uses not listed as Predominant Uses within a specific precinct shall have regard to uses listed as Predominant Uses in other precincts and shall be satisfied that approval does not undermine the viability or level of service of these Predominant Uses, whether existing or planned.”

The subject site is located within the Commercial Precinct. Clause 4.5.8.1 of TPS 3 identifies the predominant land uses within the Commercial Precinct as follows;

- Boat Sales
- Funeral Parlour
- Open Air Display
- Service Station
- Trade Display
- Bulk Retail
- Offices
- Service Industry
- Showrooms
- Vehicle Sales
- Veterinary Clinic
- Warehouse

The main use of the development is a showroom use which is a predominant use within the Commercial Precinct. The other proposed uses on Stage 2 of the site is Drive-In Takeaway Food Shop and Health Studio. Whilst a Drive-In Takeaway Food

Shop is not a predominant use with the Commercial Precinct, the use is a permitted use within the Shopping/Business zone.

TPS 3 does indicate that the Market Square and Entertainment/Eating House Precincts (situated along Chisham Avenue – eg 'Main Street') are the most appropriate precincts for food outlets to be located. The key focus on those precincts however is for 'walk in' restaurants and café uses rather than vehicle based 'drive through takeaways' which are generally not as well suited to those Precincts. City Officers do not believe approval for these uses would detract from development in other Precincts and is not in conflict with the precinct land use policies.

The applicant has advised that one of the showroom tenancies are to be potentially occupied by a Health Studio use, although the specific tenancy has not yet been confirmed. As such, the Health Studio use is to be considered as part of this application. Under TPS 3, a Health Studio, although not listed as a predominant use, is a permitted use within the Shopping/Business zone. The City considers that a Health Studio is appropriate use within the development in the context of the Town Centre.

TPS 3 – Access and Traffic Movement

Clause 5.4.8.2 of TPS 3 states *"No lot within the Commercial Precinct shall be served by more than one driveway to Meares Avenue."* Presently, there are two crossovers from the commercial development to Meares Avenue, one for Lot 1 (Stage 1) and one for Lot 2 (Stage 2). This complies with TPS 3. The proposal features an additional crossover to Meares Avenue at the northern boundary of Lot 2 for service vehicle access.

In this regard, the City's Traffic Engineers have considered the revised Transport Impact Assessment Report submitted by the applicant and support the conclusion of that Report that the 'development proposal has no significant adverse impact on the capacity or safety of the surrounding road network'

They are satisfied with presence of a service vehicle access. As part of the recent upgrades to Meares Avenue however, a pedestrian crossing, pram ramp and side entry pit have been constructed in the road reserve towards the northern boundary of Lot 2. The road upgrade plans were based on the original designs for the Meares Avenue Bulky Goods and Commercial Development which, at the time, only showed two entry points to the site.

The proposed additional crossover for service vehicles conflicts with the side entry pit and will result in the removal of two recently planted street trees. The City has liaised with the applicant on this issue who agreed to the relocation of the entry pit and street trees. A condition has been recommended to this effect.

Town Planning Scheme No. 2

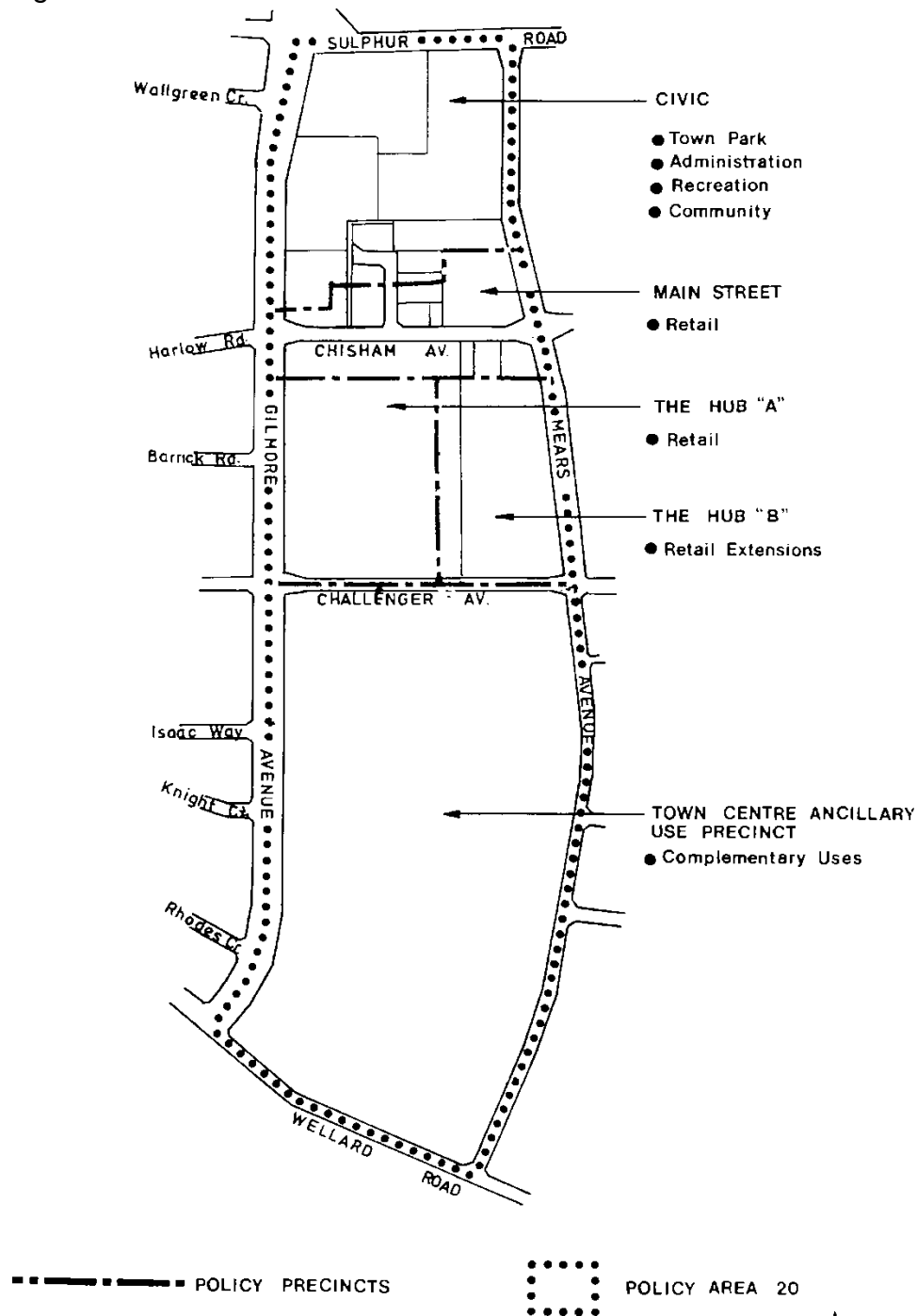
As stated previously, both TPS 2 and TPS 3 are applicable to the subject site. The objectives and land use permissibility of TPS 3 have been outlined above. The subject site is also included in Policy Area 20 under TPS 2, which states;

"Area 20 - Kwinana Town Centre

Whereas the district centre has been established and whereas population levels could double with the development of Leda and whereas a wide range of community, cultural, commercial, recreation and administrative facilities need to be located in a convenient central location the following planning policy shall apply:

- (a) Development of district level facilities shall be encouraged in accordance with the Kwinana Town Centre Strategy Plan (as amended) adopted by Council;*
- (b) The policy area shall be divided into the following precincts;*
 - * Civic Precinct shall contain Council administration, offices, community and cultural facilities, town park and recreation facilities,*
 - * Main Street Precinct shall contain retail shopping and associated commercial uses consistent with the concept of the traditional shopping street,*
 - * The Hub 'A' Precinct shall contain the retail and other commercial core of the district,*
 - * The Hub 'B' Precinct shall contain retail and other commercial expansion,*
 - * Town Centre Ancillary Use Precinct shall contain uses ancillary and complimentary to district centre functions and shall be the subject of an overall use and development control plan approved by Council prior to subdivision and development.*
- (c) Subdivision design and works associated with subdivisional development shall be carried out in such a manner as to ensure minimal destruction of existing vegetation considered by Council to be worthy of preservation."*

Figure 1



KWINANA TOWN CENTRE POLICY AREA - PRECINCTS

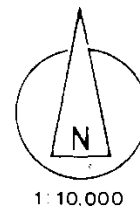


FIG.
2

Figure 1 shows the policy area precincts within the City Centre. As seen, the subject site is located within the 'Hub B Precinct' which is identified for retail and commercial expansion. This proposal for Showrooms, 'Health Studio' and Drive-In Takeaway Food Shops are considered to be generally in keeping with the policy statement for the Hub B Precinct.

Town Centre Master Plan and Design Guidelines and the discrepancies with TPS 3.

Policy Area 20 of TPS 2 encourages development within the area to be in accordance with the Kwinana Town Centre Strategy Plan.

The City is reviewing the adopted Kwinana Town Centre Master Plan and Design Guidelines (the Kwinana Town Centre Strategy Plan) and has engaged consultants, Hames Sharley to undertake this work. It is completed to a point where, subject to current analysis of parking requirements, it is ready for advertising for public comment. The review takes account of and incorporates the approval by the JDAP in 2014 for the Bulky Goods Commercial Development for Lot 28 Challenger Avenue and Lot 29 Meares Avenue (Stages 1 and 2) and the subsequent amendments.

The previously adopted version of this document, the current Kwinana Town Centre Master Plan and Design Guidelines is shown on Figure 2. The Master Plan provides an overall development framework for the City Centre. The Master Plan includes a concept plan for the commercial centre, as well as precincts to the north (Educational Precinct – Kwinana High School) and to the south (Challenger Precinct – E26). The plan also includes urban design and building guidelines for development within the area.

It is important to note that the objectives of the Master Plan for the subject site, to provide residential uses along Meares Avenue, differs significantly from TPS 3 which promotes Retail/ Commercial development. There is a discrepancy then between land uses identified by the Master Plan and TPS 3.

This reflects the fact that TPS 3 had never been amended to reflect the Master Plan. This was a result of the City's uncertainty about the best use of this area of the City Centre and, whether the 'Hub B Precinct' with its retail and commercial capacity may in fact, be of greater benefit to the prosperity of the City Centre in that capacity than residential uses. In 2014, the then Council and JDAP determined to support the application for Bulky Goods and Commercial Development at the site, effectively determining this matter.

Notwithstanding that decision and the ongoing review, it is still appropriate that this application be considered against the Master Plan and Design Guidelines.

In this respect, whilst Clause 2.1.1 of TPS 3 states that land uses occur generally in accordance with the Town Centre Master Plan, the Scheme allows discretion to seek variance from the Master Plan (Clause 2.1.2) provided the development does not detract from the objectives of the Scheme.

TPS 3 states the objectives of the scheme are as follows:

- (a) providing development controls for the purpose of securing and maintaining an orderly and properly planned development of land within the Scheme Area;*

Figure 2

THE CONCEPT PLAN

The more detailed concept plan of Figure 5 is based on these objectives and design principles. This plan is illustrative only, showing a general layout of streets, public spaces and building footprints which meet the intentions for development of the Town Centre. The final form of buildings and open spaces may differ from those shown here, but they must maintain the essential qualities outlined in the following description of the eleven development principles and the more detailed design guidelines for each of the three precincts presented in the next section of this manual.

Figure 5:
Town Centre illustrative plan



(b) implementing the development proposals contained in the Town Centre Strategy Plan adopted by Council.

Clause 1.8 of TPS 3 defines the Town Centre Strategy Plan as a plan which *guides development with the City Centre, dealing with broad land use precincts, movement systems and spatial layout*. This definition does not suggest that the Master Plan should determine land use permissibility, but rather “guide development” by the identification of broad land use precincts.

In addition to those objectives already outlined, TPS 3 also provides objectives for each zone within the City Centre area. The objective for the Shopping/Business zone, in which the proposal is located, is stated as: *To accommodate retail and commercial use and development necessary to meet the district level shopping needs of the community*. Part 4 of Scheme goes on to deal with precinct use and development requirements. Section 4.2 includes provisions which deal with land use within precincts. These state:

4.2.1 Council when considering proposals to use and develop land or buildings within precinct areas shall have regard to Table 1, stated Precinct Land Use Policies and Predominant Uses listed hereafter and also the Town Centre Strategy Plan, Scheme Area Policies and Scheme development requirements referred to in Part III of the Scheme. In the case of subdivision proposals, Council shall have regard to the Precinct Policies when making a recommendation to the Western Australian Planning Commission.

4.2.2 Council may grant approval to uses and development or classes of uses and development not listed as Predominant Uses provided that Council is satisfied that the proposals are consistent with Precinct Land Use Policies.

4.2.3 Council, in considering proposals for uses not listed as Predominant Uses within a specific precinct shall have regard to uses listed as Predominant Uses in other precincts and shall be satisfied that approval does not undermine the viability or level of service of these Predominant Uses, whether existing or planned.

The predominant uses within the Commercial Precinct include Showroom uses, but no form of residential use which are X Uses.

Given the lack of any type of residential use being a predominant use within the Commercial Precinct and given the above objectives of the Shopping/Business Zone, it is difficult to determine how the residential use envisaged by the Master Plan can be implemented.

The City also notes that Showroom, Health Studio and Drive-in Takeaway Food Shop uses are permitted uses under the Scheme. A permitted use is a use which is permitted provided the development complies with any relevant standard of the Scheme or any imposed conditions. Leaving aside the provisions of the Scheme which embrace the Master Plan, a Showroom, Health Studio and drive in Takeaway Food Shop is a suitable use in the Shopping/Business zone.

As discussed, the JDAP decision in 2014 has in effect, considered the above matters and determined that Bulky Good and Commercial Development is appropriate. The

current review of the Kwinana City Centre Masterplan Review is incorporating this position.

One of the objectives of the current Master Plan which is directly relevant to the development proposal is that development fronting Parmelia (on the eastern side of Meares Avenue) should be sympathetic to the existing residential development and provide a desirable streetscape to the western side of Meares Avenue.

In this respect, it is important that the amenity of the residents on the eastern side of Meares Avenue be considered. In this regard, the following considerations are made:-

- 1) City Officers have discussed the issue of setbacks to the existing residential areas with the applicant and the development has been designed to ensure the Drive-In Takeaway Food Shops are setback as far away as possible from Meares Avenue. The development, at its closest point, is setback 13 metres from the Meares Avenue boundary and the road verge in front of the subject site is also 15 metres wide providing further separation. In all, after taking account of the full road reserve and residential setbacks, there is a separation of about 50 to 55 metres from the Drive-In Takeaway Food Shops and the residential dwellings (and further for the showroom uses).
- 2) There are level differences which assist to reduce light spill from the development, particularly vehicle lights as the ground levels of the Stage 2 site is 1.5 to 1.8 metres lower than the Meares Avenue road reserve and residential dwellings on the east side of Meares Avenue. The level differences are greater on the southern side of the site and decrease further north. This will assist to reduce headlights light from vehicles using the Drive-In Takeaway Food Shops. In addition, the City has also been in discussion with the applicant about fencing and landscaping atop the retaining wall for the drive through sections of the Drive-In Takeaway Food Shops to provide additional screening benefit. A condition has been included to this effect.
- 3) City Officers are recommending a number of conditions focused on limiting the off site impacts of noise, lighting and odour associated with the commercial development on an ongoing basis and during construction. One of these refers to the need for a Noise Management Plan which focuses on the operation of the Drive –In Takeway Food Shop proposed to operate 24 hours. City Officers did consider the merits of a 24 hour operation (as to whether there is cause to include a condition reducing the hours of operation). Officers did note however the advice of the applicant that the operator has a number of stores throughout Perth that are open for 24 houres. It is however not their usual practice to operate the dining room for 24 hours. The common operating hours for the dining room is between 5 or 6am - 10 or 11pm. Further, officers were cognisant of the location of the shop within an area set aside under the Scheme for Shopping /Business and a Commercial Precinct.

High standards of landscaping are also being required as part of the development and along the Meares Avenue road reserve verge which will soften the impact of the development and in time, provide screening and visual benefits.

It is also worth noting that as part of the ongoing review of the City Centre Masterplan being undertaken by consultants, Hames Sharley, (which takes account of the

previous approvals for Bulky Goods and Commercial Development at the subject site), the City is contemplating the potential rezoning of the lots along Meares Avenue (directly opposite commercial development) to allow some professional office / commercial uses in addition to existing residential uses.

Development Standards

The following tables list the relevant provisions under TPS 2 and 3 and the Kwinana Town Centre Master Plan which apply to this application. It is important to note, whilst the subject site is not located within the boundaries of TPS 2, Clause 1.7 of TPS 3 states that the provisions of TPS 2 continue to apply within the Kwinana City Centre. However, if there is a discrepancy between the provisions of the two schemes, TPS 3 shall prevail.

Table 1 TPS 2 - Summary

Provision	Requirements	Planning Comment
6.3.1, Table II - Setbacks	Town Centre - Minimum setbacks to be: Front: 6 metres Side: 1.5 metres Rear: 0 metres Secondary Street: 0 metres	Proposed: Front setback:13m Side setback:5m Rear setback: Nil Complies.
6.5 – Kwinana Town Centre	<ul style="list-style-type: none"> - Grouping of buildings shall be designed to produce an integrated layout - Buildings shall be of complementary design - Building Design and Layout shall make provision for future advertising to be in keeping with the architectural character of the development - Provision of planting and landscaping to enhance the environs 	<p>Buildings are grouped and provide an integrated layout, with buildings being of similar design.</p> <p>Signage panels are included in the proposal to promote signage appropriate to the scale and character of the buildings.</p> <p>Landscaping is provided to the boundaries of the development.</p>
6.5.1 – Plot Ratio	Showroom – 1.5 Others – as determined by Council	The development proposes a total plot ratio of 0.326 on Lot 2 (total floor area for tenancies 1-9 is 4466m ²), which complies with the requirements for Showrooms. In regards to the Drive In Takeaway Food Shop use, the City considers the proposed plot ratio is appropriate for the site, given its context within the City Centre area.

