Government of **Western Australia**
Development Assessment Panels

Metro South-West Joint Development Assessment Panel Agenda

Meeting Date and Time: 7 February 2020; 9am
Meeting Number: MSWJDAP/203
Meeting Venue: City of Rockingham
Civic Boulevard, Rockingham

Attendance

DAP Members

Mr Tony Arias (Presiding Member)
Ms Lee O'Donohue (Deputy Presiding Member)
Mr Peter Keleman (A/Specialist Member)

Officers in attendance

Mr David Banovic (City of Rockingham)
Mr Greg Delahunty (City of Rockingham)
Mr Michael Ross (City of Rockingham)
Mr Chris Parlane (City of Rockingham)

Minute Secretary

Ms Nicole D'Alessandro (City of Rockingham)

Applicants and Submitters

Item 8.1
Mr Peter Simpson (PTS Town Planning Pty Ltd)
Mr Geoff Loxton (PDS Consult)
Mr Alex McGlue (Lavan)
Mr Adam Lisle (Arise Developments)
Mr Alex Drake-Brockman (Arise Developments)
Mr Derek Hays (Hames Sharley)

Item 8.2
Mr Samuel Klopper (Klopper & Davis Architects)

Members of the Public / Media

Nil

1. Declaration of Opening

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

2. Apologies

Cr Deb Hamblin (Local Government Member, City of Rockingham)

3. Members on Leave of Absence

Nil

4. Noting of Minutes

Signed minutes of previous meetings are available on the DAP website.

5. Declarations of Due Consideration

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

6. Disclosure of Interests

Nil

7. Deputations and Presentations

7.1 Mr Alex McGlue (Lavan) presenting in support of the application at Item 8.1. The presentation will address the relevance of the SAT decision.

7.2 Mr Derek Hays (Hames Sharley) presenting in support of the application at Item 8.1. The presentation will address changes since the last application

7.3 Mr Peter Simpson (PTS Town Planning Pty Ltd) presenting in support of the application at Item 8.1. The presentation will request amendments to conditions.

7.4 Mr Samuel Klopper (Klopper & Davis Architects) presenting in support of the application at Item 8.2. The presentation will address the architectural merit of the proposal.

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

8. Form 1 – Responsible Authority Reports – DAP Applications

8.1

Property Location:	Lot 301 (2-6) Council Avenue, Rockingham
Development Description:	Proposed Offices, Health Studio, Restaurant, Showrooms and Service Station
Applicant:	PTS Town Planning Pty Ltd
Owner:	Arise Rockingham Pty Ltd
Responsible Authority:	City of Rockingham
DAP File No:	DAP/19/01694

8.2	Property Location:	Lot 636 Thundelarra Drive, Golden Bay
	Development Description:	Mixed Use Development comprising 89 Independent Living Apartments, Café, Retail Community Shared Spaces, Residential Amenities and associated Car Parking
	Applicant:	The Klopper Family Trust & The Davis Family Trust
	Owner:	636 Golden Bay Pty Ltd
	Responsible Authority:	City of Rockingham
	DAP File No:	DAP/19/01646

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

Nil

10. Appeals to the State Administrative Tribunal

Current SAT Applications		
LG Name	**Property Location**	**Application Description**
City of Rockingham	Lot 2 (45) Pinnacle Road, Coogee	Childcare Centre

11. General Business / Meeting Closure

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

Government of **Western Australia**
Development Assessment Panels

Form 1 – Responsible Authority Report

(Regulation 12)

Property Location:	Lot 301 (No.2-6) Council Avenue, Rockingham
Development Description:	Proposed Offices, Health Studio, Restaurant, Showrooms and Service Station
DAP Name:	Metro South-West JDAP
Applicant:	PTS Town Planning Pty Ltd
Owner:	Arise Rockingham Pty Ltd
Value of Development:	$9.75 million
LG Reference:	DD020.2019.00000293.001
Responsible Authority:	City of Rockingham
Authorising Officer:	Bob Jeans, Director Planning & Development Services
DAP File No:	DAP/19/01694
Report Due Date:	29 January 2020
Application Received Date:	6 November 2019
Application Process Days:	90 Days
Attachment(s):	**Attachment 1** Development Application Plans **Attachment 2** Development Application Submission **Attachment 3** Schedule of Submissions **Attachment 4** Design Review Panel Meeting Notes **Attachment 5** Arise Rockingham and Presiding Member of Metro South West JDAP [2019] WASAT 64 **Attachment 6** Public Transport Authority Advice

Officer Recommendation:

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

Approve DAP Application reference DAP/19/01694 and accompanying plans:

- Cover Page, Revision A, Dated 04 November 2019;
- Perspectives, Revision A, Parts 1-3, Dated 04 November 2019;
- Site Survey, Revision A, Dated 04 November 2019;
- Site Plan, Revision A, Dated 04 November 2019;
- Ground Floor Plan, Revision A, Dated 04 November 2019;
- Level 1 Plan, Revision A, Dated 04 November 2019;

- Level 2 Plan, Revision A, Dated 04 November 2019;
- Roof Plan, Revision A, Dated 04 November 2019;
- Site Access and Activation, Revision A, Dated 04 November 2019;
- Elevations, Revision A, Parts 1-2, Dated 04 November 2019;
- Sections, Revision A, Dated 04 November 2019;
- Materials, Revision A, Parts 1-2, Dated 04 November 2019;
- Signage Location Plan, Revision A, Dated 04 November 2019;
- Signage Elevations, Revision A, Parts 1-2, Dated 04 November 2019; and
- Signage Schedule, Revision A, Dated 04 November 2019;

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

Conditions

1. This decision constitutes development 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. Prior to applying for a Building Permit, the Council Avenue and Read Street building frontages of the development must be redesigned as per the requirements of *Planning Policy 3.3.12 Development Policy Plan - Southern Gateway and Rockingham Station Sectors* in order to improve visual interest, activation, legibility and accessibility to the development, to the satisfaction of the City of Rockingham and include the following changes:

    - Increase the awning depth to provide for practical cover along Read Street frontage of development;
    - Incorporate entry points from Read Street to Tenancies 2, 3 and 4;
    - Provide 60% clear glazing of the ground floor of the Read Street frontage;
    - Incorporate architectural treatments to the Council Avenue crossover area to give a built form response to narrowing the break in the contiguous frontage.

3. Prior to applying for a Building Permit, the applicant must demonstrate to the satisfaction of the City of Rockingham that ground floor glazing fronting Council Avenue and Read Street has a minimum visible light transmission rate of at least 79% and a maximum visible reflectivity rate of 9% in order ensure that a commercial, interactive frontage is available to the development from all streets.

    The glazing must be thereafter be installed and maintained to the satisfaction of the City of Rockingham for the duration of the development.

4. In accordance with the requirements of Planning Policy 3.3.12 Development Policy Plan - Southern Gateway and Rockingham Station Sectors 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, roller doors or similar), to ensure that a commercial, interactive frontage is

available to the development from Council Avenue and Read Street, for the duration of the development.

All doors facing the Council Avenue and Read Street frontage of the building must be kept unlocked during all hours when the subject premises is trading.

5. Prior to the issue of a Building Permit, exhaust facilities associated with the proposed restaurant must be designed in accordance with Australian Standard AS 1668.2—2002, The use of ventilation and air conditioning in buildings, Part 2: Ventilation design for indoor air containment control (excluding requirements for the health aspects of tobacco smoke exposure) and be fitted with filtration and odour suppression devices to the satisfaction of the City of Rockingham.

   The exhaust facilities must be installed prior to the occupation of the development and must be thereafter maintained to the satisfaction of the City of Rockingham for the duration of the development.

6. Prior to applying for a Building Permit, a Landscaping Plan to the satisfaction of the City of Rockingham must be prepared and must include the following detail:

   (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 and areas to be mulched;
   (iii) provision of additional trees along the southern boundary of the development;
   (iv) inclusion of large specimen street trees along the Council Avenue, Read Street and Sepia Court verges that will provide for shading of the public realm;
   (v) alternative solutions to reduce the amount of planting on Council Avenue and Read Street verges;
   (vi) any natural landscape areas to be retained;
   (vii) those areas to be reticulated or irrigated; and
   (viii) proposed upgrading to landscaping, paving and reticulation of the street setback area and all verge areas.

   The landscaping, paving and reticulation 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 for the duration of the development.

7. Prior to applying for a Building Permit, all service areas and service related hardware, including antennae, satellite dishes and air-conditioning units, must be designed to be located away from public view and/or screened, and this design must be provided to, and approved by, the City of Rockingham.

8. Prior to applying for a Building Permit, the proposed Council Avenue crossover and associated access-driveway shall be reduced in width from 6.3m to 6m in order to retain the existing Public Transport Authority of Western Australia bus stop.

9. The existing Public Transport Authority of Western Australia bus stop on Council Avenue must not be removed or relocated.

10. The proposed 'Service Station' directional sign within the Sepia Court road reserve is to be removed or relocated into the subject site.

11. Stormwater from all roofed and paved areas shall be collected and contained on site. Stormwater must not affect or be allowed to flow onto or into any other property or road reserve.

    All stormwater generated by the development must be managed in accordance with Planning Policy 3.4.3 - Urban Water Management to the satisfaction of the City of Rockingham.

    The approved plans must be implemented and all works must be maintained for the duration of the development.

12. Earthworks over the site associated with the development must be stabilised to prevent sand or dust blowing off the site, and appropriate measures must 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.

13. The carpark must:

    (i) provide a minimum of 117 car parking spaces;
    (ii) be designed constructed, sealed, kerbed, drained and marked in accordance with User Class 3 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) provide 1 car parking space dedicated to people with disabilities, which are designed, constructed, sealed, kerbed, drained and marked in accordance with Australian/New Zealand Standard AS/NZS 2890.6:2009, Parking facilities, Part 6: Off-street parking for people with disabilities and which are linked to the main entrance of the development by a continuous accessible path of travel designed and constructed 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; and
    (v) comply with the above requirements for the duration of the development.

14. Prior to the occupation of the development, any damage to existing City infrastructure within the road reservation including kerb, road pavement, turf, irrigation, bollards and footpaths is to be repaired to the satisfaction of the City of Rockingham at the cost of the applicant.

15. All illumination must be confined to the land in accordance with the requirements of Australian Standard AS/NZS 4282:2010 - *Control of the obtrusive effects of outdoor lighting* and Australian Standard AS/NZS 1158.3.1:2005 - *Lighting for Roads and Public Spaces*, at all times and, for the duration of development.

16. In accordance with City of Rockingham *Planning Policy 3.3.14 - Bicycle parking and End of Trip Facilities*, 13 short-term bicycle parking spaces and 10 long-term bicycle parking spaces must be provided for the development.

The bicycle parking spaces must be designed in accordance with AS2890.3—1993, Parking facilities, Part 3: Bicycle parking facilities and must be 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 and safe condition for the duration of the development.

17. In accordance with City of Rockingham *Planning Policy 3.3.14 - Bicycle parking and End of Trip Facilities*, four (4) secure hot-water shower, change room and clothing lockers must be provided for the development which must be designed in accordance with that Policy and approved by the City of Rockingham prior to applying for a Building Permit and constructed prior to occupancy of the development.

    The showers, change rooms and lockers must be retained and maintained in good and safe condition for the duration of the development.

18. Prior to applying for a Building Permit, the Waste Management Plan shall be revised as follows:

    - Skip bins are serviced from a bin pad and stored within the complex; and
    - Use of 140L to 240L bins.

    Collection and disposal of waste shall thereafter be managed in accordance with the Waste Management Plan submitted for the duration of the development.

19. The proposed bin storage areas must be screened from view of the street to the satisfaction of the City of Rockingham. The bin storage area must be constructed prior to the occupation of the development and must be retained and maintained in good condition for the duration of the development.

20. The requirements of the Resonate Noise Management Plan contained within the Environmental Noise Assessment Ref: P180602RP1 dated 28 August 2018, are to be implemented for the duration of the development, except where varied by conditions of this approval.

21. Access of delivery vehicles and the operation of forklifts is only permitted between the hours of 7:00am and 7:00pm from Monday to Saturday (inclusive) and between 9:00am and 7:00pm on Sunday and public holidays, for the duration of the development.

22. Materials, sea containers, goods or bins must not be stored within the car park at any time.

23. The development must be finished in accordance with the schedule provided, prior to occupation of the development.

24. The proposed Read Street Pylon Sign must be a multi tenancy sign serving the whole development.

Advice Notes

1. The development must comply with the *Health (Public Building) Regulations 1992*; the applicant and owner should liaise with the City's Health Services in this regard.

2. The development must comply with the *Environmental Protection (Noise) Regulations 1997*; contact the City's Health Services for information on confirming requirements.

3. A Certified Building Permit must be obtained prior to construction and thereafter an Occupancy Permit must be obtained; the applicant and owner should liaise with the City's Building Services in this regard.

4. All works in the road reserve, including construction of a crossover or footpath, 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.

5. All playground installations must be installed and maintained in accordance with all relevant Australian Standards AS 4685:2014 1-6, 11 and all relevant amendments including additional criteria outlined in the following; AS 4685.0:2017 Playground equipment and surfacing Part 0: Development, installation, inspection, maintenance and operation; and AS/NZS 4422:1996 - Playground Surfacing - Specifications, Requirements & Test Methods; Suitable impact absorbing surfacing, termed soft-fall must be installed, wherever falls from fixed or portable playground equipment is possible.

6. Existing retained street trees adjacent to the development site must be protected throughout the course of the project in accordance with Australian Standard AS 4970-2009 protection of trees on Development Sites.

7. 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.

Background:

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

The subject site is vacant.

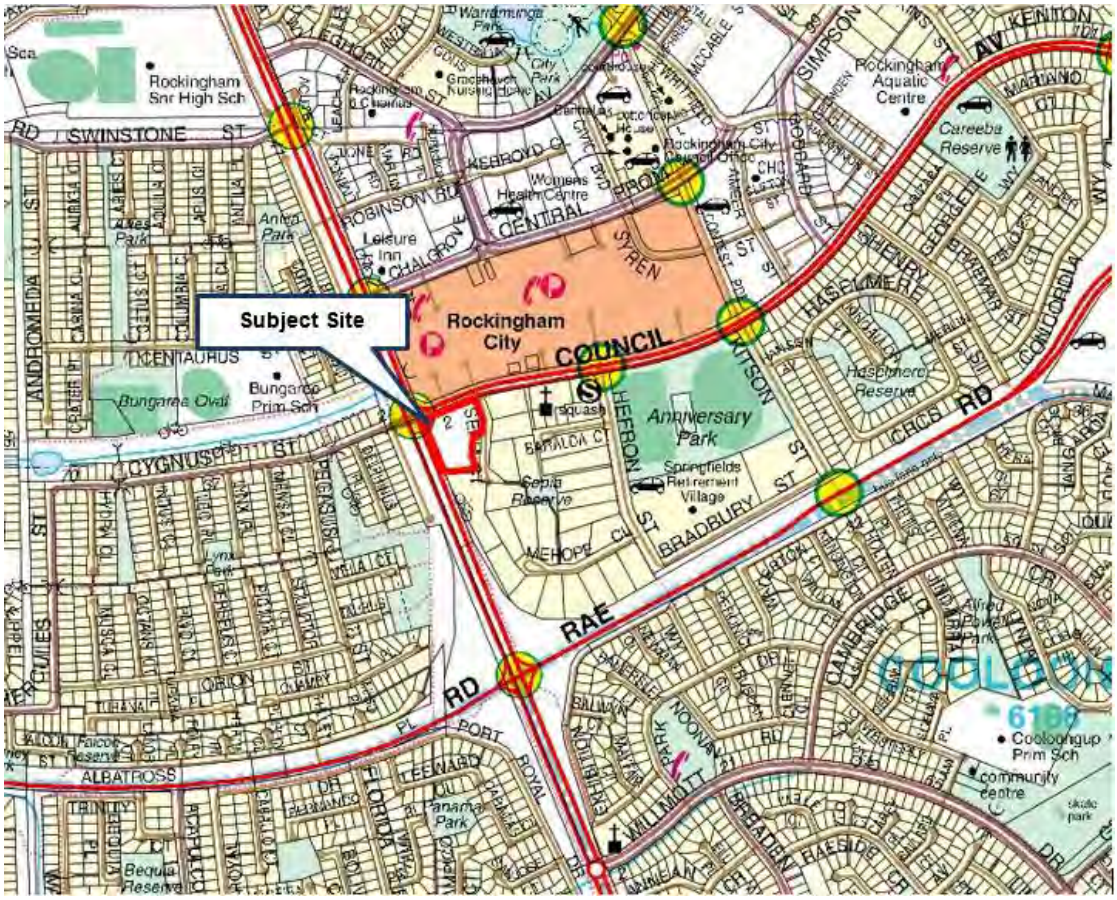

Figure 1 - Location Plan



Figure 2 - Aerial Photo

Development Assessment Panel Application DAP/18/01463

The following outlines the history of DAP/18/01463:

- In November 2018, the MSWJDAP resolved to refuse the Development Assessment Panel (DAP) Application (DAP/18/01463) for a Health Studio, Restaurant, Showrooms and Service Station (selling fuel), on the subject lot, for the following reasons:

1. *"The development fails to satisfy objectives (f) and (h) of the Primary Centre City Zone under the City's Town Planning Scheme No.2 as the development does not provide a contiguous, activated street front development along Council Avenue, Read Street and Sepia Court and does not provide for a variety of vibrant land-uses more consistent with proximity to transit and the City Centre area.*

2. *The development application does not satisfy Clause 67 (b), (h), (m) and (t) of the Planning and Development (Local Planning Schemes) Regulations 2015 (Schedule 2 – Deemed Provisions) with the development being contrary to:*

   b&h. The development provisions, principles and vision for the Rockingham Strategic Regional Centre Activity Centre Plan.
   m. The development provisions for Local Planning Policy 3.2.12 - Development Policy Plan: Southern Gateway and Rockingham Station Sectors relating to height, scale and appearance of the development and is considered to result in an impoverished design outcome, noncompatible with the surrounding development context.
   t. The proposed Council Avenue vehicular access which is located within the functional area of the Council Avenue and Read Street intersection will lead to vehicle manoeuvring that will compromise traffic safety.

3. *The development does not provide for a minimum building height of three (3) storeys as required by clause 5.4 'Building Heights and Prominent Sites' of Planning Policy 3.2.12 - Development Policy Plan: Southern Gateway and Rockingham Station Sectors.*

4. *The development does not provide for significant elements that acknowledge arrival upon a Gateway Location as required by Clause 8.1.3 Gateway Locations of Planning Policy - 3.2.12 Development Policy Plan: Southern Gateway and Rockingham Station Sectors.*

5. *The development does not comply with clause 8.1.5 'Planning and Design Principles' and does not satisfy objective 8.1.2 of Planning Policy 3.2.12 - Development Policy Plan: Southern Gateway and Rockingham Station Sectors as the development does not provide for visually distinctive buildings to reinforce the townscape structure and add legibility to the access and movement network.*

6. *The development does not comply with Clause 6.1.5.3 'Required Elements' and does not satisfy objectives 1, 3 and 4 of Clause 6.1.5 'Council Avenue Sub Precinct - Supplementary Design Guidelines of Planning Policy 3.2.12*

Development Policy Plan: Southern Gateway and Rockingham Station Sectors as the development fails to:

a. To provide for a contiguous, activated street front built form to Council Avenue;
b. To provide for identifiable landmark on the corner of Council Avenue and Read Street which consists of high quality buildings; and
c. To provide for shop front activation along Read Street and shop front activation along Sepia Court.

7. The proposed Pylon Sign and Service Station Roof Sign will result in signage that is not considered to be appropriate for its location as required by Clause 3(a) of Planning Policy 3.3.1 - Control of Advertisements."

- In November 2018, the applicant lodged an application for review with the State Administrative Tribunal (SAT) for the refusal of the application.

- In January 2019, a mediation session was held as part of the SAT proceedings which the City was invited to participate in. As a result of the mediation, the applicant submitted amended plans.

- In February 2019, following an invitation to reconsider its decision from the SAT, the MSWJDAP considered the amended proposal and resolved to refuse it for the following reasons:

  1. *"The development application does not satisfy Clause 67 (b), (h), (m) and (t) of the Planning and Development (Local Planning Schemes) Regulations 2015 (Schedule 2 – Deemed Provisions) with the development being contrary to:*

     b&h. The development provisions, principles and vision for the Rockingham Strategic Regional Centre Activity Centre Plan;
     m. The development provisions for Local Planning Policy 3.2.12 - Development Policy Plan: Southern Gateway and Rockingham Station Sectors relating to height, scale and appearance of the development and is considered to result in an impoverished design outcome, noncompatible with the surrounding development context; and
     t. The proposed Council Avenue vehicular access which is located within the functional area of the Council Avenue and Read Street intersection will lead to vehicle manoeuvring that will compromise traffic safety.

  2. *The development does not provide for a minimum building height of three (3) storeys as required by clause 5.4 'Building Heights and Prominent Sites' of Planning Policy 3.2.12 - Development Policy Plan: Southern Gateway and Rockingham Station Sectors.*

  3. *The development does not provide for significant elements that acknowledge arrival upon a Gateway Location as required by Clause 8.1.3*

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

4. *The development does not comply with Clause 6.1.5.3 'Required Elements' and does not satisfy objectives 1, 3 and 4 of Clause 6.1.5 'Council Avenue Sub Precinct - Supplementary Design Guidelines of Planning Policy 3.2.12 Development Policy Plan: Southern Gateway and Rockingham Station Sectors as the development fails to:*

    a. *To provide for a contiguous, activated street front built form to Council Avenue;*
    b. *To provide for identifiable landmark on the corner of Council Avenue and Read Street which consists of high quality buildings; and*
    c. *To provide for shop front activation along Read Street and shop front activation along Sepia Court.*

5. *The proposed Pylon Sign and Service Station Roof Sign will result in signage that is not considered to be appropriate for its location as required by Clause 3(a) of Planning Policy 3.3.1 - Control of Advertisements."*

Refusal reasons one (1) and five (5) of MSWJDAP's November decision, which related to the appropriateness of land use and distinctiveness of the building, were removed as reasons for refusal from February 2019 decision.

- In April 2019, the matter went to a full hearing at SAT.

- In August 2019, the SAT affirmed the MSWJDAP'S decision to refuse the application. The reasons for the SAT's decision form part of Attachment 5 of this report and are further discussed in detail in the Officer section of this report. It should be noted that refusal reasons 4(a) and (c) of the MSWJDAP's February 2019 were not pursued through the hearing.

Details: outline of development application

Zoning	MRS:	Central City Area
	TPS:	Primary Centre City Centre
Use Class:		Office, Health Studio, Restaurant, Service Station and Showroom
Strategy Policy:		State Planning Policy 4.2 - *Activity Centres for Perth and Peel;* State Planning Policy 7.0 - *Design of Built Environment*; Rockingham Strategic Regional Centre: Centre Plan; *Planning Policy 3.2.12 – Development Policy Plan : Southern Gateway and Rockingham Station Sectors;* *Planning Policy 3.3.1 - Control of Advertisements; and* *Planning Policy 3.3.14 – Bicycle Parking and End of Trip Facilities*.

Development Scheme:	City of Rockingham Town Planning Scheme No.2
Lot Size:	12,373m²
Existing Land Use:	Vacant lot

A revised DAP application to construct a Health Studio, Restaurant, Showrooms, Offices and Service Station was lodged with the City on 6 November 2019. The proposed development comprises buildings located on the corner of Read Street and Council Avenue including two (2) Offices, four (4) Showrooms, a Restaurant, a 24hour Health Studio, as well as a 24hour Service Station located near the corner of Council Avenue and Sepia Court.

Specifically, the proposed development includes:

- The development of a three storey building on the corner of Read Street and Council Avenue to accommodate a Health Studio (Gymnasium) and Offices and single storey elements to Council Avenue and Read Street to accommodate Showrooms and a Restaurant;
- A Service Station on the corner of Council Avenue and Sepia Court consisting of a single storey shop front and a 6.1m high light vehicle fuel canopy providing cover for three bowsers;
- A total of 117 new car parking spaces throughout the site and 27 bicycle parking bays plus end-of-trip facilities;
- Vehicle access from Read Street (via the existing slip lane), a central crossover on Council Avenue and two crossovers from Sepia Court;
- A playground located near the restaurant alfresco area;
- A landscape theme from a palette of Australian bushland colours and textures; and
- One nine metre high pylon sign on Read Street as well as various wall panel signage, roof signage and directional signage.

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

- Planting and feature walls along Read Street, Council Avenue and Sepia Court verges;
- Removal of an existing tree along the frontage of Sepia Court to provide vehicle access to the site;
- The existing bus stop (No. 21234) along Council Avenue is to be removed;
- A 1.6m to 2m wide footpath is to be extended along Sepia Court;
- Two separate 2.4m wide canopies along the northern frontage of the development; and
- A 'Service Station' directional sign, constructed on Sepia Court adjacent to the most southern vehicle access to the site.

The following reports accompanied the DAP application:

- Addendum to the Environmental Noise Assessment submitted as part of DAP/18/01463;
- Planning Report;
- Traffic and Parking Assessment;
- Landscape Plan;
- Stormwater Management Plan;

- Waste Management Plan;
- Bus Stop Relocation Review; and
- Urban Design Review.

The City's Design Review Panel (DRP) considered the proposal prior to lodgement of the subject DAP application.



Figure 3 - 2018 Original Refused Council Avenue and Read Street Intersection Perspective



Figure 4 - 2019 Revised Refused Council Avenue and Read Street Intersection Perspective



Figure 5 - Proposed Council Avenue and Read Street Intersection Perspective

Legislation and Policy:

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

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

Legislation

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

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

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

Clause 3.2 - Zoning Table
The subject site is zoned 'Primary Centre City Centre' under TPS2. The proposed uses of 'Service Station', 'Health Studio', 'Restaurant', 'Office' and 'Showroom' are uses that are not permitted (D), unless the Council has exercised its discretion by granting Development Approval.

Clause 4.3.2 - Objectives of the Primary Centre
The development as proposed is considered to be generally consistent with the objectives of the zone. With respect to specific objectives (f) and (g) below:

"(f) to foster the development of a credible and legible Primary Centre which possesses a diversity of activities through its built form and public spaces, framed around a legible public street pattern, with generally contiguous and active building frontages positioned at the street front boundary; and

(g) to facilitate efficient access to the Primary Centre and between the various social and economic activities within it (the Primary Centre), through the accommodation of pedestrian, cycle, public transport and private vehicles in a manner which supports the development of a consolidated, pedestrian oriented urban environment."

It is acknowledged that the development includes Showrooms and a Service Station which are not traditional street oriented land uses and not common in City Centre zones. It is, however, noted that Showrooms are identified as a preferred land use in this locality under PP3.2.12 and that the Service Station includes a shop front component. Therefore the appropriateness of the land uses can be ascertained by how the built form responds to the City Centre context.

The design of the proposal has been discussed throughout this report where it is concluded that the development can be acceptable, with appropriate conditions of approval that respond to the design requirements of the planning framework and its City Centre location.

Clause 4.3.3 - Special Considerations Applicable to Development Applications

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

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

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

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

"(e) to locate car parking areas behind street front buildings;
(f) to provide contiguous, activated street front development; and

The development proposes 10 parking spaces forward of the Sepia Court building frontage. The portions of the car park forward of the building line are attributed to the site having frontage to three streets. Given this attribute, some concession to location of car parking forward of the building line are considered reasonable to accommodate the development.

The buildings do not provide for a continuous built form to the street edge along Council Avenue and Sepia Court, due to the building setback from Sepia Court and break between buildings which fragments built form and streetscape along Council Avenue. Sepia Court is a lower order street therefore the variation is acceptable. The City, however, considers that a greater emphasis should be placed on architectural treatments to the Council Avenue crossover area to give a built form impression and "close the gap" in the frontage at this point.

As detailed above, the proposal is discussed further throughout this report where it is concluded that the development is acceptable, notwithstanding the variations sought to TPS2 and Local Policies.

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

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

4.3A.3 - Minimum Residential Density

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

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

Clause 4.15 - Carparking

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

Use	Required Minimum Parking Standards (and Maximum Parking Allowable - in brackets)	
	Rate	Amount
Service Station (200m²)	1 bay per 22 (17) m² NLA	9 (12)
Health Studio (450m²)	1 bay per 20 (15) m² NLA	23 (30)
Restaurant (140m²)	1 bay per 8 (6) persons the building is designed to accommodate	18 (24)
Showroom (4,530m²)	1 bay per 80 (60) m² NLA	57 (76)
Office (620m^2)	1 bay per 60 (40) m^2 NLA	11 (16)
Total		118 (158)
Note: For the Primary Centre City Centre zone, parking rates are provided as a minimum and maximum range, with the maximum parking allowable provided in brackets.		

Under the parking requirements of TPS2, the proposed development requires the provision of a minimum 118 and a maximum of 158 car parking spaces. The proposed development provides a total of 117 car parking spaces and therefore does not comply with the car parking requirements of Clause 4.15 of TPS2.

The development proposes 117 car parking bays including one accessible bay as well as separate service and loading bays. The development is in close proximity to high frequency bus routes and is accessible by pedestrians due to the existing and proposed footpath connections.

The development also includes six (6) bowser bays which are commonly used by patrons when filling up at a Service Station. In light of the above, the variation of one (1) car parking bays to Clause 4.15 of TPS2 is sufficiently addressed.

Clause 5.3 - Control of Advertisements
Clause 5.3.1 requires Development Approval to be obtained for the erection of advertisements. In considering an application for an advertisement, the Council is required to consider the objectives of TPS2.

Further detail on signage is discussed in the Policy section under *Planning Policy 3.3.1 - Control of Advertisements* (PP3.3.1) and Officer Comment section where it is concluded that the proposed Pylon Sign and Service Station Roof Sign are appropriate in this location.

Clause 6.1 - Design Review Panel
Pursuant to Clause 6.1.1, the Council has appointed a Design Review Panel (DRP) for the purpose of considering, and advising Council with respect to certain applications. Given the nature of the subject proposal, it was required to be referred to the City's DRP.

The proposal was presented to the DRP on 30 October 2019. The DRP conducted a “Design Quality Evaluation” of the proposal, the outcome of which is recorded in the DRP Meeting Note which forms part of Attachment 4 of this report.

Pursuant to Clause 6.1.3, when dealing with applications on which a recommendation has been made by the City's DRP, the decision-maker (MSWJDAP) shall have due regard for that recommendation. The outcomes of the DRP meeting are discussed in the Policy section of this report where it is concluded that notwithstanding the DRP's lack of support for the development, it can be supported from a planning perspective.

State Government Policies

State Planning Policy 4.2 - Activities Centres for Perth and Peel (SPP4.2)
SPP4.2 specifies broad planning requirements for the planning and development of new activity centres and the redevelopment and the renewal of existing centres. SPP4.2 is primary concerned with and provides provisions with respect to the distribution, function, broad land use and urban design criteria of activity centres, together with coordinating their land use and infrastructure planning. SPP4.2 provides a hierarchy of centres to distribute activity centres to meet different levels of community needs and enable employment, goods and services to be accessed efficiently and equitably by the community. The hierarchy acts to support a wide range of retail and commercial premises and promoted a competitive retail and commercial market.

Clause 5.1 - Activity Centre Hierarchy
Rockingham is identified as a 'Strategic Metropolitan Centre' under the Activity Centres Hierarchy in SPP4.2. As demonstrated in the assessment below the proposed development is generally consistent with the planned activity centre hierarchy.

Clause 5.2 - Activity
The proposal provides for a moderate mix of land uses within the Strategic Metropolitan Centre, primarily due to the limited single storey built form along Read Street, Council Avenue and at the corner of Sepia Court and Council Avenue.

Clause 5.3 - Movement
SPP4.2 requires that parking facilities are to be located, scaled, designed and landscaped to avoid visual domination of street and public space frontages, and to avoid discontinuity of the urban form and pedestrian amenity.

The development proposes sleeved car parking which would for the most part be screened from view when seen from Council Avenue and Read Street. Additionally, car parking spaces are not located behind the Sepia Court building frontage. The various pedestrian connections within the carpark area are disjointed and are not considered to be functional spaces. The development heavily relies on car dependent land uses and does not prioritise public transport and other alternative modes of transport over the use of a private vehicle. The provided Transport Report states that the development will generate up to 2,186 vehicle trips per day (1,713 additional trips when pass-by trade component is applied). This traffic volume does not constitute a large traffic generating development. Consequently, the proposal provides low intensity but heavy car dependent land uses. The opportunity to provide for a vibrant pedestrian activation has been missed, as high trip-generating activities have not been optimised to maximise opportunities for public to use public transport and to reduce the need for travel between places of residence, employment and recreation.

Clause 5.4 - Urban Form
The three storey building components and the portion of single storey building with a two storey void can be associated with a City Centre type environment as these elements contribute to precinct, which offers a mix of uses along street frontages, retail uses and other attractors to maximise pedestrian flows along streets.

Although buildings are generally designed to address Council Avenue and Read Street, the building fails to provide a contiguous built form to the street edge, on Council Avenue and Sepia Court. The extension of the awning along the frontage of the playground area does little to negate building fragmentation. The use of playground fails to provide a public space which promotes vitality and its location only serve to further fragment the built form. It is likely that the space would be occupied, however it is considered that its location would not benefit the community as an integrated component of the centre.

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

Clause 5.5 - Resource Conservation
The application has identified measures for the conservation of resources, through the implementation of environmentally sustainable practices which include the installation of water meters which are linked to the Building Management System which separately monitor all of the water using components at the centre to ensure an effective monitoring and recording system that is capable of providing an alarm in the event of a leak or significant change in consumption.

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

Mature trees are proposed throughout the site to reduce the heat island effect. The City, however, considers that a greater emphasis should be placed on the number of larger trees especially along Read Street and Council Avenue road reserves.

Clause 5.6 - Out of centre Development
The development, which is considered to be primarily served by customers in a vehicle, is located within a Strategic Metropolitan Activity Centre. As such, it does not comply with the intent of SPP4.2 which states that bulky goods retailing such as Showrooms are unsuitable in Activity Centres given their size and car-parking requirement, low employment densities and need for freight vehicle access.

The level of development intensity responds to the requirements of the SPP4.2 through a mix of diverse land uses, however it is a matter of providing a design worthy of its strategic location. The City considers that the proposed development is capable of satisfying Clause 5.6 of SPP4.2 pending further built form and activation improvements.

Clause 6.6 - Development Control
Clause 6.6.1 of SPP4.2 requires the City of Rockingham to prepare and maintain an endorsed Activity Centre Structure Plan (ACSP) to guide development within the Rockingham Strategic Metropolitan Centre. As such the WAPC endorsed an Activity Centre Plan for the Rockingham Strategic Metropolitan Centre (Centre Plan) in 2009.

As detailed above, this development, pending minor improvements is capable of achieving the intent for the site as set out under the planning framework. The City has also considered the proposal against the Centre Plan and Local Planning Policy 3.2.12 - Development Policy Plan: Southern Gateway and Rockingham Station Sectors where it is further demonstrated that the development, subject to conditional approval is consistent with the planned activity centre.

State Planning Policy 7.0: Design of the Built Environment (SPP7.0)
SPP7.0 provides the broad framework for the design of the built environment across Western Australia, and applies to all levels of the planning hierarchy, including the assessment of development applications.

The objectives of this Policy seek to provide, *inter alia*, a coordinated strategy of design quality mechanisms to achieve design outcomes that meet government and community expectations, including:

- Design principles - performance based approach to policy;
- Design review - skilled evaluation expertise; and
- Design skills - skilled design expertise.

Design Review
The proposal was presented to the City's DRP on 30 October 2019. The DRP conducted a "Design Quality Evaluation" on the proposal against the 10 Design Principles outlined in SPP7.0, the outcome of which is recorded in the DRP Meeting Note, which is attached to this report.

The DRP considered that the design has merit, but there were a number of key issues which required further investigation, including:

- Inclusion of more substantial trees to address urban heat island affect;
- Review car park and pedestrian opportunities to improve safety and legibility;
- Consider the adaptability of future uses and the subsequent potential to reduce the number of crossovers in general;
- Address the activation and legibility of the Read Street tenancies;
- Provide for a contiguous building frontage along Council Avenue; and
- Review the land use configuration to provide for a more compatible development outcome.

The DPR advised that design as presented cannot be supported.

Design Principles
The planning report prepared by the applicant provides statements, which seek to explain how the proposal addresses the 10 Design Principles outlined in this Policy. The City is satisfied that the proposal meets all but four of the 10 principles being:

- Context and Character;
- Landscape Quality;

- Built Form and Scale; and
- Legibility.

It is, however, considered that through the application of appropriate conditions of approval, that some relatively minor modifications to landscaping and the built form can be realised that will ensure that the aforementioned Design Principles are adequately addressed.

The applicant's design statement, the corresponding DRP's, and City's comment's against these four principles is provided in the table below:

SPP 7.0 - Design of the Built Environment		
Applicant's Design Statement	**Design Review Panel Comments**	**City Comment**
Principle 1 - Context and Character *Good design responds to and enhances the distinctive characteristics of a local area, contributing to a sense of place.*		
The development appropriately addresses its existing and future context in its response to each of the different boundary conditions. The development presents a commercial address to Council Avenue with direct shopfront, activated with entrances, to create the desired future 'main street' condition. The development presents a commercial frontage to Read Street that acknowledges the street's role as a major arterial and provides visual interest to passer-s by both on foot and the road. The development responds to Sepia Court and the southern residential boundary in a manner that pulls development away from the neighbours to avoid impinging on the residential character and amenity. The development contributes to the desired character of the location, rather than the existing car-oriented existing character, by framing Council Avenue and Read Street with a built edge that begins to	• The proposed development does not fundamentally address the Development Policy Plan for the Southern Gateway and Rockingham Station Sectors, being a prominent corner site and important gateway to the City Centre - the proposed development is essentially a big box/bulky goods retail development and Service Station. • Concerns with the location of the Service Station in close proximity to existing residential and Child Care facility. • Hardscape elements are more 'hills' (i.e. laterite/bauxite) in colour palette and character rather than local coastal (i.e. limestone character). • Comfortable with the waterwise approach to landscape plan. • The inclusion of a Service Station use has compromised the long term use of the site and doesn't address the	The subject site is at a major entrance to the City Centre. To optimise its gateway location, it is envisioned that development on this site is appropriately framed and activated to promote the Primary Centre City Centre zone as a destination. The design of the building accordingly responds to its designation as a "Prominent Corner" site in a "Gateway Location" with the inclusion of an appropriately scaled three story building addressing the corner of Read Street and Council Avenue. It is also noted that the Service Station contains a shopfront which addresses the Council Avenue in accordance with "Main Street" design principles. The proposed Showroom is a car orientated land use and therefore, may detract from the site's opportunity to encourage a vibrant pedestrian focussed environment. It is therefore paramount that the building design responds positively to the public realm. Conditioning the requirement for further activation along the Read Street frontage, via more glazing and

transform the streetscapes into an urban streetscape, consistent with the site being part of the frame of a future urban city centre. The activated urban edge, the proposed land uses, and the landmark quality of the building in a prominent corner will make a significant contribution towards the on-going development of a stronger sense of place.	character and context in the best way. • Consider how a reconfiguration of the uses could produce better built form outcomes for the site and contribute to the desired character of Council Avenue. • Conflict between the Service Station and the playground area but understand that surveillance can be achieved from patrons using the café tenancy.	legible entry points would ensure that this development responds appropriately to the intended future character of the City Centre by virtue of enhancing the pedestrian experience with street activation of the building at street level. Consequently, it is concluded, that subject to the built form requirements of the development responding appropriately to the "Main Street" design principles, the development as a whole is consistent with Design Principle 1 - Context and Character.
Principle 2 - Landscape Quality *Good design recognises that together, landscape and buildings cooperate as an integrated and sustainable system, within a broader ecological context.*		
The development incorporates appropriately scaled landscaping into the development, through extensive verge planting, setbacks to Read Street, landscaped entry statements, a children's play area, boundary planting and car parking planting. The landscaping utilises a planting theme that is water-wise and contributes to the native biodiversity of the area and enables the capture of stormwater runoff to reduce reliance on irrigation.	• Inadequate large tree cover; consider including more mature trees within the carpark and along major roads to reduce the potential for urban heat island effect. • The use of walls within landscape feature adjacent to a road reserve is of concern. • Plant selection should address the alkaline soils of Rockingham. • Further detailed discussion is encouraged to address the long term maintenance responsibilities of landscaping within verge areas. • Landscaping appears to be ‘squeezed’ into residual land through carpark. • Unsure whether the trees on the eastern flank will appear in the final landscaping. • The reuse of grass trees is commendable.	Some additional tree planting has been provided within the car parking area, however, it is considered additional tree planting should be provided along the southern boundary of the development and throughout the verge areas to reduce the urban heat island effect and assist in providing screening and separation to the existing southern properties. The proposed verge landscape treatment does not integrate well with the height and scale of the building at the corner of Read Street and Council Avenue. Should MSWJDAP resolve to approve the development, it is recommended that large specimen trees are included within the corner verge and the Council Avenue and Read Street streetscape to add height and scale and provide a sense of scale to the building. The landscape plan proposes

	• Consider relocating the cross over to retain the eucalyptus tree in Sepia Court. • At the Prominent Corner Site, the landscape does not talk to the building. Consider how the landscape interface can be better integrated on this corner.	extensive amounts of planting and works within the street verge areas. The development provides for several new trees through the site to offset the removal of the existing verge tree on Sepia Court which is proposed to provide vehicle access to the site. It is considered that replacements for this street tree should be provided in the public realm.
Principle 3 - Built Form and Scale *Good design ensures that the massing and height of development is appropriate to its setting and successfully negotiates between existing built form and the intended future character of the local area.*		
The development is of an appropriate form and scale for its function and location. The use of an L-Shaped building helps to provide the frame to Council Avenue and Read Street that is currently largely missing. The framing of the street is continued with the location of the Service Station on the Council Avenue frontage. The framing of the two principal streets enables the car parking to be largely screened from view and to avoid the car parking disrupting the streetscape. The general massing of the building provides an appropriate transition between the aspirations of an urban scale for the city centre and the existing domestically scaled residential areas to the east, south and west. The form and scale of the frontage to Council Avenue, and the corner element in particular, acknowledges and respond to the intended	• The fixed glazing of Tenancy 7 at ground level facing the corner of Council Avenue and Read Street appears to be a missed design opportunity for such a prominent corner of the site. • The Read Street elevation needs further design development to improve its relationship to the street. • There is no 'point of entry' into the development for pedestrians from Read Street. • Although the bulk and height satisfy minimal requirements, a higher intensity of development is being actively encouraged for this location. • Due to the Service Station use and location, the overall site design is compromised, resulting in the primary built form and scale addressing the Read Street frontage instead of Council Avenue, which should be the primary frontage. • Concern over the location of a	The development at the corner of Council Avenue and Read Street delivers a building of a scale that responds to the landform characteristics i.e 'Prominent Corner Site and Gateway Location' in a considered manner, mitigating the potential for negative amenity impacts on private and public realm. With respect to the Read Street frontage it is considered that the development is appropriately framed, however, there is minimal relationship between the building and the street as customer access into the building remains unavailable and glazing is substantially below Policy requirements. Consequently, the frontage lacks visual interest. Additionally, the proposed canopy is also not sufficiently wide to provide practical cover to pedestrians. The form and scale of the frontage to Council Avenue does acknowledge its City Centre context, however, the

future character of the street as being a more active and urban 'main street' character.	crossover adjacent to the playground. • Address the Read Street interface to create visual interest to the street frontage. • Built form is not contiguous along Council Avenue. Proposed land uses results in too many driveways/crossovers. • Read Street pedestrian/footpath canopy should be wider.	break in the contiguous built form compromises the pedestrian experience at ground level. It is considered that the alfresco area and playground fronting the road should incorporate further design features to improve the built form along the street to narrow the gap in the break of the contiguous frontage. In the event MSWJDAP resolves to approve the DAP application, the City recommends the following conditions be imposed to improve the built form and scale of development: • Extend the width of awning along Read Street to provide practical cover; • Provide entry points into development from Read Street and extend glazing; • Incorporate architectural treatments to the crossover area to give a built form response that narrows the break in the frontage; • Provide additional glazing to Read Street; and • Ensure all glazing of the Service Station fronting Council Ave is transparent.
Principle 7 - Legibility *Good design results in buildings and places that are legible, with clear connections and easily identifiable elements to help people find their way around.*		
The development is highly legible from both a user perspective, both in regard to people arriving on foot or by car. Vehicle entrance and egress is available from all three adjacent streets, and the car park is consolidated	• The legibility of the Read Street elevation and the corner of Read Street and Council Avenue (at ground level) needs further development and could benefit from an integrated approach with the landscape	Pedestrian access to the development is limited, as street access to the ground floor tenancies along Read Street frontage is unavailable, thus requiring pedestrians to walk all the way around via Council Avenue and then throughout the

into one contiguous area. There is a line of sight to most of tenancy entrances (other than the offices or gym) from the main car-parking area. For visitors arriving on foot (most likely from the bus stops on Council Avenue or the shopping centre across the road) entrances to the gym, office, café and Service Station are directly visible to the street, whilst all of the other tenancy entrances are visible across the car park from Council Avenue.	design in the areas; the elevations could be improved to facilitate pedestrian traffic and movement. • No opportunities for pedestrian access to the ground floor tenancies via Read Street frontage with pedestrians required to walk all the way around to Council Avenue. • Geometry and legibility of carparks is of a concern as vehicle movements appear to have priority over pedestrian movement.	internal car park. Additionally, the development does not provide for any pedestrians connections between the Read Street access point and the existing footpath adjacent to 'Tenancy 2'. The development is therefore not legible for pedestrians, as vehicle movements take priority, therefore resulting in a development, which is not prioritising pedestrians. Incorporation of tenancy entry points off Read Street would substantially improve legibility throughout the development and deliver a building which is appropriate for its location within a City Centre. As such, with the addition of an appropriate condition the design will sufficiently address the legibility requirement of SPP7.0.

Local Policies

Rockingham Strategic Metropolitan Centre: Centre Plan (Centre Plan)

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

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

A refined level of planning was undertaken for the Southern Gateway Sector in Planning Policy No.3.2.12 - Development Policy Plan: Southern Gateway and Rockingham Station Sectors (PP3.2.12), this is discussed further below.

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

The subject lot is identified as a "Prominent Corner Site" in a "Gateway Location" within the Southern Gateway Sector which is one of 11 Sectors within the Centre Plan. PP3.2.12 has been established to guide development within the Sector.

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

A detailed assessment against PP3.2.12 is available below, when it was concluded that subject to some minor design changes reinforcing the landscaping and built form response to the City Centre context that the proposed development will be consistent with the intent of PP3.2.12.

Principle	Officer Comment	Compliance
5.4 Building Height and Prominent Sites		
Figure 5.4 illustrates a Building Height overlay to the IDP. Subject to individual developments minimising the impact of overshadowing on neighbouring properties, development up to a maximum height of 5 storeys will be permitted in areas with the higher, preferred residential density range of 80 to 100 dwellings per hectare. A lower height limit of 3 storeys will apply to properties over the remainder of the Sector. A minimum building height of 3 storeys will apply to the nominated Prominent Corner Sites (refer to Section 8.1).	The proposed building on the corner is three storyes in height to 12.5m. This element achieves a genuine three storey building. The remainder of the development includes the following heights/storeys: • The building element fronting Council Avenue also includes a single storey building with a void above in height to 9.5m; • The building element near the corner of Council Avenue and Sepia Court is single storey with an overall height of 7.8m, due to the feature façade; and • The building element on the corner of Read Street and Council Avenue is single storey with an overall height of 12.8m, due to the feature façade.	Partially Compliant
5.5 Frontage Types		
Figure 5.5 illustrates Frontage Types overlay to the IDP. Type 3: Moderate Activation, nil-2m	Type 4 Frontage applies to portion of land fronting Read Street as well as the truncation area, whilst Figure 3 Frontage applies to land fronting Council Avenue and Sepia Court. Council Avenue building facade provides for a compliant setback	Yes

setback A moderate level of frontage activation with residential apartments and associated lobbies at ground level and a 2 to 3 storey façade positioned behind a variable 0-2 metre, green landscaped setback. The ground level of residential units would address the street with a façade that is transparent over at least 30% of its area.	with a moderate level of activation, and the provision of office facilities on levels one and two. The ground façade transparency is greater than 30% of its area. Sepia Court building façade does not meet the requirement of Type 3 façade for the following reasons: • building is setback 5.6m from the front boundary in lieu of Nil-2m setback; • building façade fails to provide for any transparent glazing and is therefore unable to provide for any activation; and • building does not provide for any residential apartments and associated facilities.	No
Type 4: Moderate Activation, 2 - 3.5m setback A moderate level of frontage activation with residential units at ground level and a 1 to 3 storey façade positioned behind a 2-3.5 metre green landscaped setback. Ground level residential units would address the street with a façade that is transparent over at least 30% of its area.	Read Street building façade generally has a compliant setback, with the exception of the northern corner element, which has a nil setback and the southern corner element, which has a setback of 1 metre. The level of activation along Read Street is low.	Yes, pending appropriate condition requiring increased glazing of this frontage.
5.6 Car Parking		
Wherever possible, provision for on-street parking should be made in streetscape redevelopment.	The slip lane occupies over 60% of the Council Avenue frontage, thus restricting the opportunity for on-street parking. In this instance, it is not considered possible for development to provide on-street parking. The provision of on-street parking may result in further removal of existing street trees. The City is of the opinion that there is no benefit to the provision of on-street parking along Sepia Court adjacent to the subject lot.	N/A

The number of crossovers and driveways serving a development will be limited to optimise streetscape continuity.	The proposal seeks approval for four vehicle access points, including two from Sepia Court, one left in / left out movement from Read Street and one left in / left out movement from Council Avenue. This is considered to be an unnecessary proliferation of crossovers for the site that impacts the opportunity for streetscape continuity and an existing bus stop, on Council Avenue.	No
Required Element	Officer Comment	Compliance
6.1.4 Hefron Precinct		
The Precinct is to be developed as a quality, medium to high density residential area, framed along its Council Avenue interface with the City Centre by a band of mixed use streetfront buildings. All forms of development and redevelopment should address the street in a manner consistent with a contemporary inner-city townscape discipline. It is essential that all buildings along the Council Avenue, Read Street and Hefron Street frontages (within the Council Avenue sub-precinct) maintain at least a commercial ground floor function, with potential for residential or commercial above and are consistent with the requirements of Section 6.1.5 - Council Avenue Sub-Precinct Supplementary Design Guidelines.	The proposed development application does not provide for the provision of multiple dwellings/residential dwellings. The site establishes a retail component of the precinct. A commercial frontage is provided for the most part along Council Avenue, however, the critical issue for the City is that the development provides for a break in the building to permit vehicle access. This access point is in an undesirable location (between playground and Service Station), thus disengaging the activation of commercial uses along Council Avenue and requiring the removal of an existing bus stop. A commercial ground floor frontage is maintained for part of Read Street, however, it is contended that a commercial ground floor frontage should be extended adjacent to Read Street to a standard similar off the internal elevation. The City has recommended appropriate conditions to address built form and activation.	Yes, pending appropriate condition requiring sufficient glazing of and entry points to the Read Street frontage.
Buildings are to be located, configured and activated to frame and address street	As disused throughout the report, , the development will be compliant with 'Frontage Types' listed in section 5, pending the application of	Yes

frontages, laneways and other public spaces in a way that is generally consistent with the Precinct Concept Plan and relevant 'Frontage Types' as listed in Section 5.	appropriate conditions.	
Consistent with Figure 5.4 'Building Height and Prominent Sites' in Section 5.4, and with the exception of any requirements for Corner Sites and nominated Prominent Corner Sites, buildings are to be constructed within a 12.5 metre height limit along street frontages. In those areas with a permitted maximum height of 19.0 metres, any height between 12.5 metres and 19.0 metres is to be setback a minimum of 3.5 metres. The scale and massing of buildings shall be designed to minimise any overshadowing of adjoining properties and public spaces. For corner sites and nominated Prominent Corner Sites, building massing, building heights and variations to front setbacks will be as referred to in Supplementary Policy 8.1 and as specified in Figure 5.4.	The proposed development maintains an overall height of less than 12.5m along the street frontages, except for the element on the corner of Council Avenue and Read Street (identified as Prominent Corner) which responds to the building height requirements. There will be no overshadowing implications to the adjoining properties, due to building height non-compliance and setback from the southern boundary.	Yes
Car parking is to be provided in accordance with Table 3 of Town Planning Scheme No.2, refer to Appendix 1.	The development seeks a variation to the car parking requirements of Clause 4.15 of TPS2.	No, a short fall of one parking space was considered to be acceptable as detailed within the Legislation section of this report.

Car parking is not permitted between the road reserve boundary and building frontages.	No car parking is provided between the building frontages and the road reserve boundaries to Council Avenue and Read Street. Notwithstanding the above, there are parking bays between the buildings and the Sepia Court road reserve which was considered to be acceptable as detailed in the Legislation section of this report.	Partially Complaint
Off-street car parking will generally be located behind, under or over ground floor, streetfront buildings.	Off-street car parking is generally screened from view along Council Avenue and Read Street. There are 10 parking bays forward of the building line along Sepia Court frontage.	Partially compliant
The frontage of any building is to incorporate and maintain the required area of transparent facade with suitably glazed shopfront windows and doors, consistent with the applicable 'Frontage Types' set down in Section 5.5.	The 'Type 3' Frontage requirement applies to Council Avenue and Sepia Court, whilst 'Type 4' Frontage requirement applies to Read Street. The 'Type 3' Frontage requirements in Section 5.5 have no glazing requirements for non-residential frontages. Notwithstanding this, it is noted that to Council Avenue the frontage has more than the required 30% transparency required for residential frontages. It is noted that to Sepia Court the frontage has transparency to the façade of 0%. Although the building is offset from the boundary, it is considered appropriate to provide for transparency to address the street. The 'Type 4' Frontage requirements in Section 5.5 have no glazing requirements for non-residential frontages. Transparency to the façade is at 23%.	No, however subject to conditional approval the development is capable of satisfying the frontage type requirements.
Required Element	Officer Comment	Compliance
6.1.5 Council Avenue Sub-Precinct - Supplementary Design Guidelines		
Development Pattern		
Preferred uses in the Council Ave Sub-Precinct are: Retail; Office and Commercial; Showrooms; and Entertainment and	The development generally provides for land-uses in accordance with the preferred uses identified through the Council Avenue Sub-Precinct except for the Service Station, however, it is noted that this contains a shopfront	Partially Compliant

Leisure Multiple Dwellings/Residential (1st floor and above). Other permissible uses listed under the Scheme are not preferred.	that fronts Council Avenue.	
Prominent Corner Sites to reinforce the townscape structure, aid place-making and add legibility to the access and movement network.	The proposed corner is three storeys with a gym at the ground level and two levels of office above. The building massing meets the intended urban vision for the site and assists in wayfinding.	Yes
Contiguous streetfront building with active ground level frontages to Hefron Street, Council Avenue and Read Street.	The buildings fail to address Council Avenue and Sepia Court, with a contiguous built form to the street edge.	No, however the City will recommend that the development incorporates architectural treatments to the crossover area to give a built form response to narrow the gap in the frontage break.
Car parking located above ground floor buildings is to be screened from view in the street or affected public space by suitable architectural means to the satisfaction of the City of Rockingham.	The car parking is at ground level only.	N/A
Customer access is to be from the streetfront entry.	Customer access to the Offices, Health Studio and Restaurant is from the Council Avenue street front, whilst the Service Station provides customer access from both the street and internally. Customer access to the Showrooms is entirely from the car park. The applicant has indicated that this type of land use cannot work with dual entry points from a security point of view. This, however, is not considered to be a valid planning consideration and it is recommended that entry pints be included in this frontage as a condition of approval.	Yes, pending appropriate conditions

	An appropriate built form response can assist in determining if the land use is appropriate in this locality. Some form of pedestrian access is considered appropriate to also provide customer access from the street front to promote pedestrian activation.	
A high level of frontage activation shopfronts (consistent with busy retail tenancies, cafes and restaurants, shopfront offices and lobbies).	Shopfront activation is proposed along the Council Avenue frontage and at the Council Ave and Read street intersection. The intended uses adjacent to Council Avenue are considered capable of providing a moderate, not high level of frontage activation. There is minimal shop front activation along Read Street, as activation is proposed internally. It is considered that uses along Read Street should incorporate greater transparency to improve activation and provide for visitor access points from Read Street. No shopfront activation is proposed along Sepia Court.	Yes, pending appropriate conditions
Buildings are to provide for safe access and egress from either Council Ave or Read Street.	The applicant provided a Traffic Report prepared in support of the development application which provides comment on access and egress from Council Avenue and Read Street. The City has had some concerns with the crossover to Council Avenue as it is located too close to the intersection of Council Avenue and Read Street to comply with the Austroads Guidelines. Additionally access from Council Avenue currently would require the need to remove the existing bus stop unless the width of the crossover is reduced to retain the bus stop. It should be noted that paragraph 115 of the SAT decision confirms that, *"in light of the agreement between the experts that any crash at this location is likely to be low impact and unlikely to result in injury, SAT is not persuaded that it would be reasonable in the circumstance to*	Yes, with a condition requiring the retention of the existing bus stop.

	refuse to allow the proposed crossover just because it does not fully comply with the Austroads Guidelines." It is therefore considered that the crossover to Council Avenue is acceptable, subject to the existing bus stop being retained.	
Built Form		
Development up to a maximum height of 5 storeys.	The proposed development is below the maximum height permissibility.	Yes
The frontage of any building is to incorporate and maintain the required area of transparent façade with suitably glazed shopfronts, windows and doors.	The frontage to Council Avenue and at the Council Avenue and Read Street intersection maintains a relatively high level of glazing area. The frontage to Read Street provides for some glazed areas to the street. It is noted, that the Policy makes no provision for glazing to non-residential frontage for 'Type 3' frontages.	Yes
A contiguous, colonnaded walkway or similar pathway is to be integrated with building development to provide sheltered pedestrian connections between adjoining tenancies and activity generators.	The development fails to provide a contiguous awning cover of adjacent footpaths on Council Avenue and along Sepia Court. The proposed 2m wide awning along Read Street is not considered to be of an effective width as it does not cover the pedestrian footpath.	Yes, pending appropriate conditions
Activate the ground floor level of buildings with predominantly glazed building entry lobbies and/or high visitation commercial and retail tenancies.	The entry areas of the ground floor level of the proposed building facing Council Avenue are reasonably glazed. There are no proposed entry points along Read Street and Sepia Court.	Yes, pending appropriate conditions
Prominent Corner Sites are at Read Street, Council Avenue and Hefron Street are to be developed as per Section 8.1 – Prominent Sites.	Built form and related public spaces on corner sites, nominated gateway locations and prominent corner sites should be designed to achieve distinctive, high quality architecture that befits the strategic context of the location. Under PP3.2.12, the site is identified as a 'Gateway Location' with a requirement for a minimum 3 storey building height. The development is three storeys or less.	Yes

	The building on the corner is three storeys in height. The development also provides single storey elements with faux two storey height facade. The overall development achieves the urban character associated with a City Centre.	
Materials and Finishes		
Durable materials which express quality and are consistent with a high profile location and designation of an Activity Centre are to be selected over those which are more recognisably suburban and temporary in character.	Materials include: • Face brick, metal cladding and concrete panels; • Timber; • Aluminium cladding; and • Standing seam metal cladding and painted render finishes. The materials selected are considered appropriate for contemporary commercial buildings.	Yes
Between windows and glazed commercial frontages, walls are to be predominantly masonry, rendered brick or stone.	The piers between windows of the glazed frontages are predominantly face brick, with some minor portions finished in a painted render finish for contrast.	Yes
Roof tiles are to harmonise with those already in use in the Precinct. Flat or low pitched roofs are, in all cases, to be screened from normal view along major public spaces by parapets or similar construction.	The proposed low pitched roof is hidden from street view by a parapet.	Yes
All landscaping is to be undertaken in accordance with an approved plan which complements treatments used in the public domain.	A landscape plan has been submitted in support of the development application. The City is generally accepting of the Landscape Plan, subject to the following changes: • Provision of additional trees along the southern boundary of the development; • Inclusion of specimen trees along Council Avenue and Read Street	Partially compliant

	verges; and • Alternative solutions to reduce the amount of planting on Council Avenue and Read Street.	
Within an urban streetscape discipline, variety and high design standards is encouraged in the fit-out, awning treatments, lighting and signage of individual premises.	The awning treatment and external lighting areas are integrated into the proposed buildings. Any future fit-out of tenancies will be subject to separate works by the tenant at the time.	Yes
Tilt slab or pre-cast concrete construction is only to be approved for visible external walls where the design achieves an adequate level of articulation and detail consistent with the spirit and intent of these guidelines.	Painted pre-cast concrete panels are used as a supporting material to the use of face brick on the street elevations to provide visual diversity to the development. The façade along Read Street is reliant upon tilt-up panels, however through inclusion of additional activation and widening of the awning the building will achieve an appropriate visual interest for City Centre location.	Yes, pending appropriate conditions
Required Element	Officer Comment	Compliance
8.1 Corner and Prominent Sites Policy		
8.1.2 Objective		
The objective of the Prominent Sites Policy is to facilitate the development of visually distinctive buildings, sculptural elements and landscapes in locations that will provide navigational reference points and contribute to orderly street block formation, street activation, placemaking and an enduring townscape identity.	The three storey building at the corner provides a substantial building of sufficeient bulk and scale with a diverse mix of land-uses.	Yes
8.1.3 Gateway Locations		
Gateways signal arrival and may incorporate Landmark and Prominent Corner buildings (where nominated), signage, trees, memorials, parks, fountains, water features, clock towers	The predominantly transparent three storey building is suitable as it provides for a distinctive structure which benefits the strategic context of the location. The development provides for a landscape theme from a palette of Australian bushland colours and	Yes, pending appropriate conditions

or sculptural artworks.	textures. The pallet is not reflective of the Rockingham's coastal locality nor does it integrate well with the building. Therefore, the selected pallet detracts from its attempt to provide an element, which identifies the site as a 'Gateway Location'. In its comments on the application, the City's DRP also cited issues with the pallet and the fact that it does not integrate well with the building at the corner. Notwithstanding, this matter can be reflected through a condition of development approval, in the event MSWJDAP grants development approval.	
8.1.4 Prominent Corner Sites		
In the Southern Gateway Sector, uses suitable for prominent corner sites include a wide range of mixed uses (including residential) that benefit from and contribute to a high level of visual exposure and street activation.	The Health Studio on the ground floor will greatly benefit from this corner exposure, whilst the Office studio on the first and second floor is considered to be appropriate upper level land use in a City Centre context.	Yes
8.1.5 Planning and Design Principles		
Locate prominent corner sites to reinforce the townscape structure, aid place-making, and add legibility to the access and movement network.	The proposed development includes a three storey built form to the corner. The building footprint achieves a multi-level landmark built form on the corner.	Yes
Incorporate a balanced mix of such public and private sites to facilitate a mix of distinctive civic, commercial, mixed use and residential buildings in prominent locations.	This development proposes a defined and vertically proportioned corner element which facilities two different land uses. The development achieves the minimum expectation as it provides a distinctive and genuine three storey built form that befits the strategic context of the location.	Yes
Frame and terminate vistas with suitably scaled buildings, towers and landscape	The Policy expectation is to ensure the nature and design of buildings reflect the location and role of the centre in terms of height, scale and	Yes

elements.	orientation. Given the site is identified as a prominent corner site in a gateway location (access into the City Centre), buildings are to be designed to achieve distinctive and high quality architecture that provides for a pleasing street interface. The proposed development includes a three storey built form to the corner with active uses at ground level to frame the corner as the entry to the Centre.	
Ensure that the massing, articulation, detailing and finishes of buildings contribute to a lively but well balanced streetscape at intersecting street frontages. Position corner buildings close to the intersection to frame and anchor the corner. At the junction of street elevations, the City will exercise its discretion in considering proposals to relax front setbacks for corner elements.	The corner element incorporates various contrasts to avoid visual monotony and creates interest at the intersecting street frontage. The streetscape elevations are articulated and well balanced, with appropriate scale and configuration.	Yes
Add additional height to corner buildings through the integration of vertical elements such as raised parapets, spires, roof sections and similar structures. The City will exercise its discretion in considering proposals to relax maximum height limits.	The design of the proposed development achieves the objective of the additional height at the corner.	Yes
Add at least one extra storey, or as indicated in Precinct Policies, plus any tower or similar elements above required Precinct minimum building heights on nominated prominent corner sites.	The built form to the corner is three storeys.	Yes

Activate the ground floor level of buildings with predominantly glazed building entry lobbies and/or high visitation commercial and retail tenancies.	The Health Studio façade provides for approximately 60% clear glazing which is considered to be predominantly glazed. There is also no access from the corner into the building.	Yes
Integrate public art and signage into the design of buildings and related public spaces at gateway locations and at prominent corner sites.	The development does not provide for any public art. Integrated signage is proposed at the corner to identify the site.	Yes

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

The Local government is required by Clause 67 of the deemed provisions to have 'due regard' to a range of matters. The pertinent matter regarding this application relates to subclause b) which states that the local government is required to give due regard to any proposed planning instrument that it is seriously considering approving or adopting. The final approval of the amendments to PP3.2.12 are being considered by Council at its, January 2020 ordinary Meeting.

In October 2019, Council resolved to approve the advertising of amendments to PP3.2.12 for public comment. The proposed amendments relate to minimum building heights, frontage requirements and land use preferences within the sectors.

An assessment against the applicable draft changes (in red) to PP3.2.12 is available below, where it was concluded that the proposed development is generally consistent with the proposed changes to PP3.2.12 with the application of appropriate conditions of approval.

Principle	Officer Comment	Compliance
5.4 Building Height and Prominent Sites		
…..A minimum building height of 3 storeys will apply to the nominated Prominent Corner Sites (refer to Section 8.1). A minimum building height of 2 storeys will apply to the remainder of the Sector.	A minimum building height of three storeys is proposed at the nominated corner. The building element near the corner of Council Avenue and Sepia Court is single storey with an overall height of 7.8m due to the feature timber batons. The building element on the corner of Read Street and Council Avenue is single storey with an overall height of 12.8m, due to the feature façade.	No
5.5 Frontage Types		
Type 3: A moderate level of frontage activation with a	Along Council Avenue, development achieves ground level transparency	Partially complaint

mix of inner-city commercial tenancies, residential apartments and associated lobbies at ground level and a 2 to 3 storey façade positioned behind a variable 0-2 metre, green landscaped setback. At the ground level, the façades of mixed use buildings would address the street with a commercial shopfront, primary business entrance and/or residential entry lobby that is transparent over at least 60% of the area of the façade. The ground level of residential units would address the street with a façade that is transparent over at least 30% of its area. Type 4: A moderate level of frontage activation with a mix of residential apartments, associated lobbies and some commercial tenancies at ground level and a ~~1~~ 2 to 3 storey façade positioned behind a 2-3.5 metre green landscaped setback. At the ground level, residential units would address the street with a façade that is transparent over at least 30% of its area. The façades of mixed use buildings would address the street with a commercial shopfront, primary business entrance and/or residential entry lobby that is transparent over at least 60% of the area of the façade.	over an area greater than 60% of the area of the façade, with the exception of the Service Station building, which achieves a transparency area of 40% to the façade. Along Sepia Court, development does not provide for any transparency. The building is single storey, however, it does include a timber baton feature above a portion of the roof to increase its prominence. Only commercial tenancies are proposed along the Read Street frontage. The building façade achieves 20% transparency with no entrances available. In its comments on the application, the City's DRP was not satisfied with the proposed level of activation along Read Street.	No, however, this can be addressed through a condition of approval.
Required Element	Officer Comment	Compliance
6.1.4 Hefron Precinct		
Consistent with Figure 5.4 'Building Height and Prominent Sites' in Section 5.4, and with the exception of any requirements for Corner Sites and nominated	The proposed development maintains an overall height of less than 12.5m along the street frontages. The proposed building on the corner	Yes

Prominent Corner Sites, buildings are to ~~be constructed within a 12.5 metre height limit along street frontages~~ present a minimum 2 storey or equivalent parapet height (6.0m) to the street or relevant public space within a 12.5 metre height limit. In those areas with a permitted maximum height of 19.0 metres, any height between 12.5 metres and 19.0 metres is to be setback a minimum of 3.5 metres. The scale and massing of buildings shall be designed to minimise any overshadowing of adjoining properties and public spaces.	is three storyes in height to 12.5m, with the remainder of the development consisting of the following heights/storeys: • The building element fronting Council Avenue includes a single storey building with void above in height to 9.5m; • The building element near the corner of Council Avenue and Sepia Court is single storey with an overall height of 7.8m, due to the feature façade; and • The building element on the corner of Read Street and Council Avenue is single storey with a height greater than 7m.	
6.1.5.2 Preferred Uses		
• ~~retail~~ shops • office and commercial • showrooms • entertainment and leisure • multiple dwellings/residential (1st floor and above)	The development generally provides for land-uses in accordance with the preferred uses with the exception of the Service Station. The Service Station does, however, include a shopfront that addresses the street in an appropriate manner.	Partially compliant
6.1.5.3 Required Elements		
To ensure contiguous streetfront development along Council Avenue, where lots abutting Council Avenue have frontage to more than one street, vehicular access is not to be taken from Council Avenue.	The proposal seeks four vehicle access points, including two from Sepia Court, one left in / left out movement from Read Street and one left in / left out movement from Council Avenue. The proposed vehicle access point from Council Avenue conflicts with this provision. It is, however, recommended that a condition be applied to provide a built form response at this location to reduce the gap in the frontage.	No, however, this can be partially ameliorated with an appropriate condition.

Planning Policy No.3.3.1 - Control of Advertisements

The applicant submitted a signage strategy as part of the DAP application which included details, type number and size of signage. The signage strategy consisted of various wall signs, directional signage, a Roof Sign and a Pylon Sign. It is noted that signage details have not altered since SAT affirmed MSWJDAP's decision by reasons in August 2019.

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

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

The proposed Read Street Pylon Sign, with a height of 9.0m above the natural ground level and adjacent to the Read Street crossover, only services the Service Station on the opposite side of the lot. The proposed landscape treatment adjacent to the sign will do little to soften the visual impact, given height exceeds the maximum permissible height by 3m. From the City's perspective, it is considered that a sign of such height does not fit into the context of the Southern Gateway Sector and it is not appropriately setback from the street boundary. It is, however, noted that the shopping centre on the opposite side of Council Avenue contains a 15.5m high sign, this sign includes multiple tenancies and the shopping centre itself serves a regional function.

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

The appropriateness of the proposed 9m high Pylon Sign and 11m Service Station Roof Sign was discussed during the course of the SAT hearing, where the

MSWJDAP confirmed that the 9m Pylon Sign was no longer in contention, if it served the entire development by advertising multiple tenancies. Also, contrary to the City's position on the signage, paragraph 128 of the SAT decision confirms that *"SAT was satisfied that the proposed Service Station Roof Sign was consistent with the objectives of the City's LPP3.3.1".* It is therefore considered that the signage can be approved with a condition that the Pylon Sign is required to display multiple tenancies on it.

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

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

Bicycle Parking Requirement

Land Use	Required			
	Minimum Short Term		Minimum Long Term	
	Rate	Number	Rate	Number
Service Station - Retail (200m²)	0.15 spaces per 100m^2 NLA	1	0.07 spaces per 100m^2 NLA	1
Health Studio - All other uses (450m²)	0.05 spaces per visitor	3	0.1 spaces per staff	1 (<10 at any one time)
Restaurant - Food and Drink Premises (140m²)	0.1 spaces per five seats	1	0.1 per staff	1 (<10 at any one time)
Showroom - Retail (4,530²)	0.15 spaces per 100m^2 NLA	7	0.07 spaces per 100m^2 NLA	4
Office (620m²)	0.05 spaces per 100m^2 NLA	1	0.45 spaces per 100m^2 NLA	3
Total	13		10	

Under the bike parking provision of PP3.3.14, the proposed development requires the provision of a minimum 23 bicycle parking spaces. The proposed 'Ground Floor Plan' provides a total of 27 bicycle parking spaces. Should the application be approved, it is recommended that a condition be imposed requiring the provision of minimum 23 bicycle parking bays.

End-of-Trip Facilities

In terms of PP3.3.14, the provision of 10 long term parking spaces requires the provision of four showers (one male, one female). The showers are required to be provided in a change room in accordance with PP3.3.14. Should the application be approved, it is recommended that a condition be imposed requiring the provision of end-of-trip facilities.

Consultation:

Public Consultation

The application was advertised for public comment over a period of 21 days, commencing on 14 November 2019 and concluding on 5 December 2019. The nature of the 24hour Service Station and 24hr Health Studio warranted comment from nearby owners and occupiers prior to Council providing its recommendation to the MSWJDAP.

Advertising was carried out in the following manner:

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



Figure 6 - Consultation Plan

Note: The location of three of the submitters supporting the proposal has not been captured on the Consultation Plan, as the submitters are located out of the immediate locality.

At the close of the public consultation period a total of seven submissions were received, which included four (4) objections and three (3) letters of support.

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

The objections received have been summarised in the table below, including the applicant's and City's responses to the submissioner objections. The applicant's response to concerns raised have also been summarised.

Traffic Impacts
Concerns including safety, congestion, access points and existing traffic issues in the area.
City's Comment: The two vehicular access points from Sepia Court are supported, however the City has concerns with the left in / left out access point from Council Avenue for the following reasons: • Austroads' Guide to Road Design Part 4 – Intersections and Crossings (General) recommends that an access driveway should not be located within the functional area of an intersection. The proposed access driveway off Council Avenue is located within the upstream functional area of Read Street/Council Avenue intersection; • The westbound left lane on Council Avenue is a dedicated left turn movement at the intersection of Read Street/Council Avenue which suggests that vehicles either going straight through or making a right turn movement at the signalised intersection from this proposed access driveway are required to cross/merge to the right hand lane over short distance; and • The queue from the traffic signal at Read Street/Council Avenue is likely to extend beyond the proposed access driveway location and completely blocking this access. It should be noted, however, that despite the City's concerns that the SAT determined that the proposed access point to Council Avenue was appropriate and that it should not be refused on traffic safety grounds. This is further discussed in the Officer Comments section of this report. There are no traffic related issues with the proposed access off Read Street from a local or regional perspective.
Impacts on Safety
Concerns relating to drunks and homeless, pedestrian and gopher access, anti-social behaviour, crime and safety of children and elderly.
City's Comment: There is no evidence the development proposed will have negative impacts on safety. It is considered that development on this site is likely to improve community safety through increased surveillance.
Land Uses
Several concerns have been raised in relation to the proposed 24hour Service Station and Showroom land uses.

City's Comment: The land use considerations are discussed in detail in the Policy section of this report, when it was concluded that Service Station and Showroom land-uses are suitable in this location subject to built form improvements.
Noise
Concerns regarding operation of the development impacting nearby residential and commercial properties.
City's Comment: The applicant has submitted an Acoustic Report which has been reviewed by the City and is considered to sufficiently address noise related aspects of the proposal.
Pollution
Concern that exhaust fumes will cause health problems and discolour the exteriors of the buildings.
City's Comment: The City's Health Services has reviewed the proposal and considers that exhaust fumes can be controlled to mitigate odour impacts via a condition of approval.
Design
The design is too ordinary and lacks a landmark feature and spectacularity.
City's Comment: The design considerations are discussed in detail in the Policy section of this report, when it was concluded that the design is considered suitable, subject to minor conditional modifications as detailed in the Officer Comment's below.

Consultation with other Agencies or Consultants

The following government departments and service agencies were also consulted:

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

The comments received are as follows:

1. Department of Planning, Lands and Heritage (DPLH)
The DPLH has no objection to the proposal on regional transport grounds and provides the following comments: • Read Street is classified as a Category 1 control of access road per Plan Number SP 694/4 of Development Control Policy 5.1 - *Vehicular Access* which states that *'the types of development that would be allowed access to a regional road include large traffic generators such as major shopping, recreational or community centres. These would justify either a local distributor or access road, leading from a junction with the regional road to car parks servicing the centre.'* As such, the Department has no objection to the left in/left out access point from the Other Regional Road. • Western Australian Planning Commission Transport Impact Assessment Guidelines states that assessment years should be undertaken 10 years after full opening of the development (not the year of full opening or post development as shown) • All signage should meet the WAPC D.C Policy - *Advertising for Reserved land* section 5.3.1 which essentially states that advertisements are not acceptable if they interfere with sight-lines, distract drivers, or have the potential to hinder the interpretation of or become confused with traffic signals or road signs.
City's Comment: Access to Council Avenue and Read Street is proposed as left in/left out with full movement functionality at Sepia Court. Signalised and unsignalised Intersection Design and Research Aid (SIDRA) intersection analysis shows queuing and delays for the Read Street/Council Avenue signalised intersection (PM peak hour) and satisfactory functionality for Read Street access. The Department has no objection to a left in/left out access point to Read Street from the site. The scenario for the 10 years after full opening of the development should be assessed and is generally included in the Transport Impact Assessment report, however, given that the traffic volumes do not constitute a large traffic generating development, the City considers that it is not necessary for a revised 10 year scenario to be considered after full opening of the development. Signage comments are noted and considered to adequately address D.C Policy - *Advertising for Reserved land.*
2. Department of Water and Environmental Regulations (DWER) - summarised
The first 15mm of storwater runoff (1 Exceedance per Year runoff) from car park areas should undergo water quality treatment via bio-filtration. Any runoff greater than this can be directed to the underground stormwater cells. In accordance with the Department's Water Quality Protection Note No. 10 (WQPN 10) – 'Contaminant spills – emergency response (February 2006)', an effect Emergency Response Plan for the service station should be prepared as part of the development approval process. WQPN 10 provides guidance on development and implementing an effective emergency response plan. In accordance with the Department's WQPN No. 62 – 'Tanks for underground chemical storage', tank systems should not be located in contact with the watertable

(unless protected against buoyance forces and corrosion). If tanks are in contact with the groundwater all tanks and pipe work should be constructed of corrosion-resistant materials that conform to Australia Standards such as reinforced plastic or metal constructed with corrosion-resistant coating and cathodic protection.

All new or upgraded tanks and their pipe work (excluding any gas venting and tank fill lines that are normally dry) should have double-walled construction, with an interstitial leak-monitoring space. This is particularly important when located close to sensitive water resources or where the tank may come into contact with the watertable.

All underground tank systems should have provision for leak monitoring.

The subject lot and proposed development area is located within the Rockingham Groundwater Area (Warnbro sub area) which is proclaimed under the Rights in Water and Irrigation Act 1914. Any groundwater abstraction would be subject to licencing by the Department.

City's Comment:

DWER comments are noted and supported.

It is considered that stormwater treatment and emergency response plan are necessary, given the expected traffic volumes and sites proximity to the Rockingham main drain.

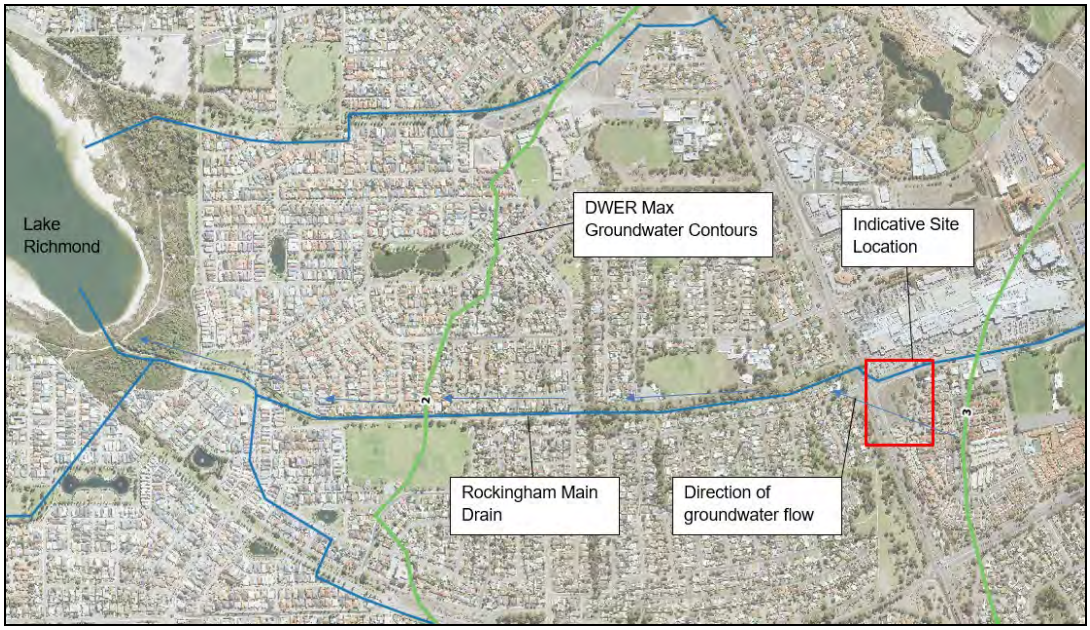

Figure 7 - Proximity from the Subject Site to Main Drain

Groundwater is expected to be within 2.6m of ground surface and is hydrologically connected to the Rockingham main drain. The site should be treated as high risk with fuel storage tanks to be constructed cognisant of this fact.

3. Public Transport Authority (PTA)

PTA has reviewed the submitted Bus Stop Relocation Review document which formed part of the development submission. PTA reiterates its previous advice and comments made at the SAT. It can therefore be confirmed that bus stop No. 21234 Council Avenue, before Sepia Court should be retained at its current location.

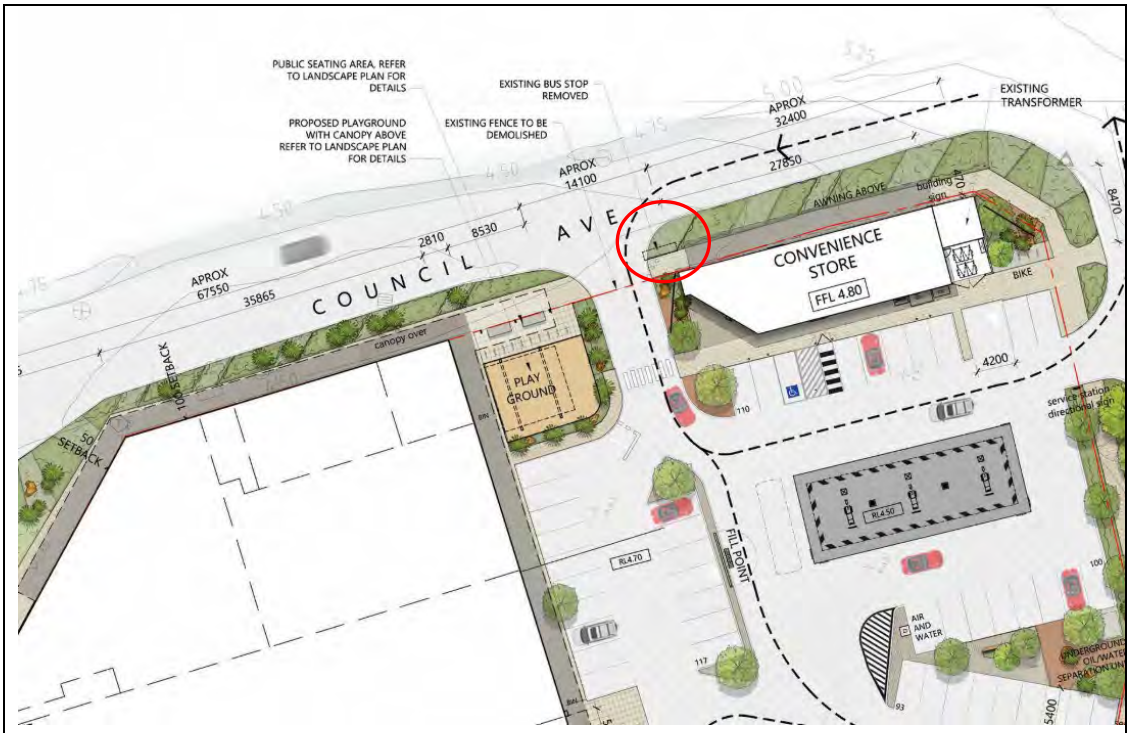

Figure 8 - Location of Existing Bus Stop

City's Comment:

The PTA has re-affirmed that it cannot support the relocation of bus stop to any of the locations suggested by the applicant. To allow the loss of a public amenity (bus stop), for the benefit of a private development, would be irrational and compromises the proper and orderly planning of the area. Paragraph 121 of the SAT decision states that *"SAT is not satisfied that it is appropriate, or indeed possible, to require the bus stop to be moved. The agency with complete authority to make decisions about bus stop locations, the PTA, is not a party to these proceedings, so it cannot be bound to do something against its will albeit a condition imposed on any approval in this case."* In this particular situation, it is considered most appropriate to retain the bus stop in its current location.

Should the MSWJDAP resolve to approve the DAP application, it is recommended that the Council Avenue crossover and associated access-driveway be reduced in width in order to retain the bus stop. It is noted that the access-driveway would still maintain a 6m width, which is sufficient to allow for two-way vehicular movement at this location.

A copy of all previous PTA correspondence received as part of DAP/18/01463 forms part of Attachment 6 - Public Transport Authority Advice of this report.

Officer Comments:

A DAP application for the development of the site for the same uses within a single/two storey built form on the corner of Read Street and Council Avenue was refused by the MSWJDAP with the decision upheld by the SAT in August 2019. The principle reason for the SAT decision was the development's failure to respond to the site's designation as a "Prominent Corner Site" in a "Gateway Location". This revised application seeks approval for the same uses, however, provides a genuine three

storey building on the corner of Council Avenue and Read Street to address the sites designation prominence under the planning framework.

Design - Form and Scale

Under PP3.2.12, the site is identified as a ‘Prominent Corner Site’ in a 'Gateway Location' with a requirement for a minimum 3 storey building and a maximum 5 storey building with a height of up to 19m. The building element fronting Council Avenue is three storeys with the remainder of development having a base single storey height. Nevertheless, given that varying parapet heights are provided and a complementary pallet of materials is used the development reads as a genuine integrated urban scaled development. The design, subject to some activation, legibility and landscape improvements will respond appropriately to the sites designation as a 'Prominent Corner and a 'Gateway Location' under the planning framework.

The buildings are generally designed to frame Council Avenue and Read Street with a hard edge providing for a range of activities at different scales. It is noted that the building fails to provide a continuous built form to the street edge, on Council Avenue and Sepia Court.

The main building along Council Avenue provides a more contiguous street edge than the previously refused design with the extension of the built form elements over the previous alfresco area and the integration of the shopfront awning and the awning over the play area. The City acknowledges the additional efforts, however, maintains its position that the fragmentation of the built form in this location still detracts from the development achieving a sufficiently contiguous and activated street front development. A condition of approval is, therefore, recommended to incorporate further architectural treatments at this location to provide a built form response that narrows the gap in the frontage. It is noted that refusal reason 4(a) which related to contiguous built form and activation of the decision MSWJDAP dated February 2019, was not pursued by the presiding member of the MSWJDAP at SAT, therefore this was not a matter which was thoroughly examined by the SAT.

The proposed development provides a moderate level of activation along Council Avenue and part of Read Street, however, there is minimal relationship between the Read Street building frontage, and the street. The Service Station building fronting Council Avenue includes frosted glazing, contrary to the requirements of PP3.3.12, which seeks to ensure development maintains a commercial, interactive frontage. Should MSWJDAP resolve to approve the DAP application, it is recommended that all glazing be transparent and that the Read Street building frontage provide additional glazing as per the requirements of the amended P3.2.12 as well as entry points and an awning with a practical width to improve activation and accessibility into the development.

It is noted that the applicant indicated at the DRP meeting that dual entry points will not work from a security point of view in a Showroom development, however, there is no evidence of this and in any case this is not a relevant planning consideration that should override the intent of the Policy.

Traffic

The City has undertaken an analysis of the Transport Statement provided by the applicant. In light of the findings of the report, the proposal does not contribute to a large traffic generating development. Nevertheless, the City considers that the potential traffic generated by this development could cause traffic safety issues on

the site and surrounding road network due to the proposed location of the Council Avenue vehicular access point and its proximity to the intersection of Council Avenue and Read Street. SAT has confirmed that, *"in light of the agreement between the experts that any crash at this location is likely to be low impact and unlikely to result in injury, SAT is not persuaded that it would be reasonable in the circumstance to refuse to allow the proposed crossover just because it does not fully comply with the Austroads Guidelines*." Consequently, it is considered that the crossover location is acceptable.

Waste Management

The City's Waste Services has reviewed the proposed Waste Management Plan and have raised safety concerns regarding the use of 360 litre general waste bins on a side arm vehicle and the proposed pick-up location on Council Avenue. The safety concerns have been addressed through a condition of development approval.

Council Recommendation:

The DAP application was referred to the 28th January 2020 Ordinary Council Meeting, where the officer's recommendation was adopted by Council.

Conclusion:

The revised proposal sufficiently responds to the SAT reasons for refusal being the failure to address the corner in an appropriate manner for a "Prominent Corner Site" in a "Gateway Location". As the new proposal has sufficiently addressed this matter, the City considers that the other issues can be adequately addressed via conditions of approval.

It is therefore considered on balance that, subject to appropriate conditions, that the proposal generally complies with TPS2 and Policy framework and it is therefore recommended for approval.

ROCKINGHAM CENTRAL MIXED-USE DEVELOPMENT

LOT 301 COUNCIL AVENUE, ROCKINGHAM WA

DRAWING LIST

NO.	SHEET TITLE	REVISION	STATUS	DATE
A000	COVER PAGE	A	DA	04/11/19
A001	PERSPECTIVES	A	DA	04/11/19
A002	PERSPECTIVES	A	DA	04/11/19
A003	PERSPECTIVES	A	DA	04/11/19
A004	SITE SURVEY	A	DA	04/11/19
A005	SITE PLAN	A	DA	04/11/19
A006	GROUND FLOOR PLAN	A	DA	04/11/19
A007	LEVEL 1 PLAN	A	DA	04/11/19
A008	LEVEL 2 PLAN	A	DA	04/11/19
A009	ROOF PLAN	A	DA	04/11/19
A010	SITE ACCESS & ACTIVATION	A	DA	04/11/19
A011	ELEVATIONS	A	DA	04/11/19
A012	ELEVATIONS	A	DA	04/11/19
A013	SECTIONS	A	DA	04/11/19
A014	MATERIALS	A	DA	04/11/19
A015	MATERIALS	A	DA	04/11/19
A016	SIGNAGE PLAN	A	DA	04/11/19
A017	SIGNAGE ELEVATIONS	A	DA	04/11/19
A018	SIGNAGE ELEVATIONS	A	DA	04/11/19
A019	SIGNAGE SCHEDULE	A	DA	04/11/19

AREA

TENANCY NUMBER	TENANCY TYPE	GFA	NLA
TENANCY 1	CONVENIENCE STORE		200m²
TENANCY 2	SHOWROOM		2,200m²
TENANCY 3	SHOWROOM		945m²
TENANCY 4	SHOWROOM		945m²
TENANCY 5	SHOWROOM		440m²
TENANCY 6	CAFE	203m²	138m²
TENANCY 7	HEALTH STUDIO		492m²
TENANCY 8	OFFICE		310m²
TENANCY 9	OFFICE		310m²
	TOTAL	**6,451m²**	**5,582`m²**

TOTAL PARKING PROVIDED **117 + 6 BROWSER BAYS**

USE	AREA (NLA)	PARKING RATIOS		PARKING REQUIRED	
		MIN	MAX	MIN	MAX
HEALTH STUDIO	492m²	1:20	1:15	24.6	32.8
SHOWROOM	4,530m²	1:80	1:60	56.6	75.5
CAFE	138m²	1:8	1:6	13.8	18.3
CONVENIENCE STORE	200m²	1:22	1:17	9.1	11.8
OFFICE	620m²	1:60	1:40	10.3	15.5
TOTAL	**5,582m²**			**114.4**	**153.9**

BICYCLE PARKING PROVIDED **23 BAYS**

PARKING RATIO (MIN)		PARKING REQUIRED	
LONG-TERM	SHORT-TERM	LONG-TERM	SHORT TERM
1:400	1:200	1.2	2.5
1:750	1:1000	6	4.5
1:250	1:150	0.6	0.9
		0.8	1.3
1:200	1:500	3.1	1.24
		11.7	**10.4**



ROCKINGHAM CENTRAL

COVER PAGE
ROCKINGHAM CENTRAL DEVELOPMENT

Status: DA
Path: P:\43917 Rockingham Central\03 Production\05 Presentation Master files\DA

Scale: NTS

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Project Number: 43917
Drawing Number: A000
Revision: A
Date: 04/11/2019

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2. VIEW FROM COUNCIL AVE LOOKING EAST

ROCKINGHAM CENTRAL

PERSPECTIVES
ROCKINGHAM CENTRAL DEVELOPMENT

Status: DA
Path: P:\43917 Rockingham Central\03 Production\05 Presentation Master files\DA

Scale: NTS

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Project Number: 43917
Drawing Number: A001
Revision: A
Date: 04/11/2019

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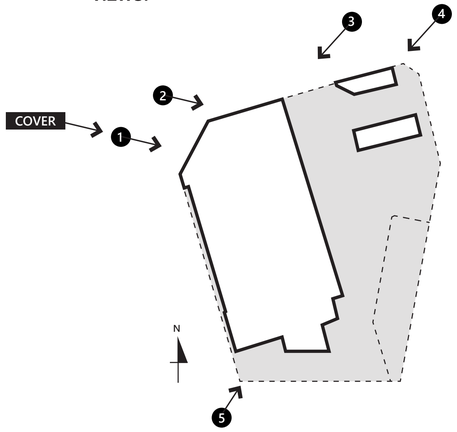
VIEWS:





1. AERIAL FROM NORTH EAST



3. VIEW FROM COUNCIL AVE LOOKING WEST

ROCKINGHAM CENTRAL

PERSPECTIVES
ROCKINGHAM CENTRAL DEVELOPMENT

Status: DA
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Scale: NTS

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Project Number: 43917
Drawing Number: A002
Revision: A
Date: 04/11/2019

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4. VIEW FROM CNR COUNCIL AVE AND SEPIA CT



5. VIEW FROM READ ST

ROCKINGHAM CENTRAL

PERSPECTIVES
ROCKINGHAM CENTRAL DEVELOPMENT

Status: DA
Path: P:\43917 Rockingham Central\03 Production\05 Presentation Master files\DA

Scale: NTS

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Project Number:	43917
Drawing Number:	A003
Revision:	A
Date:	04/11/2019

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ROCKINGHAM CENTRAL

SITE SURVEY
ROCKINGHAM CENTRAL DEVELOPMENT

Status: DA
Path: P:\43917 Rockingham Central\03 Production\05 Presentation Master files\DA

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Scale: NTS

North:

Project Number: 43917
Drawing Number: A004
Revision: A
Date: 04/11/2019

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PUBLIC SEATING AREA, REFER TO LANDSCAPE PLAN FOR DETAILS

EXISTING BUS STOP REMOVED

EXISTING TRANSFORMER

PROPOSED PLAYGROUND WITH CANOPY ABOVE REFER TO LANDSCAPE PLAN FOR DETAILS

EXISTING FENCE TO BE DEMOLISHED

APROX 32400

APROX 14100

27850

APROX 67550

35865

2810

8530

8470

4700

AWNING ABOVE

building sign

CONVENIENCE STORE

FFL 4.80

BIKE

4200

service station directional sign

110

COUNCIL AVE

20335

100 SETBACK

canopy over

PLAY GROUND

BIN

50 SETBACK

19770

6395

125 SETBACK

canopy over

1980

67790

RL4.50

RL4.70

FILL POINT

AIR AND WATER

UNDERGROUND OIL/WATER SEPARATION UNIT

117

93

100

5720

BIN

canopy over

LOADING AREA

MIXED-USE DEVELOPMENT

LOT 301, NO. 2, CNR COUNCIL AVENUE AND READ STREET

FFL 4.80

RL4.76

5400

7100

72

BIKE

RL4.65

2600

5400

6600

5400

1000

5400

84

TREE TO BE DEMOLISHED

LANDSCAPING, REFER TO LANDSCAPE PLAN FOR DETAILS

23

60

2m HIGH BRICK WALL

EXISTING RESIDENTIAL

READ ST

PIACT SE

LANDSCAPING, REFER TO LANDSCAPE PLAN FOR DETAILS

1050

11845

4500

13010

LOADING AREA

RL4.60

13615

13505

pylon sign

44

1.3m LOG/WIRE FENCE

LANDSCAPING, REFER TO LANDSCAPE PLAN FOR DETAILS

LOADING / SERVICE ROUTE

ROCKINGHAM CENTRAL

SITE PLAN
ROCKINGHAM CENTRAL

Status: DA
Path: P:\43917 Rockingham Central\03 Production\05 Presentation Master files

Scale: 1:250 @ A1

North:

Project Number: 43917
Drawing Number: A005
Revision: A
Date: 04/11/2019

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GROUND FLOOR PLAN
ROCKINGHAM CENTRAL

Status: DA
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Scale: 1:250 @ A1

North:

Project Number: 43917
Drawing Number: A006
Revision: A
Date: 04/11/2019



ROCKINGHAM CENTRAL

LEVEL 1 PLAN
ROCKINGHAM CENTRAL

Status: DA
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Scale: 1:250 @ A1

North:

Project Number: 43917
Drawing Number: A007
Revision: A
Date: 04/11/2019

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ROCKINGHAM CENTRAL

LEVEL 2 PLAN
ROCKINGHAM CENTRAL

Status: DA
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Scale: 1:250 @ A1

North:

Project Number: 43917
Drawing Number: A008
Revision: A
Date: 04/11/2019

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ROCKINGHAM CENTRAL

ROOF PLAN
ROCKINGHAM CENTRAL

Status: DA
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Scale: 1:250 @ A1

North:

Project Number: 43917
Drawing Number: A009
Revision: A
Date: 04/11/2019

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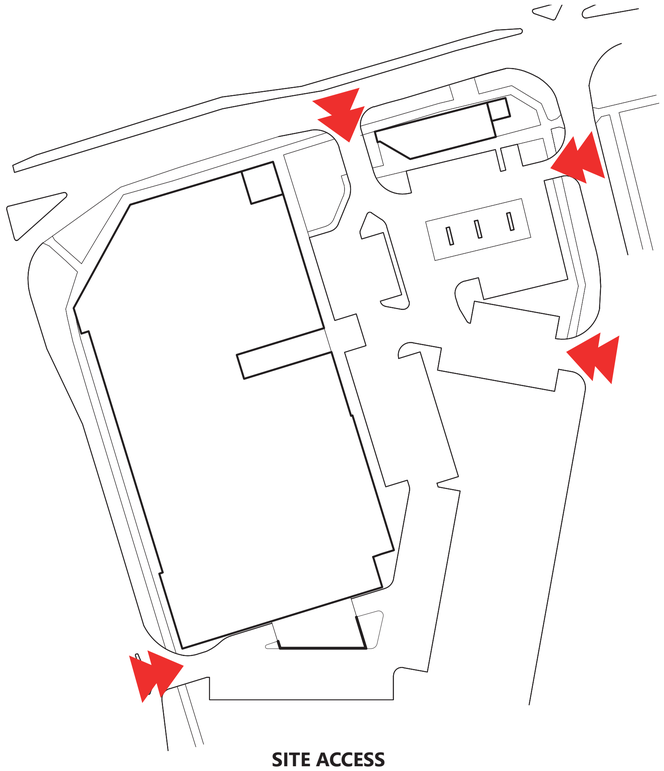

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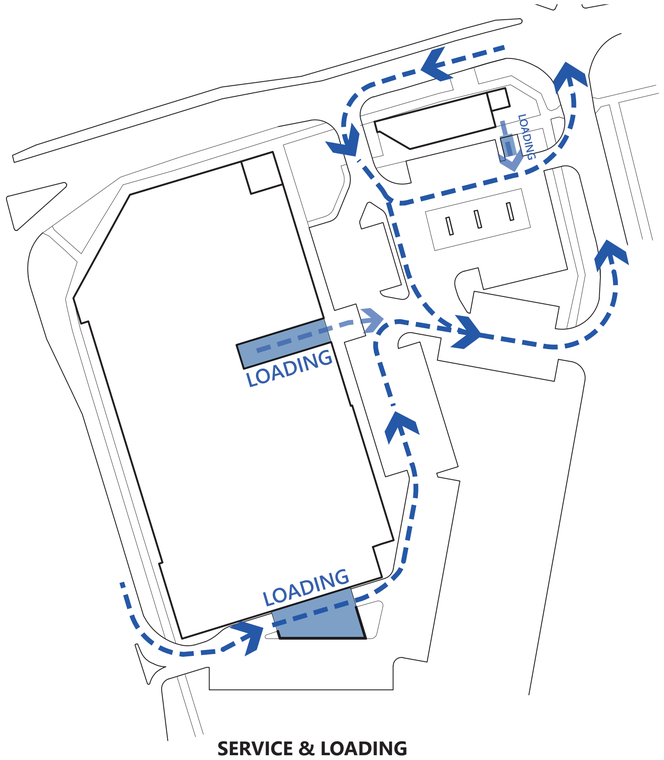
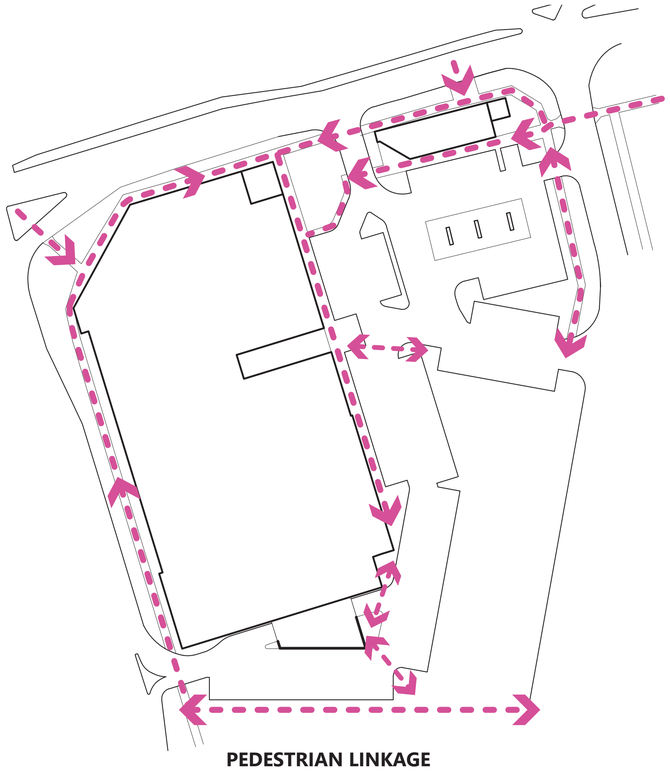


SERVICE & LOADING STRATEGY



PEDESTRIAN LINKAGE



FRONTAGE ACTIVATION

ROCKINGHAM CENTRAL

SITE ACCESS & ACTIVATION
ROCKINGHAM CENTRAL DEVELOPMENT

Status: DA
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Scale: NTS

North:

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Drawing Number: A010
Revision: A
Date: 04/11/2019

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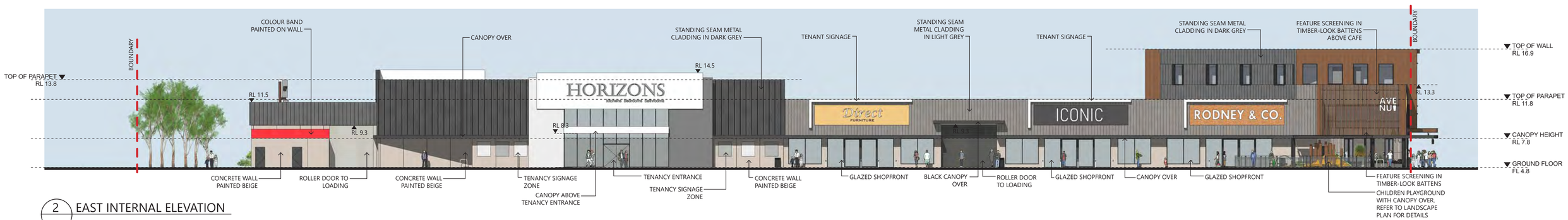
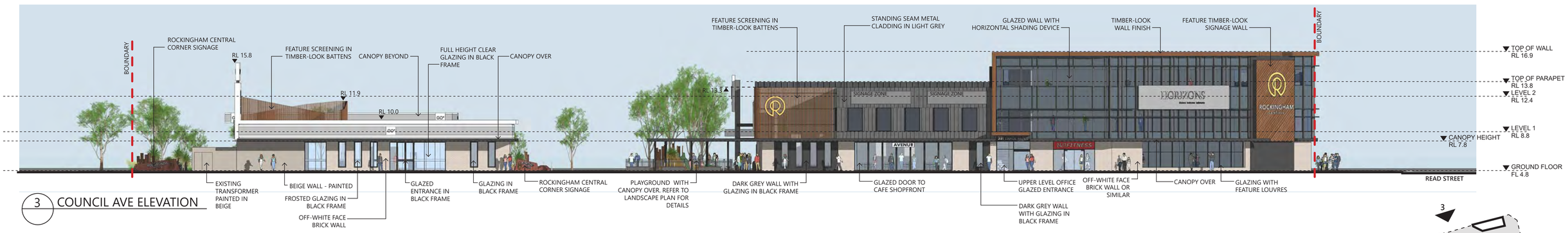
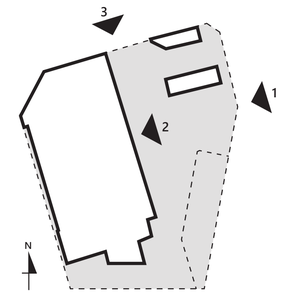
1 SEPIA CT ELEVATION



2 EAST INTERNAL ELEVATION



3 COUNCIL AVE ELEVATION



ROCKINGHAM CENTRAL

ELEVATIONS
ROCKINGHAM CENTRAL DEVELOPMENT

Status: DA
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Scale: 1:200 @ A1

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Drawing Number: A011
Revision: A
Date: 04/11/2019

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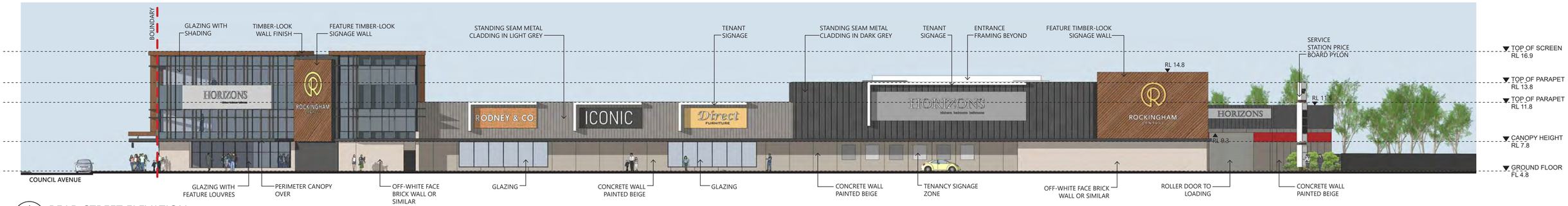
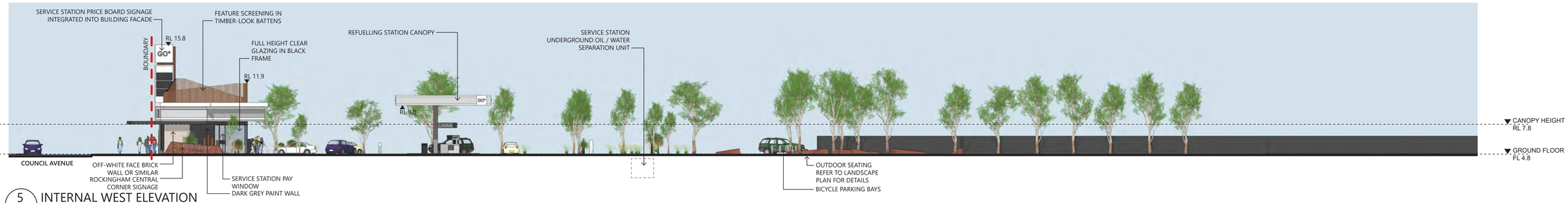
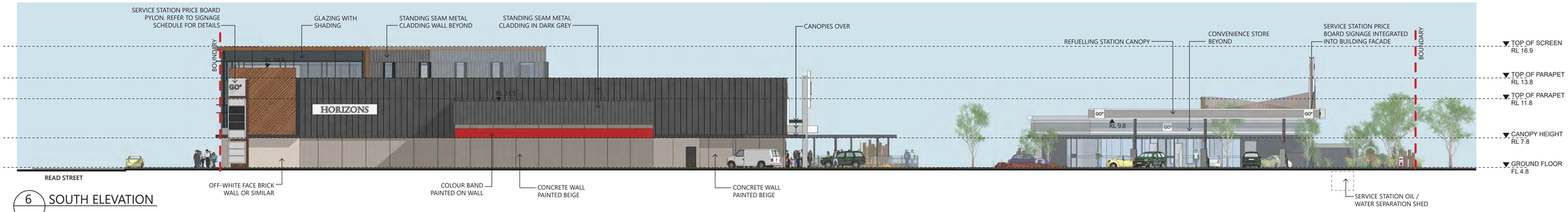


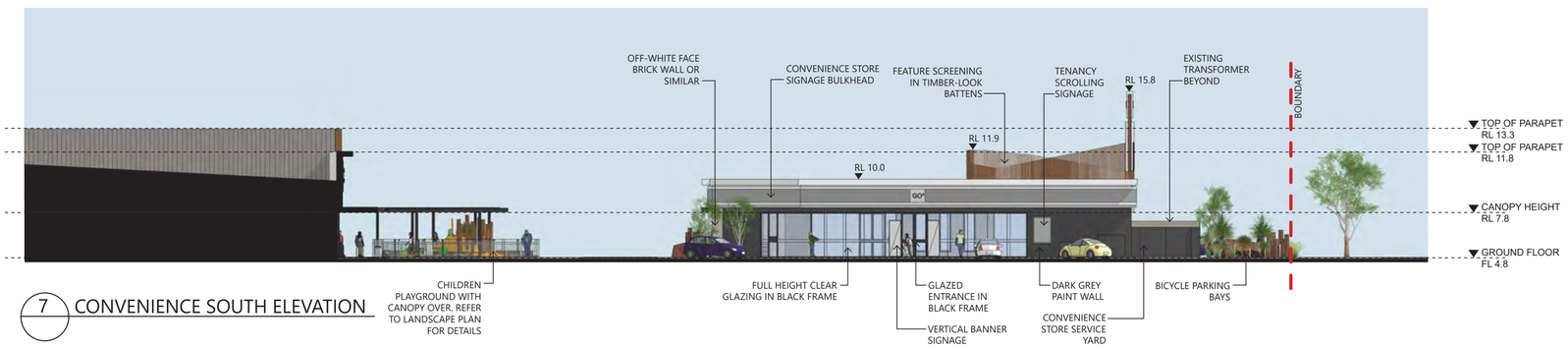
4 READ STREET ELEVATION



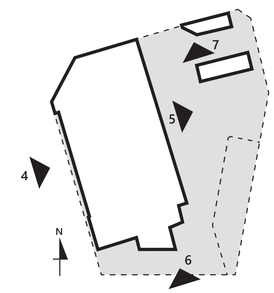
5 INTERNAL WEST ELEVATION



6 SOUTH ELEVATION



7 CONVENIENCE SOUTH ELEVATION



ROCKINGHAM CENTRAL

ELEVATIONS
ROCKINGHAM CENTRAL DEVELOPMENT

Status: DA
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Scale: 1:200 @ A1

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Project Number: 43917
Drawing Number: A012
Revision: A
Date: 04/11/2019

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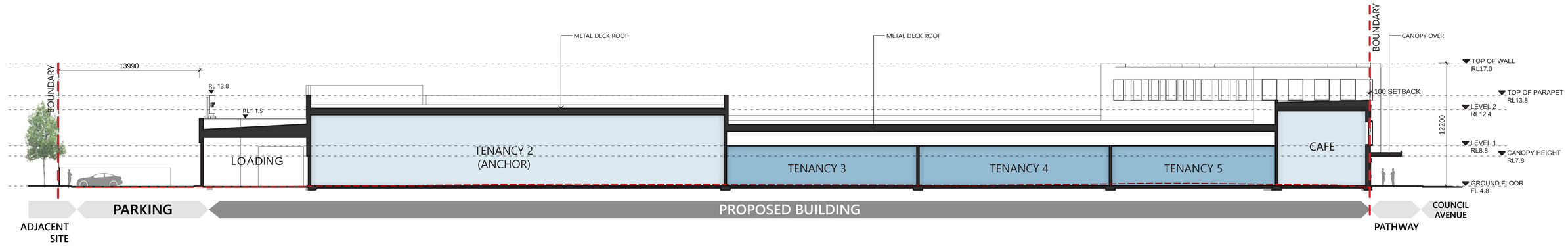

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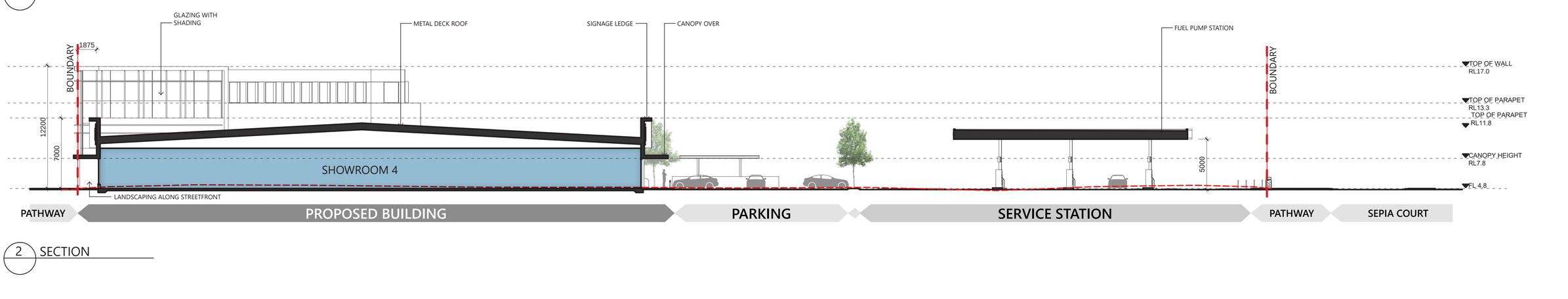

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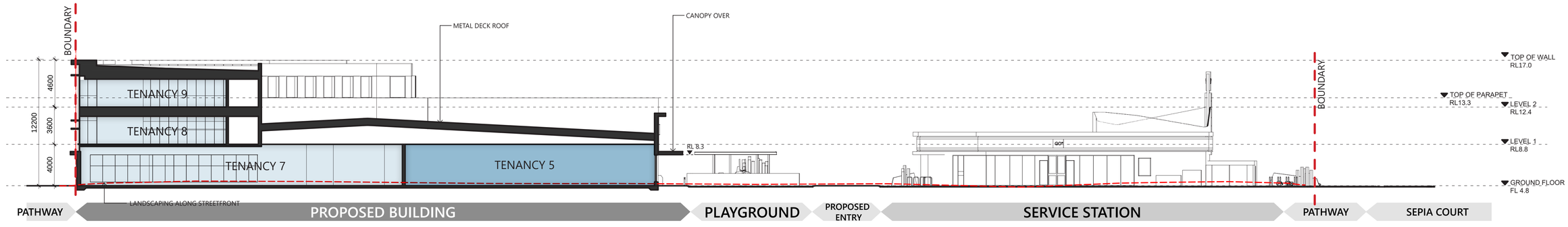

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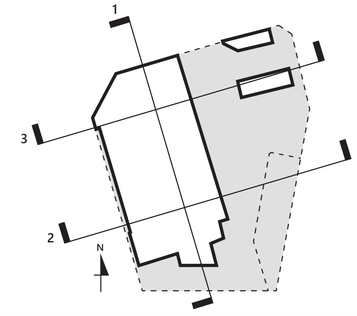

EXISTING GROUND LEVEL

ROCKINGHAM CENTRAL

SECTIONS
ROCKINGHAM CENTRAL DEVELOPMENT

Status: DA
Path: P:\43917 Rockingham Central\03 Production\05 Presentation Master files\DA

Scale: 1:200 @ A1

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Project Number: 43917
Drawing Number: A013
Revision: A
Date: 04/11/2019

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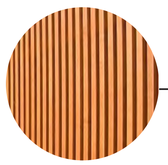
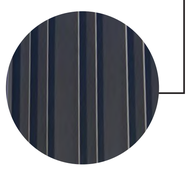


TIMBER-LOOK BATTENS OR SIMILAR`



STANDING SEAM METAL CLADDING IN DARK GREY OR SIMILAR



FOLDING DOOR F&B SHOPFRONT



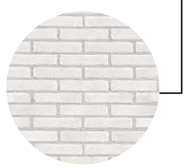
DARK GREY PAINT WALL



SPANDREL GLAZING



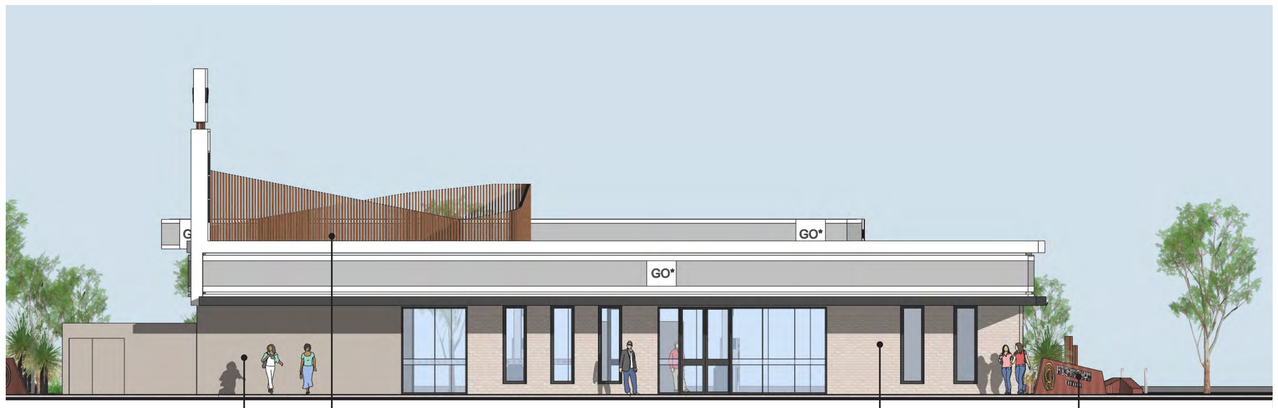
BLACK FEATURE FINS OR SIMILAR



OFF-WHITE FACE BRICK OR SIMILAR PAINTED WALL

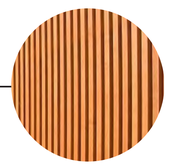


TIMBER-LOOK WALL

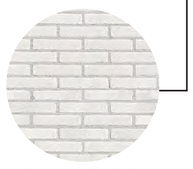




PAINTED WALL - BEIGE



TIMBER-LOOK BATTENS OR SIMILAR



OFF-WHITE FACE BRICK OR SIMILAR PAINTED WALL



RUSTED STEEL-LOOK CORNER STATEMENT

ROCKINGHAM CENTRAL

METERIALS - COUNCIL AVENUE ELEVATION
ROCKINGHAM CENTRAL DEVELOPMENT

Status: DA
Path: P:\43917 Rockingham Central\03 Production\05 Presentation Master files\DA

Scale: NTS

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Project Number: 43917
Drawing Number: A014
Revision: A
Date: 04/11/2019

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SPANDREL GLAZING



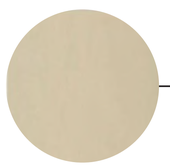
BLACK FEATURE FINS OR SIMILAR



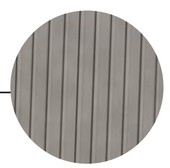
TIMBER-LOOK WALL



OFF-WHITE FACE BRICK OR SIMILAR PAINTED WALL

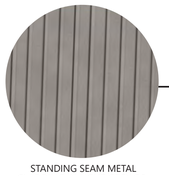


PAINTED WALL - BEIGE

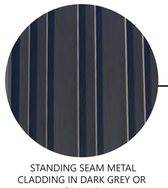


STANDING SEAM METAL CLADDING IN LIGHT GREY OR SIMILAR





STANDING SEAM METAL CLADDING IN LIGHT GREY OR SIMILAR



STANDING SEAM METAL CLADDING IN DARK GREY OR SIMILAR



PAINTED WALL - BEIGE



OFF-WHITE FACE BRICK OR SIMILAR PAINTED WALL



TIMBER-LOOK WALL



PAINTED WALL - BEIGE

ROCKINGHAM CENTRAL

METERIALS - READ STREET ELEVATION
ROCKINGHAM CENTRAL DEVELOPMENT

Status: DA
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Scale: NTS

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Drawing Number: A015
Revision: A
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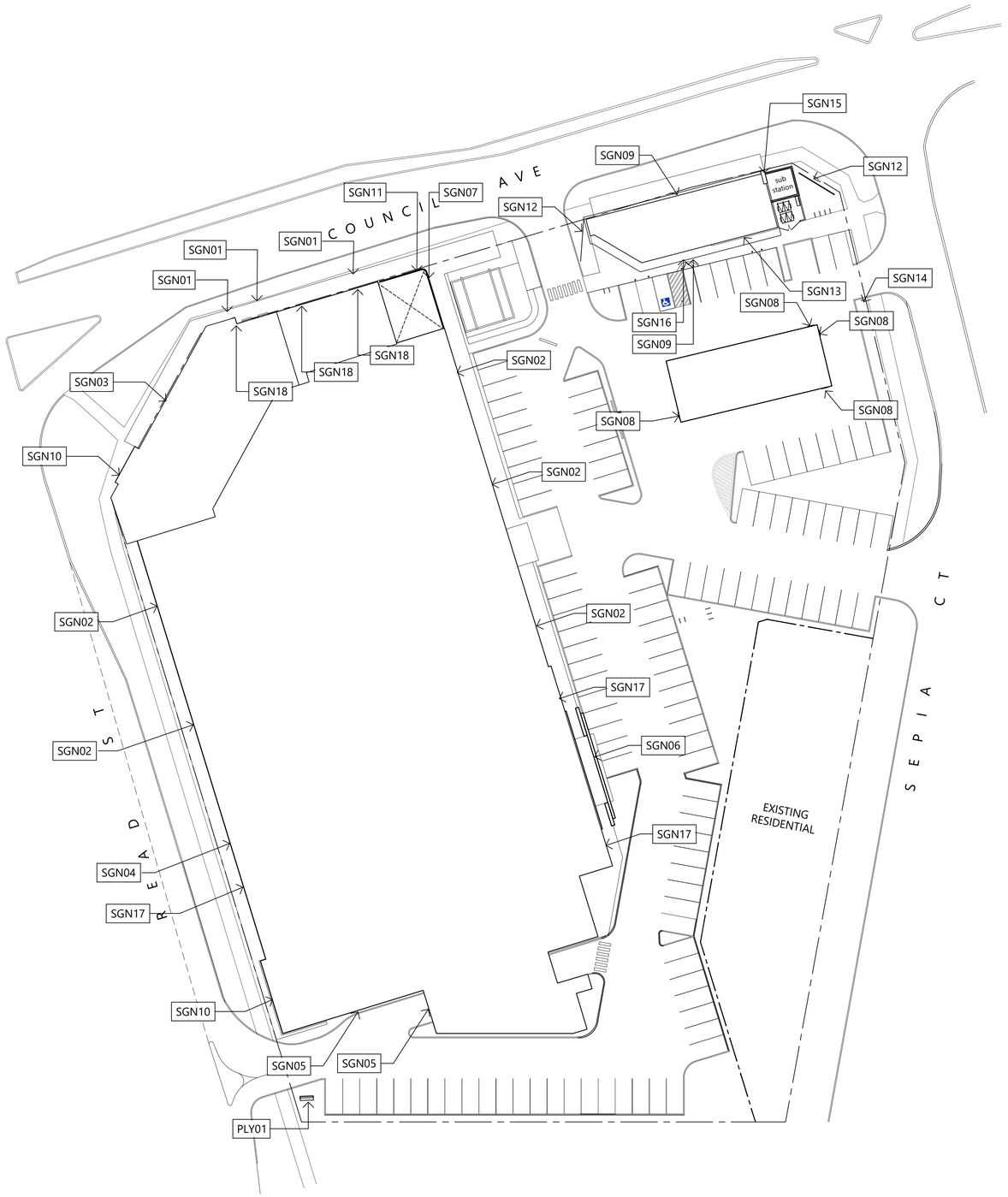

ROCKINGHAM CENTRAL

SIGNAGE LOCATION PLAN
ROCKINGHAM CENTRAL DEVELOPMENT

Status: DA
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North:

Project Number:	43917
Drawing Number:	A016
Revision:	A
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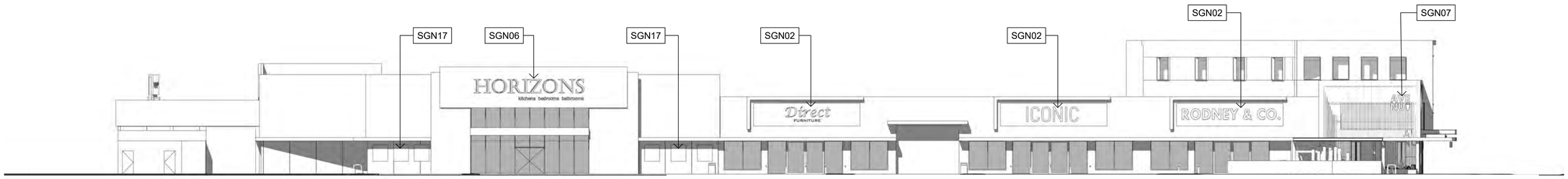
1 SEPIA CT ELEVATION



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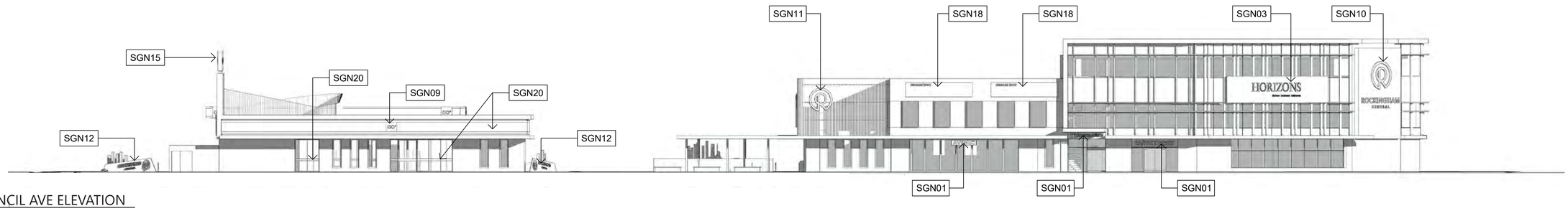

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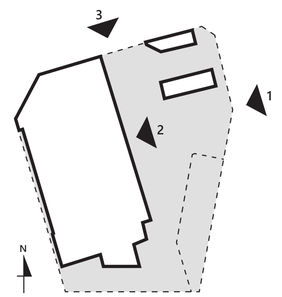

ROCKINGHAM CENTRAL

SIGNAGE ELEVATION
ROCKINGHAM CENTRAL DEVELOPMENT

Status: DA
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Scale: 1:200 @ A1

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Project Number: 43917
Drawing Number: A017
Revision: A
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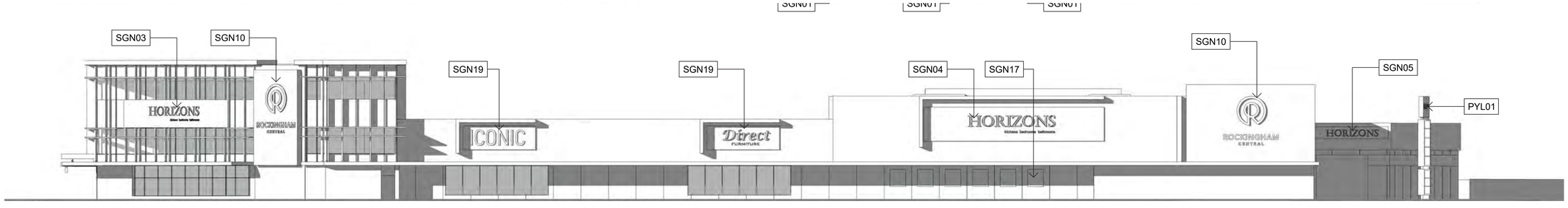

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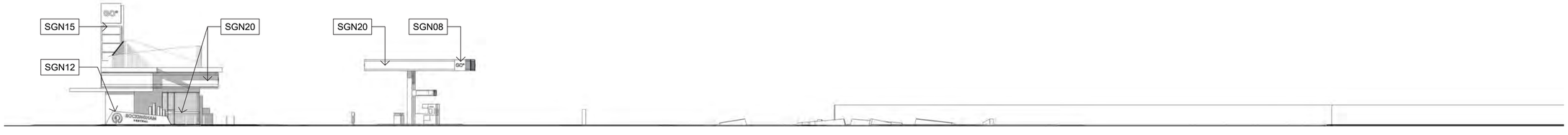

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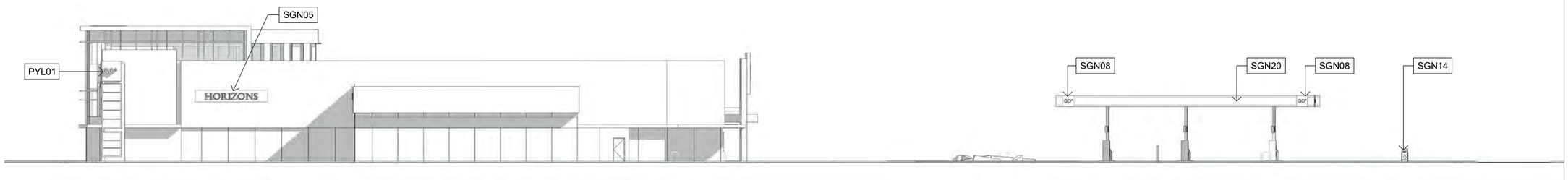
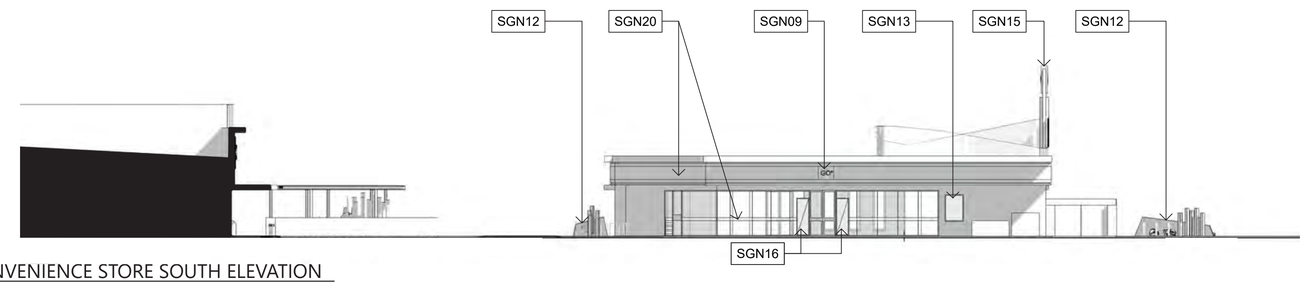
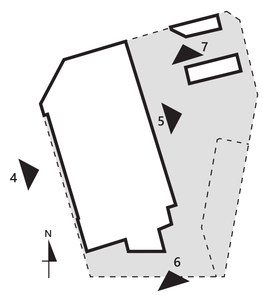


6 SOUTH ELEVATION



7 CONVENIENCE STORE SOUTH ELEVATION



ROCKINGHAM CENTRAL

SIGNAGE ELEVATION
ROCKINGHAM CENTRAL DEVELOPMENT

Status: DA
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Scale: 1:500 @ A1

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Project Number: 43917
Drawing Number: A018
Revision: A
Date: 04/11/2019

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SIGNAGE NO.	INTENDED USE	INDICATIVE SIZE
SGN01	TENANT SIGNAGE	approx. 500mm HIGH X 5000mm WIDE
SGN02	TENANT SIGNAGE WITH LEDGE	2500mm HIGH X 10000mm WIDE
SGN03	TENANCY 1 (SHOWROOM) CORNER SIGNAGE	4200mm HIGH X 13000mm WIDE
SGN04	TENANCY 1 (SHOWROOM) SIGNAGE WITH LEDGE	300mm HIGH X 15700mm WIDE
SGN05	TENANCY 1 (SHOWROOM) LOADING DOCK SIGNAGE	1050mm HIGH X 6500mm WIDE
SGN06	TENANCY 1 (SHOWROOM) SHOPFRONT SIGNAGE	approx. 1800mm HIGH X 15500mm WIDE
SGN07	CAFE FEATURE SIGNAGE	approx. 1200mm HIGH X 2400mm WIDE
SGN08	REFUELLING STATION CANOPY SIGNAGE	1000mm HIGH X 1000mm WIDE
SGN09	CONVENIENCE STORE SIGNAGE 01	900mm HIGH X 900mm WIDE
SGN10	ROCKINGHAM CENTRAL SIGNAGE 01	approx. 4900mm HIGH X 6800mm WIDE
SGN11	ROCKINGHAM CENTRAL SIGNAGE 02	approx. 2100mm HIGH X 2100mm WIDE

SIGNAGE NO.	INTENDED USE	INDICATIVE SIZE
SGN12	INTEGRATED ROCKINGHAM CENTRAL LANDSCAPE SIGNAGE	approx. 1200mm HIGH X 6300mm WIDE
SGN13	CONVENIENCE STORE SCROLLING SIGN	1730mm HIGH X 1200mm WIDE
SGN14	SERVICE STATION DIRECTIONAL SIGN	TBC
SGN15	SERVICE STATION PRICE BOARD SIGN	11000mm HIGH X 2000mm WIDE
SGN16	CONVENIENCE STORE VERTICAL BANNER	2400mm HIGH X 800mm WIDE
SGN17	TENANCY 1 (SHOWROOM) WALL MOUNTED SIGNAGE	1500mm HIGH X 1350mm WIDE
SGN18	TENANT SIGNAGE	1300mm HIGH X 6000mm WIDE
SGN19	TENANT SIGNAGE WITH LEDGE	6500mm HIGH X 2500mm WIDE
SGN20	TENANCY SIGNAGE ZONE	TBC
PLY01	SERVICE STATION PRICE BOARD PYLON	9000mm HIGH X 2000mm WIDE

ROCKINGHAM CENTRAL

SIGNAGE SCHEDULE
ROCKINGHAM CENTRAL DEVELOPMENT

Status: DA
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Drawing Number: A019
Revision: A
Date: 04/11/2019

Hames Sharley

PROPOSED COMMERCIAL DEVELOPMENT

2 - 6 (LOT 301) COUNCIL AVENUE, ROCKINGHAM

4 November 2019





PTS
TOWN
PLANNING

Project Team

Landowner	Arise Rockingham Pty Ltd
Project Manager	Property Development Solutions
Architect	Hames Sharley
Landscape Architect	Tim Davies Landscaping
Urban Design	Mackay Urban Design
Town Planning	PTS Town Planning Pty Ltd
Surveyor	RM Surveys
Transport	Riley Consulting and Cardno
Waste	Dallywater Consulting
Stormwater	Porter Consulting Engineers
Acoustic	Resonate

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Introduction

This report has been prepared on behalf of Arise Rockingham Pty Ltd in support of a Development Assessment Panel (DAP) Application to develop Lot 301 (2-6) Council Avenue, Rockingham.

