



Metro South-West Joint Development Assessment Panel Agenda

Meeting Date and Time: Friday, 4 July 2014; 10:00am
Meeting Number: MWJDAP/46
Meeting Venue: City of Rockingham
Civic Blvd, Rockingham

Attendance

DAP Members

Mr David Gray (Presiding Member)
Mr Ian Birch (Deputy Presiding Member)
Mr Rob Nicholson (Specialist Member)
Cr Joy Stewart (Local Government Member, City of Rockingham)
Cr Richard Smith (Local Government Member, City of Rockingham) – *via teleconference*

Officers in attendance

Mr Craig Shepherd (Development Assessment Panels)
Ms Erika Barton (City of Rockingham)

Local Government Minute Secretary

Ms Nicole D'Alessandro (City of Rockingham)

Applicant and Submitters

Mr Justin Hassan (DPS)

Members of the Public

Nil

1. Declaration of Opening

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

2. Apologies

Nil

3. Members on Leave of Absence

Nil



4. Noting of Minutes

Note the Minutes of the Metro South-West JDAP meeting no.45 held on the 6 June 2014.

5. Disclosure of Interests

Nil

6. Declarations of Due Consideration

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

7. Deputations and Presentations

Nil

8. Form 1 - Responsible Authority Reports – DAP Application

8.1	Property Location:	Lot 806 Mandurah Road, Karnup
	Application Details:	Stage 1 Singleton Village Neighbourhood Centre (Supermarket, six speciality shops, medical centre, and three fast food outlets)
	Applicant:	DPS (WA) Pty Ltd
	Owner:	Gold Right Pty Ltd
	Responsible authority:	City of Rockingham
	Report date:	25 June 2014
	DoP File No:	DP/13/00706

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

Nil

10. Appeals to the State Administrative Tribunal

Nil

11. Meeting Closure



Minutes of the Metro South-West Joint Development Assessment Panel

Meeting Date and Time: Friday, 6 June 2014; 10:00am
Meeting Number: MSWJDAP/45
Meeting Venue: Department of Planning
140 William Street, Perth – L2.40

Attendance

DAP Members

Mr David Gray (Presiding Member)
Mr Ian Birch (Deputy Presiding Member)
Mr Lou D'Alessandro (Alternate Specialist Member)
Cr Joy Stewart (Local Government Member, City of Rockingham) - *until 10.16am*
Cr Sherilyn Wood (Local Government Member, City of Kwinana) - *from 10.17am*
Cr Dennis Wood (Local Government Member, City of Kwinana) - *from 10.17am*

Officers in attendance

Mr Craig Shepherd (Development Assessment Panels)
Mr Patrick Leach (Development Assessment Panels)
Mr Jason Bouwhuis (Department of Planning)
Mr Paul Sewell (Department of Planning)
Mr Riaan Stassen (City of Rockingham)
Ms Erika Barton (City of Rockingham)
Mr Brenton Scambler (City of Kwinana)
Ms Felicitas Dhliwayo (City of Kwinana)

Department of Planning Minute Secretary

Ms Dallas Downes (Development Assessment Panels)

Applicant and Submitters

Ms Ellen Sherman (Landcorp)

Members of the Public

Nil

1. Declaration of Opening

The Presiding Member, Mr David Gray declared the meeting open at 10:00am on 6 June 2014 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

Mr Rob Nicholson (Specialist Member)
Cr Richard Smith (Local Government Member, City of Rockingham)

3. Members on Leave of absence

Nil

4. Noting of minutes

Minutes of the Metro South-West JDAP meeting no.44 held on 21 May 2014 were noted by DAP members.

5. Disclosure of interests

Nil

6. Declaration of Due Consideration

All members declared that they had duly considered the documents.

7. Deputations and presentations

Nil

8. Form 1 - Responsible Authority Reports – DAP Applications

- 8.1** Property Location: Lot 61 (No.37) & Lot 62 (No.39) Council Avenue, Rockingham
Application Details: Mixed Use Development (99 Residential Apartments and 2 Ground Floor Retail Shops)
Applicant: Dynamic Planning and Developments Pty Ltd
Owner: Yokine Investments Pty Ltd & Sharose Pty Ltd
Responsible authority: City of Rockingham
Report date: 30 May 2014
DoP File No: DAP/14/00523

REPORT RECOMMENDATION / PRIMARY MOTION



Moved by: Cr Joy Stewart

Seconded by: Mr Ian Birch

That the Metro South-West JDAP resolve to:

Approve DAP Application reference DAP/14/00523 and accompanying plans DA01 - DA08, DA10 - DA14 and DA20 - DA22 dated March 2014 in accordance with Clause 6.7.1(a) of the City of Rockingham Town Planning Scheme No.2 and Clause 30(1) of the Metropolitan Region Scheme, subject to the following conditions:

Conditions

1. This decision constitutes planning approval only and is valid for a period of 2 years from the date of approval. If the subject development is not substantially commenced within the 2 year period, the approval shall lapse and be of no further effect.
2. This Approval does not authorise or approve the use of any of the tenancies. A separate planning approval must be obtained for the occupation of any ground floor commercial tenancy, prior to the occupation of the tenancy.
3. Arrangements must be made for the amalgamation of the land onto one Certificate of Title prior to applying for a Building Permit.
4. It must be demonstrated to the City of Rockingham that the service vehicles required by the development can manoeuvre around the site (geometry and height). Plans demonstrating this must be submitted to and be approved by the City of Rockingham prior to applying for a Building Permit.
5. Earthworks over the site associated with the development must be stabilised to prevent sand or dust blowing off the site, and appropriate measures shall be implemented within the time and in the manner directed by the City of Rockingham in the event that sand or dust is blown from the site.
6. All stormwater generated by the development shall be designed to be contained on-site and certified by a hydraulic engineer, prior to the application for a Building Permit. The design shall be implemented and maintained for the duration of the development.
7. A Landscaping Plan must be prepared and include the following detail, to the satisfaction of the City, prior to applying for a Building Permit:
 - (i) The location, number and type of existing and proposed trees and shrubs, including calculations for the landscaping area;
 - (ii) Any lawns to be established;
 - (iii) Any natural landscape areas to be retained;
 - (iv) Those areas to be reticulated or irrigated.
 - (v) The street setback area and all verge areas including landscaping, paving and reticulation must be upgraded in accordance with the Rockingham City Centre Streetscape Study.

The landscaping must be completed prior to the occupation of the development, and must be maintained at all times to the satisfaction of the City.

8. The car park must:
 - (i) provide a minimum of 108 parking spaces on-site;
 - (ii) be designed in accordance with Australian/New Zealand Standard AS/NZS 2890.1:2004, *Parking facilities, Part 1: Off-street car parking* unless otherwise specified by this approval, prior to applying for a



Building Permit;

- (iii) include two car parking space(s) dedicated to people with disabilities designed in accordance with Australian/New Zealand Standard AS/NZS 2890.6:2009, *Parking facilities, Part 6: Off-street parking for people with disabilities*, linked to the main entrance of the development by a continuous accessible path of travel designed in accordance with Australian Standard AS 1428.1—2009, *Design for access and mobility, Part 1: General Requirements for access—New building work*;
- (iv) be constructed, sealed, kerbed, drained and marked prior to the development being occupied and maintained thereafter;
- (v) have lighting installed, prior to the occupation of the development; and
- (vi) confine all illumination to the land in accordance with the requirements of Australian Standard AS 4282—1997, *Control of the obtrusive effects of outdoor lighting*, at all times.

The car park must comply with the above requirements for the duration of the development.

- 9. A cash contribution, in lieu of the shortfall of on-site car parking for the development of five (5) car parking spaces, with the calculation of the cash contribution being in accordance with clause 4.15.6.1 of Town Planning Scheme No.2, must be provided to the City of Rockingham, prior to applying for a Building Permit - Certified.
- 10. Twelve short-term bicycle parking spaces and 36 long-term bicycle parking spaces must be provided for the development. The parking spaces must be designed in accordance with AS2890.3—1993, *Parking facilities, Part 3: Bicycle parking facilities*, approved by the City prior to applying for a Building Permit, and constructed prior to occupancy of the development. The bicycle parking spaces must be retained and maintained in good condition at all times.
- 11. Clothes drying facilities (excluding electric clothes dryers) shall be screened from view of any adjacent public road or internal access street.
- 12. A Waste Management Plan must be prepared and include the following detail to the satisfaction of the City, prior to applying for a Building Permit:
 - (i) the location of bin storage areas and bin collection areas;
 - (ii) the number, volume and type of bins, and the type of waste to be placed in the bins;
 - (iii) management of the bins and the bin storage areas, including cleaning, rotation and moving bins to and from the bin collection areas; and
 - (iv) frequency of bin collections.

All works must be carried out in accordance with the Waste Management Plan, for the duration of development and maintained at all times.

- 13. An Acoustic Report which demonstrates that all mechanical services associated with the proposed development and any other noise source will comply with the *Environmental Protection (Noise) Regulations 1997*, must be approved by the City prior to applying for a Building Permit.

All works must be carried out in accordance with the Acoustic Report, and implemented as such for the duration of the development.

- 14. A Sign Strategy must be prepared and include the information required by *Planning Policy 3.3.1, Control of Advertisements*, to the satisfaction of the City,



prior to applying for a Building Permit and implemented as such for the duration of the development.

15. Entries and window frontages facing the street of ground floor tenancies must not be covered, closed or screened off (including by means of dark tinting, shutters, curtains, blinds or roller doors or similar), to ensure that a commercial, interactive frontage is available to the development from Council Avenue, at all times.
16. Public or customer access must be from Council Avenue.
17. Above-ground meter boxes must not be located in a street setback area at any time.
18. All service areas and service related hardware, including antennae, satellite dishes and air-conditioning units, being suitably located away from public views and/or screened, the details of which are to be provided to the City of Rockingham's satisfaction prior to applying for a Building Permit.
19. Arrangements being made to the satisfaction of the City of Rockingham for the payment of contributions towards the Administration and Community Infrastructure items pursuant to Clause 5.6.14 of the City of Rockingham Town Planning Scheme No.2, upon commencement of any development.
20. Lighting must be provided at the main entrance area underneath the building overhang facing Council Avenue, prior to occupation of the development.

Advice Notes

1. This Approval relates to the details provided in the application; to undertake the development in a different manner to that stated in the application, a new application for Planning Approval must be submitted to the City of Rockingham.
2. The installation of security cameras linked to the City of Rockingham's security camera surveillance system should be considered, to provide surveillance of the proposed facility and public areas adjacent to the development.
3. A Sign Permit must be obtained for any advertising associated with the development, including signage painted on the building; the applicant should liaise with the City's Building Services in this regard.
4. With respect to Conditions 7 and 8, the applicant and owner should liaise with the City of Rockingham's Parks Services to confirm requirements for landscaping plans.
5. All works in the road reserve, including construction of a crossover or footpath, installation of on-street car parking spaces and any works to the road carriageway must be to the specifications of the City of Rockingham; the applicant should liaise with the City of Rockingham's Engineering Services in this regard.
6. With respect to Condition 10, the applicant and owner should refer to Planning Policy 3.3.4, Cash-in-Lieu of Carparking, which provides guidance on the calculation of the cash contribution.

AMENDING MOTION

Moved by: Mr Ian Birch

Seconded by: Cr Joy Stewart

To amend Condition 4 to read as follows:



"It must be demonstrated to the satisfaction of the City of Rockingham that the service vehicles required by the development can manoeuvre around the site (geometry and height). Plans demonstrating this must be submitted to and be approved by the City of Rockingham prior to applying for a Building Permit."

REASON: For certainty and clarity

The Amending Motion was put and CARRIED UNANIMOUSLY.

AMENDING MOTION

Moved by: Mr Ian Birch

Seconded by: Cr Joy Stewart

To amend Advice Note 4 to delete reference to Condition 8.

REASON: Reference to Condition 8 was included in error.

The Amending Motion was put and CARRIED UNANIMOUSLY.

AMENDING MOTION

Moved by: Mr Ian Birch

Seconded by: Mr Lou D'Alessandro

To amend Advice Note 6 to read as follows:

"With respect to Condition 9, the applicant and owner should refer to Planning Policy 3.3.4, Cash-in-Lieu of Car parking, which provides guidance on the calculation of the cash contribution."

REASON: To correct the Condition number in which this advice note relates.

The Amending Motion was put and CARRIED UNANIMOUSLY.

AMENDING MOTION

Moved by: Cr Joy Stewart

Seconded by: Mr Ian Birch

To include an Advice Note to Local Government to read as follows:

"The City is reminded that in accordance with the Deed of Agreement with the parking area easements, the City is to provide written confirmation to affected parties that approval has been granted for building of a structure within part of the easement."

REASON: To ensure that the City conforms to the Deed of Agreement.

The Amending Motion was put and CARRIED UNANIMOUSLY.

PRIMARY MOTION (AS AMENDED)



That the Metro South-West JDAP resolve to:

Approve DAP Application reference DAP/14/00523 and accompanying plans DA01 - DA08, DA10 - DA14 and DA20 - DA22 dated March 2014 in accordance with Clause 6.7.1(a) of the City of Rockingham Town Planning Scheme No.2 and Clause 30(1) of the Metropolitan Region Scheme, subject to the following conditions:

Conditions

1. This decision constitutes planning approval only and is valid for a period of 2 years from the date of approval. If the subject development is not substantially commenced within the 2 year period, the approval shall lapse and be of no further effect.
2. This Approval does not authorise or approve the use of any of the tenancies. A separate planning approval must be obtained for the occupation of any ground floor commercial tenancy, prior to the occupation of the tenancy.
3. Arrangements must be made for the amalgamation of the land onto one Certificate of Title prior to applying for a Building Permit.
4. It must be demonstrated to the satisfaction of the City of Rockingham that the service vehicles required by the development can manoeuvre around the site (geometry and height). Plans demonstrating this must be submitted to and be approved by the City of Rockingham prior to applying for a Building Permit.
5. Earthworks over the site associated with the development must be stabilised to prevent sand or dust blowing off the site, and appropriate measures shall be implemented within the time and in the manner directed by the City of Rockingham in the event that sand or dust is blown from the site.
6. All stormwater generated by the development shall be designed to be contained on-site and certified by a hydraulic engineer, prior to the application for a Building Permit. The design shall be implemented and maintained for the duration of the development.
7. A Landscaping Plan must be prepared and include the following detail, to the satisfaction of the City, prior to applying for a Building Permit:
 - (i) The location, number and type of existing and proposed trees and shrubs, including calculations for the landscaping area;
 - (ii) Any lawns to be established;
 - (iii) Any natural landscape areas to be retained;
 - (iv) Those areas to be reticulated or irrigated.
 - (v) The street setback area and all verge areas including landscaping, paving and reticulation must be upgraded in accordance with the Rockingham City Centre Streetscape Study.

The landscaping must be completed prior to the occupation of the development, and must be maintained at all times to the satisfaction of the City.

8. The car park must:
 - (i) provide a minimum of 108 parking spaces on-site;
 - (ii) be designed in accordance with Australian/New Zealand Standard AS/NZS 2890.1:2004, *Parking facilities, Part 1: Off-street car parking* unless otherwise specified by this approval, prior to applying for a



Building Permit;

- (iii) include two car parking space(s) dedicated to people with disabilities designed in accordance with Australian/New Zealand Standard AS/NZS 2890.6:2009, *Parking facilities, Part 6: Off-street parking for people with disabilities*, linked to the main entrance of the development by a continuous accessible path of travel designed in accordance with Australian Standard AS 1428.1—2009, *Design for access and mobility, Part 1: General Requirements for access—New building work*;
- (iv) be constructed, sealed, kerbed, drained and marked prior to the development being occupied and maintained thereafter;
- (v) have lighting installed, prior to the occupation of the development; and
- (vi) confine all illumination to the land in accordance with the requirements of Australian Standard AS 4282—1997, *Control of the obtrusive effects of outdoor lighting*, at all times.

The car park must comply with the above requirements for the duration of the development.

- 9. A cash contribution, in lieu of the shortfall of on-site car parking for the development of five (5) car parking spaces, with the calculation of the cash contribution being in accordance with clause 4.15.6.1 of Town Planning Scheme No.2, must be provided to the City of Rockingham, prior to applying for a Building Permit - Certified.
- 10. Twelve short-term bicycle parking spaces and 36 long-term bicycle parking spaces must be provided for the development. The parking spaces must be designed in accordance with AS2890.3—1993, *Parking facilities, Part 3: Bicycle parking facilities*, approved by the City prior to applying for a Building Permit, and constructed prior to occupancy of the development. The bicycle parking spaces must be retained and maintained in good condition at all times.
- 11. Clothes drying facilities (excluding electric clothes dryers) shall be screened from view of any adjacent public road or internal access street.
- 12. A Waste Management Plan must be prepared and include the following detail to the satisfaction of the City, prior to applying for a Building Permit:
 - (i) the location of bin storage areas and bin collection areas;
 - (ii) the number, volume and type of bins, and the type of waste to be placed in the bins;
 - (iii) management of the bins and the bin storage areas, including cleaning, rotation and moving bins to and from the bin collection areas; and
 - (iv) frequency of bin collections.

All works must be carried out in accordance with the Waste Management Plan, for the duration of development and maintained at all times.

- 13. An Acoustic Report which demonstrates that all mechanical services associated with the proposed development and any other noise source will comply with the *Environmental Protection (Noise) Regulations 1997*, must be approved by the City prior to applying for a Building Permit.

