Metro Outer Joint Development Assessment Panel Agenda

Meeting Date and Time: Tuesday, 9 January 2024; 9:30am
Meeting Number: MOJDAP/291
Meeting Venue: Electronic Means

To connect to the meeting via your computer - https://us06web.zoom.us/j/88997362110

To connect to the meeting via teleconference dial the following phone number - +61 8 7150 1149
Insert Meeting ID followed by the hash (#) key when prompted - 889 9736 2110

This DAP meeting will be conducted by electronic means (Zoom) open to the public rather than requiring attendance in person.

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Attendance

DAP Members

Eugene Koltasz (Presiding Member)
Sheryl Chaffer (A/Deputy Presiding Member)
Neema Premji (A/Third Specialist Member)

Item 8.1
Cr Lorna Buchan (Local Government Member, City of Rockingham)
Cr Mark Jones (Local Government Member, City of Rockingham)

Item 9.1
Mayor Margaret Thomas (Local Government Member, City of Kalamunda)
Cr Lisa Cooper (Local Government Member, City of Kalamunda)

Officers in attendance

Item 8.1
Chris Parlane (City of Rockingham)
David Banovic (City of Rockingham)

Item 9.1
Alisha Kozma (City of Kalamunda)
Andrew Cook (Western Australian Planning Commission)
David Sands (Western Australian Planning Commission)

Minute Secretary

Claire Ortlepp (DAP Secretariat)

Applicants and Submitters

Item 8.1
Ross Underwood (Planning Solutions)
Rhys Kelly (Fabric Property)
Behnam Bordbar (Transcore)

Item 9.1
Sandra McLeish (Department of Finance)

Members of the Public / Media

Nil.

1. Opening of Meeting, Welcome and Acknowledgement

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.

This meeting is being conducted by electronic means (Zoom) open to the public. Members are reminded to announce their name and title prior to speaking.

2. Apologies

Karen Hyde (Deputy Presiding Member)
Jason Hick (Third Specialist Member)

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

Member	Item	Nature of Interest
Cr Mark Jones	8.1	Impartiality Interest – Cr Jones has previously participated in a Council meeting where this item was heard.
Cr Lorna Buchan	8.1	Impartiality Interest – Cr Buchan has previously participated in a Council meeting where this item was heard.
Jason Hick	8.1	Indirect Pecuniary Interest – Jason Hick is an employee and Director of Emerge Environmental Services Pty Ltd (T/A Emerge Associates). Emerge Associates were engaged to support the application and Jason Hick was personally involved with this.
Eugene Koltasz	9.1	Impartiality Interest – Mr Koltasz is a member of the Western Australian Planning Commission, which is the Responsible Authority for this application.

7. Deputations and Presentations

7.1 Ross Underwood (Planning Solutions) presenting against the recommendation for the application at Item 8.1. The presentation will address support for the proposed development, against the report recommendation, with reference to the listed reasons for deferral, specifically in relation to car parking provision.

7.2 Rhys Kelly (Fabric Property) presenting against the recommendation for the application at Item 8.1. The presentation will address support for the proposed development, against the report recommendation, with reference to the listed reasons for deferral.

7.3 Behnam Bordbar (Transcore) presenting against the recommendation for the application at Item 8.1. The presentation will address support for the proposed development, against the report recommendation, with reference to the traffic related reasons for deferral.

The City of Rockingham and Western Australian Planning Commission 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 Lot 100 (No.434) Safety Bay Road, Safety Bay

Development Description:	Proposed Mixed Commercial Development
Applicant:	Ross Underwood (Planning Solutions)
Owner:	Braykell Two Pty Ltd
Responsible Authority:	City of Rockingham
DAP File No:	DAP/23/02551

9. Form 2 – Responsible Authority Reports – DAP Amendment or Cancellation of Approval

9.1 No.3 (Lot 500) Salix Way, Forrestfield

Development Description:	Forrestfield Police Station
Proposed Amendments:	Minor modification to the boundary wall height on south/south western boundary
Applicant:	Sandra McLeish (Department of Finance)
Owner:	State of Western Australia
Responsible Authority:	Department of Finance
DAP File No:	DAP/23/02458

10. State Administrative Tribunal Applications and Supreme Court Appeals

11. Current SAT Applications				
File No. & SAT DR No.	**LG Name**	**Property Location**	**Application Description**	**Date Lodged**
DR75/2022 DAP/18/01543	City of Joondalup	Portion of 9040 (34) Kallatina Drive, Iluka	Mixed Commercial Centre (Iluka Plaza)	02/05/2022
DR98/2023 DAP/22/02379	City of Swan	Lot 31 (No.1487) Neaves Road, Bullsbrook	Proposed roadhouse	16/06/2023
DR135/2023 DAP/23/02447	City of Rockingham	Lot 622 (No.2) Aurea Boulevard, Golden Bay	Proposed mixed commercial development (Golden Bay Neighbourhood Centre)	11/08/2023
DR169/2023 DAP/23/02486	City of Swan	Lot 1 (No.9) Waterhall Road, South Guildford	Child Care Premises	13/11/2023
DAP/22/02166	City of Joondalup	1 Lyell Grove (Lot 2), Woodvale	Child Care Premises	30/11/2023

Current Supreme Court Appeals				
File No.	**LG Name**	**Property Location**	**Application Description**	**Date Lodged**
DAP/23/02496 CIV 2251 of 2023	City of Swan	Lot 2 & 67 (No.163) and Lot 18 (No.159) James Street, Guildford	Proposed redevelopment of Vaudeville Theatre	03/11/2023

12. General Business

In accordance with Section 7.3 of the DAP Standing Orders 2020 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.

13. Meeting Closure

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Development Assessment Panels

Presentation Request Form

Regulation 40(3) and DAP Standing Orders 2020 cl. 3.5

Must be submitted at least 72 hours (3 ordinary days) before the meeting

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Please complete a separate form for each presenter and submit to daps@dplh.wa.gov.au

Presenter Details

Name	Ross Underwood
Company (if applicable)	Planning Solutions
Please identify if you have any special requirements:	**YES** ☐ **NO** ☒ If yes, please state any accessibility or special requirements: Click or tap here to enter text.

Meeting Details

DAP Name	Metro Outer Joint Development Assessment Panel
Meeting Date	9 January 2024
DAP Application Number	DAP/23/02551
Property Location	Lot 100 (No. 434) Safety Bay Road, Safety Bay
Agenda Item Number	8.1

Presentation Details

I have read the contents of the report contained in the Agenda and note that my presentation content will be published as part of the Agenda:	**YES** ☒
Is the presentation in support of or against the report recommendation)? *(contained within the Agenda)*	**SUPPORT** ☐ **AGAINST** ☒
Is the presentation in support of or against the proposed development?	**SUPPORT** ☒ **AGAINST** ☐
Will the presentation require power-point facilities?	**YES** ☐ **NO** ☒ **If yes, please attach**

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Development Assessment Panels

Presentation Content*

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Brief sentence summary for inclusion on the Agenda	*The presentation will address:* Support for the proposed development, against the report recommendation, with reference to the listed reasons for deferral, specifically in relation to car parking provision.

In accordance with Clause 3.5.2 of the *DAP Standing Orders*, your presentation request must also be accompanied with a written document detailing the content of your presentation.

Please attach detailed content of presentation or provide below:

Please refer to the attached presentation summary.

Presentation Summary

To:	Metro Outer JDAP	**From:**	Ross Underwood
Meeting No:	MOJDAP/291	**Date:**	5 January 2024
Subject:	Item 8.1 – Proposed Mixed Commercial Development - Lot 100 (434) Safety Bay Road, Safety Bay		

Planning Solutions acts for Braykell Two Pty Ltd, the proponent of the proposed mixed commercial development on the former Waikiki Hotel site.

We acknowledge the City officers' report's concluding comments that *"there are a number of positive elements contained within the application"* and *"the proposed range of land uses could be supported"*. We do not, however, agree with the recommendation for deferral – in our view the matters raised have been satisfactorily resolved and the development warrants approvals subject to appropriate conditions.

The City's officers have recommended deferral for five reasons, this presentation will focus on the first reason, being:

> *"Revised plans should be provided and robust justification provided to demonstrate the provision of an appropriate level of car parking for the development."*

The provision of parking is appropriate for this type of development, giving regard to draft guidance on non-residential car parking rates published by the Department of Planning Lands and Heritage. Under planning law due regard can be given to a draft planning instrument, and it is appropriate to do so in this case since the City's car parking ratios have not been reviewed since 2004 and are not in line with other local governments some which have supported taverns with minimal to no on-site parking.

The Department's draft guidance uses a minimum and maximum parking rate which provides a range of appropriate parking provision. As can be seen in the following table, the proposed development provides parking in the middle of the range when applying the draft guidelines.

Table 1 – Car parking assessment against DPLH draft guidelines

Use	Rate		No. Bays Required	
	Minimum	Maximum	Minimum	Maximum
Shop (Unit 1)	1 space per 50m² FA (150m² GLA)	1 space per 20m² FA (150m² GLA)	3	7.5
Medical Centre (Unit 2 & 3)	2 spaces per practitioner (assume 15 practitioners)	4 spaces per practitioner (assume 15 practitioners)	30	60
Restaurant/Café (Unit 4)	1 space for every 10 persons accommodated within public area (assume 28 patrons)	1 space for every 3 persons accommodated within public area (assume 28 patrons)	2.8	9.3
Restaurant/Café (Unit 5/6)	1 space for every 10 persons accommodated within public area (assume 100 patrons)	1 space for every 3 persons accommodated within public area (assume 100 patrons)	10	33.3
Consulting rooms (Unit 7)	2 spaces per practitioner (5 practitioners)	4 spaces per practitioner (5 practitioners)	10	20
Recreation Private (Unit 8)	1 space for every 8 persons accommodated (assume 30 clients max)	1 space for every 2 persons accommodated (assume 30 clients max)	3.8	15
Tavern	1 space per every 100m² of bar and public space (1,089m²)	1 space per every 10m² of bar and public space (1,089m²)	10.9	109

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Use	Rate		No. Bays Required	
	Minimum	Maximum	Minimum	Maximum
Childcare Premises	0.5 spaces per staff member and 1 space per 20 children catered for (82 children and 14 staff)	0.5 spaces per staff member and 1 space per 5 children catered for (82 children and 14 staff)	11.1	23.4
Total On-Site Bays Required			**82**	**278**
Total On-Site Bays Provided			**148**	

Other factors include:

- Changes in travel behaviour – with the rise in rideshare services like Uber (Uber launched in 2014, when TPS2 was already in place) and Lyft and societal acceptance of responsible drinking, fewer people drive to a tavern. This is evident in the number of taverns which have been approved across the Perth and Peel region with little to no on-site parking.
- Reciprocal parking across Parcel 2 and Parcel 3, meaning tavern patrons who drive can use commercial parking bays in Parcel 2.
- The availability of the foreshore public parking. Contrary to the officers' views, the availability of public parking is a relevant consideration and there are no restrictions on people using the foreshore carpark and attending the tavern.
- There are some 236 car parking bays on-site and in the immediate locality, exceeding the 109 (max) bays required for a tavern under the Department draft guidelines.
- The operation and management of car parking across the site can be dealt with as a condition of approval.

This application proposes a mixed commercial development in line with the types of land uses expected and anticipated on this site under the City's planning framework, which has long desired development anchored by a licensed premises on this site. It is supported by appropriate technical reporting and it warrants the panel's support.

Thank you for your consideration.

_____

ROSS UNDERWOOD
SENIOR ASSOCIATE

Applicant's suggested motion for approval

That the Metro Outer Joint Development Assessment Panel resolves to:

Approve DAP Application reference DAP/23/02551 and accompanying plans contained within Attachment 1. 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. Pursuant to clause 26 of the Metropolitan Region Scheme, this approval is deemed to be an approval under clause 24(1) of the Metropolitan Region Scheme.
2. This decision constitutes planning approval only and is valid for a period of 4 years from the date of approval. If the subject development is not substantially commenced within the specified period, the approval shall lapse and be of no further effect.
3. 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; those plans must be submitted to the City of Rockingham for approval. All stormwater generated by the development must be managed in accordance with Local 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.
4. Prior to, or in conjunction with development works, investigation for soil and groundwater contamination is to be carried out to determine if remediation is required.

   If required, remediation, including validation of remediation, of any contamination identified shall be completed prior to the completion of construction works to the satisfaction of the City of Rockingham on advice from the Department of Water and Environmental Regulation, to ensure that the site is suitable for the proposed use
5. Prior to applying for a Building Permit, a Construction Environmental Management Plan is to be submitted to and approved by the City of Rockingham addressing but not limited to:
   i. Hours of construction;
   ii. Temporary Fencing;
   iii. Traffic Management including, a Traffic Management Plan addressing site access, egress and parking arrangement for staff and contractors;
   iv. Management of vibration and dust;
   v. Management of construction noise and other site generated noise;
   vi. Addressing the risk associated with the potential exposure of soil contamination during construction activity; and
   vii. Ensuring that construction activity has no impact on the Rail Reservation land east of the site.

   All works must be carried out in accordance with the approved Construction Environmental Management Plan and maintained at all times, for duration of the development.
6. A pre-works geotechnical report prepared by a suitably qualified person must be submitted to the City of Rockingham for approval and this report must address:
   i. fill material composition and quality; and

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ii. on-site drainage.

7. Prior to applying for a Building Permit, bin storage area/s must be designed with a size suitable to service the development and screened from view of the street to the satisfaction of the City of Rockingham. The bin storage area/s 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.

8. Prior to the occupation of the development, crossovers shall be designed and constructed in accordance with the City of Rockingham's Commercial Crossover Specifications.

9. Prior to occupation of the development the car parking areas must:

   i. provide a minimum of 148 car parking spaces;

   ii. be designed, constructed, sealed, kerbed, drained and marked in accordance with User Class 2 for visitors of Australian/New Zealand Standard AS/NZS 2890.1:2004, Parking facilities, Part 1: Off-street car parking prior to applying for a Building Permit;

   iii. provide three car parking space(s) dedicated to people with disabilities, which are designed, constructed, sealed, kerbed, drained and marked in accordance with User Class 4 of 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.

10. Prior to the occupation of the development, a parking control and management plan must be prepared to the satisfaction of the City of Rockingham, and implemented for the life of the development. The parking control and management plan must demonstrate reciprocal parking across Parcel 2 and Parcel 3.

11. In accordance with City of Rockingham Planning Policy 3.3.14 - Bicycle Parking and End of Trip Facilities, nine 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.

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Development Assessment Panels

Presentation Request Form

Regulation 40(3) and DAP Standing Orders 2020 cl. 3.5

Must be submitted at least 72 hours (3 ordinary days) before the meeting

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Presenter Details

Name	Rhys Kelly
Company (if applicable)	Fabric Property
Please identify if you have any special requirements:	**YES** ☐ **NO** ☒ If yes, please state any accessibility or special requirements: Click or tap here to enter text.

Meeting Details

DAP Name	Metro Outer Joint Development Assessment Panel
Meeting Date	9 January 2024
DAP Application Number	DAP/23/02551
Property Location	Lot 100 (No. 434) Safety Bay Road, Safety Bay
Agenda Item Number	8.1

Presentation Details

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Is the presentation in support of or against the proposed development?	**SUPPORT** ☒ **AGAINST** ☐
Will the presentation require power-point facilities?	**YES** ☐ **NO** ☒ **If yes, please attach**

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Please attach detailed content of presentation or provide below:

Please refer to the attached presentation summary.

Presentation Summary

From:	Metro Outer Joint Development Assessment Panel (**DAP**)	**From:**	Fabric Property Rhys Kelly - Director
Meeting No:	MOJDAP/291	**Date:**	4 January 2024
Subject:	Item 8.1 – Proposed Mixed Commercial Development - Lot 100 (434) Safety Bay Road, Safety Bay		

My deputation is against the recommendation. I seek an alternative resolution for approval of the development with relevant conditions.

Firstly, I wish to note that from our perspective after reading the detailed agenda, it is pleasing that the council staff are generally in support of the proposed application.

In relation to the reasons for deferral provided by the local authority I provide the following responses against this recommendation for consideration by the MOJDAP.

Car parking

We contend that an appropriate level of car parking has been provided for the development. The City of Rockingham (**CoR**) TPS No 2 is almost 20 years old and the parking calculations within this document have not been updated and do not take into account contemporary parking standards, nor do they take into account peoples use of share riding (Uber, DiDi etc), mobility scooters and a general trend in movements which are vastly different between 2004 and 2024.

When utilising the DPLH Draft Interim Guidance for Non-Residential Car Parking within Activity Centres the minimum requirement for the proposed development is 82 bays and the maximum is 278 bays. Our development proposal contains 148 car bays onsite and the construction of 18 street parking bays (total 166) which falls towards the middle of the minimum and maximum range.

In addition to the 166 car parking bays we are constructing, there are 88 car bays located across the road in the foreshore reserve, which regardless of what the council states, will be utilised at times by patrons of our site, especially at night times.

It should be noted that based on the CoR TPS No. 2 the pub component would require 218 car bays, yet the DPLH draft policy would require the pub to have a minimum of 10 bays and a maximum of 108 bays.

If we were to reduce the pub in size by 50% it would still require under the council TPS No. 2, 109 bays, which is still greater than the maximum requirements under the draft DPLH policy for the pub as currently proposed.

In comparison a small selection of similar other pubs with varying patron numbers and minimal car parking provided are

- Cottesloe Hotel - 1,500 persons - zero bays
- The Elford - 600 persons - zero bays;
- The Peninsula (Mandurah) - 750 persons - zero bays
- Cobblers Tavern - 650 persons - 6 bays only.

The council require a licensed premises to be part of any development application, yet they are not looking at the parking allocation for the pub in a contemporary manner, based on the car parking requirement under TPS 2, the area of the required bays based on 25sqm per bay which allows for the bay and circulation space is 6,950sqm, being almost 50% of the entire site area.

Ultimately the decision around the car parking would either provide for a pub with another large car park adjacent to the existing large foreshore car park, or if utilising contemporary parking standards a vibrant mixed use development that is supported by local businesses and the community which is easily accessible by varying modes of transport.

It is also proposed that the car park will be managed by a private car park operator ensuring that vehicles move through the car park on a regular time interval or be issued infringements to allow for the proposed reciprocal use of bays by all tenants will occur.

Noise

The application already demonstrates how the Childcare Premises and the Tavern comply with the *Environmental Protection (Noise) Regulations 1997* for existing and future residential development as the acoustic report clearly sets out construction requirements that must be undertaken.

It is expected that an appropriate advice note such as the following would be included in an approval that requires clear documentation and approval of proposed measures to ensure compliance.

> *The approved development shall comply with the Environmental Protection (Noise) Regulations 1997 at all times.*

In relation to the compliance of the tavern for future residential development, the Council raises concerns about the development of future development of parcel 4 shown on the plans. We have modelled the tavern noise on a maximum patronage number (that is yet to be determined by a liquor licencing application) and for a possible future residential development on parcel 4. The report provides recommendations for future development of any residential on this block that would need to be accounted for. It should be noted that there is no plan at present to develop parcel 4 into residential, it could be commercial or short stay, but we have modelled the worst-case scenario in any event.

The Council confirms on page 47 of its reports that LPP 3.3.23 condition 3 (d) requires

"Any residential development must incorporate noise attenuation measures to limit the noise impacts to residences from the licensed premises"

Accordingly we believe that the council can either place a notification on title to ensure that this occurs for any future development of Parcel 4, or rely on their TPS which clearly sets out the requirements for future development of the site.

Malibu road frontage

In relation to the amendment of the child care premises to provide for a main street frontage, Main street definition under the planning policy for the site is as below and we are compliant with this –

Main Street	*means mixed land use developments fronting a street in a manner whereby pedestrian access to the majority of individual businesses can be achieved directly from the street, and/or where customer car parks on private property do not separate the road reserve boundary from the front of a building.*

The childcare is directly accessible from the street as it has a defined pathway to the entry door which is sleeved into the site for safety reasons. The car park also does not separate the road reserve boundary from the front of the building and is placed adjacent the building and behind existing western power infrastructure.

The design of the childcare is also sympathetic to the neighbouring residential and in keeping with the existing streetscape and provides a buffer to the more intense commercial development proposed on the site.

Furthermore, the proposed changes to the child care design that council is seeking would mean that there would be a reduction in the size of the commercial tenancies to allow car parking to be placed behind the centre, the impact on the neighbours would be greater as the acoustic requirements to protect existing residences from outdoor play areas and car parking would require higher walls to be constructed and parapets installed where the building would abutting houses.

In addition, we believe there would be CPTED issues with a car park hidden behind buildings and adjacent residential properties. Also access from the front of the building would not be possible as the car parking would be located at the rear and parents require the quickest and safest path to drop their children off.

Finally, the proposed amendment council is seeking would only add a further 10 linear meters of building frontage to the street for a far greater impact on the neighbours.

Image above – red line shows additional building frontage council is seeking.

Image above – shows existing streetscape which is residential in nature

Traffic

It is noted that council has concerns about the traffic level increase along Malibu Road. This is covered off in the TIA report and shows that it is an acceptable level based on relevant standards.

We contend that the existing pedestrian crossing located at the roundabout on the intersection of Malibu Road and Safety Bay Road (immediately adjacent the site) is satisfactory and any additional pedestrian crossings would be better investigated when the council progresses its foreshore design and possible road layout changes.

Proposal merit

The agenda items sets out the history of the site quite clearly, the council has issued separate approvals over the site in 2007, 2009 & 2010 and the JDAP has also subsequently issued approvals for different development proposals in 2012, 2013 & 2016.

All of these development proposals were of a large high density scale and none proceeded in any form. It is worth noting that during the period from 2007 to now we have experienced many different economic cycles including some major boom and bust cycles, which would in most cases see the majority of developments be financially viable to proceed, yet none ever did on this site.

The development form we have submitted is not of a high-density scale, it is of a moderate scale that most importantly will provide for a vibrant community hub with proposed uses supported by the community and local businesses.

In addition, the proposal we have put forward provides for a pub as a key component of the development, in essence a new iconic pub like the old Waikiki Pub was for Safety Bay and Rockingham as a whole.

When looking at the previous development approvals, they included a significant number of apartments on the site with some minor commercial on ground floor and generally a pub that was secondary to any development proposal to simply tick the box that council require a pub in any development application. I suspect that the reasons why a pub was only ever provided as secondary to any proposal was due to the sheer car parking requirement that would make any development non viable.

Thank you for your consideration of this application.

Regards

Rhys Kelly - Director

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Presenter Details

Name	Behnam Bordbar
Company (if applicable)	Transcore
Please identify if you have any special requirements:	**YES ☐** **NO ☒** If yes, please state any accessibility or special requirements: Click or tap here to enter text.

Meeting Details

DAP Name	Metro Outer Joint Development Assessment Panel
Meeting Date	9 January 2024
DAP Application Number	DAP/23/02551
Property Location	Lot 100 (No. 434) Safety Bay Road, Safety Bay
Agenda Item Number	8.1

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Is the presentation in support of or against the report recommendation)? *(contained within the Agenda)*	**SUPPORT ☐** **AGAINST ☒**
Is the presentation in support of or against the proposed development?	**SUPPORT ☒** **AGAINST ☐**
Will the presentation require power-point facilities?	**YES ☐** **NO ☒** **If yes, please attach**

Government of **Western Australia**
Development Assessment Panels

Presentation Content*

These details may be circulated to the local government and applicant if deemed necessary by the Presiding Member. Handouts or power points will not be accepted on the day.

Brief sentence summary for inclusion on the Agenda	*The presentation will address:* Support for the proposed development, against the report recommendation, with reference to the traffic related reasons for deferral.

In accordance with Clause 3.5.2 of the *DAP Standing Orders*, your presentation request must also be accompanied with a written document detailing the content of your presentation.

Please attach detailed content of presentation or provide below:

Please refer to the attached presentation summary.

3 January 2024

Metro Outer Joint Development Assessment Panel

Attention: Presiding Member and Panel Members

Dear Sirs and Madams,

Re: LOT 100 (NO. 434) SAFETY BAY ROAD, SAFETY BAY
DAP REF NO. DAP/23/02551

Transcore is acting as traffic engineers for Braykell Two Pty Ltd with respect to the proposed commercial development at the abovementioned site.

Transcore originally prepared a Transport Impact Assessment (TIA) for this project in July 2023. Following the submission of the development application to the City of Rockingham, a Request for Further Information letter was received from the City on 27th of October 2023. In this letter, City provided a range of comments including traffic-related comments contained in Attachment 1 of that letter.

Following detailed consideration of City's comments, revised development plans were prepared addressing City's comments and Transcore prepared a comprehensive tabular responses to City's comments, which is provided in **Appendix A** of this submission for ease of reference. This table documents responses to each one of City's traffic comments and explains how the comments have been addressed. In addition, Transcore prepared a Revised TIA dated 10th of November 2023. This Revised TIA was based on the revised development plans and aimed to further addressed City's comments.

The Responsible Authority Report by City of Rockingham (RAR) has recommended deferral of the application based on five reasons as following:

1. Revised plans should be provided and robust justification to demonstrate the provision of an appropriate level of car parking for the development.

2. The Application should be amended to demonstrate how the Child Care Premises and Tavern will comply with the *Environmental Protection (Noise) Regulations 1997*, in the context of existing and future residential development.

3. The Application should be amended to provide an active 'main street' frontage along Malibu Road in accordance with Local Planning Policy No.3.3.23 Waikiki Hotel Site - Urban Design Guidelines.

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4. The Transport Impact Assessment should be amended to address outstanding matters as raised throughout the Report.

5. The Application should be amended to consider a pedestrian crossing between the development and the Foreshore Reserve.

This submission is prepared against the RAR recommendation and requests consideration of the development application for approval by Metro Outer Joint Development Assessment Panel (MOJDAP).

Reasons 1, 2 and 3 will be addressed by Mr Ross Underwood of Planning Solutions and Mr Rhys Kelly of Braykell Two Pty Ltd. Therefore, this submission focuses on Reasons 4 and 5 for the deferral.

Reason 4 of deferral – The Transport Impact Assessment should be amended to address outstanding matters as raised throughout the Report.

The elaboration of the outstanding matters is contained in the Planning Assessment section of the RAR under the heading of "Traffic Impact" on pages 27 and 28. In this section of the submission, each item listed under Traffic Impact (presented in bullet points and underlined) are addressed.

It should be noted that each one of these items were comprehensively addressed by Transcore's responses to City of Rockingham comments (please refer to **Appendix A**), and Transcore's Revised TIA. Nevertheless, each one of these items are listed and are addressed in this submission.

- A 29% increase in daily traffic on Malibu Road is considered a significant increase, therefore, considering the existing road cross section the City is concerned whether Malibu Road has sufficient capacity to accommodate the additional traffic volumes generated by the development;

  This point was addressed in Transcore's tabular responses in Item 10 under the heading of "Transport Impact Assessment". Transcore's response states:

  10. Malibu Road carries traffic volume of about 9,000vod at the northern end and about 4,000vpd at the southern end and functions as Integrator B road.

  Regardless of the classification and function of the Malibu Road, the traffic distribution of the development on Malibu Road is less than 100 vehicles per hour and in accordance with WAPC Guidelines, the impact of this traffic is considered to be insignificant.

  Based on Transcore's response, not only Malibu Road has the capacity and function to accommodate the additional traffic, in accordance with WAPC

guidelines the impact of the development traffic is considered insignificant and does not require any detailed analysis.

- Additional information is required regarding how the trip distribution proportions were determined;

This point was addressed in Transcore's tabular responses in Item 6 under the heading of "Transport Impact Assessment". Transcore's response states:

6. *Malibu Road serves as the sole direct access route for the existing residential developments located to the north of the development. Therefore, it has been assumed that approximately 44% of the trips would access or egress from the proposed development via Malibu Road.*

Regardless of Transcore's response, the trip distribution was revised in accordance with City's comments as clearly documented in Section 6.2 and page 21 of the Revised TIA.