6.5.4 – Car Parking	- Parking being designed, constructed and maintained in accordance with Part VII of the Scheme.	See section on parking below.
6.5.5 – Loading and Unloading	- Where areas for loading/unloading are to be provided they shall be provided and maintained in accordance with the approved plan relating thereto.	Loading areas are provided for each building. The application is also conditioned that the premises shall be kept neat and tidy at all times.
6.5.6 – Site Coverage and Setbacks	- Council may permit site cover up to 100% and a setback variation to zero subject to matters relating to access, car parking, circulation, servicing, loading and unloading and other matters which Council in its absolute discretion may take into consideration.	Stage 2 of the development only proposes site coverage of 32.64%, with zero setbacks to the rear boundary. The City is satisfied that these other matters have been addressed and deems the site coverage and setbacks therefore comply with this provision.
6.5.7 – Landscaped Areas	<p>- One twelfth of the lot shall be designed, developed and maintained as landscaping and shall retain existing vegetation identified by Council.</p> <p>- Where, in the opinion of Council, sufficient landscape features exist in the lot or nearby streets and reserves, the landscaped area may be reduced by up to 50%.</p> <p>- Existing vegetation in excess of 1.8 metres in height within the specified landscaping areas shall be retained in good order provided that it does not interfere with the orderly or proper planning of the development or pose a threat to the safety of the development or to the public.</p>	<p>This landscaping provision in TPS 2 is superseded by the landscaping provisions of TPS 3 which specifies 8% for the City Centre.</p> <p>Approximately 5.5% of the site is proposed to be landscaped. In addition, the 15m verge strip on Meares Avenue is currently landscaped. The City is satisfied with the landscaping proposed for the site.</p> <p>In regards to retention of existing vegetation, existing trees have been retained and are identified in the site plan. This includes a cluster of larger trees towards the Meares Avenue boundary.</p>

Table 2 TPS 3 - Summary

Provision	Requirements	Planning Comment
3.1 – General Scheme	<p>3.1.1.1 - Building design and layout shall generally accord with the Kwinana Town Centre Design Guidelines adopted by Council (as amended from time to time) and Council shall have regard for the guidelines when assessing development proposals.</p> <p>3.1.1.2 - Building setback shall be at the absolute discretion of Council (except in the case of residential development) and Council shall have regard for the following when approving setbacks:</p> <ul style="list-style-type: none"> (a) to ensure that no buildings are constructed over designated internal accessways which impede directly or indirectly vehicular or pedestrian movement along designated routes; and (b) Council has discretion to determine setbacks having regard to matters dealt with under the Kwinana Town Centre Design Guidelines, referred to in clause 3.1.1.1. 	<p>Refer to Table 3 below regarding Town Centre Design Guidelines discussion.</p> <p>Zero lot wall setbacks are proposed as part of the development as discussed previously. The City is satisfied that the other requirements have been addressed and the developments setbacks comply. The proposed Drive-In Takeaway Food Shops are setback a minimum of 13 metres from the eastern lot boundary (Meares Avenue) with an overall setback from residential dwellings from 50 to 55 metres. .</p>
3.2 – Site Coverage and Setbacks	In determining the site coverage and set backs of any development other than residential development, Council may permit site coverage of up to 100 percent and a set back variation to zero subject to it first being satisfied on matters relating to access, car parking, circulation, servicing, loading and unloading and other matters which Council in its absolute discretion may take into	As discussed above for 6.5.6. The City is satisfied that these considerations and requirements have been addressed and the proposed site coverage and setbacks of the development comply with this provision or are satisfactory under discretion.

	consideration, including design guidelines referred to in clause 3.1.1.1.	
3.3 - Lighting	- Lighting within car parking and landscaped areas where light fixtures are detached from buildings shall be of a consistent standard and conform to Council's specification.	The development plans do not include lighting details. The application has been conditioned that the car parking areas and pedestrian walkways be suitably lit, with details being provided to the satisfaction of the City.
3.4 - Fencing	Fencing shall be in accordance with the Kwinana Town Centre Design Guidelines.	See Table 3 below regarding Design Guidelines discussion.
3.5 - Landscaping	<ul style="list-style-type: none"> - Council's objective in specifying and controlling landscaping standards within the Scheme Area is to promote a distinct identity and character for the Town Centre. - Site planning and building layout should secure the preservation of significant vegetation and in particular tall Tuarts. - Landscaping of individual developments shall be consistent with an overall landscaping strategy adopted by Council and centred around the use of existing vegetation. All developers shall lodge detailed landscaping plans for Council approval prior to the commencement of development. - Council may require that individual trees or groups of trees are retained and no person shall remove such designated vegetation without the prior written consent of Council. - Vehicle parking areas shall be landscaped with shading 	<p>As discussed previously, some tuart trees are to be retained as part of the landscaping where possible on the site.</p> <p>Whilst a detailed Landscaping Plan has not been included with the application, the recommendation does include a condition to require a Landscaping Plan to be submitted to address these matters.</p> <p>A number of trees have been retained on Lot 2 which are shown on the site plan. This was a condition of the first development application encompassing Stages 1 & 2.</p> <p>The City is also recommending a condition requiring shade trees to be provided within parking areas in accordance with the Scheme. Additional screening landscaping is required also to assist minimise the impact of vehicle lights at the drive in takeaway uses.</p> <p>The Kwinana Town Centre Master Plan and Design Guidelines include a schedule of plants which may be used for landscaping within the City Centre. An advice</p>

	<p>vegetation so that a vegetation island is situated between not more than 5 grouped vehicle parking bays.</p> <ul style="list-style-type: none"> - Council may specify a schedule of vegetation to be used in individual landscaping plans. - Developers may be required to provide a performance bond to Council, to an amount estimated by Council necessary to install landscaping and parking areas and shall be refunded upon installation of the required works to the satisfaction of Council. - In considering development applications for land within the Scheme Area an area of at least 8% of the lot shall be designed, developed and maintained as a landscaped area and shall include existing vegetation identified by Council, except in the case of residential development. - Where, in the opinion of Council, sufficient landscape features exist in the lot or nearby streets and reserves, the landscaped area may be reduced by up to 50%. - Existing vegetation in excess of 1.8 metres in height within the specified landscaping areas shall be retained in good order provided that it does not interfere with the orderly or proper planning of the development or pose a threat to the safety of the development or to the public. - Service areas of buildings within the Scheme Area shall be screened by native shrubs. - Council may specify a schedule of vegetation species to be used in landscaping of development. 	<p>note has been made in the recommendation to the effect that the Landscaping and Fencing Plan must take account of this. The condition referring to the application has been conditioned that a landscaping plan be submitted, with proposed species being selected from this schedule within the Design Guidelines.</p> <p>The landscaping proposed on the site plan is approximately 755m² (5.5%). The 15m verge strip on Meares Avenue is also currently landscaped.</p> <p>A 4m landscaping strip is proposed abutting the northern boundary which will provide for some screening to the service areas to the rear of the showroom buildings.</p>
3.6 – Parking and Drainage	<ul style="list-style-type: none"> - Car parking areas shall be constructed, sealed, kerbed and drained to Council's specifications. 	<p>The application has been conditioned to address both these requirements.</p>

		<ul style="list-style-type: none"> - Drainage from roofed and paved areas shall be disposed of on site to Council's specifications. 	<p>The City has also recommended that a condition for a Drainage Management Plan be provided to demonstrate compliance with the City's specifications.</p>
4.5 Shopping/Business Zone	–	<ul style="list-style-type: none"> - The zone should generally accommodate and consolidate convenience, retail and other commercial core uses. - Provision shall be made for pedestrian/cyclist crossing installations and treatment at major internal thoroughfares, with priority assigned to pedestrians and cyclists. - Landscaping of parking areas should be based upon a theme which employs continuous vegetation strips within parking areas generally parallel to surrounding roads. 	<p>The City supports the development of showroom/bulk retail uses on the subject site.</p> <p>The proposed uses are permitted within the Shopping/Business Zone. Showrooms are a predominant use within the Precinct.</p> <p>The development is consistent with the principles of orderly and proper planning and it is not foreseen that the development will detract from the amenity of the area. The development is of a good quality and contains a number of architectural features to present a vibrant and suitable facade from surrounding streets.</p> <p>Given the scale of the proposed buildings, the development is also setback a considerable distance from the primary street and screen landscaping is provided within the frontage to soften the impact of the development and car parking areas.</p> <p>Pedestrian Crossing facilities are provided throughout the development.</p> <p>The development provides landscaping in continuous strips adjacent to surrounding roads. Shade trees are provided throughout the remainder of the parking area.</p>

<p>4.5.8 – Commercial Precinct</p>	<ul style="list-style-type: none"> - Subdivision and development within the Commercial Precinct should be designed so as to minimise the number of driveways from commercial premises to Meares Avenue and Council shall have regard to this requirement in recommending to the Western Australian Planning Commission in respect of subdivision proposals. - No lot within the Commercial Precinct shall be served by more than one driveway to Meares Avenue. - In determining setbacks within the Commercial Precinct, Council shall have regard to the likely impact of development on residential development. 	<p>A Traffic Impact Assessment Report (updated from the JDAP Development Approval in 2014 for the site) was submitted with the application detailing the impacts on traffic to the area. The City's Engineering Team have reviewed the document and are satisfied with the findings of the report that the 'development proposal has no significant adverse impact on the capacity or safety of the surrounding road network'</p> <p>Currently, Lots 1 & 2 are each being serviced by a separate driveway. A second crossover is proposed to Lot 2 at the northern boundary for service vehicle access. A condition has been recommended for the proponent to relocate the side entry pit and street trees that are conflicting with the proposed entry. As the entry is proposed for service vehicles only, the City considers the additional crossover to be acceptable.</p> <p>In regards to setbacks, the City has discussed the issue of setbacks to the existing residential area with the applicant and development has been designed to ensure buildings are setback as far away as possible from Meares Avenue. The development, at its closest point, is setback 13 metres from the Meares Avenue boundary with an overall setback from residential dwellings from 50 to 55 metres. ..</p>
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Table 3 – Kwinana Town Centre Master Plan and Design Guidelines Summary

Provision	Requirements	Planning Comment
Design Principles (predicated on largely Residential development within the subject area)		As these provisions are predicated on residential development or mixed use development within this Precinct , their immediate relevance to this application is somewhat limited. Nonetheless, City Officers have sought to address the provisions and make relevant to this application.
4 – Connecting the Neighbourhoods	- City Centre area should be permeable with a sound network of streets and pedestrian paths	<p>The Master Plan identifies the subject site for primarily residential uses, which are envisaged to be developed around a new network of east west streets to provide more permeability into the Civic Marketplace superblock.</p> <p>The proposed development does not contain a residential component and instead is in keeping with the commercial land uses specified in TPS 3. Given the type of development proposed, the application does not propose a network of streets through the site. The development is primarily for bulky goods showrooms, which require vehicle access and parking in close proximity to the shops. The development is therefore orientated around a car park, rather than a series of streets.</p> <p>The development does however provide a network of pedestrian paths, to allow access from the surrounding roads into the development.</p>
5 – Improving Retail Function	<p>- Access to parking should be clearly visible, but where possible, screened from view to minimise the impact of large expanses of parking</p> <p>- Shared parking arrangements should be considered.</p>	<p>Access to parking is clearly visible.</p> <p>Landscaping is provided throughout the development to break up the large expanses of parking and screen the car parking for surrounding streets.</p>
7 – Improve Meares	- The wide verge and occasional stands	A wide landscaping strip is provided on the Meares Avenue frontage

Avenue streetscape	<p>of mature vegetation presents an opportunity to create an elegant streetscape, with an appropriate transition from commercial to residential uses.</p> <p>- Development on the west side of Meares Avenue should be therefore primarily residential, in types and densities that relate to the existing housing across the street.</p>	<p>and where possible, trees within this area will be retained.</p> <p>As discussed previously the development is not residential, however the design has sought to provide a buffer and reduce impacts to the existing dwellings on Meares Avenue through the use of screen fencing and landscaping, increased setbacks, approval conditions for noise, odour and lighting. Level differences will also assist in this regard, particularly for lighting.</p>
Urban Design Guidelines (predicated on largely Residential development within the subject area)		See above comments.
1.2 (h)	<p>- At least two entries to the development between Chisham and Challenger Avenues are to be provided.</p> <p>- One or more of these should continue as a pedestrian path into the Market Place Shopping Centre.</p>	<p>The development provides two entry points off Meares Avenue to Lot 2.</p> <p>A pedestrian path has been provided through the development into the Market Place Shopping Centre.</p>
Building Guidelines		
4.2 (a)	<p>- Traditional pitched rooves preferred.</p> <p>- Skillions, saw tooth and curved rooves may be approved.</p> <p>- On Chisham Avenue, flat rooves behind parapets are encouraged.</p>	<p>The development is of a commercial nature and made up of tilt panel concrete buildings, which presents a concealed roof to the streets, located behind a parapet. Given the type and style of development is larger scale showroom buildings the City considers the roof design to be satisfactory. Whilst a pitched roof would add architectural interest to the buildings, other features are provided on the elevations to enhance the buildings.</p>

4.2 (b)	<ul style="list-style-type: none"> - Building facades, on all sides shall promote a sense of human scale. - Blank walls should be avoided and will not be permitted on streets or public spaces. 	The showrooms, health studio and drive-in takeaway food shops present a suitable facade to the streets and public realm, with an appropriate level of detail and glazing to the frontages.
4.2 (c)	<ul style="list-style-type: none"> - Main entry to building should be clearly identifiable with a pediment awning or recess as appropriate to the overall composition of the façade. 	Entries to the buildings are clearly defined and awnings provided to provide shelter for pedestrians.
4.2 (c) [sic]	<ul style="list-style-type: none"> - Balconies, awnings and verandahs are encouraged. - Projections beyond the lot boundary must not interfere with street trees. - A clearance of 3.3 metres to be provided. 	<p>Awnings provided with a clearance of approximately 2.7 metres.</p> <p>This height is the norm for commercial building verandahs and the acceptable height for signs and fixtures above a footpath under the City's Local Law. The City has discretion and believes this height is appropriate and will not affect the building design or impede access.</p>
4.3 (a)	<ul style="list-style-type: none"> - Masonry is the preferred building material. - Metal panels may be used as decorative accents or feature panels 	The application complies with these requirements.
4.3 (b)	<ul style="list-style-type: none"> - Acceptable roof materials include: clay tiles, copper, zinc, natural or reconstituted slate, colourbond steel and zincalume custom orb. 	The proposed buildings have concealed roofs which are not visible to the surroundings.
4.3 (c)	<ul style="list-style-type: none"> - No reflective materials are permitted on walls, rooves and reflective or obscured glass in windows and doors is prohibited. 	None are proposed.
4.4 (b)	<ul style="list-style-type: none"> - Shopfronts should be highly articulated, with bay windows and recessed doorways to add interest. - Predominant material of the shop front should be glazing. 	Whilst the buildings do not provide a high level of articulation along the length of the building, features are provided on the building front to provide interest and break up the monotony of the frontage. These elevations are considered suitable for this form of development.

		Glazing is the predominant material on the shop front.
4.4 (c)	- Tenancy signage shall be integrated into the design of the building.	The development complies with this requirement.
4.4 (d)	- Roller shutters are not permitted unless they provide a clear view of the shop when closed and are concealed when open.	None proposed.
4.5 (d)	<ul style="list-style-type: none"> - Permissible sign types include: - Panel attached to buildings, - Projecting or hanging signs, - Awning or fascia signs, - Window signs applied directly to the glazing, - Sandwich board signs for ground floor food and beverage shops. 	<p>The applicant has submitted an updated signage strategy to include Stage 2 of the development.</p> <p>Indicative signage panels are shown for each of the showroom tenancies which are to be affixed to the buildings above the awnings.</p> <p>Signage details have also been provided for the two drive-in takeaway food shop tenancies. Tenancy 8 is proposed to have signage on the side of the building and above the awning/windows. Tenancy 9, which is to be occupied by Hungry Jacks, has a number of signs on the building facade, a 8m x 3m pylon sign which is proposed towards the front boundary of the property fronting Meares Avenue, and various other directional signage in close proximity to the building within the carpark and drive through. Details of the above signage can be seen in the attached plans.</p>
4.5 (e)	<ul style="list-style-type: none"> - Tenancies may have two signs for ground floor tenancies, and one sign for upper floor tenancies. - Shared signage preferred. 	<p>Tenancies 4, 5 & 6 have one sign each. Tenancies 2 & 7 have 2 signs each. Tenancy 1 has 3 signs. The additional sign is considered acceptable for Tenancy 1, which is located on the corner of the building, given the size of the tenancy and the location of the signs. The sign is not seen to negatively impact the development.</p> <p>In addition to the above, 5 'life posters' and 2 signs advertising the Commercial Centre are also proposed on the building facade.</p>
4.5 (f)	- Horizontal signage max sizes = 600mm	The proposed signage panels are larger than the maximum sizes in the

	<p>high</p> <ul style="list-style-type: none"> - Vertical signage max sizes = 600mm wide - No sign greater than 1.5 sqm 	<p>Design Guidelines. The City has considered the size of the proposed signage panels and their relationship to the size and scale of the buildings they are located on and consider these signage panels to be acceptable.</p> <p>The signage sizes outlined in the Master Plan and Design Guidelines are an appropriate size in a main street environment, however they do not adequately consider other types of development, which require larger signage.</p> <p>The City is currently reviewing signage provisions for the Town Centre area and considers that whilst the proposed signs do not comply with the current requirements, they are not out of scale within the building on which they sit. The City therefore concludes that the proposed signage panels are acceptable and recommends they be approved as part of the development.</p>
4.6	<ul style="list-style-type: none"> - All services, transformers, storage and deposit areas and wheeled rubbish bins must be screened from view. - Air conditioners should be located in areas with minimal impact on the public domain. - Television antennas are to be located in roof space where possible. 	<p>The City has conditioned that these items be screened from view to the satisfaction of the City.</p>
4.7	<ul style="list-style-type: none"> - Design of buildings, fences and landscaping shall take into consideration sight lines to promote a sense of security and minimise blind spots. - Adequate lighting must be provided. - Lighting must minimise impact onto adjacent commercial properties and have no impact on residential properties. 	<p>The recommendation includes conditions to ensure the maintenance of the development, anti-graffiti coating and prompt removal of any graffiti.</p>

	<ul style="list-style-type: none"> - All buildings and public spaces must be maintained at all times. - Timely repair of any damage or removal of graffiti. - All masonry surfaces shall be anti graffiti coated up to a height of 3 metres. 	
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Car Parking and Public Access Easement

Part VII of TPS 2 provides the following requirements for car parking:

Table 4

Use	Parking
Showroom, Warehouse, Industry (excluding factory unit building)	4 for up to the first 200m ² gross floor area and thereafter 1 for every additional 100m ² gross floor area or part thereof.
Hotel, Tavern, Private Hotel, Eating House, Licensed Restaurant, Motel, Club, Lodging House, Night Club, Place of Public Assembly	<p>Where applicable to the particular use:</p> <p>1 for every 2m² of public drinking area other than lounge floor area;</p> <p>1 for every 4 seats which an eating area is designed to provide; OR</p> <p>1 for every 4m² of eating area or part thereof whichever produces the greater number of car parking spaces;</p> <p>1 for every bedroom;</p> <p>1 for every 6 seats provided or capable of being provided in assembly areas; OR</p> <p>1 for every 4.5m² of assembly area whichever produces the greater number of car parking spaces;</p> <p>1 for every 3m² of public lounge drinking area;</p> <p>1 for every 4.5m² of beer garden or outdoor drinking area.</p>

For the Health Studio use, the applicant has based the calculation on parking requirements from the City of Mandurah as the City of Kwinana TPS 2 does not include parking provisions for this use. This is as follows:

Town Planning Scheme	Use	Parking
City of Mandurah Town Planning Scheme No. 3	Health Studio	1:35m ² Gross Leasable Area (GLA)

The City considers this ratio acceptable for the development.