All works must be carried out in accordance with the Acoustic Report, and implemented as such for the duration of the development.

- 14. A Sign Strategy must be prepared and include the information required by *Planning Policy 3.3.1, Control of Advertisements*, to the satisfaction of the City,



prior to applying for a Building Permit and implemented as such for the duration of the development.

15. Entries and window frontages facing the street of ground floor tenancies must not be covered, closed or screened off (including by means of dark tinting, shutters, curtains, blinds or roller doors or similar), to ensure that a commercial, interactive frontage is available to the development from Council Avenue, at all times.
16. Public or customer access must be from Council Avenue.
17. Above-ground meter boxes must not be located in a street setback area at any time.
18. All service areas and service related hardware, including antennae, satellite dishes and air-conditioning units, being suitably located away from public views and/or screened, the details of which are to be provided to the City of Rockingham's satisfaction prior to applying for a Building Permit.
19. Arrangements being made to the satisfaction of the City of Rockingham for the payment of contributions towards the Administration and Community Infrastructure items pursuant to Clause 5.6.14 of the City of Rockingham Town Planning Scheme No.2, upon commencement of any development.
20. Lighting must be provided at the main entrance area underneath the building overhang facing Council Avenue, prior to occupation of the development.

Advice Notes

1. This Approval relates to the details provided in the application; to undertake the development in a different manner to that stated in the application, a new application for Planning Approval must be submitted to the City of Rockingham.
2. The installation of security cameras linked to the City of Rockingham's security camera surveillance system should be considered, to provide surveillance of the proposed facility and public areas adjacent to the development.
3. A Sign Permit must be obtained for any advertising associated with the development, including signage painted on the building; the applicant should liaise with the City's Building Services in this regard.
4. With respect to Condition 7 the applicant and owner should liaise with the City of Rockingham's Parks Services to confirm requirements for landscaping plans.
5. All works in the road reserve, including construction of a crossover or footpath, installation of on-street car parking spaces and any works to the road carriageway must be to the specifications of the City of Rockingham; the applicant should liaise with the City of Rockingham's Engineering Services in this regard.
6. With respect to Condition 9, the applicant and owner should refer to Planning Policy 3.3.4, Cash-in-Lieu of Car parking, which provides guidance on the calculation of the cash contribution.

Advice Note to Local Government:

The City is reminded that in accordance with the Deed of Agreement with the parking area easements, the City is to provide written confirmation to affected parties that approval has been granted for building of a structure within part of the easement.



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

Cr Joy Stewart left the meeting at 10:16am

Crs Dennis Wood and Sherilyn Wood joined the meeting at 10.17am

8.2a Property Location:	Lot 14 Mason Road (Proposed Lot 100 Donaldson Road) Kwinana Beach
Application Details:	Proposed general industry – Metal recycling facility, open air storage and associated office / administration building
Applicant:	ADC Projects
Owner:	WA Land Authority – LandCorp
Responsible authority:	City of Kwinana
Report date:	28 May 2014
DoP File No:	DAP/14/00505

REPORT RECOMMENDATION / PRIMARY MOTION

Moved by: Cr Sherilyn Wood

Seconded by: Cr Dennis Wood

That the Metro South-West JDAP resolves to:

Approve DAP Application reference DAP/14/00505 and accompanying plans WKB-1-00-01DA, WKB-1-00-04DA, WKB-1-00-02DA, WKB-3-01-01DA, WKB-3-02-01DA, WKB-3-03-01DA, WKB 337, WKB-3-07-01DA, WKB-3-10-01DA, WKB-3-10-02DA, WKB-3-09-01DA, WKB-3-08-01DA, WKB-3-08-02DA, WKB-3-05-01DA, WKB-3-06-01DA, WKB-3-06-02DA, WKB-3-06-03DA, WKB-3-15-01-DA, and WKB 311 in accordance with Clause 6.1 of the City of Kwinana Town Planning Scheme No.2, subject to the following conditions and advice notes:

Conditions

- 1.1 The premises being kept in a neat and tidy condition at all times by the owner/ occupier to the satisfaction of the City of Kwinana.
- 1.2 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.
- 1.3 The applicant shall implement dust control measures for the duration of the Site and Construction Works and for the ongoing operation of the site as directed by the City of Kwinana to the satisfaction of the City of Kwinana to contain all dust within the property boundaries.
- 1.4 A schedule of colours, materials and finishes for the building shall be submitted at the building licence stage.
- 1.5 The boundary fence shall be setback 1.5m from the front boundary with



Donaldson Road and landscaping that includes mature/advanced species provided between the boundary and the fence.

- 1.6 The external finishes of the boundary/acoustic wall shall be graffiti treated to the satisfaction of the City of Kwinana.
- 1.7 Vehicle crossovers shall be constructed to the specifications and satisfaction of the City of Kwinana.
- 1.8 The provision of 80 car parking bays of the dimensions 5.5 x 2.5 metres, to be clearly marked on the ground and constructed of bitumen, brick or concrete and drained to the satisfaction of the City of Kwinana.
- 1.9 All vehicle parking to be accommodated within the boundaries of the subject lot.
- 1.10 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.
- 1.11 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.
- 1.12 5000 square metres (5%) of the subject site is to be landscaped and maintained to a high standard thereafter to the satisfaction of the City of Kwinana.
- 1.13 A Landscape Plan being submitted and approved by the City of Kwinana prior to lodgement of a building permit. The Landscape Plan must outline the proposed species, spacing of each species and location of vegetation, including mature/advanced species between the fence and the road boundary/verge and proposed reticulation layout. The Plan shall also specify number of plants to be used at the time of planting together with the anticipated height of each plant at maturity.
- 1.14 Landscaping being provided within parking areas at a rate of one (1) tree per 4 bays to provide shade for parked cars and to soften the impact of paved carparking viewed from adjacent sites and roads.
- 1.15 Landscaping areas, vehicle parking spaces, accessways, and all details as shown on the approved 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.
- 1.16 All vegetation cleared as part of the development shall be mulched, not burnt, and re-used throughout the landscaped areas of the development to the satisfaction of the City of Kwinana.
- 1.17 The provision of an adequate water supply for fire fighting purposes to the satisfaction of the City of Kwinana.
- 1.18 On-site effluent disposal systems shall be nutrient retentive. Use of conventional septic systems is not permitted.



- 1.19 All plant and vehicle wash down facilities shall be connected to an appropriate wastewater treatment system to the satisfaction of the City of Kwinana.
- 1.20 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.
- 1.21 The development shall comply with the requirements of the current Western Australian Government Sewerage Policy.
- 1.22 The development shall comply with the ventilation requirements of the Australian Standard 1668 & Health (Sewerage & ventilation) Regulation requirements for the classifications of building use.
- 1.23 Storage of chemicals and liquids shall be within bunded impervious areas capable of containing any spillages and be connected to an appropriate disposal system.
- 1.24 A notification pursuant to Section 165 of the Planning and Development Act being placed on the Certificate of Title of the proposed lot advising of a hazard or other factor. Notice of this notification is to be included on any new Deposited Plans. The notification is to state as follows:

"This lot is adjacent or in relatively close proximity to the Dampier to Bunbury Natural Gas Pipeline (DPNGP) corridor established under the Dampier to Bunbury Pipeline Act 1997. Approval from the DPNGP Land Access Minister (LAM) through the Department for Regional Development and Lands may be required for any registration of new interests that may affect the LAM rights, construction work, access or fencing within the DBNGP corridor. As such some development restrictions consistent with the advice contained in Planning Bulletin 87 should be strictly adhered to".

- 1.25 A Noise Management Plan prepared by EcoAcoustics Pty Ltd and dated 29 November 2013 confirming compliance with Environmental Protection (Noise) Regulations 1997 for all noise emissions from the site relative to the nearest noise sensitive receptors has been approved by the City of Kwinana's Environmental Health Department. When the metal recycling facility commences operations, the acoustic consultant shall confirm the modelling by testing the equipment and operations (within 28 days of commencement) to validate the levels contained in the model to ensure all noise emissions comply with the Environmental Protection Act (EPA) and Regulations. In the event that the development does not comply with the EPA Act and Regulation the applicant shall undertake the necessary measures to ensure compliance to the satisfaction of the City of Kwinana. The proponent shall submit the acoustic consultant's report to the City of Kwinana within 60 days of commencement of operations to confirm noise compliance.
- 1.26 No groundwater may be abstracted from the site without carrying out analysis in accordance with Department of Health guidelines to determine its suitability for use to the satisfaction of the City of Kwinana.
- 1.27 The proponent shall provide an updated traffic management report detailing



the following:

- Assessment of the adequacy of the turning pocket and slip lane capacities and lengths at the Beard Street and Mason Road / Rockingham Road intersections, including stacking distance to the Brown Avenue / Beard Street intersection.
- Revised traffic modelling which excludes the James Point Port facility as it is no longer intended that this port will be proceeded with.
- The traffic report shall be referred to Main Roads for its consideration and for the inclusion of any requirements on the impacts to signalised intersections and Rockingham Road.

The updated traffic report shall be submitted to the City of Kwinana and Main Roads and the proponent shall ensure that any potential modifications to intersections are completed prior to occupation of the development.

- 1.28 The level rail crossing at the western end of Donaldson Road is to be upgraded so that it has standard audible and visual warning signals and a physical barrier installed to warn users and prevent crossing of the rail line when a train is crossing Donaldson Road. These works shall be completed prior to occupation of the development.
- 1.29 The approval of the Stage One temporary "Site Offices and Amenities" building is valid for 2 years from the date of this approval. Prior to the expiry of this timeframe, the proponent shall either remove the buildings or obtain a new approval to replace the buildings with permanent buildings.
- 1.30 This approval is valid for 24 months only. If development is not substantially commenced or completed within this period a fresh approval must be obtained before commencing or continuing with the development.

2. Note that the following advice will be provided to the applicant as footnotes on the approval.

- 2.1 The applicant is advised that all future development must be submitted to the City of Kwinana prior to the commencement of works or alteration of land use.
- 2.2 Should the applicant be aggrieved by the decision or any condition imposed, then a right of review should be lodged with the State Administrative Tribunal within 28 days of the date of this decision.
- 2.3 Construction shall not be commenced 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 is further advised that this is not a building permit to enable construction to commence. A building permit is a separate City of Kwinana requirement and construction cannot be commenced until a building permit is obtained.
- 2.5 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, Dangerous Goods Safety Act 2004 and Regulations, Contaminated Sites Act 2003 and the National Construction Code.
- 2.6 Any development proposals outside the DBNGP Corridor should take into



account the restrictions relating to setback distances under Planning Bulletin 87 and proponents should seek comments from pipeline operators at the earliest opportunity.

- 2.7 The applicant is advised that prior to any ground disturbing works being carried out in or near the vicinity of the Dampier-Bunbury Natural Gas Pipeline to contact “**1100 Dial Before You Dig**” and a Section 41 application should be submitted and approval obtained from the Department of Regional Development and Lands.
- 2.8 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.
- 2.9 The proponent is advised to contact the APA Group regarding activities that may impact the lateral gas pipeline for an AS2885 Risk Assessment.

AMENDING MOTION 1

Moved by: Mr Ian Birch

Seconded by: Mr Lou D'Alessandro

To amend Condition 1.8 to read as follows:

“The provision of 80 car parking bays are to be designed in accordance with the AS/NZS 2890.1:2004 and clearly marked on the ground and constructed of bitumen, brick or concrete and drained to the satisfaction of the City of Kwinana.”

REASON: For certainty and clarity

The Amending Motion was put and CARRIED UNANIMOUSLY.

AMENDING MOTION 2

Moved by: Mr Ian Birch

Seconded by: Cr Sherilyn Wood

To amend the preamble to include the date of the plans received so as to read as follows:

*“**Approve** DAP Application reference DAP/14/00505 and accompanying plans WKB-1-00-01DA, WKB-1-00-04DA, WKB-1-00-02DA, WKB-3-01-01DA, WKB-3-02-01DA, WKB-3-03-01DA, WKB 337, WKB-3-07-01DA, WKB-3-10-01DA, WKB-3-10-02DA, WKB-3-09-01DA, WKB-3-08-01DA, WKB-3-08-02DA, WKB-3-05-01DA, WKB-3-06-01DA, WKB-3-06-02DA, WKB-3-06-03DA, WKB-3-15-01-DA, and WKB 311, date stamped 26 March 2014 and 9 April 2014, in accordance with Clause 6.1 of the City of Kwinana Town Planning Scheme No.2, subject to the following conditions and advice notes:”*

REASON: To prevent any confusion with the version of the plans being approved.



The Amending Motion was put and CARRIED UNANIMOUSLY.

AMENDING MOTION 3

Moved by: Mr Ian Birch

Seconded by: Mr Lou D'Alessandro

To amend Condition 1.12 to read as follows:

"At least 5000 square metres (5%) of the subject site is to be landscaped and maintained to a high standard thereafter to the satisfaction of the City of Kwinana."

REASON: Include a minimum measure of 5000 square metres to ensure flexibility if the developer is willing to provide more than the required amount.

The Amending Motion was put and CARRIED UNANIMOUSLY.

AMENDING MOTION 4

Moved by: Mr Ian Birch

Seconded by: Cr Sherilyn Wood

To remove Condition 1.21 and replace as an Advice Note and renumber all remaining Conditions accordingly.

REASON: Relates to responsibility of separate Government department (Department of Health)

The Amending Motion was put and CARRIED UNANIMOUSLY.

AMENDING MOTION 5

Moved by: Mr Ian Birch

Seconded by: Cr Dennis Wood

To remove Condition 1.22 and replace as an Advice Note and renumber all remaining Conditions accordingly.

REASON: Relates to Regulations with which the applicant must comply

The Amending Motion was put and CARRIED UNANIMOUSLY.

AMENDING MOTION 6

Moved by: Mr Ian Birch

Seconded by: Cr Sherilyn Wood

To amend Condition 1.24 to read as follows:

"A notification pursuant to Section 165 of the Planning and Development Act being placed on the Certificate of Title of the proposed lot advising of a hazard or other factor. Notice of this notification is to be included on any new Deposited Plans."



With text of the proposed notification to be included as an advice note, changing 'Department for Regional Development and Lands' to 'Department of Lands' so as to read as follows:

"With respect to Condition 1.24 the notification is to state as follows:

"This lot is adjacent or in relatively close proximity to the Dampier to Bunbury Natural Gas Pipeline (DPNGP) corridor established under the Dampier to Bunbury Pipeline Act 1997. Approval from the DPNGP Land Access Minister (LAM) through the Department of Lands may be required for any registration of new interests that may affect the LAM rights, construction work, access or fencing within the DBNGP corridor. As such some development restrictions consistent with the advice contained in WAPC Planning Bulletin 87 should be strictly adhered to".

REASON: To provide flexibility when drafting the notification and to correct reference to the relevant agency

The Amending Motion was put and CARRIED UNANIMOUSLY.

AMENDING MOTION 7

Moved by: Mr Ian Birch

Seconded by: Mr Lou D'Alessandro

To remove Condition 1.26 and replace as an Advice note and renumber all remaining Conditions accordingly.

REASON: Condition requires approval from other agencies

The Amending Motion was put and CARRIED UNANIMOUSLY.

AMENDING MOTION 8

Moved by: Mr Ian Birch

Seconded by: Cr Dennis Wood

To amend Condition 1.27 by removing the third dot point and inserting it as an Advice Note, to read as follows:

"The traffic report referred to in Condition 1.27 shall be referred by the City to Main Roads for its consideration and for the inclusion of any requirements on the impacts to signalised intersections and Rockingham Road."

REASON: Statement is in regard to the process which the City will follow and is more suited as an Advice Note.

The Amending Motion was put and CARRIED UNANIMOUSLY.



AMENDING MOTION 9

Moved by: Mr Lou D'Alessandro

Seconded by: Mr Ian Birch

To delete Condition 1.28 and renumber all remaining conditions accordingly.

REASON: Management of the level crossing is outside of the applicant's control.

The Amending Motion was put and CARRIED UNANIMOUSLY.

AMENDING MOTION 10

Moved by: Mr Ian Birch

Seconded by: Cr Dennis Wood

To change heading for Point 2 to read as follows:

"Advice"

To amend the preamble to read as follows:

"Approve DAP Application reference DAP/14/00505 and accompanying plans WKB-1-00-01DA, WKB-1-00-04DA, WKB-1-00-02DA, WKB-3-01-01DA, WKB-3-02-01DA, WKB-3-03-01DA, WKB 337, WKB-3-07-01DA, WKB-3-10-01DA, WKB-3-10-02DA, WKB-3-09-01DA, WKB-3-08-01DA, WKB-3-08-02DA, WKB-3-05-01DA, WKB-3-06-01DA, WKB-3-06-02DA, WKB-3-06-03DA, WKB-3-15-01-DA, and WKB 311 dated 26 March 2014 and 9 April 2014 in accordance with Clause 6.1 of the City of Kwinana Town Planning Scheme No.2, subject to the following conditions with advice notes:"

REASON: Clarity

The Amending Motion was put and CARRIED UNANIMOUSLY.

AMENDING MOTION 11

Moved by: Cr Sherilyn Wood

Seconded by: Mr Ian Birch

To delete Advice Note 2.2 and renumber all remaining advice notes accordingly

REASON: This is a standard provision and is not required as an Advice Note.

The Amending Motion was put and CARRIED UNANIMOUSLY.