The proposed development involves the construction of a three storey building located on the corner of Read Street and Council Avenue to accommodate a gymnasium, café and The balance of the site includes 4 showrooms, a service station, landscaping and car parking. The proposed development provides vehicle access from Council Avenue, Sepia Court and Read Street and includes the provision of 117 (plus 6 refuelling) parking bays.

An application for the development of the site for the same uses within a single/two storey built form on the corner of Read Street and Council Avenue was refused by the JDAP with the decision upheld by the State Administrative Tribunal (SAT). The principle reason for the SAT decision was the site's designation as a prominent corner site and gateway location. This application seeks approval for the same uses, however, provides three storeys on the corner of Council Avenue and Read Street to address the prominent corner site and gateway location.

The proposed development provides a high quality built form with an appropriate mix of uses at the periphery of the Rockingham Centre and consistent with the preferred uses for the site. The development facilitates pedestrian amenity through active frontages at ground level, pedestrian comfort and safety and security.

The proposed development is consistent with the intent for the site as set out under applicable strategic and statutory planning framework.

We are seeking the City of Rockingham's support of the proposed development and the approval of the Metro South-West Development Assessment Panel.

Planning Approvals Required

The proposed development has a development cost of $9.75 million and the applicant has elected to have the application determined by the Metro South-West Joint Development Assessment Panel.

Background

An application was lodged with the City of Rockingham on 23 July 2018 for a Health Studio, Restaurant, Showrooms and Convenience Store on the subject site. Following consideration of the application by the City of Rockingham, the Metro South-West JDAP at is meeting held on 2 November 2018 resolved to defer the application to seek a legal response and also to enable the applicant and the City of Rockingham to negotiate and resolve the access and egress arrangements.

Following further consideration, the Metro South-West JDAP at its meeting held on 28 November 2018 resolved to refuse the application.

The applicant lodged an application for review to the State Administrative Tribunal (SAT) on 29 November 2018. Following mediation, where additional tenancies were introduced, the JDAP reconsidered the application at its meeting held on 26 February 2019, where it resolved to refuse the application.

The SAT held a hearing in April 2019 with the SAT the JDAP's decision by reasons on 22 August 2019. The SAT review was based on three matters that were in disagreement between the applicant and JDAP, being:

- Whether the proposed building is of an appropriate height, scale and number of storeys given its location at the corner of Council Avenue and Read Street and having regard to the requirements of LPP 3.2.12 for gateway locations and prominent corner sites.
- Whether the proposed crossover to Council Avenue is safe and appropriate having regard to its proximity to the Council Avenue/Read Street intersection and to Sepia Court as well as the location of the existing bus stop.
- Whether the proposed pylon sign and roof sign for the convenience store are appropriate for their location in terms of height and scale.

The SAT made the following conclusions:

- The development did not achieve the policy provisions in terms of height, bulk, scale, distinctiveness and landscaping as part of designation as a prominent corner site and a gateway location.
- The SAT determined that it would not be reasonable to refuse to allow the proposed crossover and that it would be preferable for the bus stop to be moved to the alternative location.
- The Tribunal was that the proposed signage was consistent with the objectives of the City of Rockingham's Signs Policy.

The SAT also in the decision (paragraph 85) that '*The proposed development does provide a contiguous street front building with active ground level frontages to Council Avenue and part of Read Street, as well as shopfronts, in accordance with the required elements in cl 6.1.5.3 of LPP 3.2.12.*'

Therefore in terms of the matters of disagreement between the applicant and the JDAP in relation to the development, the SAT decision suggests that the only matter that needs further consideration is the height, bulk, scale, distinctiveness and landscaping in terms of the designation as a prominent corner site and a gateway location.

Subject Site

Site Location and Property Description

Lot 301 is contained on of Title Volume 2864 Folio 114 and is 1.2373 hectares in area. Lot 301 has frontages to Read Street, Council Avenue and Sepia Court. Lot 301 is not subject to any limitations, interests,

Refer to Appendix A Title

Site Improvements

The site is currently vacant with only minimal vegetation. It is proposed to replant up to 80 of the existing grass trees within the new development landscaping . An existing transformer is located on the corner of Council Avenue and Sepia Court, within the lot. It is proposed to paint the existing walls surrounding the transformer to blend in with the proposed development.

A footpath is located along the Read Street and Council Avenue frontages. The Council Avenue footpath is generally located adjacent the site boundary, however, diverts around the bus stop on Council Avenue. The footpath along Read Street is located adjacent the boundary, however, at the intersection of Read Street and Council Avenue separates from the site to provide access to the intersection.

There are no street trees along Council Avenue or Read Street, however, there are street trees along Sepia Court, adjacent to the site.



Site Context

The site is surrounded by a mix of commercial and residential uses.

To the west of the site is Read Street, which is a 4 lane (2 each way) road with residential dwellings further west. Along Read Street is an existing slip lane providing access to the subject site.

To the north of the site is Council Avenue with at-grade open shopping centre car parking located further north.

To the south of the site is an easement with residential dwellings further south.

To the east of the site and adjoining the site are residential dwellings with an early learning centre fronting Council Avenue and residential dwellings east of Sepia Court.

Area

Contamination

A search of the contaminated database does not identify the site as a contaminated site.

Planning Framework

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

Clause 67 of Schedule 2 of the Planning Regulations outlines the matters to which the Local Government is to have due regard when considering an application for development approval.

State Planning Policy 4.2 – Activity Centres for Perth and Peel

SPP4.2 the subject site on the southern periphery of the Rockingham Strategic Metropolitan Activity Centre. SPP4.2 requires the preparation of an activity centre plan for Rockingham City Centre. The City of Rockingham has prepared a centre plan, which is discussed below.

State Planning Policy 7.0 - Design of the Built Environment

The principles include:

1. Context and character
2. Landscape quality
3. Built form and scale
4. Functionality and build quality
5. Sustainability
6. Amenity
7. Legibility
8. Safety
9. Community
10. Aesthetics

Metropolitan Region Scheme

The subject site is zoned 'Central City Area' under the Metropolitan Region Scheme (MRS). Read Street is Reserved 'Other Regional Road', being a Category 1 Road under the control of the WAPC. The Reservation does not extend into the site, however, vehicle access is proposed from Read Street via the existing slip lane adjacent to the site.

City of Rockingham Town Planning Scheme No. 2

The subject site is zoned 'Primary Centre City Centre' under the City's Town Planning Scheme No. 2 (TPS2). The objectives of the zone are:

- for major CBD functions in a 'Main Street';
- Development in accordance with the Council Avenue Sub-Precinct;
- High intensity land use and built form outcomes;
- Permeable, well connected network of public streets and spaces;
- Locate car parking areas behind street front buildings;
- Provide contiguous, activated street front development;

- Promote active day and night time retail and social environments;
- Encourage vibrant and diverse uses;
- Sustainable, transit oriented development.

The City of Rockingham has an adopted Centre Plan for the Rockingham Strategic Regional Centre. The

.

'The Southern Gateway sector is an existing residential area bounded by Council Avenue, Read Street, Ennis Avenue and Rae Road that is situated at the southern end of the transit route, with the majority of properties falling within its walkable catchment. The area presents an opportunity to progressively upgrade residential capacity and introduce an urban built form consistent with proximity to transit and central uses. Existing areas of single storey group housing to the west of the transit route unlikely to change in the near term.'

We understand that a scheme amendment has been approved and awaiting gazettal to replace various land use under TPS2 to align with the model provisions. Relevant to this application are the of Convenience Store and Service Station, where the proposed convenience store would be considered a service station. We understand that the amendment does not change the permissibility of these uses, with Service Station and Convenience Store remaining a 'D' (discretionary) land use within the Primary Centre City Centre zone.

Development Policy Plan Southern Gateway and Rockingham Station Sectors (Policy 3.2.12)

The Southern Gateway and Rockingham Station Sectors Planning Policy was adopted to provide additional detail to guide the development of the sector. The subject site is located in the Southern Gateway Sector, the Hefron Precinct and the Council Avenue Sub Precinct. Under the Indicative Development Plan the site is to *'Develop vacant and under-utlised land along Council Avenue with mixed commercial and community uses.'*

The Policy provides guidance in terms of land use, building form, including a Gateway Location (Prominent Corner Site) on the corner of Read Street and Council Avenue, frontage types and car parking. The Council Avenue Sub Precinct – Supplementary Design Guidelines provides more objectives, preferred uses and required elements that apply to the subject site. The Policy also includes Supplementary Polices, being Policy 8.1 Corner and Prominent Sites Policy, Central Arts Policy and Security Policy.

Planning Policies

The following additional Planning Policies are applicable to the consideration of the development application:

- 3.3.1 - Control of Advertisements;
- 3.3.14 - Bicycle Parking and End of Trip Facilities;
- 3.4.3 - Urban Water Management; and
- 7.4 - Design Review Panel.

Proposed Development

The proposed development involves a three storey development located on the corner of Read Street and Council Avenue, with the built form scaling down to single storey away from the corner. The proposed development includes the following:

- Construction of a three storey building located on the corner of Read Street and Council Avenue to accommodate the following:
  - Health Studio (Gymnasium) at ground level on the corner - 492m^2 GFA;
  - Restaurant (Café) located along Council Avenue - 140m^2 GFA plus a 63m^2 alfresco area with an adjacent playground;
  - Showroom Tenancy 2 located in the southern portion of the site- 2200m^2 GFA;
  - Showroom 3 - 945m^2 GFA;
  - Showroom 4 - 945m^2 GFA;
  - Showroom 5 - 440m^2 GFA
  - ^{2} NLA;
  - ^{2} NLA.
- A service station of 200m^2 GFA to the Council Avenue frontage with 3 bowsers (6 refuelling positions) located behind the building;
- 117 car parking bays plus 6 refuelling positions and service bays;
- Vehicle access from Read Street (via the existing slip lane), a central crossover on Council Avenue and two crossovers to Sepia Court;
- Site signage;
- A playground located near the café alfresco and landscaping to the car parking areas;
- The provision of distinctive feature landscaping to the subject site.

The proposed development includes the following works to the public domain:

- The street trees along Sepia Court will be retained with the exception of the southern tree which is required to be removed to provide vehicle access to the site.
- The provision of planting along the Read Street and Council Avenue verges and at the corner to provide the landscape Gateway.

The Development Plans are provided in Appendix B.

The Landscape Plans are provided in Appendix C.

Planning Assessment

Land Use (TPS2, Planning Policy 3.2.12)

Under

- Health Studio (gymnasium) – 'D'
- Restaurant (café) – 'D'
- Showrooms (4 showroom tenancies) – 'D'
- Service Station – 'D'
-

Development Policy Plan – Southern Gateway and Rockingham Station Sectors (LPP3.2.12) and the Council Avenue Sub Precinct – Supplementary Design Guidelines retail, and commercial, showrooms and entertainment and leisure as preferred uses, relevant to this application. The preferred uses are generally use groups rather than a list of individual uses (i.e. retail and commercial) and therefore consideration needs to be given to the types of uses proposed and whether they within the retail and commercial descriptions.

The proposed uses are all preferred under the Policy. In terms of the service station, the use can either be included in the retail or commercial description on the following basis:

- Retail is within TPS2 as *'the sale or hire of goods or services to the public'*. Clearly the convenience

- Commercial land uses are in Table 1 of TPS2. Both convenience store and service station are listed as Commercial uses.

Therefore in considering the preferred uses under the Policy, it cannot be considered that because individual uses are not listed that the uses are not preferred. The reason for this is that the Policy use groups such as retail and commercial and as described the proposed uses within both descriptions. To consider uses, which are not individually listed as preferred uses, would also mean that the health studio and restaurant would also not be preferred, which goes against the objectives of the policy.

Therefore while the uses are discretionary under TPS2, they are as preferred uses under the Council Avenue Sub Precinct – Supplementary Design Guidelines and are therefore considered appropriate for the subject site.

It is also noted that under the previous application considered by the SAT, the JDAP did not raise any concerns with respect to the land uses. Any change in from a convenience store to service station does not change this assessment.

State Planning Policy 7.0 - Design of the Built Environment

The following table provides a response to the principles of SPP7.0.

Design Principle	Comments
1. Context and character Good design responds to and enhances the distinctive characteristics of a local area, contributing to a sense of place.	The development appropriately addresses its existing and future context in its response to each of the differing boundary conditions. The development presents a commercial address to Council Avenue with direct shopfront, activated with entrances, to create the desired future 'main street' condition. The development presents a commercial frontage to Read Street that acknowledges the street's role as a major arterial and provides visual interest to passers-by both on foot and the road. The development responds to Sepia Court and the southern residential boundary in a manner that pulls development away from the neighbours to avoid impinging on the residential character and amenity. The development contributes to the desired character of the location, rather than the existing car-orientated existing character, by framing Council Avenue and Read Street with a built edge that begins to transform the streetscapes into an urban streetscape, consistent with the site being part of the frame of a future urban city centre. The activated urban edge, the proposed land uses, and the landmark quality of the building in a prominent corner development of a stronger sense of place.
2. Landscape quality Good design recognises that together landscape and buildings operate as an integrated and sustainable system, within a broader ecological context.	The development Incorporates appropriately selected landscaping into the development, through extensive verge planting, setbacks to Read Street, landscaped entry statements, a children's play area, boundary planting and car park planting. The landscaping utilises a planting theme that is water-wise and contributes to the native biodiversity of the area and enables the capture of stormwater runoff to reduce reliance on irrigation.
3. Built form and scale Good design ensures that the massing and height of development is appropriate to its setting and successfully negotiates between existing built form and the intended future character of the local area.	The development is of an appropriate form and scale for its function and location. The use of an L-shaped building helps to provide the frame to Council Avenue and Read Street that is currently largely missing. The framing of the street is continued with the location of the convenience store on the Council Avenue frontage. The framing of the two principal streets enables the car parking to be largely screened from view and to avoid the car parking disrupting the streetscapes. The general massing of the building provides an appropriate transition between the aspirations of an urban scale for the city centre and the existing domestically scaled residential areas to the east, south and west. The form and scale of the frontage to Council Avenue, and the corner element in particular, acknowledges and responds to the intended future character of the street as being a more active and urban 'main street' character.

Design Principle	Comments
4. Functionality and build quality effectively, balancing functional requirements to perform	The design of the buildings provides an effective balance optimise the commercial needs of the tenants; to provide a high level of amenity to staff and customers; to respond appropriately to the context; to establish a quality brand for the buildings; to provide a degree of robustness to future-proof the buildings; and to optimise the on-going running and maintenance costs of the buildings over their lifetime. To achieve all of the above, the design utilises a simple robust street-edge building form, with relatively large spans, higher quality materials and greater design input than would normally considered for this type of building, shading of north-facing glazing, minimal south-facing glazing, and the capacity to add roof-mounted PV cells when the economics justify the investment.
5. Sustainability Good design optimises the sustainability of the built environment, delivering positive environmental, social and economic outcomes	The development utilises a robust building form that enables future adaptation for a variety of uses. This robustness is further enhanced by the establishment of a strong relationship with the street edge that increases the range of potential future uses, helping to secure the longer-term economic sustainability of the development. The location of the proposed uses next to a high-frequency bus route helps to reduce the environmental impact of car use, and the location next to the city centre enables further car-use reduction by encouraging trip-chaining (doing more activities in one trip). The shading of north-facing glazing, minimal south-facing glazing, and the capacity to add roof-mounted PV cells when the economics justify the investment, also contribute to positive environmental outcomes. a children's play area, which are not commonly found in commercial urban frame developments, provide opportunities for social engagement, the development of social capital and cohesion, and intergenerational engagement; all of which are vital to social sustainability.
6. Amenity Good design provides successful places that offer a variety of uses and activities while optimising internal and external amenity for occupants, visitors and neighbours, providing environments that are comfortable, productive and healthy	The development provides a high level of amenity with the s play area, as well as a variety of retail uses. The uses with higher occupancy densities such as the café, outlook, access to natural light and passive solar heating in the winter months. The external amenity for pedestrians is enhanced by the provision of shade and shelter over the footpath along Council Avenue, the provision of visual interest though landscaping, shopfront windows and a range of architectural elements, materials and colours, and a children's play area.

Design Principle	Comments
7. Legibility Good design results in buildings and places that are legible,	The development is highly legible from both a user perspective, both in regard to people arriving on foot or by car. Vehicle entrance and egress is available from all three adjacent streets, and the car park is consolidated into one contiguous area. There is a line of sight to most of the main car-parking area. For visitors arriving on foot (most likely from the bus stops on Council Avenue or the shopping centre across the store are directly visible to the street, whilst all of the other tenancy entrances are visible across the car park from Council Avenue.
8. Safety Good design optimises safety and security, minimising the risk of personal harm and supporting safe behaviour and use.	The design of the development supports safety along Council Avenue and Read Street by minimising the number of potential ambush spaces and providing opportunities for passive surveillance. Clear sightlines are maintained at crossovers to reduce the All of the car-parking areas are visible from within the buildings and adjacent streets to provide opportunities for passive surveillance of the car-parking areas. The development incorporates lighting to pedestrian areas and the convenience store is likely to have extended trading hours, which will assist with night-time security.
9. Community Good design responds to local community needs as well as the wider social context, providing environments that support a diverse range of people and facilitate social interaction.	The development contributes to the diversity of uses in the city centre as a whole, which assists in meeting the diverse needs of the regional community. However, the development also introduces uses to the local community that are not currently available. These new uses reduce the travel burden on the local community members to meet their needs, whilst uses such as the café, gym, s play area are able to foster social interaction, the development of social capital and cohesion, and intergenerational engagement.
10. Aesthetics Good design is the product of a skilled, judicious design process that results in attractive and inviting buildings and places that engage the senses.	The development utilises a well-considered palette of materials and colours to provide visual interest in a manner that is appealing rather than gaudy. The use of higher-quality materials than is commonly found in similar development types provides this development with a character that will be a more attractive and inviting customer experience. The integration of landscape in strategic locations, such as the entry areas to the site, provides not only further visual appeal but a multi-sensory experience.

Primary Centre City Centre Zone Objectives (TPS2)

The following table the relevant Primary Centre City Centre Zone Objectives and the development response to the objectives. The JDAP, as part of the SAT review, did not contest the development's consistency with the Zone Objectives. The proposed development is similar to the current development, other than the provision of the new three storey building on the corner.

Objective	Development Response	Meets Objective
T which provides for major CBD functions in a predominately 'Main Street' development	The proposed development provides a three storey built form to the corner of Read Street and Council A entry to the City Centre. The proposed development has been designed on 'Main Street' principles with built form to the street and activation of Council Avenue.	Yes
To contribute to the development of integrated community facilities generally in accordance with the requirements of the Development Policy Plan for the City Centre Sector and the Council Avenue Sub-Precinct forming part of the Southern Gateway and Rockingham Station Sectors.	The Hefron Precinct and Council Avenue Sub-Precinct Design Guidelines identity the site for and showrooms as the preferred uses. The proposed development positively responds to the Council Avenue Sub-Precinct in terms of the uses, activation and gateway built form.	Yes
To achieve high intensity land use and built form outcomes, including a range of medium to high density housing, within a walkable catchment of the central public transit system.	commercial and the proposed development health studio, café, showrooms and a service station.	Yes
To create a permeable, well connected network of public streets and spaces that provides legible and high amenity linkages, particularly for pedestrians.	The proposed development provides for an activated extension of the existing pedestrian experience along Council Avenue and Read Street.	Yes
To locate car parking areas behind street front buildings.	The development includes car parking behind the primary street front buildings to Read Street and Council Avenue. The landscaping and car parking to Sepia Court was not contested by the JDAP as part of the SAT Review.	Yes
To provide contiguous, activated street front development.	The development provides a contiguous activated street front to Council Avenue (Primary frontage) and a contiguous frontage providing pedestrian interest and glazing to Read Street (Secondary frontage). The SAT development provides a contiguous, activated street front in accordance with LPP3.2.12.	Yes

Objective	Development Response	Meets Objective
To promote active day and night time retail and social environments.	The development includes a range of commercial uses which promote activity during the day and night.	Yes
To encourage vibrant and diverse uses which promote the Primary Centre City Centre Zone as a destination.	The Hefron Precinct and Council Avenue Sub-Precinct identity the site for mixed commercial as the preferred uses. The JDAP as part of the SAT review did not contest the land uses. uses, which improve the diversity of the uses providing additional employment opportunities.	Yes
To provide a high amenity, street based transit route through the core of the Primary Centre City Centre Zone.	as the site is not located in the core.	N/A
To encourage development that will provide a high calibre model of sustainable, transit oriented development.	The development provides land uses in on the site through the Council Avenue Sub-Precinct. development.	Yes
To provide high quality public spaces that permits a range of recreation and social activities and foster high quality development along their margins.		N/A

As above, the proposed development positively responds to the Zone Objectives in terms of the preferred land uses, built form, activation, pedestrian experience and diversity of commercial uses.

Southern Gateway and Rockingham Station Sectors Planning Policy No. 3.2.12

Strategic Metropolitan Centre Planning Framework – Planning and Development Principles

The following table the Planning and Development Principles and the development response to the objectives.

Principles	Development Response	Compliance
2.2.1 Built Form and Urban Design		
Develop in accordance with 'Main Street' principles.	The development has been design in accordance with 'Main Street' principles. The SAT made a number of comments on the 'Main Street' in that there is no realistic likelihood of achieving a Main Street (paragraph 55) and that the development provides a contiguous, activated street front in accordance with LPP3.2.12 (paragraph 85).	Yes

Principles	Development Response	Compliance
Incorporate a diversity of activities and human scale street front.	The development incorporates a diversity of activities consistent with the preferred uses for the Council Avenue Sub-Precinct. The development provides a three storey built form to the prominent corner and a main street along Council Avenue. further employment opportunities.	Yes
precinct design and development guidelines and controls.	The proposed development is generally in accordance with the Council Avenue Sub Precinct Supplementary Design Guidelines and controls contained with the local planning policy. The SAT provides a contiguous, activated street front in accordance with LPP3.2.12 (paragraph 85). The development provides a three storey built form to the prominent corner.	Yes
street and progressively facilitate continuous and contained streetscapes which provide interest and interaction between buildings and pedestrians at street level.	The proposed buildings are designed to address Council Avenue (the primary street) and Read Street (the secondary street), enable interaction between the buildings and the adjacent pedestrian paths, and form a relatively continuous built form to the street edge, other than for necessary vehicle access. The JDAP, as part of the SAT review, did not raise the built form to Sepia Court or Read Street, other than the prominent corner, which has been addressed by this application through	Yes
Make public buildings and spaces universally accessible.	All buildings and external spaces are designed for universal access, which is a BCA requirement.	Yes
Design buildings and public spaces that contribute to a comfortable pedestrian environment, providing opportunities for weather protection, including shelter from prevailing strong wind conditions.	The proposed development provides canopy cover over the primary footpath along Council Avenue, being the main street frontage. Directional menu boards, crosswalks, public seating areas, and clear sightlines are also provided to enhance the pedestrian experience. The canopy along Council Avenue is broken by the vehicle crossover, which the SAT was not unreasonable and the development provides a continuous built form to the street edge.	Yes

Principles	Development Response	Compliance
Minimise any detrimental impacts on neighbouring properties.	The proposed buildings are set back from the adjacent residences. The development has been designed to provide the built form and servicing away from the adjacent residential dwellings. landscape screening adjoining the residential dwellings. The landscaping will also provide canopy coverage and an improved amenity to the area.	Yes
Encourage a gradual stepping up of the built form at the interface of low and high-rise development.	No high-rise development is proposed. The design responds to the adjacent residential dwellings by placing the 3 storey built form away from the residential dwellings.	Yes
2.2.2 Access and Parking		
Make walking the most important mode of transport. Streets, public places and adjacent development should be designed to provide a safe, secure, stimulating and pleasant walking environment.	The proposed development aims to enhance walking as a means of transport by enhancing pedestrian amenity through the provision of canopy cover over the footpath to Council Avenue and the main internal frontages. Additionally, new pedestrian paths are included within the site as indicated on the landscape plan. External new pedestrian paths are also provided to Sepia Court. improves public transport use and walkability.	Yes
Link the major regional and sub-regional road system with direct and legible street connections.	N/A – no new streets proposed.	N/A
to provide a multiple choice of routes for pedestrians, cyclists and vehicles.	N/A – no new streets proposed.	N/A
Integrate the street-based central transit system to link the Rockingham Beach, the City Centre and the Rockingham railway station together.	N/A	N/A
Ensure that appropriate land uses are located adjacent to the transit route.	of services and employment directly adjacent to a bus stop. The JDAP, as part of the SAT review, did not raise this as a matter that is contested. improves public transport use.	Yes
management approach to deliver a low speed amenity.	N/A – no new streets proposed.	N/A

Principles	Development Response	Compliance
Manage provision of adequate parking facilities and encourage integration of car parking with adjoining sites which are convenient, safe and sustainable.	The proposed development provides car parking between the minimum and maximum allowances under TPS2. The car parking is convenient and provides a choice of safe access and egress points, and that could be reasonably expected.	Yes
Locate parking areas to minimise adverse impacts on the streetscape.	The proposed parking is located away from the primary street frontage (Council Avenue) and the secondary street frontage (Read Street). Car parking is located to Sepia Court, however, this was not a matter that the JDAP, through the SAT A the rear car parking area and the Sepia Court frontage. The number of crossovers is not considered excessive as, with the exception of Sepia Court, only one crossover is provided to each frontage. The JDAP through the SAT review, did contest the Read Street or Sepia Court crossovers, and the SAT considered the Council Avenue crossover not unreasonable.	Yes
Control new development so that access ways and parking facilities do not visually dominate the public realm or create obstructions to the pedestrian environment and minimise potential	Access ways have been restricted to only 1 to Council Avenue and Read Street and 2 to Sepia and to reduce the visual impact on the adjacent streetscapes. Adequate sight lines have been provided to meet relevant safety requirements. The access points from Read Street and Sepia Court were not contested as part of the SAT review and the access to Council Avenue was considered by the SAT to be appropriate and achieved a contiguous built form.	Yes
Avoid semi-basement car parking solutions where they would impact negatively on the ground level activation of adjoining streets.	No semi-basement parking is proposed.	N/A
2.2.3 Public Domain		
Integrate different precincts through the use of a simple and consistent palette of vegetation, paving, signage and street furniture.	The development is not of a precinct scale.	N/A

Principles	Development Response	Compliance
Design new development so as to contribute to the quality of the public domain and the framing and activation of the public space network.	The proposed development utilises a built form that frames Council Avenue and Read Street, whilst the street interface provides for a range of activities including different scale of retail outlets, a gym, food and beverage, children's play area, to a service station, that collectively help to activate the streets. Additionally, a range of distinctive building materials and landscape elements are proposed to create visual interest for pedestrians in the public realm. As previously stated, the access to Council Avenue was considered by the SAT to be appropriate and achieved a contiguous built form.	Yes
Provide for well-designed and integrated toilet facilities, seating, lighting and public art within the public domain.	The proposed development incorporates playground and alfresco seating zones and casual seating integrated into the landscape. The car parking area and built form will include lighting as will the underside of the canopies, particularly at the bus stop. The landscaping will also include lighting.	Yes
2.2.4 Land Uses		
Ensure that new uses support and enhance the role of the Strategic Metropolitan Centre as the primary 'Main Street' activity centre in the South West Perth Region.	The proposed uses include national chain retailers of a scale that are commonly associated with larger centres such as a Strategic Metropolitan Centre. Furthermore, the proposed buildings are built to the street with car parking behind, consistent with the intent of a Main Street centre. The development provides land uses in through the Council Avenue Sub-Precinct. contributes to the Centre and as stated by the SAT, the development provides a contiguous, activated street front in accordance with LPP3.2.12.	Yes
Reinforce the 'Main Street' model for the centre by giving priority to active street-oriented land uses.	The proposed development orientates the most active uses – a 24-hour Gym, Café and alfresco area, and a convenience store to the primary street frontage (Council Avenue) to reinforce the City's intent for greater integration of the site with the retail core to the north.	Yes

Principles	Development Response	Compliance
Encourage land uses and developments that employ and attract high numbers of people (high density residential, short stay, retail, community facilities, cafes, restaurants etc).	The proposed land uses will result in the creation of new local employment opportunities within the regional centre. Furthermore, the national chain retail, to the gym, the café and the convenience store service station, will attract visitation from the region, consistent with the role of a regional centre. The development provides land uses in through the Council Avenue Sub-Precinct.	Yes
Avoid land uses and developments that generate high volumes of cars and trucks and have low employment intensities.	The proposed land uses will result in the creation of new local employment opportunities within the regional centre which is more than is on the site at present. Whilst the site will generate car and truck movements, they will not be at a level that could be considered as 'high volume'. Unlike a supermarket, for example, truck deliveries and waste collection will be intermittent. Furthermore, the larger format retailing has a relatively low parking demand in comparison to conventional retailing. The development provides land uses in on the site through the Council Avenue Sub- increase the employment intensity on the site.	Yes
Encourage and promote a diverse mix of uses in preference to mono-functional land uses on larger sites.	The proposed development avoids a mono-functional outcome by providing for a range of uses that includes dif space, retail outlets, a gym, food and beverage, children's play area, to a convenience store and a fuel outlet. T, the preferred consideration is that residential is not required on the site.	Yes
Enhance the activity appeal of the centre to both local and regional visitors.	 national chain retail, to the gym, the café and the convenience store, will attract visitation both locally and regionally, consistent with the role of a regional centre.	Yes
Encourage attractive and safe alfresco dining facilities to foster a lively streetscape.	A café with a generous north-facing alfresco area and an adjacent children's play area is proposed to help foster a livelier streetscape along Council Avenue.	Yes

Principles	Development Response	Compliance
Promote appealing and distinctive retail uses Rockingham and its community.	from market research within the Rockingham community as being uses that are in demand from those people currently living the Rockingham lifestyle. The development provides land uses in accordance with the preferred uses Avenue Sub-Precinct.	Yes
Ensure that residential uses are integrated with the retail, commercial and hospitality potential of the Centre.	No additional residential uses are proposed. However, it should be noted that the proposed development will provide retail, commercial and food and beverage services south of Council Avenue and, therefore, better integrate non-residential uses with the existing residential area to the south of Council Avenue that currently has limited local services. T, the preferred consideration is that residential is not required on the site.	Yes
Encourage the aggregation of facilities along 'Main Street' corridors, pedestrian links and major public spaces that are characterised by high levels of pedestrian activity during normal shopping hours.	The café, children's play area, gym and service station will assist in aggregating pedestrian-based facilities along the Council Avenue corridor both during normal shopping hours and, especially in the case of the 24-hour gym and the convenience store, outside of normal shopping hours. As previously stated, the access to Council Avenue was considered by the SAT to be appropriate and achieved a contiguous built form.	Yes
Encourage new development to provide options	The proposed development has the capacity to support a range of different uses and internal	Yes
2.2.5 Safety and Security		
Design buildings to provide a safe environment for all users, contribute positively to the enhancement of public safety, and minimise the need for intrusive surveillance technologies.	The proposed buildings offer opportunities for passive surveillance to all adjacent streets as well as the main pedestrian paths within the development. Furthermore, the pedestrian routes will be illuminated at night to further enhance safety and security. The additional on site.	Yes
Incorporate unobtrusive security measures into building design that is in keeping with the building's architectural style and materials.	In addition to passive surveillance and illumination, the proposed development will utilise unobtrusive monitoring technology and the use of brickwork at ground level will assist in	Yes

Principles	Development Response	Compliance
Design public spaces to facilitate safe pedestrian use and create a sense of public ownership.	The design of the building interfaces to the adjacent public streets and maintains relatively spaces. Furthermore, landscape planting adjacent to the footpaths will be selected to maintain safe sightlines and avoid ambush opportunities.	Yes
2.2.6 Sustainability		
and social infrastructure to enable the centre to service its strategic functions.	The approval of the proposed development will help to ensure the timely provision of commercial infrastructure for which there is an proposed development will help to grow the city centre and consolidate its strategic role.	Yes
Promote environmentally sustainable practices, , water, waste, air quality, material selection), at all stages of development – planning, subdivision design, building construction and maintenance.	• Considering the life cycle of the centre through design, costing, construction, maintenance and building management; • Designing the centre for maximum future • Maximising the use of natural daylight; • Minimising project construction waste; • Minimising the energy consumption; • Minimising the air pollution and emissions (eg. ozone depleting gas); • Minimising the water and material consumption in the operation; • Monitoring and reviewing the strategies established to minimise the environmental impact during the design and construction of the centre; • Ensuring that energy and water consumed at the centre is metered and monitored; • Installation of water meters which are linked to the Building Management System (the BMS) ; • Reducing the use of potable water for irrigation; • Planting and reusing existing site landscaping features throughout the centre; • Implementing LED lighting throughout the centre together with the appropriate controls (eg. night operation) to maximise • Metering and monitoring of energy consumption; • Installing automatic HVAC controls; and • Installing motion detectors that turn lights off.	Yes

Principles	Development Response	Compliance
opportunities and to support local and regional economic growth.	The proposed development will generate local employment opportunities once complete and, in doing so, contribute to the economic growth of the region.	Yes
while creating opportunities to reduce single occupancy vehicle trips.	The proximity of the proposed development to the bus stop provides for the opportunity for staff and customers to travel by public transport. The proximity of the proposed development to the city centre provides for the ability for customers to walk, rather than drive, between the range of services on offer in the centre as a whole. The development includes the provision of improved pedestrian amenity and bicycle parking and end of trip facilities to encourage alternative forms of transport.	Yes
Ensure timely provision of services and facilities that are equitable, durable, accessible, of a high-quality and that promote community wellbeing and health.	The approval of the proposed development will help to ensure the delivery of a range of services and facilities in a building that will be , the inclusion of a 24-hour gym will contribute to the health and well-being of the community and the playground will parents are using the centre.	Yes
Promote a range of housing choices (densities, types) to ensure a diverse population can be housed, including designing buildings to be adaptable over time.	No residential is proposed.	N/A

Building Height, Frontage and Car Parking

Development Requirement	Development response	Compliance
5.4 Building Height and Prominent Sites		
Minimum 3 storey height will apply to nominated Prominent corner sites.	The proposed building on the corner is three storeys in height to 12.1 metres. The built form outcomes meets the intent of the provision to create a prominent corner site.	Meets minimum number of storeys at the corner
5.5 Frontage Types		
Council Avenue - Type 3 - Moderate Level of Activation, 0-2 Metre Setback.	The frontage to Council Avenue is non-residential and has a predominantly nil setback as per Frontage Type 3, with a relatively high level of activation by means of a Gym, Café and Convenience Store (service station). The built form has a facade height consistent with the provisions.	Yes

Development Requirement	Development response	Compliance
Sepia Court - Type 3 - Moderate Level of Activation, 0-2 Metre Setback.	The frontage to Sepia Court is the lowest priority street and is proposed to incorporate the car parking, which is required to be located behind the primary street front buildings. The frontage is to be extensively landscaped with seating and other amenities providing a relationship to the street. The JDAP, in the SAT review, did not raise the Sepia Court frontage as a matter for consideration.	Discretion based on amenity interface
Read Street - Type 4 - Moderate Level of Activation, 2-3.5 Metre 'green' Setback	The frontage to Read Street generally has a setback of 2 metres as per Frontage Type 4, other than for the northern corner element, which has a nil setback, and the southern corner element, which has a setback of 1 metre. The setbacks include a vegetated landscape with uplighting to provide amenity and security. The level of activation includes the corner to the showrooms providing a visual relationship between the frontage and the pedestrian domain. The proposed outcome is appropriate to Read Street given that it is not a 'Main Street', does not have on-street car parking and	Discretion based on Read Street environment
5.6 Car Parking		
Where individual Precinct development standards allow for some variation to this principle parking areas should be screened from the street by an appropriate structural screening device (other than a blank wall), hedge or planting of an appropriate urban character.	The vast majority of the parking area is screened from Council Avenue (the primary street) and Read Street (the secondary street) by the proposed building. Screening is provided to the parking area adjacent to Sepia Court by landscape planting of an urban character.	Yes
Wherever possible, provision for on-street parking should be made in streetscape redevelopment.	On-street parking is not permissible on either Council Avenue or Read Street. Furthermore, on-street parking is not considered to be desirable on Sepia Court given that it is a local residential street.	N/A

Development Requirement	Development response	Compliance
The number of crossovers and driveways serving a development will be limited to optimise streetscape continuity.	The number of crossovers have been deliberately restricted to one per street to Council Avenue and Read Street to optimise streetscape continuity whilst also providing constrained corner site adjacent to a busy intersection. The two crossovers to Sepia Court does not impact the streetscape continuity given its lower order street and the proposed landscaped outcome. As previously stated, the access to Council Avenue was considered by the SAT to be appropriate and achieved a contiguous built form.	Yes

As iden the proposed development positively responds to the Strategic Metropolitan Centre Planning Framework – Planning and Development Principles. Where discretion is required, the development meets the

Hefron Precinct Policy (Required Elements)

The following table the Required Elements of the Hefron Precinct and the development response to the elements.

Required Elements	Development Response	Compliance
The Precinct is to be developed as a quality, medium to high density residential area, framed along its Council Avenue interface with the City Centre by a band of mixed use streetfront buildings. All forms of development and redevelopment should address the street in a manner consistent with a contemporary inner-city townscape discipline. It is essential that all buildings along the Council Avenue, Read Street and Hefron Street frontages (within the Council Avenue sub-precinct) maintain potential for residential or commercial above and are consistent with the requirements of Section 6.1.5 - Council Avenue Sub-Precinct Supplementary Design Guidelines.	The proposed development contributes towards the desired provision of a band of mixed-use street front buildings along the Council Avenue interface and will form a complimentary 'bookend' to the recent building at the other end of that band on the corner of Hefron Street. A maintained to both Council Avenue and Read Street. The Read Street frontage provides a commercial frontage with windows to the tenancies with the level of activation appropriate given that it is not a 'Main Street', does not have on-street car parking and is adjacent a Residential uses are not included.	Discretion based on Read Street environment

Required Elements	Development Response	Compliance
activated to frame and address street frontages, laneways and other public spaces in a way that is generally consistent with the Precinct Concept Plan and relevant 'Frontage Types' as listed in Section 5.	The frontage to Council Avenue is non-residential and has a predominantly nil setback as per Frontage Type 3 and the frontage to Read Street generally has a setback of 2 metre as per Frontage Type 4. The proposed buildings also provide contiguous street interface with both Council Avenue and Read Street to frame the edge of both streets and contains an internal parking area as suggested by the Concept plan.	Yes
Consistent with Figure 5.3 'Density', in Section 5.3, residential development is to accommodate a balanced mix of dwelling sizes at preferred densities ranging from 60 to 80 dwellings per hectare (with a minimum density of 40 dwellings per hectare) and 80 to 100 dwellings per hectare (with a minimum density of 60 dwellings per hectare).	Residential not proposed.	N/A
Consistent with Figure 5.4 'Building Height and Prominent Sites' in Section 5.4, and with the exception of any requirements for Corner Sites and nominated Prominent Corner Sites, buildings are to be constructed within a 12.5 metre height limit along street frontages. In those areas with a permitted maximum height of 19.0 metres, any height between 12.5 metres and 19.0 metres is to be setback a minimum of 3.5 metres. The scale and massing of buildings shall be designed to minimise any overshadowing of adjoining properties and public spaces. For corner sites and nominated Prominent Corner Sites, building massing, building heights and variations to front setbacks will be as referred to Figure 5.4.	The proposed development maintains an overall height of less than 12.5 metres along the street frontages, except for the element on the corner of Council A as a Prominent Corner), which responds to the minimum 12.2 metre height and 3 storeys.	Yes
Podium level courtyard gardens may provide private open space over car parks located behind streetfront buildings.	No podium is proposed.	N/A
Car parking is to be provided in accordance with Table 3 of Town Planning Scheme No.2, refer to Appendix 1.	The proposed development provides car parking in accordance with Table 3 in TPS2.	Yes
Car parking is not permitted between the road reserve boundary and building frontages	No car parking is provided between the building frontages and the road reserve boundaries to Council Avenue or Read Street. The only building frontage to Sepia Court is the side elevation to the Convenience Store and there is no parking between that frontage and Sepia Court road reserve.	Yes

Required Elements	Development Response	Compliance
Off-street car parking will generally be located , streetfront buildings.	The proposed parking is located away from the primary street frontage (Council Avenue), and the secondary street frontage (Read Street) behind the street front buildings. The extent of parking impact on Sepia Court is minimised to landscape outcome proposed to Sepia Court.	Yes
Semi-basement car parks are permitted wherever above the level of the adjacent public footpath	No semi-basement parking is proposed.	N/A
The frontage of any building is to incorporate and maintain the required area of transparent facade with suitably glazed shopfront windows and doors, consistent with the applicable 'Frontage Types' set down in Section 5.5.	The Type 3 Frontage requirements in Section 5.5 have no glazing requirements for non-residential frontage. However, it is noted that to Council Avenue (Type 3 Frontage) the transparency required for residential frontage. The Type 4 Frontage requirements in Section 5.5 have no glazing requirements for non-residential frontage.	Yes
Any subdivision application is to be prepared in conjunction with an Integrated Development Guide Plan (IDGP), to be prepared by or on behalf of the land owner.	Subdivision is not proposed by this application.	N/A
The ongoing management and any refurbishment or upgrading of Sepia Reserve and the connected pedestrian accessways should be informed by a landscape masterplan that follows the 2006 WAPC "Designing out crime planning guidelines". In lieu of the normal landscaping requirements of the Scheme, developers may be required to contribute to the cost of streetscape and/or landscape works within the public domain in the general vicinity of their development site.	The proposed development has no nexus with Sepia Reserve.	N/A

Council Avenue Sub Precinct – Supplementary Design Guidelines

The following tables identify the provisions of the Sub Precinct and the development response to the provisions.

6.1.5.1 Objectives	Development Response	Compliance
To provide for high quality commercial, mixed use and residential buildings.	Proposed uses are consistent with the objectives and provide amenity, activation and diversity. Uses such as gym, café, playground and convenience store all provide destinational outcomes for precinct. fering proposed. The development is of a high quality Avenue and Read Street and provides a high level of pedestrian amenity.	Yes

6.1.5.1 Objectives	Development Response	Compliance
To achieve high intensity land use and built form outcomes consistent with major 'CBD' functions.	The proposed uses are consistent with the types of land use that would be commonly anticipated in the framing precinct of a major suburban activity centre (or 'CBD'). It should be noted that a number of the uses would not be considered as desirable in the core of a city centre, thus, the frame of a city centre is the most appropriate location. Furthermore, similar uses can be found in the frame precincts of all other major activity centres in the Perth metropolitan area.	Yes
To provide contiguous, activated streetfront developments.	The proposed buildings are designed to address Council Avenue (the primary street) and Read Street (the secondary street) with a contiguous built form to the street edge, other than for the children's play area and necessary vehicle access points. The SAT development provides a contiguous, activated street front in accordance with LPP3.2.12.	Yes
To promote active day and night time retail and social environments.	The proposed development provides a range of day. Additionally, the 24-hour gym, the service station and, potentially, the café will provide activity beyond normal business hours.	Yes
To encourage vibrant and diverse uses which promote the sub-precinct as a destination	café, playground and the large national chain outlets all contribute to the role of the sub-precinct as a destination.	Yes

6.1.5.2 Preferred Uses	Development Response	Compliance
Preferred uses in the Council Avenue Sub-Precinct are: • Retail • • Showrooms • Entertainment and leisure • Multiple dwellings/residential (1st and above)	Retail (service station) - Retail is in TPS2 as *'the sale or hire of goods or services to the public'* Commercial (café and service station) - Service station is included in the Commercial uses under Table 1 of TPS2. Leisure (Health studio) Showrooms	Yes

6.1.5.3 Required Elements	Development Response	Compliance
Development Pattern		
Prominent Corner Sites to reinforce the townscape structure, aid place-making and add legibility to the access and movement network.	The proposed corner is three storeys with a landmark on the corner of Council Avenue and Read Street, which will assist with legibility and understanding of a person's place in the access and movement network.	Yes

6.1.5.3 Required Elements	Development Response	Compliance
Contiguous streetfront building with active ground level frontages to Hefron Street, Council Avenue and Read Street.	The proposed buildings are designed to address Council Avenue (the primary street) and Read Street (the secondary street) with a contiguous built form to the street edge, other than for the children's play area and necessary vehicle access points. The frontage to Council Avenue includes active ground level frontages, however, active uses to Read Street is not practical given the Read Street environment. The SAT provides a contiguous, activated street front to Council Avenue in accordance with LPP3.2.12.	Yes/Discretion based on Read Street environment
to be screened from view in the street or affected public space by suitable architectural means to the satisfaction of the City of Rockingham.	The car parking is at ground level only.	Yes
Customer access is to be from the streetfront entry.	is from the Council Avenue street front. The Convenience Store has customer access from both the street front and the fuel court to serve customers arriving on foot or by bus, as well as customers arriving to pay for fuel. Customer access to the showrooms is from the car park on the basis that the vast majority of customers will arrive by car given the bulky nature of the goods to be sold. An additional customer entrance to the street could be parking. However, the City will not permit on-street parking in this location.	Yes/Discretion based on Read Street environment
A high level of frontage activation shopfronts (consistent with busy retail tenancies, cafes and	The frontage to Council Avenue (being the primary street) is proposed to be activated by a 24-hour gym, a café, a children's play area, and a convenience store.	Yes
Buildings are to provide for safe access and egress from either Council Ave or Read Street.	Pedestrian access is provided to Council Avenue from the tenancies fronting Council Avenue. Vehicular access and egress are proposed from Council Avenue, Read Street and Sepia Court to enable safe access and egress to all directions of travel.	Yes
Built Form		
Development up to a maximum height of 5 storeys.	storeys high.	Yes

6.1.5.3 Required Elements	Development Response	Compliance
The frontage of any building is to incorporate and maintain the required area of transparent façade with suitably glazed shopfronts, windows and doors.	The frontage to Council Avenue (being the primary street) maintains a relatively high level of glazing which is more than required for a Type 3 frontage and has access for customers from the street. The frontage to Read Street (being the secondary street) provides for glazed windows to the street to provide visual interest to passers-by. It is noted, that the policy framework makes no provision for glazing to non-residential frontage for Frontage types 3 and 4 and, as such, the proposed provision is in excess of the policy requirements.	Yes
A contiguous, colonnaded walkway or similar pathway is to be integrated with building development to provide sheltered pedestrian connections between adjoining tenancies and activity generators.	The SAT provides a contiguous, activated street front to Council Avenue in accordance with LPP3.2.12. Contiguous awning coverage of the adjacent footpaths is integrated into the design of the proposed street front building to Council Avenue. Furthermore, a contiguous canopy is proposed between the adjoining tenancies within the site itself.	Yes
predominantly glazed building entry lobbies and/or high visitation commercial and retail tenancies.	proposed buildings are largely glazed to create a welcoming gesture to the various tenancies.	Yes/Discretion based on Read Street environment
Prominent Corner Sites are at Read Street, Council Avenue and Hefron Street are to be developed as per Section 8.1 – Prominent Sites.	The building on the corner is three storeys in height to 12.1 metres.	Yes
Materials and Finishes		
Durable materials which express quality and designation of an Activity Centre are to be selected over those which are more recognisably suburban and temporary in character.	The material palette for the buildings include quality durable materials such as face brick, aluminium batten cladding, standing seam The materials have been selected as being appropriate for contemporary commercial buildings, distinguishable from the traditional material palette of suburban housing.	Yes
Between windows and glazed commercial frontages, walls are to be predominantly masonry, rendered brick or stone.	The piers between the windows of the glazed frontages are predominantly face brick, with	Yes
Roof tiles are to harmonise with those already in use in the Precinct. Flat or low pitched roofs are, in all cases, to be screened from normal view along major public spaces by parapets or similar construction.	The proposed development has a low-pitched metal roof that is hidden from street view by a parapet.	Yes

6.1.5.3 Required Elements	Development Response	Compliance
All landscaping is to be undertaken in accordance with an approved plan which complements treatments use in the public domain.	A landscape plan has been included as part of the submission, with the intent of complementing planting undertaken elsewhere in the city centre by the City of Rockingham.	Yes
Within an urban streetscape discipline, variety and high design standards is encouraged in the individual premises.	The awning treatment and lighting to external areas are integrated into the proposed building, whilst the DA also clearly indicates the signage strategy to ensure that these elements are tightly controlled and consistent with a quality design outcome. Fit out of tenancies will be subject to separate works by the tenants.	Yes
Tilt slab or pre-cast concrete construction is only to be approved for visible external walls where the design achieves an adequate level of articulation and detail consistent with the spirit and intent of these guidelines.	Painted pre-cast concrete panels are used as a supporting material to the use of face brick on the street elevations to provide visual diversity to the development. The overall design of the street elevations are well articulated with a range of materials and in height, to meet the spirit and intent of the policy guidelines.	Yes

Corner and Prominent Sites Policy	Development Response	Compliance
The objective of the Prominent Sites Policy is to facilitate the development of visually distinctive buildings, sculptural elements and landscapes in locations that will provide navigational reference points and contribute to orderly street block formation, street activation, place- making and an enduring townscape identity.	The proposed corner is three storeys with a landmark on the corner of Council Avenue and Read Street, which will assist with legibility and understanding of a person's place in the access and movement network.	Yes
Gateway Location	As above	Yes
Prominent Corner Sites	As above	Yes
Locate prominent corner sites to reinforce the townscape structure, aid place-making and add legibility to the access and movement network.	The proposed development includes a three storey built form to the corner with active uses at ground level.	Yes
Incorporate a balanced mix of such public and private sites to facilitate a mix of distinctive civic, commercial, mixed use and residential buildings in prominent locations.	The proposed development includes a three storey built form to the corner with active uses at ground level.	Yes
Frame and terminate vistas with suitably scaled buildings, towers and landscape elements.	The proposed development includes a three storey built form to the corner with active uses at ground level to frame the corner as the entry to the Centre.	Yes
Ensure that the massing, articulation, detailing well balanced streetscape at intersecting street frontages. Position corner buildings close to the intersection to frame and anchor the corner. At the junction of street elevations, the City will exercise its discretion in considering proposals to relax front setbacks for corner elements;	The proposed development includes a three storey built form to the corner with active uses at ground level to frame the corner as the entry to the Centre.	Yes

Corner and Prominent Sites Policy	Development Response	Compliance
Add additional height to corner buildings through the integration of vertical elements such as raised parapets, spires, roof sections and similar structures. The City will exercise its discretion in considering proposals to relax maximum height limits.	The design of the proposed development achieves the objective of the additional height at the corner.	Yes
Add at least one extra storey, or as indicated in Precinct Policies, plus any tower or similar elements above required Precinct minimum building heights on nominated prominent corner sites;.	The built form to the corner is three storeys	Yes
predominantly glazed building entry lobbies and/or high visitation commercial and retail tenancies	proposed buildings are largely glazed to create a welcoming gesture to the various tenancies.	Yes
Integrate public art and signage into the design of buildings and related public spaces at gateway locations and at prominent corner sites.	Signage proposed to corner to identify the site.	Yes

As in the tables above, the proposed development positively responds to the required elements of the policy framework in terms of the preferred land uses, built form, activation, pedestrian experience and diversity of commercial uses.

Urban Design Review

Mr Malcolm Mackay from Mackay Urban Design has undertaken an independent design review of the new design that has been prepared subsequent to the recent State Administrative Tribunal (SAT) determination. The review is contained in Appendix D.

Car Parking

Land Use	Nett Lettable Area	Minimum	Maximum
Health Studio	450m^2 (excludes toilets and change rooms)	1 per 20m^2 NLA - 23 bays	1 per 15m^2 NLA - 30 bays
	620m^2	1 per 60m^2 - 10 bays	1 per 40m^2 - 16 bays
Showroom	4530m^2	1 per 80m^2 NLA - 57 bays	1 per 60m^2 NLA - 76 bays
Restaurant	138m^2 of seating area (includes alfresco and excludes kitchen and toilets)	1:8 persons – 138 persons - 17 bays	1:6 persons – 166 persons - 23 bays
Convenience Store/ Service Sation(shop)	No service bays so based on 200m^2	1 per 22m^2 NLA - 9 bays	1 per 17m^2 NLA - 12 bays
Total		116 bays	157 bays

The proposed development provides 117 car parking bays plus 6 refuelling bays (total of 123 bays) and therefore complies. The car parking is located behind the buildings in accordance with the requirements of Planning Policy 3.2.12.

Bicycle Parking and End of Trip Facilities

Land Use	Nett Lettable Area	Long Term	Short Term
Health Studio	450m^2 (excludes toilets and change rooms)	1:400 - 1	1:200 - 2
	620m^2	1:200 - 3	1:500 - 1
Showroom	4530m^2	1:750 - 6	1:1000 - 5
Restaurant	185m^2 of seating area (includes alfresco and excludes toilets)	1:250 - 1	1:150 - 1
Convenience Store (shop)	200m^2	1:250 - 1	1:150 - 1
Total		12	10

The proposed development provides 27 bays within the landscaping areas. End of trip facilities are required to be provided for the long term bicycle parking. Based on a requirement for 12 bays, the end of trip facilities requires two male and two female showers. The development includes 2 male and 2 female change rooms (UAT) that will include a shower and locker.

Signage Strategy

The proposed development signage strategy is located in Development Plans A016-A019. The following table provides the signage details, including type number, size and consideration under Planning Policy 3.3.1 Control of Advertisements. All signs will be illuminated. It is noted that the content of the signs will not be known until the , the signs are all for the tenants of the site.

Sign	No	Type	Location	Sign Size
SGN01	3	Tenancy - wall panel	Council Avenue Facade	500mm high and 5000mm wide
SGN02	5	Minor Showroom tenancy - wall panel	Read Street and Internal elevation	2500mm high and 10000mm wide
SGN03	1	Major showroom tenant - wall panel	Cnr Council Avenue and Read Street	4200mm high and 13000mm wide
SGN04	1	Major showroom tenant - wall panel	Read Street	3000mm high and 15700mm wide
SGN05	2	Major showroom tenant - wall panel	Read Street loading and southern elevation	1050mm high and 6500mm wide
SGN06	1	Major showroom tenant - wall panel	Internal elevation over entrance	1800mm high and 15500mm wide
SGN07	1	Cafe tenancy - wall panel	Internal elevation over cafe entrance	1200mm high and 2400mm wide
SGN08	4	Service Station store fuel canopy	Fuel canopy all 4 elevations	1000mm high and wide
SGN09	2	Service Station - wall panel	Council Avenue and internal facade	900mm high and wide
SGN10	2	Centre Sign - wall panel	Read Street facade and corner Read Street and Council Avenue	4900mm high and 6800mm wide
SGN11	1	Centre sign - wall panel	Council Avenue elevation	2850mm high and wide

Sign	No	Type	Location	Sign Size
SGN12	2	Centre sign	Corner of Council Avenue and Sepia Court and adjacent Council Avenue vehicle entrance	1200mm high and 6300mm wide
SGN13	1	Service Station - wall panel	Council Avenue	1730mm high and 1200mm wide
SGN14	1	Service station - directional sign	Sepia Court entrance	TBC (minor sign)
SGN15	1	Service station - roof sign	Council Avenue	11000mm high and 2000mm wide
SGN16	1	Service Station - wall panel	Internal	2400mm high and 800mm wide
SGN17	3	Wall panel	Read Street and Internal	1500mm high and 1350mm wide
SGN18	3	Wall panel	Council Avenue	1300mm high and 6000mm wide
PYL02	1	Service Station price board - pylon sign	Read Street/Southern boundary	9000mm high and 2000mm wide

The proposed signage meets the objectives of the policy in that:

-
-
- The advertisements by their static nature do not adversely impact on circulation and management, or pedestrian safety;
- The signage is generally orientated away from the residential areas, with only tenant signage facing the residential dwellings with a large separation between the signs and dwellings;
- The signage does not impact any heritage buildings;
- The signage has been designed as part of the proposed development and are largely facade tenant signs;
- All of the signage relates to the tenants of the proposed development;
- The signs are not objectionable, dangerous or offensive or painted on the roof of any building; and
- The signs are not proposed to be moving, pulsating or advertisements nor incorporate animation or movement into their design or structure.

The City and JDAP as part of its original assessment considered the signage with the Pylon Sign and Service Station sign being the only signs of contention. The two signs were contested at the SAT Hearing and the SAT determined that the proposed signage was consistent with the objectives of the City of Rockingham's signs policy.

T Assessment

A Appendix E.

Stormwater Plan

A stormwater plan has been prepared for the proposed development and is contained in Appendix F.

Waste Management

A waste management plan has been prepared for the proposed development and is contained in Appendix G.

Acoustic Assessment

An acoustic assessment has been prepared for the proposed development and is contained in Appendix H.

Conclusion

The proposed development involves the construction of a three storey building located on the corner of Read Street and Council Avenue to accommodate a gymnasium, café and The balance of the site includes 4 showrooms, a service station, landscaping and car parking. The proposed development provides vehicle access from Council Avenue, Sepia Court and Read Street and includes the provision of 117 (plus 6 refuelling) parking bays.

The proposed development provides three storeys on the corner of Council Avenue and Read Street to address the prominent corner site and gateway location.

The proposed uses are 'Preferred' uses as by the Council Avenue Sub-Precinct - Supplementary Design Guidelines and are consistent with the of the site to create mixed commercial uses. The site is located at the periphery of the Rockingham Centre and has an interface with the existing residential development to the south and the design has responded to both the requirements of the policy, the location and the characteristics of the site.

The proposed built form provides a gateway built form outcome to the corner of Council Avenue and Read Street. The built form extends the main street principles along the primary frontage to Council Avenue with interest provided to the secondary frontage of Read Street.

The level of development intensity responds to the requirements of the Development Policy Plan, is balanced with market expectations, the ability to deliver the development and the interface with the lower density residential development to the south.

The development facilitates pedestrian amenity through active frontages at ground level, pedestrian comfort and safety and security.

The proposed development is consistent with the intent for the site as set out under applicable strategic and statutory planning framework.

We are seeking the City of Rockingham's support of the proposed development and the approval of the Metro South-West Development Assessment Panel.

Appendix A

Title

Appendix B
Development Plans

Appendix C
Landscape Plans

Appendix D
Urban Design Review

Appendix E
T Assessment

Appendix F
Stormwater Management Plan

Appendix G
Waste Management Plan

Appendix H
Acoustic Assessment

WESTERN AUSTRALIA

REGISTER NUMBER	
301/D86804	
DUPLICATE EDITION	DATE DUPLICATE ISSUED
1	26/2/2015

VOLUME 2864 FOLIO 114

RECORD OF CERTIFICATE OF TITLE

UNDER THE TRANSFER OF LAND ACT 1893

The person described in the first schedule is the registered proprietor of an estate in fee simple in the land described below subject to the reservations, conditions and depth limit contained in the original grant (if a grant issued) and to the limitations, interests, encumbrances and notifications shown in the second schedule.

REGISTRAR OF TITLES

LAND DESCRIPTION:

LOT 301 ON DIAGRAM 86804

REGISTERED PROPRIETOR:
(FIRST SCHEDULE)

ARISE ROCKINGHAM PTY LTD OF 7A AGNEW WAY SUBIACO WA 6008

(T N890917) REGISTERED 7/5/2018

LIMITATIONS, INTERESTS, ENCUMBRANCES AND NOTIFICATIONS:
(SECOND SCHEDULE)

1. *N890918 MORTGAGE TO AUSTRALIA & NEW ZEALAND BANKING GROUP LTD REGISTERED 7/5/2018.

Warning: A current search of the sketch of the land should be obtained where detail of position, dimensions or area of the lot is required.
* Any entries preceded by an asterisk may not appear on the current edition of the duplicate certificate of title.
Lot as described in the land description may be a lot or location.

----------END OF CERTIFICATE OF TITLE----------

STATEMENTS:

The statements set out below are not intended to be nor should they be relied on as substitutes for inspection of the land and the relevant documents or for local government, legal, surveying or other professional advice.

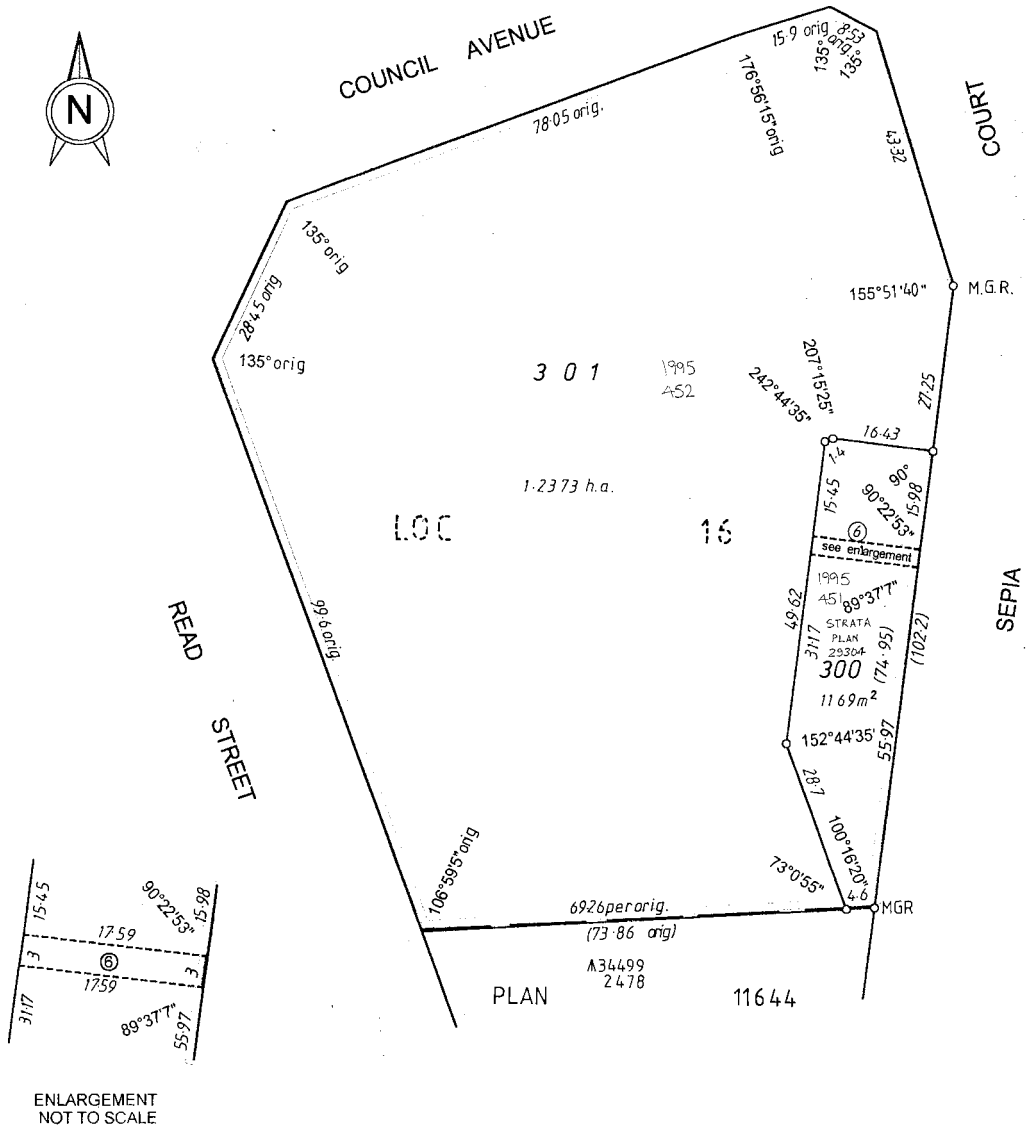
SKETCH OF LAND:	D86804
PREVIOUS TITLE:	2083-282, 2083-283
PROPERTY STREET ADDRESS:	2 SEPIA CT, ROCKINGHAM.
LOCAL GOVERNMENT AUTHORITY:	CITY OF ROCKINGHAM

NOTE 1: DUPLICATE CERTIFICATE OF TITLE NOT ISSUED AS REQUESTED BY DEALING N890918

LANDGATE COPY OF ORIGINAL NOT TO SCALE Thu May 24 12:10:00 2018 JOB 56787189

Landgate
www.landgate.wa.gov.au

LAND DESCRIPTION	ON	CERTIFICATE OF TITLE	FIELD BOOK	DIA 86804
LOTS 32, 33, AND 34 OF COCKBURN SOUND LOCATION 16	PLAN DIAGRAM 52243 & 51192 INDEX BG33(2)6:27 PUBLIC	VOLUME FOLIO 1470 173 1450 261 1450 262 NOW 1995 450	66459	TOTAL AREA 1·3542 ha



ENLARGEMENT
NOT TO SCALE

⑥ EASEMENT TO W.A.W.A. UNDER SEC. 27A OF THE T.P & D ACT REG. 6

COTTAGE & ENGINEERING SURVEYS
Suite 3 219 Onslow Rd, SHENTON PK
Ph 381 6211 Fax 382 2503

SURVEYOR'S CERTIFICATE

REG 54: I Shaun Richard HIGBID hereby certify that:

(a) this plan of survey is a correct and accurate representation of the survey carried out by me personally/under my own personal supervision, inspection and field check, and recorded in field books lodged for the purposes of this plan of survey;

(b) the measurements are in strict accordance with the Licensed Surveyors (Guidance of Surveyors) Regulations 1961 and in particular regulations 23 and 34 of those regulations; and

(c) this survey and this plan of survey are in strict accordance with the requirements of the Licensed Surveyors (Guidance of Surveyors) Regulations 1961 and the relevant law in relation to which it is lodged.

Licensed Surveyor 16/5/94 Date

REG 55D I hereby certify that:

(a) this plan is correct and was prepared under my supervision and is the result of calculations from measurements made by me personally/under my own personal supervision, inspection and field check as recorded in the field books lodged for the purposes of this plan;

(b) the measurements are in strict accordance with the requirements of the Licensed Surveyors (Guidance of Surveyors) Regulations 1961 and in particular regulations 23 and 34 of those regulations; and

(c) this plan of survey conforms with the relevant in relation to which it is lodged.

Licensed Surveyor Date

APPROVED BY
STATE PLANNING COMMISSION

FILE 91865

M. R. Allen
For Chairman

DATE 30-5-94

91865

LODGED

DATE 17·5·94

FEE PAID $253

ASSESSMENT NO 55324

EXAMINED PLTranquille

DOCKET PLAN/DIAGRAM 86705

CERTIFIED CORRECT 31/5/94

F.S.C. No.

DOLA
Department of LAND ADMINISTRATION

SCALE 1:800

ALL DISTANCES ARE IN METRES

IN ORDER FOR DEALINGS

SUBJECT TO sec 27A TP&D act.

31/5/94
For Inspector of Plans and Surveys Date

APPROVED 6.7.94 Date

APPROVED
Inspector of Plans and Surveys

OFFICE OF TITLES
DIAGRAM
86804

LANDGATE COPY OF ORIGINAL NOT TO SCALE Thu May 24 12:10:00 2018 JOB 56787189

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ROCKINGHAM CENTRAL
COUNCIL AVENUE

DEVELOPMENT APPLICATION PACKAGE
LANDSCAPE DESIGN CONCEPT

ISSUE FOR APPROVAL

SK01	F	LANDSCAPE MASTERPLAN
SK02	F	PLAY AREA CONCEPT
SK03	F	OPEN SPACE CONCEPT
SK04	F	GATEWAY CONCEPT

LANDSCAPE MASTERPLAN

LANDSCAPE THEME

The landscape theme for Rockingham Central takes inspiration from a palette of Australian bushland colours and textures with a contemporary twist. A mixture of materials will be used such as coloured concrete, rammed earth walls, bound gravels which will be combined with a strong West Australian native planting palette.

High quality paving materials will be used around the building frontages which will create the footprint for the built form.

Footpath routes have been carefully considered to enable safe pedestrian access throughout the site, as well as access into the site from adjacent roads and footpaths.

The entire site is designed to be open and accessible with CPTED considered for all areas to ensure a safe environment for people.



LEGEND

1. Trees to provide shade as well as help create landscape identity.
2. Bands of native groundcover and low shrub planting in verges to give identity to the development frontages.
3. Bands of low planting to building façade adjacent to windows.
4. Bands of native groundcover and low shrub planting to be combined with bands of bound gravel to create a feature within lot boundaries.
5. Feature rammed earth or timber walls and boulders help to define spaces and provide informal seating within lot boundaries.
6. Native hedge planting and tree to visually screen and separate residential properties from the development.
7. Low feature planting to main road frontage keeps views open to the built form from the road.
8. Footpath routes realigned to follow desire lines and to create a more open landscape area.
9. Nature play area, refer to drawing SK02 for details.
10. Grass trees salvaged from the site will be used throughout the development to help establish a strong native landscape character.
11. Existing trees in verges to be retained where possible.
12. Small open space area to have a shaded space defined where people can sit in the shade and rest.
13. Trafficable feature paving to entry locations help establish legibility for pedestrians.
14. Entry signage to be located in prominent positions.
15. Quality concrete pavers with various textures and patterns used around site to define spaces and areas.
16. Building canopy line.
17. Grass tree planting at increased density to café frontage to shield from road.
18. Small scale trees under canopy structure.

INSPIRATIONAL IMAGERY



Bound Gravel | feature Pavers | Concrete Pavers | Rammed Earth Wall | Laterite Boulder

PLANT PALETTE



Eucalyptus wandoo | Eucalyptus sideroxylon Rosea | Eucalyptus victrix | Melaleuca leucadendra | Xanthorrhoea preissii

Eremophila nivea | Conostylis candicans | Adenanthos cuneatus | Eremophila glabra | Hemiandra pungens

TDL

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0 1 2 4 6 10m

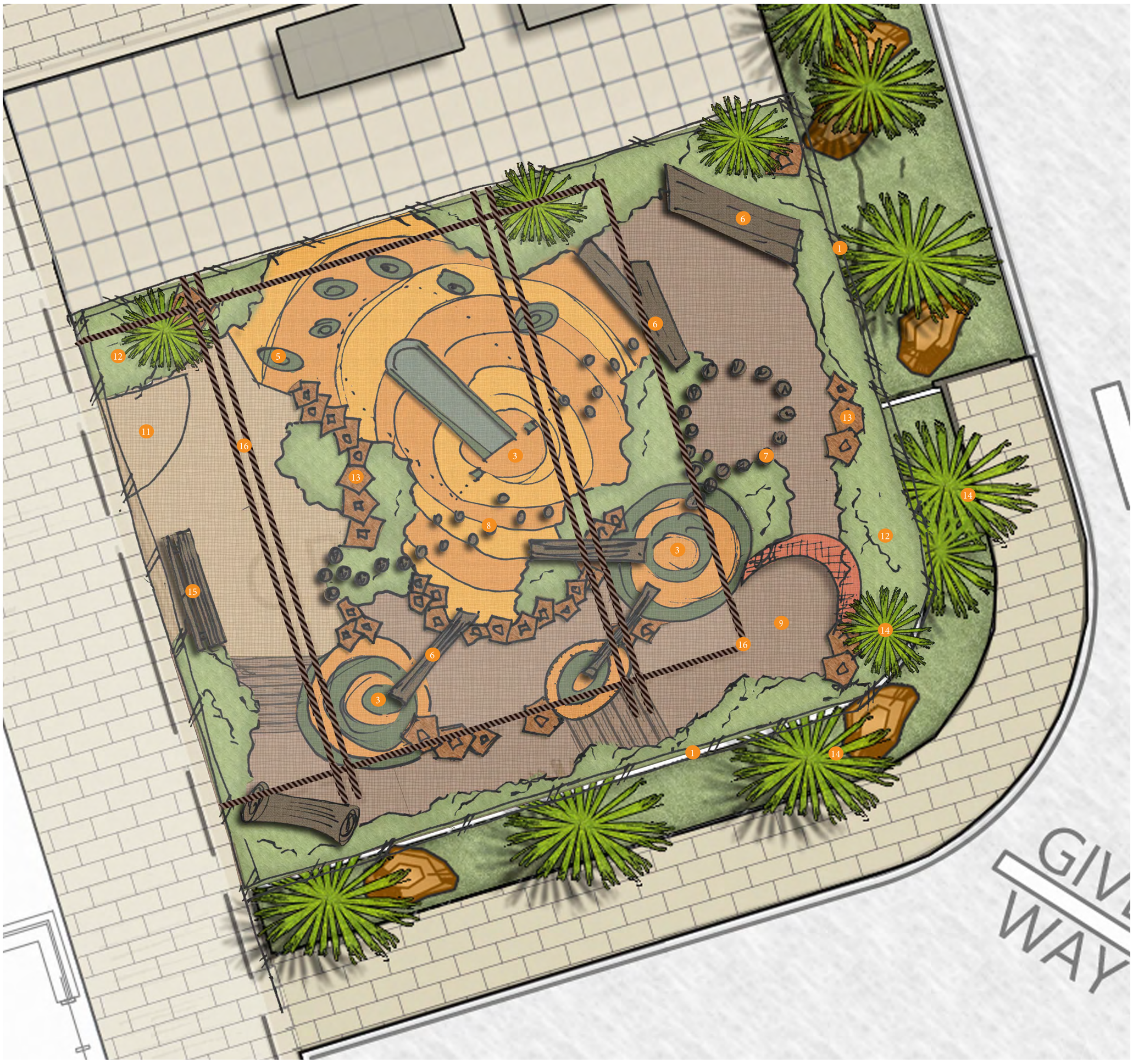
1:250 @ A1

AUTHOR : AF
AUTHORISED : RB
PROJECT : 10677

ROCKINGHAM CENTRAL
COUNCIL AVENUE
DEVELOPMENT APPLICATION PACKAGE

SK01-F

PLAYGROUND CONCEPT



ILLUSTRATIVE VIEW



INSPIRATIONAL IMAGERY








LEGEND

1. Pool-type safety fence with access gate.
2. Painted tunnel crossing.
3. Rubber mounds with timber balance beams 0.3-0.6m high.
4. Rubber mound with embankment slide, 1.2m high.
5. Small rubber stepping humps.
6. Timber balancing logs / informal seats.
7. Timber steppers 0.2-0.55m high.
8. Vertical timber post.
9. Mulch softfall.
10. Flush timber steppers.
11. Coloured concrete to entry area.
12. Planting pockets with native shrubs and grass trees.
13. Feature rocks and rock edging.
14. Salvaged grass trees.
15. Informal seat for parents.
16. Indicative roofline of shade structure by Architect.

TDL

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NTS @ A1

0 1 2 4 6 10m

AUTHOR : AF
AUTHORISED : RB
PROJECT : 10677

ROCKINGHAM CENTRAL
COUNCIL AVENUE
DEVELOPMENT APPLICATION PACKAGE

SK02-F

OPEN SPACE CONCEPT

PLANT PALETTE


Eucalyptus wandoo


Eucalyptus sideroxylon Rosea


Eremophila nivea


Conostylis candicans

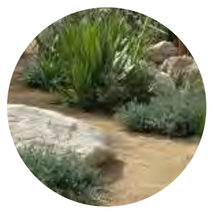

Eucalyptus victrix


Melaleuca leucadendra


Adenanthos cuneatus


Eremophila glabra

INSPIRATIONAL IMAGERY













ILLUSTRATIVE VIEW



LEGEND

1. Feature rammed earth or timber walls help to define spaces and provide informal seating.
2. Native groundcover and low shrub planting used throughout site.
3. Trees to provide shade as well as help create landscape identity.
4. Screen planting along residential boundary wall.
5. External paint to residential boundary wall to tie in with landscape treatments.
6. Grass trees salvaged from the site will be used throughout the development to help establish a strong native landscape character.
7. Quality concrete pavers to provide informal access routes.
8. Bound gravel in earth colour to enhance landscape theme.
9. Informally placed laterite boulders.



TDL

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NTS @ A1

0 1 2 4 6 10m

AUTHOR : AF
AUTHORISED : RB
PROJECT : 10677

ROCKINGHAM CENTRAL
COUNCIL AVENUE
DEVELOPMENT APPLICATION PACKAGE

SK03-F

GATEWAY CONCEPT

PLANT PALETTE


Eucalyptus wandoo


Eucalyptus sideroxylon Rosea


Eremophila nivea


Conostylis candicans

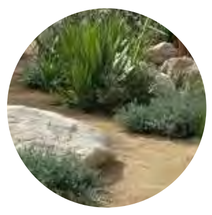

Eucalyptus victrix


Melaleuca leucadendra


Adenanthos cuneatus


Eremophila glabra

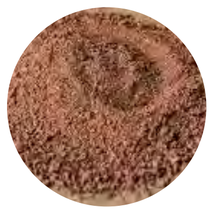
INSPIRATIONAL IMAGERY





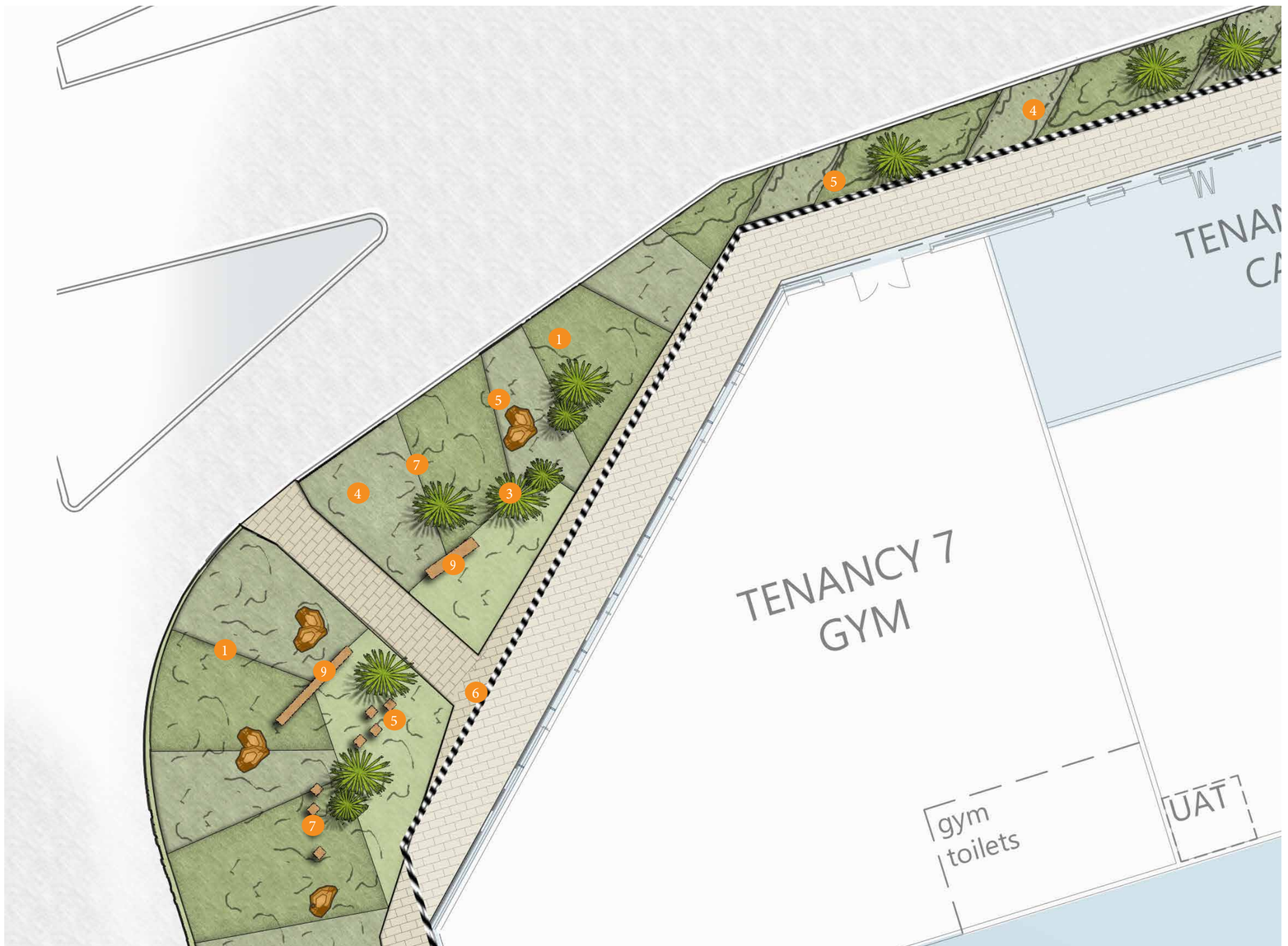








ILLUSTRATIVE VIEW



LEGEND

1. Bands of native groundcover and low shrub planting in verges to give identity to the development frontages.
2. Bands of low planting to building façade adjacent to windows.
3. Feature rammed earth walls help to define spaces and provide informal seating.
4. Native groundcover and low shrub planting used throughout site.
5. Grass trees salvaged from the site will be used throughout the development to help establish a strong native landscape character.
6. Quality concrete pavers to provide informal access routes.
7. Informally placed laterite boulders.
8. Vertical timber post used as marking totems.
9. Welcome entry signage.



TDL

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NTS @ A1

0 1 2 4 6 10m

AUTHOR : AF
AUTHORISED : RB
PROJECT : 10677

ROCKINGHAM CENTRAL
COUNCIL AVENUE
DEVELOPMENT APPLICATION PACKAGE

SK04-F

Making places … better

address
PO Box 76
MT HAWTHORN WA 6915

email
mmmackay@ozemail.com.au

website
www.mackayurbandesign.com.au

Our ref:1751 – 16.10.2019

Mr Alex Drake-Brockman
Arise Developments
PO Box 2044
Subiaco WA 6904

16 October 2019

Dear Alex

Arise - Rockingham development at Lot 301 (No 2) **Corner of Council Avenue and Read Street, Rockingham.**

Thank you for your request to provide an independent design review of the new design for the Arise Rockingham project that has been prepared subsequent to the recent State Administrative Tribunal (SAT) determination. For the purpose of this review, the plans referred to are the new design drawings dated 14.10.19.

The new design is similar in most respects to the previous design. However, the most significant design changes are a reconfiguration of the north western corner of the development, adjacent to the intersection of Council Avenue and Read Street, that includes an additional storey, and amendments to the main building's interface with Council Avenue.

From the SAT review of the previous plan, it would appear that the SAT did not support the previous design for the following reasons:

1. The development would not have three storeys on the corner;
2. The 'two-dimensional' architecture of the extended parapet would not be read as a three-storey building;
3. The development would not have sufficient height, bulk and scale on the corner;
4. The development would be largely indistinguishable from other big box showroom type developments; and
5. The development would not be distinctive in the current or a future streetscape. In turn, this means it would fail to deliver on 'place making' and would not in any way provide a landmark

I offer the following observations on the new design in regard to the above reasons for SAT's lack of support for the previous design, and with the purpose of identifying the changes that have been made and whether those changes address the matters that the SAT was clearly concerned about.

Issue 1: The development would not have three storeys on the corner

The new design incorporates a corner element with three storeys.

The new design is unequivocally a three-storey building, both in height and storey numbers, and is consistent with the SAT's interpretation of Planning Policy No.3.2.12 Development Policy Plan (DPP) requirement for a "building height of 3 storeys".

The three-storey element is confined to the north western corner of the site, consistent with the requirement in the DPP as it applies to a 'prominent corner'. It can be reasonably inferred from the term 'prominent corner' that this applies to the corner of the site (that is, the corner of Council Avenue and Read Street), and not the whole site. This inference was not challenged at any point during the SAT review.

Issue 2: The two-dimensional architecture of the extended parapet would not be read as a three-storey building

As stated above, the new design introduces an additional floor on the north western corner of the main building, taking the corner element to a total of three storeys. It is worth noting that the upper floor in the previous design reviewed by the SAT was predominantly a void to the gym. The new design has three floors of occupiable space.

The fact the new third floor consists of floorspace rather than a parapet and the corner clearly reads as a three-storey building, would make it very hard to argue that the architecture is two-dimensional.

Issue 3: The development would not have sufficient height, bulk and scale on the corner

The new design incorporates a three-storey element in a form that has a height of approximately 12 metres, total street frontage of approximately 46 metres and a depth of approximately 14 metres, giving a total volume (as a measure of bulk) of approximately 5,675 cubic metres, which is a significant amount of space.

In regard to height, the new design meets the policy preference for a building of three-storeys in height.

In regard to bulk, the width and depth of the upper floors creates a building bulk that will be clearly distinguishable in its corner location, particularly in the context of the predominant single-storey height of the surrounding buildings.

Key to this is the width of the new second floor and the fact that it addresses the entirety of the truncation, as well as a portion of the adjacent frontages to both Council Avenue and Read Street. Furthermore, the first floor extends even further along Council Avenue, reinforcing the notion that this additional bulk contributes to the perception of a building rather than just an architectural element. This is further reinforced by the depth of the three-storey building that contributes to the perception of bulk.

The overall length of frontage of the three-storey element creates a scale that is comparable with a typical urban building in a traditional 'main street' town centre. In this respect, it reads as a genuine integrated building, not a building element pretending to be a building.

In regard to scale, the architectural treatment results in a building with a commercial rather than a domestic residential scale, which is appropriate for the building's location and function.

In conclusion, the proposed development provides sufficient height, bulk and scale on the corner.

Issue 4: The development would be largely indistinguishable from other 'big box' showroom type developments

Typical 'big box' showroom development are single-storey, often with a raised parapet to provide additional scale and visibility. Occasionally, a second storey may be added in strategic locations. The new design incorporates a corner element with three storeys.

I am not aware of any 'big box' showroom type developments in WA that have a three-storey component, which makes the proposed development unique.

Furthermore, the changes in height create a streetscape that is more akin to a town centre than a showroom development. The mix of 1 to 3 storey building heights is consistent with traditional 'main street' town centres rather than the typical single-storey showroom precincts.

This transition away from a typical fringe showroom development to a more urban typology is further strengthened by the location of the car parking behind rather than in front of the building, and the inclusion of uses such as a café and a children's play area, neither of which are commonly found in typical 'big box' showroom developments.

Issue 5: The development would not be distinctive in the current or a future streetscape. In turn, this means it would fail to deliver on 'place making' and would not in any way provide a landmark

The new design develops a large vacant site and establishes a new urban street edge to two streets that currently have minimal urban qualities or sense of place.

At three commercial storeys, the proposed corner element will be the tallest building in the locality. As noted above, the width of the three-storey building, and the fact that it wraps around on both sides of the truncation will make it clearly distinctive and, thus, establish the building as a local landmark.

In regard to 'place-making'- this is a specific term that has little to do with height. The contribution to place-making is derived primarily from the street interface at ground level, such as through the provision of doors, windows, activity, interesting things to look at through the windows and landscape.

The provision of the active frontages and verge landscaping in the proposed development is a positive contribution to place-making, with the children's play area arguably being the most significant contribution. It should also be noted that 'place' can be diminished if spread too far and too thinly; as such, place-making should be concentrated into the area where people will be. The new design acknowledges this place-making principle by focusing the activity on Council Avenue, where it has the closest relationship to the core of the Rockingham city centre.

Other issues

One of the other issues raised during the DA process was the desire for a contiguous built form along Council Avenue to contribute to a more 'main street' type environment than exists at present.

In the context of the crossover being supported by SAT (and thus, an acknowledgement of the break between the main building and the convenience store), it is noted that the main building in the new design provides significantly more contiguous street edge than the previous design because of the extension of the built form over the previous al-fresco area and the integration of the shopfront canopy and the canopy over the play area.

The latter is of particular benefit as it both extends the Council Avenue building frontage to the driveway and establishes a robust structure that could be further enclosed or used for al-fresco dining in the event that the children's play area doesn't perform as well as expected.

Whilst the SAT (at [85]) found that *"the proposed development does provide a contiguous street front building with active ground level frontages to Council Avenue"* [emphasis added], the increased extent of contiguous frontage to Council Avenue is an additional benefit of the new design.

Research undertaken by Mackay Urbandesign into five of Perth's most notable main streets (Rokeby Road, Beaufort Street, Oxford Street, Eighth Avenue and Albany Highway) illustrates that even the most notable main streets have limited lengths of contiguous street frontages, typically between 25-75m, which is much less than is commonly perceived. The reality is that the continuity of built form along Perth's most notable main streets is regular punctuated with streets, lanes, setbacks, and other spaces.

In this context, the provision of contiguous street frontage of 146m and 31m for the two buildings in the proposed development is consistent with notable main streets, even though the SAT acknowledged that the likelihood of Council Avenue becoming a true 'main street' is limited.

Notable improvements from the original designs

In addition to addressing the SAT's reasons for refusal, the new design introduces a number of positive architectural elements including:

- The use of a subtly different material palette for the single, two and three storey building elements to help distinguish each level and, in doing so, help to distinguish the various parts of the building.

- The framing of the three-storey element in the timber-look material to clearly distinguish the corner building element from the rest of the development so it 'stands out' and performs the intended role as a landmark. The projection of this element to form the canopy to the entry lobby to the upper floors is a nice touch.

- The extensive use of glazing at the upper levels to provide outlook to the adjacent street, natural light to the building occupants, and visual confirmation of the building's occupancy.

- The use of 'brise-soleil' elements to the upper level glazing on the corner element to provide articulation to the elevation and to provide shading to the glass from northern sun.

- The use of the battened areas to provide a clearly defined context for signage on the elevation and to create a vertical element that provides a point of visual emphasis on the corner.

- The extension of the built form edge along Council Avenue and the extension of the canopy over the children's play area, which reinforces the street interface along Council Avenue.

General comments about the overall design

In addition to all of the above comments in regard to the changes incorporated into the new design, the rest of the design has remained much the same. As such, I offer the following comments as a recap on my previously provided observations. The development:

- Addresses Council Avenue, the primary street, with active frontages that include a gym, café, and convenience store, as well as a children's play area and an entrance lobby to upper level offices.

- Addresses Read Street, the secondary street with a semi-active frontage that include display windows into the major tenancies.

- Minimises the commercial address to Sepia Court in respect to Sepia Court being primarily, a residential street. In this respect, it is noted that the dwellings on the western side of Sepia Court actually form the residential sleeve to the site, having been developed in advance of the rest of the site.

- Locates the car-parking behind the main buildings so that the car parks do not interrupt the interface between the buildings and the street.

- Utilises a unique and innovative design for the convenience store that places the building in front of the fuel forecourt, to establish an urban interface to the street.

- Includes buildings of a scale that do not compromise the amenity of the neighbouring lots yet provides sufficient scale on the north western corner to create a prominent corner in a 'gateway' location.

- Utilises an architectural treatment that is of a higher quality than normal for this form of commercial development and strikes an appropriate balance between a high degree of consistency and enough variation in materials and composition to create visual interest.

- Introduces uses and activities (such as a café, gym, offices, showrooms, a convenience store and a children's play area that provide a diverse range of activity.

- Includes uses such as the convenience store, gym and café, which extend the trading envelope of the development into the evenings.

- Locates service areas to minimise the physical and visual impact on the surrounding streetscape.

- Provides shade and shelter to the adjacent pedestrian footpath on Council Avenue to improve pedestrian amenity and create a more 'main street' type environment.

- Establishes generous and appropriately themed landscaping within the site and adjacent verge.

- Establishes a clear and legible pedestrian network through the site.

Noting all of the above, I am of the view that the new design addresses the SAT's reasons for refusal whilst retaining the positive attributes of the previous designs. As such, I believe that the new design is a better design than both the original proposal submitted for DA, and the subsequently revised design developed during the mediation process and reviewed by the SAT.

I trust the above is of assistance, and if you have any queries, please feel free to get back to me.



Malcolm Mackay
Director – Mackay Urbandesign

Q: How contiguous are Perth's best main streets?



Rokeby Road, Subiaco

Longest length of contiguous street frontage: 85m
Shortest length of contiguous street frontage: 31m
Typical length of contiguous street frontage: 75m

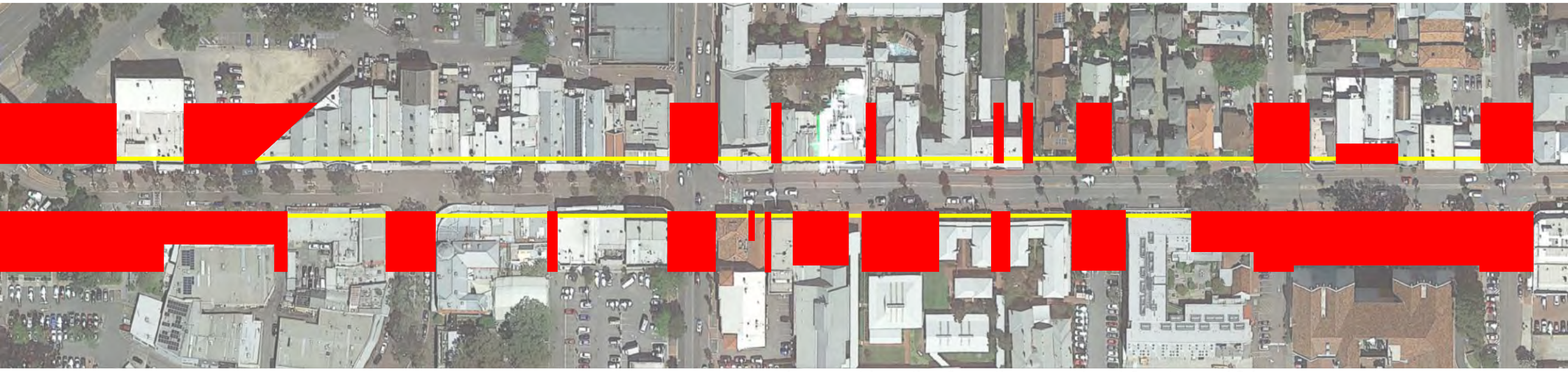


Beaufort Street, Mount Lawley

Longest length of contiguous street frontage: 98m
Shortest length of contiguous street frontage: 8.5m
Typical length of contiguous street frontage: 55m

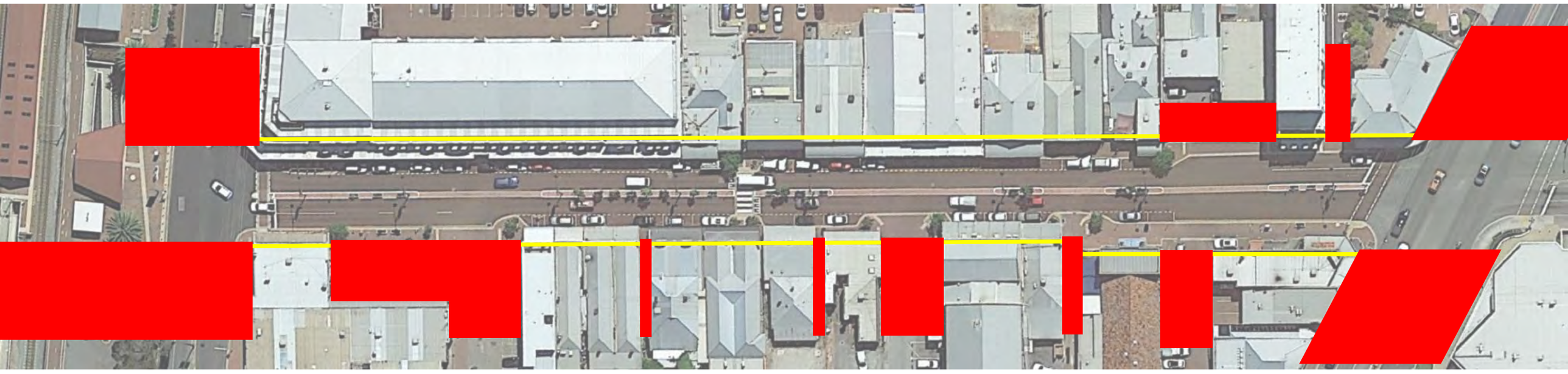
A: Not nearly as much as we might assume

Q: How contiguous are Perth's best main streets?



Oxford Street, Leederville

Longest length of contiguous street frontage: 164m
Shortest length of contiguous street frontage: 4.5m
Typical length of contiguous street frontage: 45m

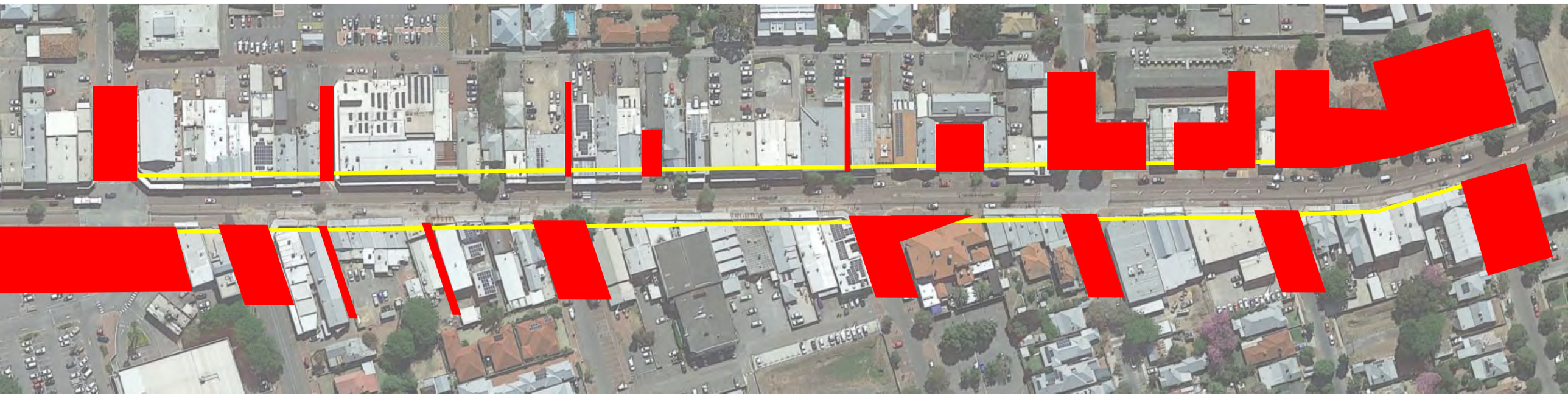


##th Avenue, Maylands

Longest length of contiguous street frontage: 180m
Shortest length of contiguous street frontage: 10m
Typical length of contiguous street frontage: 25m

A: Not nearly as much as we might assume

Q: How contiguous are Perth's best main streets?



Albany Highway, East Victoria Park

Longest length of contiguous street frontage: 115m
Shortest length of contiguous street frontage: 9.5m
Typical length of contiguous street frontage: 67m

A: Not nearly as much as we might assume

Bus Stop Relocation Review

Title	**Bus Stop Relocation Review – Council Avenue**

Client	Arise Developments	**Project No**	CW1039400
Date	25/10/2019	**Status**	Rev A
Author	Brian Sii / Nabil Rahman	**Discipline**	Traffic and Transport
Reviewer	Scott Lambie	**Office**	Perth

1 Introduction

Cardno was engaged by Arise Developments to assess the possibility and preferable relocation of Bus Stop 21234 60m east of Sepia Court / Council Avenue Intersection.

2 Existing Bus Stop

2.1 Location of the Existing Bus Stop

Council Avenue is a 4 lane dual carriageway road with a 5 metre wide central median. Council Avenue has a posted speed limit of 60km/h.

Sepia Court is a local access road of 7.2 metres width. Sepia Court ends in a cul-de-sac approximately 188 metres south of its intersection with Council Avenue.

Both Council Avenue and Sepia court are roads under the care and control of the City of Rockingham.

Prior to its relocation, stop number 21234 was located within the southern verge along Council Avenue, approximately 40 metres east of Sepia Court, in Rockingham. In early 2009, in conjunction with the City of Rockingham who were undertaking construction of a shared path along the southern verge of Council Avenue, the bus stop location was relocated to a site approximately 50 metres west of Sepia court. The location of the previous and existing bus stops are illustrated in **Figure 1 and Figure 2**.

Figure 1 Location of previous Bus Stop



Figure 2 Location of existing Bus Stop



2.2 Existing Traffic Volume

2.2.1 East approach of Read Street / Council Avenue intersection

An indication of the existing peak hour traffic volumes on east approach of the Read Street / Council Avenue intersection, were sourced from the *Main Roads WA Traffic Map SCATS data.* The data is summarised in **Table 1** below.

Table 1 Existing traffic volume on East approach of Read Street / Council Avenue intersection

Time		Movement	Weekday PM			
			3pm	4pm	5pm	6pm
Thursday (PM)	22/08/2019	Left	414	447	383	312
		Through	60	72	44	36
		Right	94	97	69	73
Time		**Movement**	**10am**	**11am**	**SAT 12pm**	**1pm**
Saturday (Midday)	24/08/2019	Left	289	404	416	347
		Through	45	39	53	43
		Right	88	101	107	96

As shown in **Table 1**, the westbound left lane on Council Avenue is a dedicated left turn movement at the intersection with Read Street. From the data obtained from Main Roads WA traffic map, it appears that over 70% of the total peak hour traffic are currently turning left onto the Read Street from Council Avenue.

As shown in the sketch in **Figure 3** below, at the current bus stop location, left turning vehicles will look for opportunities to overtake a bus that is stationary which could result in a potential unsafe manoeuvre into the left-turning lane due to inadequate time and space to make the necessary speed adjustments, prior to diverging onto Read Street. Therefore, given that an average of over 400 left turn vehicular movements occur during peak hours, bus stops should be relocated as far away from the intersection as possible for the safe operation of the left turning movement.

Figure 3 Location of existing Bus Stop scenario



2.3 Traffic Survey (Existing Situation)

Cardno commissioned a video survey using an independent contractor to monitor the traffic / pedestrian activity in the vicinity of the existing Bus Stop 21234. In order to capture the peak activity along Council Avenue, the video survey was conducted on the 14th March (Thursday) from 3PM to 7PM and on the 16th (Saturday) of March from 10AM to 2PM. Data obtained from the video survey is analysed and summarised in the sections below.

2.3.1 Bus Frequency

Date / Time	14th March / 3PM-7PM	16th March / 10AM-2PM
Total No. Buses accessing *Bus Stop 21234* within the survey period	56	19
No. of instances where 2 or more buses access the Bus Stop 21234	9	2
No. of instances where 3 or more buses access the *Bus Stop 21234*	2	0
Longest observed bus stop occupancy period	81 secs (1 bus) 59 secs (2 buses) 51 secs (3 buses)	67 secs (1 bus) 32 secs (2 buses) -
Average occupancy period	29 secs	29 secs
Notable Observation	Only two instances where the bus stop was occupied by 3 buses, for an average time of 35 seconds.	Two of the longest delays are due to bus driver waiting for pedestrian crossing the street to catch the bus at grade.

2.3.2 Pedestrian Amenity

During the video survey, evidence was captured of pedestrians crossing at grade to access the existing bus stop. Within the 4 hours of the survey period, 99 pedestrians crossed at grade on the 14th March and 49 pedestrians on the 16th March. There are no dedicated pedestrian crossing facilities at the location where the pedestrians were crossing, making this practice particularly unsafe.

It was observed that pedestrians would often run over the street at grade to catch the arriving bus as shown in the figure below.

Figure 4 Pedestrians moving across Council Avenue



Additionally, it was also observed that pedestrians were crossing the road between buses as shown in the image below. This movement is extremely unsafe as the pedestrian sightline would be limited, and could miss out seeing an approaching vehicle within the outside lane. Also, other drivers may not be aware of the unexpected pedestrian movement, resulting in possible accidents and injuries.

Figure 5 Pedestrians walking from between stationary Buses



3 Proposed Bus Stop Relocation

The existing bus stop is currently located at the location of the proposed development driveway, planned to provide access to Council Avenue. Therefore, relocation of the bus stop to a location which will allow for the access to be accommodated and provide significantly improved safety outcomes for vulnerable road users was considered.

3.1 No Bus Stop Relocation

During the findings of the State Administrative Tribunal (SAT) ('the Tribunal') conducted on 16th April 2019, it was discussed that the bus stop relocation is not required with regards to the installation of the proposed Council Avenue crossover because it met the mandatory requirements. It was agreed that any crashes caused by the location of the proposed crossover would be low impact and unlikely to result in injuries, though a relocated bus stop would improve safety of the proposed crossover.

As the Tribunal could not require the PTA to relocate the bus stop as a condition of the SAT proceedings, SAT has therefore decided to leave the decision of bus stop relocation to the Public Transport Authority (PTA). Should the PTA decide to relocate the bus stop, the developer should cover all the costs of bus stop relocation, subject to the relocation being the result of the crossover installation.

3.2 Bus Stop Relocation

It was agreed in SAT that the bus stop can be relocated further east of Council Avenue, near the existing pedestrian underpass, where it is safer and more desirable from a pedestrian safety point of view.

The proposed bus stop relocation option addresses the existing safety concerns with the current stop location while also providing improved access for users. This option proposes to relocate the bus stop to approximately 60m east of the Sepia Court/Council Avenue intersection. It is intended that the location of the proposed bus stop is further east than the site of the previous bus stop location as presented in **Figure 7**. The following sections discuss in detail the benefits of the new bus stop location.

3.2.1 Proximity to Underpass Crossing

Figure 6 shows the location of the current, previous and proposed bus stop and their proximity to the underpass under Council Avenue located to the east. It is noted that the bus stop will be located considerably closer to the underpass crossing compared to the current bus stop location. This will greatly encourage passengers to cross to and from the northern side of the road (Council Avenue) utilising the underpass.

As mentioned in **Section 3.2**, it has been observed that a large number of pedestrians are crossing Council Avenue to and from the current bus stop at grade. This is mainly due to the lack of pedestrian crossing facilities along Council Avenue at Read Street and Sepia Court intersections. These unsafe pedestrian movements are likely to put both the pedestrians and drivers in the vicinity at risk. By relocating the bus stop to the proposed bus stop location, this will greatly improve pedestrian safety and amenity by crossing under Council Avenue utilising the underpass, provided with maximum weather protection. The bus stop will also be much more conveniently located to the major pedestrian spine path link which leads from the underpass, directly to the centre of the local residential area located to the south of Council Avenue.

Figure 6 Underpass Proximity



3.2.2 Vehicles Sightline

Safe Intersection Sight Distance (SISD)

The assessment of Safe Intersection Sight Distance (SISD) for vehicles exiting Sepia Court is not applicable for this option, since a bus stopping at the proposed bus stop cannot be considered a permanent obstruction for Sepia Court approach vehicles. According to the *MRWA supplement to Austroads Guide to Road Design 4A,* where SISD cannot be provided due to constraints, Stopping Sight Distance (SSD) for the design speed shall be provided as an absolute minimum.

Stopping Sight Distance (SSD)

To ensure the safe operation of the Sepia Court intersection is maintained when a bus is servicing the proposed bus stop site, the available ***stopping sight distance (SSD)*** for vehicles approaching the Sepia Court intersection has been investigated. The existing Council Avenue is currently operating at a speed limit of 60km/h and appears to be designed to support a speed of 70km/hr (equivalent to the posted speed limit plus 10km/hr). According to *Austroads – Guide to Road Design Part 3: Geometric Design (Table 5.5)*, a SSD of 92m is required for the design location (Reaction time = 2s, Design Speed 70km/h). The provision of this sight line distance allows **west bound vehicles** to have sufficient time to react and stop / avoid obstructions ahead, including vehicles exiting the Sepia Court intersection. **Figure 7** shows that the proposed option for the bus stop location meets the SSD requirements.

Figure 7 Stopping Sightline Distance (SSD)



As can be seen below in **Figure 8**, the existing power poles and embankment to the east of Sepia Court is not noted to be contributing to any major sightline issues at Sepia Court.

Figure 8 Existing Intersection Sightline



3.2.3 Illumination

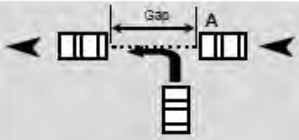
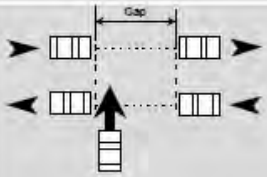
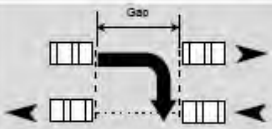
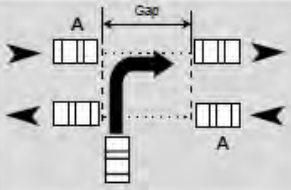
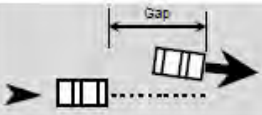
The proposed bus stop location of Option 2 is currently well illuminated as shown in **Figure 9**. This is expected to improve the passenger amenity and safety while waiting for the bus at the bus stop.

Figure 9 Option 2 - Illumination



3.2.4 Critical Acceptance Gaps

Additionally, the *Austroads Guide to Road Design Part 4A: Unsignalised and Signalised Intersections, Table 3.5* shows the critical acceptance gap required for vehicles to access or egress an intersection safety. For the purpose of this assessment, the right turn movement from Sepia Court is the assessed movement. The table shows that the acceptance gap of a "one way" movement is 3 seconds. For a robust assessment, a 4 second acceptance gap is being assessed. When calculated against a design speed of 70km/h and the Council Avenue 85 percentile speed of 64.8km/h, the distance required for a 4 seconds acceptance gap is approximately 78 metres and 73 metres respectively. The distances for a robust acceptable gap is below the SSD sightline requirement achieved as shown in **Section 4.2.2**.

Movement	Diagram	Description	t_a[1] (sec)	t_f[2] (sec)
Left turn		Not interfering with A Requiring A to slow	14–40 5	2–3 2–3
Crossing		Two lane/one way Three lane/one way Four lane/one way Two lane/two way Four lane/two way Six lane/two way	4 6 8 5 8 8	2 3 4 3 5 5
Right turn from major road		Across one lane Across two lanes Across three lanes	4 5 6	2 3 4
Right turn from minor road		Not interfering with A One way Two lane/two way Four lane/two way Six lane/two way	14–40 3 5 8 8	3 3 3 5 5
Merge		Acceleration lane	3	2

Source: Austroads Guide to Road Design Part 4A: Unsignalised and signalised Intersection, Table 3.5

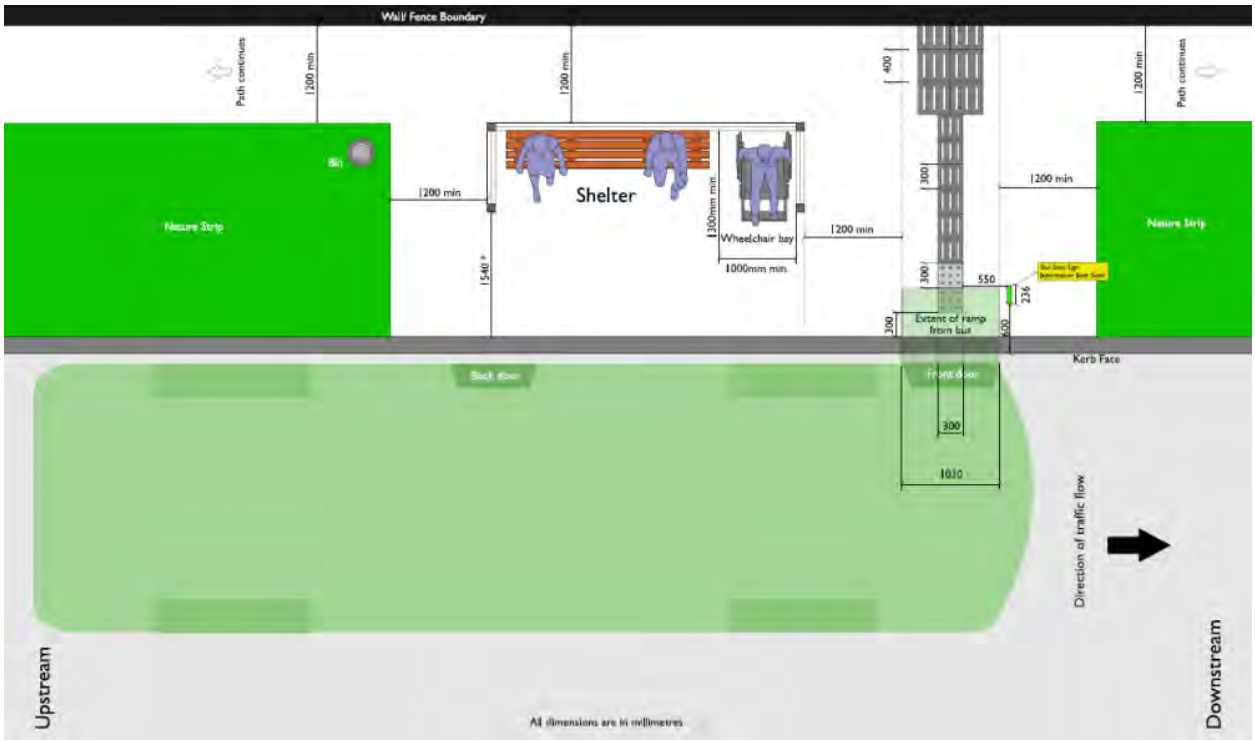
3.3 Cost of Bus Stop Relocation

During the SAT, it was decided that should the PTA decided to relocate bus stop 21234 due to the approval of the proposed Council Avenue crossover, the developer should be required to meet all the costs of bus stop relocation, subject to the relocation being the result of the crossover installation.

4 Bus Stop Design

The design layout of the bus stop proposal is expected to meet the requirements of the Public Transport Authority - *Public Transport Bus Stop Site, Layout Guidelines*. The bus stop layout design shown in **Figure 10** has been proposed. This is a similar layout as presently provided at the existing bus stop location, however could be improved to meet PTA requirements for the future through negotiation with the PTA.

Figure 10 Bus Stop Design Layout



Source: PTA Bus Stop Site, Design Guidelines – Figure 3A

4.1.1 Pedestrian Amenity

The existing shared path shall be extended to connect with the proposed new bus stop to provide pedestrian access using appropriate accessible ramp grades to the *Department of Transport, Planning and designing for pedestrians: guidelines*. Importantly, as mentioned in **Section 4.2**, the proposed Option 2 bus stop locations is significantly closer to the existing Council Avenue underpass to the Rockingham Shopping Centre. This will encourage the passengers to cross Council Avenue utilising the underpass rather than at grade, providing a substantially safer crossing condition and maximum weather protection.

4.1.2 DDA Compliant

According to *PTA Bus Stop Design Guidelines,* all bus stops shall be designed to DDA compliance. A proof of concept design is presented in **Appendix A.** This demonstrates that this option can be designed to satisfy *PTA Bus Stop Design Guidelines* and the DDA compliance. This design is not definitive and can be modified to suit PTA requirements where possible.

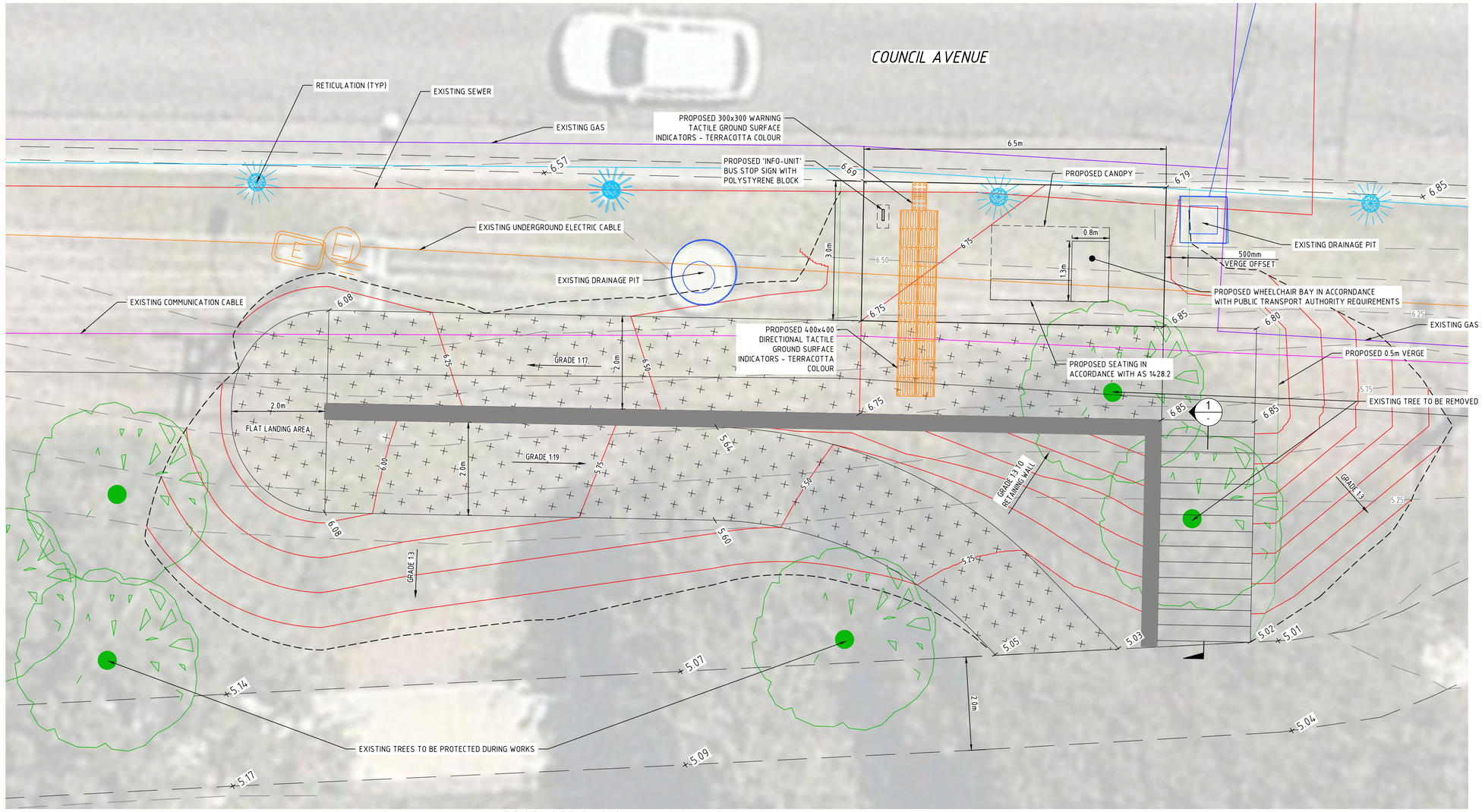
5 Summary

Overall, the proposed option for the new bus stop is expect to improve the traffic safety and pedestrian amenity in general.

The bus stop meets the PTA requirements with regard to separation from intersections on both the approach and departure side and is therefore not expected to have an adverse impact on the operation and safety of Council Avenue and will in fact result in safety improvements. The sight line assessment undertaken by Cardno shows that any previous concerns with obstructed visibility from the historic bus stop site do not apply to the location proposed in this option. The new location will provide improved pedestrian amenity and safety due to the proximity to the pedestrian underpass and the location of the stop, further from the signalised intersection of Read Street and Council Avenue, which will allow additional time and distance for the No. 553 bus service to position itself within the appropriate lane to continue through the intersection into Cygnus Street. It has also been demonstrated that the stop can be designed to be DDA compliant.

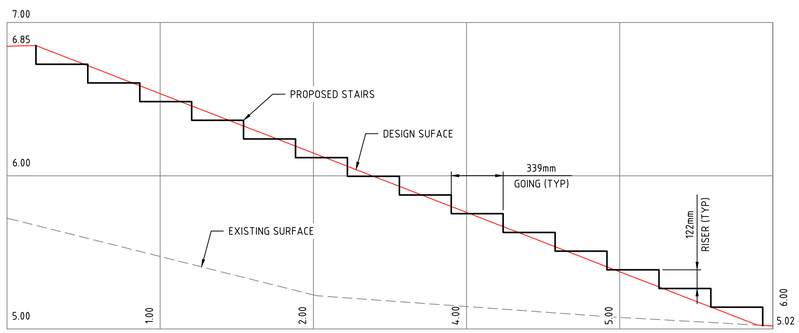
Appendix A

DATE PLOTTED: 2 April 2019 8:50 AM BY : ASHLEY PEARCE



PROPOSED BUS SHELTER GENERAL ARRANGEMENT - CONCEPT 2

SCALE 1:50



SECTION 1

SCALE 1:20

LEGEND:

- PROPOSED RETAINING WALL
- -5.25- EXISTING CONTOURS (0.25m INTERVAL)
- 6.25 PROPOSED CONTOURS (0.25m INTERVAL)
- EXTENT OF 1:3 BATTER
- PROPOSED FOOTPATH
- EXISTING FOOTPATH
- 5.03 SETOUT POINT
- + 6.85 SPOT LEVEL

0 0.5 1 1.5 2m
SCALE 1:20 @A1

0 1 2 3 4 5m
SCALE 1:50 @A1

Rev.	Date	Description	Des.	Verif.	Appd.
A	27.03.2019	ISSUED FOR APPROVAL	AP		

REVISION IN PROGRESS

city of Rockingham — where the coast comes to life

NORTH

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Project: PROPOSED BUS SHELTER

Title: PROPOSED BUS SHELTER GENERAL ARRANGEMENT CONCEPT 2

Status: PRELIMINARY
NOT TO BE USED FOR CONSTRUCTION PURPOSES

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ARISE ROCKINGHAM PTY LTD

PROPOSED MIXED USE COMMERCIAL CENTRE

No 2 SEPIA COURT, ROCKINGHAM

TRAFFIC AND PARKING ASSESSMENT

November 2019

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V1 draft to client	5/7/18
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V3 Revised development design	30/1/19
V4 Revised design following SAT	10/10/19
V5 GFA changes	5/11/19

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1. EXECUTIVE SUMMARY

1.1. Riley Consulting has been commissioned by Arise Rockingham Pty Ltd to prepare a traffic report for a mixed-use development at 2 Sepia Court, Rockingham. The key findings of the traffic review are:

1.2. The proposed development comprises of a showroom tenancies, convenience store with fuel, gym, café and office. It is appropriately located adjacent to the shopping centre in Rockingham city centre.

1.3. The development is forecast to generate up to 2,186 vehicle movements per day. However, due to pass-by trade the development is forecast to increase local traffic by 1,713 movements per day. The current development proposal does not significantly change the traffic demands and movements previously considered for the development of the subject land.

1.4. The forecast traffic generation would be deemed to have no material traffic impact under the WAPC *Transport Assessment Guidelines for Developments*.

1.5. Peak hour traffic demands are moderate and meet the threshold for assessment of the local road network. Sidra network has been used to assess the operation of access to Council Avenue, Read Street and the traffic signals at the intersection of Read Street and Council Avenue. The analysis of the PM peak and Saturday peak shows acceptable Levels of Service are maintained.

1.6. Primary access to the development is restricted to left-in / left-out movements to both Council Avenue and Read Street. Full movement access is provided via Sepia Court. The location of access meets MRWA and Australian Standard guidelines and appropriate visibility is provided.

1.7. Parking in accordance with the City of Rockingham's Town Planning Scheme is provided.

1.8. There are no reasons to suggest the proposed development would not operate in a safe and appropriate manner.

2. CHECKLIST

Item	Comments/Proposals
Proposed development	
proposed land uses	Gym, café, convenience store (fuel), showrooms, office
existing land uses	Vacant land
context with surrounds	Town centre precinct
Vehicular access and parking	
access arrangements	Direct to Council Avenue, Read Street and Sepia Court
public, private, disabled parking set down / pick up	Disabled parking to be provided
Service vehicles	
access arrangements	On site
rubbish collection and emergency vehicle access	On site
Hours of operation (non-residential only)	24 hours a day, 7 days per week.
Traffic volumes	
daily or peak traffic volumes	Forecast traffic increases 1,713vpd No material impact under WAPC guidelines
type of vehicles (eg cars, trucks)	Predominantly cars and as-of right HGV's
Traffic management on frontage streets	Not required
Public transport access	
nearest bus stops/train stations	Within 100m
pedestrian/cycle links to bus stops/train station	N/A
Pedestrian access/facilities	
existing pedestrian facilities within the development (if any)	N/A
proposed pedestrian facilities within development	Appropriate
existing pedestrian facilities on surrounding roads	Acceptable
proposals to improve pedestrian access	N/A
Cycle access/facilities	
existing cycle facilities within the development (if any)	N/A
proposed cycle facilities within development	Cycle racks being provided
existing cycle facilities on surrounding roads	Appropriate
proposals to improve cycle access	N/A
Site specific issues	None identified
Safety issues	None identified

3. THE SITE AND SURROUNDING ROAD NETWORK

3.1. The site is located at 2 Sepia Court, located on the corner of Read Street and Council Avenue in the central business area of Rockingham. The location of the site is shown in Figure 1 and Figure 2 shows an aerial image of the site and surrounding area. Roads of significance to the development site are considered below.

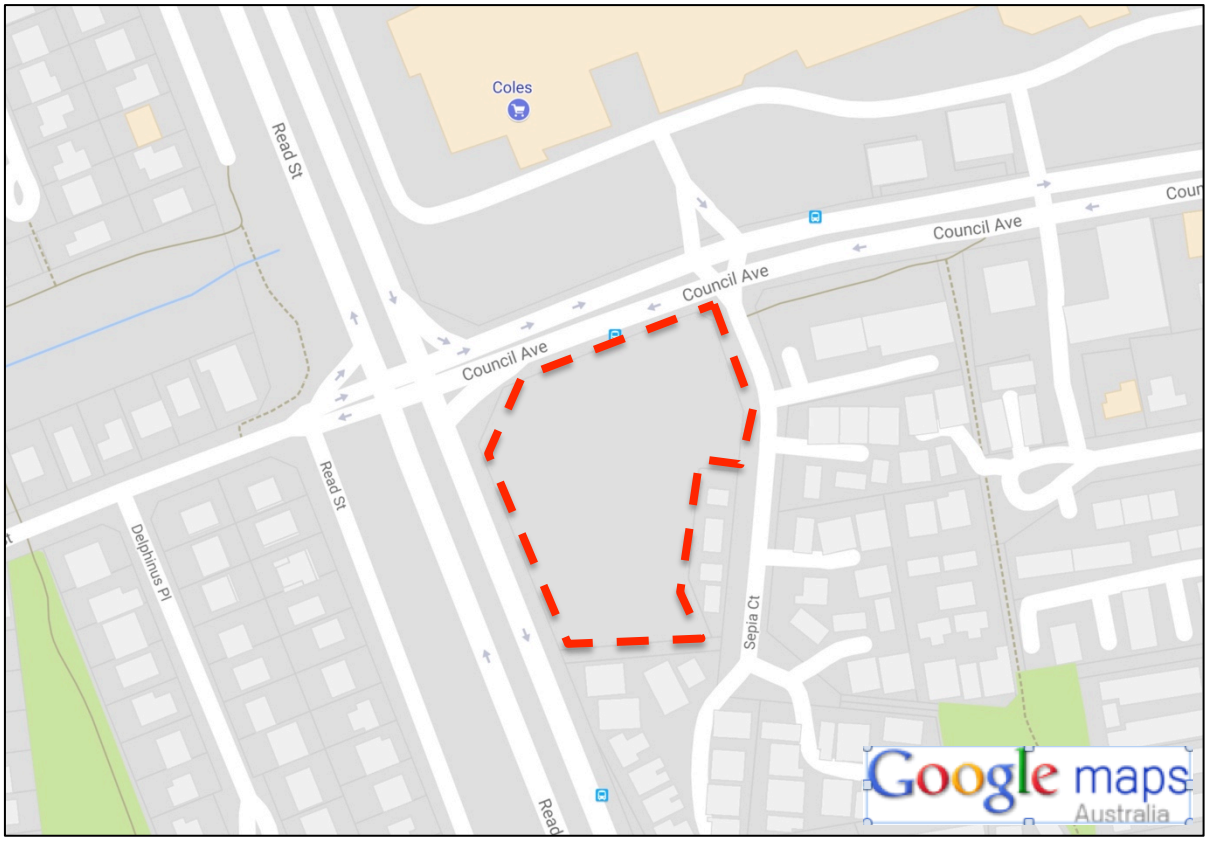


Figure 1 **Site Location** (Site area indicative)



Figure 2 **Aerial Image of the Subject Site** (site area indicative)

Council Avenue

3.2. Council Avenue is classified as a district distributor A road in the Main Roads *Functional Road Hierarchy*. It is constructed with two lanes in each direction. A 60kph speed limit applies.

3.3. Traffic data provided by the City of Rockingham indicates 10,922 vehicles per day (vpd) west of Kitson Street (2007). Traffic data provided by MRWA to the east end indicates over 15,000vpd. As the traffic data is old, reference is made to Scats data from the traffic signals at Read Street. The Scat data indicates 10,229vpd between Sepia Court and the traffic signals. It can be seen that the City of Rockingham data is still relevant.

3.4. Table 1 provides a summary of the current traffic demands taken from MRWA traffic signal data. The MRWA data is attached at Appendix A.

Table 1 Council Ave

Volume	AM Peak (8-9)	PM Peak (5-6)	Sat (12-1)	Capacity
10,229vpd (2018)	256 east 139 west	380 east 609 west	593 east 518 west	40,500vpd

Read Street

3.5. Read Street is a four lane divided road and is classified a district distributor A road in the MRWA *Functional Road Hierarchy* and an "other important" regional road (Blue road) in the Metropolitan Region Scheme. All planning proposals are required to be referred to the Western Australia Planning Commission.

3.6. Traffic data available on the MRWA website indicates 26,407vpd north of Rae Road (passing the subject site). It is considered to be operating at Level of Service A with current traffic demands. It has a posted speed limit of 70kph.

3.7. Table 2 shows the peak hour traffic demands extracted from the Scats traffic signal data.

Table 2 Read Street

Volume	AM Peak (7-8)	PM Peak (5-6)	Sat (12-1)	Capacity
26,407vpd	725 north 337 south	830 north 1,327 south	1,217 north 1,008 south	40,500vpd

Sepia Court

3.8. Sepia Court is classified an access street in the MRWA *Functional Road Hierarchy*. It has a posted speed limit of 50kph.and is predominately residential in nature. It is constructed with a 7.0 metre wide pavement with a footpath to its eastern side.

3.9. No traffic data is available. Reference to aerial images indicates that approximately 80 dwellings and a child care centre are accessed from Sepia Court. It is calculated that Sepia Court would pass about 800 to 1,000 vehicle per day.

3.10. A peak hour traffic survey undertaken of Sepia Court recorded 58 peak hour movements, suggesting a daily demand of about 600 vehicles. The peak hour survey supports the derived daily flow.

Public Transport

3.11. Reference to the Transperth web site indicates there are six bus services operating adjacent to the subject site. The bus services all service Rockingham railway station. Figure 3 shows the bus network.

3.12. The site is provided with excellent public transport access.

3.13. It is noted that the location of the existing westbound bus stop adjacent to the subject site was relocated from being adjacent to the pedestrian underpass accessing the shopping centre. It is considered the movement of the bus stop was detrimental to pedestrian safety.

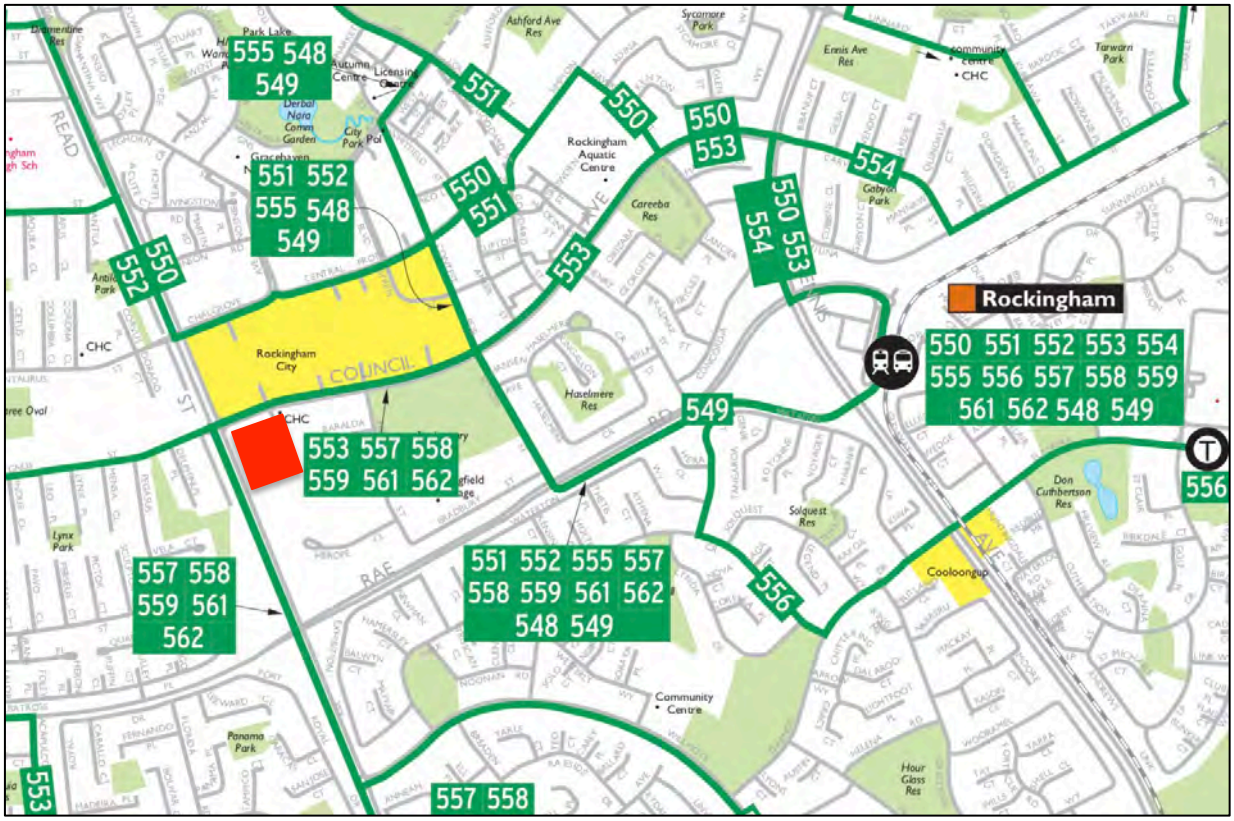


Figure 3 Local Bus Services

Cycling

3.14. A good cycling environment exists in Rockingham. The site is located adjacent to a high quality shared path making cycle access very easy.