Table 5 – Parking requirements - Stage 2

Tenancy	Use	Building Size	Parking Required	Parking Provided
1	Health Studio	1250m ²	36	
2	Showroom	1001m ²	12	
3	Showroom	500m ²	7	
4	Showroom	250m ²	5	
5	Showroom	250m ²	5	
6	Showroom	250m ²	5	
7	Showroom	500m ²	7	
8	Drive-In Takeaway Food Shop	235m ² (38 seats, 78m ² eating area)	20	
9	Drive-In Takeaway Food Shop	230m ² (50 seats, 53m ² eating area)	14	14 exclusively for tenancy 9
Total			111	159

Table 5 shows parking calculations for the proposed uses based on the car parking requirements in Table 4 of TPS 2 and City of Mandurah TPS 3 for Health Studio.

The applicant has advised that one of the showrooms may potentially be occupied by a Health Studio use and as such, has specifically requested that it be considered as part of this application. The tenancy for the Health Studio has not yet been determined so parking bays have been calculated based on the largest showroom tenancy. Under TPS 3, 'Health Studio' is listed as a Permitted use.

It is worth noting that under Clause 61 (2)(b)(i) of the new Planning and Development (Local Planning Schemes) Regulations, 2015, a planning application is not required for '*development that is a use identified in this Scheme as a use that is permitted in the zone in which the development is located and – the development has no works component*'. So, whilst this application is considering the Health Studio use as requested by the applicant, under the new regulations, should there be no works component, the use of a tenancy by a Permitted use as a part of this site need not require a planning application.

The application complies with the Scheme parking requirements with a surplus of 48 bays provided.

Stage 1 parking calculations are shown in Table 6 below:

Tenancy	Use	Parking Required	Parking Provided
4b	Office	8	
4a	Medical Centre	12	
1/2	Showroom	22	
3	Showroom	8	
5a	Showroom	4	
5b	Veterinary	6	
6	State Swim	12	
7	Gym	14	

8	Autobahn	15	
Total		101	127

A sufficient number of parking bays have been provided for the tenancies within each stage on the respective lots. The total car parking surplus over both lots is 74 bays.

A condition has been recommended to update the public access agreement over Lot 2 Meares Avenue to extend over the areas of car parking and all other trafficable areas). The applicant has requested however that as part of the lease agreement for Tenancy 9, the 14 parking bays that are required to be made available exclusively for the tenant, be excluded from the agreement. City Officers have considered this request and note that there is an overprovision of parking for the development and that Tenancy 9 (the southern Drive-In Takeaway Food Shop) will operate in relative isolation of the other tenancies with respect to parking and access. As such, City Officers are satisfied that public access to other tenancies and across the site is not adversely affected. Should a development approval for the site be received in the future, then the opportunity is available for reinclusion of the site in the agreement.

A condition has also been recommended to modify the existing deed with the City of Kwinana to extend over the areas of car parking on the whole site (excluding the bays and trafficable area associated with Tenancy 9) and ensure that the parking remains available for all tenancies and the public.

WAPC Activity Centres State Planning Policy (SPP) 4.2 and City of Kwinana Draft Local Planning Strategy

The City has also considered the development in the context of the WAPC Activity Centres SPP 4.2 and the City's Draft Local Commercial and Activity Centres Strategy. As discussed above, the Kwinana City Centre is identified under the SPP hierarchy as a Secondary Centre, a multipurpose centre offering a range of services, facilities and employment and providing essential services to its catchment. The SPP aims to development higher order centres for a variety of uses, with a range of entertainment, hospitality and retail uses located in the centre core and lower intensity uses such as showrooms on the periphery of the activity centre.

This proposed development is located on the edge of the City Centre and provides a range of uses. It is noted that the layout and design of the development does not prioritise access for pedestrians and cyclists and for public transport access, but the City is promoting a good level of pedestrian linkages and public transport is available on bus routes adjoining the development and to the City Centre. The development also is linked to pedestrian access from surrounding streets and has reasonably good access into the adjacent Market Place and Chisham Avenue 'Main Street' development.

The City's draft Local Planning Strategy is to be considered by Council for endorsement for referral to the WAPC for its consideration for formal advertising. Of relevance, the draft LPS is identifying the residential lots abutting the development along Meares Avenue as having the potential to be upcoded from R20 to an R Code density of up to R40 (subject to further planning assessment as part of the accompanying new Town Planning Scheme 4). This may encourage some redevelopment of those existing lots into the future.

Public Consultation

As discussed, four submissions were received by the City during the public consultation period. Detailed responses are provided in the Schedule of Submissions (Attachment 18). The location of the submitters is shown in Attachment 17. The primary concerns of the 4 submissions were amenity impacts on residential dwelling opposite the development (lighting, noise, traffic) with particular concern about the Drive-In Takeaway Food Shops. Given the residential dwellings are opposite the Bulky Goods Commercial Development, it is understandable that these residents are concerned about the impacts on their properties.

It is important to note however that the subject site is zoned Shopping/Business under TPS 3 and located in the Commercial Precinct of the Town Centre. The objectives of the Shopping/Business zone are identified as, "To accommodate retail and commercial use and development necessary to meet the district level shopping needs of the community uses"

The uses proposed as part of the Development Application are Permitted (P) Uses under the scheme and, while the Drive-In Takeaway Food Shops and Health Studio are not 'Predominant Uses' under TPS3 for this Precinct, they are not considered to be inconsistent 'with the Precinct Land Use Policies' nor 'undermine the viability or level of service of Predominant Uses' in other Precincts.

Further, the development will provide additional retail / commercial development within the City Centre supporting its future and providing additional shopping options and economic benefit to the community.

The key matters raised as part of the submissions are as follows:

Adverse Impacts of Lighting associated with the development, particularly the Drive-In Takeaway Food Shops.

Submissions expressed concern about the impacts on residential properties from lighting on the subject site both from built form and signage, to traffic moving into and across the site.

City Officers have discussed the issue of setbacks to the existing residential areas with the applicant and the development has been designed to ensure the Drive-In Takeaway Food Shops are setback as far away as possible from Meares Avenue. The development, at its closest point, is setback 13 metres from the Meares Avenue boundary and the road verge in front of the subject site is also 15 metres wide providing further separation. In all, after taking account of the full road reserve and residential setbacks, there is a separation of about 50 to 55 metres from the Drive-In Takeaway Food Shops and the residential dwellings (and further for the showroom uses).

There are level differences which assist to reduce light spill from the development, particularly vehicle lights as the ground levels of the Stage 2 site is 1.5 to 1.8 metres lower than the Meares Avenue road reserve and residential dwellings on the east side of Meares Avenue. The level differences are greater on the southern side of the site and decrease further north. This will assist to reduce light from headlights on vehicles using the Drive-In Takeaway Food Shops.

In addition, the City has also been in discussion with the applicant about fencing and landscaping atop the retaining wall for the drive through sections of the Drive-In

Takeaway Food Shops to provide additional screening benefit. A condition has been included to this effect.

City Officers had discussed with the applicant the possibility of 'flipping' the orientation of the Drive-In Takeaway Food Shops such that the drive through direction of vehicles is reversed. The difficulty with this approach is that the service areas of the Takeaway Food Shops would then front Meares Avenue creating the potential for increased noise and odour issues for residents but this approach is also a sub optimal street front 'presentation' for the shops towards Meares Avenue (given it's a City Centre site).

A condition has also been recommended which requires that the development provides a report demonstrating that the development will be suitably lit in accordance with Australian Standard AS4282 – Control of Obtrusive Effects of Outdoor Lighting. Details are to be provided to the City prior to the lodgement of a building permit application for the application.

Ultimately however, the site is situated within the Kwinana City Centre and is zoned for commercial development.

Adverse noise impacts from the Development

Submissions have expressed concern about the noise impacts associated with the day to day operation of the development

A Revised Acoustic Report was provided by the applicant as part of the application adding to that already provided for Stages 1 and 2 as part of JDAP approvals in 2014.

This report demonstrates how the development is to comply with noise emissions under the Environmental Protection (Noise Regulations) 1997. It seeks to limit noise impacts from roof equipment (including air conditioning), from deliveries and the use of drive through in the food outlets. City Officers have request a number of amendments to the Acoustic Report to address additional concerns.

In this respect, City Officers are also requiring that a Noise Management Plan be prepared to the City's satisfaction to demonstrate the means by which the applicant will address any potential nuisance noise associated with the operation and use of the site and in particular, the drive in takeaway food shops, one of which is proposed to operate for 24 hours. As discussed, City Officers noted the advice of the applicant that the operator has a number of stores throughout Perth that are open for 24hrs. It is however not their usual practice to operate the dining room for 24 hours. The common operating hours for the dining room is between 5 or 6am - 10 or 11pm.

Impacts associated with the Construction of the Development

Concern has been expressed about noise, lighting, litter and dust impacts associated with the construction of Stage 1. There was a view that there would be adverse impacts associated with the construction of Phase 2 on adjoining landowners.

The City is recommending a condition requiring that a Construction Management Plan be prepared and approved by the City prior to the lodgement of a building permit application for the application which addresses the hours of operation and

methods to be employed to mitigate adverse impacts associated with noise, dust lift off, litter management, odour and lighting during construction. The construction shall be implemented in accordance with the approved plan.

Additional Vehicle Movements along Meares Avenue and through the Development Site.

Concern was expressed about the impact of the additional traffic which the development would bring and its impacts to the safety and amenity of the area.

In this respect, it is the case that the development of this site will result in additional traffic using Meares Avenue and the site. This is not out of keeping however with the location of the site within the City Centre.

The City's Traffic Engineers have examined the revised Transport Impact Assessment Report submitted by the applicant and support the conclusion of that Report that the 'development proposal has no significant adverse impact on the capacity or safety of the surrounding road network' They are satisfied with presence of a service vehicle access.

Council Recommendation:

Council considered the Responsible Authority Report at its ordinary meeting held 24 August 2016, and resolved to adopt the recommendation of the report subject to the modification of the following conditions and advice:

Condition 11:

11. The provision of vehicle parking bays as defined on the approved development plans in accordance with AS2890, to be clearly marked on the ground and constructed of bitumen, brick or concrete and drained prior to the occupation to the satisfaction of the City of Kwinana.

Advice 7:

7. The City of Kwinana Town Planning Scheme No.2 requires a minimum of 111 vehicle parking bays, as such the City of Kwinana may permit a reduction or rearrangement to the on site vehicle parking where required to facilitate the development. Any such rearrangement or alteration to car parking areas will require a Form 2 application to be submitted. Prior to the occupation of each stage of the development, car parking should be provided in accordance with the required car parking rates of the City of Kwinana Town Planning Scheme No.2.

Condition 27:

27. The side entry pit and street trees located within the area identified for the new crossover to Meares Avenue to be relocated at the cost of the landowner to the satisfaction of the City of Kwinana. Details shall be provided prior to the lodgement of a building permit application for any portion of the development which requires the construction of the proposed service vehicle access to the service yard.

Condition 28:

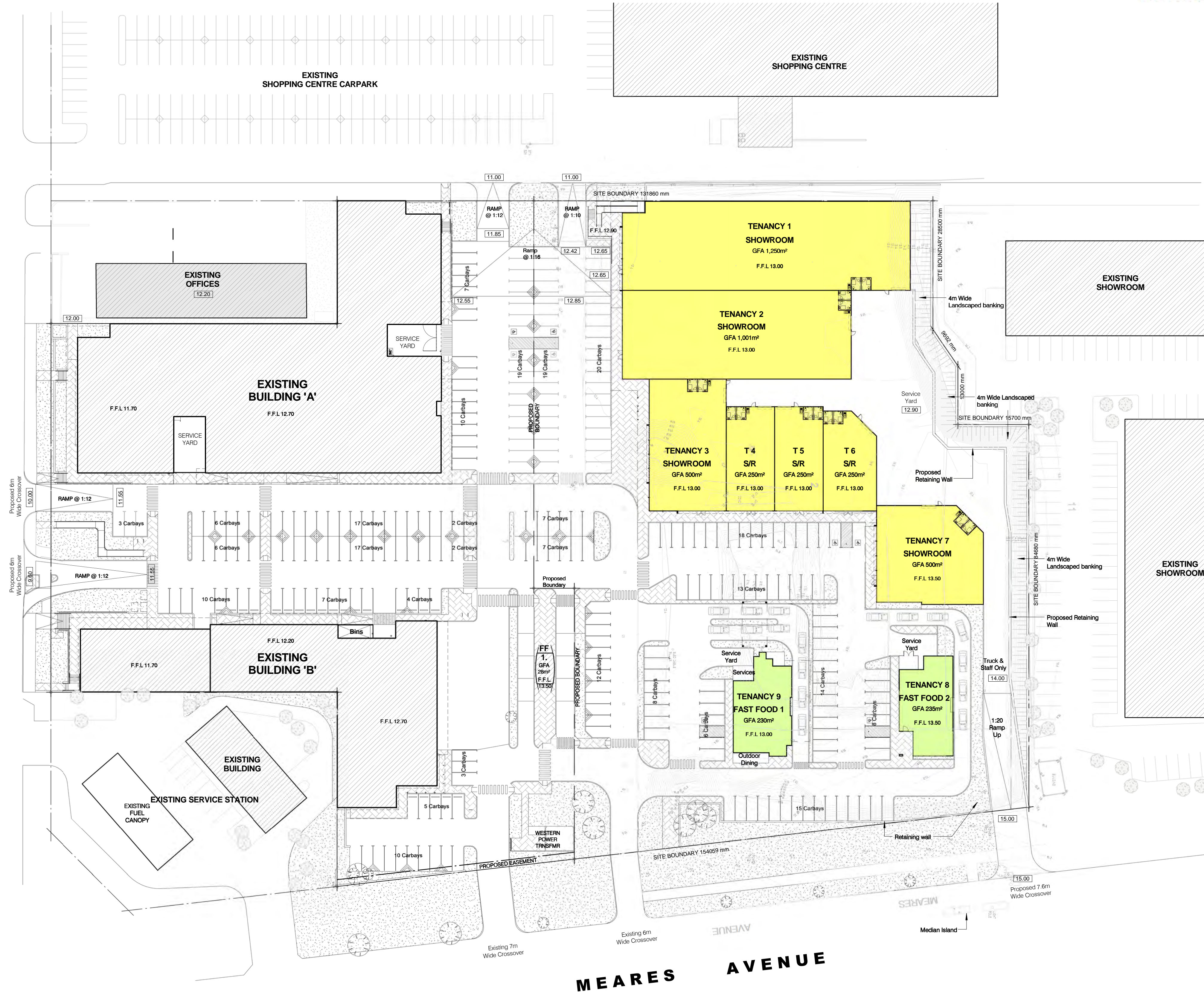
28. Prior to occupation of the development the applicant shall submit, for approval, an Amended Acoustic Report and Noise Management Plan from a suitably qualified acoustic consultant certifying that the noise emissions resulting from the operations on the site comply with Environment Protection Act and Regulations, to the satisfaction of the City of Kwinana. The report and Noise Management Plan shall

address the noise emissions and its ongoing management from the development on the site. The Noise Management Plan will demonstrate the means by which the applicant and tenancies will address any potential nuisance noise associated with the operation and use of the site and in particular, the Drive-In Takeaway Food Shops.

Conclusion:

Upon assessment of the development against the requirements of Town Planning Schemes No's. 2 and 3, the Kwinana Town Centre Master Plan and Design Guidelines and the submissions received, it is considered that the application can be approved subject to conditions.