AMENDING MOTION 12

Moved by: Mr Ian Birch

Seconded by: Cr Dennis Wood



To amend Advice Note 2.6 to read as follows:

“Any development proposals outside the DBNGP Corridor should take into account the restrictions relating to setback distances under WAPC Planning Bulletin 87 and proponents should seek comments from pipeline operators at the earliest opportunity.”

REASON: For certainty and clarity

The Amending Motion was put and CARRIED UNANIMOUSLY.

AMENDING MOTION 13

Moved by: Cr Sherilyn Wood

Seconded by: Mr Ian Birch

To amend Advice Note 2.7 to read as follows:

“The applicant is advised that prior to any ground disturbing works being carried out in or near the vicinity of the Dampier-Bunbury Natural Gas Pipeline to contact “1100 Dial Before You Dig” and a Section 41 application should be submitted and approval obtained from the Department of Lands.”

REASON: To correct Department name.

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/14/00505 and accompanying plans WKB-1-00-01DA, WKB-1-00-04DA, WKB-1-00-02DA, WKB-3-01-01DA, WKB-3-02-01DA, WKB-3-03-01DA, WKB 337, WKB-3-07-01DA, WKB-3-10-01DA, WKB-3-10-02DA, WKB-3-09-01DA, WKB-3-08-01DA, WKB-3-08-02DA, WKB-3-05-01DA, WKB-3-06-01DA, WKB-3-06-02DA, WKB-3-06-03DA, WKB-3-15-01-DA, and WKB 311, date stamped 26 March 2014 and 9 April 2014 in accordance with Clause 6.1 of the City of Kwinana Town Planning Scheme No.2, subject to the following conditions with advice notes:

Conditions

- 1.1 The premises being kept in a neat and tidy condition at all times by the owner/occupier to the satisfaction of the City of Kwinana.
- 1.2 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.
- 1.3 The applicant shall implement dust control measures for the duration of the Site and Construction Works and for the ongoing operation of the site as directed by the City of Kwinana to the satisfaction of the City of Kwinana to



contain all dust within the property boundaries.

- 1.4 A schedule of colours, materials and finishes for the building shall be submitted at the building licence stage.
- 1.5 The boundary fence shall be setback 1.5m from the front boundary with Donaldson Road and landscaping that includes mature/advanced species provided between the boundary and the fence.
- 1.6 The external finishes of the boundary/acoustic wall shall be graffiti treated to the satisfaction of the City of Kwinana.
- 1.7 Vehicle crossovers shall be constructed to the specifications and satisfaction of the City of Kwinana.
- 1.8 The provision of 80 car parking bays are to be designed in accordance with the AS/NZS 2890.1:2004 and clearly marked on the ground and constructed of bitumen, brick or concrete and drained to the satisfaction of the City of Kwinana.
- 1.9 All vehicle parking to be accommodated within the boundaries of the subject lot.
- 1.10 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.
- 1.11 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.
- 1.12 At least 5000 square metres (5%) of the subject site is to be landscaped and maintained to a high standard thereafter to the satisfaction of the City of Kwinana.
- 1.13 A Landscape Plan being submitted and approved by the City of Kwinana prior to lodgement of a building permit. The Landscape Plan must outline the proposed species, spacing of each species and location of vegetation, including mature/advanced species between the fence and the road boundary/verge and proposed reticulation layout. The Plan shall also specify number of plants to be used at the time of planting together with the anticipated height of each plant at maturity.
- 1.14 Landscaping being provided within parking areas at a rate of one (1) tree per 4 bays to provide shade for parked cars and to soften the impact of paved carparking viewed from adjacent sites and roads.
- 1.15 Landscaping areas, vehicle parking spaces, accessways, and all details as shown on the approved 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.
- 1.16 All vegetation cleared as part of the development shall be mulched, not burnt, and re-used throughout the landscaped areas of the development to the



satisfaction of the City of Kwinana.

- 1.17 The provision of an adequate water supply for fire fighting purposes to the satisfaction of the City of Kwinana.
- 1.18 On-site effluent disposal systems shall be nutrient retentive. Use of conventional septic systems is not permitted.
- 1.19 All plant and vehicle wash down facilities shall be connected to an appropriate wastewater treatment system to the satisfaction of the City of Kwinana.
- 1.20 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.
- 1.21 Storage of chemicals and liquids shall be within bunded impervious areas capable of containing any spillages and be connected to an appropriate disposal system.
- 1.22 A notification pursuant to Section 165 of the Planning and Development Act being placed on the Certificate of Title of the proposed lot advising of a hazard or other factor. Notice of this notification is to be included on any new Deposited Plans.
- 1.23 A Noise Management Plan prepared by EcoAcoustics Pty Ltd and dated 29 November 2013 confirming compliance with Environmental Protection (Noise) Regulations 1997 for all noise emissions from the site relative to the nearest noise sensitive receptors has been approved by the City of Kwinana's Environmental Health Department. When the metal recycling facility commences operations, the acoustic consultant shall confirm the modelling by testing the equipment and operations (within 28 days of commencement) to validate the levels contained in the model to ensure all noise emissions comply with the Environmental Protection Act (EPA) and Regulations. In the event that the development does not comply with the EPA Act and Regulation the applicant shall undertake the necessary measures to ensure compliance to the satisfaction of the City of Kwinana. The proponent shall submit the acoustic consultant's report to the City of Kwinana within 60 days of commencement of operations to confirm noise compliance.
- 1.24 The proponent shall provide an updated traffic management report detailing the following:
 - Assessment of the adequacy of the turning pocket and slip lane capacities and lengths at the Beard Street and Mason Road / Rockingham Road intersections, including stacking distance to the Brown Avenue / Beard Street intersection.
 - Revised traffic modelling which excludes the James Point Port facility as it is no longer intended that this port will be proceeded with.

The updated traffic report shall be submitted to the City of Kwinana and Main Roads and the proponent shall ensure that any potential modifications to intersections are completed prior to occupation of the development.



- 1.25 The approval of the Stage One temporary “Site Offices and Amenities” building is valid for 2 years from the date of this approval. Prior to the expiry of this timeframe, the proponent shall either remove the buildings or obtain a new approval to replace the buildings with permanent buildings.
- 1.26 This approval is valid for 24 months only. If development is not substantially commenced or completed within this period a fresh approval must be obtained before commencing or continuing with the development.

2. Advice

- 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 shall not be commenced 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.
- 2.3 The applicant is further advised that this is not a building permit to enable construction to commence. A building permit is a separate City of Kwinana requirement and construction cannot be commenced until a building permit is obtained.
- 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 and Regulations, Dangerous Goods Safety Act 2004 and Regulations, Contaminated Sites Act 2003 and the National Construction Code.
- 2.5 Any development proposals outside the DBNGP Corridor should take into account the restrictions relating to setback distances under WAPC Planning Bulletin 87 and proponents should seek comments from pipeline operators at the earliest opportunity.
- 2.6 The applicant is advised that prior to any ground disturbing works being carried out in or near the vicinity of the Dampier-Bunbury Natural Gas Pipeline to contact “**1100 Dial Before You Dig**” and a Section 41 application should be submitted and approval obtained from the Department of Lands.
- 2.7 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.
- 2.8 The proponent is advised to contact the APA Group regarding activities that may impact the lateral gas pipeline for an AS2885 Risk Assessment.
- 2.9 On-site effluent disposal systems shall be nutrient retentive. Use of conventional septic systems is not permitted.
- 2.10 The development shall comply with the ventilation requirements of the Australian Standard 1668 & Health (Sewerage & ventilation) Regulation requirements for the classifications of building use.
- 2.11 With regard to Condition 1.22, the notification is to state as follows:



"This lot is adjacent or in relatively close proximity to the Dampier to Bunbury Natural Gas Pipeline (DPNGP) corridor established under the Dampier to Bunbury Pipeline Act 1997. Approval from the DPNGP Land Access Minister (LAM) through the Department for Regional Development and Lands may be required for any registration of new interests that may affect the LAM rights, construction work, access or fencing within the DBNGP corridor. As such some development restrictions consistent with the advice contained in Planning Bulletin 87 should be strictly adhered to".

- 2.12 No groundwater may be abstracted from the site without carrying out analysis in accordance with Department of Health guidelines to determine its suitability for use to the satisfaction of the City of Kwinana.
- 2.13 The traffic report shall be referred to Main Roads for its consideration and for the inclusion of any requirements on the impacts to signalised intersections and Rockingham Road.

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

8.2b Property Location:	Lot 14 Donaldson Road, Kwinana Beach
Application Details:	Construction of Stage 2 of the Sims Metal Recovery (Recycling and Processing) Facility at Kwinana Beach
Applicant:	ADC Projects Pty Ltd
Owner:	W.A. Land Authority (LandCorp)
Responsible authority:	Department of Planning
Report date:	14 May 2014
DoP File No:	DP/14/00505

REPORT RECOMMENDATION / PRIMARY MOTION

Moved by: Cr Sherilyn Wood

Seconded by: Cr Dennis Wood

Approve DAP Application reference DP/14/00505 and accompanying plans date stamped 4 March 2014 by the Department of Planning in accordance with the provisions of the Metropolitan Region Scheme (MRS), subject to the following conditions and advice notes:

Conditions

1. Drainage systems are to be designed and constructed consistent with the Stormwater Management Manual for Western Australia.

Advice notes

- a) The Public Transport Authority advises the applicant/developer of the following:



- i) No access is permitted into the rail reserve;
 - ii) Drainage/water run-off is to be directed away from the rail reserve and/or contained within the subject site; and
 - iii) No debris is to be thrown/blown onto the rail corridor as it may be a safety hazard.
- b) The Department of Water's Water Quality Protection Note (WQPN) 52, 'Stormwater management at industrial sites' should be referred to for further advice regarding drainage system designs within industrial areas. An electronic version can be found at www.water.wa.gov.au.
- c) The applicant/developer is advised that pursuant to Section 41 of the *Dampier to Bunbury Pipeline Act 1997*, restrictions will apply to the area of land contained within the Dampier to Bunbury Natural Gas Pipeline (DBNGP) corridor. The proponent will be required to apply for a Section 41 approval specifically for:
- i) Any possible encroachment by construction personnel, equipment, excess building materials and spoils during construction;
 - ii) Access road construction and movements of heavy machinery across the DBNGP corridor; and
 - iii) Any proposal to register on the land title any new interest within the DBNGP corridor.

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

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

Nil

10. Appeals to the State Administrative Tribunal

Nil

11. Meeting Close

There being no further business, the presiding member declared the meeting closed at 10:40am.



Form 1 - Responsible Authority Report

(Regulation 12)

Property Location:	Lot 806 Mandurah Road, Karnup
Application Details:	Stage 1 Singleton Village Neighbourhood Centre (Supermarket, six speciality shops, medical centre, and three fast food outlets)
DAP Name:	Metro South-West JDAP
Applicant:	DPS (WA) Pty Ltd
Owner:	Gold Right Pty Ltd
LG Reference:	DD020.2013.00000272.001 (D14/53320)
Responsible Authority:	City of Rockingham
Authorising Officer:	Mr Bob Jeans
Department of Planning File No:	DAP/13/00706
Report Date:	3 June 2014
Application Receipt Date:	26 August 2013
Application Process Days:	60 days
Attachment(s):	<ol style="list-style-type: none">1. Approved Detailed Area Plan2. SK02 Site Plan Stage 13. SK03 Site Plan Stage 24. SK04 Ground Floor Plan Stage 15. SK06 North & East Elevations Centre6. SK07 South & West Elevations Centre7. SK08 North & East Elevations Medical Centre8. SK09 South & West Elevations Medical Centre9. SK10 West Elevations Pad Sites10. SK11 East Elevations Pad Sites11. Urban Design Advice12. t12.145.sk14 Front gear out from the loading dock13. t12.145.sk15 Parking Entry14. t12.145.sk16 Parking Testing

Recommendation:

That the Metro South-West JDAP resolves to:

Approve DAP Application reference DAP/13/00706 and accompanying plans SK02 to SK11 dated April 2014 (as amended in red) in accordance with Clause 6.7.1(a) of the City of Rockingham 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 2 years from the date of approval. If the subject development is not substantially commenced within the 2 year period, the approval shall lapse and be of no further effect.



Form 1 - Responsible Authority Report (Regulation 12)

Property Location:	Lot 806 Mandurah Road, Karnup
Application Details:	Stage 1 Singleton Village Neighbourhood Centre (Supermarket, six speciality shops, medical centre, and three fast food outlets)
DAP Name:	Metro South-West JDAP
Applicant:	DPS (WA) Pty Ltd
Owner:	Gold Right Pty Ltd
LG Reference:	DD020.2013.00000272.001 (D14/53320)
Responsible Authority:	City of Rockingham
Authorising Officer:	Mr Bob Jeans
Department of Planning File No:	DAP/13/00706
Report Date:	3 June 2014
Application Receipt Date:	26 August 2013
Application Process Days:	60 days
Attachment(s):	<ol style="list-style-type: none">1. Approved Detailed Area Plan2. SK02 Site Plan Stage 13. SK03 Site Plan Stage 24. SK04 Ground Floor Plan Stage 15. SK06 North & East Elevations Centre6. SK07 South & West Elevations Centre7. SK08 North & East Elevations Medical Centre8. SK09 South & West Elevations Medical Centre9. SK10 West Elevations Pad Sites10. SK11 East Elevations Pad Sites11. Urban Design Advice12. t12.145.sk14 Front gear out from the loading dock13. t12.145.sk15 Parking Entry14. t12.145.sk16 Parking Testing

Recommendation:

That the Metro South-West JDAP resolves to:

Approve DAP Application reference DAP/13/00706 and accompanying plans SK02 to SK04 and SK06 to SK11 dated April 2014 (as amended in red) in accordance with Clause 6.7.1(a) of the City of Rockingham 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 2 years from the date of approval. If the subject development is not substantially commenced within the 2 year period, the approval shall lapse and be of no further effect.

2. This Approval does not authorise or approve the use of any of the Fast Food Outlet tenancies. A separate planning approval must be obtained for the occupation of any Fast Food Outlet tenancy, prior to the occupation of the tenancy.
3. Road 2 must be widened to provide a minimum trafficable width of 6m in accordance with the Public Road Design (P2.2) of the Western Australian Planning Commission's *Planning for Bush Fire Protection Guidelines*. The works must not encroach onto the Reserve for Conservation.
4. The development must be carried out in accordance with the Fire Management Plan, prepared by Bushfire Safety Consulting Pty Ltd, dated 30 April 2014, to the satisfaction of the City of Rockingham.
5. The land owner is responsible for the full cost of any works required to retrofit the local street network and site to facilitate the manoeuvring required for a 19m articulated vehicle to access the loading dock of the supermarket once the left in access from Mandurah Road is closed. Prior to any works commencing on the retrofitting works, the design for the retrofitting works shall be approved by the City of Rockingham, and all works completed to the satisfaction of the City prior to the left in access road being closed.
6. Earthworks over the site associated with the development must be stabilised to prevent sand or dust blowing off the site, and appropriate measures shall be implemented within the time and in the manner directed by the City of Rockingham in the event that sand or dust is blown from the site.
7. All stormwater generated by the development shall be designed to be contained on-site, be consistent with the approved Urban Water Management Plan, and certified by a hydraulic engineer, prior to the application for a Building Permit. The design shall be implemented and maintained for the duration of the development.
8. A Landscaping Plan must be prepared and include the following detail, to the satisfaction of the City, prior to applying for a Building Permit.
 - (i) The location, number and type of existing and proposed trees and shrubs, including calculations for the landscaping area;
 - (ii) Any lawns to be established;
 - (iii) Any natural landscape areas to be retained;
 - (iv) Those areas to be reticulated or irrigated; and
 - (v) Verge Treatments.

The landscaping must be completed prior to the occupation of the development, and must be maintained at all times to the satisfaction of the City of Rockingham.
9. The carpark must:
 - (i) provide a minimum of 316 parking spaces;
 - (ii) be designed in accordance with Australian/New Zealand Standard AS/NZS 2890.1:2004, *Parking facilities, Part 1: Off-street car parking* unless otherwise specified by this approval including details on threshold treatments on the internal access way from Road 1 and Road 25, prior to applying for a Building Permit;
 - (iii) include nine car parking space(s) dedicated to people with disabilities designed in accordance with Australian/New Zealand Standard AS/NZS 2890.6:2009, *Parking facilities, Part 6: Off-street parking for people with*

disabilities, linked to the main entrance of the development by a continuous accessible path of travel designed in accordance with Australian Standard AS 1428.1—2009, *Design for access and mobility, Part 1: General Requirements for access—New building work*;

- (iv) be constructed, sealed, kerbed, drained and marked prior to the development being occupied and maintained thereafter;
- (v) have lighting installed, prior to the occupation of the development;
- (vi) confine all illumination to the land in accordance with the requirements of Australian Standard AS 4282—1997, *Control of the obtrusive effects of outdoor lighting*, at all times; and
- (vii) provide for one tree per eight car bays.

The car park must comply with the above requirements for the duration of the development.