3.15. An underpass to Council Avenue exists approximately 100 metres east of the subject site linking to Rockingham shopping centre. Shared paths are also provided to Read Street with crossing facilities provided at the Read Street / Council Avenue traffic signals.

3.16. Figure 4 shows the local cycling network.

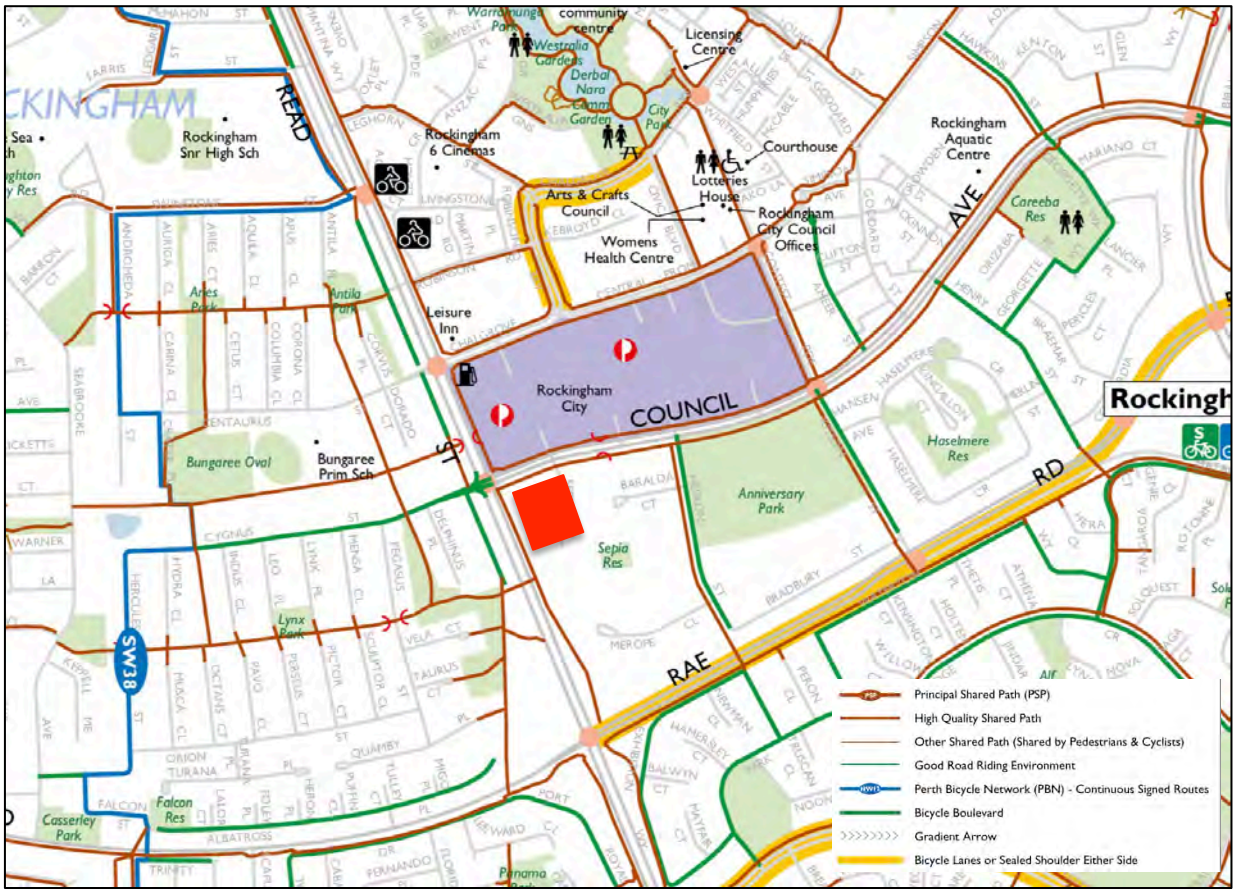


Figure 4 Local Cycling Network

4. THE PROPOSED DEVELOPMENT

4.1. It is proposed to develop the site to provide a mixed- use commercial land use. The following mix of land uses are proposed (Gross Floor Area):

Tenancy 1	convenience store with fuel (6 pumps
Tenancy 2	Showroom 2,200m^2
Tenancy 3	Showroom 945m^2
Tenancy 4	Showroom 945m^2
Tenancy 5	Showroom 440m^2
Tenancy 6	Café 140m^2 with 63m^2 alfresco
Tenancy 7	Gym 492m^2
Tenancy 8	Office 310m^2
Tenancy 9	Office 310m^2

4.2. A concept layout for the proposed development is shown in Figure 3.



Figure 3 Concept Development Plan (refer to DA plans)

5. TRAFFIC GENERATION AND DISTRIBUTION

5.1. To assess the potential traffic generation of the subject site, reference is made to the RTA Guide to Traffic Generating Developments and the ITE Trip Generation Manual. The traffic generation of the proposed land uses is discussed below.

Convenience Store with Fuel

5.2. There are two trip generation sources that provide trip rates for convenience stores with fuel. The RTA *Guide to Traffic Generating Developments* (NSW) provides trip rates based on the gross area of the site. The trip rate source applies the same trip generation regardless of the number of pumps. It is considered that this method is unreliable.

5.3. The ITE Trip Generation manual (USA) suggests an AM peak hour trip rate of 12.07 trips per filling position, a PM peak hour trip rate of 13.86 trips and a daily rate of 168.56 trips. Based on surveys undertaken by Riley Consulting of convenience stores with fuel in the northern suburbs of Perth, the ITE trip generation rate is considered the most reliable trip generation source for this land use.

5.4. The proposed development plan shows three bowsers providing 6 filling positions. Reference to the ITE trip rate suggests the site would generate 72 trips in the morning peak and 83 trips in the evening peak hour. The daily generation would be 1,011 trips. The ITE manual suggests the weekend attraction is about 40% of the weekday attraction. For the purpose of this study the 40% of the PM peak will be applied to the Saturday traffic generation.

5.5. The ITE trip generation source also advises that a convenience store with fuel can be expected to attract at least 45% of its traffic generation from traffic already passing the site (referred to as pass-by trips).

Cafe

5.6. Reference to the RTA *Guide to Traffic Generating Developments* suggests that Cafe land uses can be expected to generate 60 trips per $100m^2$ floor area and 5 trips per $100m^2$ during the traditional evening peak period. With a floor area of $140m^2$ plus an alfresco area of $63m^{2,}$ the café would be expected to generate 122 movements per day.

5.7. It can be expected that the café would most likely close mid afternoon, but on the basis that some evening operation could occur, the RTA evening peak trip rate is applied at 5 trips per $100m^2$. Peak hour trips would be 10 in each peak period.

Showrooms

5.8. Reference to the RTA *Guide to Traffic Generating Developments* (04a of 2013) identifies a trip rate of 17 trips per 100m^2 GFA for bulky goods retail outlets (showrooms). The peak hour trip rate is 2.7 trips per 100m^2 with a weekend peak trip rate of 3.9 trips per 100m^2.

5.9. In total there are 4 showroom tenancies with a combined floor area of 4,530m^2. The showrooms would be expected to generate 770 vehicle movements per day with an evening peak generation of 122 vehicle movements. During the morning peak only staff would typically be expected before 9am.

5.10. On Saturdays the RTA trip generation indicates a peak of 177 vehicle movements

Gym

5.11. The RTA guide suggests gymnasiums can be expected to generate 9 peak hour and 45 daily trips per 100m^2 of GFA in sub regional centres. In CBD centres the PM trip rate reduces by 2/3rds to 3 trips per 100m^2 of floor area. The town centre of Rockingham will lie between the two locations identified in the RTA guide. For the purpose of this assessment the higher trip rate is used.

5.12. Based on a floor area of 492m^2, the gymnasium could generate up to 221 daily vehicle movements with 44 peak hour vehicle movements.

5.13. On Saturdays during the peak of site activity, the Gym would be quiet. Other gyms in the locality have approximately 40% of the patronage indicated on a Thursday evening peak. On this basis the gym is expected to generate about 19 peak movements during the Saturday site peak period.

5.14. It can be expected that the proposed office land uses will provide patronage opportunity for the gym. However, no deductions to the trip rate are made for the purpose of the traffic assessment.

Office

5.15. The RTA guide suggests office and commercial tenancies can be expected to generate 10 daily trips per 100m^2 of GFA with 2 trips per 100m^2 during the peak periods.

5.16. With a total floor area of 620m^2 the office land use can be expected to generate 62 movements per day with 12 trips in each peak period.

5.17. Table 3 shows the expected traffic generation of the proposed development.

Table 3 Traffic Generation

	Pass-by	Daily	New	AM	PM	SAT
Existing land use	0	0				
Convenience store (fuel)	45%	1,011	556	72	83	50
Cafe	15%	122	104	11	11	4
Showrooms	0	770	770	25	122	176
Gym	0	221	221	44	44	19
Office	0	62	62	12	12	0
Traffic Increase		**2,186**	**+1713**	**164**	**272**	**249**

*Peak figures ignore pass-by trips

Distribution

5.18. Traffic attracted to the proposed development will be drawn from the surrounding residential area and from traffic already passing the site using Council Avenue and Read Street. Access to Council Avenue and Read Street is restricted to left-in / left-out movements only, with full access provided at Sepia Court.

6. DAILY TRAFFIC IMPACT

6.1. Reference to the WAPC *Transport Assessment Guidelines for Developments* -(Volume 4) states that:

> *"where a traffic increase as a result of a proposed development is less than 10% of current road capacity, it would not normally have a material impact".*
>
> *"For ease of assessment, an increase of 100 vehicles per hour for any lane can be considered as equating to around 10% of capacity. Therefore any section of road where traffic would increase flows by more than 100 vehicles per hour for any lane should be included in the analysis".*

6.2. Based on recognised trip generation trip rates the proposed development is forecast to generate 2,186 vehicle movements per day, of which some 1,713 movements would be new to the local road network.

6.3. Figure 4 shows the expected traffic increases and the level of pass-by trips anticipated. Note that the pass-by trips are assumed from all approaches,



Figure 4 Forecast Daily Traffic Generation

6.4. Table 4 provides an assessment of the daily attraction that could occur to the local road network.

Table 4 Daily Increases to Local Road Network

Road	Development	New[1]	Capacity	%
Council Avenue	481	377	40,500	1%
Read Street north	918	721	45,000	1.6%
Read Street south	678	531	45,000	1%
Cygnus Street	109	86	13,500	1%
	2,186	**1,713**		
Sepia Court	@980	All	13,500	7.2%

6.5. It can be seen from Table 4 that the increases to the surrounding road network are low and significantly less than 10% of the road capacity. It can

[1] Note that rounding in Excel indicates 1,714

[2] Capacity based on 5m^2 per table of 4 = 110 person seating capacity

be seen that the impact to local streets from a daily flow perspective is very low and would not be considered to have a material impact.

6.6. Excluding the traffic generation reductions to account for pass-by trips, the level of traffic increase to the surrounding road network would be less than 2.5% of the road network capacity. The development would still be considered to have no material traffic impact.

6.7. Based on the WAPC Transport Assessment Guidelines for Developments (Volume 4) the proposed development would be considered to have no material traffic impact in regard to daily traffic flow changes.

6.8. Table 4 also includes the possible increase to Sepia Court at approximately 980 vehicle movements per day. The demand to Sepia Court may fluctuate based on local road network operating conditions, but would not be expected to be more than 2.5% of the capacity. However, as a more residential type street a maximum demand of 3,000vpd is desirable. With approximately 1,000vpd currently using Sepia Court, It is highly improbable that the proposed development would result in Sepia Court carrying more than 3,000vpd.

7. PEAK HOUR IMPACT

7.1. The assessment of the proposed development is shown to have no material traffic impact based on the change to daily traffic flows when measured against the WAPC guidelines.

7.2. During the peak periods some impacts may occur and assessment of the expected peak hour traffic demands shown in Table 3 indicates the following peak demands (no account of pass-by trips is taken).

AM Peak	164 vehicle movements
PM Peak	272 vehicle movements
Saturday Peak	249 vehicle movements

7.3. The WAPC guidelines suggest that where a peak demand of more than 100 vehicles occurs to any traffic lane an assessment of the impact should be undertaken.

7.4. Based on a typical 50/50 directional split of traffic, it can be estimated that material traffic impact to a traffic lane is unlikely to occur until 200 vehicles are generated in the peak period. On this basis it can be derived that with a generation of 166 vehicle movements, the AM peak is unlikely to result in a material traffic impact.

7.5. Appendix C shows the forecast peak period traffic demands associated with the proposed development for the PM peak and Saturday peak. It can be seen from Appendix C that traffic increases to individual lanes are low and would not generally be expected to have a material impact, noting that the peak turn into Sepia Court is high and it is considered further.

7.6. To assess the operation of the local road network, SIDRA intersection has been used for the PM peak period and the Saturday peak period. Appendices D and E show the Sidra analysis which has used the network function to assess the traffic signals, the site access points and Sepia Court.

7.7. The Sidra network analysis is summarised in Figure 5 for the PM peak hour and Figure 6 for the Saturday peak hour.

7.8. Figures 5 and 6 show that good Levels of Service are maintained for all traffic movements with the proposed development during peak periods.

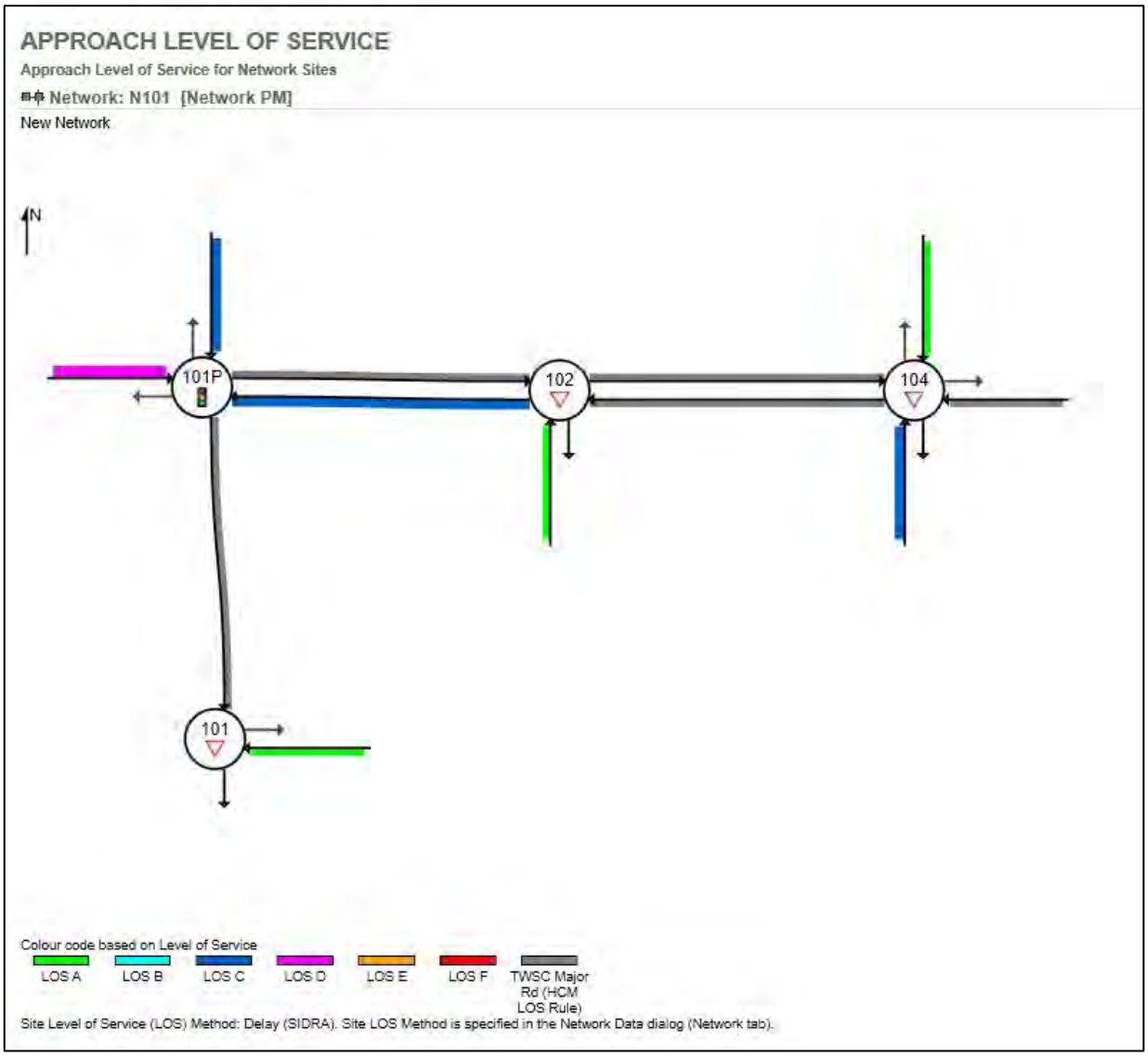


Figure 5 PM Peak Hour Sidra Levels Of Service (with development)

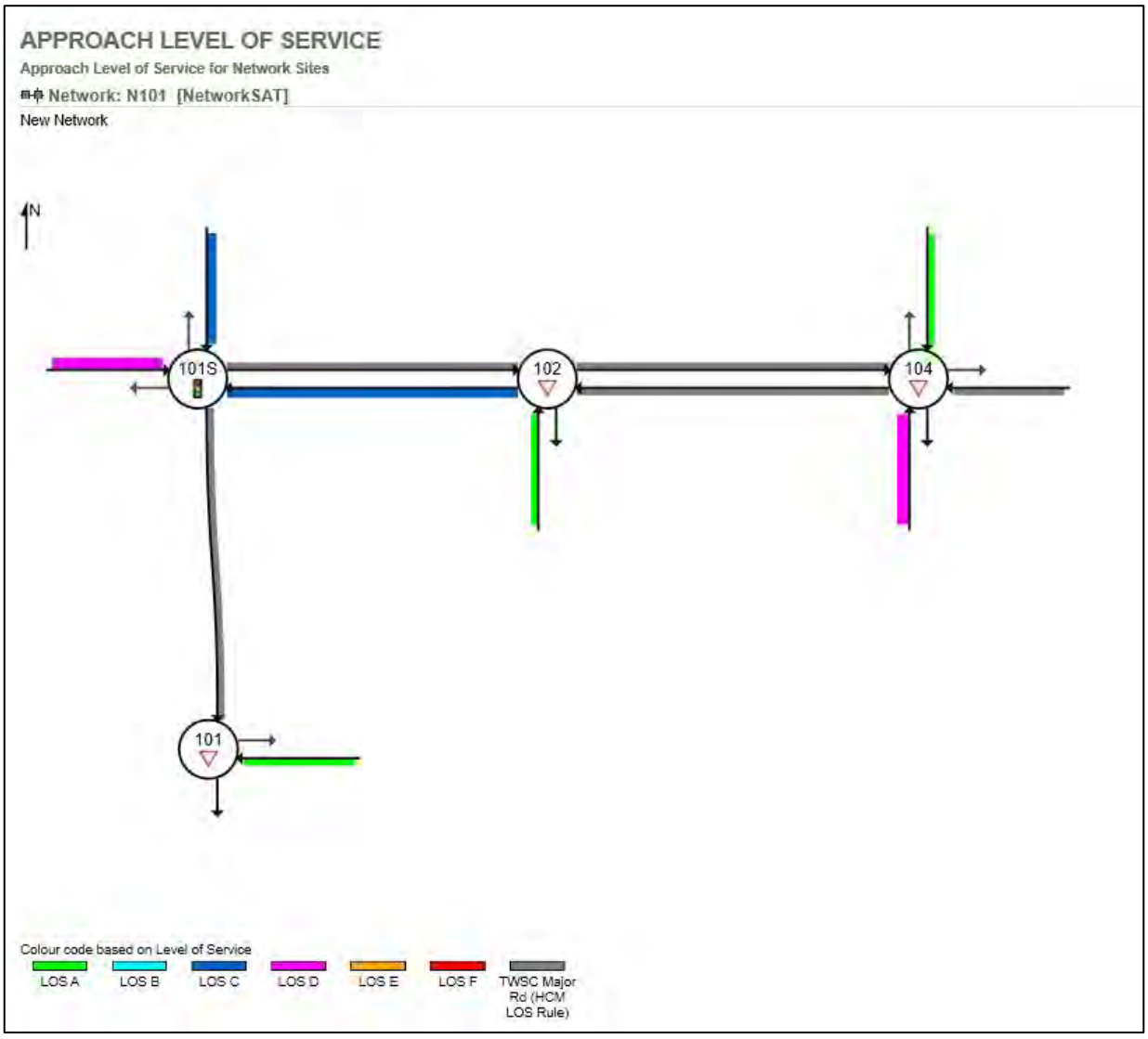


Figure 6 Saturday Peak Hour Sidra Levels Of Service (with development)

8. ACCESS

8.1. Access to the proposed development will be taken via cross overs to:

Read Street	Restricted to left-in / left-out movements only
Council Avenue	Restricted to left-in / left-out movements only
Sepia Court	Full movement permitted

8.2. An indicative plan showing the site plan superimposed to an aerial image is provided in Figure 7.



Figure 7 Access Locations *(Indicative - refer to DA plans)*

Access to Read Street

8.3. Access to Read Street is located to the southern end of the subject site and is located approximately 145 metres south of the traffic signals at the intersection of Read Street and Council Avenue. The location of the access accords with current guidelines.

8.4. The access is restricted to left in / left out movements only by virtue of the existing median located to the centre of Read Street. An existing embayment located to the eastern kerb line of Read Street will be converted to provide a standard 60 metre auxiliary turn lane for the site access.

8.5. Visibility is in accordance with current guidelines.

8.6. Reference to the Sidra network analysis indicates that level of Service A can be expected at this access during peak periods of operation.

Access to Council Avenue

8.7. The access to Council Avenue is located 85 metres east of the traffic signals stop line at Read Street. A separation of 60 metres is provided from Sepia Court. The access is located 60 metres from the MRS line and accords with current planning policies.

8.8. Good visibility is provided for the access to Council Avenue and in accordance with current guidelines.

8.9. Reference to the Sidra network analysis indicates that Level of Service A can be expected at this access during peak periods of operation.

8.10. It is likely that during some peak periods the queue form the traffic signals may interact with the access to Council Avenue. However, the Sidra network analysis shows that very good operation will be provided. Occasional interruption of the access is not considered to be an issue and is a common occurrence in town centre locations.

Access to Sepia Court

8.11. Access to Sepia Court is taken at two locations to provide an entry/exit for the convenience store (fuel) and an entry/exit for the showrooms and other land uses on the site. The access is located approximately 35 metres south of the Sepia Court yield line to Council Avenue and is appropriately located. A child care centre exists to the east of Sepia Court and the proposed access is located in accordance with the requirements of AS2890.1 in regard to the child care centre access.

8.12. The showroom access is located approximately 75 metres south of the Sepia Court yield line to Council Avenue. The proposed access is located in accordance with the requirements of AS2890.1 in regard to the child care centre access.

8.13. Appropriate visibility is provided for the accesses to Sepia Court.

8.14. The operation of these access points has not been included in the Sidra network assessment as traffic demands on Sepia Court are very low and uninterrupted flow conditions can be expected.

8.15. Analysis of the Sepia Court intersection with Council Avenue is included and shows Level of Service D during the PM peak.

Service Vehicle Access

8.16. Service vehicles will typically be 12.5 metre rigid vehicles delivering goods to the commercial uses.

8.17. The fuel component of the convenience store will require access by a 19 metre length petrol tanker. The tanker will enter from Sepia Court and depart to Council Avenue.

8.18. Swept path assessment of the site will be required to be undertaken to ensure appropriate access by service vehicles.

9. PARKING

9.1. The proposed development is located close to the heart of the Rockingham City Centre and falls within the primary centre in regard to the car parking requirements of the Town Planning Scheme (TPS).

9.2. A minimum and maximum level of parking is set out in Table 3 of the City's TPS as follows (maximum acceptable parking shown in brackets):

- Health Studio (gym) 1 bay per 20m^2 (15)
- Showroom 1 Bay per 80m^2 (60m^2)
- Restaurant 1 bay per 8 persons accommodated (6)[2]
- Shop 1 bay per 22m^2 NLA (17m^2)
- Office 1 bay per 60m^2 NLA (40m^2)

Table 5 Parking Requirements

Land Use	Area NLA	Min	Max
Gym	492	24.6	32.8
Showrooms	4,530	56.6	75.5
café	203 (65 BoH)	13.8	18.3
Convenience store	200	9	12
Office	620	10.3	15.5
Total		**114.3**	**154.1**

9.3. Table 5 indicates that the proposed development is required to provide a minimum of 114 parking bays and a maximum of 154 parking bays to comply with the requirements of the TPS.

9.4. Reference to the concept plan show as Figure 3 indicates in total 110 parking bays are provided for the proposed development. The number of parking bays does not include the 6 bays parking adjacent to fuel bowsers, which would increase the overall provision to 116 bays.

[2] Capacity based on 5m^2 per table of 4 = 110 person seating capacity

9.5. The number of parking bays provided falls between 114 and 154 bays and is considered to meet the car parking requirements set out in the City of Rockingham's TPS.

9.6. All car parking bays are to be provided in accordance with AS2890.1 and other relevant standards.

9.7. The concept plan indicates 20 bicycle parking bays are to be provided to meet the requirements of the TPS.

10. PUBLIC TRANSPORT, PEDESTRIANS AND CYCLISTS

10.1. Bus stops are located in close proximity to the subject site and provide excellent public transport access. There are several bus routes passing the subject site that also service the shopping centre.

10.2. The concept plan indicates an awning to the convenience store that will provide shelter for bus passengers waiting on Council Avenue. This will improve passenger comfort during inclement weather.

10.3. The development is closely located adjacent to a major shopping precinct of Rockingham and may attract some walking and cycling trips.

10.4. The subject site is located on the corner of Read Street and Council Avenue where traffic signals are provided. Pedestrian crossing facilities are provided at the traffic signals to Main Roads standards.

10.5. An underpass to Council Avenue exists approximately 100 metres east of the subject site and provides a traffic free access to the shopping centre.

10.6. Site inspection indicates that pedestrians cross Council Avenue at Sepia Court to reach the bus stops adjacent to the subject site. The development would not negatively impact the ability of pedestrians to take this route. However, use of the underpass should be encouraged if well lit and designed in accordance with safe street standards.

10.7. Staff trips may occur using bicycles and facilities for cyclists are to be provided in accordance with local government requirements.

APPENDIX A TRAFFIC DATA

Read St

SITE 5301

North of Rae Rd

Traffic Volume | Hourly | Speed | Monday to Friday | Download



	Vehicles	
	Total	Heavy
2014/15		
2013/14		
2012/13	25825	
2011/12	27193	
2010/11		
2009/10		

Council Av

SITE 3711

West of Ennis Av

Traffic Volume | Hourly | Speed | Monday to Friday | Download



	Vehicles	
	Total	Heavy
2014/15	**15148**	**4%**
2013/14		
2012/13	16896	3%
2011/12		
2010/11		
2009/10		

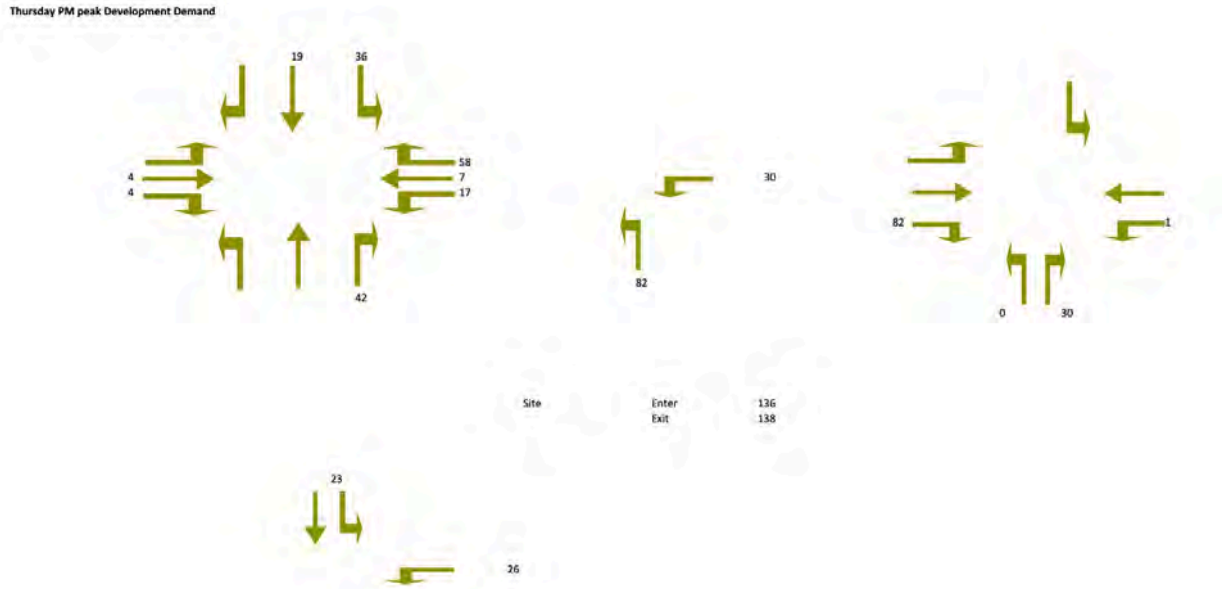
APPENDIX B LEVELS OF SERVICE BY ROAD TYPE

LOS	Single Carriageway[1]	2-Lane Boulevard[2]	Dual Carriageway (4-Lanes)[3]	Dual Carriageway (4-lane Clearway)[3]
A	2,400vpd	2,600vpd	24,000vpd	27,000vpd
B	4,800vpd	5,300vpd	28,000vpd	31,500vpd
C	7,900vpd	8,700vpd	32,000vpd	36,000vpd
D	13,500vpd	15,000vpd	36,000vpd	40,500vpd
E	22,900vpd	25,200vpd[4]	40,000vpd	45,000vpd
F	>22,900vpd	>25,200vpd[4]	>40,000vpd	>45,000vpd

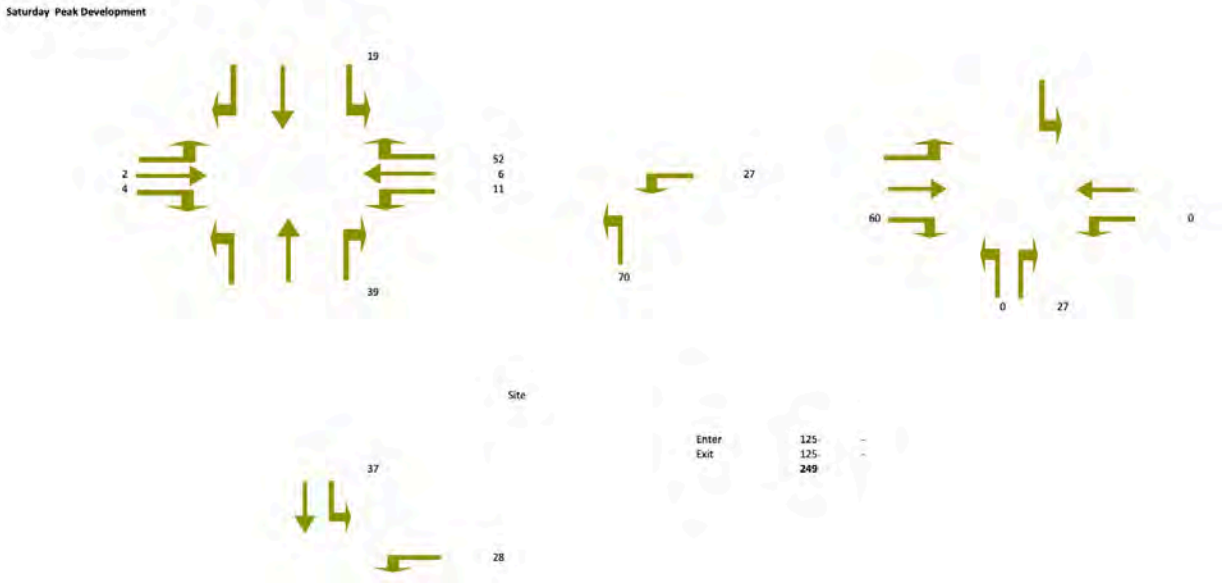
[1] Based on Table 3.9 Austroads - Guide to Traffic Engineering Practice Part 2
[2] Based on single carriageway +10% (supported by Table 3.1 Austroads - Guide to Traffic Engineering Practice Part 3) – Boulevard or division by medians.
[3] Based on RRR Table 3.5 - mid-block service flow rates (SF.) for urban arterial roads with interrupted flow. Using 60/40 peak split.
[4] Note James Street Guildford passes 28,000vpd.

APPENDIX C DEVELOPMENT PEAK HOUR TRAFFIC DEMANDS

PM Peak Hour Development Traffic Demands

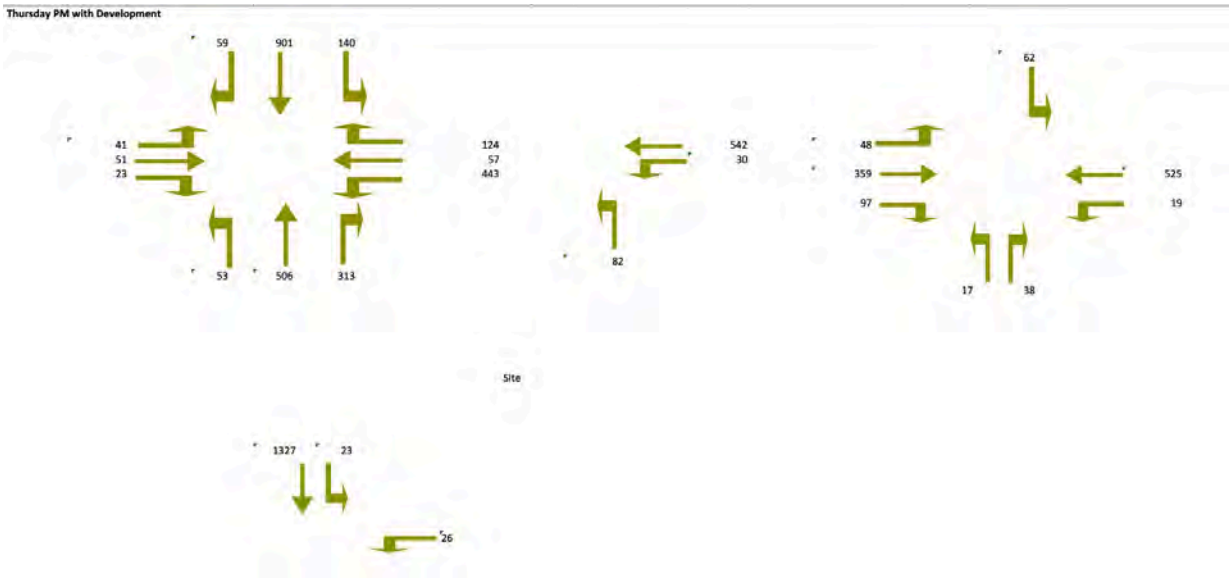


Saturday Peak Hour Development Traffic Demands



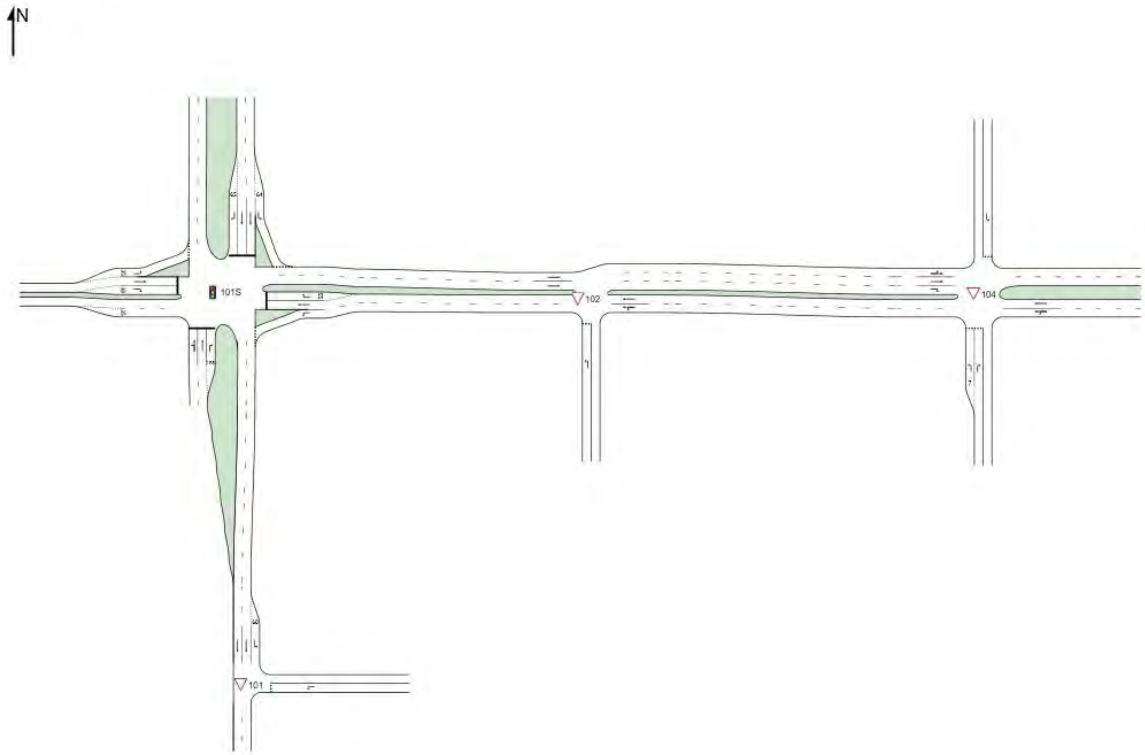
APPENDIX D PM PEAK HOUR SIDRA ANALYSIS

Traffic Demands



Network: N101 [NetworkSAT]

New Network



MOVEMENT SUMMARY

Site: 101P [Readpm1]

Network: N101 [Network PM]

Read St / Council Ave
PM Peak with Development
Signals - Fixed Time Isolated Cycle Time = 100 seconds (User-Given Cycle Time)

Movement Performance - Vehicles

Mov ID	OD Mov	Demand Flows Total veh/h	Demand Flows HV %	Arrival Flows Total veh/h	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Read Street south													
1	L2	56	0.0	56	0.0	0.441	32.5	LOS C	11.0	79.9	0.82	0.72	40.4
2	T1	533	5.0	533	5.0	0.441	26.9	LOS C	11.1	80.7	0.82	0.71	41.5
3	R2	329	4.0	329	4.0	0.722	44.3	LOS D	15.3	110.7	0.97	0.87	24.8
Approach		918	4.3	918	4.3	0.722	33.5	LOS C	15.3	110.7	0.87	0.76	36.0
East: Council Avenue													
4	L2	466	4.0	466	4.0	0.430	12.3	LOS B	9.9	72.0	0.54	0.73	20.2
5	T1	60	0.0	60	0.0	0.508	52.7	LOS D	3.0	21.3	1.00	0.75	24.5
6	R2	131	3.0	131	3.0	0.710	56.2	LOS E	6.7	47.8	1.00	0.86	23.3
Approach		657	3.4	657	3.4	0.710	24.7	LOS C	9.9	72.0	0.67	0.75	22.5
North: Read Street north													
7	L2	147	3.0	147	3.0	0.119	9.7	LOS A	2.0	14.6	0.36	0.64	45.8
8	T1	948	4.0	948	4.0	0.750	31.4	LOS C	21.0	152.2	0.92	0.83	29.9
9	R2	62	0.0	62	0.0	0.132	37.0	LOS D	2.4	16.5	0.81	0.73	36.9
Approach		1158	3.7	1158	3.7	0.750	29.0	LOS C	21.0	152.2	0.85	0.80	31.9
West: Cygnus Street													
10	L2	43	0.0	43	0.0	0.037	9.0	LOS A	0.5	3.6	0.32	0.62	51.6
11	T1	54	0.0	54	0.0	0.454	52.4	LOS D	2.7	19.0	1.00	0.74	22.5
12	R2	24	0.0	24	0.0	0.129	51.3	LOS D	1.1	7.8	0.94	0.71	22.7
Approach		121	0.0	121	0.0	0.454	36.7	LOS D	2.7	19.0	0.75	0.69	31.9
All Vehicles		2854	3.7	2854	3.7	0.750	29.8	LOS C	21.0	152.2	0.81	0.78	32.3

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.

MOVEMENT SUMMARY

Site: 102 [SiteAccessPM]

Network: N101 [Network PM]

Development Access
PM Peak
Giveway / Yield (Two-Way)

Movement Performance - Vehicles

Mov ID	OD Mov	Demand Flows Total veh/h	Demand Flows HV %	Arrival Flows Total veh/h	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Site Access													
1	L2	86	0.0	86	0.0	0.084	5.1	LOS A	0.3	2.1	0.35	0.60	26.2
Approach		86	0.0	86	0.0	0.084	5.1	LOS A	0.3	2.1	0.35	0.60	26.2
East: Council Ave east													
4	L2	32	0.0	32	0.0	0.156	3.9	LOS A	0.0	0.0	0.00	0.06	42.3
5	T1	571	3.0	571	3.0	0.156	0.0	LOS A	0.0	0.0	0.00	0.03	56.9
Approach		602	2.8	602	2.8	0.156	0.2	NA	0.0	0.0	0.00	0.03	55.1
West: Council Ave west													
11	T1	531	3.0	531	3.0	0.137	0.0	LOS A	0.0	0.0	0.00	0.00	60.0
Approach		531	3.0	531	3.0	0.137	0.0	NA	0.0	0.0	0.00	0.00	60.0
All Vehicles		1219	2.7	1219	2.7	0.156	0.5	NA	0.3	2.1	0.02	0.06	53.8

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Largest change in Average Back of Queue or Degree of Saturation for any lane during the last three iterations: 0.0 %
Number of Iterations: 5 (maximum specified: 10)

MOVEMENT SUMMARY

▽ Site: 104 [Sepia PM1]

Network: N101 [Network PM]

Sepia Court / Council Ave
PM Peak with Development
Giveway / Yield (Two-Way)

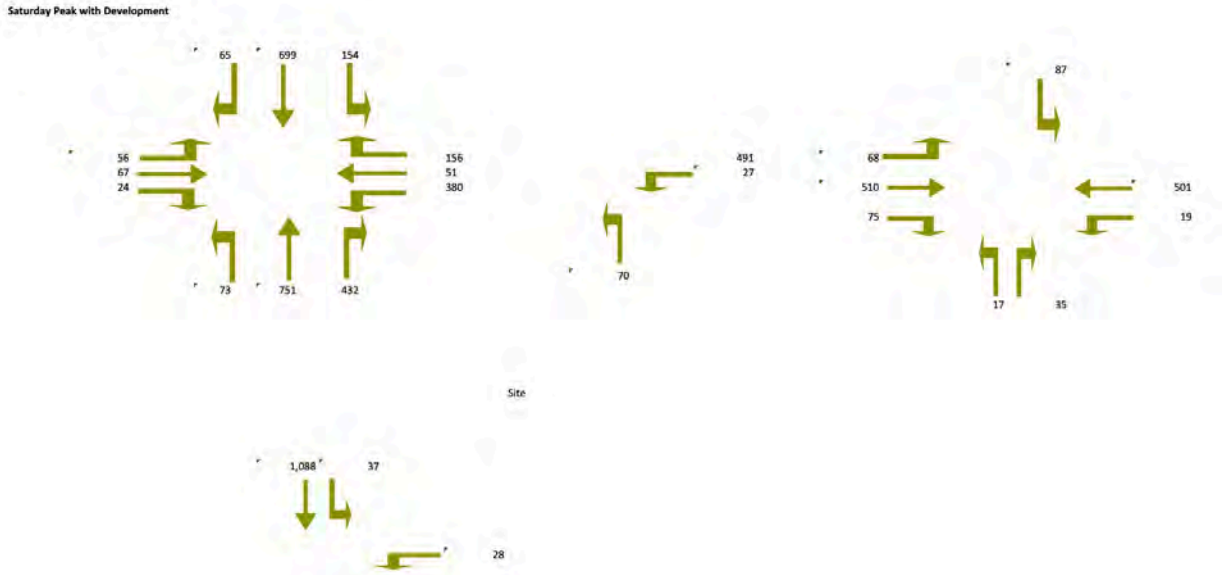
Movement Performance - Vehicles

Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Arrival Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Sepia Court													
1	L2	18	0.0	18	0.0	0.017	6.6	LOS A	0.1	0.4	0.33	0.58	49.1
3	R2	40	0.0	40	0.0	0.259	31.6	LOS D	0.9	6.2	0.88	0.97	38.7
Approach		58	0.0	58	0.0	0.259	23.9	LOS C	0.9	6.2	0.71	0.85	40.3
East: Council Ave east													
4	L2	20	0.0	20	0.0	0.148	5.6	LOS A	0.0	0.0	0.00	0.04	58.0
5	T1	553	3.0	553	3.0	0.148	0.0	LOS A	0.0	0.0	0.00	0.02	59.6
Approach		573	2.9	573	2.9	0.148	0.2	NA	0.0	0.0	0.00	0.02	59.5
North: Shoppimg Centre													
7	L2	65	0.0	65	0.0	0.057	6.2	LOS A	0.2	1.4	0.26	0.57	52.8
Approach		65	0.0	65	0.0	0.057	6.2	LOS A	0.2	1.4	0.26	0.57	52.8
West: Council Avenue													
10	L2	51	0.0	51	0.0	0.111	3.9	LOS A	0.0	0.0	0.00	0.14	55.6
11	T1	378	3.0	378	3.0	0.111	0.0	LOS A	0.0	0.0	0.00	0.06	59.3
12	R2	102	0.0	102	0.0	0.130	7.0	LOS A	0.5	3.6	0.54	0.74	47.9
Approach		531	2.1	531	2.1	0.130	1.7	NA	0.5	3.6	0.10	0.20	56.3
All Vehicles		1226	2.3	1226	2.3	0.259	2.3	NA	0.9	6.2	0.09	0.17	55.7

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.

APPENDIX E SATURDAY PEAK HOUR SIDRA ANALYSIS

Traffic Demands



MOVEMENT SUMMARY

Site: 101S [ReadSAT]

Network: N101 [NetworkSAT]

Read St / Council Avenue
Saturday Peak with development

Signals - Fixed Time Isolated Cycle Time = 100 seconds (User-Given Cycle Time)

Movement Performance - Vehicles

Mov ID	OD Mov	Demand Flows Total veh/h	Demand Flows HV %	Arrival Flows Total veh/h	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Read Street south													
1	L2	77	0.0	77	0.0	0.813	46.3	LOS D	21.5	155.5	1.00	0.95	35.1
2	T1	791	5.0	791	5.0	0.813	40.8	LOS D	21.5	157.0	1.00	0.95	35.8
3	R2	455	4.0	455	4.0	0.804	43.9	LOS D	22.1	159.7	0.98	0.91	24.9
Approach		1322	4.4	1322	4.4	0.813	42.2	LOS D	22.1	159.7	0.99	0.94	32.8
East: Council Avenue													
4	L2	400	4.0	400	4.0	0.334	9.8	LOS A	6.5	47.1	0.43	0.68	23.4
5	T1	54	0.0	54	0.0	0.454	52.4	LOS D	2.7	19.0	1.00	0.74	24.6
6	R2	164	3.0	164	3.0	0.813	58.6	LOS E	8.7	62.7	1.00	0.93	22.7
Approach		618	3.4	618	3.4	0.813	26.5	LOS C	8.7	62.7	0.63	0.75	23.2
North: Read Street north													
7	L2	162	3.0	162	3.0	0.148	12.2	LOS B	2.9	21.0	0.45	0.67	43.1
8	T1	736	4.0	736	4.0	0.690	35.0	LOS C	16.3	117.8	0.95	0.82	28.3
9	R2	68	0.0	68	0.0	0.118	32.1	LOS C	2.4	16.7	0.75	0.73	38.8
Approach		966	3.5	966	3.5	0.690	30.9	LOS C	16.3	117.8	0.85	0.79	31.1
West: Cygnus Street													
10	L2	59	0.0	59	0.0	0.055	12.8	LOS B	1.1	7.5	0.44	0.65	49.0
11	T1	71	0.0	71	0.0	0.597	53.4	LOS D	3.6	25.4	1.00	0.78	22.3
12	R2	25	0.0	25	0.0	0.122	50.1	LOS D	1.1	8.0	0.93	0.71	23.0
Approach		155	0.0	155	0.0	0.597	37.4	LOS D	3.6	25.4	0.78	0.72	31.9
All Vehicles		3061	3.7	3061	3.7	0.813	35.2	LOS D	22.1	159.7	0.86	0.84	31.1

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.

MOVEMENT SUMMARY

▽ Site: 102 [SiteAccessSAT]

Network: N101 [NetworkSAT]

Development Access
PM Peak
Giveway / Yield (Two-Way)

Movement Performance - Vehicles

Mov ID	OD Mov	Demand Flows Total veh/h	Demand Flows HV %	Arrival Flows Total veh/h	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Site Access													
1	L2	74	0.0	74	0.0	0.070	5.0	LOS A	0.3	1.8	0.33	0.58	26.5
Approach		74	0.0	74	0.0	0.070	5.0	LOS A	0.3	1.8	0.33	0.58	26.5
East: Council Ave east													
4	L2	28	0.0	28	0.0	0.141	3.9	LOS A	0.0	0.0	0.00	0.06	42.3
5	T1	517	3.0	517	3.0	0.141	0.0	LOS A	0.0	0.0	0.00	0.03	56.9
Approach		545	2.8	545	2.8	0.141	0.2	NA	0.0	0.0	0.00	0.03	55.2
West: Councul Ave west													
11	T1	687	3.0	687	3.0	0.178	0.0	LOS A	0.0	0.0	0.00	0.00	60.0
Approach		687	3.0	687	3.0	0.178	0.0	NA	0.0	0.0	0.00	0.00	60.0
All Vehicles		1306	2.8	1306	2.8	0.178	0.4	NA	0.3	1.8	0.02	0.05	55.1

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Largest change in Average Back of Queue or Degree of Saturation for any lane during the last three iterations: 0.0 %
Number of Iterations: 5 (maximum specified: 10)

MOVEMENT SUMMARY

▽ Site: 104 [Sepia SAT]

Network: N101 [NetworkSAT]

Sepia Court / Council Ave
PM Peak with Development
Giveway / Yield (Two-Way)

Movement Performance - Vehicles

Mov ID	OD Mov	Demand Flows Total veh/h	Demand Flows HV %	Arrival Flows Total veh/h	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Sepia Court													
1	L2	18	0.0	18	0.0	0.017	6.5	LOS A	0.1	0.4	0.32	0.57	49.1
3	R2	37	0.0	37	0.0	0.313	42.0	LOS E	1.1	7.4	0.91	1.00	34.9
Approach		55	0.0	55	0.0	0.313	30.4	LOS D	1.1	7.4	0.72	0.86	37.0
East: Council Ave east													
4	L2	20	0.0	20	0.0	0.142	5.6	LOS A	0.0	0.0	0.00	0.04	58.0
5	T1	527	3.0	527	3.0	0.142	0.0	LOS A	0.0	0.0	0.00	0.02	59.6
Approach		547	2.9	547	2.9	0.142	0.2	NA	0.0	0.0	0.00	0.02	59.5
North: Shoppimg Centre													
7	L2	92	0.0	92	0.0	0.086	6.5	LOS A	0.3	2.2	0.32	0.60	52.6
Approach		92	0.0	92	0.0	0.086	6.5	LOS A	0.3	2.2	0.32	0.60	52.6
West: Council Avenue													
10	L2	72	0.0	72	0.0	0.158	3.9	LOS A	0.0	0.0	0.00	0.14	55.6
11	T1	537	3.0	537	3.0	0.158	0.0	LOS A	0.0	0.0	0.00	0.06	59.3
12	R2	79	0.0	79	0.0	0.098	6.7	LOS A	0.4	2.6	0.52	0.71	48.2
Approach		687	2.3	687	2.3	0.158	1.2	NA	0.4	2.6	0.06	0.14	57.3
All Vehicles		1381	2.3	1381	2.3	0.313	2.3	NA	1.1	7.4	0.08	0.15	55.7

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.

Our Ref: MC/JK/L0196.19
Job No: 18-07-085

23 October 2019

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58 Kishorn Road
Mount Pleasant WA 6153

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Canning Bridge WA 6153

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Arise Developments Pty Ltd
PO Box 2044
SUBIACO WA 6904

Attention: Alex Drake-Brockman

Dear Alex

ROCKINGHAM CENTRAL
DRAINAGE MANAGEMENT STRATEGY

Porter Consulting Engineers (PCE) has been engaged to prepare a drainage management strategy to support a Development Application on the above site. The development proposal includes a service station, café, fitness centre and various showroom outlets.

The site is located at the corner of Council Avenue and Read Street in Rockingham, within the City of Rockingham as shown in **Figure 1**.



Figure 1: corner of Council Avenue and Read Street, Rockingham

Landform – The site is approximately 12,320m^2 in area and is currently undeveloped. The site has a flat terrain and will require minor earthworks to shape the lot to allow suitable grades and tie-ins with the existing adjacent road network.

Ground Water and Existing Soil Condition - A Geotechnical Investigation has been completed for the site by Galt Geotechnics (Report No. J1702030 002).

The investigation identified the existing soil profile to be predominately fine to medium grained Calcareous Sand overlain by a thin layer of topsoil. Permeability of the existing sands is good, with a recommended design permeability rate up to 6m/day. A design permeability rate of 5m/day has been used in the enclosed drainage calculations.

Groundwater was encountered during the investigation at approximately 2.6-2.9m below the existing ground surface, or at approximately RL2.0m AHD. The Perth Ground Water Atlas (Water and Rivers Commission 1997) estimates the maximum ground water level to be around RL2.9m AHD, or approximately 1.7-2.0m below the natural surface.

Drainage Management – The City of Rockingham planning policy 3.4.3 (Urban Water Management) sets out the general drainage requirements for development within the City. The requirements relevant to this development proposal are noted as follows:

- All Stormwater runoff to be managed within the lot.
- For events up to 10% AEP, stormwater management systems to be designed to provide appropriate level of serviceability, amenity and road safety.
- For major events (1% AEP) stormwater management system to protect people and property from flooding.

To achieve these requirements it is proposed to install large diameter soakwells and underground leach tanks (Tunnelwell or similar) throughout the site, sufficient to cater for the 1%AEP storm events. The soakage system will need to be shallow, with a maximum depth of 1.8m to ensure adequate separation to groundwater. Above ground storage within the carpark areas may also be utilised however will be subject to detailed design.

In extreme events, above ground storage with an overland flow path out of the site will be provided.

A Drainage Strategy Plan is included as **Appendix 1** including an approximate drainage infrastructure layout plan and calculations. The drainage calculations include runoff from all proposed buildings, car-park and hardstand areas. It is expected roof drainage will be directly connected to the underground storage system.

The location and sizing of the proposed drainage infrastructure is indicative based on the concept development layout and may be adjusted during detailed design. The proposed development layout allows for minimal verge areas and so the majority of the drainage infrastructure is shown under pavement areas. Where possible the underground leach tanks have been positioned away from tanker movements.

Service Station Site – The Service Station site will form its own drainage catchment as indicated in **Appendix 1**. All runoff from within the service station site generated from the 1%AEP will be contained onsite.
Fuel zones within the service station site will require treatment by a SPEL treatment tank or similar prior to discharge into the soakage system. The location of the SPEL unit is shown indicatively and will be confirmed during detailed design.

CONCLUSION

Based on the information available to us and the strategies set out above, we consider the site capable of meeting the City of Rockingham requirements for onsite drainage disposal.

If you have any queries regarding the above, please contact the undersigned on 9315 9955.

Yours faithfully



JAMIE KING
PROJECT ENGINEER

Appendix 1 – Drainage Strategy Plan & Calculations



LEGEND

- 4.50 — PROPOSED DESIGN LEVELS
- CATCHMENT BOUNDARY
- PROPOSED DRAINAGE PIPE (Ø 225)
- PROPOSED DRAINAGE PIPE - FUEL ZONE (Ø 225)
- PROPOSED DRAINAGE SOAKWELLS (Ø 1.8m x 1.8m DEEP)
- PROPOSED DRAINAGE STORAGE CELLS (TUNNELWELL OR TRAPPED EQUIVALENT)
- PROPOSED KERBING
- PROPOSED LINEMARKING
- EXISTING KERBING
- EXISTING BUILDING

NOTES

1. STORM VOLUME TO BE STORED AND INFILTRATED THROUGH SOAKWELLS AND UNDERGROUND STORAGE CELLS AS SHOWN.
2. DESIGN PERMEABILITY RATE 5m/DAY.
3. ESTIMATED MAXIMUM GROUNDWATER LEVEL RL 2.9m.

DRAINAGE CRITERIA

CATCHMENT 1

LOT AREA = 1,872 m²
COEFFICIENT OF RUNOFF = 0.9
DESIGN CRITERIA = 1% AEP STORM EVENT
DRAINAGE SYSTEM PROVIDED = 7 x Ø1.8m x 1.2m (D) SOAKWELLS + 27m x 1.8m (W) TUNNELWELL LEACH TANKS (OR SIMILAR)

CATCHMENT 2

LOT AREA = 3,360 m²
COEFFICIENT OF RUNOFF = 0.9
DESIGN CRITERIA = 1% AEP STORM EVENT
DRAINAGE SYSTEM PROVIDED = 6 x Ø1.8m x 1.2m (D) SOAKWELLS + 56m x 1.8m (W) TUNNELWELL LEACH TANKS (OR SIMILAR)

CATCHMENT 3

LOT AREA = 6,398 m²
COEFFICIENT OF RUNOFF = 0.9
DESIGN CRITERIA = 1% AEP STORM EVENT
DRAINAGE SYSTEM PROVIDED = 9 x Ø1.8m x 1.2m (D) SOAKWELLS + 108m x 1.8m (W) TUNNELWELL LEACH TANKS (OR SIMILAR)

CATCHMENT 4

LOT AREA = 674 m²
COEFFICIENT OF RUNOFF = 0.9
DESIGN CRITERIA = 1% AEP STORM EVENT
DRAINAGE SYSTEM PROVIDED = 3 x Ø1.8m x 1.2m (D) SOAKWELLS + 10m x 1.8m (W) TUNNELWELL LEACH TANKS (OR SIMILAR)

PROJECT:

LOT 301 READ STREET ROCKINGHAM

No.	DATE	REVISION	BY
C	21-10-2019	CARPARK LAYOUT REVISED.	MJV
B	27-8-2018	DRAINAGE DETAILS AMENDED	DLC
A	20-7-2018	ISSUED FOR APPROVAL	DLC

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ONLY PLANS WITH NUMERICAL REVISION (REV 'I' OR HIGHER) AND SIGNED AS APPROVED SHALL BE USED FOR CONSTRUCTION.

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CLIENT:

ARISE DEVELOPMENTS

DRAWING:

DRAINAGE STRATEGY PLAN

STATUS: **FOR APPROVAL**

SCALE	1:300
DATE	OCT 2019
DESIGN	DLC
DRAWN	DLC
CHECK	
APP'D	
DRAWING No.	18-7-85/400
REV No.	C
ORIGINAL DRAWING SIZE	A1
FILE NAME	S:\ACTIVE PROJECTS\18-07-085\ACAD\18785-400.dwg

Project	**Rockingham Central**
Job Number	**18-07-085**
Date	**22 October 2019**
Engineer	**Jamie King**
Summary	**Soakwell with Tunnelwell Leach Tank System**
Scenario	**Catchment 1 - Fuel Station**
File Name	**Drainage Calculations**
Revision	**C**
Reference Document	**Letter to client Dated 22 October 2019**
IFD Used	**Rockingham IFD used (32.300° S,115.750° E) generated from BoM website**
Ground Conditions	**High permeability due to s13 sand**
Groundwater	**High (RL 2.9m)**

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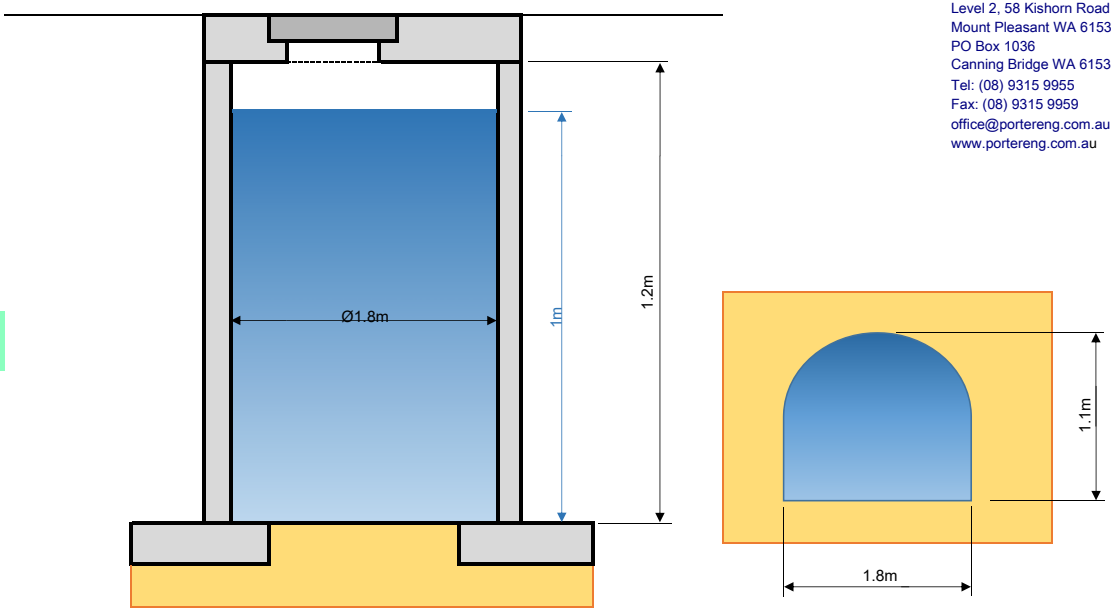

Intensities (mm/hr)			
	1 EY (1 year)	6 minute	54.5
		30 minute	24.10
		1 hour	15.80
		3 hour	7.80
		6 hour	4.99
		12 hour	3.20
	10% AEP (10 Year)	6 minute	111.00
		30 minute	44.70
		1 hour	28.30
		3 hour	13.50
		6 hour	8.48
		12 hour	5.40
	(20 Year) (10 Year)	6 minute	134.00
		30 minute	52.50
		1 hour	32.90
		3 hour	15.50
		6 hour	9.72
		12 hour	6.18
	1% AEP 100 Year	6 minute	196.00
		30 minute	73.10
		1 hour	45.10
		3 hour	20.80
		6 hour	12.90
		12 hour	8.17
		24 hour	5.31
		72 hour	2.60

Catchment Details

Area (ha)	0.187
Coefficient of Runoff	0.90

Soakwell details

Soakwell Diameter (m) =	1.8
Liner epth (m)	1.2
Effective epth (m)	1
Soakwell base area (m^2)	2.54
Soakwell Volume (m^3)	2.54
No of Soakwells =	7

Infiltration

Rate of Soakage (m/day) =	5

Storage Cells

Length (m)	27.000
Width (m)	1.800
eight (m)	1.100
Volume (m^3)	53.46
Base Area (m^2)	48.60

Event	1EY (1 Year)						10% AEP (10 Year)						(20 Year)						1% AEP (100 Year)							
Duration	6 min	30 min	1 hour	3 hour	6 hour	12 hour	6 min	30 min	1 hour	3 hour	6 hour	12 hour	6 min	30 min	1 hour	3 hour	6 hour	12 hour	6 min	30 min	1 hour	3 hour	6 hour	12 hour	24 hour	72 hour
Intensities	54.5	24.1	15.8	7.80	4.99	3.20	111.00	44.7	28.3	13.50	8.48	5.40	134	52.5	32.9	15.50	9.72	6.18	196	73.10	45.10	20.80	12.90	8.17	5.31	2.60
Q (m^3/s)	0.0255	0.0113	0.0074	0.0037	0.0023	0.0015	0.0520	0.0209	0.0133	0.0063	0.0040	0.0025	0.0628	0.0246	0.0154	0.0073	0.0046	0.0029	0.0919	0.0343	0.0211	0.0097	0.0060	0.0038	0.0025	0.0012
Volume	**9.19**	**.....**	**26.66**	**39.48**	**50.51**	**64.78**	**18.73**	**37.71**	**47.74**	**68.33**	**85.84**	**109.32**	**22.61**	**44.29**	**55.50**	**78.45**	**98.39**	**125.11**	**33.07**	**61.66**	**76.09**	**105.27**	**130.58**	**165.40**	**215.00**	**315.82**
SW Vol.	17.81	17.81	17.81	17.81	17.81	17.81	17.81	17.81	17.81	17.81	17.81	17.81	17.81	17.81	17.81	17.81	17.81	17.81	17.81	17.81	17.81	17.81	17.81	17.81	17.81	17.81
Soak Vol	0.37	1.86	3.71	11.13	22.27	44.53	0.37	1.86	3.71	11.13	22.27	44.53	0.37	1.86	3.71	11.13	22.27	44.53	0.37	1.86	3.71	11.13	22.27	44.53	89.06	267.19
SW Total	18.18	19.67	21.52	28.95	40.08	62.34	18.18	19.67	21.52	28.95	40.08	62.34	18.18	19.67	21.52	28.95	40.08	62.34	18.18	19.67	21.52	28.95	40.08	62.34	106.88	285.01
Cell Vol	53.46	53.46	53.46	53.46	53.46	53.46	53.46	53.46	53.46	53.46	53.46	53.46	53.46	53.46	53.46	53.46	53.46	53.46	53.46	53.46	53.46	53.46	53.46	53.46	53.46	53.46
Cell Soak	1.01	5.06	10.13	30.38	60.75	121.50	1.01	5.06	10.13	30.38	60.75	121.50	1.01	5.06	10.13	30.38	60.75	121.50	1.01	5.06	10.13	30.38	60.75	121.50	243.00	729.00
Cell Total	54.47	58.52	63.59	83.84	114.21	174.96	54.47	58.52	63.59	83.84	114.21	174.96	54.47	58.52	63.59	83.84	114.21	174.96	54.47	58.52	63.59	83.84	114.21	174.96	296.46	782.46
Total Vol	**72.66**	**78.19**	**85.11**	**112.78**	**154.29**	**237.30**	**72.66**	**78.19**	**85.11**	**112.78**	**154.29**	**237.30**	**72.66**	**78.19**	**85.11**	**112.78**	**154.29**	**237.30**	**72.66**	**78.19**	**85.11**	**112.78**	**154.29**	**237.30**	**403.34**	**1067.47**
	PASS	PASS	PASS	PASS	PASS	PASS	PASS	PASS	PASS	PASS	PASS	PASS	PASS	PASS	PASS	PASS	PASS	PASS	PASS	PASS	PASS	PASS	PASS	PASS	PASS	PASS

Project	**Rockingham Central**
Job Number	**18-07-085**
Date	**22 October 2019**
Engineer	**Jamie King**
Summary	**Soakwell with Tunnelwell Leach Tank System**
Scenario	**Catchment 2**
File Name	**Drainage Calculations**
Revision	**C**
Reference Document	**Letter to client Dated 22 October 2019**
IFD Used	**Rockingham IFD used (32.300° S,115.750° E) generated from BoM website**
Ground Conditions	**High permeability due to s13 sand**
Groundwater (Max)	**High (RL 2.9m)**

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Intensities (mm/hr)			
	1 EY (1 year)	6 minute	54.5
		30 minute	24.10
		1 hour	15.80
		3 hour	7.80
		6 hour	4.99
		12 hour	3.20
	10% AEP (10 Year)	6 minute	111.00
		30 minute	44.70
		1 hour	28.30
		3 hour	13.50
		6 hour	8.48
		12 hour	5.40
	(20 Year) (10 Year)	6 minute	134.00
		30 minute	52.50
		1 hour	32.90
		3 hour	15.50
		6 hour	9.72
		12 hour	6.18
	1% AEP 100 Year	6 minute	196.00
		30 minute	73.10
		1 hour	45.10
		3 hour	20.80
		6 hour	12.90
		12 hour	8.17
		24 hour	5.31
		72 hour	2.60

Catchment Details

Area (ha)	0.336
Coefficient of Runoff	0.90

Soakwell details

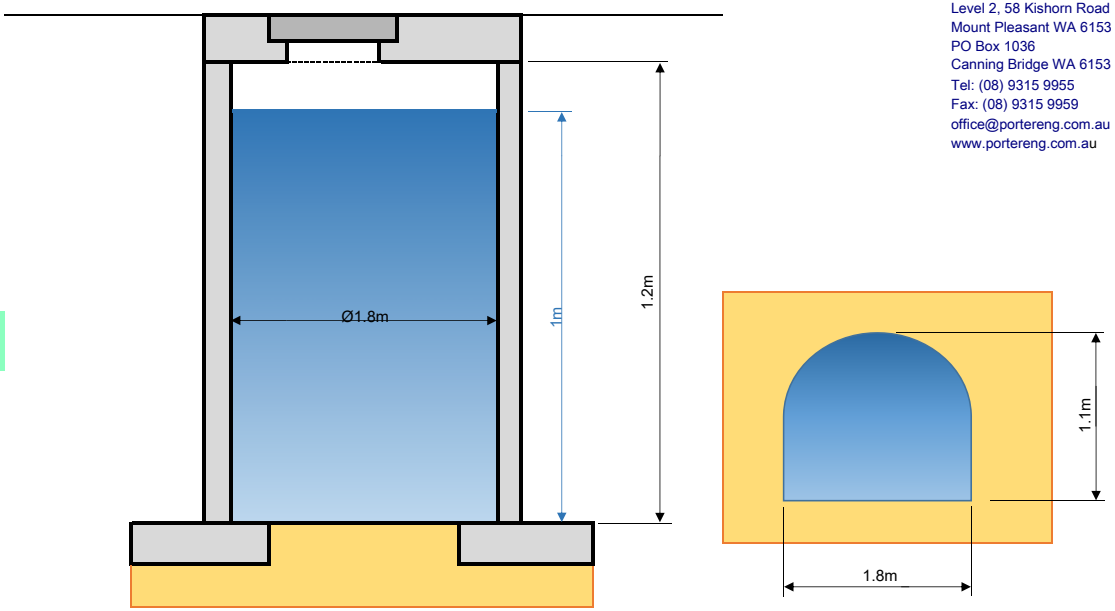
Soakwell Diameter (m) =	1.8
Liner epth (m)	1.2
Effective epth (m)	1
Soakwell base area (m^2)	2.54
Soakwell Volume (m^3)	2.54
No of Soakwells =	6

Infiltration

Rate of Soakage (m/day) =	5

Storage Cells

Length (m)	56.000
Width (m)	1.800
eight (m)	1.100
Volume (m^3)	110.88
Base Area (m^2)	100.80



Event	1EY (1 Year)						10% AEP (10 Year)						(20 Year)						1% AEP (100 Year)							
Duration	6 min	30 min	1 hour	3 hour	6 hour	12 hour	6 min	30 min	1 hour	3 hour	6 hour	12 hour	6 min	30 min	1 hour	3 hour	6 hour	12 hour	6 min	30 min	1 hour	3 hour	6 hour	12 hour	24 hour	72 hour
Intensities	54.5	24.1	15.8	7.80	4.99	3.20	111.00	44.7	28.3	13.50	8.48	5.40	134	52.5	32.9	15.50	9.72	6.18	196	73.10	45.10	20.80	12.90	8.17	5.31	2.60
Q (m^3/s)	0.0458	0.0203	0.0133	0.0066	0.0042	0.0027	0.0933	0.0376	0.0238	0.0113	0.0071	0.0045	0.1127	0.0441	0.0277	0.0130	0.0082	0.0052	0.1648	0.0615	0.0379	0.0175	0.0108	0.0069	0.0045	0.0022
Volume	**16.49**	**.....**	**47.82**	**70.82**	**90.61**	**116.21**	**33.59**	**67.64**	**85.65**	**122.57**	**153.98**	**196.11**	**40.55**	**79.44**	**99.57**	**140.73**	**176.50**	**224.44**	**59.32**	**110.62**	**136.49**	**188.85**	**234.24**	**296.71**	**385.69**	**566.55**
SW Vol.	15.27	15.27	15.27	15.27	15.27	15.27	15.27	15.27	15.27	15.27	15.27	15.27	15.27	15.27	15.27	15.27	15.27	15.27	15.27	15.27	15.27	15.27	15.27	15.27	15.27	15.27
Soak Vol	0.32	1.59	3.18	9.54	19.09	38.17	0.32	1.59	3.18	9.54	19.09	38.17	0.32	1.59	3.18	9.54	19.09	38.17	0.32	1.59	3.18	9.54	19.09	38.17	76.34	229.02
SW Total	15.59	16.86	18.45	24.81	34.35	53.44	15.59	16.86	18.45	24.81	34.35	53.44	15.59	16.86	18.45	24.81	34.35	53.44	15.59	16.86	18.45	24.81	34.35	53.44	91.61	244.29
Cell Vol	110.88	110.88	110.88	110.88	110.88	110.88	110.88	110.88	110.88	110.88	110.88	110.88	110.88	110.88	110.88	110.88	110.88	110.88	110.88	110.88	110.88	110.88	110.88	110.88	110.88	110.88
Cell Soak	2.10	10.50	21.00	63.00	126.00	252.00	2.10	10.50	21.00	63.00	126.00	252.00	2.10	10.50	21.00	63.00	126.00	252.00	2.10	10.50	21.00	63.00	126.00	252.00	504.00	1512.00
Cell Total	112.98	121.38	131.88	173.88	236.88	362.88	112.98	121.38	131.88	173.88	236.88	362.88	112.98	121.38	131.88	173.88	236.88	362.88	112.98	121.38	131.88	173.88	236.88	362.88	614.88	1622.88
Total Vol	**128.57**	**138.24**	**150.33**	**198.69**	**271.23**	**416.32**	**128.57**	**138.24**	**150.33**	**198.69**	**271.23**	**416.32**	**128.57**	**138.24**	**150.33**	**198.69**	**271.23**	**416.32**	**128.57**	**138.24**	**150.33**	**198.69**	**271.23**	**416.32**	**706.49**	**1867.17**
	PASS	PASS	PASS	PASS	PASS	PASS	PASS	PASS	PASS	PASS	PASS	PASS	PASS	PASS	PASS	PASS	PASS	PASS	PASS	PASS	PASS	PASS	PASS	PASS	PASS	PASS

Project	**Rockingham Central**
Job Number	**18-07-085**
Date	**22 October 2019**
Engineer	**Jamie King**
Summary	**Soakwell with Tunnelwell Leach Tank System**
Scenario	**Catchment 3**
File Name	**Drainage Calculations**
Revision	**C**
Reference Document	**Letter to client Dated 22 October 2019**
IFD Used	**Rockingham IFD used (32.300° S,115.750° E) generated from BoM website**
Ground Conditions	**High permeability due to s13 sand**
Groundwater (Max)	**High (RL 2.9m)**

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Intensities (mm/hr)		
1 EY (1 year)	6 minute	54.5
	30 minute	24.10
	1 hour	15.80
	3 hour	7.80
	6 hour	4.99
	12 hour	3.20
10% AEP (10 Year)	6 minute	111.00
	30 minute	44.70
	1 hour	28.30
	3 hour	13.50
	6 hour	8.48
	12 hour	5.40
(20 Year) (10 Year)	6 minute	134.00
	30 minute	52.50
	1 hour	32.90
	3 hour	15.50
	6 hour	9.72
	12 hour	6.18
1% AEP 100 Year	6 minute	196.00
	30 minute	73.10
	1 hour	45.10
	3 hour	20.80
	6 hour	12.90
	12 hour	8.17
	24 hour	5.31
	72 hour	2.60

Catchment Details

Area (ha)	0.640
Coefficient of Runoff	0.90

Soakwell details

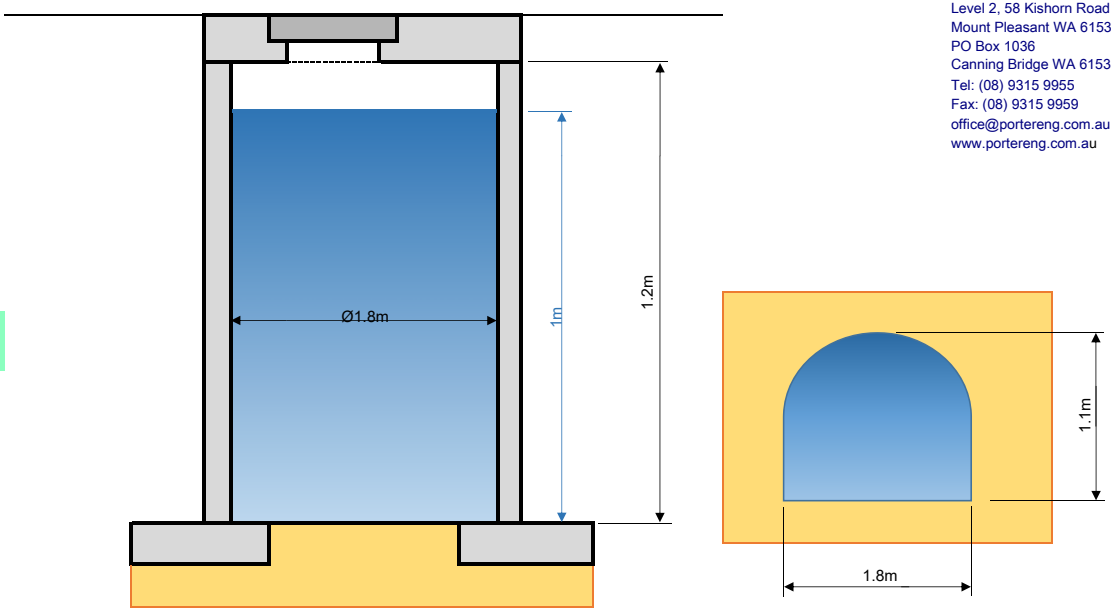
Soakwell Diameter (m) =	1.8
Liner epth (m)	1.2
Effective epth (m)	1
Soakwell base area (m^2)	2.54
Soakwell Volume (m^3)	2.54
No of Soakwells =	7

Infiltration

Rate of Soakage (m/day) =	5

Storage Cells

Length (m)	108.000
Width (m)	1.800
eight (m)	1.100
Volume (m^3)	213.84
Base Area (m^2)	194.40



Event	1EY (1 Year)						10% AEP (10 Year)						(20 Year)						1% AEP (100 Year)							
Duration	6 min	30 min	1 hour	3 hour	6 hour	12 hour	6 min	30 min	1 hour	3 hour	6 hour	12 hour	6 min	30 min	1 hour	3 hour	6 hour	12 hour	6 min	30 min	1 hour	3 hour	6 hour	12 hour	24 hour	72 hour
Intensities	54.5	24.1	15.8	7.80	4.99	3.20	111.00	44.7	28.3	13.50	8.48	5.40	134	52.5	32.9	15.50	9.72	6.18	196	73.10	45.10	20.80	12.90	8.17	5.31	2.60
Q (m^3/s)	0.0873	0.0386	0.0253	0.0125	0.0080	0.0051	0.1777	0.0716	0.0453	0.0216	0.0136	0.0086	0.2146	0.0841	0.0527	0.0248	0.0156	0.0099	0.3139	0.1171	0.0722	0.0333	0.0207	0.0131	0.0085	0.0042
Volume	**31.42**	**.....**	**91.08**	**134.89**	**172.59**	**221.36**	**63.99**	**128.84**	**163.14**	**233.47**	**293.30**	**373.55**	**77.25**	**151.32**	**189.66**	**268.05**	**336.19**	**427.50**	**112.99**	**210.70**	**259.98**	**359.71**	**446.18**	**565.16**	**734.64**	**1079.13**
SW Vol.	17.81	17.81	17.81	17.81	17.81	17.81	17.81	17.81	17.81	17.81	17.81	17.81	17.81	17.81	17.81	17.81	17.81	17.81	17.81	17.81	17.81	17.81	17.81	17.81	17.81	17.81
Soak Vol	0.37	1.86	3.71	11.13	22.27	44.53	0.37	1.86	3.71	11.13	22.27	44.53	0.37	1.86	3.71	11.13	22.27	44.53	0.37	1.86	3.71	11.13	22.27	44.53	89.06	267.19
SW Total	18.18	19.67	21.52	28.95	40.08	62.34	18.18	19.67	21.52	28.95	40.08	62.34	18.18	19.67	21.52	28.95	40.08	62.34	18.18	19.67	21.52	28.95	40.08	62.34	106.88	285.01
Cell Vol	213.84	213.84	213.84	213.84	213.84	213.84	213.84	213.84	213.84	213.84	213.84	213.84	213.84	213.84	213.84	213.84	213.84	213.84	213.84	213.84	213.84	213.84	213.84	213.84	213.84	213.84
Cell Soak	4.05	20.25	40.50	121.50	243.00	486.00	4.05	20.25	40.50	121.50	243.00	486.00	4.05	20.25	40.50	121.50	243.00	486.00	4.05	20.25	40.50	121.50	243.00	486.00	972.00	2916.00
Cell Total	217.89	234.09	254.34	335.34	456.84	699.84	217.89	234.09	254.34	335.34	456.84	699.84	217.89	234.09	254.34	335.34	456.84	699.84	217.89	234.09	254.34	335.34	456.84	699.84	1185.84	3129.84
Total Vol	**236.07**	**253.76**	**275.86**	**364.29**	**496.92**	**762.18**	**236.07**	**253.76**	**275.86**	**364.29**	**496.92**	**762.18**	**236.07**	**253.76**	**275.86**	**364.29**	**496.92**	**762.18**	**236.07**	**253.76**	**275.86**	**364.29**	**496.92**	**762.18**	**1292.72**	**3414.85**
	PASS	PASS	PASS	PASS	PASS	PASS	PASS	PASS	PASS	PASS	PASS	PASS	PASS	PASS	PASS	PASS	PASS	PASS	PASS	PASS	PASS	PASS	PASS	PASS	PASS	PASS

Project	**Rockingham Central**
Job Number	**18-07-085**
Date	**22 October 2019**
Engineer	**Jamie King**
Summary	**Soakwell with Tunnelwell Leach Tank System**
Scenario	**Catchment 4**
File Name	**Drainage Calculations**
Revision	**C**
Reference Document	**Letter to client Dated 22 October 2019**
IFD Used	**Rockingham IFD used (32.300° S,115.750° E) generated from BoM website**
Ground Conditions	**High permeability due to s13 sand**
Groundwater (Max)	**High (RL 2.9m)**

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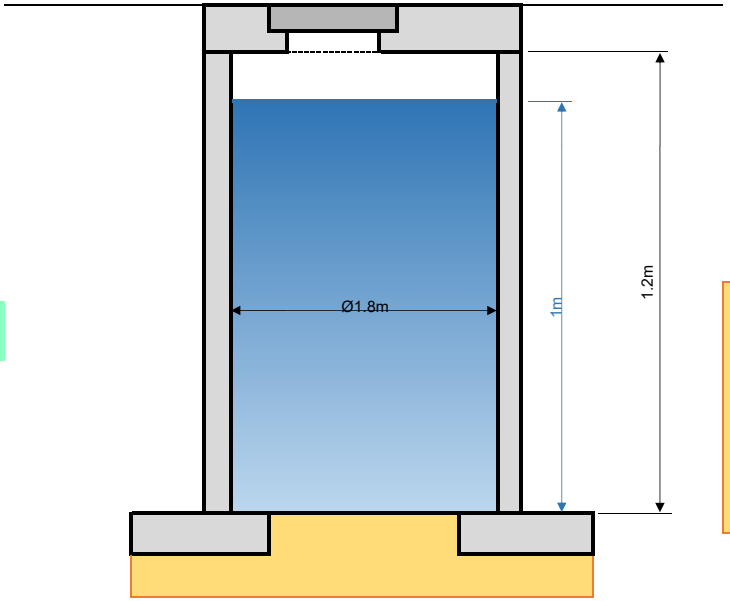

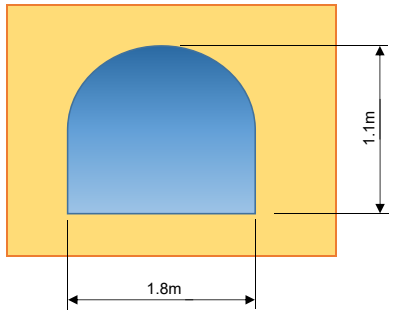

Intensities (mm/hr)		
1 EY (1 year)	6 minute	54.5
	30 minute	24.10
	1 hour	15.80
	3 hour	7.80
	6 hour	4.99
	12 hour	3.20
10% AEP (10 Year)	6 minute	111.00
	30 minute	44.70
	1 hour	28.30
	3 hour	13.50
	6 hour	8.48
	12 hour	5.40
(20 Year) (10 Year)	6 minute	134.00
	30 minute	52.50
	1 hour	32.90
	3 hour	15.50
	6 hour	9.72
	12 hour	6.18
1% AEP 100 Year	6 minute	196.00
	30 minute	73.10
	1 hour	45.10
	3 hour	20.80
	6 hour	12.90
	12 hour	8.17
	24 hour	5.31
	72 hour	2.60

Catchment Details

Area (ha)	0.068
Coefficient of Runoff`	0.90

Soakwell details

Soakwell Diameter (m) =	1.8
Liner epth (m)`	1.2
Effective epth (m)`	1
Soakwell base area (m^2)	2.54
Soakwell Volume (m^3)	2.54
No of Soakwells =	2

Infiltration

Rate of Soakage (m/day) =	5

Storage Cells

Length (m)	10.000
Width (m)	1.800
eight (m)`	1.100
Volume (m^3)	19.80
Base Area (m^2)	18.00

Event	1EY (1 Year)						10% AEP (10 Year)						(20 Year)						1% AEP (100 Year)							
Duration	6 min	30 min	1 hour	3 hour	6 hour	12 hour	6 min	30 min	1 hour	3 hour	6 hour	12 hour	6 min	30 min	1 hour	3 hour	6 hour	12 hour	6 min	30 min	1 hour	3 hour	6 hour	12 hour	24 hour	72 hour
Intensities	54.5	24.1	15.8	7.80	4.99	3.20	111.00	44.7	28.3	13.50	8.48	5.40	134	52.5	32.9	15.50	9.72	6.18	196	73.10	45.10	20.80	12.90	8.17	5.31	2.60
Q (m^3/s)	0.0092	0.0041	0.0027	0.0013	0.0008	0.0005	0.0187	0.0075	0.0048	0.0023	0.0014	0.0009	0.0226	0.0089	0.0056	0.0026	0.0016	0.0010	0.0331	0.0123	0.0076	0.0035	0.0022	0.0014	0.0009	0.0004
Volume	**3.31**	**....**	**9.61**	**14.23**	**18.20**	**23.35**	**6.75**	**13.59**	**17.21**	**24.62**	**30.93**	**39.40**	**8.15**	**15.96**	**20.00**	**28.27**	**35.46**	**45.09**	**11.92**	**22.22**	**27.42**	**37.94**	**47.06**	**59.61**	**77.48**	**113.81**
SW Vol.	5.09	5.09	5.09	5.09	5.09	5.09	5.09	5.09	5.09	5.09	5.09	5.09	5.09	5.09	5.09	5.09	5.09	5.09	5.09	5.09	5.09	5.09	5.09	5.09	5.09	5.09
Soak Vol	0.11	0.53	1.06	3.18	6.36	12.72	0.11	0.53	1.06	3.18	6.36	12.72	0.11	0.53	1.06	3.18	6.36	12.72	0.11	0.53	1.06	3.18	6.36	12.72	25.45	76.34
SW Total	5.20	5.62	6.15	8.27	11.45	17.81	5.20	5.62	6.15	8.27	11.45	17.81	5.20	5.62	6.15	8.27	11.45	17.81	5.20	5.62	6.15	8.27	11.45	17.81	30.54	81.43
Cell Vol	19.80	19.80	19.80	19.80	19.80	19.80	19.80	19.80	19.80	19.80	19.80	19.80	19.80	19.80	19.80	19.80	19.80	19.80	19.80	19.80	19.80	19.80	19.80	19.80	19.80	19.80
Cell Soak	0.38	1.88	3.75	11.25	22.50	45.00	0.38	1.88	3.75	11.25	22.50	45.00	0.38	1.88	3.75	11.25	22.50	45.00	0.38	1.88	3.75	11.25	22.50	45.00	90.00	270.00
Cell Total	20.18	21.68	23.55	31.05	42.30	64.80	20.18	21.68	23.55	31.05	42.30	64.80	20.18	21.68	23.55	31.05	42.30	64.80	20.18	21.68	23.55	31.05	42.30	64.80	109.80	289.80
Total Vol	**25.37**	**27.29**	**29.70**	**39.32**	**53.75**	**82.61**	**25.37**	**27.29**	**29.70**	**39.32**	**53.75**	**82.61**	**25.37**	**27.29**	**29.70**	**39.32**	**53.75**	**82.61**	**25.37**	**27.29**	**29.70**	**39.32**	**53.75**	**82.61**	**140.34**	**371.23**
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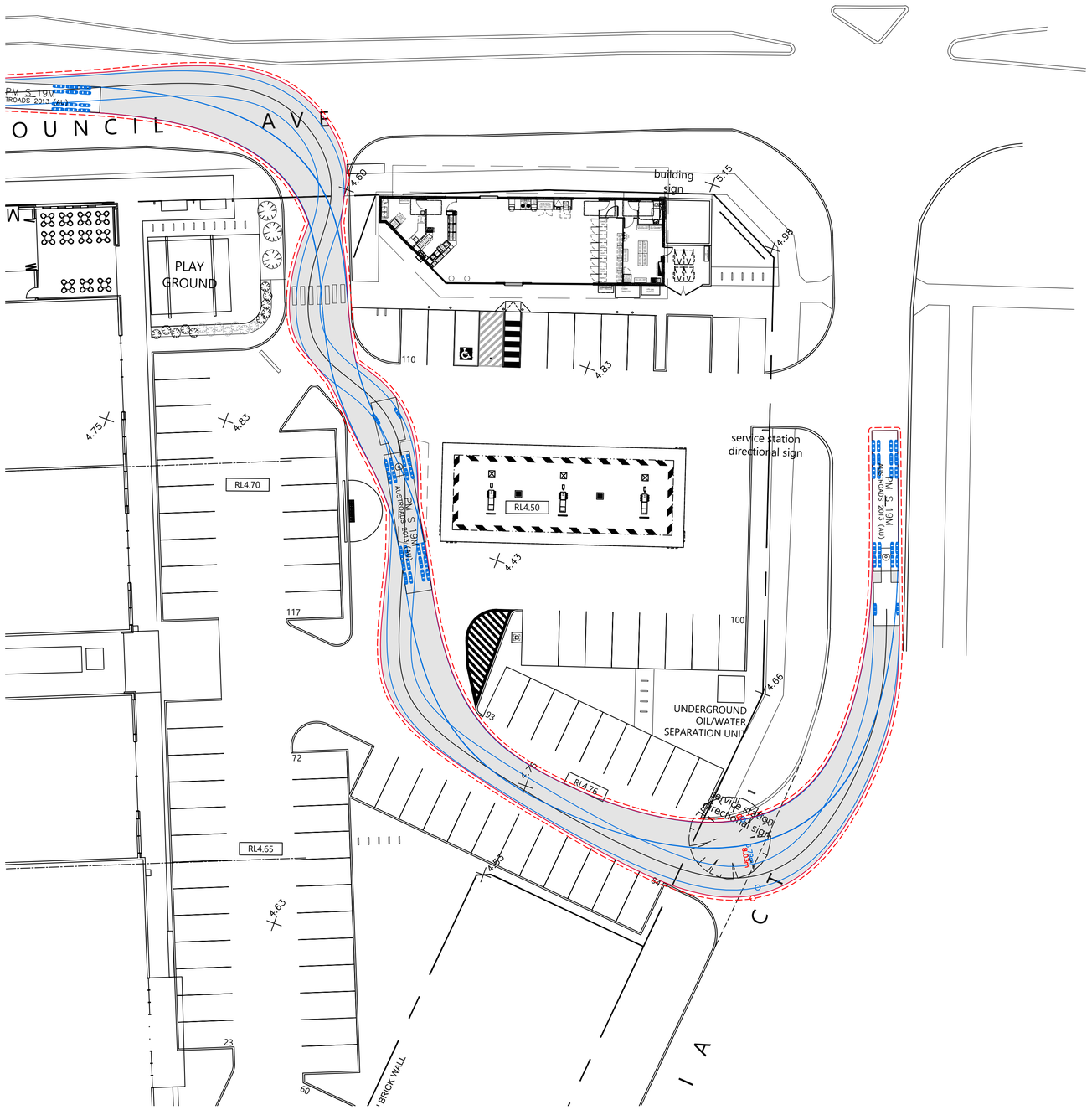
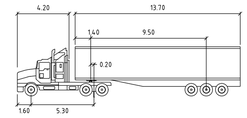


LEGEND

- PROPOSED KERBING
- PROPOSED LINEMARKING
- EXISTING KERBING
- EXISTING BUILDING



PM S 19M

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Trailer Width	: 2.50	Steering Angle	: 27.8
Tractor Track	: 2.50	Articulating Angle	: 70.0
Trailer Track	: 2.50		



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1:250 0 2.5 5 10 15
Half Size 1:500 - SCALE (m)

PROJECT:
ROCKINGHAM CENTRAL
ROCKINGHAM

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CLIENT:
ARISE DEVELOPMENTS

DRAWING:
TURNING MOVEMENTS 19m SEMI-TRAILER

STATUS: **FOR INFORMATION**

SCALE	1:250
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DRAWING No. **18-7-85/806** REV No. **A** ORIGINAL DRAWING SIZE **A1**

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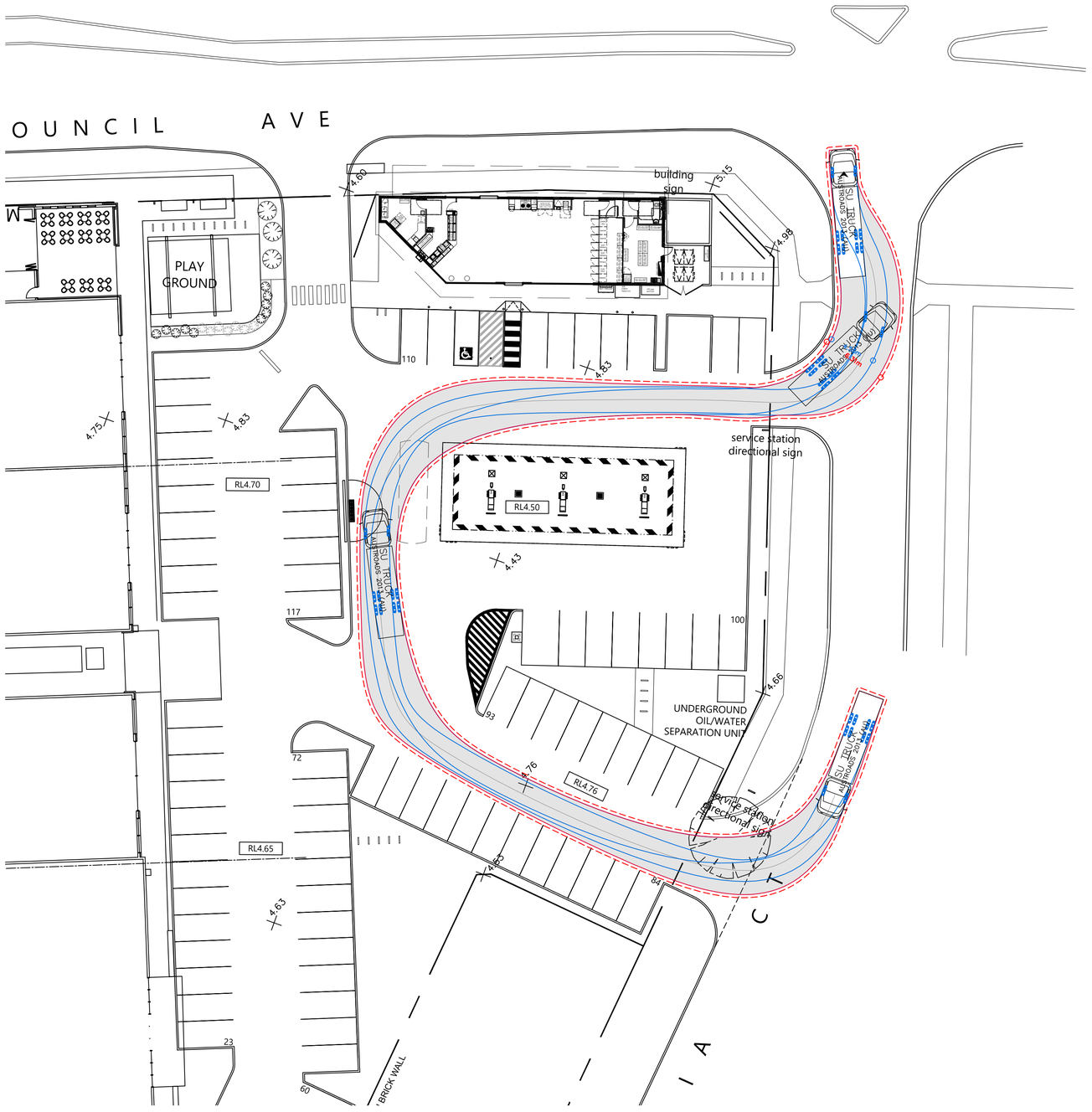

LEGEND

- PROPOSED KERBING
- PROPOSED LINEMARKING
- EXISTING KERBING
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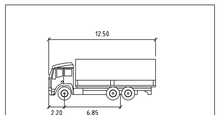

SU TRUCK

	meters
Width	2.50
Track	2.50
Lock to Lock Time	6.0
Steering Angle	36.6

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1:250 0 2.5 5 10 15
Half Size 1:500 - SCALE (m)

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CLIENT:
ARISE DEVELOPMENTS

DRAWING:
TURNING MOVEMENTS 12.5m SINGLE UNIT

STATUS: **FOR INFORMATION**

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DATE	OCT 2019	18-7-85/807	A / A1
DESIGN	JK		
DRAWN	MJV	FILE NAME S:\ACTIVE PROJECTS\18-07-085\ACAD\18785-806-808.dwg	
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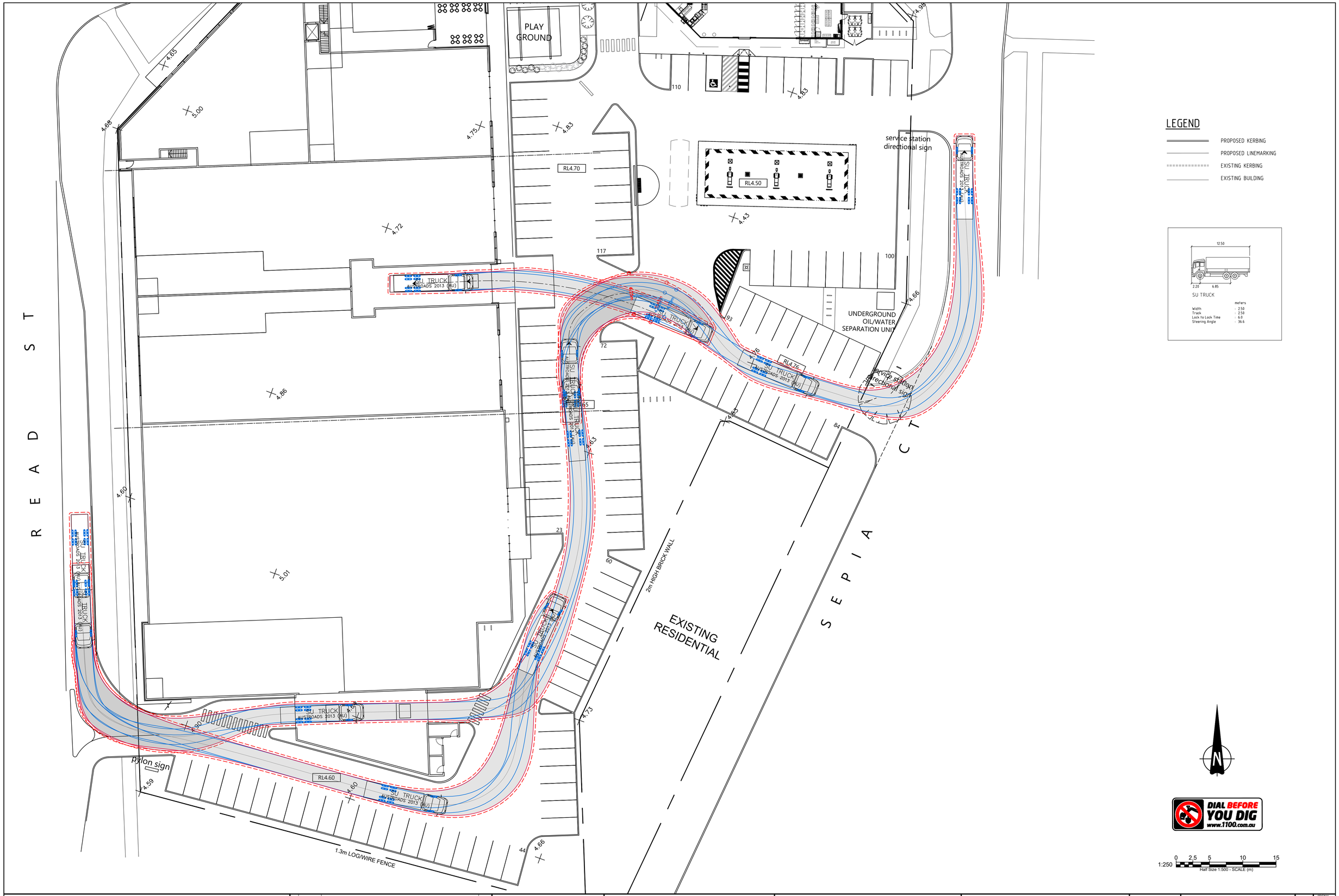

PROJECT:

ROCKINGHAM CENTRAL
ROCKINGHAM

No.	DATE	REVISION	BY
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CLIENT:

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DRAWING:

TURNING MOVEMENTS 12.5m SINGLE UNIT

STATUS: **FOR INFORMATION**

SCALE	1:250
DATE	OCT 2019
DESIGN	JK
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REV No. **A**

ORIGINAL DRAWING SIZE **A1**

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APP'D

WASTE MANAGEMENT PLAN

Commercial Development
Rockingham Central

Council Avenue (cnr Read Street), Rockingham

October 2019

Prepared by Dallywater Consulting
For Arise Rockingham Pty Ltd

DALLYWATER CONSULTING

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Version 4: 29 October 2019

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1 EXECUTIVE SUMMARY

Arise Rockingham Pty Ltd is applying to the City of Rockingham (the "City") to develop a property on the corner of Council Avenue and Read Street in Rockingham (Central). The development is proposed to consist of four showrooms, a gymnasium, convenience fuel shop, cafe and offices.

As part of the Development Approval process, the developer is required to submit a Waste Management Plan (WMP) for the development to the City. Arise Rockingham Pty Ltd employed the services of Dallywater Consulting to investigate the City's requirements in this regards and to develop this WMP.

Based on the City's requirements for the calculation of waste generation for the various uses, a considerable number of bins would be required for the development. With limited collections, these numbers of receptacles and the storage areas required for them would impinge significantly on available floor space within the development and raise many issues in regards to their management within the site (e.g. handling, bin stores size, collection points etc).

Various options needed to be considered to reduce the number of bins required to be stored on and serviced from the site and those selected were the use of larger bins and increased servicing.

Proposed Arrangements

It is proposed that the following initiatives will be implemented for the waste and recycling servicing at the proposed development. The initiatives will obviously be dependent on the collection options available at the time of the building being occupied and may be varied to suit the final generation rates.

Convenience Fuel Store:

Use of 660 litre receptacles for waste and recycling;

- Four collections per week of the waste material; and
- Two collections per week of the recycling material; or

Use of 1100 litre bins for waste and recycling;

- Two collections per week of the waste material; and
- One collection per week of the recycling material.

These initiatives will result in the following requirements for receptacles;

- 660s: Two waste bins collected four times per week and two recycling bins collected two times per week.
- 1100s: Two waste bins collected two times per week and two recycling bins collected once per week.

Showrooms, Cafe, Offices and Gymnasium:

Use of 1100 litre bins for waste and recycling;

- Daily collections of the waste material; and
- Daily collections of the recycling material.

These initiatives will result in the following requirements for receptacles;

- 3 waste bins collected daily and 2 recycling bins collected daily.

If the gymnasium used 360 litre waste and 360 litre recycling bins, it would only need one bin for each stream collected weekly and as such, it may be able to present those bins to the kerb for side-arm collection.

Review

All of the above-mentioned waste servicing arrangements will be reviewed as a matter of course on an ongoing basis to ensure that the most efficient arrangements to manage the waste and recycling material generated by all aspects of the facility are in place and are maintained.

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DEFINITIONS

240: A 240 litre waste or recycling receptacle.

360: A 360 litre waste or recycling receptacle.

660: A 660 litre waste or recycling receptacle.

1100: An 1100 litre waste or recycling receptacle.

Recycling: Any material accepted by the local government's recycling collection contract.

Strata/Building Management: For the purposes of this document, the selected legal entity charged with managing the soft services of the built structure (i.e. waste management, cleaning, landscaping, security and other similar human-sourced services) on behalf of the owners and tenants of the commercial spaces.

Waste: Any recyclable and non-recyclable discarded solid, semi-solid, liquid or contained gaseous materials not accepted by the local government's recycling collection contract.

Waste Minimisation: A process to minimise the amount of waste requiring disposal via hierarchical activities such as behaviour and product modification, waste avoidance, reduction, reuse and recycling.

Total Waste Stream: The combined waste, recyclables and compostables.

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2 INTRODUCTION

2.1 The Development

Arise Rockingham Pty Ltd is applying to the City of Rockingham (the "City") to develop a property on the corner of Council Avenue and Read Street in Rockingham (Central). The development is proposed to consist of four showrooms, a gymnasium, convenience fuel store, cafe and offices.

As part of the Development Approval process, the developer is required to submit a Waste Management Plan (WMP) for the development to the City. Arise Rockingham Pty Ltd employed the services of Dallywater Consulting to investigate the City's requirements in this regards and to develop this WMP.

Figure 1: Location Plan



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The following table details the numbers (and types) of commercial tenancies proposed for the development.

Table 1: Number and Type of Tenancies

USE TYPE	Number	m2
Tenancy 1 - Convenience Fuel Store	1	200
Tenancy 2 - Showroom	1	2200
Tenancy 3 - Showroom	1	945
Tenancy 4 - Showroom	1	945
Tenancy 5 - Showroom	1	440
Tenancy 6 - Cafe	1	140
Tenancy 7 - Gymnasium	1	492
Level 1 Office	1	310
Level 2 Office	1	310
Total Commercial Spaces	**7**	**5982**

2.2 Onsite Waste Management

The following provisions have been made for waste and recycling on the site:

- **Showroom Tenancies**
  - The tenants will take their waste and recycling material to the Loading Docks located at the rear of the tenancies or in between Tenancies 3 and 4 and dispose of those materials into bins located in those spaces.
- **Gymnasium, Office and Cafe Tenancies**
  Subject to negotiations with the City, the Gymnasium and Cafe tenants will either;
  - take their waste and recycling material to the Loading Dock located between Tenancies 3 and 4 and dispose of those materials into the bins located in that space; or
  - place their waste and recycling material into waste and recycling bins located within their premises and present those bins on collection days to the carpark kerb on Council Avenue or a position within the carpark agreed to by the City. It should be noted that if this option is adopted, smaller 240 or 360 litre bins would be used and serviced by a side arm vehicle for kerbside collection.
- **Convenience Fuel Store Tenancy**
  - The tenants will take their waste and recycling material to the Bin Store area located at the rear of the building and dispose of those materials into the bins located in that space.
- **All Tenancies**
  - Each commercial tenant will be responsible for their own daily in-house storage of waste and recyclable material. At the end of each day (or more frequently as required), staff from the commercial tenancies will transport their waste and recycling material to the respective Bin Stores.
  - Any putrescible waste from the Cafe or Convenience Fuel Store is to be placed in sealed plastic bags before being placed in the waste bins.
- **Hardwaste/Bulky Items**
  - Commercial tenants will be required to organise their own immediate disposal of large or bulky items not suitable for disposal to the bins.
- **Waste Collection**
  - The City has indicated that the proponent (and subsequent tenants or building owners) are able to use privately contracted collection companies to service this development.
  - Private contractors are able to collect waste and recycling on a daily basis if required.

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3 LOCAL GOVERNMENT WASTE MANAGEMENT REQUIREMENTS

3.1 Waste Management Guidelines

The following provisions have been sourced from the City's Coordinator Waste Collection Services. The City has indicated that the use of the City of Melbourne's guideline document entitled *"Waste Generation Rates 2015"* as the basis for calculating the waste generation from the various uses in this development is acceptable.

3.2 Waste Generation

The Coordinator confirmed that the City's requirements for the provision of waste storage for this type of development are as follows:

- 240 litre to 1100 litre receptacles can be used;
- If increased collection frequencies are required, these would usually be conducted by commercial contractor under private arrangement; and
- Waste and recycling receptacles are to be provided in sufficient numbers to cater for the waste generation requirements detailed in the following table.

3.2.1 Commercial Uses

Per the City of Melbourne's guidelines, the waste generation rates for the commercial office component of the development are calculated as follows:

Table 2: Waste Generation Rats for Various Uses

Type of premises	Waste Generation	Recycling Generation
Convenience fuel store	300 litres per 100 square metres of floor area per day	150 litres per 100 square metres of floor area per day
Cafe	300 litres per 100 square metres of floor area per day	200 litres per 100 square metres of floor area per day
Office	10 litres per 100 square metres of floor area per day	10 litres per 100 square metres of floor area per day
Gymnasium	10 litres per 100 square metres of floor area per day	10 litres per 100 square metres of floor area per day
Showroom	40 litres per 100 square metres of floor area per day	10 litres per 100 square metres of floor area per day

Note: The cafe, gymnasium and convenience fuel store waste generation has been calculated at 7 days while the showrooms and offices are likely to be used for a maximum of 6 days per week.

3.3 Bin Stores

- Bin stores should be provided adequate to house all bins with sufficient area to manoeuvre the bins and with equal access to waste and recycling bins.
- Bin stores are to be provided with a permanent water supply and drainage facility for washdown.

3.4 Bin Presentation

- All 1100 litre bins are to be emptied from within the bin stores.
- Where smaller 240 or 360 litre bins are used (i.e. by the gymnasium and offices) and bins are presented to the kerb (i.e. on the street or in the carpark), bins will be returned to the premises immediately they have been emptied.

3.5 Waste Capacity

Based on the above requirements, the weekly storage capacity required by the City for waste and recycling from the proposed development is detailed in the following tables.

It is noted that the Convenience Fuel Store has its own bin store area and as such, its calculations are shown separately.

Table 3: Estimated Weekly Volumes - Tenancy 1 (Convenience Fuel Store)

Commercial Units	Floor Area	Material Generation Rate (m3/100m2/day)		Weekly Volume (m3)	
Use	**m2**	**Waste**	**Recycling**	**Waste**	**Recycling**
Convenience Fuel Store	200	0.30	0.15	**4.2**	**2.1**

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Table 4: Estimated Weekly Volumes – Mixed Use Tenancies 2–7 and Offices

Commercial Units	Floor Area	Material Generation Rate (m3/100m2/day)		Weekly Volume (m3)	
Use	**m2**	**Waste**	**Recycling**	**Waste**	**Recycling**
Tenancy 2 - Showroom	2200	0.04	0.01	5.28	1.32
Tenancy 3 - Showroom	945	0.04	0.01	2.27	0.57
Tenancy 4 - Showroom	945	0.04	0.01	2.27	0.57
Tenancy 5 - Showroom	440	0.04	0.01	1.06	0.26
Tenancy 6 - Cafe	140	0.30	0.20	2.94	1.96
Tenancy 7 - Gymnasium	492	0.01	0.01	0.34	0.34
Level 1 Office	310	0.10	0.10	1.86	1.86
Level 2 Office	310	0.10	0.10	1.86	1.86
Total Generation Area	**5982**	**Total Commercial Volume**		**17.88**	**8.74**

3.6 Number of Bins

Based on the above volumes, the number of 240, 360, 660 or 1100 litre receptacles required to cater for the weekly waste and recycling volumes for this development are detailed in the following tables.

Table 5: Required Number of Bins (Convenience Fuel Store)

Convenience Fuel Store								
Bin Size (litres)	**240**		**360**		**660**		**1100**	
Material	**w**	**r**	**w**	**r**	**w**	**r**	**w**	**r**
Material Volume (m3)	**4.2**	**2.1**	**4.2**	**2.1**	**4.2**	**2.1**	**4.2**	**2.1**
Number of Bins per Week (rounded up)	18	9	12	6	7	4	4	2

Table 6: Required Number of Bins (Showrooms, Gymnasium, Cafe, Offices)

Showrooms, Gymnasium, Cafe, Offices								
Bin Size (litres)	**240**		**360**		**660**		**1100**	
Material	**w**	**r**	**w**	**r**	**w**	**r**	**w**	**r**
Material Volume (m3)	**17.88**	**8.74**	**17.88**	**8.74**	**17.88**	**8.74**	**17.88**	**8.74**
Number of Bins per Week (rounded up)	75	37	50	25	28	14	17	8

3.7 Summary

Based on the above and with weekly waste and recycling collections, the number of bins required for the development would be;

- For the Convenience Fuel Store;
  - 18 waste and 9 recycling 240 litre receptacles;
  - 12 waste and 6 recycling 360 litre receptacles;
  - 7 waste and 4 recycling 660 litre receptacles;
  - 4 waste and 2 recycling 1100 litre receptacles;
- For the Showrooms, Cafe, Offices and Gymnasium;
  - 75 waste and 37 recycling 240 litre receptacles;
  - 50 waste and 25 recycling 360 litre receptacles;
  - 28 waste and 14 recycling 660 litre receptacles;
  - 17 waste and 8 recycling 1100 litre receptacles;

These numbers of receptacles and the storage areas required for them would impinge significantly on available floor space within the development and raise many issues in regards to their management within the site (e.g. handling, bin stores size, collection points etc).

Various options need to be considered to reduce the number of bins required to be stored on and serviced from the site.

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4 REDUCING CAPACITY

It can be seen from the preceding tables that alternatives are required to reduce the number of waste and recycling receptacles required for the development. The initiatives selected are:

- Use of larger capacity bins; and
- Increased servicing (collections).

4.1 Larger Bins

The use of larger bins will result in less floor space being required in the bin stores.

660 and 1100 litre bins can be serviced from the site and sufficient access has been provided for a front (or rear) load collection vehicle to access the Loading Bay areas to service the showrooms, cafe, offices and gymnasium bins. A larger vehicle may also be able to directly access the Convenience Fuel Store bin area but the smaller 660 litre bins may be more practical and provide some flexibility for the collection vehicle if the forecourt is busy. The 660 bins are mobile enough to be much more easily moved to the carpark area for emptying by a smaller collection vehicle with less interference to carpark traffic.

4.2 Servicing Rates

A collection arrangement with a private collection contractor can provide significant benefit through flexible collection arrangements. That is, a private contractor could potentially service the buildings' waste and recycling material on a daily basis if required.

Therefore, the proponent will contract a private collector for both the waste and recycling material from the development. Increased collection frequencies can therefore be considered and the effect of this practice would see a significant reduction in bin numbers.

While both of the above-mentioned initiatives on their own will reduce the capacity and therefore the number of bins required, combining the net effect of both initiatives will realise significant reductions.

4.2.1 Commercial

The following table shows the number of the variously sized bins against increased collection frequencies. As discussed previously, the final bin numbers will depend on the collection service and bin size adopted.

Table 7: Number of Bins (Convenience Fuel Store) - Larger Bins & Increased Servicing

Convenience Fuel Store								
Bin Size (litres)	**240s**		**360s**		**660s**		**1100s**	
Collection Frequency	**w**	**r**	**w**	**r**	**w**	**r**	**w**	**r**
1 per week	17.50	8.75	11.67	5.83	6.36	3.18	3.82	1.91
2 x per week	8.75	4.38	5.83	2.92	3.18	1.59	1.91	0.95
3 x per week	5.83	2.92	3.89	1.94	2.12	1.06	1.27	0.64
4 x per week	4.38	2.19	2.92	1.46	1.59	0.80	0.95	0.48
5 x per week	3.50	1.75	2.33	1.17	1.27	0.64	0.76	0.38
6 x per week	2.92	1.46	1.94	0.97	1.06	0.53	0.64	0.32
7 x per week	2.50	1.25	1.67	0.83	0.91	0.45	0.55	0.27

Table 8: Number of Bins (Showrooms, Cafe, Offices & Gymnasium) - Larger Bins & Increased Servicing

Showrooms, Cafe and Gymnasium								
Bin Size (litres)	**240s**		**360s**		**660s**		**1100s**	
Collection Frequency	**w**	**r**	**w**	**r**	**w**	**r**	**w**	**r**
1 per week	74.49	36.43	49.66	24.28	27.09	13.25	16.25	7.95
2 x per week	37.24	18.21	24.83	12.14	13.54	6.62	8.13	3.97
3 x per week	24.83	12.14	16.55	8.09	9.03	4.42	5.42	2.65
4 x per week	18.62	9.11	12.41	6.07	6.77	3.31	4.06	1.99
5 x per week	14.90	7.29	9.93	4.86	5.42	2.65	3.25	1.59
6 x per week	12.41	6.07	8.28	4.05	4.51	2.21	2.71	1.32
7 x per week	10.64	5.20	7.09	3.47	3.87	1.89	2.32	1.14

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From the preceding tables, assuming there is sufficient capacity in the bin store for four larger bins (i.e. up to 1100 litre capacity), and using 660 litre bins, the Convenience Fuel Store could manage its weekly waste stream with four waste collections and two recycling collections per week. Alternatively, using 1100 litre bins, its weekly generation could be managed with two waste collections and one recycling collection per week.

Using 1100 litre bins, the material generated by the Showrooms, Cafe, Offices and Gymnasium could be managed in three waste bins and two recycling bins with daily collections.

4.3 Summation

It is proposed that the following initiatives will be implemented for the waste and recycling servicing at the proposed development. The initiatives will obviously be dependent on the collection options available at the time of the building being occupied and may be varied to suit the final generation rates.

Convenience Fuel Store:
Use of 660 litre receptacles for waste and recycling;
- Four collections per week of the waste material; and
- Two collections per week of the recycling material; or

Use of 1100 litre bins for waste and recycling;
- Two collections per week of the waste material; and
- One collection per week of the recycling material.

These initiatives will result in the following requirements for receptacles;
- 660s: Two waste bins collected four times per week and two recycling bins collected two times per week.
- 1100s: Two waste bins collected two times per week and two recycling bins collected once per week.

Showrooms, Cafe, Offices and Gymnasium:
Use of 1100 litre bins for waste and recycling;
- Daily collections of the waste material; and
- Daily collections of the recycling material.

These initiatives will result in the following requirements for receptacles;
- 3 waste bins collected daily and 2 recycling bin collected daily.

If the gymnasium used 360 litre waste and 360 litre recycling bins, it would only need one bin for each stream collected weekly and as such, it may be able to present those bins to the kerb for side-arm collection.

Review
All of the above-mentioned waste servicing arrangements will be reviewed as a matter of course on an ongoing basis to ensure that the most efficient arrangements to manage the waste and recycling material generated by all aspects of the facility are in place and are maintained.

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5 BIN STORAGE AND MANAGEMENT

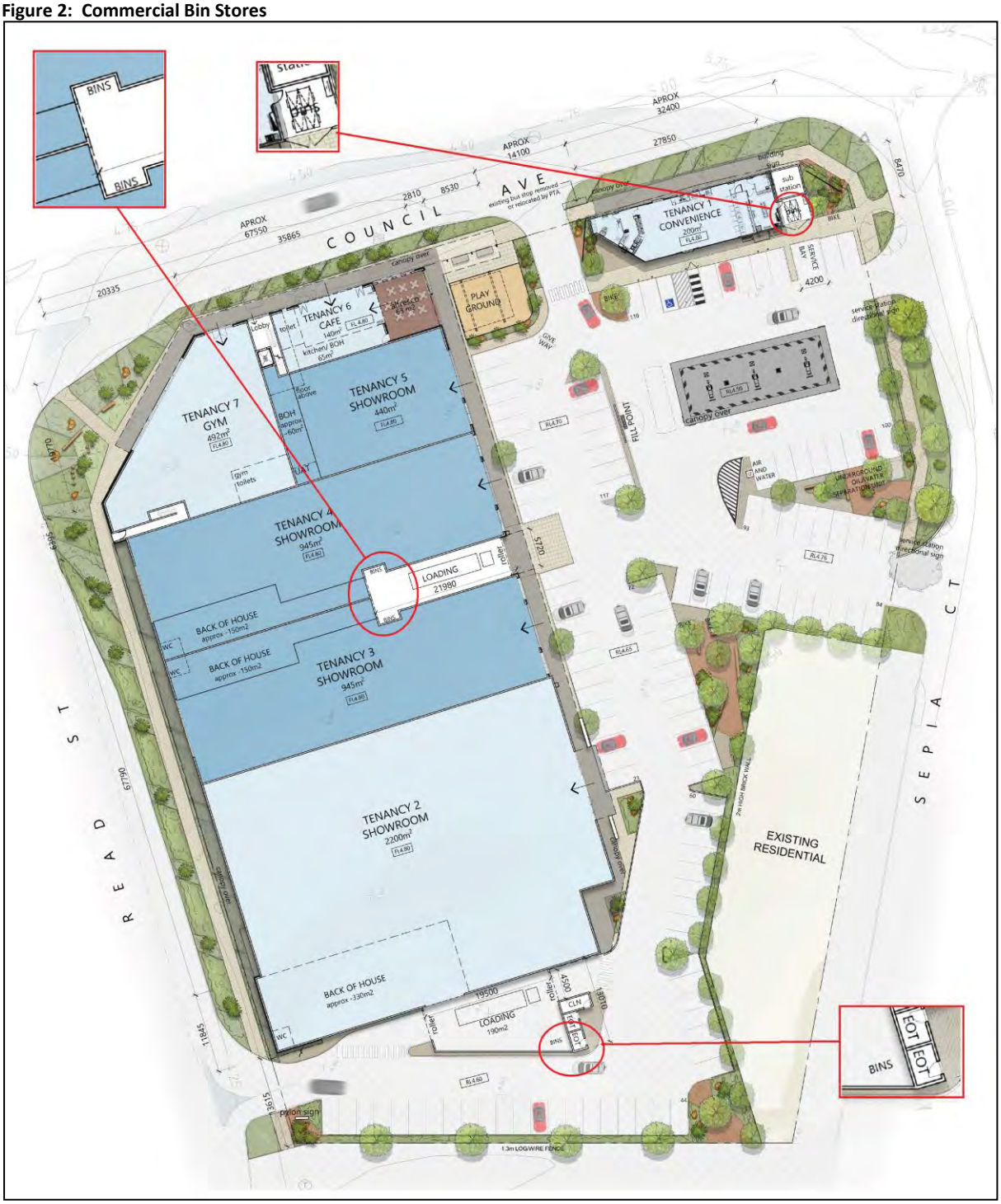
5.1 Bin Compounds/Stores

There are three bin store areas within the development. They are the bin store area adjacent to the Loading Dock between Tenancies 3 and 4, the bin area within the loading area adjacent to Tenancy 2 and the bin store located immediately at the rear of the Convenience Fuel Store. A plan showing the location of the stores is included below.

The access gates to these areas will be key-locked and only tenants and collectors will have access to the bins.

The stores have more than sufficient space for the required number of bins based on the proposed collection rates.

Figure 2: Commercial Bin Stores



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5.2 Bin Stores Specifications

The bin stores have been designed to meet or exceed the following specifications:

- Construction to be of brick, concrete, corrugated compressed fibre cement sheet or other suitable impervious material;
- Walls to be not less than 1.5 metres in height with an internal access way of not less than 1 metre in width;
- A tap connected to an adequate supply of water and a floor waste connected to the public sewer to be installed within each compound or bin stand area;
- The floors to be smooth and impervious and evenly graded to the floor waste; and
- There is to be easy access to allow for the removal of the receptacles.

5.3 Bin Stores Purpose

The purposes of the stores are as follows.

- Storage of commercial waste and recycling;
- Storage of waste and recycling receptacles; and
- Some (minimal) potential storage of segregated recyclables (e.g. E-waste, printer cartridges, paper, fluorescent tubes etc).

5.4 Amenity

The store areas have been designed so that they;

- are well ventilated;
- can be kept thoroughly clean and disinfected;
- will limit noise egress; and
- are consistent with the overall aesthetics of the development.

5.5 Bin Management

The management of the bins throughout the complex will be coordinated by the owners and/or Strata/Building Management and written into the strata management arrangements. Cleaners or similar personnel are likely to be either employed or contracted directly by the Strata/Building Management or owners to manage waste throughout the facility and as such, will be made aware of the expectations regarding use of the bins and stores.

Those personnel will be responsible for all bins in the bin stores and rotating full bins with empty ones as required. They will also be responsible for ensuring that the stores and bins are accessible on collection days.

Unless other arrangements are made with the Strata/Building Management, it is anticipated that commercial tenants/occupants will bring their own waste and recycling material to the stores each day.

5.6 Bin Presentation and Collection

Collection of bins will be as per the following arrangement:

- The collection vehicle will access the bin stores and collection staff will retrieve the bins from the bin stores, empty them and return the bins back to the bin stores.
- The collection contractor will be required to operate in such a manner so as not to contravene the requirements of legislation such as the Environmental Protection (Noise) Regulations 1997, the Road Traffic Act 1974 and the Occupational Safety and Health Act 1984 and any relevant regulations.

5.7 Signage

Signage will be installed to the Store areas advising of the correct usage and maintenance of the bins.

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6 WASTE MANAGEMENT RESPONSIBILITIES

6.1 Building Owners/Strata Management

The owners, Building Management or strata body will have responsibility for ensuring that the commercial waste management activities are appropriately conducted and that tenants meet their waste management responsibilities. Each owner or the building management will allocate responsibility for all waste management activities to either a Building Caretaker or Cleaner (Waste Personnel). These positions will be responsible for the management of waste throughout the tenancy/and or complex and staff will be trained in all facets of the role.

6.2 Building Caretaker/Cleaner

At a minimum, the waste personnel will undertake the following bin servicing and waste management functions;

- Regular inspection and rotation of bins in the stores to ensure that a an empty or part empty bin is always available to users;
- Regular cleaning of bins and bin stores;
- Ensure access to stores for collectors on collection days;
- Ensure bins have been returned to the bin stores after collection; and
- Assistance with bin movement for operators (if required or negotiated).

In addition, the education of incoming owners and tenants will be a priority for these staff.

In the future, with the initial assistance of waste management experts, training of staff to implement Waste Minimisation Plans for the development may be explored. The plans could provide recommendations on, and include specific actions for;

- the segregation of specific recycling materials from the comingled stream; and
- implementation of waste reduction initiatives such as eWaste recycling.

6.3 Tenants

All tenants would be instructed via the owners or Strata/Building Management of the various waste requirements. This would include direction on the use of the bin facilities and expectations of the managing body with regards to any recycling or waste diversion.

In the absence of any other individual arrangement with the waste personnel, tenants (and their contractors) would be responsible for the immediate removal and disposal off-site of any waste unsuitable for placement in the bins. This would include large bulky waste and electronic items and waste from any building maintenance activities.

It is envisaged that the development of a Waste Minimisation Plan mentioned above would include the production of educational literature suitable for commercial tenants (including for inductions) and recommendations for signage relevant to the internal function of the various bin stores and waste management facilities.

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7 REFERENCES

- City of Melbourne: *Waste Generation Rates (2015)*

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REVERBERATE
CONSULTING

Thursday, 31 October 2019

Reference: P180602LT2.docm

Mr Alex Drake-Brockman
Development Manager
Arise Developments
7A Agnew Way
Subiaco WA 6008

Dear Mr Drake-Brockman,

2 Sepia Court, Rockingham – Updated Site Plan

We refer to your email dated 15 October, 2019. In it you advise of an updated site plan and minor modifications compared to the site plan we used as the basis of our earlier acoustical assessment, (refer attached plans).

Our earlier assessment was issued under our trading name (at the time) of Resonate Acoustics. Our report was entitled "*2 Sepia Court, Rockingham– Environmental Noise Assessment*", Ref P180602RP1, Rev 1, dated 28 August, 2018.

We have reviewed the site plan from the earlier assessment, as well as the current plan and note the following changes:

1. The building on the corner of Council Avenue and Read Street has increased from one to three storeys in height
2. A rooftop plant deck is anticipated to be required for this 3-storey building
3. A group of 8 carparking bays on the SE section of the site has reduced down to 7 and has, in part, been relocated approx. 5m to a position along the separating fence line to the adjoining 4 Sepia Court residences
4. The previous 17 carparking spaces along the Southern property boundary has increased in number to 21.
5. A roof top plant deck is now identified at the convenience store location on the NE corner of the site

We consider the above changes to be minor in terms of environmental noise emissions. The change in number and location of carparks will result in negligible changes (i.e. less than 1 dB) in noise emissions.

The exact nature of plant on the rooftop near the 3 storey office building, and on the convenience store is as yet unclear. Nevertheless, these plant obviously need to comply with the noise emission provisions from the Environmental Protection (Noise) Regulations 1997 (as does all other plant on site). The buffer distances from these plant decks to the nearest noise-sensitive receivers are between 50-80m. For this reason alone, we are confident that suitable noise control measures can be developed to control this emission, in the unlikely event that this rooftop plant generates high levels of noise.

On this basis we consider that our earlier acoustical report, "*2 Sepia Court, Rockingham – Environmental Noise Assessment*", Ref P180602RP1, Rev 1, dated 28 August, 2018 is applicable to the new site plan.

Please let me know if you have any questions.

Yours sincerely,



Martti Warpenius
Director

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m+61 414 394 220
martti@reverberate.consulting

Attached: Site Plan July 2018
Site Plan October 2019



Site Plan July 2018



Site Plan October 2019

Schedule of Submissions
Proposed Mixed-Use Development - Lot 301 (No.2-6) Council Avenue, Rockingham

PUBLIC SCHEDULE OF SUBMISSIONS		
Name	Address	Comment
1. Mr Bruce & Fe McRobbie	34 Lonsdale Crescent WAIKIKI WA 6169	Support – Neutral – We are not worried about it.
2. Mr Dennis & Mrs Lorraine Benjamins	9 Balleroy Place PORT KENNEDY WA 6172 Dennis3419@hotmail.com	Support – I have lived in Rockingham 50yrs this January that block has been vacant all this time. It would increase employment; it would benefit visitors; social activity will get better the gym would encourage fitness activity diventies of shopping would attract more business, market value of properties will go up. Café's restaurants great for people on holidays.
3. Mr Jarl Anderson	19 McKenzie Road SHOALWATER WA 6169 jarl.andersen@bigpond.com	I completely agree with the three storey condition of this development. The location is central to Rockingham, a likely part of the City image, a potential landmark and highly valuable. Sustainability is hugely important and given the City's ambitions about sustainability and the invitation to comment on the Draft Sustainability Strategy, this is an opportunity to materially give oxygen to sustainability and make it conditional on Approval that every aspect of this development is sustainable. Sustainability is not something we can comfortably leave for the future and address then. Sustainability is now. The design is too ordinary and lacks a landmark feature and spectacularity. There is nothing about the design that distinguishes the City and promotes Rockingham. Another thing is, we emphatically do not need another petrol station. While we are a car orientated society (out of sheer necessity), there is no need to further promote the combustion engine. Petrol service stations are ground pollution tainted for generations, meaning they can only be redeveloped as parking lots or similar non-productive spaces. If anything, a service station shall be for electric cars only. Again, in the spirit of sustainability, access to this corner development has to have unimpeded pedestrian and bicycle access, either by way of a tunnel or a bridge across both Read Street and Council Avenue. Sustainability demands investment, the lack of it already cost society squilions in catchup measures and tackling it, will promote the Rockingham brand. Personally, unless this development can meet convincing sustainable benchmarks embracing the future, there is nothing in it for Rockingham and I, for one, am completely dispassionate.
4. Mr David Hudson	4/3 Sepia Court ROCKINGHAM WA 6168 Davidhdsn81@gmail.com	Object – I object to the proposed development because of the proximity of the proposed 24/7 Service Station to my home. The increase in noise and traffic are my main concerns. There will be cars and trucks night and day. Also the air tyre inflator beeping every few minutes! The noise and pollution from increased traffic will be a detriment to resident's health.
5. Ms Stephanie Jackiewicz Wanslea Early Learning and Development	110 Scarborough Beach Road SCARBOROUGH WA 6019 support@wanslea.asn.au	Object - Wanslea operates the 76 place child care centre on the corner of Sepia Ave and Council Ave. This new development has the potential to impact the centre in several ways, however, we are concerned about the impact that a petrol station may have on the children attending. This could include: - fumes from additional traffic accessing the service station. - fumes from petrol being pumped that can cause serious health complications over an extended period, particularly for young children.