CHALLENGER AVENUE



SITE CRITERIA

Carparking		
1.Stage 1		80 carbays
2.Stage 2		
i. Showroom	4001m ² 1/50m ²	80.0 carbays
ii. Fast Food 1	230m ² 1/20m ²	11.5 carbays
iii. Fast Food 2	235m ² 1/20m ²	<u>11.8 carbays</u>
	<i>Total</i>	<u>103.3carbays</u>
3.Cars Required		183.3 carbays
4.Cars Provided		275 carbays
Note: Cross Overs subject to final Council negotiation		

PROPOSED COMMERCIAL DEVELOPMENT - STAGE II

LOCATION : LOTS 28 & 29 Cnr CHALLENGER & MEARES AVE, KWINANA TOWN CENTRE

BY: CB RICHARD ELLIS FOR: SANTAVAE (KWINANA) PTY LTD

PROJECT No 7922
SKETCH No SK012
SHEET No A101
SCALE As indicated @ A1
DATE JUNE 2016

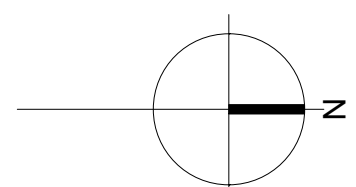


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SITE PLAN

SCALE: 1 : 500

LOCATION : LOTS 28 & 29 Cnr CHALLENGER & MEARES AVE, KWINANA TOWN CENTRE

BY: CB RICHARD ELLIS FOR: SANTAVAE (KWINANA) PTY LTD

PROJECT No	7922
SKETCH No	SK012
SHEET No	A102
SCALE	1 : 200 @ A1
DATE	APRIL 2016

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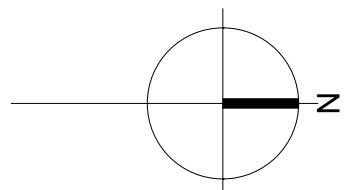
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BUILDING C - GROUND FLOOR PLAN

SCALE: 1 : 200



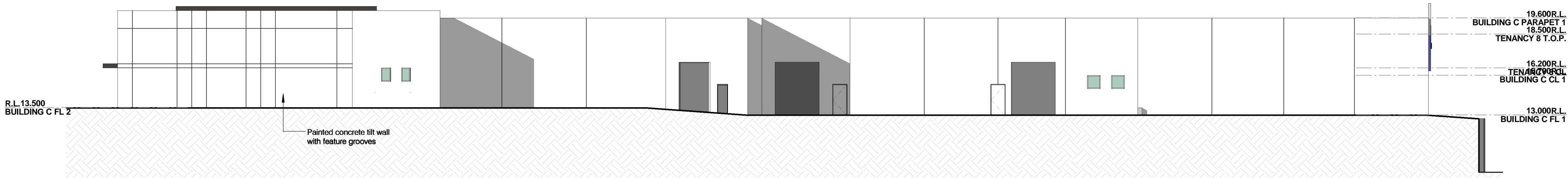
BUILDING C - SOUTH ELEVATION

SCALE: 1 : 200



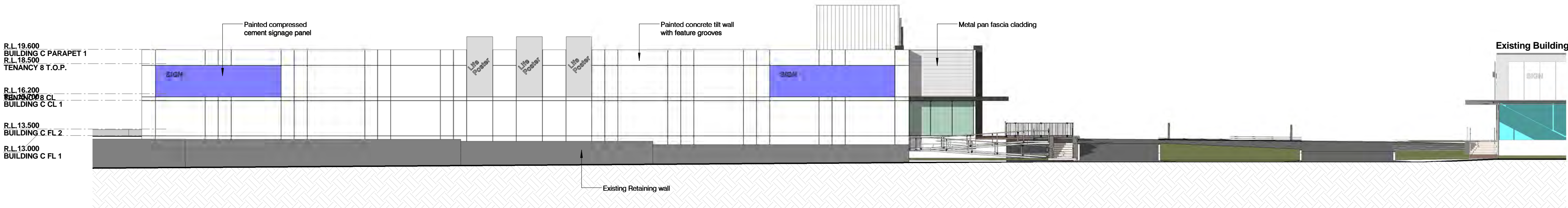
BUILDING C - EAST ELEVATION

SCALE: 1 : 200



BUILDING C - NORTH ELEVATION

SCALE: 1 : 200



BUILDING C - WEST ELEVATION

SCALE: 1 : 200

PROPOSED COMMERCIAL DEVELOPMENT - STAGE II

LOCATION : LOTS 28 & 29 Cnr CHALLENGER & MEARES AVE, KWINANA TOWN CENTRE

BY: CB RICHARD ELLIS FOR: SANTAVAE (KWINANA) PTY LTD

PROJECT No 7922
SKETCH No SK012
SHEET No A103
SCALE 1 : 200 @ A1
DATE APRIL 2016



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PROPOSED COMMERCIAL DEVELOPMENT - STAGE II

LOCATION : LOTS 28 & 29 Cnr CHALLENGER & MEARES AVE, KWINANA TOWN CENTRE

BY: CB RICHARD ELLIS FOR: SANTAVAE (KWINANA) PTY LTD

PROJECT No 7922
SKETCH No SK012
SHEET No A104
SCALE @ A1
DATE APRIL 2016

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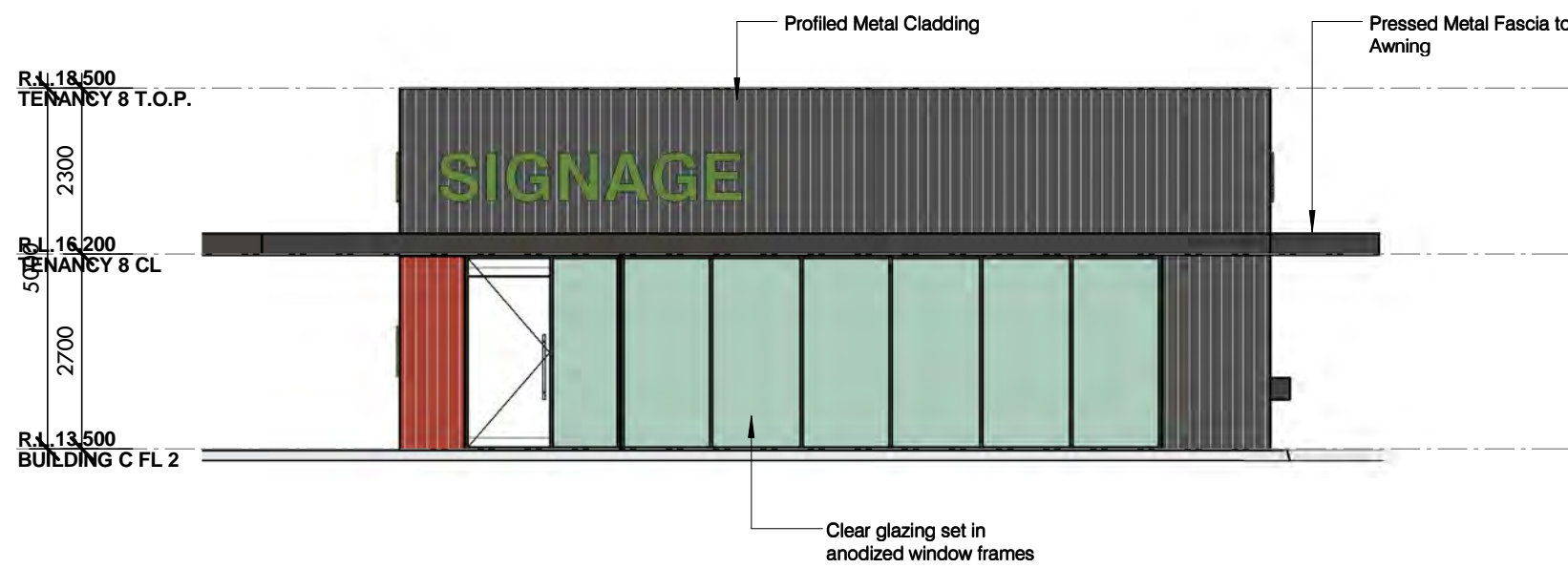
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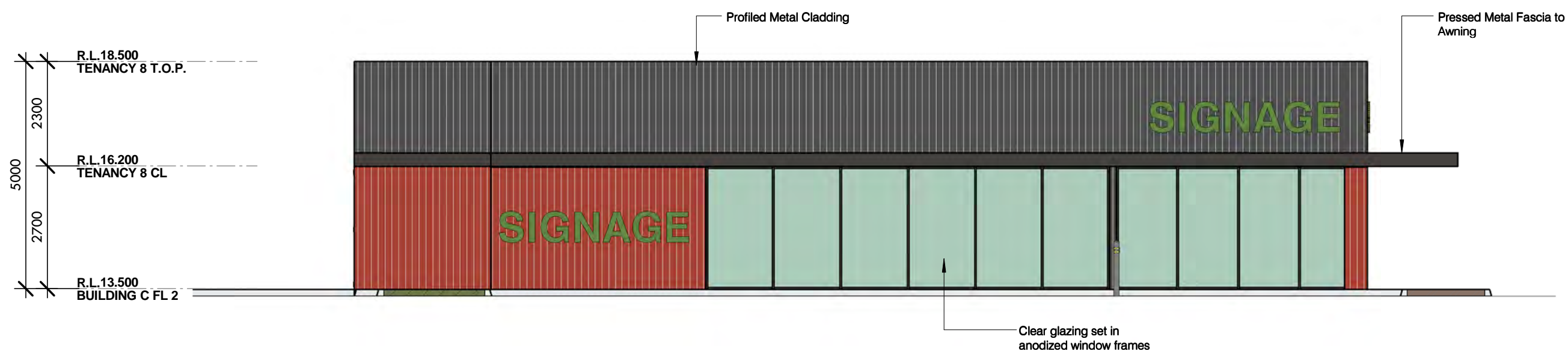
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SCALE: 1 : 100



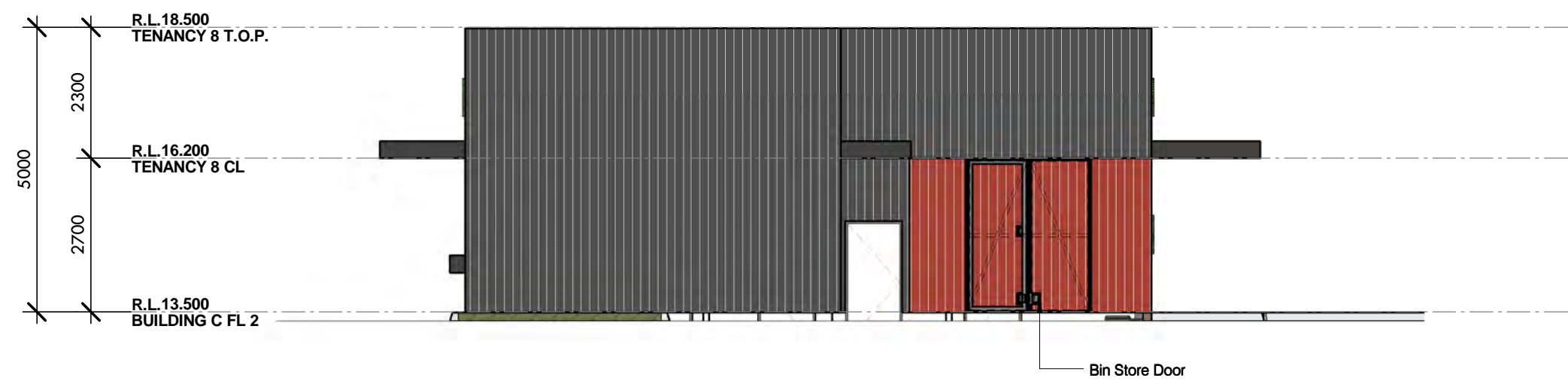
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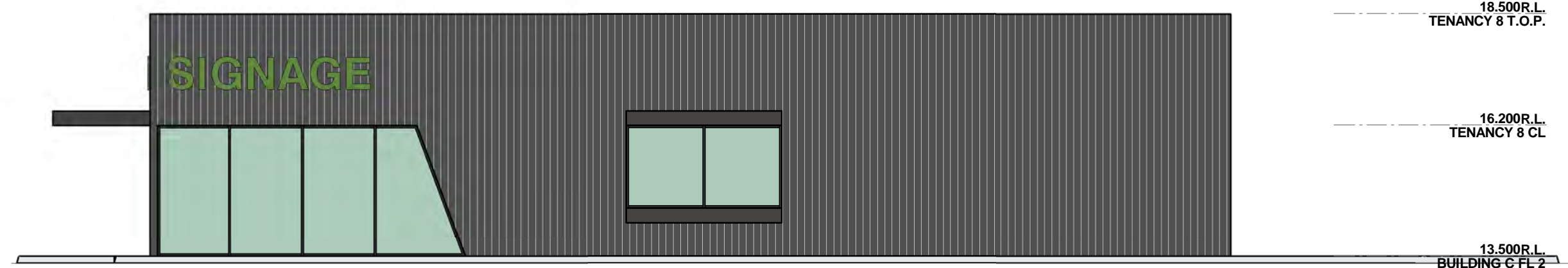
TENANCY 8 SOUTH ELEVATION

SCALE: 1 : 100



TENANCY 8 WEST ELEVATION

SCALE: 1 : 100



TENANCY 8 NORTH ELEVATION

SCALE: 1 : 100

PROPOSED COMMERCIAL DEVELOPMENT - STAGE II

LOCATION : LOTS 28 & 29 Cnr CHALLENGER & MEARES AVE, KWINANA TOWN CENTRE

BY: CB RICHARD ELLIS FOR: SANTAVAE (KWINANA) PTY LTD

PROJECT No 7922
SKETCH No SK012
SHEET No A105
SCALE 1 : 100 @ A1
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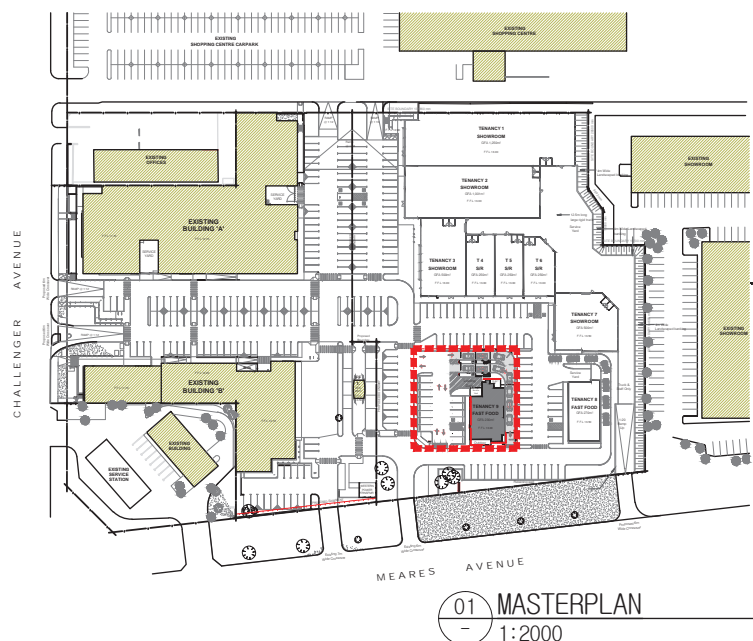


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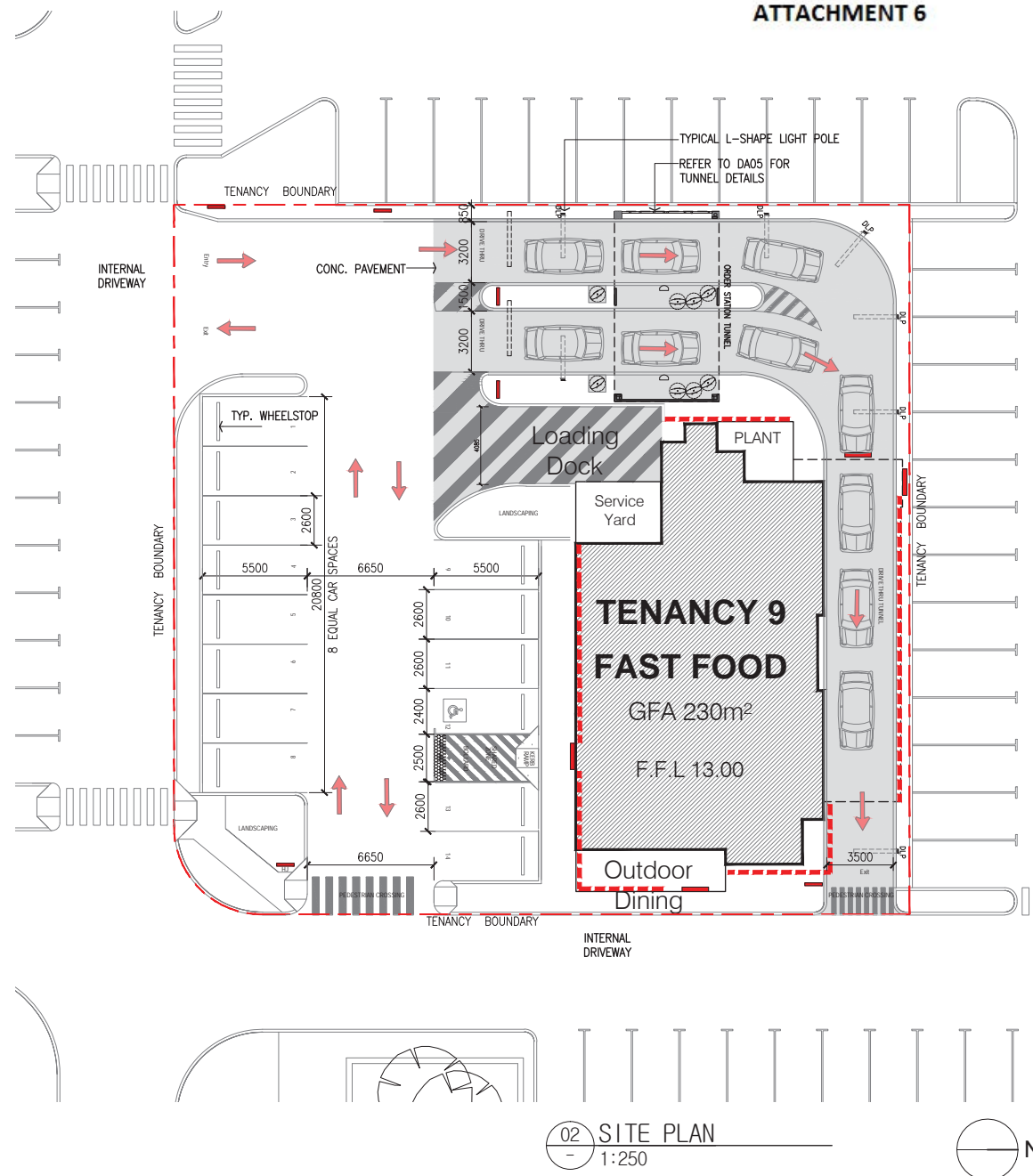
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ARCHITECTURAL DRAWINGS:

DRAWING	DESCRIPTION	REV
DA01	SITE PLAN & SIGNAGE LOCATION	A
DA02	PROPOSED FLOOR PLAN	A
DA03	PROPOSED ELEVATION SHEET 1 OF 2	A
DA04	PROPOSED ELEVATION SHEET 2 OF 2	A
DA05	DRIVE THRU ORDER STATION DETAILS SHEET 1 OF 3	A
DA06	DRIVE THRU ORDER STATION DETAILS SHEET 2 OF 3	A
DA07	DRIVE THRU ORDER STATION DETAILS SHEET 3 OF 3	A
DA08	SIGNAGE PLAN & DETAILS SHEET 1 OF 2	A
DA09	SIGNAGE PLAN & DETAILS SHEET 2 OF 2	A
DA10	EXTERNAL FINISHES SCHEDULE	A
DA11	LANDSCAPE PLAN	A



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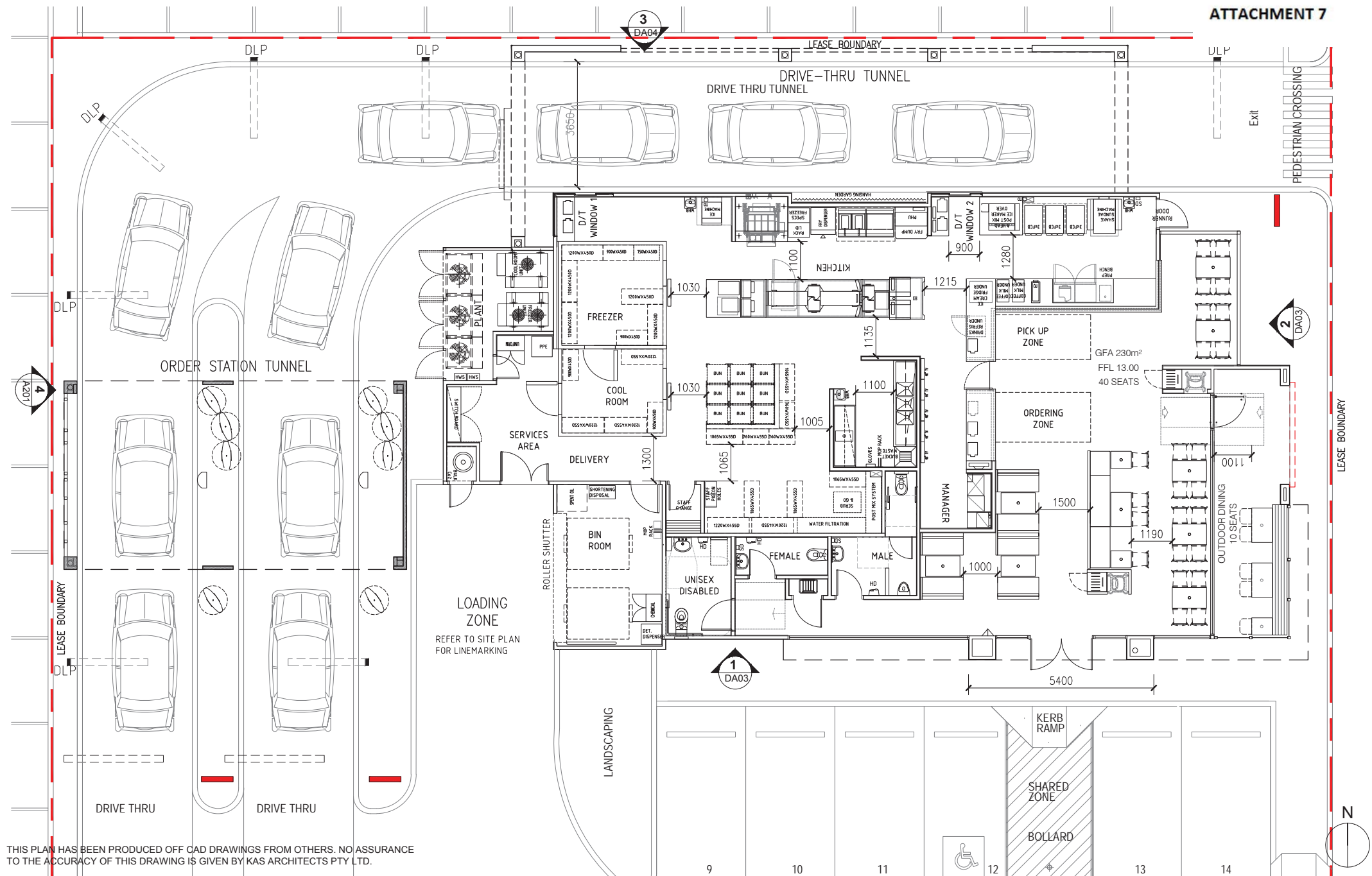
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HJs KWINANA
46 MEARES AVENUE
KWINANA BEACH WA 6167

DESIGN : KAS Architects
CHECKED : KS

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DRAWING		
SITE PLAN		
PROJECT NO. 151204	DATE JUNE 2016	
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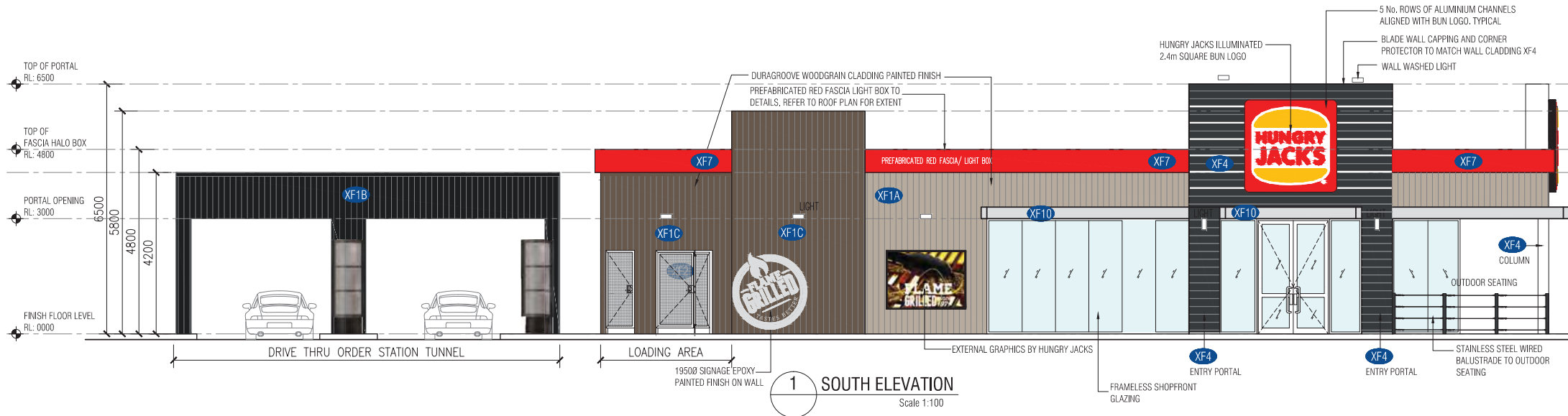
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PROJECT
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KWINANA BEACH WA 6167



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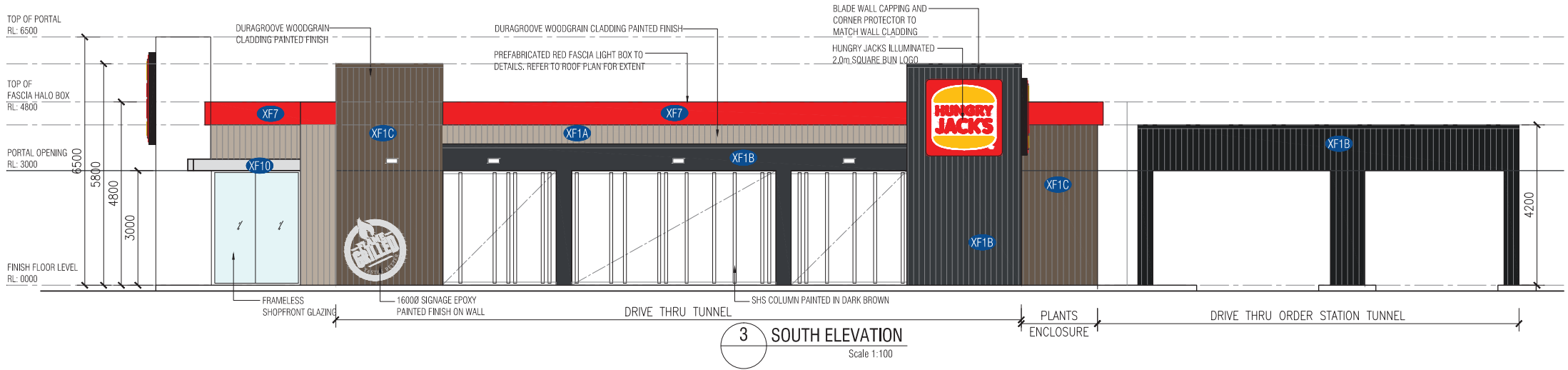
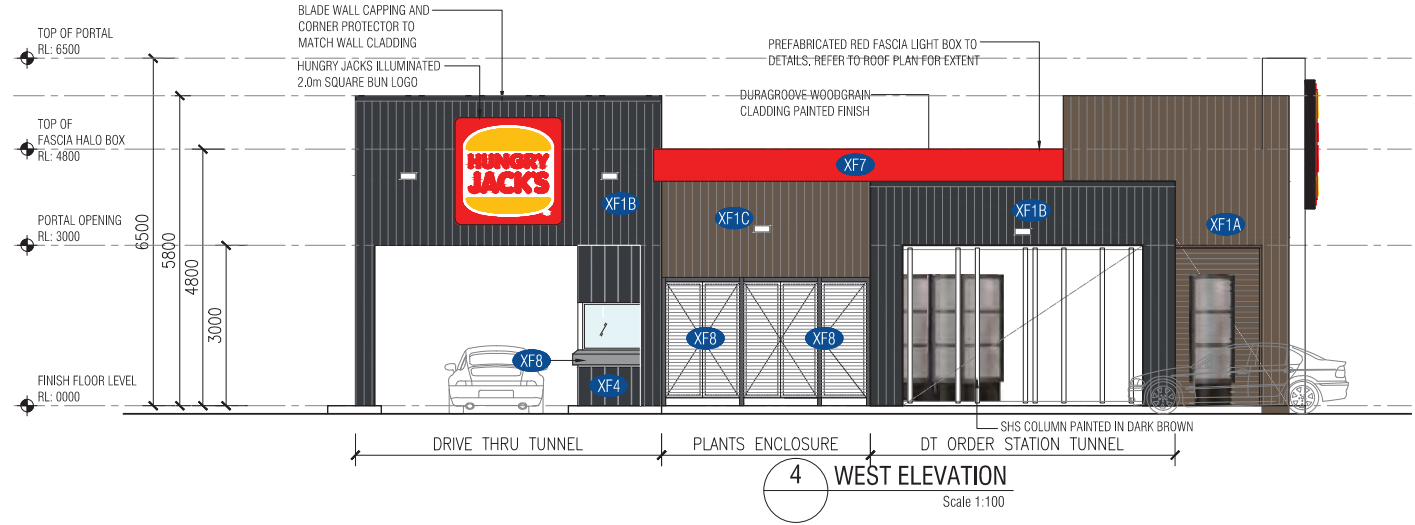
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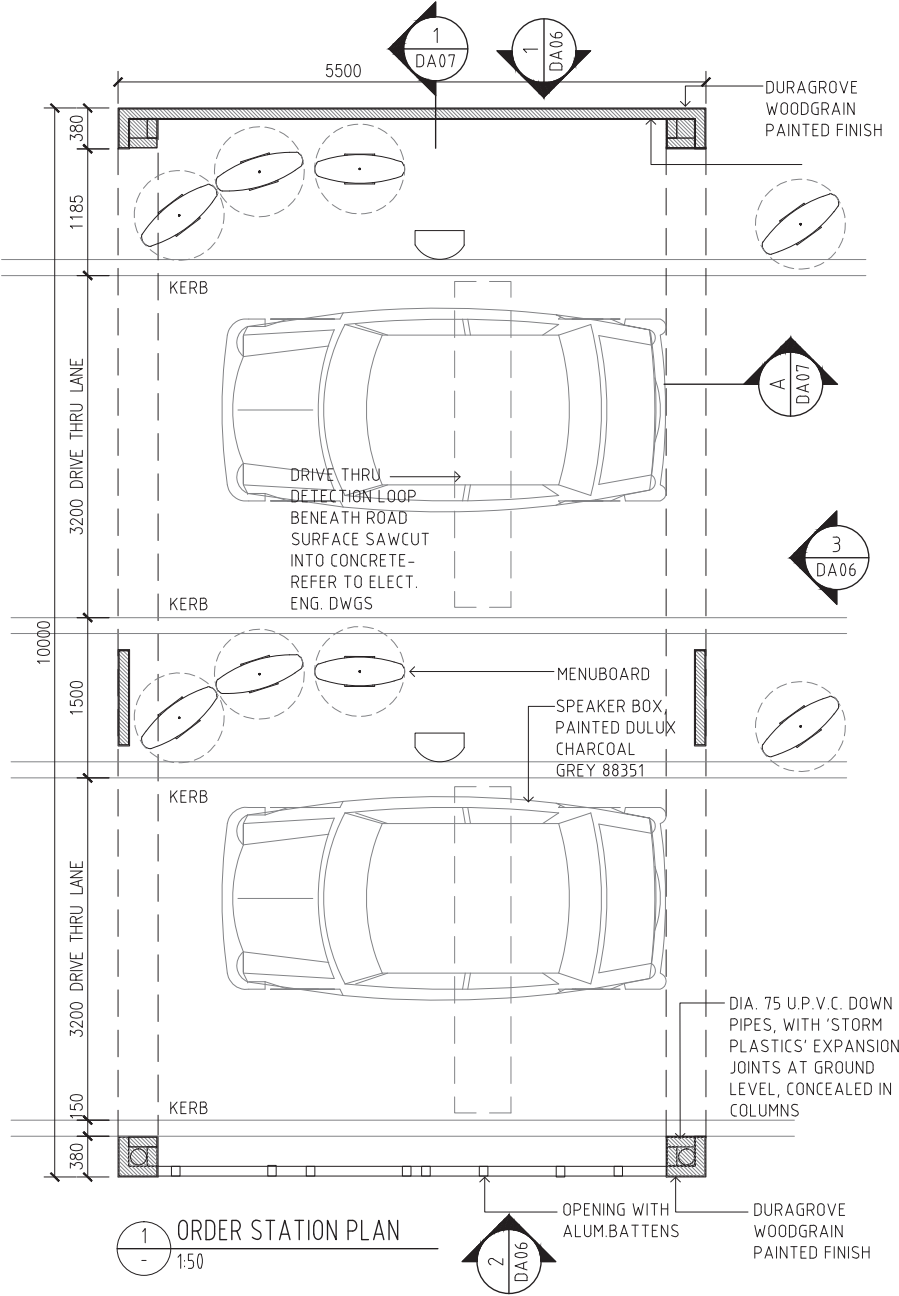
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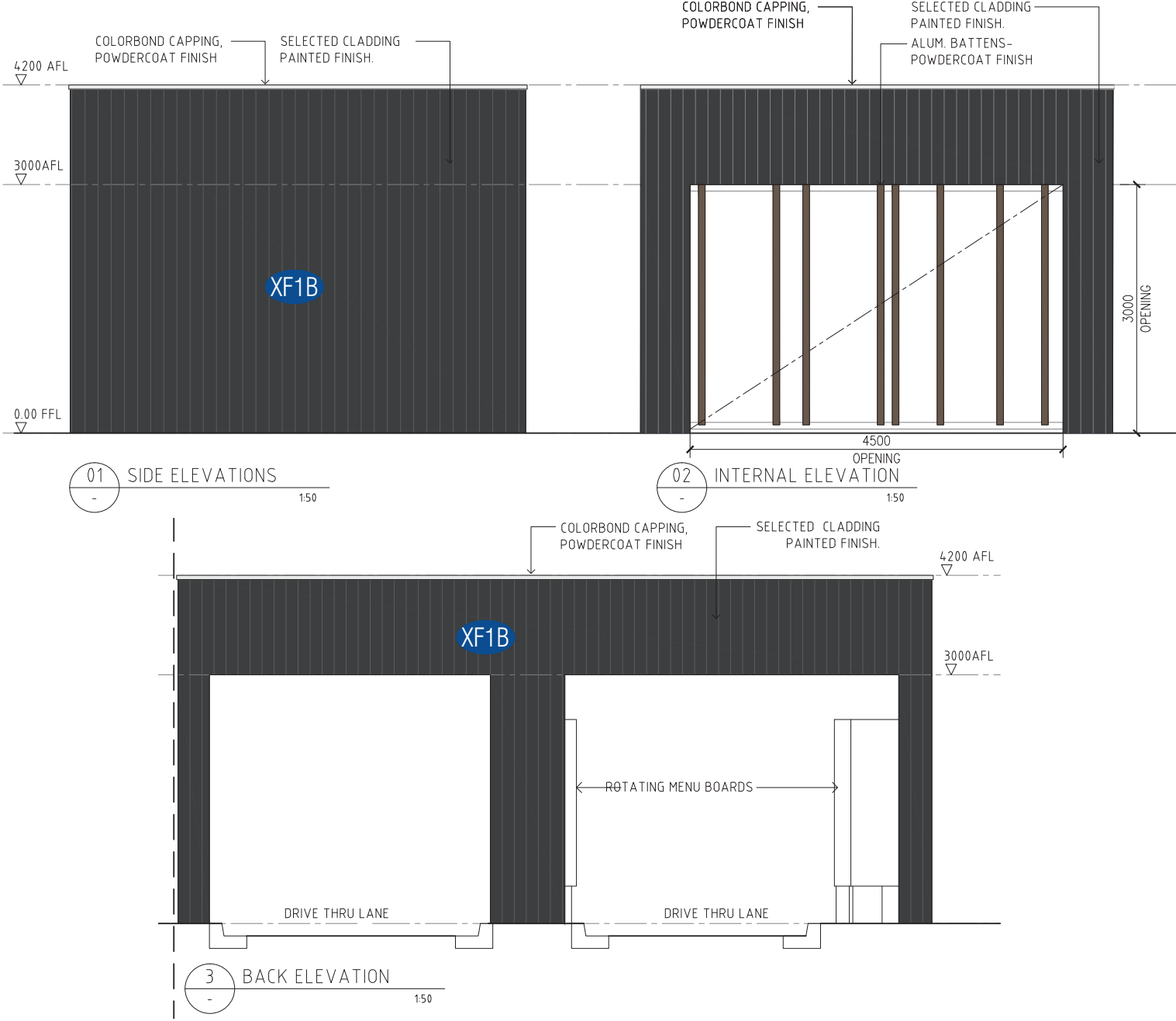