- The trip generation volumes for Parcel 4, as well as the maximum capacity of the Tavern (ie 1,000 patrons), have not been considered in the traffic assessment. This, in combination with a different trip distribution may worsen the performance of the existing roundabout at the corner of Malibu Road and Safety Bay Road, such that it may exceed its practical capacity limit.;

This point was addressed in Transcore's tabular responses in Items 3 and 4 under the heading of "Transport Impact Assessment". Transcore's response states:

3. Parcel 4 is not part of this application and therefore will be the subject of a separate application.

4. The traffic generation of the proposed Tavern has been calculated based on the Gross Floor Area (GFA) of the Tavern itself using the ITE guidelines.

As per the responses provided by Transcore, Parcel 4 does not form part of this application and its development traffic impact will be considered and addressed whenever a development application for Parcel 4 is submitted. This is standard industry practice.

Further, all industry-standard trip generation sources calculate the trip generation of a Tavern based on gross floor area and not the maximum number of patrons. Once again, this is standard industry practice.

- Concerns about the design in relation to vertical clearances to infrastructure; service vehicle sept paths diagrams and design of the car park not complying with AS2890;

This point was addressed in Transcore's tabular responses in Items 1, 2 and 3 under the heading of "Drawing DA01 – prepared by Insite Architects Rev C, dated May 2023) – Child Care Facility", Items 1 to 6 under the heading of "Drawing DA02 (prepared by Motivo, Rev B, dated 27th July 2023)", Items 1 to 11 under the heading of "Drawing DA01 (Prepared by Hindley & Associates, Rev J, dated 10th of August 2023).

As comprehensively outlined in Transcore's responses, the revised development plans, the revised swept paths and the detailed explanation provided in the table of responses (please refer to **Appendix A**) demonstrates that vertical clearances to infrastructure are satisfactory, the swept paths at a larger scale do not show any impacts and the requirements of AS 2890 are satisfied.

- Concerns about SIDRA results regarding the intersection of the crossover proposed onto Safety Bay Road from Parcel 2 in the longer term (relating to the level of service anticipated in 2036);

This point was addressed in Transcore's tabular responses in Items 7, 8 and 9 under the heading of "Transport Impact Assessment". Transcore's response states:

7. *Yes, the calibration was based on existing traffic counts and queue lengths. The existing calibrated SIDRA outputs are documented in the Appendix of B the TIA.*

8. *The DoS over 0.85 is only reported in 2036 for Safety Bay Road North-West approach. The relevant LoS for this approach is A or B (very good levels of service). The DoS over 0.85 is acceptable for longer term and during peak hours in particular when the LoS is very good.*

9. *LoS E is acceptable for the long-term analysis as the analysis is for 13 years in the future and it is not known how the traffic pattern will actually change by then. Further, the LoS E is only relevant to the right turn movement out of crossover 4 to Safety Bay Road during the PM peak hour. The reported queue for this movement is less than one car and is not considered problematic.*

In accordance with the responses provided and in particular, the response under Item 9, Level of Service (LoS) E occurs only during the PM peak hour and for only one movement of this crossover in 2036. It is therefore considered acceptable. It should be noted that SIDRA results are based on the 95th percentile which indicates that the reported LoS and DoS is only for 5% of that PM one hour peak which is equivalent to 3 minutes only of the PM peak hour. Regardless, this type of LoS is a regular occurrence at intersections and crossovers during peak periods.

- Restricted sight distance in proximity to the proposed crossover for the CCP;

This point was addressed in Transcore's tabular responses in Item 4 under the heading of "Drawing DA01 (Prepared by Hindley & Associates, Rev J, dated 10th of August 2023). Transcore's response states that:

4. The bend in the road does not impact the sight line of the child care centre crossover. The trees which were planted in the verge, assuming as part of the adjacent residential development around 2013, potentially impact the sightlines for the existing residential driveway to the north of the proposed child care centre. It is assumed that these trees were planted with the approval of the City. A review of size and canopy of these trees suggests that the sight line is available under the canopy, regardless, the City should ensure that the trees (which were not planted at a compliant location) should be pruned regularly to address the existing sight line impact and avoid impact on the sightline for the proposed child care centre crossover.

Based on the response provided by Transcore, it appears that any impact on the sight line would be caused by the verge trees that appear to have been planted as part of the adjacent residential development around 2013. However, a detailed review of these trees indicates that sight lines will be available under the canopy of these trees. Regardless, City is responsible to ensure all verge trees are regularly maintained such that, sight lines are not impacted.

Reason 5 of deferral - The Application should be amended to consider a pedestrian crossing between the development and the Foreshore Reserve.

The requirement for such a pedestrian crossing seems to stem from the Safety Bay/Shoalwater Foreshore Revitalisation Masterplan Report prepared for City of Rockingham in July 2019. This is referenced on page 49 of the RAR under the heading of "Safety Bay Shoalwater Foreshore Masterplan".

However, the specific requirement for such a pedestrian crossing is outlined in City's *Planning Policy No. 3.3.23: Waikiki Hotel Site – Urban Design Guidelines* document which was adopted by City in December 2019. PP 3.3.23 under Item 9. (p) states that *"Any development must include pedestrian crossing facilities from the site to Lot 2041 Safety Bay Road (Waikiki Beach)."*

The foreshore masterplan is only a strategic vision for the Safety Bay and Shoalwater Foreshore. The PP 3.3.23 is only a policy and due regard and consideration should be paid to its content rather than mandatory implementation of its content.

Regardless of the planning framework, the following matters should be considered for the need and the feasibility of such a pedestrian crossing:

Existing pedestrian crossing:

At present, pedestrian crossing of Safety Bay Road in the vicinity of the subject site is available at the roundabout intersection of Safety Bay Road and Malibu Road, as evident, from **Figure 1** and **Figure 2** below.

Figure 1

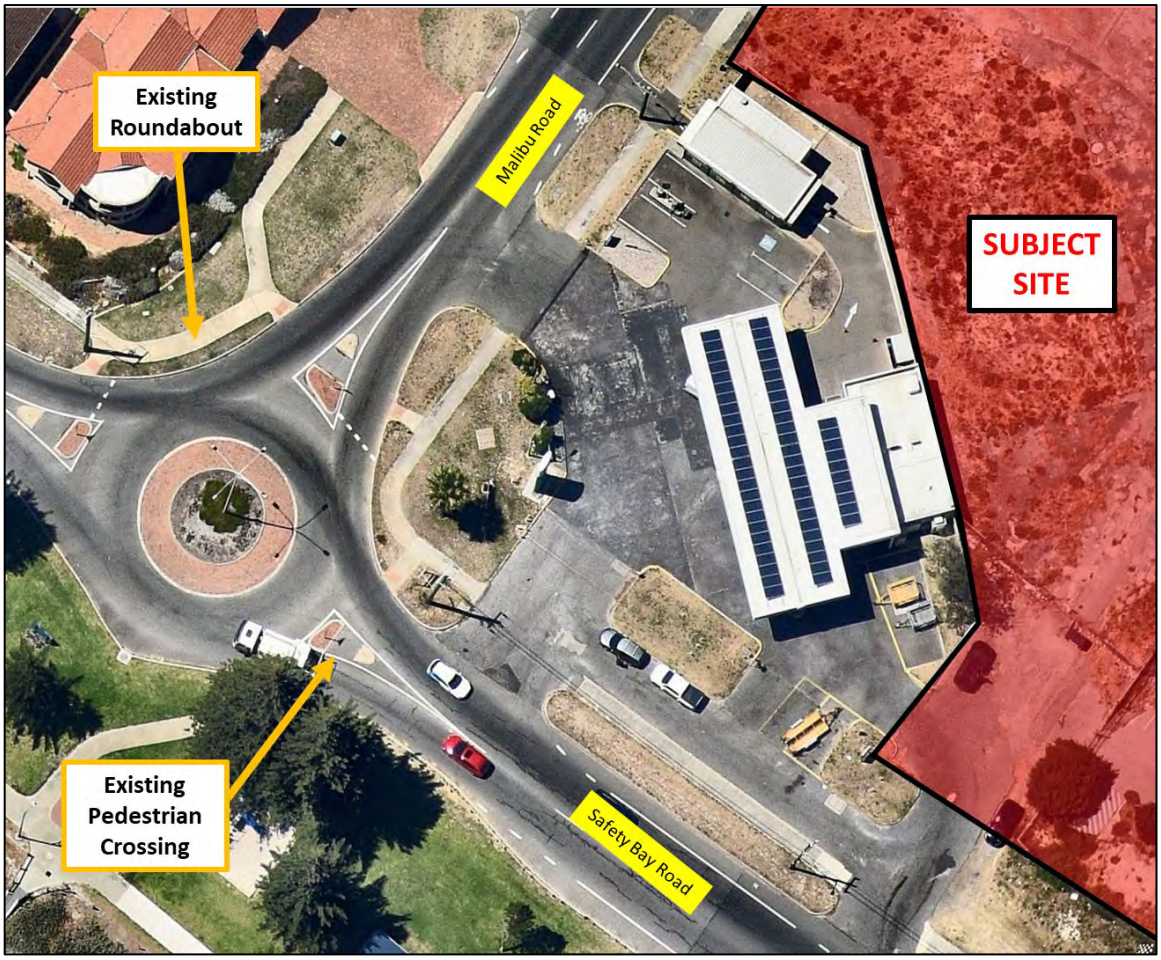


Figure 2

If a new pedestrian crossing is to be provided across Safety Bay Road connecting the subject site to the foreshore, such a crossing would need to be provided within the area shown in Figure 3. However, as evident from Figure 3, the only realistic area for such a crossing would be immediately to the west of the development existing crossover on Safety Bay Road. This is because a crossing further west of this point will discharge directly onto the foreshore car park or impact the existing bus embayment.

Therefore, this new pedestrian crossing would need to be positioned only about 50m west of the existing pedestrian crossing at the roundabout. The need for a new pedestrian crossing on Safety Bay Road only 50m from an existing crossing is questioned particularly, considering the feasibility and demand for such a new crossing discussed in the following sections.

Figure 3

Feasibility of the new pedestrian crossing

Since 2007, the Council has granted three Development Approvals and the Metropolitan South - West Joint Development Assessment Panel (SWJDAP) has granted two development approvals for Mixed Use developments on the subject site.

Sometime in June 2016, Metro South - West JDAP approved a multi-level mixed-use development on the same site (Lot 100) which was very similar to the development approved on this site in 2013. The Stage 1 of the development was almost complete at the time of the 2016 approval. Therefore, the 2016 approval was focused on the Stage 2 of the development.

The traffic report prepared by Riley Consulting for Stages 1 and 2 of the development in January 2012 describes the full stages of the development as follows:

Stage 1

- 36 residential lots

Stage 2

- 8 – 1 bed dwellings
- 30 – 2 bed dwellings
- 12 short-stay units
- 400m^2 commercial
- 55m^2 café

Stage 3

- 7 – 1 bed dwellings
- 63 – 2 bed dwellings
- 14 – 3 bed dwellings
- 598m^2 commercial
- 500m^2 restaurant / bar

Stage 4

- 20 – 1 bed dwellings
- 40 – 2 bed dwellings
- +516m^2 commercial
- 161m^2 café uses

Based on Riley Consulting's Traffic Assessment report, the traffic generation for Stages 1 and 2 of the approved development was almost the same level of traffic as the proposed development which is in front of MOJDAP. Therefore, with full development of Stage 3 and Stage 4, the total traffic generation would have been substantially more than the current development.

The Riley Consulting traffic report stated that *"it would be desirable that consideration be given to the provision of a median on Safety Bay Road to assist residents accessing the beach."* However, Riley cautioned about such a proposal and further stated that *"It should be noted that the provision of a pedestrian median may affect access to the City's car park, access to the bus embayment and compromise the indicative cycle lanes. Feasibility of the provision of a median should be considered by the City of Rockingham with perhaps a contribution from the developer."*

As outlined earlier in this submission, the only possible location for such a crossing is immediately to the west of the existing development crossover on Safety Bay Road (please refer to **Figure 3**). However, the provision of the crossing requires a 2 metre-wide median on Safety Bay Road and therefore, at least 2-metre widening (more likely at least 2.5-metre widening) of Safety Bay Road would be required. Such a widening will impact on the existing development and the service station crossovers on Safety Bay Road, the foreshore car park crossover on Safety Bay Road, the bus embayment on Safety Bay Road and potentially on the roundabout intersection of Safety Bay Road and Malibu Road. The widening may also impact on underground and overground services/utilities in this area.

It appears that the Foreshore Masterplan or PP 3.3.23 has not considered the feasibility of such a pedestrian crossing. It is contended that such a pedestrian crossing is not feasible, and its need is questioned as discussed in the following section of this submission.

Demand for the new pedestrian crossing

Arguably, the previously approved development on the subject site would have generated higher demand for pedestrians to cross Safety Bay Road to access the foreshore. This is because the previous development entailed a substantial residential component and Riley Consulting specifically stated that it is desirable to provide a median on Safety Bay Road for residents to access the foreshore and not the staff or customers of the commercial/retail facilities.

Therefore, it is debatable if there will be adequate demand to justify the provision of a new pedestrian crossing across Safety Bay Road in front of Lot 100, particularly considering significant constraints and impacts and that a pedestrian crossing facility already exists about 50 metres to the east at the roundabout.

It is important to note that the RAR and JDAP's approval of 2016 did not include a condition for that development to provide a new pedestrian crossing across Safety Bay Road connecting the development to the foreshore.

It is also important to note that the RAR and JDAP's approval of 2016 did not require assessment and consideration of stages 3 and 4 of that approval.

In conclusion, it is respectfully contended that Reasons 4 and 5 for the deferral are not justified and the proposed development should be considered for approval.

Regards,

Behnam Bordbar
Managing Director

APPENDIX A

RESPONSE TO CITY OF ROCKINGHAM TRAFFIC COMMENTS DATED 27 OCTOBER 2023

Proposed Mixed Commercial Development - Lot 100 (No.434) Safety Bay Road, Safety Bay

Response to City of Rockingham Traffic Comments Dated 27 October 2023

10 November 2023

	City of Rockingham comments	STATUS/COMMENT
	Development Application Report (prepared by Planning Solutions, dated 23rd August 2023)	
1	The response provided in Table 6 for item (u) suggests that "All pedestrian paths have been designed with a minimum width of 1.2m to facilitate universal access". Please consider increasing the width to be at least 2.0m as pedestrian traffic is likely to be high within the site. However, all footpath infrastructure within the verge must be at least 2.0m wide or to match the width of the existing footpath infrastructure.	Most of the footpaths within the site are at least 2.0m wide except a small section near Parcel 1 carpark (1.6m) and Unit 8 Gymnasium (1.2m/ 1.5m). All footpath infrastructure within the verge is at least 2.0m wide.
	Waste Management Plan (prepared by Talis Consultants, dated 31st July 2023)	
1	Section 4 states that "Servicing may be conducted outside of normal operating hours to allow the waste collection vehicle to utilise the empty car park for maneuvering and mitigate impacts on local traffic movements during peak traffic hours". How can this be achieved when the child care opens early in the morning and the tavern closes late at night? Please note that waste vehicles must comply with the Environmental Protection (Noise) Regulations which limits when they could be onsite (i.e. 7.00am to 7pm Monday to Saturday or 9am to 7.00pm on Sundays and Public Holidays).	On-site waste collection will be undertaken at different times/days for different land uses. It will be ensured that waste collection vehicles comply with the Environmental Protection (Noise) Regulations.
	Drawing DA01 (prepared by insite Architects, Rev C, dated May 2023) – Child Care Facility	
1	Limited information is provided regarding the gradient for the car parking area therefore a complete assessment could not be made. Please ensure that the gradient is designed in accordance with AS2980.1 (standard vehicles), AS2890.2 (commercial vehicles) and AS2890.6 (universal bays).	This is a detailed design matter. More information regarding the gradient will be provided during the detailed design stage of the project including compliance.
2	Please ensure that any landscaping element/trees or pillar sign shall not restrict door opening (i.e. car parking number 01, 10 and 18).	The proposed landscaping elements/trees or pillar signs are well clear of the parking envelope and thus do not restrict door opening.
3	AS2890.1 requires a minimum car parking bay dimension of 2.6m (width) by 5.4m (length) for this type of land use. The proposed car parking bays 10 to 18 has a width of 2.4m therefore does not comply. If these bays are dedicated for "Staff Only" then it needs to be clearly marked on the pavement.	The revised plans shows that all the bays except two are 2.6m width. The remaining two 2.4m bays are marked "Staff Only".
	Drawing DA02 (prepared by Motivo, Rev B, dated 27th July 2023)	
1	Limited information is provided regarding the gradient for the car parking area therefore a complete assessment could not be made. Please ensure that the gradient is designed in accordance with AS2980.1 (standard vehicles), AS2890.2 (commercial vehicles) and AS2890.6 (universal bays). The City is concerned that the proposed ramp may clash with the underside of the vehicle. It is also recommended that a flat section of 6.0m length less than 3% grade) be provided at the top to improve traffic safety.	The revised plan shows ramp transition to avoid vehicles from bottoming out and is compliant with the AS2890.1. A flat section of 6.0m length is provided at the top of the revised plans. No service bays/ ACROD bays are proposed in the basement parking therefore no compliance with AS 2890.2 and AS 2890.6 is required.
2	The proposed one-way circulating roadway has restricted sight distance and therefore increases traffic safety risks.	The revised plan shows increased truncation, however is recommended that a convex mirror should be provided on the wall next to the ramp and opposite the one-way circulating aisle.
3	AS2890.1 requires a minimum circulating roadway width of 3.0m between kerbs. However, if there are any vertical obstructions within 0.3m from the face of the kerb (i.e. higher than 0.3m) then the width of the roadway shall be increased by 0.3m on each side where there is a vertical obstruction. This suggests that 3.6m is required (i.e. column and wall in this particular case) and therefore the proposed 3.2m wide roadway does not conform to AS2890.1.	The revised plan addresses the identified issues. The column is clear of the roadway by 620mm and the wall is clear of the roadway by 300mm in the revised plans. Thus, the circulating is 3.0m of and compliant with AS2890.1.
4	AS2890.1 requires a minimum parking aisle width of 6.3m (5.8m for the 90 degree parking plus 0.5m for the parallel bays). The proposed parking aisle width of 6.2m therefore does not comply with AS2890.1.	The revised plan addresses the issue. The parking aisle width is now 6.3m and therefore compliant.
5	The City understands that there is a stair going from the basement to the upper level. Consideration should be given for providing a universal bay and access.	Two ACROD bays are provided on the ground floor level adjacent to the main entrance of the Tavern. Thus, a universal bay is not required in the basement carpark.
6	AS2890.1 Figure 3.1 provides information regarding the design vehicle envelope of a parked car that should be clear of any vertical obstructions. Some columns and walls are located within the design vehicle envelope and therefore does not comply with AS2890.1.	The revised plan addresses the identified issues and shows that the design vehicle envelope of a parked car is clear of any vertical obstructions.
	Drawing DA01 (prepared by Hindley & Associates, Rev J, dated 10th August 2023)	
1	Please ensure that any landscaping element/trees or pillar sign do not restrict door opening.	The proposed landscaping elements/trees or pillar signs do not restrict door opening.
2	AS2890.1 requires a minimum 'C' dimension of 5.2m for a 45 degree angled parking. There is a pedestrian footpath directly in front of the angled car	The revised plan addresses the issue and the proposed 'C' dimension of 5.2m is provided and is compliant with AS2890.1.

	parking bay, therefore an overhang is not allowed in accordance with AS2890.1. The proposed 'C' dimension of 4.8m therefore does not comply with AS2890.1.	
3	AS2890.1 requires that if the parking aisle exceeds 100m in length then means to control vehicular speed is required (eg. speed humps). The east-west parking aisle exceeds 100m in length and therefore require means to control vehicular speed.	The revised plan includes speed humps within the east-west parking aisle.
4	The proposed vehicle crossover for the child care facility has restricted sight distance due to the bend of the road and existing trees therefore does not comply with AS2890.2.	The bend in the road does not impact the sight line of the child care centre crossover. The trees which were planted in the verge, assuming as part of the adjacent residential development around 2013, potentially impact the sightlines for the existing residential driveway to the north of the proposed child care centre. It is assumed that these trees were planted with the approval of the City. A review of size and canopy of these trees suggests that the sight line is available under the canopy, regardless, the City should ensure that the trees (which were not planted at a compliant location) should be pruned regularly to address the existing sight line impact and avoid impact on the sightline for the proposed child care centre crossover.
5	AS2890.6 requires that the shared area to be clear of any obstruction (except for the bollard). The proposed kerb ramp within the shared area is considered to be an obstruction/hazard and therefore does not comply with AS2890.6.	The ramp is now located outside of the shared area as per the revised plans.
6	Based on Austroads' guidelines it is recommended that turning treatments are provided at entry locations (i.e. Crossover 1, Crossover 2 and Crossover 4).	The thresholds for turn lane treatment are set very low by Austroads. A review of the aerial image of the area indicates that turn lanes are not provided at any intersection or crossover in the locality (refer **Attachment AA**). If the Austroads guidelines are applied to the locality, the turn lanes should be provided at all local intersections. As such, regardless of the warrants, judgment should be applied regarding feasibility and real need for such treatments. As such turn lanes at crossovers 1, 2 and 4 are not feasible (impact on adjacent residential driveway, impact on proposed on-street bays and proximity to the roundabout) and not warranted. Further, SIDRA capacity analysis has demonstrated satisfactory traffic operations at these crossovers.
7	The City recommends that some directional arrow markings be provided near the intersection of the "Right of Carriageway" and "Proposed New Access Easement" running north-south.	Directional arrow markings are now provided in the revised plan.
8	There appears to be unused area between the existing "BP Service Station" and "Tavern" which may appear confusing.	The unused area is now hatch-marked in the revised plan to avoid confusion.
9	Please relocate the pylon sign such that they are at least 0.5m from the traffic lane and footpath as well as 0.3m away from the edge of a car bay.	The pylon sign has been relocated and is now 6.9m away from the traffic lane, 0.5m away from the footpath and 0.35m away from the edge of the car bay as per the revised plan.
10	For car parking bays dedicated for "Staff", please provide clear pavement markings to indicate its usage.	Pavement marking is provided for the staff bays in the revised plan.
11	Please consider providing a universal bay for Building B.	An ACROD bay can be provided for building B, if the landscaping area at the corner is converted to the shared space for the ACROD bay. The city will need to give compensation to remove this landscaping area to achieve an additional ACROD bay for the development.
12	No information provided regarding the footpath ramp located outside of Building A and therefore a complete assessment could not be made. Please ensure that the ramp is designed in accordance with AS1428.1.	This is a detailed design item. Regardless, the footpath ramp grade is provided in the revised plans.
13	The City is concerned regarding the loading and servicing area for Unit 1 and 2 because it is located on the parking aisle. This may create vehicle queues which may overflow onto public roads.	Service area for Unit 1 has been removed from the revised plan. Unit 1 will be serviced by small service vehicles such as vans which will use the parking bays at the front.
	Transport Impact Assessment (6th July 2023)	
1	Figure 2 shows a car parking layout on Parcels 3 and 4, which is inconsistent with the Site Plan DA01. Please amend. If the intention is for Parcel 4 to used as a car park in the interim then this needs to be reflected in the development application and the Environmental Noise Assessment report.	Figure 2 or the TIA refers to the location of the subject site in the MRS. Figure 3 shows the proposed access/egress system. A Tavern is proposed on Parcel 3 and Parcel 4 is subject to a separate Development Application.
2	Section 3.2 mentioned that Transcore undertook a video traffic survey. Would it be possible to include the turning movement summary by the contractor as an appendix to this TIA such that its validity could be verified?	The turning counts are provided in **Attachment BB**.
3	Section 6.2 appears to not have considered Parcel 4 when estimating the total trip generation from the site. The City recommends that an estimate/allowance for Parcel 4's trip generation be included as part of this traffic assessment such that a complete assessment could be made. This may impact the performance at the existing roundabout for the 2036 Scenario (i.e. over the practical degree of saturation).	Parcel 4 is not part of this application and therefore will be the subject of a separate application.
4	Section 6.2 does not appear to have considered the maximum capacity for the tavern (i.e.1,000 patrons) in estimating the trip generation. The City recommends that this be considered such that a complete assessment can be made.	The traffic generation of the proposed Tavern has been calculated based on the Gross Floor Area (GFA) of the Tavern itself using the ITE guidelines.
5	Would it be possible to provide the data used in determining the trip generation rates for the child care facility such that its validity could be verified?	The trip generation of the childcare centre has been estimated from onsite surveys and calculations based on the number of children present. The surveys were undertaken during 2022 at

		seven childcare centre sites throughout metro area, including Baldivisx2, Cannington, South Guildford, Craigie, Wembley and Brabham. This information is summarised in table 3 of the TIA.
6	Section 6.2 mentioned that the trip distribution was based on the catchment area as well as the available access and egress routes to and from the site. Would it be possible to provide additional details/calculations in determining the trip distribution such that its validity could be verified? Based on existing peak hour traffic volumes, it suggests that between 15-18% would be using Malibu Road when compared with Safety Bay Road. This is significantly different to the 44% proportion allocated to Malibu Road	Malibu Road serves as the sole direct access route for the existing residential developments located to the north of the development. Therefore, it has been assumed that approximately 44% of the trips would access or egress from the proposed development via Malibu Road.
7	Has the SIDRA traffic model for Safety Bay Road/Malibu Road been calibrated to reflect existing conditions such that it could be used to predict future scenarios?	Yes, the calibration was based on existing traffic counts and queue lengths. The existing calibrated SIDRA outputs are documented in the Appendix of B the TIA.
8	The SIDRA results for the roundabout Safety Bay Road/Malibu Road suggests that the Degree of Saturation (DoS) of 0.86 will exceed the practical DoS recommended by Austroads' guidelines (i.e. 0.85). The potential traffic increase from Parcel 4 and a different trip distribution may worsen the performance at this intersection. Please review.	The DoS over 0.85 is only reported in 2036 for Safety Bay Road North-West approach. The relevant LoS for this approach is A or B (very good levels of service). The DoS over 0.85 is acceptable for longer term and during peak hours in particular when the LoS is very good.
9	The SIDRA results for Crossover 4 suggests a LoS E in the 2036 Scenario (i.e. right turn movement from Safety Bay Road) is considered to be unacceptable. Remedial measures are required to be provided to improve the performance to at least a LoS D.	LoS E is acceptable for the long-term analysis as the analysis is for 13 years in the future and it not known how the traffic pattern will actually change by then. Further, the LoS E is only relevant to the right turn movement out of crossover 4 to Safety Bay Road during the PM peak hour. The reported queue for this movement is less than one car and is not considered problematic.
10	Section 6.5 suggests that Malibu Road has a theoretical capacity of 15,000 vehicles per day because it has been classified as an Integrator Arterial B. The City understands that MRWA Road Network Hierarchy has classified Malibu Road to be a Distributor B (i.e. Integrator Arterial B) however it does not have the cross sectional details suggested in Liveable Neighbourhoods (eg. central median). Additional justification is required to confirm that the existing cross sectional detail of Malibu Road is capable of accommodating the expected future traffic volumes	Malibu Road carries traffic volume of about 9,000vod at the northern end and about 4,000vpd at the southern end and function as Integrator B road. Regardless of the classification and function of the Malibu Road, the traffic distribution of the development on Malibu Road is less than 100 vehicles per hour and in accordance with WAPC Guidelines, the impact of this traffic is considered to be insignificant.
11	Section 8 mentioned that "It is expected that the childcare centre will generate a small amount of additional service vehicle traffic, primarily associated with the deliveries for the childcare centre. It is recommended that smaller vehicles, such as vans, be used for deliveries". Please confirm that these delivery vehicles have dimensions less than or equal to a B99.	The turn path analysis undertaken indicated that an 8.8m truck would be able to enter and exit the proposed childcare centre satisfactorily. All deliveries and waste collection will be undertaken by service vehicles no bigger than 8.8m outside the peak operating times or operating times.
12	Appendix A appears not to include the latest version of the drawings	The latest Site Plan is provided in **Attachment CC**.
13	The City has concerns regarding the provided swept path analysis (encroaching into the opposing traffic lane, clash with kerbing, additional turning movements required, turn on spot should not be adopted for service vehicles, clash with tree, reversing movement, clash with parking bays, insufficient separation to footpath).	It is acceptable for service vehicles to use all the available pavement to make turns within a development. Further, AS2890.2 Clause 3.2.2 (c) states that for occasional service "*The full width of the access driveway may be used for both entering and leaving the site*". Also, as stated in the TIA the servicing will be carried out outside the operating hours of the facility which will further avoid any potential conflict with other vehicles. The childcare centre carpark will be unused and unoccupied during the service times and thus the service vehicle can use the whole width of the parking module. The turn paths do not show any impacts of wheel track or body with kerbs. Also, in accordance with the Traffic Code, service vehicles are permitted to cross the centre line of a roadway when turning. Considering that such circumstance occurs infrequently, it is acceptable. The updated turn paths for the revised plan are provided in **Attachment DD**. The turn paths have been undertaken using Autoturn software. This software does not have the 'turn on spot' function. This function is available in Autodesk software which is not used for the turn paths. Further, Autoturn has a 'turn from stop' function which activates itself when vehicles reverse in from a stop position as there is no way a vehicle can reverse without coming to a stop. Therefore using 'turn from stop' when reversing or in tight turns within developments is acceptable. The canopies of the proposed trees shown on the plans were schematic only. Regardless, they have been adjusted in the revised plan and the turn paths do not impact any trees. Further, corner trees can be maintained so that they don't grow onto the circulating aisles.