PUBLIC SCHEDULE OF SUBMISSIONS		
Name	Address	Comment
No.5 – cont…		- the additional high risk of explosion that a petrol station carries. - additional traffic accessing via Sepia Ave causing potential risk as parents drop off/collect children. We are that City of Rockingham provides many great services for children, however, placing a petrol station alongside a child care centre would not be appropriate.
6. Mr Kerek Pollinelli	Unit 1, 4 Sepia Court ROCKINGHAM WA 6169 d.pollinelli.haulage@gmail.com	Object – I, Derek Pollinelli of 1/4 Sepia Court, owner + occupier for the past 25 years, totally reject that proposal again. What should be built there is two-storey town houses for residential living. I do not want a service station (dangerous good facility) along side by townhouse. By having 117 parking bays, you are creating another area for more drug dealers and homeless people to use, as I have seen over the years on this particular block! Make no mistake, mark my words!
7. Ms Charlotte Gough	6/6 Sepia Court ROCKINGHAM WA 6168 Charlotte.gough@smtafe.wa.edu.au	1. This is another badly designed proposal that will negatively impact the future residential health, safety, environment and property prices for Sepia Court residents. 2. Please see attached letter in full with supporting concerns. I am disgusted that we Sepia Court residents are being subject to the same kind of poorly planned proposal a year later from the last disgraceful attempt! I have been a resident of Sepia Court for 11 years, and worked in Rockingham for 8 years. My neighbours and I have many of concerns about the proposed mixed-use development Lot 301 and the future impact on the residents of Sepia Court and surrounding area. First, the increased traffic due to the proposed Sepia Court entry points and the bus lane will be banking up so far back that residents of Sepia Court can neither turn left nor right. This is already happening when a bus pulls in on that corner. Second, is Rockingham Council aware there are at least 100 apartments and units in Sepia Court? All of which contain a household car. This kind of congestion will turn our cul-de-sac into an undesirable area to live, reducing the value of our properties. As well as thirdly, negatively impacting the safety of Sepia Court residents, families and parents + children using the childcare centre on the corner of Sepia Court and Council Avenue. Fourth, safety is a huge concern for the neighbours and residents, as Sepia Court is a major thoroughfare for the large number of elderly pedestrians, families and unit/apartment owners. Street users are either on foot or are dog walkers, cyclists, pedestrian-parents + childcare-children including pupils of the primary school who cross over on Read Street from Council Avenue. They walk through via the Sepia Reserve and also via the Read Street access point. Fifth, the Read Street & Council Avenue corner is a dangerous corner for many accidents to date. However, LOT 301 with a proposed car-park built containing an excessive amount of 117 car-parking bays will make an even more chaotic and dangerous combination for all our pedestrians, cyclists and road users.

PUBLIC SCHEDULE OF SUBMISSIONS		
Name	Address	Comment
No.7 – cont…		(Coles car-bays of Rockingham Shopping Centre opposite are never full and remain unused even at rush hour times - why build more wasted carpark space?) Without even a proper crossing, people, children and teenagers still continue to run across Council Avenue from Coles in a dangerous manner to the bus stop outside LOT 301! This LOT 301 development will make the risks of pedestrian accidents even worse! Sixth, the 117 parking bays and the door ways of the offices planned; will be a prime target for our well-known homeless community already taking shelter during winter - up and down - Read Street over-night when buildings are not in use. These are vulnerable people, provided with extremely few options for safe places to stay by the Rockingham Council. Not to mention attract the drug-dealers already dealing in the parking lots around Rockingham who now will have another option. So too will the drunks, the Thursday late night shopping teenage gangs that have loud, regularly violent, domestics or fights at the LOT 301 corner bus-stop and the Coles car-park directly opposite, as they travel on foot - to and from the bottle shop on the other side of the Coles end of Rockingham City Shopping Centre. How will business viability be - in front of the alfresco diners of your proposed restaurant? And who are already looking at the Coles sign for a view and the outwardly ugliest shopping centre south of Coburn! Customers who would have been better located safely in. Syren Street! Seventh, why is such a small lot being developed so far from Syren Street? Particularly, when there are many empty, wasted land spaces, lots and car parking spaces surrounding Rockingham Shopping Centre and are very apparent from Kmart to the Target end of Rockingham city Shopping Centre. To date these are not fully utilised, blank blocks/lots of land, half empty shops and buildings are everywhere around Rockingham City shopping centre, evidently the future business viability of this LOT 301 proposal will go the same way if another gym and convenience store/service station are to be built. Eighth, why does Rockingham need another convenience store/service station store and gym at LOT 301? That will struggle to compete with their BP opposition 500 metres away - ridiculous! There are too many convenience stores/petrol stations and gym owners already struggling in competition at Rockingham! Businesses of this kind are just not viable here. Future financial losses will repeat at LOT 301, especially with the external view for diners, patrons & customers is of our extremely, ugly-looking Rockingham Shopping Centre! When will Rockingham Council spend money on removing the ugliness of Rockingham Shopping Centre as Mandurah Forum and Joondalup Shopping Centre has had done? Moreover, Why should Sepia Court residents be poisoned by a dirty dangerous goods facility service station at LOT 301? Disgraceful. Ninth, Mandurah Forum shopping centre now looks better than the sad, ugly, industrial, aesthetics of Rockingham City Shopping Centre that we put up with!

PUBLIC SCHEDULE OF SUBMISSIONS		
Name	Address	Comment
No.7 – cont…		Yet, Rockingham Council wants to allow a restaurant with alfresco dining in front of the Coles Car-park Sign and with that ugly kind of a shopping centre view for all the new residents in townhouses who the Council thinks will want to live here around the Shopping Centre! Laughable! I can only imagine the negative impact on future business viability there at LOT 301 and surrounding real estate viability. Tenth , For the sake of Sepia Court residents, and the surrounding area of pedestrians, families and children, we suggest that the dangerously proposed playground of LOT 301 become part of residences and residential park or garden containing the native green grass trees and birdlife already there and need to be saved from destruction, just like Sepia Reserve!! How could the Council allow children to play next to the fumes of a dangerous goods facility! Heartless! Finally, we need community & children-friendly residences, NOT the nightmare of 117 wasteful concrete, parking bays, along the sides of unviable businesses with a short life span. These will bring nothing more than increased empty, concrete buildings and traffic congestion, as well as an increased threat to public safety for Sepia Court residents, families, children, pedestrians and cyclists! Re-think the greedy-grab of the LOT 301 proposal before it negatively harms our future residential life!

SERVICING AUTHORITY SCHEDULE OF SUBMISSIONS		
Name	Address	Comment
1. Mr Brett Dunn **Department of Water**	PO Box 332 MANDURAH WA 6210 kwinanapeel.landuse@dwer.wa.gov.au	Thank you for providing the Proposed Mixed Use Development – Lot 301 (2- 6) Council Avenue, Rockingham for the Department of Water and Environmental Regulation (the Department) to consider. The Department has identified that the development proposal has the potential to impact on water resource values and/or management. While the Department does not object to the proposal key issues and recommendations are provided below, and these matters should be addressed: **Issue: Stormwater Management** **Recommendation** The first 15 mm of stormwater runoff (1 Exceedance per Year runoff) from car park areas should undergo water quality treatment via bio-filtration. Any runoff greater than this can then be directed to the underground stormwater cells. **Issue: Emergency Response Plan** **Recommendation** In accordance with the Department's Water Quality Protection Note No.10 (WQPN 10) - 'Contaminant spills – emergency response (February 2006)', an effective Emergency Response Plan for the service station should be prepared as part of the development approval process. WQPN 10 provides guidance on developing and implementing an effective emergency response plan. **Issue: Groundwater Contamination** **Recommendations** In accordance with the Department's WQPN No. 62 – 'Tanks for underground chemical storage', tank systems should not be located in contact with the watertable (unless protected against buoyancy forces and corrosion). If tanks are in contact with the groundwater all tanks and pipe work should be constructed of corrosion-resistant materials that conform to Australian Standards such as reinforced plastic or metal construction with corrosion-resistant coating and cathodic protection. All new or upgraded tanks and their pipe work (excluding any gas venting and tank fill lines that are normally dry) should have double-walled construction, with an interstitial leak-monitoring space. This is particularly important when located close to sensitive water resources or where the tank may come into contact with the watertable. All underground tank systems should have provision for leak monitoring. **Issue: Groundwater Availability** **Recommendation** The subject lot and proposed development area is located within the Rockingham Groundwater Area (Warnbro sub area) which is proclaimed under the Rights in Water and Irrigation Act 1914. Any groundwater abstraction would be subject to licencing by the Department. In the event there are modifications to the proposal that may have implications on aspects of environment and/or water management, the Department should be notified to enable the implications to be assessed. If you have any queries relating to the above matter please contact Mark Hingston at the Department's Mandurah office on 9550 4222.

SERVICING AUTHORITY SCHEDULE OF SUBMISSIONS		
Name	Address	Comment
2. Mr Simon Luscombe **Department of Planning, Lands and Heritage**	Locked Bag 2506 PERTH WA 6001 info@dplh.wa.gov.au	I refer to your letter dated 13 November 2019. In accordance with the Western Australian Planning Commission's (WAPC) Instrument of Delegation dated 30 May 2017, the following comments are provided. This proposal seeks approval for a three storey development comprising a gymnasium, cafe, showrooms, service station and offices. The Department provided comments with respect to a development proposal on the site on 27 July 2018. **Land Requirements** Lot 301 abuts Read Street which is reserved as an Other Regional Road (ORR) in the Metropolitan Region Scheme (MRS), also reserved as Category 1 per Plan Number SP 694/4. The site is not affected by the ORR reservation for Read Street, per the attached Western Australian Planning Commission (WAPC) Land Requirement Plan number 1.1102. **Traffic and Parking Assessment** The above report, prepared by Riley Consulting, dated November 2019, states that the development will generate up to 2,186 vehicle movements per day at ultimate development. When the passing trade component is applied, this equates to 1,713 movements per day. Access to Council Avenue and Read Street is proposed as left in/left out with full moment functionality at Sepia Court. SIDRA intersection analysis shows queuing and delays for the Read Street/Council Avenue signalised intersection (PM peak hour) and satisfactory functionality for the Read Street access. The development seeks to provide a continuous street front building with active ground level frontages. This is in accordance with the City's Planning Policy 3.2.12 Southern Gateway and Rockingham Station Sectors which shows an access point to Read Street as part of a medium density development (minimum 3 storey building height) with continuous frontage (refer to Indicative Development Plan p41, Section 5 and Figure 5.4). As such, the Department has no objection to a left in/left out access point to Read Street from the site. The access point is to be located 145 metres south of the signalised intersection with a 60 metre auxiliary lane provided. **Recommendation** The Department of Planning, Lands and Heritage has no objection to the proposal on regional transport grounds and provides the following comments: • Read Street is classified as a Category 1 control of access road per Plan Number SP 694/4. s 3.3.4 of Development Control Policy 5.1 WAPC Vehicular Access states that 'the types of development that would be allowed access to a regional road include large traffic generators such as major shopping, recreation or community centres. These would justify either a local distributor or access road, leading from a junction with the regional road to car parks servicing the centre'. As such the Department has no objection to the left in/left out access point from the Other Regional Road; • WAPC Transport Impact Assessment Guidelines states that assessment years should be undertaken 10 years after full opening of the development;

SERVICING AUTHORITY SCHEDULE OF SUBMISSIONS		
Name	Address	Comment
No.2 – cont…		• The parking bays adjacent to the Read Street access point shows potential conflict for reversing vehicles which should be avoided; • All signage should meet the requirements of WAPC D.C. Policy Advertising for Reserved land. s5.3.1 states: 'Advertisements often compete for the attention of the passing public and therefore proposals for advertisements in prominent locations near busy intersections will be examined in the context of road safety and efficiency. Such advertisements are not acceptable if they interfere with sight-lines, distract drivers, or have the potential to hinder the interpretation of or become confused with traffic signals or road signs'.
3. Mr Brad Holden **Public Transport Authority**	PO Box 8125 PERTH BUSINESS CENTRE WA 6849 enquiries@transperth.wa.gov.au	I can advise that the Public Transport Authority of Western Australia (PTA) has reviewed the 'Bus Stop Relocation Review' document which formed part of the development approval submission. The PTA reiterates its previous advice and comments made at the State Administration Tribunal. It can therefore be confirmed that bus stop 21234 Council Avenue, before Sepia Court should be retained at its current location.

City of Rockingham

Design Review Panel Meeting Notes

Notes of the Design Review Panel held on 30 October 2019

Panel Members:	Trent Woods Sid Thoo Tony Blackwell
City Officers:	Bob Jeans - Director, Planning & Development Services Greg Delahunty - Senior Projects Officer David Banovic - Senior Planning Officer
Panel Co-Ordinator:	Sharon Peacock – Projects Research Officer
Proponent Deputation:	Peter Simpson - PTS Town Planning Derek Hays – Hames Sharley Robin Burnage – Tim Davies Landscaping Geoff Loxton – Project Manager Alex Drake-Brockman – Development Manager
Declarations of Interest:	Nil
Agenda Item 5.1	
Proposed Development	Proposed Gym (Health Studio), Café (Restaurant), four (4) Showrooms, Office and Service Station
Property Address	Lot 301 (No.2-6) Council Avenue, Rockingham
Proposal	The proposal involves a commercial development located on the corner of Read Street and Council Avenue comprising of four (4) showrooms, a gym (health studio), a café (restaurant), office tenancies and a service station located near the corner of Council Avenue and Sepia Court. The proposed development is also comprised of the following elements: • 117 car parking bays plus six (6) refuelling positions; • Vehicle access/egress from Read Street (via the existing slip lane), a central crossover on Council Avenue and two crossovers from Sepia Court; • 22 bicycle parking bays; • A playground located near the restaurant alfresco area; • A landscaping theme from a palette of Australian bushland colours and textures; and • A pylon sign on Read Street as well as various wall panel signage, roof signage and directional signage. The proposed development also includes the following works within the road reserve: • Planting along Read Street and Council Avenue verges;

	• Removal of an existing tree along the frontage of Sepia Court to provide vehicle access to the site; and • The existing bus stop along Council Avenue is to be either removed or relocated as per the requirements of the Public Transport Authority.
Background (as contained in the Agenda)	The Agenda provided a summary of the proposal against Policy requirements and described how a previous development proposal had been refused by JDAP due to substantial non-compliance with respect to addressing building height, activation and interaction in particular, the Read Street/Council Avenue frontages. In August 2019 the State Administrative Tribunal (SAT) affirmed the decision of the Metro South West Joint Development Assessment Panel to refuse a Development Application over the subject site for: • Four (4) showrooms, • A gym (health studio), • A café (restaurant); • Office space; and • A convenience store (selling fuel). Critical to the SAT's reasoning was that the development was not consistent with Local Planning Policy i.e. the building did not meet relevant Policy requirements for a "Prominent Corner" site in a "Gateway Location".
Proponent deputation to the Panel	Alex Drake-Brockman, Peter Simpson, Derek Hays and Robin Burnage presented an overview of the site in terms of the history, context, development concept, design elements and landscaping.
Officer presentation to the Panel	Greg Delahunty provided an overview of the planning assessment of the proposed development.

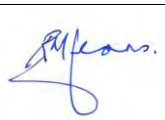
‘Design Quality Evaluation’		
		Supported
		Pending further attention
		Not supported
Design Principles		
		Good design responds to and enhances the distinctive characteristics of a local area, contributing to a sense of place.
Principle 1 ***Context and Character***		• The proposed development does not fundamentally address the Development Policy Plan for the Southern Gateway and Rockingham Station Sectors, being a prominent corner site and important gateway to the City Centre - the proposed development is essentially a big box/bulky goods retail development and service station. • Concerns with the location of the Service Station in close proximity to existing residential and Child Care facility. • Hardscape elements are more ‘hills’ (i.e. laterite/bauxite) in colour palette and character rather than local coastal (i.e. limestone character). • Comfortable with the waterwise approach to landscape plan. • The inclusion of a Service Station use has compromised the long term use of the site and doesn’t address the character and context in the best way. • Consider how a reconfiguration of the uses could produce better built form outcomes for the site and contribute to the desired character of Council Avenue. • Conflict between the Service Station and the playground area but understand that surveillance can be achieved from patrons using the café tenancy.
Principle 2 ***Landscape Quality***		*Good design recognises that together, landscape and buildings cooperate as an integrated and sustainable system, within a broader ecological context.*
		• Inadequate large tree cover; consider including more mature trees within the carpark and along major roads to reduce the potential for urban heat island effect. • The use of walls within landscape feature adjacent to a road reserve is of concern. • Plant selection should address the alkaline soils of Rockingham.

		• Further detailed discussion is encouraged to address the long term maintenance responsibilities of landscaping within verge areas. • Landscaping appears to be 'squeezed' into residual land through carpark. • Unsure whether the trees on the eastern flank will appear in the final landscaping. • The reuse of grass trees is commendable. • Consider relocating the cross over to retain the eucalyptus tree in Sepia Court. • At the Prominent Corner Site, the landscape does not talk to the building. Consider how the landscape interface can be better integrated on this corner.
Principle 3 – ***Built Form and Scale***		*Good design ensures that the massing and height of development is appropriate to its setting and successfully negotiates between existing built form and the intended future character of the local area.*
		• The fixed glazing of Tenancy 7 at ground level facing the corner of Council Avenue and Read Street appears to be a missed design opportunity for such a prominent corner of the site. • The Read Street elevation needs further design development to improve its relationship to the street. • There is no 'point of entry' into the development for pedestrians from Read Street. • Although the bulk and height satisfy minimal requirements, a higher intensity of development is being actively encouraged for this location. • Due to the Service Station use and location, the overall site design is compromised, resulting in the primary built form and scale addressing the Read Street frontage instead of Council Avenue, which should be the primary frontage. • Concern over the location of a crossover adjacent to the playground. • Address the Read Street interface to create visual interest to the street frontage. • Built form is not contiguous along Council Avenue. Proposed land uses results in too many driveways/crossovers. • Read Street pedestrian/footpath canopy should be wider.

Principle 4 – ***Functionality and Build Quality***		*Good design meets the needs of users efficiently and effectively, balancing functional requirements to perform well and deliver optimum benefit over the full life-cycle.*
		• Functionality and way finding are compromised due to 'back of house' view facing Read Street. Consider options to include dual entry points via Read Street and the internal carpark. • The canopy should be extended to cover the footpath to the Read Street frontage. • Consider adaptability and demonstrate how the site and tenancies could transition to future uses. • The functionality and quality of the playground is a concern in its current location. • Reverse loading bay – conflicts with pedestrian movement. • Vehicle circulation patterns could be better resolved over whole site. • Installing windows to the Read Street frontage will not deliver activation; entry points required.
Principle 5 – ***Sustainability***		*Good design optimises the sustainability of the built environment, delivering positive environmental, social and economic outcomes.*
		• Consider the inclusion of solar PV on the roof of the main tenancy building – there is a significant amount of roof area for the generation of renewable energy. • Future proof the development and consider the inclusion of EV charging points in the carpark and Service Station. • Consider registering the proposed development for a Greenstar or NABERS rating. • Reconsider the use of large areas of glazing on the north-west corner of the main tenancy building – while north-facing glazing is generally ideal for solar passive design, non-residential buildings generally have high internal heat gains, so are typically trying to reduce external heat loads where possible. • Consider greater use of shading devices and opaque elements, which may also help to address other comments in relation to the design of such a prominent corner of the site. • Consider how carpark stormwater runoff can be redirected to landscaped areas.

Principle 6 - ***Amenity***		*Good design optimises internal and external amenity for occupants, visitors and neighbours, providing environments that are comfortable, productive and healthy.*
		• The inclusion of playground and landscape areas are positive and commendable but may be better suited to a different location away from the Service Station and vehicle crossovers. Consider reconfiguration to better enhance/improve use of these facilities. • Consideration should be given to better address the interface with the Service Station, existing residential dwellings and Child Care facility on Sepia Court. • Consider the inclusion of use of shade structures in the carpark or more large trees. • Consider the inclusion of additional universal access parking for the main tenancy building. • Location and integration of EOT facilities could be improved. • Canopy along read Street does not shade footpath.
Principle 7 ***Legibility***		*Good design results in buildings and places that are legible, with clear connections and easily identifiable elements to help people find their way around.*
		• The legibility of the Read Street elevation and the corner of Read Street and Council Avenue (at ground level) needs further development and could benefit from an integrated approach with the landscape design in the areas; the elevations could be improved to facilitate pedestrian traffic and movement. • No opportunities for pedestrian access to the ground floor tenancies via Read Street frontage with pedestrians required to walk all the way around to Council Avenue. • Geometry and legibility of carparks is of a concern - vehicle movement appears to have priority over pedestrian movement.
Principle 8 – ***Safety***		*Good design optimises safety and security, minimising the risk of personal harm and supporting safe behaviour and use.*
		• Read Street presents a blank elevation and pedestrian movement along Read Street could be compromised in terms of safety issues caused by a lack of passive surveillance. • Having four crossovers on the one site has the potential to be confusing for vehicles entering and navigating the site. • Vehicle movement in the carpark appears convoluted.

		• The integration of CPTED design principles in the landscape masterplan is to be commended; consider how night-time lighting can further enhance the implementation of these principles. • The proximity of the play area adjacent to a vehicle crossover is questionable. • Review pedestrian pathway across the site from the south east corner adjoining Sepia Court. • Review pedestrian movement and sightlines at Read Street vehicle crossover
Principle 9 - ***Community***		*Good design responds to local community needs as well as the wider social context, providing environments that support a diverse range of people and facilitate social interaction.*
		• Consider the potential land use conflicts between the Service Station, existing residents and the adjacent Child Care Centre in Sepia Court – vehicle accessibility to centre, safety and environmental issues – could be an opportunity to switch the Service Station with the Café tenancy/playground. • Concern about the impact of car parking and noisy vehicle movements with regard to immediate residential interface.
Principle 10 – ***Aesthetics***		*Good design is the product of a skilled, judicious design process that results in attractive and inviting buildings and places that engage the senses.*
		• The design and façade articulation for the proposed corner building appear to have been carefully considered. • The proposed Service Station has been presented in muted colours and minimal signage; in actuality it is likely to have bold corporate colours and branding with illuminated signage. • Concerns raised with the extent of inactive frontages including the Service Station, Sub Station and multiple crossovers. • Landscape focus is on the ground plane - add to the overall landscaping aesthetic (and durability) by providing street trees that are substantial in size with an emphasis on shading. • Concerns over potential land use conflict with Service Station lighting and existing residential and how will this be managed.
Summary (Key Issues)		While the Panel considered that the proposed design has merit, there are a number of key issues which require further investigation including:-

		• Resolve the proposed land uses to provide for a more compatible outcome consistent with the Development Policy Plan for the Southern Gateway and Rockingham Station Sectors. • Potential land use conflict with Service Station located near to the existing residential and Child Care Centre in Sepia Court. • Council Avenue contiguous frontage – remove crossover and gap for playground. • Address the activation and legibility of the Read Street tenancies. • More design effort on the ground floor plane – potential to create more aesthetic impact and increase the size of the lobby into the office on the corner façade. • Consider the adaptability of future uses and the subsequent potential to reduce the number of crossovers in general. • Investigate opportunities to review car park and pedestrian safety and legibility. • Include more substantial trees to address urban heat island affect.
Panel Recommendation		**Design not supported.**
Meeting Close		11:15
Chair Signature		
Date		6 November 2019

D19/184781

JURISDICTION	**:**	STATE ADMINISTRATIVE TRIBUNAL
ACT	**:**	PLANNING AND DEVELOPMENT (DEVELOPMENT ASSESSMENT PANELS) REGULATIONS 2011 (WA)
CITATION	**:**	ARISE ROCKINGHAM PTY LTD and PRESIDING MEMBER OF METRO SOUTH WEST JOINT DEVELOPMENT ASSESSMENT PANEL [2019] WASAT 64
MEMBER	**:**	MS L EDDY, SENIOR MEMBER MS R MOORE, MEMBER
HEARD	**:**	16 APRIL 2019
DELIVERED	**:**	16 AUGUST 2019
FILE NO/S	**:**	DR 314 of 2018
BETWEEN	**:**	ARISE ROCKINGHAM PTY LTD Applicant AND PRESIDING MEMBER OF METRO SOUTH WEST JOINT DEVELOPMENT ASSESSMENT PANEL Respondent

Catchwords:

Town Planning - Development application - *City of Rockingham Local Planning Policy No 3.2.12* - commercial development - Designation of site as prominent corner site and gateway location under local planning policy - Whether proposed development consistent with requirements of local planning policy - Whether reasons to depart from policy in the circumstances - Turns on own facts

Legislation:

City of Rockingham Local Planning Scheme No. 2, cl 1.6, cl 4.3.3, cl 4.3A.1, cl 5.3.1, cl 5.3.3, cl 6.1.3, Sch 1
Metropolitan Region Scheme
Planning and Development (Development Assessment Panels) Regulations 2011 (WA), reg 6, reg 18, reg 18(3)
Planning and Development (Local Planning Schemes) Regulations 2015 (WA), r 10(4), cl 67, cl 68(2), cl 74(1), c 74(2), Sch 2
Planning and Development Act 2005 (WA), s 257B

Result:

Application dismissed
Decision of respondent to refuse to approve proposed development affirmed.

Summary of Tribunal's decision:

The applicant sought approval to create a commercial development, including a health studio, restaurant, showrooms and convenience store selling fuel. The proposed development was largely single storey, with a second storey element including offices and a void above the health studio, as well as an architectural element that contained signage advertising the name of the complex. The respondent refused to approve the proposed development on the basis that it did not comply with requirements of the *City of Rockingham Local Planning Policy 3.2.12 - Development Policy Plan*: *Southern Gateway and Rockingham Station Sectors*, one of the proposed vehicular accesses would compromise vehicle safety and two of the proposed signs intended to accompany the proposed development did not comply with the City of Rockingham's signs policy.
The Tribunal determined that the proposed development did not comply with a number of requirements that applied under the local planning policy based on the site's designation as a prominent corner location and a gateway location under the policy. The Tribunal determined that the departures were significant and that there was no reason to depart from the policy in all of the circumstances. The Tribunal placed weight on the local planning policy because it was relatively recent, based on sound town planning principles and involved strategic planning aimed at achieving urban renewal for the locality. The Tribunal determined that the inconsistencies between the proposed development and the local planning policy were such that the proposed development would tend to stymie or interfere with the strategic aims of the local planning policy.
The Tribunal was satisfied that the vehicular access in question was not

unreasonable. The Tribunal was satisfied that the proposed signage was consistent with the objectives of the City of Rockingham's signs policy.
Having regard to the weight the Tribunal attributed to the inconsistencies between the proposed development and the strategic aims of the relevant local planning policy, the Tribunal determined that the correct and preferable decision was to affirm the respondent's decision to refuse to approve the proposed development.

Category: B

Representation:

Counsel:

Applicant	:	Mr A McGlue & Mr P McQueen
Respondent	:	Mr B Loftus & Ms C Ide

Solicitors:

Applicant	:	Lavan
Respondent	:	State Solicitor's Office

Case(s) referred to in decision(s):

Buzzacott v Minister for Sustainability, Environment, Water, Population and Communities and Others [2013] FCAFC 111; (2013) 215 FCR 301
Coastal Midwest Transport and City of Canning [2012] WASAT 202
Conservation Council of Western Australia (Inc) & Ors v The Hon Stephen Dawson MLCA & Anor [2018] WASC 34
Opal Vale Pty Ltd and Shire of Toodyay [2013] WASAT 88

REASONS FOR DECISION OF THE TRIBUNAL:

Introduction

1 In July 2018 an application for development approval under the *City of Rockingham Local Planning Scheme No. 2* (LPS 2 or Scheme) and the *Metropolitan Region Scheme* (MRS) was made on behalf of Arise Rockingham Pty Ltd (applicant) to use Lot 301 Council Avenue, Rockingham (site) for the purposes of a mixed commercial development including a health studio, restaurant, showrooms and convenience store selling fuel (original proposal). The original proposal was referred to the Metropolitan South-West Joint Development Assessment Panel (MSWJDAP) for determination pursuant to reg 6 of the *Planning and Development (Development Assessment Panels) Regulations 2011* (WA) (DAP Regulations) on the election of the applicant. After initially deferring the application, the MSWJDAP resolved to refuse the original proposal on 28 November 2018. On 29 November 2019, the applicant lodged an application for review of the MSWJDAP's decision in the Tribunal pursuant to reg 18 of the DAP regulations. Pursuant to reg 18(3) of the DAP Regulations the Presiding Member of the MSWJDAP (respondent) is the decision-maker for the purposes of the Tribunal proceedings.

2 During the course of proceedings in the Tribunal, the applicant submitted amended plans which, amongst other things, increased the height of the proposed building at the corner of Council Avenue and Read Street from 12.5 metres to 13.1 metres by the inclusion of a feature element (amended proposal). Following an invitation to reconsider its decision from the Tribunal, the MSWJDAP considered the amended proposal on 26 February 2019 and resolved to refuse it. In essence, the reasons for refusal were that the proposed building was not three storeys in height and did not provide for significant elements that acknowledge the site's designation as a Gateway Location in the *City of Rockingham's Local Planning Policy No. 3.2.12 - Development Policy Plan: Southern Gateway and Rockingham Station Sectors* (LPP 3.2.12), one of the proposed vehicular accesses would compromise vehicle safety and two of the proposed signs did not comply with the requirements of the *Shire of Rockingham's Local Planning Policy 3.3.1 - Control of Advertisements* (LPP 3.3.1).

3 In March 2019, the applicant was granted leave to further amend the plans to provide for eight additional car parking bays. The further

amended plans, dated 5 March 2019 (contained at tab 2 of Exhibit 2) are the plans the subject of this determination (proposed development).

Site and locality

4 The following facts are taken from the parties' Statements of Issues, Facts and Contentions and are not in dispute.

5 The site is 12,373m^2 in area and is bounded by Read Street, Council Avenue, Sepia Court, Lot 300 and a pubic reserve that contains an unnamed track or laneway. The site is currently vacant other than a Western Power substation structure near the north-eastern corner of the site. The site has been vacant for a significant period of time.

6 Council Avenue, abutting and to the north of the site, is a four lane (two lanes each direction) road separated by a median strip, plus turning lanes. It is an integrator B arterial local road and has a speed limit of 60 kilometres per hour. There currently exists a bus stop on Council Avenue adjacent to the site located approximately halfway along the boundary of the site that fronts Council Avenue.

7 Sepia Court abutting and to the east of the site, is a two lane (one lane in each direction) local access road. It has a speed limit of 50 kilometres per hour. The laneway, abutting and to the south of the site, is a relatively narrow unpaved access route. Read Street, abutting to the west of the site is a four lane road (two lanes each direction) separated by a median strip. It is an Other Regional Road and has a speed limit of 70 kilometres per hour.

8 The land to the north, on the other side of Council Avenue to the site, contains the Rockingham Shopping Centre with associated car parking accessed off Council Avenue, Chalgrove Avenue, Central Promenade and Contest Parade. The land to the east, on the other side of Sepia Court to the site, contains a childcare centre and a number of single storey and two storey grouped dwellings. The rear of one of the grouped dwellings abuts part of the site. The land to the south is a reserve for public recreation invested in the City of Rockingham. It is a narrow reserve with an area of approximately 5,000m^2, with a width of approximately 6.5 metres. It is on that reserve that the laneway is located. To the south of the reserve are a number of two storey grouped dwellings.

9 The Tribunal, together with the parties, conducted a site view commencing at 2.00 pm on 16 April 2019. This view was conducted

on foot and included the site and some surrounding locations including part of Council Avenue, part of Read Street, Sepia Court and the laneway to the rear of the site.

Applicant's development proposal

10 The proposed development is a mixed commercial development with ground floor parking in the following configuration:

(a) four showrooms, one health studio, one café and alfresco area and one convenience store (selling fuel) with six fuel bowsers (ground level);

(b) three offices (level one);

(c) one playground (ground level);

(d) 22 bike bays and end of trip facilities;

(e) 111 car bays; and

(f) associated signage.

11 Access to the site is proposed to be provided by three crossovers. One from Sepia Court, one from Read Street and one from Council Avenue.

12 The second storey of the proposed development is made up of the three offices on level one (as labelled on the plans) totalling 260m^2: see Exhibit 2, at page 8. The health studio has a double height void facing the corner of Council Avenue and Read Street. On the corner of the building is a proposed feature element which is intended to include signage of the development's name: Rockingham Central. The part of the proposed development that faces the corner of Read Street and Council Avenue is 10.3 metres in height between the ground and the top of the parapet, and 13.3 metres between the ground and the top of the feature element: ts 12 and 35, 16 April 2019.

Planning framework

13 The parties are in agreement in relation to the relevant planning framework. The following is largely reproduced from the respondent's Statement of Issues, Facts and Contentions and is agreed by the applicant.

14 Clause 67 of Sch 2 of the *Planning and Development (Local Planning Schemes) Regulations 2015* (WA) (LPS Regulations) provides a list of matters that, to the extent relevant, the decision maker must have due regard to when determining a development application. Relevant to this application, cl 67 of Sch 2 of the LPS Regulations requires the Tribunal to have due regard to:

> …
>
> (a) the aims and provisions of this Scheme and any other local planning scheme operating within the Scheme area;
>
> …
>
> (g) any local planning policy for the Scheme area;
>
> (h) any structure plan, activity centre plan or local development plan that relates to the development;
>
> …
>
> (m) the compatibility of the development with its setting including the relationship of the development to development on adjoining land or on other land in the locality including, but not limited to, the likely effect of the height, bulk, scale, orientation and appearance of the development;
>
> (n) the amenity of the locality including the following -
>
> (i) environmental impacts of the development;
>
> (ii) the character of the locality;
>
> (iii) social impacts of the development;
>
> …
>
> (s) the adequacy of -
>
> (i) the proposed means of access to and egress from the site; and
>
> (ii) arrangements for the loading, unloading, manoeuvring and parking of vehicles;
>
> (t) the amount of traffic likely to be generated by the development, particularly in relation to the capacity of the road system in the locality and the probable effect on traffic flow and safety;

> (u) the availability and adequacy for the development of the following -
>
> (i) public transport services;
>
> …
>
> (w) the history of the site where the development is to be located;
>
> …
>
> (y) any submissions received on the application;
>
> …
>
> (zb) any other planning consideration the local government considers appropriate.

15 In addition, cl 4.3.3 of LPS 2 relevantly provides:

> Without limiting Clause 67 of the deemed provisions, in considering an application for development approval of development within the Primary Centre, the Local Government is to have due regard to -
>
> a) the objectives of the Primary Centre;
>
> b) the provisions of the Centre Plan;
>
> c) the objectives of the Zone in which the development is proposed;
>
> d) in the case of the Primary Centre City Centre Zone - the provisions of the Development Policy Plan (City Centre Sector and Southern Gateway and Rockingham Station Sectors) and any other Policy adopted under Clause 4(3) of the deemed provisions which applies to the Primary Centre City Centre Zone[.]

16 Pursuant to cl 6.1.3 of LPS 2, where the respondent's Design Review Panel has given a recommendation in relation to a development application, regard is required to be given to that recommendation in making a decision in relation to the application. While the original development was the subject of a recommendation by the respondent's Design Review Panel, the proposed development now the subject of review has not been considered by that body.

17 The site is zoned 'Central City Area' under the MRS and 'Primary Centre City Centre' under LPS 2. The objectives for the Primary

Centre City Centre Zone are contained in cl 4.3A.1 of LPS 2, which relevantly includes:

> The objectives of the Primary Centre City Centre Zone are -
>
> a) to provide an identifiable 'City Centre' which provides for major CBD functions in a predominantly 'Main Street' development configuration;
>
> b) to contribute to the development of integrated retail, office, commercial, residential, civic and community facilities generally in accordance with the requirements of the Development Policy Plan for the City Centre Sector and the Local Government Avenue Sub-Precinct forming part of the Southern Gateway and Rockingham Station Sectors;
>
> c) to achieve high intensity land use and built form outcomes, including a range of medium to high density housing, within a walkable catchment of the central public transit system;
>
> …
>
> (f) to provide contiguous, activated street front development;
>
> g) to promote active day and night time retail and social environments[.]

18 The proposed uses, convenience store, health studio, office, restaurant and showroom, are all 'D' uses, which means that the use is not permitted unless the local government has exercised its discretion by granting development approval.

19 Clause 5.3.1 of LPS 2 requires development approval for the erection of advertisements. The decision-maker is to have regard to the objectives of the Scheme with particular reference to the character and amenity of the site's locality, including landscape significance, traffic safety and nearby amenity in determining an application in relation to advertisement: cl 5.3.3 of LPS 2.

20 The City of Rockingham adopted the *Rockingham Strategic Metropolitan Centre: Centre Plan Stage 2* (Centre Plan) and it was endorsed by the Western Australian Planning Commission (WAPC) in 2009. Figure 10 of the Centre Plan depicts that the site is located within the area described as Southern Gateway - Sector 10. In accordance with the requirements of the Centre Plan, a sector development plan was endorsed by the respondent in 2016. This sector development plan is LPP 3.2.12.

21 Section 5.1 of LPP 3.2.12 provides information about the Indicative Development Plan for the Southern Gateway and Rockingham Station Sector (Indicative Development Plan or IDP). The Indicative Development Plan is depicted in Figure 5.1. Relevantly, section 5.1 of LPP 3.2.12 states:

> It has been assumed that those parts of the Sector that have already been developed for strata titled group housing and aged care accommodation between Read Street and Kitson Street are unlikely to be redeveloped within the timeframe covered by this Policy. There is scope for further mixed use development along the northern Council Avenue edge between Read Street and Hefron Street. Additional infill development on vacant land would help to better integrate and connect the existing isolated pocket of offices and community facilities, including the youth centre, Anglican Church and child care centre.
>
> …
>
> A range of development options are envisaged within a high quality townscape setting. New buildings would be a minimum of 2 storeys, with built form similar to that which is progressively being implemented in the Rockingham City Centre and in comparable situations at other centres such as Cockburn Central, Midland and Joondalup.

22 Figure 5.1 of LPP 3.2.12 has an annotation applicable to the site, as well as other land fronting Council Avenue, which provides:

> Develop vacant and under-utilised land along Council Avenue with mixed commercial and community uses.

23 Figure 5.4 of LPP 3.2.12 provides for building heights in the Southern Gateway and Rockingham Station Sectors. The site is coloured in orange, which the key indicates means '19.0m / 5 storeys'. An asterix below states 'Subject to overshadowing provisions in DPP'. The site has a blue star depicted on it in Figure 5.4, which the key indicates means it is a prominent corner site. Underneath the words 'Prominent Corner Sites' in the key are the words 'Minimum 3 storey building height'. The site and land on the other three corners of the intersection of Council Avenue and Read Street are encircled with a dotted blue line, which the key indicates means 'Gateway Location-Built form and landscaping': Figure 5.4 of the DPP. The term 'height' is defined in Appendix A2 of the DPP where it states 'height':

> Means the measurement taken from the natural ground level immediately in front of the centre of the face of the building to a level at the top of the ridge, parapet, or flat roof, whichever is the highest, but

> does not include any lift plant, water tower or similar utility or service, not exceeding 3 metres in height, or any architectural feature or decoration (other than a freestanding sign) not used for any form of accommodation, which may be approved by the Council.

24 Section 5.4 of LPP 3.2.12 provides further information about building height and prominent sites:

> …
>
> A minimum building height of 3 storeys will apply to the nominated Prominent Corner Sites (refer to Section 8.1).

25 Figure 5.5 of LPP 3.2.12 is labelled 'Frontage Types'. The site is coloured green on the Read Street boundary and yellow on the Council Avenue boundary. The key states that the green means 'TYPE 4 Moderate Activation, 2 - 3.5m setback' and yellow means 'TYPE 3 Moderate Activation, nil - 2m setback'. Section 5.5 provides:

> The Framework Plan and Southern Gateway Sector IDP have been formulated in accordance with consolidated urban design principles that require buildings to frame, address and activate an interconnected, hierarchical street network.
>
> Figure 5.5 illustrates an orderly arrangement of 'Frontage Types' based on the common principle that building frontages to all streets and public spaces should be activated.
>
> **Type 3 - Moderate Level of Activation, 0-2 Metre Setback**
>
> A moderate level of frontage activation with residential apartments and associated lobbies at ground level and a 2 to 3 storey façade positioned behind a variable 0-2 metre, green landscaped setback. The ground level of residential units would address the street with a façade that is transparent over at least 30% of its area.
>
> **Type 4 - Moderate Level of Activation, 2-3.5 Metre 'green' Setback**
>
> A moderate level of frontage activation with residential units at ground level and a 1 to 3 storey façade positioned behind a 2-3.5 metre green landscaped setback. Ground level residential units would address the street with a façade that is transparent over at least 30% of its area.

26 The Southern Gateway Sector is divided into four precincts. Figure 3.1 of LPP 3.2.12 shows the site is located within the Hefron Precinct. Figure 3.1 of LPP 3.2.12 has the following annotation in respect of the site and other land fronting Council Avenue:

> Existing mixed use frontage along Council Avenue has potential for further urban scaled infill development to better frame and activate a major entrance to the City Centre[.]

27 Part 6 of LPP 3.2.12 contains the various precinct policies. In Figure 6.1, the site is depicted with an annotation that 'mixed use development on vacant land to properly frame and activate street frontages at entrance to major gateway location'. Section 6.1.1 describes the desired future character of the Hefron Precinct. It is acknowledged in this section that the existing single and two storey group housing within the precinct is unlikely to change. The section goes on to provide:

> The greatest opportunity for change exists in the band of property along the southern side of Council Avenue, where further mixed use development infill would be appropriate given its proximity to the City Centre and its location at an important gateway to the Centre. In this regard, Supplementary Design Guidelines (Section 6.1.5) have been prepared to guide development in the Council Avenue sub-precinct and will be administered under the Primary Centre City Centre zone under Town Planning Scheme No.2[.]

28 Section 6.1.3 of LPP 3.2.12 specifies that the preferred uses in the Hefron Precinct are multiple dwellings/residential; civil and community; office and commercial and professional consulting rooms. It also provides 'other permissible uses listed under the Scheme are not preferred'.

29 Section 6.1.4 describes the required elements for development within the Hefron Precinct, and relevantly includes:

> (a) The Precinct is to be developed as a quality, medium to high density residential area, framed along its Council Avenue interface with the City Centre by a band of mixed use streetfront buildings. All forms of development and redevelopment should address the street in a manner consistent with a contemporary inner-city townscape discipline. It is essential that all buildings along the Council Avenue, Read Street and Hefron Street frontages (within the Council Avenue sub-precinct) maintain at least a commercial ground floor function, with potential for residential or commercial above and are consistent with the requirements of Section 6.1.5 - Council Avenue Sub-Precinct Supplementary Design Guidelines.
>
> (b) Buildings are to be located, configured and activated to frame and address street frontages, laneways and other public spaces in a way that is generally consistent with the Precinct Concept Plan and relevant 'Frontage Types' as listed in Section 5.

(c) Consistent with Figure 5.3 'Density', in Section 5.3, residential development is to accommodate a balanced mix of dwelling sizes at preferred densities ranging from 60 to 80 dwellings per hectare (with a minimum density of 40 dwellings per hectare) and 80 to 100 dwellings per hectare (with a minimum density of 60 dwellings per hectare).

(d) Consistent with Figure 5.4 'Building Height and Prominent Sites' in Section 5.4, and with the exception of any requirements for Corner Sites and nominated Prominent Corner Sites, buildings are to be constructed within a 12.5 metre height limit along street frontages. In those areas with a permitted maximum height of 19.0 metres, any height between 12.5 metres and 19.0 metres is to be setback a minimum of 3.5 metres. The scale and massing of buildings shall be designed to minimise any overshadowing of adjoining properties and public spaces. For corner sites and nominated Prominent Corner Sites, building massing, building heights and variations to front setbacks will be as referred to in Supplementary Policy 8.1 and as specified in Figure 5.4.

…

(g) Car parking is not permitted between the road reserve boundary and building frontages.

(h) Off-street car parking will generally be located behind, under or over ground floor, streetfront buildings

…

(j) The frontage of any building is to incorporate and maintain the required area of transparent facade with suitably glazed shopfront windows and doors, consistent with the applicable 'Frontage Types' set down in Section 5.5[.]

30 The site is also located within the Council Avenue Sub-Precinct and is subject to supplementary guidelines contained in section 6.1.5 of LPP 3.2.12. The objectives for the sub-precinct are at section 6.1.5.1:

- To provide for high quality commercial, mixed use and residential buildings;
- To achieve high intensity land use and built form outcomes consistent with major 'CBD' functions;
- To provide contiguous, activated streetfront developments;
- To promote active day and night time retail and social environments; and

- To encourage vibrant and diverse uses which promote the sub-precinct as a destination[.]

31 The preferred uses in the sub-precinct are retail, office and commercial, showrooms, entertainment and leisure and multiple dwellings/residential (1st floor and above): section 6.1.5.2 of LPP 3.2.12.

32 The required elements for development in the Council Avenue Sub-Precinct include (s 6.1.5.3):

- Prominent Corner Sites to reinforce the townscape structure, aid place-making and add legibility to the access and movement network;
- Contiguous streetfront building with active ground level frontages to Hefron Street, Council Avenue and Read Street;
- Car parking located above ground floor buildings is to be screened from view in the street or affected public space by suitable architectural means to the satisfaction of the City of Rockingham;
- Customer access is to be from the streetfront entry;
- A high level of frontage activation shopfronts (consistent with busy retail tenancies, cafes and restaurants, shopfront offices and lobbies); and
- Buildings are to provide for safe access and egress from either Council Ave or Read Street.

Built Form

- Development up to a maximum height of 5 storeys;
- The frontage of any building is to incorporate and maintain the required area of transparent façade with suitably glazed shopfronts, windows and doors;
- A contiguous, colonnaded walkway or similar pathway is to be integrated with building development to provide sheltered pedestrian connections between adjoining tenancies and activity generators;
- Activate the ground floor level of buildings with predominantly glazed building entry lobbies and/or high visitation commercial and retail tenancies; and

- Prominent Corner Sites are at Read Street, Council Avenue and Hefron Street are to be developed as per Section 8.1 - Prominent Sites[.]

33 Part 8 of LPP 3.2.12 contains supplementary policies, including a 'Corner and Prominent Sites Policy'. The objective of this policy is provided at section 8.1.2 as follows:

> The objective of the Prominent Sites Policy is to facilitate the development of visually distinctive buildings, sculptural elements and landscapes in locations that will provide navigational reference points and contribute to orderly street block formation, street activation, place-making and an enduring townscape identity.

34 In relation to 'Gateway Locations', section 8.1.3 provides:

> For the purposes of this Policy, Gateway Locations will generally be located where there is a change in townscape character and intensity at a spatial junction and may be framed by relevant built form and/or landscaping.
>
> Gateways signal arrival and may incorporate Landmark and Prominent Corner buildings (where nominated), signage, trees, memorials, parks, fountains, water features, clock towers or sculptural artworks.
>
> The treatment of landscape works at the Patterson Road/Flinders Lane entry to the Rockingham Waterfront Village provides a relevant example of effective gateway landscaping at the entrance to an urban activity centre.

35 In relation to 'Prominent Corner Sites', section 8.1.4 provides:

> For the purposes of this Policy, prominent corner sites will generally be located where at least one frontage is highly visible from the public domain. In 'Main Street' centres, such sites often attract major businesses but they have also been favoured for theatres, libraries, galleries and museums - often accompanied by fine grain street retail tenancies such as cafes and convenience stores.
>
> In the Southern Gateway Sector, uses suitable for prominent corner sites include a wide range of mixed uses (including residential) that benefit from and contribute to a high level of visual exposure and street activation.

36 The planning and design principles are contained in section 8.1.5, which provides:

> Typically, buildings on prominent corner sites will be taller than those along normal street frontages, with height increasing towards the street

corner where tower elements, elevated roof structures and signage can be integrated.

In general, built form and related public spaces on corner sites and nominated gateway locations, prominent corner sites should be designed to achieve distinctive, high quality architecture that befits the strategic context of the location.

Common principles to be followed in planning sites and designing buildings, structures and public spaces for such locations include:

- Locate prominent corner sites to reinforce the townscape structure, aid place-making and add legibility to the access and movement network;
- Incorporate a balanced mix of such public and private sites to facilitate a mix of distinctive civic, commercial, mixed use and residential buildings in prominent locations;
- Frame and terminate vistas with suitably scaled buildings, towers and landscape elements;
- Ensure that the massing, articulation, detailing and finishes of buildings contribute to a lively but well balanced streetscape at intersecting street frontages. Position corner buildings close to the intersection to frame and anchor the corner. At the junction of street elevations, the City will exercise its discretion in considering proposals to relax front setbacks for corner elements;
- Add additional height to corner buildings through the integration of vertical elements such as raised parapets, spires, roof sections and similar structures. The City will exercise its discretion in considering proposals to relax maximum height limits.
- Add at least one extra storey, or as indicated in Precinct Policies, plus any tower or similar elements above required Precinct minimum building heights on nominated prominent corner sites;
- Activate the ground floor level of buildings with predominantly glazed building entry lobbies and/or high visitation commercial and retail tenancies;
- Integrate public art and signage into the design of buildings and related public spaces at gateway locations and at prominent corner sites.

37 The City of Rockingham also has adopted LPP 3.3.1. The policy objectives are stated at cl 3 as follows:

(a) Ensure that advertisements are appropriate for their location;

(b) Minimise the proliferation of advertisements;

(c) Ensure that advertisements do not adversely impact on traffic circulation and management, or pedestrian safety;

(d) Protect the amenity of residential areas, townscape areas and areas of environmental significance;

(e) Protect the significance of heritage places or buildings;

(f) Ensure that advertisements are constructed with quality materials;

(g) Encourage advertisements located within the Rural or Special Rural Zone or in areas of environmental significance to be sympathetic with the natural environment in terms of materials and colours;

(h) Ensure advertisements are generally erected on land where the advertised business, sale of goods or service is being carried out; and

(i) Ensure that advertisements are maintained to a high standard.

38 Clause 4.3.1 of LPP 3.3.1 provides for 'Signs on Buildings'. This includes any advertisement that is attached or otherwise displayed on a building. The assessment criteria requires the advertiser to demonstrate compliance with the objectives of LPP 3.3.1.

39 In relation to pylon signs, cl 4.3.2 of LPP 3.3.1 relevantly provides:

…

(d) have a height exceeding 6.0m, unless it can be demonstrated to the Council that a greater height is warranted and it complies with the objectives of this Planning Policy. In any event, a Pylon Sign shall not exceed 9.0m in height;

(e) have any part of the sign less than 2.7m from the ground level, unless the sign is designed such that the underside of the face area is located at ground level;

(f) have a face area exceeding more than 3.5m width or height;

(g) have a face area of more than $4m^2$ on each side (single tenancy) or $13m^2$ on each side (multiple tenancy)[.]

Issues

40 Although the parties framed the issues slightly differently, by the time the hearing commenced there were in essence three main issues in dispute between the parties. Firstly, whether the proposed building is of an appropriate height, scale and number of storeys given its location at the corner of Council Avenue and Read Street and having regard to the requirements of LPP 3.2.12 for gateway locations and prominent corner sites. Second, whether the proposed crossover to Council Avenue is safe and appropriate having regard to its proximity to the Council Avenue/Read Street intersection and to Sepia Court as well as the location of the existing bus stop. Third, whether the proposed pylon sign and roof sign for the convenience store are appropriate and appropriate for their location in terms of height and scale.

41 The Tribunal understands that it is required to determine whether the correct and preferable decision is to approve (with or without conditions) or to refuse the proposed development having due regard to the relevant matters contained in cl 67 of Sch 2 of the LPS Regulations and to the additional matters identified at cl 4.3.3 of LPS 2 (to the extent that those matters are not already contained in cl 67 of the LPS Regulations). The Tribunal will deal with issues under the following headings:

- Consistency of the proposed development with LPS 2 (and in particular the objectives of the Primary Centre City Centre zone (cl 67(a));
- Consistency of the proposed development with LPP 3.2.12 (cl 67(g), (h), (m), (n), (p) and (w));
- The safety and appropriateness of the Council Avenue crossover (cl 67(s), (t) and (u));
- The appropriateness of the proposed signage in dispute (cl 67(g)); and
- Conclusion.

Consistency of the proposed development with LPS 2

42 There was no submission made by the respondent, or any evidence led to support any conclusion that the proposed development does not comply with the relevant general and specific objectives of LPS 2 in

cl 1.6 of the Scheme. The objectives for the Primary Centre City Centre Zone are at cl 4.3A.1 of LPS 2. In particular, the respondent submits that the proposed development is inconsistent with objectives a) and b).

43 Neither party led any evidence specific to this issue. It seems that the respondent relied on its assertion that the proposed development is inconsistent with LPP 3.2.12 in order to support its argument that the proposed development is also inconsistent with the objectives of the Primary Centre City Centre Zone. We are not satisfied that this in fact follows. Objective (a) requires provision of an identifiable City Centre which provides for major Central Business District functions in a predominantly 'Main Street' development configuration. There is no reference to the Centre Plan or LPP 3.2.12. There is no indication that this paragraph has been amended since LPS 2 was gazetted, and if that is the case, this paragraph pre-dates both the Centre Plan and LPP 3.2.12.

44 Objective (b) requires contribution to 'the development of integrated retail, office, commercial, residential, civic and community facilities generally in accordance with the requirements of the Development Policy Plan for the City Centre Sector and the Local Government Avenue Sub-Precinct forming part of the Southern Gateway and Rockingham Station Sectors'. We are not sure what that is a reference to. The defined terms in Sch 1 of the Scheme include 'Development Policy Plan (City Centre Sector)' and 'Development Policy Plan (Southern Gateway and Rockingham Station Sectors)' but neither of these terms is used in objective (b).

45 As neither party made any submissions on how paragraph (b) of cl 4.3A.1 of LPS 2 should be properly interpreted, we consider that we should not embark on an analysis of this provision at this point in time. On that basis, we do not consider that we can make any finding as to whether or not the proposed development is consistent with this objective. Given our findings below, we consider nothing turns on this issue in any event.

Consistency of the proposed development with LPP 3.2.12

46 The respondent submits that the proposed development, and in particular the height, scale and number of storeys proposed, is not consistent with LPP 3.2.12. This is because LPP 3.2.12 seeks to ensure that any development on the site has at least three storeys or is at least 12.5 metres in height. There is no dispute that the proposed

development has only two storeys at the corner facing the corner of Council Avenue and Read Street, with the remainder of the proposed development being one storey. The respondent submits that the architectural element on that corner of the proposed development is an architectural feature and as such, according to LPP 3.2.12, its height is not included in assessing the proposed development's overall height. The respondent submits that the proposed development is 10.3 metres in height at its highest point, this being measured between the ground and the top of the parapet above the health studio and offices (not the parapet of the architectural element.

47 In opening, counsel for the respondent explained why the lack of height, scale and storeys in the proposed development is important as follows:

> …
>
> Then turning to whether that noncompliance is sufficient enough to - or significant enough to warrant the (indistinct) we say yes and to set up these propositions in general form, which, of course, I will expand upon after the evidence and in closing. But we say the purpose of the requirement for this prominent corner site in a gateway location is to point - provide a point of distinction between the subject site and what might be the balance of the locality be in its more developed form. We're at the early stages of this new form of this new planning policy intended to apply for quite some time going forward. We need to get this corner site right, we need to get it of a sufficient scale, for it to be distinctive in a way it's intended to be going forward in - in years forward - 20 years, 20 plus years, as development proceeds as it eventually will occur along Council Ave and other parts of the city centre primary centre city centre zoning. They can be achieved at heights of a minimum of two storeys.
>
> We need this corner site to be of some distinctiveness and height and scale and we say that's not achieved by that. To the extent the height is achieved by way of architectural features they are also a form of signage as opposed to a built structure with scale behind it. The architectural feature is of limited depth and, effectively, signage. There's a real fundamental question whether the placemaking in the townscape identity is achieved by the proposed development as well and we also say that, you know, considerable regard ought to be given to what is a relatively very recently approved policy and reflects the - one concept is for the locality as worked through by the City of Rockingham.
>
> (ts 24-25, 16 April 2019)

48 The applicant submits that the proposed building meets the height requirement of LPP 3.2.12 because it is 13.1 metres high at its highest point (to the top of the parapet of the architectural element). The architectural element is not an architectural feature within the meaning of LPP 3.2.12, but rather is part of the wall and therefore it is the top of that element that is the relevant point from which to measure. Even if that is not accepted, the applicant submits that although LPP 3.2.12 provides for a minimum number of storeys on prominent or corner sites, and while it does provide a maximum height, it does not provide for a minimum height. In addition, the applicant submits that when reading the relevant provisions of LPP 3.2.12 together, one should understand that the way finding and legibility aspects, as well as the preferred uses, are critical and one should understand what the policy seeks to achieve in terms of building height having regard to the natural building form of the preferred uses: ts 33-35, 16 April 2019. Further, when considering the appropriate height of the proposed development, one should have regard to the expected architectural form of buildings that might be expected to house the preferred uses listed for the precinct in LPP 3.2.12. As the proposed development does involve uses that are preferred, and in particular a showroom type commercial use, the ultimate form of the proposed development is appropriate in that context.

49 The Tribunal heard evidence in relation to these issues from two architects, Mr Malcolm Mackay and Mr Samuel Thomas Klopper. The Tribunal also heard from two town planners, Mr Peter Simpson, a consultant town planner and Mr Gregory James Delahunty, a planner employed by the City of Rockingham.

50 In his written evidence, Mr Mackay noted that while the site is nominated in LPP 3.2.12 as a Gateway Location, in fact it is poorly situated to effectively carry out this task. According to Mr Mackay (Exhibit 10, paras 5.14-5.16):

> The establishment of a Gateway Location needs to take into account the direction of travel to whatever the Gateway Location is announcing. In the context of the subject site, the directions of arrival are northwards along Read Street and eastwards along Cygnus Street.
>
> Whilst the Read Street/Council Avenue corner of the subject site is prominent in the field of view of visitors arriving from Cygnus Street (the lesser of the two arrival routes), it is less prominent for visitors arriving from the south along Read Street because they are effectively coming up behind the primary elevation to Council Avenue.

> The consequence of this observation is that whilst the subject site is nominated as a 'prominent corner' in Fig 5.4 in the DPP, it is not, and should not be, the most prominent corner because it faces the wrong way for most arrivals to the place and it is not within the City Centre precinct, on the Southern Gateway precinct.

51 On the site view, it was apparent that there was considerable force in Mr Mackay's comments. However, it was also apparent that the site has the potential to be highly visible to traffic travelling along Read Street in the opposite direction to that commented on by Mr Mackay. Having said that, a vehicle travelling in this direction is already at, or has already gone past, the City Centre precinct by the time the site is visible, and as such its location from this direction can only mark the end of the precinct. The same might be said for vehicles travelling down Council Avenue.

52 According to Mr Mackay, if the intent is to distinguish a corner site through building height, then it is the height that is important rather than the number of storeys within the structure (Exhibit 10, para 5.42). Mr Mackay is of the view that the proposed development is of a height that is consistent with three stories. He also considers that the distinctiveness, recognisability and relevance of the proposed development will lead to people identifying the site as a map point in a mind map and thereby do the work of being a gateway to the City Centre. In Mr Mackay's opinion, the use of a façade to create height is an architectural device that has been used for hundreds of years, and is a perfectly acceptable way of achieving corner prominence.

53 Mr Klopper does not agree that the proposed development will carry out the wayfinding, activation and 'Main Street' objectives of LPP 3.2.12 for a prominent corner site. In his view this is not just because of a lack of storeys, it is a matter of considering a number of elements together. In Mr Klopper's view, the use of signage (which term includes the feature element on the corner of the proposed development) is not wayfinding. Rather, wayfinding should use subtle nudges and indications that well designed spaces confer without signage. It is those aspects of the built environment and landscape that emphasise the important connections and paths and take emphasis away from those that are less important. This allows movement to and within a place to occur naturally intuitively and without conscious input (Exhibit 6, para 20). Mr Klopper agrees with Mr Mackay that a development needs to be distinctive, recognisable and relevant to achieve the legibility aims of the policy: ts 176, 17 April 2019.

However, he does not agree that the proposed development achieves those things because it is not distinctive. If it were located on another piece of land in the same street, it would not stand out in his view: ts 177, 17 April 2019.

54 The height achieved at the corner of the proposed development is, in Mr Klopper's view, tokenistic with only a very small scale second storey and the introduction of a void over the gym and the use of a façade which can be seen to be two dimensional from the side rather than a true three dimensional building with bulk and scale. Although the proposed development will read as a two storey building from the Council Avenue frontage, the balance of the development reads as single storey. Mr Klopper considers that the use of double height glass in the void above the health studio will create an uncontrolled heat load on a small commercial operation with little or no amenity improvement. In addition, Mr Klopper considers that the introduction of a service station on Council Avenue is inconsistent with the 'Main Street' planning environment sought to be achieved in the Centre Plan and LPP 3.2.12. In Mr Klopper's opinion, the proposed development makes no real attempt to emphasis the corner, it does not stand out from the ordinary at all: ts 160-161, 17 April 2019.

55 To the extent that Mr Klopper has concerns about the failure of the proposed development to achieve the 'Main Street' aspirations of the Centre Plan and LPP 3.2.12 and having been on a site view, the Tribunal is not persuaded that there is any realistic likelihood of achieving this type of outcome on Council Avenue or Read Street because of the very wide road reserves, busy roads and very real physical separation of the two sides of those roads.

56 In relation to the built form that might be expected for a showroom and 'retail-type development' (ts 180, 17 April 2019), Mr Klopper accepted that the proposed development is consistent with the built form that one would expect for such a use (ts 181-182, 17 April 2019).

57 Overall, the architects gave extensive evidence, both in writing and orally. To summarise, Mr Mackay remains of the view that the proposed development has an appropriate height and scale to achieve the objectives for the precinct and for its designation as a gateway location and a prominent corner site, and it is entirely consistent with the built form one might expect to occur with the uses proposed, which are preferred uses contemplated by LPP 3.2.12. Mr Klopper, on the other hand, remains of the view that the proposed development is

lacking in height, bulk and scale, particularly in the corner element facing the Read Street/Council Avenue intersection and lacks any sufficient distinctiveness to carry out the function of a gateway location or a prominent corner site. In considering this, in Mr Klopper's view, it is necessary to view the proposed development through the prism of the future streetscape that one can expect will develop in the locality, in accordance with the strategic planning set by the Centre Plan and LPP 3.2.12.

58 The town planners also gave evidence on these issues. Mr Simpson, similarly to Mr Mackay, believes that the proposed development complies with the objectives of LPP 3.2.12 in relation to the gateway location and prominent corner site requirements. In assessing the proposed development, Mr Simpson compares it to the existing streetscape and to the likely future streetscape. In relation to the future streetscape, Mr Simpson considers that the areas to the south of the site are unlikely to change in the near future, and will remain largely single and two storey dwellings. He also considers that the properties to the east along Council Avenue and the Rockingham Shopping Centre on the opposite side of Council Avenue are unlikely to change in the foreseeable future. In support of this conclusion, Mr Simpson points to the existing built form of these areas as well as to the lack of any identified change for the Rockingham Shopping Centre area in the relevant policy documents (Exhibit 13, para 10.15). In this context, Mr Simpson is of the view that the proposed development meets the frontage provisions of LPP 3.2.12, and will provide a built form reference point by being visually distinctive from the existing and likely future built form in the locality.

59 Mr Delahunty, while noting that the proposed development does not meet the three storey minimum he says LPP 3.2.12 requires, agrees that the proposed development will be taller than other existing buildings in the immediate area. Mr Delahunty conceded in cross-examination that the proposed development reads as a two storey building. However, he considers that the proposed development must be assessed against the likely future streetscape, which according to the aims of LPP 3.2.12 are to generally achieve a two to three storey building height in the precinct. Mr Delahunty considers that the use of the architectural element to achieve height means that the proposed development does not have sufficient scale or bulk to achieve its designation as a prominent corner site and a gateway location. Mr Delahunty points to the fact that LPP 3.2.12 identifies that the 'band of property along the southern side of Council Avenue' (cl 6.1.2 of

LPP 3.2.12) provides 'the greatest opportunity for change' as a basis for ensuring that the site, in particular, conforms with the strategic intent found in LPP 3.2.12. In his view, to approve a development that does not achieve the strategic intent for a prominent corner site and gateway location at the site, such as the proposed development, will result in a significant erosion of the ability to deliver the vision of the Centre Plan and LPP 3.2.12 as a whole (Exhibit 3, para 5.2.35).

60 In order to understand the evidence in the context of the planning framework in this case, it is necessary to address the applicant's submissions to the effect that LPP 3.2.12 does not impose any minimum height and that the appropriate height as contemplated by LPP 3.2.12 must be understood having regard to the preferred uses for the relevant precinct and the expected architectural form, particularly in relation to height, that is to be expected with such uses.

61 The application of LPP 3.2.12 to the proposed development has some nuances in this case because the site is located within the Hefron Precinct of the Southern Gateway, and is also within the Council Avenue Sub-Precinct. In addition, this particular site is designated as both a gateway site and a prominent corner site. One must therefore apply various layers of policy to any development proposed for the site.

62 At the broadest scale, the Southern Gateway sector is envisaged as one having a range of development within a high quality townscape setting with a minimum of two storeys. There are areas of proposed increased residential density, and relevantly to the site, for proposed mixed commercial and community uses.

63 Part 5.2 of LPP 3.2.12 deals with proposed residential and mixed use development typologies within the Southern Gateway and Rockingham Station sectors, and identifies areas for increased residential density as well as contemplated building heights and frontages. Although not relevant to the proposed development, as it is not a mixed use proposal, the site is designated as having a preferred residential density of 80-100 dwellings per hectare. As indicated above, it is in an area designated as having a 19.0m / 5 storey maximum building height (putting aside for the moment the gateway location and prominent corner site requirements). The maximum height of five storeys will be permitted in areas with the higher residential density, such as that which applies to the site.

64 The Tribunal notes that the applicant makes much of the site's designated frontage requirements as specified in Part 5.2 of LPP 3.2.12, however, when one reads the frontage designations, it is apparent that the frontage provisions are largely aimed at addressing impacts in relation to residential, and possibly mixed use, developments. The Tribunal did not find the frontage requirements in LPP 3.2.12 of any particular importance to this proposed development, which is of a commercial nature.

65 As the applicant submits, there is generally no expressly specified minimum building height for buildings in the Southern Gateway sector, although the introductory paragraphs of Part 5 of LPP 3.2.12 do refer to a minimum two storey building height. It is difficult to read this as a required minimum height in the absence of any supportive text in the relevant prescriptive later parts of LPP 3.2.12. However, cl 5.4 of LPP 3.2.12 specifies a minimum building height of three storeys for nominated prominent corner sites.

66 None of the experts ultimately contended that the proposed development involved any more than two storeys. The Tribunal is satisfied that the proposed development is largely one storey, with a small component of two storey building (that part of the building that incorporates the offices on level one). On this basis, the proposed development does not comply with the Gateway Sector requirement for three storeys on prominent corner sites.

67 While the applicant is correct in its submission that LPP 3.2.12 does not impose a minimum height in metres for prominent corner sites, we are not satisfied that this has any relevance in the context where the policy does clearly specify a minimum height for buildings on such sites in terms of storeys. In LPP 3.2.12 height in metres is only used to limit the maximum height of buildings in terms of metres. It is not used at all in relation to the requirements for minimum building heights. We are not persuaded there is any basis to find that the imposition of a minimum height by use of storeys and not in height in metres requires or allows for LPP 3.2.12 to be understood as positively not imposing a minimum height at all so long as building height is measured in metres. Rather, properly understood, LPP 3.2.12 requires a minimum of three storeys in building height and it does not impose any minimum in terms of metres. The minimum requirement of the policy is met by the number of storeys, whatever its height in metres is, subject to any relevant maximum height requirement that is imposed in metres.

68 It was argued by the applicant that, as a part of the building is 13.3 metres in height, this in some way equates to a building of three storeys. The Tribunal is not persuaded that additional height created by the use of a two-dimensional architectural element means that the building will be read as a three storey building. The proposed development is generally single storey with a small scale second storey and internal void over the gym. In this respect we accept the evidence of Mr Klopper that the proposed development will be read as a two storey building from Council Avenue with the balance of the development being single storey. The building element that is 13.3 metres in height is located at only one point, and in only two dimensions and will not be read as a three dimensional built form. The Tribunal finds that the 13.3 metre building height does not equate in terms of overall height or building bulk and scale, to a three

69 In addition, the Tribunal finds that the architectural element of the proposed development is an 'architectural feature or decoration' within the meaning of LPP 3.2.12. We are satisfied, that based on ordinary grammatical principles, the term 'architectural feature', which is used in the definition of 'height' in the appendices to LPP 3.2.12 is explained as part of a compound term 'architectural feature or decoration' which are 'not used for any form of accommodation'. The architectural element in this case is not used for any form of accommodation and as such is an 'architectural feature or decoration'. Mr MacKay's assertions to the contrary did not persuade us otherwise. As such, the architectural element does not count in any calculation of height. If the proposed development was not to be built on a site designated as a prominent corner site or a gateway location, the fact that the architectural element extends to 13.1 metres would not mean that the proposed development exceeded the applicable two storeys or 12.5 metre height maximum for the precinct.

70 Drilling down to the more specific detail relating to the Hefron Precinct, there is identified a desire for a change in residential density and scale to that existing where possible (cl 6.1.2). The preferred uses for the precinct include civic and community, office and commercial and professional consulting rooms as well as multiple dwellings and residential. As indicated above, the site is designated as an area for mixed use development in Figure 6.2. Having said that, nothing in LPP 3.2.12 expressly requires that the site be developed as mixed use. It is possible, as has been done in the proposed development, to stay within the preferred uses without including any residential type use.

71 The 'required elements' of the Hefron Precinct are expressed as being 'required' to be incorporated in any development in the precinct: cl 6.1.4 of LPP 3.2.12. The first required element, which has been reproduced above, indicates that the precinct is to be developed as 'a quality, medium to high density residential area'. It is noted that buildings along Council Avenue and Read Street need to maintain at least a commercial ground floor function 'with potential for residential or commercial above'. The respondent did not argue that the proposed development was required to include a residential component, and we think that position is correct, albeit that LPP 3.2.12 read as a whole strongly encourages mixed use development in this locality. We are persuaded that LPP 3.2.12 does contemplate purely commercial and community development on the site. However, what we consider is a strong focus on increased residential density in the sector as a whole and within the Hefron Precinct may perhaps explain some of the context for the height requirements in the sector and precinct.

72 Required element (d) imposes a maximum height limit in metres to all buildings in the precinct, with the exception of corner sites and nominated prominent corner sites. The buildings on corner sites and nominated prominent corner sites are to have massing, building height and front setbacks in accordance with cl 8.1 and Figure 5.4 of LPP 3.2.12 (cl 6.1.4 of LPP 3.2.12). Clause 8.1 of LPP 3.2.12 specifies that uses suitable for prominent corner sites 'include a wide range of mixed uses (including residential) that benefit from and contribute to a high level of visual exposure and street activation'.

73 As indicated above, cl 8.1.5 provides the planning and design principles relevant to prominent corner sites. One of the bullet points in cl 8.1.5 of LPP 3.2.12 refers to the need to 'add at least one extra storey, or as indicated in the Precinct Policies, plus any tower or similar elements above required Precinct minimum building heights on nominated corner sites' (cl 8.1.5). It is not entirely clear, on its face, whether this means that the prominent corner site should have an extra storey on top of the height requirement specified in Figure 5.4 or whether this text explains the requirement for a minimum of three storeys for prominent corner sites specified in Figure 5.4. We are persuaded that the correct view, reading LPP 3.2.12 as a whole, is that the reference in cl 8.1.5 is the textual explanation in support of the requirement in Figure 5.4 for a minimum of three storeys on prominent corner sites. We are not satisfied that there is any sufficient basis in LPP 3.2.12 for reading cl 8.1.5 as requiring a minimum of four storeys on a prominent corner site.

74 Clause 8.1.5 of LPP 3.2.12 refers more generally to the concept of height by reference to the requirement to add additional height to corner buildings with the integration of vertical elements. In addition, more obliquely (at least in relation to height) it requires prominent corner sites to aid place-making, legibility, framing and termination of vistas with suitably scaled buildings, towers and landscape elements.

75 Clause 8.1.3 of LPP 3.2.12 relevantly provides that 'gateways signal arrival and may incorporate land marks and prominent corner buildings (where nominated)'. The designation of the site as a gateway location on Figure 5.4 is described in the key to include 'built form and landscaping'. This is in contrast to the other gateway locations identified in Figure 5.4 which reference landscaping only. The planning and design principles in cl 8.1.5 of LPP 3.2.12 are expressed to apply to nominated gateway locations as well as prominent corner sites.

76 As indicated above, we are not satisfied that the proposed development includes three storeys as required as a minimum for a prominent corner site. As a maximum, development on the site could contemplate up to five storeys or 19 metres in height. The proposed development, at one and two storeys at various points, is nowhere near this contemplated maximum. We are not satisfied that the fact that the proposed development incorporates preferred uses in any way overrides or otherwise negates LPP 3.2.12's requirement for a minimum of three storeys on a prominent corner site. While, on the evidence, it must be accepted that certain uses may result in different architectural style and form of buildings, this does not in any way take away from the clear policy intent for height, as well as bulk and scale, on prominent corner sites.

77 The Tribunal is satisfied that the proposed building does add at least some additional height to the corner building (as compared to the rest of the proposed building) through the integration of vertical elements, in this case the architectural element. While there was dispute between the architects as to whether the architectural element on the corner of the main building of the proposed development was an 'architectural feature' within the meaning of LPP 3.2.12 (and therefore does not count towards 'height' as defined in LPP 3.2.12), we are satisfied that it is a vertical element within the meaning of cl 8.1.5 of LPP 3.2.12.

78 Although there was some debate amongst the witnesses as to whether the proposed development added 'legibility' as contemplated by cl 8.1.5 of LPP 3.2.12, the differences rested more on the 'place-making' aspect than any real concern about legibility. We are satisfied that the incorporation of a large sign in the architectural element of the proposed development will add legibility, in terms of ability to read, to the access and movement network, at least in so far as it will assist in highlighting the intersection of Council Avenue and Read Street.

79 In relation to the ability of the proposed development to assist in place-making, both of the experts agreed that this aspect depended on the distinctiveness, recognisability and relevance of the development on the site. We are satisfied that the requirements and aims of LPP 3.2.12, which is an urban renewal strategic focused planning instrument, should be considered having regard not only to the current streetscape, but also to the likely future streetscape in the locality. We accept, as Mr Delahunty said in evidence, that LPP 3.2.12 does evince a clear intent for the precinct to generally achieve a two storey or more overall height.

80 In the course of the site view, it was apparent that, as opined by Mr Klopper, the proposed development would be largely indistinguishable from other 'big box' showroom type developments in the area. In giving his opinion on the distinctiveness of the proposed development, Mr Mackay was more focused on the current streetscape, and for this reason, and because his view did not accord with our observations of the current streetscape, we prefer the evidence of Mr Klopper on this issue. While the proposed development would be recognisable, because of its signage, and in particular the signage within the architectural element on the corner, we are not satisfied it would be, in either the current, or the likely future streetscape, distinctive. We accept that, because the proposed development includes preferred uses for the relevant precinct and the sub-precinct, it would be relevant, however we nonetheless find that the lack of distinctiveness, as well as the lack of height, bulk and scale, do not deliver the place-making aims for a prominent corner site.

81 In relation to the site's designation as a gateway location, we are not satisfied that the proposed development achieves the aims for that designation. The proposed development does not in any way provide a landmark as contemplated by LPP 3.2.12 for gateway locations. In addition, the proposed development does not incorporate any

significant landscaping, and none on the boundaries facing Council Avenue and Read Streets. As this site is the one gateway location which is intended to include not only built form but also landscaping elements in achieving that gateway function, we are not satisfied that the proposed development meets LPP 3.2.12's requirements in relation to its gateway designation.

82 The final layer of analysis under LPP 3.2.12 is to consider the site's designation within the Council Avenue Sub-Precinct, although as it happens, nothing turns on this.

83 The objectives of the sub-precinct include commercial as well as mixed use and residential buildings. The focus here is not so much on only mixed use and residential buildings. The preferred uses, perhaps in accordance with the wider range of types of buildings contemplated by the objectives for the sub-precinct, include retail, office and commercial, showrooms, entertainment and leisure as well as multiple dwellings and residential (which are to be located on the first floor and above). Thus, the ground floor is preferred to be a commercial, retail, office, showroom or entertainment/leisure use and any multiple dwelling/residential is to be located above ground floor.

84 Similarly to the Hefron Precinct, the Council Avenue Sub-Precinct's prominent corner sites are required to 'reinforce the townscape structure, aid place-making and add legibility to the access and movement network'.

85 The proposed development does provide a contiguous street front building with active ground level frontages to Council Avenue and part of Read Street, as well as shopfronts, in accordance with the required elements in cl 6.1.5.3 of LPP 3.2.12.

86 There are no additional requirements in relation to building height, other than that the development is to be a maximum of five storeys, in the provisions concerning the Council Avenue Sub-Precinct. The built form requirements provide for prominent corner sites to be developed as per section 8.1 of LPP 3.2.12.

87 Other than the previously noted failures to meet requirements for a prominent corner and gateway site, the proposed development meets the required elements for the Council Avenue Sub-Precinct.

Should the LPP 3.2.12 be departed from in the circumstances of this case?

88 The proposed development does not comply with a number of aspects of LPP 3.2.12. We therefore consider whether there is a reason to depart from policy in the circumstances of this case.

89 The Centre Plan and the subsequent LPP 3.2.12 are, on their face, well researched and well-considered expressions of strategic planning aimed at achieving urban renewal for the area. The LPP 3.2.12 is dated August 2016 and references to it were incorporated into LPS 2 in 2017. The LPP 3.2.12 notes that there are limited avenues for achievement of its aims, at least in the reasonably foreseeable future. A policy of this kind, which is recent, is based on sound planning principles, is seeking to achieve urban renewal, and involves considered strategic planning, should be one which a decision maker is slow to depart from on the basis of orderly and proper planning if that departure would potentially stymie or prevent fulfilment of the strategic vision contemplated.

90 The Tribunal accepts, as indicated above, that the 'Main Street' aspirations of the Centre Plan and that LPP 3.2.12 are somewhat difficult to envisage in the location of the site because of the existing road reserve and its features. It also accepts that there may be some reasonable questions about the appropriateness of the site for a gateway location. However, while it may be the case that the policy is to an extent 'aspirational' in its vision, particularly in light of the largely built out nature of the majority of the locality as it currently exists, it is not for the Tribunal to determine that the strategic vision contemplated should or should not have been adopted, or is, or is not, worthwhile.

91 LPP 3.2.12 identifies the site as an important location at which the aims of the policy can be achieved. The proposed development does not comply with a number of the requirements that arise given its designation as a prominent corner site and a gateway location. We are satisfied that the lack of compliance is not just technical, or of form, but is a matter of substance. The proposed development largely fails, in terms of height, bulk, scale, distinctiveness, landscaping and as a landmark, to meet the requirements for a site designated as both a prominent corner site and a gateway location.

92 The applicant points to the history of the site and the fact that is has long been vacant and suggests that this is a basis to approve the proposed development. It also asserts, without any evidence in support, that the proposed development is economically viable and a

development that complied with the requirements of LPP 3.2.12 would not be. The applicant argued that the proposed development does comply with LPP 3.2.12 and did not submit any other reason why LPP 3.2.12 should be departed from.

93 The departure from LPP 3.2.12, for a site designated as both a prominent corner site and a gateway site (built form and landscape), is significant and would, we find, tend to stymie the strategic vision encapsulated by LPP 3.2.12 because of the degree of departure involved. It was submitted that the proposed development could be further developed at some later point in time so as to be brought more in line with the requirements of LPP 3.2.12. No evidence in support of this submission was produced. We are not satisfied that in the circumstances there is any reason to depart from the requirements of LPP 3.2.12.

The safety and appropriateness of the Council Avenue crossover

94 The Tribunal heard from three expert witnesses in relation to the safety of the proposed Council Avenue crossover. Mr Johnathan Philip Riley is a traffic engineer with approximately 25 years of experience. Mr Scott John Joseph Lambie is a road safety auditor with approximately 10 years of experience. Mr Darren James Levey is a traffic engineer and transport planner with approximately 20 years of experience. All are well qualified to provide expert evidence in relation to the safety of the proposed crossover to the Tribunal, and all three men appeared to be trying to assist the Tribunal in a non-partisan way.

Matters on which the experts agree

95 Following a conferral of the three experts in the absence of the parties, the experts produced a Joint Witness Statement (Exhibit 15). The matters on which they agree are as follows.

96 Main Roads WA Traffic Map shows that traffic flows on Read Street were 28,900 vehicles per day (Monday to Friday) north of Rae Road during 2016/17. Council Avenue had 14,700 vehicles per day at its eastern end (west of Ennis Avenue) during 2017/18; but there are no traffic counts at the western end of Council Avenue in the vicinity of the site. Sepia Court provides vehicle access to 92 dwellings

97 Mr Levey carried out a PM peak period traffic count at the Council Avenue and Sepia Court intersection on Thursday

28 March 2019. He also obtained existing Main Roads WA 'SCATS' traffic data for the Read Street and Council Avenue intersection (Exhibit 5, para 33). Based on that information, Mr Levey concluded that Council Avenue currently carries 12,570 vehicles per day east of Read Street and 11,740 vehicles per day east of Sepia Court. Sepia Court carries an estimated 600 vehicles per day south of Council Avenue. He also noted that 579 vehicles per hour travel west on Council Avenue during the PM peak hour, 423 (73%) turn left into Read Street, compared to just 156 vehicles per hour (27%) travelling through or turning right. Mr Riley and Mr Lambie also calculated the traffic flows based on traffic surveys and agreed that all three sets of data are consistent with each other, with minor difference that do not have any material impact on the overall analyses carried out by the experts.

98 The critical queue impacting the proposed access off Council Avenue is the left-turn queue from Council Avenue into Read Street. Based on an agreed queue length of 7.5 metres per vehicle, a queue of 11 vehicles would extend to 83 metres, which would be just short of the proposed Council Avenue crossover. They therefore agreed that a queue length of 12 vehicles would block the proposed crossover. That queue length is only achieved once during the four hour survey on Thursday 14 March 2019 but was reached five times during the four hour survey period on Thursday 28 March 2019. It is agreed that both queueing surveys were valid, reflecting minor variations on different survey days. The average queue length in both surveys is consistent, with an approximate average of five to six vehicles across the four hour peak period. It is agreed that the average queue length for the left turn lane in Council Avenue is up to 45 metres. It is agreed that if traffic flows at the Read Street intersection with Council Avenue increase in the future, then the queue lengths within Council Avenue are also likely to increase.

99 Mr Levey and Mr Lambie carried out surveys of buses stopping at the bus stop adjacent to the site. It was agreed that the results of these were consistent with each other, and the minor differences do not affect the outcomes of the subsequent analysis. Using Mr Levey's survey, in the region of 40 buses stop at the bus stop during a four hour afternoon peak period. Each bus stopped for an average duration of just under 40 seconds, although the time increased to nearly 50 seconds during the peak hour. The minimum stop duration was approximately seven seconds and the maximum duration was just over two minutes. There were seven occasions when there were two buses stopped at the

bus stop at the same time and one occasion when there were three buses stopped.

100 The experts agreed with the analysis of the future traffic generation estimated by Mr Levey in relation to trip generation and distribution of traffic flows as identified in Figure 6 of Mr Levey's statement (Exhibit 5). They also agreed that the future traffic generation on Sepia Court, with or without the proposed Council Avenue crossover, will remain below 3,000 vehicles per day.

101 Any new connection to an existing road will increase the possibility of crashes at that location, and therefore the introduction of the proposed Council Avenue crossover will increase the possibility of crashes. They agreed that any crash that may occur at that location is likely to be low impact and unlikely to result in injury.

102 The proposed Council Avenue crossover complies with the Main Roads WA Driveway Policy (Policy) and with the requirements of Australian Standard AS 2890.1 1993 *Parking facilities Off-street car parking* (AS 2990.1). These documents identify where an access driveway 'shall not' be located, and that there are other factors that may result in an access being appropriate.

103 The Tribunal does not have any basis to doubt that the experts are correct in relation to these matters. The reasoning and foundation for their opinions were conveyed clearly to the Tribunal, by way of written and oral evidence. The Tribunal therefore makes findings in accordance with all of the above identified agreed matters.

Matters on which the experts disagree

104 The experts disagree in relation to two things. Firstly, whether the Austroads document Guide to Road Design Part 4: *Intersections and Crossings: General (Austroads Guidelines)* should be applied to the proposed Council Avenue crossover. Second, whether the existing bus stop needs to be moved for safety reasons, and if so, where the bus stop should be moved to.

105 The proposed access is approximately 85 metres east of the traffic signals stop line at the Read Street and Council Avenue intersection. It is approximately 55 or 60 metres west of the Sepia Court and Council Avenue intersection. The west bound left lane on Council Avenue is a dedicated left turn movement at the intersection with Read Street. Vehicles leaving the site heading west will be required to cross over the

left lane in order to continue straight on Council Avenue, or over two lanes in order to turn right into Read Street. The plans for the proposed development show a median strip in the middle of Council Avenue adjacent to the proposed Council Avenue crossover (which currently exists), which would have the effect of rendering the access left-in left-out only.

106 Mr Levey is of the opinion that the Austroads Guidelines are applicable and in particular its recommendations in relation to the need for sufficient space between an access driveway and the functional area of intersections. Mr Levey says that the Austroads Guidelines state that the provision of a driveway in the functional area of an intersection is undesirable and should not be permitted (Exhibit 5, paras 52-54).

107 The upstream functional area of an intersection is the length over which vehicles on the through road are manoeuvring to execute a right or left-turn at the intersection road, including storage or the queue length. The downstream functional area is the length required for a driver to avoid a collision with a vehicle entering the road from a downstream access connection. On Mr Levey's calculations the proposed Council Avenue crossover is located within the upstream functional area of the Read Street and Council Avenue intersection. It is also within the downstream functional area of the Sepia Court and Council Avenue intersection. On this basis, Mr Levey considers the proposed crossover will be unsafe and will have a negative effect on overall traffic flow within Council Avenue. Mr Levey acknowledges that the Austroads Guidelines do contemplate that it may not be possible to prevent accesses within the functional areas of intersections, and in fact this does occur, in his view, as the site has alternative access options, the proposed crossover on Council Avenue should not be allowed.

108 Mr Riley considers that the Austroads Guidelines are not applicable to consideration of the proposed Council Avenue crossover because while Main Roads WA is a party to Austroads it has not adopted the Austroads functional intersection area requirements in relation to access driveways in its Driveway Policy. In addition, the Austroads Guidelines are not expressed as mandatory requirements, but rather as discretionary considerations. In Mr Riley's opinion, the concept of avoiding providing access within the functional area of intersections is more appropriately applied when designing new roads. In his view, the proposed access is sufficiently safe and is appropriate. On Mr Riley's calculations, given the average queue lengths from the

Council Avenue and Read Street intersection, the queue will not generally block the access, and as such he would be satisfied that the proposed crossover is appropriate on the basis that it is left-in left-out only.

109 Mr Lambie considers that the Austroads Guidelines are design guidelines which are prepared as a guiding tool for road design practitioners and local jurisdictions such as Main Roads WA. A body such as Main Roads WA will regularly alter requirements contained within Austroads documents, such as the Austroads Guidelines, within their jurisdiction by introducing policies that contain design requirements. Mr Lambie considers that the Austroads Guidelines provisions in relation to functional areas of intersections are lacking in specificity in a number of areas and are overly restrictive. In addition, Mr Lambie identified that the Council Avenue and Read Street intersection, and any vehicle queue from that intersection is visible from an approaching vehicle from approximately 150 metres from the intersection. In his opinion, given the agreed average queue equates to a distance of approximately 45 metres, there would be plenty of time to observe the queue, and any vehicle exiting the proposed crossover which would be joining the end of the queue and to react to avoid collision: ts 66-67, 17 April 2019. In addition, in his view the design speed used by Mr Levey in his calculations was too high given the conditions on this part of the road, with the upcoming intersection means that actual speeds are generally much lower: ts 67, 17 April 2019.

110 In relation to the bus stop, the experts disagreed on whether there was any need to move it from its current location. The reason for consideration of movement of the bus stop was that when buses are stopped at the bus stop this reduced the site lines from the proposed crossover and impacted on the ability to provide sufficient time for an approaching vehicle to see a vehicle exiting the crossover and react to stop in time to avoid collision (because the crossover is located within the upstream functional area of the intersection). In addition, if two or more buses stop at the bus stop, which the experts agree occurs once in the evening peak hour period assessed, the buses will potentially block the crossover. Mr Riley did not see either of these issues as being significant and was of the view that there was not any need to move the bus stop for the proposed crossover to work appropriately. Mr Lambie considered that it would be possible to leave the bus stop where it is or move it just a short distance closer to the intersection of Council Avenue and Read Street. This is because in his view the

frequency and length of period that buses impact on sightlines or obstruct the proposed crossover is not sufficient to warrant moving it: ts 149, 17 April 2019. Mr Levey prefers that the proposed crossover not occur on Council Avenue at all, however if it is to be allowed, it can only be made sufficiently safe if the existing bus stop is moved from its current location.

111 None of the experts resiled from their positions in relation to the suitability of the proposed Council Avenue crossover during the hearing. Mr Riley and Mr Lambie remained of the view that it met the mandatory requirements and it did not need to meet the Austroads Guidelines requirements. Mr Levey remained of the view that any proposed crossover from the site onto Council Avenue should comply with the Austroads Guidelines requirements not to locate a crossover within the functional area of an intersection because there are other potential access points into the site. In those circumstances it is not necessary to allow noncompliance with the Austroads Guidelines, and compliance is preferable. All of the experts agreed that any crash caused by the location of the proposed crossover would be low impact and unlikely to result in injury. All of the experts agreed, that if necessary, the existing bus stop could be moved to a location further east on Council Avenue, to a location near to the existing pedestrian underpass, and if this occurred the safety of the proposed crossover would be maximised. Mr Lambie and Mr Riley considered that, from a pedestrian safety point of view, movement of the bus stop to that location is desirable, and safer than the existing location.

112 The Tribunal heard from Mr Brad Holden, an employee of the Public Transport Authority of Western Australia (PTA) in relation to the existing bus stop and the proposal to move the bus stop. The PTA is the sole agency responsible for bus stop locations, and any proposal that potentially impacts on any existing bus stop is reviewed by it (Exhibit 4, para 9). The PTA does not permit any works to take place at a bus stop location without its agreement. Mr Holden explained that, having regard to Disability Standards and related legislation, the PTA generally prefers sites for bus stops that have a safe level boarding area. The PTA is also concerned about the amenity of bus stops from the users' perspective. They take into account issues such as whether there are opportunities for passive surveillance, which assists in providing a safe user environment, and proximity to controlled intersections to allow the opportunity for safer pedestrian crossing options: ts 119, 17 April 2019. In addition, the current bus stop is located in close proximity to two of the entrances to the shopping centre on the other

side of Council Avenue. Information held by PTA indicates that the users prefer to enter the shopping centre at these two locations as the bus stop to the east, near the third entrance into the shopping centre is not well patronised: ts 122, 17 April 2019.

113 In the location at which the traffic experts preferred, near the pedestrian underpass on Council Avenue, the road and the footpath are at different heights, and as such, the verge between the road and the footpath is at a significant grade. While Mr Holden accepted that a bus stop at that location could be made compliant with Disability Standards by the use of a ramp, he did not consider this desirable. In his opinion this type of scenario is impediment to encouraging people to use public transport as opposed to a flat surface: ts 123, 17 April 2019. It was also his view that the proposed bus stop offered less in terms of passive surveillance, and therefore user amenity and sense of safety, than the existing bus stop. Mr Holden accepts that the proposed bus stop is close to the pedestrian underpass, but considers that the existing bus stop offers better amenity to the users than the proposed bus stop: ts 129, 17 April 2019. He was also concerned that the evidence of the patronage of the existing bus stop on the other side of Council Road, which is approximately opposite to where it is proposed to move the bus stop, suggested that not many people use the entrance to the shopping centre in close proximity to that location and therefore they may still wish to enter at the entrances closer to the Read Street and Council Avenue crossover: ts 132, 17 April 2019. Despite his initial statement that if the bus stop had to be moved to the proposed location to the east, PTA would be likely to delete the bus stop altogether, Mr Holden agreed in cross-examination that if the Tribunal imposed a condition requiring the bus stop to be moved, the PTA would consider the matter further: ts 122 and 132, 17 April 2019.

114 In relation to whether or not the proposed crossover on Council Avenue is contrary to the Austroads Guidelines because it involves an access that is within the functional area of two intersections, the Tribunal prefers the evidence of Mr Levey. Mr Levey applied the formula specified by the Austroads Guidelines and used the design speed and reaction time specified in that document. The other experts did not disagree with Mr Levey's calculations, however they considered that the fact of the intersection at Read Street and Council Avenue and the queueing there, would mean that cars would be approaching more slowly than the design speed used by Mr Levey, and the sight lines were sufficient to provide reasonable reaction times. Mr Levey explained that when designing roads and accesses, it is

necessary to use a 'worst case' scenario as specified in the Austroads Guidelines: ts 75, 17 April 2019. Neither Mr Riley nor Mr Lambie disagreed with that statement and the Tribunal accepts it to be correct. The Tribunal is satisfied, and finds, that the proposed crossover on Council Avenue does not comply with the preference that access points not be located within the functional area of an intersection.

115 Having said that, the Tribunal accepts that the Austroads Guidelines do not expressly apply to crossovers as stated by Mr Riley (and not disputed by any other expert): ts 77, 17 April 2019. Mr Levey accepts that the crossover is not a road, but considers it should be analysed under the Austroads Guidelines because it creates a new intersection, and there is the opportunity to reach 'best practice' because there are other accesses available to the site. All of the experts accepted, that there will be circumstances in which one cannot comply with the Austroads Guidelines. The Tribunal notes that the applicant submitted that the proposed crossover was essential to the proposed development and it did not consent to a condition removing the proposed crossover if the application were otherwise successful: ts 37-38, 16 April 2019. In light of the agreement between the experts that any crash at this location is likely to be low impact and unlikely to result in injury, the Tribunal is not persuaded that it would be reasonable in the circumstances to refuse to allow the proposed crossover just because it does not fully comply with the Austroads Guidelines.

116 As indicated above, in Mr Levey's opinion, if the proposed crossover is to be allowed, it is his view that it would be necessary to move the existing bus stop from its current location to minimise the conflict potential of the access and to maximise sight lines. Mr Lambie and Mr Riley did not agree that movement of the bus stop to the location near the pedestrian underpass was necessary because of the Council Avenue crossover, they did consider that location to be preferable for pedestrian safety. They did agree that moving the bus stop would maximise the safety of the proposed crossover.

117 The applicant submits that any concerns in relation to the safety of the proposed Council Avenue crossover can be adequately ameliorated by a condition requiring that the bus stop be relocated and for the applicant to pay for that relocation. As is apparent from the summary of the evidence above, this is not a proposal that is currently supported by the PTA, although if the Tribunal were to order that the bus stop was to be relocated, the PTA would consider whether or not to move the bus

stop, or whether it should delete the existing bus stop. The question arises; can the Tribunal order an activity to be undertaken that can only be done by a third party who has expressed a preference not to do so, and at most, has committed to considering whether or not it would be prepared to carry out the activity.

118 The Tribunal has previously stated that it is not unusual that a condition is imposed on a use or activity that otherwise is within the power of a third party: ***Coastal Midwest Transport and City of Canning*** [2012] WASAT 202 at [47]. In that case, the requirement that a decision had to be made by Main Roads WA to allow restricted vehicles on the relevant road system was anticipated by the use of a condition deferring commencement of the development until after that permission had been obtained. However, the statement has to be understood in context. While it may be common for conditions to be imposed which require a third party to consent to something, care must be taken to ensure the condition does not thereby become ambulatory: ***Buzzacott v Minister for Sustainability, Environment, Water, Population and Communities and Others*** [2013] FCAFC 111; (2013) 215 FCR 301 at [158]-[179] (***Buzzacott***). The determination of whether a condition is ambulatory (which concept includes a condition that has the effect of significantly altering the development as well as a condition that is sufficiently uncertain so as to be invalid) is a matter of statutory construction of the power to impose conditions and will involve questions of degree: ***Buzzacott*** at [177] and [179]. As recently explained in ***Conservation Council of Western Australia (Inc) & Ors v The Hon Stephen Dawson MLC & Anor*** [2018] WASC 34 at [139]-[140] (***CCWA***) (citations omitted):

> Further, the cases expressly recognise that conditions which retain a degree of flexibility with respect to a development, or which involve a third party in the supervision of a stage of the development, should be taken to be within contemplation of a legislature conferring a power to impose conditions with respect to a complex development, given that it cannot be supposed that an application prepared prior to the commencement of a complex development can contain all details or predict with certainty the course which the development might take over what may be a long lifetime.
>
> In this State, that approach has been specifically adopted in relation to the imposition of conditions under the [Environmental Protection] Act [1986][.]

119 The power to approve a development application under a local planning scheme subject to conditions comes from cl 68(2) of Sch 2 of

the LPS Regulations. Schedule 2 of the LPS Regulations contains deemed provisions to which s 257B of the *Planning and Development Act 2005* (WA) (PD Act) applies, and are therefore applicable to all local planning schemes: r 10(4) of the LPS Regulations and s 257B of the PD Act. That power is not expressly limited in any way, although of course this does not mean the power is unlimited: ***CCWA*** at [136]. One would have to have regard to the objectives and aims of the local planning scheme together with its other provisions as well as relevant provisions of the PD Act, in order to determine the limits of the power to impose conditions. Clause 74(1) of the LPS Regulations interestingly provides an express power to grant development approval subject to a condition that further details of any works or use specified in the condition must be submitted to, and approved by, the local government before the development is commenced. Pursuant to cl 74(2) of the LPS Regulations, a condition made in accordance with cl 74(1) may only be made if the local government is satisfied that the further matters that are to be approved would not substantially change the development approved. Thus the ability to impose conditions that are to a degree uncertain at the time the condition is imposed, in accordance with the principles summarised in ***Buzzacott***, has been expressly confirmed in the LPS Regulations.

120 In ***Opal Vale Pty Ltd and Shire of Toodyay*** [2013] WASAT 88, at [36]-[37] the Tribunal considered what it described as 'deferred commencement' and whether a condition could require a decision to be made by a third party about a related but separately necessary approval prior to the commencement of the development. In the course of this discussion the Tribunal referred to McLeod's *Planning & Development WA*, Presidian Legal Publishing, at [18.300.55] and reproduced the following portion of that text:

> It is not unusual that a planning approval be conditional upon an action by a third party if it is clear that the third party is most likely to be taking that action in the immediate future. Pursuant to such a deferred commencement condition, the approval would only be enlivened once the action is performed by the third party: *Coastal Midwest Transport and City of Canning* [2012] WASAT 202 at [77]; *Dyldam Developments Pty Ltd v Baulkham Hills Shire Council* [2001] NSWLEC 297 at [12]; *Grampian Regional Council v Aberdeen District Council* (1983) 47 P & Cr 633. Such a condition is, for the Tribunal, within the ambit of s 29(3) of the SAT Act: *Coastal Midwest Transport*, above, at [78].
>
> Conditions imposed on a development or subdivision will sometimes involve a third party. Such conditions can, for example, involve work

> such as a median strip or a sewerage connection. Conditions of this type 'might be imposed when there is a genuine likelihood that the condition can be satisfied within the life of the approval granted and are not speculation': *Dalcorp Holdings Pty Ltd and Town of Victoria Park* [2011] WASAT 18 at [48].
>
> It is not consistent with orderly and proper planning to approve a subdivision subject to a condition that it requires the agreement of a third party in the absence of any evidence that such agreement can be obtained: *Bernardini and WAPC* [2010] WASAT 105.

121 In the circumstances of this case, the Tribunal is not satisfied that it is appropriate, or indeed possible, to require the bus stop to be moved. The agency with the complete authority to make decisions about bus stop locations, the PTA, is not a party to these proceedings, so it cannot be bound to do something against its will albeit a condition imposed on any approval in this case. If the PTA had supported the movement of the bus stop, that would be a different a matter.

122 On the evidence before the Tribunal, it would be preferable, in terms of safety of the proposed crossover, for the bus stop to be moved to the alternative location suggested by the experts, that is, near the pedestrian underpass. However, whether the bus stop will or will not be relocated is a matter for the PTA. If the PTA decides to relocate the bus stop because of the Tribunal's decision to allow the proposed crossover, it would be appropriate that the applicant meets the costs of that relocation. A condition that required the applicant to meet the costs of relocation of the bus stop if that occurs because of the creation of the proposed crossover would be uncertain, however, we are satisfied it will not be sufficiently uncertain so as to be ambulatory if we limit the obligation to a fixed period of time. If the bus stop is required to be moved because of the crossover, it seems reasonable to assume that that relocation would occur relatively quickly after the crossover is created. Therefore, we would impose a condition requiring the applicant to meet the costs of relocating the existing bus stop if the PTA provides the applicant with a written statement that the relocation was because of the creation or existence of the crossover and that relocation occurs within 12 months of the creation of the crossover.

The appropriateness of the proposed signage in dispute

123 The signage that the respondent originally objected to is two proposed signs associated with the convenience store (petrol station) which are shown on pages 4 and 11 of Exhibit 2. One is affixed to the parapet of the roof of the convenience store and the other is a pylon

sign. During the course of hearing, the respondent indicated that only one of the signs, the so called 'roof' sign, remained in contention. Under LPP 3.3.1 this sign comes within the meaning of 'signs on buildings', which includes any sign attached or otherwise displayed on a building (Exhibit 2, page 709).

124 The assessment criteria for signs on buildings in LPP 3.3.1 specifies that the advertiser must submit a sign strategy demonstrating compliance with the objectives of LPP 3.3.1 but does not otherwise specify any particular requirement. By inference, the sign will presumably be approvable if it complies with the objectives of LPP 3.3.1. The objectives of LPP 3.3.1 are stated at cl 3, which relevantly states:

> The objective of this Planning Policy are to:-
>
> (a) Ensure that advertisements are appropriate for their location;
>
> (b) Minimise the proliferation of advertisements;
>
> (c) Ensure that advertisements do not adversely impact on traffic circulation and management, or pedestrian safety;
>
> (d) Protect the amenity of residential areas, townscape areas and areas of environmental significance;
>
> …
>
> (h) Ensure advertisements are generally erected on land where the advertised business, sale of goods or service is being carried out; and
>
> (i) Ensure that advertisements are maintained to a high standard.

125 On the site view it was apparent that opposite and elsewhere in the near vicinity to the site there are a number of very large advertising signs that are similar to those proposed by the applicant in this case.

126 There is no suggestion in the evidence that the sign in question will adversely impact on traffic circulation and management or pedestrian safety, or that it will in any way adversely impact the amenity of the locality.

127 The sign is to be located on the site, which is the location of the business to be advertised on the sign. There is no suggestion in the evidence that the sign would not be maintained to a high standard.

128 The Tribunal is satisfied that the proposed sign complies with the relevant objectives of LPP 3.3.1. We would allow the proposed sign.

Conclusion

129 The Tribunal is satisfied that the matters analysed cover the factors raised by cl 67(g), (h), (m), (s), (t), (u) and (w) of Sch 2 of the LPS Regulations.

130 We note that there is no suggestion, by any party, that the proposed development would have any negative impact on the amenity of the locality, and it is not apparent that it would in fact have any such impact. Accordingly we are satisfied that the proposed development does not have any negative impact on the amenity of the locality. In fact, given the current state of the site, the proposed development is more likely to have a positive impact on the amenity of the locality.

131 The original proposal was advertised over a period of 21 days. A total of 11 submissions were received, which included six objections and five submissions in support of the original proposal. One of the City of Busselton's planning officers summarised the objections in the Responsible Authority Report (Exhibit 2, pages 96-101). We have taken into account the submission made, however they did not raise any relevant planning issue that was not already in consideration, which we have canvassed elsewhere in these reasons.

132 Having regard to all of the relevant matters, we have determined that the correct and preferable decision in all of the circumstances is that the proposed development should be refused. In reaching this conclusion we have placed more weight on the inconsistencies between the proposed development and LPP 3.2.12, in particular having regard to the site's designation as a prominent corner site and a gateway site in that policy, and the lack of a reason to depart from that policy in the circumstances of this case, than on the factors that would support approval of the proposed development. We do this because of the relatively recent adoption of the Centre Plan and LPP 3.2.12, as well as the detailed and considered strategic planning involved in those instruments in the context of desired urban renewal for the area. For these reasons, the respondent's decision to refuse the proposed development should be affirmed.

Orders

1. The decision of the Metropolitan South-West Joint Development Assessment Panel made on 26 February 2019 to refuse the development application to use Lot 301 Council Avenue, Rockingham for the purposes of a mixed commercial development including a health studio, restaurant, showrooms and convenience store selling fuel is affirmed.

2. The application for review is otherwise dismissed.

I certify that the preceding paragraph(s) comprise the reasons for decision of the State Administrative Tribunal.

MS R MOORE, MEMBER

16 AUGUST 2019

Fri 3/08/2018 1:33 PM

Robinson, Richard <Richard.Robinson@pta.wa.gov.au>

FW: DAP development application - City of Rockingham

To David Banovic

Cc Cox, Simon; Holden, Brad

You replied to this message on 3/08/2018 1:42 PM.

Hi David

I have been asked to respond on behalf of the Public Transport Authority (PTA) in regard to the impact on bus stop infrastructure located on Council Avenue.

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

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

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

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

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

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

Any future liaison regarding the bus stop placement or bus stop boarding area design should be directed to the PTA for comment and/or approval.

Best regards

Richard Robinson
Project Officer | Transperth, Regional & School Bus Services
Public Transport Authority of Western Australia
Public Transport Centre, West Parade, Perth, 6000
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Wed 5/09/2018 4:38 PM

Robinson, Richard <Richard.Robinson@pta.wa.gov.au>

RE: DAP development application - City of Rockingham

To David Banovic

You replied to this message on 6/09/2018 7:51 AM.

Hi David

The PTA has been contacted by Cardno who provided the Traffic Peer Review and had made comments regarding engaging further with the PTA.

An alternative location has been discussed directly with Cardno on behalf of their client and the PTA agreed to assess this. A location east of Sepia Court was proposed as a suitable location.

The PTA has reviewed this proposal and deemed that it is not acceptable. This is based on the frequency of services that would stop at this location and the impact on traffic emerging from Sepia Court. This is likely to generate sight distance restrictions for drivers turning right from Sepia Court into Council Avenue, with this issue being exacerbated further by increased levels traffic utilising Sepia Court as a result of the development.

Due to safety concerns relating to the proposed alternative, the PTA supports retaining the bus stop at its current location.

Best regards
Richard

From: David Banovic [mailto:David.Banovic@rockingham.wa.gov.au]
Sent: Monday, September 03, 2018 4:02 PM
To: Robinson, Richard
Subject: RE: DAP development application - City of Rockingham

Hi Richard,

The applicant has provided additional supporting information in relation to the relocation of the bus stop.

Refer to attached letter and link to Traffic Peer Review.

I understanding that the applicant will be in contact with PTA to personally discuss their proposal. Notwithstanding this, can you please ensure I get a response from PTA by no later than Wed, 12/09.

Any questions please let me know.

Kind regards,

City of Rockingham
where the coast comes to life

David Banovic - Senior Planning Officer

PO Box 2142 Rockingham DC WA 6967
Civic Boulevard Rockingham Western Australia
telephone **+61 8 9528 0374** facsimile **+61 8 9592 1705**
email **david.banovic@rockingham.wa.gov.au**

David Banovic

From: Robinson, Richard <Richard.Robinson@pta.wa.gov.au>
Sent: Thursday, 24 January 2019 4:34 PM
To: David Banovic
Cc: Holden, Brad
Subject: Additional comment on proposal to relocate bus stop 21234 Council Av

Hi David

I can confirm that the Public Transport Authority (PTA) has recently completed a further review of bus stop 21234 Council Av following the potential proposed impact of the development of the vacant land at the corner of Read Street and Council Avenue. We understand that following a SAT hearing earlier this week an independent traffic consultant is to be engaged to assess the proposal to relocate the affected bus stop.

The findings of the recent PTA review reiterate the previous concerns that had been raised:

- The initial alternative location shown on the indicative development plans would not allow for the number of rigid and articulated buses that would simultaneously stop at this location. Buses would be stopped at a distance to Sepia Court below that prescribed in the road traffic code.
- Noting the usage levels and expected longer dwell times at the bus stop, there are also safety concerns regarding the ability of drivers to safely emerge from the developments proposed Council Av access. Drivers wishing to enter Council Av traffic lanes to Cygnus St or Read St (North) would have limited visibility of vehicles heading west in the offside lane of Council Av.
- The alternative location later suggested by the developer's traffic consultant, Cardno, is also not acceptable. This proposed that the bus stop be relocated to the east of Sepia Ct. Again the PTA had identified visibility issues for the increased volume of right turning traffic from Sepia Ct that would be generated by the stationary buses at this location and any permanent bus stop infrastructure that would accompany the bus stop such as bus shelters, bench seats, etc. This exacerbates the complex nature of the Council Av - Sepia Ct – Rockingham City Shopping Centre access road intersection and an already restricted view due to the location of a number of power poles. (See image 1.) Moving the stop any further east impacts on the remaining stopping pattern by significantly reducing the distance to the previous bus stop - 21233 Council Av before Hefron St. This also increases the distance that passengers using the western Rockingham City entrance would need to walk to access public transport.
- Noting that the PTA is responsible for the bus stop boarding area and ensuring that this can be upgraded to meet the Disability Discrimination Act and Disability Standards for Accessible Public Transport, the location suggested by Cardno is poorly located in order for disability access to be achieved and to safely connect to existing footpath network. (See Image 2.).
- Moving the stop further west is also not practical given that different services assigned to the stop turn both left onto Read Street and also continue straight ahead to Cygnus St. Relocation in this direction would affect the ability of services travelling to Cygnus St to make this movement.

The State Solicitors's Office ruled that the PTA is the sole agency responsible for bus stop boarding areas. In line with the requirements to operate public transport services from safely located bus stops that are capable of providing access in accordance with the Disability Access Standards for Accessible Public Transport, the PTA cannot support the relocation of bus stop 21234 Council Av to any of the locations suggested by the developer or its traffic consultant.

Given the poor choice of alternative locations available, the PTA confirms that the bus stop needs to be retained at its current location.

Image 1. Existing view for right turning traffic towards the proposed alternative bus stop location, which will be exacerbated by multiple stationary buses at this high use stop location (approximately 190 passenger boardings and 40 alightings on an average weekday)



Image 2. Proposed alternative stop location and topography of verge which would require a disability compliant boarding area and footpath connection



Best regards

Richard Robinson
Project Officer | Transperth, Regional & School Bus Services
Public Transport Authority of Western Australia
Public Transport Centre, West Parade, Perth, 6000
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Government of **Western Australia**
Public Transport Authority

Transperth

28 November 2019

David Banovic
Senior Planning Officer
City of Rockingham
PO Box 2142
Rockingham DC WA 6967

Dear David

Proposed Mixed-Use Development – Lot 301 (No.2-6) Council Avenue, Rockingham

I can advise that the Public Transport Authority of Western Australia (PTA) has reviewed the 'Bus Stop Relocation Review' document which formed part of the development approval submission.

The PTA reiterates its previous advice and comments made at the State Administration Tribunal. It can therefore be confirmed that bus stop 21234 Council Avenue, before Sepia Court should be retained at its current location.

Yours sincerely

Brad Holden
Signage and Information Development Co-ordinator, Transperth Bus Services

Public Transport Centre, West Parade, Perth, Western Australia 6000
PO Box 8125, Perth Business Centre, Western Australia 6849
T (08) 9326 2277 InfoLine 13 62 13 CommentLine 13 16 08 TTY (08) 9428 1999
enquiries@transperth.wa.gov.au www.transperth.wa.gov.au
ABN - 61 850 109 576

Government of **Western Australia**
Development Assessment Panels

Form 1 – Responsible Authority Report

(Regulation 12)

Property Location:	Lot 636 Thundelarra Drive, Golden Bay
Development Description:	Mixed Use Development comprising 89 Independent Living Apartments, Café, Retail Community Shared Spaces, Residential Amenities and associated Car Parking
DAP Name:	Metro South-West JDAP
Applicant:	The Klopper Family Trust & The Davis Family Trust
Owner:	636 Golden Bay Pty Ltd
Value of Development:	$15.5 million
LG Reference:	DD020.2019.00000193.1
Responsible Authority:	City of Rockingham
Authorising Officer:	Bob Jeans, Director Planning & Development Services
DAP File No:	DAP/19/01646
Report Due Date:	29th January 2020
Application Received Date:	5th August 2019
Application Process Days:	90
Attachment(s):	Attachment 1 – Previous RAR Attachment 2 – JDAP Minutes 8/11/19 Attachment 3 – Applicant's submission Attachment 4 – DRP Meeting Note Attachment 5 – Sustainable Design Assessment Report (dated 19 June 2019 ref:19-1115) Attachment 6 – Development Plans

Officer Recommendation:

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

Approve DAP Application reference DAP/19/01646 as detailed on the DAP Form 1 dated 11 June 2019 and accompanying revised plans received on 27 November 2019:

- Location Plan, Drawing No.A102, Rev N dated 27/11/19;
- Site Plan, Drawing No.A103, Rev N dated 27/11/19;
- Basement Floor Plan, Drawing No.A104, Rev N dated 27/11/19;
- Ground Floor Plan, Drawing No.A105, Rev N dated 27/11/19;
- First Floor Plan, Drawing No.A106, Rev N dated 27/11/19;
- Second Floor Plan, Drawing No.A107, Rev N dated 27/11/19;
- Third Floor Plan, Drawing No.A108, Rev N dated 27/11/19;
- Fourth Floor Plan, Drawing No.A109, Rev N dated 27/11/19;
- Roof Plan, Drawing No.A110, Rev N dated 27/11/19;
- Apartment Plans (1 Bed), Drawing No.A111, Rev N dated 27/11/19;
- Apartment Plans (2 Bed), Drawing No.A112, Rev N dated 27/11/19;
- Apartment Plans (2 Bed) Drawing No.A113, Rev N dated 27/11/19;

- Elevations, Drawing No.A201, Rev N dated 27/11/19;
- Elevations, Drawing No.A202, Rev N dated 27/11/19;
- Sections, Drawing No.A301 Rev N dated 27/11/19;
- Sections, Drawing No.A302 Rev N dated 27/11/19; and
- "Sustainability Design Assessment Report - Development Approval" prepared by Sustainability WA (dated 19th June 2019 ref:19-1115)

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

Conditions

1. This decision constitutes development 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. Prior to development commencing, arrangements must be made to the satisfaction of the City of Rockingham for the landowner/applicant to contribute towards the costs of providing the Administration and Community Infrastructure items pursuant to clause 5.5.14 of the City of Rockingham *Town Planning Scheme No. 2.*

3. Prior to applying for a Building Permit, a Restrictive Covenant must be registered on the Certificate of Title for the land, pursuant to section 70A of the *Transfer of Land Act 1893* or section 6(1) of the *Strata Titles Act 1985*. This Covenant must include the following detail:

   "At least one occupant of each dwelling must be aged 55 or over, or the surviving spouse of that person."

4. 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.

5. Prior to applying for a Building Permit, a Stormwater Management Plan must be prepared by a suitably qualified engineer showing how stormwater will be contained on-site and those plans must be submitted to the City of Rockingham for its approval.

   All stormwater generated by the development must be managed in accordance with Planning Policy 3.4.3 - Urban Water Management to the satisfaction of the City of Rockingham.

   The approved plans must be implemented and all works must be maintained for the duration of the development.

6. Prior to applying for a Building Permit, an updated Landscaping Plan to the satisfaction of the City of Rockingham must be prepared and include the following detail:

(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 and areas to be mulched;

(iii) any natural landscape areas to be retained, including retention of all existing street trees adjoining the site;

(iv) those areas to be reticulated or irrigated;

(v) proposed upgrading to landscaping, paving and reticulation of all verge areas including street trees at a minimum rate of 1 tree per 14m, and

(vi) maintenance measures to ensure that all landscaping for the development, including landscaping on the building structure is effectively retained and managed in perpetuity.

The landscaping, paving and reticulation must be completed prior to the occupation of the development, and the Approved Landscaping Plan must be maintained at all times to the satisfaction of the City of Rockingham for the duration of the development.

7. The on-site car park area shall:

(i) 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;

(ii) the car parking bays below the West Wing building shall be designed in accordance with Australian/New Zealand Standard AS/NZS 2890.5: 2004, unless otherwise specified by this approval, prior to applying for a Building Permit;

(iii) include two car parking spaces dedicated to people with disability 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, to the satisfaction of the City of Rockingham; and

(vi) include provision for power sockets for charging mobility scooters in the basement car park.

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

8. Prior to applying for a Building Permit, a revised Parking Control and Management Plan must be prepared to the satisfaction of the City of Rockingham and include the following details:

   (i) Showing the location, number and type of car parking bays allocated for the residential occupants, residential visitors and commercial use parking within the basement car park;

   (ii) Providing a clear description of how the use of the car parking bays will be effectively managed to provide convenient, legible and practical parking options for the residents, residential visitors, commercial tenants and commercial customers utilising the development;

   (iii) Specifying the wording of a by-law that shall be registered on the Stata Management Statement in the event the development is subject to an application for Strata Title. The by-law shall describe the basis upon which car parking within the development is to be managed, and shall not be amended without the approval of the City of Rockingham.

   The Parking Control and Management Plan must be implemented for the duration of the development.

9. The bicycle parking spaces must be designed in accordance with AS2890.3—1993, Parking facilities, Part 3: Bicycle parking facilities and must be 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 and safe condition for the duration of the development.

10. The Waste Management Plan prepared by Talis (Ref: TW19043, Rev 1e) provided with the amended plans shall be implemented for the duration of development and maintained at all times.

11. Prior to applying for a Building Permit, an Acoustic Report which demonstrates that all mechanical services associated with the proposed development and any other noise source, including noise emanating from vehicles entering and exiting the secure gate area of the premises, will comply with the Environmental Protection (Noise) Regulations 1997, must be submitted to and approved by the City of Rockingham.

12. Prior to the occupation of the development, a Final Acoustic Assessment must be prepared and provided to the City of Rockingham which demonstrates to the City's satisfaction, that the completed development complies with the *Environmental Protection (Noise) Regulations 1997*.

    The Final Acoustic Assessment must include the following information:

    (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 of noise sources; and

    (iii) confirmation of 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.

13. Prior to applying for a Building Permit the ground floor commercial tenancies (including the adaptable residential units) must been designed in accordance with *Australian Standard AS1428 Design for Access & Mobility*.

14. The "*Sustainable Design Assessment Report - Development Approval*" prepared by Sustainability WA (dated 19th June 2019 ref:19-1115) submitted with the development application shall be implemented to the satisfaction of the City of Rockingham for the duration of the development.

15. Prior to applying for a Building Permit, a schedule of the colour and texture of the building materials must be provided to the satisfaction of the City of Rockingham, demonstrating consistency with the plans the subject of this development approval. The development must be finished in accordance with the schedule provided and approved by the City of Rockingham, prior to occupation of the development.

16. Prior to applying for a Building Permit, a Sign Strategy must be prepared (which must include the information required by Planning Policy 3.3.1, Control of Advertisements) to the satisfaction of the City of Rockingham and it must thereafter be implemented for the duration of the development.

17. All doors to commercial units facing the Thundelarra Drive frontage of the building must be kept unlocked during all hours when the subject premises are trading.

18. Public or customer access to the commercial tenancies must be from Thundelarra Drive.

19. Prior to applying for a Building Permit, the applicant must demonstrate to the satisfaction of the City of Rockingham that ground floor glazing of commercial tenancies (including the adaptable residential units) fronting Thundelarra Drive and Carlinde Parkway have a minimum visible light transmission rate of at least 79% and a maximum visible reflectivity rate of 9% in order ensure that a commercial, interactive frontage is available to the development from all streets.

    The glazing must be thereafter be installed and maintained to the satisfaction of the City of Rockingham for the duration of the development.

20. Entries and window frontages facing the street of ground floor commercial tenancies must not be covered, closed or screened off (including by means of dark tinting, shutters, curtains, blinds, roller doors or similar), to ensure that a commercial, interactive frontage is available to the development from Thundelarra Drive, for the duration of the development.

21. Prior to applying for a Building Permit, fencing nominated on the approved plans for the adaptable units must be no more than 1.8m high, be at least 50% visually permeable above 0.9 metres and must thereafter be constructed, retained and maintained in good condition to the satisfaction of the City of Rockingham for the duration of the development.

22. Clothes drying facilities (excluding electric clothes dryers) must be designed for each Multiple Dwelling, be screened from public view prior to applying for

a Building Permit, and implemented as such for the duration of the development.

23. Above-ground meter boxes must not be located in a street setback area at any time.

24. Materials, sea containers, goods or bins must not be stored within the carpark at any time.

25. Prior to applying for a Building Permit, all service areas and service related hardware, including antennae, satellite dishes and air-conditioning units, must be designed to be located away from public view and/or screened, and this design must be provided to, and approved by, the City of Rockingham.

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 Development Approval must be submitted to the City of Rockingham.

2. A Certified Building Permit must be obtained prior to construction and thereafter an Occupancy Permit must be obtained; the applicant and owner should liaise with the City's Building Services in this regard.

3. The development must comply with the *Environmental Protection (Noise) Regulations 1997*; contact the City's Health Services for information on confirming requirements.

4. 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.

5. With respect to the landscaping plan, the applicant and owner should liaise with the City of Rockingham's Land Development and Infrastructure Services to confirm requirements for the landscaping plan.

6. All works in the road reserve, including construction of a crossover or footpath 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.

7. The applicant is responsible for protecting any existing City streetscape assets during the course of the project. This includes any existing streetscape lighting, kerbing, footpaths, trees, irrigation etc. If any damage is caused to the existing assets (identified to be retained), they must be rectified to the satisfaction of the Manager Land and Development Infrastructure. It is recommended that a dilapidation report is undertaken by the applicant, to record the current condition of these assets.

8. The applicant is advised that the swimming pool is deemed to be a public pool, and as such requires approval from the Department of Health WA prior to lodgement of a Certified Building Permit application.

9. The development must comply with the Food Act 2008, the Food Safety Standards and Chapter 3 of the Australian New Zealand Food Standards

Code (Australia Only); the applicant and owner should liaise with the City's Health Services in this regard.

10. As per the definition in *State Planning Policy 7.3 – Residential Design Codes Volume 1*, an Aged person is a person who is aged 55 years or over.

11. The applicant is advised that the proposal to relocate street lighting in Jundee Lane in order to accommodate the development requires the approval of Western Power.

12. In regards to Condition No.25, the applicant is advised that all Fire Hydrants and Electrical Access must be integrated seamlessly into the development.

Where an development approval has so lapsed, no development shall be carried out without further approval having first been sought and obtained, unless the applicant has applied and obtained Development Assessment Panel approval to extend the approval term under regulation 17(1)(a) of the *Planning and Development (Development Assessment Panels) Regulations 2011.*

Background

History

On 6 October 2016, the Metro South-West Joint Development Assessment (JDAP) approved a Mixed Use Development on Lot 636 Thundelarra Drive (the subject land), Golden Bay.

The proposal involved:

- 58 Multiple dwellings in a four storey building fronting Thundelarra Drive;
- 2 Ground floor commercial tenancies; and
- 119 at-grade car parking spaces to the rear of the building, adjoining Jundee Lane.



1. Existing Approved Development - Concepts

On 19 September 2018, the City granted a 2 year time extension to the Development Approval.

In August 2019, an application for Development Approval was received for a mixed use development at Lot 636 Thundelarra Drive, Golden Bay comprising:

- Two buildings, 4 and 5 storeys high (the 'West Wing' and 'East Wing' buildings respectively);
- 101 Independent Living units for seniors (multiple dwellings);
- A basement car park providing 86 (11 tandem) residential car parking bays and 12 (3 tandem) commercial car bays, with vehicle access from Jundee Lane;
- 140m² of retail floorspace;

- 4 x ground floor convertible apartments; and
- Resident amenities open to the public, including a café/ residents dining room, hall (110m²), theatre (63m²), meeting room spaces (60m²), swimming pool and gym.

At its Ordinary meeting on 29 October 2019, Council resolved to adopt a Responsible Authority Report (RAR) recommending that the JDAP refuse the application, primarily due to excessive bulk and scale of the development and inadequate car parking (see Attachment 1).

The reasons for refusal were stated as follows:

"*1. The proposal results in an inappropriate scale of development given its location in proximity to the Golden Bay Neighbourhood Centre and the surrounding residential land. As such, the development is not considered to positively contribute to the amenity of the locality as required by Clause 4.6.2 of City of Rockingham Town Planning Scheme No.2.*

2. The development fails to respond to and enhance the distinctive characteristics of the local area, as required by Design Principle 1 of State Planning Policy 7.0 Design of the Built Environment.

3. The development is not of a massing and height appropriate to its setting and it fails to successfully negotiate between existing built form and the intended future character of the local area, as required by Design Principle 3 of State Planning Policy 7.0 Design of the Built Environment.

4. The development fails to provide sufficient car parking on site for the proposed range of uses".

At the JDAP meeting on 8 November 2019, after considering the RAR and receiving the applicant's deputation, the JDAP resolved to defer consideration of the application until the 10 February 2020 in order "*for the applicant to provide greater clarity and explain how the variations sought on building bulk, height and car parking comply with the performance criteria of the R-Codes V2 Apartments and local planning framework*".

The JDAP meeting minutes are contained in Attachment 2 to this report.

By 28 November 2019, the applicant had provided the City with additional information, including amended plans, as discussed below.

In light of the additional information received, the City is required to provide a revised RAR to the JDAP by 29 January 2020.

Site and Locality

The subject site is flat vacant land with the ”main street” of Thundelarra Drive adjoining to the east, Carlindie Parkway to the north and Jundee Lane to the west.

The southern boundary of the site adjoins Lot 716 Thundelarra Drive, which is also vacant land over which development approval has been granted for a child care centre.

Across Thundelarra Drive to the east is Lot 622 Thundelarra Drive, the site of a future supermarket based “main street” shopping centre. Construction of the shopping

centre has commenced with the erection of structural steelwork, however, work has since ceased and shopping centre sits uncompleted.

The surrounding land generally north and west of the site is zoned for residential development, and predominantly comprises of single level dwellings on those lots that have been developed.

While some two storey residential development is occurring on land to the west of Jundee Lane and north of the shopping centre, the predominant scale of building form is single level.

Details: outline of development application

Zoning	MRS:	Urban
	TPS2:	Development
	LSP:	Commercial (Golden Bay Structure Plan)
Use Class:		Commercial and Multiple Dwellings
Strategy Policy:		State Planning Policy 7.0 - Design of the Built Environment State Planning Policy 7.3 - Residential Design Codes Vol 2 State Planning Policy 4.2 - Activity Centres for Perth and Peel Planning Policy 3.2.1 - 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:		3,432m^2
Existing Land Use:		Vacant land

The applicant has provided to the City the following additional information:

- Amended architectural plans;
- Updated Traffic Impact Statement;
- Updated Landscape Plan;
- Updated Development Application report;
- Updated Waste Management Plan; and
- Written justification in support of building height and plot ratio variations.

The amended plans provide for the following mixed use development on Lot 636 Thundelarra Drive, Golden Bay:

- Two buildings, 3 and 5 storeys high (the 'West Wing' and 'East Wing' buildings respectively);
- 89 'Independent Living' multiple dwelling units overall;
- Within the 'East Wing' building fronting Thundelarra Drive:
  - 79 Independent Living units, including 4 at ground level capable of conversion to commercial uses;
  - A basement level containing:
    - 87 resident car parking spaces (including 10 tandem);
    - 11 commercial car parking spaces (including 5 tandem);

- 11 motorcycle parking spaces;
- 45 bicycle parking spaces;
- 52 residential store rooms;

➢ At ground level:

- 2 Residential entries from the street;
- 2 Retail tenancies (140m²);
- Residents and community gym (95m²);
- Residents theatre (63m²);
- Residents hall (110m²);
- Residents dining room/ cafe;
- Residents meeting room (60m²) and arts and crafts room (37m²);
- Building managers office;
- End of trip facilitates, including change and shower rooms;

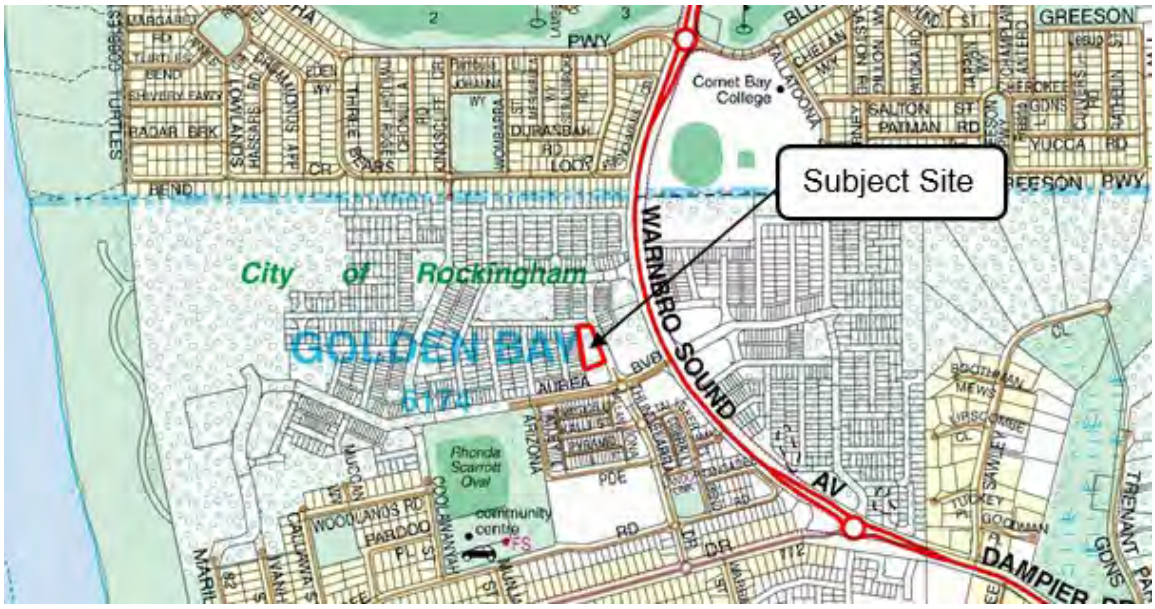
- Within the 'West Wing' building fronting Jundee Lane:
  - ➢ 10 Independent Living units on levels 2 and 3;
  - ➢ 10 residential store rooms;
  - ➢ 7 residential visitor and 10 commercial (5 tandem) car parking spaces accessed from Jundee Lane;
  - ➢ 7 bicycle parking spaces;
  - ➢ A swimming pool;
  - ➢ A waste bin store and plant room; and
- Landscaped communal open space.

The main modifications shown on the revised plans are summarised as follows:

- A 12% reduction in the number of Independent Living units proposed over the entire development, reduced from 101 to 89;
- Recess the western side of the fifth floor of the East Wing building to reduce the apparent height when viewed from Jundee Lane. As a consequence, building height has reduced by 1m (16.2m);
- Reduced height of the West Wing building from 4 storeys (13.6m) to 3 storeys (10.3m);
- Articulated the base of the West Wing building to break to the apparent mass to Jundee Lane;
- Plot ratio is reduced from 2.16 to 1.71;
- Increased car parking is provided in the form of residential visitor and commercial use bays in the undercroft of the West Wing building, accessed from Jundee Lane;
- Residents gym and change rooms have been relocated from the West Wing to the East Wing building;
- Extent of overshadowing of the surrounding land is reduced from 28% to 25%;
- Increased on-site landscaping provided;
- Improved solar access to apartments;
- Reconfigured apartment layouts; and

- A communal entertaining room has been added to the upper floor of the East Wing building.

A detailed list of all modifications is outlined in the Development Application report attached.