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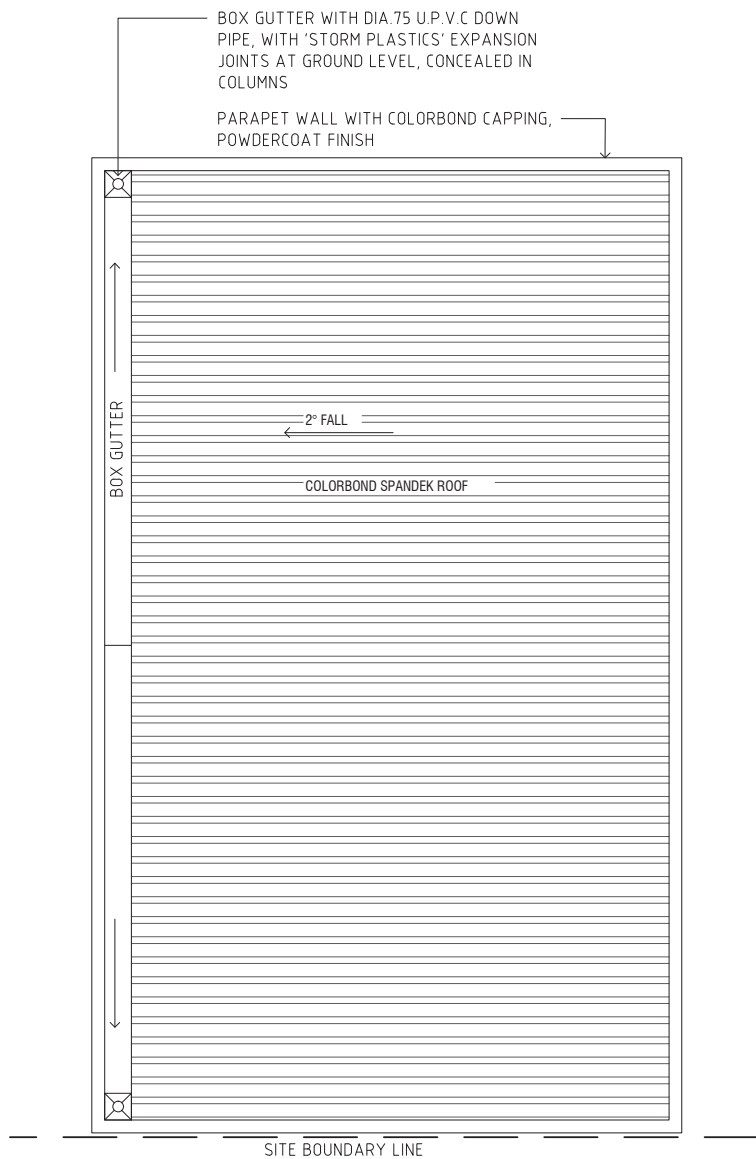
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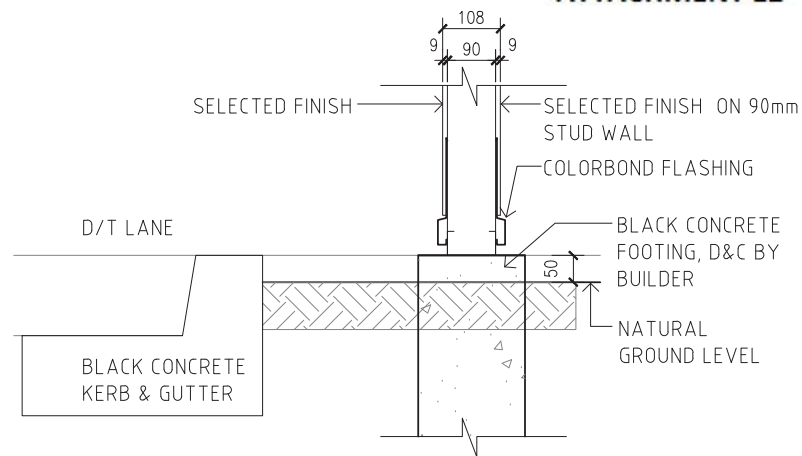
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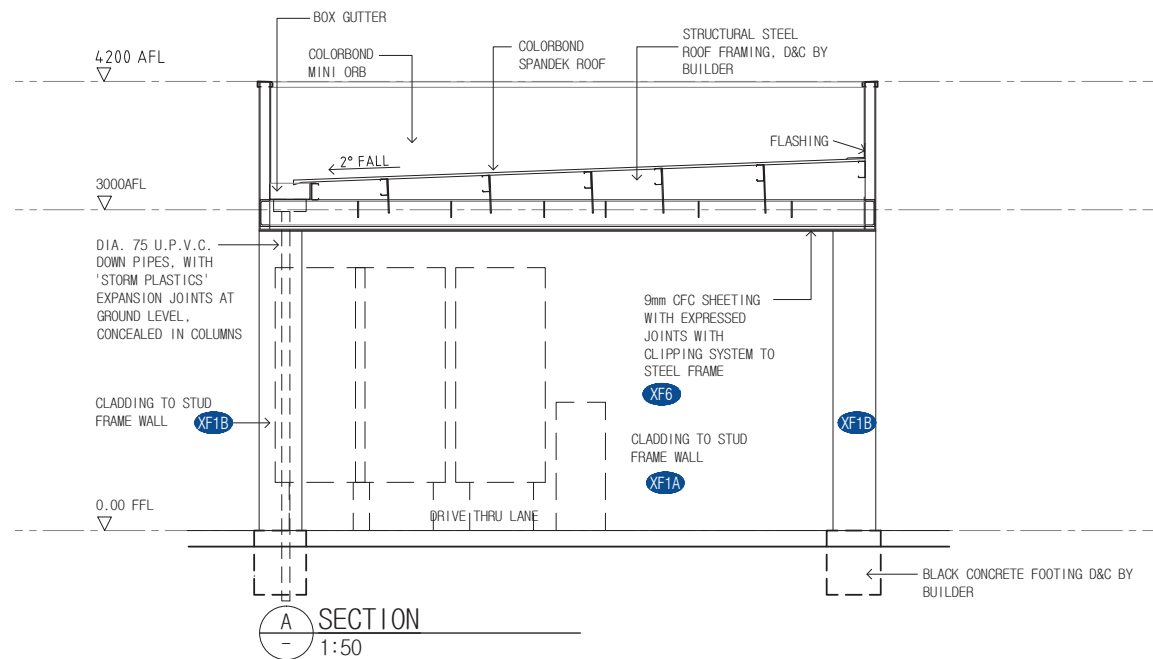
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6 ROOF PLAN
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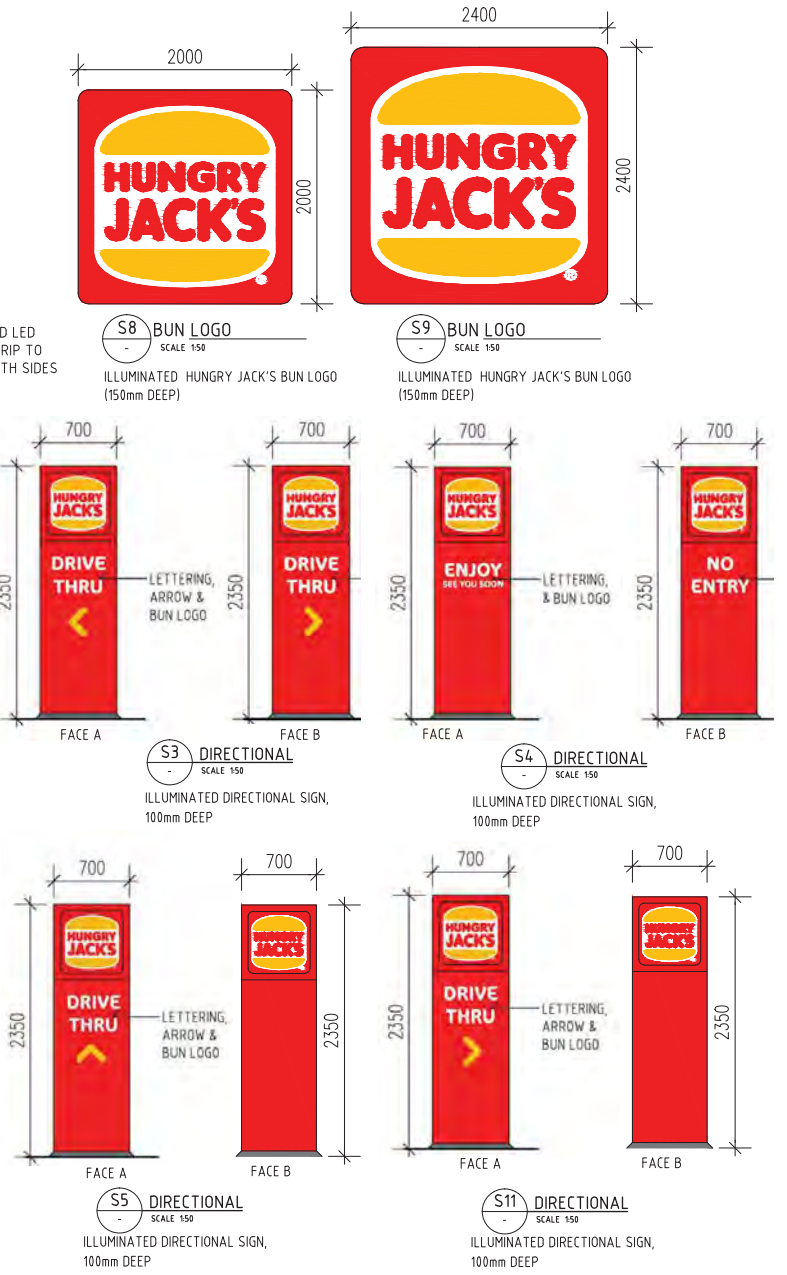
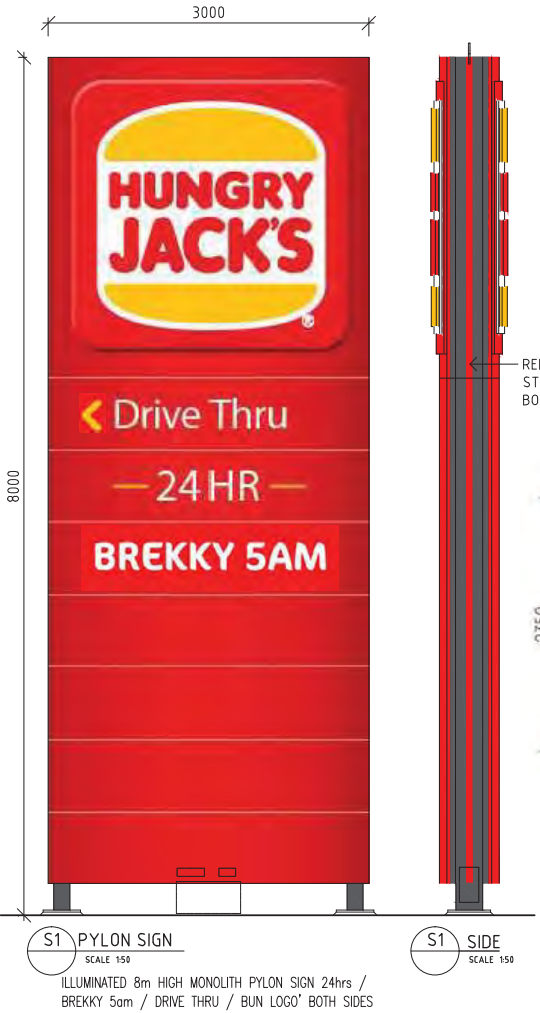
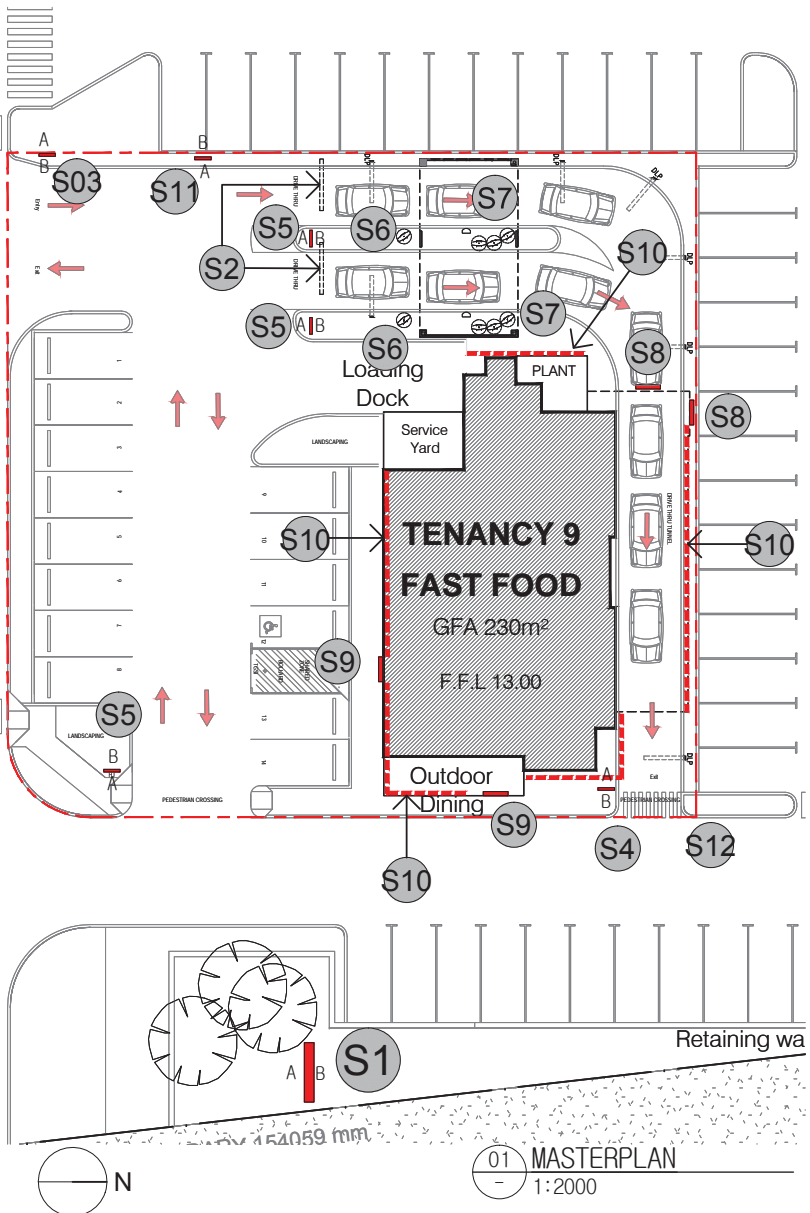




1 TYP. DT TUNNEL FOOTING DETAIL-
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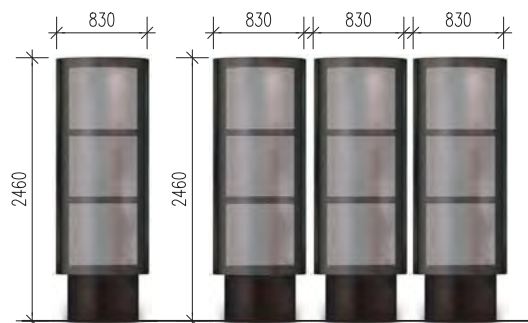


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	A	14.06.16	ISSUE FOR TENDER - ROOF PLAN ADDED	LJH			DESIGN: KAS Architects	SCALE	DRAWING NO
							CHECKED: KS	DRAWN: E	AS SHOWN@A3



<div></div> <div>CLIENT</div>	HUNGRY JACK'S PTY. LTD. L6 - 100 WILLIAM STREET WOOLLOOMOOLOO NSW 2011		REV	DATE	AMENDMENT	DRW	VERIFY ALL DIMENSIONS AND LEVELS ON SITE AND REPORT ANY DISCREPANCIES PRIOR TO THE COMMENCEMENT OF WORK. DRAWINGS ARE TO BE READ IN CONJUNCTION WITH ALL CONTRACT DOCUMENTS. USE FIGURED DIMENSIONS ONLY. DO NOT SCALE FROM DRAWINGS. THE COMPLETION OF THE ISSUE DETAILS CHECKED AND AUTHORISED SECTION IS CONFIRMATION OF THE STATUS OF THE DRAWING. THE DRAWING SHALL NOT BE USED FOR CONSTRUCTION UNLESS ENDORSED 'FOR CONSTRUCTION' AND AUTHORISED FOR ISSUE.	<div></div> <div>KAS ARCHITECTS PTY LTD suite 302, 12 Ormonde Pde Hurstville NSW 2220 ABN 48 602 616 928 PH : 02 9579 6292 E : info@kasarchitects.com.au</div>	PROJECT HJs KWINANA 46 MEARES AVENUE KWINANA BEACH WA 6167		DRAWING SIGNAGE PLAN & DETAILS		
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									SCALE AS SHOWN@A3	DRAWING NO. DA08	REV. A		
			A	03.06.16	FOR DA	SF							
			A	14.06.16	FOR DA	SF							

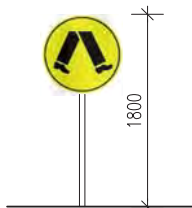


S6 PREVIEW BOARD
SCALE 150

ILLUMINATED DRIVE THRU PRE-READER MENUBOARD.
BUILDER TO INSTALL FOOTINGS

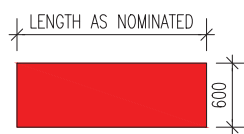
S7 MENUBOARD
SCALE 150

ILLUMINATED DRIVE THRU MENU BOARDS.
BUILDER TO INSTALL FOOTINGS.