ATTACHMENT AA

AERIAL VIEW OF THE SURROUNDING AREAS

ATTACHMENT BB

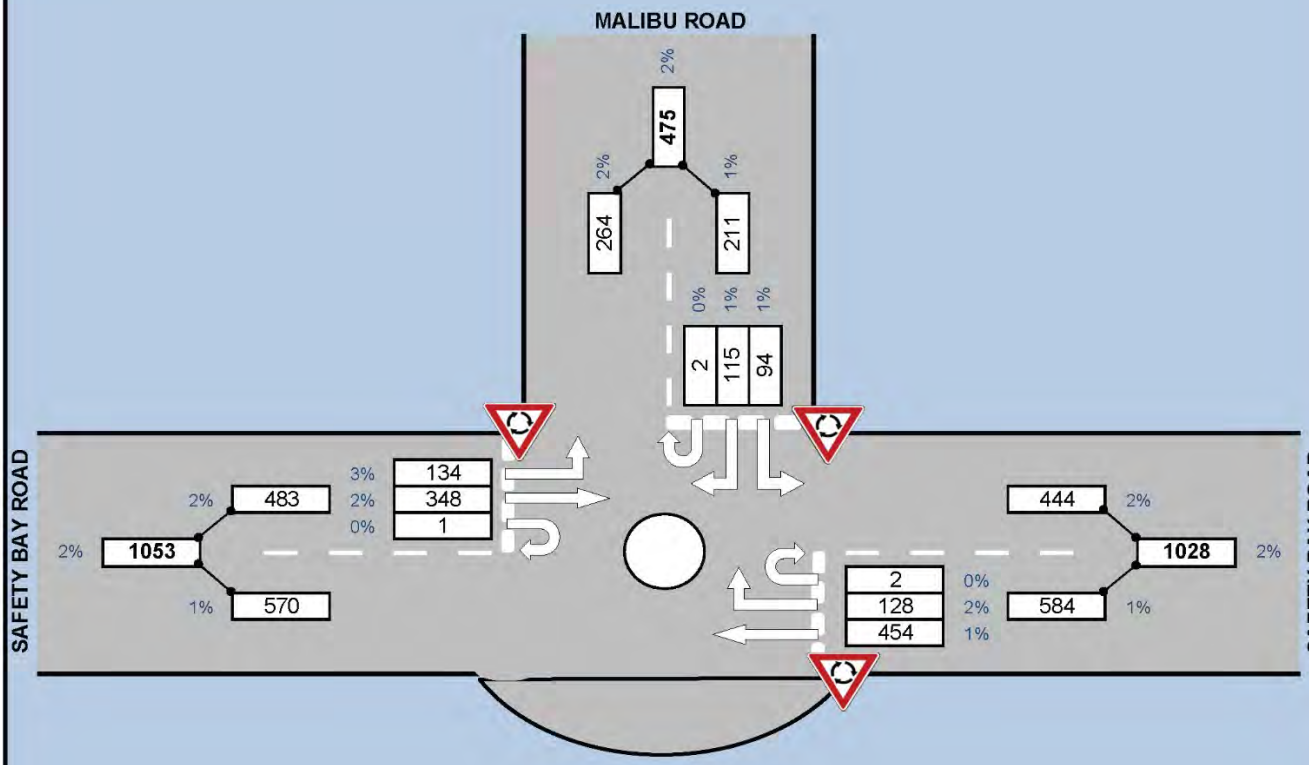
VIDEO TRAFFIC SURVEY PEAK HOUR TURN MOVEMENTS

Project:	Safety Bay Rd / Malibu Rd	**Date:**	Wed 29th March 2023
Intersection:	Safety Bay Rd / Malibu Rd	**Weather:**	Fine

Survey Time: AM Peak 0800 - 0900

ALL Vehicles

(% Heavy Vehicles)



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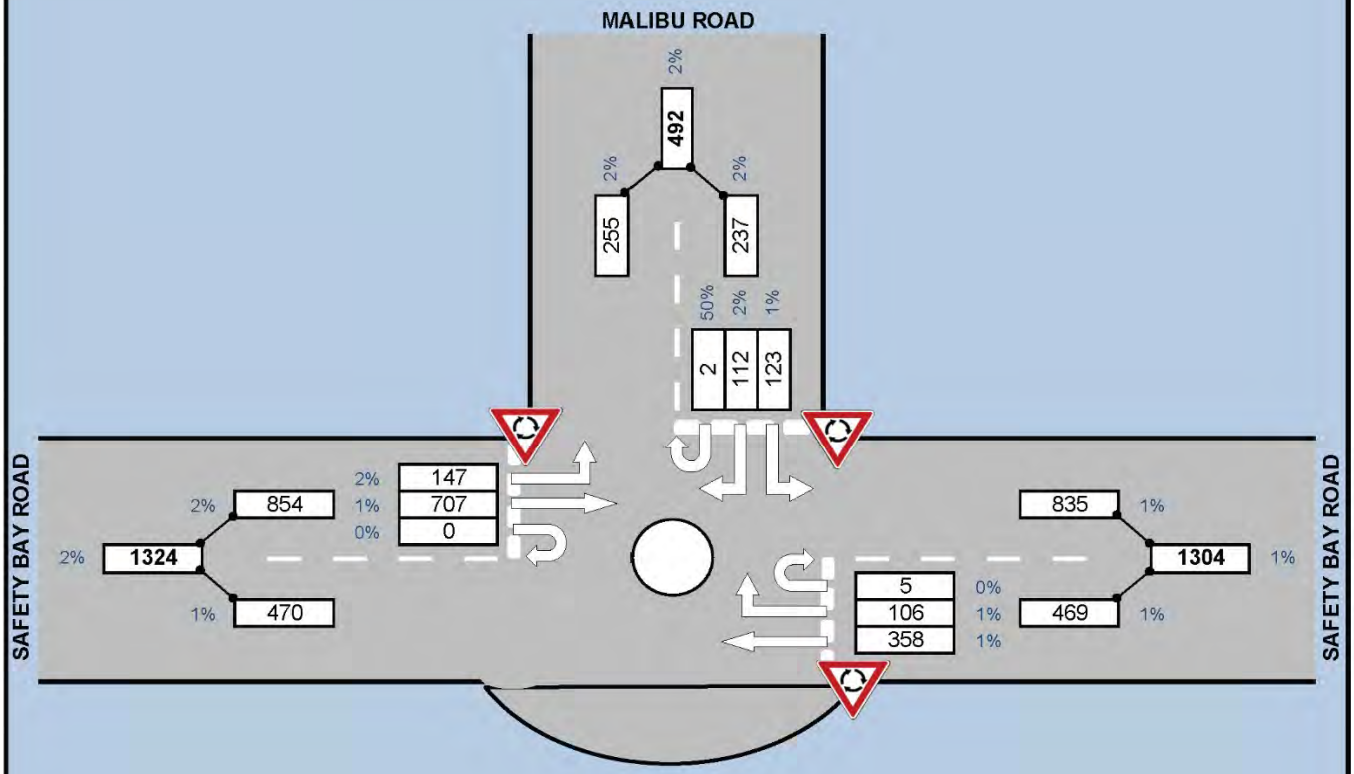
Project:	Safety Bay Rd / Malibu Rd	**Date:**	Wed 29th March 2023
Intersection:	Safety Bay Rd / Malibu Rd	**Weather:**	Fine

Survey Time: PM Peak 1500 - 1600

ALL Vehicles

(% Heavy Vehicles)



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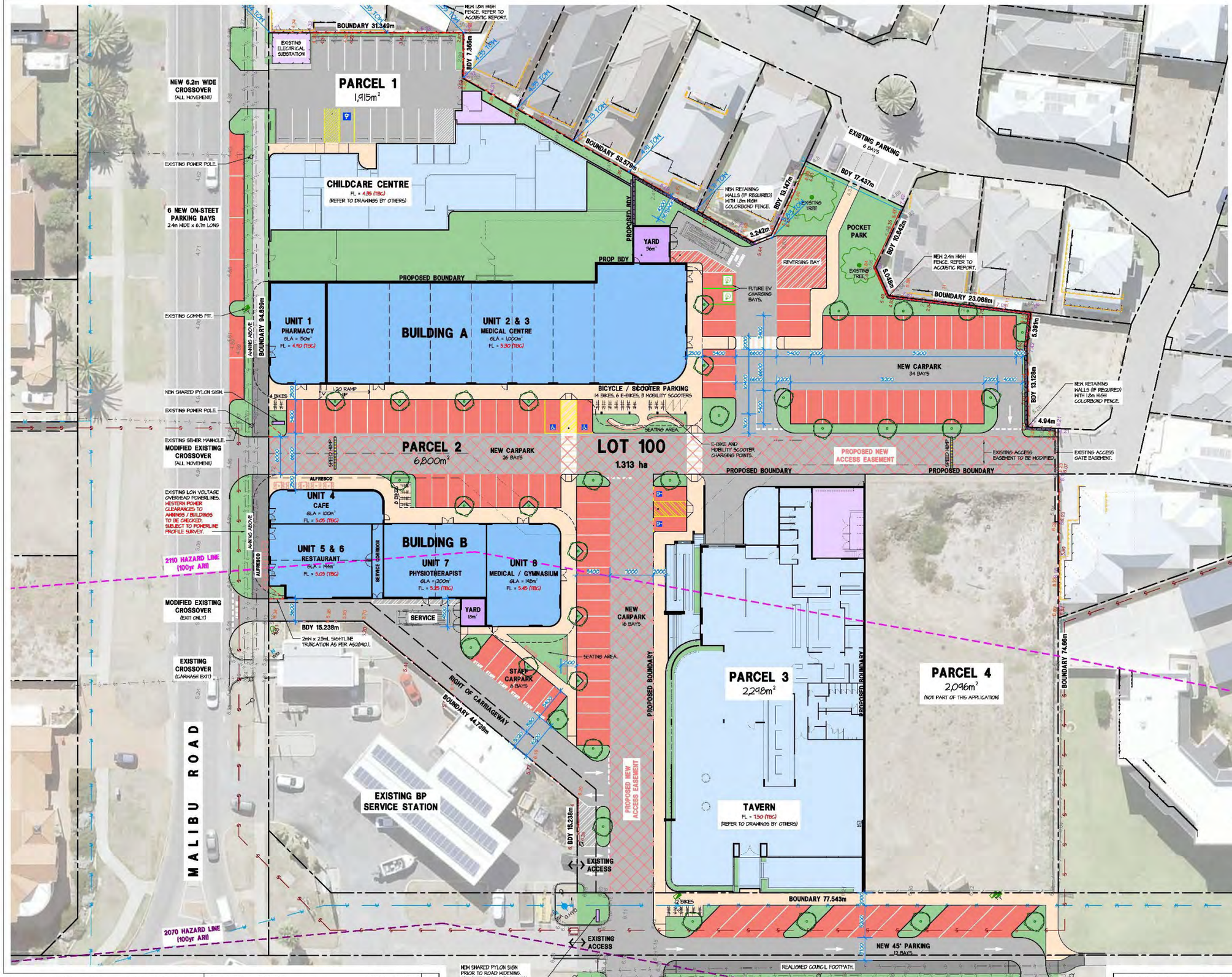
ATTACHMENT CC

REVISED SITE PLANS



NOTES:

ZONING: COMMERCIAL

PARKING:

- PARCEL 1: REFER TO CHILD CARE DRAWINGS BY OTHERS.
- PARCEL 2: 82 NEW OFF-STREET CAR BAYS; AND 6 NEW ON-STREET CAR BAYS; AND 24 NEW BICYCLE BAYS, 2 ACCESSIBLE BAYS; AND 12 NEW ANGLED BAYS ALONG SAFETY BAY ROAD, AND REFER TO TAVERN DRAWINGS BY OTHERS FOR ADDITIONAL BAYS.
- PARCEL 3: FUTURE BASEMENT PARKING.

LANDSCAPING:

- PARCEL 1: REFER TO CHILD CARE DRAWINGS BY OTHERS.
- PARCEL 2: 600m² (EXCLUDING VERGES).
- PARCEL 3: REFER TO TAVERN DRAWINGS BY OTHERS.
- PARCEL 4: TO FUTURE DETAIL.

LEGEND:

- NEW BLACK ASPHALT PAVEMENT.
- NEW RED ASPHALT PAVEMENT.
- EXISTING COUNCIL FOOTPATHS.
- NEW COUNCIL FOOTPATHS.
- NEW FOOTPATHS.
- NEW LANDSCAPING. REFER TO LANDSCAPING PLAN.

HINDLEY & ASSOCIATES PTY LTD
BUILDING DESIGNERS

166 STIRLING HIGHWAY
NEDLANDS WA 6009

PO BOX 199
NEDLANDS WA 6909

PHONE - 9386 6699
FAX - 9386 6700
admin@hindley.com.au

DEVELOPMENT APPLICATION

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HINDLEY & ASSOCIATES P/L AS TRUSTEE FOR HINDLEY TRUST ACN No. 088 989 904

BUILDING DESIGNERS ASSOCIATION OF WA INC

NO:	DATE:	REVISION:	DRAWN:	CHECK:
E	06.04.23	REVERSING BAY WIDENED	SDS	SJH
F	23.05.23	ISSUED FOR PLANNING APPROVAL	SDS	SJH
G	19.06.23	DRP COMMENTS	SDS	SJH
H	22.06.23	DRP COMMENTS	SDS	SDS
I	23.06.23	CLIENT'S COMMENTS	SDS	SDS
J	10.08.23	FENCING NOTES	SDS	SDS
K	31.10.23	COUNCIL'S COMMENTS	SDS	SDS
L	08.11.23	CHILDCARE UPDATED	SDS	SDS

A1 SHEET

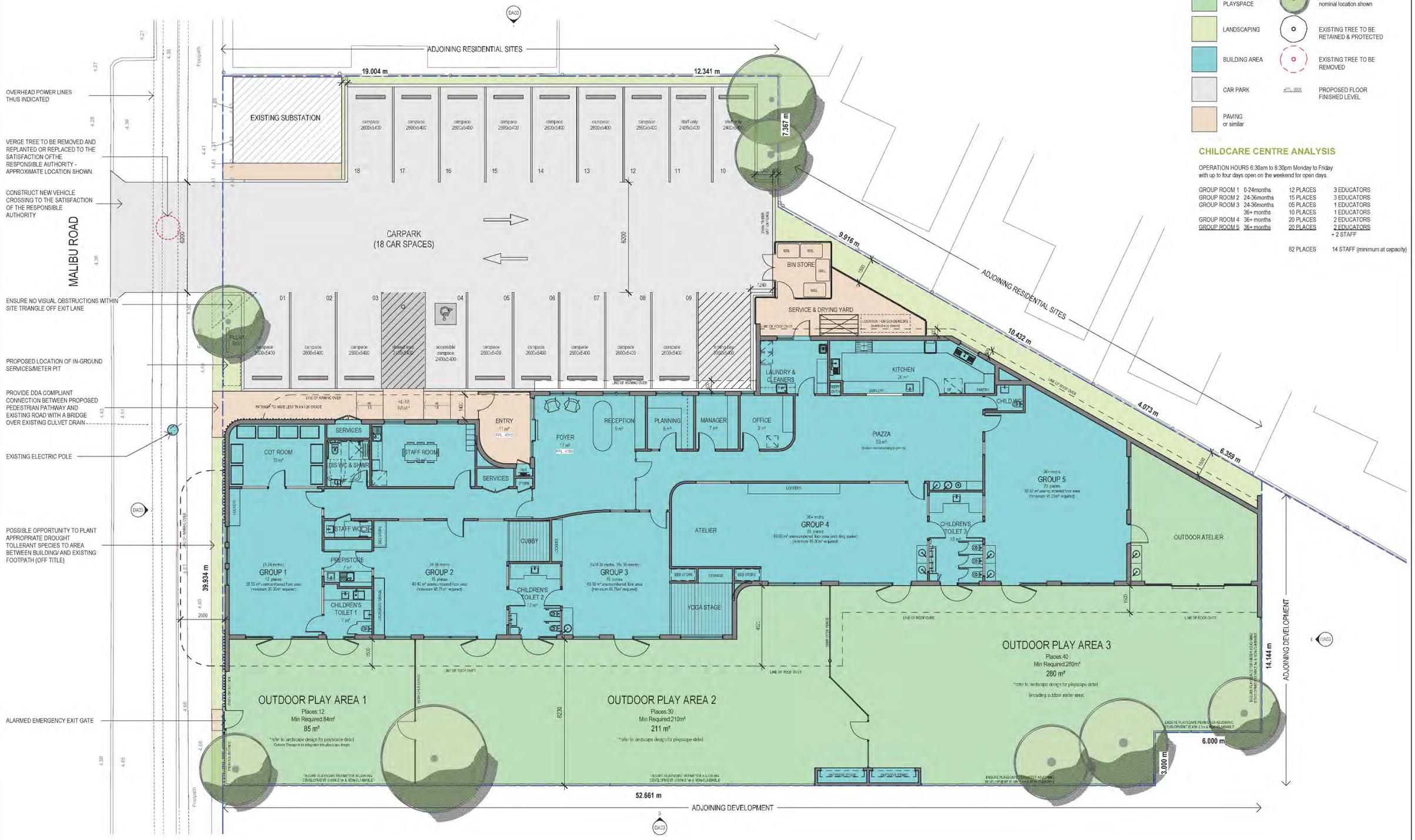
NEW SHARED PYLON SIGN PRIOR TO ROAD WIDENING. PERMITTED PROXIMITY TO ALL EXISTING SERVICES TO BE CONFIRMED WITH SERVICE PROVIDERS. AN UNDERGROUND SCAN TO BE UNDERTAKEN.

PROPOSED SITE PLAN

SCALE 1:300

PROPOSED MIXED USE DEVELOPMENT LOT 100, No 434 SAFETY BAY ROAD SAFETY BAY W.A. for BRAYKELL TWO Pty Ltd

Date	20.03.23
Design	SDS
Drawn	SDS
Checked	SJH
Scale	1:300
Job No.	0836
Dwg	DA01
Rev	L



1 GROUND FLOOR PLAN
1 : 100

LEGEND

- UNENCUMBERED PLAYSPACE
- LANDSCAPING
- BUILDING AREA
- CAR PARK
- PAVING or similar
- PROPOSED TREE nominal location shown
- EXISTING TREE TO BE RETAINED & PROTECTED
- EXISTING TREE TO BE REMOVED
- FFL 0000 PROPOSED FLOOR FINISHED LEVEL

CHILDCARE CENTRE ANALYSIS

OPERATION HOURS 6:30am to 6:30pm Monday to Friday
with up to four days open on the weekend for open days.

GROUP ROOM 1	0-24months	12 PLACES	3 EDUCATORS
GROUP ROOM 2	24-36months	15 PLACES	3 EDUCATORS
GROUP ROOM 3	24-36months	05 PLACES	1 EDUCATORS
	36+ months	10 PLACES	1 EDUCATORS
GROUP ROOM 4	36+ months	20 PLACES	2 EDUCATORS
GROUP ROOM 5	36+ months	20 PLACES	2 EDUCATORS
			+ 2 STAFF
		82 PLACES	14 STAFF (minimum at capacity)

GENERAL NOTES

DIMENSIONS TO BE VERIFIED ON SITE PRIOR TO COMMENCEMENT, PREPARATION OF SHOP DRAWINGS OR MANUFACTURING. FIGURED DIMENSIONS TO TAKE PRECEDENCE OVER SCALING.

VERIFY LOCATION OF EXISTING SERVICES BEFORE COMMENCEMENT.

ALL CONSTRUCTION TO BE IN ACCORDANCE WITH THE NATIONAL CONSTRUCTION CODE OF AUSTRALIA, BUILDINGS ACT 1976 AS AMENDED, STANDARD BUILDING BY-LAWS AND RELEVANT AUSTRALIAN STANDARDS.

ISSUE	DESCRIPTION	DATE
D	DEVELOPMENT APPLICATION RFI	09/11/2023
C	PRELIMINARY DA ISSUE	18/07/2023
B	DRP COMMENT REVIEW	22/06/2023
A	DRP ISSUE	31/05/2023

insite ARCHITECTS
4/120 Upper Heidelberg Road, Ivanhoe VIC 3079
t (03) 9499 9174
www.insitearchitects.com.au

nido EARLY SCHOOL

CLIENT: FABRIC PROPERTY

PROJECT: PROPOSED CHILDCARE CENTRE (82 places)

LOCATION: 434 SAFETY BAY ROAD, SAFETY BAY, WA 6169

DRAWING TITLE: FLOOR PLAN

SCALE: As indicated@A1 DATE: MAY 2023
DRAWN: CW/SS PRINTED: 9/11/2023 12:09:47 PM
CHECKED: AH JOB No.: J0000880

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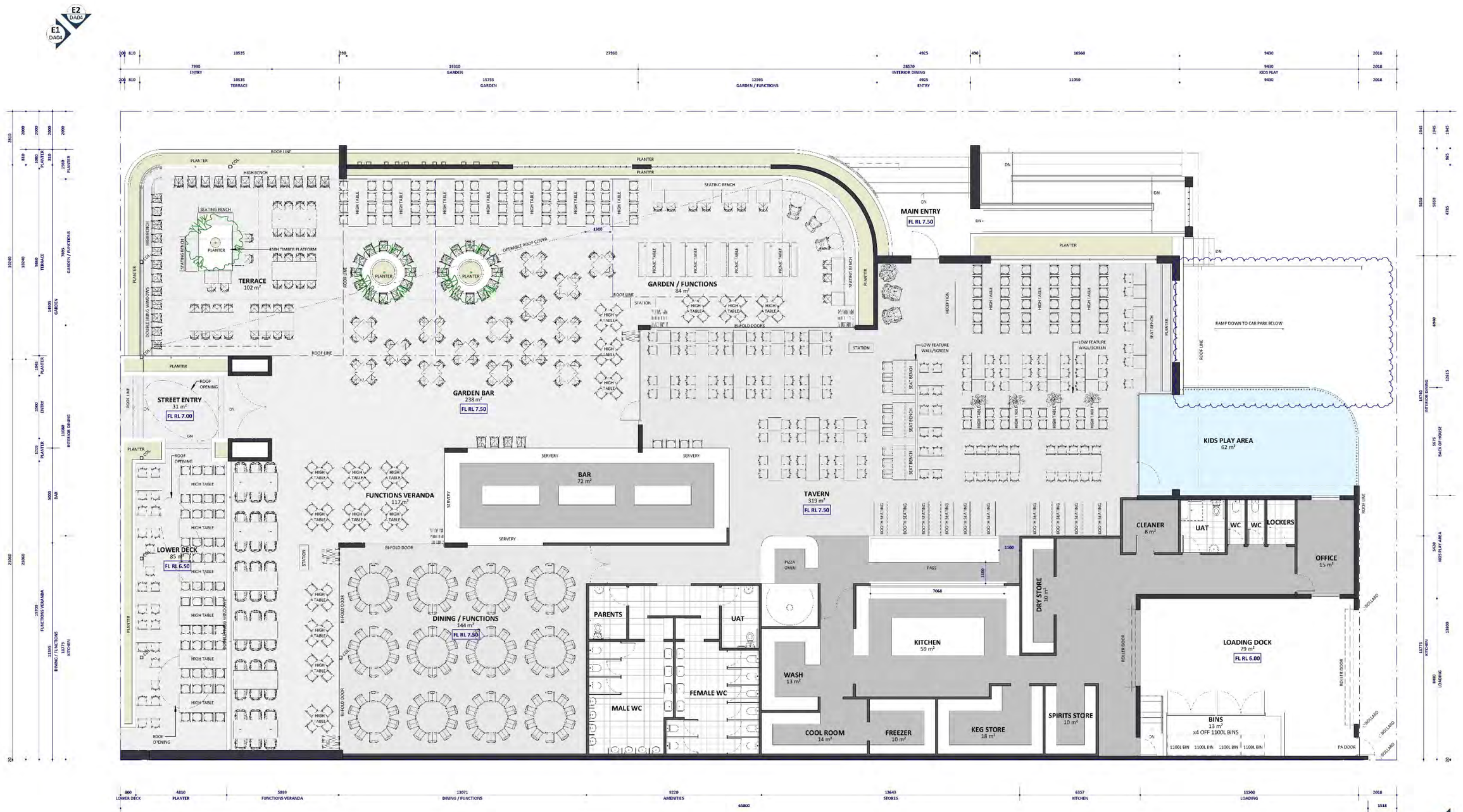
DA01/D

D/A ISSUE



FLOOR PLAN

SCALE 1 : 100

SITE INFO	BUILDING INFO	PARKING
2208m² = PARCEL C LOT AREA	1509m² = BASEMENT CAR PARK AREA	46 CAR BAYS (BASEMENT PARKING)
1883m² = BUILDING FOOTPRINT	965m² = TAVERN	2.6m WIDE x 5.4m LONG
1509m² = BASEMENT CAR PARK	756m² = GARDEN BAR / LOWER DECK / STREET ENTRY	-
65m² = AT GRADE LANDSCAPING	90m² = MAIN ENTRY (inc. ACCESSIBLE RAMP & STAIR)	2 DEDICATED DISABLE ACCESSIBLE (DDA) PARKING BAYS
76m² = LANDSCAPING ON BUILDING	62m² = KIDS PLAY AREA	& SHARED ZONE IN ACCORDANCE WITH AS 2890.6
	78m² = LOADING DOCK	
	13m² = BIN STORE	

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Project Name	Project Address	Drawing Title	Rev	Date	By	Description	Project No.	Drawing No.	Scale	Drawn By
WAIKIKI TAVERN	LOT 100, 434 SAFETY BAY RD, SAFETY BAY WA	FLOOR PLAN	B	01/06/23	DT	BIN STORE AMENDED	M2666	DA03	1 : 100	DT
			C	25/07/23	TLP	ISSUED FOR REVIEW	Revision			Page Size
			D	27/07/23	DT	ISSUED FOR PLANNING APPROVAL	E			A1
			E	30/10/23		ISSUED FOR REVIEW				