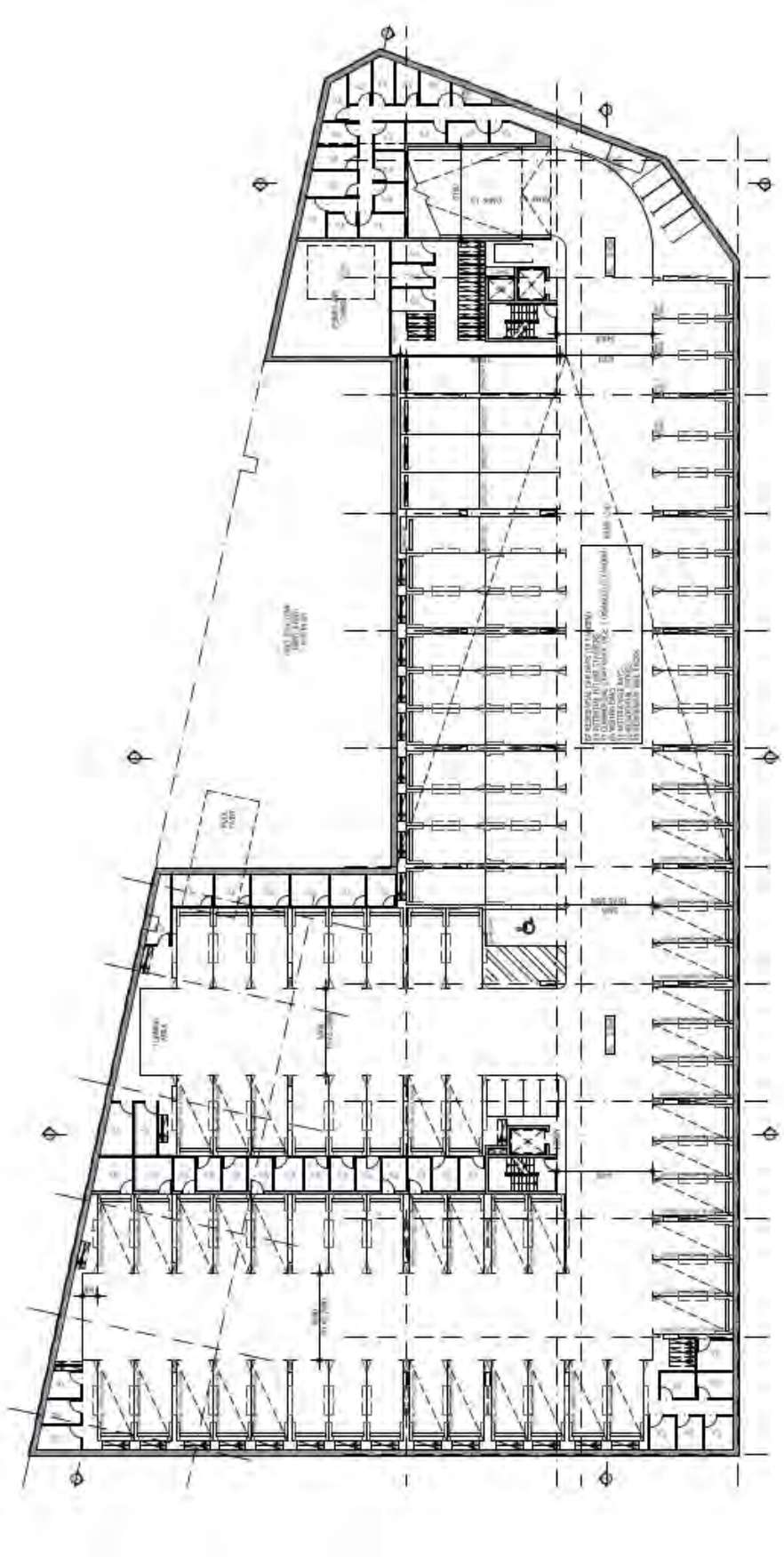
2. Location Plan



3. Aerial Photo



4. Site Plan (Amended)



5. Basement Floor Plan (Amended)



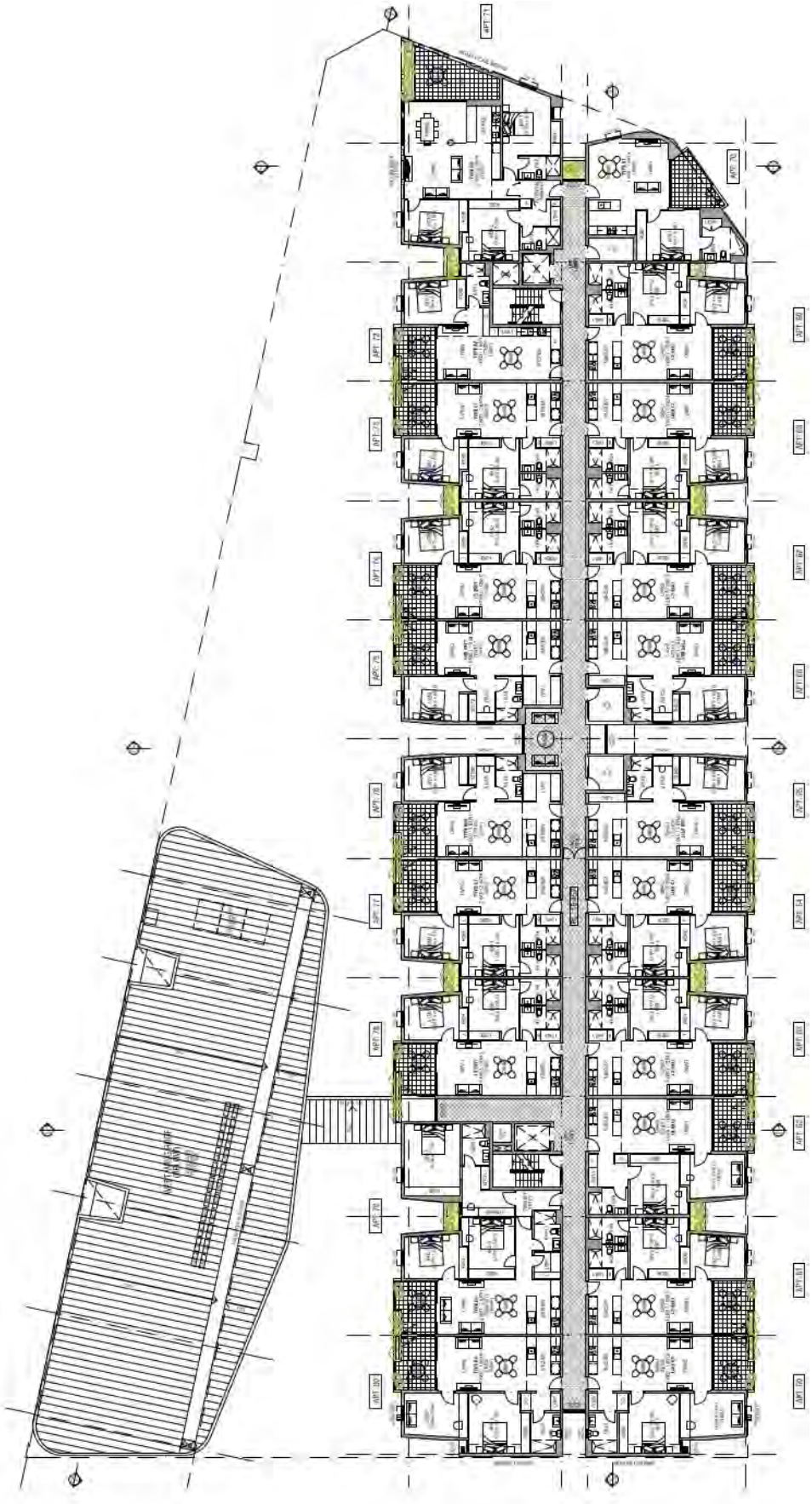
6. Ground Floor Plan (Amended)



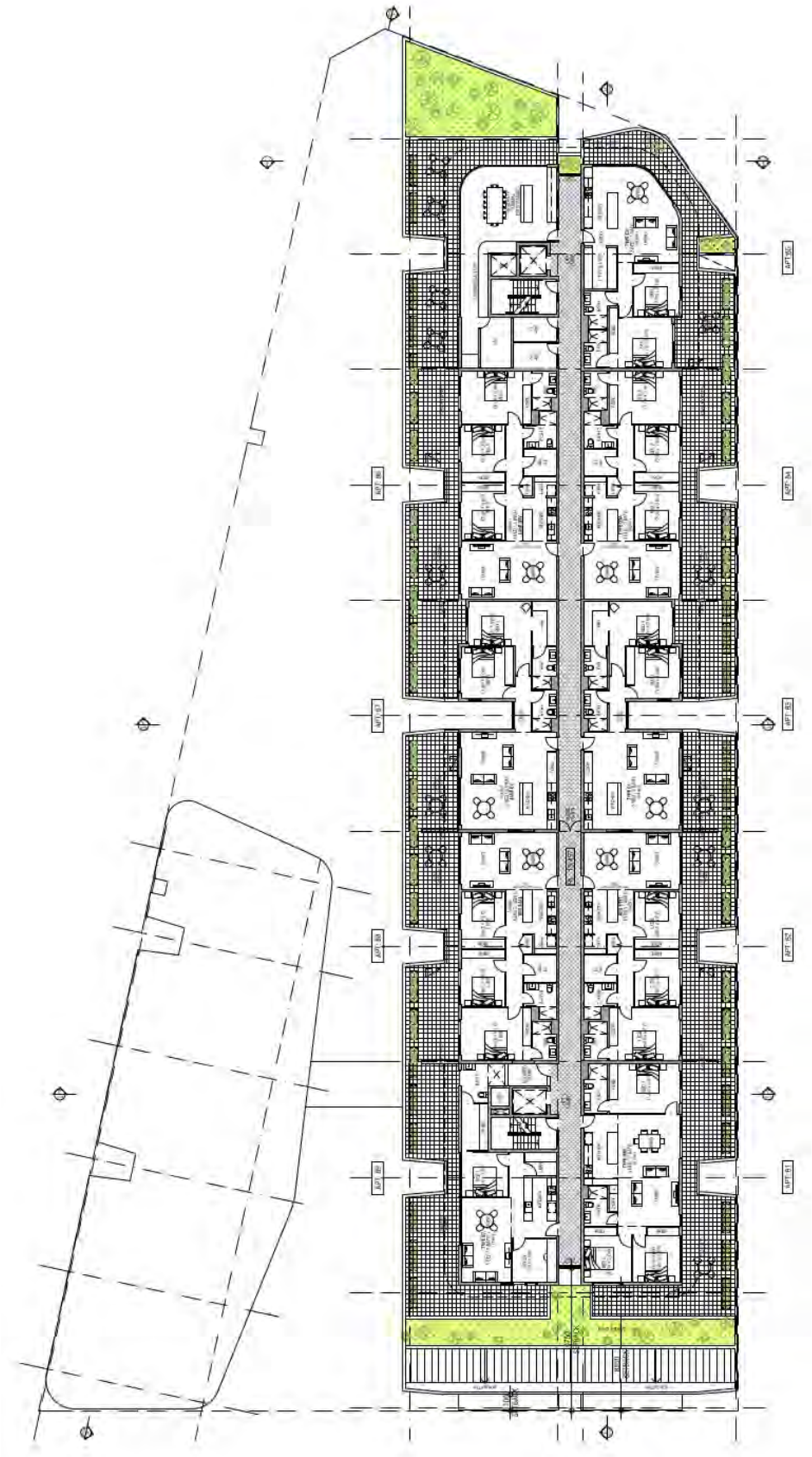
7. First Floor Plan (Amended)



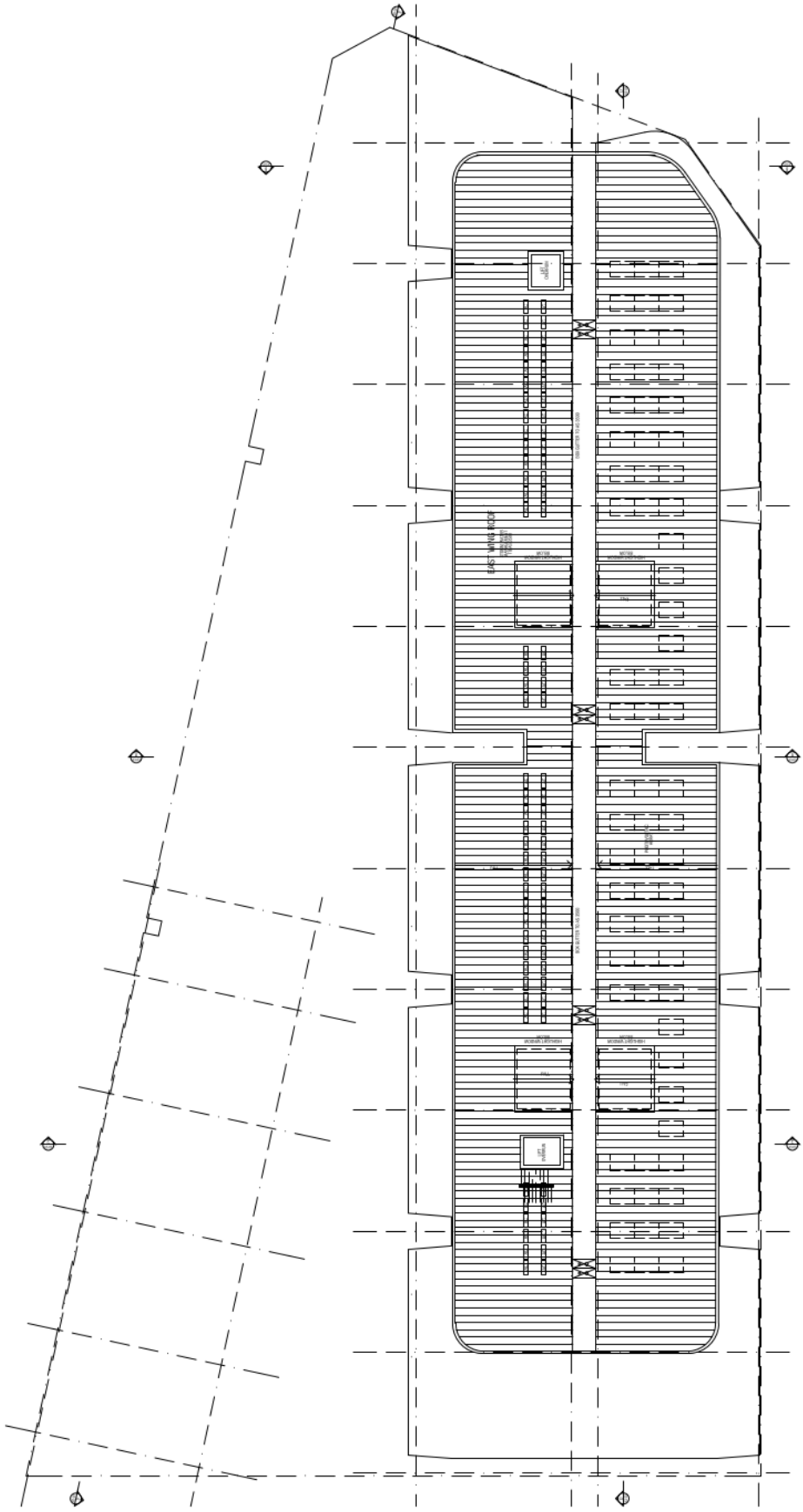
8. Second Floor Plan (Amended)



9. Third Floor Plan (Amended)



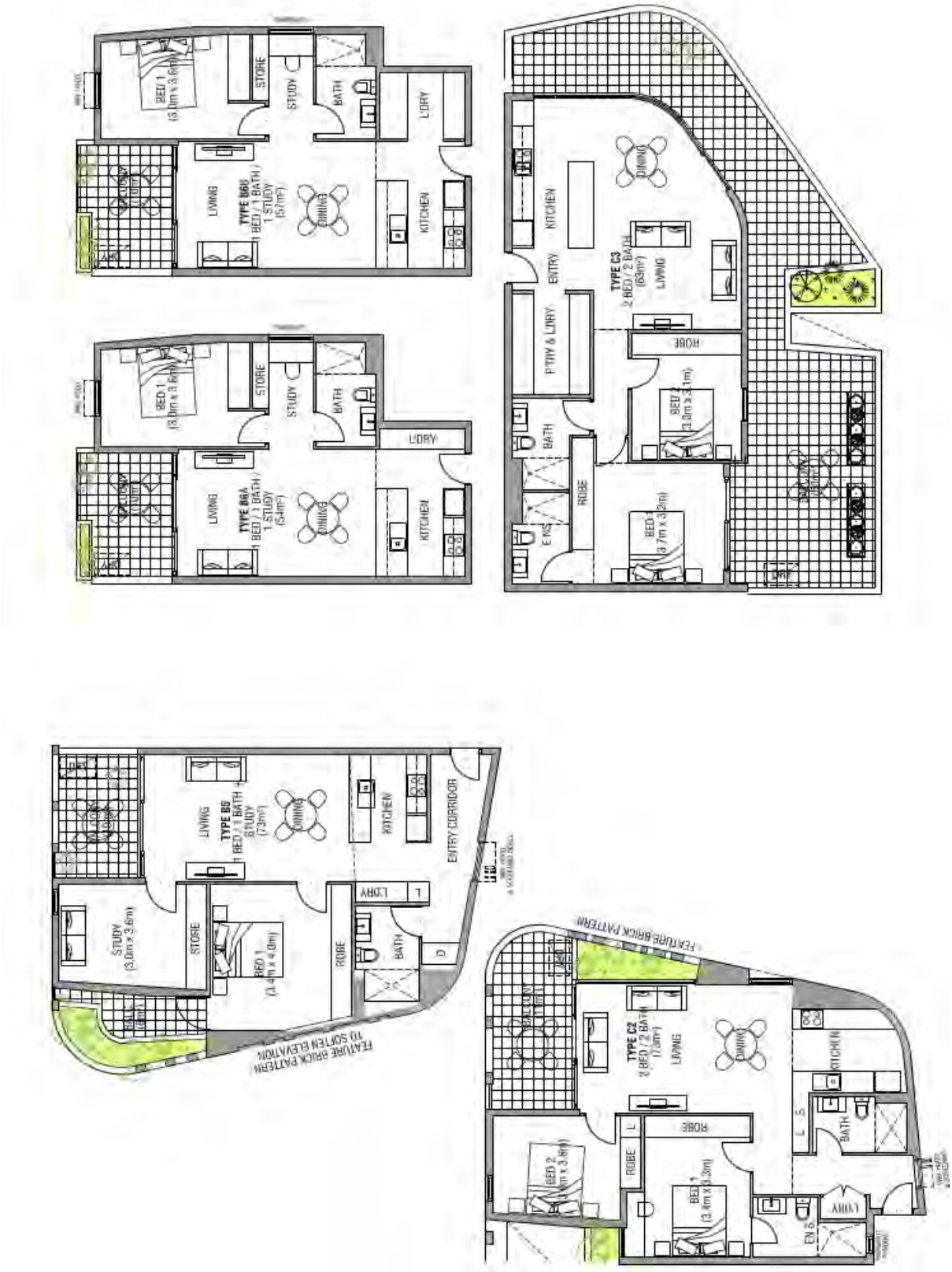
10. Fourth Floor Plan (Amended)



11. Roof Plan (Amended)



12. Apartment Plans (1 Bed) (Amended)



13. Apartment Plans (1 & 2 Bed) (Amended)



14. Apartment Plans (2 Bed) (Amended)



15. Apartment Plans (3 Bed)



16. East Wing Building Thundelarra Drive (Eastern) Elevation (Amended)



17. East Wing Building Western Elevation (Amended)



18. East Wing Building North Elevation (Amended)



19. East Wing Building South Elevation (Amended)



20. "West Wing" Jundee Lane (Western) Elevation (Amended)

Legislation and Policy

Legislation

Planning and Development (Local Planning Scheme) Regulations 2015 (Planning Regulations)

Clause 27 - Effect of a Structure Plan

A decision-maker for an application for development approval in an area that is covered by a Structure Plan is to have due regard to, but is not bound by, the Structure Plan when deciding the application.

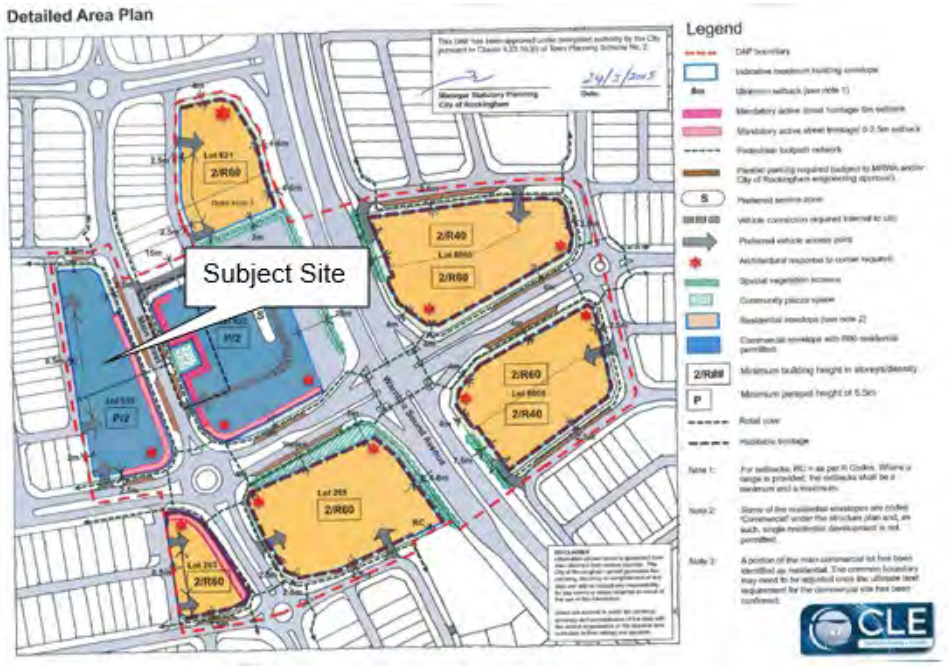
The subject lot is covered by the Golden Bay Local Structure Plan (LSP) which was adopted by Council in May 2012. The LSP imposes a Commercial zoning on the land and identifies it as located within a Neighbourhood Centre Precinct. The following annotations on the LSP are applicable to the subject site:

- "The Neighbourhood Centre Precinct is a main street based centre and is subject to the preparation of a Detailed Area Plan.
- Where residential uses are proposed in the Neighbourhood Centre Precinct an R60 density code shall apply"

With regard to these annotations, it is noted that the development proposes a density greater than the R60 identified on the LSP. This matter discussed in detail in the relevant sections of this Report. Commentary on the requisite Detailed Area Plan (now referred to as a Local Development Plan), is provided below.

Golden Bay Neighbourhood Centre Local Development Plan

As noted on the LSP the preparation and approval of a Local Development Plan (LDP) for the Neighbourhood Centre was required. The Golden Bay Neighbourhood Centre LDP was approved by the City in March 2015. An assessment of the requirements of the LDP is provided below:



21. Golden Bay Neighbourhood Centre Local Development Plan

LDP Requirements	Planning Comments	Compliance
Objective		
The objectives of the LDP are to: • Establish a Main Street based Neighbourhood Activity Centre of a scale that is appropriate to its role as a focal point of a residential community and its role in the retail hierarchy of the region. • Provide a context for higher-density residential development that capitalises or proximity to local services.	The development proposes retail tenancies, and convertible apartments on the ground floor with minimal (nil to 2m) setbacks to Thundelarra Drive. All ground floor tenancies provide, or are capable of providing active commercial frontage to Thundelarra Drive. Substantial glazing; a continuous awning and on street parking will combine to present a 'Main Street', opposite the proposed commercial development on the eastern side of Thundelarra Drive. As discussed later in this report the building form is considered of an appropriate scale for a Neighbourhood Centre in this location.	Yes
Structure		
Thundelarra Drive is deemed to be a 'Main Street' for the Neighbourhood Activity Centre.	The building fronting Thundelarra Drive is substantially glazed, well articulated and generally built up to the boundary. These elements give the road a ‘Main Street’ appearance.	Yes
Street Interface		
All buildings must provide passive surveillance of adjacent street reserves.	Major openings to habitable spaces provide passive surveillance to all street reserves.	Yes
Where active frontage is required, it must incorporate a canopy with continuous coverage of a minimum depth of 2.5m or to within 600mm of the back of the kerb where the verge is too narrow to accommodate a full-depth canopy and extend across the entire street frontage.	A continuous canopy 2m deep is proposed along the full length of Thundelarra Drive, up to 300mm of the back of kerb.	Yes

The street setback for multiple dwellings may be reduced to 0m in the case of mixed use development, and also for residential building elements that provide architectural interest and where the reduction in the minimum setback does not compromise the amenity of residents.	The multiple dwellings are generally set back 0m from the street boundary on levels 1 to 4. The 5th level on the East Wing building is recessed back 3.8m from the street boundary.	Yes
Delivery, loading and storage areas are to be located and screened to minimise the visual impact of the public domain.	Delivery, loading and storage areas are located beneath and to the rear of the development, and are screened from the public domain.	Yes
Street elevations must be designed to create visual interest through building form, articulation of walls and openings, architectural features, texture and colour, with particular emphasis on the ground level.	The building elevations provide articulation of walls and openings as well as a variety of architectural features, textures and colour.	Yes
Non-active portions of wall must be articulated by means of form, colour and texture to provide visual interest.	The proposed non-active walls consist of different colours and materials that will create visual interest.	Yes
Landscape		
Landscape materials use for the footpath must be continued across driveways to maintain the visual continuity of the pedestrian network and aid pedestrian legibility.	A landscape condition is recommended should the application be approved.	Yes
Street trees must be provided at a minimum rate of 1 tree per 14m on both sides of the streets within the DAP area.	Five street trees are proposed, which is sufficient considering road reserve width and proposed on street parking.	Yes
Robustness		
The ground floor of all buildings in the Commercial area must be designed with a minimum floor-to-floor height of 3.2m to enable commercial use even if used for interim residential use.	The proposed building achieves a minimum floor-to-floor height of 3.257m.	Yes

The ground level of all buildings in the Commercial area must be designed for disabled access regardless of the initial use.	All tenancies on the ground floor fronting Thundelarra Drive appear capable of being designed for disabled access. A condition is recommended to be applied should the application be approved.	Yes
Fencing		
Any fencing to the primary or secondary street frontage must be restricted to residential use only; be no more than 1.8m high and must be at least 50% visually permeable from 0.9m above the ground level. Solid portions of the fencing must be masonry construction. Colourbond fencing is not permitted within any street setback area.	The fencing provided to Thundelarra Drive and Jundee Lane is at least 50% visually permeable above a low level masonry wall.	Yes
Miscellaneous Requirements		
An active frontage must incorporate shopfronts (to retail, office or other commercial uses) with a minimum of 66% of the ground floor street frontage as transparent glazing. Any tenancy with an active frontage must address the primary pedestrian access to that street.	All ground floor tenancies fronting onto Thundelarra Drive (including convertible apartments) incorporate active frontages with transparent glazing up to 64% of the street frontage. In addition, the two entries from Thundelarra Drive have full height transparent glazing. Allowing for this, 77% of the ground floor frontage comprises of transparent glazing.	Yes
An architectural response to a corner must consist of a prominent feature that provides visual emphasis.	The main entry to the development is provided from the corner of Thundelarra Drive and Carlindie Parkway. An active use in the form of alfresco seating for the café is also located at the corner.	Yes

Residential Density of R60 applies to Commercial Zoned lots	The development proposes a plot ratio of 1.71 which exceeds the allowable 0.8 under the R60 coding. This is discussed in detail elsewhere in the report.	No

Clause 56 - Effect of a Local Development Plan

A decision-maker for an application for development approval in an area that is covered by a local development plan that has been approved by the Local Government must have due regard to, but is not bound by, the local development plan when deciding the application.

Clause 67 - Matters to be considered by Local Government

Clause 67 outlines the matters to which the local government is to give due regard when considered relevant to an application. Where relevant, these are discussed in the Planning Comments section of this report.

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

Zoning Table

The subject land is zoned "Development" under TPS2 and is designated "Commercial" under the Golden Bay LSP.

The TPS2 Zoning Table provides for the proposed uses as follows:

- Multiple Dwellings (D);
- Shop (P); and
- Restaurant (D).

A 'D' use is not permitted unless the Council has exercised discretion by granting Development Approval.

A "P" use is permitted providing it complies with the development standards and requirements of the scheme.

Clause 4.6 Commercial Zone

Clause 4.6.1 Objective:

The application proposes a component of a mixed-use 'Main Street' (street based retail) development on a key site within the Golden Bay Neighbourhood Centre, which is considered to be consistent with the objective for the Commercial zone, which states:

"*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 Councils 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:

In considering applications for development approval the decision maker shall ensure that the "*site planning, scale, built form, elevations and landscaping of the development contribute positively to the streetscape, appearance and amenity of the locality*".

The proposed building form, given the well-articulated elevations, materiality and extensive on-structure landscaping give rise to a development that contributes positively to the intended streetscape character.

As discussed in the Policy Section of this Report, the proposed scale of development has been reduced to the point of general compatibility with the context of the site and the surrounding locality notwithstanding the prevailing planning framework. To this extent, the proposal is considered to be consistent with clause 4.6.2.

Clause 4.6.3 Car Parking:

On-site car parking is required to be provided in accordance with Table No. 2 of TPS2, as follows:

Car Parking Required		
Commercial Uses		
Shop (Retail - 140m²)	6 bays per 100m² NLA (128m²NLA)	7.6
Restaurant (Café - 50 persons)	1 bay per 4 persons the building is designed to accommodate	12.5
Total Commercial Bays Required		**21 (20.1)**
Residential Use		
Multiple Dwellings (as per R Codes)		
1 bedrooms	0.75 per dwelling	32
2+ bedrooms	1 per dwelling	47
Less allowance for 15 motor cycle bays	-1 car bay per 5 motor cycle bays provided	-2
Total Residential Dwelling Bays Required		**77**
Residential Visitor Parking		
1 bay per 4 dwellings up to 12 dwellings		3
1 bay per 8 dwellings for the 13th dwelling and above		10
Total Residential visitor parking required		**13**
Total On-site Parking Bays Required		**111**
Car Parking Provided		
Commercial Bays		
Use	**Number of bays**	
On Street Bays	4	**4**
Commercial	21 (10 Tandem)	**11**
Residential	87 (10 tandem)	**77**
Residential Visitors	7	**7**
Total Provided		**99**

There is a 12 car bay 'technical' shortfall in parking for the development as a whole, when the tandem car parking bays are excluded from calculations.

There is a shortfall in:

- 6 residential visitor bays;
- 6 commercial bays.

Tandem car parking is not usually supported because it can be difficult to manage, however, tandem commercial parking bays can be feasible when the bays are used by staff of the commercial uses and involve limited usage during the day.

Taking the proposed tandem car parking arrangements into account, 119 car parking bays are provided for the development, which exceeds the minimum required of 111 bays.

Unlike with the original plans, the amended parking layout and 12 bay 'technical' shortfall can be supported for the following reasons:

- 4 on street car bays are available for use by commercial customers during business hours and by residential visitors after hours.
- There is an adequate overall supply of residential car parking (87 bays) to service the needs of the 89 dwelling units, with scope to share un-utilised car bays with residential visitors.
- To ensure that the parking resource will be effectively managed, a condition is recommended in the event that approval is granted requiring a Parking Control and Management Plan to be submitted to the satisfaction of the City prior to applying for a Building Permit which specifies car parking allocations for the residential and commercial uses; visitor car parking and appropriate management measures to satisfy the needs of all uses.

Significantly, it is noted the reduced scale of proposed development (12 dwelling units less) combined with additional car parking provided on the amended plans has reasonably aligned parking supply with the parking demand generated by this 'Independent Living' mixed-use development.

It is also noted that there will be an increase in parking demand once the use of the ground floor convertible units changes from residential to commercial.

Scenario	Use	Rate	Number	Total Bays Required
1	Residential	0.75 bays per unit	4 x 0.75	3
2	Shop x 4	6 bays per 100m² NLA	(64x4) 256m² NLA	15.3
3	Office	1 bay per 20m² of NLA	(64x4) 256m² NLA	12.8

A change of use may potentially result in increased parking demand by approximately 10 - 12 bays in the future. While some of this demand could be attributable to multi-purpose trips to the neighbourhood centre, any application for a change of use would be considered on merit at a time when the parking impact of the current development is known.

The City has concerns regarding the design of the car parking beneath the West Wing building, which can be addressed as a planning condition in the event approval is granted. As these bays gain direct access from Jundee Lane, the setback of these bays from the street centreline will need to increase to comply with AS2890.5.

Clause 6.1 - Design Review Panel

Pursuant to Clause 6.1.1, the Council has appointed a Design Review Panel (DRP) for the purpose of considering, and advising Council with respect to certain applications. Given the nature of the subject proposal, it was required to be referred to the City's DRP.

The original proposal was presented to the DRP on 30 May 2019. The DRP conducted a "Design Quality Evaluation" of the original proposal, the outcome of which is recorded in the DRP Meeting Note which is attached to this report.

In the time available, it has not been possible to refer the amended plans back to the DRP for review, however, it is noted the DRP considered the design outcome of the original development overall to be positive but that the articulation of context and character in documentation was weak.

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

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.

Golden Bay is classified as a Neighbourhood Centre pursuant to SPP4.2.

Clause 5.1 - Activity Centre Hierarchy

Golden Bay falls under the "Neighbourhood and Local Centres" hierarchy under the activity centre hierarchy in SPP4.2. These centres provide for daily to weekly household shopping and community needs and provide a focal point for medium density housing.

The development incorporates provision for retail or other commercial activity, as well as specialised higher density housing consistent with the role of a Neighbourhood Centre.

Clause 5.2 - Activity

Commercial and residential growth should be optimised through appropriately-scaled buildings and higher-density development in walkable catchments of centres. As discussed below, in the assessment against State Planning Policy 7.0: Design of the Built Environment, the proposed revised scale of the building form is considered appropriate in the context of a Main Street neighbourhood centre.

Clause 5.3 - Movement

Parking facilities are to be located, scaled and designed to avoid visual domination of streets and public space frontages, and to avoid discontinuity of the urban form and maintain pedestrian amenity. The development provides for a Main Street (Thundelarra Drive), with parking either in the basement car park or at the rear of the development accessed from Jundee Lane. The development is also accessible by public transport, consistent with SPP4.2.

Clause 5.4 - Urban Form

N/A as this section of SPP4.2 applies to District Centres and higher order centres.

State Planning Policy 7.0: Design of the Built Environment (SPP7.0)

SPP7.0 provides the broad framework for the design of the built environment across Western Australia, and applies to all levels of the planning hierarchy, including the assessment of development applications.

The objectives of this policy seek to provide, *inter alia*, a coordinated strategy of design quality mechanisms to achieve design outcomes that meet government and community expectations, including:

- Design principles - performance based approach to policy;
- Design review - skilled evaluation expertise;
- Design skills - skilled design expertise.

Design Principles

The original development application report prepared by the applicant provided statements which sought to explain how the proposal addresses the 10 Design Principles outlined in this Policy. The original proposal was considered compliant with all but two of the 10 Principles, being:

- Principle 1: Context and Character; and
- Principle 3: Built Form and Scale.

The amended plans submitted by the applicant in November 2019 have attempted to respond to the Council's concerns regarding the above Design Principles, and have reduced the proposed scale of development by:

- reducing yield by 12 dwelling units;
- reducing plot ratio from 2.16 to 1.71;
- setting back the upper level of the East Wing building to reduce the impact of building bulk at the pedestrian scale;
- reducing the height of the West Wing building from 4 to 3 storeys (10.3m).

Concurrently, on-site car parking has been increased, bringing parking supply into reasonable alignment with practical requirements for a development of this nature and statutory expectations.

The following comments are provided in respect to how the amended plans address the Design Principles 1 and 3. It can be taken therefore, that the amended proposal satisfies the 8 other Design Principles of SPP7.0.

Principle 1: Context and Character

Good design responds to and enhances the distinctive characteristics of a local area contributing to a sense of place.

The reduced scale of proposed development is more consistent with the scale of development contemplated by the local planning framework, albeit variations are still required in respect to building height and plot ratio.

Reducing the height of the West Wing building to 3 storeys brings this building into conformance with the planning framework, and provides an appropriate building height transition towards the residential zoned land west of Jundee Lane.

In addition, the plans show highly articulated elevations of both buildings; a modified upper floor and roof design on the East Wing building, and extensive proposed landscaping on-ground and on-structure. These measures collectively enable the proposed development to integrate more sympathetically with the surrounding area, characterised by future neighbourhood centre 'Main Street' development to the east and south, and 1-2 storey medium density residential development to the north, west and south-west.

Given the above, it is considered that the amended plans for this development respond positively to the intended future character of this area.

Principle 3: Built Form and Scale

Good design ensures that the massing and height of development is appropriate to its setting and successfully negotiates between existing built form and the intended future character of the local area.

The amended plans have reduced the height of the West Wing building to 3 storeys, which as mentioned above, is now compliant with the building height specified in the planning framework. A 3 storey building in the location proposed is considered appropriate to its setting, given the nature of the surrounding land.

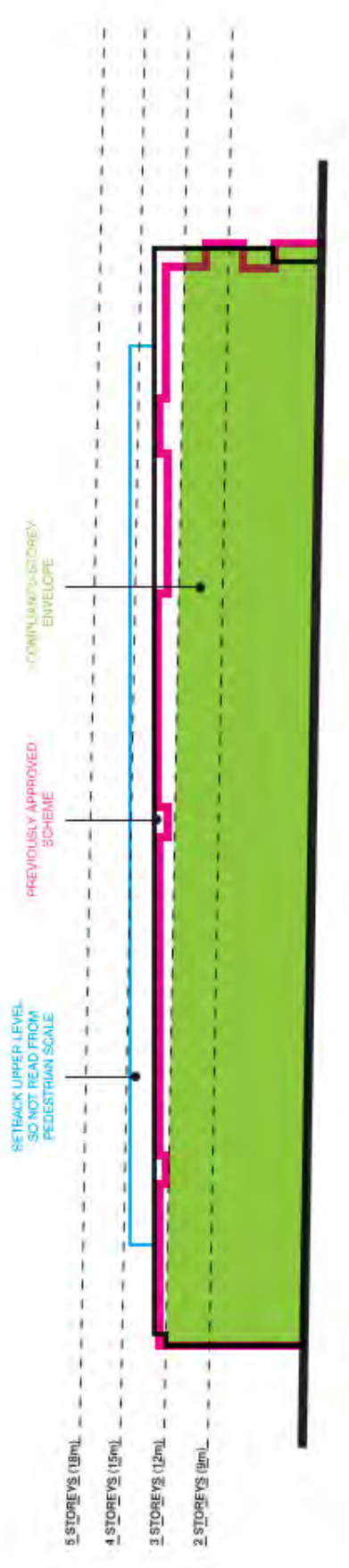
The East Wing building still exceeds the desired 3 storey building height as indicated in the planning framework, however the design is based to a large extent on the scale of the 4 storey building previously approved by the JDAP in the same location on this site.

The upper floor has been set back on all sides to mitigate perceived building mass when viewed from the surrounding streets, with the intent to ensure the building appears similar in scale as that currently approved.

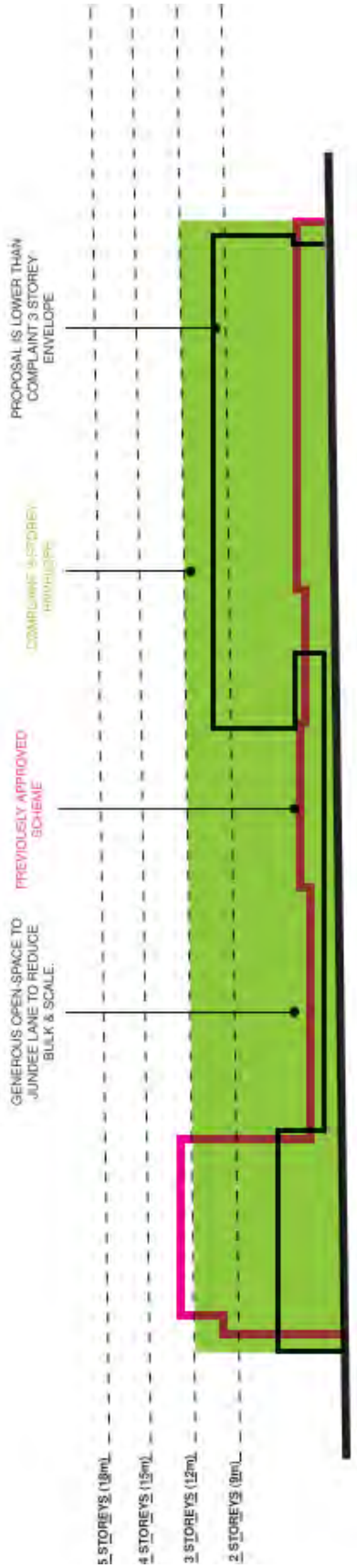
A modified roof form on the upper floor of the East Wing building has resulted in a reduction in building height by approximately 1m.

The effects of the building mass are further mitigated by the highly articulated elevations and landscaping on both buildings.

The diagrams below indicate the relationship between the proposed amended building heights the subject of this application; the height of the previously approved scheme and the height limits reflected in the local planning framework.



22. Height of Proposed Scheme Along Thundelarra Drive



23. Height of Proposed Scheme Along Jundee Lane

On balance, it is considered the proposed scale and massing of development as indicated on the amended plans is sympathetic with and successfully negotiates between the existing built form and the intended future character of the area.

State Planning Policy 7.3 - Residential Design Codes Volume 2 – Apartments (SPP7.3)

The purpose of SPP7.3 is to provide comprehensive guidance and controls for the development of multiple dwellings (apartments) in areas coded R40 and above, within mixed use development and in activity centres. SPP7.3 came into effect on 24 May 2019.

This report discusses only those areas where the original plans were not regarded to comply with the Element Objectives, to which the amended plans have sought to respond. Specifically, Building Height, Plot Ratio and Car Parking. As such, it can be taken that the amended plans comply in respect to all other Element Objectives of SPP7.3.

2.2 Building Height:

As the Golden Bay LDP does not control maximum building height, the default provisions of the Primary Controls Table of SPP7.3 (Table 2.1) apply, which specify a maximum building height of three storeys on the subject land.

The Acceptable Outcome for building height under the R60 zoning is three storeys. The amended plans seeks approval for two buildings, comprising three storeys (10.3m) and five storeys (16.1m).

An assessment against the Element Objective 2.2.1 relating to building height is provided below:

Building Height - Element Objective O2.2.1 The height of development responds to the desired future scale and character of the street and local area, including existing buildings that are unlikely to change
Applicant's Comments: • The desired scale and character of the area, as established in the Golden Bay Detailed Area Plan, is a "main street-based Activity Centre which provides a context for higher-density living that capitalises on proximity to local services. • The site is directly opposite the Village Centre (which is currently under construction) so it makes sense to concentrate height here as it will establish the Village Centre and foster community. • There are several other lots within the DAP zoned for R40 and R60 (Lots 621, 263, 265, 8005 and 8006) which will see 2, 3 and potentially 4 storey developments, which will relate to the height of our proposal. • Table 2.2 establishes indicative overall building heights for various storeys; 2 storeys (9m), 3 storeys (12m) and 4 storeys (15m). Design WA acknowledges these heights are "provided as a conservative baseline and [that] higher building height limits may be appropriate". The effective height of the proposed East Wing is 13.105m which is only ~1m above the prescribed 3-storey envelope. The effective height of the proposed West Wing is 9.805m which is ~2m lower than the prescribed 3-storey envelope. Coupled with the ~1,000sqm of communal open space, the proposed *nett* building height is *under the* 3-storey envelope.

- The expert Design Review Panel reviewed the proposal and provided advice to the city that the "balance of height and scale is right", and it is therefore supportable. Furthermore, there was an Alternate Recommendation put forward at the JDAP meeting to *approve* the application as it was considered that the "design principles & objectives outlined in [Design WA] have been resolved in an intelligent, creative and elegant way".
- Notwithstanding the support, the applicant has taken it upon themselves to reduce both the *perceived* and *actual* height of the project by ~12% to more closely align with the city's and community's expectation. Changes include:
- East Wing (Thundelarra Drive) upper floor setbacks increased so building appears as a 4 storey;
- East Wing(Thundelarra Drive) parapet height reduced;
- West Wing (Jundee Lane) level 3 removed;
- West Wing (Jundee Lane) parapet height reduced.

The changes of the above present an appropriate, gentle gradation of heights. The lower West Wing responds to the proposed single and two-storey residences along Jundee Lane whilst the taller East Wing establishes the "main street" and responds to the future Village Centre and neighbouring R40 & R 60 lots.

City Comments:

The amended plans are considered to respond to the existing and intended future character of the street and local area given the context of the site as it forms part of a future 'Main Street' based neighbourhood centre and adjoins medium density residential to the south-west, west and north, as:

- The height of the West Wing building is reduced to 3 storeys, which is now compliant with the maximum building height specified in the local planning framework;
- The reduced height of the West Wing building now provides an appropriate graduation in building height across the site.
- Built form is appropriately massed across the site, with the higher elements fronting the neighbourhood centre 'Main Street' (Thundelarra Drive), and building height reducing to 3 storeys at the western boundary. This is considered to be an appropriate interface with the future 'Main Street' to the east and the residential zoned land west of Jundee Lane.
- The upper floor of the East Wing building is set back on all sides from the floors below with the intention to mitigate the appearance of bulk and scale and present the building as a four storey building when viewed from the street. Four storeys is consistent with the height of the previous building approved on the site by the JDAP.

The amended plans are also considered compliant with the other Element Objectives for building height as follows:

Building Height - Element Objective O2.2.2

The height of the buildings within a development responds to changes in topography

City Comments:

The East Wing building has floor levels stepping internally to manage the 1m change in site levels across the site. Objective satisfied.

Building Height - Element Objective O2.2.3
Development incorporates articulated roof design and /or roof top communal open space where appropriate
City Comments: Services such as air condition units and antenna on top of the roof of the West Wing will be screened so as not to be visible from the East Wing which overlooks the West Wing building. On the East Wing building services will be set back from the edge of the roof parapet so as not to be seen at the pedestrian level. This can be managed through a condition, in the event approval is granted. Objective satisfied.
Building Height - Element Objective O2.2.4
"The height of development recognises the need for daylight and solar access to adjoining development, communal open space and in some cases, public spaces"
City Comments: The amended plans reduce the extent of shadow cast on: • the adjoining child care centre site to the south from 28% to 25%; and • Residential land to the south-west from 17% to 15%. Given the nature of the land being overshadowed, this is considered within acceptable limits, maintaining the amenity of the surrounding land.

2.5 Plot Ratio

Plot ratio is defined as the ratio of the gross area of buildings on a development site to the area of land in the site boundaries.

The Golden Bay LDP designates the site as R60. The Acceptable Outcome for Plot Ratio under the R60 zoning is 0.8. The amended plans propose a Plot ratio of 1.7.

An assessment against the Element Objective relating to plot ratio is provided below:

Plot Ratio - Element Objective O2.5.1
The overall bulk and scale of development is appropriate for the existing or planned character of the area
Applicant's Comments: • The desired scale and character of the area, as established in the Golden Bay Detailed Area Plan, is a "main street-based Activity Centre [which] provides a context for higher-density living that capitalises on proximity to local services. • The site is directly opposite the Village Centre (which is currently under construction) so it makes sense to concentrate bulk & scale here as it will support the Village Centre and foster community. • There are several other lots within the OAP zoned for R40 and R60 (Lots 621, 263, 265, 8005 & 8006) which will see 2, 3 & potentially 4 storey developments, which will realise developments of similar bulk & scale. • Table 2.1 & the Golden Bay Detailed Area Plan establish various setbacks for the site. We propose nil setback to the main street in accordance with the permitted "mandatory active street frontage/Om setback". We proposed varied side setbacks ranging from nil - ~21m. We proposed varied rear setbacks ranging from nil - ~21m. The nett effect is that 60% of the proposal *exceeds* the side setback and 77% *exceeds* the rear setback. The varied setbacks respond to the site, solar access and neighbouring buildings, and were supported by the expert Design Review Panel.

- The DRP also provided advice to the city that the "balance of height and scale is right" and "density is positive", and it is therefore supportable. Furthermore, there was an Alternate Recommendation put forward at the JDAP meeting to *approve* the application as it was considered that the "design principles & objectives outlined in [Design WA**]** have been resolved in an intelligent, creative and elegant way".
- Notwithstanding the support, the applicant has taken it upon themselves to reduce the bulk and scale of the development to more closely align with the city's and community's expectation. Changes include:
  - Residential Plot Ratio reduced from 2.16 to 1.71;
  - Number of apartments (incl. convertible units) reduced from 101 to 89.
- Design WA states that "local governments may make variations to plot ratio [...], to suit the local context and intended development outcome. Given the "higher-density" objectives of the Detailed Area Plan and the generous amount of community 'give-backs', it is appropriate for the City to permit this variation.
- Furthermore, Residential Plot Ratio typically deals with multi-residential, strata'd developments and not 'Independent Living'. It is reasonable to assume that an 'Independent Living' proposal would be much less dense than an equivalent multi-residential development. We politely ask that this is considered when assessing the Plot Ratio variation.

City Comments:

The Acceptable Outcome sets a default Plot Ratio limit of 0.8 (2,745m²), based on the R60 coding of the site, whereas a Plot Ratio of 1.71 (5,872m²) is proposed.

Planning guidance for this element suggests testing the desired built form outcome against the Plot Ratio to ensure it is coordinated with the building envelope, height, depth, setbacks and other site requirements (PG2.5.1).

The amended plans reduce Plot ratio from 2.16 to 1.71, however still exceed 0.8 which is the default Plot Ratio for R60 development.

While not wholly contained within the building envelope, the amended plans have deployed the built form across the site in an appropriate manner resulting in what is considered as generally acceptable height of the West Wing and East Wing buildings.

Unlike the original plans, the reduced scale of the amended plans satisfy the objectives for 2.2 'Building height' and 3.9 'Car and Bicycle Parking'.

Consequently, on balance, it is considered that the overall bulk and scale of development is appropriate for the existing or planned character of the area.

3.9 Car and Bicycle Parking

As demonstrated in the Legislation section of the Report, the development fails to comply with the minimum on-site car parking required under Town Planning Scheme No.2.

An assessment against the Element Objectives relating to car and bicycle parking is therefore provided below:

Element Objective		City's Comments
O 3.9.1	Parking and facilities are provided for cyclists and other modes of transport	Parking has been provided for different modes of transport, and as discussed in the Legislation section of this report, is considered adequate.

O 3.9.2	Car parking provision is appropriate to the location, with reduced provision possible in areas that are highly walkable and/or have good public transport or cycle networks and/or are close to employment centres	The site is located within an undeveloped neighbourhood centre and given the specificity of the land use it is accepted that many residents will be retired and not require access to employment opportunities. It should be noted that the site is not located within the walkable catchment of a high frequency bus route. As discussed in the Legislation section of this report the quantum and manner of the parking provided is considered to be adequate.
O 3.9.3	Car parking is designed to be safe and accessible	The carpark design is considered safe. As discussed in the Legislation section of this report, the amended plans provide adequate car parking for the various uses proposed. To effectively manage the use of the car bays, a Parking Control and Management Plan is recommended as a condition, in the event approval is granted. It is also highlighted that the car parking bays under the West Wing building have not been designed to comply with AS2890.5, as they are not set back sufficiently from Jundee Lane. A condition is recommended to address this in the event approval is granted.
O 3.9.4	The design and location of car parking minimises negative visual and environmental impacts on amenity and the streetscape	The carpark is located within a basement level and accessed from a secondary street.

Based on the above, it is concluded that the development complies with the Element Objectives for Car and Bicycle Parking.

Design Review

As discussed earlier, the original plans were presented to the City's Design Review Panel (DRP) on 30 May 2019. The DRP meeting notes are attached to this report.

In the time available, it has not been possible to refer the amended plans back to the DRP for review, however, it is noted the DRP considered the design outcome of the original development overall to be positive but that the articulation of context and character in documentation was weak.

In response, the applicant has provided the following images to demonstrate how the East Wing building sits within the site's context:



24. Building Context View North on Thundelarra Drive (Amended)

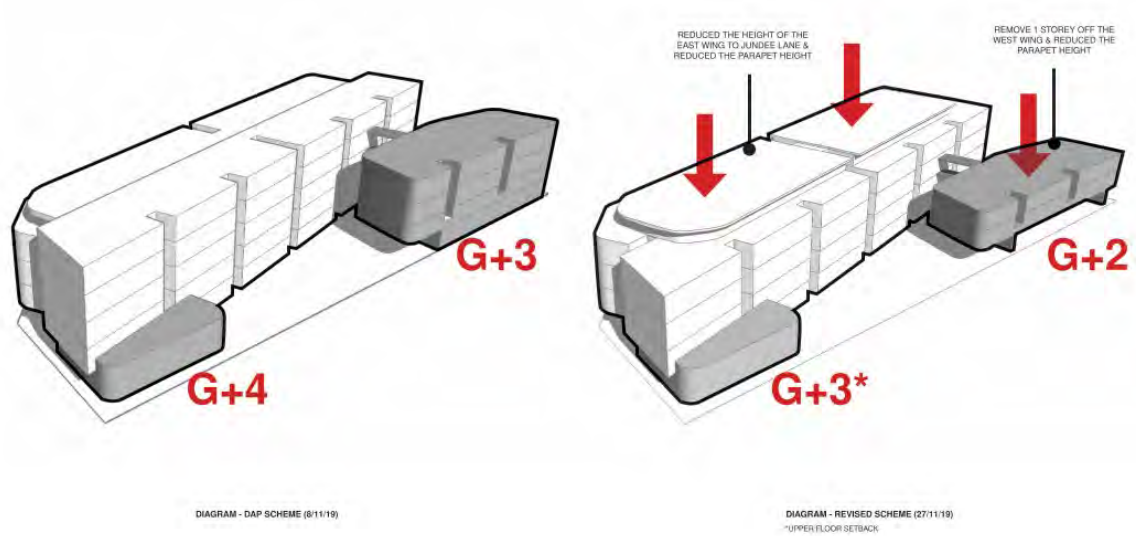


25. Building Context View West from Shopping Centre (Amended)



26. Building Context View North-west from Shopping Centre (Amended)

The following images indicate how the plans have been amended to respond to the site context and the character of the area:



27. Architectural Changes Post JDAP





28. Architectural Changes - View of "West Wing" from the South-West (from Jundee Lane)





29. Architectural Changes - View of "East Wing" from the North (from Thundelarra/ Carlindie Intersection)



30. Architectural Changes - View of "East Wing" from the North-West (Cnr Carlindie/Jundee)



31. Architectural Changes - Communal Open Space

Local Policies

Planning Policy 3.1.2 Local Commercial Strategy (PP3.1.2)

The subject site is located within the area identified as 'Golden Bay East' under PP3.1.2.

The Golden Bay East Neighbourhood Centre has a recommended retail floor space Nett Lettable Area (NLA) of 3,540m² under PP3.1.2. The development application for the Golden Bay Village Centre was approved in June 2016 and included retail NLA of 2,795m².

The commercial (retail) component of the development will have a NLA of 128m² and which complies with PP3.1.2.

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.

Bicycling Parking

The bicycle parking requirement is shown in the below table:

Land Use	Required			
	Short Term		Long Term	
	Rate	Number	Rate	Number
Multiple dwellings*	Visitors 1 space/10 dwellings	8.9	Residents 0.5 space/ dwelling	44.5
Shop	0.3 space/100m² NLA	128m²NLA 0.38	0.12 spaces /100m² NLA	0.15
Food and drink premises (Café)	0.1 spaces/ 5 seats (50 seats)	1	0.1 space / staff	0.2
Total Required		**11**		**45**
Total Provided		**15**		**45**
* As per R Codes				

56 Bicycle spaces are required in terms of PP3.3.14 and 60 have been provided, including 9 bicycle spaces for visitors and 6 spaces for commercial staff located beneath the West Wing building, adjacent the building frontage and road reserves.

45 bicycle spaces are provided for residents within the building basement. Of the bays provided in the basement, 24 bicycle spaces are wall mounted units positioned at the end of car parking bays, which may be difficult to access when vehicles are parked in their dedicated car bays. Notwithstanding, there is scope for residents to park their bicycles within the store rooms dedicated to their apartment. As such, the City considers bicycle parking for the development as a whole to be acceptable.

Consultation

Public Consultation

The amended plans and additional information have not been subject to further community consultation, as:

- the original application was previously advertised for public comment;
- the issues raised in the submissions received were given due regard in the lead up to Council and JDAP considerations of the matter;
- the timeframe required for the City to provide a revised RAR to the JDAP has precluded advertising; and

- the amended plans involve a reduction in the height and scale of development.

Notwithstanding, should the JDAP form a view on the matter, then it has the ability to require the application to be advertised for public comment prior to determination.

Planning Assessment

The amended plans provided reduce the scale of the proposed development by 12%, compared to that of the original application considered by the JDAP.

Through reducing the West Wing building from 4 to 3 storeys in height (10.3m), the proposed building generally complies with the planning framework and relates well to the residential zoned land west of Jundee Lane.

The East Wing building, while still exceeding 3 storey building height, has been designed to reduce the perceived scale when viewed from the surrounding streets. Given that a four storey building has previously been approved (for which the development approval is still current) on the eastern portion of the subject land in the same location as the East Wing building, the proposed amended plans (showing a setback upper floor) are considered generally compliant and worthy of Development Approval.

Furthermore, it is noted that the balance of building scale and height were considered contextually appropriate by the City's DRP.

The City’s concerns in respect to the car parking provided on the original plans are resolved, and the extent of parking provided on the amended plans is considered appropriate for this development.

Council Recommendation

The application was referred to the 28th January 2020 Ordinary Council Meeting, where the officer’s recommendation to support the development was adopted by the Council.

Conclusion

It is recommended that the application be conditionally approved.

Government of **Western Australia**
Development Assessment Panels

Form 1 – Responsible Authority Report

(Regulation 12)

Property Location:	Lot 636 Thundelarra Drive, Golden Bay
Development Description:	Mixed Use Development comprising 101 Independent Living Apartments, Café, Retail, Community Shared Spaces, Residential Amenities and associated Parking
DAP Name:	Metro South-West JDAP
Applicant:	The Klopper Family Trust & The Davis Family Trust
Owner:	636 Golden Bay Pty Ltd
Value of Development:	$15.5m
LG Reference:	DD020.2019.193.1
Responsible Authority:	City of Rockingham
Authorising Officer:	Bob Jeans, Director Planning & Development Services
DAP File No:	DAP/19/01646
Report Due Date:	22nd October 2019
Application Received Date:	5th August 2019
Application Process Days:	
Attachment(s):	1. SPP7.3 Assessment 2. Design Review Panel Meeting Notes 3. Cover Letter 4. Development Application Report 5. Architectural Drawings 6. Area Schedule 7. Conceptual Renders 8. Landscape Report 9. Waste Management Plan 10. Traffic Impact Statement and Parking Control Management Plan 11. Stormwater Management Plan 12. Acoustic Report 13. Swept Path analysis 14. Schedule of Submissions

Officer Recommendation:

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

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

- Location Plan, Drawing No.A102, Rev K dated 17/09/19;
- Site Plan, Drawing No.A103, Rev K dated 17/09/19;
- Basement Floor Plan, Drawing No.A104, Rev K dated 17/09/19;
- Ground Floor Plan, Drawing No.A105, Rev K dated 17/09/19;
- First Floor Plan, Drawing No.A106, Rev K dated 17/09/19;
- Second Floor Plan, Drawing No.A107, Rev K dated 17/09/19;
- Third Floor Plan, Drawing No.A108, Rev K dated 17/09/19;
- Fourth Floor Plan, Drawing No.A109, Rev K dated 17/09/19;
- Roof Plan, Drawing No.A110, Rev K dated 17/09/19;
- Apartment Plans (1 Bed), Drawing No.A111, Rev K dated 17/09/19;
- Apartment Plans (2 Bed), Drawing No.A112, Rev K dated 17/09/19;

- Apartment Plans (3 Bed), Drawing No.A113, Rev K dated 17/09/19;
- Elevations, Drawing No.A201, Rev K dated 17/09/19;
- Elevations, Drawing No.A202, Rev K dated 17/09/19;
- Sections, Drawing No.A301 Rev K dated 17/09/19; and
- Sections, Drawing No.A302 Rev K dated 17/09/19;

in accordance with Clause 68 of the *Planning and Development (Local Planning Schemes) Regulations 2015* and the provisions of the Metropolitan Region Scheme and Clause 68(2)(c) of the deemed provisions of the City of Rockingham Town Planning Scheme No.2, for the following reasons:

Reasons

1. The proposal results in an inappropriate scale of development given its location in proximity to the Golden Bay Neighbourhood Centre and the surrounding residential land. As such, the development is not considered to positively contribute to the amenity of the locality as required by Clause 4.6.2 of City of Rockingham Town Planning Scheme No.2.

2. The development fails to respond to and enhance the distinctive characteristics of the local area, as required by Design Principle 1 of State Planning Policy 7.0 Design of the Built Environment.

3. The development is not of a massing and height appropriate to its setting and it fails to successfully negotiate between existing built form and the intended future character of the local area, as required by Design Principle 3 of State Planning Policy 7.0 Design of the Built Environment.

4. The development fails to provide sufficient car parking on site for the proposed range of uses.

Details: outline of development application

Zoning	MRS:	Urban
	TPS:	Development
	LSP:	Commercial (Golden Bay Structure Plan)
Use Class:		Commercial and Multiple Dwellings
Strategy Policy:		State Planning Policy 7.0 - Design of the Built Environment State Planning Policy 7.3 - Residential Design Codes Volume 2 State Planning Policy 4.2- Activity Centres for Perth and Peel Planning Policy 3.2.1 - 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:		3,432m²
Existing Land Use:		Vacant land

The development application comprises of the following:

- A five storey building fronting Thundelarra Drive, including:
  - At ground level:
    - Café (residents dinning room);
    - Village manager office & reception area;
    - Residents hall (110m²);
    - Residents theatre (63m²);
    - Residents Meeting Room Spaces (60m²);
    - 2 Retail tenancies (140m²);
    - 9 ground floor apartments (including 4 capable of conversion to commercial use in the future);
    - 2 residential entries from the street;
  - 77 multiple dwellings in levels 2-5;

- A basement level including:
  - Vehicle access from Jundee Lane;
  - 86 residential car bays (including 11 tandem bays);
  - 12 commercial car bays (including 3 tandem bays);
  - 15 motorcycle bays;
  - Nil dedicated residential visitor bays. 7 Commercial car bays are proposed to provide for 'after hour' residential visitor parking;
  - 38 Residential bicycle parking spaces;
  - 55 Residential store rooms.
- A four storey building adjoining Jundee Lane, including:
  - At ground level:
    - 30 Residential store rooms, bin store, plant room, showers & change rooms;
    - Swimming pool;
    - Residents & community gym (55m²);
  - 15 multiple dwellings in levels 2-4.
- Landscaped communal open space.

The following supplementary reports were received:

- Design Statement;
- Traffic impact Statement;
- Waste Management Plan;
- Sustainable Design Report;
- Stormwater Management Plan;
- Acoustic Report;
- Independent Living Business Model Statement; and
- Parking Control and Management Plan.

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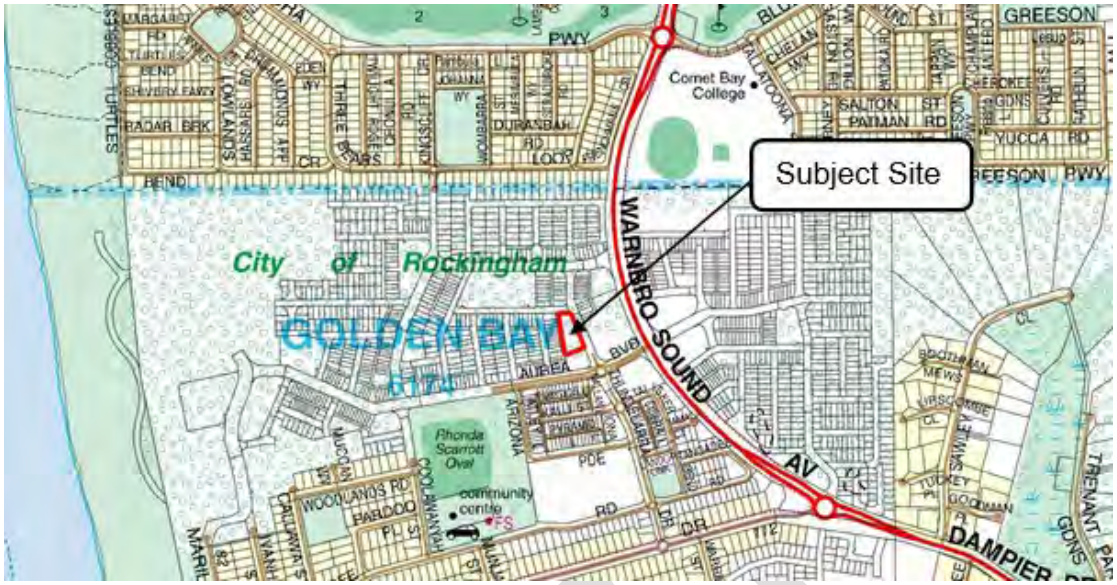


1. Locality Map



2. Aerial Photo

Background:

On 6th October 2016, the Metro South-West JDAP approved a Mixed Use Development on Lot 636 Thundelarra Drive (the subject land), Golden Bay.

The proposal involved:

- 58 Multiple dwellings in a four storey building fronting Thundelarra Drive;
- 2 Ground floor commercial tenancies; and

- 119 at-grade car parking spaces to the rear of the building, adjoining Jundee Lane.

History





3. Existing Approved Development - Concepts

On 19 September 2018, the City granted a 2 year time extension to the Development Approval.

On 24 May 2019, the planning framework changed with the introduction of SPP7.3 Residential Design Codes Volume 2- Apartments (SPP7.3). While it is acknowledged that an existing development approval is in place on the land which can be enacted

upon, the change in the planning framework requires the current application to be assessed on merit in relation to the new planning framework established under SPP7.3.

On the 30th May 2019 the City's Design Review Panel considered the proposal.

Site and Locality

The subject site is flat vacant land with the ”main street” of Thundelarra Drive adjoining to the east, Carlindie Parkway to the north and Jundee Lane to the west.

The southern boundary of the site adjoins Lot 716 Thundelarra Drive, which is also vacant land over which development approval has been granted for a child care centre.

Across Thundelarra Drive to the east is Lot 622 Thundelarra Drive, the site of a future supermarket based “main street” shopping centre. Construction of the shopping centre has commenced with the erection of structural steelwork, however, work has since ceased and shopping centre sits uncompleted.

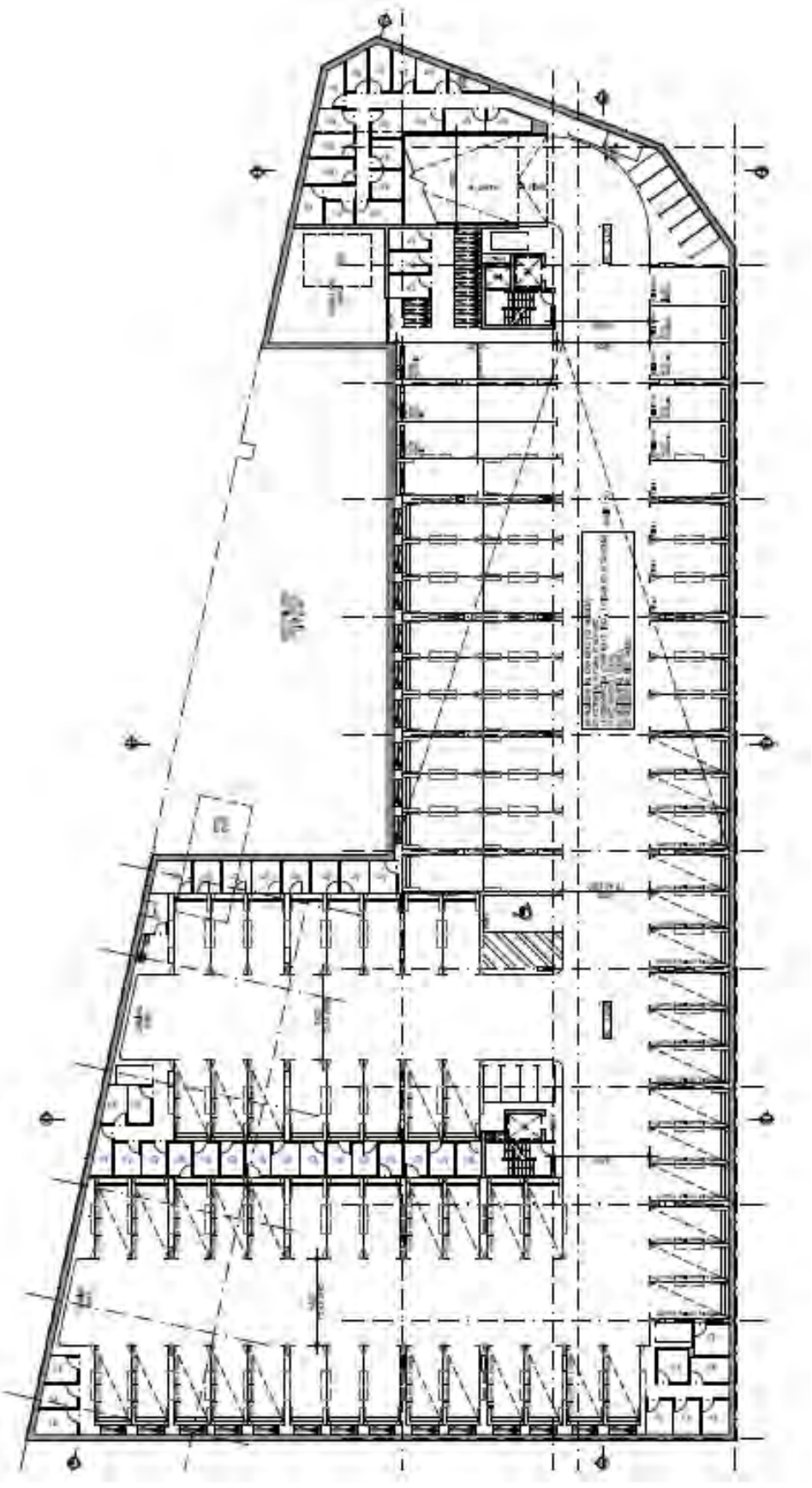
The surrounding land generally north and west of the site is zoned for residential development, and predominantly comprises of single level dwellings on those lots that have been developed.

While some two storey residential development is occurring on land to the west of Jundee Lane and north of the shopping centre, the predominant scale of building form is single level.

DRAFT


CARCHARLIE PARKWAY
ON-STREET PARKING
SECURE ENTRY
LOADING
ENTRY 1
EAST WING (LOWER)
JUNDEE LANE
PROPOSED INDEPENDENT LIVING DEVELOPMENT
2 VISITORS BAY
THUNDELARRA DRIVE
ON-STREET PARKING
EAST WING (UPPER)
WEST WING
JUNDEE LANE
2 VISITORS BAY
ON-STREET PARKING
CARPARK
OUTDOOR PLAYSCAPE
FUTURE CHILDCARE CENTRE
ENTRY TO SUPER MARKET & RETAIL STORES

4. Site Plan



5. Basement Floor Plan



6. Ground Floor Plan



7. First Floor Plan



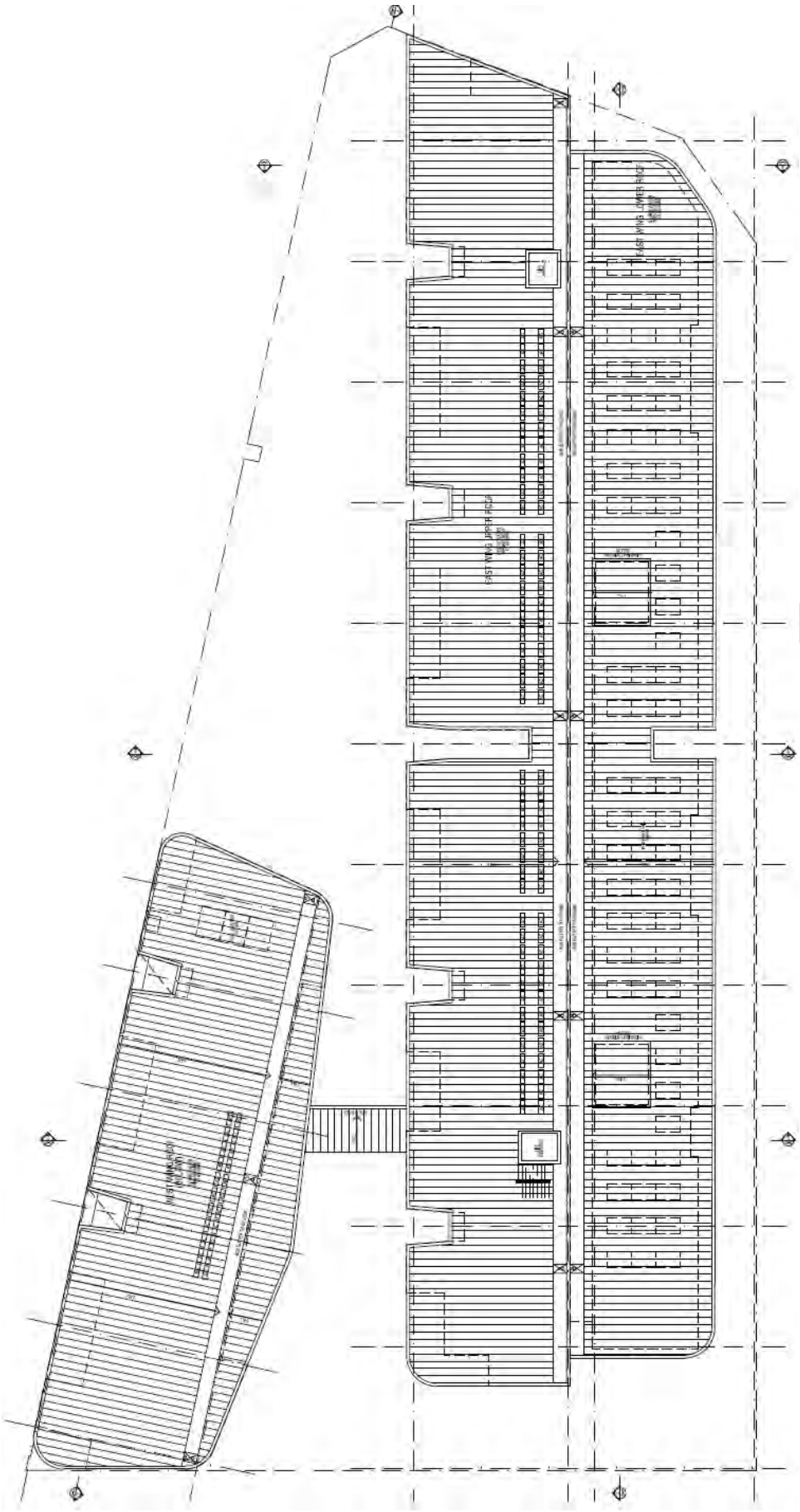
8. Second Floor Plan



9. Third Floor Plan



10. Fourth Floor Plan



11. Roof Plan



12. Apartment Plans (1 Bed)



13. Apartment Plans (2 Bed)



14. Apartment Plans (3 Bed)



15. Revised Apartment Plans



16. "East Wing" Thundelarra Drive (Eastern) Elevation



17. East Wing Building (Western) Elevation



18. "East Wing" Building Carlindie Parkway (North) Elevation



19. South Elevation



20. "West Wing" Jundee Lane (Western) Elevation



21. Concept Image - View of "West Wing" from the South-West (from Jundee Lane)



22. Concept Image - View of "East Wing" from the North (from Thundelarra/ Carlindie Intersection)



23. Concept Image - View of "East Wing" from the South-East (on Thundelarra Drive)



24. Concept Image - View of "East Wing" from the North-West (Cnr Carlindie/Jundee)



25. Concept Image - View from the West (Jundee Lane)



26. Concept Image - Communal Open Space

Legislation and Policy:

Legislation

Planning and Development (Local Planning Schemes) Regulations 2015

Clause 27 - Effect of a Structure Plan

A decision-maker for an application for development approval in an area that is covered by a structure plan is to have due regard to, but is not bound by, the structure plan when deciding the application.

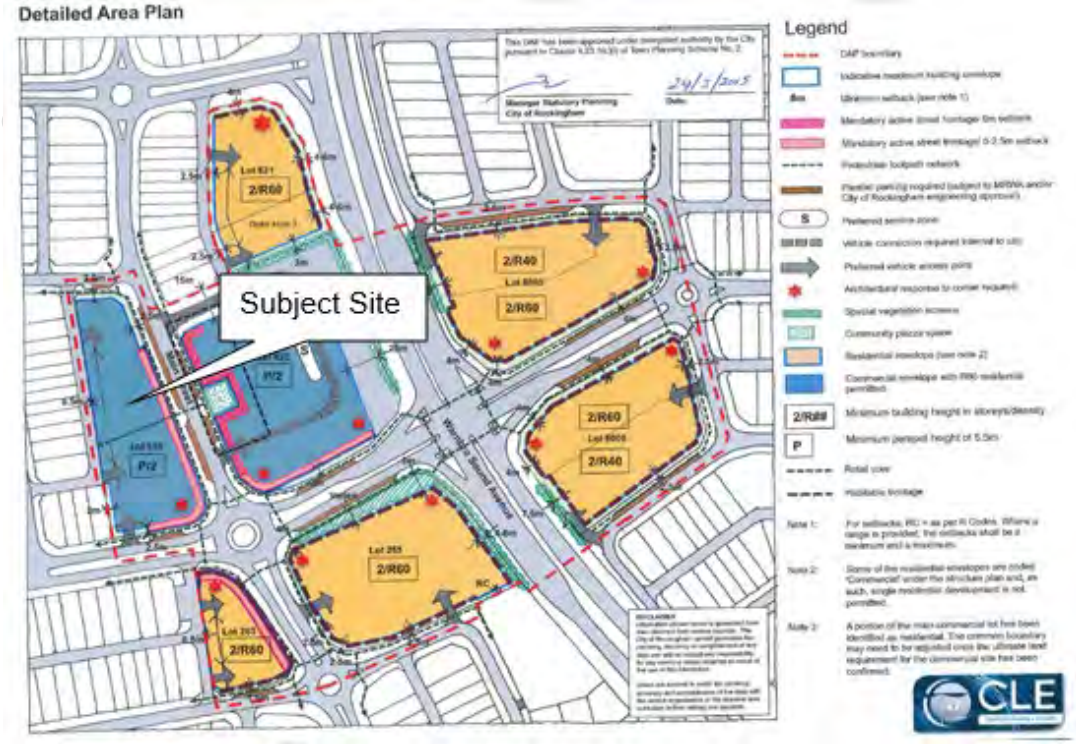
The subject lot is covered by the Golden Bay Local Structure Plan (LSP) which was adopted by Council in May 2012. The LSP imposes a Commercial zoning on the land and identifies it as located within a Neighbourhood Centre Precinct. The following annotations on the LSP are applicable to the subject site:

- "The Neighbourhood Centre Precinct is a main street based centre and is subject to the preparation of a Detailed Area Plan.
- Where residential uses are proposed in the Neighbourhood Centre Precinct an R60 density code shall apply"

With regard to these annotations, it is noted that the development proposes a density far greater than the R60 identified on the LSP. This matter discussed in detail in the relevant sections of this Report. Commentary on the requisite Detailed Area Plan (now referred to as a Local Development Plan), is provided below.

Golden Bay Neighbourhood Centre Local Development Plan

As noted on the LSP the preparation and approval of a Local Development Plan (LDP) for the Neighbourhood Centre was required. The Golden Bay Neighbourhood Centre LDP was approved by the City in March 2015. An assessment of the requirements of the LDP is provided below:



27. Golden Bay Neighbourhood Centre Local Development Plan

LDP Requirements	Planning Comments	Compliance
Objective		
The objectives of the LDP are to: • Establish a Main Street based Neighbourhood Activity Centre of a scale that is appropriate to its role as a focal point of a residential community and its role in the retail hierarchy of the region. • Provide a context for higher-density residential development that capitalises or proximity to local services.	The development proposes retail tenancies, and convertible apartments on the ground floor with minimal (nil to 2m) setbacks to Thundelarra Drive. All ground floor tenancies provide, or are capable of providing active commercial frontage to Thundelarra Drive. Substantial glazing; a continuous awning and on street parking will combine to present a 'Main Street', opposite the proposed commercial development on the eastern side of Thundelarra Drive. It is, however, highlighted that as discussed later in this Report, the building form is not of an appropriate scale for a Neighbourhood Centre in this location.	No
Structure		
Thundelarra Drive is deemed to be a 'Main Street' for the Neighbourhood Activity Centre.	The building fronting Thundelarra Drive is substantially glazed, well articulated and generally built up to the boundary. These elements give the road a 'Main Street' appearance.	Yes
Street Interface		
All buildings must provide passive surveillance of adjacent street reserves.	Major openings to habitable spaces provide passive surveillance to all street reserves.	Yes
Where active frontage is required, it must incorporate a canopy with continuous coverage of a minimum depth of 2.5m or to within 600mm of the back of the kerb where the verge is too narrow to	A continuous canopy 2m deep is proposed along the full length of Thundelarra Drive, up to 300mm of the back of kerb.	Yes

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accommodate a full-depth canopy and extend across the entire street frontage.		
The street setback for multiple dwellings may be reduced to 0m in the case of mixed use development, and also for residential building elements that provide architectural interest and where the reduction in the minimum setback does not compromise the amenity of residents.	The multiple dwellings are generally set back 0m from the street boundary on levels 1 to 4. The 5th level on the East Wing building is recessed back 3.8m from the street boundary.	Yes
Delivery, loading and storage areas are to be located and screened to minimise the visual impact of the public domain.	Delivery, loading and storage areas are located beneath and to the rear of the development, and are screened from the public domain.	Yes
Street elevations must be designed to create visual interest through building form, articulation of walls and openings, architectural features, texture and colour, with particular emphasis on the ground level.	The building elevations provide articulation of walls and openings as well as a variety of architectural features, textures and colour.	Yes
Non-active portions of wall must be articulated by means of form, colour and texture to provide visual interest.	The proposed non-active walls consist of different colours and materials that will create visual interest.	Yes
Landscape		
Landscape materials use for the footpath must be continued across driveways to maintain the visual continuity of the pedestrian network and aid pedestrian legibility.	A landscape condition is recommended should the application be approved.	Yes
Street trees must be provided at a minimum rate of 1 tree per 14m on both sides of the streets within the DAP area.	Five street trees are proposed, which is sufficient considering road reserve width and proposed on street	Yes

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	parking.	
Robustness		
The ground floor of all buildings in the Commercial area must be designed with a minimum floor-to-floor height of 3.2m to enable commercial use even if used for interim residential use.	The proposed building achieves a minimum floor-to-floor height of 3.257m.	Yes
The ground level of all buildings in the Commercial area must be designed for disabled access regardless of the initial use.	All tenancies on the ground floor fronting Thundelarra Drive appear capable of being designed for disabled access. A condition is recommended to be applied should the application be approved.	Yes
Fencing		
Any fencing to the primary or secondary street frontage must be restricted to residential use only; be no more than 1.8m high and must be at least 50% visually permeable from 0.9m above the ground level. Solid portions of the fencing must be masonry construction. Colourbond fencing is not permitted within any street setback area.	The fencing provided to Thundelarra Drive and Jundee Lane is at least 50% visually permeable above a low level masonry wall.	Yes
Miscellaneous Requirements		
An active frontage must incorporate shopfronts (to retail, office or other commercial uses) with a minimum of 66% of the ground floor street frontage as transparent glazing. Any tenancy with an active frontage must address the primary pedestrian access to that street.	All ground floor tenancies fronting onto Thundelarra Drive (including convertible apartments) incorporate active frontages with transparent glazing up to 64% of the street frontage. In addition, the two entries from Thundelarra Drive have full height transparent glazing. Allowing for this, 77% of the ground floor frontage comprises of transparent glazing.	Yes

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An architectural response to a corner must consist of a prominent feature that provides visual emphasis.	The main entry to the development is provided from the corner of Thundelarra Drive and Carlindie Parkway. An active use in the form of alfresco seating for the café is also located at the corner.	Yes
Residential Density of R60 applies to Commercial Zoned lots	The development proposes a plot ratio of 2.16 which greatly exceeds the allowable 0.8 under the R60 coding. It is essentially equivalent to 294 dwellings per hectare. This results in a building that is out of scale with the character and context of the location. This is discussed in detail elsewhere in the report.	No

Clause 56 - Effect of a Local Development Plan

A decision-maker for an application for development approval in an area that is covered by a local development plan that has been approved by the Local Government must have due regard to, but is not bound by, the local development plan when deciding the application.

Clause 67 - Matters to be considered by Local Government

Clause 67 outlines the matters to which the local government is to give due regard when considered relevant to an application. Where relevant, these are discussed in the Planning Comments section of this report.

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

Zoning Table

The subject land is zoned "Development" under TPS2 and is designated "Commercial" under the Golden Bay LSP.

The TPS2 Zoning Table provides for the proposed uses as follows:

- Multiple Dwellings (D);
- Shop (P); and
- Restaurant (D).

A 'D' use is not permitted unless the Council has exercised discretion by granting Development Approval.

A "P" use is permitted providing it complies with the development standards and requirements of the scheme.

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Clause 4. 6 Commercial Zone

Clause 4.6.1 Objective:
The application proposes a mixed-use 'Main Street' development on a key site within the Golden Bay Neighbourhood Centre, which is considered to be consistent with the objective for the Commercial zone, which states:

"*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 Councils 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:
In considering applications for development approval the decision maker shall ensure that the "*site planning, scale, built form, elevations and landscaping of the development contribute positively to the streetscape, appearance and amenity of the locality*".

The proposed building form, given the well-articulated elevations, materiality and landscaping give rise to a development that contributes positively to the streetscape, appearance, however, as discussed below in this Report, the proposed scale of development is considered excessive given the context of the site in the locality and the prevailing planning framework. To this extent, the proposal is considered to be inconsistent with clause 4.6.2.

Clause 4.6.3 Car Parking:
On-site car parking is required to be provided in accordance with Table No. 2 of TPS2, as follows:

Required		
Commercial Uses		
Shop (Retail - 140m²)	6 bays per 100m² NLA (128m²NLA)	7.6
Restaurant (Café - 50 persons)	1 bay per 4 persons the building is designed to accommodate	12.5
Total Commercial Bays Required		**21 (20.1)**
Residential Use		
Multiple Dwellings (as per R Codes)		
1 bedrooms	0.75 per dwelling	37
2+ bedrooms	1 per dwelling	52
Less allowance for 15 motor cycle bays	-1 car bay per 5 motor cycle bays provided	-3
Total Residential Dwelling bays required		**86**
Residential Visitor Parking		
1 bay per 4 dwellings up to 12 dwellings		3
1 bay per 8 dwellings for the 13th dwelling and above		11
Total Residential visitor parking required		**14**
Total On-site Parking Bays Required		**121 (120.1)**
Provided		
Commercial Bays		
Use	**Number of bays**	

Building manager	1	**1**
On Street Bays	4	**4**
Commercial including universal	11 (3 Tandem)	**11**
Residential	86 (11 tandem)	**75**
Residential Visitors	0	
Total Provided		**91**

There is a shortfall of parking by 30 bays (25%). The parking on-site is proposed to be accommodated in an irregular fashion insofar as:

- Basement carbays are not allocated to individual units;
- Tandem carbays are proposed to be used by differing residential units;
- A portion of the commercial parking is provided in tandem form;
- 11 commercial staff bays are provided in the basement, whereas the commercial visitor demand (21 bays) is proposed to be absorbed by public on-street car bays (4 bays); and
- Residential visitors are required to share bays with commercial staff bays, with any overflow parking required to utilise parking in the public domain.

The applicant has submitted a "Parking and Control Management Plan" in an effort to demonstrate how parking would be managed on-site, however, little certainty is provided in this document that the shortfall in parking is acceptable and that the unique parking arrangement proposed can be appropriately managed.

It should also be noted that there will be an increase in parking demand once the use of the ground floor convertible units changes from residential to commercial.

Scenario	Use	Rate	Number	Total Bays Required
1	Residential	0.75 bays per unit	4 x 0.75	3
2	Shop x 4	6 bays per 100m² NLA	(64x4) 256m² NLA	15.3
3	Office	1 bay per 20m² of NLA	(64x4) 256m² NLA	12.8

As can be seen in the above table, any future change in land use will further exacerbate the parking shortfall on-site.

Additionally, given the uncertainty as to how the public could actually access the recreational facilities provided within this private development, the parking calculation did not take into account the swimming pool, gym or meeting rooms, although the applicant has indicated that these will be open to the public for usage. Should this be the case, the parking deficiency would increase even further.

It is also noted that the carpark has not been designed to comply with AS2890.1 as a turning bay has not been provided. Turning bays are required for a public (i.e. open to residential and commercial visitors) carpark. The requirement to provide a turning bay with result in the loss of another car bay, further exacerbating the parking shortfall.

Based on the above the development fails to provide an appropriate level of parking and it cannot be supported on this basis.

Clause 6.1 - Design Review Panel

Pursuant to Clause 6.1.1, the Council has appointed a Design review Panel (DRP) for the purpose of considering, and advising Council with respect to certain applications. Given the nature of the subject proposal, it was required to be referred to the City's DRP.

The proposal was presented to the DRP on 30 May 2019. The DRP conducted a "Design Quality Evaluation" of the proposal, the outcome of which is recorded in the DRP Meeting Note which is attached to this report.

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

State Government Policies

State Planning Policy 4.2: 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.

Golden Bay is classified as a Neighbourhood Centre pursuant to SPP4.2.

Clause 5.1 - Activity Centre Hierarchy

Golden Bay falls under the "Neighbourhood and Local Centres" hierarchy under the activity centre hierarchy in SPP4.2. These centres require the provision of daily to weekly household shopping and community needs as well as medium density housing at a rate of 25 dwellings per hectare. The proposed development provides high density residential development at a rate consistent with what would be found in a higher-order activity centre (294 dwellings per hectare). The development is therefore inconsistent with the site's designation as a Neighbourhood Centre.

Clause 5.2 - Activity

Commercial and residential growth should be optimised through appropriately-scaled buildings and higher-density development in walkable catchments of centres. As discussed below, in the assessment against State Planning Policy 7.0: Design of the Built Environment, the development is not considered to be appropriately scaled for its location within a designated Neighbourhood Centre.

Clause 5.3 - Movement

Parking facilities are to be located, scaled and designed to avoid visual domination of streets and public space frontages, and to avoid discontinuity of the urban form and maintain pedestrian amenity. The development provides for a main street (Thundelarra Drive), with all parking in the basement car park. The development is also accessible by public transport, consistent with SPP4.2.

Clause 5.4 - Urban Form

This section of SPP4.2 applies to District Centres and higher order centres.

State Planning Policy 7.0: Design of the Built Environment (SPP7.0)

SPP7.0 provides the broad framework for the design of the built environment across Western Australia, and applies to all levels of the planning hierarchy, including the assessment of development applications.

The objectives of this policy seek to provide, *inter alia*, a coordinated strategy of design quality mechanisms to achieve design outcomes that meet government and community expectations, including:

- Design principles - performance based approach to policy;
- Design review - skilled evaluation expertise;
- Design skills - skilled design expertise.

Design Review

The proposed development application was presented to the City's Design Review Panel (DRP) on 30th May 2019. The DRP conducted a "Design Quality Evaluation" of the proposal against the 10 Design Principles outlined in SPP7.0, the outcome of which is recorded in the DRP Meeting Note which is attached to this report.
The DRP considered the design outcome of the development overall to be positive. Key issues noted by the DRP include:

- The articulation of context and character in documentation is weak and more information is required in respect to context and character on the wider location.
- The design, articulation and aesthetics are positive and must be carried through the design process. These elements are considered critical to the Panel's support of the proposal.
- Bedrooms in apartments could benefit from a secondary window, where applicable, to allow for cross ventilation.
- The panel noted the Design WA requirements for a 4m width for living rooms in two bedroom apartments have not been met, but considered the functionality of these apartments won't be comprised by the proposed 3.6m width.
- Consider community engagement sessions and stakeholder engagement with the child care centre and shopping centre.
- The landscaping as shown, is successful and needs to be carefully managed and maintained.
- Management of the permeable boundary to the laneway garden area is important to mitigate possible security issues, however, it is considered that permeability in this location is critical to the success of the development.

The DPR advised that design intent can be supported subject to clarification and resolution of key matters, including:

- Provide more clarity on the business model;
- Clarify the conversion and activation of the ground floor interface;
- Further expand on the public use/relationship with the development;
- Seek clearer guidance on the proposed parking strategy, including how any reciprocal car parking arrangement will work with the adjacent shopping centre;
- Reinforce the importance of the design intent. Maintenance of the materiality and landscape elements throughout the design process are critical to achieving the support of the Panel.

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The applicant responded to the DRP feedback by way of the following amendments:

- Reducing the number of units from 103 to 101
- clarified intent of the commercial car bays to accommodate residential visitor parking 'after hours'
- amended bicycle parking racks to minimise the wall mounted racks behind car bays
- increased the number of commercial parking allocations from 5 to 12 (including 3 Tandem)
- created turning areas at the end of parking aisles
- created a loading bay next to the ramp which could double as an Ambulance bay
- pushed ramp back 6m and created sight lines to the street to improve vehicle safety
- shuffled along entry 1 and Reception to improve alignment with rear café and existing cross over to Thundelarra Drive to facilitate pedestrian connections and views through
- relocated village managers office
- converted two convertible units to Retail floor space
- further refined landscaping with landscape architect
- added secure lockers to end-of-trip facilities
- adjusted landscaping to accommodate light poles to Jundee Lane
- included permanent landscaping by hole-in-the-wall servery
- adjusted apartment types C2 and D2 to improve solar access and views.

Notwithstanding the above revisions, it is noted that the following issues identified by the DRP have not been adequately addressed by the applicant:

- Demonstrating the context and character of the wider location in order to justify the proposed building bulk and scale; and
- Provision of a clear and manageable car parking strategy.

Design Principles

The development application report prepared by the architect provides statements which seek to explain how the proposal addresses the 10 Design Principles outlined in this policy. The City is satisfied that the proposal meets all but two of the 10 principles being:

- Context and Character; and
- Built Form and Scale.

The applicant's design statement and the corresponding DRP and City comments against these two principles are provided in the table below:

SPP 7.0 - Design of the Built Environment		
Applicant's Design Statement	**Design Review Panel Comments**	**City Comment**
Principle 1 Context and Character		
Golden Bay estate is a new coastal community. The site sits close to the Golden Bay Village Centre, a proposed child centre and Carlindie Parkway; a 1.3hA beach themed park which features picnic facilities,	• Design outcome is good. Aspirational 'landmark' development that has the potential to set the tone for	It is acknowledged that Golden Bay is a developing community, however, there is a clear planning framework over the location that has guided existing and will drive

football goals and a half-basketball court. The Golden Bay Neighbourhood Centre Detailed Area Plan outlines several large R40 and R60 residential zones at the corner of Warnbro Sound Avenue & Aurea Boulevard. The remainder of the neighbourhood consists of low density housing. In addition to its public transport connections, an established pedestrian footpath network makes the estate very walkable and user-friendly. The massing of the development was informed by a thorough and systematic site anaylsis process, to maximise natural light, minimise overshadowing, whilst providing an appropriate level of development on the main street. We note there are 4 other sites in close proximity which are also zoned Multi-Residential under the DAP so we have designed our building with regards to the future context of the area. It should be noted that the outcome of the DRP, was that "the development is considered to be of an excellent standard and 'of this place'".	development within surrounding locations. • Articulation of contextual and character analysis in documentation is weak and more information is required in respect to the context and character on the wider location. • Density is positive and the stepping back of the building is successful. • Consider opportunity to align retail and community amenity with adjacent shopping centre to Main Street offering. • Elevations and scale are good. • Overall, the development is considered to be of an excellent standard and "of this place".	future built form. The scale proposed by this development is not contemplated under the planning framework, which envisages a maximum three storey building. It is therefore considered that a building of this scale is not contextually appropriate for the area. Given the differential in building height between this development and existing/proposed in the area, is considered that this development does not have the ability to integrate into its landscape/townscape setting and it will not respond sympathetically to local building forms and patterns of development. It is considered that this development does not respond positively to the intended future character of an area.
Principle 3 Built Form and Scale		
As the site slopes, the maximum height of the East Wing along Thundelarra Drive is 14.024m (to the North) and 13.105m (to the South) not including the upper storey which is setback. The maximum height of the East Wing along Jundee Lane is 17.285m (to the West). The maximum height of the West Wing along Carlindie Parkway is 13.630 m (to the North) and 13.145 (to the South). These heights are above the minimum 2 storeys as prescribed in the Detailed Area Plan (DAP), however, we strongly believe the height is contextually appropriate and in keeping with the objectives of the DAP. Those objectives being: a) Establish a 'main street' based Neighbour Activity Centre of a scale appropriate to its role as a focal point of a residential	• The colour and selection of materials over the two buildings is considered successful. • The degree of articulation and feature brickwork elements are supported and critical to the Panel's support of the design. • The balance of scale and height is right. • Consider applying development approval conditions to ensure the integrity of the architectural and landscape design intent, materials and planting is constructed as presented. • "Build" v "Open Space" relationship must be maintained, i.e. the balance of the mass of the laneway building elevation with the openness of the landscape adjacent is critical.	SPP7.0 indicates that good design ensures that the massing and height of development is appropriate to its setting and successfully negotiates between existing built form and the intended future character of the local area. By seeking significant variations to the height requirements of the planning framework, the development as proposed will have little connection to existing built form or the intended future character of the area. The scale, massing and height of the proposed buildings is not reflective of adjoining buildings or the general pattern of heights in the locality it will therefore fragment the ability

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community and its role in the hierarchy of the region: and b) Provide a context for higher-density residential development that capitalises on proximity to local services. The slightly taller East Wing, capitalises on it's main street frontage, responding to the future scale of the shopping centre, whilst the lower West Wing respects the single-residential terrace housing to it's West. Concentrating development along main roads adjacent shopping centres is highly appropriate and best-practice. Our experience is that elements such as 'height' and 'bulk' don't necessarily negative neighbourhood character. In fact, we believe our development will benefit the community. We'd like to remind the city that any perceived 'over development' is justified by the highly considered architecture and generous amount of communal open space and communal amenities which 'give back' to the community. We'd like to reiterate that the Design Review Panel said "the balance of scale and height is right". **COMPARISON WITH PREVIOUSLY APPROVED SCHEME** The previously approved scheme had a maximum height of 12.514m (to the South). We have setback the fourth floor so the building's effective height on the street is only 13.105m (to the South), which is only ~0.60m taller than the previously approved scheme. The setback storey makes negligible impact to the amenity of the southern neighbour as shown in our over-shadowing diagrams (refer section 'Principle 6 -Amenity'). It should also be noted that the varied heights of the proposed scheme add visual interest along Thundelarra Drive and present a far better architectural outcome		to deliver a coherent local identity for Golden Bay. It is accepted that concentration of height along the main street is appropriate, however, this does not negate the fact that the building is of a scale that is not contextually appropriate for the area. It is not considered necessary to provide a five storey building in order to successfully frame and activated a main street in this location. The provision of on-site communal open space is not considered to be a community benefit and it should not drive concession on building height. **COMPARISON WITH PREVIOUSLY APPROVED SCHEME** The comments regarding the approved development are noted, however, that development was approved prior to the gazettal of SPP7.0. In any case that development proposed a substantially lower plot ratio of 1.19 (in lieu of 0.7 at the time) compared to 2.16 (in lieu of 0.8). Additionally, only one building was proposed, a four storey building adjacent to Thundelarra Drive. This resulted in less building bulk over the site.

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than the previously approved scheme.		

State Planning Policy 7.3 - Residential Design Codes Volume 2 – Apartments (SPP7.3)

The purpose of SPP7.3 is to provide comprehensive guidance and controls for the development of multiple dwellings (apartments) in areas coded R40 and above, within mixed use development and in activity centres. SPP7.3 came into effect on 24 May 2019.

SPP7.3 is an extensive document. The City has undertaken full assessment of the proposal, a summary of which is attached to this report (Attachment 1) for ease of reference. Only areas of the proposal that do not comply with the Element Objectives of SPP7.3 are discussed in this report.

2.2 Building Height

The Golden Bay LDP does not control maximum building height, therefore the default provisions of the Primary Controls Table of SPP7.3 (Table 2.1) have been applied, which specify a maximum building height of three storeys on the subject land.

The Acceptable Outcome for building height under the R60 zoning is three storeys. The proposed development seeks approval for two buildings comprising four storeys (13.6m) and five storeys (17.2m).

An assessment against the Element Objectives relating to building height is provided below:

Element Objective		Applicant's Comments	City's Comments
O 2.2.1	The height of development responds to the desired future scale and character of the street and local area, including existing buildings that are unlikely to change.	The height of the development responds to the desired future scale and character of Golden Bay. The building is situated directly adjacent the Village Centre currently under construction. There are also 5 other sites within the Golden Bay Detailed Area Plan zoned for R40 & R60 Multi-Residential. The objectives of the DAP were to establish a 'main street' based Activity Centre and provide a context for higher density which our proposal achieves. It is important to note that the DRP stated the proposal is to be of "excellent standard" and "of this place". For more information, please refer to	The proposed development does not respond to the existing and intended scale or character of the street and local area, as: • Thundelarra Drive to the east and south of the site comprises of approved 5.5m (parapet Height) building in a Main Street setting; • Development to the west and north of the subject site comprising low rise

Element Objective		Applicant's Comments	City's Comments
		'Principle 3 — Built Form & Scale' in our DA Report.	residential development up to 2 storeys building height. As discussed in the assessment against SPP7.0 the proposed building height is not contextually appropriate for the location.
O 2.2.2	The height of buildings within a development responds to changes in topography.	The site slopes upwards approximately 1.2m from North — South. To accommodate this, the East Wing steps on the ground floor from RL 5.600 to RL 6.200. Due to high ceilings on the ground floor, all the 'stepping' is managed on the ground floor plane with typical datum levels above. This architectural response is both functional and elegant. For more information, please refer to 'Principle 3 — Built Form & Scale' in our DA Report.	The applicant's stepping approach is noted, however, the topography of the site has no bearing on the overall building height proposed.
O 2.2.3	Development incorporates articulated roof design and/or roof top communal open space where appropriate	Our development incorporates articulated roof design. Not only have we split the building into two wings (East and West), the East Wing features two roof planes which adds architectural interest and reduces the apparent bulk and scale. Given the generous amount of communal open space on ground, we did not consider it necessary to provide any on the rooftop. For more information, please refer to 'Principle 3 — Built Form & Scale' in our DA Report.	The upper floor of the East Wing building has been set back so as to attempt to mitigate the impact of height on the street. Notwithstanding this effort to soften the impact of the building height, the development is considered to be of a bulk and scale that is not fitting with the location. The four storey West Wing building is directly opposite what will be predominantly single storey residential.

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Element Objective		Applicant's Comments	City's Comments
			The development provides an abrupt transition to the residential land to the west.
O 2.2.4	The height of development recognises the need for daylight and solar access to adjoining and nearby residential development, communal open space and in some cases, public spaces.	Element Objective 0 2.2.4: Although slightly taller than what was previously approved, we have orientated and articulated our design to maximise the amount of daylight and solar access to the neighbouring childcare centre. As shown in our overshadowing diagrams, the amount of overshadowing is compliant and has very little impact on the amenity of the childcare centre. In fact, most of the shadow falls on childcare centre's roof and carpark. For more information, please refer to Principle 3 — Built Form & Scale' and 'Principle 6 — Amenity' in our DA Report.	Although the building will cast a shadow on the outdoor play area of the approved Child Care Centre directly to the South of the development site, this shadow will only be marginally larger than that of the existing approved building.

Based on the above, it is concluded that the development does not address the Element Objectives for Building Height.

2.5 Plot ratio

The Golden Bay LDP designates the site as R60. The Acceptable Outcome for plot ratio under the R60 zoning is 0.8. The proposed development proposes a plot ratio of 2.16.

An assessment against the Element Objective relating to plot ratio is provided below:

Element Objective		Applicant's Comments	City's Comments
O 2.5.1	The overall bulk and scale of development is appropriate for the existing or planned character of the area.	The overall bulk and scale of the development responds to the desired future scale and character of Golden Bay. The building is situated directly adjacent the Village Centre currently under construction. There are also 5 other sites within the Golden Bay Detailed Area Plan zoned for R40 & R60 Multi-Residential. The objectives of the DAP were to establish a 'main street' based Activity Centre	The Acceptable Outcome sets a Plot ratio limit of 0.8 (2,745m²), based on the R60 coding of the site, whereas a Plot ratio of 2.16 (7,434m²) is proposed. Planning guidance for this element suggests testing the desired built form

		and provide a context for higher density which our proposal achieves. It is important to note, the DRP stated the "balance of scale and height is right". Following our meeting, we also revised the typical floor to include a deep recess and glazing to help split the East Wing into two sub-wings (North & South). The effect of this is to break up the mass towards Thundelarra Drive, allow views through to the parkland beyond and improve cross ventilation to both the corridor and surrounding apartments. For more information, please refer to 'Principle 1 — Context & Character' and Principle 3 — Built Form & Scale' & 'Principle 5 — Sustainability' in our DA Report.	outcome against the plot ratio to ensure it is coordinated with the building envelope, height, depth, setbacks and other site requirements (PG2.5.1). The proposed development does not satisfy objectives of 2.2 Building height or 3.9 Car and bicycle parking. This indicates that the proposal does not fit comfortably within the building envelope, the massing of the buildings is not suitable, and the proposal represents over development of the site. Consequently, it is considered that the overall bulk and scale of development is not appropriate for the existing or planned character of the area.

Based on the above, it is concluded that the development does not address the Element Objective for Plot Ratio.

3.9 Car and Bicycle Parking

As demonstrated in the Legislation section of the Report, the development fails to provide sufficient on-site car parking. An assessment against the Element Objectives relating to car and bicycle parking is provided below:

Element Objective		City's Comments
O 3.9.1	Parking and facilities are provided for cyclists and other modes of transport.	Parking has been provided for different modes of transport, however, as discussed in the Legislation section of this report the quantum and manner of the parking provided is insufficient.

O 3.9.2	Car parking provision is appropriate to the location, with reduced provision possible in areas that are highly walkable and/or have good public transport or cycle networks and/or are close to employment centres.	The site is located within an undeveloped neighbourhood centre and given the specificity of the land use it is accepted that many residents will be retired and not require access to employment opportunities. It should be noted that the site is not located within the walkable catchment of a high frequency bus route. While there may be some scope to relax car parking requirements for this development, as discussed in the Legislation section of this report the quantum and manner of the parking provided is considered to be insufficient.
O 3.9.3	Car parking is designed to be safe and accessible	The carpark design is considered safe. With regard to accessibility, as discussed in the Legislation section of this report, the unique way parking is distributed on site is an issue. The lack of designated visitor bays and the imbalance between commercial staff and visitors is a concern. It is also highlighted that the car park has not been designed to comply with AS2890.1 as it does not provide a turning bay as required for a public (i.e. open to residential and commercial visitors) carpark.
O 3.9.4	The design and location of car parking minimises negative visual and environmental impacts on amenity and the streetscape.	The carpark is located within a basement level and accessed from a secondary street.

Based on the above, it is concluded that the development does not address the Element Objectives for Car and Bicycle Parking.

Local Policies

Planning Policy 3.1.2 Local Commercial Strategy (PP3.1.2)

The subject site is located within the area identified as 'Golden Bay East' under PP3.1.2.

The Golden Bay East Neighbourhood Centre is recommended to have a retail floor space (PLUC5) NLA of 3,540m² under PP3.1.2. The development application for the Golden Bay Village Centre was approved in June 2016 and included retail NLA of 2,795m².

The commercial (retail) component of the development will have a NLA of 128m² and is considered to be acceptable in terms of PP3.1.2.

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.

Land Use	Required			
	Short Term		Long Term	
	Rate	Number	Rate	Number
Multiple dwellings*	Visitors 1 space/10 dwellings	10	Residents 0.5 space/ dwelling	50
'Commercial' Shops**	1 space/150m² NLA	128m²NLA 0.8	1 space /250m² NLA	0.5
'Commercial' Restaurant*	1/150m² NLA	135m² NLA 0.9	1/250m² NLA	0.5
Total Required		**12**		**51**
Total Provided		**16**		**53**
* As per R Codes **Under the Policy 'Commercial' includes Shop (retail) and Restaurant (café)				

63 Bicycle spaces are required in terms of PP3.3.14 and 69 have been provided, including 10 bicycle spaces for visitors and 6 spaces for commercial staff located adjacent the building frontage and road reserves.

53 bicycle spaces are provided for residents, comprising of 15 in the communal open space and 38 within the building basement. Of the bays provided in the basement, 24 bicycle spaces are wall mounted units positioned at the end of car parking bays, which may be difficult to access when vehicles are parked in their dedicated car bays. Notwithstanding, there is scope for residents to park their bicycles within the store rooms dedicated to their apartment. As such, the City considers bicycle parking for the development as a whole to be acceptable.

Consultation:

The application was advertised for public comment over a period of 21 days, commencing on the 20th August and concluding on the 10th September 2019.

Advertising was carried out in the following manner:

- The application was advertised by letter to 280 individual owners and occupiers in the locality of the development, as shown in Figure 28 below;
- The proponent erected an advertising sign in a prominent location on the site;
- Copies of the application documents, including plans of the proposal were made available for inspection at the City's Administration Offices, and
- Notification was published on the City's website.

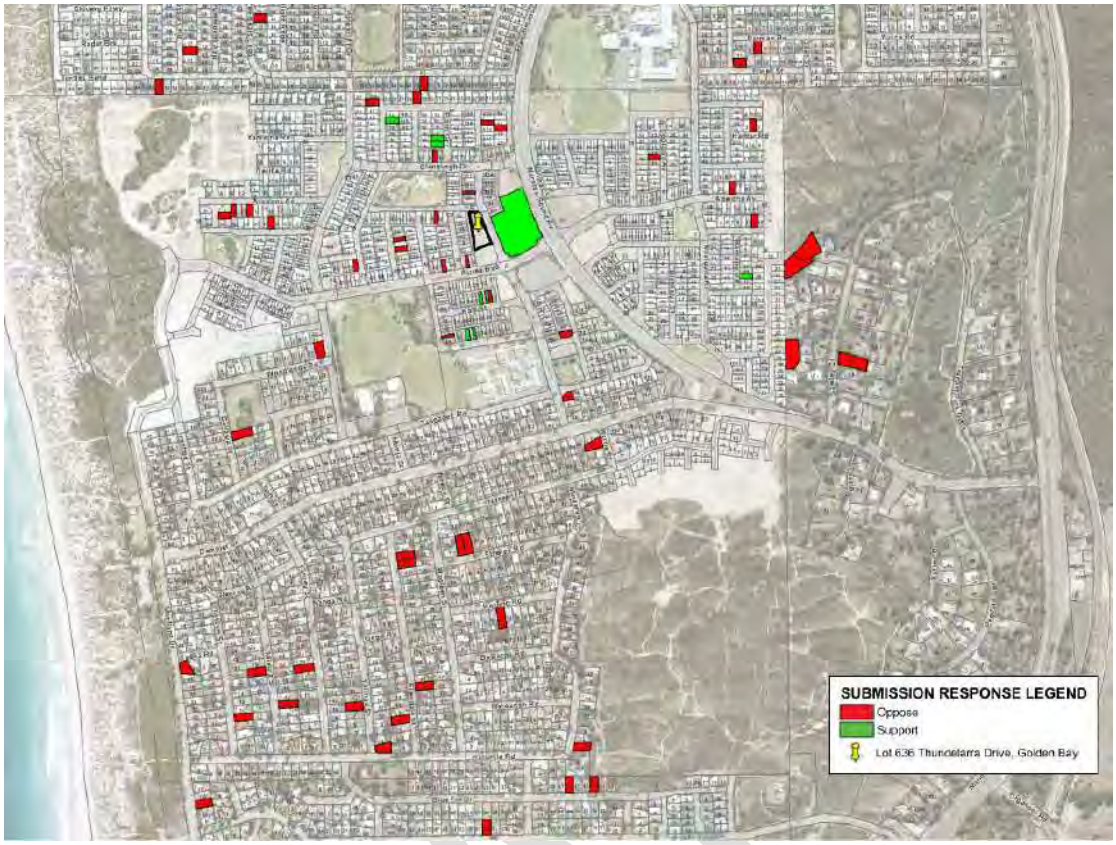


28. Consulation Map

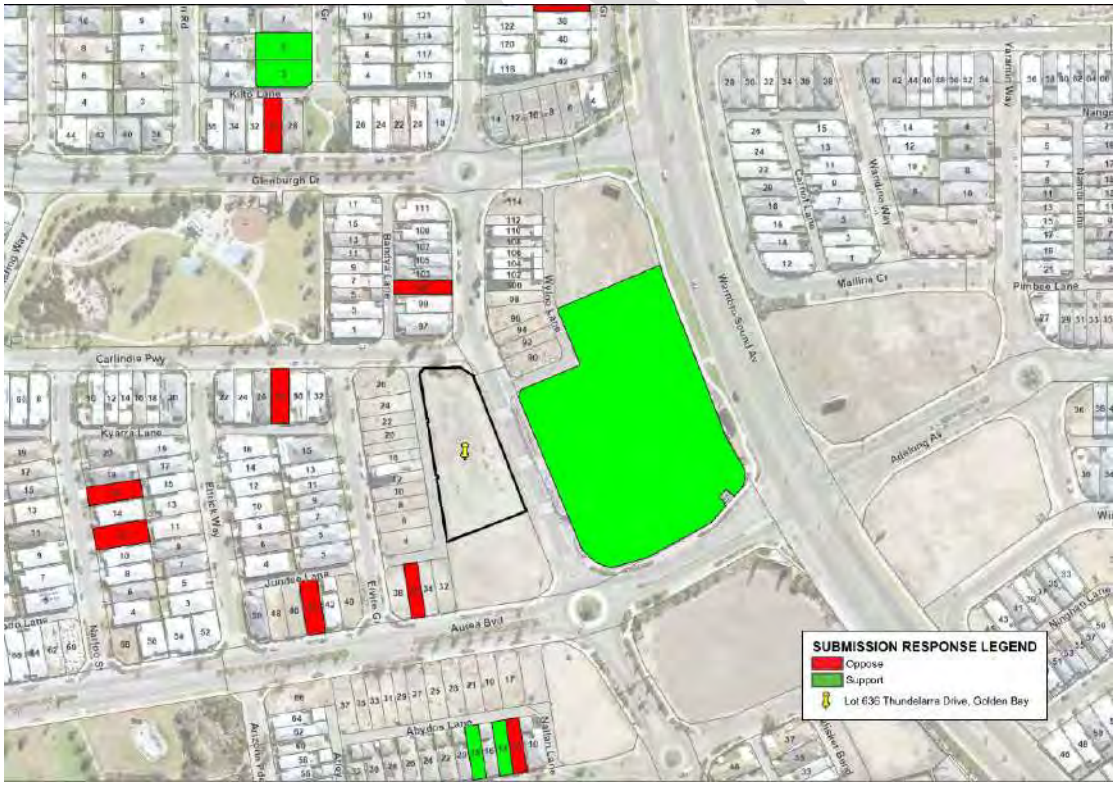
A total of 85 submissions were received, comprising:

- 9 (11%) supporting the proposal;
- 73 (86%) objecting to the proposal;
- 3 submissions raised queries and indicated neither support nor objection.

The location and distribution of submissions received, both supporting and objecting to the proposal are shown in the Submission Maps below.



29. Submission Map



30. Submission Map Enlargement

The concerns raised in the submissions have been summarised in the table below, including the Applicant's and the City's responses:

1. Context and character
The scale of proposed development is out of character with the surrounding area. Four and five storey building height is considered too high. Development up to two - three storeys is considered acceptable.
Applicant's Response: The scale of the proposed development is contextually appropriate and in keeping with the objectives of the Golden Bay Detailed Area Plan being: a) Establish a 'main street' based Neighbour Activity Centre of a scale appropriate to its role as a focal point of a residential community and its role in the hierarchy of the region: and b) Provide a context for higher-density residential development that capitalises on proximity to local services. The slightly taller East Wing capitalises on the main street frontage, responding to the future scale of the shopping centre and lots zoned for multi-residential. The lower West Wing respects the single-residential terrace housing to the West. As stated in the Design Review Panel Meeting Notes, "the balance of scale and height is right".
City's Comment: As discussed in the assessment against the requirements of SPP7.0, the scale proposed by this development is not contemplated under the planning framework, which envisages a maximum three storey building. It is therefore considered that a building of this scale is not contextually appropriate for the area. The applicant's response is noted, in that the building aims to contribute to the development of a 'Main Street' by providing a multistorey mixed used building framing the street, however, it is considered that a building of five storeys is not required to deliver on this intent. With regard to the comment about "providing a context for higher density residential development" it is considered that the intent of this LDP objective is to provide sufficient retail and commercial services within a Neighbourhood Centre to justify the medium density zoning of R60 that has been applied to the centre. Golden Bay is a Neighbourhood Centre, which, in terms of SPP4.2 is relatively low in the hierarchy of centres in the region. Consequently, a medium density residential coding of R60 has been attributed to the centre. A five storey building, with a plot ratio of 2.16, is considered to be suitable for an 'Activity Centre' such as a 'Medium Rise' or 'Higher Density' Urban Centres as defined under SPP7.3, not for a Neighbourhood Centre. It is therefore considered that this development proposal does not integrate into the existing and proposed landscape / townscape setting as it is distinctly different from existing and intended built form. It is concluded that this development proposal does not respond positively to the existing or intended future character of an area.
Loss of neighbourhood character due to proposed building height and bulk. This is a coastal village lifestyle area, not a city centre.

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Applicant's Response:

Golden Bay is a growing and developing community. Elements such as 'height' and 'bulk' don't necessarily negatively impact neighbourhood character. In fact, we believe this development will benefit the community and increase social interaction. Furthermore, concentrating development along main roads and adjacent Shopping Centres is highly appropriate. We have closely studied the coastal context and this has informed our design, most notably the material palette, large outdoor living spaces and generous provision of native planting.

City's Comment:

See previous comment.

2. Planning Framework

Development density should be in accordance with the existing planning framework. The scale of proposed development does not conform to the R60 density coding for the site.

Applicant's Response:

Our proposal has considered all Design Objectives outlined in Design WA. For a detailed response to these, please refer to the various sections of our DA Report. It should also be noted that the previously approved proposal also challenged various aspects of the R60 density coding. Our revised proposal is a significantly better architectural outcome and is therefore also supportable by council.

City's Comment:

The scale of the proposed development is not contemplated under the local planning framework which envisages a maximum three storey building. It is, however, acknowledged that there is an existing approval for a four storey building over the site.

The development also proposes a plot ratio that is significantly greater (2.16 in lieu of 0.8) than that intended under the planning framework. This results in over development of the site and delivers buildings of a bulk and scale that are not contextually appropriate for the locality.

The applicant's comments regarding the approved development are noted, however, this development was approved prior to the gazettal of SPP7.3. In any case that development proposed a substantially lower plot ratio of 1.19 (in lieu of 0.7 at the time). Additionally, only one building was proposed, a four storey building adjacent to the Thundelarra Drive. This resulted in less building bulk over the site.

People have purchased land and built homes in the area based on expectations created by the existing planning framework allowing up to two - three storey development. It is unfair to change the rules now that blocks are sold and being built upon. Development application decision making should take these community expectations into account.

Applicant's Response:

We agree that community consultation is an important part of the DA process and we welcome community feedback. The objectives of the Detailed Area Plan have always been clear and available to the public:

a) Establish a 'main street' based Neighbour Activity Centre of a scale appropriate to its role as a focal point of a residential community and its role in the hierarchy

of the region: and

b) Provide a context for higher-density residential development that capitalises on proximity to local services.

Our proposal achieves these objectives and is therefore supportable by council. We would also like to note that this development has been designed with the community in mind. One example is the generous amount of communal parklands we propose for the site at great cost to our client. Importantly, this proposal has been reviewed by the DAP, (an expert, an impartial panel), where it received tremendous support.

City's Comment:

The rules have not been changed. The local planning framework is still applicable. It has, however, been supplemented by the new Design WA planning framework. There is, and always has been, the ability to vary the development standards of the planning framework subject to achieving a good planning outcome. Whilst the development may deliver some elements of a desirable 'Main Street' outcome, it does not negate the fact that the buildings are not contextually appropriate for the location. As discussed in previous comments, the buildings are of a bulk and scale that is not considered to be acceptable within this context.

The provision on-site communal open space is a requirement of SPP7.3 and this space will essentially be for the exclusive use of the occupants of the development. This cannot be considered to be a community benefit that should drive concessions on plot ratio and height.

The comments of the DRP are noted, however, it is highlighted that design review is only one element of the planning assessment and that a positive design review does not trump the requirements of the panning framework.

Granting approval will establish a precedent, leading to pressure for more, higher buildings to be approved in the area.

Applicant's Response:

Any future proposals will also have to meet the objectives as set out in the Golden Bay Detailed Area Plan.

With regards to establishing 'precedent', the leading case is Aspen Pty Ltd v State Planning Commission (1988) WA Town Planning Appeal Tribunal, unreported, 21 October 1988. Essentially, it is a basic principle of planning law that each proposal should be addressed on its merits regardless of previous decisions on similar proposals, on the basis that no two proposals or sites are identical. The State Administrative Tribunal has consistently held that Local Councils refusing approvals on the basis that they would set an 'undesirable precedent; is an irrelevant consideration. Put simply, there is no reason to believe approving this development will establish any precedent.

We'd also like to note that the DRP believed the "balance of scale and height is right" and that the proposal is "of excellent standard" and "of this place".

City's Comment:

The issue of precedent is not a relevant concern as each application must be assessed on its own merits.

The proposal amounts to 'over development'.

Applicant's Response:

We strongly believe our proposal is contextually appropriate. The concessions sought after are justified by the generous amount of communal open space and communal facilities giving back to the community, various sustainable initiatives and diverse apartment types.
City's Comment: As discussed previously, the concessions sought on plot ratio and height are not considered to be appropriate and they do result in the overdevelopment of this site. The provision of communal open space and communal facilities does not warrant large concessions on plot ratio and height.
3. Traffic , Parking, Transport
The development will increase traffic congestion in local streets (including Jundee Lane) and create traffic safety concerns.
Applicant's Response: A traffic engineering report has been commissioned by Riley Consultants. The report notes that "the level of generated traffic will have no material impact"
City's Comment: The City has assessed the submitted Traffic Impact Statement and accepts traffic generated by the proposal will not impact the capacity of the surrounding road network.
There is inadequate on-site parking provided for the residents and the commercial uses. There is no provision for resident visitor parking other than use of the commercial bays which will only be available after hours. The application relies on using car parking on the abandoned village shopping centre site and street verge parking on public land.
Applicant's Response: A traffic engineering report has been commissioned by Riley Consultants. According to the Traffic Engineer "the level of generated traffic will have no material impact". The proposal provides ample residents and commercial bays. 4 on-street visitor bays and 7 afterhours visitor bays in the basement. Furthermore, there are an additional 24 on-street bays within 100m of the site and a staggering 326 bays within 250m of the site (incl. Shopping Centre). For the record, the proposal does not encourage any parking on any vacant public land.
City's Comment: As discussed in the Legislation section of this report, the development fails to provide sufficient car parking on-site for the residential, residential visitors and commercial components of the development. It is reasonable for a development to avail of some public on-street car bays (i.e. those directly abutting the development), however, to extend this scope of parking to the extent suggested by the applicant, is not reasonable. No single development should monopolise all public parking within a locality. It must be highlighted that there is no ability for this development to rely on car parking proposed, but not yet developed, for a proximate private shopping centre.

The development will increase pressure on on-street parking which is already inadequate in the area. Fears this will get worse particularly once the shopping centre is developed. Most dwellings in the area have at least two cars and street front verge parking is full most nights.
Applicant's Response: A traffic engineering report has been commissioned by Riley Consultants. According to the Traffic Engineer, "the level of generated traffic will have no material impact". The proposal provides ample residents and commercial bays, 4 on-street visitor bays and 7 after hours visitor bays in the basement. Furthermore, there are an additional 24 on-street bays within 100m of the site and a staggering 326 bays within 250m of the site (incl. Shopping Centre). The majority of adjacent housing have their own carports and/or garages so they do not require the use of on-street parking.
City's Comment: When considering the monopolisation of public car parking by a single development the City is guided by *Shaw and the City of Stirling [2018] WASAT 81* (*Shaw).* In the Shaw case the principal issue for determination in this matter related to the appropriateness of the proposed development having regard to the shortfall in car parking spaces provided on site to accommodate the demand generated by the proposed development. In *Shaw* the Tribunal did not consider the proposed development to be consistent with the planning framework for the following reasons: • *"The proposed development does not provide adequate car parking facilities on site to ensure that a major parking problem is unlikely to occur in the locality.* • *The car parking arrangements are not conducive to safe, convenient and efficient access for motorists and pedestrians.* • *The degree of reliance on public car parking and verge areas to accommodate the shortfall in car parking spaces required to be provided by the proposed development is not appropriate for the reasons expressed above."* *Shaw* recognises the generally accepted planning principle that any parking demand generated by a development should be provided on site, although the Tribunal has previously found that consideration of limited use of existing public parking in the exercise of planning discretion may be acceptable (see Randall and Town of Vincent [2005] WASAT 129 and Hunter & Anor and City of Rockingham [2008] WASAT 28). In *Shaw*, the Tribunal considered the extent of the shortfall in car parking spaces will result in a private development monopolising presently available public car parking spaces in the locality, and as such, will have a detrimental impact on the amenity of the locality. This is similar to the current proposal as the proposed private development is likely to monopolise areas of the public domain. As such, the development is not supported on parking grounds.
Reduce the number of dwellings in the development and increase the on-site car parking.
Applicant's Response: The applicant has worked closely with the City over the past months and has already reduced the number of dwellings. In any case, we strongly believe the amount of development proposed is contextually appropriate and in keeping with the Objectives of the Golden Bay Detailed Area Plan. For more information please

refer to 'Principle 4 — Functionality & Build Quality', Traffic Impact Statement and Traffic Letter from Client in our DA Report.
City's Comment: As discussed elsewhere in this report, the City considers that the development provides too much residential floorspace and not enough on-site parking.
There is inadequate public transport in the area.
Applicant's Response: This is not correct. Bus 558 provides connection direct between Mandurah and Rockingham. For more information, please refer to 'Principle 1 — Context and Character' and the Traffic Impact Statement in our DA Report.
City's Comment: The lot is less than 200m from a bus stop on Warnbro Sound Avenue, however, it is acknowledged that this stop is not located on a "high frequency" route i.e. there is not a service running every 15 minutes within the peak hours.
4. Seniors Housing
There is no age restriction on who can reside in these units, so it's not really 'seniors living'. With no age restriction, how is housing for "seniors" going to be enforced to differentiate this from a normal apartment development?
Applicant's Response: Our client is committed to delivering a high-quality independent living project. There is no intention of vary this.
City's Comment: If the development is approved a condition would be recommended to ensure that certainty is provided in this regard.
Concerns that a lack of demand by seniors may lead to the development providing lower social economic or youth rental options. Clarification is required.
Applicant's Response: There is a clear demand for senior's accommodation and services in the area. Seniors are an important part of the City of Rockingham. In fact, our research shows that Seniors make up ~21,000 (16%) of the COR population and this is expected to double within the next 20 years. Our client is committed to delivering a high-quality independent living project.
City's Comment: Refer to previous comment on Senior's Housing.
It is very unclear as to what extent the proposed 'amenities' are 'open' to the public.
Applicant's Response: The amenities are primarily for resident use but will also be open to the public.

Following approval, our client will work closely with the community to ensure an appropriate level of community access.
City's Comment: This is only relevant to the planning assessment insofar as its relationship to the generation of parking demand. As discussed previously in the report, the development fails to provide adequate on-site parking even without the inclusion of these amenities in the parking calculation.
Is government housing proposed?
Applicant's Response: No. No government housing is currently proposed nor does our client intend to provide such accommodation.
City's Comment: This is not a relevant planning consideration.
Concerns about lack of specialist medical facilities for over 55's. Medical services such as hospitals and specialists are not within easy reach with public transport.
Applicant's Response: We disagree with this Statement. There are resident rooms proposed on the ground floor of the development which will be able to accommodate some of these uses in the future. Furthermore, there is a large medical centre proposed across the street as part of the Village Centre. We'd also like to point out that 'Independent Living' is very different to 'Aged Care'. There are also many car services, including Uber and elderly care services, which can quickly and easily transport residents to medical services when required.
City's Comment: This is not a relevant planning consideration.
How well has the development been designed to cater for the needs of seniors i.e. using mobility scooters.
Applicant's Response: The development has been designed in accordance with AS1428 Design for Access & Mobility. The parklands gently ramp up and feature an appropriate amount of hard-paving. Each and every space has been designed to be accessible.
City's Comment: Should the development be approved, a condition requiring compliance with relevant Australian Standards would be recommended.
5. Property values
Approval of the development will adversely affect surrounding property values, given the slow state of the economy and surrounding land sales.
Applicant's Response:

The proposed development is contextually appropriate and aligned with the objectives of the Golden Bay Detailed Area Plan. We don't believe property values are a valid planning matter. Notwithstanding, we don't foresee any negative issues. The development provides a generous amount of communal parklands and various shared services. We also believe the development will increase the viability of the adjacent Village Centre currently under construction. For these reasons, one could argue that the proposed development will actually increase surrounding property values. Again, we don't believe the 'state of the economy' is a valid planning concern. Notwithstanding, we'd like to note that the design, construction and use/maintenance of this development will generate jobs and help boost the local economy.
City's Comment: This is not a relevant planning consideration.
6. Privacy, Overshadowing
The development will overshadow existing or future nearby housing and solar panels.
Applicant's Response: This is incorrect. The orientation of the site means that no houses will be adversely overshadowed by the proposed development.
City's Comment: The proposal is compliant with the requirements of SPP7.3 in terms of overshadowing and privacy.
Building height will adversely impact on the privacy of existing and future nearby housing.
Applicant's Response: We disagree with this comment. The majority of the 'higher' residential dwellings face Thundelarra Drive, looking towards the adjacent Village Centre. The residents of the East Wing facing Jundee Lane are generously setback and buffered by the tree lined parklands. The balconies to the West Wing feature solid balustrades and a playful rhythm of brick piers to control privacy.
City's Comment: The proposal is compliant with the requirements of SPP7.3 in terms of privacy.
7. Need for Development
There is not enough demand for this type of living in the area. There is sufficient density proposed in the area and no need for the additional higher density housing proposed.
Applicant's Response: We respectfully remind council and the community that assessing the 'commerciality' of a project is not valid planning concern. Notwithstanding, seniors are an important part of the City of Rockingham. In fact, our research shows that

Seniors make up -21,000 (16%) of the COR population and this is expected to double within the next 20 years.

We'd also like to highlight some excerpts from a recent analysis by the Western Australian Apartment Advocacy (August 30, 2019): "What was most interesting was that WA Retirees had the highest satisfaction and referral rates when compared to the other demographics in the study, with a 96% satisfaction rate with their apartment and 75% saying they would also recommend an apartment to friends and family."This clearly demonstrates that retirees should not to be classified solely as downsizers but rather as "rightsizers", with the baby boomer market mainly seeking to lose the backyard in their transition to the apartment lifestyle.

City's Comment:

The matter of demand is not a relevant planning consideration. With regard to density, it has been discussed earlier in this report that the concession on plot ratio sought is not acceptable in this context.

There are sufficient shops nearby at Secret Harbour.

Applicant's Response

We politely question the relevancy of this comment. The Golden Bay Detailed Area Plan suggests otherwise.

City's Comment:

This is not a relevant planning consideration.

8. Other matters

"This type of development was tried by Homeswest in the 60's, 70's and 80's, and most now have been torn down and rebuilt with lower density housing. This development proposal was designed in the 90's well before the social problems that come with this type of development had fully shown themselves to not work and the demolition of those multi story housing blocks was undertaken".

Applicant's Response:

The developments referred to were not subject to the recently adopted Design WA. Design WA SPP 7.3 Vol 2 — Apartments provides a comprehensive basis for the control of residential development throughout WA. The objectives of this policy are to:

- provide residential development of an appropriate design for the intended residential purpose, land tenure, density, place context and scheme objectives
- to encourage design consideration of the social, environmental and economic opportunities possible from new housing, and an appropriate response to local context
- to encourage design that considers and respects local heritage and culture to facilitate residential development that offers future residents the opportunities for better living choices and affordability when seeking a home, as well as reduced operational costs and security of investment in the long term.

Our proposal is in keeping with the Design WA Objectives and presents a high-quality outcome. In keeping with city's intent, our brief was to design a high-quality, 'Independent Living' project that will allow seniors to live a safe, fulfilling and

enjoyable life. The proposed amenities will create an age-friendly community that benefits both the residents and the greater community.
City's Comment: It is accepted that the development discussed in this submission was not subject to the Design WA planning framework. As such, these outcomes are not anticipated under the current planning framework.
Concerns about surrounding groundwater levels for a basement car park. How will this be managed?
Applicant's Response: A Hydraulic Engineer has prepared a preliminary stormwater management plan as part of this application. The report confirms that there are no issues with groundwater in this location. Following approval, we will work closely with the various engineering consultants and the City of Rockingham to develop the design.
City's Comment: The City's assessment has identified that the clearance between groundwater and the bottom of the basement carpark is insufficient to deal with stormwater as proposed. Should the development be approved, it is recommended that a new stormwater solution be required and a condition of approval.

Planning Assessment:

This has been provided within the Legislation and Policy sections of this Report.

Council Recommendation

The application was referred to the 29th October 2019 Ordinary Council Meeting, where the officer's recommendation to refuse the development was supported by the Council.

Conclusion:

Although the proposal development contains significant merit, it does not comply with key elements and the intent of the applicable planning framework and is considered to be unsuitable for its site and locality. Whilst building height was not considered to be a primary issue for the City's DRP, under the full scrutiny of the planning framework it is concluded that the development is of a scale that is not contextually appropriate for the locality. The density proposed by the development far exceeds that allowable under the planning framework, resulting in a building that does not fit with the character of the area and also associated car parking issues.

It is therefore recommended that the application be refused.

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8.2 Property Location: Lot 636 Thundelarra Drive, Golden Bay
Development Description: 4-5 Storey Mixed-Use Project
Applicant: Klopper & Davis Architects
Owner: 636 Golden Bay Pty Ltd
Responsible Authority: City of Rockingham
DAP File No: DAP/19/01646

REPORT RECOMMENDATION

Moved by: Cr Deb Hamblin **Seconded by:** Ms Lee O'Donohue

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

Refuse DAP Application reference DAP/18/01646 and accompanying plans:

- Location Plan, Drawing No.A102, Rev K dated 17/09/19;
- Site Plan, Drawing No.A103, Rev K dated 17/09/19;
- Basement Floor Plan, Drawing No.A104, Rev K dated 17/09/19;
- Ground Floor Plan, Drawing No.A105, Rev K dated 17/09/19;
- First Floor Plan, Drawing No.A106, Rev K dated 17/09/19;
- Second Floor Plan, Drawing No.A107, Rev K dated 17/09/19;
- Third Floor Plan, Drawing No.A108, Rev K dated 17/09/19;
- Fourth Floor Plan, Drawing No.A109, Rev K dated 17/09/19;
- Roof Plan, Drawing No.A110, Rev K dated 17/09/19;
- Apartment Plans (1 Bed), Drawing No.A111, Rev K dated 17/09/19;
- Apartment Plans (2 Bed), Drawing No.A112, Rev K dated 17/09/19;
- Apartment Plans (2 Bed) Drawing No.A113, Rev K dated 17/09/19;
- Apartment Plans (3 Bed), Drawing No.A114, Rev K dated 17/09/19;
- Elevations, Drawing No.A201, Rev K dated 17/09/19;
- Elevations, Drawing No.A202, Rev K dated 17/09/19;
- Sections, Drawing No.A301 Rev K dated 17/09/19; and
- Sections, Drawing No.A302 Rev K dated 17/09/19;

in accordance with Clause 68 of the *Planning and Development (Local Planning Schemes) Regulations 2015* and the provisions of the Metropolitan Region Scheme and Clause 68(2)(c) of the deemed provisions of the City of Rockingham Town Planning Scheme No.2, for the following reasons:

Reasons

1. The proposal results in an inappropriate scale of development given its location in proximity to the Golden Bay Neighbourhood Centre and the surrounding residential land. As such, the development is not considered to positively contribute to the amenity of the locality as required by Clause 4.6.2 of City of Rockingham Town Planning Scheme No.2.

2. The development fails to respond to and enhance the distinctive characteristics of the local area, as required by Design Principle 1 of State Planning Policy 7.0 Design of the Built Environment.

3. The development is not of a massing and height appropriate to its setting and it fails to successfully negotiate between existing built form and the intended

future character of the local area, as required by Design Principle 3 of State Planning Policy 7.0 Design of the Built Environment.