S12 PEDESTRIAN CROSSING
SCALE 150

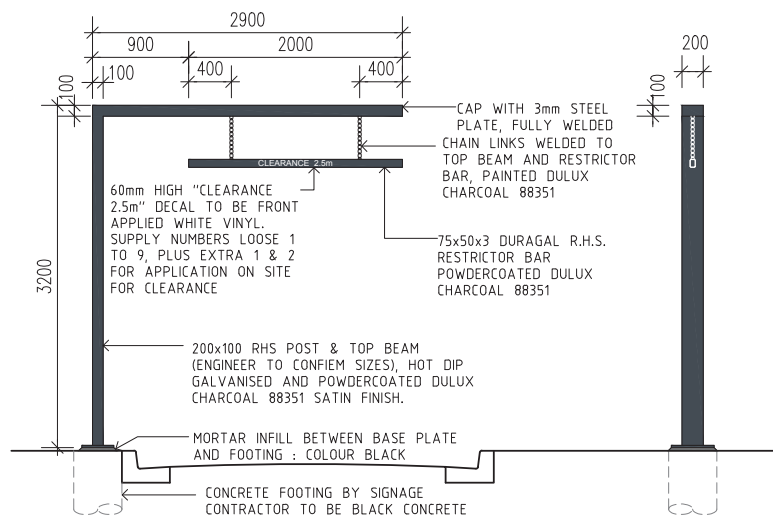
STANDARD PEDESTRIAN CROSSING SIGN COMPLY WITH RMS



S10 FASCIA BAND
SCALE 150

ILLUMINATED HUNGRY JACK'S FASCIA (150mm DEEP) REFER TO ELEVATION FOR THE LOCATION



NOTES:
SIGNAGE CONTRACTOR TO CONTACT HJ's FOR THE LATEST DESIGN GUIDELINE PRIOR TO PRICING AND CONSTRUCTION STAGES

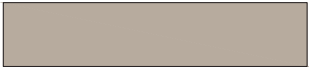




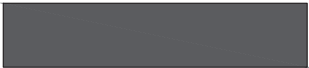

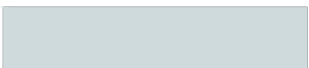




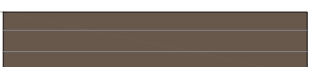


S02 HEIGHT BAR
SCALE 150 FRONT ELEVATION



S02 HEIGHT BAR
SCALE 150 SIDE ELEVATION

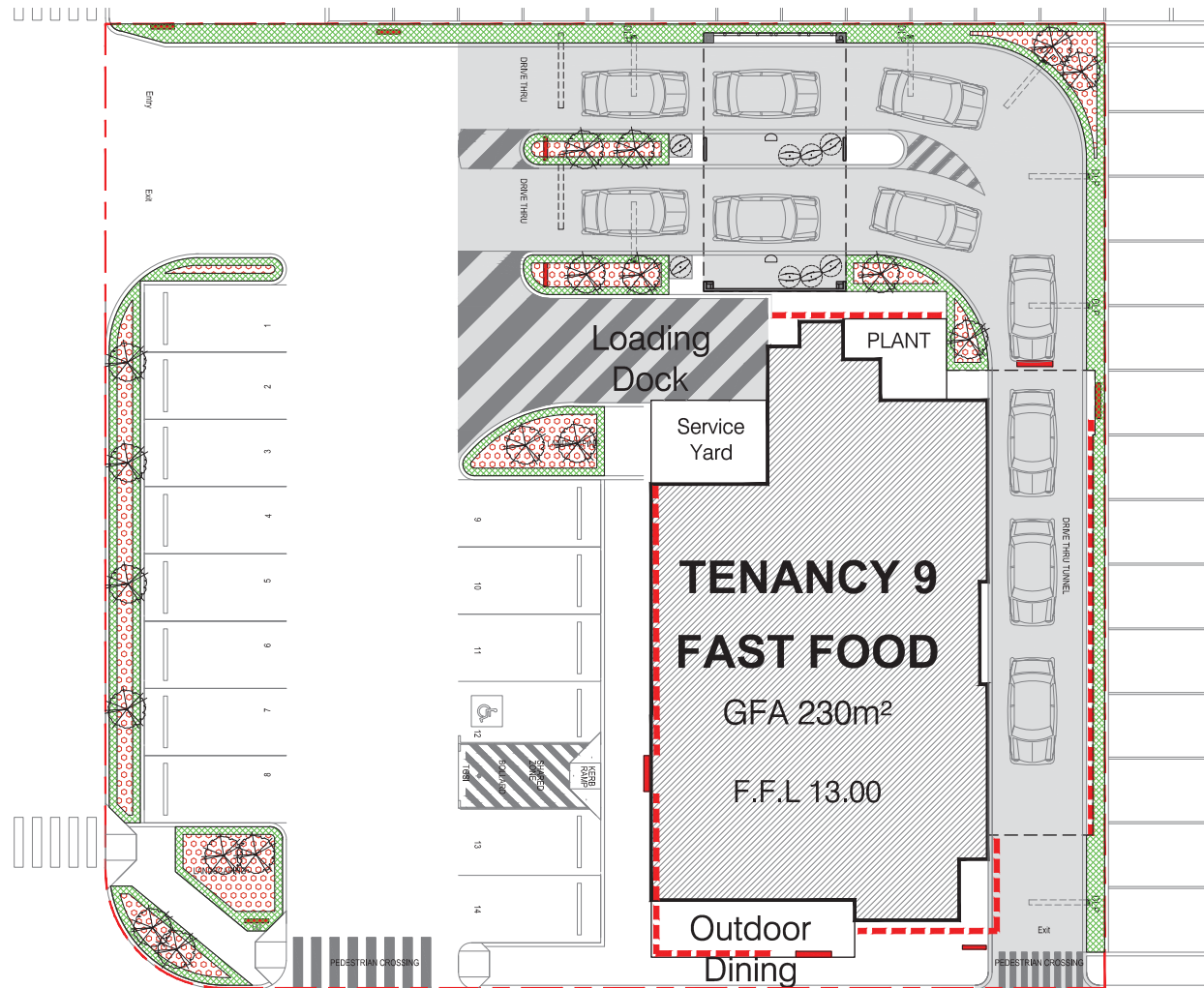
THIS PLAN HAS BEEN PRODUCED OFF CAD DRAWINGS FROM OTHERS. NO ASSURANCE TO THE ACCURACY OF THIS DRAWING IS GIVEN BY KAS ARCHITECTS PTY LTD.

CLIENT		REV		DATE	AMENDMENT	DRW	VERIFY ALL DIMENSIONS AND LEVELS ON SITE AND REPORT ANY DISCREPANCIES PRIOR TO THE COMMENCEMENT OF WORK. DRAWINGS ARE TO BE READ IN CONJUNCTION WITH ALL CONTRACT DOCUMENTS. USE FIGURED DIMENSIONS ONLY. DO NOT SCALE FROM DRAWINGS. THE COMPLETION OF THE ISSUE DETAILS CHECKED AND AUTHORISED SECTION IS CONFIRMATION OF THE STATUS OF THE DRAWING. THE DRAWING SHALL NOT BE USED FOR CONSTRUCTION UNLESS ENDORSED 'FOR CONSTRUCTION' AND AUTHORISED FOR ISSUE.		KAS ARCHITECTS PTY LTD suite 302, 12 Ormonde Pde Hurstville NSW 2220 ABN 48 602 616 928 PH : 02 9579 6292 E : info@kasarchitects.com.au	PROJECT		DRAWING	
	HUNGRY JACK'S PTY. LTD. L6 - 100 WILLIAM STREET WOOLLOOMOOLOO NSW 2011		A	03.06.16	FOR DA	SF				HJs KWINANA 46 MEARES AVENUE KWINANA BEACH WA 6167		SIGNAGE DETAILS	
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										SCALE AS SHOWN@A3		DRAWING NO. DA09	

EXTERNAL FINISHES SCHEDULE				
CODE	DESCRIPTION	FINISH SPECIFICATION	LOCATION	SAMPLE PICTURE FOR REFERENCE ONLY
XF1	PAINT - BEIGE FC CLADDING OR BCG DURAGROOVE (WOODGRAIN FINISH)	BRAND: WATTYL SOLAGARD COLOUR NAME:ALTA SIERRA A43W/H090-A FINISH: SATIN FINISH APPLY CLEAR ANTI GRAFFITI COATING	EXTERIOR WALLS	
XF1A	PAINT - BEIGE BCG DURAGROOVE (WOODGRAIN FINISH) (VERTICAL)	BRAND: WATTYL SOLAGARD COLOUR NAME:ALTA SIERRA A43W/H090-A FINISH: SATIN FINISH APPLY CLEAR ANTI GRAFFITI COATING TO DURAGROOVE	EXTERIOR WALLS / FASCIA	
XF1B	PAINT - DARK GREY BCG DURAGROOVE (WOODGRAIN FINISH) (VERTICAL)	BRAND: DULUX COLOUR NAME: DOMINO GR10 FINISH: SATIN FINISH APPLY CLEAR ANTI GRAFFITI COATING TO DURAGROOVE	EXTERIOR WALLS	
XF1C	PAINT - STRING BCG DURAGROOVE (WOODGRAIN FINISH) (VERTICAL)	BRAND: DULUX COLOUR NAME: STRING P13.B6 FINISH: SATIN	EXTERIOR WALLS	
XF2	PAINT - DARK GREY COMPRESSED FIBRE CEMENT CLADDING	BRAND: DULUX COLOUR NAME: DOMINO GR10 FINISH: SATIN FINISH	WALLS GUTTERS, FASCIA & DOOR	
XF3	POWDER COATED FINISH	BRAND: DULUX COLOUR NAME: CHARCOAL FINISH: GLOSS	WINDOW & DOOR FRAMES	
XF4	WALL CLADDING MAXIMUM FIANDRE PORCELAIN PANELS	BRAND: GRANITI FIANDRE CODE: BISTRO	EXTERIOR WALLS	
XF6	PAINT - WHITE COMPRESSED FIBRE CEMENT CLADDING	BRAND: DULUX COLOUR NAME: LEXICON B16 FINISH: SATIN FINISH	EXTERIOR WALLS, SOFFITS AND CANOPY FASCIA	
XF7	PAINT - RED	ILLUMINATED LIGHT BOX OR PREFORMED FASCIA GLOSS ENAMEL PAINTED FINISH TO MATCH PMS 485 /3M 3630-143 POPPY RED	BUILDING FASCIA / METALWORK	
XF8	PAINT - DARK GREY TO MATCH XF2	COLORBOND FINISH / POWDER COATED	GUTTERS / GATES TO SERVICES PLANT ENCLOSURE	
XF9	COMPACT LAMINATE	BRAND: LAMINEX ALFRESCO COMPACT LAMINATE COLOUR NAME: MAGANESE	EXTERIOR TRAY & BIN ENCLOSURE	
XF10	EXTERNAL AWNING POWDERCOATED FINISH	BRAND: DULUX COLOUR NAME: SHALE GREY FINISH: SATIN	ENTRY AWNING, FULL HEIGHT WINDOW AWNING	
XF11	SLATTED ALUMINIUM CLADDING - TIMBER LOOK	BRAND: STRACO OR EQUAL COLOUR NAME: JARRAH	BIN ENCLOSURE	

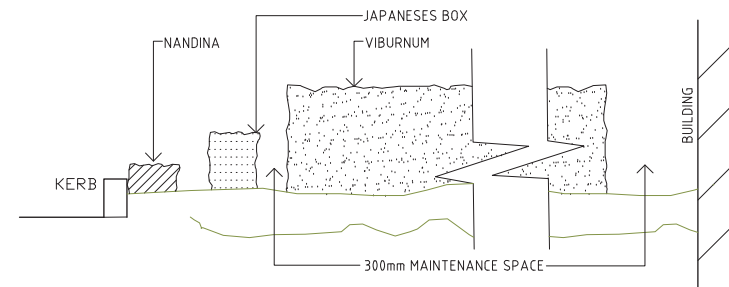
NOTE: FINISHES LEGEND & SCHEDULES ARE TO BE READ IN CONJUNCTION WITH SPECIFICATION AND CONSTRUCTION DRAWINGS - REFER TO PLANS, ELEVATION & SECTION DRAWINGS AS DETAILED. CONTRACTORS ARE TO ENSURE ALL MATERIALS ARE TO BE ORDERED IN TIME TO MEET DEADLINE AS SCHEDULED OR CONTRACTOR SHALL BEAR THE COST OF AIR FREIGHTING MATERIALS IN TO MEET DEADLINE. ANY FINISHES RE-SELECTING WILL BE CHARGED TO BUILDER AT PER HOUR RATE ON ITEMS

 HUNGRY JACK'S PTY. LTD. L6 - 100 WILLIAM STREET WOOLLOOMOOLOO NSW 2011		REV	DATE	AMENDMENT	DRW	VERIFY ALL DIMENSIONS AND LEVELS ON SITE AND REPORT ANY DISCREPANCIES PRIOR TO THE COMMENCEMENT OF WORK. DRAWINGS ARE TO BE READ IN CONJUNCTION WITH ALL CONTRACT DOCUMENTS. USE FIGURED DIMENSIONS ONLY. DO NOT SCALE FROM DRAWINGS. THE COMPLETION OF THE ISSUE DETAILS CHECKED AND AUTHORISED SECTION IS CONFIRMATION OF THE STATUS OF THE DRAWING. THE DRAWING SHALL NOT BE USED FOR CONSTRUCTION UNLESS ENDORSED 'FOR CONSTRUCTION' AND AUTHORISED FOR ISSUE.		PROJECT HJS KWINANA 46 MEARES AVENUE KWINANA BEACH WA 6167		DRAWING EXTERNAL FINISHES SCHEDULE					
		A	27.05.16	ISSUE FOR DA	SF							PROJECT NO. 151204	DATE JUNE 2016		
A	14.06.16	ISSUE FOR DA	SF	SCALE	DRAWING NO							REV.			
				NTS@A3	DA10							A			
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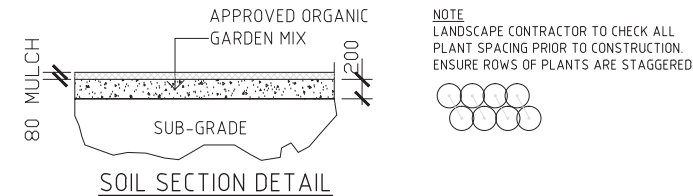


LANDSCAPE SCHEDULE

CODE	SCIENTIFIC NAME	COMMON NAME	SIZE (mm)	SPACING (mm)	MAINTAINED HEIGHT (mm)
	NANDINA DOMESTICA 'NANA'	DWARF NANDINA	200	400	200-300
	BUXUS MICROPHYLLA VAR. JAPANICA	JAPANESE BOX	200	400	500
	VIBURNUM TINUS 'LAURUSTINUS'	VIBURNUM (MATURE PLANTING)	200	1500	1000



TYPICAL PLANTING & MAINTENANCE SECTION



SOIL SECTION DETAIL



NOTES

1.00 SITE PREPARATION

ANY EXISTING TREES AND VEGETATION TO BE RETAINED SHALL BE PRESERVED & PROTECTED FROM DAMAGE OF ANY SORT DURING THE EXECUTION OF THE CONSTRUCTION WORK. IN PARTICULAR, ROOT SYSTEMS OF EXISTING PLANTS MUST NOT BE DISTURBED. IF POSSIBLE, ANY NEARBY SITE WORKS SHOULD BE CARRIED OUT CAREFULLY USING HAND TOOLS TO ENSURE THE SURVIVAL AND GROWTH OF EXISTING PLANTS. PROTECT BY FENCING OR ARMOURING WHERE NECESSARY. TREES SHALL NOT BE REMOVED OR LOPPED UNLESS SPECIFIC WRITTEN APPROVAL TO DO SO IS GIVEN OR IS INDICATED ON PLAN. STORAGE OF MATERIALS, MIXING OF MATERIALS, VEHICLE PARKING, DISPOSAL OF LIQUIDS, MACHINERY REPAIRS & REFUELLING, SITE OFFICE / SHEDS AND THE LIGHTING OF FIRES SHALL NOT OCCUR WITHIN THREE METRES OF ANY EXISTING TREES. DO NOT STOCKPILE SOIL, RUBBLE OR OTHER DEBRIS CLEARED FROM THE SITE, OR BUILDING MATERIALS, WITHIN THE DRIP LINE OF EXISTING TREES. VEHICULAR ACCESS SHALL NOT BE PERMITTED WITHIN THREE METRES OF ANY TREE.