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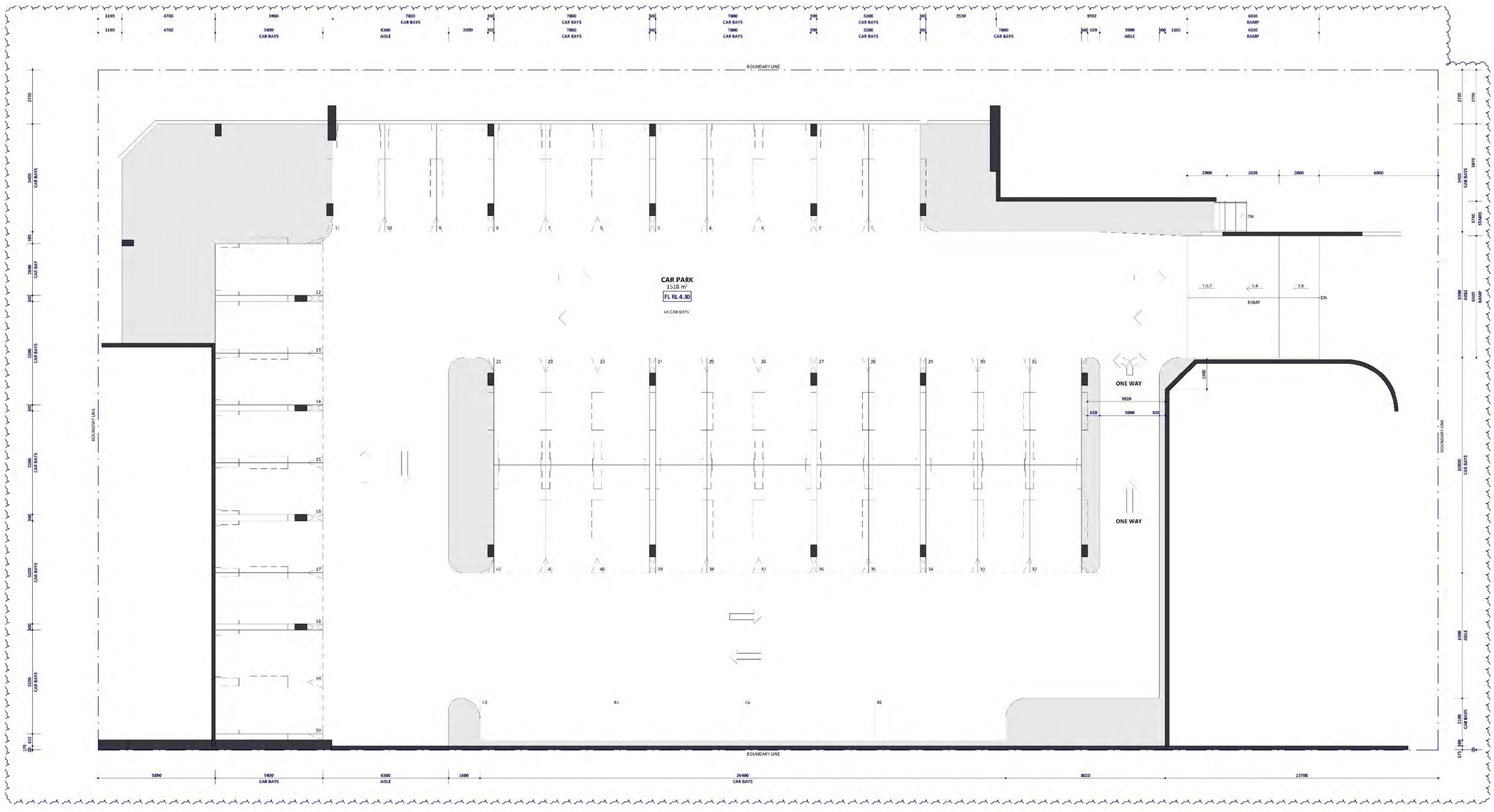


CARPARK RL 4.30m

SCALE 1 : 100

Project Name: WAIKIKI TAVERN	Project Address: LOT 100, 434 SAFETY BAY RD, SAFETY BAY WA	MOTIVO Co-Create | Connect | Commit (p) 08 9204 5000 (w) www.motivo.st.edu	Drawing Title: CAR PARK	Rev: A, B, C	Date: 15/05/23, 27/07/23, 30/10/23	By: DT, DT, DT	Description: DESIGN REVIEW ISSUE, ISSUE FOR PLANNING APPROVAL, ISSUED FOR REVIEW	Project No: M2666	Revision: C	Drawing No: DA02	Scale: 1 : 100	Drawn By: DT	Page Size: A1

ATTACHMENT DD

REVISED TURN PATH PLANS

Lot 100 Safety Bay Road, Safety Bay

8.8m Service Vehicle

Service vehicle entry - Childcare Centre

LEGEND

Vehicle Body

Wheel Path

500mm Clearance

t23.049.sk21a

10/11/2023

Scale: 1:150 @ A3

transcore

Lot 100 Safety Bay Road, Safety Bay

8.8m Service Vehicle

Service vehicle exit - Childcare Centre

LEGEND

Vehicle Body

Wheel Path

500mm Clearance

t23.049.sk22a

10/11/2023

Scale: 1:150 @ A3

transcore

Lot 100 Safety Bay Road, Safety Bay

8.8m Service Vehicle

Service vehicle entry - Building A

LEGEND

Vehicle Body

Wheel Path

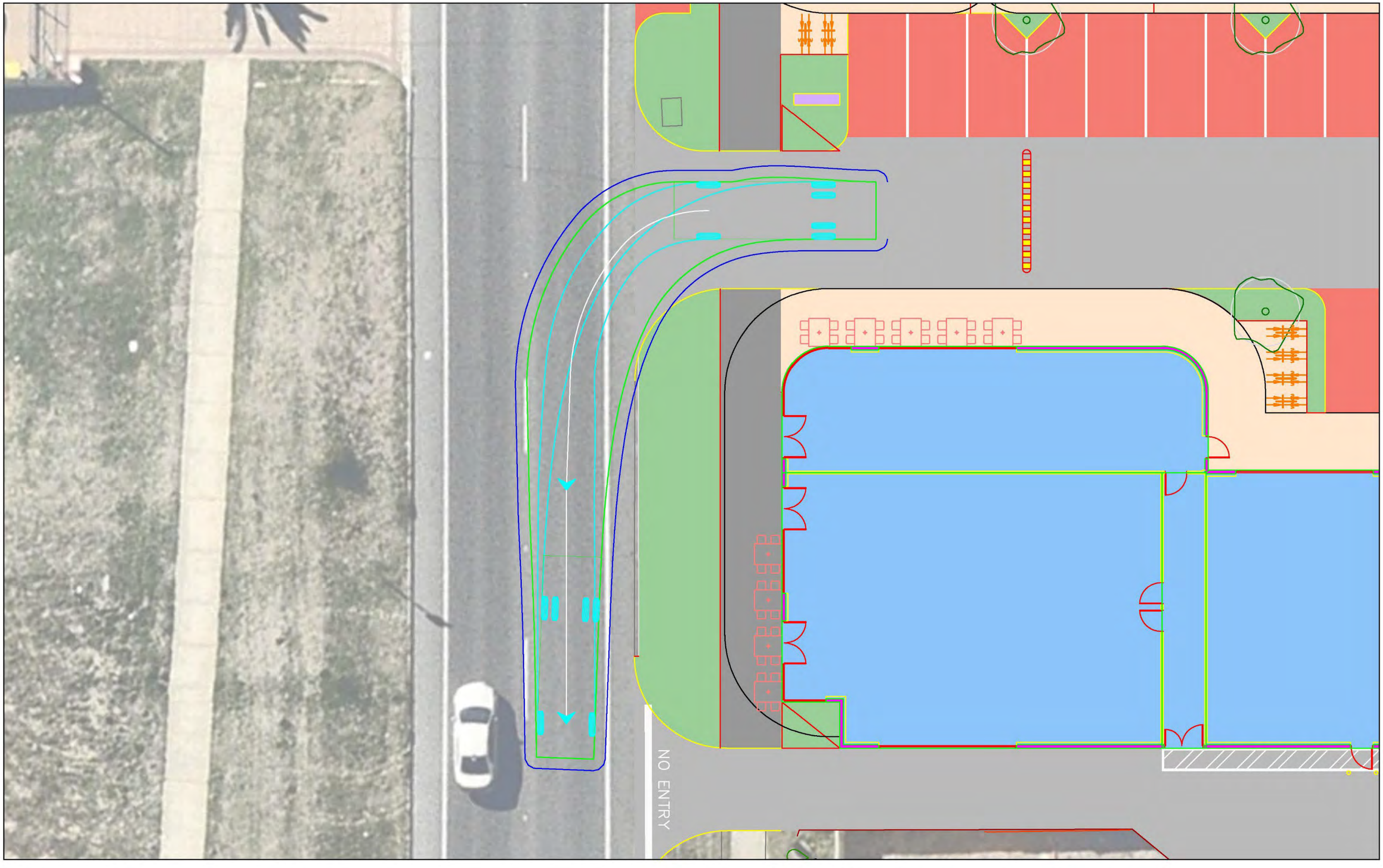
500mm Clearance

t23.049.sk23a

10/11/2023

Scale: 1:100 @ A3

transcore



Lot 100 Safety Bay Road, Safety Bay

8.8m Service Vehicle

Service vehicle exit - Building A

LEGEND

Vehicle Body

Wheel Path

500mm Clearance

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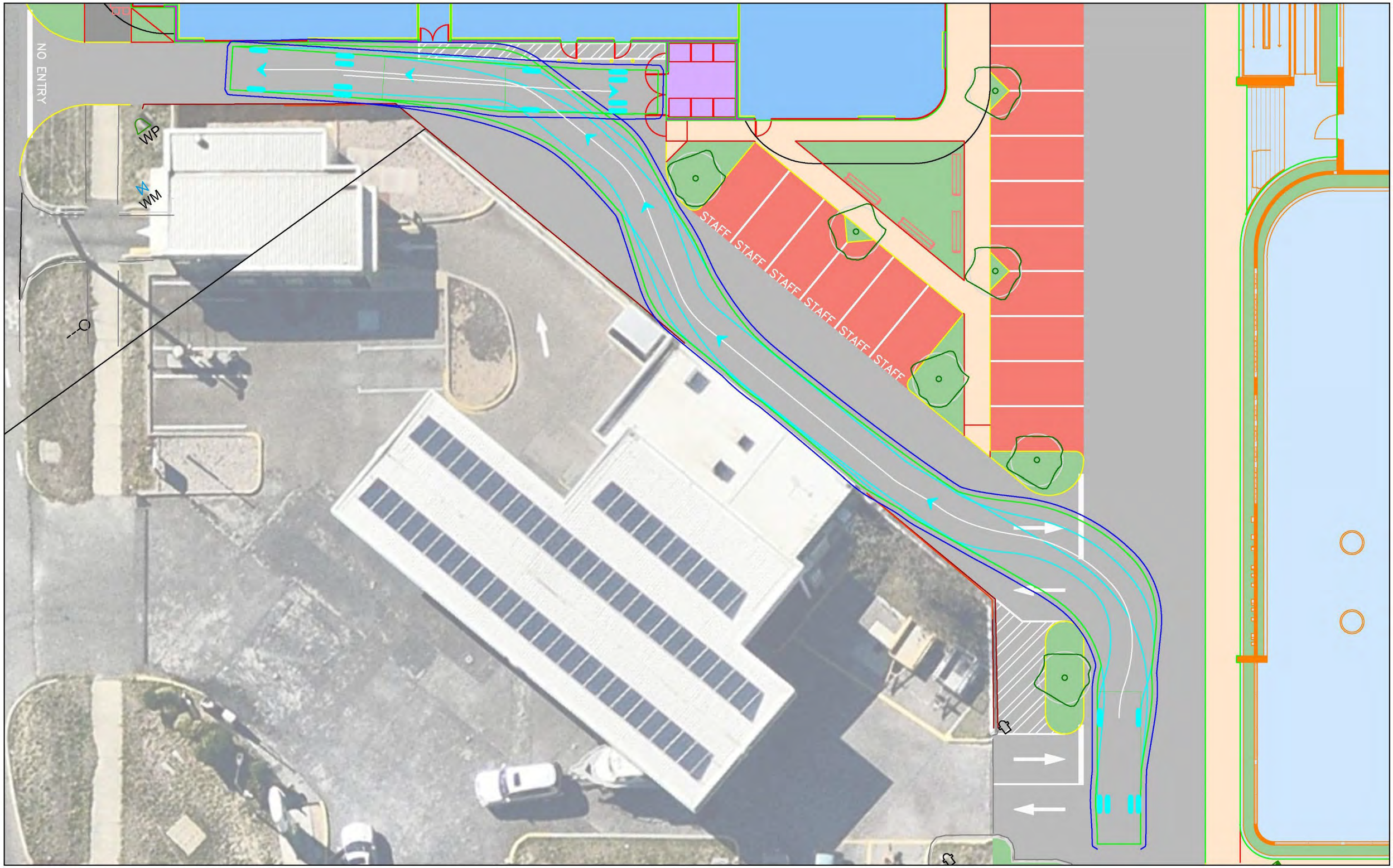
transcore



Lot 100 Safety Bay Road, Safety Bay

8.8m Service Vehicle

Service vehicle entry - Building B

LEGEND

Vehicle Body

Wheel Path

500mm Clearance

t23.049.sk25a

10/11/2023

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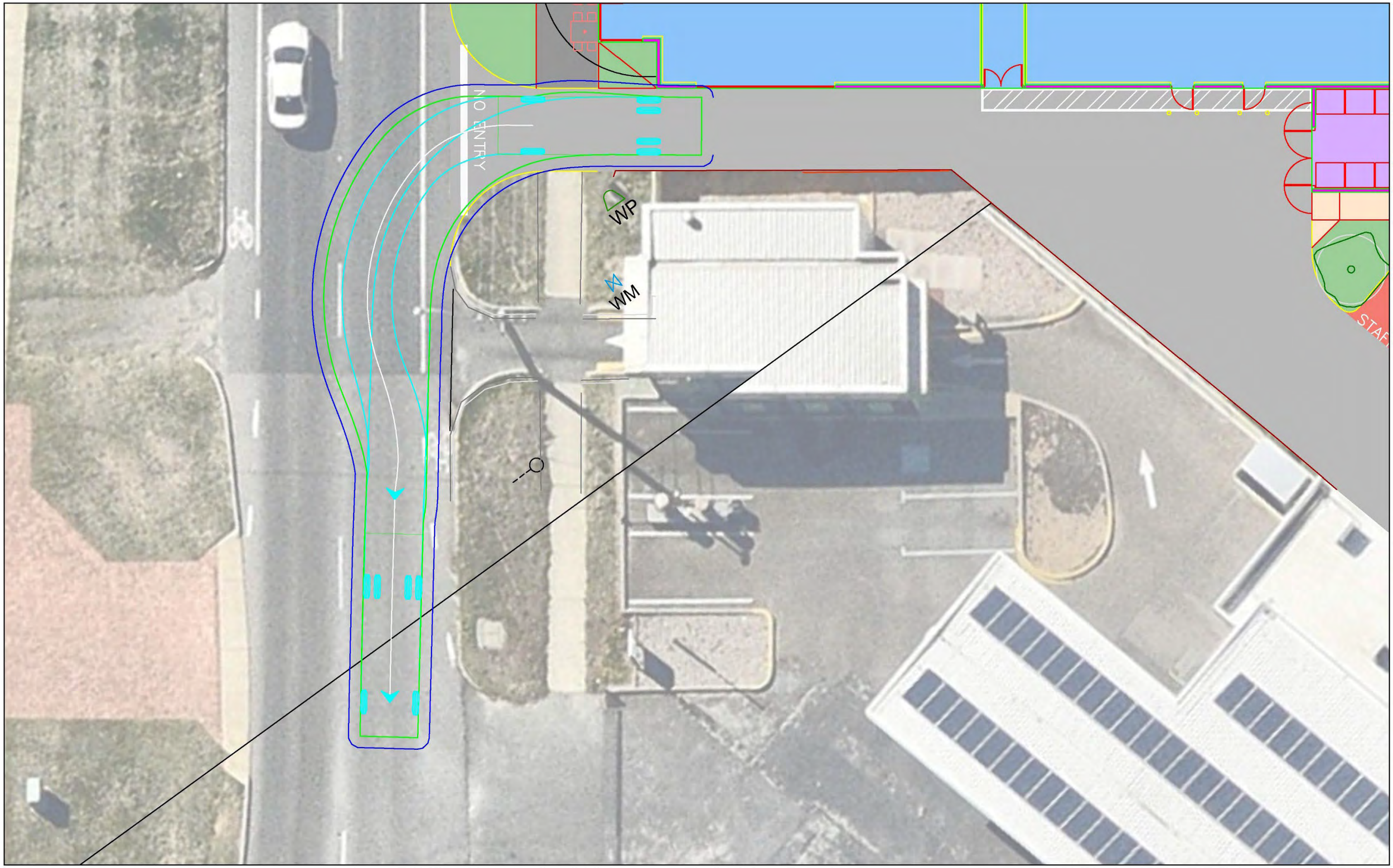
transcore



Lot 100 Safety Bay Road, Safety Bay

8.8m Service Vehicle

Service vehicle exit - Building B

LEGEND

Vehicle Body

Wheel Path

500mm Clearance

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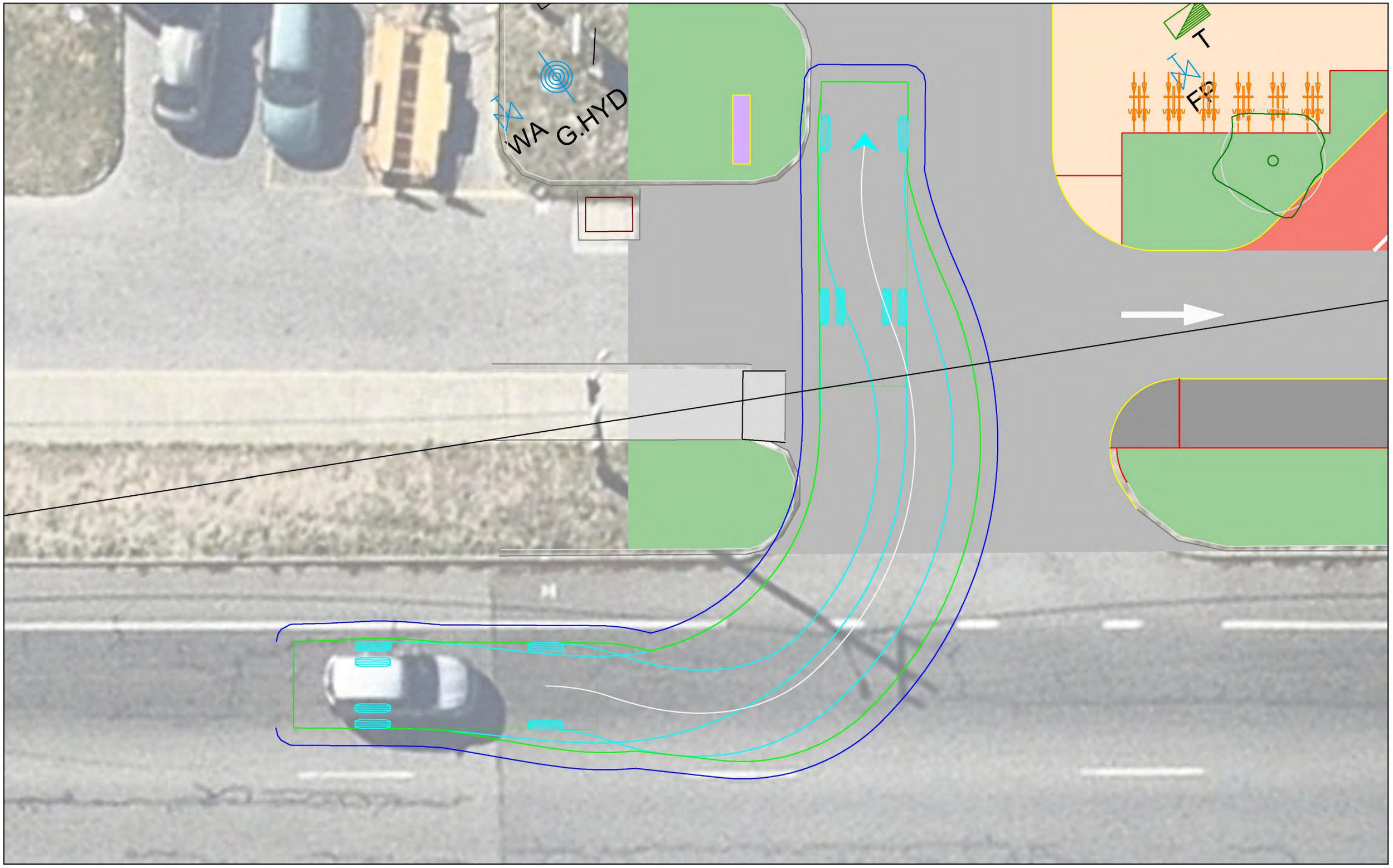
transcore



Lot 100 Safety Bay Road, Safety Bay

8.8m Service Vehicle

Service vehicle entry - Crossover 4

LEGEND

Vehicle Body

Wheel Path

500mm Clearance

t23.049.sk27a

10/11/2023

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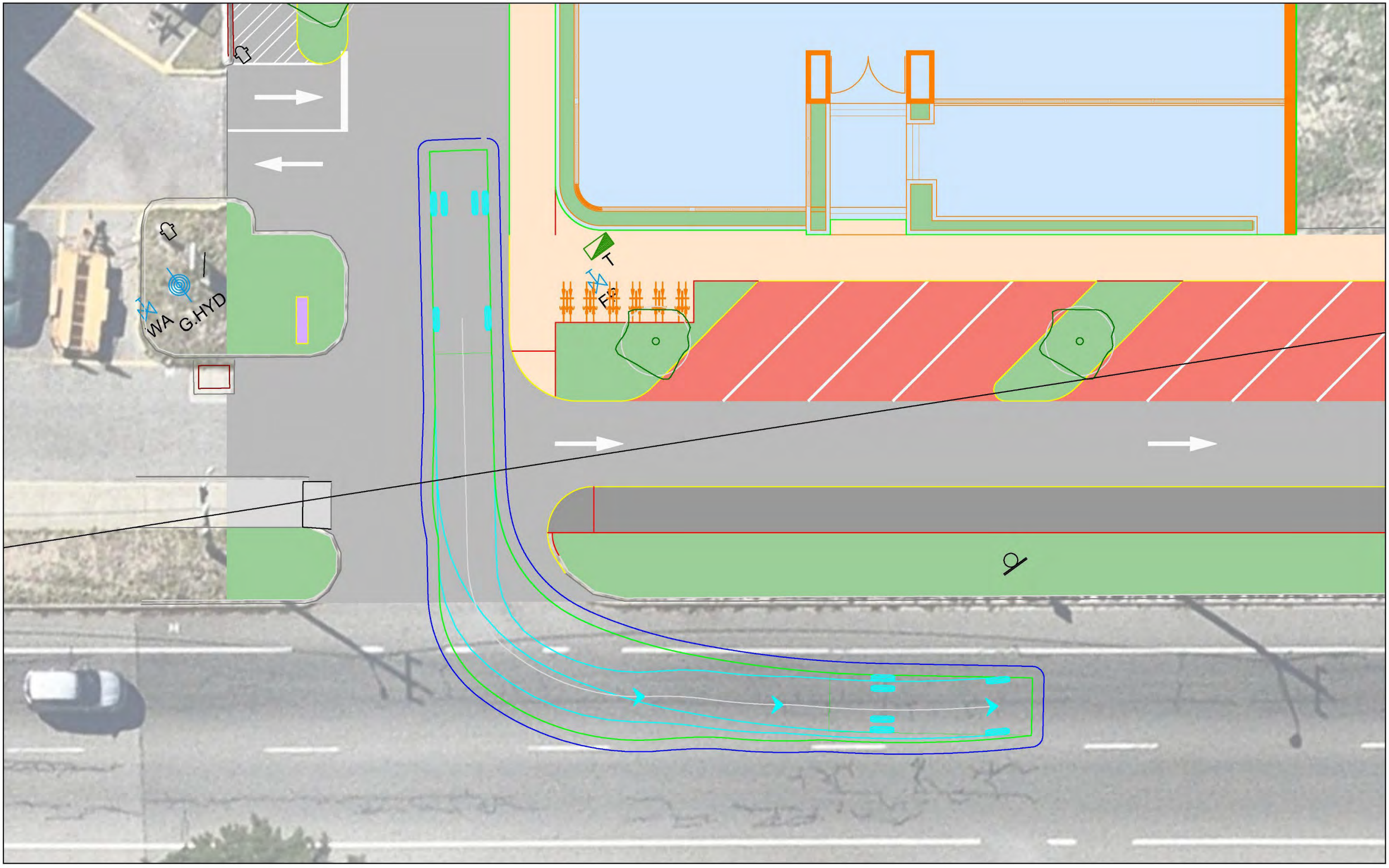
transcore