4. The development fails to provide sufficient car parking on site for the proposed range of uses.

ALTERNATE RECOMMENDATION

Moved by: Mr Andrew Macliver **Seconded by:** Cr Joy Stewart

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

Approve DAP Application reference DAP/18/01646 as detailed on the DAP Form 1 dated 11 June 2019 and accompanying revised plans received on the 17th September 2019:

- Location Plan, Drawing No.A102, Rev K dated 17/09/19;
- Site Plan, Drawing No.A103, Rev K dated 17/09/19;
- Basement Floor Plan, Drawing No.A104, Rev K dated 17/09/19;
- Ground Floor Plan, Drawing No.A105, Rev K dated 17/09/19;
- First Floor Plan, Drawing No.A106, Rev K dated 17/09/19;
- Second Floor Plan, Drawing No.A107, Rev K dated 17/09/19;
- Third Floor Plan, Drawing No.A108, Rev K dated 17/09/19;
- Fourth Floor Plan, Drawing No.A109, Rev K dated 17/09/19;
- Roof Plan, Drawing No.A110, Rev K dated 17/09/19;
- Apartment Plans (1 Bed), Drawing No.A111, Rev K dated 17/09/19;
- Apartment Plans (2 Bed), Drawing No.A112, Rev K dated 17/09/19;
- Apartment Plans (2 Bed) Drawing No.A113, Rev K dated 17/09/19;
- Apartment Plans (3 Bed), Drawing No.A114, Rev K dated 17/09/19;
- Elevations, Drawing No.A201, Rev K dated 17/09/19;
- Elevations, Drawing No.A202, Rev K dated 17/09/19;
- Sections, Drawing No.A301 Rev K dated 17/09/19;
- Sections, Drawing No.A302 Rev K dated 17/09/19; and
- "Sustainability Design Assessment Report – Development Approval" prepared by Sustainability WA (dated 19th June 2019 ref:19-1115)

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

Conditions:

1. This decision constitutes development 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. Prior to development commencing, arrangements must be made to the satisfaction of the City of Rockingham for the landowner/applicant to contribute towards the costs of providing the Administration and Community Infrastructure

items pursuant to clause 5.5.14 of the City of Rockingham *Town Planning Scheme No.2*.

3. Prior to applying for a Building Permit, a Restrictive Covenant must be registered on the Certificate of Title for the land, pursuant to section 70A of the *Transfer of Land Act 1893* or section 6(1) of the *Strata Titles Act 1985.* This Covenant must include the following detail:

   "At least one occupant of each dwelling must be aged 55 or over, or the surviving spouse of that person".

4. 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.

5. Prior to applying for a Building Permit, a Stormwater Management Plan must be prepared by a suitably qualified engineer showing how stormwater will be contained on-site and those plans must be submitted to the City of Rockingham for its approval.

   All stormwater generated by the development must be managed in accordance with Planning Policy 3.4.3 - Urban Water Management to the satisfaction of the City of Rockingham.

   The approved plans must be implemented and all works must be maintained for the duration of the development.

6. Prior to applying for a Building Permit, an updated Landscaping Plan to the satisfaction of the City of Rockingham must be prepared and must include the following detail:

   (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 and areas to be mulched;
   (iii) any natural landscape areas to be retained, including retention of all existing street trees adjoining the site;
   (iv) those areas to be reticulated or irrigated;
   (v) proposed upgrading to landscaping, paving and reticulation of all verge areas including street trees at a minimum rate of 1 tree per 14m, and
   (vi) maintenance measures to ensure that all landscaping for the development, including landscaping on the building structure is effectively retained and managed in perpetuity.

   The landscaping, paving and reticulation must be completed prior to the occupation of the development, and the Approved Landscaping Plan must be maintained at all times to the satisfaction of the City of Rockingham for the duration of the development.

7. The on-site car park area shall:

   (i) be provided with a minimum of 96 car parking spaces (to allow for point (iv) below);

(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 one car parking space dedicated to people with disability 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) include turning bays at the end of the traffic aisles;
(v) be constructed, sealed, kerbed, drained and marked prior to the development being occupied and maintained thereafter; and
(vi) have lighting installed, prior to the occupation of the development, to the satisfaction of the City of Rockingham.

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

8. Prior to applying for a Building Permit, an updated Parking Control and Management Plan must be prepared to the satisfaction of the City of Rockingham and include the following details:

(i) Showing the location, number and type of car parking bays allocated for the residential occupants, residential visitors & commercial use parking within the basement car park;
(ii) Providing a clear description of how the use of the car parking bays will be effectively managed to provide convenient, legible and practical parking options for the residents, residential visitors, commercial tenants and commercial customers utilising the development;
(iii) Specifying the wording of a by-law that shall be registered on the Stata Management Statement in the event the development is subject to an application for Strata Title. The by-law shall describe the basis upon which car parking within the development is to be managed, and shall not be amended without the approval of the City of Rockingham.

The Parking Control and Management Plan must be implemented for the duration of the development.

9. Twelve car parking bays shall be provided for the commercial uses, of which seven must be provided for after-hours residential visitor car parking and must be clearly marked on-site for the duration of the development.

10. The bicycle parking spaces must be designed in accordance with AS2890.3—1993, Parking facilities, Part 3: Bicycle parking facilities and must be 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 and safe condition for the duration of the development.

11. The Waste Management Plan prepared by Talis (Ref: TW19043) included with the application shall be implemented for the duration of development and maintained at all times.

12. Prior to applying for a Building Permit, an Acoustic Report which demonstrates that all mechanical services associated with the proposed development and any other noise source, including noise emanating from vehicles entering and exiting the secure gate area of the premises, will comply with the Environmental Protection (Noise) Regulations 1997, must be submitted to and approved by the City of Rockingham.

13. Prior to the occupation of the development, a Final Acoustic Assessment must be prepared and provided to the City of Rockingham which demonstrates to the City's satisfaction, that the completed development complies with the Environmental Protection (Noise) Regulations 1997.

    The Final Acoustic Assessment must include the following information:

    (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 of noise sources; and
    (iii) confirmation of 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.

14. Prior to applying for a Building Permit the ground floor commercial tenancies (including the adaptable residential units) must been designed in accordance with Australian Standard AS1428 Design for Access & Mobility.

15. The "Sustainable Design Assessment Report - Development Approval" prepared by Sustainability WA (dated 19th June 2019 ref:19-1115) submitted with the development application shall be implemented to the satisfaction of the City of Rockingham for the duration of the development.

16. Prior to applying for a Building Permit, a schedule of the colour and texture of the building materials must be provided to the satisfaction of the City of Rockingham, demonstrating consistency with the plans the subject of this development approval. The development must be finished in accordance with the schedule provided and approved by the City of Rockingham, prior to occupation of the development.

17. Prior to applying for a Building Permit, a Sign Strategy must be prepared (which must include the information required by Planning Policy 3.3.1, Control of Advertisements) to the satisfaction of the City of Rockingham and it must thereafter be implemented for the duration of the development.

18. All doors to commercial units facing the Thundelarra Drive frontage of the building must be kept unlocked during all hours when the subject premises are trading.

19. Public or customer access to the commercial tenancies must be from Thundelarra Drive.

20. Prior to applying for a Building Permit, the applicant must demonstrate to the satisfaction of the City of Rockingham that ground floor glazing of commercial tenancies (including the adaptable residential units) fronting Thundelarra Drive and Carlinde Parkway have a minimum visible light transmission rate of at least 79% and a maximum visible reflectivity rate of 9% in order ensure that a commercial, interactive frontage is available to the development from all streets. The glazing must be thereafter be installed and maintained to the satisfaction of the City of Rockingham for the duration of the development.

21. Entries and window frontages facing the street of ground floor commercial tenancies must not be covered, closed or screened off (including by means of dark tinting, shutters, curtains, blinds, roller doors or similar), to ensure that a commercial, interactive frontage is available to the development from Thundelarra Drive and Carlinde Parkway, for the duration of the development.

22. Prior to applying for a Building Permit, fencing nominated on the approved plans for the adaptable units must be no more than 1.8m high, be at least 50% visually permeable above 0.9 metres and must thereafter be constructed, retained and maintained in good condition to the satisfaction of the City of Rockingham for the duration of the development.

23. Clothes drying facilities (excluding electric clothes dryers) must be designed for each Multiple Dwelling, be screened from public view prior to applying for a Building Permit, and implemented as such for the duration of the development.

24. Above-ground meter boxes must not be located in a street setback area at any time.

25. Materials, sea containers, goods or bins must not be stored within the carpark at any time.

26. Prior to applying for a Building Permit, all service areas and service related hardware, including antennae, satellite dishes and air-conditioning units, must be designed to be located away from public view and/or screened, and this design must be provided to, and approved by, the City of Rockingham.

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 Development Approval must be submitted to the City of Rockingham.

2. A Certified Building Permit must be obtained prior to construction and thereafter an Occupancy Permit must be obtained; the applicant and owner should liaise with the City's Building Services in this regard.

3. The development must comply with the Environmental Protection (Noise) Regulations 1997; contact the City's Health Services for information on confirming requirements.

4. 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.

5. With respect to the landscaping plan, the applicant and owner should liaise with the City of Rockingham's Land Development and Infrastructure Services to confirm requirements for the landscaping plan.

6. All works in the road reserve, including construction of a crossover or footpath 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.

7. The applicant is responsible for protecting any existing City streetscape assets during the course of the project. This includes any existing streetscape lighting, kerbing, footpaths, trees, irrigation etc. If any damage is caused to the existing assets (identified to be retained), they must be rectified to the satisfaction of the Manager Land and Development Infrastructure. It is recommended that a dilapidation report is undertaken by the applicant, to record the current condition of these assets.

8. The applicant is advised that the swimming pool is deemed to be a public pool, and as such requires approval from the Department of Health WA prior to lodgement of a Certified Building Permit application.

9. The development must comply with the Food Act 2008, the Food Safety Standards and Chapter 3 of the Australian New Zealand Food Standards Code (Australia Only); the applicant and owner should liaise with the City's Health Services in this regard.

10. As per the definition in State Planning Policy 7.3 – Residential Design Codes Volume 1, an Aged person is a person who is aged 55 years or over.

11. The applicant is advised that the proposal to relocate street lighting in Jundee Lane in order to accommodate the development requires the approval of Western Power.

The Alternate Motion was put and LOST (2/3).

For: Mr Andrew Macliver
Cr Joy Stewart

Against: Mr Tony Arias
Ms Lee O'Donohue
Cr Deb Hamblin

REASON: It is considered that the design principles and objectives outlined in the very comprehensive new Design WA R Codes document have been resolved in an intelligent, creative and elegant way. The Design Review Panel have given the proposal a resounding endorsement. It is also considered that the parking issues within the development have been addressed quite well in the context of the types of users.

In consideration of the Local Development Plan objectives for the site, this development fundamentally satisfies the need to establish a main street based neighbourhood

activity centre with the focal point of a residential community and that it provides context for higher density residential development that capitalises on proximity to local services.

PROCEDURAL MOTION

Moved by: Mr Tony Arias **Seconded by:** Ms Lee O'Donohue

That the consideration of DAP Application DAP/19/01646 be deferred until 10 February 2020, in accordance with section 5.10.1a of the DAP Standing Orders 2017, for the following reasons:

- For the applicant to provide greater clarity and explain how the variations sought on building bulk, height and carparking comply with the performance criteria of the R-Codes V2 Apartments and local planning framework.
- To allow the proponent to provide sufficient justification to the City of Rockingham by 29 November 2019.
- The City of Rockingham's revised Responsible Authority Report must be submitted to the DAP Secretariat by midday on 29 January 2020.

The Procedural Motion was put and CARRIED UNANIMOUSLY.

REASON: The variations sought by the Application relating to building bulk, height and carparking, to the R-Codes V2 Apartments and local planning framework had not been sufficiently addressed. The deferral provides the opportunity for the proponent to comprehensively address variations relating to building bulk, height and carparking; compliance with the performance criteria of the R-Codes V2 Apartments and local planning framework; outline specific justification for the variations and to interact with the City of Rockingham regarding these matters.

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

Nil

10. Appeals to the State Administrative Tribunal

Nil

11. General Business / Meeting Close

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

There being no further business, the Presiding Member declared the meeting closed at 11:04am.

KLOPPER
& DAVIS
ARCHITECTS

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Chris Parlane
Senior Planning Officer
City of Rockingham

Thursday, 28 November 2019

RE: LOT 636 THUNDELARRA DR, GOLDEN BAY

Dear Chris,

The following is in response to the justifications requested over email (28/11/19).

ELEMENT OBJECTIVE O2.2.1: The height of the development responds to the desired future scale and character of the street and local area.

- The desired scale and character of the area, as established in the Golden Bay Detailed Area Plan, is a "main street-based Activity Centre [which] provides a context for higher-density living that capitalises on proximity to local services";

- The site is directly opposite the Village Centre (which is currently under construction) so it makes sense to concentrate height here as it will establish the Village Centre and foster community.

- There are several other lots within the DAP zoned for R40 and R60 (Lots 621, 263, 265, 8005 & 8006) which will see 2, 3 & potentially 4 storey developments, which will relate to the height of our proposal;

- Table 2.2 establishes indiciative overall building heights for various storeys; 2 storeys (9m), 3 storeys (12m) and 4 storeys (15m). Design WA acknowledges these heights are "provided as a conservative baseline and [that] higher building height limits may be appropiate". The effective height of the proposed East Wing is 13.105m which is only ~1m above the prescribed 3-storey envelope. The effective height of the proposed West Wing is 9.805m which is ~2m *lower* than the prescribed 3-storey envelope. Coupled with the ~1,000sqm of communal open space, the proposed *nett* building height is *under* the 3-storey envelope;

- The expert Design Review Panel reviewed the proposal and provided advice to the city that the "balance of height and scale is right", and it is therefore supportable. Furthermore, there was an Alternate Recommendation put forward at the MWJDAP meeting to *approve* the application as it was considered that the "design principles & objectives outlined in [Design WA] have been resolved in an intelligent, creative and elegant way".

- Notwithstanding the support, the applicant has taken it upon themselves to reduce both the *perceived* and *actual* height of the project by ~12% to more closely align with the city's and community's expectation. Changes include:
    - East Wing (Thundelarra Drive) upper floor setbacks increased so building appears as a 4 storey:
    - East Wing (Thundelarra Drive) parapet height reduced;
    - West Wing (Jundee Lane) level 3 removed;
    - West Wing (Jundee Lane) parapet height reduced;

- The changes of the above present an appropriate, gentle gradation of heights. The lower West Wing responds to the proposed single and two-storey residences along Jundee Lane whilst the taller East Wing establishes the "main street" and responds to the future Village Centre and neighbouring R40 & R 60 lots.

ELEMENT OBJECTIVE O2.5.1: The overall bulk and scale of the development is appropriate for the existing or planned character of the area.

- The desired scale and character of the area, as established in the Golden Bay Detailed Area Plan, is a "main street-based Activity Centre [which] provides a context for higher-density living that capitalises on proximity to local services".

- The site is directly opposite the Village Centre (which is currently under construction) so it makes sense to concentrate bulk & scale here as it will support the Village Centre and foster community.

- There are several other lots within the DAP zoned for R40 and R60 (Lots 621, 263, 265, 8005 & 8006) which will see 2, 3 & potentially 4 storey developments, which will realise developments of similar bulk & scale.

- Table 2.1 & the Golden Bay Detailed Area Plan establish various setbacks for the site. We propose nil setback to the main street in accordance with the permitted "mandatory active street frontage/0m setback". We proposed varied side setbacks ranging from nil - ~21m. We proposed varied rear setbacks ranging from nil - ~21m. The nett effect is that 60% of the proposal *exceeds* the side setback and 77% *exceeds* the rear setback. The varied setbacks respond to the site, solar access and neighbouring buildings, and were supported by the expert Design Review Panel.

- The DRP also provided advice to the city that the "balance of height and scale is right" and "density is positive", and it is therefore supportable. Furthermore, there was an Alternate Recommendation put forward at the MWJDAP meeting to *approve* the application as it was considered that the "design principles & objectives outlined in [Design WA] have been resolved in an intelligent, creative and elegant way".

- Notwithstanding the support, the applicant has taken it upon themselves to reduce the bulk and scale of the development to more closely align with the city's and community's expectation. Changes include:
    - Residential Plot Ratio reduced from 2.16 to 1.71;
    - Number of apartments (incl. convertible units) reduced from 101 to 89;

- Design WA states that "local governments may make variations to plot ratio [...], to suit the local context and intended development outcome. Given the "higher-density" objectives of the Detailed Area Plan and the generous amount of community 'give-backs', it is appropriate for the city to permit this variation.

- Furthermore, Residential Plot Ratio typically deals with multi-residential, strata'd developments and not 'Independent Living'. It is reasonable to assume that an 'Independent Living' proposal would be much less dense than an equivalent multi-residential development. We politely ask that this is considered when assessing the Plot Ratio variation.

Whilst we thought the MWJDAP's commentary was generally positive, we acknowledge there were issues regarding height & scale that would not receive the unanimous support we seek. For that reason, we have taken it upon ourselves to refine the design and better respond to Element Objectives above. We submit that the revised scheme is an improvement, and thus we seek both a favourable RAR and the city's support at the reconvened DAP in February.

Regards,

Sam Klopper (1915)
Director & Principal Architect
Klopper & Davis Architects


GOLDEN BAY
INDEPENDENT LIVING
POST DAP REVISED SCHEME - REV C
KLOPPER
& DAVIS
ARCHITECTS

INTRODUCTION

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REPORT REGISTER

A	01-08-2019	Issued to CoR DA
B	17-09-2019	Issued to CoR DA
C	27-11-2019	Issued to CoR Post DAP

KLOPPER & DAVIS ARCHITECTS

INTRODUCTION

THE ARCHITECT

Klopper & Davis Architects is a boutique architectural design studio. Each project is designed specifically for our clients and is much a collaboration as a design consultancy. The practice started in 2004 with a series of medium to large scale residential projects and has grown to include commercial, hotel, retail and multi-residential projects, as well as our specialty of single residential housing.

Sam Klopper and Matt Davis studied together, found like-minded architects in each other and started the practice based on a collaborative and complementary skills base. Sam takes a lead role in the design process, Matt takes the lead role in the delivery of the project. Each work collaboratively during the entire process and have significant input into both the design and the outcome. This structure ensures the seamless and consistent design and delivery of our projects.

Our interiors are designed in-house by Interior Designer Olivia Reeves. They are meticulously considered, artfully composed and create a unique and beautiful complement to our architectural design. Both Matt and Sam are involved throughout the interior design process and each project is completed as a collaboration between the three.

We express our architectural identity through strong architectural forms, qualities of light and shadow, material composition and spatial relationship. We believe in celebrating warm, welcoming and liveable buildings. All our designs focus on passive solar design principles which create natural and honest living spaces both inside and out. Material use varies from earthy and raw to crisp and minimalist and we are guided by our clients and their taste. We believe this creates spaces that are not only truly bespoke, but individually crafted to our clients' needs.

Working closely with developers, KADA have adopted a pragmatic, hands-on approach to our commercial projects. Over the past six years, KADA have designed and documented over 500 apartments with a combined value in excess of $100M. We understand the challenge of balancing the financial needs of stakeholders and delivering buildings that are innovative, exciting and exemplify good design. Our continued practice in this area, coupled with our strong relationships with local authorities, consultants and contractors, allows us to keep innovating whilst ensuring our projects are delivered on-time and on budget.

THE CLIENT

Seacrest Homes was founded with the aim of creating a company that would build some of Perth's best homes. In turn, we have set benchmarks in design & customer service. Our attitude to satisfying our clients needs and our unrelenting attention to detail has earned us several Housing Industry Awards.



KLOPPER & DAVIS ARCHITECTS

INTRODUCTION

REFERENCES

This report forms the Development Application for a proposed mixed-use development within Golden Bay, Rockingham. This report refers to the following documents:

- City of Rockingham; Town Planning Scheme No. 2;
- Bicycle Parking & EOT Facilities (Planning Policy 3.3.14);
- Golden Bay Neighbourhood Centre Detailed Area Plan - v7 (March 2015);
- Golden Bay Design Guidelines;
- Residential Design Codes of Western Australia (R-Codes); and
- State Planning Policy 7.3; Residential Design Codes - Vol 2. Apartments.

PREVIOUSLY APPROVED SCHEME

Klopper & Davis Architects lodged a previous Development Application for this site on the 11th August, 2016. The scheme was considered by the Metro South-West JDAP on the 6th October 2016 who resolved to **approve** the application.

PRELIMINARY ASSESSMENT

Klopper & Davis Architects worked closely with our clients and the CoR on a new scheme. This scheme was initially presented to the CoR on 21st Februrary, 2019.

DESIGN REVIEW PANEL & COMMUNITY SUBMISSIONS

Klopper & Davis Architects presented to the DRP on 30th May, 2019. Panel Members included Emma Williamson and Tom Griffiths. The assessment summary stated that the proposal is considered to generally comply, or is capable of approval, subject to further clarification and compliance with a number of issues. Klopper & Davis Architects were delighted with the feedback and have worked hard to resolve the issues raised by the DRP and the greater community. A copy of the DRP Meeting Notes is included in the Appendix.

JDAP & POST DAP REVISED SCHEME

Klopper & Davis Architects presented the scheme to the MWJDAP 8/11/19. The feedback was generally positive and the Architect on the panel expressed how well our proposal responded to the Design WA objectives and how the bulk/scale was in line with the Golden Bay Detailed Area Plan. The JDAP however, resolved to defer the application, allowing us to refine the scheme and justify the height/density & parking concessions sought.

Following the meeting, KADA have worked closely with the City and our client to reduce the building height and increase the parking, to alleviate any of the cities concerns. We are very happy with the revised scheme and are excited to develop this landmark development further following approval.



KLOPPER & DAVIS ARCHITECTS

INTRODUCTION

SITE INFORMATION

Address	Lot 636 Thundelarra Drive, Golden Bay
Architect	Klopper & Davis Architects
Developer	Seacrest Homes Pty Ltd
Local Council	City of Rockingham
Site Area	3,434sqm
TPS2 Zoning	Development (Commercial Zone)
R-Coding	Commercial (R60 residential permitted)
Detailed Area Plan	Golden Bay Neighbourhood Centre DAP - v7
Residential Plot Ratio	0.8 Required 1.61 Proposed
Street Setbacks	Nil Permitted (Mixed-Use) Nil Proposed
Side/Rear Setbacks	3m Required Varies; refer drawings
Building Height	Min. 2 storeys Required; G+2 & G+4* storeys Proposed
Comm. open-space	~1,000sqm Proposed
FFLs	Various; refer drawings
Vehicular Access	Access from Jundee Lane
Services	Refer Drawings

*increased upper setbacks



KLOPPER & DAVIS ARCHITECTS

INTRODUCTION

THE BRIEF

Klopper & Davis Architects recognise Seniors are an important part of th City of Rockingham. Infact, seniors make up approx 21,000 (16%) of the CoR population, and this is expected to double in the next twenty (20) years.

In keeping with city's intent, our brief was to design a high-quality, 'Independent Living' project that will allow seniors to live a safe, fulfilling and enjoyable life. The proposed amenities will create an age-friendly community that benefits both the residents and the greater community.

Our client acknowledges the CoR's existing 'Activity Guide'. Our proposal has been designed in accordance with this guide: to promote healthy activity lifestyles and improve the overall health and well-being of the community. See section 'Principle 10 - Community' for more information.

THE INDEPENDENT LIVING MODEL

From the client:

The business model is based on retirement living and focused on providing the best lifestyle for the age appropriate market. Income is generated upon the sale and ensuing re-sale of each dwelling while providing services, in most cases, on a break even basis. We wish to create a total lifestyle for the residents with the residents having their individual homes providing a small part of the encapsulation and enjoyment of being surrounded by like-minded people and similar thinking new friends who also enjoy the services, clubs and facilities designed to maximise the enjoyment of their specific lifestyle. It is clear there is a demand for this kind of development in the area and welcome the opportunity. We are committed to delivering a high-quality outcome.



INTRODUCTION

PROJECT OVERVIEW

This application seeks approval for a 3 - 5 storey mixed-use development. The development comprises of 85 residential apartments, 4 convertible commercial units to Thundelarra Drive, 140sqm of flexible retail space, 2 large commercial tenancies and a generous provision of communal open-space & residential amenities which are also open to the public. There are also 119 car bays on-site.

In summary, the proposal consists of:

Basement
- Residential, & Commercial Carparking;
- Motorcycle Bays;
- Secure Residential Bicycle Storage;
- Residential Stores;
- Building Services;

Ground Floor
- Residential Apartments;
- Convertible Apartments;
- Residents Dining Hall, indoor/outdoor seating areas & back-of-house;
- Flexible retail space;
- Resident's lobby & lounge, reception & mail room;
- Residential Amenities (Parklands; Vegetable Garden; Arts & Craft; Hall; Health Studio (Gym & Pool)); (note also available to public).
- Resident's Meeting Rooms;
- Residential Stores;
- Visitor 'on-street' & 'off-street' parking;
- Commercial Parking;
- Residents, Commercial & Visitor Bicycle Storage;
- Loading Zone; and
- Building Services;

Typical Floors
- Residential Apartments;
- Communal Lounges;
- Private Open Space; and
- Residential Stores.

Level 4
- Residential Apartments;
- Residential Amenities (Formal Dining & BBQ area);
- Residential Stores.



KLOPPER & DAVIS ARCHITECTS

INTRODUCTION

ARCHITECTURAL CHANGES POST DAP

Improvements to the proposal include:
- Reduced the total number of units (incl. convertible units) from 101 to 89;
- Reduced the Residential Plot Ratio from 2.16 to 1.61;
- Increased total number of carbays from 102 to 119;
- Increased number of residential parking allocations from 86 to 87;
- Increased number of commercial parking allocations from 12 to 21;
- Increased number of visitor parking allocations from 4 to 11;
- Percentage of overshadowing reduced from 28% to 25%;
- Percentage of apartments with cross ventilation increased from 49.5% to 51%;
- Percentage of apartments with >2hrs access to natural light increased from 92% to 94%
- Percentage of apartments with <2hrs access to natural light reduced from 8% to 6%;

Basement:
- Confirmed no visitor access to basement;
- Refined basement design to reduce number of residential tandem bays;
- Reduced number of stores to the basement to ensure all residential bicycle parking is secure in the basement;
- Reconfigured blind aisle to allow for turning area;

Ground:
- Further developed and refined parklands and landscaping with Landscape Architect (CAPA) and increased total landscaping from 771 to 804sqm;
- Added residential stores and 'off-street' visitor & commercial parking under the West Wing to Jundee Lane;
- Reduced bin store size in line with reduced no. of apartments;
- Moved Gymnasium, changerooms and EOT facilities to East Wing allowing them to be substantially larger. Previously there were apartments here that got limited sunlight to it also improves the overall access to natural light percentages;
- Articulated the base of the West Wing to further reduce the apparent mass to Jundee Lane;
- Made the fence to the proposed Child Care Centre more visually permeable to increase passive surveillance and reduce the apparent mass to the Child Care Centre.

Typical Levels:
- Refined apartment designs generally and made them slightly more compact to help reduce the Residential Plot Ratio;
- Removed one level from the West Wing to further reduce the apparent mass to Jundee Lane and better facilitate the transition in scales;
- Reduced the parapet height of the West Wing 300mm;
- Articulated the southern facade of the West Wing, continuing the pattern of the vertical brick piers to soften this elevation and provide visual interest to the Child Care Centre;

Level 4:
- Refined apartment designs generally and made them slightly more compact to help reduce the Residential Plot Ratio;
- Reduced the number of apartments on Level 4 and set the entire level in so it is not visible at the pedestrian level;
- Pushed in Apt. 81 and 89 another 600mm from the Child Care Centre boundary to reduce the bulk & scale and reduce the overshadowing;
- Added a large formal entertaining area to the NW corner for residents' use;
- Added a large garden bed to the NW corner to soften the elevation and alleviate any over-looking concerns from this balcony;
- Reduce the thickness of the steel fascia to reduce the building's height;

INTRODUCTION

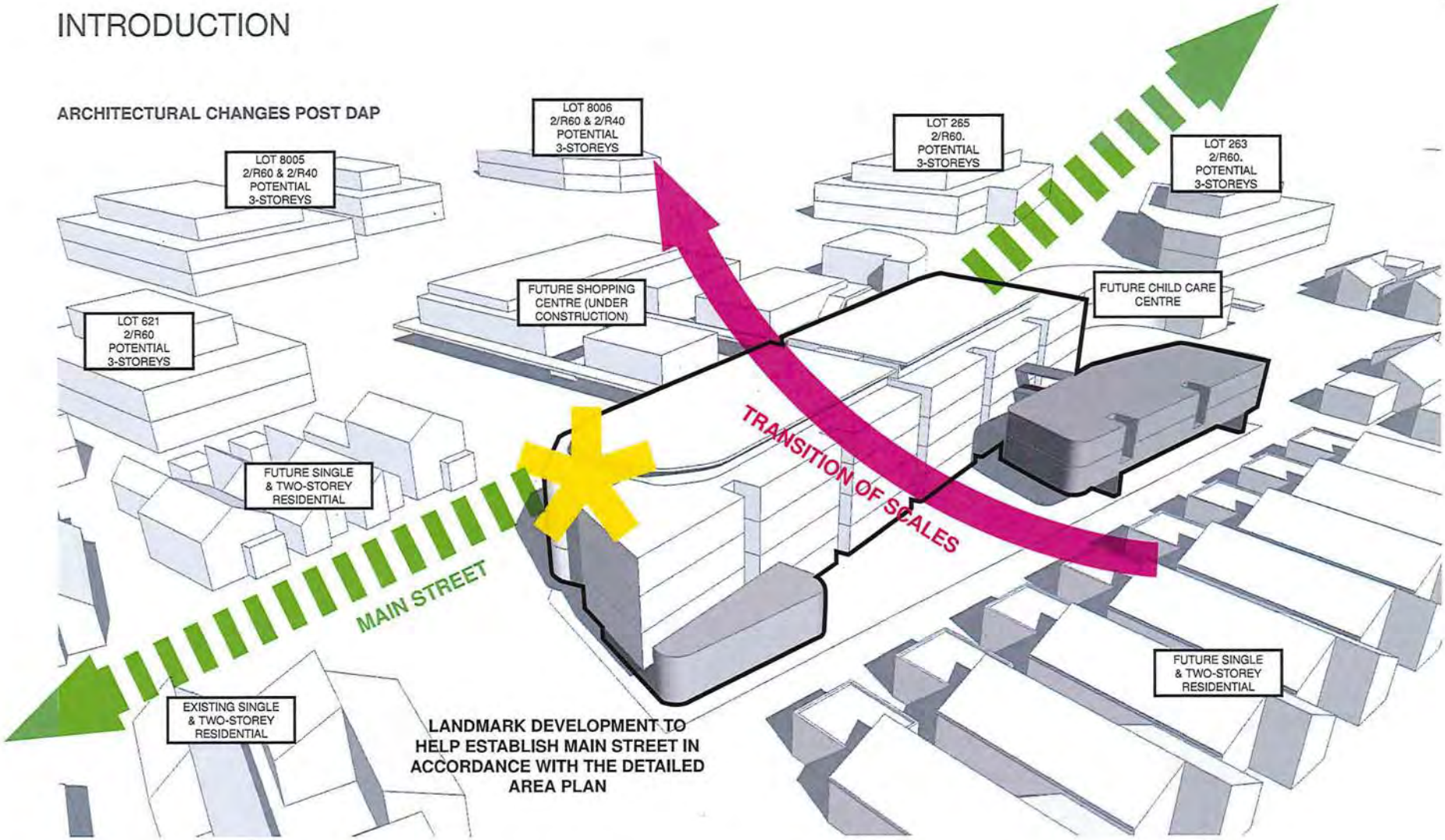

DIAGRAM - REVISED SCHEME (27/11/19)

ELEMENT OBJECTIVE O 2.2.1 The height of the development responds to the desired future scale and character of the street and local area.

KLOPPER & DAVIS ARCHITECTS

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ARCHITECTURAL CHANGES POST DAP

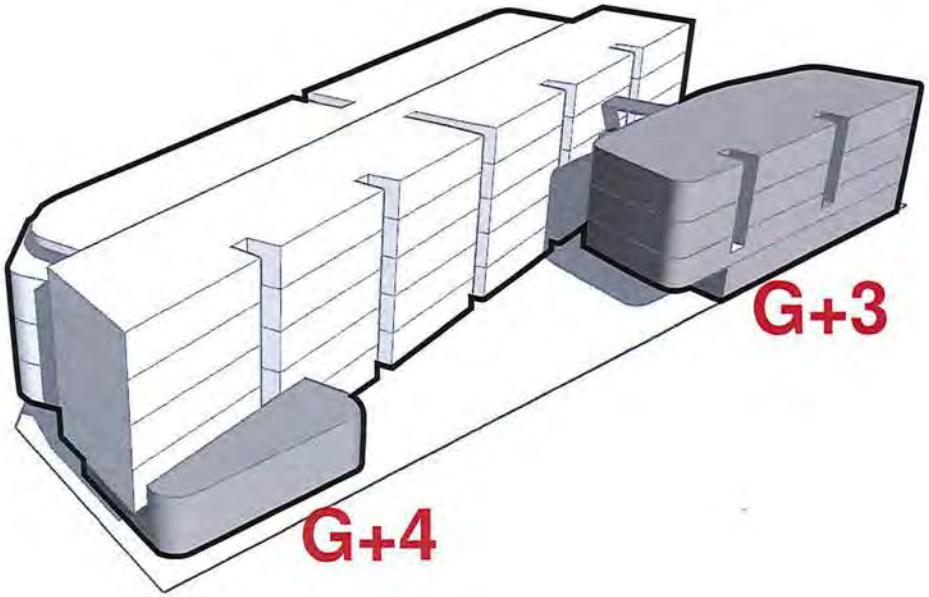

DIAGRAM - DAP SCHEME (8/11/19)

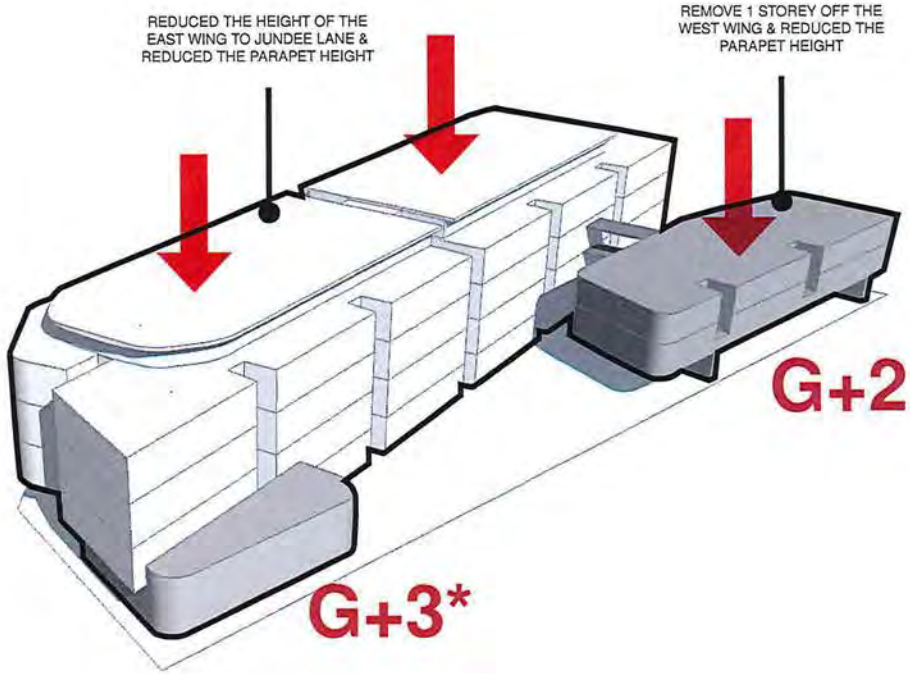

DIAGRAM - REVISED SCHEME (27/11/19)
*UPPER FLOOR SETBACK

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ARCHITECTURAL CHANGES POST DAP

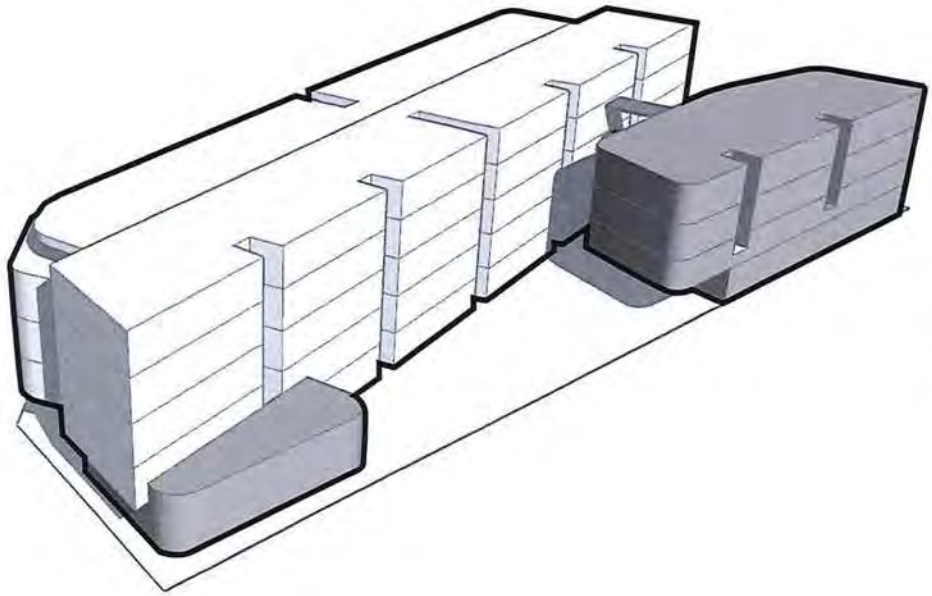

DIAGRAM - DAP SCHEME (8/11/19)

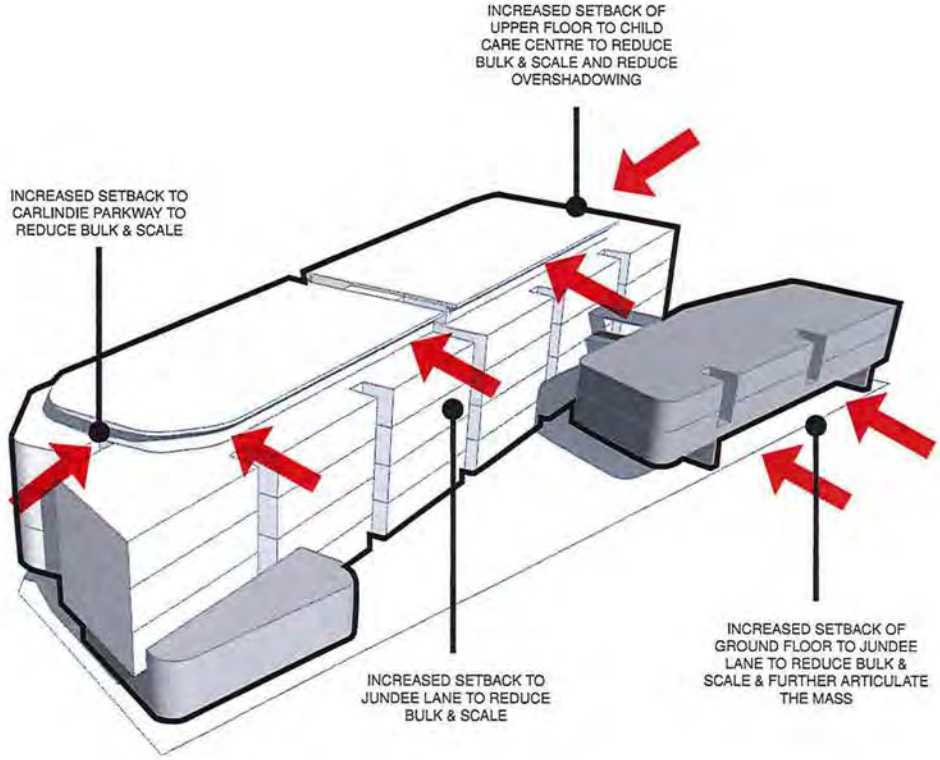

DIAGRAM - REVISED SCHEME (27/11/19)

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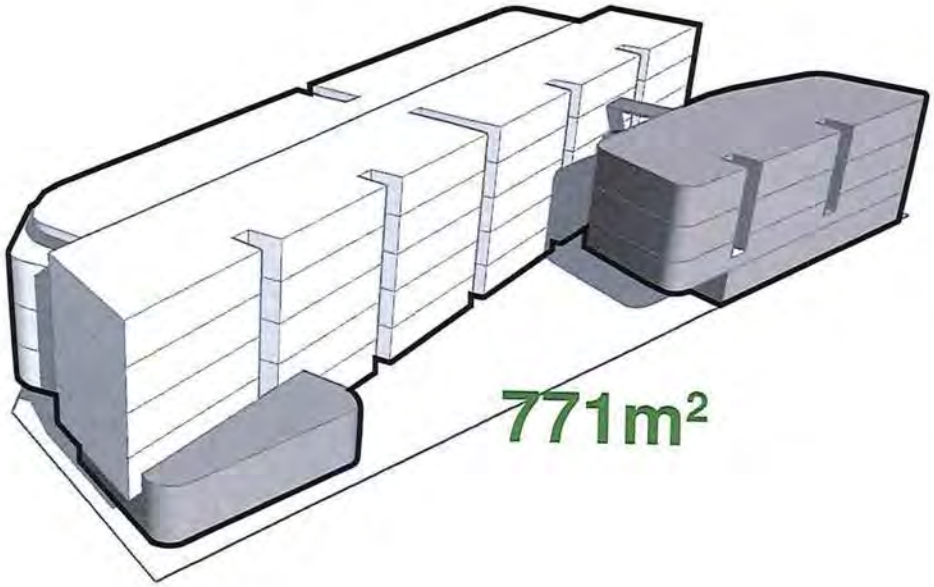

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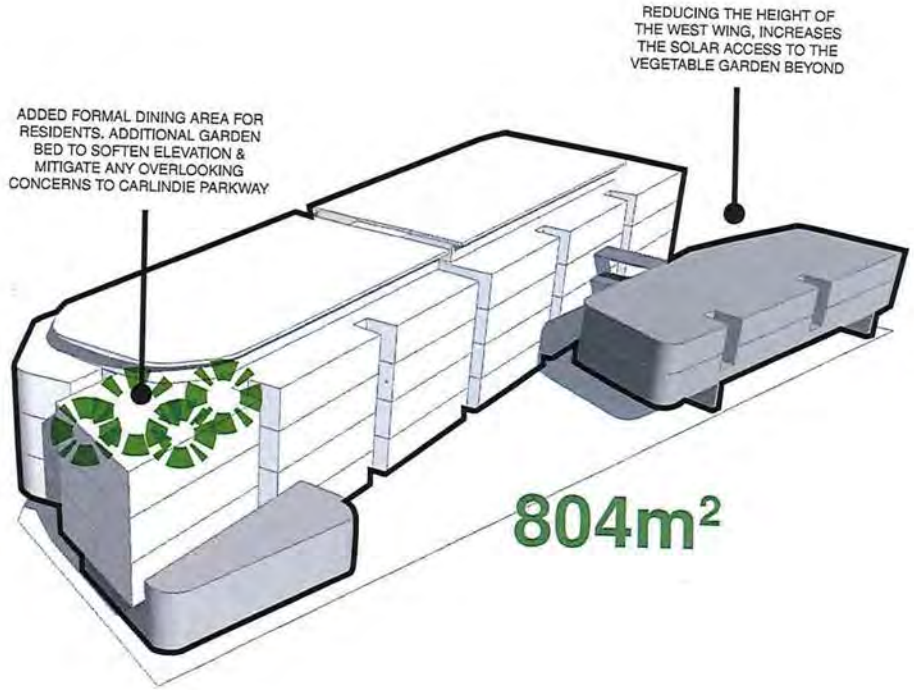

DIAGRAM - REVISED SCHEME (27/11/19)

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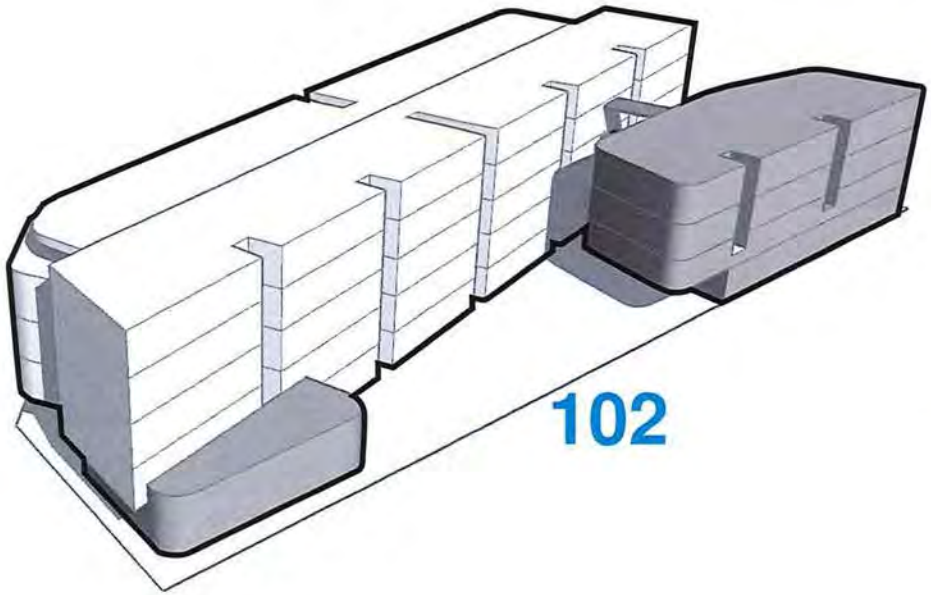

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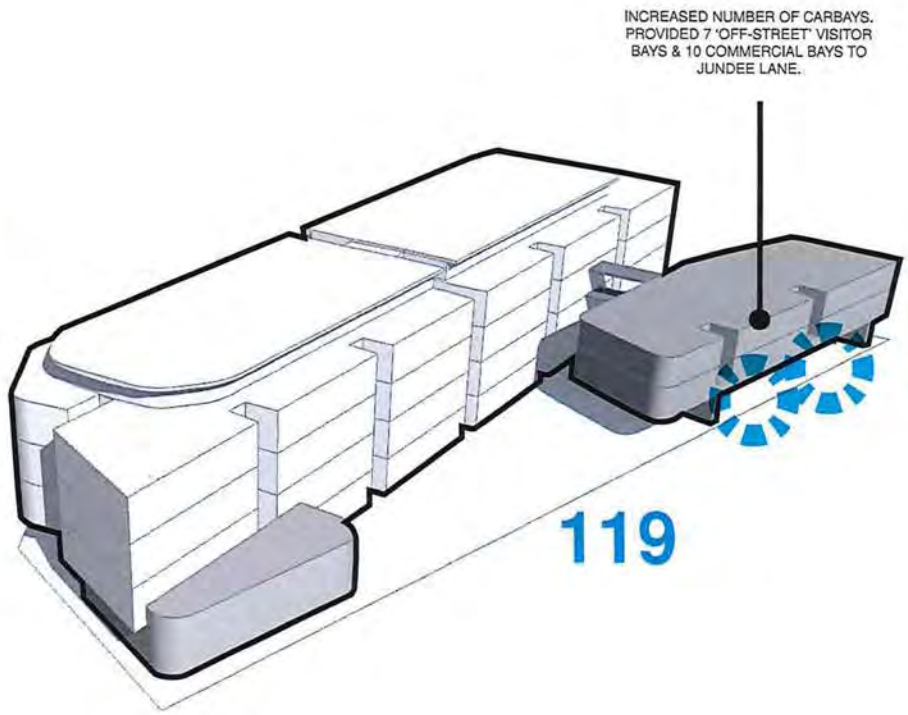

DIAGRAM - REVISED SCHEME (27/11/19)

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ARCHITECTURAL CHANGES POST DAP



DIAGRAM - DAP SCHEME (8/11/19)



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ARCHITECTURAL CHANGES POST DAP



DIAGRAM - DAP SCHEME (8/11/19)



DIAGRAM - REVISED SCHEME (27/11/19)

PRINCIPLE 1
CONTEXT & CHARACTER

PRINCIPLE 1 - CONTEXT & CHARACTER

Golden Bay estate is a new coastal community based in Perth's southern corridor. Nestled between the established suburbs of Secret Harbour and Golden Bay, the estate promises a well-developed sense of community with a friendly and relaxed lifestyle.

Located just 10 minutes north of Mandurah and with easy access to the freeway and railway services, Golden Bay is highly-connected. The main access road to the estate is Warnbro Sound Avenue, (~100m East).

Lot 636 Thundelarra Drive sits directly adjacent to the Golden Bay Village Centre. Currently under construction, the Centre will provide a 1,000sqm supermarket, specialty shops, medical centre and community piazza space. Directly south of our lot is a proposed child centre. Our site is in close proximity to Carlindie Parkway; a 1.3hA beach themed park which features picnic facilities, football goals and a half-basketball court.

The Golden Bay Neighbourhood Centre Detailed Area Plan outlines several large R40 and R60 residential zones at the corner of Warnbro Sound Avenue & Aurea Boulevard. The remainder of the neighbourhood consists of low density housing. In addition to its public transport connections, an established pedestrian footpath network makes the estate very walkable and user-friendly.

The massing of the development was informed by a thorough and systematic site analysis process, to maximise natural light, minimise overshadowing, whilst providing an appropriate level of development on the main street. We note there are 4 other sites in close proximity which are also zoned Multi-Residential under the DAP so we have designed our building with regards to the future context of the area.

It should be noted that the outcome of the DRP, was that "the development is considered to be of an excellent standard and 'of this place'".

MAP LEGEND

- Lot 636
- Neighbourhood Centre
- 1 Golden Bay Village Centre
- 2 Golden Bay Primary School
- 3 Comet Bay College
- 4 Carlindie Parkway Park
- 5 Colour Block Park
- 6 Sunset Hill Park
- 7 Stage 2G Park
- 8 Golden Bay Foreshore
- 9 Skatepark
- 10 Baptist Church
- 11 Secret Harbour Golf Club
- 12 Secret Harbour Community Centre
- 13 Rockingham Centre (16km NE)
- 14 Mandurah (15km S)
- 15 Perth CBD (60km N)

- Single Residential Development
- Multi-Residential Development
- Golden Bay Village Centre
- Medical Centre
- Child Care Centre
- B High Frequency Bus Stop #26565 (within 250m)





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PRINCIPLE 1 - CONTEXT & CHARACTER CONTD.

BUILDING SITS COMFORTABLY WITHIN CONTEXT



PRINCIPLE 1 - CONTEXT & CHARACTER

CONTEXTUAL INSPIRATION



















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PRINCIPLE 1 - CONTEXT & CHARACTER CONTD.

EXISTING SITE CONDITIONS



View from NE Corner (Thundelarra Drive)



View from NE Corner (Thundelarra Drive & Carlindie Parkway)



Proposed Child Care Centre (by others)



View from NW Corner (Carlindie Parkway)



View from SE Corner (Thundelarra Drive)



Proposed Golden Bay Village Centre (by others)

PRINCIPLE 1 - CONTEXT & CHARACTER CONTD.

BUILDING SITS COMFORTABLY WITHIN CONTEXT



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PRINCIPLE 1 - CONTEXT & CHARACTER CONTD.

BUILDING SITS COMFORTABLY WITHIN CONTEXT



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PRINCIPLE 2
LANDSCAPE QUALITY

PRINCIPLE 2 - LANDSCAPE QUALITY CONTD.

LANDSCAPE EXEMPLARS





















KLOPPER & DAVIS ARCHITECTS

PRINCIPLE 2 - LANDSCAPE QUALITY

TREE CANOPY & DEEP SOIL AREAS

Klopper & Davis Architects acknowledge that trees and high-quality landscaping make a significant contribution to the ecology, character and amenity of our neighbourhoods. As such, we have proposed a generous 'Parklands' which is accessible by the public. We also propose to retain the existing street tree on the corner. It is envisioned to provide habitat for fauna, manage stormwater and improve amenity for the residents and the community. Furthermore, the park will provide a nice outlook for the ground floor dining hall and the proposed terrace housing along Jundee Lane. The parklands has been orientated to receive northern light as well as afternoon sun. A significant portion of the parklands is Deep Soil Area which will sustain the development of small, medium and large tree canopies. Furthermore, we've worked closely with a Landscape Architect (CAPA) to ensure the total area provided is considerably larger than the minimum required by Design WA. The proposed facade and canopy design takes into consideration the provision of proposed street trees along Thundelarra Drive. These are proposed to be large Cook Island Pine tree's in keeping with the surrounding street trees. These steps will allow the canopy to prosper and will guide the residents' views of the trees through their bedroom windows. Refer to Landscape Report in Appendix.

LANDSCAPING ON STRUCTURE

In addition to the 'Parklands', we propose a significant amount of landscape on structure. Each balcony includes an integrated planter box and/or vertical trellis. The structures are of sufficient size to ensure native species will thrive without damaging the building. The planters will provide visual amenity to the residents, soften the building and conceal drying racks. The ground floor apartments will have larger planters to ensure adequate privacy between the private and communal open-spaces. The planters to the south of the development ensure there is no overlooking from the balconies to the future Child Care Centre. The planters typically accommodate 1,000mm of soil depth which will sustain various ground covers, shrubs and small ornaments. The 'bridge' between the two buildings also incorporates free-standing, metal planters and vertical trellis. This brings the 'park' up into the development. These planters accommodate 600mm of soil depth which will sustain various ground covers, shrubs and vertical trellis. On the upper level, deep planters border the facade. These planters again soften the building and obscure the recessed upper level. Refer to Landscape Report in Appendix.

PLANT SELECTION, IRRIGATION PLAN & MANAGEMENT

Klopper & Davis Architects have worked closely with a Landscape Architect (CAPA) to ensure the proposed plant species and irrigation is appropriate for this site. All landscaped areas will be designed in accordance with Golden Bay Design Guidelines and the Water Corporation's Waste Wise Development Criteria. Where possible, storm water will be stored and re-used on-site. Refer to Landscape Report in Appendix.

Our client is committed to managing and maintaining the landscape to a high-quality. As the development will be owned by one entity, access and maintenance will managed by the building manager. Furthermore, we have chosen largely coastal species which require little maintenance.

COMPARISON WITH PREVIOUSLY APPROVED SCHEME

The previously approved scheme provided a total of 128m² of landscape which was all on the ground floor. The proposed scheme provides a total of 792m² landscaping (~426m² of which is on the ground floor). The proposed scheme provides a generous ~6x as much soft-landscaping than the previously approved scheme which is highly desirable for the residents, neighbours and the greater public.

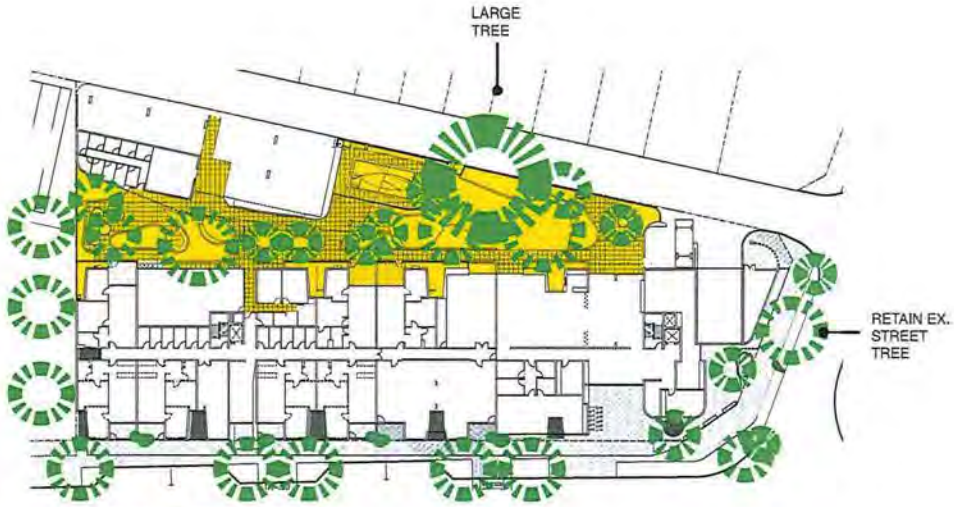

DIAGRAM - SITE PLAN LANDSCAPING



DIAGRAM - TYPICAL LEVEL LANDSCAPING

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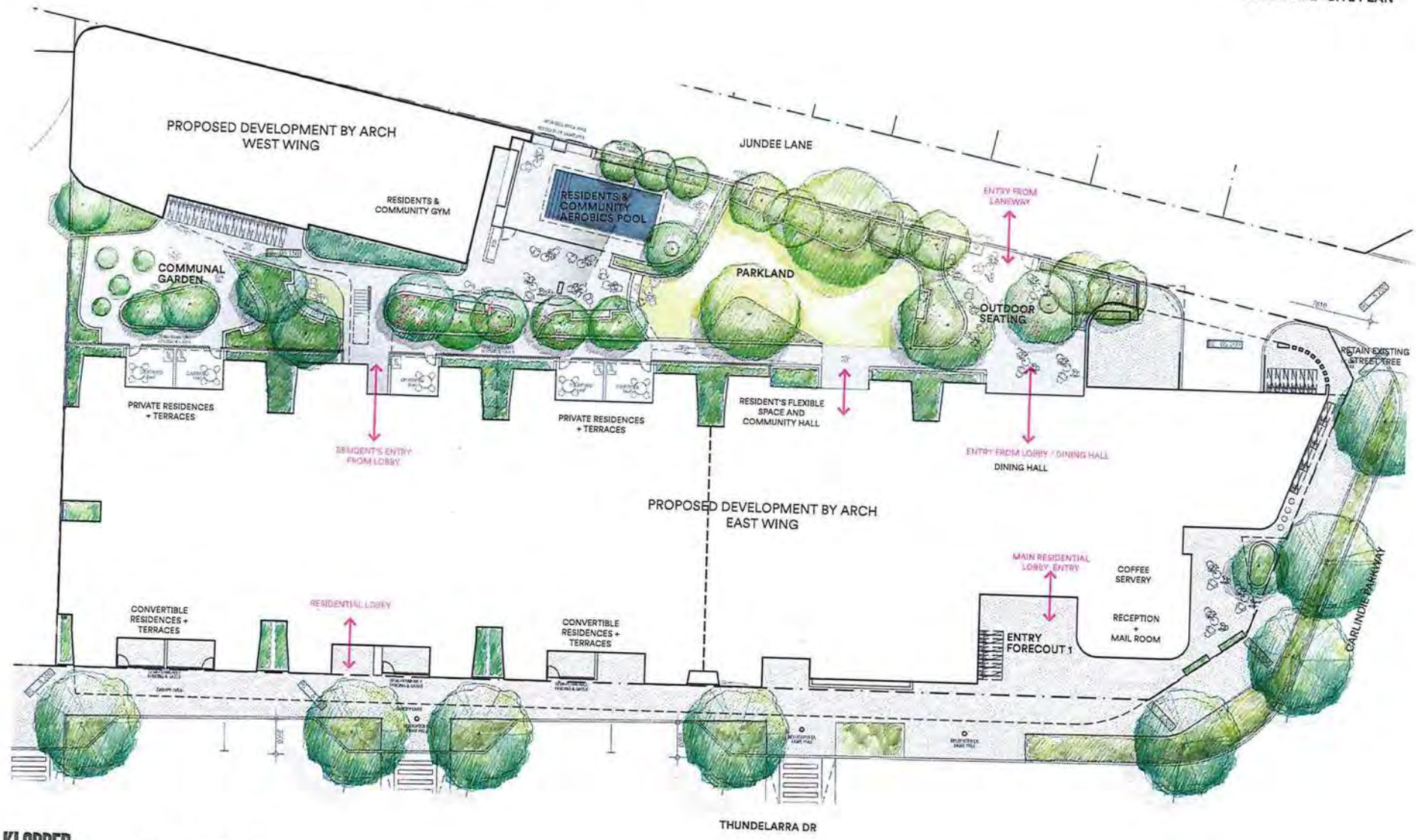
PRINCIPLE 2 - LANDSCAPE QUALITY CONTD.

LANDSCAPE - SITE PLAN



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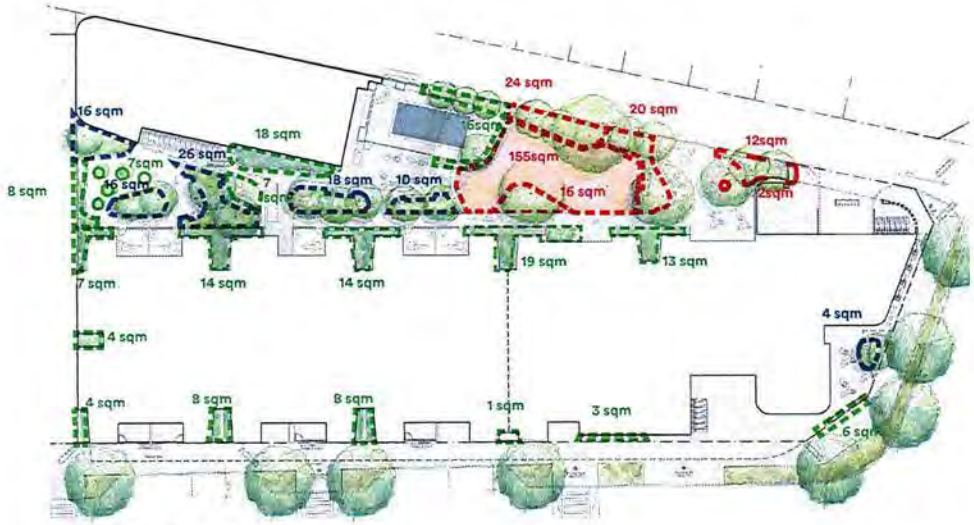
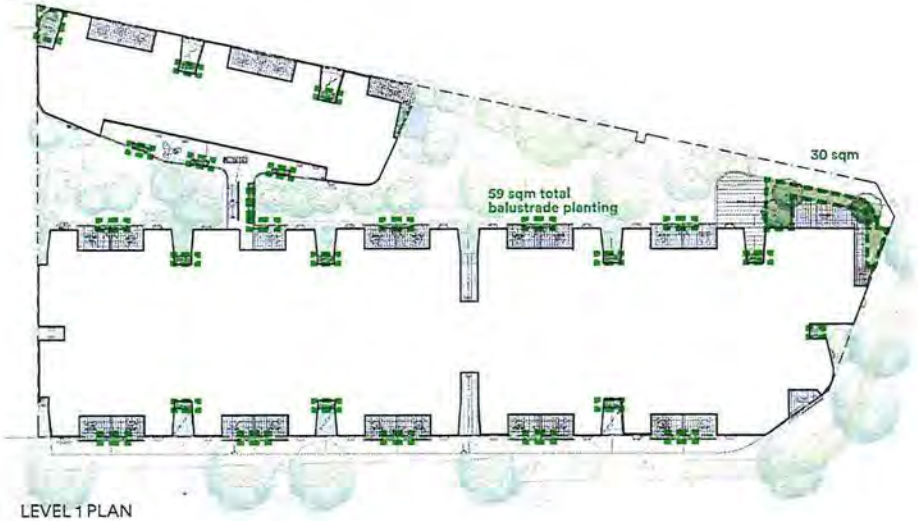
CAPA

PRINCIPLE 2 - LANDSCAPE QUALITY CONTD.

LANDSCAPE
AREA CALCULATIONS



GROUND LEVEL PLAN



LEVEL 1 PLAN

TOTAL LANDSCAPE AREAS KEY

- DEEP SOIL AREAS
- DEEP SOIL AREA (ON SLAB BUT MORE THAN 1M DEEP)
- LANDSCAPE AREA (ON SLAB, LESS THAN 1M DEEP)

	GROUND	1	2	3	4	TOTAL
PLANTERS (ON SLAB But >1m DEEP)	90	0	0	0	0	90
PLANTERS (ON SLAB But <1m DEEP)	146	86	56	56	108	452
DEEP SOIL AREA	229	0	0	0	0	229
TOTAL LANDSCAPING	465	86	56	56	108	771
SITE AREA						3431
WACP RECCOMENDED DEEP SOIL AREA (10% SITE)						343
PROPOSED DEEP SOIL AREA ON GROUND						229 (67%)
MIN. PLANTING ON STRUCTURE REQ'D (2 x (343-229))						228
PROPOSED PLANTING ON STRUCTURE						306

The proposed development aims to meet Element Objective O.3.3.3 of the WAPC Guidelines by :

1. Maximising deep soil area where possible (no slab under or roof above)
2. Where the above cannot be met, the proposal aims to maximise additional planter on slab infrastructure to help cater to the mature sizes of the proposed new trees. Planters are generous in area and will achieve a min 1m soil depth. In the next stage, saturated soil weight information will be provided to the Structural Engineer. All planters will be designed to be adequately lined with corflute, drainage cells and geofabric for protection and to aid drainage in the long term. We recommend drip line irrigation (below mulch level) for planters for water efficiency and to prevent evaporation loss.
3. The proposal also seeks to maximise landscape with the use of balcony planters and vertical trellis design. Trellis planting has been carefully considered for the site conditions. All trellis are easily accessible, either via a) walkways or b) maintenance mesh platform (to allow light to filter through).

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PRINCIPLE 2 - LANDSCAPE QUALITY CONTD.

LANDSCAPE - SKETCH
PARKLAND



WALKWAY - 1:20 walkway with kerb (low wall) on one side

RECESS PLANTERS - Variety of lush shade resistant planting to apartment lightwell alcove

PARKLAND GROUND PLANTING - Swale of native planting, informal planting mixes

LARGE DECIDUOUS TREES - Gleditsia tricnathos 'Shademaster' provides dappled shade, autumnal interest and allows a sunny aspect in winter

SEAT AREA - Curved seat with low wall back rest.

PARKLAND LAWN - Hardy variety chosen. Large open extent for flexible outdoor activites.

POOL BALUSTRADE PLANTER - Retained edge to pool terrace with garden bed of cascade planting to soften edges. Balustrade to run through top of of planter for safety.

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CAPA



View from Parklands



View from Dining Hall Alfresco

PRINCIPLE 3
BUILT FORM & SCALE

PRINCIPLE 3 - BUILT FORM & SCALE

BUILDING HEIGHT

As the site slopes, the maximum height of the East Wing along Thundelarra Drive is **14.024m** (to the North) and **13.105m** (to the South) not including the upper storey which is setback. The maximum height of the East Wing along Jundee Lane & Carlindie Parkway is **13.855m.** The maximum height of the West Wing along Jundee Lane is **10.257m** (to the North) and **9.805m** (to the South). These heights are above the minimum 2 storeys as prescribed in the Detailed Area Plan (DAP), however, we strongly believe the height is contextually appropriate and in keeping with the objectives of the DAP. Those objectives being:

a) Establish a 'main street' based Neighbour Activity Centre of a scale appropriate to its role as a focal point of a residential community and its role in the hierarchy of the region: and

b) Provide a context for higher-density residential development that capitalises on proximity to local services.

The slightly taller East Wing, capitalises on it's main street frontage, responding to the future scale of the shopping centre, whilst the lower West Wing respects the single-residential terrace housing along the Laneway.

Concentrating development along main roads adjacent shopping centres is highly appropriate and best-practice. Our experience is that elements such as 'height' and 'bulk' don't necessarily negatively affect neighbourhood character. In fact, we believe our development will benefit the community. We'd like to remind the city that any perceived 'over development' is justified by the highly considered architecture and the generous amount of communal open space and communal amenities which 'give back' to the community.

We'd like to reiterate that the Design Review Panel said "the balance of scale and height is right".

CONSULTATION WITH THE COR

We have worked closely with the CoR to produce a building form that meets the design intent of the guidelines, has no adverse impact on the neigbours and is thus supportable by council. Furthermore, we agree the balance of the (West Wing) mass on the laneway and openess of the landscape is critical to the project's success.

COMPARISON WITH PREVIOUSLY APPROVED SCHEME

The previously approved scheme had a maximum height of **12.514m** (to the South). We have setback the fourth floor, all the way around so the building's effective height on the street is only **13.105m** (to the South), which is only ~0.60m taller than the previously approved scheme. The setback storey makes negligible impact to the amenity of the southern neighbour as shown in our over-shadowing diagrams (refer section 'Principle 6 - Amenity'). It should also be noted that the varied heights of the proposed scheme add visual interest along Thundelarra Drive and present a far better architectural outcome than the previously approved scheme.

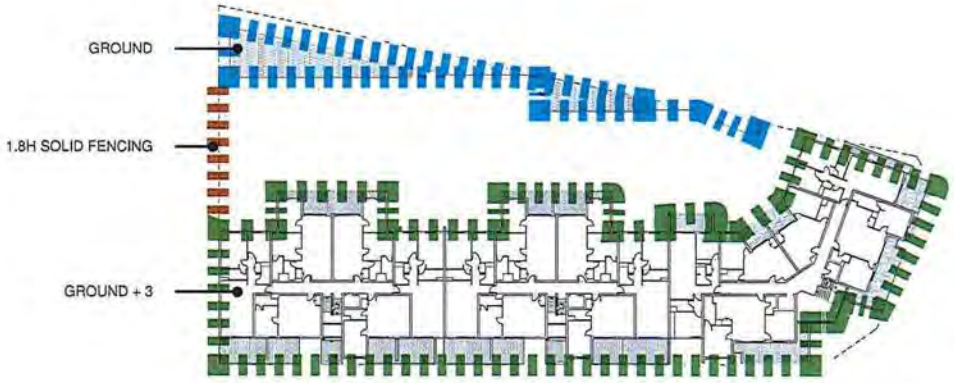

DIAGRAM - HEIGHT OF PREVIOUSLY APPROVED SCHEME

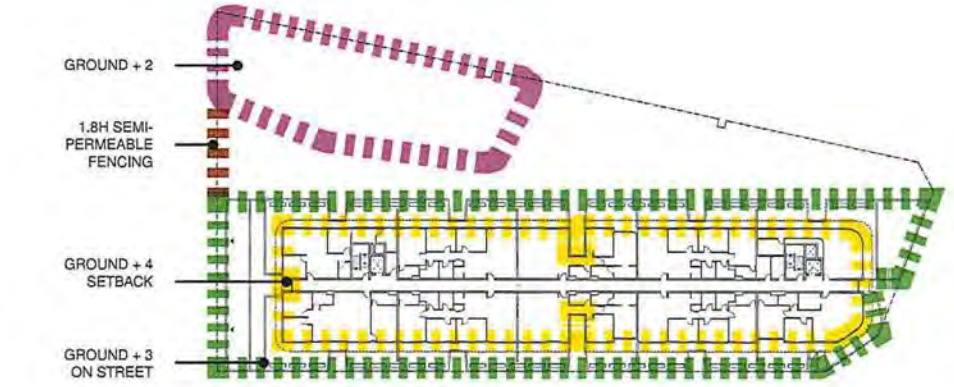

DIAGRAM - HEIGHT OF PROPOSED SCHEME

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PRINCIPLE 3 - BUILT FORM & SCALE

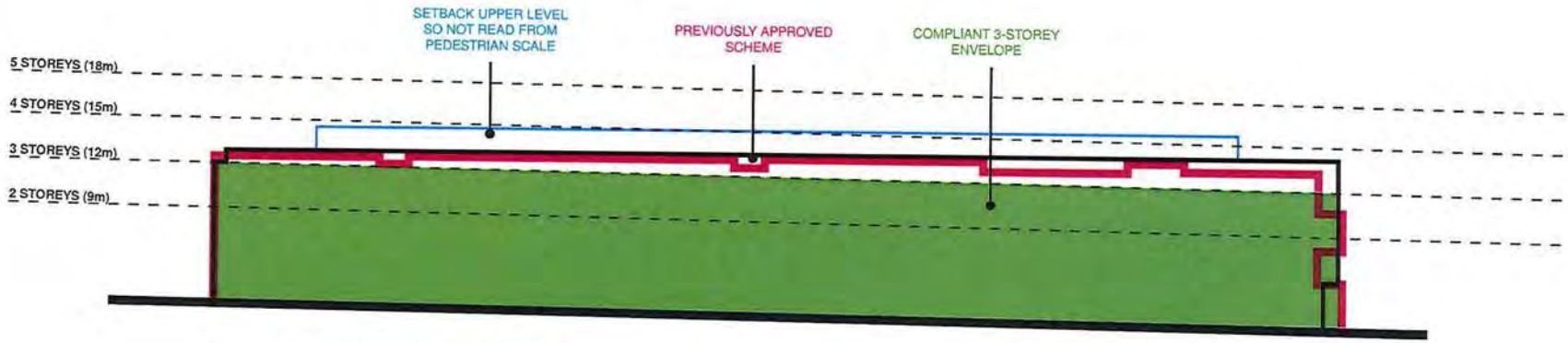

DIAGRAM - HEIGHT OF PROPOSED SCHEME ALONG THUNDELARRA DRIVE

Table 2.2 Indicative building height

Storeys	Indicative overall building height in metres
2	9
3	12
4	15
5	18
6	21
7	24
8	27
9	30
10	33

- Overall building heights are set by adding together the floor to ceiling heights for the desired number of storeys, with a nominal allowance of 4m for the ground floor and 3m for subsequent floors. Add at least 2m to the total to allow for rooftop articulation.

- Building height limits for higher density typologies. These default heights are provided as a conservative baseline and higher building height limits may be appropriate subject to detailed local planning.

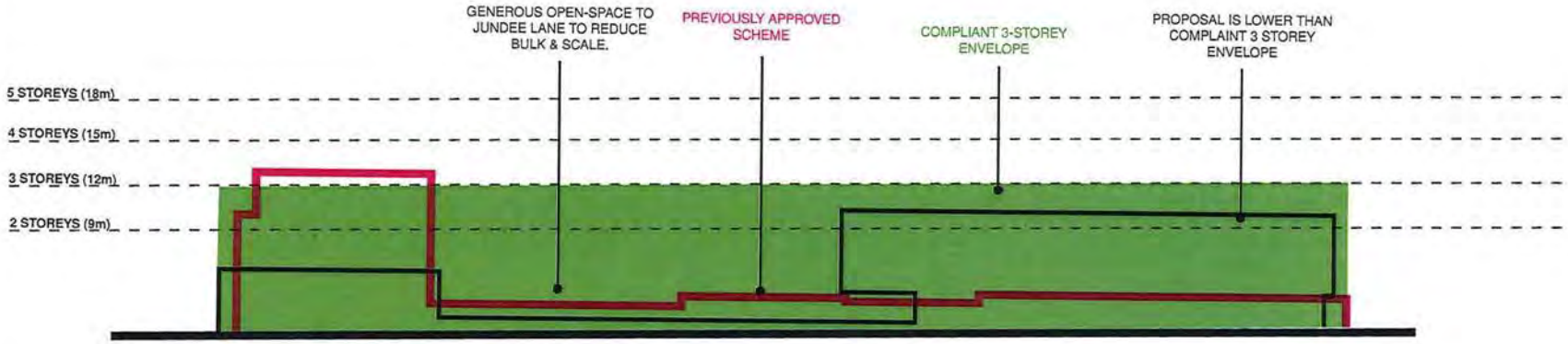

DIAGRAM - HEIGHT OF PROPOSED SCHEME ALONG JUNDEE LANE

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View from Jundee Lane

PRINCIPLE 3 - BUILT FORM & SCALE

DESIGN EXEMPLARS
















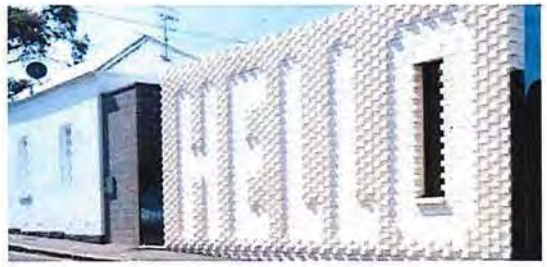




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PRINCIPLE 3 - BUILT FORM & SCALE CONT.D

BUILT FORM & ARTICULATION

The development is broken into two wings; East and West. Each wing has their own distinct architectural style. The East Wing generally features sharp and geometric forms and bold, horizontal gestures whilst the East Wing employs soft curves and finer, vertical elements. The contrast between the two wings creates visual interest and reduces the bulk and scale of the development and adds a sense of identity for the residents. Furthermore, the curves relate to the curved forms of the proposed Child Care Centre.

The ground floor of the East Wing is treated in the same textured brick as the West. It's punctured by an extensive amount of glazing and sheltered by a continuous, dark steel canopy. The recessed upper floor features a dark metal cladding. Breaking the building into a defined base, middle and top, reduces the bulk and scale of the development.

With regards to the East Wing, large white brick boxes frame the balconies whilst deep recesses break the facade into six (6) separate portions. Notably, there is a deep central recess which splits the wing into North & South, encouraging cross-ventilation, bringing natural light to the corridor and facilitating views through the development. The balcony planter boxes sit proud of the brick and alternate location on each level. The combination of building articulation, various architectural elements and changes in texture, material and colour achieve rhythm and visual interest.

With regards to the West Wing, a finer architectural language is employed. Various brick and steel balustrades, brick priers and vertical trellis soften the elevation. In much the same way, full-height windows shift position to create a sense of play across the facade, relating back to the vertical brick piers. On the ground floor, feature metal framing & screens abuts the laneway, concealing access to the Bin Store and various Plant, whilst adding visual interest to the ground plane.

Furthermore, the corner of Thundelarra Drive and Carlindie Parkway is articulated by a curved feature timber element. The element forms the facade, concealing the vehicle entry, fire escape doors, a 'hole-in-the-wall' servery, mailboxes and lighting. It then continues through the entry forming part of the dining hall. This architectural gesture leads people through the development and into the communal parklands. This language is used again in Entry 2 with a timber feature wall which wraps up to form a canopy.

As noted in the DRP Meetings notes, "the colour and selection of materials over the two buildings is considered successful [and] the degree of articulation and feature brickwork elements are supported and critical to the Panel's support of the design".

CORNER ACTIVATION

The building's architecture has been highly considered to responds to the corner of Thundelarra Drive and Carlindie Parkway. It's varied form and materiality adds visual interest and clearly defines the building's main entrance. We've increased the extent of the vertical brick elements which the DRP celebrated.

BUILDING SEPARATION

Our development has been designed in accordance with Design WA's Element Objectives. With regards to separation within the site boundary, the two wings are separated by parklands and connected with a bridge. The separation ranges from ~5.0 - ~17.4m (11.1m average). Where there are openings across from each other or may overlook the neighbouring lot, they have been screened appropriately (shown in blue on diagram).

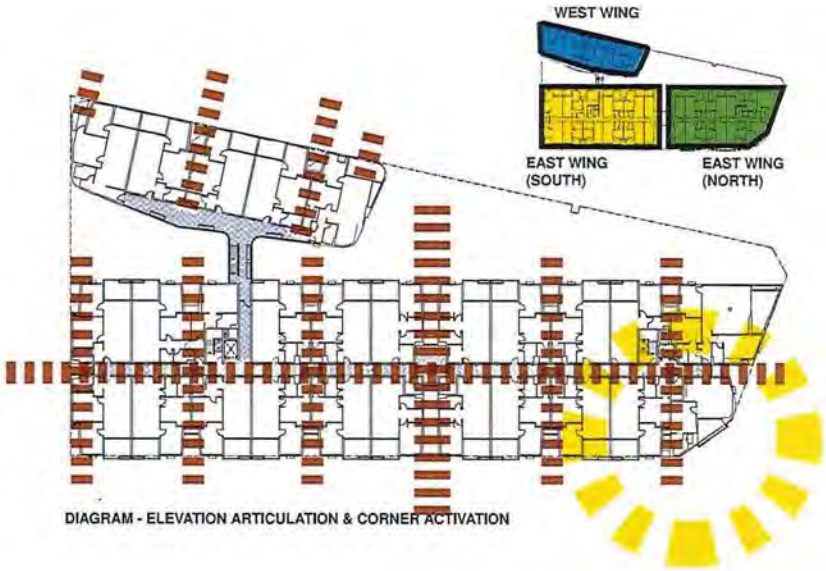

DIAGRAM - ELEVATION ARTICULATION & CORNER ACTIVATION



DIAGRAM - TYPICAL LEVEL BUILDING SEPARATION & SCREENING

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PRINCIPLE 3 - BUILT FORM & SCALE CONTD.

STREET SETBACKS

As stated in the objectives of the Detailed Area Plan: "the street setback for multiple dwellings may be Nil in the case of mixed-use developments, and also for residential building elements that provide architectural interest. As such, our development has nil street setbacks. It should be noted that the entry lobby to the East Wing is setback 7.3m from Thundelarra Drive, and the timber corner element is setback ~1.2m from Carlindie Parkway (5.5m from edge of road). These generous setbacks accommodate an entry forecourt, small alfresco areas, planting and sheltered bike storage. The vehicular entry is setback 6.0m from Jundee Lane to maximise vehicle safety. Most of the facade is occupied by balconies. As such, most of the living rooms are setback at least~2.2m from the boundary assisting in visual privacy to the apartments from the street. Furthermore, deep planters on the facade are recessed ~3.8m from the boundary adding visual interest to the street elevation and reducing the building's apparent bulk & scale. It should also be noted that the upper level is recessed ~3.8 - ~4.3m from Thundelarra Drive to ensure it is not visible from the street.

SIDE & REAR SETBACKS

The West Wing's setback to Jundee Lane ranges from 2.0m at the carpark entrance to ~9.5 to ~28.0m. To maximise the parklands and ensure adequate building separation, the West Wing has Nil setback to Jundee Lane. As Jundee Lane is dominated by garage doors, we are confident this will have absolutely no adverse impact to the amenity of the street. As shown on our sections, most of the development will not be visible from these houses along Jundee Lane. As shown on the diagram adjacent, A4 is 128m2 where as A5 is 425m2. We therefore argue that the majority of the development (77%) exceeds the 3.0m rear setback.

To maximise the parklands and capitalise on Thundelarra Drive, we propose Nil Setback to the South for Ground - Level 3. The Child Care Centre proposes a storage shed and carpark to this part of their site so we are confident the West Wing's Nil setback will not impact the amenity of the centre. As shown on the diagram adjacent, the sum of A1 and A2 is 103m² where as A3 is 155m². We therefore argue that the majority of the development (60%) exceeds the 3.0m. side setback. The proposed envelope is much more favourable for the southern neighbour than if we were to develop all the way up until the setback line. Furthermore, the Child Care Centre's proposal shows planting and large trees along this boundary which will partially obscure our development. We have also setback the upper level of the East Wing ~8.6 - ~9.8m to maximise light and ensure there is no overlooking concerns. We also propose a built-in planter box to those terraces to add more privacy.

COMPARISON WITH PREVIOUSLY APPROVED SCHEME.

The previously approved scheme was approved with Nil side & rear setbacks thus the proposed scheme is also supportable by council. The proposed scheme has been further refined and presents a far better architectural outcome to the Child Care Centre.

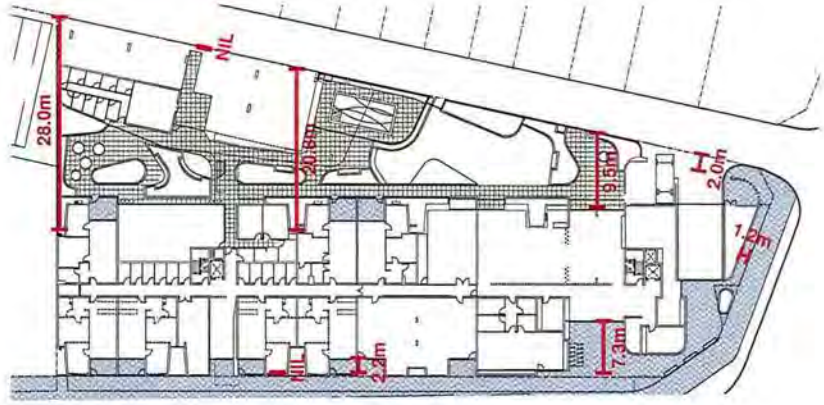

DIAGRAM - PROPOSED SETBACK DIMENSIONS



DIAGRAM - AREAS WITHIN SETBACKS

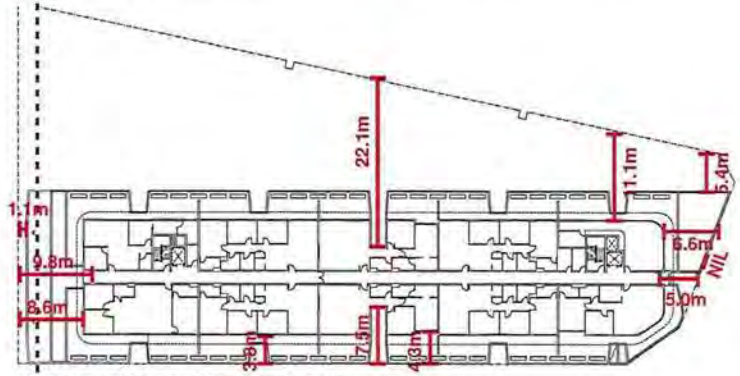

DIAGRAM - PROPOSED SETBACK DIMENSIONS

KLOPPER & DAVIS ARCHITECTS

PRINCIPLE 3 - BUILT FORM & SCALE



EAST WING ('YING')



WEST WING ('YANG')

PRINCIPLE 4
FUNCTIONALITY & BUILD QUALITY

PRINCIPLE 4 - FUNCTIONALITY & BUILD QUALITY

SIZE & LAYOUT OF DWELLINGS

The proposed design provides a diverse mix of 1-bed, 2-bed and 3-bed apartments to cater for a range of accessibility and affordability requirements. Apartments vary in size from 46sqm to 104sqm. Every habitable room has been designed to exceed the minimum internal floor area and dimensions set-out in Design WA.

We acknowledge that some of the proposed strata areas are slightly lower than those suggested by Design WA. We have worked hard to ensure these apartments are designed as efficiently as possible to make them open and airy in keeping with Design WA's Element Objectives. It should be noted that Design WA focuses on traditional apartment dwellings whilst Independent Living Models require less area. Furthermore, the DRP meeting notes stated "the overall planning and functionality of the [2 bed] apartments are not compromised by the proposed 3.6m width".

The internal layouts are generally open-plan to accommodate furniture settings and personal goods appropriate to 'Independent Living'. Ceiling heights generally range from 2.4-2.7m to ensure rooms are optimally proportioned. Where possible, ceiling heights are increased to 3.0 and 3.5m.

Refer to Apartment drawings in Appendix.

DWELLING MIX

The 'mix' has been guided by both our clients' experience and needs, our experience and the guidelines set-out in Design WA. We propose a total of 89 dwellings, of which 85 are residential.

- 1 Bed x 1 Bath: 6 (6.7%)
- 1 Bed x 1 Bath + Study: 36 (40.4%)
- 2 Bed x 2 Bath: 36 (40.4%)
- 3 Bed x 2 Bath: 11 (12.4%)

Refer to Area Schedule in Appendix.

CIRCULATION

The design of the circulation corridors has been highly considered to improve the amenity for residents and visitors. The 1.5m-wide internal corridor of the East Wing open up to the exterior with glass and operable windows, allowing natural light and cool breezes deep into the plan. The West Wing is accessed by an external green bridge, lined with steel balustrades and green trellis. Exterior stairs connect the green bridge with the ground plane encouraging people to use them instead of the elevators which is both sustainable and promotes an active lifestyle for the residents & visitors

To delineate the corridors and assist way-finding, each lift is setback ~0.5m from the corridor. The lift lobby ensures that people can still walk past with ease whilst others are waiting for the lift. There is also a lounge area with views to the parklands in the middle of the corridor. Following approval, our interior design will further refine the corridor design to ensure it is both visually appealing and easy to navigate for the residents & visitors.

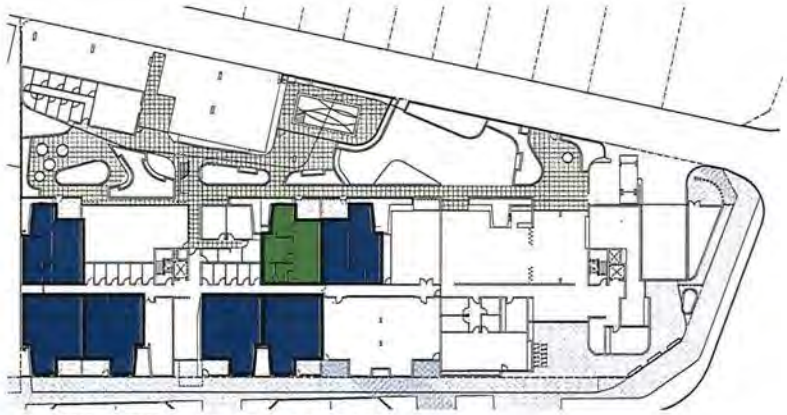

DIAGRAM - DWELLING DIVERSITY GROUND FLOOR

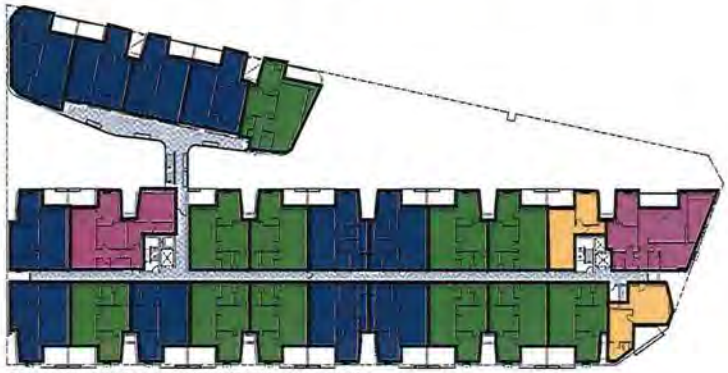

DIAGRAM - DWELLING DIVERSITY TYPICAL LEVELS



DIAGRAM - DWELLING DIVERSITY FOURTH FLOOR

KLOPPER & DAVIS ARCHITECTS

PRINCIPLE 4 - FUNCTIONALITY & BUILD QUALITY CONT.D

VEHICLE ACCESS & PARKING

Access is provided via a single cross-over on Jundee Lane. The location of the cross-over is in keeping with the 'preferred vehicle access point' as indicated in the Detailed Area Plan and is clearly identifiable from the street. We have liaised with a Traffic Consultant and the City's Traffic Engineering Department to ensure it meets the COR's requirements. To summarise, our Traffic Engineer is confident "the level of generated traffic will have no material impact" on the local traffic network.

The proposal provides **119** parking bays and **11** motorcycle bays on-site. Of the total carbays, **87** are for residents which is **10** more than the minimum number required under Design WA. There are also **21** bays for commercial which include bays for the proposed commercial, retail, building manager, occasional carer and 1 disabled bay. All of the residential parking is discretely located on the Basement level at great cost to the client to preserve the amenity of the streetscape. Some visitor and commercial parking has been elegantly tucked under the West Wing. The parking has been designed in accordance with the relevant Australian Standards to ensure it is safe for drivers, cyclists and pedestrians alike. Wheel-stops will be provided.

4 on-street visitor bays are directly available along Thundelarra Drive in addition to **7** off-street visitor bays along Jundee Lane. We acknowledge the city identified a 6 bay variation for Residential Visitors. Although not included within our count, there is also ample street parking in close proximity to our site with an additional 24 on-street bays within 100m of site and approximately 200 proposed car bays for the adjacent shopping centre under construction. Our client has assured us that many of the residents will not actually own a car so there will be plenty of empty bays in the basement carpark. It is likely that a family member or friend may have their own buzzer and may occasionally use the bay of the person they are visiting. Furthemore, we believe the building will be lightly staffed so many of the commercial bays will be vacant. Every year the Building Manager could assess the demand for parking and adjust the allocations (with the Council's approval).

It is our client's experience that many of the Independent Living resident's don't require a carbay so their 'bay' can also be used for their own visitors if required. It's important to note that residents that require carers usually can't drive anyway so they don't need a carbay allocation. In much the same way, the tandem 'horizontal stacker' arrangements will be managed by the Village Manager where residents who use their car infrequently can elect to 'store' their car on the second bay, freeing up the first bay for daily use by another resident. As the development will be owned by the client (i.e. not your typical strata arrangement), this is possible and common practice. Due to the high vertical clearance in the carpark, 40 vertical stacker bays could be installed in the future if the parking requirements of the development changed. Theoretically, an additional 20 carbays could be added to the basement with no detrimental impact to the streetscape or greater community. Furthermore, even though we've provided 11 visitor bays, it is clear that many of the visitors will use the adjacent Shopping Centre carpark for quick visits.

Only standard vehicles and motorcycles are expected to the travel to the basement. No visitor access is proposed to the basement.

To reduce the reliance on vehicles, we propose a total of **60** bicycle racks. Of these **45** are for residents. There are also **9** for visitors and **6** for commercial staff. Refer to section 'Principle 5 - Sustainability' for more information. There is also a high-frequency bus route out the front of the development. Furthermore, our reliance on ride sharing apps such as Uber is reducing our reliance on personal vehicles. These services can be managed by the Building Manager to assist the residents. For the above reasons, we ask the Council to show discretion in its parking requirements.

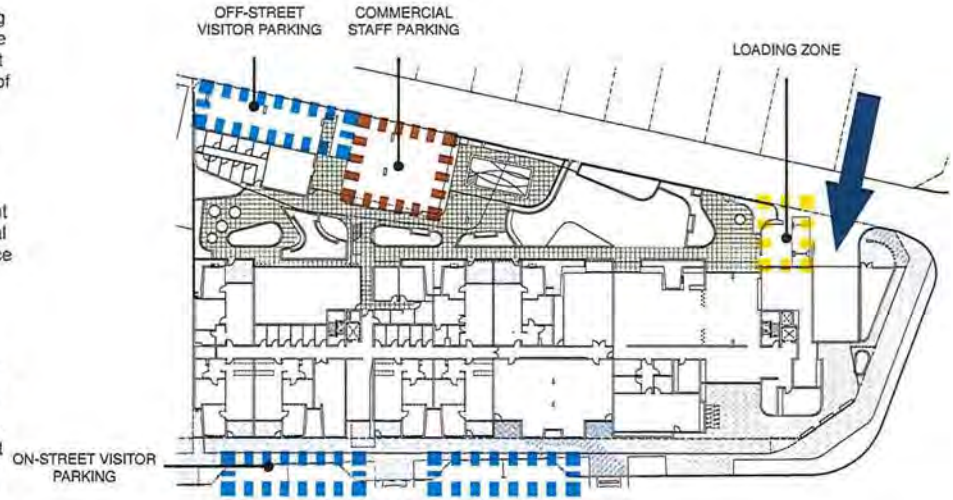

DIAGRAM - VEHICULAR ACCESS & GROUND FLOOR PARKING

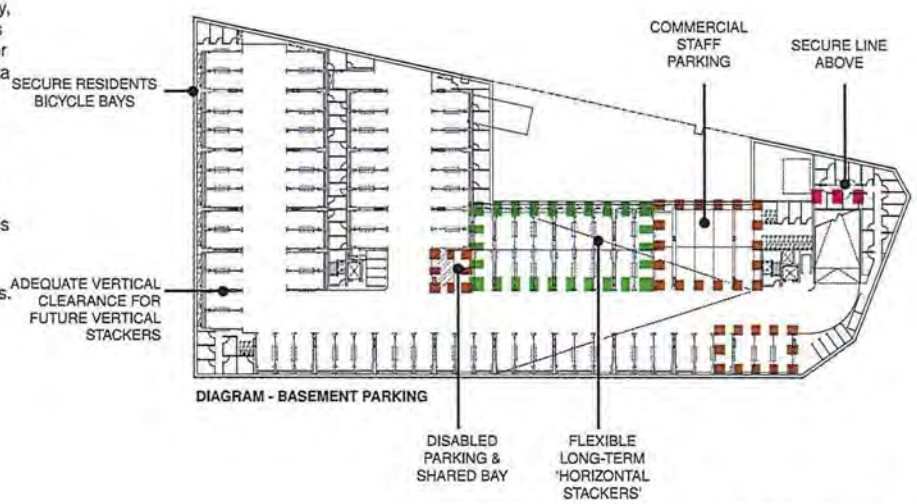

DIAGRAM - BASEMENT PARKING

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PRINCIPLE 4 - FUNCTIONALITY & BUILD QUALITY CONT.D

ON-STREET VISITOR PARKING





**INCL. SHOPPING CENTRE PARKING LOT (200 BAYS)

KLOPPER & DAVIS ARCHITECTS

PRINCIPLE 4 - FUNCTIONALITY & BUILD QUALITY

UTILITIES

Major plant, such as the Mechanical Plant & Fire Tanks, are located in the Basement to negate any impact on the streetscape. In much the same way, additional plant has been discretely located to the rear of the West Wing along Jundee Lane. Their doors and mechanical vents will integrated into the feature cladding. The Fire Booster will be discretely integrated into the Entry's brick facade to minimise it's impact on the streetscape.

Services such as air-conditioning condensor units, photo-voltaic cells and TV antennae, will be located on the roof of the development, setback adequately from roof edge so they can not be seen at the pedestrian level. As the roof of the West Wing will be visible from the upper levels of the East Wing, the services on top of the West Wing will be concealed behind a feature metal screen. Refer to section 'Principle 5 - Sustainability' for more information.

Waste will be stored in the Bin Store located on the ground floor of the West Wing in accordance with the Better Practice considerations of the WALGA Multiple Dwelling Waste Management Plan Guidelines. The bin store has been designed to accommodate recycling and general waste, bin wash down area and the temporary storage of large bulk items. The bin store's location is both convenient and minimises any negative affects to the streetscape (namely Jundee Lane) and residents. The provision of the bin store will reduce the number of receptacles on the street and negate the need for a temporary 'lay-down' area which is visually unappealing. Refer to the Level 1 Waste Management Plan in the Appendix.

All utilities are located such that they are easily accessible for maintenance and do not restrict the safe movement of vehicles or pedestrians. It should also be noted that the plant rooms are generally oversized to allow for any future changes and/or needs.

The location of box gutters and downpipes has been highly considered so they are not visible from the street. Following approval, we will work closely with a Hydraulic Engineer to devise an efficient stormwater management system.

A loading zone is proposed next to the vehicle entry off Jundee Lane in keeping with the Golden Bay Design Guidelines. The zone is adequately sized and will be used infrequently by utility vehicles. The service vehicle will have to reverse out but we foresee no issues as Jundee Lane is a quiet street with low vehicle traffic as this has been addressed by our traffic engineer (refer to the Traffic Report in Appendix).

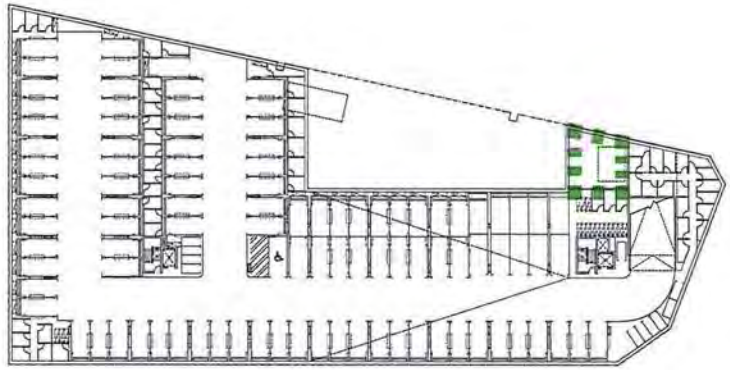


DIAGRAM - SERVICES BASEMENT

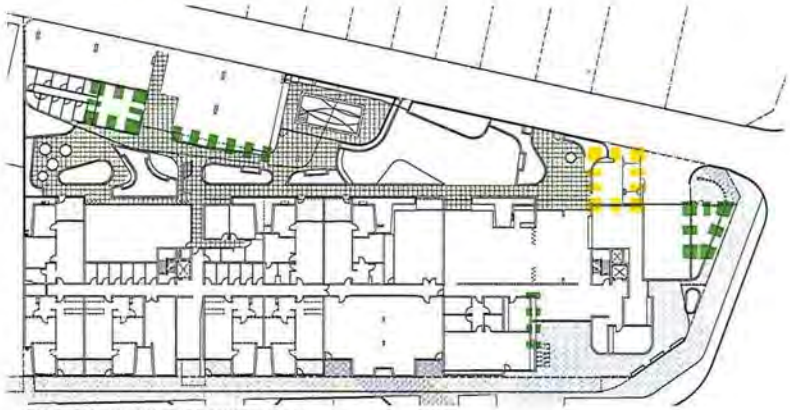


DIAGRAM - SERVICES GROUND FLOOR



DIAGRAM - CONCEALED SERVICES ROOF

KLOPPER & DAVIS ARCHITECTS

PRINCIPLE 4 - FUNCTIONALITY & BUILD QUALITY CONT.D

UNIVERSAL DESIGN

Klopper & Davis Architects understand that apartments need to be able to adapt to ever-changing demographics and a range of mobilities. As such, we have considered Design WA and the Livable Housing Design Guidelines. Given this development is proposed for 'Independent Living', every dwelling meets the Silver Level requirements as defined in the Liveable Housing Design Guidelines. If nominated, many of the apartments could also accommodate Gold & Platinum requirements.

WAY FINDING & SIGNAGE

The design for way finding has been considered at a high-level to improve the legibility, amenity & safety for residents and visitors. The straight corridors make way finding easy. Furthermore, having two lifts means residents can more easily maneuverer between the floors. To delineate the corridors and assist way-finding, each lift is setback ~0.5m from the corridor. The lift lobby ensures that people can still walk past with ease whilst others are waiting for the lift. Following approval, our interior design will further refine the corridor design to ensure it is both visually appealing and easy to navigate for the residents & visitors. In much the same way, we will develop a signage and lighting strategy that is cohesive with the design.

BUILD QUALITY

Klopper & Davis Architects & Seacrest Homes have a long history of delivering high-quality single res' and mixed-use projects. Following approval, we will work closely with consultants and builders to ensure the proposal is adequately documented.

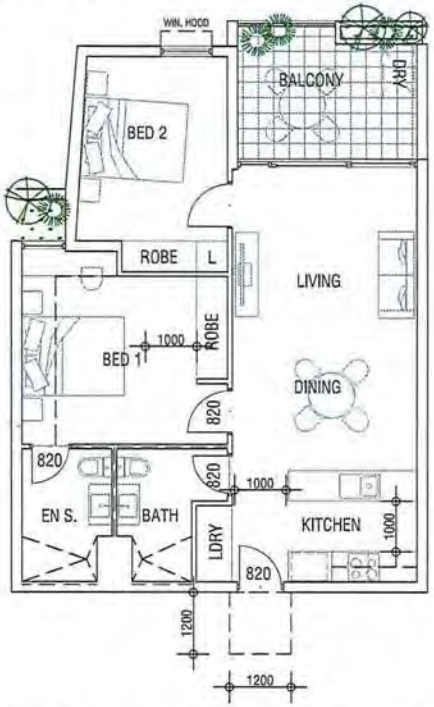


DIAGRAM - TYPICAL 2 BED SILVER LEVEL REQUIREMENTS

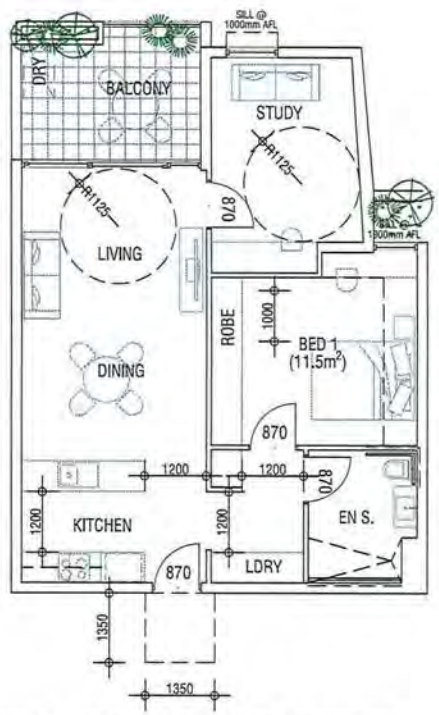


DIAGRAM - TYPICAL 1 BED GOLD LEVEL REQUIREMENTS

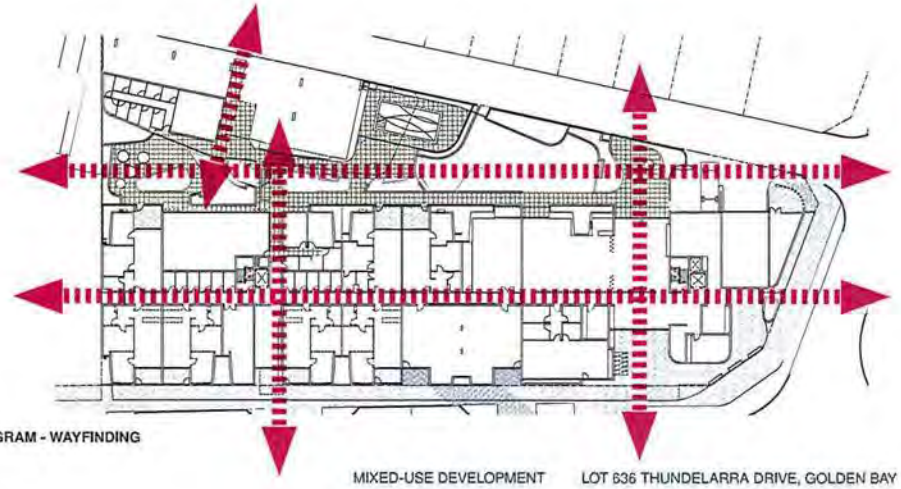


DIAGRAM - WAYFINDING

KLOPPER & DAVIS ARCHITECTS

PRINCIPLE 4 - FUNCTIONALITY & BUILD QUALITY CONT.D

MANAGING THE IMPACT OF NOISE

Klopper & Davis Architects understand that managing noise transfer within the development and between neighbouring buildings is critical to maintain amenity and limit disturbances. Each dwelling will be designed to exceed the minimum requirements of the NCC.

The majority of the residents are orientated internally towards the parklands so they are not impacted from potential noise sources i.e. Thundelarra Drive. For the apartments that do face Thundelarra Drive, deep terraces, planters and canopies will help protect the apartments from noise. In much the same way, the proposed street trees to Thundelarra Drive will provide a buffer to the Shopping Centre across the road.

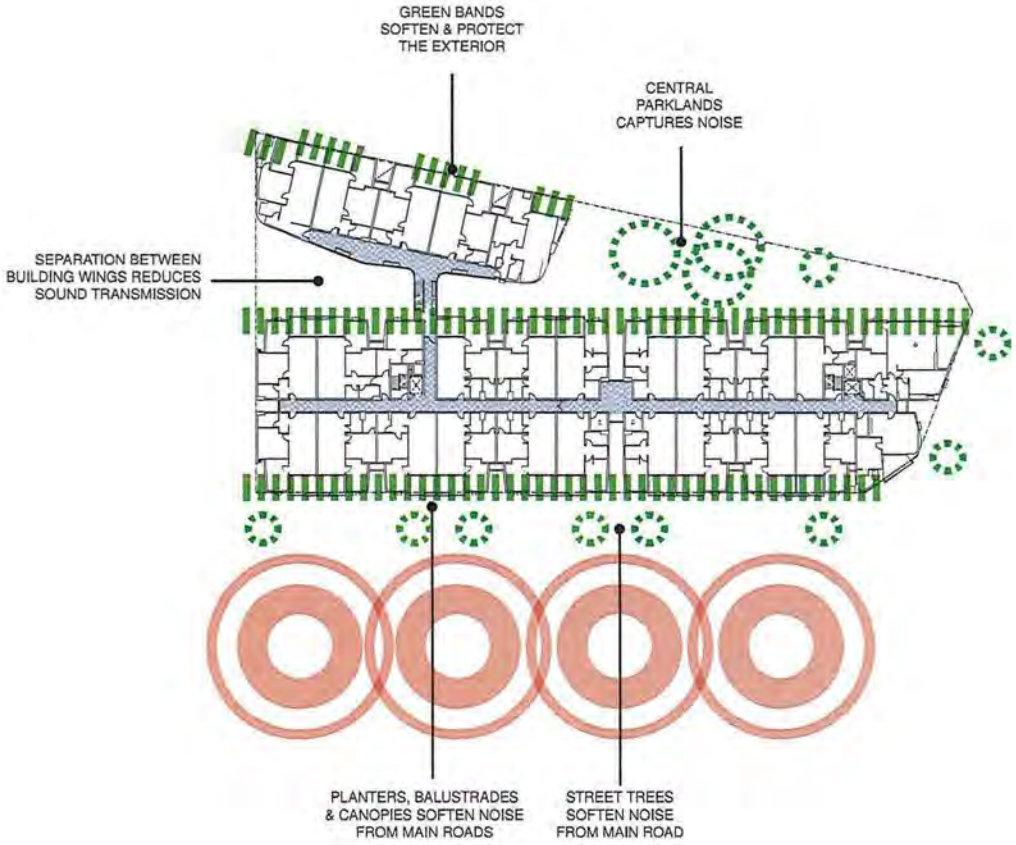
The location of vehicular access on Jundee Lane means cars coming in and out of the site are not going to disturb our residents. The houses which abut Jundee Lane will have their garages facing this street so vehicle queuing will not impact their amenity. Furthermore, our client intends to specify a high-quality, quiet running vehicle gate.

Apartments are typically bordered by planters and/or solid brick balustrades which will soften the sound and reduce transmission.

We propose to co-locate 'noisy' areas such as the entry lobby & dining hall, and the pool & gymnasium. Apartments have been designed to ensure living areas and bedrooms are away from lifts & stairwells. Furthermore, the building's utilities are either located in the basement or on the Ground floor where there is no apartments. The development has also been carefully designed to ensure wet areas stack to reduce plumbing noise transmission to living rooms and bedrooms.

We propose to specify a high-quality, quiet running vehicle gate so we there will be no loss of amenity to our residents and neighbours along Jundee Lane. Furthermore, we do not see any issues with 'queuing noise' which in any case, will be infrequent. There is no difference to a car 'queuing' to get into the basement as there is a car waiting to turn out of Jundee Lane. Importantly, this is a rear laneway which will be flanked with garage doors so again, no loss of amenity.

For further information, please refer to the preliminary Acoustic Report by WGE in the appendix.



KLOPPER & DAVIS ARCHITECTS

PRINCIPLE 5
SUSTAINABILITY

PRINCIPLE 5 - SUSTAINABILITY

Klopper & Davis Architects are committed to designing sustainable apartment buildings. We believe good design optimise's the sustainability of the built environment, delivering positive environmental social & economic outcomes. This development integrates several 'green' initiatives as outlined below. For more information, refer to the Sustainability Report by SWA in the Appendix.

ENERGY EFFICIENCY

- Each apartment will achieve a compliant NatHERS rating;
- Smart electrical metering and sub-metering of major building services to allow usage to be better monitored and managed;
- Adequately insulated structure to control heat transfer;
- Centralised solar powered hot water system with natural gas booster;
- Sensor controlled lighting to communal areas, carpark and corridors;
- A grid-connected solar photo-voltaic (PV) system;
- Solar powered heating to pool;
- Each balcony is provided with an external clothesline to reduce reliance on active measures such as Dryers.

SOLAR & DAYLIGHT ACCESS

- Building's massing has been designed to maximise solar access to reduce energy consumption & increase amenity;
- Large glazed openings bring light deep into the floorplans to reduce the need for artificial lighting;
- Where required, effective shadowing of glazed openings (window hoods etc) to reduce heat consumption.
- A Deep central recess to the East Wing brings natural light into the central corridor.
- Deep set external facing balconies to shade living rooms from summer sun.
- Several apartments on the fourth floor have high-light windows to the dining space to bring northern light deep into the floorplan;

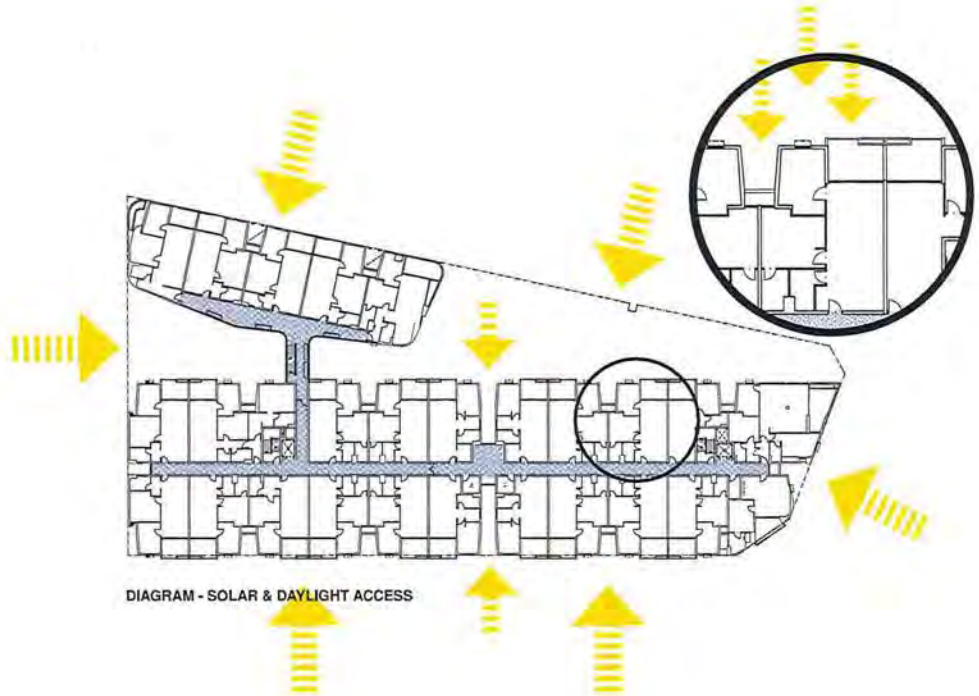


DIAGRAM - SOLAR & DAYLIGHT ACCESS

PRINCIPLE 5 - SUSTAINABILITY CONT.D

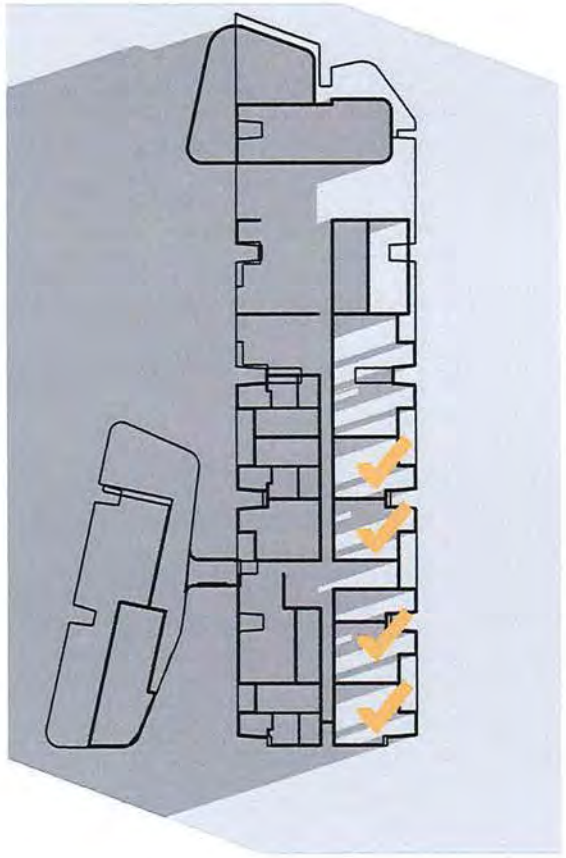
SOLAR & DAYLIGHT ACCESS CONT.D

As shown in the solar access table, and the diagrams over page, our proposal exceeds the Acceptable Outcomes of Design WA. 94% of the dwellings receive more than 2 hours of daylight and a mere 6% receive less than 2 hours daylight. We have worked hard to position balconies and openings to maximise access to natural light.

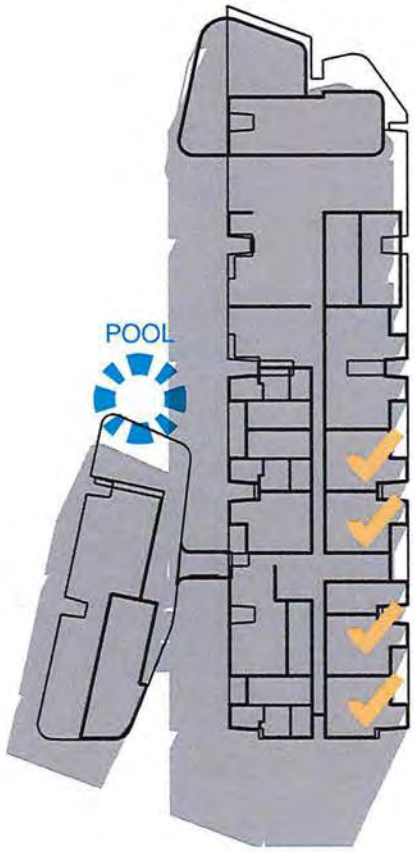
| | | LEVEL 4 | | | | | | | | | LEVEL 3 | | | | | | | | |

PRINCIPLE 5 - SUSTAINABILITY CONT.D

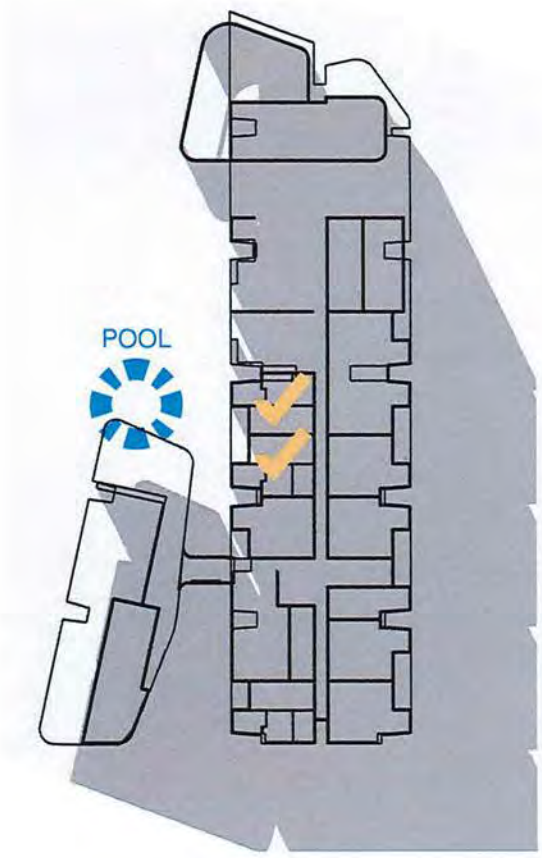
LEVEL GROUND - SOLAR ACCESS DIAGRAMS



9AM - 11AM



11AM - 1PM

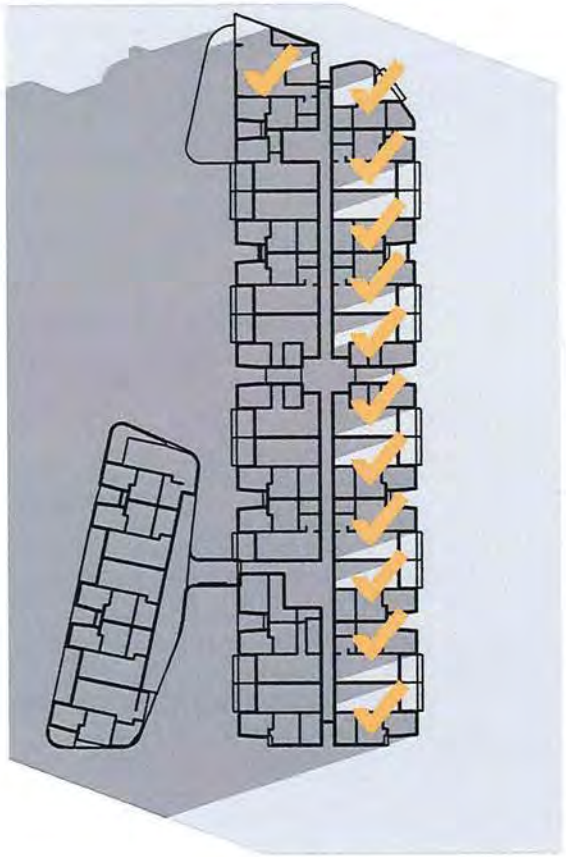


1PM - 3PM

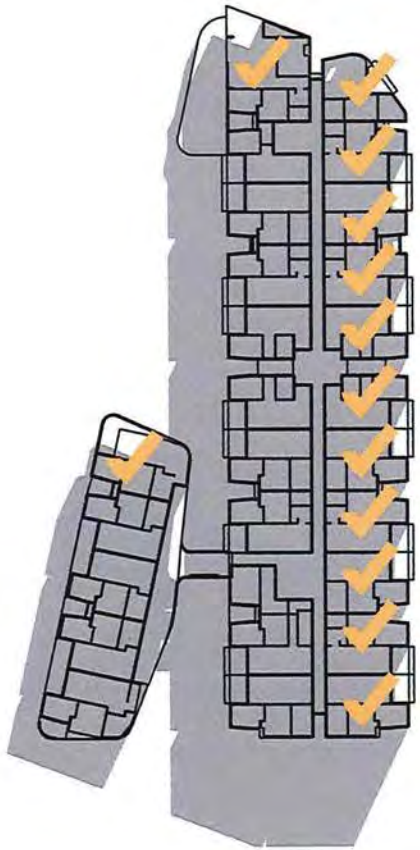
KLOPPER & DAVIS ARCHITECTS

PRINCIPLE 5 - SUSTAINABILITY CONT.D

LEVEL 1 - SOLAR ACCESS DIAGRAMS



9AM - 11AM



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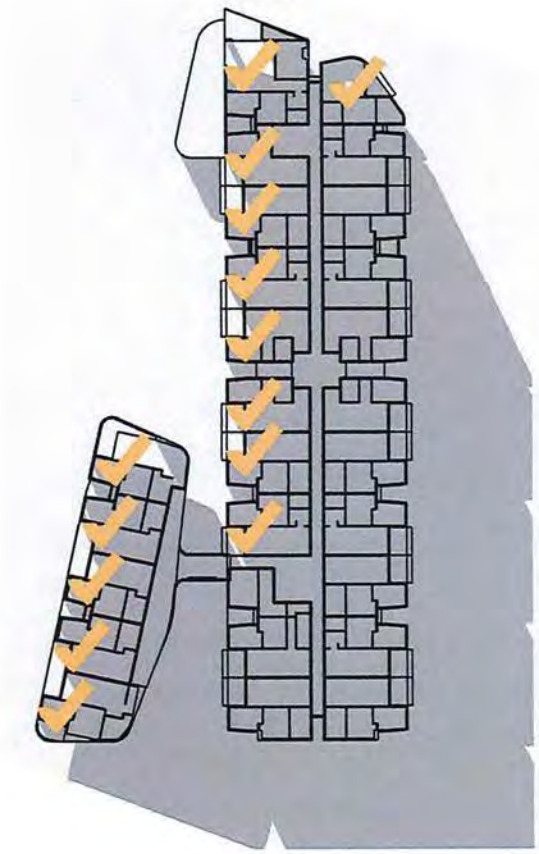
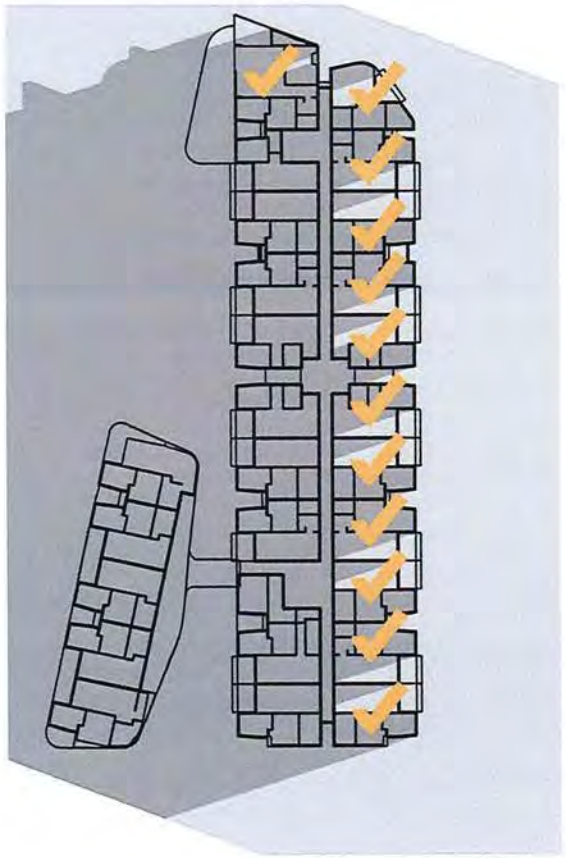


1PM - 3PM

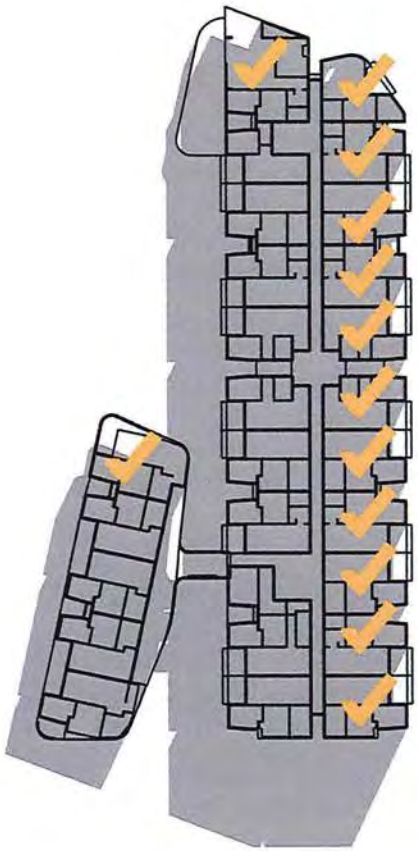
KLOPPER & DAVIS ARCHITECTS

PRINCIPLE 5 - SUSTAINABILITY CONT.D

LEVEL 2 - SOLAR ACCESS DIAGRAMS



9AM - 11AM



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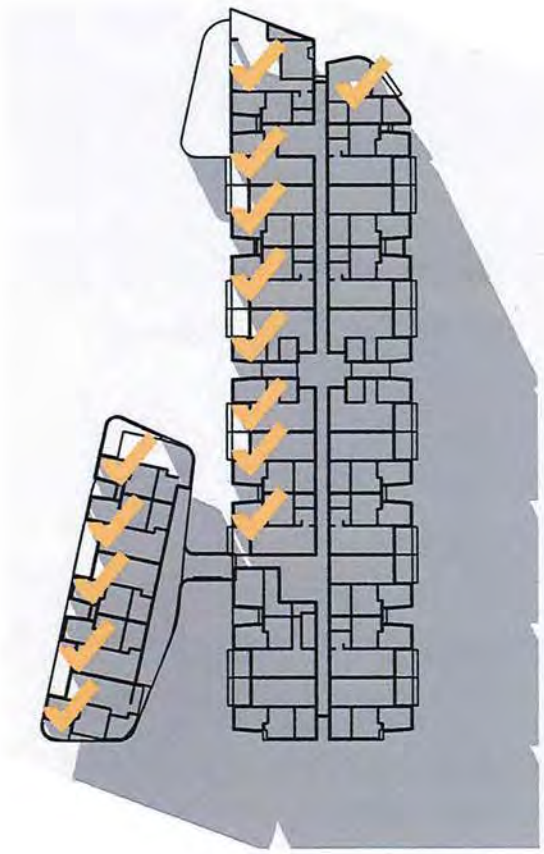
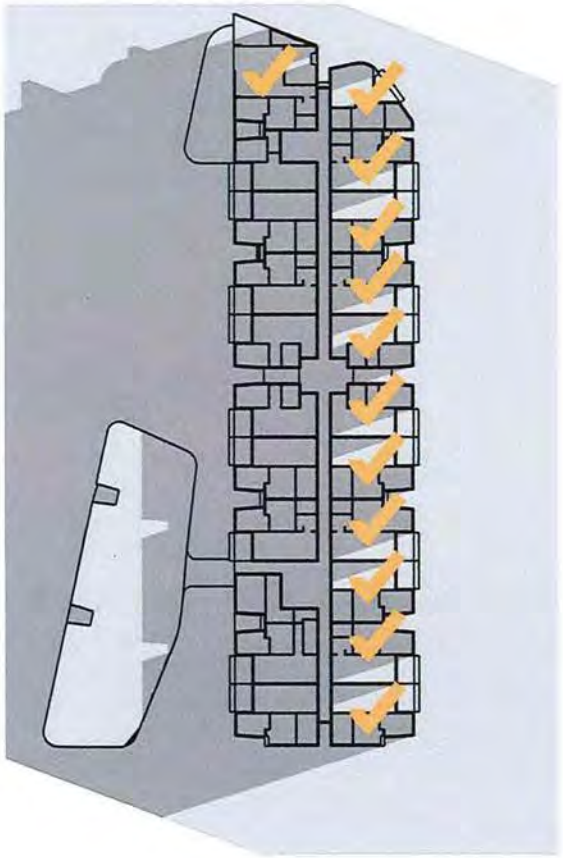


1PM - 3PM

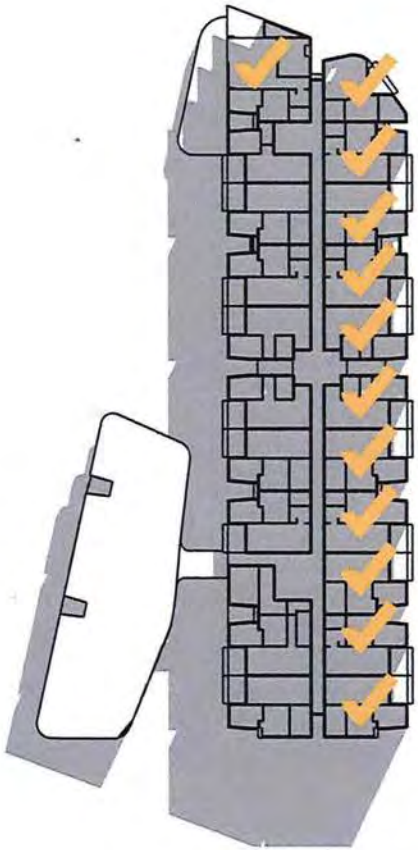
KLOPPER & DAVIS ARCHITECTS

PRINCIPLE 5 - SUSTAINABILITY CONT.D

LEVEL 3 - SOLAR ACCESS DIAGRAMS



9AM - 11AM



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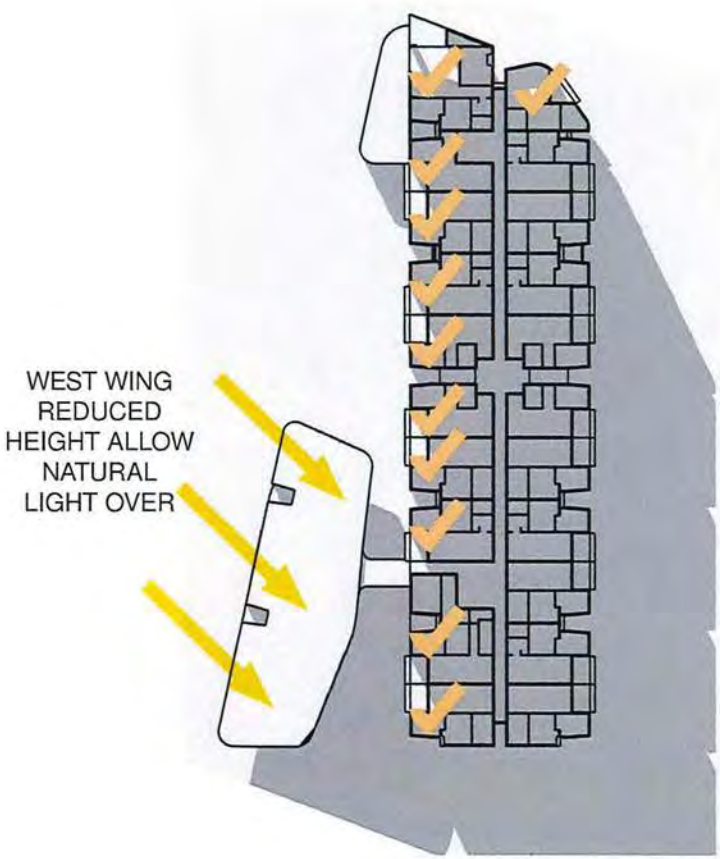
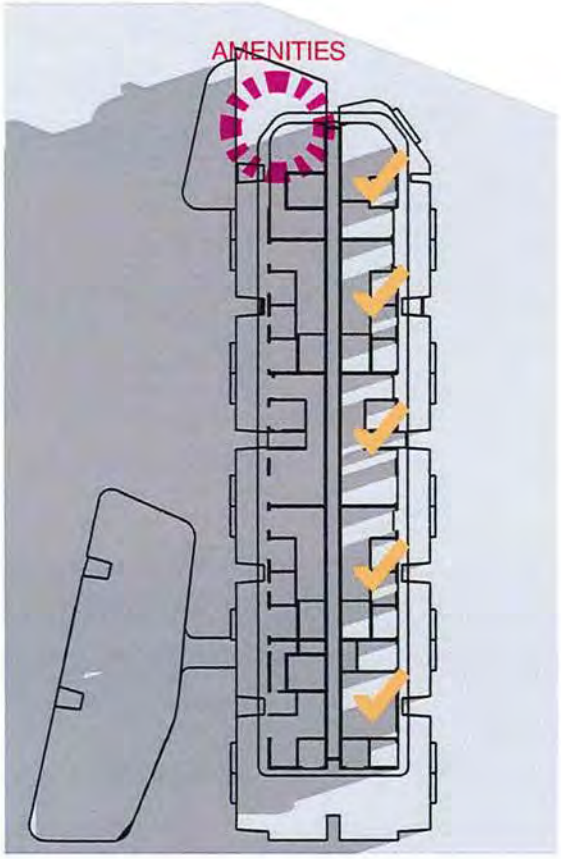


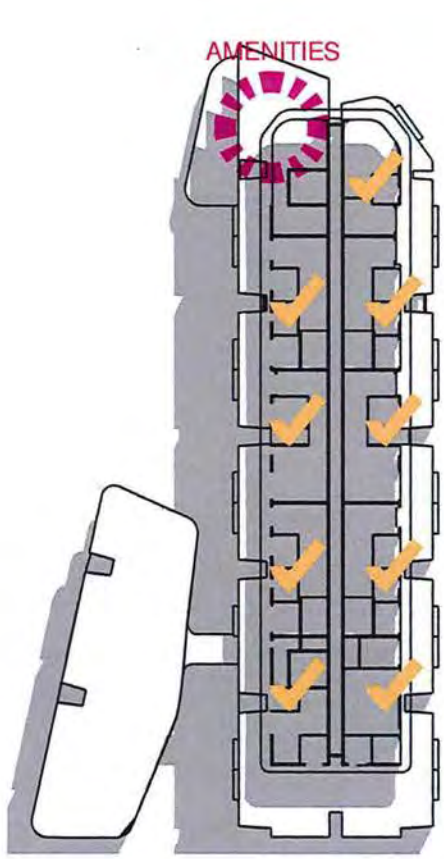
1PM - 3PM

PRINCIPLE 5 - SUSTAINABILITY CONT.D

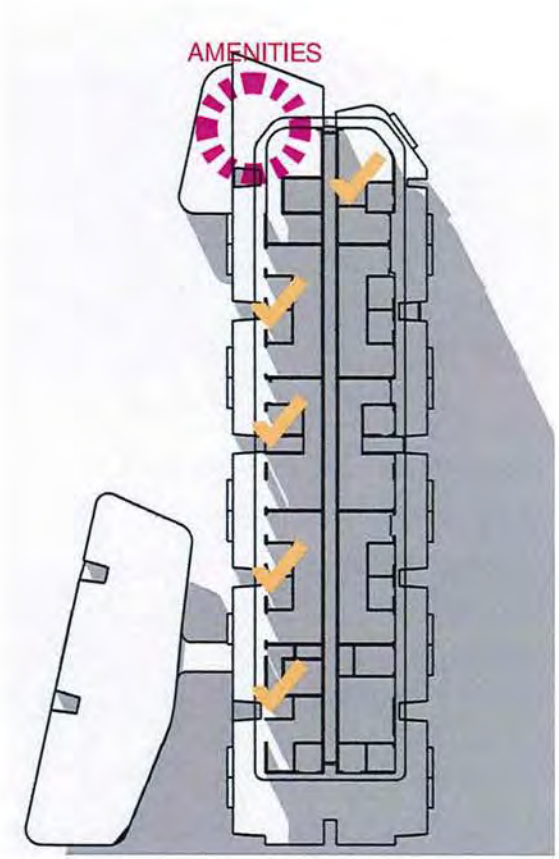
LEVEL 4 - SOLAR ACCESS DIAGRAMS



9AM - 11AM



11AM - 1PM



1M - 3PM

KLOPPER & DAVIS ARCHITECTS

PRINCIPLE 5 - SUSTAINABILITY CONT.D

SOLAR & DAYLIGHT ACCESS CONT.D

With regards to apartment size and room height, our proposal provides well-proportioned spaces that facilitate good ventilation and daylight access. We have positioned bedrooms and living rooms towards the facade, with kitchens deep inside the plan.