10. Seventeen on-street car parking spaces must be provided for short term parking along Road 2 and Road 25 in the location shown on Drawing sk03. The parking must be designed in accordance with the Australian Standard AS 2890.5—1993, *Parking facilities, Part 5: On-street parking*, approved by the City of Rockingham prior to applying for a Building Permit, and constructed prior to occupancy of the development. Trees must be provided at a minimum rate of one per 14m where there is parking provided.
11. A 2.5m wide dual use path must be provided along the frontage of the site with Roads 1, 2, and 25. The path is to be designed in accordance with the City of Rockingham's specifications, and constructed prior to occupancy of the development.
12. Fifteen short-term bicycle parking spaces and nine long-term bicycle parking spaces must be provided for the development. The parking spaces must be designed in accordance with AS2890.3—1993, *Parking facilities, Part 3: Bicycle parking facilities*, approved by the City of Rockingham prior to applying for a Building Permit, and constructed prior to occupancy of the development. The bicycle parking spaces must be retained and maintained in good condition at all times.
13. Two secure hot-water shower, change room and clothing lockers must be provided for the development. They must be designed in accordance with Planning Policy 3.3.14, *Bicycle Parking and End-of-Trip Facilities*, approved by the City prior to applying for a Building Permit, and constructed prior to occupancy of the development. The showers and change rooms and lockers must be retained and maintained in good condition at all times.
14. A Waste Management Plan must be prepared and include the following detail to the satisfaction of the City, prior to applying for a Building Permit:
 - (i) the location of bin storage areas and bin collection areas;
 - (ii) the number, volume and type of bins, and the type of waste to be placed in the bins;
 - (iii) management of the bins and the bin storage areas, including cleaning, rotation and moving bins to and from the bin collection areas; and
 - (iv) frequency of bin collections.

All works must be carried out in accordance with the Waste Management Plan, for the duration of development and maintained at all times.

15. A bin storage area must be designed with a size suitable to service the development and screened from view of the street, to the satisfaction of the City, prior to applying for a Building Permit. It must be constructed prior to the occupation of the development and must be retained and maintained in good condition at all times.
16. Further details on the screening of the loading dock must be submitted to the City of Rockingham for approval, prior to applying for a Building Permit. These treatments must be constructed prior to occupation of the development and be retained and maintained in good condition at all times.
17. An Acoustic Report which demonstrates that all mechanical services associated with the proposed development and any other noise source, will comply with the *Environmental Protection (Noise) Regulations 1997*, must be approved by the City of Rockingham prior to applying for a Building Permit.

All works must be carried out in accordance with the Acoustic Report, and implemented as such for the duration of the development.
18. A Final Acoustic Assessment must be prepared which demonstrates that the completed development complies with the *Environmental Protection (Noise) Regulations 1997*, and including the following information, to the satisfaction of the City, prior to the occupation of the development:
 - (i) noise sources compared with the assigned noise levels as stated in the *Environmental Protection (Noise) Regulations 1997*, when the noise is received at the nearest 'noise sensitive premises' and surrounding residential area;
 - (ii) tonality, modulation and impulsiveness; and
 - (iii) confirm the implementation of noise attenuation measures.

Any further works must be carried out in accordance with the Acoustic Report, and implemented as such for the duration of the development.
19. A Sign Strategy must be prepared and include the information required by *Planning Policy 3.3.1, Control of Advertisements*, to the satisfaction of the City, prior to applying for a Building Permit and implemented as such for the duration of the development.
20. Entries and window frontages facing the street of ground floor tenancies must not be covered, closed or screened off (including by means of signage, dark tinting, shutters, curtains, blinds or roller doors or similar), to ensure that a commercial, interactive frontage is available to the development from Road 1, Road 25 and the internal access way, at all times.
21. Public or customer access for the Medical Centre building must be provided from Road 1 or Road 25.
22. All service areas and service related hardware, including antennae, satellite dishes and air-conditioning units, being suitably located away from public views and/or screened, the details of which are to be provided to the City of Rockingham's satisfaction prior to applying for a Building Permit.
23. The proposed access from Mandurah Road into the southern area of the development is restricted to left-in only. All road works required to implement this left-in turn shall be constructed by the applicant at its expense. This includes signing, road markings, relocation of services, street lighting and Main Roads costs involved in the checking of the design and construction drawings, including site inspections.

24. Prior to the occupation of the development, the owner must lodge a Section 70A Notification on Lot 806, pursuant to the *Transfer of Land Act 1893* (as amended), advising of a factor or hazard affecting the enjoyment of the land. This notification shall read as follows:

"The proposed access from Mandurah Road into the southern area of the development will be left-in only and this will be subject to review by Main Roads if and when the Mandurah Road or Singleton Beach Road intersection is upgraded to 6 lanes. Please contact Main Roads for further information regarding timing of any upgrade."
25. A barrier/fence must be constructed on the boundary of Lot 806, fronting the Mandurah Road reservation, to prevent unprotected pedestrian movements across Mandurah Road. This barrier must be constructed prior to occupation of the development and designed to City of Rockingham specifications for fencing.
26. No footpath is approved south of the proposed bus stop on Mandurah Road.
27. Earthworks must not encroach onto the Mandurah Road reservation.
28. Any damage done to the existing verge and its vegetation within the Mandurah Road reservation must be made good.

Advice Notes

1. This Approval relates to the details provided in the application; to undertake the development in a different manner to that stated in the application, a new application for Planning Approval must be submitted to the City of Rockingham.
2. A separate approval from the City of Rockingham's Health Services is required under the Food Act 2008 and Food Safety Standards. This is required prior to the lodgement of an application for a Building Permit. The applicant should liaise with the City of Rockingham's Health Services in this regard.
3. A Sign Permit must be obtained for any advertising associated with the development, including signage painted on the building; the applicant should liaise with the City's Building Services in this regard.
4. With respect to Condition 8, the applicant and owner should liaise with the City of Rockingham's Parks Services to confirm requirements for landscaping plans.
5. All works in the road reserve (apart from Mandurah Road), including construction of a crossover or footpath, installation of on-street carparking spaces and any works to the road carriageway must be to the specifications of the City of Rockingham; the applicant should liaise with the City of Rockingham's Engineering Services in this regard.
6. The left in access from Mandurah Road will be subject to review by Main Roads if and when the Mandurah Road or Singleton Beach Road intersection is upgraded to 6 lanes.

The project for the widening of Mandurah Road is not in Main Roads 4-year forward estimated construction program and any project not listed is considered long term. Please be aware that timing information is subject to change and Main Roads assumes no liability whatsoever for the information provided.

7. The applicant shall be required to complete an application for working with the Mandurah Road reservation, this application can be found by following the below link:

<https://www.mainroads.wa.gov.au/OurRoads/Pages/WorksOnMainRoads.aspx>

8. The applicant is advised that a Traffic Management Plan is required whilst working within the Mandurah Road reservation. This plan shall be submitted to Main Roads Traffic Services Branch for approval prior to construction commencing.
9. The site is within the Stakehill Groundwater Area, and any abstraction other than for domestic or stock purposes is prohibited unless licensed by the Department of Water. The Department also notes that the Stakehill Groundwater Area has reached its allocation limit and as such there is no guarantee that a request for allocation will be provided.
10. The development must comply with the *Environmental Protection (Noise) Regulations 1997*; contact the City's Health Services for information on confirming requirements.

Background:

Property Address:	Lot 806 Mandurah Road, Karnup
Zoning	MRS: Urban
	TPS: Development
Use Class:	Shop, Medical Centre, Fast Food Outlet
Strategy Policy:	State Planning Policy 4.2 – Activity Centres for Perth and Peel Planning Policy 3.1.2 – Local Commercial Strategy Planning Policy 3.3.14 – Bicycle Parking and End of Trip Facilities
Development Scheme:	City of Rockingham Town Planning Scheme No.2
Lot Size:	83.49ha
Existing Land Use:	Vacant
Value of Development:	\$10 million

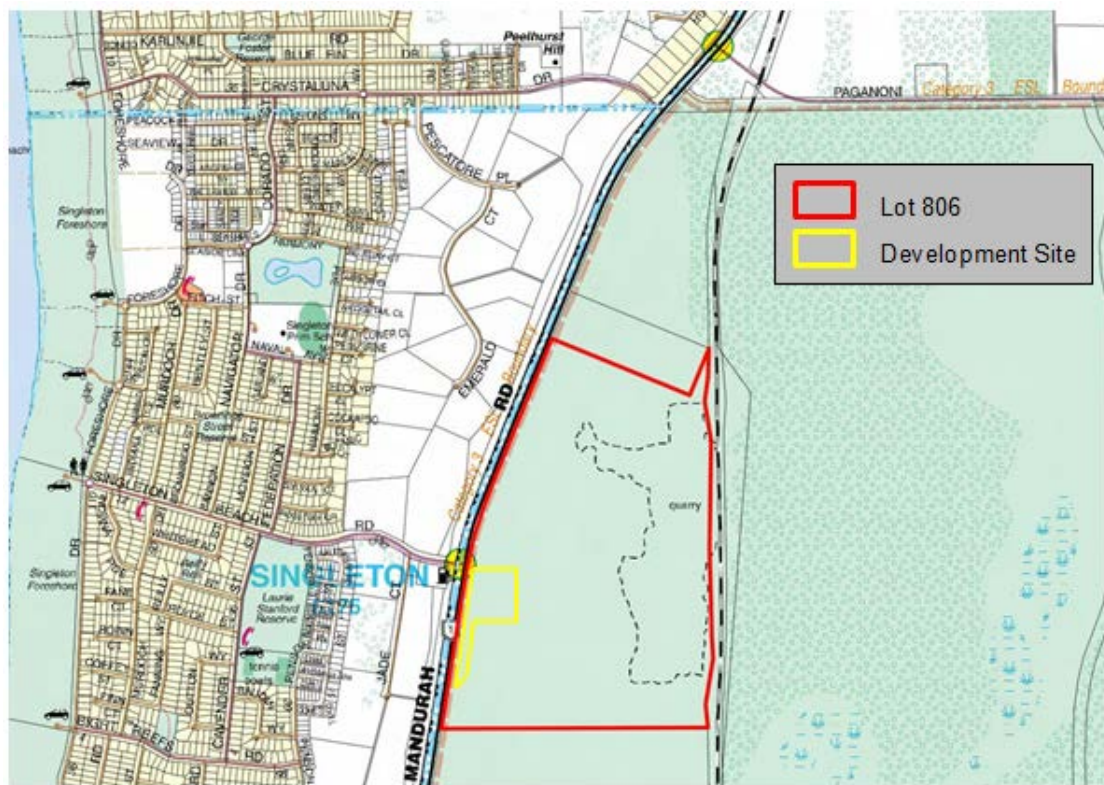


Figure 1 – Location Plan

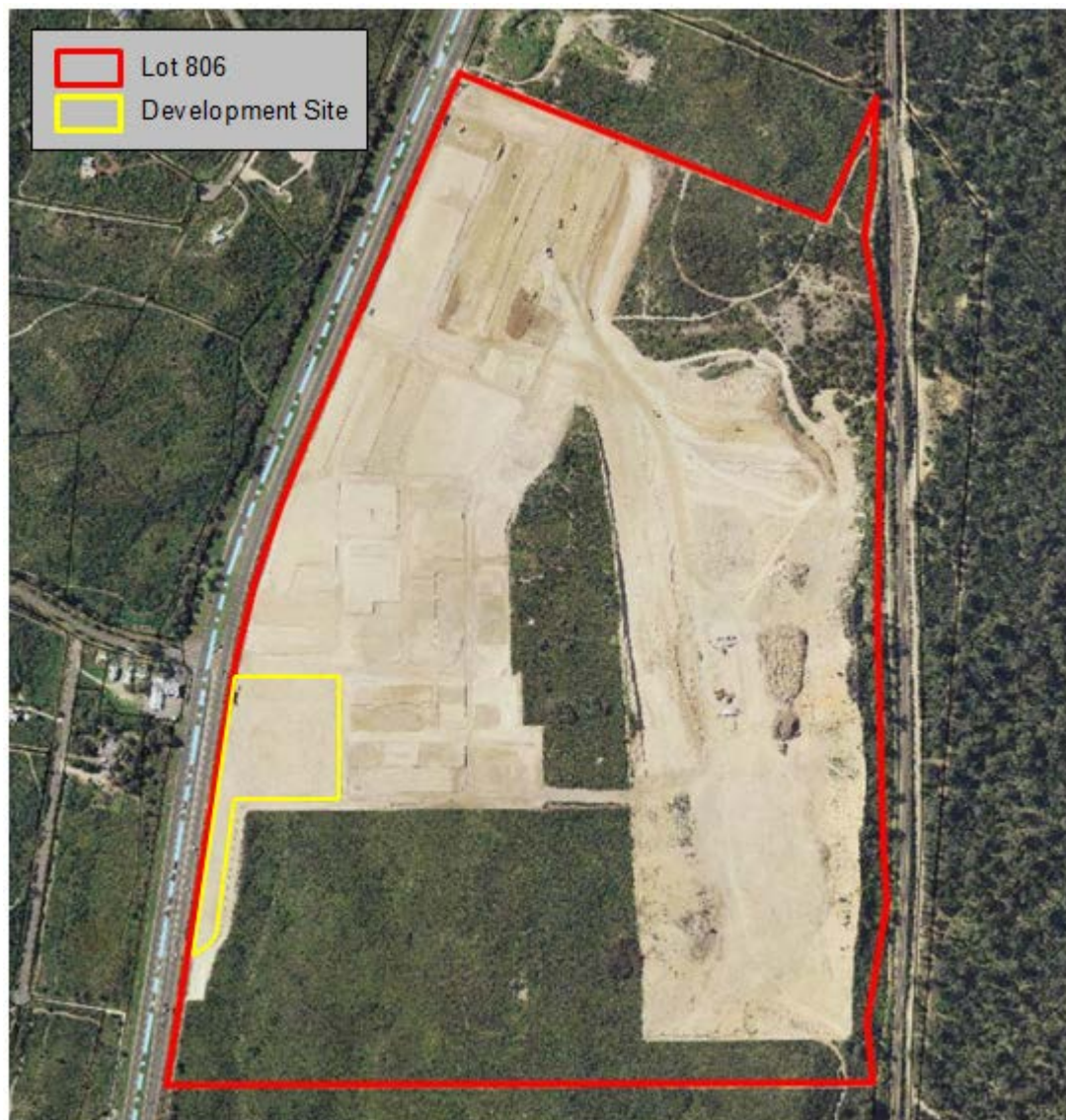


Figure 2 – Aerial Photo

History

The subject site is covered by the West Karnup Local Structure Plan (LSP), which was approved by Council in May 2013. It zones the portion of subject site covered by this application as Commercial.

The LSP required the preparation and approval of a Detailed Area Plan (DAP) for the Commercial zoned land. The applicant worked with the City to produce a DAP for the Neighbourhood Activity Centre.

The City engaged an Urban Design Consultant as part of the DAP process to ensure that the design outcomes were appropriate for the location, consistent with the principles of State Planning Policy 4.2, and which demonstrated good planning outcomes. It was recognised through this process that the commercial land to the north of Road 1 would be unlikely to work given the inability to provide on street parking along Road 1. Consequentially Road 1 would not provide a functioning 'main street'. A number of design options were considered to address this issue, with the 'main street' being relocated to Road 25.

The DAP was approved by the City on 7 April 2014. The LSP was also amended to reflect the relocated Commercial zoned land. Attachment 1 illustrates the approved DAP, whilst Figure 3 illustrates the original and modified LSPs.



DETAILS: OUTLINE OF DEVELOPMENT APPLICATION

The applicant seeks approval for Stage 1 of the Singleton Neighbourhood Centre, comprising:

Supermarket (3,000m² NLA)

Six speciality shops (total 765m² NLA) sleeved onto the supermarket

Medical Centre (800m² GFA)

Three fast food outlets (678m² NLA)

Car parking for 284 cars.



Figure 3 – Site Plan - Stage 1

Figure 5 – Ground Floor Plan – Stage 1



Figure 6 – North & East Elevations – Neighbourhood Centre



Figure 8 – North & East Elevations – Medical Centre



Figure 9 – South & West Elevations – Medical Centre

DISCLAIMER: PARAPET HEIGHTS ARE SUBJECT TO DETAILED DESIGN DEVELOPMENT.

south + west elevations - medical centre
SINGLETON VILLAGE
development application - revision A



TAYLOR ROBINSON
ARCHITECTS

13000 @A3 / 13000 @A1
1182
224 railway pde,
west leederville
T 08 9358 6111
F 08 9358 6177
drawn by AE/CH
sk09



Figure 10 – West Elevations – Fast Food Pad Sites



DISCLAIMER: PADAPET HEIGHTS AND MATERIALS ARE SUBJECT TO DETAILED DESIGN DEVELOPMENT.

west elevations - pad sites
SINGLETON VILLAGE
development application - revision A

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234 railway pde.
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sk10



Figure 11 – East Elevations – Pad Sites



DISCLAIMER: PARAPET HEIGHTS AND MATERIALS ARE SUBJECT TO DETAILED DESIGN DEVELOPMENT.

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TAYLOR ROBINSON
www.taylor-robinson.co.uk

east elevations - pad sites
SINGLETON VILLAGE
development application - revision A

The Vista

SK11

Legislation & policy:

Legislation

Rockingham Town Planning Scheme No. 2 (TPS2)

Permissibility

Table 1 of TPS2 identifies that Shops are a 'P' use, Medical Centres are a 'D' use, and Fast Food Outlets are 'D' use in the Commercial Zone. Planning Approval for the development is required pursuant to Clause 6.1.1 of TPS2.