Lot 100 Safety Bay Road, Safety Bay

8.8m Service Vehicle

Service vehicle exit- Crossover 4

LEGEND

Vehicle Body

Wheel Path

500mm Clearance

t23.049.sk28a

10/11/2023

Scale: 1:150 @ A3

transcore

Lot 100 Safety Bay Road, Safety Bay

8.8m Service Vehicle

Service vehicle entry - Tavern

LEGEND

Vehicle Body

Wheel Path

500mm Clearance

t23.049.sk29a

10/11/2023

Scale: 1:100 @ A3

transcore

Lot 100 Safety Bay Road, Safety Bay

8.8m Service Vehicle

Service vehicle exit - Tavern

LEGEND

Vehicle Body

Wheel Path

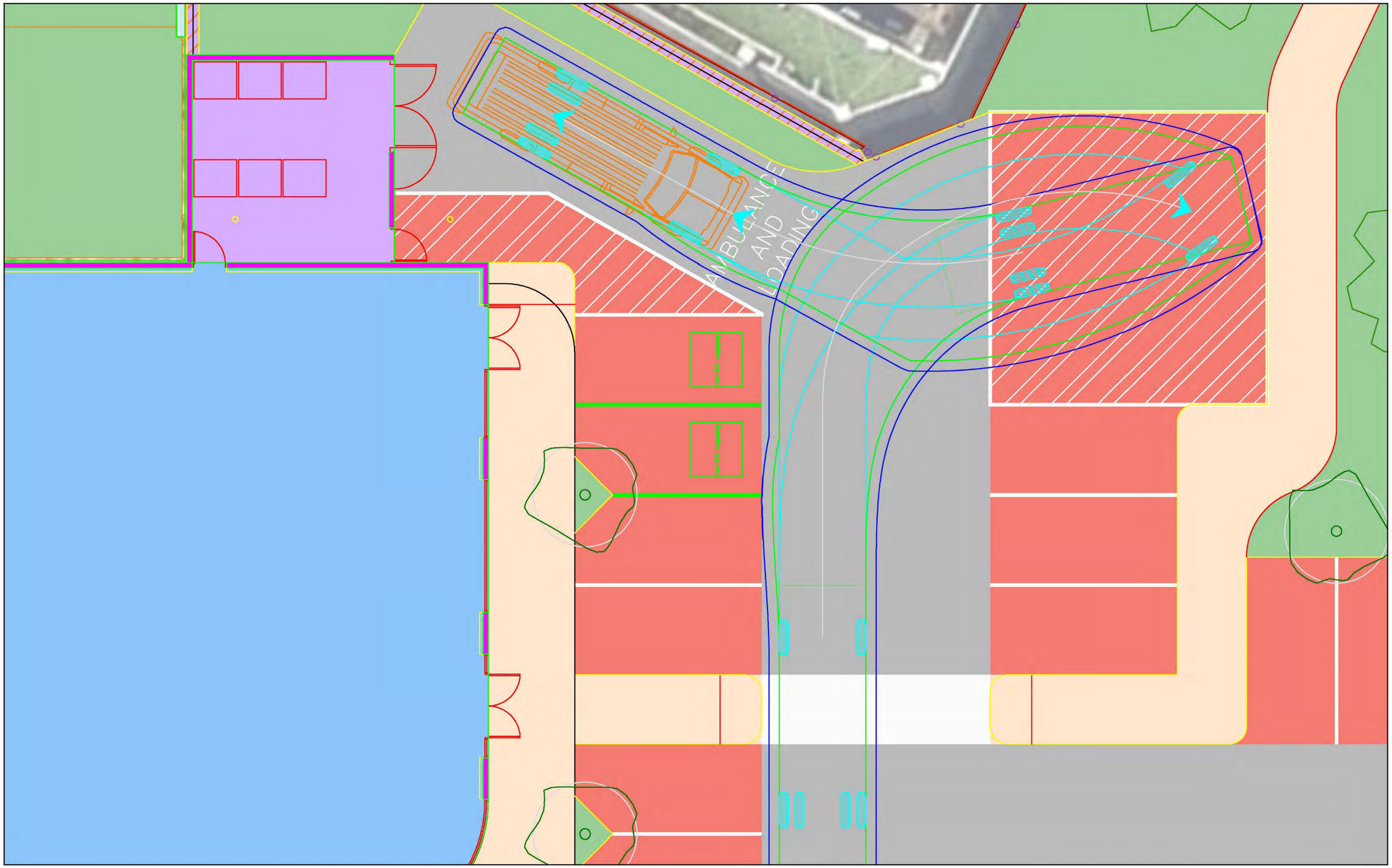
500mm Clearance

t23.049.sk30a

10/11/2023

Scale: 1:100 @ A3

transcore



Lot 100 Safety Bay Road, Safety Bay

8.8m Service Vehicle

Service vehicle entry - Building A service yard

LEGEND

Vehicle Body

Wheel Path

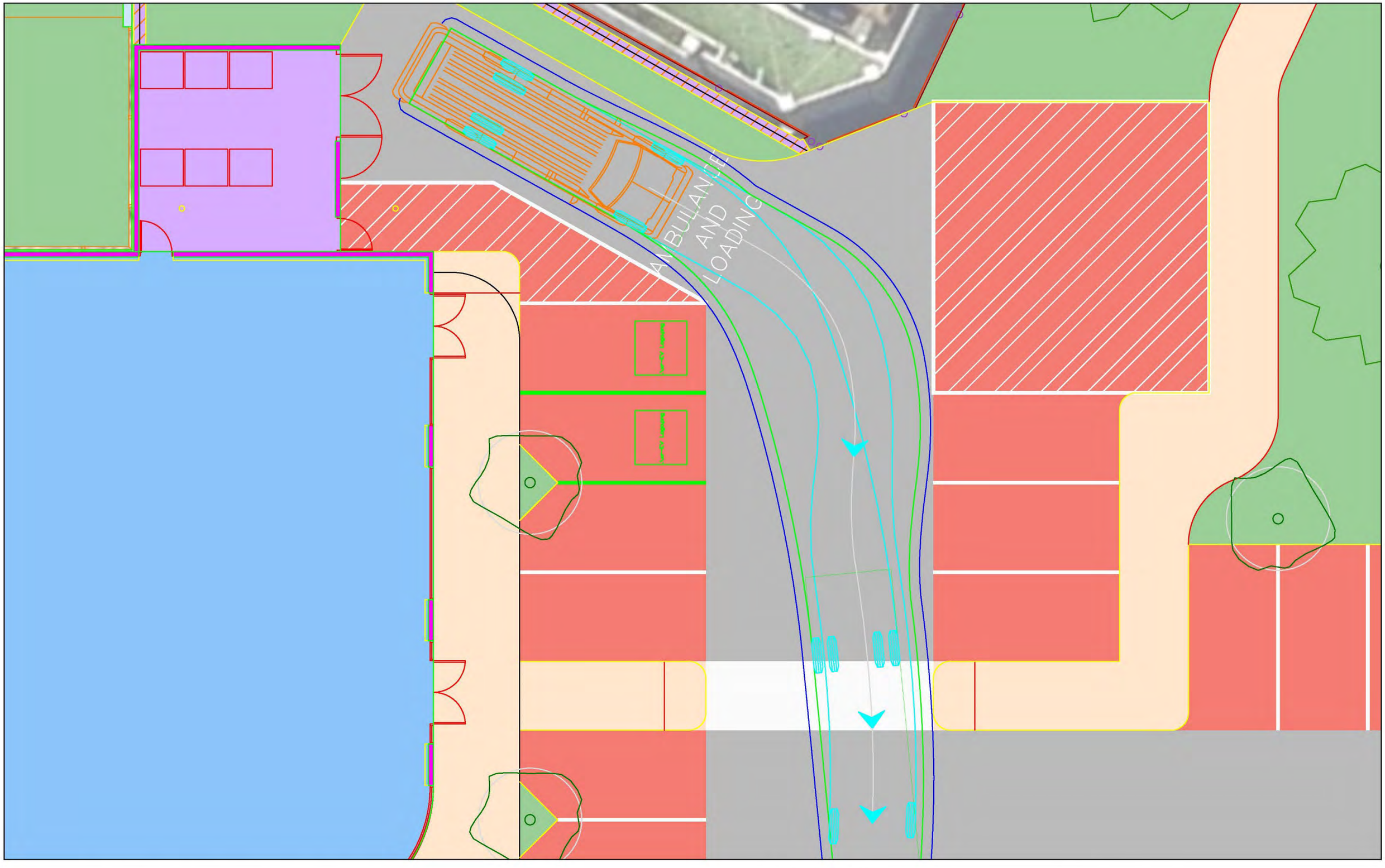
500mm Clearance

t23.049.sk31a

10/11/2023

Scale: 1:100 @ A3

transcore



Lot 100 Safety Bay Road, Safety Bay

8.8m Service Vehicle

Service vehicle exit - Building A service yard

LEGEND

Vehicle Body

Wheel Path

500mm Clearance

t23.049.sk32a

10/11/2023

Scale: 1:100 @ A3

transcore

LOT 100 (No.434) SAFETY BAY ROAD, SAFETY BAY – PROPOSED MIXED COMMERCIAL DEVELOPMENT

Form 1 – Responsible Authority Report
(Regulation 12)

DAP Name:	Metro Outer Joint Development Assessment Panel	
Local Government Area:	City of Rockingham	
Applicant:	Planning Solutions	
Owner:	Braykell Two Pty Ltd	
Value of Development:	$12 million ☒ Mandatory (Regulation 5) ☐ Opt In (Regulation 6)	
Responsible Authority:	City of Rockingham	
Authorising Officer:	Mr Peter Ricci, Director Planning and Development Services	
LG Reference:	DD020.2023.00000193	
DAP File No:	DAP/23/02551	
Application Received Date:	23 August 2023	
Report Due Date:	20 December 2023	
Application Statutory Process Timeframe:	90+ days (with Applicant consent)	
Attachment(s):	1. Original Development Application 2. Additional Information 3. Amended Plans 4. Schedule of Submissions 5. SPP7.0 Design Principles Assessment 6. Design Review Panel Meeting Notes	
Is the Responsible Authority Recommendation the same as the Officer Recommendation?	√ Yes ☐ N/A	Complete Responsible Authority Recommendation section
	☐ No	Complete Responsible Authority and Officer Recommendation sections

Responsible Authority Recommendation

That the Metro Outer Joint Development Assessment Panel resolves to:
Defer the Development Application for a Mixed Commercial Development on Lot 100 Safety Bay Road, Safety Bay for the following reasons:

Reason

1. Revised plans should be provided and robust justification to demonstrate the provision of an appropriate level of car parking for the development.

2. The Application should be amended to demonstrate how the Child Care Premises and Tavern will comply with the *Environmental Protection (Noise) Regulations 1997*, in the context of existing and future residential development.

3. The Application should be amended to provide an active 'main street' frontage along Malibu Road in accordance with Local Planning Policy No.3.3.23 Waikiki Hotel Site - Urban Design Guidelines.

4. The Transport Impact Assessment should be amended to address outstanding matters as raised throughout the Report.

5. The Application should be amended to consider a pedestrian crossing between the development and the Foreshore Reserve.

Background

The former Waikiki Hotel/Motel operated on the subject site from the 1960's through to 2009, when the buildings were demolished.

The site also contained a small group of shops in the western corner adjoining Malibu Road, which were demolished in 2017.

Since 2007, Council granted three (3) Development Approvals (in 2007, 2009 and 2010) and the Metro South-West Joint Development Assessment Panel (now MOJDAP) granted three (3) separate Development Approvals (in 2012, 2013 and 2016) for various forms of large scale mixed used development on the site. The Approvals were never enacted upon and subsequently lapsed.

On 17 September 2012, the Western Australian Planning Commission (WAPC) issued a Subdivision Approval for the creation of two lots, being Lot 100 (subject site) and Lot 101 (the adjoining Lumia residential estate). While development of the Lumia estate is largely completed, the subject site has remained vacant.

Site and Context

- The subject site is currently vacant and located directly opposite the Safety Bay foreshore carpark, north-east of Safety Bay Road and south-east of Malibu Road.

- Site topography is generally level land, except where the site levels drop away from the boundary along the eastern and northern edges of the site, where retaining walls have been constructed to the adjoining residential development ('Lumia estate').

- Adjoining the subject site to the west' at the intersection of Malibu Road and Safety Bay Road is an operating 'BP' Service Station and Car Wash on Lot 2 (No.430) Safety Bay Road.

- Residential development adjoins the subject site to the south-east ('Surfside' apartments, zoned 'Residential R50') and north-east.

- Directly opposite the subject site are Lots 194 and 193 (No's 4-6) Malibu Road, which is vacant land, currently the subject of an application seeking Development Approval for a Child Care Premises.

- The Safety Bay Senior High School is located approximately 800m north-east of the site.

- The surrounding area beyond is characterised by generally single and two storey detached residential development of the Safety Bay locality. Adjoining the subject site to the south-east at No.436 Safety Bay Road is a three storey apartment building known as 'Surfside'.

The Certificate of Title records the following easements:

- A 3m wide right of carriageway easement over Lot 100 along the boundary adjoining Lot 2, which is to the benefit of Lot 2 (No.430) Safety Bay Road (Service Station/Car Wash);

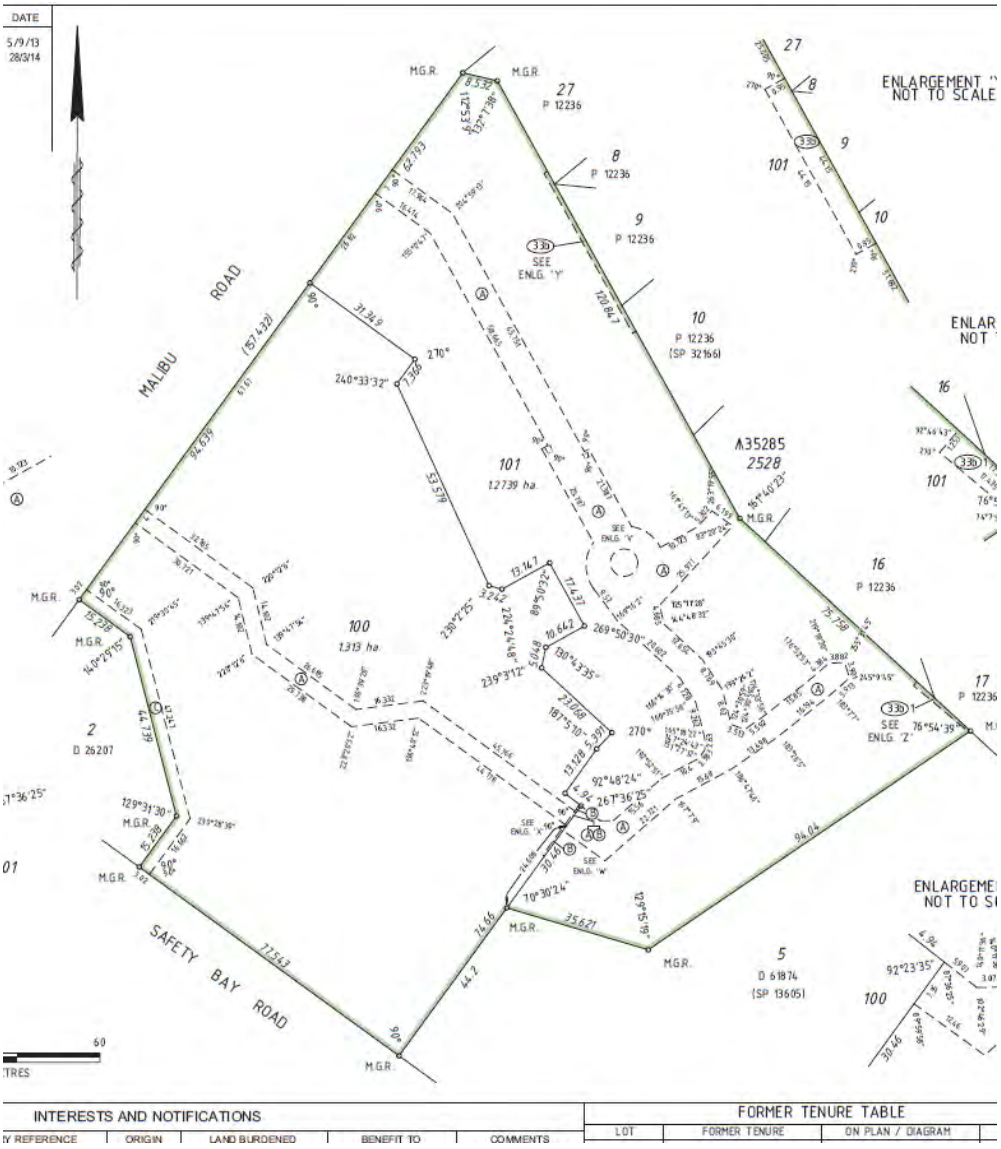
- A 4m wide access easement across Lot 100 linking to the adjoining Lot 101 (Lumia estate) which allows for waste collection vehicles to exit from the Lumia estate onto Malibu Road; and

- A 0.5m wide easement in favour of Lot 101 (Lumia estate) for an access gate on the common boundary.

1. Location Plan

2. Aerial Plan

3. Context Map



4.

5. Easement Information

Details: outline of development application

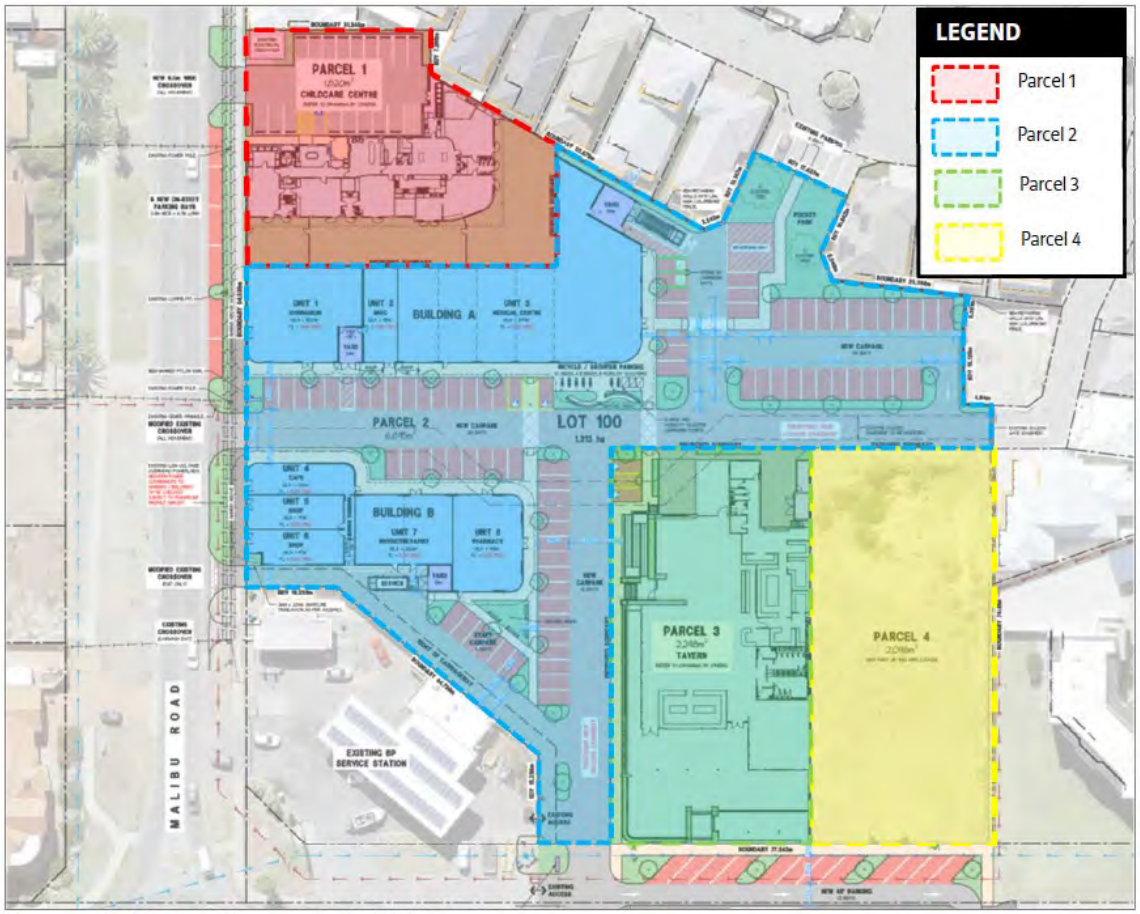
Region Scheme	Metropolitan Region Scheme
Region Scheme - Zone/Reserve	Urban
Local Planning Scheme	City of Rockingham Town Planning Scheme No.2
Local Planning Scheme - Zone/Reserve	Commercial
Use Class and permissibility:	Child Care Premises - D Recreation Private (Unit 8 - Medical /Gymnasium) - D Shop - P Consulting Rooms - D Restaurant/Café - D

	Medical Centre - D Tavern - D
Lot Size:	1.313ha
State Heritage Register	No
Local Heritage	☐ N/A ☒ Heritage List ☐ Heritage Area
Design Review	☐ N/A ☒ Local Design Review Panel ☐ State Design Review Panel ☐ Other
Bushfire Prone Area	No
Swan River Trust Area	No

A Development Application was lodged with the City of Rockingham (City) on 23 August 2023, seeking Development Approval for a 'Mixed Commercial' development on the subject site.

The application proposed to develop the site into four 'Parcels' (see Figure 5 below), as follows:

- Parcel 1 - A Child Care Premises (CCP);
- Parcel 2 - A Gymnasium, Medical Centre, Pharmacy, specialist tenancies, access, parking and open space;
- Parcel 3 - A Tavern; and
- Parcel 4 - Land not included in the current application and intended to remain vacant.



5. Proposed Land Parcels

Parcel 1 - Child Care Premises

- Catering for up to 82 children;
- A 585m² single storey building accessed from the car park on Malibu Road;
- 14 staff (minimum at capacity);
- Eighteen (18) dedicated, on-site car parking bays;
- A 584m² outdoor play area;
- An external bin store and service yard area;
- Operating hours between 6.30am to 6.30pm Monday to Friday, with up to 4 days open in the weekends for open days;
- A 2.4m high x 1.2m wide pillar sign is proposed between the car park and street boundary, with wall signs proposed on the CCP building; and
- Waste collection is proposed on site via a private contractor outside normal operating hours, to utilise an empty car park for maneuvering of the waste vehicle.

Parcel 2

Two buildings ('A' and 'B') are proposed, fronting Malibu Road and internal car park, including:

- A 300m² Gymnasium fronting Malibu Road;
- A 847m² Medical Centre;
- A 200m² consulting room for Physiotherapists;
- A 198m² Pharmacy;
- A 100m² Café and two Speciality Shops (97m² each) fronting Malibu Road;
- A Speciality Tenancy adjacent the Gymnasium and Medical Centre (98m²);
- 83 on-site car parking bays and 24 bicycle parking bays. Six (6) parallel, on-street car bays are also proposed along the Malibu Road frontage;
- Full movement crossovers are proposed on Malibu Road and Safety Bay Road, and a second 'exit only' crossover is proposed onto Malibu Road abutting the north side of the 'BP' Service Station in the location of an existing right-of-way easement;
- Landscaping is proposed in the form of shade trees in the car park, seating nodes and a pocket park on the north-east boundary with the Lumia estate, including two shelters;
- Signage is proposed as follows:
    - An 8m high pylon sign adjacent to the main crossover on Malibu Road;
    - The elevation plans show 'signage zones' on the facades of the buildings above the awnings as well as under awning signage, the details of which are currently unknown; and
- All buildings are proposed as single storey.

Parcel 3 - Tavern

A proposed Tavern fronts onto Safety Bay Road and comprises:

- A single storey 1,883m² building for up to 1,000 patrons, incorporating bar, restaurant, terrace and deck areas, kitchen, children's play area, bathrooms, bin store and loading dock areas;
- A 1,509m² semi-basement car park with 46 dedicated car parking bays;
- 2 at-grade universal car bays in the northern corner of the Parcel;
- 76m² of landscaping incorporated in the building structure;

- The roof form incorporates provision for roof mounted ventilation and air conditioning equipment and solar photovoltaic arrays; operable roofing and contains voids above the lower deck area;

- Wall signage on the western elevation;

- Operating hours include:

  - Monday to Wednesday: 10am to 10pm;
  - Thursday to Saturday: 10am to 1am;
  - Sunday: 8am to 10pm.

Parcel 4

Parcel 4 is not included in this Development Application. It is submitted that the intention is to develop the site with a residential use when 'market conditions permit'.

Development in Road Reserve

Between the subject site and Safety Bay Road road reserve, is a separate road reserve parcel (see Figure 6 below), that currently has a parallel 'slip road' constructed upon it used by the adjoining Service Station. This land is also included in this Development Application, upon which the slip road is proposed to be extended to the south-east, incorporating 12 angled car parking bays in front of Parcels 3 and 4, and an exit-only crossover onto Safety Bay Road.

A second 8m high pylon sign is proposed to be located on the road reserve parcel, adjacent to the crossover to Parcel 2.

6. Road Reserve Parcel

Accompanying Information

The following Reports and supporting material accompany the application which are contained in Attachment 1:

- Development Application Report;
- Development Plans;
- Transport Impact Assessment (TIA);
- Environmental Noise Assessment (ENA);
- Landscape Plans;
- Waste Management Plan; and
- Stormwater Management Plan.

Revised Information and Plans

On 13th November 2023, the applicant submitted amended plans and information in response to a 'Request for Further Information' from the City.

The revised information was provided in response to issues relating to traffic impact, car parking, noise impact, waste management, design of the CCP and the development interface with the Lumia estate, as well as responding to matters raised in public submissions and referral agencies.

The changes to the Application are described below.

- Increasing the area of Parcel 1 to 1,915m² (from 1,820m²), while Parcel 2 reduced to 6,800m² (from 6,895m²);

- Setting the CCP back from the north-east side boundary and reducing wall height from 4.2m to 3m in this location;

- A 2.5m wide awning was added to the CCP building and the glazing was increased along the street frontage on Malibu Road;

- Removing the Gymnasium (Unit 1) and the Speciality Unit (Unit 2) and replacing them with a 150m² Pharmacy tenancy fronting Malibu Road;

- Amalgamating Units 2 and 3 to increase the Medical Centre to 1,000m², and altering the shape of the building;

- Amalgamating Units 5 and 6 into a single tenancy and changing the use from ‘Shop’ to ‘Restaurant’;

- Changing Unit 8 from ‘Pharmacy’ to ‘Medical/Gymnasium’; and

- Various other minor changes to the plans to include information such as existing ground levels and finished floor levels.

Additional information was also provided in the form of environmental advice from Emerge Associates addressing land use compatibility and potential site contamination issues, in response to the agency comments.

In addition to amended plans the following amended technical reports were also submitted:

- Letter from the Applicant responding to the City's request for further information;
- Amended Transport Impact Assessment (TIA);
- Amended Environmental Noise Assessment (ENA);
- Amended Waste Management Plan;
- Amended Landscape Plans; and
- Amended Stormwater Management Plan.

The revised reports and plans which are the subject of this Report are contained in Attachments 2 and 3 respectively.

Legislation and Policy:

Legislation

- Planning and Development Act 2005;
- Planning and Development (Local Planning Schemes) Regulations 2015 ('the Regulations);
- Environmental Protection (Noise) Regulations 1997;
- Metropolitan Region Scheme; and
- Town Planning Scheme No.2 (TPS2).

State Government Policies

- State Planning Policy 4.2 - Activity Centres (SPP4.2);
- State Planning Policy 7.0 - Design of the Built Environment; and

Local Policies

- Local Planning Policy 3.3.1 - Control of Advertisements;
- Local Planning Policy No.3.1.2- Local Commercial and Activity Centres Strategy (LPP3.1.2);
- Local Planning Policy No.3.3.5 - Child Care Premises (LPP3.3.5);
- Local Planning Policy 3.3.14 - Bicycle Parking and End of Trip Facilities (PP3.3.14);
- Local Planning Policy No.3.3.19 - Licensed Premises (LPP3.3.19);
- Local Planning Policy No.3.3.23 - Waikiki Hotel Site – Urban Design Guideline's (LPP3.3.23);
- Local Planning Policy No.3.3.25 - Percent for Public Art - Private Developer Contribution;
- Local Planning Policy No.3.3.27 - Community Consultation for Development Applications (LPP3.3.27); and
- Local Planning Policy No.7.4 – Design Review Panel (LPP7.4).

Other:

- Environmental Protection Authority (EPA) Guidance Statement No.3 (GS3);
- Safety Bay Shoalwater Foreshore Master Plan; and
- Austroads' *Guide to Traffic Management*.

Consultation:

Public Consultation

The application is considered a 'Complex' application in accordance with the City's LPP3.3.27*,* and as such, advertising was carried out in the following manner:

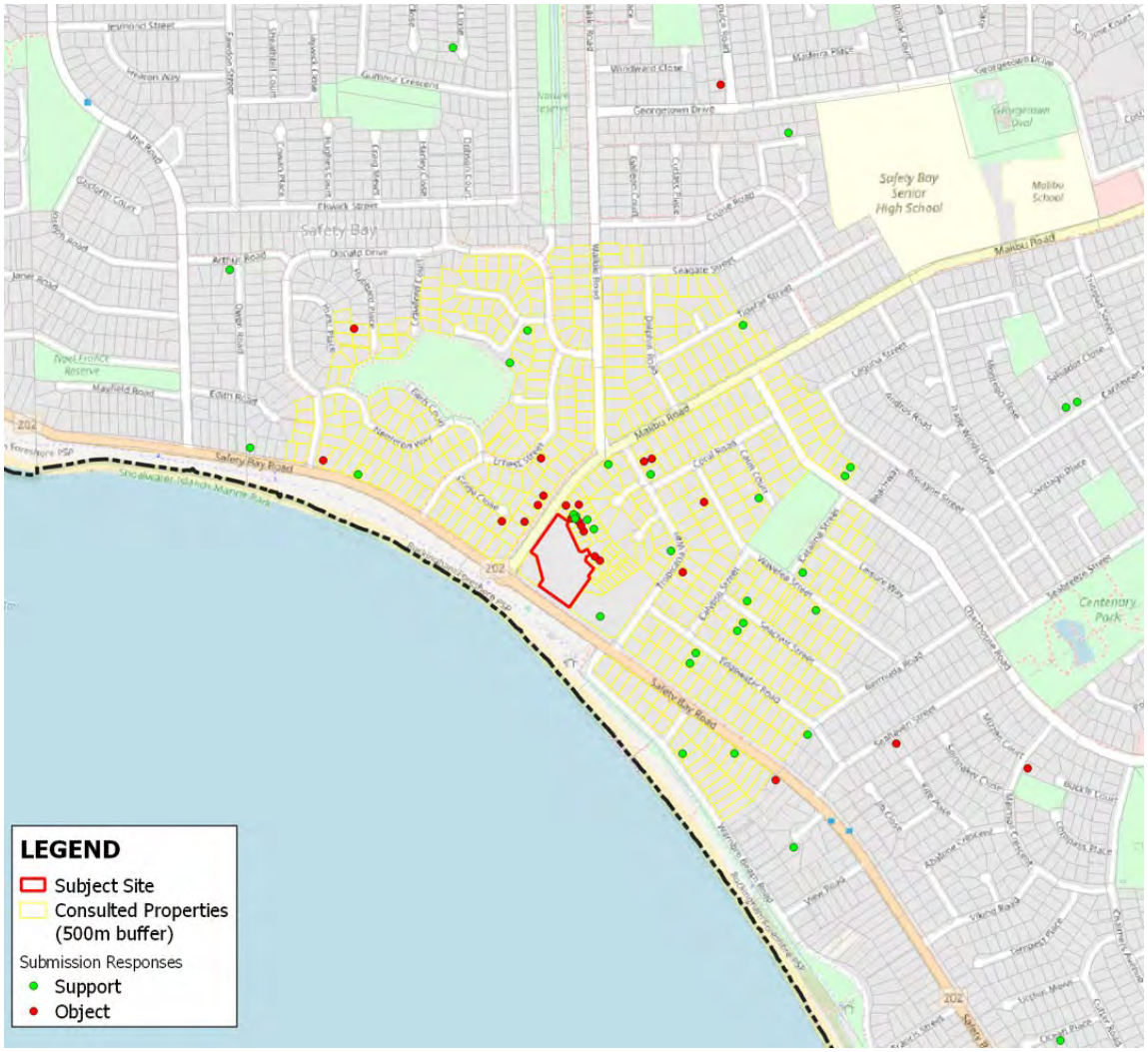
- All owners and occupiers within 500m of the subject site were notified in writing of the proposed development (see Figure 7 below);
- A sign was displayed on each street frontage advertising the proposal;
- An advertisement was placed in the Sound Telegraph; and
- The application was made available for public inspection at the City's Administration Offices and published on the City's website.