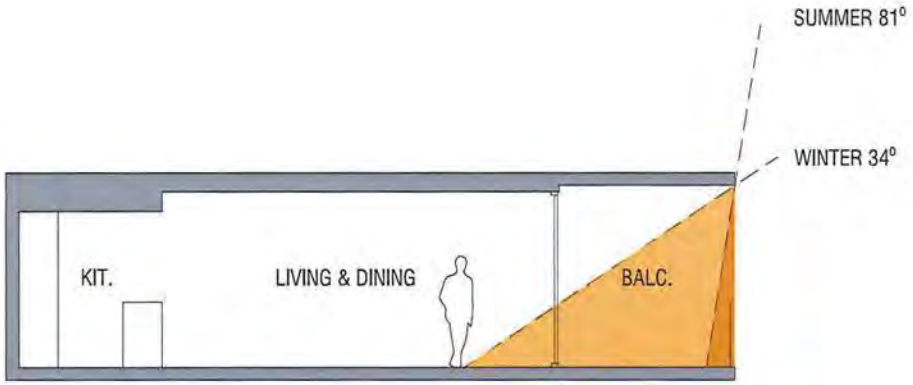


DIAGRAM - SHADING DEVICES & SOLAR ACCESS

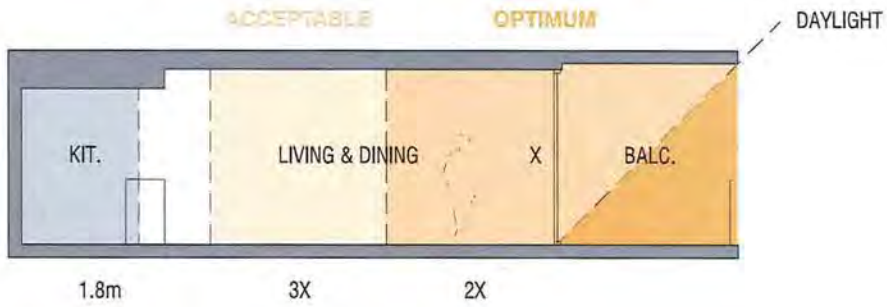


DIAGRAM - ACCEPTABLE ROOM HEIGHTS & DAYLIGHT ACCESS

PRINCIPLE 5 - SUSTAINABILITY CONT.D

NATURAL VENTILATION

- Naturally ventilated corridors to improve air quality.
- All living rooms & bedrooms to have operable openings to capture breezes.
- All bedrooms to have ceiling fans to reduce reliance on A/C:
- Every Apartment benefits from natural ventilation;
- The majority (51%) of apartments benefit from cross-ventilation;

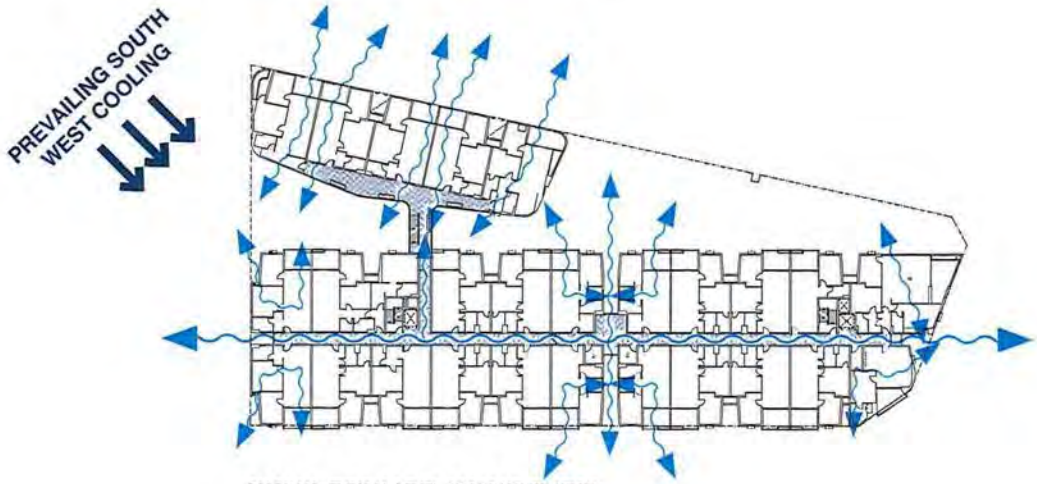


DIAGRAM - TYPICAL LEVEL CROSS VENTILATION



OPERABLE HIGHLIGHT WINDOWS

GROUND	1	2	3	4	
1#	8	34	60	81	
2#	9	35	61	82*	
3#	10	36	62	83	
4#	11	37	63	84*	
5	12	38	64	85	
6	13	39	65	86*	
7	14	40	66	87	
	15	41	67	88*	
	16	42	68	89	
	17	43	69		
	18	44	70		
	19	45	71		
	20	46	72		
	21	47	73		
	22	48	74		
	23	49	75		
	24	50	76		
	25	51	77		
	26	52	78		
	27	53	79		
	28	54	80		
	29	55			
	30	56			
	31	57			
	32	58			
	33	59			
2	13	13	8	9	45
				Total No. of Residential Apts.	89
				% of Cross-Ventilated Apts.	51%
				% of Naturally Ventilated Apts.	100%

*Operable Highlight Window

#Convertible Units

TABLE - VENTILATION TABLE DEMONSTRATING COMPLIANCE WITH DESIGN WA ELEMENT OBJECTIVES

NATURALLY VENTILATED
CROSS-VENTILATED

KLOPPER & DAVIS ARCHITECTS

PRINCIPLE 5 - SUSTAINABILITY CONT.D

NATURAL VENTILATION

Our development maximises the number of apartments with natural cross-ventilation. However. it should also be noted that due to the site's coastal location, some shelter from the prevailing wind is necessary and will actually improve the amenity of the residents.

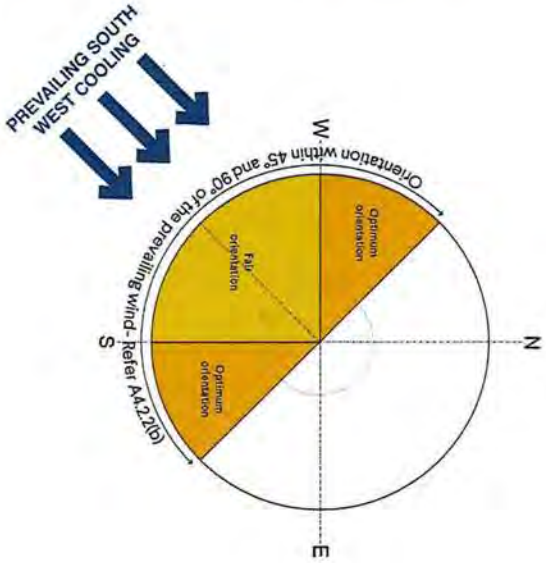




DIAGRAM - OPENINGS WITH OPTIMAL AND FAIR ORIENTATION

OPTIMAL ORIENTATION

FAIR ORIENTATION

KLOPPER & DAVIS ARCHITECTS

PRINCIPLE 5 - SUSTAINABILITY CONT.D

WATER MANAGEMENT & CONSERVATION

Each apartment will be fitted with water-wise fixtures & appliances exceeding the BCA requirements for WELS star ratings. Furthermore, each dwelling will be individually metered in an effort to reduce potable water consumption.

All landscaped areas are designed for low-water requirements in keeping the Water Corporation's Water Wise development criteria. It is proposed that the rooftops are used to collected rainwater for irrigation. It should also be noted that the permeable surfaces of the proposed 'Parkland' will allow rain and stormwater to infiltrate the underlying subsoil, reducing run-off. Refer to Stormwater Management Plan by TPA in the Appendix.

SUSTAINABLE USE OF MATERIALS

Where possible, all material selections will have low embodied energies and low green house gas emissions. This includes:

- Low VOC materials; reduction in PVC & Formaldehyde content;
- Substitute ozone depleting materials (such as insulation & refrigerants) where possible;
- Use low-maintenance materials;
- Local materials where possible to reduce embodied energies.

WASTE MANAGEMENT

Waste will be stored in the Bin Store located on the ground floor of the East Wing. The bin store has been designed to accommodate green waste, recycling and general waste and the temporary storage of large bulk items. Green waste will also be re-used on site for the communal garden. Refer to 'Principle 7 - Legibility' and Waste Management Report in Appendix for further information.

SOCIAL & ECONOMIC

We believe in giving back to the community where possible. As such, our proposal includes a generous amount of communal open space. The dining hall, EOT facilities, theatre, arts & crafts area, parklands, health studio (gym & aerobics pool) & hall, are primarily for the residents' use but are also open to the public. We hope that by allowing the residents and public to share these amenities, it will promote social interaction and bring the community together.

The convertible units along Thundelarra Drive will activate the street front. The development is also located directly infront of the Golden Bay Village Centre. The residents will thus help activate the street and support the local businesses.

TREE CANOPY & DEEP SOIL AREAS

We propose a significant amount of tree canopy and deep soil area. Refer to 'Principle 2 - Landscaping Quality' Section.







KLOPPER & DAVIS ARCHITECTS

PRINCIPLE 5 - SUSTAINABILITY CONT.D

PUBLIC TRANSPORT & PASSIVE TRANSPORTATION

It should be noted that our development is in close proximity to the Golden Bay Village Centre, and within 250m of a high frequency bus route (Bus 558 from stop #26565 on Warnbro Sound Avenue). Our client's experience in 'Independent Living' is that there is a significant reduction in the reliance of cars. As such, we have proposed a conservative amount of residential parking. We have also accommodated a significant amount of motorcycle/scooter bays and secure bike racks.

Refer to section 'Principle 7 - Legibility' for further justification regarding parking and a letter from our client in the Appendix.

BICYCLE PARKING

To reduce the reliance on vehicles, we propose a total of 60 bicycle racks. Many of these are for the exclusive use of residents and staff with the remainder available to visitors and the public. The residents' typically have a secure, floor-mounted bike rack in the basement carpark, whilst a few have a wall-mounted bike rack above their carbay. This method of bicycle parking is very common and used in most apartment developments in the Perth Metro Area so we foresee no issues.

End of Trip facilities for residents & staff are also proposed. The generous provision of bicycle bays is envisioned to reduce the reliance on cars and encourage more active lifestyles for the residents. The location and design of the EOT facilities has been informed by the COR's Planning Policy 3.3.14. Although these facilities have been provided, we would like to remind the city that the development will likely be lightly staffed and we suspect that most residents will opt to use their own shower in any case.

Following approval, we will closely with our interior design team to ensure these facilities are appealing, safe and in-keeping with the design intent. The facilities will be managed by the building manager.







PRINCIPLE 6
AMENITY

PRINCIPLE 6 - AMENITY CONT.D

COMMUNAL OPEN SPACE

Klopper & Davis Architects recognise that well-designed communal open space provides residents with opportunities to recreate and socialise beyond their private living areas. We believe this is especially important for Independent Living.

All the communal open space has been designed at street level and at public realm frontages to increase interactions with the broader community.

We propose a generous ~1,000m² of communal open space incorporating parklands, a communal vegetable garden, alfresco areas and entry forecourts. This is well in excess of the ~300m² required by Design WA and is an example of how this development aims to give back to the community. Of this, an appropriate proportion is proposed to be hard landscaping to assist residents who may require aids such as wheelchairs and walking-frames.

The orientation and massing of the site ensures the communal open space receives adequate sunlight and natural ventilation.

The outdoors spaces are located adjacent to the dining hall, gymnasium and community hall to encourage indoor outdoor living and facilitate flow between these spaces.

The communal open space has been designed to be safe, universally accessible and to provide a high level of amenity for residents and public alike. Furthermore, planting and low brick & steel fences has been used to minimise impact on the habitable rooms that back on to the parklands.

Refer to 'Principle 2 - Landscape Quality' for more information on Deep Soil Areas, planting on structure and plant selection.

COMPARISON WITH PREVIOUSLY APPROVED SCHEME

The previously approved scheme proposed 1,225m² of open space but over 90% of this was carparking which offers no amenity to residents, neighbours or the greater public. To that effect, the revised scheme provides ~9x more communal open space than the previously approved.

The houses along Jundee Lane were presented with 3.0H solid walls. Our current scheme gives back to the community, allowing views and connections through to the parklands. Infact, ~40m of the site boundary of the revised scheme is semi-permeable as opposed to the previously approved scheme which only had ~7m. It is clear that our revised scheme is a far superior outcome and is thus supportable by council.

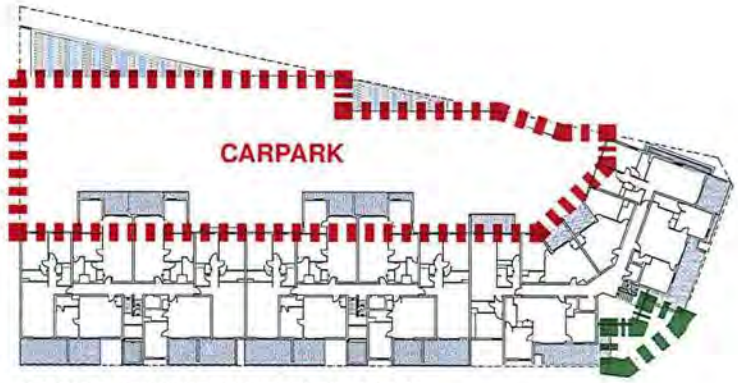


DIAGRAM - PREVIOUSLY APPROVED SCHEME

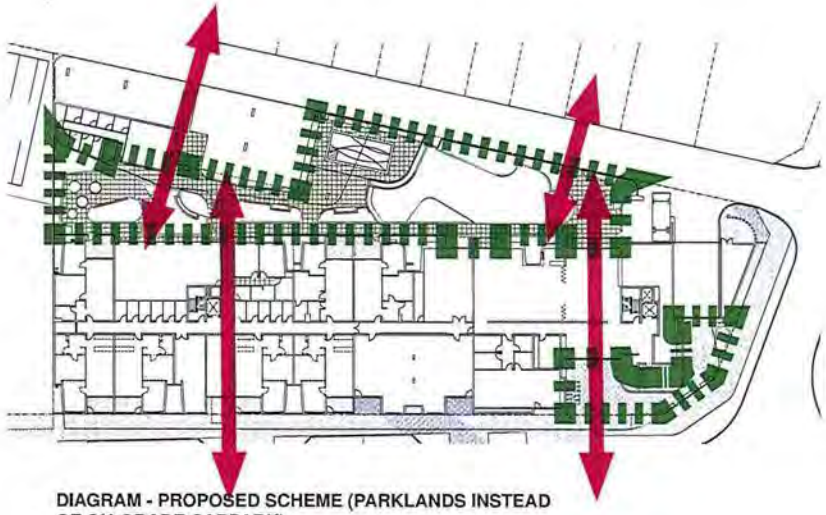


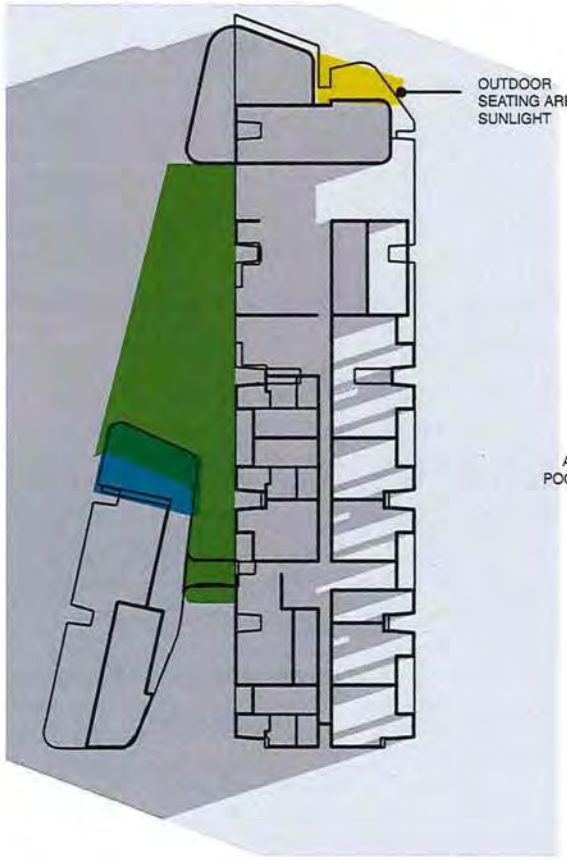
DIAGRAM - PROPOSED SCHEME (PARKLANDS INSTEAD OF ON-GRADE CARPARK)

KLOPPER & DAVIS ARCHITECTS

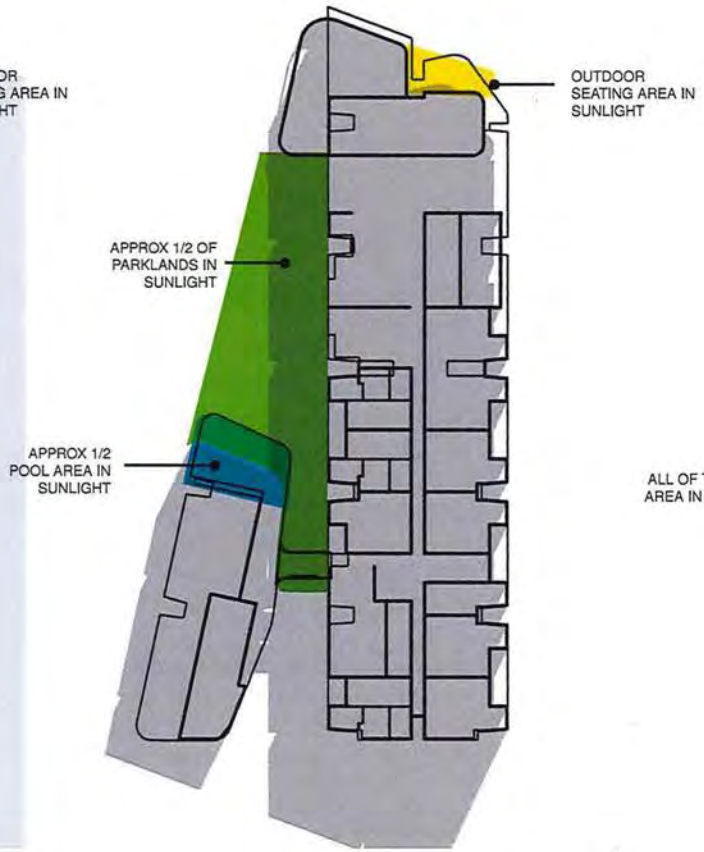
PRINCIPLE 6 - AMENITY CONT.D

COMMUNAL OPEN SPACE SOLAR REQUIREMENTS

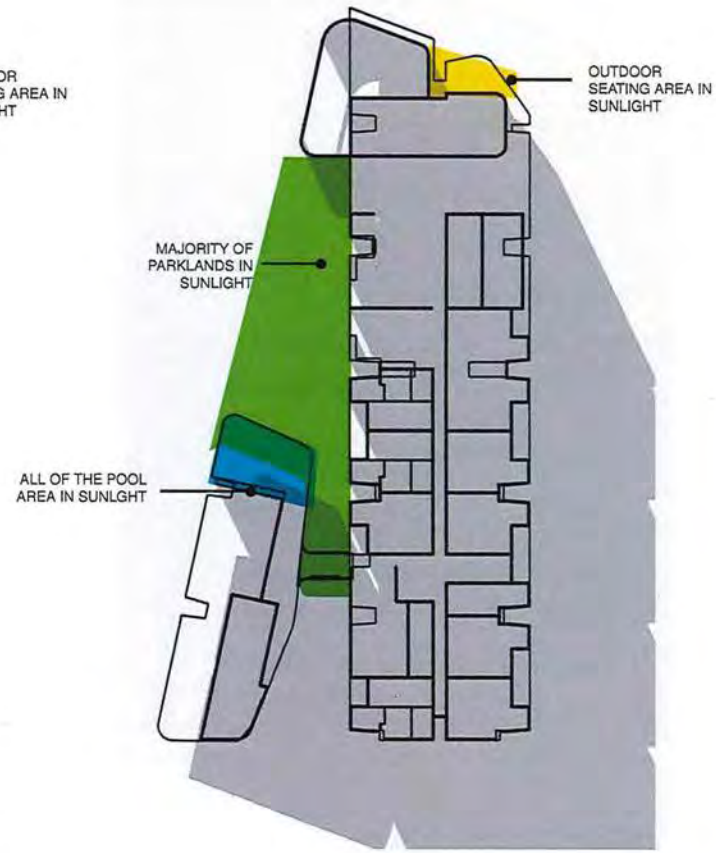
Our proposal exceeds DesignWA Acceptable Outcome A 3.4.3: and provides more than 50% direct sunlight to at least one communal open space area for >2hrs as depicted in solar studies below. Notably, the parklands receives alot of afternoon sunlight during the afternoon which is when this space is most likely to be used. Although not shown, the residents' formal dining & BBQ area on level 4 will enjoy natural light throughout the day due to it's notherly aspect.



9AM



12PM



3PM

KLOPPER & DAVIS ARCHITECTS

PRINCIPLE 6 - AMENITY CONT.D

RESIDENTS & COMMUNITY AMENITIES

Although the amenities are predominantly for residential use, we wish for this development to give back to the community as much as possible so we propose that they are also open to the public. All the amenities have been designed and located to ensure there is no negative impact on the residents or surrounding neighbours.

Our proposal includes a large dining hall complete with indoor seating and outdoor alfresco and a 'hole-in-the-wall' coffee servery to the street. The dining hall opens on to the parklands whilst the coffee servery activates the corner of Thundelarra Drive and Carlindie Parkway. The dining hall will be a place for the residents to relax and interact with visitors and the public. Upon entry, residents are greeted at reception and lobby lounge. Here residents can meet visitors and take them through to their apartment, the dining hall or parklands. It is important to note that the dining hall and lobby lounge are directly connected to encourage connections.

We propose a health studio, complete with a gymnasium, changes rooms and heated aerobics pool. The pool enjoys a northern aspect and overlooks the parklands. The health studio gives the residents a place to work-out, relax and/or entertain their visitors. EOT facilities and lockers encourage residents, staff & visitors to use theirs bike. We hope that the inclusion of these amenities encourages the residents to live a healthy and active lifestyle.

We propose a generously sized theatre room (63m²) on the ground floor. Here residents can get together and enjoy a movie or watch a game.

We propose an open-plan arts & craft room (37m²) which is accessible off Entry 2. We hope residents will enjoy painting, knitting and the like. It's open plan layout means it can accommodate a variety of uses. When not in use, the space could be used as a public gallery for aspiring artists to showcase their work.

A large, 110m² flexible space & community hall complete with tea-prep will accommodate a variety of uses. It opens up to dining hall and outdoor parklands, facilitating connections. Community Halls provide a meeting place for activities for Rockingham locals. It is hoped that the venue could one day host the CoR's annual 'Seniors and Carers Expo' or host assemblies and talent-shows for the adjacent child care centre. Importantly, the aim of the space is to bring together the community.

FLEXIBLE RETAIL SPACE & CONVERTIBLE UNITS

We also propose two, 70sqm retail spaces along Thundelarra Drive. They have been designed with a non-load bearing internal party wall so they could join to become one larger tenancy if required. In addition to the generous provision of commercial space proposed for 'day one', we have also designed 4 convertible units. These units have been designed to facilitate their conversion to commercial uses in the near future. The client will liaise directly with the CoR to stage this appropriately as Golden Bay develops. Their location along Thundelarra Drives ensures they will activate the main street and benefit from the adjacent Village Centre.

COMPARISON WITH PREVIOUSLY APPROVED SCHEME

The previously approved scheme provided no residents or communal amenities. The proposed scheme offers a generous ~1,400m² of amenities which is a far superior outcome for residents, visitors and the greater community. Design WA promotes development incentives for community benefit such as increased plot ratio and building heights. This development truly gives back to the community and is thus supportable by council.

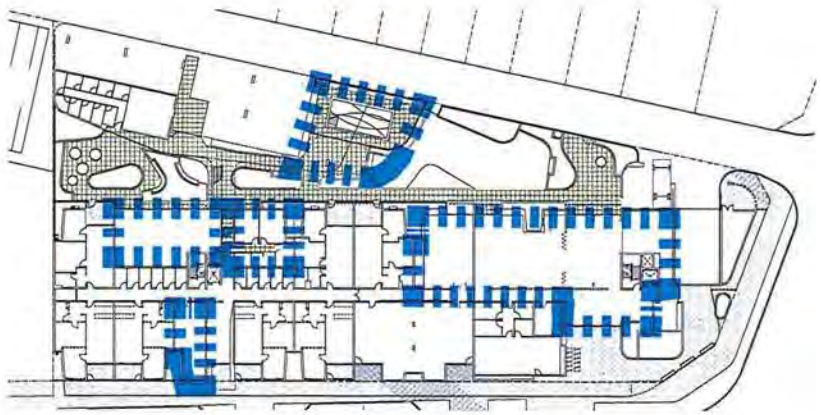


DIAGRAM - LOCATION OF COMMUNAL AMENITIES



DIAGRAM - LOCATION OF RETAIL, CONVERTIBLE UNITS & MEETING ROOMS ALONG 'MAIN STREET'

KLOPPER & DAVIS ARCHITECTS

PRINCIPLE 6 - AMENITY CONT.D

AMENITIES EXEMPLARS






















PRINCIPLE 6 - AMENITY CONT.D

PRIVATE OPEN SPACE & BALCONIES

Each apartment has been provided with a balcony(s) of a size which meets or exceeds the requirements established in Design WA. In all cases, the balconies are directly accessible from the living room to maximise space and provide the dwellers with the feeling of an extended living area. Notwithstanding the aforementioned, we encourage the residents and visitors to make the most of the extensive provision of amenities and communal open space.

The ground floor apartments facing the parklands have been designed with larger terraces, bordered by deep planters to ensure their privacy is addressed. In much the same way, the convertible units along Thundelarra Drive will have semi-permeable fences in keeping with the Golden Bay Design Guidelines (solid masonry brick and steel infill)

LAUNDRIES & DRYING AREAS

Each apartment includes a compact laundry cupboard. Some of the larger dwellings have a separate laundry room. Each laundry is designed is designed and located to be convenient to use, well-vented and be of a dimension that is appropriate to the size of the dwelling. Where possible, care has been taken to locate the laundries away from living areas and bedrooms to reduce noise impacts. Each balcony will incorporate a drying area. The design of the planters has been carefully considered to ensure each apartment has at least 1.2m of 'solid' balustrade to ensure that the drying areas are not visible from the street.

STORAGE

All apartments are provided with a secure storage room. The majority of these are located on the basement, with some on the ground floor of the East Wing, and the remainder integrated into the typical floors of the West Wing. Most of the basement stores are accessed off a corridor to ensure the allocated car bay remains accessible. All store rooms have a minimum L/W dimension of 1.5m and a minimum H dimension of 2.1m in keeping with Design WA's storage requirements.

There are also several extra stores which can be used for the dining hall, cleaner and/or building manager.

In addition to external storage, each apartment has been carefully designed with integrated cabinetry. Following approval, our interior design team will further refine the apartment interior cabinetwork to maximise storage and efficiency.







KLOPPER & DAVIS ARCHITECTS

PRINCIPLE 6 - AMENITY CONT.D

OVERSHADOWING

The orientation and massing of the building has been highly considered to minimise overshadowing.

The adjacent diagrams show the overshadowing on June 21st at 12:00PM. The diagrams show a comparison between the previously approved scheme and our proposed scheme.

As you can see, the development has little impact on the amenity of the neighbouring lot (Proposed Child Care Centre), with most of the shadow cast on our own site, some on a R20 lot, and some on Jundee Lane.

The Proposed Child Centre lot is overshadowed a mere 25% of the site area. The R-Codes would allow this lot to be overshadowed 50% so our proposal is considerably under, and thus compliant.

The R20 residential lot is overshadowed 15% of the site area. The R-Codes would allow this lot to be overshadowed 25% so our proposal is, again, compliant.

We would also like to note that we believe it is much more important to note what is being overshadowed rather than the amount. With respect to the Child Care Centre, our development mostly overshadows their carpark. With regards to the residential lot, our development overshadows what will be a garage backing onto the laneway so there is no loss of amenity whatsoever.

VENTILATION

By splitting the building into two wings, natural breezes are able to flow across the site, benefiting both our development and the proposed Child Care Centre. Furthermore, by splitting the West Wing into two sub-wings (North & South), more apartments benefit from cross-ventilation as does the naturally ventilated corridor.

COMPARISON WITH PREVIOUSLY APPROVED SCHEME

The proposed scheme overshadows the Child Care Centre lot 5.2%% more than the previously approved scheme which is again negligible. Therefore, the current proposal is supportable by council.

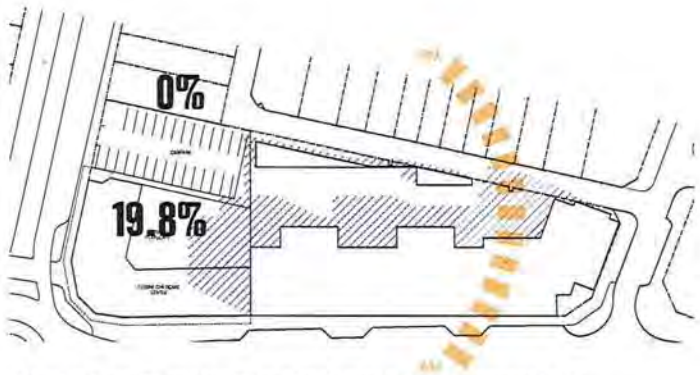


DIAGRAM - OVERSHADOWING PREVIOUSLY APPROVED SCHEME

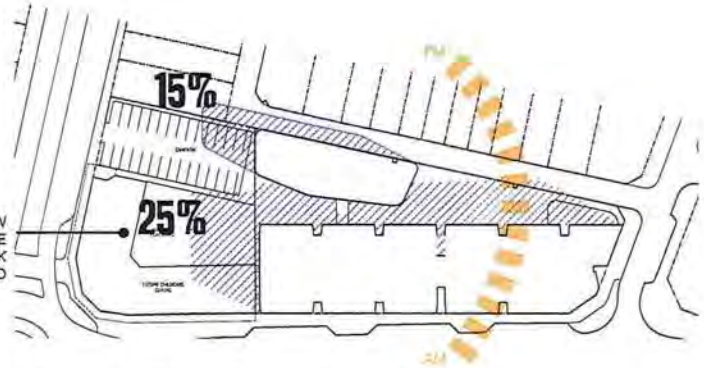


DIAGRAM - OVERSHADOWING REVISED SCHEME

KLOPPER & DAVIS ARCHITECTS

PRINCIPLE 7
LEGIBILITY

PRINCIPLE 7 - LEGIBILITY

PUBLIC DOMAIN INTERFACE

The majority of the ground floor to Thundelarra Drive is full-height glazing to ensure an active streetscape. The transparency of the convertible units and building entry promotes visual connections between the inside and the adjacent public domain. All ground floor dwellings fronting the street and parklands, have direct access by way of a private terrace. The houses along Jundee Lane enjoy views of the parklands.

PEDESTRIAN ACCESS & ENTRIES

Both pedestrian entrances have been designed to be clearly identifiable off Thundelarra Drive. The main entrance addresses the corner whilst the secondary entrance is a continuation of the cross-walk to the Village Centre across the road. As previously mentioned, the feature timber cladding which wraps around the corner, leads people into entry forecourt, past the communal dining hall and through to the communal parklands beyond. A raised planter to the corner also addresses the public domain with an attractive street presence. The planter also doubles as a seat and meeting point which could promote casual interaction between the residents and public. There is a secure visitor & commercial entry off Jundee Lane. This entry comes off the off-street visitor and commercial parking so it's location is quite appropiate and means pedestrian don't have to walk down Jundee Lane.

CANOPY DESIGN

The ground floor is sheltered by steel canopy. The canopy is articulated to follow the deep recesses in the facade so the two elements speak to each other. The canopy will accommodate signage and lighting in keeping with the architecture.

Following approval, we will develop a lighting & signage strategy in keeping with the CoR's policies to further enhance the legibility of the development.

LETTERBOXES

A bank of letterboxes are located immediately adjacent to the primary entrance of the East Wing. These can be accessed securely by the residents' from the rear via the lobby.

COMPARISON WITH PREVIOUSLY APPROVED SCHEME

The previously approved scheme proposed 3 entries to Thundelarra Drive whilst the proposed scheme provides 2. By providing only two entries, residents are more likely to run into each other. It is also helps activate the corner of Thundelarra Drive and Carlindie Parkway. The proposed lobby & lounge and is also much more generous than that of the previously approved scheme which means greater amenity for the residents and visitors.

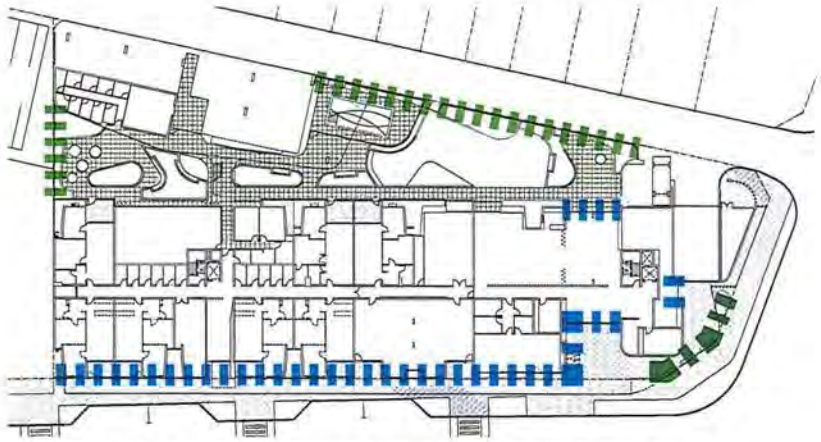


DIAGRAM - PUBLIC DOMAIN INTERFACE. COMMERCIAL FRONTAGE TO ACTIVATE 'MAIN STREET' AND SOFT BUFFER TO REAR LANEWAY

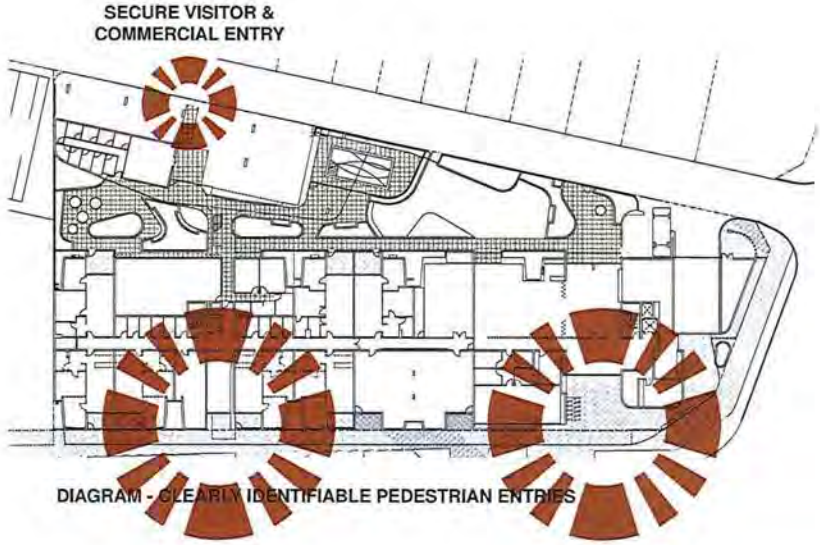


DIAGRAM - CLEARLY IDENTIFIABLE PEDESTRIAN ENTRIES

KLOPPER & DAVIS ARCHITECTS

PRINCIPLE 7 - LEGIBILITY

GROUND FLOOR CONVERTIBLE UNITS

Structure:

The existing wet areas (namely the bathroom) are to be re-used and/or adapted for the commercial tenancy. It's location towards the rear of the unit maximises the open-floor layout of the tenancy. The inter-tenancy walls are also proposed to be non-load bearing (with load bearing columns) to allow future flexibility if the two adjacent tenancies wished to join and become one larger tenancy.

Glazing:

The majority of the ground floor to Thundelarra Drive is full-height glazing to ensure an active streetscape. The transparency of the convertible units and building entry promotes visual connections between the inside and the adjacent public domain. The future commercial tenancies will provide 240m² of glazing to Thundelarra Drive which is ~70% of the ground floor frontage. The City of Rockingham have requested a minimum of 66% and our proposal exceeds this.

Access:

The convertible residential units will have access from the rear corridor as well directly from the street through a private terrace. The terrace is bordered by a low brick wall, with steel infill fencing above and low planting. We have worked closely with a Landscape Architect to ensure the plants chosen are shade tolerant. Once converted to commercial tenancies in the future, both access ways will remain. At this stage, we would propose to remove the front low walls and fencing to encourage access to the commercial tenancies. We would also propose to re-design the window/door arrangements to maximise glazing for advertising and include a swing door which is typical of a commercial frontage.

Ceiling Heights:

All convertible residential units have been designed with a minimum 3.2m floor-to-floor in accordance with the Golden Bay Design Guidelines to support a range of uses.

CONSULTATION WITH THE COR

As noted in the DRP meeting notes, "the development is legible and the scale and design is good".

Following approval, our client will work closely with the City of Rockingham to appropriately stage the conversion of the convertible units to commercial uses.

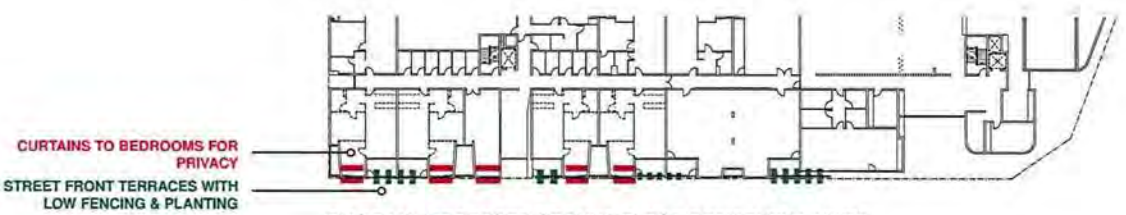


DIAGRAM - PROPOSED GROUND FLOOR RESIDENTIAL UNITS

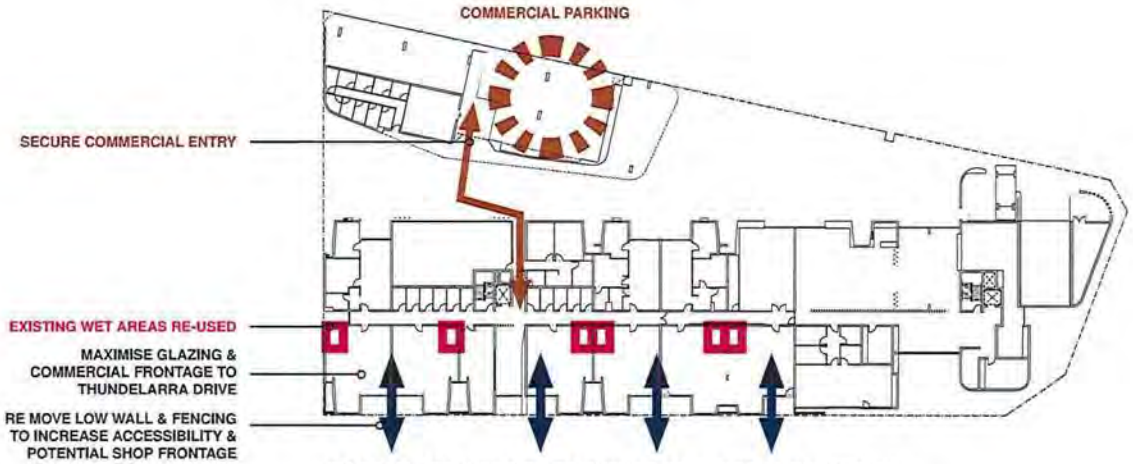


DIAGRAM - CONVERSION TO FUTURE COMMERCIAL TENANCIES



DIAGRAM - FUTURE COMMERCIAL TENANCY FRONTAGE

KLOPPER & DAVIS ARCHITECTS



Commercial Tenancies activating Thundelarra Dr

PRINCIPLE 8
SAFETY

PRINCIPLE 8 - SAFETY

SAFETY & SECURITY

As previously mentioned, the balustrading includes a mix of visually opaque and visually permeable materials to provide residents with privacy while maintaining casual surveillance of the adjoining public domain. All the ground floor tenancies have been designed with large openings to increase safety & security. Furthermore, upper level habitable rooms have windows that overlook the street and parklands. Low brick walls and steel balustrades provide security along Thundelarra Drive and reduce opportunities for concealment.

Access to the apartments and corridors will be managed with swipe cards to provide the residents with some security and help clearly define the relationships between public and private spaces.

All residential carbays are protected behind a 'secure line' accessed with a remote-control gate.

Following approval, we will develop a lighting strategy to further enhance the legibility of the development and ensure the development is well-lit for safety. Areas for further development are highlighted in the adjacent diagrams.

Public access to the pool will be restricted after-hours with a swipe card or similar approved. Following approval, Klopper & Davis will work closely with the CoR to develop an acceptable solution.

COMPARISON WITH PREVIOUSLY APPROVED SCHEME

The previously approved scheme provided no residential apartments along Jundee Lane, and thus no opportunities for passive surveillance. Furthermore, views to Jundee Lane were hindered by a large on-site carpark, residential stores & solid fencing. The proposed scheme provides an increase in passive surveillance along Jundee Lane, discouraging any anti-social behaviour. Furthermore, the proposed generous parklands and low, semi-permeable fencing reduce opportunities for concealment and increase the safety for residents, visitors and the greater community.

CONSULTATION WITH THE COR

As noted in the DRP meeting notes, "the passive surveillance, safety and activation aspects are positive"'; "the activated edges to the laneway are good and managing this aspect is important".

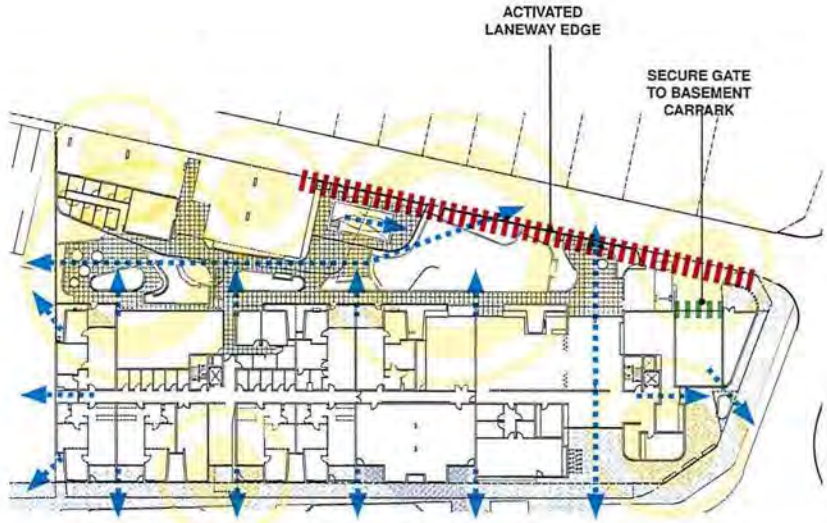


DIAGRAM - PASSIVE SURVEILLANCE & AREAS FOR LIGHTING STRATEGY

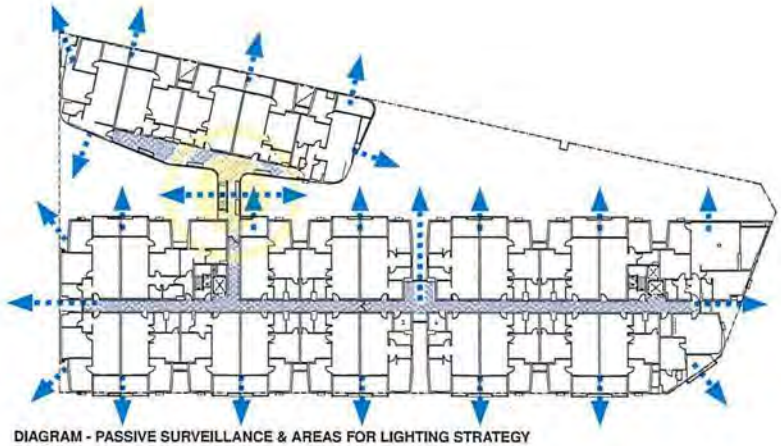


DIAGRAM - PASSIVE SURVEILLANCE & AREAS FOR LIGHTING STRATEGY

KLOPPER & DAVIS ARCHITECTS

PRINCIPLE 9
COMMUNITY

PRINCIPLE 9 - COMMUNITY

PUBLIC OPEN SPACE & COMMUNITY AMENITIES

Klopper & Davis Architects acknowledge that good design responds to local community needs as well as the wider social context. We believe in designing spaces and environments that support a diverse range of people and facilitate social interaction. As such, we propose that all the residents' amenities are open to the public. The amenities are as follows:

- Generous provision of parklands with native trees & planting, shade structures, seating and grassed areas;
- Dining Hall with indoor seating, two outdoor alfresco areas (1 to the parklands and 1 to the street), 'hole-in-the-wall' coffee servery to the corner of Thundelarra Drive and Carlindie Parkway;
- Health Studio complete with gymnasium, aerobics pool and EOT facilities;
- Generous provision of visitor bike racks;
- Communal Theatre Room;
- Arts & Craft Room; and a
- Large Community Hall/flexible space.

Refer to section 'Principle 6 - Amenity' for further information.

PEDESTRIAN ACCESS-WAYS & SITE LINKAGES

We have designed the dining hall and alfresco areas to be visible from the front entry, encouraging the public to walk through. Furthermore, Entry 2 is directly opposite a proposed cross-walk, encouraging connections with the adjacent Shopping Centre.

COMMUNITY ENGAGEMENT

Following approval, our client intends to instigate engagement with the community to demonstrate the positive impacts of the project and encourage the use of the communal amenities. Given Golden Bay is an establishing suburb, we believe this project will help connect the community and ultimately help establish the neighbourhood.







KLOPPER & DAVIS ARCHITECTS

PRINCIPLE 10
AESTHETICS

PRINCIPLE 10 - AESTHETICS

MATERIAL PALETTE

In keeping with the Golden Bay Design Guidelines, we wish create architectural interest through the considered use of materials, colours and detailing. The building is predominantly white, with highlights of stronger feature materials and colours which compliment the estate's overarching coastal theme whilst maintaining a unique architectural identity.

By contrasting hard and soft forms, heavy and lightweight materials, and rich and smooth textures, our proposal is striking yet contextually appropriate. Klopper & Davis Architects typically employ 'easy-to-maintain' materials that age gracefully. We avoid 'passing trends' and use palettes that are elegant and timeless. The proposed palette is largely inspired by the coastline and nearby parklands. Featuring largely muted tones with pops of texture. The facade's vertical trellis and planter-beds soften the building with green. Darker tones are used intermittently to create contrast and help establish the 'urban-ness' of the Village Centre.

The following materials are proposed:

- White-painted recycled facebrick main body of the East Wing;
- Brown, textured facebrick ground floor of the East Wing and main body of the West Wing;
- Off-form concrete and black semi-frameless glass balustrades to balconies of East Wing;
- Brick & black steel balustrades to balconies of the West Wing
- Timber feature cladding to ground floor corner, Entry 2 & vehicular access;
- Perforated and/or patterned black metal cladding to the back of the ground floor of West Wing;
- Dark Grey steel fascia to canopy to ground and recessed upper floor;
- Dark Grey metallic cladding to recessed upper floor;
- High-performance glazing to windows and doors;
- Green trellis;

COMPARISON WITH PREVIOUSLY APPROVED SCHEME

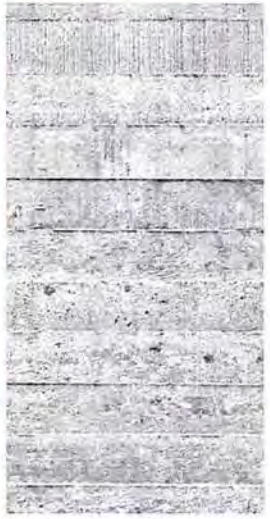
The revised material palette is much more consistent with the 'coastal' style set out in the GB Design Guidelines. We strongly believe this building will sit comfortably in its context and is thus supportable by council.

CONSULTATION WITH THE COR

As noted in the DRP meeting notes, "the design, articulation and aesthetics are positive [and] considered crucial to the Panel's support of the proposal". Klopper & Davis Architects intend to work closely with Seacrest Homes throughout the delivery of the project, to ensure the design intent is carried out successfully through to the built-form.












KLOPPER & DAVIS ARCHITECTS

PRINCIPLE 10 - AESTHETICS CONT.D

ARTWORK

Klopper & Davis recognise that public art is an important component of place-making and integral to the creation of both artistic and family-friendly spaces. We wish to contribute to the CoR's collection. We note the City of Rockingham does not have a requirement for Public Art so the proposed locations are, at this stage, indicative only.

We propose garden beds to the corner of Thundelarra Drive & Carlindie Parkway. These could accommodate a sculptural piece designed by a local artist. In addition to this, a large blank 'canvas' faces Carlindie Parkway. It is our intention to work closely with the CoR and an artist to develop public artwork along this facade. We propose to create artwork through brick relief; by stepping the bricks in and out, a pattern or abstract image could be created. The impression of the artwork will change with the path of the sun, further adding to its visual interest. The proposed locations of these artworks will make them readily visible.

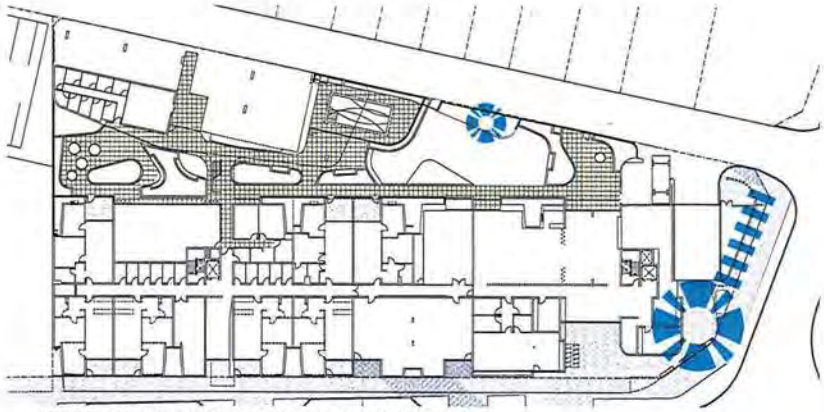


DIAGRAM - POTENTIAL PUBLIC ART LOCATIONS



KLOPPER & DAVIS ARCHITECTS

DEVELOPMENT INCENTIVES FOR COMMUNITY BENEFIT

DEVELOPMENT INCENTIVES FOR COMMUNITY BENEFIT

INTENT

With regards to Design WA SPP-7.3, development incentives (such as additional plot ration and/or building height), may be provided in exchange for community benefit. Design WA reccomends that the application of these incentives should be "instrincically linked to design excellence established through design review". We'd like to note that the feedback from the expert Design Review Panel was very complimentary and supported the proposal.

CONSIDERATIONS FOR LOCAL GOVERNMENT

Design WA lists several examples of community benefit that may be considered in exchange for additional development potential and/or flexibility incorporated into a local planning scheme. Our proposal meets the following:

Dwelling Diversity: Where providing a dwelling type identified as a priority for local government, such as aged care, universal acess dwellings, 1-bed apartments and other innovating housing models (Independent living);

Retention of Vegetation: Where native vegetaion is retained within a development site in excess of the Acceptable Outcomes of 3.3.

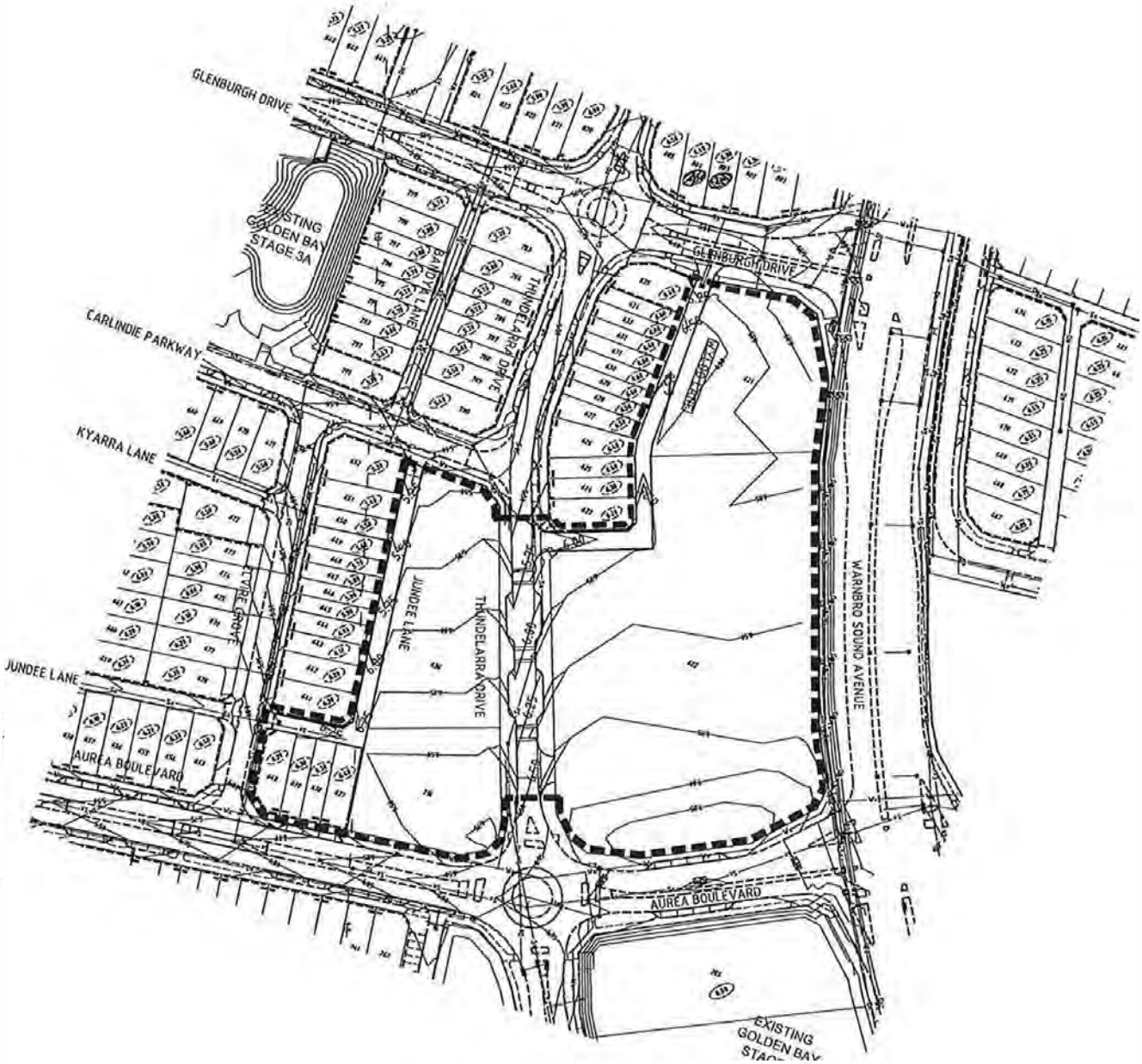
Public Facilities: Development includes public amenities such as public open space, public pedestrian access ways and site linkages, public facilities (pools, theatre rooms, cafe, EOT, gym);

Energy Efficient Design: Proposal demonstrates exceptional energy efficient design and a significant reduction in energy consumption.

Water Conservaton: Where the proposal demonstrates exceptional water management and conservation and a significant reduction if mains water use.



KLOPPER & DAVIS ARCHITECTS



PROJECT: GOLDEN BAY - INDEPENDENT LIVING
CLIENT: SEACREST HOMES PTY LTD
ADDRESS: LOT 1836 THUNDELARRA DRIVE, GOLDEN BAY
DEVELOPMENT APPLICATION
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SURVEY & CIVIL PLAN (BY OTHERS)
DWG:
STAGE:
A1 01


FUTURE
MULTI-RES (R60)
LUPEA BOULEVARD
CARPARK
JUNDEE LANE
WEST WING
RESIDENTS &
COMMUNITY
AEROBICS POOL
COMMUNITY
GARDEN
SECURE
ENTRY
DALKEITH FAIRWAY
EAST WING (UPPER)
EAST WING (LOWER)
FUTURE CHILDCARE
CENTRE
ENTRY 1
ENTRY 2
2 VISITORS' BAY
2 VISITORS' BAY
PEDESTRIAN
CROSSWALK
PEDESTRIAN
CROSSWALK
PEDESTRIAN
CROSSWALK
THUNDELARRA DRIVE
ENTRY TO SUPER MARKET &
RETAIL STORES
RETAIL
RETAIL
LIQUOR
STORE
RETAIL
SUPERMARKET
FUTURE
MULTI-RES (R60)
FUTURE
MULTI-RES
(R6
FUTURE
MULTI-RES
(R60)



NOTES:

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KLOPPER & DAVIS

N	29-11-19	POST DAP REVISED SCHEME	K	12-09-19	GEN-DRAWING CLARIFICATION	H	29-05-19
M	29-11-19	POST DAP DESIGN STUDY CLARIFICATION	J	03-09-19	DIVISIONAL APPLICATION	G	03-09-19
L	15-11-19	POST DAP DESIGN STUDY	I	12-09-19	DIVISIONAL APPLICATION DRAFT	F	24-04-19

DWG: SITE PLAN

STAGE: DEVELOPMENT APPLICATION

PROJECT: GOLDEN BAY - INDEPENDENT LIVING

CLIENT: SEACREST HOMES PTY LTD

ADDRESS: LOT 636, THUNDELARRA DRIVE, GOLDEN BAY

DATE: APRIL 2019

SCALE: 1:100 / 1:200

JOB#: 1835

SHEET: A103

SCALE: N

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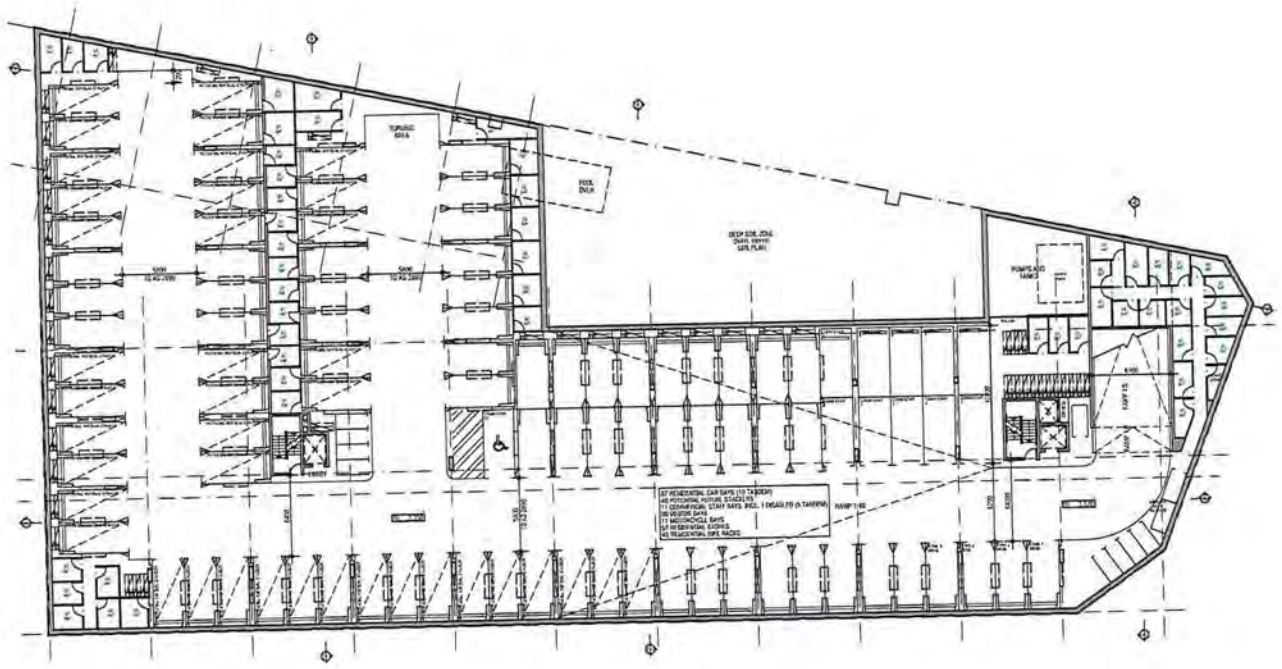

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KLOPPER & DAVIS ARCHITECTS

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M	29-11-19	POST DAP REVISED CLASSIFICATION	J	21-05-19	DEVELOPMENT APPLICATION	G	09-05-19	ISSUED FOR PRE-DAP			
L	13-11-19	POST DAP REVISED STUDY	I	13-05-19	DEVELOPMENT APPLICATION START	F	24-04-19	PRE-DA - FOR DISCUSSION			

DWG: BASEMENT FLOOR PLAN

STAGE: DEVELOPMENT APPLICATION

PROJECT: GOLDEN BAY - INDEPENDENT LIVING

CLIENT: SEACREST HOMES PTY LTD

ADDRESS: LOT 630, THUNDELARRA DRIVE, GOLDEN BAY

DATE: APRIL 2019

SCALE: 1:200 1:100

JOB#: 1835

DWG: A104

SCALE: N

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M	29-11-19	POST DAP OF DEAN SLOOP CLASSIFICATION	J	01-08-19	DEVELOPMENT APPLICATION	G	06-05-19	ISSUED TO CLIENT REC DAP	
L	15-11-19	POST DAP OF DEAN SLOOP	I	12-08-19	DEVELOPMENT APPLICATION DRAFT	F	24-04-19	PRC No. - CLIENT REVIEW 2	

DWG: GROUND FLOOR PLAN

STAGE: DEVELOPMENT APPLICATION

PROJECT: GOLDEN BAY - INDEPENDENT LIVING

CLIENT: SEACREST HOMES PTY LTD

ADDRESS: LOT 636, THUNDELARRA DRIVE, GOLDEN BAY

DATE: APRIL 2019

SCALE: 1:200 / 1:200

JOB #: 1835

DWG: A105

SHEET: N

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DWG: FIRST FLOOR PLAN

STAGE: DEVELOPMENT APPLICATION

PROJECT: GOLDEN BAY - INDEPENDENT LIVING

CLIENT: SEACREST HOMES PTY LTD

ADDRESS: LOT 538, THUNDELARRA DRIVE, GOLDEN BAY

DATE: APRIL 2015

SCALE: 1:200 / 1:100

JOB#: 1835

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L	15/11/19	[illegible]	I	27/06/19	[illegible]	P	24/05/19	[illegible]			

DWG: SECOND FLOOR PLAN

STAGE: DEVELOPMENT APPLICATION

PROJECT: GOLDEN BAY - INDEPENDENT LIVING

CLIENT: SEACREST HOMES PTY LTD

ADDRESS: LOT 626, THUNDELARRA DRIVE, GOLDEN BAY

DATE: APRIL 2019

SCALE: 1:200 SHEET 1:500

JOB#: 1835

SHEET: A107

REV: N

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L	[illegible]	[illegible]	I	[illegible]	[illegible]	F	[illegible]

DWG: THIRD FLOOR PLAN

STAGE: DEVELOPMENT APPLICATION

PROJECT: GOLDEN BAY - INDEPENDENT LIVING

CLIENT: SEACREST HOMES PTY LTD

ADDRESS: LOT 630, THUNDELARRA DRIVE, GOLDEN BAY

DATE: [illegible]

SCALE: [illegible]

JOB#: 1835

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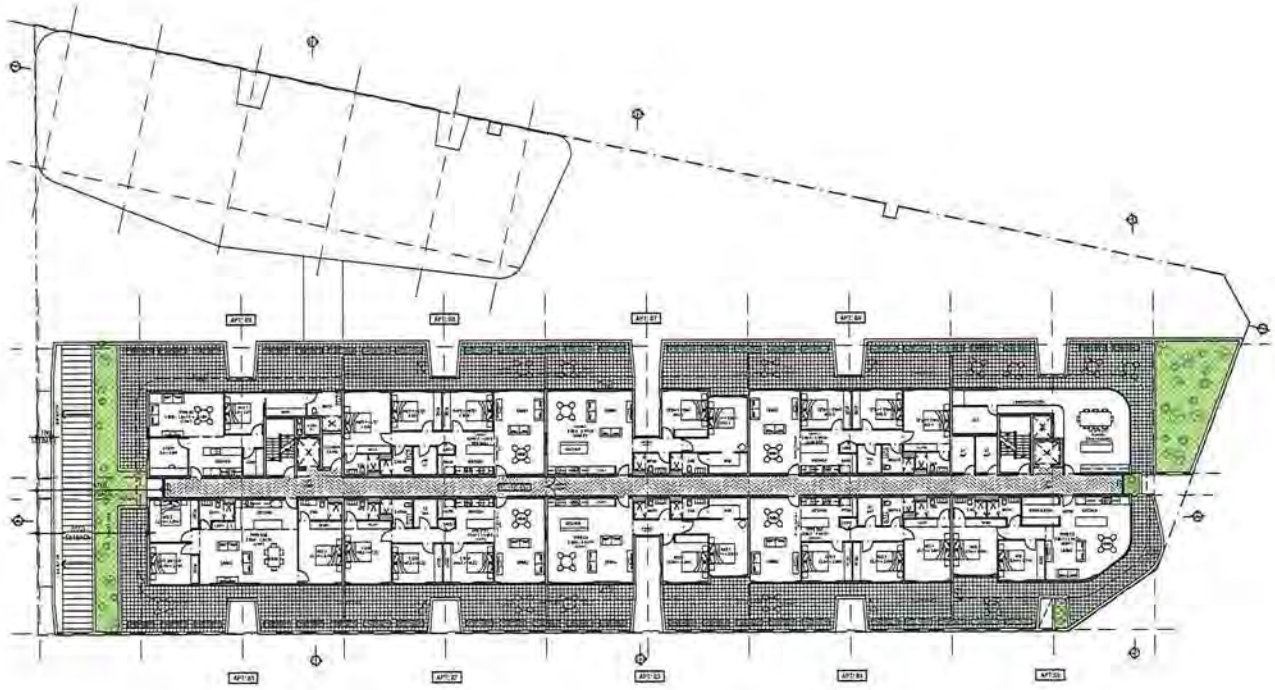

NOTES:

KLOPPER & DAVIS ARCHITECTS

DWG: FOURTH FLOOR PLAN

STAGE: DEVELOPMENT APPLICATION

PROJECT: GOLDEN BAY - INDEPENDENT LIVING

CLIENT: SEACREST HOMES PTY LTD

ADDRESS: LOT 630, THUNDELARRA DRIVE, GOLDEN BAY

DATE: APRIL 2019

SCALE: 1:100 @ A1, 1:200 @ A3

JOB#: 1835

DWG#: A1.09

REV: M

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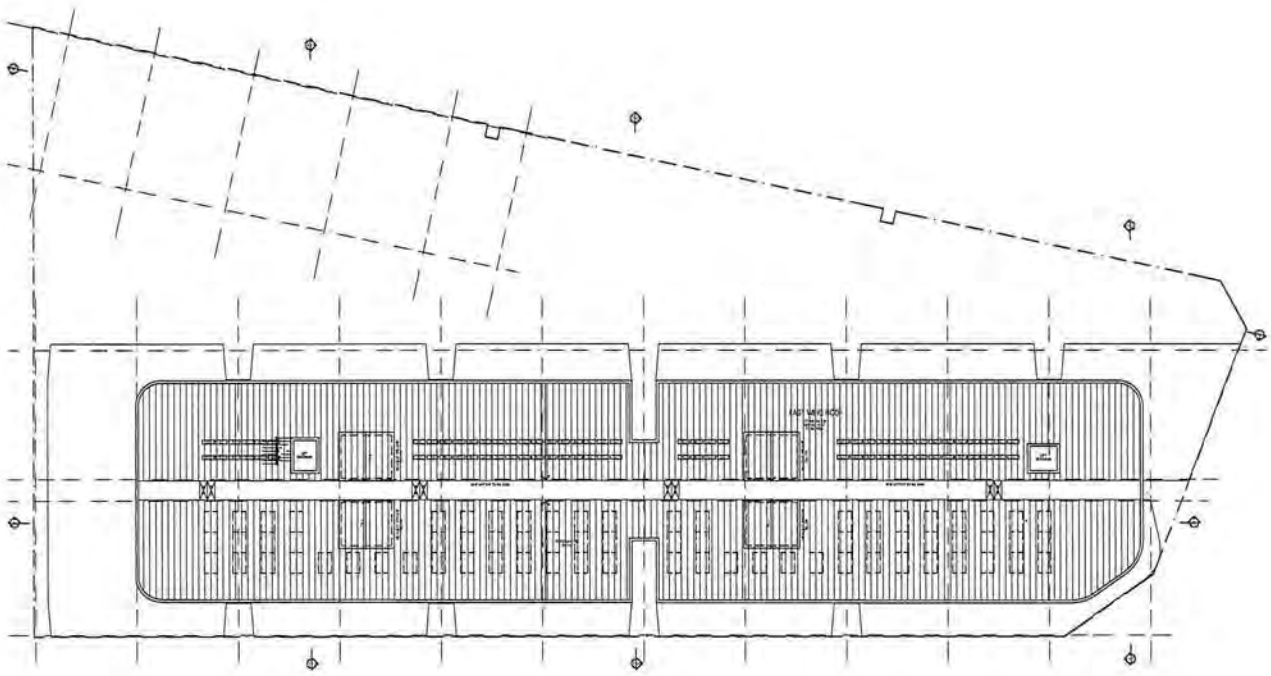

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L	15-11-19	[illegible]	I	12-08-19	[illegible]	F	24-04-19	[illegible]

DWG: ROOF PLAN

STAGE: DEVELOPMENT APPLICATION

PROJECT: GOLDEN BAY - INDEPENDENT LIVING

CLIENT: SEACREST HOMES PTY LTD

ADDRESS: LOT 636, THUNDELARRA DRIVE, GOLDEN BAY

DATE: APRIL 2019

SCALE: [illegible]

JOB#: 1835

DWG: A110

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DWG: APARTMENT PLANS (1 BEDS)

STAGE: DEVELOPMENT APPLICATION

PROJECT: GOLDEN BAY - INDEPENDENT LIVING

CLIENT: SEACREST HOMES PTY LTD

ADDRESS: LOT 836, THUNDELARRA DRIVE, GOLDEN BAY

DATE: APRIL 2019

SCALE: 1:100 (A1) 1:200 (A2) 1:150

JOB#: 1835

SHEET: A1 11

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L	15-11-19	POST MAP RELEASE STAGE	I	12-08-19	DEVELOPMENT APPLICATION DRAFT	F	19-04-19

DWG: APARTMENT PLANS (2 BEDS)

STAGE: DEVELOPMENT APPLICATION

PROJECT: GOLDEN BAY - INDEPENDENT LIVING

CLIENT: SEACREST HOMES PTY LTD

ADDRESS: LOT 036, THUNDELARRA DRIVE, GOLDEN BAY

DATE: APRIL 2019

SCALE: 1:100 / 1:200

JOB#: 1835

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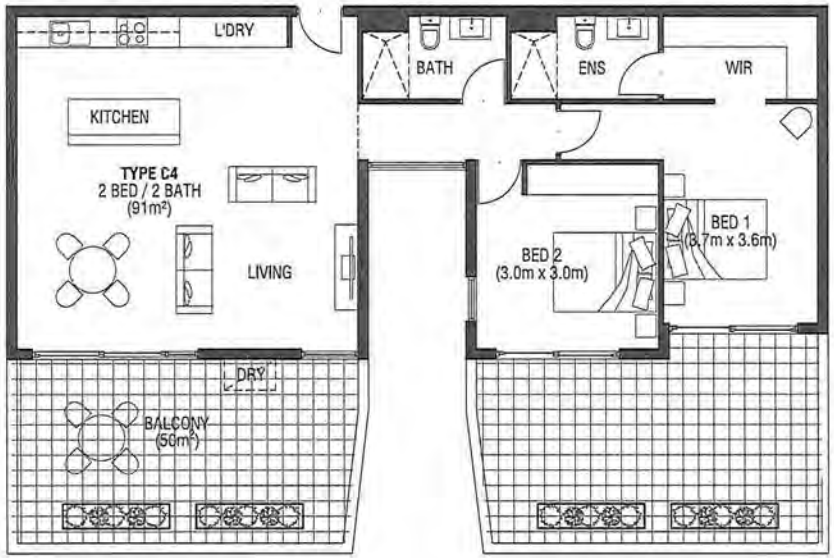

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KLOPPER & DAVIS ARCHITECTS

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DWG: APARTMENT PLANS (2 BEDS)
STAGE: DEVELOPMENT APPLICATION

PROJECT: GOLDEN BAY - INDEPENDENT LIVING
CLIENT: SEACREST HOMES PTY LTD
ADDRESS: LOT 636, THUNDELARRA DRIVE, GOLDEN BAY

DATE: APRIL 2019
SCALE: 1:100 / 1:50
JOB#: 1835
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PAGE: 1

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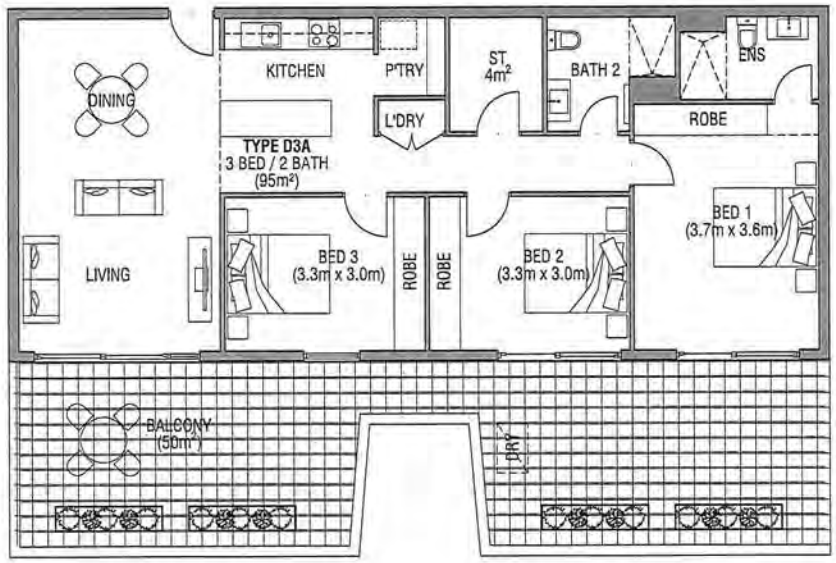

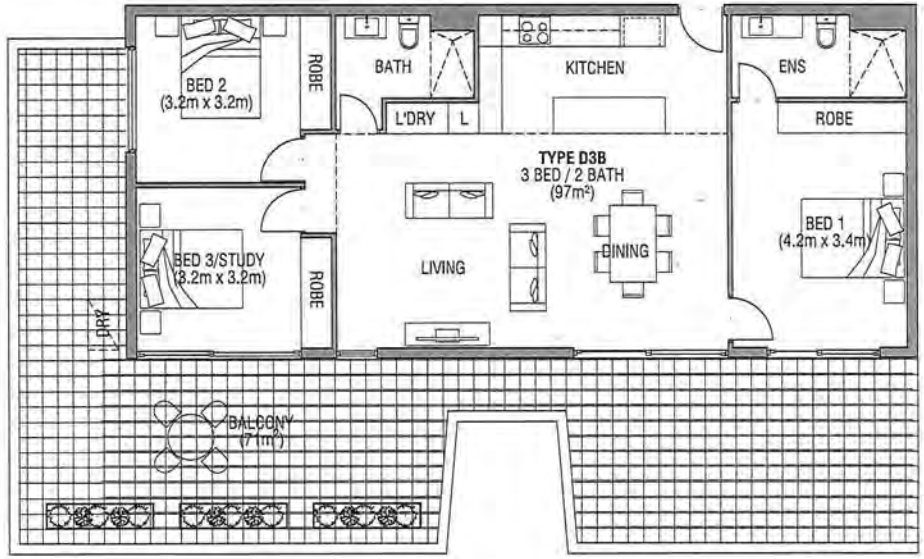

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KLOPPER & DAVIS ARCHITECTS

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L	[illegible]	[illegible]	I	[illegible]	[illegible]	F	[illegible]

DWG: APARTMENT PLANS (3 BEDS)

STAGE: DEVELOPMENT APPLICATION

PROJECT: GOLDEN BAY - INDEPENDENT LIVING

CLIENT: SEACREST HOMES PTY LTD

ADDRESS: LOT 636, THUNDELARRA DRIVE, GOLDEN BAY

DATE: APRIL 2010

SCALE: [illegible]

JOB#: 1835

DWG: A114

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THUNDELARRA DRIVE (EAST) ELEVATION



PARKLANDS (WEST ELEVATION)

MATERIAL LEGEND

PB1	PAINTED BUSTFIELD WHITE (WHITE)
PB2	PAINTED BUSTFIELD WHITE (GREY)
TB1	RECYCLED FACEBRICK
DC	DRY-WASH CONCRETE
MC	METAL CLADDING (DARK GREY)
TC	TRIMBER CLADDING
PC	PAINTED STEEL (DARK GREY)
SR	STEEL RENDING (DARK GREY)

NOTES:

KLOPPER & DAVIS ARCHITECTS

ISSUE	DATE	DESCRIPTION
N	27-11-19	POST DAP IN WEST LEVEL
M	29-11-19	POST DAP IN SEAL STUDY CLARIFICATION
L	15-11-19	POST DAP IN SEAL STUDY
K	17-09-19	CON FORMING CLARIFICATION
J	01-08-19	DEVELOPMENT APPLICATION
I	17-06-19	DEVELOPMENT APPLICATION DRAFT
H	29-05-19	ISSUED FOR DRP
G	08-05-19	ISSUED TO CLIENT PRE-DRP
F	24-04-19	PRE DA - CLIENT REVIEW 2

DWG: ELEVATIONS

STAGE: DEVELOPMENT APPLICATION

PROJECT: GOLDEN BAY - INDEPENDENT LIVING

CLIENT: SEACREST HOMES PTY LTD

ADDRESS: LOT 636, THUNDELARRA DRIVE, GOLDEN BAY

DATE: APRIL 2019

SCALE: 1:400 1:200 1:100

JOB#: 1835

DWG: A2 01

ISSUE: N

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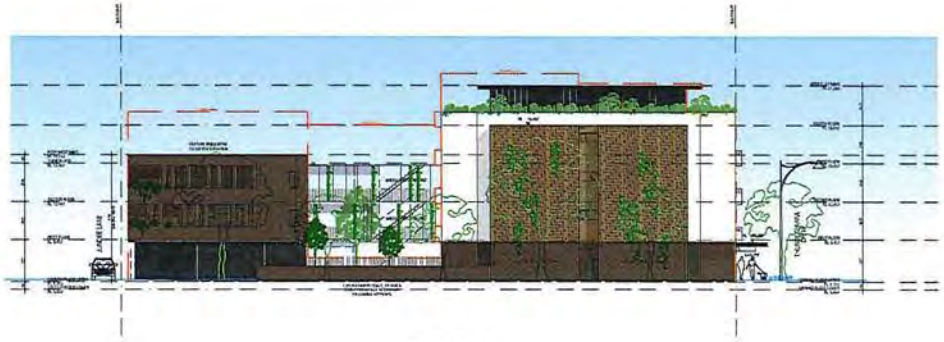
CARLINDIE PARKWAY (NORTH EAST) ELEVATION



SOUTH ELEVATION



JUNDEE LANE (WEST ELEVATION)

MATERIAL LEGEND	
PB1	PAINTED PLASTERED BRICK (WHITE)
PB2	PAINTED PLASTERED BRICK (GREY)
RB1	RECYCLED FACEBRICK
GC	GRAVURA CONCRETE
MC	METAL CLADDING (DARK GREY)
TC	TIMBER CLADDING
PC	PAINTED CEDS (DARK GREY)
GP	GREY FRAMING (DARK GREY)

NOTES:

KLOPPER & DAVIS ARCHITECTS

N	21-11-19	POST DAP IN VIEW OF SCHEME	K	17-09-19	CONFIRMED RFI CLARIFICATION	H	25-03-19	ISSUED FOR DEP	
M	29-11-19	POST DAP IN DEAN STUDY CLARIFICATION	J	01-08-19	DEVELOPMENT APPLICATION	G	08-05-19	ISSUED TO CLIENT PRE-DAP	
L	15-11-19	POST DAP IN DEAN STUDY	I	12-06-19	DEVELOPMENT APPLICATION DRAFT	F	24-04-19	PRE DA - CLIENT REVIEWS	

DWG: ELEVATIONS

STAGE: DEVELOPMENT APPLICATION

PROJECT: GOLDEN BAY - INDEPENDENT LIVING

CLIENT: SEACREST HOMES PTY LTD

ADDRESS: LOT 636, THUNDELARRA DRIVE, GOLDEN BAY

DATE: APRIL 2019

SCALE: 1:400 (SHEET 1:200)

JOB#: 1835

DWG: A202

SCALE: N

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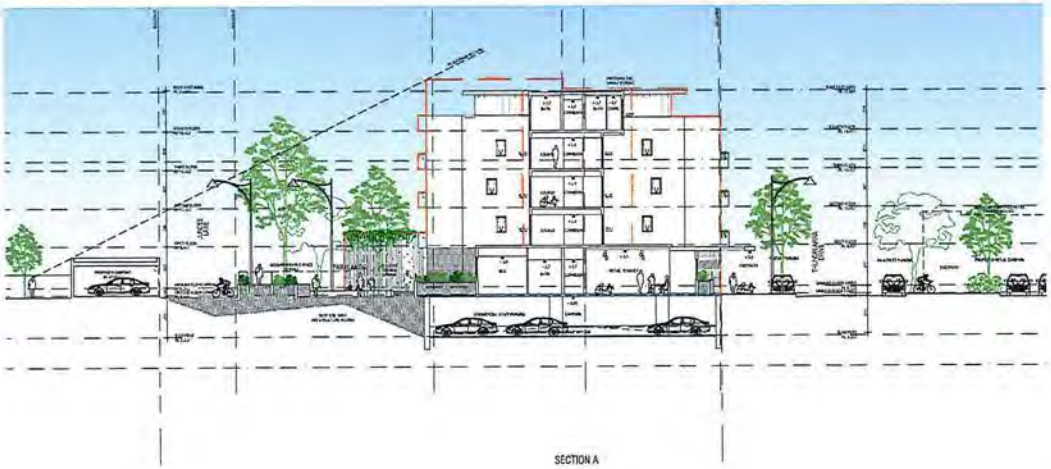

SECTION A



SECTION B



SECTION C

NOTES:

KLOPPER & DAVIS ARCHITECTS

N	27-11-18	POST DAP INVESTIGATION	K	17-09-18	CDA KUNTER K CLARIFICATION	H	29-05-18	ISSUED FOR DAP			
M	20-11-18	POST DAP DE VEUX STUDY CLARIFICATION	J	07-09-18	DEVELOPMENT APPLICATION	G	08-05-18	ISSUED 3D CLIENT PRE-DAP			
L	15-11-18	POST DAP DE VEUX STUDY	I	12-09-18	DEVELOPMENT APPLICATION (MAP)	F	24-04-18	PRE DA - CLIENT REVIEWER			

DWG: SECTIONS

STAGE: DEVELOPMENT APPLICATION

PROJECT: GOLDEN BAY - INDEPENDENT LIVING

CLIENT: SEACREST HOMES PTY LTD

ADDRESS: LOT 636, THUNDELARRA DRIVE, GOLDEN BAY

DATE: APRIL 2019

SCALE: 1:400 1:200

JOB #: 1835

DWG: A3 01

BASIC: N

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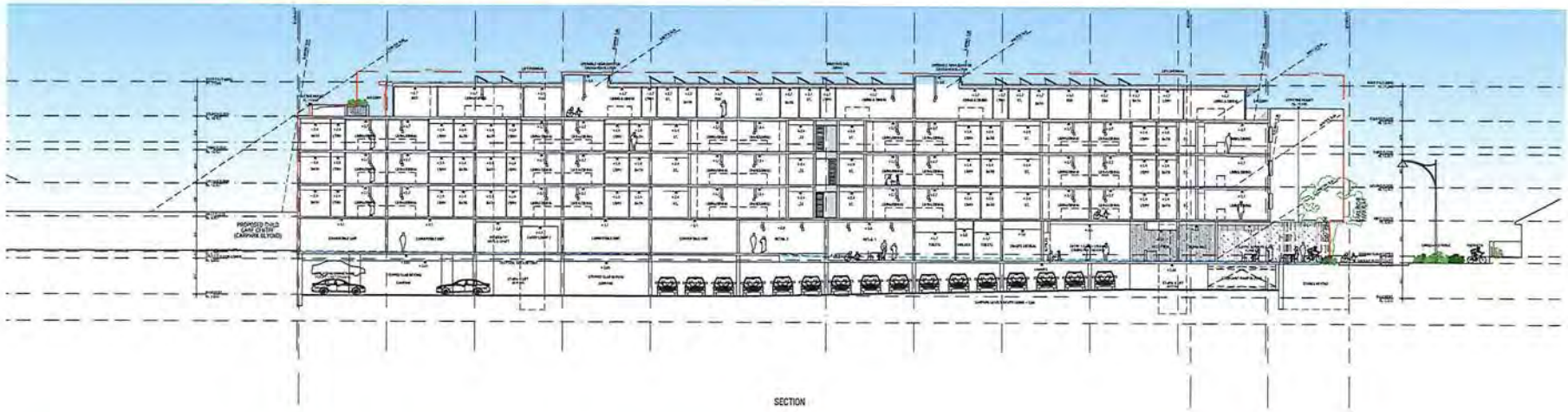

SECTION



SECTION

NOTES:

KLOPPER & DAVIS ARCHITECTS

N	27-11-19	POST DAP REVISED SCHEME	K	17-09-19	CONFIRMED CLASSIFICATION	H	25-06-19	ISSUED FOR DRP	
M	29-11-19	POST DAP DESIGN STUDY CLASSIFICATION	J	21-09-19	DRAFT DRAFT APPLICATION	G	05-05-19	ISSUED TO CLIENT PRELIMP	
L	15-11-19	POST DAP DESIGN STUDY	I	12-06-19	DRAFT DRAFT APPLICATION DRAFT	F	24-04-19	PRE DA - CLIENT REVIEW 2	

DWG: SECTIONS

STAGE: DEVELOPMENT APPLICATION

PROJECT: GOLDEN BAY - INDEPENDENT LIVING

CLIENT: SEACREST HOMES PTY LTD

ADDRESS: LOT 636, THUNDELARRA DRIVE, GOLDEN BAY

DATE: APRIL 2019

SCALE: 1:400 1:200

JOB#: 1835

DWG: A302

SCALE: N

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SEACREST HOMES

LOT 636 THUNDELARRA DRIVE, GOLDEN BAY

PROPOSED INDEPENDENT LIVING DEVELOPMENT

TRAFFIC STATEMENT

November 2019

Riley Consulting (WA) Pty Ltd
PO BOX Z5578
Perth WA 6831
0413 607 779 Mobile

Issued on	26 November 2019	Amendments	Date
Version	V3	1a text edits	11/6/19
Reference	1021	V2 Changes for CoR	
		V2A minor text edits	13-09-19
		V3 Plan amended	17-09-19

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1. EXECUTIVE SUMMARY

1.1. Riley Consulting has been commissioned through Klopper & Davies Architects to consider the traffic and transport impacts of a proposed lifestyle facility at Golden bay. The key findings of the traffic review are:

1.1.1. The site is currently vacant.

1.1.2. The proposed development of 89 lifestyle units with associated facilities and 2 retail tenancies is forecast to generate 267 vehicle movements per day. During the peak periods, 33 vehicle movements are forecast.

1.1.3. The level of traffic generated by the proposed development requires a traffic statement to be provided under the WAPC *Transport Assessment Guidelines for Developments.*

1.1.4. The level of generated traffic is considered to have no material traffic impact under the WAPC *Transport Assessment Guidelines for Developments.*

1.1.5. Access to the basement car park is provided from Jundee Lane.

1.1.6. A minimum number of 88 car parking bays is required by the City of Rockingham's Town Planning Scheme. A total of 119 on-site parking bays are provided.

1.1.7. On street parking available within 250 metres is noted to provide 326 bays (of which 200 are located in the shopping centre car park). Further, additional resident parking can be provided by using stackers should the demand arise.

2. CHECKLIST

Item	Comments/Proposals
Proposed development	
proposed land uses	Lifestyle village with 89 units +2 retail tenancies
existing land uses	Vacant
context with surrounds	In new suburb adjacent to activity centre
Vehicular access and parking	
access arrangements	Access from Jundee Lane
public, private, disabled parking set down / pick up	On-site
Service vehicles	
access arrangements	On-site
rubbish collection and emergency vehicle access	Bin area accessed from Jundee lane
Hours of operation (non-residential only)	Retail 9am-5pm typical
Traffic volumes	
daily or peak traffic volumes	267 vehicles per day 33 peak movements
type of vehicles (eg cars, trucks)	Predominantly cars
Traffic management on frontage streets	
Public transport access	
nearest bus stops/train stations	Within 400m
pedestrian/cycle links to bus stops/train station	Already provided
Pedestrian access/facilities	
existing pedestrian facilities within the development (if any)	N/A
proposed pedestrian facilities within development	Accessible access provided
existing pedestrian facilities on surrounding roads	As per Liveable Neighbourhoods
proposals to improve pedestrian access	N/A
Cycle access/facilities	
existing cycle facilities within the development (if any)	N/A
proposed cycle facilities within development	As per City requirements
existing cycle facilities on surrounding roads	As per LN
proposals to improve cycle access	None
Site specific issues	None
Safety issues	None

3. THE LOCAL ROAD NETWORK

3.1. The subject site is located at Lot 636 Thundelarra Drive, Golden Bay. It is located approximately 15km south of Rockingham town centre and 12km north of Mandurah town centre.

3.2. The site is located to the corner of Thundelarra Drive, Carlindie Parkway and Jundee Lane. Figure 1 shows the location of the subject site and Figure 2 shows an aerial image.



Figure 1 Subject Site Location



Figure 2 Aerial Imagery (site area indicative – refer to DA)

3.3. The local road network is discussed below. The blanket 50kph residential speed limit applies to all local roads.

Thundelarra Drive

3.4. Thundelarra Drive is constructed as a two lane road with a pavement width of about 7.5 metres. Parking bays and footpaths are provided to both sides of the road.

3.5. Discussions with the City of Rockingham have identified that no current traffic data is available for the local area. As Golden Bay is a newer suburb still under construction, traffic demands would not have reached ultimate levels.

3.6. The structure plan road hierarchy is attached at Appendix A with an extract for the structure plan traffic forecasts prepared by Transcore.

3.7. The structure plan identifies Thundelarra Drive as a neighbourhood connector type B, suitable for daily traffic demands up to 3,000vpd under Liveable Neighbourhoods.

3.8. The structure plan traffic report forecasts 2,300 vehicles per day (vpd) using Thundelarra Drive. However the structure plan traffic report identifies the village centre to provide 4,700m^2 of floor space generating 3,740vpd. It is considered

that access to the village centre was expected from Warnbro Sound Avenue or Aurea Boulevard, which appears to be no longer the case.

3.9. Given that access to the village centre is only to be taken from Thundelarra Drive, it is considered that a neighbourhood connector type would be more suited to this street.

3.10. Its intersections with Aurea Boulevard and Glenburgh Drive are controlled by roundabouts.

Jundee Lane

3.11. Jundee Lane is a north south laneway running parallel to Thundelarra Drive. It will provide access to the proposed development and will service the rear of approximately 12 lots. Excluding the proposed development it would be expected to carry about 96vpd.

Carlinde Parkway

3.12. Carlinde Parkway is identified as an access street type B, suited to traffic demands up to 3,000vpd. It is constructed with a pavement of 6 metres with indented parking and a footpath to both sides.

3.13. The structure plan does not show traffic forecast for Carlindie Parkway. Based on the number of dwellings taking access and its limited connectivity it would be expected to carry up to 320vpd.

Aurea Boulevard

3.14. Aurea Boulevard is located to the south of the subject site and is classified as an integrator B between Thundelarra Drive and Warnbro Sound Avenue. West of Thundelarra Drive it is classified as a neighbourhood connector type A. A daily demand of 15,000vpd and 7,000vpd respectively applies to Aurea Boulevard under Liveable Neighbourhoods.

3.15. Aurea Boulevard provides district level access to Warnbro Sound Avenue. The structure plan traffic report forecasts 9,400vpd approaching Warnbro Sound Avenue and 4,800vpd to the west of Thundelarra Drive.

Glenburgh Drive

3.16. Glenburgh Drive is classified as a neighbourhood connector type A. A daily demand of 7,000vpd applies to Glenburgh Drive under Liveable Neighbourhoods. It is constructed as a boulevard style road with two road pavements and a 2m median.

3.17. Glenburgh Drive provides district level access to Warnbro Sound Avenue. The structure plan traffic report forecasts 6,900 vpd approaching Warnbro Sound Avenue.

Other Developments

3.18. As indicated the land opposite the subject site has been identified as a village centre with access taken to Thundelarra Drive. As indicated in the structure plan traffic report the forecast traffic generation of this centre would result in Thunderarra Drive operating in a manner contrary to its classification in the structure plan road hierarchy. On this basis a classification of neighbourhood connector type A should be applied. The constructed pavement would have ample capacity to cater for the forecast traffic volumes.

4. PROPOSED DEVELOPMENT

4.1. The land is presently vacant.

4.2. It is proposed to develop 89 Independent living units with associated facilities (dining hall and residents meeting lounge) and 2 small commercial tenancies. The expected accommodation comprises:

- 1 bed 42 Units
- 2 bed 36 Units
- 3 bed 11 Units
- Retail tenancies 140m^2 GFA

4.3. It is understood that the retail component is provided at the request of the City of Rockingham.

4.4. Figure 3 shows the development concept plan used for this traffic report.



Figure 3 Development Plan (refer to DA for detail)

5. DAILY TRAFFIC VOLUMES AND VEHICLE TYPES

5.1. The proposed development is considered in regard to the proposed land uses of independent living and retail.

Independent Living

5.2. The RTA *Guide to Traffic Generating Developments* suggests that housing for the aged and disabled person can be expected to generate 1 to 2 trips per dwelling per day with 10% of the daily demand occurring in the traditional peak hours.

5.3. The proposed development of independent living would suggest a more active resident base and reference to the Director General South Australia – *Land Use Traffic Generation Guidelines* suggests retirement villages can be expected to generate between 1.5 to 3 trips per dwelling

5.4. Traffic counts undertaken by Riley Consulting in 2004 of a lifestyle village in Joondalup showed a daily trip rate of 3.1 trips per dwelling per day, indicating that the South Australian guide is more reflective of the proposed development.

5.5. Of note, the RTA guide suggests typical household higher density residential units can be expected to generate 2.5 to 2.9 trips per unit per day, with medium density units generating 4 to 5 trips per day, which would include work and school trips.

5.6. The trip generation is therefore based on the South Australian Guide trip rate and on the basis of 89 units, the forecast daily traffic flow will be (89 x 3) 267 vehicle movements per day. During the peak periods a generation of up to 27 movements could occur.

Retail Tenancies

5.7. There are no Australian sources that identify the trip generation for small shops. Reference to the WAPC *Transport Impact Assessment Guidelines Volume 2 Planning Schemes, Structure Plans and Activity Centre Plans* suggests a trip rate for non-food retail of 1.25 trips per $100m^2$ during the morning peak and 4 trips per $100m^2$ in the evening peak. No daily data is provided, but retail typically generates 13% of the daily demand during the evening peak (supermarkets). The WAPC trip rates therefore suggest about 31 trips per $100m^2$ per day[1].

5.8. The two tenancies are small and are unlikely to attract a significant traffic generator in their own right. It would be expected that a real estate agent or similar would be attracted to the tenancies (which would generate 10 trips per $100m^2$ based on commercial land use trip rates).

5.9. On the basis of the WAPC interpolated trip rate of 31 trips per $100m^2$, the two tenancies of $140m^2$ could generate 43 movements per day with 2 am trips and 6 pm trips.

5.10. Table 1 shows the forecast traffic generation.

Table 1 Forecast Traffic Generation

Use	Weekday	AM Peak	PM Peak
89 living Units	267	27	27
Retail tenancies	43	2	6
Total	**310**	**29**	**33**

5.11. Based on the peak traffic generation of 33 vehicle movements, a traffic statement is required under the WAPC guidelines.

Distribution

5.12. Traffic using the basement car park can only access the site from Jundee Lane. As the access is located close to Carlinde Parkway, it is considered unlikely that development traffic from the basement would head south on the lane.

[1] The ITE Trip Generation suggests 42.94 trips per $1,000^{ft2}$ for a small shopping centre, indicating that the small shop trip rate is perhaps a little high.

5.13. It is expected that residents using cars would primarily travel outside of the local area and predominantly access Warnbro Sound Avenue and Mandurah Road. Whilst the beach is located to the west and would attract summer trips, typically there would be little demand to head west. On this basis the living units trips are primarily distributed 50% north and 50% south via Warnbro Sound Avenue. During the peak periods there will be a mixture of residents departing and staff arriving and vice versa. A split of 60% arrive and 40% depart is used for the morning peak and the reverse for the evening peak.

5.14. The retail tenancies will attract movements external to the site and can be expected to be equally drawn from all directions. During the morning peak 70% of vehicles would arrive and 30% depart. The reverse would be expected in the pm peak.

5.15. A traffic plan is attached at Appendix B.

6. TRAFFIC IMPACT

6.1. Reference to the WAPC *Transport Assessment Guidelines for Developments* states that:

"As a general guide, an increase in traffic of less than 10% of capacity would not normally be likely to have a material impact on any particular section of road, but increases over 10% may. All sections of road with an increase greater than 10% of capacity should therefore be included in the analysis. For ease of assessment, an increase of 100 vehicles per hour for any lane can be considered as equating to around 10% of capacity. Therefore any section of road where traffic would increase flows by more than 100 vehicles per hour for any lane should be included in the analysis. An intersection may be considered materially affected if flows on any leg increase by more than 10% or any individual movement by more than 20%".

6.2. Table 2 considers the traffic impact of the development based on the generated daily traffic demands.

Table 2 Daily Traffic Impacts

Approach	Flow	Capacity*	Development	% Capacity
Carlinde Parkway	320	3,000 (LN)	+267*	8.9%
Thundelarra Drive north	2,300	7,000 (LN)	+134	1.9%
Thundelarra Drive south	2,300[#1]	7,000 (LN)	+133	1.9%
Aurea Boulevard east	9,400	15,000 (LN)	+103	<1%
Aurea Boulevard west	4,800	7,000 (LN)	+30	<1%
Glenburgh Drive east	6,900	7,000 (LN)	+106	1.5%
Glenburgh Drive west	5,400	7,000 (LN)	+28	<1%
Warnbro Sound Ave N	24,300	40,000	+106	<1%
Warnbro Sound Ave S	24,300	40,000	+103	<1%

*Maximum with all traffic accessing car park
[#1] Flow could be higher if local centre only accessing Thundelarra Drive

6.3. Table 2 indicates the proposed development can be expected to increase local traffic by less than 10% of any affected roads capacity. Based on the WAPC *Transport Assessment Guidelines for Developments,* the proposed development would be deemed to have no material traffic impact to the surrounding road network.

Material Impact

6.4. As indicated by Table 2, the proposed development would be deemed to have no material traffic impact.

6.5. It is noted that Thundelarra Drive is shown to experience no material traffic impact as a result of the proposed development. However, it is noted from the structure plan that local centre traffic has not been fully accounted. With the local centre likely to generate close to 5,000vpd, it would be expected that Thundelarra Drive would be classified a neighbourhood connector. Ample capacity will exist within the constructed road pavement to cater for the forecast traffic movements generated locally.

Long-term Impacts

6.6. The traffic demands used in this report are taken from the structure plan traffic report that considers the ultimate development of the Golden Bay suburb. The suburb is approximately 70% developed and it will be about 6 to 12 years before full build out would be expected.

6.7. As the assessment is based on long term traffic forecasts, no long term assessment is warranted.

Peak Hour Traffic Impacts

6.8. The maximum traffic increase forecast to any traffic lane during any peak period of activity is about 70% of the peak generation of 33 vehicle movements, at the site access.

6.9. If the forecast increase to any traffic lane on the local road network is assumed to be 33 vehicles, reference to the WAPC guidelines suggest that no material impact would normally be expected where an increase to any traffic lane is less than 100 vehicles in any peak period. The increase of 33 vehicles is therefore considered to be of no material traffic impact.

6.10. In regards to the operation of Carlindie Parkway during the peak it can be expected that up to 26 vehicles may exit to access Thundelarra Drive. Based on the forecast traffic demands Thundelarra Drive could carry 230 two way movements. Reference to Austroads Table 4.1 (last published in 2011) suggests with the level of traffic demands expected on the major and minor roads, uninterrupted flow conditions will exist. Sidra analysis will therefore demonstrate very good Levels of Service can be expected (Sidra would not normally be provided with a traffic statement).

7. VEHICLE ACCESS

7.1. Access to the car park of the proposed development is to be taken from Jundee Lane as per *Liveable Neighbourhoods* recommendations.

7.2. Figure 3 shows the site concept plan

7.3. The access is located at least 6m from the corner radius tangent of Jundee Lane and therefore meets the spacing requirements of AS2890.1.

7.4. Visibility to the south (looking down Jundee lane) is greater than the minimum requirement of 35 metres (desirable 55m) set out in AS2890.1 for a street operating at 40kph. However, looking back to Carlindie Parkway, visibility is restricted by the proposed building.

7.5. To ensure safe access to the site, it is recommended that the building be either set back or a visually permeable façade is used to provide visibility to the corner radius tangent in Carlinde Parkway. The proposed visibility splay is shown in Figure 4.

7.6. Access to the car park is set back from Jundee Lane by 6 metres to provide unobstructed use of Jundee Lane.

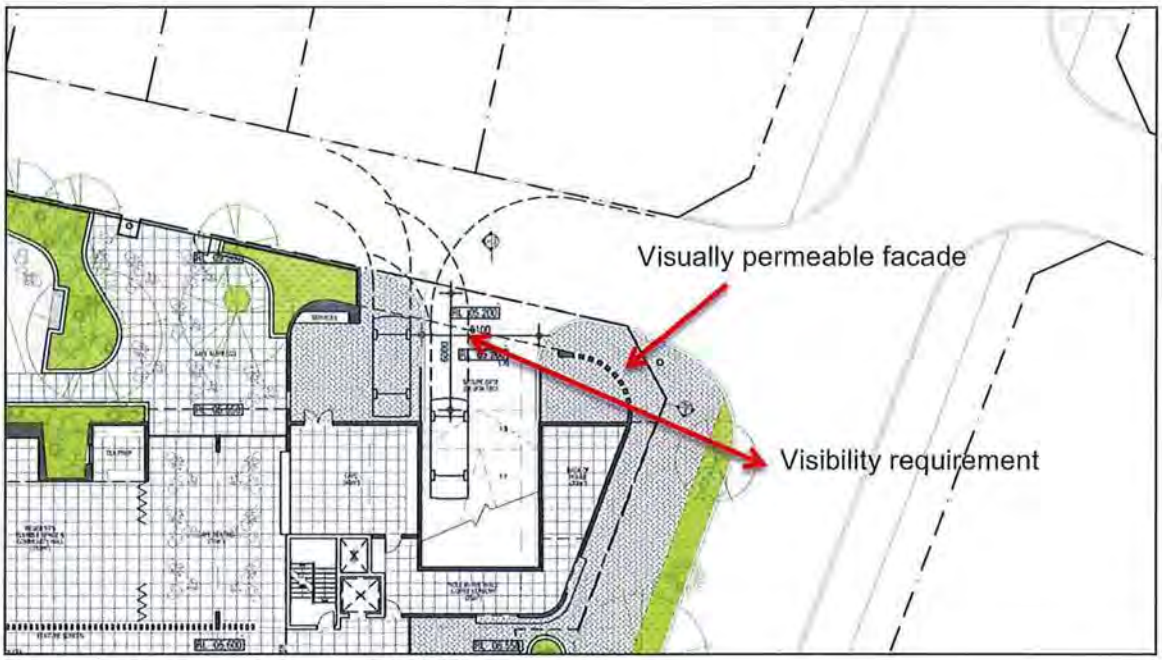


Figure 4 Proposed Access Visibility

8. PARKING

8.1. Car parking for the proposed development should ideally meet the numbers set out in the City of Rockingham's Town Planning Scheme.

8.2. For residential land uses reference is made to the design WA codes (SPP7.3), which require a minimum of 0.75 bays per 1 bed dwelling and 1 bay per 2+ bed dwelling when located in an activity centre or close to high frequency public transport. It is understood that the village centre is recognised as an activity centre, so under the codes the subject site is in Location A.

8.3. The architect has advise that the current yield shows:

42 x 1 bed units = 31.5 bays (32)

36 x 2 bed units = 36 bays

11 x 3 bed units = 11 bays

8.4. With the current composition of units, 79 parking bays would be required.

8.5. However, the policy allows that for development of more than 20 units, motorcycle parking at a rate 1 bay per 10 car bays is to be provided. For every 5 motorcycle bays provided 1 car bay may be omitted. There are 11 motorcycle bays provided, which reduces the resident car parking requirement to (79-2) 77 bays

8.6. Further there is a requirement that 11 visitor bays are to be provided. It is common that visitor bays in a mixed-use development may be used by daytime commercial uses.

8.7. Retail or shop uses are required to provide 6 bays per 100m^2 of floor area. With 140m^2 of floor area 8 bays would be required.

8.8. In total the City of Rockingham's Town Planning Scheme would require that (77 residential + 11 visitor + 8 retail) 96 parking bays should be provided.

8.9. As the visitor parking (11 bays) may be accommodated by the on-site commercial bays, 8 visitor bays can be reciprocal use. Therefore only 3 visitor bays need to be provided. However, it is noted that 7 visitor bays are provided off Jundee Lane and 4 on-street bays exist to Thunderlarra Drive.

8.10. The car parking requirement will be (77 resident, 3 visitor and 8 retail) 88 parking bays to be provided to cater for the proposed development.

8.11. Reference to the architects plan indicates that 87 residential bays plus 11 commercial bays are provided in the basement car park.

8.12. 10 commercial bays and 7 visitor parking bays are provided on Jundee Lane making a total of 119 car parking bays provided on site.

8.13. The number of car parking bays provided meets the minimum car parking requirement.

Local Area Parking

8.14. Parking along the frontage of the property is shown to provide 4 bays to Thundelarra Drive and can be expected to be more convenient for visitors, particularly at night when there is little local commercial activity.

8.15. It is noted that the basement car park has the ability to provide an additional 20 bays by using stackers for residents use should the demand ever occur.

8.16. Commercial and visitor parking bays are also provided off Jundee Lane. The commercial bays have utilised tandem bays to provide long term staff parking and short term customer parking.

8.17. It is noted that as a public road, the 90^0 parking bays accessed from Jundee Lane do not technically meet the requirements set out in AS2890.1. However, technically nor will local residents garages accessed from laneways. It is common in such circumstances that most local government would not strictly apply the requirements of AS2890.1 for 90^0 parking accessing a public lane. As a lane is a slow speed environment it is more common that the off-street car parking requirements of AS2890.1 are applied.

8.18. The location and layout of the parking meets the off street car paring requirements of AS2890.1.

Car Park Operation

8.19. The entry gate for the car park allows a 6 metre stopping area within the property boundary so that vehicles do not need to wait in Jundee Lane.

8.20. It is expected that a sliding gate will be used to control access on to and out of the basement parking area. Although no specific technical data is available it would be expected that the gate would travel at more than 0.5 metres per second (walking speed is 1.2m/s). With an access width of 6 metres, the gate would require about 12 seconds to fully open. Allowing for a delay in starting, analysis of the car park access is made based on a 20 second dwell time.

8.21. The MMM queuing theory is used to determine what queue length may occur. With a 20 second dwell time, 180 gate events can occur in any given hour. Also it is shown that during peak periods 33 movements are expected.

8.22. Using the above data, the queuing model shows that the average number of cars in the system will be 0.26 (less than 1 vehicle). The waiting time is calculated to be less than 25 seconds.

8.23. The queuing theory forecasts that no queuing vehicles would be expected to obstruct Jundee Lane.

9. PROVISION FOR SERVICE VEHICLES

9.1. It would be expected that transit van type vehicles would service the proposed land use and can be accommodated in the loading bay provided off Jundee Lane.

9.2. Refuse collection will be made from Jundee Lane with vehicles able to enter from Carlindie Parkway and exit to Elvire Grove.

9.3. As Jundee Lane is a low volume and low speed environment, occasional obstruction of the lane would be considered acceptable, provided that one vehicle can pass.

9.4. It is noted that the loading bay is 6.4 metre long and can easily accommodate a transit van type vehicle. However, should a 9 metre service vehicle make a delivery, the vehicle would obstruct Jundee Lane by about 2.6m. Such obstruction would be very occasional and maintains at least one direction of travel on the lane. However, management will be required should a new dwelling provide a garage opposite the loading bay. Alternatively loading from the lane would be acceptable.

10. HOURS OF OPERATION

10.1. The living units will be accessible 24 hours per day every day for residents. However, activity during darkness is forecast to be minimal.

10.2. The retail tenancies would typically operate between 8am and 5pm.

11. TRAFFIC MANAGEMENT OF FRONTAGE STREETS

11.1. Traffic generated by the proposed development will take access directly to Jundee Lane before accessing the local road network.

11.2. Golden Bay is a new suburb with all roads designed to current standards and the *Liveable Neighbourhoods* planning code. There should be no requirement to apply traffic management.

11.3. The level of traffic generated is shown to cause no material traffic impact and no traffic management would therefore be deemed required as a result of the proposed development.

12. PUBLIC TRANSPORT ACCESS

12.1. Figure 5 shows the public transport routes in the locality of Golden Bay

12.2. Bus route 558 provides a connection between Mandurah and Rockingham. It operates on a half hourly basis throughout the day with additional services provided during the peak hour.

12.3. Bus stops located on Warnbro Sound Avenue are within 400 metres of the subject site.

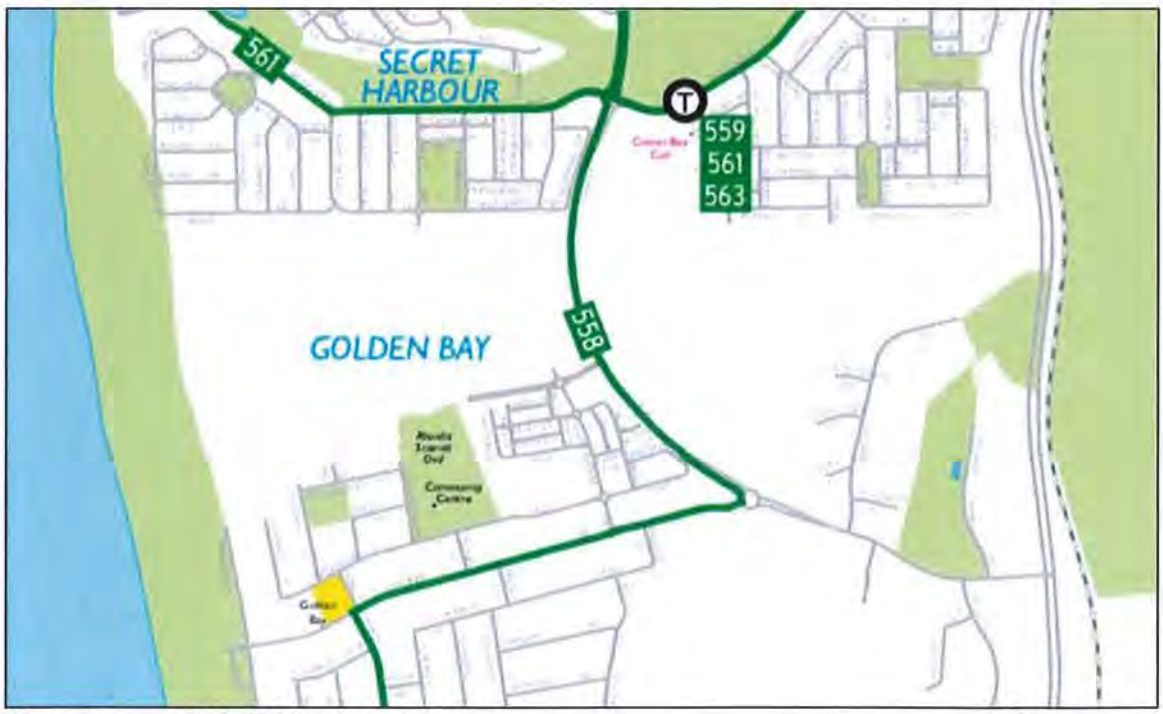


Figure 5 Public Transport

13. PEDESTRIAN AND CYCLE ACCESS

13.1. Golden Bay is a new suburb designed in accordance with Liveable neighbourhoods principles. All streets will be provided with at least 1 footpath. Thundelarra Drive will be provided with a footpath to both sides.

13.2. Figure 6 reproduces the structure plan pedestrian and cycle network (source Transcore).

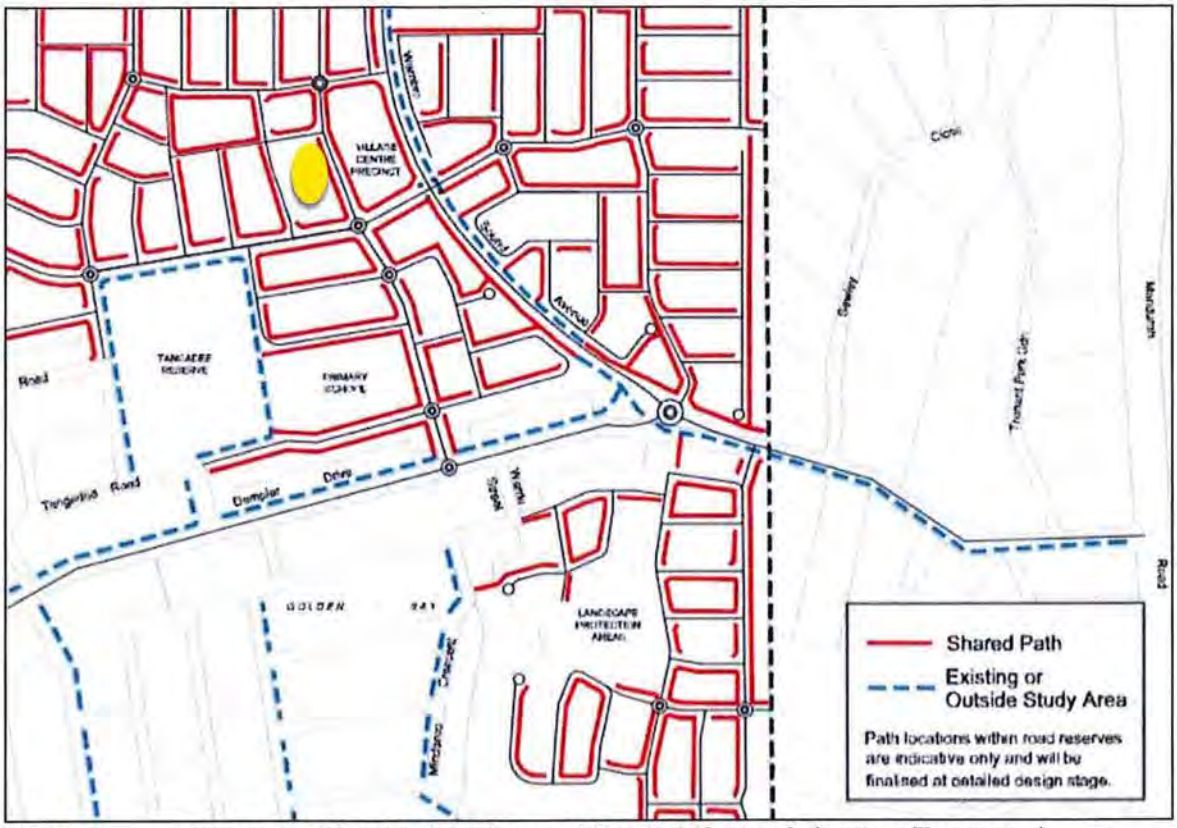


Figure 6 Structure Plan Pedestrian and Cyclist Network (source Transcore)

14. SITE SPECIFIC ISSUES

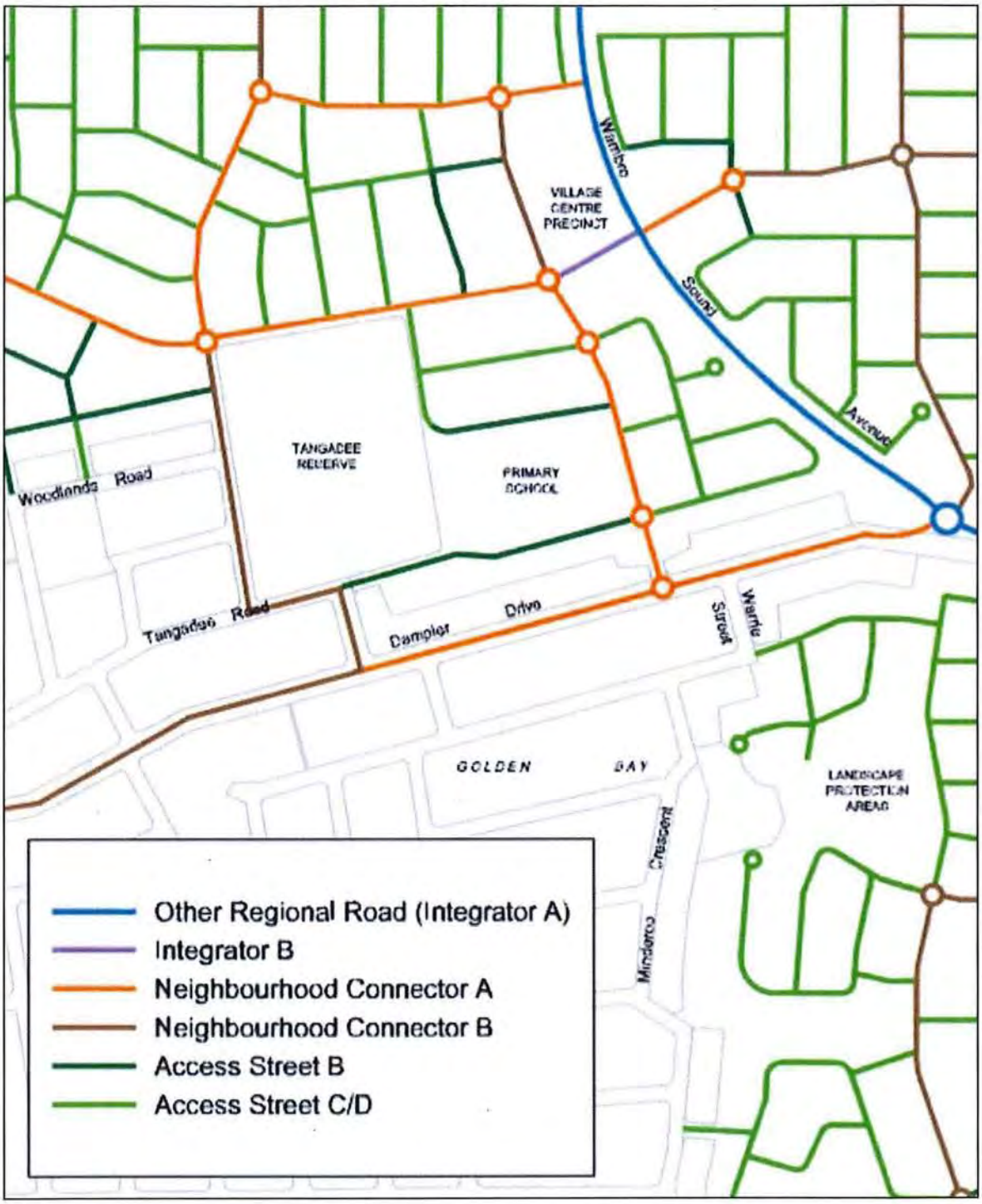
14.1. There are no site specific traffic issues that are raised through the assessment of the subject site.

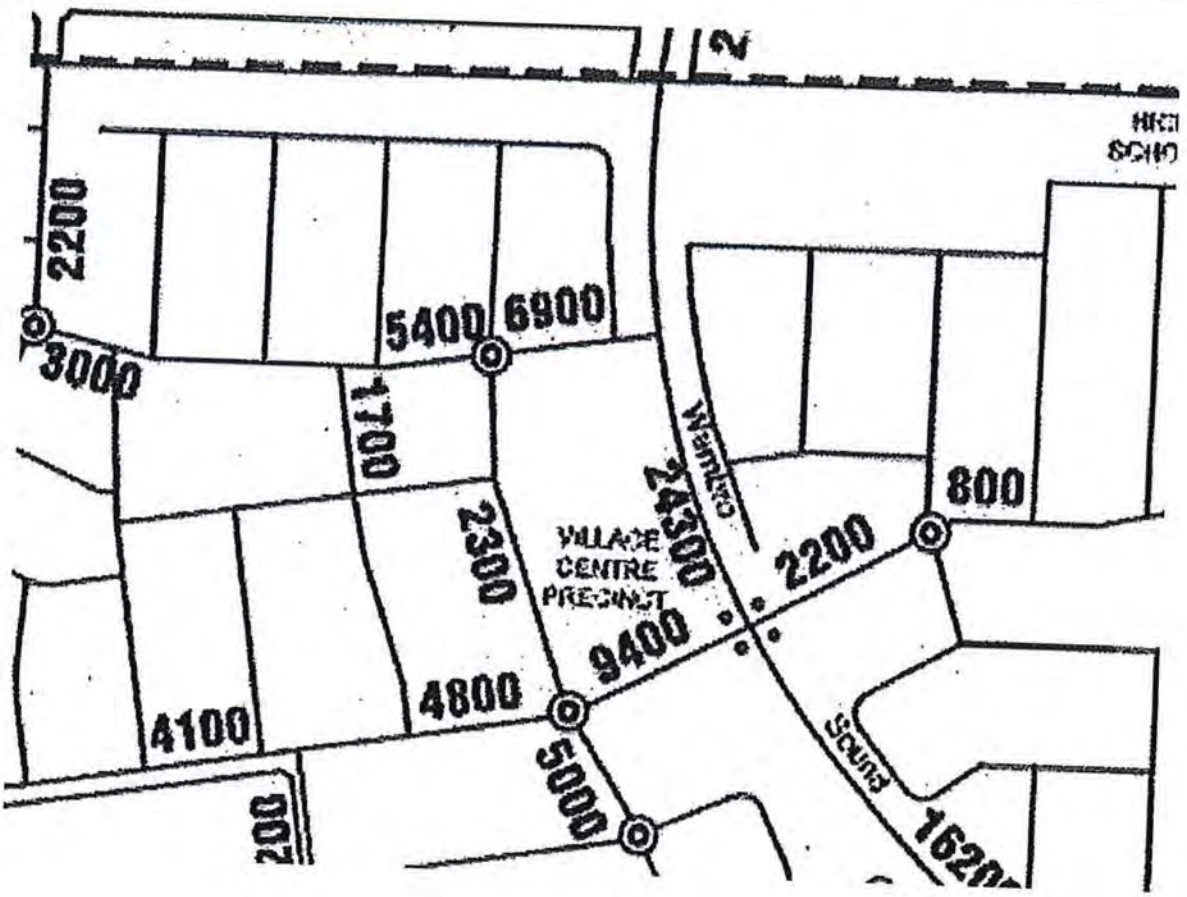
15. SAFETY ISSUES

15.1. There are no road safety issues that are raised through the assessment of the subject site.

15.2. The use of 90^0 car parking off Jundee Lane is not considered to raise safety concerns as the public road is a low speed low volume lane. Its primary use will be for local residents to access garages, which is a similar manoeuvre to visitors accessing the visitor parking.

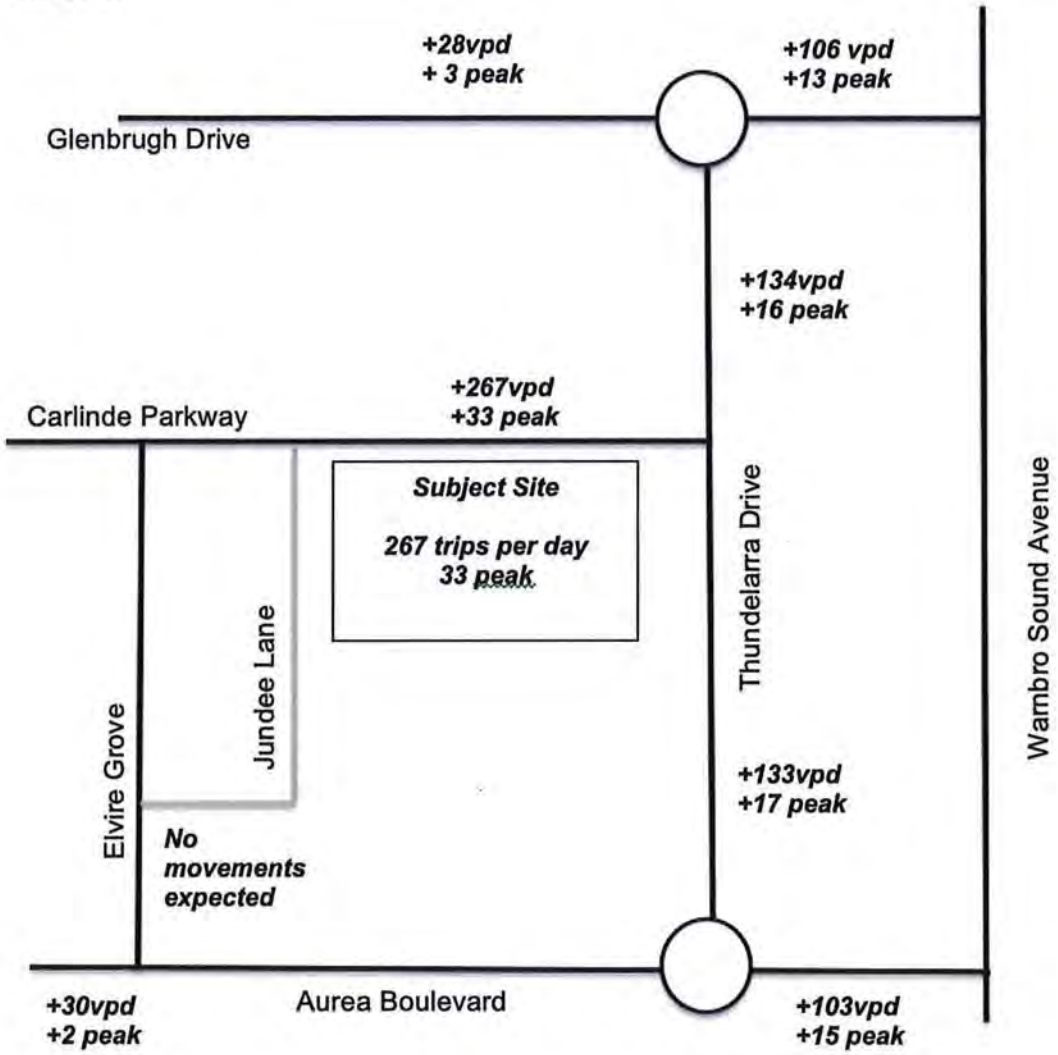
APPENDIX A Structure Plan Road Hierarchy




2200
3000
5400
6900
1700
2300
VILLAGE
CENTRE
PRECINCT
24300
Wambro
2200
800
9400
4800
4100
5000
Sound

APPENDIX B TRAFFIC PLAN

Traffic Plan



APPENDIX C AUSTROADS Table 4.1

Published 2005 **Guide to Traffic Engineering Practice — Part 5: Intersections at Grade**

Table 4.1 — Intersection Capacity - Uninterrupted Flow Conditions

Major Road Type[1]	Major Road Flow (vph)[2]	Minor Road Flow (vph)[3]
Two-lane	400	250
	500	200
	650	100
Four-lane	1000	100
	1500	50
	2000	25

Notes:

1. Major road is through road (i.e. has priority).
2. Major road design volumes include through and turning movements.
3. Minor road design volumes include through and turning volumes.

It is noted that the above table is no longer included in Austroads. However, the theory is still relevant.

Lot 636 Thundelarra Drive,
Golden Bay, Western Australia

Landscape - Schematic Design
Development Application Submission - REV B (190917)
Development Application Submission - REV C (191127)

CAPA
Landscape Design

KLOPPER & DAVIS ARCHITECTS
Architects



CONTEXT PLAN



SITE PLAN



EXISTING COOK ISLAND PINES ALONG THUNDELARRA DR + SWALE OF NATIVE MIX



PLANTING MIX CONTINUES INTO AUREA BLVD WITH COOK ISLAND PINES IN MEDIAN STRIP AND CASUARINA TREES ALONG VERGE



LOW SINGLE RESIDENTIAL SUBURBAN AREA WEST OF SITE.



COASTAL THEMES



UNIVERSAL ACCESS



SPATIAL VARIATIONS

The landscape character of our project is inspired by the Golden Bay coastal landscape along with considerations of access, spaces reflection for both the public & private, and provision for the locale and community, both large and small groupings. Golden Bay is a coastal suburb 60kms south of Perth enjoying close proximity to the ocean and having defining features informed by the dunal habitat and winds. The coastal landscape has distinct qualities of texture, smell and scale. Landforms become shaped to provide protection from winds.

Each of the landscape areas have been designed and considered for specific functional uses; pool terrace, alfresco, passive and active recreational, gym, community garden, entrance zones, and beautification of circulation spaces.

The planting palette has been selected based foremost upon suitability for the location, selecting indigenous/endemic planting where possible and also the need for ease of maintenance. 'The Golden Bay Design Guidelines' (City of Rockingham) includes a Recommended Plant Species list which has also been consulted and certain species selected from that list. Additionally, some other species have been chosen to supplement the palette, used for specific tasks (climbing or cascading plants for example) or for areas requiring certain needs, ie. shade etc.

Planting selections are key to ensure sustainable outcomes. Planting selections will based on low water emittance, saline water and soil tolerance and mostly working within a green/silver coastal foliage palette. The landscape to the ground and the perimeter embrace the coastal edge and endemic/native plantings. The social amenity spaces have been sited in more protected areas from the coastal winds with northern solar aspect.

The planting to the ground plane are predominantly native. Exotic plantings will be selected based on:
- availability of trees as mature species
- providing a landscape character that is more appropriate for use.(i.e shade)
- reduced pruning and maintenance requirements. Native trees in particular drop leaves consistently during the year.