Clause 4.2 – Development Zone

The subject site is zoned 'Development' under TPS2. A prerequisite to development in the zone is an operational Structure Plan. The West Karnup LSP was adopted by Council in May 2013. Clause 4.2.9.2 of TPS2 identifies that where a LSP imposes a zone on the land, that zone is to operate as if it were incorporated as such in the Scheme.

Under the West Karnup LSP, the site where the proposed development is located is zoned Commercial. In this regard, the Commercial zone provisions of TPS2 apply.

Clause 4.6.1 – Objective

The development is considered to be consistent with the objective of the Commercial zone, being:

“To provide for the development of District, Neighbourhood and Local shopping facilities to cater for the present and future residents of the City consistent with the Council's Local Commercial Strategy and supported by any other Plan or Policy that the Council from time to time may adopt as a guide for the future development within the Zone.”

Clause 4.6.2 – Form of Development

Consistent with Clause 4.6.2, the proposed development is considered to be of an appropriate scale for the site and that its built form, elevations and landscaping of the development positively contributes to the streetscape, appearance and amenity of the locality.

Whilst the development only provides Stage 1 of the ultimate development, the design adequately addresses the requirements of Clause 4.6.2.

Clause 4.6.3 - Parking

Pursuant to Clause 4.6.3, car parking is to be provided in accordance with Clause 4.15 and Table 2 of TPS2.

Use	Minimum Required		Provided
	Rate	Number	
Main Building			
Stage 1			
Shops			
Supermarket (3,000m²)	6 bays/100m² NLA	180	
Specialty Store 1 (145m²)	6 bays/100m² NLA	9	
Specialty Store 2 (145m²)	6 bays/100m² NLA	9	
Specialty Store 3 (75m²)	6 bays/100m² NLA	5	

Use	Minimum Required		Provided
	Rate	Number	
Specialty Store 4 (75m ²)	6 bays/100m ² NLA	5	
Specialty Store 5 (100m ²)	6 bays/100m ² NLA	6	
Specialty Store 6 (225m ²)	6 bays/100m ² NLA	14	
<i>Sub Total</i>		228	
Medical Centre			
8 practitioners	5 bays/practitioner	40	
<i>Sub Total</i>		40	
Sub Total Main Building & Medical Centre		268	245
Fast Food Outlets			
Pad Site 1 (258.75m ² NLA)	1 bay/11m ² NLA (incl. outdoor eating areas)	24	24 [^]
Pad Site 2 (219.75m ² NLA)	1 bay/11m ² NLA (incl. outdoor eating areas)	20	22 [*]
Pad Site 3 (199.5m ² NLA)	1 bay/11m ² NLA (incl. outdoor eating areas)	19	21 [#]
Sub Total Fast Food Outlets		63	67
TOTAL		331	312
Notes: * includes 7 drive thru spaces ^ includes 12 drive thru spaces # includes 9 drive thru spaces			

Stage 1 of the development requires the provision of 331 parking spaces to comply with TPS2. On the site a total of 312 parking spaces have been provided. This results in a shortfall of 19 parking spaces.

Stage 2 of the development will require an additional 32 parking spaces, however, no additional area is available to provide any additional parking. Thus the development will overall result in a shortfall of 51 parking spaces.

Further discussion on parking requirements and provision is provided in the Planning Assessment section of this report.

Clause 5.3 – Control of Advertisements

Clause 5.3.1 of TPS2 requires planning approval to be obtained for the erection of advertisements. In considering an application for an advertisement, the Council is required to consider the objectives of TPS2. There is no signage currently proposed as part of this development application.

Subsequent approval from the City would be required for any signage on the building.

Clause 6.6 – Matters to be Considered by the Council

Clause 6.6 outlines the matters to which Council is to have due regard when considered relevant to an application. Where relevant, these are discussed in the Planning Assessment section of this report.

State Government Policies

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

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

Singleton is classified as a Neighbourhood Centre pursuant to SPP 4.2. The proposed development is consistent with this classification and identified functions.

Local Policies

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

Under PP3.1.2, the subject site is known as Singleton East. It has a recommended PLUC5 NLA of 5,300m². The proposed development is compliant in this regard.

Planning Policy 3.3.9 – Fast Food Outlets

Development Requirements

The Fast Food Outlets are located away from any residential development and have been designed to minimise impact on such.

The application does not provide specific information on each of the outlets. Further assessment would therefore be undertaken on as part of subsequent approvals for the specific development applications.

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

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

Bicycle Parking

Land Use	Required			
	Short Term		Long Term	
	Rate	Number	Rate	Number
Commercial – neighbourhood Centre (3,765m ² NLA)	1/300m ² N:A (min 6 spaces)	13	1/500m ² NLA (min 4 spaces)	8
Medical Centre (8 practitioners)	1/4 practitioners	2	1/8 practitioners	1
Total		15		9

A small provision for bicycling parking has been made, however, sufficient area exists on site for the accommodation of the 24 required bicycle spaces. Should the application be approved, it is recommended that a condition be imposed requiring the construction of 15 short term and nine long term spaces.

End-of-Trip Facilities

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

Consultation:

Public Consultation

Public Consultation was not undertaken as it required under TPS2 and the development is consistent with the use as advertised under the Local Structure Plan.

Consultation with other Agencies or Consultants

Main Roads WA

The application was referred to Main Road WA as the development will involve direct access to a Primary Regional Road.

Throughout the Structure Plan process, Main Roads did not support the left in/left out road access from the site onto Mandurah Road. Despite this, the Western Australian Planning Commission (WAPC) resolved to approve the LSP with a left in/left out access.

When this application was initially referred to Main Roads, it reiterated its opposition to the left in/left out intersection. Following discussion with the applicant, Main Roads provided conditional support for the application, subject to the following conditions and advice being included on any approval:

- "1. The proposed access from Mandurah Road into the southern area of the development will be left-in only and this will be subject to review by Main Roads if and when the Mandurah Road or Singleton Beach Road intersection is upgraded to 6 lanes.*
- 2. The applicant shall be required to impose a Section 70A Notification, on all Lots south of Singleton Beach Road, pursuant to the Transfer of Land Act 1893 (as amended) advising of a factor or hazard affecting the enjoyment of the land. This notification shall read as follows:*

"The proposed access from Mandurah Road into the southern area of the development will be left-in only and this will be subject to review by Main Roads if and when the Mandurah Road or Singleton Beach Road intersection is upgraded to 6 lanes. Please contact Main Roads for further information regarding timing of any upgrade."
- 3. All road works required to implement this left-in turn shall be constructed by the applicant at their expense. This includes signing, road markings, relocation of services, street lighting and Main Roads costs involved in the checking of the design and construction drawings, including site inspections.*
- 4. The applicant shall be required to develop a Traffic Management Plan whilst working within the Mandurah Road reservation. This plan shall be submitted to Main Roads Traffic Services Branch for approval prior to construction commencing.*

5. *The applicant shall be required to complete an application for working with the Mandurah Road reservation, this application can be found by following the below link:*

<https://www.mainroads.wa.gov.au/OurRoads/Pages/WorksOnMainRoads.aspx>
6. *A solid barrier shall be constructed on the boundary of Lot 806, fronting the Mandurah Road reservation, to prevent unprotected pedestrian movements across Mandurah Road. This barrier shall be constructed to City of Rockingham specifications for fencing.*
7. *No earthworks shall encroach onto the Mandurah Road reservation.*
8. *No stormwater drainage shall be discharged onto the Mandurah Road reservation.*
9. *Any damage done to the existing verge and its vegetation within the Mandurah Road reservation shall be made good at the expense of the applicant.*

Advice to the Applicant:

1. *The project for the widening of Mandurah Road is not in Main Roads 4-year forward estimated construction program and any project not listed is considered long term. Please be aware that timing information is subject to change and Main Roads assumes no liability whatsoever for the information provided."*

The intent of these conditions and advice notes shall be included on any recommendation for approval as appropriate.

Department of Water (DoW)

The application was referred to DoW to provide comments on urban water management and groundwater.

Urban Water Management

The DoW advised that the management of the 100 year flood event as described in the application was inconsistent with the Urban Water Management Plan (UWMP) for the site that was approved as part of the Local Structure Plan (LSP).

It is recommended that a condition be imposed on any approval requiring stormwater to be managed in accordance with the UWMP approved as part of the LSP.

Groundwater

The DoW has advised that the site is within the Stakehill Groundwater Area, and any abstraction other than for domestic or stock purposes is prohibited unless licensed. The Department also notes that the Stakehill Groundwater Area has reached its allocation limit and the applicant should be advised that there is no guarantee that a request for allocation will be provided.

An Advice Note shall be included on any approval advising of such.

Planning assessment:

Design

The West Karnup LSP requires the preparation of a DAP for all land zoned Commercial. Attachment 1 contains the approved DAP for the site.

The application was referred to the City's Urban Design Consultant for review and comment. The Consultant's advice is included at Attachment 11 of the RAR; it concludes that the development is generally compliant with the Detailed Area Plan

(DAP) and provides for an acceptable urban design outcome as a first stage to the centre. There are, however, two areas which do not comply with the approved DAP:

- The number of shade trees in the car park area needs to be increased to 1 tree per eight car bays.
- Trees within the adjacent road reserves need to be included at a minimum spacing of 14m.

There are also some areas where the proposal partly complies with the approved DAP, and with minor adjustments, or with the provision of more information, could deliver a more acceptable outcome. These improvements include:

- The provision of on-street car bays to Road 25 Main Street at Stage 1 of the development.
- Further detail on the 'threshold' treatments at the two main vehicle entry points (Singleton Beach Road and Road 25 Main Street).
- More effective screening (and security) for the loading dock through the inclusion of a wall/fencing and gates.

These matters can all be addressed by way of conditions on any Planning Approval.

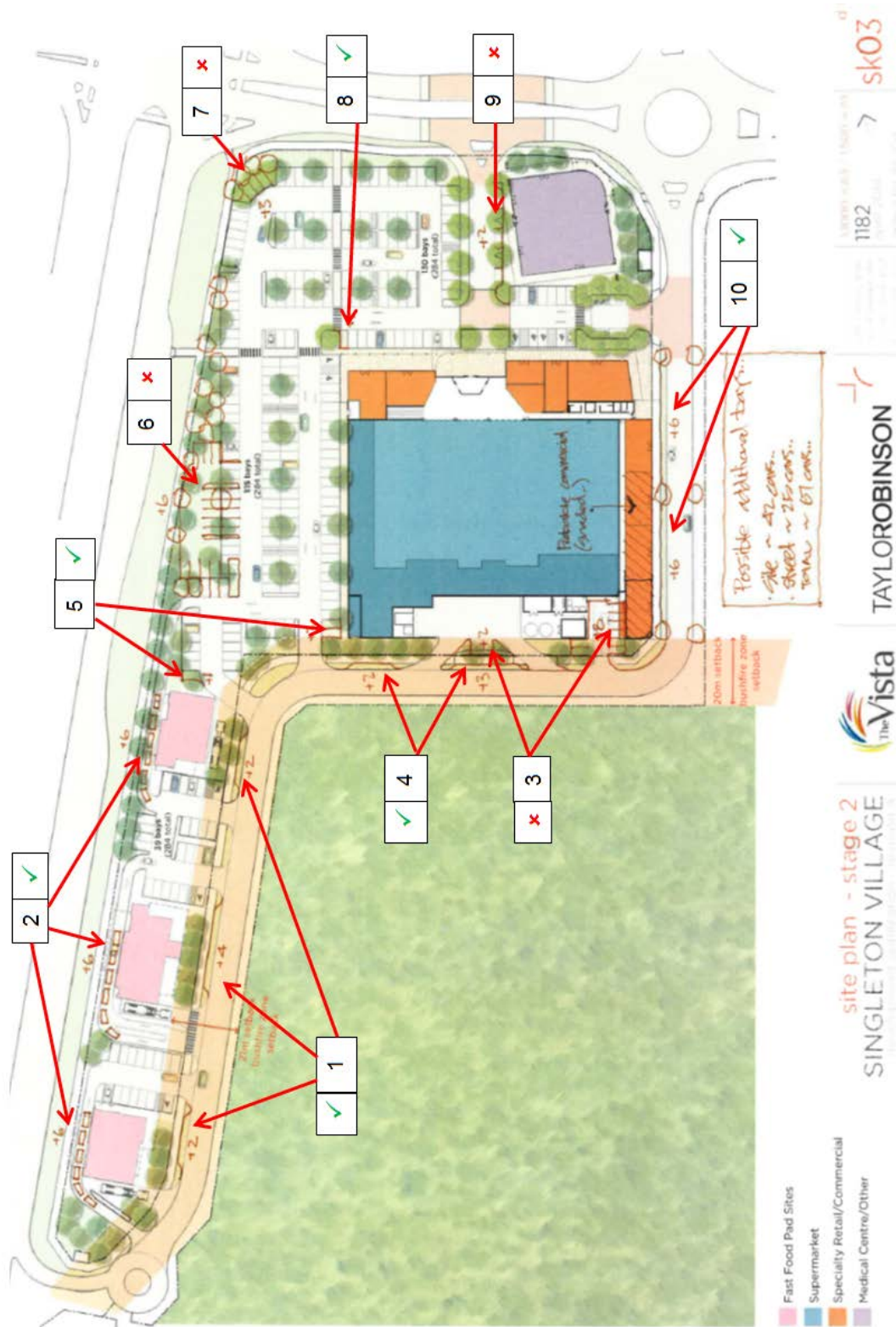
Parking

Under TPS2, the proposed development requires the provision of a minimum 331 parking spaces. The proposed development has provided for a total of 312 parking spaces. To address the shortfall, and comply with the DAP, the applicant has suggested that additional parking spaces could be provided on site and the surrounding street network as shown in Figure 12.

A number of these proposed additional parking spaces are considered to be inappropriately located and inconsistent with the DAP. The proposed spaces are discussed in the table below.

Location	Comment
1	These eight parallel spaces on Road 2 are considered appropriately located and can be included.
2	The drive thru parking spaces have already been included in the parking calculations in accordance with PP3.3.9.
3	Being located within the loading docks, the spaces are not considered suitable for inclusion in the parking calculations given the conflict with heavy vehicles.
4	These five parallel spaces on Road 2 are considered appropriately located and can be included.
5	These additional three spaces are considered appropriately located and can be included.
6	These additional six spaces are contrary to the DAP for the site and are therefore not supported as they will remove the special landscape zone.
7	These three spaces will remove the landscaping from the corner. This is not considered appropriate as the landscaping provides for some screening of the dominating car park.
8	This additional space is considered appropriately located and can be included.
9	The two additional spaces would result in the removal of two trees, which would unbalance the landscaping of the internal access street.

	This is not considered to be an appropriate outcome.
10	The proposed 12 parallel parking spaces on Road 25 are considered appropriate and are consistent with the DAP.



12. Additional Parking

Given the above, an additional 29 can be included in the parking provision for the development. In this regard, the development provides for a total of 341 parking spaces, which results in a surplus of ten parking spaces for Stage 1 of the development. Thus Stage 1 of the development complies with TPS2 parking requirements.

Stage 2 of the development will result in a shortfall of 22 parking spaces. This would need to be addressed as part of a subsequent application for Planning Approval.

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

Building Class	Requirement		
	Rate	Calculations	Spaces
Medical Centre - Class 5	1 space/100 carparking spaces	40	1
Shops - Class 6	1 space/50 carparking spaces	228	5
Fast Food Restaurants - Class 6	1 space/50 carparking spaces	63	3*
Total			9
Notes: * 1 per restaurant			

The development provides for a total of nine spaces that are designed in accordance with AS2890.6 (parking for people with a disability).

Pedestrian Access

Consistent with the approved West Karnup LSP, a 2.5m wide dual use path is to be provided along the entire frontage of the site with Roads 1, 2, and 25. A condition requiring the provision of the path should be imposed on any approval.

Service Vehicle Access

Main Roads has advised that the left in access from Mandurah Road may be removed once Mandurah Road is widened to six lanes. Given the fixed constraint of the Reserve for Conservation to the south of the site, consideration was given to the ability for heavy vehicles to access the supermarket loading dock. In this regard the applicant has provided drawings (Attachments 12-15) illustrating the swept paths for a 19m articulated vehicle (semi-trailer) that would need to access the loading dock.

The drawings indicate that some works would be required to the local road network and on site to facilitate the manoeuvring into the loading dock should the southern left in be removed. In this regard, it is recommended that a condition be imposed on any approval requiring that the land owner be responsible for the full cost of any works required to retrofit the local street network and site, to the City's satisfaction, to facilitate the heavy vehicle manoeuvring required for loading dock access at the time the left in access from Mandurah Road is closed.

Bushfire

The subject site has been designated as a 'Bushfire Prone Area' under the West Karnup LSP. A Fire Management Plan (FMP) has been prepared by Bushfire Safety Consulting Pty Ltd to accompany the application for Planning Approval. It is recommended that a condition be imposed on any approval requiring compliance with the FMP.