A total of 146 public submissions were received during the consultation period, comprising of the following:

- 68 submissions objecting to the proposal; and
- 78 submissions supporting the proposal.

Figure 7 also shows the distribution of responses in proximity to the subject site, with submissions received from beyond the frame not shown, or where addresses were withheld. Nineteen of the 68 objections and 22 of the supporting submissions were received within 500m of the subject site. The majority of the other submissions were received from residents of Safety Bay.

In catagorising the submissions it was noted that 38 of the supporting submissions also highlighted concerns. For reasons of simplicity, these have been recorded as submissions in support, and the concerns raised addressed in the following summary.



7. Consultation Map

1. Land Use/Location
Submission (summarised): Given the prime location of the subject site with coastal views the proposed development is considered sub-optimal in terms of the proposed range of land uses and built form, meaning the site is not being developed to its full potential for the area or for tourism. Waikiki beach is one of the best beaches in Perth and needs to attract people to the area and draw tourism through the development of a quality tavern with beer garden and child play areas, quality restaurants/cafes, bars and short stay accommodation. The development lacks vision which could enliven the area and promote the site as a family friendly tourism destination.
Applicant's Response: *"The proposed development includes a range of proposed commercial uses including.* • *A high-quality tavern with a beer garden, function areas, indoor areas, and children's play area.* • *Tenancies for restaurants and cafes.* • *Retention of a 2,000sqm ocean front site to be developed later when residential and or short stay accommodation is commercially viable."*

City's Comment:

The application must be considered on its planning merit, the basis for which Development Approval has been sought.

The 'Planning Assessment' section of this Report addresses the appropriateness of the proposed land uses and built form for the site.

Submission (summarised):

There are concerns about the proposed mix of land uses, including:

- A child care centre, gym, pharmacy and a medical centre are not considered uses required in this locality, and are not compatible with what could be a vibrant social hub;
- The site is made for tourist friendly restaurants,/cafes/shops not medical centres, child care centres and gyms;
- More retail, shop, tappas/restaurant type uses should be included;
- There is another CCP proposed directly opposite the site at 4-6 Malibu Road which will be in direct competition. There is no evident need for two CCP's in such close proximity;
- There is no residential component proposed, or stay accommodation that capitalises on the coastal location. Residential development could help ease the current housing crisis;
- A child care centre is considered incompatible with the adjoining Service Station and a proposed tavern; and
- The development should deliver a waterfront hotel with accommodation like areas such as Scarborough, Fremantle, Mandurah.

Applicant's Response:

"The proposed development includes a range of proposed commercial uses including.

- *A high-quality tavern with a beer garden, function areas, indoor areas, and children's play area;*
- *Tenancies for restaurants and cafes;*
- *Retention of a 2,000m² ocean front site to be developed later when residential and or short stay accommodation is commercially viable.*

There is a need for child care in the area based on a lack of current available spaces. Two child care centres will still not adequately satisfy the demand based on current census data. Further, demand is demonstrated through project viability.

The childcare is more than 50m away from the service station and complies with the relevant separation guidelines".

City's Comment:

Over 50% of those submissions that objected to the proposal claimed that child care centre, gym, pharmacy and a medical centre land uses are not required in this locality.

The 'Planning Assessment' section of this Report addresses:

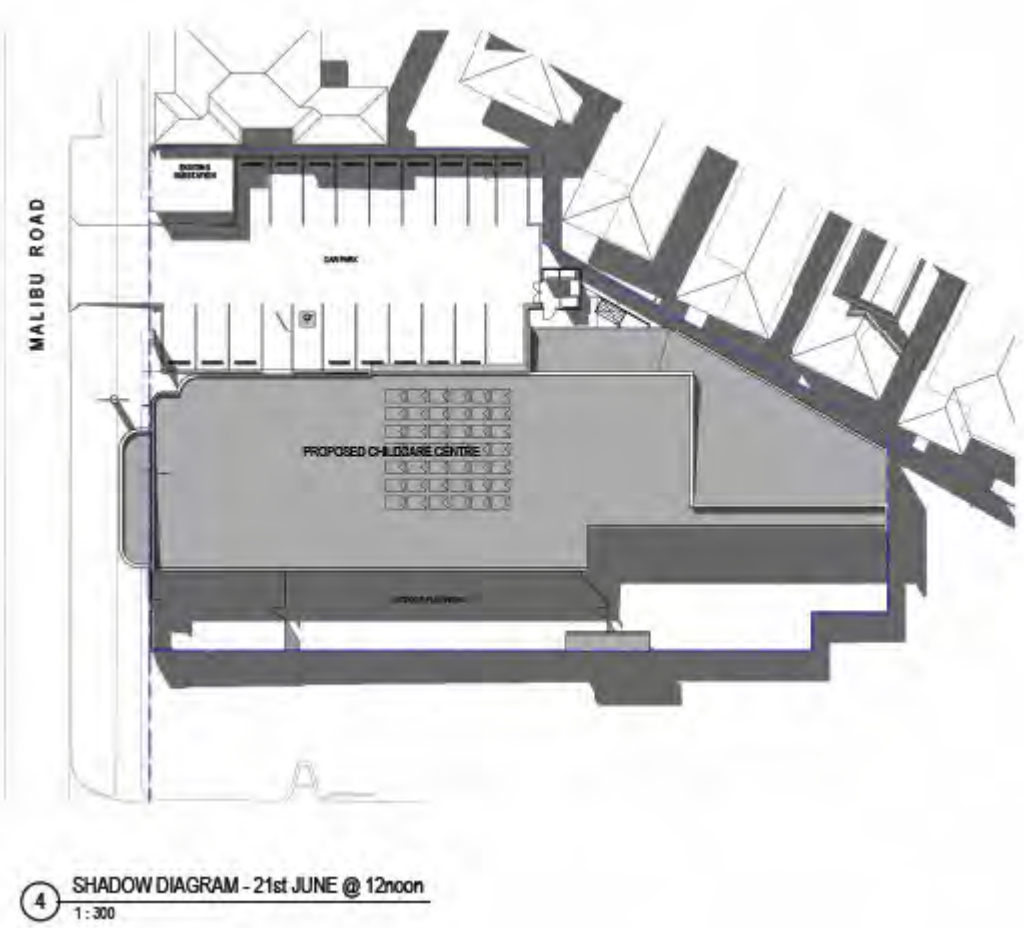
- The proposed range of land uses and compliance with the planning framework; and
- The need for the CCP.

Separation from the BP Service Station is discussed in the agency comments received below.

Commercial competition is not a relevant planning consideration.

2. Design
Submission (summarised): There are concerns about the design of the interface of the proposed development with the residential properties in the adjoining Lumia estate to the north, in that: • the proposed 4.2m high boundary wall of the CCP will adversely impact natural light and ventilation; will reflect noise from the courtyards of the adjoining residential properties; create a sense of enclose for the owners/residents and adversely impact on property values; • noise from the car park may affect adjoining properties; • Prior to lodgement of the development application the residents were shown plans by the developer that indicated a different layout of the CCP, with the outdoor play areas abutting the residential boundaries. The general view of the submitters indicates a preference for the original CCP layout with the built form set back and the outdoor child play areas abutting the residential boundary instead of a car park and parapet wall; and • There are concerns about odours from the bin stores for the tavern and development affecting nearby residential properties.
Applicant's Response: • *"The previously proposed 4.2m wall is no longer required resulting from updates to the Child Care Centre plans, which now provide a 1.5m setback to the common boundary with Lumina Estate. The wall height required is now only 3.0m.* • *The updated acoustic reporting recommends a 2.4m high boundary fence is placed along portion of the lot boundary to the north of the bin store. As noted above, a boundary wall would be compliant with Local Planning Policy No.3.3.23 Waikiki Hotel Site Urban Design Guidelines. Further, the length and height of the recommended boundary fence is limited in scope height. It is recommended this is addressed as a condition of approval to allow the applicant to explore if the acoustic wall could be placed internally rather than on the boundary line.* • *The proposed car park poses no additional risk to adjoining properties than that of the existing vacant land that can be freely accessed already. No evidence has been provided as to the potential for anti-social behaviour.* • *Car parking noise has been assessed by qualified acoustic consultants and the requirement to add another layer of 1.8m Colorbond fence within the applicant's property will be undertaken to ensure that noise is compliant with the relevant assessment criteria. Separately, the development is required to be compliant with the Environmental Protection (Noise) Regulations 1997.* • *The outdoor play area cannot be located adjacent to the residential houses due to acoustic implications. The design as currently proposed ensures compliance with relevant acoustic assessment criteria.* • *The tavern bins are located within an enclosed service yard and will be regularly collected by private waste collection to ensure that odour is minimised".*
City's Comment: Amended plans were submitted that reduced the height of the north-eastern wall of the CCP to 3m and set the wall 1.5m back from the north-eastern boundary. This can be supported as discussed in the 'Planning Assessment' section of this Report as the amendments substantially reduce the impact of the development on the amenity of the adjoining residential properties.

Solar diagrams were also provided that demonstrate that overshadowing from the CCP building will not adversely impact the adjoining residential property owners, noting the subject site lies to the south of the adjoining residential properties.



The revised Acoustic Report recommends (for noise mitigation purposes) installing a 2.4m high boundary fence along a portion of the common boundary between the CCP service yard and the residential properties at No.34/19 and No.33/19 Malibu Road.

The adjoining residential properties have compact, south facing, largely enclosed courtyards with a 1.8m high colourbond fence along the common boundary with the subject site. While the recommended 2.4m high boundary fence would comply with the City's LPP3.3.23 Waikiki Hotel Site – Urban Design Guidelines (LPP3.3.23), increasing the height of the 1.8m colourbond fence another 600mm will correspondingly increase the sense of enclosure the adjoining residents will experience from having adjacent courtyards.

Options should be considered to address this concern, which may include:

- Construct the top 600mm from acoustic rated clear Perspex material if constructed on the boundary; or
- Set back the 2.4m high acoustic barrier onto the subject site away from the boundary.

The layout of the CCP development, including the location of the CCP car park is discussed under LPP3.3.23 in the 'Planning Assessment' section of this Report.

The revised Acoustic Report indicates that noise from the CCP car park can be adequately mitigated with the provision of a 1.8m acoustic barrier along a portion of the boundary adjacent the car park.

Submission (summarised):

The built form for the proposed development needs to be of a higher quality and greater in scale. Single storey development is disappointing. The design needs to be reviewed to ensure it represents and showcases the significant coastal location it is.

Applicant's Response:

- *"All proposed uses are capable of approval at the subject site under the City's Town Planning Scheme No. 2. Further, the proponent has entered into agreements for lease with a number of business for the development, including national and local operators who have undertaken their own commercial assessment and demand for the uses of the proposed development and their location.*
- *A larger scale development is not commercially viable in this location, and this has been demonstrated by the past development approvals that have never progressed.*
- *Land has been set aside for a 2,000m² ocean front site to be developed later when residential and or short stay accommodation is commercially viable".*

City's Comment:

The built form is generally of a single storey nature.

The building form is discussed in the 'Planning Assessment' section of this report under LPP3.3.23 Waikiki Hotel Site - Urban Design Guidelines (LPP3.3.23) and SPP7.0 (see Attachment 5), where it is found that the development does not satisfy with the building height and scale requirements.

As mentioned in the 'Background' section, various forms of large scale mixed used development on the site were approved since 2007, however, did not proceed. When considered in the regulatory context of the building height and scale requirements under LPP3.3.23, the developments were likely to align with the intent of the Policy, which seeks to deliver built form of significant scale, in the form of a recognisable landmark site. When considered in the market context (note: not a relevant planning matter), it may be that none of the prior approved developments progressed due to influencing characteristics of supply, demand and feasibility of the development.

In the case of this particular proposed development, due to its strategic location, as well as the fact that it has remained vacant for a long period of time, market conditions could be given some weight and balanced, in a consideration between realistic expectations of built form outcomes versus regulatory aspirations for the site.

Submission (summarised):

Various design suggestions were provided, including:

- The shops and café tenancies should present to the coastal reserve across Safety Bay Road to enhance amenity of the recreational areas and reduce impact onto residences on Malibu Road;
- Relocate the residential site (Parcel 4) to Malibu Road;
- Provide additional frontage profile and height to the tavern to take advantage of an uninterrupted coastal view, or include a roof top bar;
- Tavern wheelchair access is very poor. The ramp is also too steep and should have a lift/elevator option;
- The tavern should include a brewery and beer garden for families;
- Car bays along the Safety Bay Road frontage is not a good design outcome. It would be preferable to locate car bays behind the built form;
- The design of the development should comprise of "*unique coastal architecture instead of the usual quick build formwork construction*"; and

- The CCP and other commercial buildings on Malibu Road should be set back from the street boundary with landscaping provided.
- The development should include short term accommodation via a high rise development.

Applicant's Response:

- *"A tavern with beer garden and alfresco seating / dining has been proposed along Safety Bay Road to enhance the amenity of the adjoining recreational areas.*
- *The retained 2,000m² site on Safety Bay Road has been located there to provide an opportunity to build either short stay accommodation and or apartments at a later date when commercially viable. The town planning scheme will require any future development to have an activated ground floor which will increase commercial uses along Safety Bay Road.*
- *The tavern has been designed above street level to accommodate sub-basement parking and to take advantage of the ocean views.*
- *The design of the tavern is compliant with universal access guidelines.*
- *The tavern includes a beer garden, function areas, indoor areas, and children's play area.*
- *Car bays fronting Safety Bay Road provide direct access to the tavern as well as the adjoining recreational areas. This land specifically does not form part of the subject site but is part of the Safety Bay Road reservation and is therefore difficult to develop with built form.*
- *The design of the development has taken into account the heritage of the site and has interpreted the previous architectural style that was predominantly used for the old tavern onsite.*

The buildings along Malibu Road have been set forward as preferred by the design guidelines for the site."

City's Comment:

The Application is required to be considered on the basis of the plans submitted, rather than the ideas suggested in submissions.

Universal access to the Tavern is required be designed and constructed in accordance with *AS 1428.1—2009, Design for access and mobility, Part 1: General Requirements for access—New building work*.

The car parking bays which are proposed directly in front of the Tavern can be supported as they are within road reserve.

The design of the development is considered in the 'Planning Assessment' section of this Report, under SPP7.0, LPP3.3.5 and LPP3.3.23.

3. Parking and Traffic

Submission (summarised):

Car parking concerns include:

- There is insufficient car parking proposed for the development considering the extent of the land use/ floor space proposed;
- If the Tavern is going to be a 1000 person venue then there is an extremely large parking shortfall which cannot be overlooked. Decreasing the tavern patron numbers is required;
- The foreshore car park is public property and should not be utilised for a private development;

- There is an obvious lack in parking supply which will push people to use the bays in the foreshore reserve. Car parking on the foreshore is already a problem in the summer and when the food trucks are in the car park;
- Parking availability is already an issue at the Lumia estate with arguments arising. Developer needs to address the parking bay issue prior to "*slapping on more buildings*";
- There are concerns about traffic potentially parking on the western street verge of Malibu Road in front of residential properties.

Applicant's Response:

- *"Car parking onsite will be used reciprocally between the uses who also have peak operating hours generally at different times.*
- *Parking onsite will be time restricted and managed by a private car park manager.*
- *Proposed parking allocations are consistent allocations of parking for the proposed uses.*
- *In relation to the tavern size and parking numbers, for comparison the following pubs have car parking allocations as identified:*
  - *The Reveley 500 persons zero bays;*
  - *The Stables 675 persons zero bays;*
  - *Good Company 550 persons zero bays;*
  - *The Camfield 2500 persons zero bays;*
  - *The Elford 600 persons zero bays;*
  - *The Peninsula (Mandurah) 750 persons zero bays,*
  - *Cobblers Tavern 650 persons 6 bays.*
  - *The Chase (Baldivis) 8 bays.*

  The current proposal provides for 166 reciprocal use car bays onsite of which 46 car bays are in a basement directly below the tavern and accessible by patrons.
- *It is standard practice to account for the use of public car bays in an assessment of a development.*
- *Parking issues within the Lumia Estate is not a relevant to the proposed development and should be managed by the Lumia Estate.*

Parking concerns along council streets is a management issue that council can resolve if required through time limiting parking of stopping parking altogether".

City's Comment:

Car parking for the development is discussed in the 'Planning Assessment' section of this Report below, where a lack of proposed car parking is identified as a significant issue.

The proposed Tavern is designed for up to 1000 patrons, which except for the Camfield adjacent to Optus Stadium, is significantly larger than the other examples outlined. With respect to the Chase Baldivis, it is noted there is a reciprocal parking agreement in place with the shopping centre that also provides car parking for this activity. Further, the subject site is a Local Activity Centre in a suburban coastal location that does not have access to high frequency public transport, meaning patrons from beyond the locality are likely to travel by car.

Submission (summarised):

Traffic related concerns include:

- Increased congestion on Malibu and Safety Bay Roads arising from the additional traffic from the development;

- There needs to be some kind of system to slow traffic down on Malibu Road as cars travel very fast approaching the roundabout at Malibu/Safety Bay Roads;
- There are traffic safety concerns about two potential child care centres across the road from each other near the intersection of Malibu/Safety Bay Roads, especially during peak school/child care drop off pick up times; and
- The proposed crossovers for the development are close to the Safety Bay/Malibu Road roundabout, and with the additional traffic generated, queues will build up, increasing delays for motorists and traffic noise.

Applicant's Response:

"*Traffic impacts have been assessed by a qualified Traffic Engineer and the relevant studies and investigations indicate that there will be no adverse impact on the traffic network within the vicinity of the development".*

City's Comment:

As discussed in the 'Planning Assessment' section below, the City has unresolved concerns with respect to the traffic modelling as provided within the amended TIA.

One particular area of concern is that the trip generation volumes for Parcel 4, and the maximum capacity of the Tavern (1,000 patrons), have not been considered in the TIA.

Additional information was also requested to clarify how the trip distribution proportions were determined, which is unresolved.

The City is concerned that by including the trip generation volumes requested above, in combination with a different trip distribution, may worsen the performance of the existing roundabout at the corner of Malibu Road and Safety Bay Road such that it may exceed its practical capacity limit.

The requested information is still required, to enable an accurate assessment as it has not been adequately demonstrated that the surrounding road network has the capacity to safely accommodate the development traffic.

Submission (summarised):

Access related concerns include:

- The development needs to ensure egress for Lumia estate is available through the two existing gates; and
- There should be a pedestrian crossing put in on Safety Bay Road to the foreshore area. The application does not address this need.

Applicant's Response:

- *"Access to Lumia estate is governed by an easement on title for the purposes of rubbish truck access and this access is maintained via the main internal thoroughfare within the proposed development.*
- *The design includes a new footpath along the Safety Bay Road edge which provides flexibility for a future pedestrian crossing to be incorporated into the design. This is best incorporated into the City's future upgrades to the foreshore reserve".*

City's Comment:

There is an existing easement across Lot 100 in favour of the City of Rockingham to facilitate waste collection from the Lumia estate. The location of the easement on Lot 100 will change if the Development Application is approved, but at this stage, there is no indication that the vehicle access gate will be opened up to allow for access by residents of Lumia estate.

A gate would need to be installed by the developer to facilitate pedestrian access for residents of the Lumia estate in the location of the proposed pocket park.

The need for a pedestrian crossing on Safety Bay Road adjacent to the proposed development is discussed under LPP3.3.23 in the 'Planning Assessment' section of this report.

4. Safety/Security

Submission (summarised):

- Is the child care centre closed at night? If not will there be a high fence (2.4m) adjacent to properties in the Lumia estate to prevent individuals from jumping over?
- Unless the CCP car park is gated off afterhours there is concern it will be used for anti-social behaviour (hoons, burnouts and burglaries).

Applicant's Response:

- *"The proposed child care centre will be closed at night. The proposed development will improve safety for adjoining residents over an existing vacant property which is readily accessible by the public currently.*
- *The acoustic reporting recommends a 2.4m high fence is erected along portion of the lot boundary.*
- *The tavern will address any anti-social behaviour as part of the routine management of the business.*

City's Comment:

The concern relates to the broader issue of the design of the CCP, with potentially accessible spaces that may be used to gain unauthorised access to adjoining residential properties after hours, such as from the CCP car park.

The layout out of the CCP development, including the location of the CCP car park is a concern of the City discussed under LPP3.3.23 in the Planning Assessment section of this Report.

Regardless, 1.8m – 2.4m high colourbond fencing along the common boundary will provide some degree of security for adjoining properties, which is not an uncommon form fencing treatment in Activity Centre settings.

5. Noise

Submission (summarised):

Noise from the child care centre and a 24 hour gymnasium will adversely impact the nearby residential properties.

Applicant's Response:

"*The development has been assessed by a qualified Acoustic consultant against the relevant standards and noise mitigation measures have been recommended and will be adopted in the construction of the development".*

City's Comment:

Noise impact is discussed in the 'Planning Assessment' section of this Report. The City has concluded that the Acoustic Report needs to be updated to address concerns about some of the noise modelling assumptions (including 'influencing factors') that may impact on the ability of the CCP noise to comply with the Noise Regulations.

Submission:

There are concerns the Environmental Noise Assessment report does not accurately identify all two storey dwellings ('receivers') in the noise modelling, therefore calling into question the noise modelling results.

Applicant's Response:

"The noise assessment report has been reviewed and updated where required".

City's Comment:

A revised Acoustic Report was provided following advertising, which is discussed in the in the 'Planning Assessment' section of this Report. From reviewing the revised Acoustic Report the City has outstanding concerns about some of the assumptions used within the noise modelling which may under represent noise impact on surrounding properties. The Report requires further clarification to address specific deficiencies, and may result in some changes to the consultant's recommendations, particularly around the child care use as the allowable noise levels will be lower.

The City's main concerns with respect to noise reporting relate to the Tavern however, which are discussed further below.

Submission (summary):

The residents of Surfside Apartments (adjoining the site to the south-east) have concerns about construction impacts (noise and dust) from the development, and have concerns that longer term operational noise will give rise to an ongoing loss of amenity and peaceful enjoyment. The submission requests the provision of a large rendered wall along the common boundary between the subject site and No.436 Safety Bay Road to provide improved security and to mitigate the impacts of noise and dust. The submitter has requested further consultation on this matter.

Applicant's Response:

- *"Construction noise and dust are regulated when a building license is issued, and the nominated builder will ensure that the times in which they undertake work are in line with the relevant building license conditions. The contractor will also ensure dust mitigation measures are in place during construction should they be required.*
- *The development has been assessed by a qualified Acoustic consultant against the relevant standards and noise mitigation measures have been recommended and will be adopted in the construction of the development.*
- *The construction of a new boundary wall would be assessed when the 2,000m² lot is proposed to be developed and the form of that development is known".*

City's Comment:

Construction noise impact is normally managed through the implementation of a Construction Management Plan, as a condition of Development Approval.

The revised Acoustic Report indicates that excepting mechanical plant noise from the Tavern (for which mitigation is required), operational noise received at No.436 Safety Bay Road complies with the *Environmental Protection (Noise) Regulations 1997* (Noise Regulations) only during the day period between the hours of 07.00am to 19.00pm Monday to Saturday with all windows and the operable roof closed.

However, the City has concerns about the practicality of the consultant's recommendations that require openings in the Tavern roof and any windows in the building to be closed at certain times to achieve compliance at existing surrounding residential properties. As mentioned above, noise is considered in greater detail further below.

The following government agencies and service providers were consulted:

- Water Corporation (WC);
- Western Power (WP);
- Department of Health (DoH); and
- Department of Water and Environmental Regulation (DWER).

The comments received are discussed below, with all submissions contained in Attachment 4:

1. Western Power
Submission (summarised): *"No objection".* Western Power outlined requirements for the developer to comply with for any works undertaken in proximity to Western Power distribution lines.
Applicant's Response: *"Noted, no infrastructure is proposed for removal or relocation at this stage but will be addressed if required in the future".*
City's Comment: Noted. Western Power's advice was provided to the applicant.
2. Department of Health
Submission (summarised): "*The DoH does not support the proposal unless the issues outlined in section 1 below can be resolved:* *1. Chemical Hazards* *The proposed childcare centre is reported to be 55m from the boundary of an existing petrol station. Although it is just outside the recommended 50m buffer for service stations that operate only during business hours (GS3-Separation-distances-270605.pdf), it is recommended that further risk assessment is necessary to consider potential exposures to gases, noise, odour and increased traffic risks if it is believed that the petrol station opens for extended operating hours.* *The applicant has stated that the site is not contaminated, but no details are provided. The applicant should check the Department of Water and Environmental Regulation's Contaminated Sites database (Contaminated Sites Act 2003). As the database only records those sites that have been classified, the applicant should also obtain a Basic Summary of Records with* *https://www.wa.gov.au/system/files/2023-06/form-2-request-for-a-summary-of-records-in-respect-of-land.pdf, to ensure the site is not subject to other important classifications not recorded on the database.* *2. Liquor Licensed Premises* "*The application proposes a large liquor licensed premises (1000 pax tavern) in close proximity to the childcare centre. Due regard should be given to harm minimisation and Designing Out Crime principles to minimise the risks associated with alcohol. Guiding documents may include the City's public health plan, Western Australia Local Government Association's Managing Alcohol in Our Communities: A Guide for Local Government, Western Australia (190129-WAL6710-Managing-Alcohol-in-Communities_V21.pdf (walga.asn.au)), and the Mental Health Commission's Local Government Alcohol Management Package (HADP0604_ONLINE VERSION.indd (mhc.wa.gov.au))*".

Applicant's Response:

Chemical hazards

"Please refer to the attached briefing note provided by Emerge Associates, demonstrating the proposed child care centre is located at a sufficient distance from the existing service station and no adverse impacts are expected.

The attached advice also confirms the subject site is not contaminated".

Liquor Licensed Premises

"*The liquor licensing process will be undertaken as required and separate to the development application process".*

City's Comment:

Chemical hazards

Under EPA's Guidance Statement No.3 (GS3), for the purpose of determining a separation distance, the most applicable type of Service Station operating hours to apply in this case are for service stations operating Monday to Saturday between 7am and 7pm.

While the Service Station advertises that it operates between 6am and 10pm (7 days a week), the CCP will operate between 6.30am and 6.30pm Mondays to Fridays, meaning that the exposure to any impact from the Service Station is no greater than the EPA's *Guidance Statement No.3 Separation Distances between Industrial and Sensitive Land Uses (GS3)* criteria consistent with a Service Station operating during normal hours (ie Monday to Saturday from 7am to 17pm). GS3 requires a minimum separation distance of 50m between the service station lot and the CCP lot.

As the separation distance is consistent with GS, a requirement for a site specific technical study or further risk assessment is not considered necessary. In the event that the Service Station were to undertake further development, should this application be approved, then an Emissions Study would be required to be submitted with the Development Application.

A Basic Summary of Records request from the DWER was recently submitted by the Applicant that indicates that the subject site has not been reported as a known or suspected contaminated site under the *Contaminated Sites Act 2003*.