Efficient watering systems such as in-line drip irrigation sub-mulch is preferred to all planters.



seaside textures




informal layers










coastal motifs



heated aerobic pool




planters at accesible heights




accessible planters on hardstand



variation in materials


gathering spaces




changes in plant scale


space to rest


gardens to care for


parkland

LANDSCAPE - SITE PLAN



KLOPPER & DAVIS ARCHITECTS

CAPA Landscape Design

LOT 636 THUNDELARRA DR, GOLDEN BAY | LANDSCAPE DESIGN | SCHEMATIC STAGE | SITE PLAN | SCALE: 1:250@A3

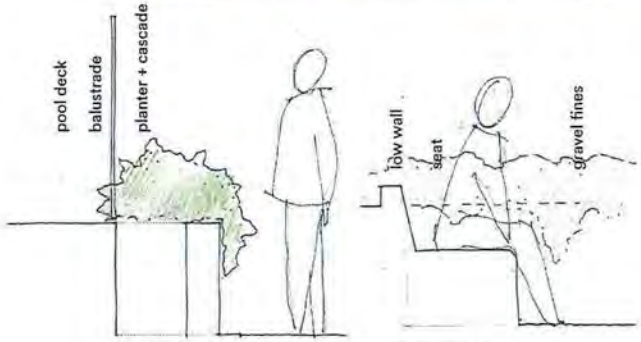


GROUND LEVEL PLAN - PART A

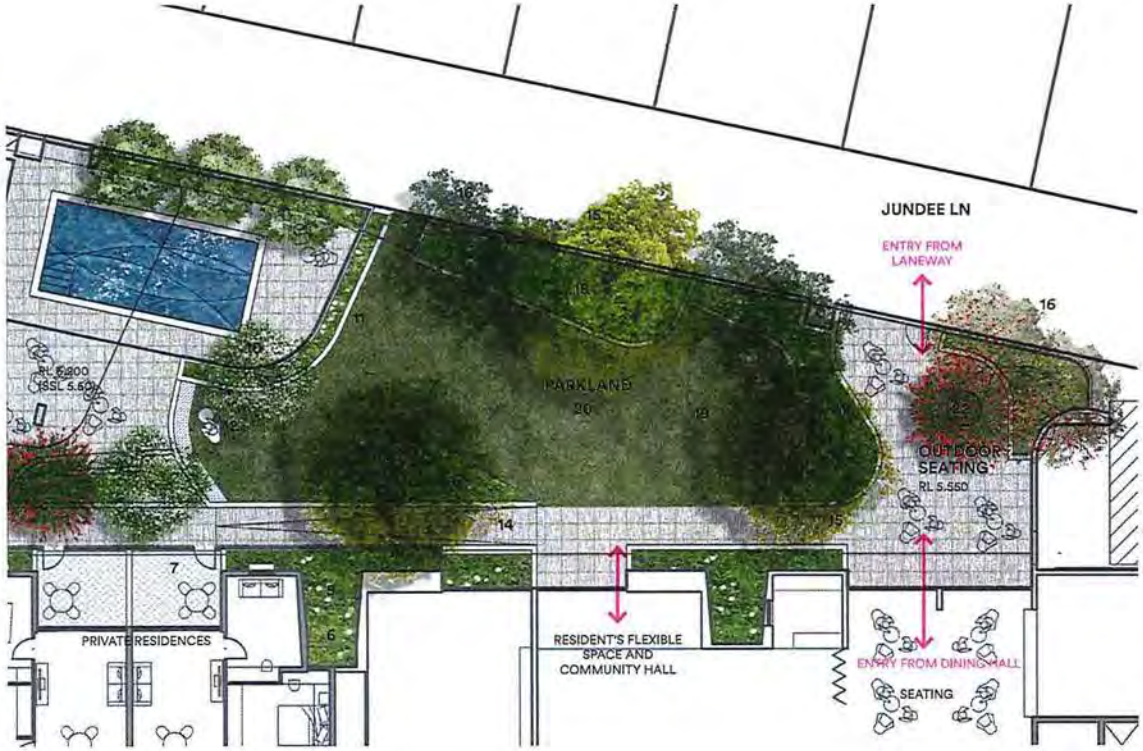
KEY

1. **COMMUNAL GARDEN** - Raised, circular concrete planters, universally accessible
2. **CITRUS PLANTER** - Taking advantage of sufficient ambient light, this pairing of Citrus trees will add variety to the garden. Trees in raised planter.
3. **FERNERY**- Shaded fern (raised) garden to separate Parkland zone from a more private Communal Garden. Planter is intended to direct flow of pedestrian traffic away from private residential. 450mm high curved benches on either side to edge of planters
4. **SCREEN PLANTING** - Mixed lush planting to partially screen gymnasium
5. **RECESS PLANTERS** - Variety of lush shade resistant planting to apartment lightwell alcoves
6. **TRELLIS** - S/S Wire trellis to the front of bedroom windows
7. **PRIVATE PLANTERS** - Metal planters to terraces with hedge to provide privacy from communal space to private terraces
8. **BBQ**- BBQ located outside of pool fence line for family use
9. **BUFFER PLANTER** - Edge planting on boundary to the pool area provides screening to lane
10. **POOL DECK FEATURE TREE** - Feature tree to Pool Deck to provide shade for sun lounges. A response to the curved pool deck corner.
11. **POOL BALUSTRADE PLANTER** - Retained edge to pool terrace with garden bed of cascade planting to soften edges. Balustrade to run through top of of planter for safety. Refer Section A.
12. **SEAT AREA** - Curved seat with low wall back rest.
13. **FLOWERING TREES** - Tree species with bright pink display of flowers. A visual statement to signify entry from walkway into the shaded resident's court. Integrated bench to planter wall





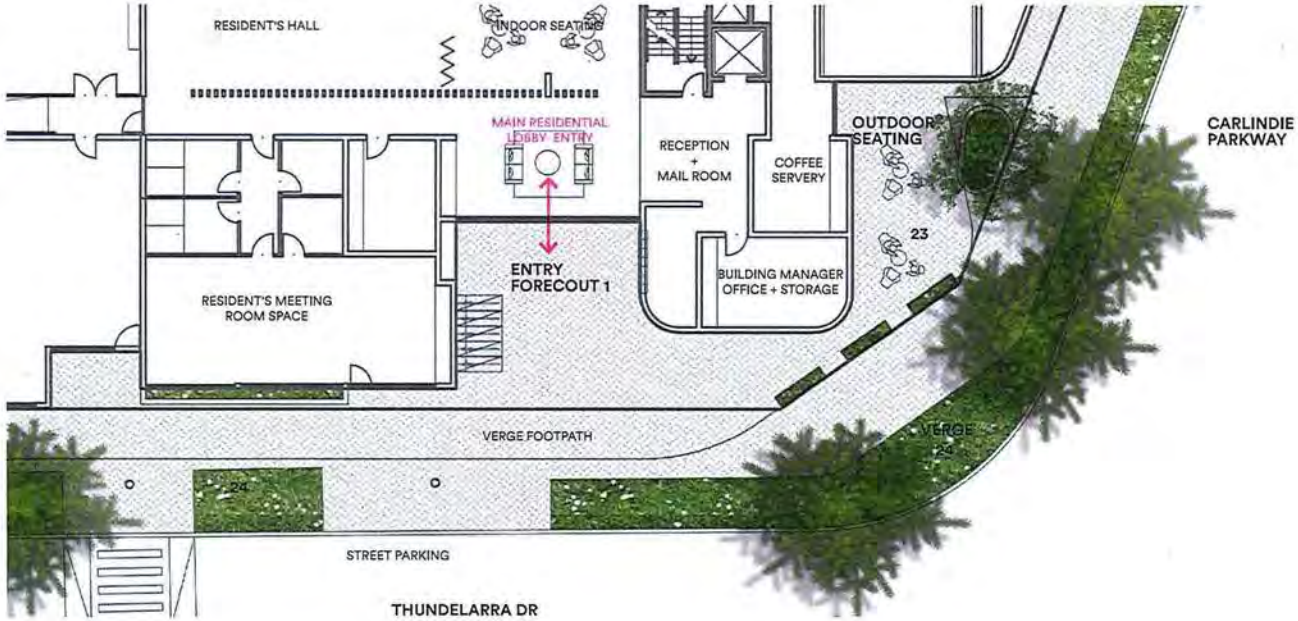
SECTION A SECTION B



GROUND LEVEL PLAN - PART B

14. **WALKWAY** - 1:20 walkway with kerb (low wall) on one side
15. **LARGE DECIDUOUS TREES** - Gleditsia tricanthos 'Shademaster' provide dappled shade, autumnal interest and allow a sunny aspect in winter
16. **SMALL/MEDIUM NATIVE TREES** - A mix of native trees including Eucaluptus vitrix and Eucalyptus caesia
17. **PARKLAND GROUND PLANTING** - Swale of native planting, informal planting mixes
18. **RAISED PLANTERS** - Swale of native planting, informal planting mixes. Cascade on edge.
19. **FLEXIBLE AREA** - Generous extent of lawn for flexible use of open area. Curved bench with mixed low planting behind.
20. **PARKLAND LAWN** - Hardy variety chosen. Large open extent for flexible outdoor activites.
21. **OUTDOOR SEATING** - Integrated seat on planter edge for loose furniture to be arranged adjacent.
22. **DINING HALL TREE** - Shady feature tree in paving cut-out. Deep green foliage in spring with a beautiful autumn display







GROUND LEVEL PLAN - PART C

23. **CORNER PLANTER** - Low seating height planter with a native tree to provide shade for cafe alfresco.
24. **VERGE PLANTING** - Cook Island pine trees with mixed low native planting to all verge areas. Brick header course to City of Rockingham's requirement.



WALKWAY - 1:20 walkway with kerb (low wall) on one side

RECESS PLANTERS - Variety of lush shade resistant planting to apartment lightwell alcove

PARKLAND GROUND PLANTING - Swale of native planting, informal planting mixes

LARGE DECIDUOUS TREES - Gleditsia tricnathos 'Shademaster' provides dappled shade, autumnal interest and allows a sunny aspect in winter

SEAT AREA - Curved seat with low wall back rest.

PARKLAND LAWN - Hardy variety chosen. Large open extent for flexible outdoor activites.

POOL BALUSTRADE PLANTER - Retained edge to pool terrace with garden bed of cascade planting to soften edges. Balustrade to run through top of of planter for safety.


JUNDEE LN
PROPOSED DEVELOPMENT BY ARCH
WEST WING
PRIVATE RESIDENCES
+ TERRACES
PARKLAND
LANDSCAPE
BELOW
TRELLIS
PLANTERS
BRIDGE
E
D
BALCONY
PLANTERS
TRELLIS
PLANTERS
C
ROOF GARDEN
PROPOSED DEVELOPMENT BY ARCH
EAST WING
PRIVATE RESIDENCES
+ TERRACES
CARLINDIE
PARKWAY
THUNDELARRA DR


JUNDEE LN
BRIDGE
TRELLIS PLANTERS
BALCONY PLANTERS
PROPOSED DEVELOPMENT BY ARCH
EAST WING
PRIVATE RESIDENCES
+ TERRACES
CARLINDIE PARKWAY
BALCONY PLANTERS
THUNDELARRA DR

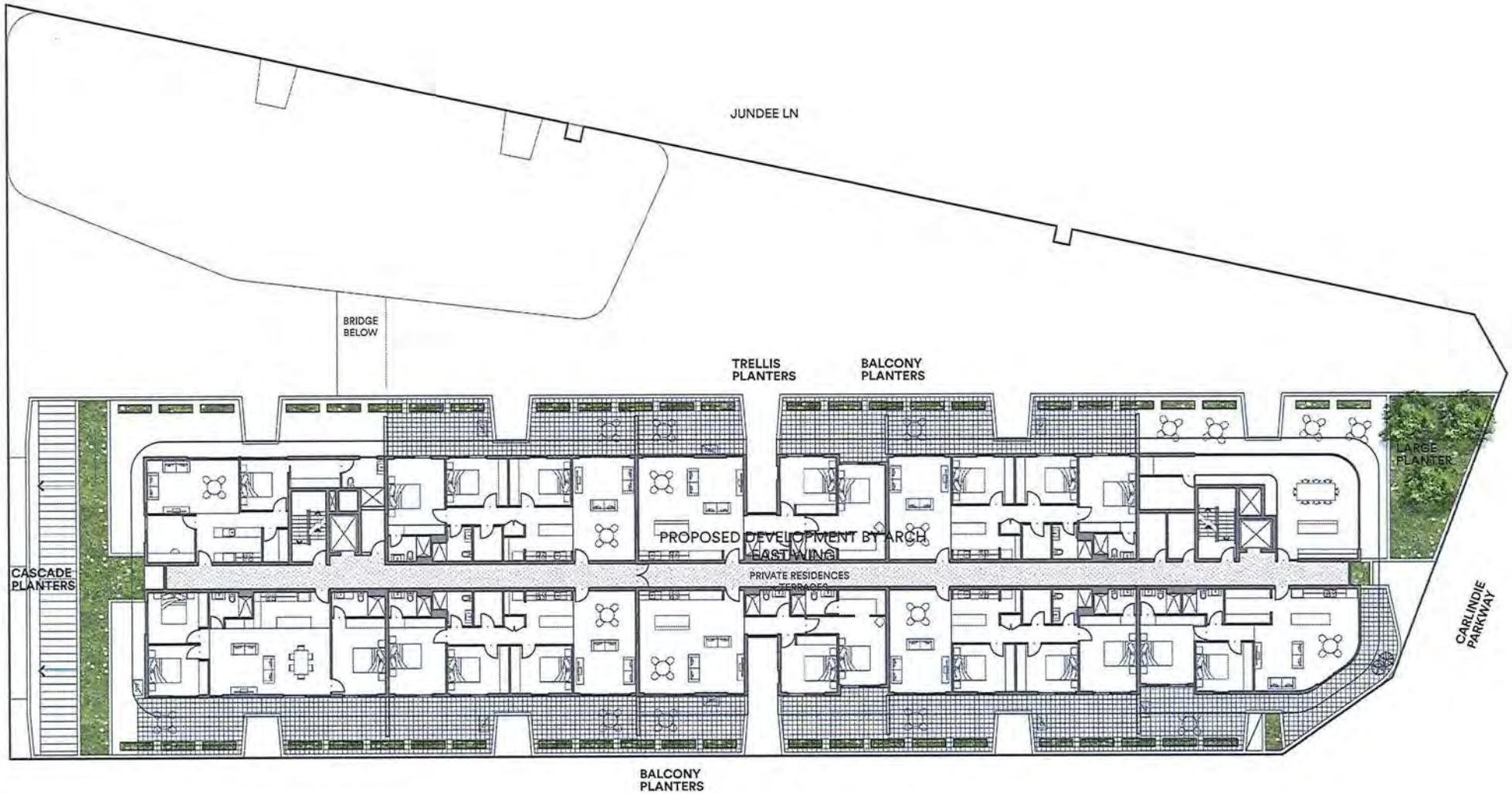
LANDSCAPE - OVERALL PLAN

LEVEL 3



LANDSCAPE - OVERALL PLAN

LEVEL 4





BALCONY CASCADE PLANTING
Hardenbergia camptaniana
Height: 2-3m high, 2m wide

Golden Bay Design Guideline Recommended Species



Ficus pimula (Creeping Fig)
Height: 3.5m high x 2m wide



Hibbertia scandens
Height: .5-3mm high, 1-5m wide

Golden Bay Design Guideline Recommended Species



Kennedia nigricans
Height: 6m high x 5m wide



CLIMBERS
Pandorea pandorana 'Wonga Wonga Vine'
Height: 2m + high



ROOF GARDEN TREES
Olea europaea 'Tolley's upright'
Size: 7m high x 4m wide











BALCONY CASCADE PLANTING
Helichrysum petiolare
Size: 30-60cm high x 60cm wide



Rosmarinus officinialis Prostrate
Size: 30cm high x 60cm wide



Lomandra tanika
Size: 50cm high x 70cm wide

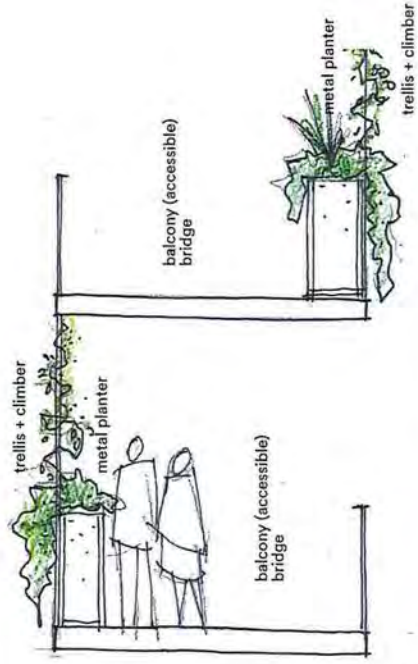
Golden Bay Design Guideline Recommended Species



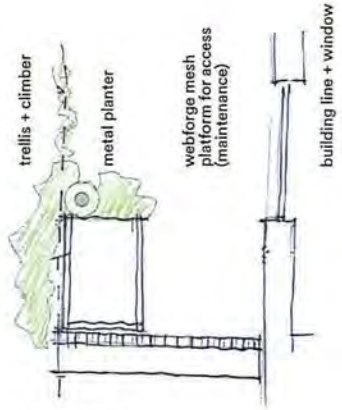
Myoporum insulare 'Coastal Carpet'
Height: 20cm high x 1m wide



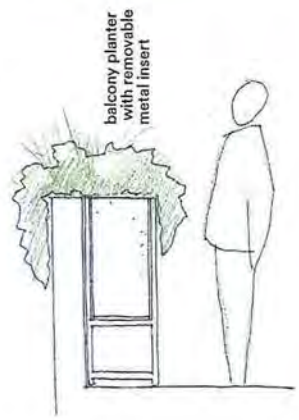
Casuarina glauca var. 'Cousin It'
Height: 1m wide x 0.15m high



SECTION E



SECTION C



SECTION D



GROUND LEVEL PLAN



LEVEL 1 PLAN

TOTAL LANDSCAPE AREAS KEY

- DEEP SOIL AREAS
- DEEP SOIL AREA (ON SLAB BUT MORE THAN 1M DEEP)
- LANDSCAPE AREA (ON SLAB, LESS THAN 1M DEEP)

Lot area	3431 sqm
WAPC recommended deep soil area (10% of site)	343 sqm
Current deep soil zone	219 sqm (63 % of required amount, therefore an additional 248 sqm required as 'shortfall')
Landscape Area (on slab but more than 1m deep soil depth and can support mature trees)	86 sqm
Landscape Area (on slab and less than 1m soil deep)	121 sqm Ground Floor 91 sqm Level 1 59 sqm Level 2 40 sqm Level 3 189 sqm Level 4
Total Landscape Area	586 sqm (338 sqm more than the required 248 sqm for 'shortfall'
Total landscaping area (including Deep soil zone and planting areas)	805 sqm

The proposed development aims to meet Element Objective O.3.3.3 of the WAPC Guidelines by :

1. Maximising deep soil area where possible (no slab under or roof above)

2. Where the above cannot be met, the proposal aims to maximise additional planter on slab infrastructure to help cater to the mature sizes of the proposed new trees. Planters are generous in area and will achieve a min 1m soil depth. In the next stage, saturated soil weight information will be provided to the Structural Engineer. All planters will be designed to be adequately lined with corflute, drainage cells and geofabric for protection and to aid drainage in the long term. We recommend drip line irrigation (below mulch level) for planters for water efficiency and to prevent evaporation loss.

3. The proposal also seeks to maximise landscape with the use of balcony planters and vertical trellis design. Trellis planting has been carefully considered for the site conditions. All trellis are easily accessible, either via a) walkways or b) maintenance mesh platform (to allow light to filter through).



LEVEL 2



LEVEL 4



LEVEL 3

TOTAL LANDSCAPE AREAS KEY

- DEEP SOIL AREAS
- DEEP SOIL AREA (ON SLAB BUT MORE THAN 1M DEEP)
- LANDSCAPE AREA (ON SLAB, LESS THAN 1M DEEP)



GROUND LEVEL PLAN

total canopy coverage achieved :
538 sqm of matured canopy

WAPC recommended requirements for trees for a lot area of 3431sqm is to have 3 large trees and 3 medium trees. That equates to a canopy cover of 530.16sqm. Even though the proposal have only one "large" tree, we have seeked to introduce an increased amount of "small" and "medium" sized trees to compensate. In this sense, adequate measures have been taken to meet O3.3.2 of the guideline as our canopy cover is more than the recommended requirements.



LEVEL 4 PLAN



PARKLAND TREES
Gleditsia triacanthos inermis 'Shademaster'
Size: 8-10m high x 6-8m wide
Flowers: n/a

Golden Bay Design Guideline Recommended Species



Eucalyptus victrix 'Little Ghost Gum'
Size: 6-8m high x 3-4m wide
Flowers: Cream flowers



Eucalyptus caesia 'Silver Princess'
Size: 6-8m high x 3-5m wide
Flowers: red



FLOWERING TREES
Lagerstroemia indica x fauriei 'Sioux'
Size: 5m high x 4m wide
Flowers: pink



Bauhinia alba 'White hong kong orchid'
Size: 5-6m high x 4m wide
Flowers: white



Pyrus calleryana 'Bradford'
Size: 10m high x 6m wide
Flowers: white



CITRUS TREES
Citrus lemon 'Eureka'
Size: 4m high x 3m wide
Flowers: white



Olea europaea 'Tolley's upright'
Size: 7m high x 4m wide

Golden Bay Design Guideline Recommended Species



Ulmus parvifolia 'Chinese Elm'
Size: 12m high x 8m wide
Flowers: insignificant



GROUND COVER
Dianella sp. 'Clarity Blue'
Size: 0.5m high x 0.45m wide



Conostylis candicans
Size: 30Cm high x wide
Golden Bay Design Guideline Recommended Species



Eremophila glabra 'Kalbari Carpet
Height: 30cm high x 2m wide
Golden Bay Design Guideline Recommended Species



Myoporum insulare
Height: 20cm high x 1m wide



Myoporum parvifolium 'yareena'
Height: 10cm high x 1m wide



Scaevola crassifolia 'Flat Fred'
Size: 20cm high x 1m wide



Rhagodia baccata 'berry saltbush'
Height: 20cm high x 1m wide



Scaevola anchusifolia prostrate
Size: 20cm high x 1.5m wide



Ficinia nodosa
Size: 80cm high x wide



Cotyledon 'Silver Waves'
Size: 30cm high x 70cm wide
Flowers: pink



Senecio mandraliscae
Height: 0.3-0.6m high x 0.6-0.9m wide



Thymus serphyllum (Creeping Thyme)
Height: 0.10m high x 0.5m wide



Helichrysum petiolare 'Licorice plant'
Size: 30-60cm high x 60cm wide



Westringia fruticosa 'Mundi'
Height: 0.5m high x 1.5m wide



Hemiandra pungens alba - white
Height: 20cm high x 2-3m wide
Golden Bay Design Guideline Recommended Species



Lomandra tanika
Size: 50cm high x wide
Golden Bay Design Guideline Recommended Species



Lomandra confertifolia 'Mist'
Height: 50cm high



Lomandra longifolia x confertifolia subp. pallida. 'Lime Tuff'
Height: 30-50cm high



Grevillea obtusifolia 'gin gin gem'
Size: 50cm high x 1m wide
Flowers: large yellow
Golden Bay Design Guideline Recommended Species



Evovulus hybrid 'Blue my mind'
Size: 30cm high x 60cm wide
Flowers: blue



VERGE TREATMENT - HARDSCAPE/SOFTSCAPE
Brick header course to all paving perimeters.
Low planting to City of Rockingham's requirements to ensure adequate sighlines and continuation of surrounding landscape detail

GROUND FLOOR HARDSTAND
Vulcano Stone - Limestone (Mataka Pty Ltd)
800/400x30mm or Random pattern Sandblasted Tumbled finish $79 per m2 inc gst







SHRUBS

Banksia sceptrum 'Little Xmas Candles'
Size: 1m high x wide
Flowers: large yellow



Eucalyptus albida
Size: 2-5m high x 3-6m wide
Flowers" white



Convolvulus cneorum (Silver Bush)
Height: 1m high x 2m wide
Flower: Large white flowers



Westringia fruticosa
Height: 1.5m high x 1.5m wide



Correa backhouseana 'var. coriacea'
Size: 1m high x wide



Phormium tenax 'Variegatum'
Size: 1m-1.5m high x wide



Phormium cookianum 'Green Dwarf'
Height: 70-80cm high x wide



Ficinia nodosa 'Knotted club rush'
Height: 1m high
Flower: seed pods

Golden Bay Design Guideline
Recommended Species



Juncus kraussii
Height: 1m high

Golden Bay Design Guideline
Recommended Species



Banksia spinulosa 'hair pin'
Size: 70cm high x 50cm wide
Flowers: bronze



Adenanthos cuneatus
Height: 1m high x 2m wide
Flower: red



Atriplex cinerea 'Coastal saltbush'
Height: 1m high x 2m wide
Flowers: yellow



Leucophyta brownii 'Cushion Bush'
Size: 1m high x wide
Flowers: yellow

Golden Bay Design Guideline
Recommended Species



Olearia 'Ghost Town'
Height: 0.5-1m high x 1m wide



Olearia axillaris "Little Smokie"
Height: 1m high x 1m wide

Golden Bay Design Guideline
Recommended Species



Calothamnus quadrifidus
Height: 2.4m high x 2.4m wide

Golden Bay Design Guideline
Recommended Species



Ricinocarpus hybrid 'Pencil Wedding Bush'
Height: 3m high x 1m wide



Ricinocarpus tuberculatus
Size: 2.5m high x 1m wide

Golden Bay Design Guideline
Recommended Species



Coprosma repens
Size: 1-1.8m high x 1m wide
Flowers: small white

Golden Bay Design Guideline
Recommended Species



Melaleuca huegelii 'chenille honey myrtle'
Size: 4m high x 6m wide
Flowers: small white bottlebrush

Golden Bay Design Guideline
Recommended Species



Pittosporum 'Creme de Mint'
Size: 1m high x 50cm wide



Pittospermum tobira 'Miss Muffet'
Size: 1m high x 1.5m wide



Westringia dampieri
Size: 1m high x wide
Flowers: white/pink

Golden Bay Design Guideline
Recommended Species



Strelitzia juncea
Size: 1.2/2m high x 1m wide
Flowers: orange/purple

Golden Bay Design Guideline
Recommended Species



Agave attenuata
Height: 1-1.5m high x 1m wide

Golden Bay Design Guideline
Recommended Species



Rosmarinus officinalis
Size: 1.5m high x 1.5m wide
Flowers: lavender blue

Golden Bay Design Guideline
Recommended Species



Gardenia sp
Size: 1-2m high x wide
Flowers: yellow



SHADED GARDENS
Spathiphyllum 'Sensation'



Raphiolepis indica 'Oriental Pearl'
Size: 1m high x 1m wide



Cycas r evoluta
Size: 1m wide x 1-3m high



Zamia furfuracea
Height: 1.5m wide



Alocasia macrorrhiza
Height: 1-2m



Philodendron 'Little Phil'
Size: 30cm high x wide



Crinum pedunculatum
Height: 1.5 - 2m high + width



CLIMBERS
Pandorea pandorana 'wonga wonga vine'
Height: 2m + high



Apsidistra elatior
Size: 50cm to 1.2m high x 1.5m wide



Philodendron 'Xanadu'
Size: 50cm high x wide



Philodendron 'Rojo Congo'
Size: 3m high x wide



Liriope Muscari 'Monroe White'
Size: 50cm high x wide



Liriope 'Emerald Cascade'
Size: 40cm high x wide



Rhapis excelsa
Size: 3-4m high



Alocasia macrorrhizos
Size: 1.5m high x wide



Arthropodium cirratum
Size: 90cm high x wide



Alpinia caerulea
Size: 2m high x 1m wide

talis
delivering solutions

Assets | Engineering | Environment | Noise | Spatial | Waste

Waste Management Plan

Lot 636 Thundelarra Drive, Golden Bay

Prepared for Seacrest Homes Pty Ltd

November 2019

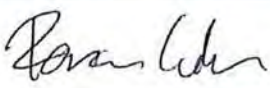
Project Number: TW19043

DOCUMENT CONTROL

Version	Description	Date	Author	Reviewer
0a	Internal Review	06/05/19	RH	JW
1a	Released to Client	06/05/19	RH	Client
1c	Issued for Development Application	10/06/19	RH	Client
1d	Released to Client	16/09/19	RH	Client
1e	Released to Client – Post DAP Revised Scheme	25/11/19	DP	Client

Approval for Release

Name	Position	File Reference
Ronan Cullen	Director and Waste Management Section Leader	TW19043 - Waste Management Plan.1e
Signature		



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Executive Summary

Seacrest Homes Pty Ltd is seeking development approval for the proposed commercial development located at Lot 636 Thundelarra Drive, Golden Bay (the Proposal).

To satisfy the conditions of the development application the City of Rockingham (the City) requires the submission of a Waste Management Plan (WMP) that will identify how waste is to be stored and collected from the Proposal. Seacrest Homes Pty Ltd has engaged Talis Consultants (Talis) to prepare this WMP to satisfy those conditions.

A summary of the bin size, numbers, collection frequency and collection method for the Proposal is provided in the below table.

Proposed Waste Collection Summary

Waste Type	Generation (L/week)	Bin Size (L)	Number of Bins	Collection Frequency	Collection
Bin Storage Area					
Refuse	8,948	1,100	5	Twice each week	Private Contractor
Recycling	8,533	1,100	4	Twice each week	Private Contractor

A private contractor will be engaged to service bins directly from the Bin Storage Area.

The Village Manager will oversee the relevant aspects of waste management at the Proposal.

Table of Contents

1 Introduction 1

1.1 Objectives and Scope 1

2 Waste Generation 2

2.1 Proposed Tenancies 2

2.2 Waste Generation Rates 2

2.3 Waste Generation Volumes 3

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3 Waste Storage 4

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1 Introduction

Seacrest Homes Pty Ltd is seeking development approval for the proposed commercial development located at Lot 636 Thundelarra Drive, Golden Bay (the Proposal).

To satisfy the conditions of the development application the City of Rockingham (the City) requires the submission of a Waste Management Plan (WMP) that will identify how waste is to be stored and collected from the Proposal. Seacrest Homes Pty Ltd has engaged Talis Consultants to prepare this WMP to satisfy those conditions.

The Proposal is bordered by Carlindie Parkway to the north, Jundee Lane to the west, Thundelarra Drive to the east and Lot 716 to the south, as shown in Figure 1.

1.1 Objectives and Scope

The objective of this WMP is to outline the equipment and procedures that will be adopted to manage all waste (refuse and recyclables) at the Proposal. Specifically, the WMP demonstrates that the Proposal should be designed to:

- Adequately cater for the anticipated quantities of waste and recyclables to be generated;
- Provide suitable Bin Storage Area including appropriate bins; and
- Allow for efficient collection of bins by appropriate waste collection vehicles.

To achieve the objective, the scope of the WMP comprises:

- Section 2: Waste Generation;
- Section 3: Waste Storage;
- Section 4: Waste Collection;
- Section 5: Waste Management; and
- Section 6: Conclusion.

2 Waste Generation

The following section shows the waste generation rates used and the estimated waste volumes to be generated at the Proposal.

2.1 Proposed Tenancies

The anticipated quantities of refuse and recyclables were based on the number of independent living units and the floor area of the commercial tenants and amenities at the Proposal. The Proposal consists of the following:

- Independent Living Units (ILU) incl. 4 Convertible Units – 89;
- Dining Hall (incl. back of house) – 83m^2;
- Resident Meeting Rooms – 60m^2;
- ILU Amenity Areas (incl. community hall, theatre, arts/crafts room, gym, pool/bbq area, lobby and lounge) - 265m^2; and
- Retail – 140m^2.

2.2 Waste Generation Rates

The anticipated quantities of refuse and recyclables for the Proposal were based upon the City of Melbourne's *Guidelines for Preparing a Waste Management Plan* (2017).

Table 2-1 shows the waste generation rates applied to the proposed tenancies.

Table 2-1: Refuse and Recyclables Generation Rates

Tenancy	Guidelines	Refuse Generation Rate	Recyclables Generation Rate
Independent Living Unit	City of Melbourne	80L/week	80L/week
Dining Hall (incl. back of house)- Cafe	City of Melbourne	300L/100m^2/day	200L/100m^2/day
Resident Meeting Rooms - Office	City of Melbourne	10L/100m^2/day	10L/100m^2/day
ILU - Amenity Areas - Office	City of Melbourne	10L/100m^2/day	10L/100m^2/day
Retail – Shops (non-food)	City of Melbourne	50L/100m^2/day	50L/100m^2/day

The City of Melbourne's waste generation rates include an "Independent Living" generation rate of 80L/unit/week for refuse and recyclables which was utilised in calculating waste volumes for the ILU.

Talis is of the view that the waste generation rate utilised for the ILUs would encompass all waste generated by the aged care operations, which typically includes shared amenities such as:

- Communal BBQ Area;
- Activity/garden areas;
- Communal lounges;
- Community gym;
- Community theatre;
- Community hall; and
- Resident Meeting rooms.

However, an 'office' generation rate has been applied to these amenities to ensure the Proposal has adequate capacity for waste storage.

As medical waste is highly dependent on the nature and scale of medical practices undertaken there are Talis understands there are currently no medical/clinical waste generation rates available within published waste management guidelines nationally. Facilities such as this typically manage medical waste in-situ so storage space is not required within the Bin Storage Area, accordingly medical waste has not been included within the waste generation assessment.

2.3 Waste Generation Volumes

Waste generation is estimated by volume in litres (L) as this is generally the influencing factor when considering bin size, numbers and storage space required.

2.3.1 Waste Generation

Waste generation volumes in litres per week (L/week) of refuse and recyclables adopted for this waste assessment are shown Table 2-2. It is anticipated that the Proposal will generate 8,948L of refuse and 8,533L of recyclables each week.

Table 2-2: Estimated Waste Generation

Proposals Tenancies	Number of Units/ Floor Area (m^2)	Waste Generation Rate (L/week)	Waste Generation (L/Week)
Refuse			
Independent Living Units	89	80	7,120
Dining Hall (incl. back of house)	83	300	1,245
Resident Meeting Rooms	60	10	30
ILU Amenity Areas	265	10	133
Retail	140	50	420
		Total	**8,948**
Recyclables			
Independent Living Units	89	80	7,120
Dining Hall (incl. back of house)	83	200	830
Resident Meeting Rooms	60	10	30
ILU Amenity Areas	265	10	133
Retail	140	50	420
		Total	**8,533**

3 Waste Storage

To promote positive recycling behaviours and maximise diversion from landfill:

- Two bins will be located within each ILU for the separate disposal of refuse and recycling. Waste materials will be placed in these bins and transferred by the resident, staff/cleaners or the Village Manager, to the Bin Storage Area and placed in the appropriate bins. Contents of the refuse and recyclables bins in the ILU amenity areas including the community hall, theatre, arts/crafts room, gym, lobby and lounge will be transferred by staff/cleaners or the Village Manager directly to the Bin Storage Area for disposal in the appropriate bins.

- Retail tenancies and the Dining Hall will have a minimum of two bins to facilitate the separate disposal of refuse and recyclables within their tenancy. The contents of these bins will be transferred by staff/cleaners, or their authorised representative, to the Bin Storage Area and be deposited into the appropriate bins.

3.1 Bin Storage Area

Refuse and recyclable materials generated within the Proposal will be collected in the bins located in the Bin Storage Area shown in Figure 2.

3.1.1 Bin Sizes

Table 3-1 gives the typical dimensions of standard bins sizes. It should be noted that these bin dimensions are approximate and will vary slightly between suppliers.

Table 3-1: Typical Bin Dimensions

Dimensions	Bin Sizes			
	240L	360L	660L	1,000L
Depth (mm)	730	848	780	1,070
Width (mm)	585	680	1,260	1,240
Height (mm)	1,060	1,100	1,200	1,300

Reference: SULO Bin Specification Data Sheets

3.1.2 Bin Storage Area Size

To ensure sufficient area is available for storage of the bins, the amount of bins required for the Bin Storage Area was modelled utilising the estimated waste generation in Table 2-2, bin sizes in Table 3-1, assuming collection of refuse and recyclables twice each week from the Proposal.

Table 3-2: Bin Requirements for Bin Storage Area

Waste Stream	Waste Generation (L/week)	Number of Bins Required			
		240L	360L	660L	1,100L
Refuse	8,948	19	13	7	5
Recycling	8,533	18	12	7	4

Based on the results shown in Table 3-2 the Bin Storage Area has been sized to accommodate:

- Five 1,100L refuse bins; and
- Four 1,100L recyclable bins.

The configuration of these bins within the Bin Storage Area is shown in Figure 2. It is worth noting that the number of bins and corresponding placement of bins shown in Figure 2 represents the maximum requirements, based on two collections each week of refuse and recyclables. Increased collection frequencies would reduce the required number of bins.

3.1.3 Bin Storage Area Design

The design of the Bin Storage Area will take into consideration:

- Smooth impervious floor sloped to a drain connected to the sewer system;
- Taps for washing of bins and Bin Storage Area;
- Adequate aisle width for easy manoeuvring of bins;
- Doors to the Bin Storage Area should be self-closing and vermin proof;
- Doors to the Bin Storage Area must be wide enough to fit bins through;
- Ventilated to a suitable standard;
- Appropriate signage that identifies what items are and are not accepted in the refuse and recyclable bins, any hazards or potential dangers, and any relevant points of contact for the waste system;
- Undercover where possible and be designed to not permit stormwater to enter into the drain;
- Located behind the building setback line;
- Bins not to be visible from the property boundary or areas trafficable by the public; and
- Bins are reasonably secured from theft and vandalism.

Bin numbers and storage space within the Bin Storage Area will be monitored by the Village Manager during the operation of the Proposal to ensure that the number of bins and collection frequency is sufficient.

4 Waste Collection

A private contractor will service the Proposal and will provide the 1,100L bins required for consolidation of refuse and recyclables in the Bin Storage Area.

The private contractor will collect refuse and recycling twice each week directly from the Proposal's Bin Storage Area.

The private contractors rear loader waste collection vehicle will travel down Jundee Lane and stop directly alongside the Bin Storage Area. The private contractor's waste collection staff will ferry bins between the Bin Storage Area and the rear loader for servicing. Once servicing is complete the private contractor's rear loader waste collection vehicle will travel along Jundee Lane and egress in forward gear. The private contractor will be provided with key/PIN code access to the Bin Storage Area to facilitate servicing, if required.

Talis is aware that waste service providers, including the City, currently utilise Jundee Lane to collect residential waste. Therefore, the above servicing method will preserve the amenity of the area and to surrounding neighbours. In addition to this, the location of the Bin Storage Area on Jundee Lane is hidden from the public's view as it faces the rear of residential blocks, improving the overall aesthetics of the area.

The ability of the private contractor's waste collection vehicle to access the Bin Storage Area from Jundee Lane will be assessed by a traffic engineers and included within their Traffic Impact Assessment.

4.1 Bulk Waste and Greenwaste Collection

No bulky waste collection service will be provided by the City for this Proposal. Instead bulk waste materials will be removed from the Proposal as they are generated. An area for the temporary holding of bulky wastes has been allocated within the Bin Storage Area, as shown in Figure 2. In addition, the Café tenancy also has a dedicated store in the basement level which could be utilised for the temporary storage of bulky/speciality wastes.

The Village Manager will liaise with residents and staff on procedures for bulky waste disposal within the Proposal. The Village Manager will monitor the accumulation of bulky waste and will organise for its disposal at the appropriate facility, as required. In addition, each ILU has an allocated storage room of 3-5m^2, in accordance with the Design WA Guidelines, which can be utilised for the temporary holding of bulky wastes.

Greenwaste collection services will be provided by external contractors, as required. Typically, this will service the landscaped areas, green buffers and community gardens. The Village Manager will liaise with service providers to ensure an efficient and effective service is maintained.

In the future, the Proposal may allow for the provision of equipment to process organic wastes which can be distributed and recycled on the communal vegetable gardens as a form of compost. The exact type, size and capacity of the equipment may be adjusted, based on the Proposal's future waste composition. The use of such technology could assist to reduce bin capacity required by reducing waste volumes through treatment. The future of this system will be dependent on the product quality and demand within the Proposal.

4.2 Specialty Wastes

Adequate space will be allocated throughout the Proposal for placement of cabinets/containers for collection and storage of specialty wastes that are unable to be disposed of within the bins. Specialty wastes may include items such as:

- Clothing;
- Batteries;
- E-wastes;
- Used cooking oil;
- White goods/appliances;
- Cleaning chemicals; and
- Light globes.

These specialty wastes will be removed from the Proposal as sufficient volumes have been accumulated to warrant disposal. Specialty waste collection will be monitored by the Village Manager who will organise their transport to the appropriate waste facility, as required.

Sanitary wastes will be collected in situ. A suitably qualified sanitary waste collection and disposal provider will be engaged to determine storage and collection requirements.

4.3 Controlled Medical Waste

The volume of medical waste generated at the Proposal will be dependent on the nature and scale of the medical practises undertaken at the Facility. Appropriate containers will be placed in all locations where particular categories of medical waste may be generated. Instructions on separation and identification of medical wastes will be posted at each waste collection point to remind staff of procedures. Suitably qualified service providers will be engaged to determine storage and collection requirements.

The following points are indicative of minimum requirements for Environmental Best Practice relating to controlled medical wastes and should be considered within the Proposal:

- Ensuring all clinical and related waste is properly contained;
- Ensuring staff are aware of their individual responsibilities for waste management and provide appropriate education and training to ensure correct procedures are adhered to;
- Employing all relevant measures are taken to reduce risk to staff, the community and the environment; and
- All waste containers should meet the Australian Standards and are to be of the appropriate colour, have suitable symbol/wording for the waste types to be deposited into that container.

5 Waste Management

The Village Manager will be engaged to complete the following tasks:

- Monitoring and maintenance of bins, any waste equipment and the Bin Storage Area;
- Cleaning of bins and Bin Storage Area when required;
- Manage bulk/greenwaste accrual and arrange for its removal, as required;
- Ensure all residents/tenants/staff at the Proposal are made aware of this WMP and their responsibilities thereunder;
- Monitor resident behaviour and identify requirements for further education and/or signage;
- Regularly engage with residents/tenants/staff to develop opportunities to reduce waste volumes and increase resource recovery; and
- Regularly engage with all private contractors to ensure an efficient and effective waste service is maintained.

6 Conclusion

As demonstrated within this WMP, the Proposal provides a sufficiently large Bin Storage Area for storage of refuse and recyclables, based on the estimated waste generation and suitable configuration of bins. This indicates that an adequately designed Bin Storage Area has been provided and collection of refuse and recycling bins can be completed from the Proposal.

The above is achieved using:

- Five 1,100L refuse bins, collect twice each week; and
- Four 1,100L recycling bins, collected twice each week.

A private contractor will be engaged to service bins directly from the Bin Storage Area.

The Village Manager will oversee the relevant aspects of waste management at the Proposal.

Figures

Figure 1: Locality Plan

Figure 2: Bin Storage Area

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LEGEND

- Site Boundary
- Cadastre

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LOCALITY
Lot 636 Thunderlarra Drive
Golden Bay WA 6174

Seacrest Homes Pty Ltd

0 6 12 18 24 metres

Coordinate System: GDA 1994 MGA Zone 50
Projection: Transverse Mercator, Datum: GDA 1994
Scale @ A3:1:600

Prepared:	F Walker	Date:	6/05/2019
Checked:	J Wroe	Project No:	TW19043
Reviewed:	R Hayton	Revision:	A

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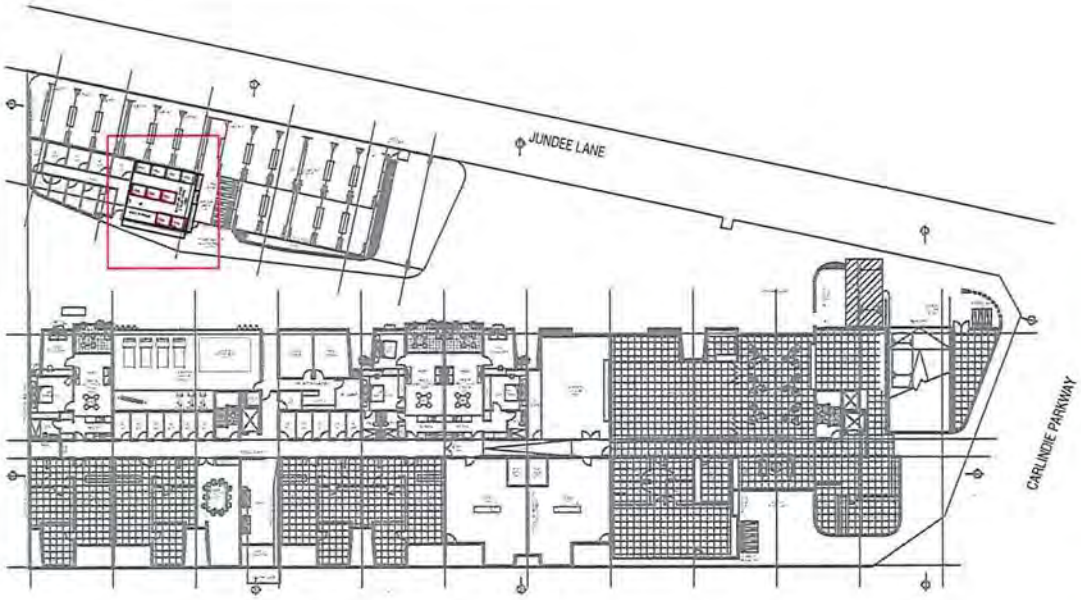
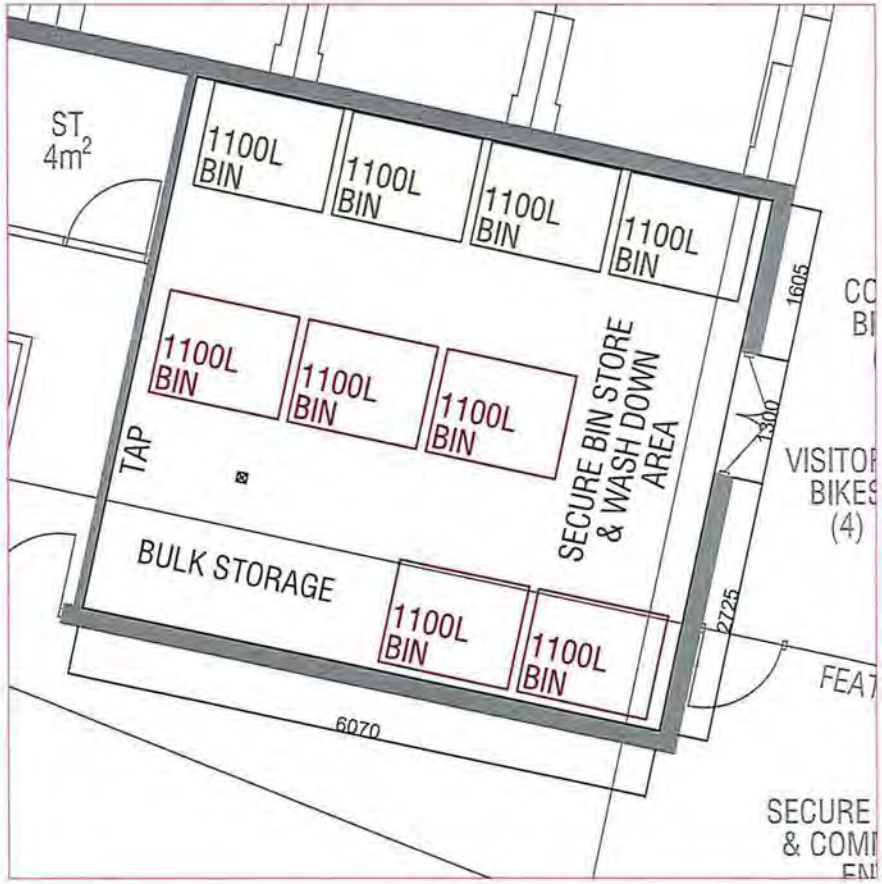
Figure 01



GROUND FLOOR PLAN

BIN STORAGE AREA



Legend:

Bin Storage Area

- ☐ 5 x 1,100L refuse (1240mm x 1070mm)
- ☐ 4 x 1,100L recycling (1240mm x 1070mm)

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PO Box 454, Leederville WA 6903

Client: Seacrest Homes Pty Ltd

NOTES
1. This drawing is the property of Talis Consultants Pty Ltd. It is a confidential document and must not be copied, used, or its contents divulged without prior written consent.
2. All levels refer to Australian Height Datum.
3. DO NOT SCALE, use figured dimensions only, if in doubt please contact Talis Consultants.

No.	Date		Amendment / Issue	App.
C	22/11/19	DP	THIRD ISSUE	JW
B	07/06/19	DP	SECOND ISSUE	JW
A	03/05/19	DP	FIRST ISSUE	JW

Project: Lot 636 Thunderlarra Drive, Golden Bay

Title: Bin Storage Area

Drawn by:	DP	Job No:	TW19043
Checked by:	JW	File No:	TW19043DWG001
Approved by:	JW	Fig. No: 002	Rev: C
Scale:	NTS		
Date:	22/11/19		

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City of Rockingham

Design Review Panel Meeting Notes

Notes of the Design Review Panel Meeting held on 30th May 2019 @ 9:00

Panel Members:	Emma Williamson Tom Griffiths
City Officers:	Bob Jeans – Director, Planning & Development Services Greg Delahunty – Senior Projects Officer Chris Parlane – Senior Planning Officer
Panel Co-Ordinator:	Sharon Peacock – Projects Research Officer
Proponent Deputations:	Sam Klopper – Klopper & Davis Architects Mitch Cook – Klopper & Davis Architects
Declarations of Interest:	Nil
Agenda Item 5.1	
Proposed Development	**Pre-lodgement** – Proposed 5 Storey building and 4 Store building:- Mixed Use Development
Property Address	Lot 636 Thundelarra Drive, Golden Bay
Proposal	The proposal is for one five storey and one four storey building comprising of the following elements: • 103 residential apartments (including six adaptable apartments intended to allow for conversion to commercial uses in the future); • A café, alfresco and a 'hole in the wall' servery opening out to Carlindie Parkway; • Consulting rooms; • Resident flexible space/ community hall; • Residents and community theatre; • Communal swimming pool and change rooms; • A residents and community gym ; • A basement carpark.
Background (as contained in the Agenda)	In October 2016 the Metro South-West JDAP approved a Mixed Use Development (Commercial and Residential) on Lot 636 Thundelarra Drive (the subject land), Golden Bay. The proposal involved: • 58 Multiple dwellings in a four storey building; • 2 ground floor commercial tenancies; and • 119 at-grade car parking spaces. In September 2018 the City granted a 2 year time extension to the development approval.

Assessment Summary	The proposal was assessed against relevant State and Local Planning Policies, Golden Bay Structure Plan and Golden Bay Neighbourhood Centre Detailed Area Plan, SPP 7.3: R Codes Vol 2 – Apartments. The proposal is considered to generally comply, or is capable of approval, subject to further clarification and compliance with a number of issues.
Proponent deputation to the Panel	Sam Klopper provided a summary overview of the proposed development, which included the following elements:- • Independent living focus (not aged care). • Apartment diversity to cater for specific needs/requirements. • Provision of shared community facilities in an essentially greenfield location. • Colour and textural finishes are sensitive to location without necessarily focussing on the coastal location. • Provision of landscaping to soften and 'break up' building elements. • Single entity/owner of the development to maintain the buildings and landscaping. • Encourage and promote resident and community engagement/interaction with the shared provision of on-site facilities.
Officer presentation to the Panel	Chris Parlane briefed the Panel on planning considerations against relevant Policy requirements. In addition, concerns were raised over the timing associated with converting ground floor apartments to retail/commercial uses in terms of 'Main Street' activation. The proponent advised that the matter would be discussed with the client. Consideration could be given to potentially converting several apartments into commercial tenancies within an agreed timeframe.

Key issues in relation to 'Design Quality Evaluation'	
Principle 1: Context and character	*Good design responds to and enhances the distinctive characteristics of a local area contributing to a sense of place.* • Design outcome is good. Aspirational 'landmark' development that has the potential to set the tone for development within surrounding locations. • Articulation of contextual and character analysis in documentation is weak and more information is required in respect to the context and character on the wider location. • Density is positive and the stepping back of the building is successful. • Consider opportunity to align retail and community amenity with adjacent shopping centre to Main Street offering. • Elevations and scale are good. • Overall, the development is considered to be of an excellent standard and "of this place".
Principle 2: Landscape quality	*Good design recognises that together landscape and buildings operate as an integrated and sustainable system within a broader ecological context.* • The landscaping, as shown, is successful; needs to be carefully managed and maintained. • Review landscape calculations and distribution – planter boxes/ground floor – SK to audit figures. • The City should seek surety around the ongoing management and maintenance of landscaped areas, including the planter boxes, as shown in the renders. • Planting on fire escape routes - confirm with fire engineer. • Ensure landscape areas are purposeful and define functionality. • Look to provide more permanent landscaping around the 'Hole in the Wall' café to anchor the corner at ground level. • Management of the permeable boundary to laneway garden area is important to mitigate possible security issues, however, it is considered that permeability in this location is critical to the success of the development.
Principle 3: Built form and scale	*Good design ensures that the massing and height of development is appropriate to its setting and successfully negotiates between existing built form and the intended future character of the local area.* • The colour and selection of materials over the two buildings is considered successful. • The degree of articulation and feature brickwork elements are supported and critical to the Panel's support of the design. • The balance of scale and height is right. • Consider applying development approval conditions to ensure the integrity of the architectural and landscape design intent, materials and planting is constructed as presented. • "Build" v "Open Space" relationship must be maintained, i.e. the balance of the mass of the laneway building elevation with the openness of the landscape adjacent is critical.

Principle 4: Functionality & build quality	*Good design meets the needs of users efficiently and effectively balancing functional requirements to perform well and deliver optimum benefit over the full life-cycle.* • Further consideration of ground floor functionality and way finding in a development targeted at an over 55 demographic is recommended. • Give consideration to clear and visible facility signage. • Consider short term parking for care providers and dedicated ambulance bay. • The Panel noted that the Design WA requirements of 4.0m width for living rooms in two bedroom apartments has not been met. The Panel believes that the overall planning and functionality of the apartments is not compromised by the proposed 3.6m width. One and three bedroom apartments comply.
Principle 5: Sustainability	*Good design optimises the sustainability of the built environment delivering positive environmental, social and economic outcomes.* • Landscape initiatives are great. • The ventilated corridor is good but appears to be very long. • Bedrooms in apartments could benefit from secondary window, where applicable, to allow for cross ventilation.
Principle 6: Amenity	*Good design provides successful places that offer a variety of uses and activities while optimising internal and external amenity for occupants, visitors and neighbours, providing environments that are comfortable, productive and healthy.* • Could the functionality of the ground floor tenancies be increased through a stronger relationship with the main street environment? Consider consolidating the corner adjacent to the child care centre with increased retail tenancies in lieu of residential uses. • Concern that proposed ground floor apartments will not be converted to retail at a later date and therefore limit the activation of the main street. • Consider community engagement sessions and stakeholder engagement with childcare centre and shopping centre.
Principle 7: Legibility	*Good design results in buildings and places that are legible with clear connections and easily identifiable elements to help people find their way around.* • The development is legible and the scale and design is good.
Principle 8: Safety	*Good design optimises safety and security minimising the risk of personal harm and supporting safe behaviour and use.* • The passive surveillance, safety and activation aspects are positive. • The activated edges to the laneway interface are good and managing this aspect is important.

Principle 9: Community	*Good design responds to local community needs as well as the wider social context providing environments that support a diverse range of people and facilitate social interactions.* • Instigate engagement with the community to demonstrate positive impacts of project and shared facilities within the development. • Support for the proposed public functions on the ground floor and the opportunities for the wider community to interact with the residents of the development through shared facilities.
Principle 10: Aesthetics	*Good design is the product of a skilled judicious design process that results in attractive and inviting buildings and places that engage the senses.* • The design, articulation and aesthetics are positive and must be carried through the design process. These elements are considered critical to the Panel's support of the proposal.
Key matters to be addressed	• Seek more clarity on the management and business model. • Clarify the conversion and activation of the ground floor interface. • Further expand on public use/relationship with the development. • Seek clearer guidance on the proposed parking strategy, including how any reciprocal car parking arrangement will work with the adjacent shopping centre. • Reinforce the importance of the design intent. Maintenance of the materiality and landscape elements throughout the design process are critical to achieving the support of the Panel.
Recommendation/s	The design intent is supported subject to clarification and resolution of the key matters, as outlined above.
Meeting Close	11:00
Chair Signature	
Date	4th June 2019

D19/89171

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PO Box 4160 Mandurah North WA 6210

Sustainable Design Assessment Report – Development Approval

Date:	19th June 2019
Our Reference:	19-1115
Project Address:	Lot 636 Thundelarra Drive Golden Bay
BCA Climate Zone:	5
Building Class:	2/5/6
Report Commissioned By:	Seacrest Homes Pty Ltd

Report Details		
Report Author: Nathan Peart	GBCA Acc. No.: 49264	Signature:
Revision Date: -	Reason for Revision:	

Phone: 08 9555 9444 **FAX:** 08 9200 5654 **Email:** rate@s-wa.com.au **Web:** www.s-wa.com.au
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7. Building Fabric and Additional Star Rating requirements 5
8. Hot Water Systems 7
9. Additional Energy Efficient Initiatives 7
10. Conclusion 7

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1. About the author

Nathan peart is the senior ESD consultant and founder of Sustainability WA Pty Ltd. Sustainability WA has been established for over ten years, providing sustainable design advice to Architect, Builders and Designers to ensure that their projects meet and surpass energy efficiency and sustainable objectives of their projects. Sustainability WA specialize in sustainability and energy efficiency reports for large projects including multi residential, mixed use, education and assisted living facilities.

Skills:

Nathan's skills include:

Accredited Residential Energy Assessor • Accredited Green Star Professional • Accredited Bushfire Practitioner (Level 2)• Alternative Solutions • Home Sustainability Reports • Commercial ESD Reports • Section J Reports • JV3 Assessments • Design Builder • BERS Pro • AccuRate • Firstrate 5.

Experience:

Sustainability WA, overseen by Nathan Peart, have a vast list of projects to their name that include:

<u>Apartment/Mixed Use buildings:</u>

- 3-5 Wren Street, Mount Pleasant – Green Star and Energy Efficiency reports for 47 Apartments plus facilities
- 37-43 Stuart Street, Perth – Green Star and Energy Efficiency reports for mixed use development including four commercial tenancies and 24 apartments.
- 187-189 Loftus Street, Leederville - Green Star and Energy Efficiency reports for 15 Apartments plus facilities
- 242-250 Railway Road, West Leederville – Green Star ESD report 6,486m² of residential apartments and 979m² of commercial tenancies.
- Italian Aged Care, Marangaroo – ESD report and advice, JV3 Modelling and ESD report for, four level, 90-bedroom facility.
- Multiple ESD reports for MRA Development areas.
- Multiple Green Star report for BMW school projects.
- Further examples and references available on request.



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2. Project Information

This report has been commissioned to assess the proposal at Lot 636 Thundelarra Drive, Golden Bay against criteria of Residential Design Codes Volume 2 – Apartments, Part 4.15 Energy Efficiency. The proposal is on an existing vacant site within the City of Rockingham and has a land area of 3432m². The proposed development includes a mixed-use development of 101 Sole Occupancy Units, Café, two retail tenancies and associated communal facilities. It is the aim of this development to achieves a NatHERS rating half a star over the minimum NCC requirement to demonstrate acceptable outcomes of Part 4.15 of Design WA.

The following sections detail the significant energy efficiency initiatives of the development and demonstrates that the target of a 6.5-star NatHERS average rating is achievable for this design.

3. Solar and Daylight Access

The development has been designed to optimise solar and daylight access for dwellings by:

- Minimising the amount of south facing dwellings
- Windows being visible from the majority of every habitable room.
- Minimising the amount of obscure glazing.
- Glazing with appropriate shading to reduce heat transfer into the dwelling

4. Natural Ventilation

The optimisation of natural ventilation has been addressed in the development by:

- Natural ventilated corridors to improve air quality and facilitate cross-ventilation;
- The use of openings and façade elements to assist the capture and use of prevailing breezes
- Providing a combination of louvre, and awning windows as well as sliding windows for improved breeze control.

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5. Shading

Effective shading from the summer sun has been achieved in the development through the:

- Provision of balconies and outdoor living areas on the east and west orientation
- Use of fixed external shading devices on the east and west orientation

6. Thermal Mass

Thermal mass for passive heating and cooling has been included in the development through the use of:

- Concrete floors
- Recycled brick and concrete walls
- Feature brick walls, slabs etc.

Thermal mass has been designed, where applicable, with the following in mind:

- Located in areas that receive direct sunlight or radiant heat from heaters
- Located on the ground floor
- Located near the centre of the building
- Exposed to cool night breezes and air currents

7. Building Fabric and Additional Star Rating requirements

The development has improved the thermal performance and will provide a NatHERS star rating for all dwellings that will be an additional 0.5 stars over the minimum required by the NCC at building licence stage. This is a minimum of 5.5 Stars and Average 6.5 stars over all apartments.

To demonstrate the building fabric requirements are met and the development has the ability to meet the additional star rating, we have performed a NatHERS assessment on 6 sample apartments. These sample apartments are from different levels and orientations, with the highest building envelope to open air ratios which, from experience, achieve the lowest star ratings. The results are shown in the table below:



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Unit Type	Floor	Initial Rating	After Upgrades*
D1	Ground	4.7 Stars	5.7 Stars
D2	First	6.2 Stars	Not Required
D2	Second	6.2 Stars	Not Required
D2	Third	6.1 Stars	Not Required
D2	Fourth	5.6 Stars	Not Required
C4	Fourth	7.2 Stars	Not Required
C1	Ground	5.8 Stars	Not Required
C1	First	7.5 Stars	Not Required
C1	First - Mirrored	8.2 Stars	Not Required
C1	First - Mirrored/180º	7.9 Stars	Not Required
C1	First – 180º	7.7 Stars	Not Required
C1	Fourth	6.8 Stars	Not Required
B1	Ground	4.4 Stars	5.9 Stars
B1	First	6.7 Stars	Not Required
B1	First - Mirrored	7.3 Stars	Not Required
B1	First – Mirrored/180º	6.4 Stars	Not Required
B1	First – 180º	7.3 Stars	Not Required
B1	Fourth	5.8 Stars	Not Required

As expected, apartments over the basement carpark returned the lowest star rating, however with cavity wall insulation, the minimum star rating of 5.5 stars required by Design Guideline 4.15 can be achieved. Additionally, the other apartments in the sample performed well enough to ensure the average will be at least 6.5 stars.

Therefore, with the following insulation specification the apartments will be able to meet all requirements:

- R1.3 Anticon or similar roof insulation to all roofs
- R4.0 Bulk ceiling insulation to all ceilings
- Foil cavity wall insulation to external walls (as required)
- Wall insulation not required to internal walls
- Floor insulation not required to floors
- Standard clear glazing throughout

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8. Hot Water Systems

The development has avoided the use of electric storage systems as the primary domestic hot water system for individual dwellings by supplying a solar and gas boosted hot water service.

9. Additional Energy Efficient Initiatives

The following energy efficient initiatives that exceed current minimum practice have been included in the development:

- Ceiling fans to all habitable rooms
- Provision of an external clothesline to every dwelling, located in an area out of direct view on an external wall or in a breezeway
- Use of a photovoltaic array for energy production

10. Conclusion

It is the opinion of Sustainability WA that the plans of the development (April 2019 / Reference 1835/ Revision H) meet both the acceptable outcomes and element objectives of the Residential Design Codes Volume 2 – Apartments, Clause 4.15 Energy Efficiency.

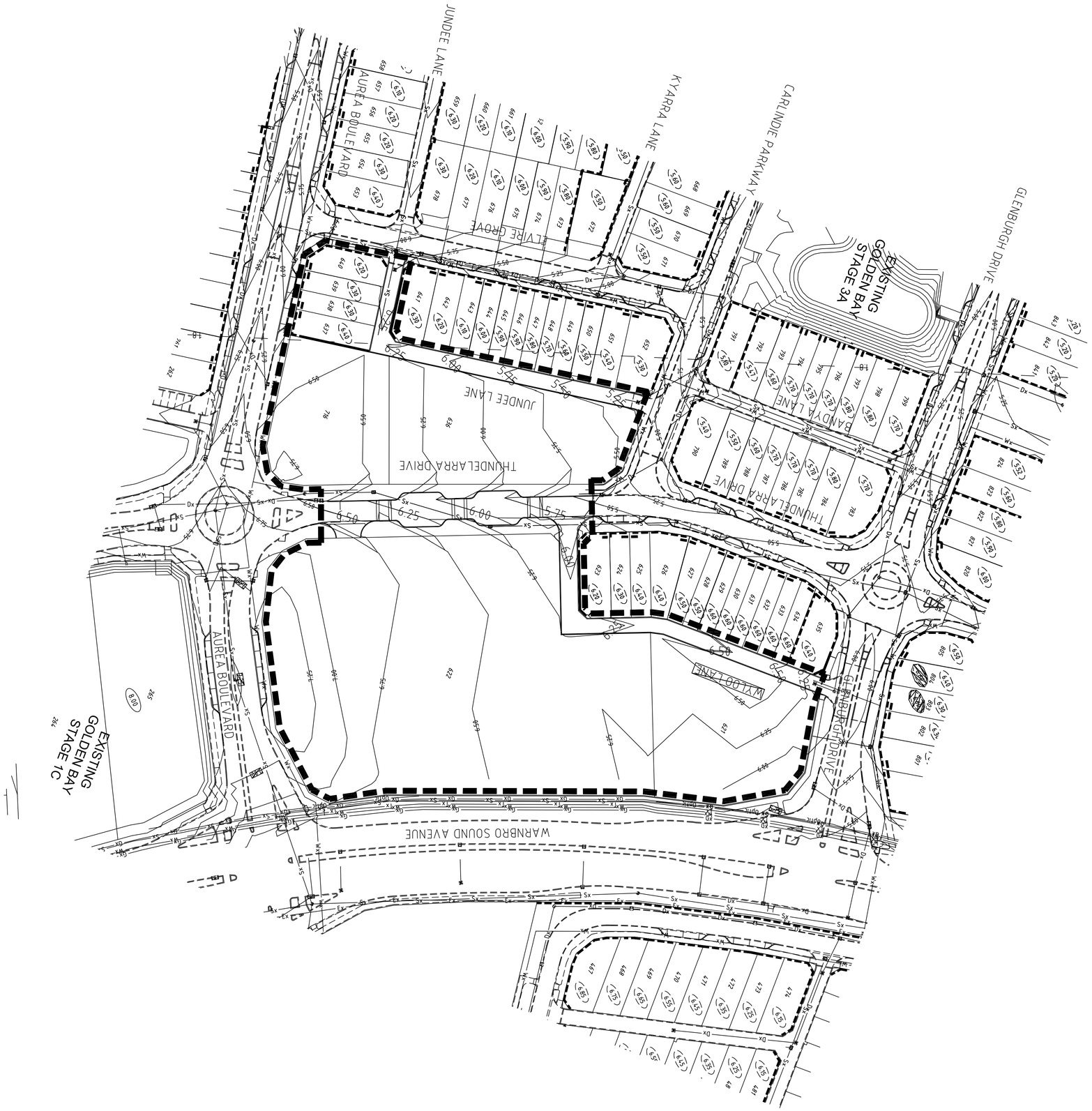
This opinion is given on the assumption that all works will be carried out as per plans provided, details above, supporting documentation attached, Building Code of Australia and relevant Australian Standards.

Please do not hesitate to contact Sustainability WA with any queries regarding the contents of this report.

Co-Author: Sarah Snijders
ESD Consultant
Sustainability WA

Checked By: Nathan Peart
Senior ESD Consultant
Sustainability WA





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DWG: SURVEY & CIVIL PLAN (BY OTHERS)

STAGE: DEVELOPMENT APPLICATION

PROJECT: **GOLDEN BAY - INDEPENDENT LIVING**

CLIENT: SEACREST HOMES PTY LTD

ADDRESS: LOT 636, THUNDELARRA DRIVE, GOLDEN BAY

DATE: APRIL 2019

SCALE: @A3 1:1600 @A1 1:800

JOB#: 1835

DWG: A1 01

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DWG: LOCATION PLAN

STAGE: DEVELOPMENT APPLICATION

PROJECT: **GOLDEN BAY - INDEPENDENT LIVING**

CLIENT: SEACREST HOMES PTY LTD

ADDRESS: LOT 636, THUNDELARRA DRIVE, GOLDEN BAY

DATE: APRIL 2019

SCALE: @A3 1:300 @A1 1:400

JOB#: 1835

DWG: A102

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ON-STREET PARKING

ON-STREET PARKING

ON-STREET PARKING

ON-STREET PARKING

RL 6.300

CARPARK

WEST WING
RL 6.200

RESIDENTS &
COMMUNITY
AEROBICS POOL

JUNDEE LANE

COMMUNITY
GARDEN

STORM WATER REUSED IN COMMUNITY GARDEN

RL 6.150

PARKLANDS

LARGE DECIDUOUS TREE

RL 5.550

LOADING
RL 5.550

RL 5.200

SECURE
ENTRY

DOWN TO BASEMENT PARKING

RL 5.200

RL 5.200

CARLINDIE PARKWAY

OUTDOOR
PLAYSCAPE

FUTURE CHILDCARE
CENTRE

EAST WING (UPPER)
RL 6.200

PROPOSED INDEPENDENT
LIVING DEVELOPMENT

EAST WING (LOWER)
RL 5.600

ALFRESCO
(50m²)

ENTRY 1
RL 5.550
FORECOURT

RL 5.450

RL 5.550

RL 6.350

ENTRY 2

2 VISITORS' BAY

2 VISITORS' BAY

PEDESTRIAN
CROSSWALK

PEDESTRIAN
CROSSWALK

PEDESTRIAN
CROSSWALK

LANDSCAPING

THUNDELARRA DRIVE

ENTRY TO SUPER MARKET &
RETAIL STORES

ON-STREET PARKING

ON-STREET PARKING

ON-STREET PARKING

RETAIL

RETAIL

LIQUOR

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DWG: SITE PLAN

STAGE: DEVELOPMENT APPLICATION

PROJECT: **GOLDEN BAY - INDEPENDENT LIVING**
CLIENT: SEACREST HOMES PTY LTD
ADDRESS: LOT 636, THUNDELARRA DRIVE, GOLDEN BAY

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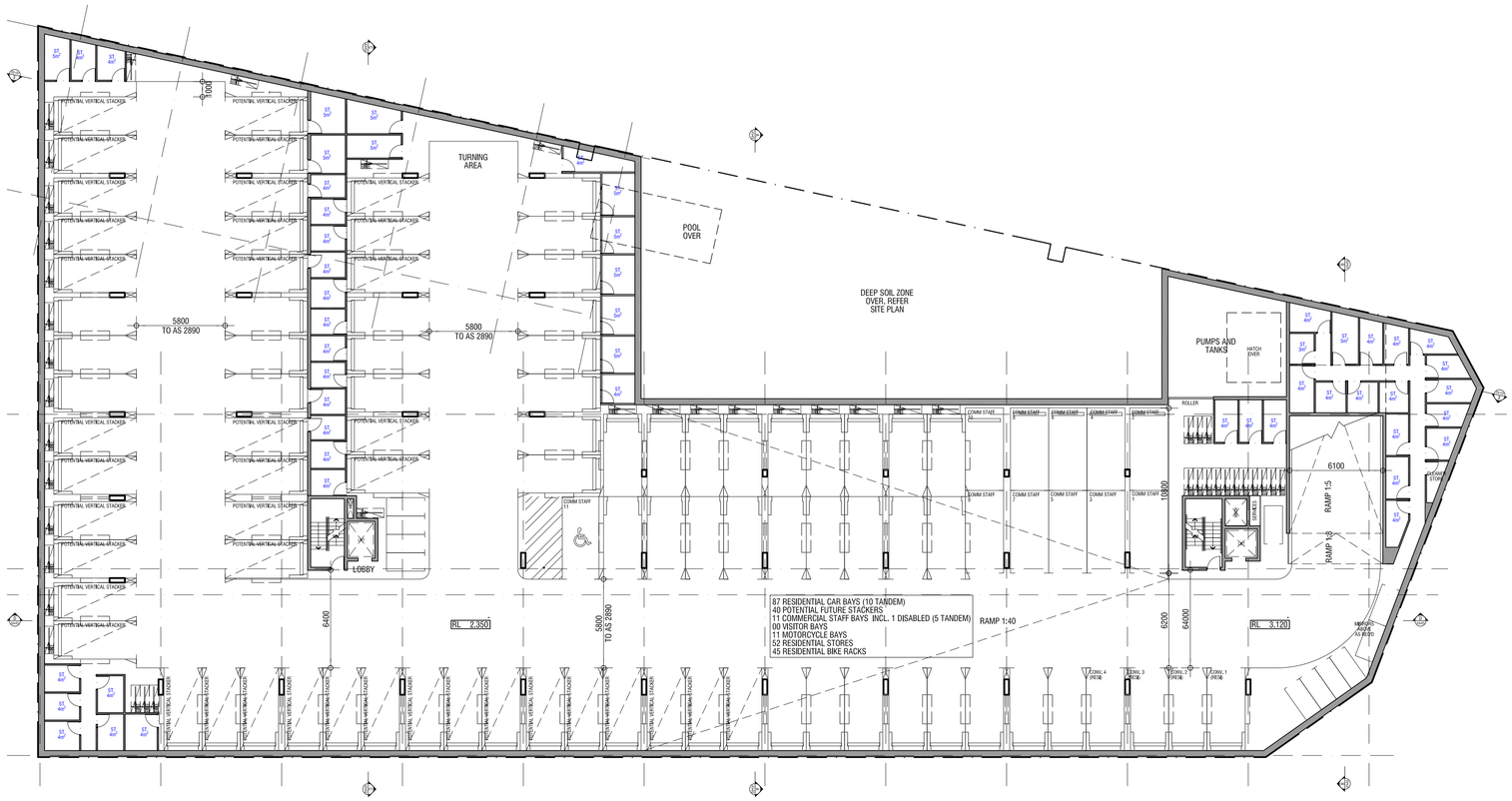

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DWG: BASEMENT FLOOR PLAN

STAGE: DEVELOPMENT APPLICATION

PROJECT: **GOLDEN BAY - INDEPENDENT LIVING**

CLIENT: SEACREST HOMES PTY LTD

ADDRESS: LOT 636, THUNDELARRA DRIVE, GOLDEN BAY

DATE: APRIL 2019

SCALE: @A3 1:400 @A1 1:200

JOB#: 1835

DWG: A1 04

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DWG: GROUND FLOOR PLAN

STAGE: DEVELOPMENT APPLICATION

PROJECT: **GOLDEN BAY - INDEPENDENT LIVING**
CLIENT: SEACREST HOMES PTY LTD
ADDRESS: LOT 636, THUNDELARRA DRIVE, GOLDEN BAY

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DWG: FIRST FLOOR PLAN

STAGE: DEVELOPMENT APPLICATION

PROJECT: **GOLDEN BAY - INDEPENDENT LIVING**

CLIENT: SEACREST HOMES PTY LTD

ADDRESS: LOT 636, THUNDELARRA DRIVE, GOLDEN BAY

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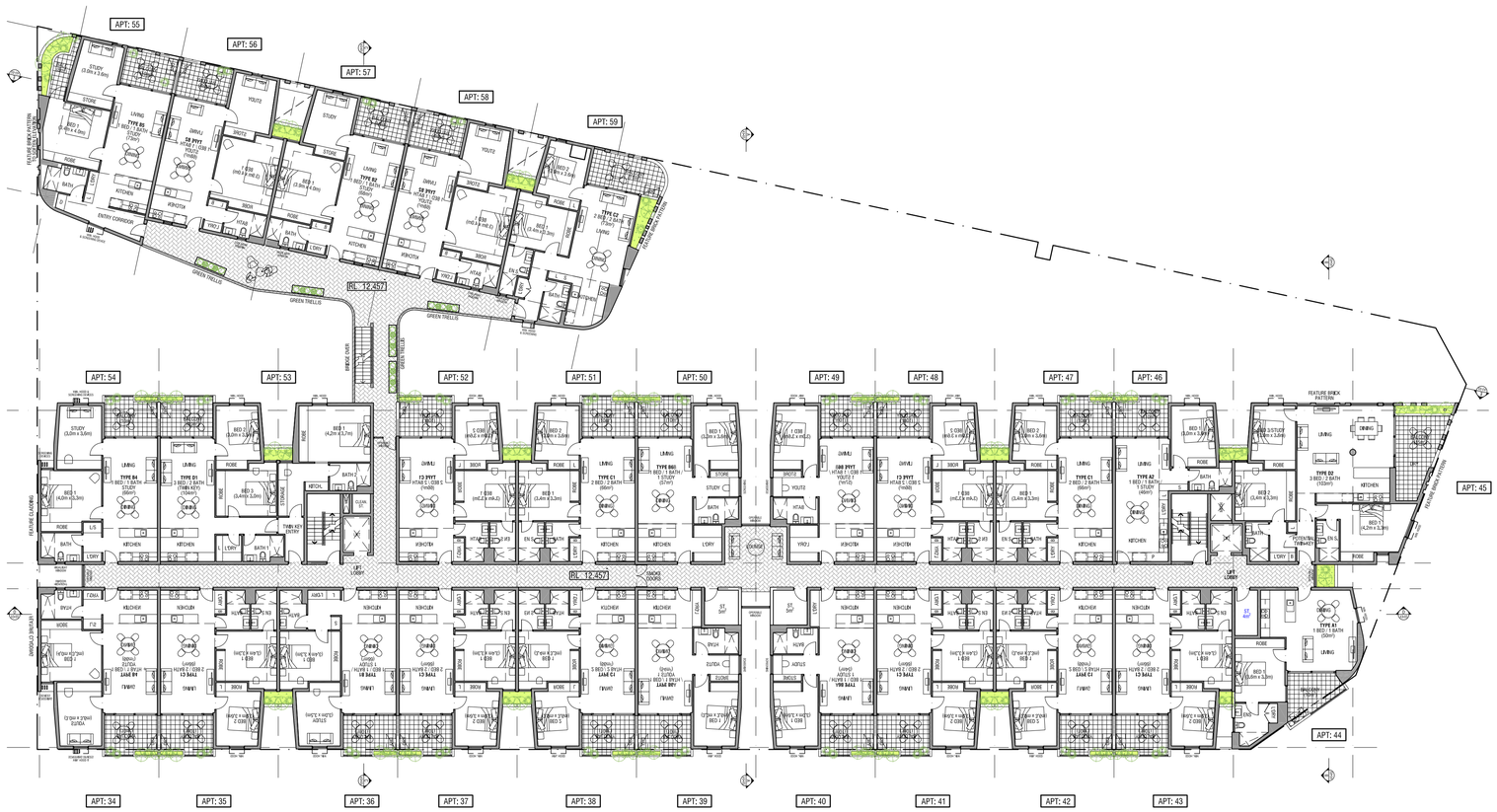

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DWG: SECOND FLOOR PLAN

STAGE: DEVELOPMENT APPLICATION

PROJECT: **GOLDEN BAY - INDEPENDENT LIVING**

CLIENT: SEACREST HOMES PTY LTD

ADDRESS: LOT 636, THUNDELARRA DRIVE, GOLDEN BAY

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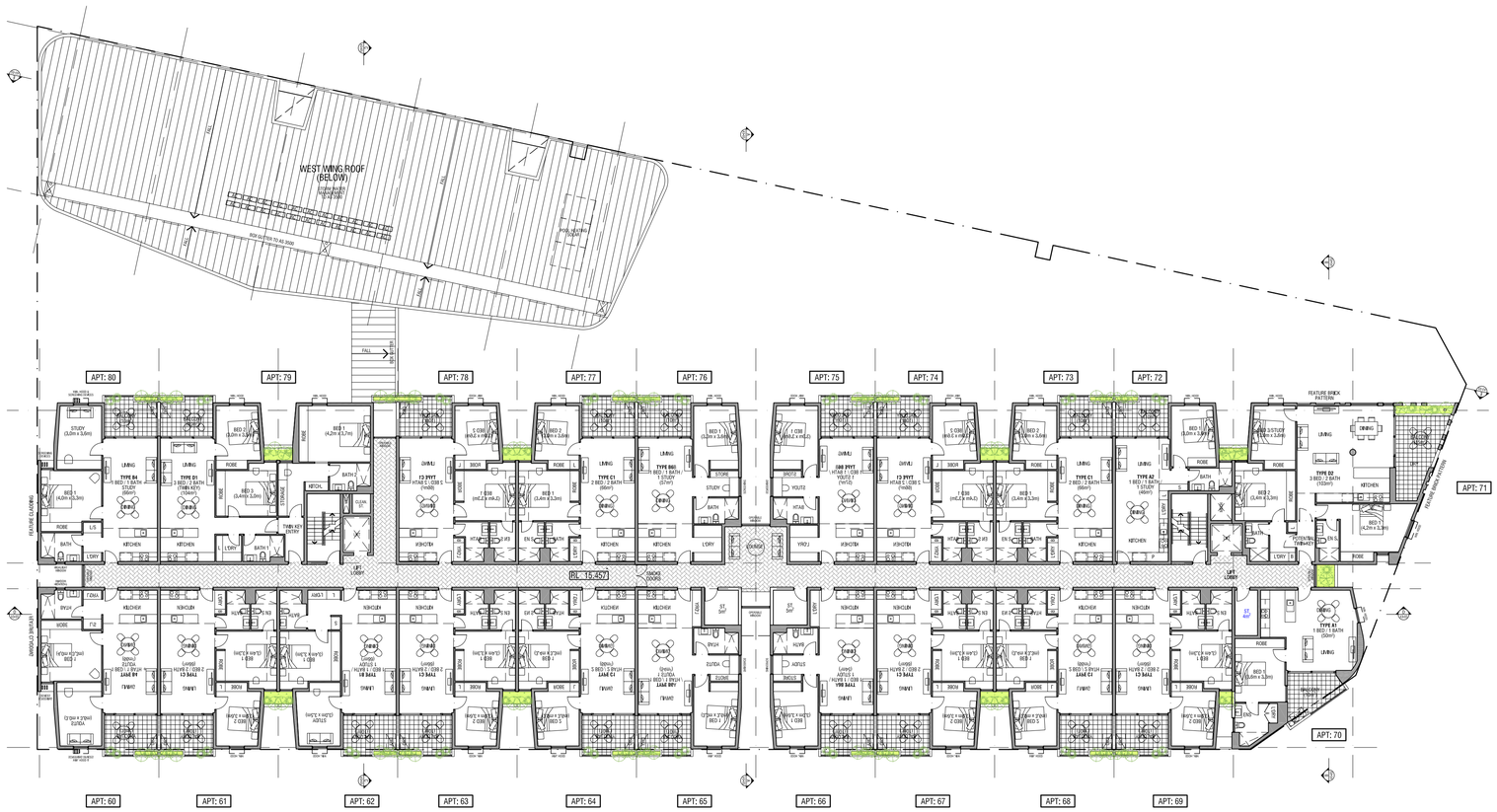

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DWG: THIRD FLOOR PLAN

STAGE: DEVELOPMENT APPLICATION

PROJECT: **GOLDEN BAY - INDEPENDENT LIVING**

CLIENT: SEACREST HOMES PTY LTD

ADDRESS: LOT 636, THUNDELARRA DRIVE, GOLDEN BAY

DATE: APRIL 2019

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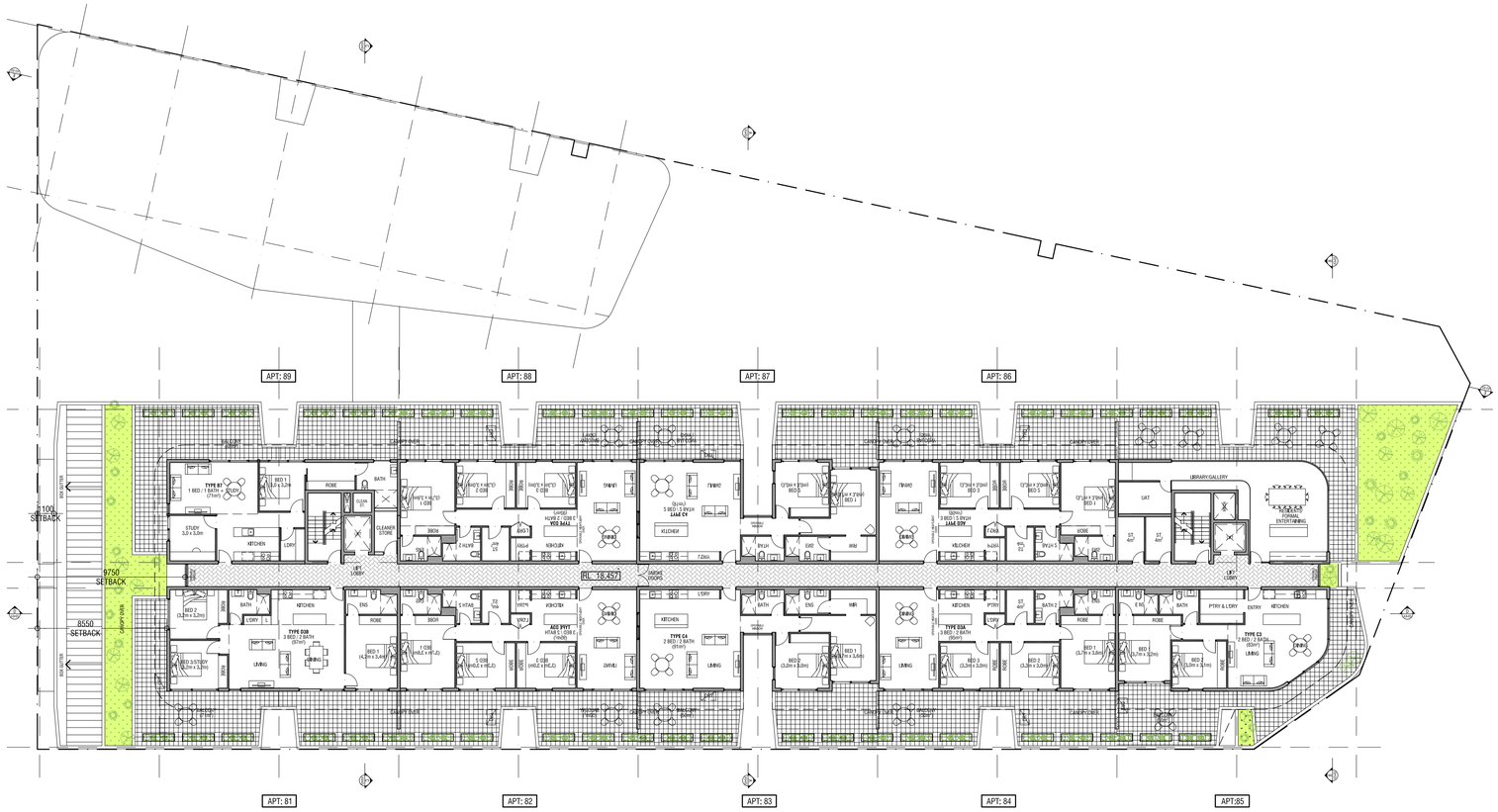

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I	12-06-19	DEVELOPMENT APPLICATION DRAFT	

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DWG: FOURTH FLOOR PLAN

STAGE: DEVELOPMENT APPLICATION

PROJECT: **GOLDEN BAY - INDEPENDENT LIVING**
CLIENT: SEACREST HOMES PTY LTD
ADDRESS: LOT 636, THUNDELARRA DRIVE, GOLDEN BAY
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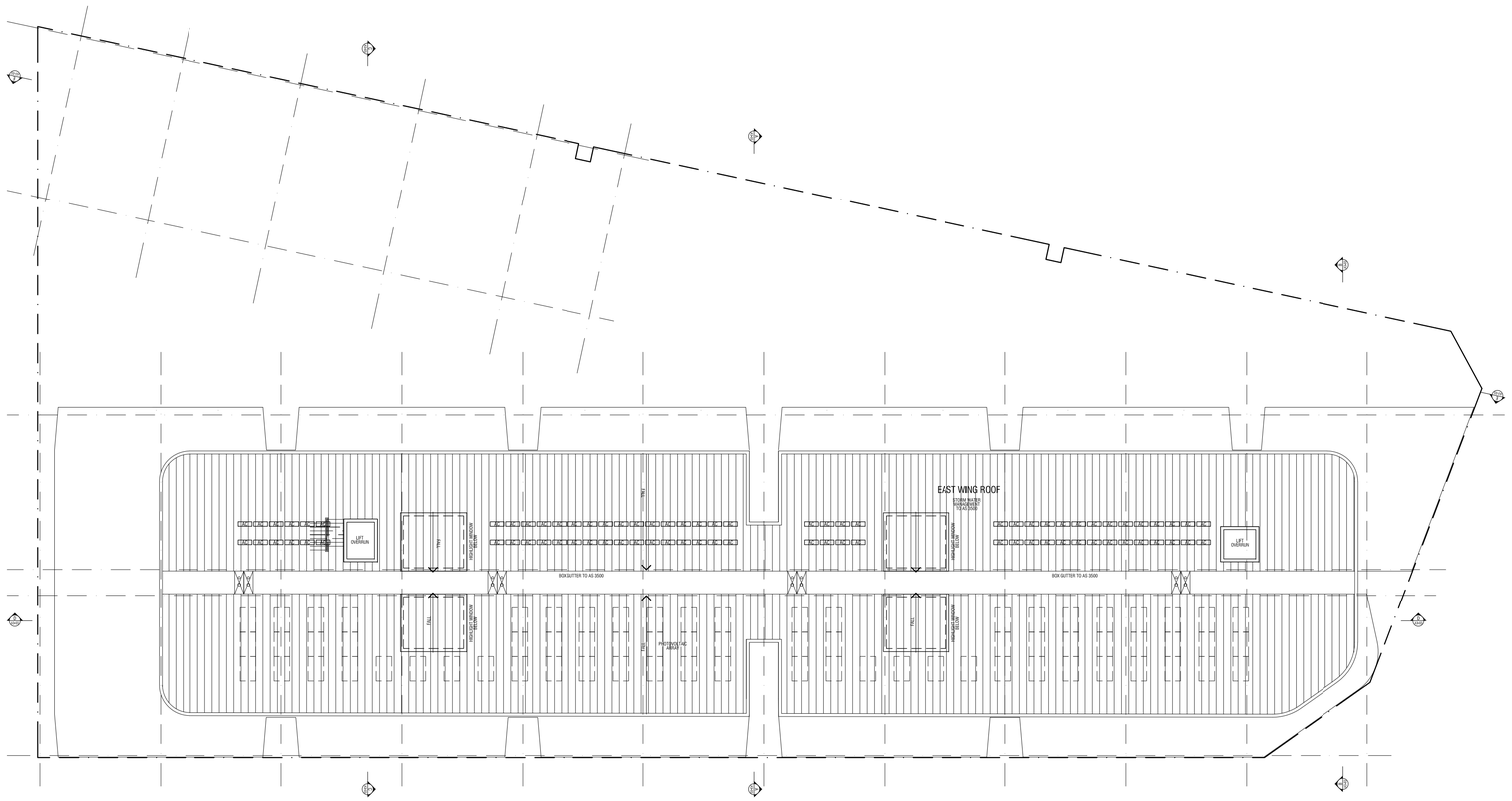

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DWG: ROOF PLAN

STAGE: DEVELOPMENT APPLICATION

PROJECT: **GOLDEN BAY - INDEPENDENT LIVING**

CLIENT: SEACREST HOMES PTY LTD

ADDRESS: LOT 636, THUNDELARRA DRIVE, GOLDEN BAY

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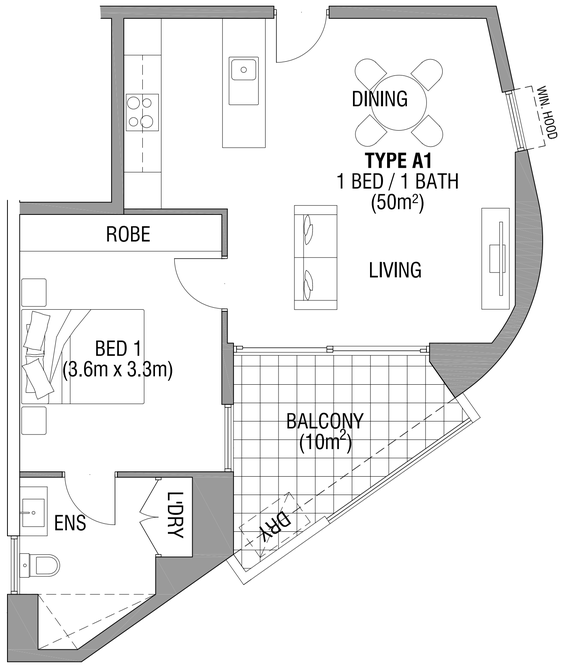

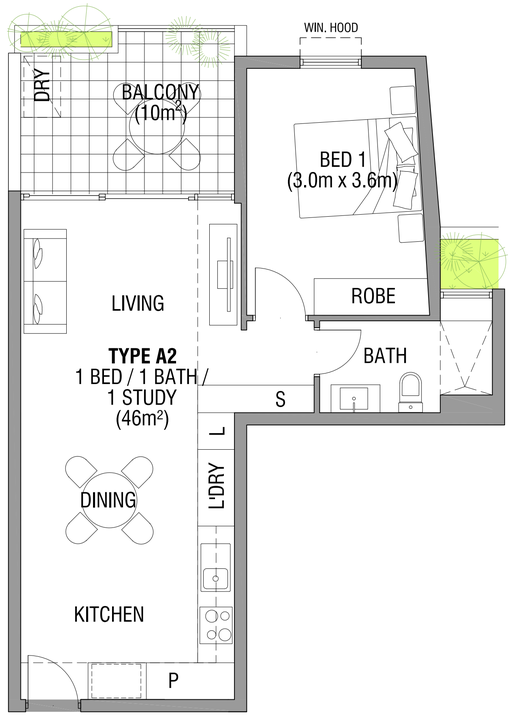

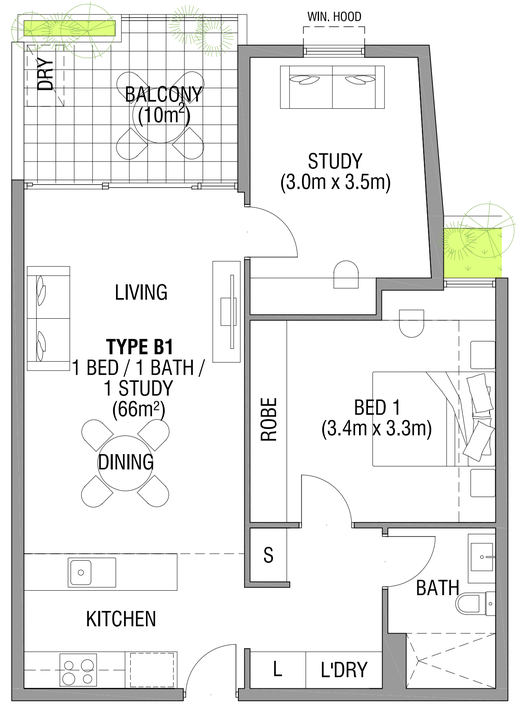

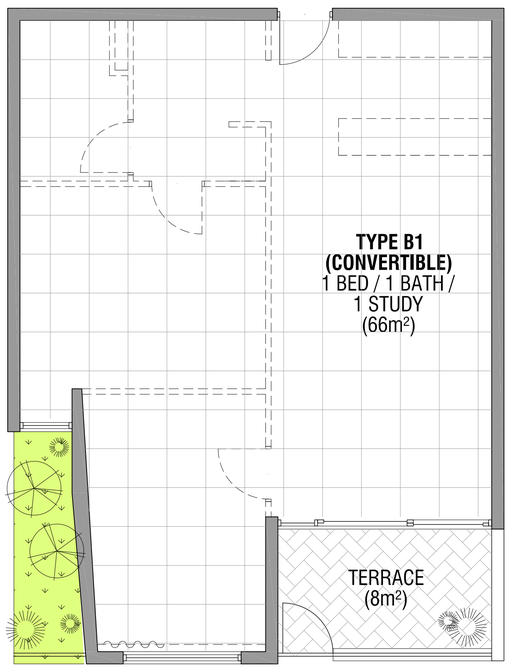

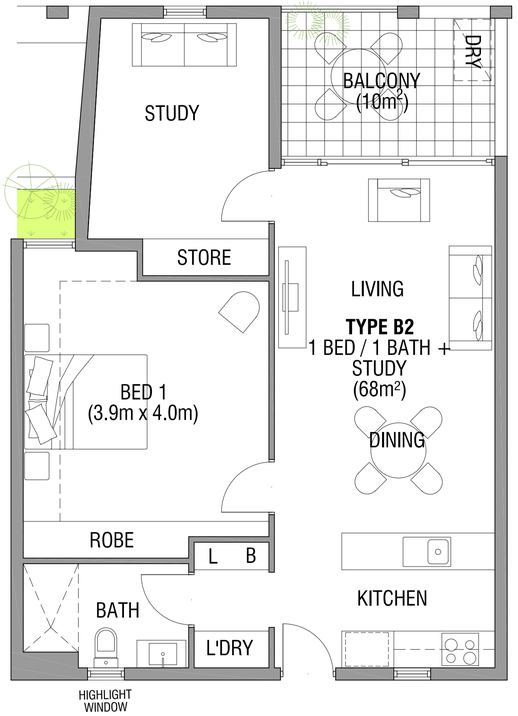

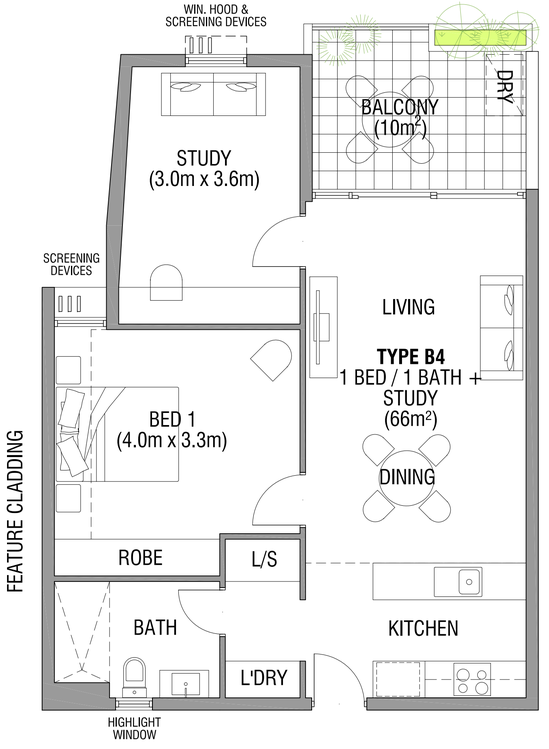

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DWG: APARTMENT PLANS (1 BEDS)

STAGE: DEVELOPMENT APPLICATION

PROJECT: **GOLDEN BAY - INDEPENDENT LIVING**
CLIENT: SEACREST HOMES PTY LTD
ADDRESS: LOT 636, THUNDELARRA DRIVE, GOLDEN BAY
JOB#: 1835

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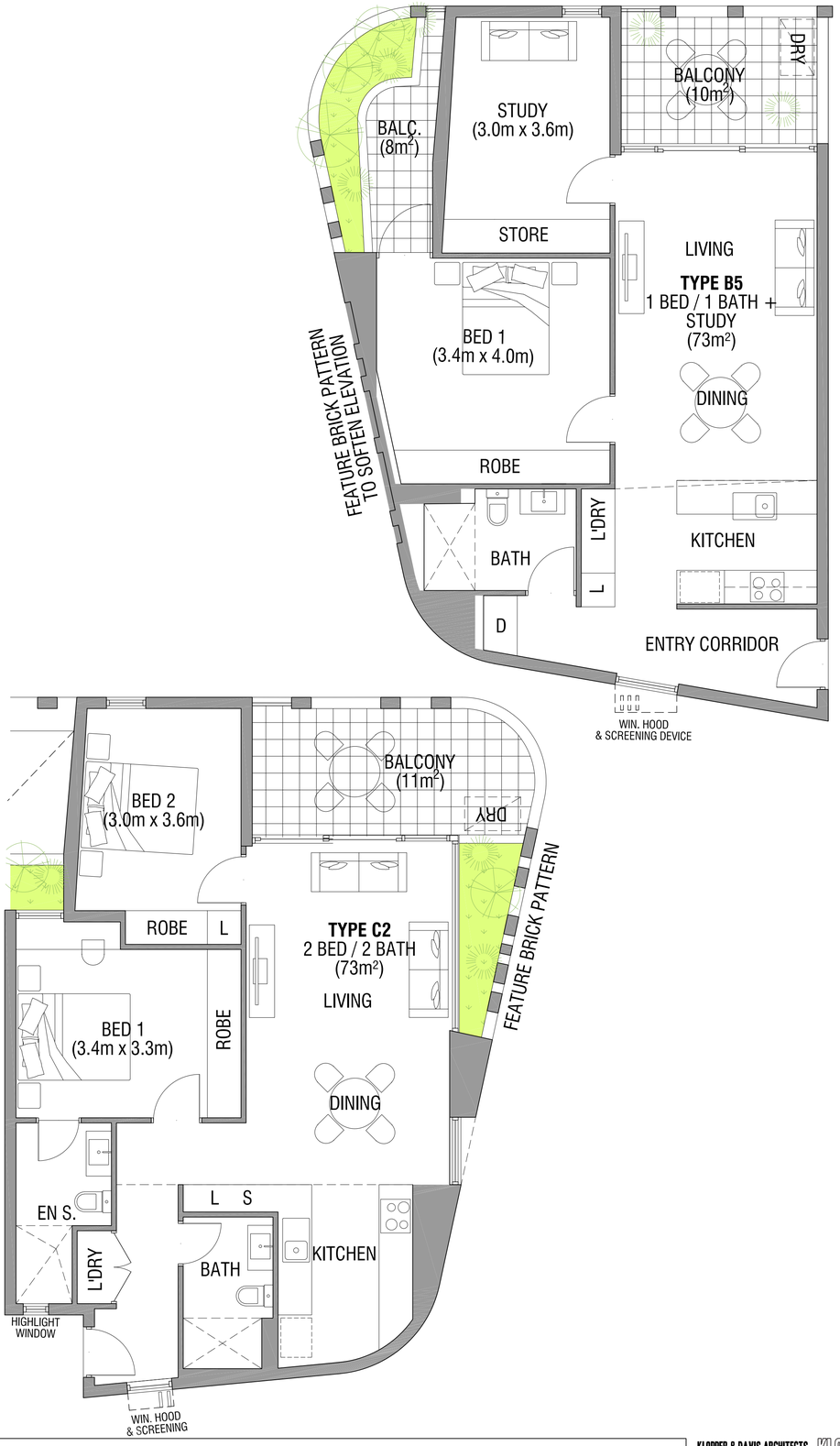

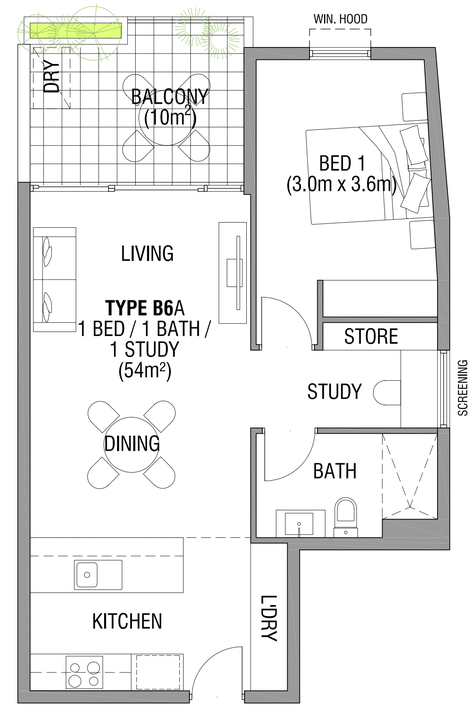

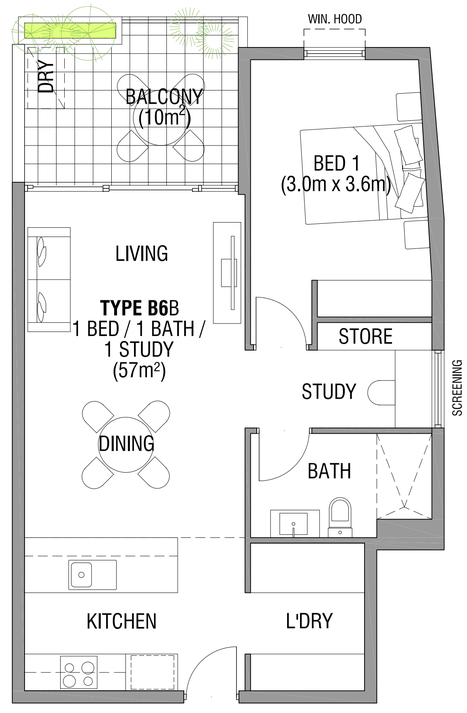

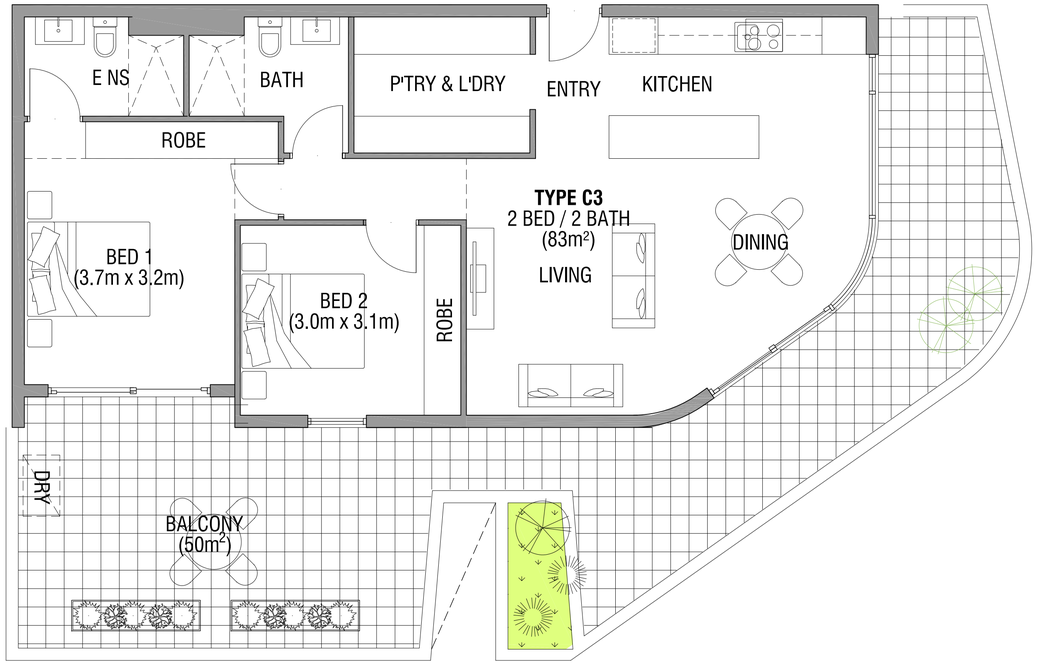

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N	27-11-19	POST DAP REVISED SCHEME	K	17-09-19	COR FURTHER CLARIFICATION	H	29-05-19	ISSUED FOR DRP
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L	15-11-19	POST DAP DESIGN STUDY	I	12-06-19	DEVELOPMENT APPLICATION DRAFT	F	24-04-19	PRE DA - CLIENT REVIEW 6

DWG: APARTMENT PLANS (2 BEDS)

STAGE: DEVELOPMENT APPLICATION

PROJECT: **GOLDEN BAY - INDEPENDENT LIVING**

CLIENT: SEACREST HOMES PTY LTD

ADDRESS: LOT 636, THUNDELARRA DRIVE, GOLDEN BAY

DATE: APRIL 2019

SCALE: @A3 1:100, @A1 1:50

NORTH

JOB#: 1835

DWG: A1 12

ISSUE: N

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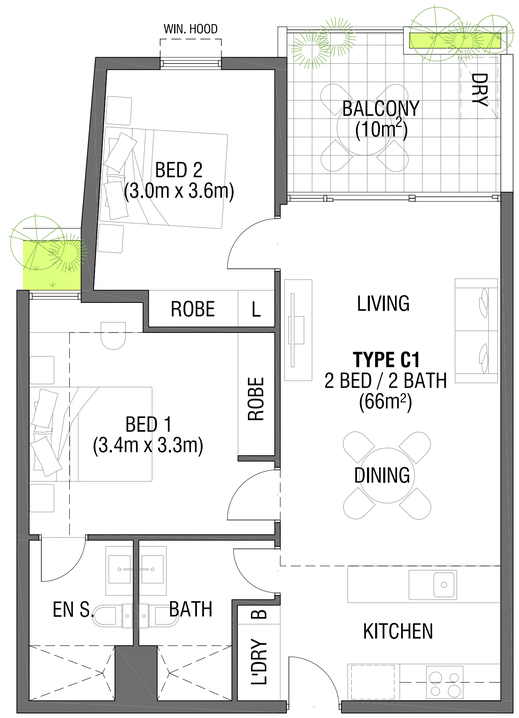

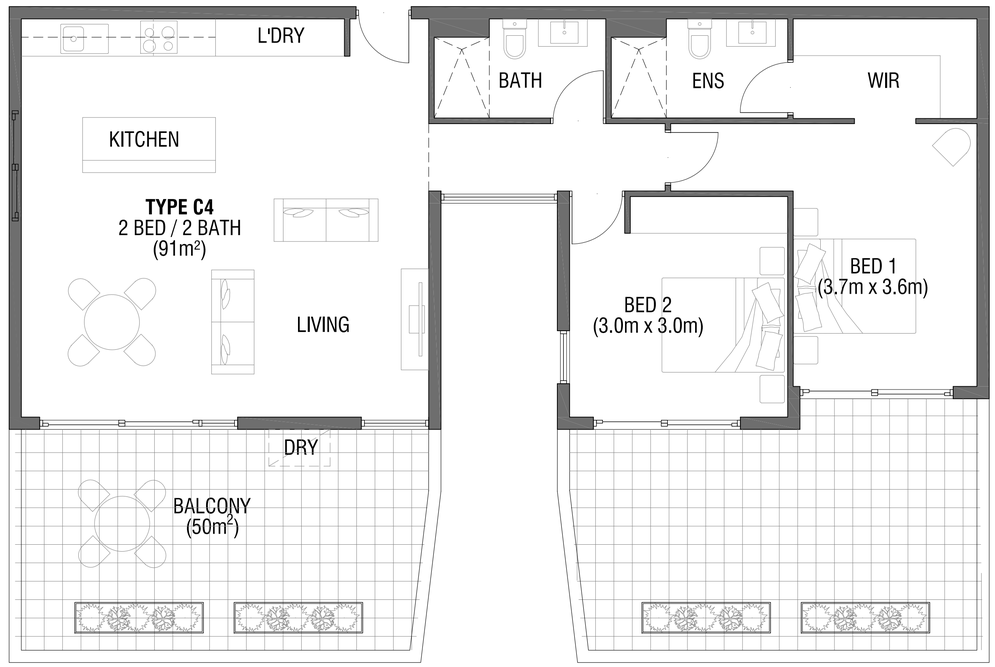

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DWG: APARTMENT PLANS (2 BEDS)
STAGE: DEVELOPMENT APPLICATION

PROJECT: **GOLDEN BAY - INDEPENDENT LIVING**
CLIENT: SEACREST HOMES PTY LTD
ADDRESS: LOT 636, THUNDELARRA DRIVE, GOLDEN BAY
JOB#: 1835

DATE: APRIL 2019
SCALE: @A3 1:100, @A1 1:50
NORTH
DWG: A1 13
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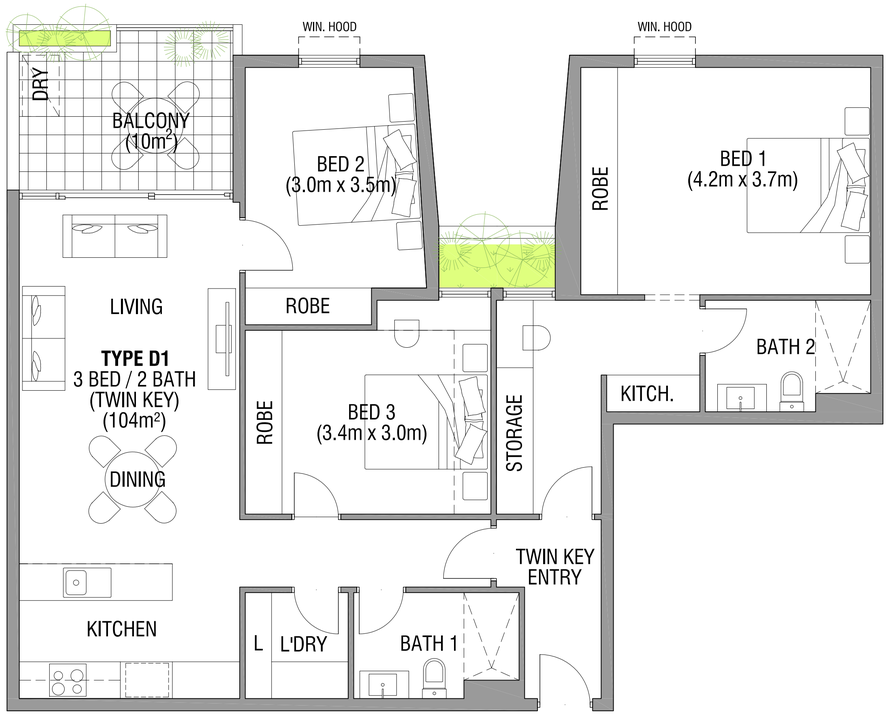

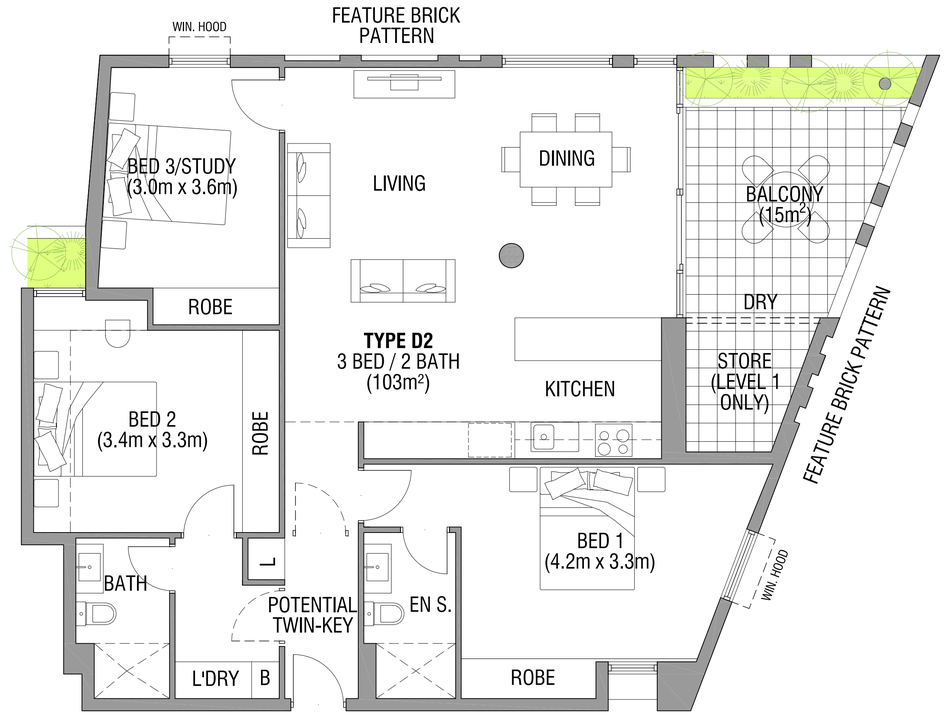

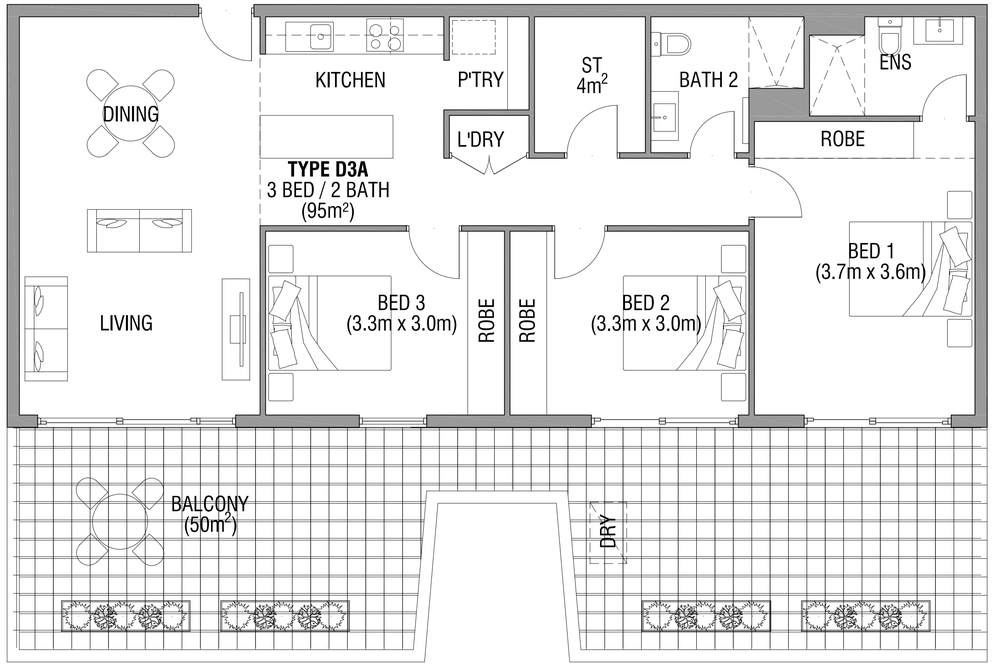

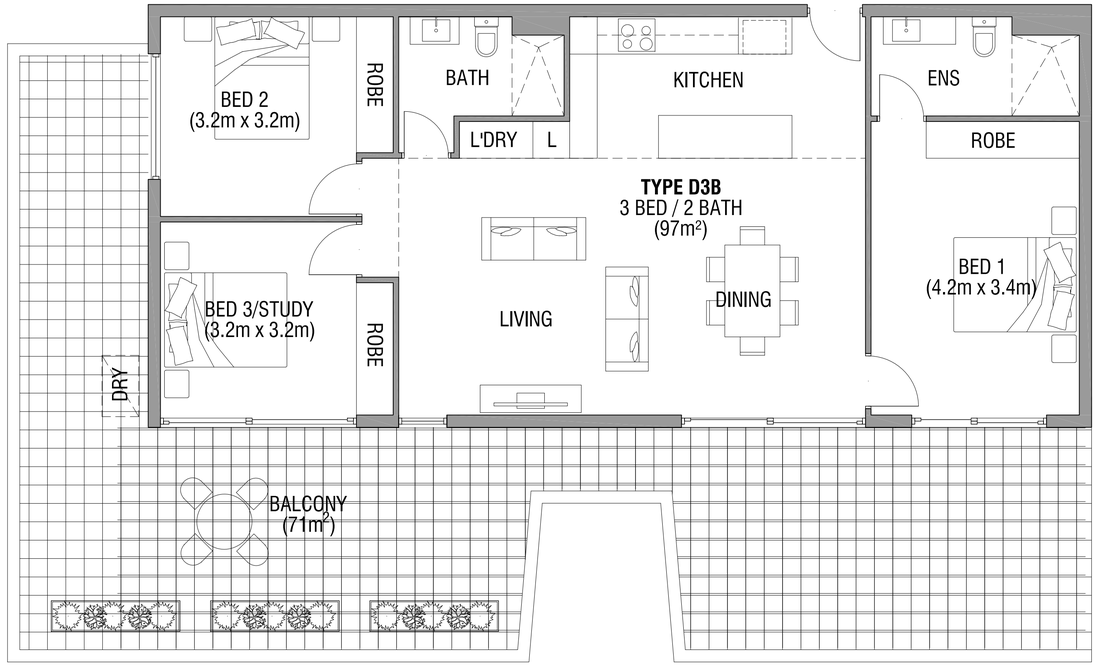

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DWG: APARTMENT PLANS (3 BEDS)

STAGE: DEVELOPMENT APPLICATION

PROJECT: **GOLDEN BAY - INDEPENDENT LIVING**

CLIENT: SEACREST HOMES PTY LTD

ADDRESS: LOT 636, THUNDELARRA DRIVE, GOLDEN BAY

DATE: APRIL 2019

SCALE: @A3 1:100 @A1 1:50

JOB#: 1835

DWG: A1 14

ISSUE: N

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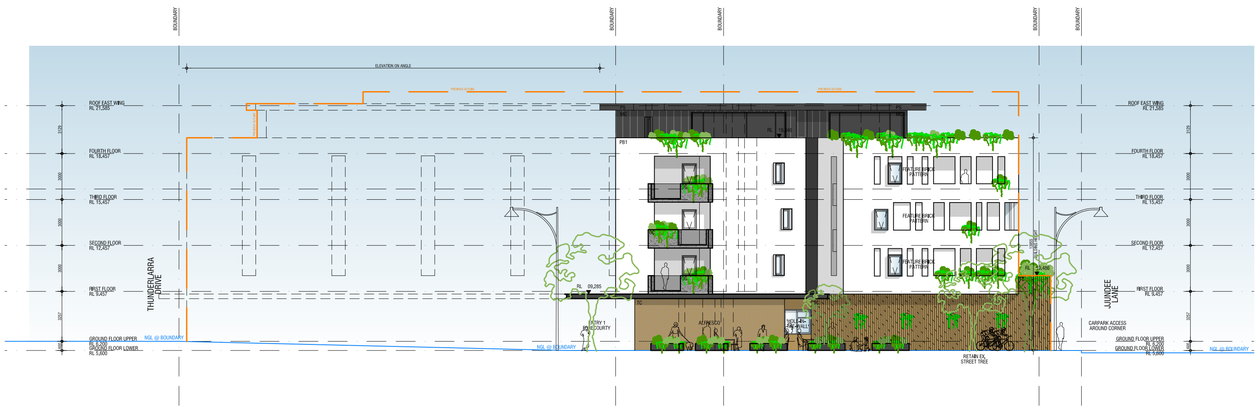
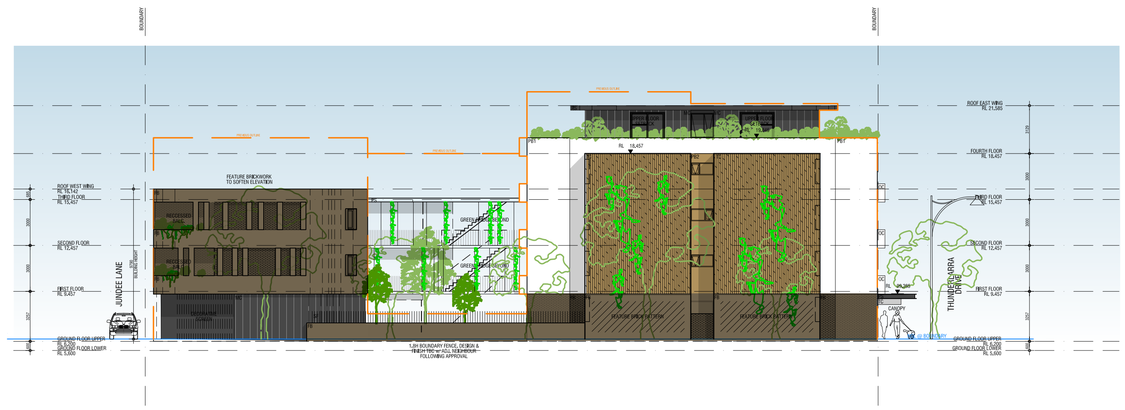
BOUNDARY
ROOF EAST WING
RL 17.585
FOURTH FLOOR
RL 14.457
THIRD FLOOR
RL 11.457
SECOND FLOOR
RL 8.457
FIRST FLOOR
RL 5.457
GROUND FLOOR UPPER
RL 2.500
GROUND FLOOR LOWER
RL 0.000
NGL @ BOUNDARY
RL 15.486
RL 14.457
PB1
FUTURE CHILD CARE CENTRE
CARLOMIE PARKWAY
ENTRY
RETAIL 1 ENTRY
RETAIL 2 ENTRY
RETAIL 3 ENTRY
RETAIL 4 ENTRY
RETAIL 5 ENTRY
RETAIL 6 ENTRY
RETAIL 7 ENTRY
RETAIL 8 ENTRY
RETAIL 9 ENTRY
RETAIL 10 ENTRY
RETAIL 11 ENTRY
RETAIL 12 ENTRY
RETAIL 13 ENTRY
RETAIL



CARLINDIE PARKWAY (NORTH EAST) ELEVATION



SOUTH ELEVATION



JUNDEE LANE (WEST ELEVATION)

MATERIAL LEGEND	
PB1:	PAINTED RECYCLED BRICK (WHITE)
PB2:	PAINTED RECYCLED BRICK (GREY)
FB1:	RECYCLED FACEBRICK
OC:	OFF-FORM CONCRETE
MC:	METAL CLADDING (DARK GREY)
TC:	TIMBER CLADDING
PS:	PAINTED STEEL (DARK GREY)
SF:	STEEL FENCING (DARK GREY)

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DWG: ELEVATIONS

STAGE: DEVELOPMENT APPLICATION

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JOB#: 1835

DATE: APRIL 2019
SCALE: @A3 1:400, @A1 1:200
NORTH
DWG: A2 02
ISSUE: N

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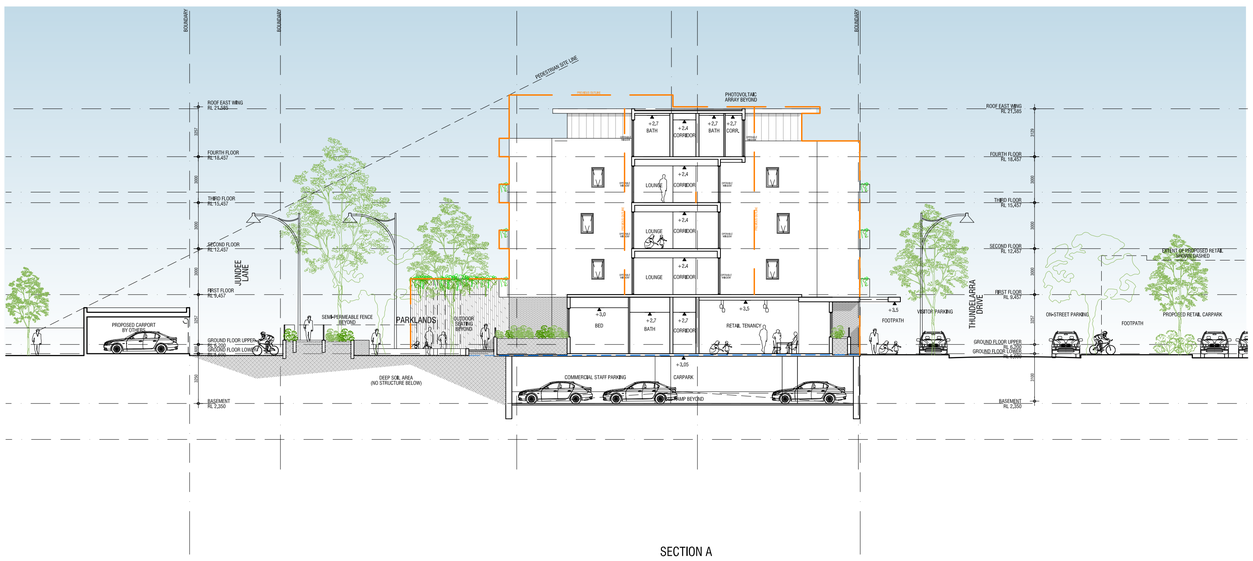

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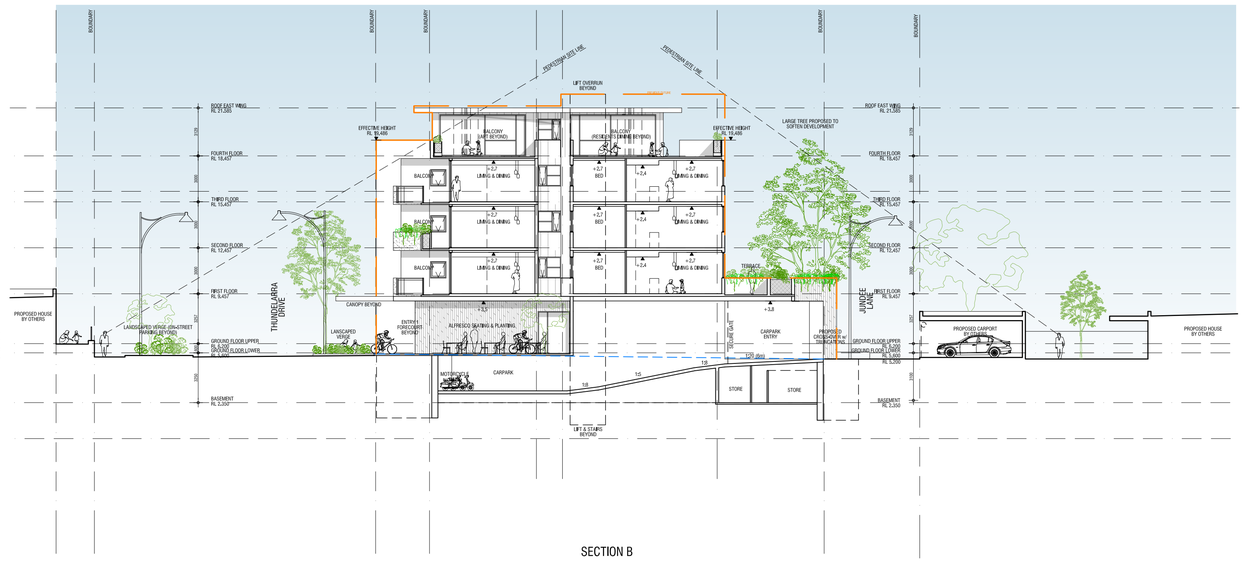

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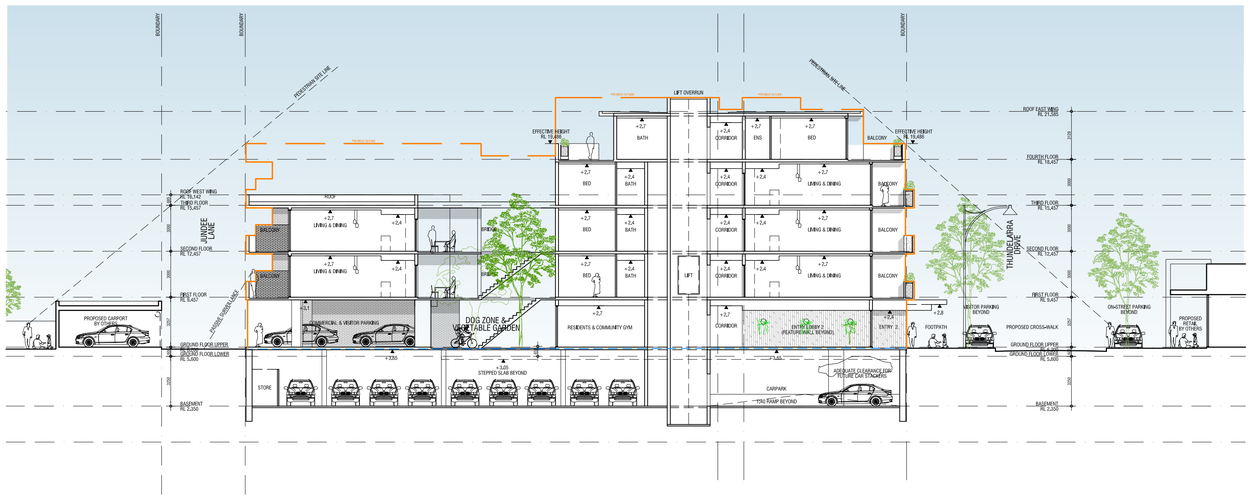

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DWG: SECTIONS

STAGE: DEVELOPMENT APPLICATION

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DWG: A3 01

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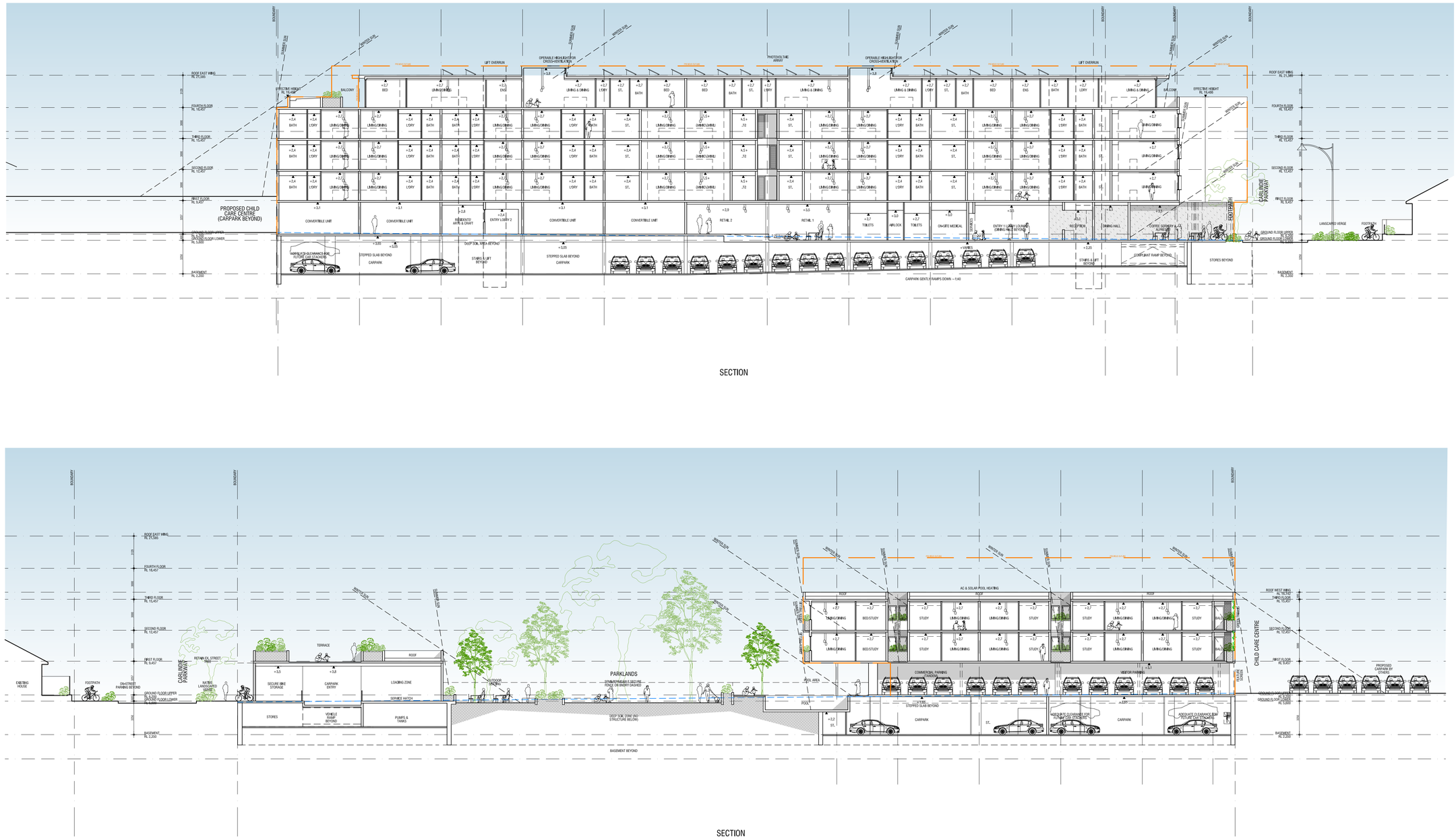

SECTION

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STAGE: DEVELOPMENT APPLICATION

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