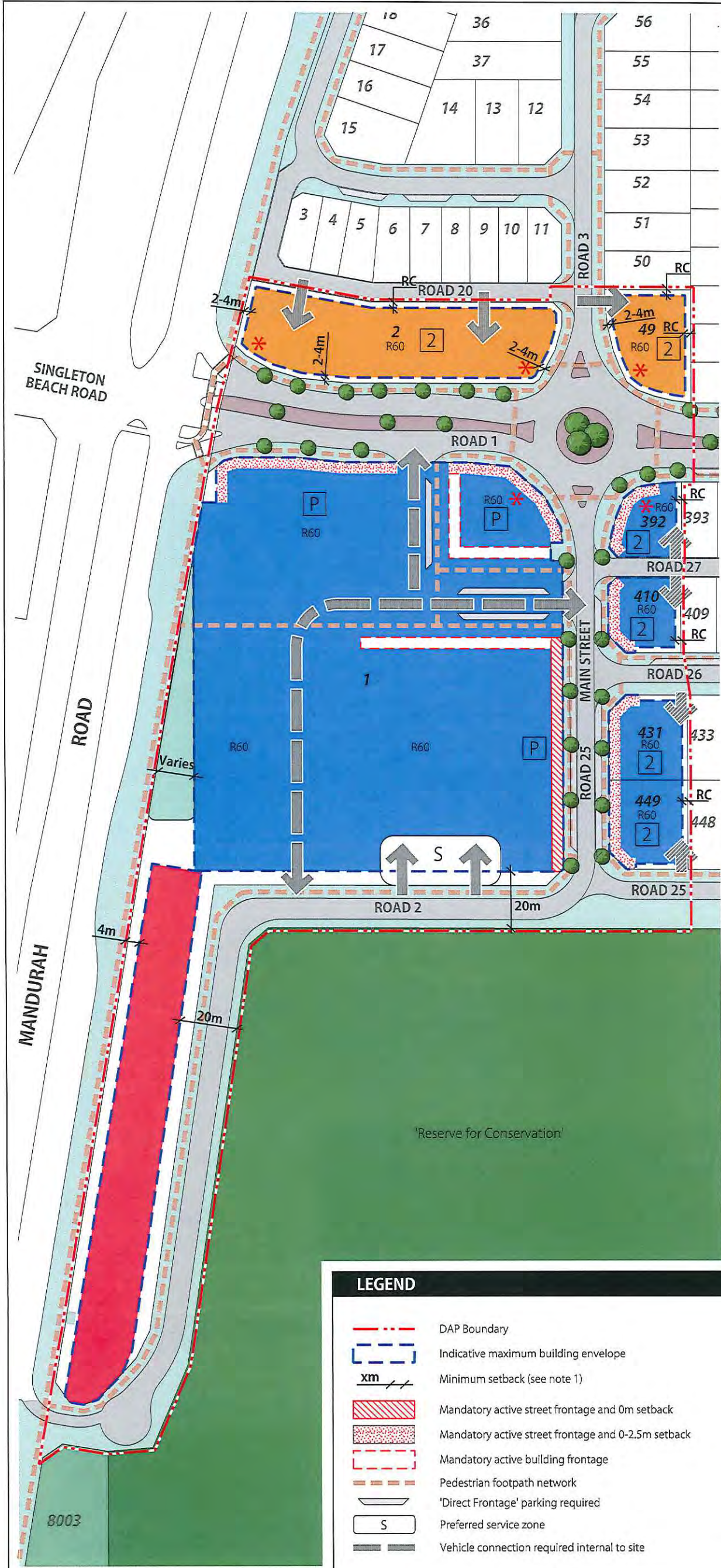
It should be noted that the FMP requires a public road with a 6m trafficable surface on the southern side of the development. This is achieved with the exception of that portion of the road directly adjacent to Mandurah Road. In this regard a condition should be imposed requiring the public road to be constructed in accordance with the A2.2 Public Road provisions of the Western Australian Planning Commission's *Planning for Bush Fire Protection Guidelines*.

Conclusion:

The proposed neighbourhood centre and fast food outlets development is generally compliant with TPS2 and Policy requirements.

The proposed development generally complies with the intent and provisions of the Singleton Village Neighbourhood Centre Detailed Area Plan and is considered to be suitable for its site and the locality.

It is recommended that the application for the neighbourhood centre and fast food outlets be conditionally approved.



PROVISIONS

The provisions of the City of Rockingham Town Planning Scheme No.2 (TPS2) and Residential Design Codes (R-Codes) are varied as detailed within this Detailed Area Plan (DAP). All other requirements of TPS2 and the R-Codes shall be satisfied in all other matters.

1. OBJECTIVE

The objective of this DAP is to establish a 'Main Street' based Neighbourhood Activity Centre, and of a scale appropriate to its role as the focal point for the local community.

2. STANDARDS

All development in the DAP area shall be consistent with the DAP and the following standards:

a) Structure:	<div><div>i.</div><div>ii.</div></div> <div>Road 25 is deemed to be the 'Main Street' for the Neighbourhood Activity Centre. The proposed internal access way is deemed a street for the purpose of street interface and landscape.</div>
b) Street interface:	<div><div>i.</div><div>ii.</div><div>iii.</div><div>iv.</div><div>v.</div></div> <div>All buildings shall enable passive surveillance of adjacent street reserves. Where active frontage is provided, it shall incorporate a canopy(s) with continuous coverage to a minimum depth of 2.5m or to within 600mm of the back of the adjacent kerb where the verge is too narrow to accommodate a full-depth canopy, and extend across the entire street frontage of the building. Delivery, loading and storage areas are to be located and screened to minimise the visual impact on the public domain. Street elevations shall be designed to create visual interest through building form, articulation of walls and openings, architectural features, texture and colour, with particular emphasis given to the ground level. Non-active portions of wall shall be articulated by means of form, colour and texture to provide visual interest.</div>
c) Landscape:	<div><div>i.</div><div>ii.</div><div>iii.</div><div>iv.</div></div> <div>The landscape material used for the footpaths shall be continued across driveways and the entrance to Right of Ways/laneways to maintain visual continuity of the pedestrian network and aid pedestrian legibility. Street trees shall be provided at a rate of not less than 1 tree per 14m on both sides of all streets. Shade trees shall be provided to publically accessible car parks at a rate of not less than 1 tree per 8 car bays. The 'special landscape area' notated on the DAP shall be landscaped to provide screening to the adjacent car park area, as seen from Mandurah Road, to the satisfaction of the City of Rockingham.</div>
d) Robustness:	<div><div>i.</div></div> <div>The ground floor of all buildings in the Commercial area shall be designed with a minimum floor-to-ceiling height of 3m to enable Commercial uses, even if used for interim Residential use.</div>
e) Fencing:	<div><div>i.</div></div> <div>Any fencing to the primary or secondary street frontage shall be restricted to Residential uses only, no more than 1.8m high and shall be at least 50% visually permeable from 0.9m above ground level. Solid portions of fencing shall be masonry construction. Colorbond fencing is not permitted within a primary street setback area.</div>

3. DEFINITIONS

For the purpose of this DAP, the following definitions will apply:

- Active (street or building) frontage:** An active frontage shall incorporate shopfronts (to retail, office or other Commercial uses) with a minimum of 66% of the ground floor street frontage as transparent glazing that allows visual connectivity between the inside and outside of the building. Additionally, any tenancy with active frontage to a street shall incorporate a primary pedestrian entry from that street.
For development in the north-western portion of the 'core' Commercial site, the mandatory active street frontage provision applies only if this portion of the site is developed for built-form purposes.
- Architectural response to a corner:** An architectural response to a corner shall consist of a prominent feature that provides visual emphasis. It may consist of a raised and/or projecting building element, significant roof form, a differentiation of material or a significant opening(s) or balcony/verandah structure.

This Detailed Area Plan has been approved under delegation by the Director, Planning & Development Services under clause 4.23.1(c) of the City of Rockingham Town Planning Scheme No.2:

Director, Planning & Development Services
City of Rockingham

3/4/14
Date

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LEGEND

- DAP Boundary
- Indicative maximum building envelope
- Minimum setback (see note 1)
- Mandatory active street frontage and 0m setback
- Mandatory active street frontage and 0-2.5m setback
- Mandatory active building frontage
- Pedestrian footpath network
- 'Direct Frontage' parking required
- Preferred service zone
- Vehicle connection required internal to site

Special landscape zone

Architectural response to corner required

Mandatory vehicle access point

Preferred vehicle access point

Residential (R60)

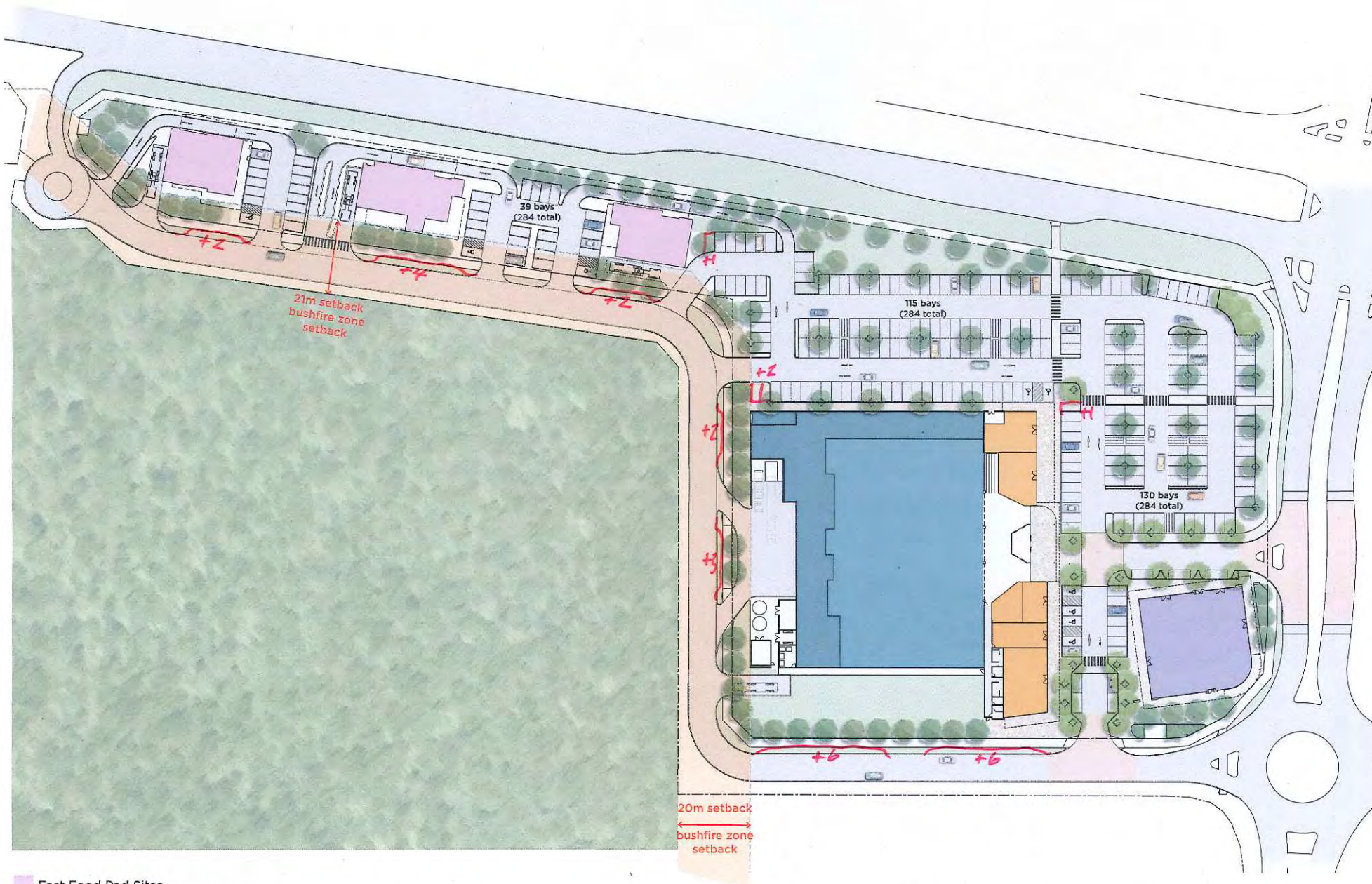
Commercial (R60)

Commercial (Residential not permitted)

Minimum building height in storeys

Minimum parapet height of 5.5m

NOTE 1
For setbacks: RC = as per R Codes
Where a range is provided, the setbacks shall be a minimum and a maximum



- Fast Food Pad Sites
- Supermarket
- Specialty Retail/Commercial
- Medical Centre/Other

site plan - stage 1
SINGLETON VILLAGE
development application - revision A

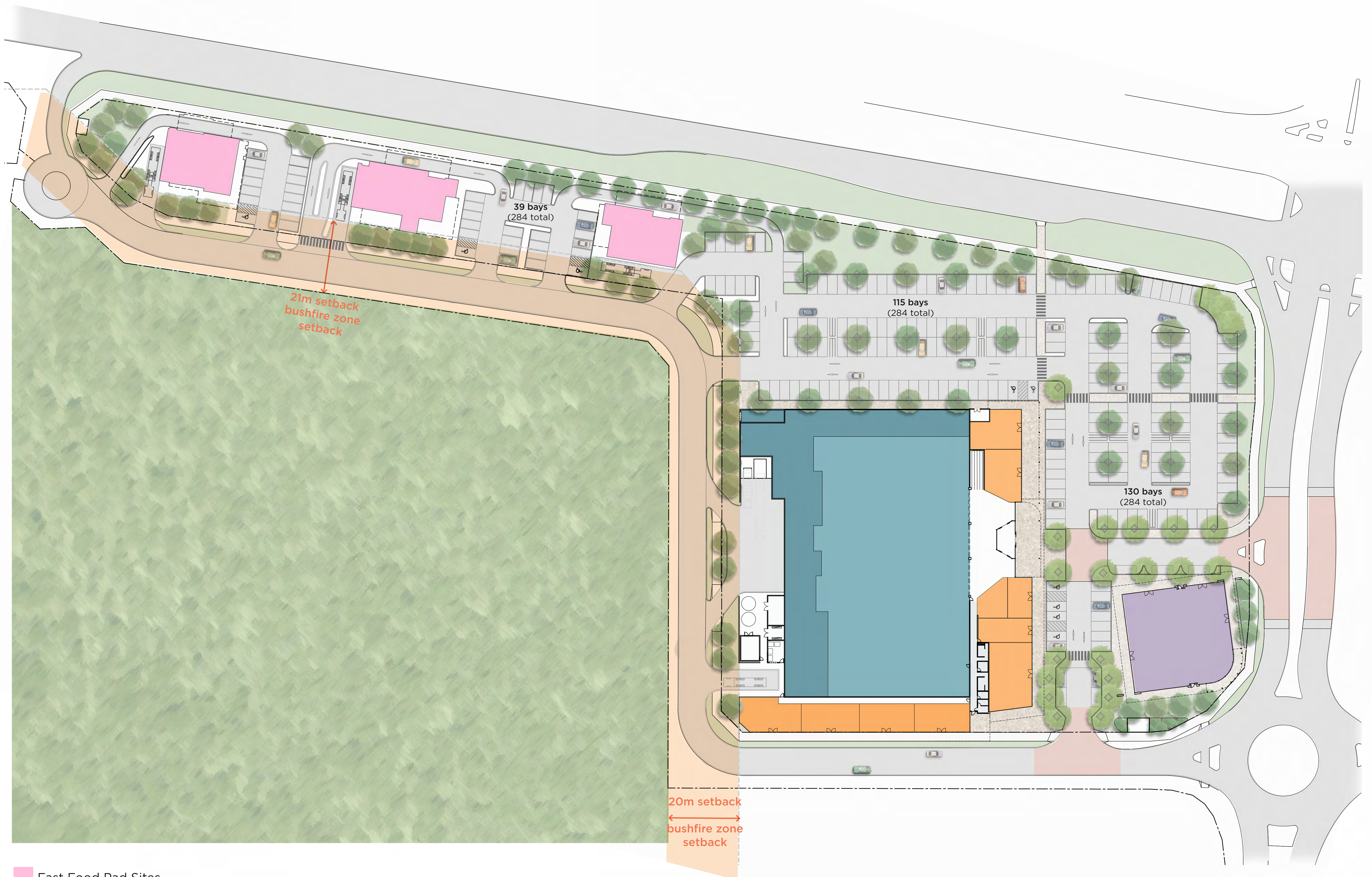


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sk02



- Fast Food Pad Sites
- Supermarket
- Specialty Retail/Commercial
- Medical Centre/Other