Liquor Licensed Premises

At this stage, sufficient detail has not been provided to support a Liquor License Application. In the event of applying for a Section 40 Certificate under the *Liquor Control Act 1988* to support a Tavern Liquor Licence, in accordance with LPP3.3.19 a House Management Policy, Code of Conduct and Management Plan will need to be submitted that demonstrates the principles of harm minimisation have been addressed.

3. Department of Water and Environmental Regulation

Submission:

No objection.

General advice was provided on groundwater use for landscaping purposes and stormwater management, recommending water sensitive design elements be incorporated in the design of the stormwater management system.

Separation Distances

"*The Department advises that it does not have a regulatory role, policy position or guidance statement for fuel stations. Due to uncertainties within air dispersion modelling for this land use, resulting from an absence of standard methodology and validated data, adherence to separation distances within Guidance Statement 3 Separation Distances between Industrial and Sensitive Land Uses (GS 3) (EPA, 2005), is generally recommended to inform planning decisions.*

GS3 provides guidance on the use of generic separation distances (buffers) between industrial and sensitive land uses. The intent is to avoid conflicts between incompatible land uses and assist in the determination of suitable distances between industry and sensitive land uses. Childcare centres are considered a sensitive land use within GS3 and there is an existing fuel station adjacent to a proposed childcare centre. *The use of technical studies, such as modelling and monitoring of air pollutants can inform possible incompatibility between land uses but should not be used as the only input for planning decision-making as there can be significant uncertainty in the accuracy of such studies, and cannot determine if impacts may or may not occur. Where it has not been adequately demonstrated that the industrial impacts can be identified and avoided, mitigated or managed, and there is uncertainty regarding the potential risk to health and amenity, a conservative approach to defining the impact area should be applied.* *The fuel station advertises that it operates every day 6am to 10pm. The GS3 notes three different operating hours for service station premises, each with recommended buffer distances. If the existing fuel station was to best align with the description "premises operating during normal hours ie Monday - Saturday from 0700-1900 hours", in this scenario the GS3 would recommend a buffer distance of 50 metres. Based on the plans, there is an approximate separation distance of 60 meters*".
Applicant's Response: *"As above* [referring to the Applicant's response to the DoH comments], *please refer to the attached briefing note provided by Emerge Associates, demonstrating the proposed child care centre is located at a sufficient distance from the existing service station and no adverse impacts are expected".*
City's Comment: ***Separation Distances*** It is considered that the 'best fit' Service Station category to apply from GS3 is for Service Stations operating normal business hours as discussed above in response to the DoH submission. GS3 recommends a generic 50m buffer between sensitive land uses and a Service Station of this type. There is 55m between the Service Station lot and the CCP.

Planning Assessment:

The proposal has been assessed against all the relevant legislative requirements of the Scheme, State and Local Planning Policies as outlined in the Legislation and Policy section of this report.

The following matters have been identified as the key considerations for the determination of the application:

- Environmental Protection (Noise) Regulations 1997;
- Traffic impact;
- Car parking provision;
- The design of the CCP on Parcel 1;
- Town Planning Scheme provisions.

As the issues of noise, traffic and built form design are also specific policy considerations, they are discussed where necessary under the relevant state and local planning policy headings below.

Environmental Protection (Noise) Regulations 1997 (the Noise Regulations)

From the City's review of the Applicant's revised Acoustic Report, a significant area of concern with the development is the likely noise to be generated by the Tavern use.

The Acoustic Report indicates that the vacant Parcel 4 may be used for multi-storey residential units. As discussed below the predicted patron and music noise produced from the Tavern will not comply with the Noise Regulations at the adjacent Lot Parcel 4 at any time of any day for residential development.

The Report recommends that a Notification should be registered on the title/s and window treatments should be implemented to reduce the noise impact. With an estimated evening exceedance of 16 dB with all Tavern windows and doors closed, it is considered that even with noise treatments, any residential development on Parcel 4 will receive noise that does not comply with the Noise Regulations.

The Tavern noise is predicted to exceed the allowable noise levels during the day, even with the operable openings closed, if Parcel 4 is developed for residential use. The Tavern noise is also predicted to also exceed the allowable noise levels during the night and day for some existing surrounding residential properties.

The Tavern must demonstrate an ability to achieve compliance with the Noise Regulations for all current and future noise sensitive receivers. The City considers that amending the roof design to a solid construction will still result in significant exceedances on Parcel 4, which has not been demonstrated capable of being attenuated sufficiently through the use of design modifications on the future development. Nor would the inclusion of Notifications on the title absolve the City in its duty to ensure compliance with the Noise Regulations.

The Acoustic Report states that the Tavern roof and all windows will be required to be closed every Sunday, every Public Holiday and each night between 10pm and 7am. This is to achieve compliance with the evening assigned noise levels at the surrounding existing residential properties. This is not considered feasible, even with the removal of the operable roof, noise spills from opened windows will need to be addressed. It is not considered feasible or realistic that the Tavern can operate effectively if windows and doors must be closed at all times in order to comply with the Noise Regulations.

The City has identified various concerns with the noise modelling, or gaps in the Acoustic Report that need to be resolved to inform the planning decision making for this application, including:

- The modelling needs to be revised to show an accurate estimation of the numbers of patrons who could be in the outdoor areas of the Tavern at any one time;

- Breeze blocks are proposed to be installed on the northern face of the wall of the alfresco area of the Tavern. It needs to be demonstrated how these openings will be closed in order to comply with the Noise Regulations;

- Malibu Road has been included as a secondary road and this has applied an additional 2 dB to the influencing factor. Going by the latest traffic counts Malibu Road does not qualify as a secondary road, and therefore should reduce the influencing factor. This needs to be reviewed;

- The percentage of commercial land within proximity appears to be more than the City's calculations resulting in an additional 1-2 Db influencing factor to most properties. This results in noise exceedances from car doors closing and child play noise. This needs to be reviewed;

- The representative premises that have been used for the Northeast and Southeast sections are located in the North Section. The report needs to use premises that are located within the appropriate sections;

- Figures are missing showing the 100 metre radius and 450 metre radius from the representative premises;

- The vacant Lot at No.26/19 Malibu Road has not been included in the modelling. This needs to be included; and

- 428 Safety Bay Road has not been listed as a receiver in Table 4-5: Tavern Patron and Music Noise Predicted Levels. This needs to be included.

Additional information is required to address these concerns.

Traffic Impact:

The Applicant submitted (revised) TIA estimates that there will be two distinct peak activity periods experienced during weekday morning and afternoon peak road network periods (8am-9am and 3pm-4pm). The estimated trip generation from the development is 263 vehicles per hour during the morning peak hour, and 466 vehicles per hours during the afternoon peak hour.

The TIA states that development is expected to contribute the following additional daily traffic volumes to the surrounding road network:

- Malibu Road – 1,567 vehicles (29% increase);
- Safety Bay Road (northwest) – 1,175 vehicles (9% increase);
- Safety Bay Road (southeast) – 1,175 vehicles (9% increase).

From the City's perspective of the amended TIA, the following concerns remain:

- A 29% increase in daily traffic on Malibu Road is considered a significant increase, therefore, considering the existing road cross section the City is concerned whether Malibu Road has sufficient capacity to accommodate the additional traffic volumes generated by the development;

- Additional information is required regarding how the trip distribution proportions were determined;

- The trip generation volumes for Parcel 4, as well as the maximum capacity of the Tavern (ie 1,000 patrons), have not been considered in the traffic assessment. This, in combination with a different trip distribution may worsen the performance of the existing roundabout at the corner of Malibu Road and Safety Bay Road, such that it may exceed its practical capacity limit.;

- Concerns about the design in relation to vertical clearances to infrastructure; service vehicle sept paths diagrams and design of the car park not complying with AS2890;

- Concerns about SIDRA results regarding the intersection of the crossover proposed onto Safety Bay Road from Parcel 2 in the longer term (relating to the level of service anticipated in 2036);

- Restricted sight distance in proximity to the proposed crossover for the CCP;

Additional information is required to address these concerns.

Car Parking Provision

On-site car parking is required to be provided in accordance with Table No.4 of TPS2.

The provision of car parking is summarised as follows:

Car Parking Required			
Land Use	**Rate**	**Number Required**	**Number Provided**
Child Care Premises (14 staff, 82 children)	1 bay per employee and 1 bay per eight children	24	18
Shop - Unit 1 (150m²)	6 bays per 100m² NLA	9	85
Medical Centre – Units 2, 3 (15 practitioners)	5 bays per practitioner	75	
Café – Unit 4 (28 patrons)	1 bay for every 4 persons the building is designed to accommodate	7	
Restaurant – Units 5, 6 (100 patrons)	1 bay for every 4 persons the building is designed to accommodate	25	
Consulting Rooms – Unit 7 (5 Practitioners)	5 bays per consultant	25	
Recreation Private – Unit 8 (30 clients)	1 bay per 4 persons the building is designed to accommodate	8	
Tavern (1,089m²)	1 bay for every 5m² of bar and public areas, including lounges, beer gardens and restaurants	218	46

Parcel 4 future development	Unknown	No allowance	No allowance
Total bays required		391	
Car Parking Provided			
On-site bays provided			149
Proposed on-street bays			18
Total provided		167	
Shortfall		**224 bays**	

The application proposes 149 on-site car parking bays when 391 are required under TPS2 (ie 38% of TPS requirements).

It is reasonable to take into account car bays proposed in the adjacent verges. The City has concerns with the 6 car bays proposed in the Malibu Road verge (from a sight distance point of view), meaning the shortfall mentioned above may increase.

Significantly, the Applicant's parking assessment also relies upon the use of approximately 88 car bays located across Safety Bay Road in a public car park on the Waikiki foreshore reserve opposite the site.

TPS2 requires that car parking requirements are provided on-site.

Fundamentally, however, is the need to provide for equity between developments where car parking variations/reductions are proposed. The car parking in the foreshore reserve is provided for the purpose of the Reserve (being a Recreation Reserve) and is not provided to benefit a private commercial development. It has also been confirmed through the parking surveys conducted during the preparation of the Safety Bay Shoalwater Foreshore Master Plan, that the carpark in question is regularly at, or near capacity, at times during summer.

The applicant also contends it is not feasible to provide any additional on-site car parking and suggests applying a lower rate based on the Department of Planning, Lands and Heritage (DPLH) Draft Interim Guidance for Non-Residential Car Parking within Activity Centres. Specifically, the parking provision suggested by the applicant (148 on site bays) lies midway between the minimum (82) and maximum (278) car parking range provided in the DPLH draft guidance. The justification provided was based on:

- The parking rates in TPS2 are outdated and due for review;
- Changes in travel behaviour with the broader availability of rideshare facilities;
- *"an increasing view in the planning community for a shift in travel modes towards alternative forms of transport to improve the amenity of our urban environments";* and
- Several examples were provided of large tavern developments which are stated to have been provided with zero or very few car parking bays. These examples are discussed above in this report in response to traffic concerns raised in submissions, where the City questions the relevance of the examples provided.

It is also suggested that there should be an allowance made for the reciprocal use of parking bays between uses with differing peak parking periods.

The City notes that:

- The DPLH's draft interim guidance for non-residential car parking has not been formally adopted by the WAPC;

- The document is intended to provide guidance and improve consistency to Local Governments reviewing their local planning frameworks. It is not intended to be used to justify car parking shortfalls in development applications; and

- Methods of travel have changed over time with the increased use of ride share (Uber etc) services.

As the DPLH draft interim guidance has not been formally adopted and is intended to guide the review of the TPS, it is recommended that little weight be applied in giving due regard to this to the applicant's submission.

Having said the above, it is acknowledged that within the development site there is scope to consider the reciprocal use of parking bays, for example in the evenings when the Tavern operates after the retail uses close, however, without the specific operating hours known for the majority of the tenancies it is difficult to quantify how effective reciprocal parking can be in this instance. It is also considered unlikely that the CCP car parking bays will be utilised for reciprocal parking, due to the relative remote location and lack of legibility of these parking bays. Further, it's considered the CCP operator may install a security gate to this car park, potentially denying access to the public. Equally, it is unclear how the Tavern basement car parking would be used on reciprocal basis.

Included in the City's request for information to the Applicant was the request for a Parking Control and Management Plan (PCMP) in order to demonstrate how the proposed on-site and off-site vehicle parking will be managed. A PCMP was not provided in response, but was suggested as a condition of Development Approval by the Applicant should the planning justification provided not be accepted.

Without this information it is not possible to verify how the on-site parking proposed satisfies the demand for car parking based on the differing peak parking periods for each use.

<u>State Planning Policy 4.2 - Activity Centres (SPP4.2)</u>

SPP4.2 addresses the planning and development of new activity centres, and the redevelopment and expansion of existing centres. It is primarily concerned with the distribution, function, broad land use and urban design criteria of activity centres.

Policy Measure 7.1 - Activity centres hierarchy – roles and characteristics

The former Waikiki Hotel site is a 'Local Centre' within the hierarchy of 'Activity Centres', as outlined in the City's Local Commercial and Activity Centres Strategy (LCACS). The proposal is consistent with the planned hierarchy, given the function of a Local Centre is to provide for the convenience and incidental needs of local communities.

Policy Measure 7.4 Land uses

A range of land uses are proposed that cater for Child Care, dining, entertainment, health and medical needs; provide local employment and activity outside normal business hours. The proposed land uses are generally not consistent with the type of land uses for 'Local Centres' under SPP4.2. The desirability of the proposed land uses is discussed under LPP3.3.23 below.

Policy Measure 7.6 Urban Form

On Parcels 2 and 3 the buildings are designed to address the external public realm and internal car park generally in accordance with 'main street' principles, providing for articulated building facades, weather protection for pedestrians and active uses at the ground floor.

As discussed below in LPP3.3.23, an area of concern for the City is with the design of the CCP which provides a discontinuous building frontage where the car park is located and where there is a gate provided to the outdoor play area between the buildings on Malibu Road. Redesigning the development is recommended to address the City's current concerns.

Until this occurs the application is considered to be inconsistent with policy measure 7.6.

Policy Measure 7.7 Movement and access

The development should be designed to support a balanced movement network that is safe, convenient and practical for people, while providing for alternative forms of transportation that reduce car dependency. The movement system should also provide for safe and efficient freight and delivery access to the Activity Centre.

The proposed vehicle access crossovers and the internal vehicle circulation arrangement is logical and legible proposal that can be supported. Further, bicycle and mobility scooter parking is proposed, while the site is well connected to the surrounding residential areas via a pedestrian path network.

There are, however, traffic related concerns of the City that are discussed above which are currently unresolved that are relevant to determining compliance with this policy measure. In particular, information is required to verify the traffic modelling and to confirm that Malibu Road has capacity to safely accommodate future development traffic. There are also unresolved concerns regarding the serviceability of the development. Additional information is recommended to be provided to address these concerns.

Policy Measure 7.8 Net Benefit Test

A 'Net Benefit Test' is a tool used to demonstrate that a proposal would not unreasonably impact on the Activity Centre hierarchy or investment in Activity Centres, and delivers a net benefit to the community, and not reduce the level of access to services by the community.

The proposal does not trigger the need to require a 'Net Benefit Test' under Section 7.8 as it is under the 1500m^2 threshold for major development.

State Planning Policy 7.0 - Design of the Built Environment

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.

The application has been assessed against, and found not to meet 6 of the 10 design principles of SPP7.0. This is largely due to:

- The design of the CCP;
- Parcel 4 not being included in the application;
- Unresolved traffic impact; and
- Unresolved noise impact.

For reasons of conciseness, the assessment against the provisions of SPP7.0 is contained in Attachment 5 to this Report.

Draft Position Statement: Child Care Premises

In November 2022, WAPC released a 'Draft Position Statement on Child Care Premises' to provide location and design guidance to decision makers, proponents and the community for a consistent policy approach to planning Child Care Centres within Western Australia.

The Positon Statement is relevant as it provides guidance on the issues of demand for and design of CCP's as follows:

"The WAPC is of the view that a proponent does not have to demonstrate there is sufficient demand for the facility. However, the Department of Education (DoE) and the appropriate local government may require an assessment on a school site reserve and on other reserves or zoned land respectively".

Given the undetermined Development Application for a proposed CPP opposite the subject site at No.4-6 Malibu Road, the concerns about 'need' for the CCP raised in submissions and having due regard to LPP3.3.5 policy measure 4.1, the City requested additional information from the Applicant to address the potential impact the proposed CCP may have on the planned level of service of CCP's in the vicinity. The Applicant's response did not include any evidence based information demonstrating how two CCP's can operate without adversely impacting on the "*planned level of service*" given the local demographics, in the event that both applications are approved.

In terms of the design of the CCP the Position Statement provides:

"The visual appearance of the child care premises, including any signage, building design, colour, scale, shape and form, should be in accordance with the local planning scheme and/or local planning policy."

The design of the proposed CCP is not in accordance with the local planning framework, referring specifically to LPP3.3.23, for the reasons discussed under LPP3.3.23 below.

Local Planning Policy No.3.1.2 Local Commercial and Activity Centres Strategy (LPP3.1.2)

LPP3.1.2 identifies the former Waikiki Hotel site as a Local Centre in the City's hierarchy of Activity Centres. Local centres provide for the 'day to day' needs of local communities and provide an important role in providing walkable access to services and facilities for local communities.

The site is identified in LPP3.1.2 as currently comprising of 138m² and non-retail floor space area of 40m², reflective of the existing BP Service Station**.** LPP3.1.2 advocates planned growth of this centre due to an anticipated increase in population in this suburb. Using the predicted increase in population and current commercial floor space, LPP3.1.2 can provide an estimate of how much floor space the local centre can increase without affecting the viability of the centre.

LPP3.1.2 does not account for any unique circumstances of a centre, and the Waikiki Hotel site (Local Centre) has such a characteristic being surrounded by a significant portion of vacant land. Notwithstanding, the 2026 figures outlined in LPP3.1.2 indicate the additional cumulative 'supportable' retail space of 164m^2 and non-retail space of 105m^2 cannot be relied upon as an accurate reflection of supportable floorspace due to the nature of the Needs Assessment modelling that was undertaken to inform LPP3.1.2. The application proposes a Shop/Retail provision of 444m^2 and Non-Retail floor space of 3,866m^2 including the Tavern. Given the relatively minor level of additional Shop/Retail floorspace proposed is below the notional shop retail provision of 1,500m² for a Local Centre an 'Impact Test' was not required. The purpose of an 'Impact Test' is to ensure that major development proposals align with the objectives of SPP 4.2, and only applies to 'Major Development' or 'Out of Centre Development' as outlined in SPP4.2. This application is considered to be neither. Notwithstanding any limitations used to model floorspace increases, the application is consistent with LPP3.1.2.

Local Planning Policy No.3.3.5 Child Care Premises (LPP3.3.5)

The objectives of PP3.3.5 seek to guide the location and design of CCP to ensure that they are consistent with the scale and character of the immediate area, whilst ensuring that appropriate facilities are provided to accommodate the needs of the children and their carers within a safe environment.

The CCP proposed on Parcel 1 has been assessed against the requirements of LPP3.3.5 in the Table below:

Requirement	Proposal	Compliant
1. Location		
(a) Distributed strategically to provide maximum benefit to the community it serves;	The CCP site is in a Local Centre location, accessible by public transport where there are no other CCP's at present. The nearest existing or approved CCP's are located in Cooloongup and Shoalwater.	Yes
(b) Within easy walking distance or part of appropriate commercial, recreation or community nodes and education facilities;	The proposed CCP site is within the Waikiki Hotel site Local Activity Centre.	Yes
(c) Located in areas where adjoining uses are compatible with a CCP (includes considering all permissible uses under the zoning of adjoining properties).	The CCP adjoins the Lumia residential estate to the north-east, while the land opposite the site across Malibu Road is zoned 'Residential'. A Service Station is located on the corner of Safety Bay Road and Malibu Road 55m to the south west of the proposed CCP. A CCP is considered a sensitive land use.	Yes. The proposed CCP is setback 1.5m from the north eastern boundary with the Lumia estate and the CCP wall height reduced to 3m, reducing the impact of building bulk to an acceptable level. Noise impact from the CCP on adjoining residential properties can be effectively managed through the provision of acoustic barriers in the locations recommended in the Acoustic Report. To address owner concerns about the 'enclosure' effect that a 2.4m high boundary fence will have, alternative noise mitigation options are recommended, as discussed earlier. The CCP is adequately separated from the BP Service Station by 55m, consistent with the minimum separation recommended for service stations in GS3.
(d) Serviced by public transport (where available);	The 553 bus route runs along Malibu Road, with the nearest stop	Yes

	approximately 60m from the site. The 553 provides a link to the Rockingham Station and Rockingham Centre and operates with one hour intervals between buses, and a 30 minute interval between 3:30pm and 7pm. The 553 is not a high frequency bus route.	
(e) Considered suitable from a traffic engineering/ safety point of view;	The City has concerns about restricted sight distances on both sides of the crossover of the CCP.	An alternative location for the CCP crossover is recommended.
(f) Of sufficient size and dimension to accommodate the development without affecting the amenity of the area.	The proposed CCP lot is not large enough to contain all the car parking required by TPS2 on site. Twenty four on-site car bays are required, and 18 have been provided.	No.
Child Care Premises generally would not be suitable where the service provided by the Centre will have a demonstrable adverse impact on the existing or planned level of Child Care Premises enjoyed by the local community;	There is an undetermined Development Application for a CCP on Nos. 4-6 Malibu Road opposite the subject site that is pending MOJDAP determination. The Applicant was requested to provide information about the impact on the planned level of CCP given the proposed CCP on this site. The Applicant's response did not include any evidence based information or robust justification as to how two CCP's could co-exist, given the local demographics, in the event that both applications are approved.	Unable to be determined. Additional information is required.

2. Site Characteristics		
Sites selected for Child Care Premises should be of sufficient size and suitable shape to accommodate the development, including all buildings and structure, parking for staff and parents, outdoor play areas and landscaping, as determined by the City.	The proposed CCP lot is not large enough to contain all the car parking required by TPS2 on site. A redesign of the CCP is recommended as discussed under LPP3.3.23, which may change the configuration of the site.	No.
3. Car Parking		
Parking to be provided in accordance with TPS2. - 1 Bay per 8 Children - 1 Bay per staff member	Eighty two (82) children and 14 staff are proposed, requiring 24 on-site car parking bays. Eighteen (18) on-site bays are proposed to be used, presumably in conjunction with 6 proposed on-street bays nearby in Malibu Road. The City has unresolved concerns about the restricted 'sight distances' in the vicinity of the two proposed vehicle crossovers on Malibu Road, in that some of the on-street parking bays proposed between the two crossovers may need to be removed to provide for safe vehicle sight distances at the crossovers. If this is the case, then there will likely be a lack of convenient parking to address the CCP's requirements.	No. Until the City's sight distance concerns are resolved it is not considered that the on-street bays proposed should be included in the parking assessment. As such, it is considered that inadequate parking is provided.

4. Traffic		
A traffic impact statement (TIS)/assessment (TIA) will be required where, in the opinion of the Manager, Statutory Planning, a proposed CPP has the potential to impact on the functionality and amenity of an area and may create or exacerbate unsafe conditions for children and families using the premises, or for pedestrians or road users.	The applicant has provided a revised TIA for the development overall. As discussed earlier, the City has unresolved concerns about the ability of Malibu Road to accept development traffic, largely due to the traffic modelling assumptions in the TIA, and concerns about the sight distances at the CCP crossover. As such, it is not possible to confirm that this policy measure has been satisfied.	No. Additional information is required.
5. Noise		
A Noise Impact Assessment may be required for the development of a CCP. The objectives should be to limit the noise impact of the CCP on adjacent properties, and also limit any noise impact from external sources on the CCP. This may be achieved either by physical separation, design and layout of the premises or by implementing noise-mitigation measures, such as acoustic treatments to buildings.	A revised Acoustic Report has been submitted in support of the application. Noise impact is discussed above in this Report. The City has identified concerns with the noise modelling for the CCP (influencing factors) which may result in noise exceedances for car doors closing and children noise. Mechanical plant noise, as discussed, can be mitigated, but the impact on the amenity of the adjoining owners should be considered of a 2.4m high acoustic barrier. An updated Acoustic Report is required to address these matters.	No. Additional information is required.

6. Design Considerations		
The appearance of a CPP must be consistent with the scale and character of the locality. In this regard, where the development is located in a residential area, the built-form should lend itself to domestic (residential) architecture.	The appearance of this CCP should be informed by the design requirements of LPP3.3.23 which are discussed later in this Report.	No. While the proposed CCP building interface with the adjoining residential properties to the north-east is generally acceptable, the CCP should be re-designed in accordance with 'main street' principles to comply with LPP3.3.23.
7. Hours of Operation		
For Child Care Premises in Residential areas, hours of operation will be restricted to 6:30am to 7:00pm, unless otherwise agreed to by the Council.	The CCP is proposed to operate between 6.30am and 6.30pm.	Yes.
8. Need for Child Care Premises		
Where, in the opinion of the Manager, Statutory Planning, a proposed Child Care Premises may have an adverse impact on the level of service to the community by similar existing or approved facilities, the proponent will be required to provide further information in regard to the level existing services in the locality, proximity to other Child Care Premises, population catchments for the proposed Child Care Premises and the number of primary schools and kindergartens in the locality, in relation to the development of the proposed new facility	As mentioned above, the Applicant was requested to provide information about the impact on the planned level of CCP given the proposed CCP at Nos. 4-6 Malibu Road. Insufficient information was provided.	Unable to be determined. Additional information is required.

Local Planning Policy No.3.3.14 Bicycle Parking and End of Trip Facilities (LPP3.3.14)

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	Required	Rate	Required
Shop – Local Centre	0.2 spaces per 100m² NLA (150m²)	1	0.1 spaces per 100m² NLA	1
Health services (medical centre, consulting room)	0.1 spaces per patient (40 visitors)	4	0.1 spaces per staff (20 practitioners)	2
Food and drink premises: • Café, • Restaurant, • Tavern	0.1 spaces per five seats: • Café 28 patrons • Restaurant 100 patrons • Tavern 768 seats	1 2 16	0.1 spaces per staff - Assuming 30 staff	3
Recreation private (medical/gymnasium)	0.05 spaces per visitor (48)	3	0.1 spaces per staff (4)	1
Child Care Premises	0.05 spaces per visitor (82 spaces)	5	0.1 spaces per staff	2
Total		**32 Bays**		**9 Bays**

The plans show 44 bicycle parking spaces in convenient locations on Parcel 2 and in front of the Tavern.

End-of-Trip Facilities

As more than five (5) long term bicycle parking spaces are required, End of Trip facilities are also required to be provided in accordance with LPP3.3.14.

As the floor plans for Parcel 2 do not show an internal layout the requirement for End of Trip facilities has not been addressed.

Local Planning Policy No.3.3.19 Licensed Premises (LPP3.3.19)

PP3.3.19 provides guidance for the assessment and determination of applications for licenced premises. The application proposes a Tavern which is subject to this Policy. LPP3.3.19 requires consideration be given to impact on amenity, character, and social impact. The relevant Policy provisions are discussed below.

Requirement	Proposal	Compliance
1. Location		
Applications will generally not be supported if the proposal is likely to have a significant potential impact upon the amenity of an area or affected neighbouring properties. A significant potential impact includes:	The proposed Tavern has a nil setback from Parcel 4, which is a vacant lot subject to a future Development Application, potentially including residential use.	No. Additional information is required in the form of an amended Acoustic Report.
1. Location		
• undue offence, annoyance, disturbance or inconvenience to persons who reside or work in the vicinity, or to persons in or travelling to or from an existing or proposed place of public worship, hospital, child care premises or school, would be likely to occur; or • the amenity, quiet or good order of the locality in which the premises or the proposed premises are, or are to be, situated would in some other manner be lessened	To inform the noise impact assessment the Applicant's Acoustic Report modelling assumes a 6 storey residential apartment building on Parcel 4 for the purpose of assessing Tavern noise. The City has reviewed the Acoustic Report and has some significant concerns with some of the acoustic modelling assumptions. As discussed earlier in this Report, the predicted patron and music noise from the Tavern will not comply with the Noise Regulations at the adjacent Parcel 4, at any time of any day, for residential development. Further, the City has concerns about noise exceedance from the Tavern during the day time on some of the existing surrounding residential properties. The City's Health Services does not consider the consultant's recommendation to close all openings in the building at certain times are practical or feasible to implement.	No. As above.