2.00 SOIL PREPARATION

ALL PROPOSED PLANTING AREAS ARE TO BE DEEP RIPPED TO 200MM AND CLAY SOILS TO BE TREATED WITH CLAY BREAKER. 150MM DEPTH OF GOOD QUALITY PLANTING MIX TO BE IMPORTED AND COMBINED WITH 50MM OF AUSTRALIAN NATIVE LANDSCAPES GREEN LIFE COMPOST OR APPROVED EQUIVALENT. TO BE WORKED IN WITH ROTARY HOE. CARE SHALL BE TAKEN TO HAND CULTIVATE ANY AREA WHERE EXISTING TREE ROOTS EXIST TO PRESERVE HEALTH OF TREES.

3.00 NEW PLANTINGS

NEWLY PLANTED TREES AND LARGE SHRUBS SHOULD BE SECURED TO STAKES WITH HESSIAN TIES TO PREVENT ROCKING BY WIND. PLANTING HOLES FOR PLANT MATERIAL SHOULD BE LARGE ENOUGH IN SIZE TO TAKE ROOT BALL WITH ADDITIONAL SPACE TO TAKE BACK FILLING OF GOOD QUALITY PLANTING MIX. MATURE HEIGHTS OF PLANTINGS ARE THE GREATEST HEIGHT POSSIBLE IN IDEAL CONDITIONS. THESE HEIGHTS ARE SUBJECT TO PARTICULAR SITE CONDITIONS, POSSIBLE CONTAINER ENVIRONMENTS AND INTENDED HEDGING OR PRUNING FOR FUNCTIONAL REQUIREMENTS SUCH AS AVAILABLE WIDTH, INTENDED ACCESS UNDER BRANCHES AND SOLAR ACCESS. ALL PLANTS TO BE WELL GROWN, DISEASE FREE SOURCED FROM LOCAL NURSERY STOCK AND TRUE TO SPECIES TYPE. NO SPECIES TO BE SUBSTITUTED WITHOUT APPROVAL FROM ARCHITECT. NO VARIEGATED VARIETY TO BE USED UNLESS SPECIFIED IN PLANTING SCHEDULE. TREES SHALL COME IN CONTAINERS 35 LITRE IN SIZE OR MORE, IN POTS OR IN EQUIVALENT GROWING BAGS. TO HAVE A DEVELOPED STRAIGHT STEM AND TRUNK CALLIPER AND TOTAL HEIGHT AND SPREAD EQUAL TO BEST NURSERY QUALITY AND SIZE FOR THE CONTAINER. ADVANCED SHRUBS SHALL BE WELL ESTABLISHED CONTAINER GROWN PLANTS WITH A SINGLE LEADING SHOOT WELL FURNISHED WITH BUDS AND LEAVES AND BE OF A TOTAL HEIGHT AND SPREAD EQUAL TO BEST NURSERY QUALITY AND SIZE FOR EACH NOMINATED SPECIES AND CONTAINER SIZE. SEMI-ADVANCED GROUNDCOVERS: SHALL COME IN 150MM 5 LITRE POTS SHALL HAVE A STRONG PRIMARY SHOOT WITH DEVELOPING SECONDARY SHOOT.

4.00 MULCHING

ALL PLANTING AREAS TO BE MULCHED WITH A MINIMUM 80MM THICK COVER OF 40mm PINE BARK AS SPECIFIED. MULCH AND THOROUGHLY SOAK ALL PLANTED AREAS WITH WATER. ALL MULCH SHALL BE FREE OF VEGETATIVE REPRODUCTIVE PARTS OF ALL WEED SPECIES. FINISH HEIGHT OF MULCH IS TO BE 20mm BELOW THE HEIGHT OF ADJOINING KERBS / PAVING.

5.00 FERTILISER

ALL PLANTING AREAS TO BE FERTILISED WITH 9 MONTH 'NPK' SLOW RELEASE FERTILISER. MASS PLANTED AREAS: ALLOW ONE SLOW RELEASE AGRIFORM PELLET PER 5-25 LITRE PLANT. ALL FERTILISERS TO BE APPLIED IN ACCORDANCE WITH MANUFACTURES INSTRUCTIONS. TURFED AREAS: SUPPLY AND INSTALL AGRIFORM SLOW RELEASE FERTILISER OR APPROVED EQUIVALENT LAWN START FERTILISER APPLIED AT THE RATE RECOMMENDED BY THE MANUFACTURER.

6.00 STAKING

TO THOSE PLANTS INDICATED ON THE PLANTING SCHEDULES PROVIDE: HARDWOOD STAKES AS NOMINATED AND DRIVEN INTO GROUND TO A DEPTH ABLE TO ACHIEVE RIGID SUPPORT AND TO FINISH A MINIMUM OF 800-1000MM ABOVE FINISHED LEVELS. PLACE STAKE AT EDGE OF PLANTS ESTABLISHED ROOT ZONE AND SUPPORT PLANT WITH HESSIAN TIED IN FIGURE EIGHT APPROXIMATELY 300-800MM (DEPENDENT ON PLANT) ABOVE FINISHED LEVELS AS REQUIRED. HESSIAN TO BE SECURELY STAPLED TO THE STAKE.

7.00 PLANT REQUIREMENTS

JAPANESE BOX (BUXUS SPP.) HEDGES TO BE CLIPPED TO 400MM HIGH AND PLANTED AT 400MM CENTRES UNLESS OTHERWISE INDICATED. NANDINA DOMESTICA 'NANA' TO BE CLIPPED AT A HEIGHT OF 200MM AND PLANTED AT 400MM CENTRES UNLESS OTHERWISE INDICATED. A MINIMUM SPACING BETWEEN SPECIES OF 200MM IS TO BE ACHIEVED AT ALL TIMES UNLESS OTHERWISE INDICATED. MASS PLANTED AREAS ARE TO BE ALIGNED IN NEAT ROWS USING THE SPACING GUIDE PROVIDED IN THE PLANTING SCHEDULE FOR EACH INDIVIDUAL SPECIES.

8.00 SUB SOIL



EXTENT OF ROCK AND OTHER SUB-SOIL MATERIAL TO BE DETERMINED ON SITE. ALTERATIONS FOR ROCK EXCAVATION AND ADDITIONAL SUB-SOIL DRAINAGE TO BE APPROVED PRIOR TO PROCEEDING.

9.00 IRRIGATION SYSTEM

REFER TO SPECIFICATION FOR DRIP IRRIGATION SYSTEM REQUIREMENTS. IRRIGATION LINES MUST BE BURIED IN THE SOIL. SURFACE MOUNTED INSTALLATIONS COVERED BY MULCH ONLY WILL BE REJECTED.

10.00 MAINTENANCE

MAINTAIN ALL LANDSCAPING AS NECESSARY TO ESTABLISH A HIGH QUALITY OUTCOME. REFER TO THE SPECIFICATION FOR LANDSCAPE MAINTENANCE REQUIREMENTS AND TIMEFRAME / FREQUENCY. REFER TO THE SPECIFICATION FOR LANDSCAPE MAINTENANCE FORM WHICH IS REQUIRED TO BE FILLED OUT BY THE LANDSCAPE CONTRACTOR AND SIGNED BY THE STORE MANAGER AT EACH SITE VISIT.

CLIENT	REV	DATE	AMENDMENT	DRW	VERIFY ALL DIMENSIONS AND LEVELS ON SITE AND REPORT ANY DISCREPANCIES PRIOR TO THE COMMENCEMENT OF WORK. DRAWINGS ARE TO BE READ IN CONJUNCTION WITH ALL CONTRACT DOCUMENTS. USE FIGURED DIMENSIONS ONLY. DO NOT SCALE FROM DRAWINGS. THE COMPLETION OF THE ISSUE DETAILS CHECKED AND AUTHORISED SECTION IS CONFIRMATION OF THE STATUS OF THE DRAWING. THE DRAWING SHALL NOT BE USED FOR CONSTRUCTION UNLESS ENDORSED 'FOR CONSTRUCTION' AND AUTHORISED FOR ISSUE.	 KAS ARCHITECTS PTY LTD suite 302, 12 Ormonde Pde Hurstville NSW 2220 ABN 48 602 616 928 PH : 02 9579 6292 E : info@kasarchitects.com.au	PROJECT HJJS KWINANA 46 MEARES AVENUE KWINANA BEACH WA 6167	DRAWING PROPOSED LANDSCAPE PLAN		
 HUNGRY JACK'S PTY. LTD. L6 - 100 WILLIAM STREET WOOLLOOMOOLOO NSW 2011	A	03.06.16	FOR REVIEW	SF				PROJECT NO. 151204	DATE JUNE 2016	
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								CHECKED: KS	DRAWN:	

ATTACHMENT 17 - Location of Submitters - Highlighted Red



Attachment 18 – Schedule of Submissions

Submitter No.	NATURE AND SUMMARY OF SUBMISSION	CITY COMMENT
1	<p>Objection.</p> <p>Concerns regarding increase in traffic and entry to carparks</p>	<p>Noted. It is acknowledged that there are concerns about increased traffic from the current situation. It is the case however that the proposed application for Stage 2 will bring additional traffic to the current volumes experienced for Stage 1. This was anticipated as part of the Joint Development Assessment Panels (JDAP) approval in 2014 for the application made then for Stages 1 and 2. It is also a consequence of the City Centre location which promotes the Bulky Goods and Commercial Development Precinct.</p> <p>The two existing crossovers were constructed as part of Stage 1 of the development. An additional crossover is proposed as part of the application for service vehicles.</p> <p>The proponent submitted a Transport Impact Assessment Report which has been assessed by the City's Traffic Engineers which examined the impact of the additional driveway and they are satisfied that its location is not detrimental to traffic movement and safety along Meares Avenue. Further, that the development has no significant adverse impact on the capacity or safety of the surrounding road network.</p>
2	<p>Objection to the Drive-In Takeaway Food Shops.</p>	<p>Noted. The proposed uses Drive-In Takeaway Food Shops are permitted uses under the Scheme for this lot. To seek to minimise impacts,</p> <ol style="list-style-type: none"> 1) City Officers have discussed the issue of setbacks to the existing residential areas with the applicant and the development has been designed to ensure the Drive-In Takeaway Food Shops are setback as far away as possible from Meares Avenue. The development, at its closest point, is setback 13 metres from the Meares Avenue boundary and the road verge in front of the subject site is also 15 metres wide providing further separation. In all, after taking account of the full road reserve and residential setbacks, there is a separation

Attachment 18 – Schedule of Submissions

		<p>of about 50 to 55 metres from the Drive-In Takeaway Food Shops and the residential dwellings (and further for the showroom uses).</p> <p>2) There are level differences which assist to reduce light spill from the development, particularly vehicle lights as the ground levels of the Stage 2 site is 1.5 to 1.8 metres lower than the Meares Avenue road reserve and residential dwellings on the east side of Meares Avenue. The level differences are greater on the southern side of the site and decrease further north. This will assist to reduce light from headlights on vehicles using the Drive-In Takeaway Food Shops. In addition, the City has also been in discussion with the applicant about fencing and landscaping atop the retaining wall for the drive through sections of the Drive-In Takeaway Food Shops to provide additional screening benefit. A condition has been included to this effect.</p> <p>3) City Officers are recommending a number of conditions focused on limiting the off site impacts of noise, lighting and odour associated with the commercial development on an ongoing basis and during construction.</p> <p>A Revised Acoustic Report was provided by the applicant as part of the application adding to that already provided for Stages 1 and 2 as part of JDAP approvals in 2014. This Report demonstrates how the development is to comply with noise emissions under the Environmental Protection (Noise Regulations) 1997. It seeks to limit noise impacts from roof equipment (including air conditioning), from deliveries and the use of drive through in the food outlets.</p> <p>City Officers are also requiring a Noise Management Plan to be prepared and implemented to the City's satisfaction to address noise associated with the operation and use of the drive in takeaway food</p>
	Will result in increased noise, odour, rubbish and children loitering. Object to operating hours of Hungry Jacks due to noise impact.	

Attachment 18 – Schedule of Submissions

	Not opposed to remainder of the development	<p>shops which is proposed to operate 24 hours. Advice from the applicant is that the operator has a number of stores throughout Perth that are open for 24hrs. It is however not their usual practice to operate the dining room for 24 hours. The common operating hours for the dining room is between 5 or 6am -10 or 11pm.</p> <p>An odour Management Plan is required as a condition of approval to the satisfaction of the City.</p> <p>Noted.</p>
3	<p>Objection.</p> <p>Legality of Autoshop approval in Stage 1 – is more suited to a commercial setting</p> <p>Noise from kids and cars</p> <p>Safety issues, Increase in traffic</p>	<p>Noted.</p> <p>The Auto Shop is a Permitted Use under the City's scheme approved by the Joint Development Assessment Panel.</p> <p>City Officers are also requiring a Noise Management Plan to be prepared, adopted and implemented to address noise associated with the operation and use of the drive in takeaway food shops (one of which is at least proposed to operate 24 hours).</p> <p>The proponent submitted a Transport Impact Assessment Report which has been assessed by the City's Traffic Engineers which examined the impact of the additional driveway and are satisfied that its location is not detrimental to traffic movement and safety along Meares Avenue. Further, that the development has no significant adverse impact on the capacity or safety of the surrounding road network. .</p>

Attachment 18 – Schedule of Submissions

	Impacts to elderly people across the road	<p>The City is recommending a range of approval conditions which focus on minimising amenity impacts.</p> <ol style="list-style-type: none">1) City Officers have discussed the issue of setbacks to the existing residential areas with the applicant and the development has been designed to ensure the Drive-In Takeaway Food Shops are setback as far away as possible from Meares Avenue. The development, at its closest point, is setback 13 metres from the Meares Avenue boundary and the road verge in front of the subject site is also 15 metres wide providing further separation. In all, after taking account of the full road reserve and residential setbacks, there is a separation of about 50 to 55 metres from the Drive-In Takeaway Food Shops and the residential dwellings (and further for the showroom uses).2) There are level differences which assist to reduce light spill from the development, particularly vehicle lights as the ground levels of the Stage 2 site is 1.5 to 1.8 metres lower than the Meares Avenue road reserve and residential dwellings on the east side of Meares Avenue. The level differences are greater on the southern side of the site and decrease further north. This will assist to reduce light from headlights on vehicles using the Drive-In Takeaway Food Shops. In addition, the City has also been in discussion with the applicant about fencing and landscaping atop the retaining wall for the drive through sections of the Drive-In Takeaway Food Shops to provide additional screening benefit. A condition has been included to this effect.3) City Officers are recommending a number of conditions focused on limiting the off site impacts of noise, lighting and odour associated with the Drive In Takeway Food Shops on an ongoing basis and during construction.
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Attachment 18 – Schedule of Submissions

		<p>Ultimately, however, the site is situated within the Kwinana City Centre and is zoned for shopping and business. There may well be benefits to residents given the services and retail / leisure opportunities (Gym and Indoor Pool) on offer as part of the development.</p>
4	Objection to the Drive-In Takeaway Food Shops.	<p>Noted. The proposed Drive-In Takeaway Food Shops are permitted uses under the Scheme. To seek to minimise impacts,</p> <ol style="list-style-type: none"> 1) City Officers have discussed the issue of setbacks to the existing residential areas with the applicant and the development has been designed to ensure the Drive-In Takeaway Food Shops are setback as far away as possible from Meares Avenue. The development, at its closest point, is setback 13 metres from the Meares Avenue boundary and the road verge in front of the subject site is also 15 metres wide providing further separation. In all, after taking account of the full road reserve and residential setbacks, there is a separation of about 50 to 55 metres from the Drive-In Takeaway Food Shops and the residential dwellings (and further for the showroom uses). 2) There are level differences which assist to reduce light spill from the development, particularly vehicle lights as the ground levels of the Stage 2 site is 1.5 to 1.8 metres lower than the Meares Avenue road reserve and residential dwellings on the east side of Meares Avenue. The level differences are greater on the southern side of the site and decrease further north. This will assist to reduce light from headlights on vehicles using the Drive-In Takeaway Food Shops. In addition, the City has also been in discussion with the applicant about fencing and landscaping atop the retaining wall for the drive through sections of the Drive-In Takeaway Food Shops to provide additional screening

Attachment 18 – Schedule of Submissions

		<p>benefit. A condition has been included to this effect.</p> <p>City Officers are recommending a number of conditions focused on limiting the off site impacts of noise, lighting and odour associated with the Drive In Takeaway Food Shops on an ongoing basis and during construction. This includes a Noise Management Plan aimed at addressing nuisance noise from the shops. Advice from the applicant is that the operator has a number of stores throughout Perth that are open for 24hrs. It is however not their usual practice to operate the dining room for 24 hours. The common operating hours for the dining room is between 5 or 6am - 10 or 11pm</p>
	<p>Objections to the noise and lighting associated with the construction phase during the evenings and early hours of the morning after and before approved timeframes. This includes vehicle noises, radio noises, lighting during the evening and early morning.</p>	<p>Noted. The City is recommending a condition requiring that a Construction Management Plan be prepared and approved by the City prior to the lodgement of a building permit application for the application which addresses the hours of operation and methods to be employed to mitigate adverse impacts associated with noise, dust lift off, odour and lighting during construction. The construction phase shall be implemented in accordance with the approved plan.</p>
	<p>Objections to the noise and lighting and activities associated with the daily operations of businesses in completed Stage 1.</p>	<p>Noted. A Development Approval was issued for Stage 1 of the Bulky Good Commercial Development in 2014 by the JDAP and the development must meet specific approval conditions made at that time. Concerns should be raised with the City which can investigate and take action on any unauthorised or illegal actions.</p>