site plan - stage 2
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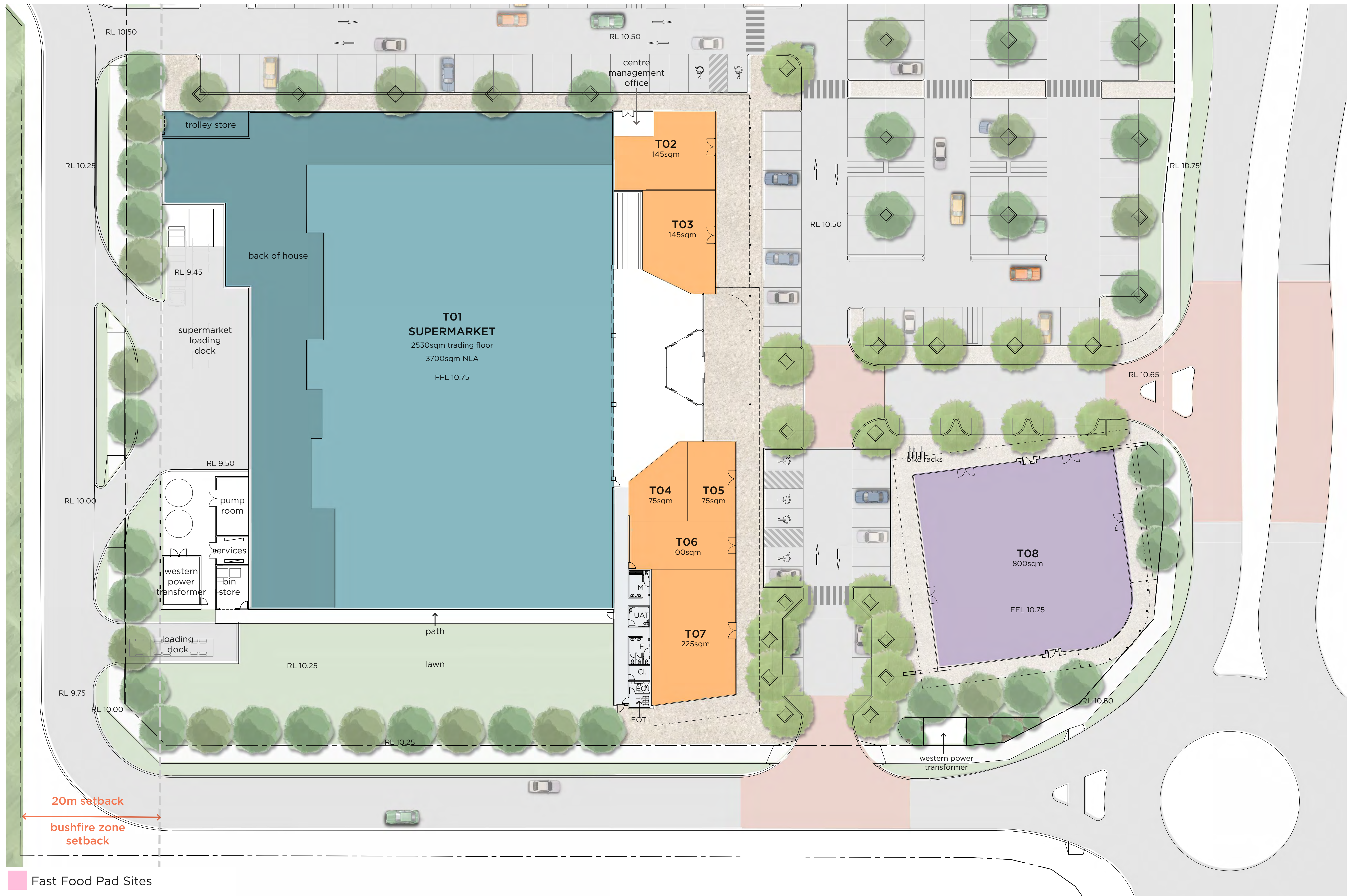
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- Fast Food Pad Sites
- Supermarket
- Specialty Retail/Commercial
- Medical Centre/Other

ground floor plan - stage 1
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north + east elevations - centre
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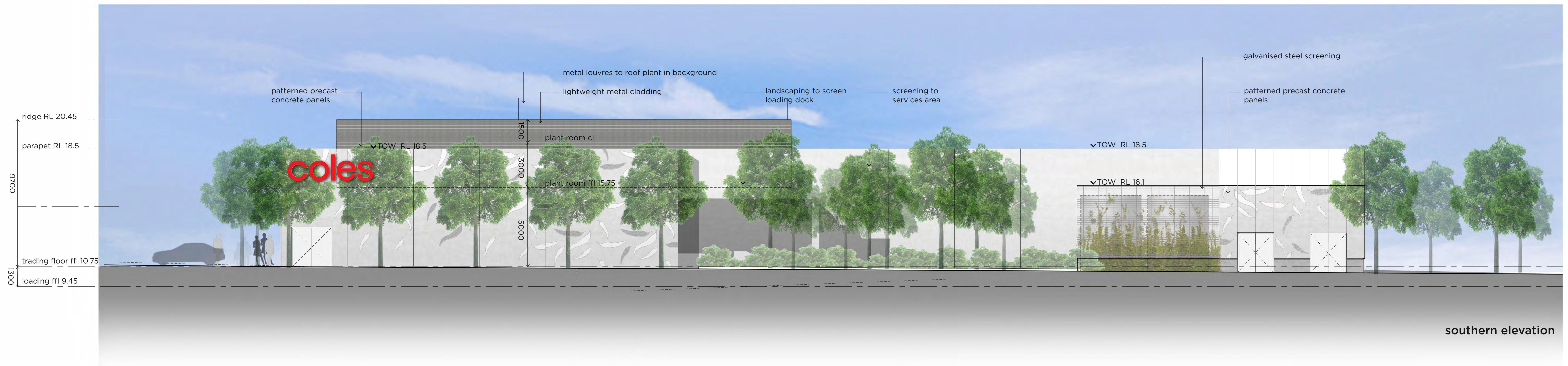


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south + west elevations - centre
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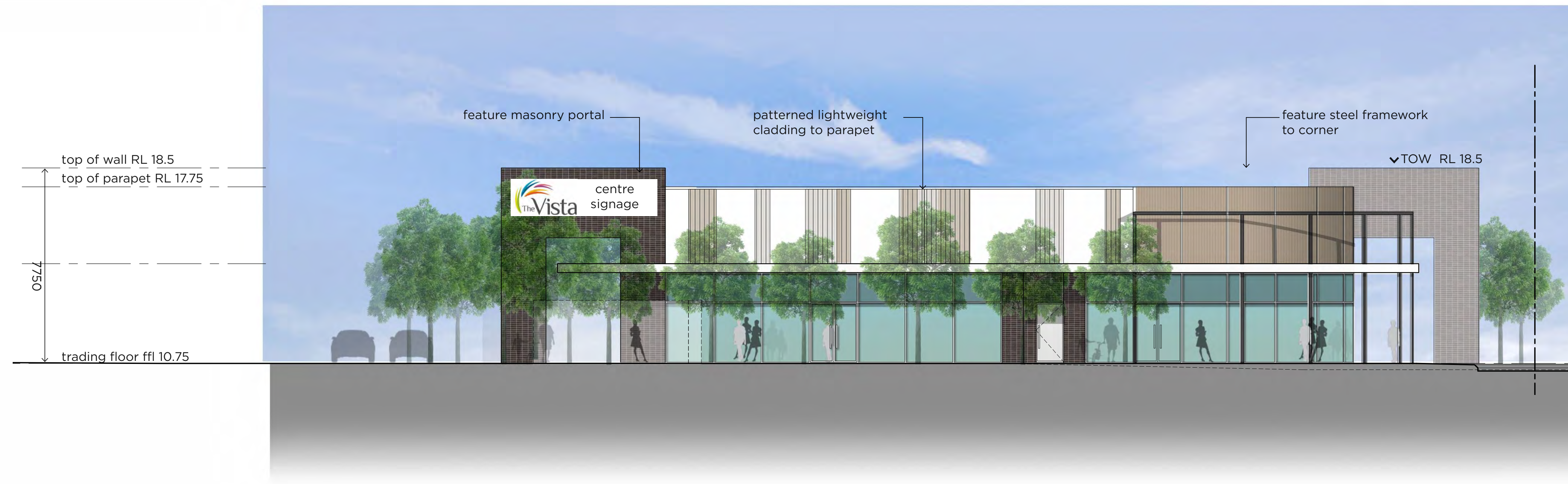
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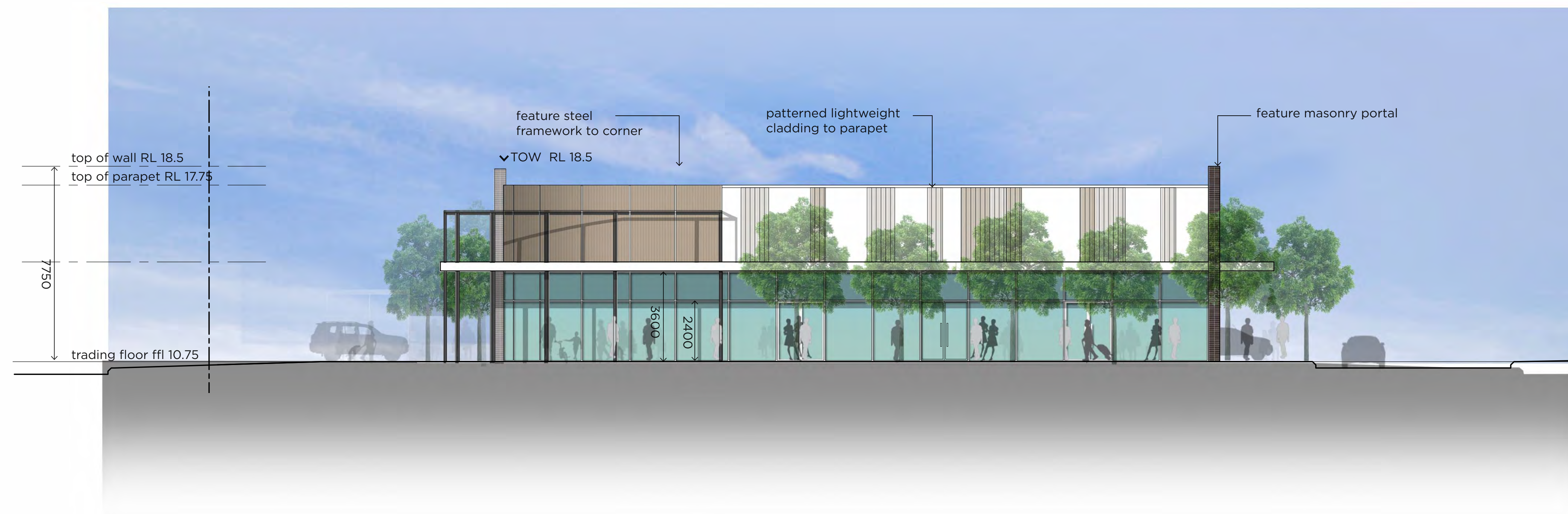
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eastern elevation



northern elevation

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north + east elevations - medical centre
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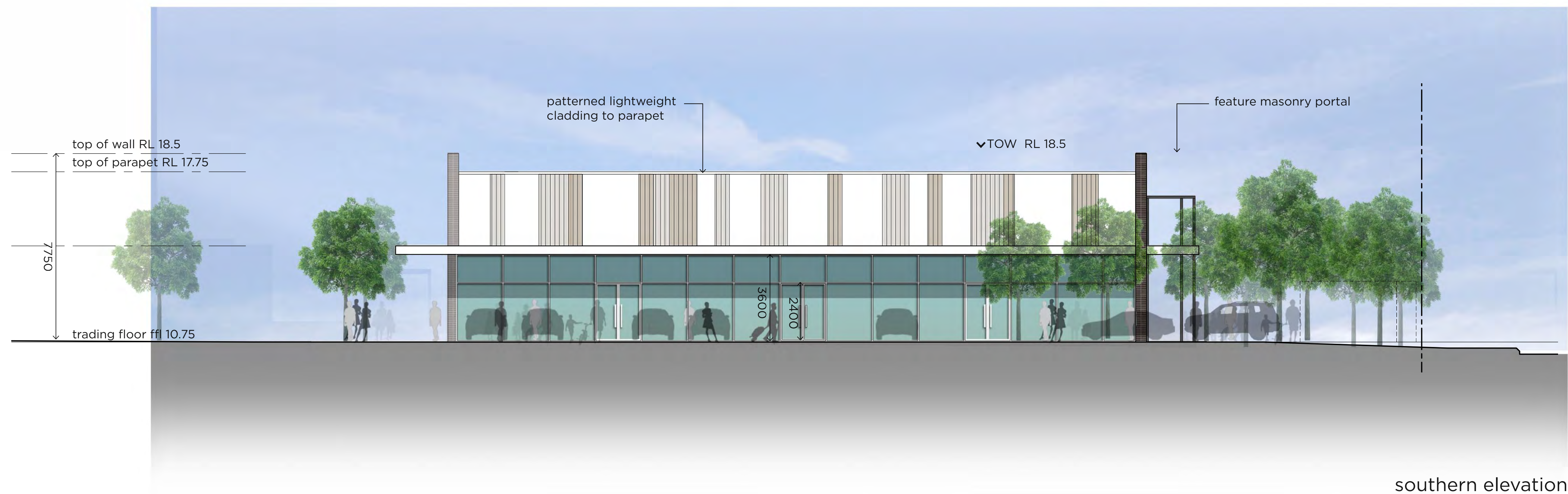
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south + west elevations - medical centre
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development application - revision A

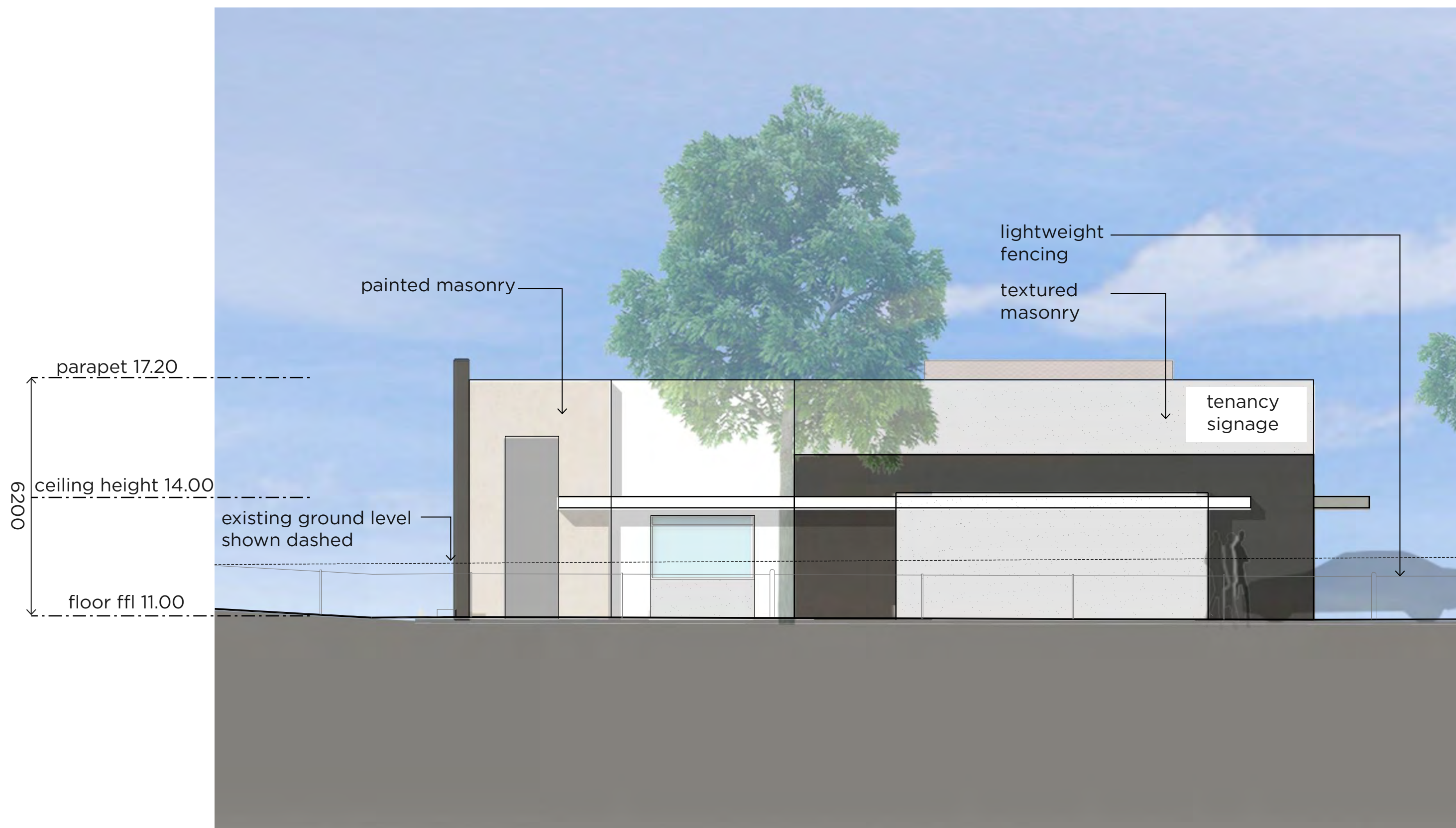


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pad site 3 western elevation (mandurah road)



pad site 2 western elevation (mandurah road)



pad site 1 western elevation (mandurah road)

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pad site 1 eastern elevation



pad site 2 eastern elevation



pad site 3 eastern elevation

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SINGLETON VILLAGE DEVELOPMENT APPLICATION

Urban Design Assessment

INTRODUCTION

The City of Rockingham requested Mackay Urbandesign to review and prepare a short report on the proposal for Stage 1 of the Singleton neighbourhood activity centre, which comprises of a larger shopping centre anchored by a Coles supermarket, a smaller stand-alone building and two fast-food restaurants.

Mackay Urbandesign assisted the City of Rockingham in the liaison with the developer to reconfigure the proposed centre layout to enable a more functional main street configuration. Mackay Urbandesign also subsequently advised the applicant on the preparation of a Detailed Area Plan (DAP) for the centre.

This urban design assessment consists of general urban design comments as well as commentary on the proposed development in respect to the DAP for the centre.

BACKGROUND

The proposal consists of:

- A larger single-storey retail building consisting of a Coles supermarket and 6 specialist tenancies (totalling approximately 3,300sqm) with a relatively small amount of mall space and other ancillary components (toilets etc) to support the centre.
 - A smaller stand-alone single-storey commercial building (totalling approximately 800sqm) on the north-eastern corner of the site, identified for potential medical uses.
 - Two drive-though fast-food outlets adjacent to Mandurah Road in the southern leg of the site.
 - The proposal is guided by a DAP that was prepared prior to the lodgement of the Development Application (DA). The DAP covers both the subject site as well as the adjacent public domain and the lots across the road to the north and east.
 - The site is largely square with a long thin leg to the south running alongside Mandurah Road.
 - Roads bound the subject site on all sides. The site addresses Mandurah Road to the west; the estate entry road (Singleton Beach Road) to the north; a local street (Road 25) to the east that the DAP identifies as a future 'main street' retail environment; and a local road to the south that runs between the site and a large bushland conservation area and then runs down the eastern side of the southern leg of the site.
-

GENERAL COMMENTS

In the context of being a first stage of development for a retail-based neighbourhood centre, and in the context of a site-specific planning framework (Detailed Area Plan), the proposal can be considered to be an acceptable urban design response. For example, the development:

- Locates the majority of specialty tenancies so that they can present to the external environment rather than internally to the mall.
- Locates the drive-through components where they gain exposure to, and access from, an arterial road and away from where they could cause potential nuisance to a residential area.
- Locates the main service access so that it does not present to a residential interface.
- Does not build out the opportunity to establish a two-sided main street at a later date and identifies with a supporting plan how that can be achieved.
- Presents a building of a commercial scale to the street.
- Addresses a prominent corner with built form to act as a local landmark.
- Addresses the main adjacent pedestrian paths with shopfront-style glazing.
- Addresses the street corner with shopfront-style glazing.
- Provides landscaping as an interface to Mandurah Road and helps to mitigate the visual impact of the car park.
- Provides a legible footpath network that directly links pedestrian destinations (such as the bus stop).
- Establishes a site planning and movement network that could readily enable future intensification of the site.
- Incorporates visual interest in the architectural treatment of the elevations, including the blank areas.
- Provides canopy protection to shopfronts and the adjacent pedestrian areas.

ASSESSMENT AGAINST THE DETAILED AREA PLAN

The Detailed Area Plan is a vital component of the planning framework for the site and one that has resulted from significant negotiation and input from the City of Rockingham.

The DAP provides guidance on how the development will contribute to the overall function and character of place. The DAP also provides clear guidance on the intent for adjacent sites, thus allowing the development to respond accordingly. It is, therefore, very important that the development is consistent with the DAP.

The principal requirements of the DAP and the responses proposed by the development are as follows:

Requirement: Minimum setbacks to be consistent with the annotations on the DAP.

Response: Compliant. The proposal is annotated with a 20m minimum setback to the bushland to the south. Other street setbacks are covered in the specific requirements below.

Requirement: Building to be contained within the maximum building envelope.

Response: Compliant. The proposed building does not extend beyond the maximum building envelope.

Requirement: Mandatory active street frontages with a setback between 0 and 2.5m for buildings with street frontage to Singleton Beach Road.

Response: Partly compliant. Extensive full-height shopfront-style glazing and door openings are orientated to the street. The setbacks vary and are, in part, greater than 2.5m. However, the north-eastern corner of the site has an awkward geometry that is ill-suited to efficient building design, and is complicated by the location of an electrical transformer. The proposed alignment of the corner building looks oddly angled on plan but on the ground will be largely unnoticeable. On balance the proposed solution should still be an acceptable outcome even though it is not strictly compliant.

Requirement: Mandatory 0m setback to Road 25 Main Street.

Response: Compliant. The supporting plan of the Stage Two development demonstrates how this requirement would be met as part of the next stage of development.

Requirement: Pedestrian footpath connectivity as shown diagrammatically on the DAP.

Response: Compliant. The proposed pedestrian paths correspond to the DAP.

Requirement: Mandatory active building frontage to the internal 'street' and to the entry road from Singleton Beach Road.

Response: Compliant. The proposal indicates extensive full-height shopfront-style glazing and door openings orientated to the street for both the main building and the corner building.

Requirement: Direct frontage parking as shown diagrammatically on the DAP.

Response: Partially compliant. 'On-street' parking is shown provided on the internal 'street' and the eastern half of the entry road from Singleton Beach Road. Whilst some of the 'on-street' parking in the internal 'street' is shown at 90 degrees to the vehicle path, the DAP is not specific as to whether it needs to be parallel parking.

Of greater concern is the lack of on-street parking on Road 25 Main Street. Whilst the applicant may argue that this would be constructed as part of Stage 2, it would be more cost effective to construct it at the same time as the road.

Early construction of the on-street parking would make the later stage of development more viable and would help to encourage the lots across the street to develop for commercial or mixed use in a timely manner.

Requirement: Service zone located as shown diagrammatically on the DAP.

Response: Compliant. The location of the service zone is consistent with the DAP.

Requirement: Vehicle connectivity as shown diagrammatically on the DAP.

Response: Compliant. The vehicle movement paths through the site correspond to the DAP.

Requirement: The provision of a 'special landscape zone' to the Mandurah Road interface.

Response: Compliant. The accompanying landscape plan provides details of a significant landscape treatment both within the site and within the Mandurah Road reserve.

Requirement: An architectural response to the north-eastern corner.

Response: Compliant. The architectural treatment of the corner building incorporates a number of decorative features that are in addition to the function of the building. These consist of two raised portal walls and a metal framework on the corner itself. As such, it is reasonable to consider that the architecture of the corner building goes beyond the utilitarian to address the corner.

Requirement: Vehicle access points as shown diagrammatically on the DAP.

Response: Compliant. The vehicle access points correspond to the DAP.

Requirement: Land use consistent with Commercial (residential permitted) zone where indicated on the DAP.

Response: Compliant. Retail and other commercial uses are proposed in the Commercial (residential permitted) zone on the DAP.

Requirement: Land use consistent with Commercial (residential not permitted) zone where indicated on the DAP.

Response: Compliant. No residential uses are proposed in the Commercial (residential not permitted) zone on the DAP.

Requirement: Minimum building heights of either 2 storeys or a parapet height of at least 5.5m.

Response: Compliant. The parapet heights of the main building and the corner building are greater than 5.5m. The height of the fast food outlets are effectively irrelevant given that they do not contribute to the streetscape of the centre.

Requirement: Enable passive surveillance of adjacent street reserves

Response: Partly compliant. The proposed buildings provide for passive surveillance of Singleton Beach Road and the northern part of Road 25 Main Street. The supporting Stage Two plan indicates how passive surveillance will be provided to the remainder of Road 25 Main Street at a later date.

Requirement: Provide a canopy with a minimum depth of 2.5m to active commercial frontage.

Response: Compliant. The proposed buildings have canopy provision where required. Whilst not annotated on the drawings or scaled for confirmation, the canopies appear to be of adequate depth.

Requirement: Service and storage areas located and screened from view from public areas.

Response: Partly compliant. The main service dock is located on the most discreet elevation. Whilst the elevations indicate some landscape to screen the service dock, it is doubtful as to how successful this would be, and it may need to be augmented with a wall and gates to be effectively screened (and to provide security in an isolated location).

Requirement: Architectural interest to street elevations particularly for blank areas of wall.

Response: Compliant. The architecture of the elevations has visual appeal with the use of patterns, materials and other architectural features that raises it beyond the merely utilitarian.

Requirement: Continuity of footpath treatment across driveways.

Response: Partly compliant. The proposed plans indicate a different 'threshold' treatment to the two main entrance points to the site that would provide a similar visual cue to drivers as the continuity of the footpath material. It may be prudent to reinforce this outcome by means of a condition of approval that requires further details on the materials to the approval of the City to ensure it is implemented and to a suitable standard.

Requirement: Street trees at a rate of 1 tree per 14m of street frontage.

Response: Non-compliant. Whilst the proposed landscape plan indicates a significant number of trees on-site, only two trees are indicated in the adjacent public domain (adjacent to the loading dock). The plans should indicate a compliant street tree planting strategy for the adjacent public domain, or provide sufficient justification as to why the requirement cannot be achieved.

Requirement: Street trees at a rate of 1 tree per 8 bays for open car park areas.

Response: Non-compliant. The proposed landscape plan indicates trees at a rate lower than required by the DAP.

Requirement: A special landscape area to Mandurah Road.

Response: Compliant. The proposed landscape plan indicates a well-pronounced area to the Mandurah Road frontage and the adjacent Mandurah Road verge. The planting strategy could be more effective with the introduction of more trees, however, the applicant is likely to resist the

introduction of more trees on the grounds that the visibility of the centre is inhibited.

Requirement: Ground floor levels to have a minimum ceiling height of 3m.

Response: Compliant. The minimum ceiling height can easily be achieved in the proposal and in all instances; the initial use is proposed to be commercial.

Conclusion

The proposed development is largely compliant with the DAP and an acceptable urban design outcome as a first stage for the Singleton neighbourhood centre; however, there are two area of non-compliance, both of which relate to landscape.

To address the areas of non-compliance, the number of shade trees in the car park area needs to be increased, and trees within the adjacent road reserves need to be included at a minimum spacing of 14m. If for some technical reason this cannot be achieved, adequate justification should be provided.

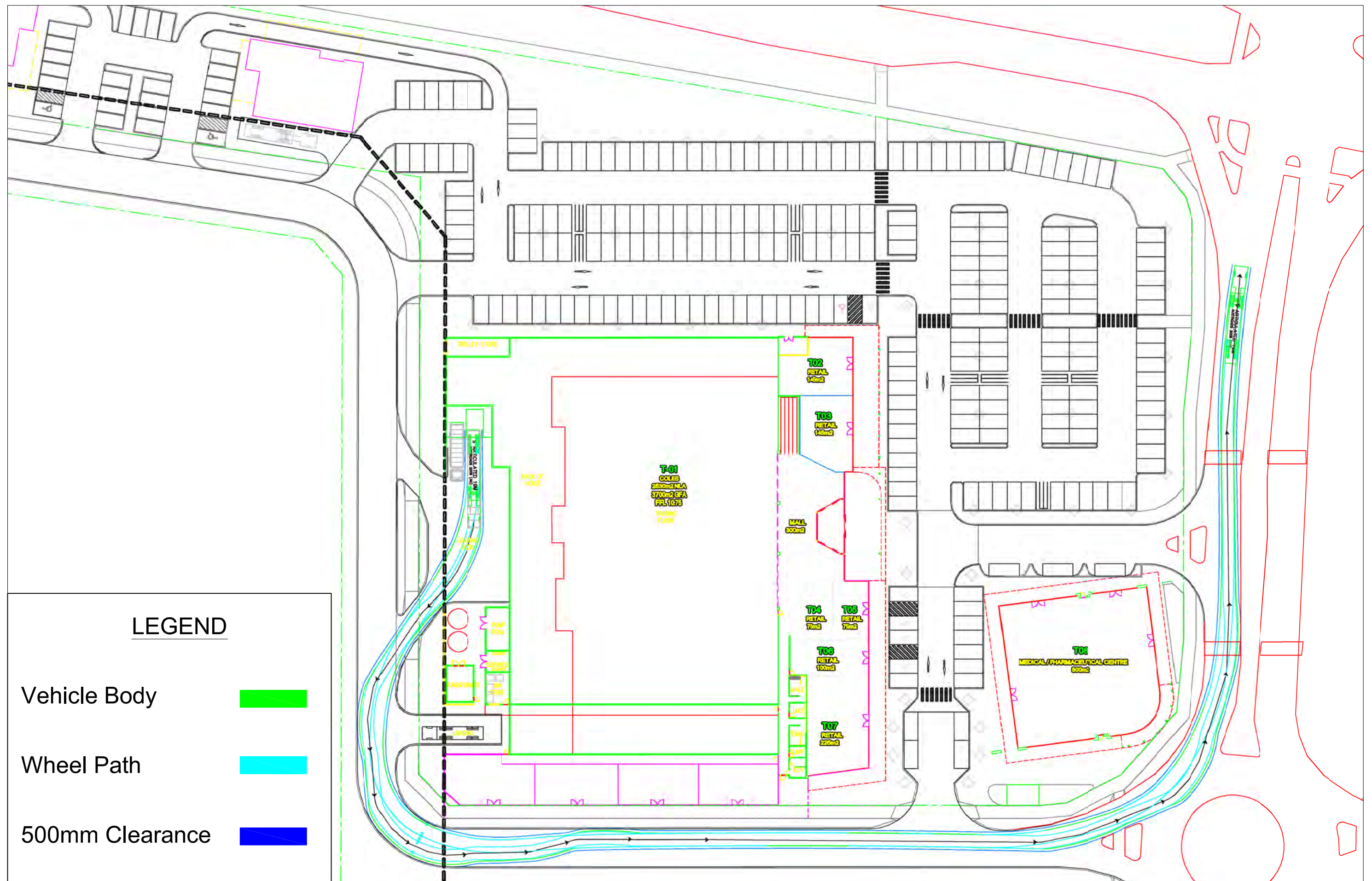
Additionally, there area some areas where the proposal is partly compliant; however with minor adjustments or the provision of more information, this could be improved upon to achieve a more acceptable outcome. These improvements include:

- The provision of on-street car bays to Road 25 Main Street at Stage 1 of the development.
- Further detail on the 'threshold' treatments at the two main vehicle entry points (Singleton Beach Road and Road 25 Main Street).
- More effective screening (and security) for the loading dock through the inclusion of a wall/fencing and gates.

Malcolm Mackay

Mackay Urbandesign

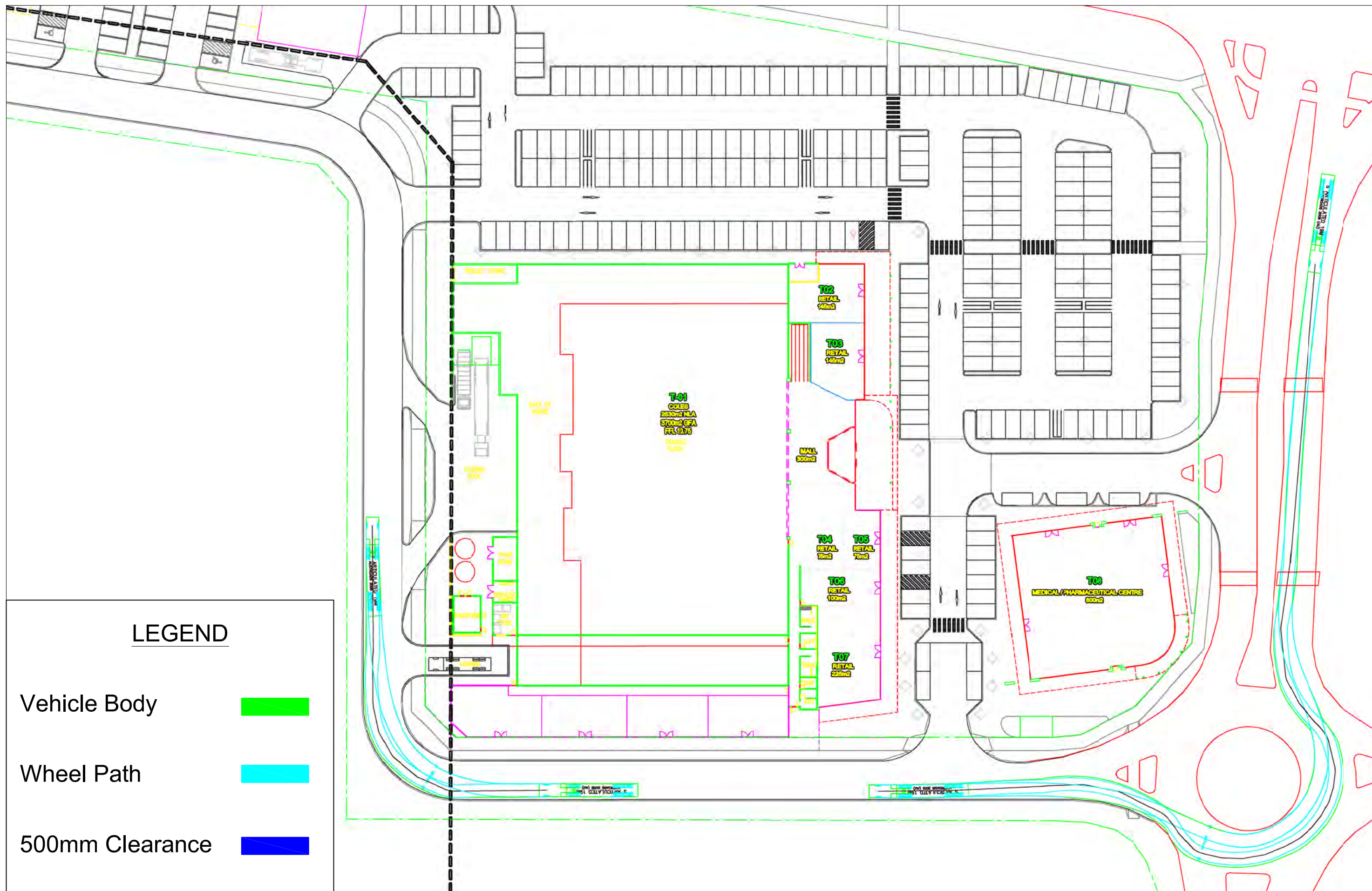
22 May 2014



Karnup Commercial DA
 Austroads 2006 - 19 m Semitrailer
 Front gear out from the loading dock

t12.145.sk14







500mm Clearance

t12.145.sk16