	Further, it is not considered that a Notification on the title of Parcel 4, nor incorporating noise mitigation into the building fabric on Parcel 4 will be a practical solution to managing the issue. Additional information is required to address the City's concerns.	
Requirement	**Proposal**	**Compliance**
2. Noise		
To address noise impacts from a proposed licensed premises, the City may require that an applicant submit an acoustic report, prepared by a suitably qualified acoustic consultant (as determined by the City), demonstrating that the noise likely to be emitted from the licensed premises will comply with the Environmental Protection (Noise) Regulations 1997. The report should indicate the likely noise nuisance and what sound attenuation measures will be needed to control noise emissions from the premises in accordance with the requirements of the Environmental Protection (Noise) Regulations 1997.	As above.	As above.

Requirement	Proposal	Compliance
3. Harm Minimisation		
The applicant will be required to demonstrate that the principles of harm minimisation have been addressed by the lodgement of a House Management Policy, Code of Conduct and Management Plan in accordance with the Department of Racing, Gaming and Liquor Guidelines.	At this stage, the Applicant has not provided sufficient detail to support a Liquor Licensing Application.	A House Management Policy, Code of Conduct and Management Plan must be provided with the Section 40 Certificate application for a Tavern Liquor License, should Development Approval be granted.

Local Planning Policy No.3.3.23 Waikiki Hotel Site – Urban Design Guideline's (LPP3.3.23)

The subject site is unique in the City of Rockingham, in that it is the only land parcel to have its own specific LPP to establish a framework of planning principles and development controls to deliver an appropriate redevelopment of the site. The policy establishes a high benchmark for future development with objectives that include to *"achieve a contemporary, mixed use landmark development that attracts and encourages people to visit*", while recognising the historical use of the land and the proximity of the site to the coast.

LPP3.3.23 contains various 'Planning and Development Principles' that apply to the site, and 'Required Elements' that must be achieved. LPP3.3.23 sets a very high standard of expectation, which could be considered 'aspirational' in some respects. With the commercial realities being what they are, the City has adopted a 'pragmatic approach' to implementing LPP3.3.23 to achieve an acceptable outcome that seeks to avoid the site remaining vacant into the future.

For conciseness, the following table sets out only those aspects of the proposal that are inconsistent respect with LPP3.3.23:

Requirement	Proposal	Compliance
1. Preferred Uses		
• Licensed premises • Entertainment/hospitality; • Eating and drinking places • Retail • Short-stay accommodation/serviced apartments	Tavern Restaurant Café Shop Recreation Private Medical Centre Consulting Rooms Child Care Premises	Partial compliance. The Tavern, Restaurant, Café and Shop are all preferred land uses, however Recreation Private; a Medical Centre, Consulting Rooms and Child Care Premises are not preferred uses on this site.

Requirement	Proposal	Compliance
1. Preferred Uses		
• Medium to high density residential, only in conjunction with commercial development • Other permissible uses listed under Town Planning Scheme No.2 (TPS2) are not preferred		While the City would prefer to see and encourages the provision of more active commercial, retail and eating uses proposed and a short-stay/ residential component, it is noted that: • There is robustness in the design of the commercial tenancies which will provide for further subdivision of larger tenancies' into smaller tenancies if required, facilitating land use diversification in the future. • The full range of proposed uses provide a valid service to the community they service, and are permissible uses in the Commercial zone. • Parcel 4 is yet to be developed. Subject to providing additional information to address the City concerns, the proposed range of uses can be supported.
2. Principles		
Land Use		
<u>Land Use:</u> • Encourage the inclusion of suitably scaled licensed premises to ensure that the site retains its previous role as an eating and drinking venue.	The Tavern is designed with a maximum capacity of 1000 patrons.	No. Due to the scale of the Tavern the City has significant noise concerns that are currently unresolved.

Requirement	Proposal	Compliance
2. Principles		
Land Use		
• Ensure that residential uses are integrated with the retail, commercial and hospitality potential of the site.	Parcel 4 has been earmarked for multi-storey Residential use in the future.	The predicted patron and music noise produced from the Tavern will not comply with the Noise Regulations at the adjacent Parcel 4 at any time of any day if Parcel 4 is developed for residential development.
<u>Urban Design:</u> • Locate and configure buildings to address the street and facilitate continuous 'Main Street' style streetscapes which provide interest and interaction between buildings and pedestrians at street level. • Provide shade and shelter through the use of a continuous awning and/or colonnade treatment. Street trees are also encouraged.	The design of the CCP is not in accordance with 'main street' principles, as the CCP outdoor play area and the car park provide for breaks in what could otherwise be a continuous 'main street' frontage on Malibu Road. As above.	No. It is recommended that the CCP is re-designed to comply with this policy measure, which may mean relocating vehicle access so that it is from the main car park, and extending the CCP building across the width of the 'Parcel' frontage.
<u>Vehicle Movement and Access</u> Minimise and locate vehicle crossovers to avoid disruption of pedestrian amenity along the principal pedestrian routes	The car park for the CCP obtains access from its own crossover on Malibu Road.	No.
<u>Vehicle Parking:</u> Locate car parks (other than on-street parking) out of sight from the public domain (that is; behind, below or above buildings) to avoid a detrimental visual impact on the adjacent streetscapes.	The car park for the CCP is accessed from Malibu Road and is directly visible from the public domain. The balance of the proposed car parking is provided internally to the development, and is acceptable in this regard.	No. The CCP is designed as a stand-alone development. The carpark should be located, scaled and designed to avoid visual domination of street and public frontages and to avoid discontinuity of the urban form and pedestrian environment.

Requirement	Proposal	Compliance
2. Principles		
Land Use		
		The visibility of the CCP car park is inconsistent with 'main street' urban design principles. There are benefits to be explored by relocating the CCP car park to the rear. The City has previously raised this as a concern with the Applicant and through the design review process. It is recommended that the design of the CCP be reviewed accordingly.
3. Required Elements		
(a) An activated frontage with eating and drinking and commercial uses at ground level and a three storey minimum contiguous façade positioned in accordance with the setback requirements must be provided. At the ground level, buildings must address the street with a primary business entrance and a shopfront façade that is transparent over at least 75% of the area of the façade. Mandatory boundary setbacks apply as follows: • Malibu Road - nil • Safety Bay Road - nil, • Side (south east Boundary) - 6m • Side (North east boundary - nil.	The CCP has a 4.2m single storey equivalent façade height, with a discontinuous façade along the street frontage due to the car park and child outdoor play area fronting Malibu Road. The building entrance is from the car park, not the street, and approximately 21% of the street facade comprises transparent glazing. The CCP is setback from the north east side boundary by 1.5m. Buildings on Parcel 2 and the Tavern have approximately 5.2- 6m high (approximately two storey equivalent) continuous facades along the lot frontages with primary building entrances facing the street and the internal car park.	No. It is recognised that the Policy has high expectations when it comes to building scale. Although a three storey façade is not provided, the proposed façade heights do provide for a pedestrian-dominant compact urban form appropriate for a Local Centre. A variation can be supported for the commercial buildings on Parcel 2 and the Tavern on Parcel 3, which although are designed as single storey buildings, have the scale equivalent to a two storey building. It is considered that the height of the CCP building should be increased accordingly.

Requirement	Proposal	Compliance
3. Required Elements		
	The buildings have facades with transparent openings ranging between approximately 19% and 66% of the area of the facades.	To address the City's concerns about the discontinuous façade and building height it is recommended that the CCP plans are reviewed. A variation from the policy for the 1.5m setback for the CCP from the north-eastern boundary is supported, in order to minimise any amenity impact of building bulk on the adjoining properties in the Lumia estate. Conditions are recommended should Development Approval be granted that require the CCP to be re-designed to provide a continuous facade and awning, the height of the CCP facade to be increased to approximately 6m along the street and for the car park to be screened from the street. With the exception of the CCP, a variation to the Policy requirement for transparent facades can be supported as all the primary building elevations have significant transparency in the range of 53-66%.
(b) Street elevations must be articulated to include defined street-front entries which are clearly identifiable from the street.	The CCP main building entrance is accessed from the car park, not the street. The other buildings have defined have street-front entries.	Partially compliant. Modifications are recommended to provide a front door to the CCP directly from Malibu Road.

Requirement	Proposal	Compliance
3. Required Elements		
(c) Street awnings must be provided to the full width of the proposed building at a minimum 2.5m wide, with lighting being provided under the street awnings	2.5m wide awnings are provided to the CCP (ie a limited awning) and to the commercial buildings on Parcel 2. There is no street front awning provided for the Tavern along Safety Bay Road.	Concerns about the street fronting façade of the CCP are discussed above. The awnings on the Commercial buildings comply. The Tavern is a unique form of architecture that does not lend itself to the provision of a street front awning. A Policy variation can be supported.
(d) Any residential development must incorporate noise attenuation measures to limit the noise impacts to residences from the licensed premises.	While Parcel 4 is not included in the current application, the Applicant's Acoustic Report indicates that significant exceedance (up to 16db) of the Noise Regulations can be expected if a development on Parcel 4 includes residential apartments.	No. As discussed earlier in this Report, the City has reviewed the Acoustic Report and has significant concerns about the exceedance of the Noise Regulations. It is not deemed practical to incorporate noise mitigation into a building on Parcel 4, as even with mitigation measures included, noise levels received at a residential premises will still exceed the limits in the Noise Regulations. This means therefore that residential development on this site in the future is unlikely to be supported if Tavern noise cannot be more effectively managed as a part of this application.
(e) Off-street car parking must be located behind, under or over ground floor, streetfront buildings.	The location of car parking for the development is generally acceptable, except for the CCP which visible from the street.	No. Modifications are recommended to the CCP plans to screen the car park for the street.

Requirement	Proposal	Compliance
3. Required Elements		
(f) Any development must include pedestrian crossing facilities from the site to Lot 2041 Safety Bay Road (Waikiki Beach).	A pedestrian crossing is not include in this application.	No. The feasibility of providing a pedestrian crossing should be investigated by the Applicant, the location of which should provide a convenient crossing location (reflecting the pedestrian desire line between this development and the beach) that is cognisant of the future redesign of the existing foreshore car park that is shown in the Safety Bay Shoalwater Foreshore Master Plan. Additional information should be provided to address this matter.

Due to the policy non-compliance above the application is not considered to be consistent with the following objectives of LPP3.3.23:

- *"Provide for a diverse range of complimentary land uses".* From a land use perspective, the range of proposed land uses are generally supportable, however, due to the nature of the unresolved noise concerns (discussed above), there is conflict between proposed Tavern on Parcel 3 and planned future residential development on Parcel 4.

- *"Contribute positively to the streetscape".* From a design perspective, the CCP does not satisfy the traditional 'main street' urban design principles and should be re-designed to sleave the carpark from the street, provide a contiguous façade and increase the building height to equivalent of two storeys along the frontage of Malibu Road.

Local Planning Policy No.7.4 – Design Review Panel (LPP7.4)

On 15 June 2023, prior to lodging the Development Application, draft plans were presented to the City's Design Review Panel (DRP) for consideration, to provide independent feedback on site planning and layout of the development.

Attachment 6 contains the DRP meeting notes, however, in summary the DRP considered that:

- There is an opportunity for improved site planning and layout response, through:

- Rationalisation of crossovers;
- Redesign/orientation of Child Care to improve built form, passive solar design, natural light and amenity for kids and integrate/distribute car parking across development holistically;
- Improved street interaction along Malibu Road, with finer grain use/activation.

- Blank wall on Tavern on the boundary of Parcel 4 is blunt/not supported.

- Provide understating of land use/layout intent for future Lot 4.

- Landscape scheme with greater detail is required.

- Lack of sustainability strategy commitment.

The Panel recommended that the design be supported subject to the above key issues being satisfactorily addressed.

The plans submitted with the Development Application have responded to the DRP's comments to an extent, by modifying the tenancy layout along Malibu Road; increasing landscaping within the main car park and generally providing further detail to address some of these matters. Notably, however, the design of the CCP has not been revised; the crossovers have not been rationalised, and no information has been provided about the interim use of Parcel 4 (for example, could this land be used for car parking to assist alleviate the shortfall in the short term).

The plans have not sufficiently evolved to proceed to further consideration by the City's DRP.

Safety Bay Shoalwater Foreshore Master Plan

The City's Safety Bay Shoalwater Foreshore Master Plan (Master Plan) is an enhancement plan that includes the Waikiki foreshore reserve on Lot 2041 opposite the subject site.

The Master Plan identifies the foreshore opposite the subject site as a major recreational node with improvement works identified that include a reconfiguration of the existing car park.

8. Safety Bay Shoalwater Foreshore Master Plan

It is expected that the proposed improvement works will increase public use of the Waikiki foreshore, potentially meaning that less car parking would be available on the foreshore for use by the proposed development than the Applicant envisages.

Relevantly, (as mentioned above) LPP 3.3.23 requires the provision of a pedestrian crossing between the subject site and the Waikiki foreshore reserve. As the detailed design of the foreshore car park reconfiguration has not been completed at this stage it's not possible to confirm the best location for a pedestrian crossing. The Applicant will need to consult the City's Asset Services when considering options for a pedestrian crossing.

<u>Town Planning Scheme No.2 (TPS2)</u>

Clause 3.2 - Zoning Table

The subject site is zoned 'Commercial' under TPS2.

The objective of the 'Commercial' Zone is:

'… to provide for the development of District, Neighbourhood and Local Shopping facilities to cater for the present and future residents of the Local Government consistent with the Local Government's Local Commercial Strategy and supported by any other Plan or Policy that the Local Government from time to time may adopt as a guide for the future development within the zone.'

As discussed above in this Report, shortcomings with the City's LPP3.1.2 notwithstanding, the proposed development of the subject site is consistent with the form and function expected of a Local Activity Centre given the range of proposed land uses.

The application has been assessed against various Local Planning Policies and TPS2 below, where several concerns have been identified relating to traffic, parking, noise impact and the design of the built form.

These matters have not been able to be resolved with the Applicant given the available reporting timeframe. Further discussions with the Applicant are recommended and additional information is recommended to address the outstanding issues and inform the planning decision making process. Given this, it is concluded that the application in its current form is not consistent with the objective of the 'Commercial' zone.

The application proposes the following uses:

Land Use	**Use Class**
Child Care Premises	D
Recreation Private (Unit 8 - Medical /Gymnasium)	D
Shop	P
Consulting Rooms	D
Restaurant/Cafe	D
Medical Centre	D
Tavern	D

In accordance with clause 3.2.2 of TPS 2:

'P' use *"means that the use is permitted by the Scheme providing the use complies with the relevant development standards and the requirements of the Scheme.*

'D' use *"means that the use is not permitted unless the local government has exercised its discretion by granting development approval."*

To clarify, Unit 8 is proposed as a 'Medical/Gymnasium' (198m²) which the Applicant states would suit a Yoga/Pilates studio given the size of the tenancy. No other information has been provided to indicate the intention to use this tenancy for a medical purpose per se. For the purpose of this reporting the land use is therefore considered a 'Recreation Private' use class.

All uses proposed are able to be considered within the 'Commercial' Zone under TPS2. The uses are commonly provided within a Local Centre and are considered acceptable.

Clause 4.6.2 - Form of Development

In considering an application for Development Approval, the decision maker shall have regard to the following:

"ensure that that site planning, scale, built form, elevations and landscaping of the development positively contribute to the streetscape, appearance and amenity of the locality."

Except for the design of the CCP and the under provision of on-site car parking, the general site planning layout for the development appears logical. The scale of the built form falls short of the expectations of LPP3.3.23, but can be supported, except for the proposed CCP, the building elevations adequately address the street in accordance with traditional 'main street' principles. The landscaping proposed, both within the site and on the Tavern structure provides amenity and softens the appearance of the car park and buildings.

In order to comply with LPP3.3.23, the CCP should be re-designed to provide an active 'main street' frontage to Malibu Road. The application is currently in conflict with this Scheme provision.

Clause 4.6.4 Setbacks

The 1.5m setback of the CCP from the north eastern boundary complies with the R-Codes, but conflicts with LPP3.3.23, which requires a nil side boundary setback for the first storey. As mentioned earlier, a variation to the policy requirement for a nil setback is supported as it provided a more appropriate interface with the adjoining residential land.

Conclusion:

There are significant matters which are unresolved that prevent the City from recommending the granting of Development Approval, including:

- The lack of adequate on-site car parking, and robust justification to support the varying of parking requirements in the Scheme;
- Noise impact from the CCP and Tavern on existing and future residential development and the need for additional information to be provided within the Acoustic Report;
- The design of the CCP, which should be designed in accordance with traditional 'main street' principles consistent with LPP3.3.23 and SPP7.0;
- The need for additional information in the TIA; and
- The Application should be amended to consider a pedestrian crossing between the development and the Foreshore Reserve.

It is acknowledged that there are a number of positive elements contained within the application, including the provision of a Tavern, Café, Restaurant and Shop which are consistent with are consistent with the preferred uses LPP3.3.23. While a Medical Centre, Consulting Rooms and Gymnasium are not preferred uses, they do provide services to the community.

There is robustness within the design of the commercial buildings that could facilitate future 'changes of use', should more active uses be proposed. The design of the CCP is not considered to be robust given the particular requirements for this use, however, a CCP, appropriately designed, could potentially be supported in the Local Centre context of this site.

As such, the proposed range of land uses could be supported, subject to addressing the concerns outlined above.

Instead of recommending Refusal, the City considers that the Applicant should review the matters raised in the City's assessment and provide the additional information required to facilitate a favourable recommendation. As such, Deferral of this application is recommended.

PS ref: 8489

23 August 2023

City of Rockingham
PO Box 2142
Rockingham DC WA 6967

Attention: Chris Parlane – Senior Planning Officer

Dear Sir,

PROPOSED MIXED COMMERCIAL DEVELOPMENT
APPLICATION FOR APPROVAL TO COMMENCE DEVELOPMENT
LOT 100 SAFETY BAY ROAD, SAFETY BAY

Planning Solutions acts on behalf of Braykell Two Pty Ltd the proponent of the proposed development at Lot 100 Safety Bay Road, Safety Bay (**subject site**).

We are pleased to present this application for a Mixed Commercial development, including a Child Care Centre, Tavern, several medical tenancies, specialist retail tenancies and a gym with associated parking, access and landscaping, as it applies to the subject site.

With regard to the above, please find enclosed:

1. City of Rockingham Development Application Form and Checklist, signed by applicant and landowner.
2. MRS Form 1, signed by the applicant and landowner.
3. DAP Form 1, signed by the applicant and landowner.
4. City of Rockingham DAP application checklist, completed and signed by the applicant.
5. Planning assessment report, including copies of certificates of title, plans depicting the proposed development, and technical appendices.

We look forward to confirmation this application has been received, and respectfully request we are invited to attend any committee or Council meeting at which the matter is considered.

Should you have any queries or require further clarification in regard to the proposal, please do not hesitate to contact the writer.

Yours faithfully,

ROSS UNDERWOOD
SENIOR ASSOCIATE

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ACN 143 573 184 ABN 23 143 573 184
Planning Solutions (Aust) Pty Ltd

APPLICATION FOR DEVELOPMENT APPROVAL

Before completing this form, please consider lodging your application on-line - https://rockingham.wa.gov.au and register via Rock Port to lodge your application.

OWNER DETAILS

Name : Braykell Two PTY LTD

ABN (if applicable) 4297 4013 069

Address : 50 Bayview Terrace Claremont Postcode: 6010

Phone: Work: _____ Home: _____ Mobile: 0418 491 774

Fax: _____ Email: rhys@fabricproperty.com.au

Contact Person for correspondence: Rhys Kelly - Director

Signature Rhys Kelly - Director Date 18/8/23

Signature Robert Bray - Director Date 18/8/23

The signature of the owner(s) is required on all applications. This application will not proceed without that signature. For the purposes of signing this application an owner includes the persons referred to in the Planning and Development (Local Planning Schemes) Regulations 2015 Schedule 2 clause 62(2).

APPLICANT DETAILS (if different from owner)

Name: Planning Solutions

Address: GPO BOX 2709 Cloisters Square PO

Postcode 6850

Phone: Work: (08) 9227 7970 Home: _____ Mobile _____

Fax: _____ Email: admin@planningsolutions.com.au

Contact person for correspondence: Ross Underwood - Senior Associate

The information and plans provided with this application may be made available by the City of Rockingham for public viewing in connection with the application. Yes ☑ No ☐

Signature: _____ Date: 22/08/2023

PROPERTY DETAILS

Lot No. 100 House/ Street No. _____ Street Name Safety Bay Road

Suburb Safety Bay Nearest Street Intersection Safety Bay Road & Malibu Road

Title Encumbrances (eg. Easements, Restrictive Covenants) Refer to CT

Certificate of Title Vol. No: 2823 Folio 402 Diagram/Plan No: DP 74131

PROPOSED DEVELOPMENT

Nature of development: Works ☐

Use ☐

Works and Use ☑

Is an exemption from development claimed for part of the development? Yes ☐ No ☑

If Yes, is the exemption for: Works ☐

Use ☐

Description of proposed works and/or land use: Proposed Child Care Centre, Tavern, several medical tenancies, specialist retail tenancies, a Gym, with associated parking, access and landscaping.

Description of exemption claimed (if relevant)

Nature of any existing buildings and/or land use: Vacant

Approximate cost of proposed development (exclusive of GST): $ 12,000,000

Estimated time of completion: Within four years of approval

OFFICE USE ONLY

Acceptance Officer's Initials: _____ Date Received: _____

Application Reference No. _____

Parcel No. _____ File No. _____

Application Fee $_____ Date Sought _____ Date Received _____

Receipt No. _____ Planning Account No. 711 (Application Planning Fee)

FEE STRUCTURE FOR DEVELOPMENT APPLICATIONS

ITEM	APPLICATION TYPE	FEE
1	Determination of an Application for Development Approval (other than an Extractive Industry) where the estimated cost of the development is:	
	(a) not more than $50,000	$147
	(b) more than $50,000 but not more than $500,000	0.32% of the estimated cost of the development
	(c) more than $500,000 but not more than $2.5M	$1,700 + 0.257% for every $1 in excess of $500,000
	(d) more than $2.5M but not more than $5M	$7,161 + 0.206% for every $1 in excess of $2.5M
	(e) more than $5M but not more than $21.5M	$12,633 + 0.123% for every $1 in excess of $5M
	(f) more than $21.5M	$34,196
2	Determining a Development Application (other than for an Extractive Industry) where the development has commenced or been carried out	The fee in Item 1 plus, by way of a penalty, twice that fee.
3	Determining an application to amend or cancel Development Approval	$295
4	Determining a Development Application for an Extractive Industry, where the development has not commenced or has not been carried out.	$739
5	Determining a Development Application for an Extractive Industry, where the development has commenced or has been carried out.	The fee in Item 4 plus, by way of a penalty, twice that fee.
6	Determining an Application for a **change of use** or for an **alteration or extension or change of a non-conforming use** to which Item 1 does not apply, where the change or the alteration, extension or change has not commenced or been carried out	$295
7	Determining an Application for a **change of use** or for an **alteration or extension or change of a non-conforming use** to which Item 1 does not apply, where the change or the alteration, extension or change has commenced or been carried out	The fee in Item 6 plus, by way of a penalty, twice that fee.
8	Building Envelope Variation	$500

Note: The estimated cost of Development is exclusive of GST. All fees are exclusive of GST unless otherwise indicated.

GENERAL INFORMATION REQUIRED FOR DEVELOPMENT APPLICATIONS

1. A completed **Application for Development Approval** (copy attached), signed by the landowner or party acting under written authority from the landowner.

2. The relevant **Development Application Fee**, as detailed above.

3. A **written explanation** of the proposal that expands on the information in the Application for Development Approval, including for example the proposed hours of operation, numbers of employees and clients at any one time.

4. Two (2) hard copies and one (1) electronic copy (PDF format) of plans at a scale of 1:100 or 1:200 including:

   (i) **Site Plan**, which shows the following:

   (a) street names, lot number(s), north point and the dimensions of the site;

   (b) the existing and proposed ground levels over the whole of the land the subject of the application and the location, height and type of all existing structures, as well as any structures and vegetation to be removed;

   (c) the existing and proposed use of the site;

   (d) dimensioned position of proposed buildings and structures to be erected on the site;

(e) the existing and proposed means of access for pedestrians and vehicles to and from the site;

(f) the location, number, dimensions and layout of all car parking spaces intended to be provided in accordance with Australian/ New Zealand Standard AS/NZS 2890.1:2004, *Parking facilities, Part 1: Off-street car parking* and Australia/ New Zealand Standard AS/NZS 2890.6:2009, *Parking facilities, Part 6: Of-street parking for people with disabilities*;

(g) the location and dimensions of any area proposed to be provided for the loading and unloading of vehicles carrying goods or commodities to and from the site and the means of access to and from those areas;

(h) the location, dimensions and design of any open storage or trade display area and particulars of the manner in which it is proposed to develop the same;

(i) the nature and extent of any open space and landscaping proposed for the site;

(j) existing and proposed walls and fences;

(k) existing and proposed sealed areas;

(l) stormwater drainage and method of on-site disposal;

(m) existing and proposed levels, embankments and retaining walls (where the proposed development involves alterations to the natural level of the ground); and

(ii) **Floor Plans**, **and Sections** of any building proposed to be erected or altered and any building that is intended to be retained which must also show dimensions of the buildings and setbacks from boundaries.

(iii) **Elevation Plans**, which show natural ground levels, proposed ground levels, finished floor levels, finished ceiling levels and ridge heights.

(iv) **Streetscape Elevation Plan**

(v) **Landscape Plan**

(vi) **Report** on any specialist studies in respect of the development that the City requires the applicant to undertake, such as a Bushfire Management Plan, Transport Impact Statement and Transport Impact Assessment, Heritage Impact Statement, Signage Strategy, site survey, environmental, engineering or urban design study; and

(vii) **Heritage** – Where the application relates to a place entered onto the City's Heritage List other information may be required as set out in the Planning and Development (Local Planning Schemes) Regulations 2015 (Regulation 63(3).

(viii) Written justification where any variations to the R Codes 'Deemed to Comply' criteria are proposed.

5. Any other information that the City reasonably requires to enable the application to be determined.

PRE LODGMENT CONSULTATION (Optional)

If you have had any pre-lodgment discussions with a City Planning Officer prior to the submission of this Development Application, please confirm the following:

Planning Officer: David Banovic / Chris Parlane Date (if known) 15 June 2023

Matters Discussed Required lodgement materials for development application

Form of communication: Email ☐ Phone ☐ Meeting ☑ Letter ☐

Should you require further assistance, please call the City's Planning Services on 9527 0748.

Government of **Western Australia**
Development Assessment Panels

DAP FORM 1

Notice of Development Application to be Determined by a Development Assessment Panel

Planning and Development Act 2005
Planning and Development (Development Assessment Panel) Regulations 2011 – regulations 7, 10 and 21

Application Details

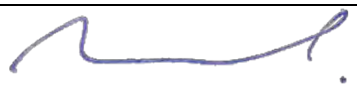
To	*Name of local government and/or Western Australian Planning Commission* City of Rockingham	
Planning Scheme(s)	*Name of planning scheme(s) that applies to the prescribed land* Town Planning Scheme No. 2 and Metropolitan Region Scheme	
Land	*Lot number, street name, town/suburb* Lot 100 Safety Bay Road, Safety Bay	
Certificate of Title (provide copy)	*Volume Number* 2823	*Folio* 402
	Location Number	*Plan / Diagram Number* Deposited Plan 74131
Details of development application made to responsible authority	*Summary of Proposal* Proposed Child Care Centre, Tavern, several specialst medical tenancies, several retail tenancies, Gym, with associated parking, access and landscaping.	
Development Use	*Residential / Commercial / Industrial / Rural / Mixed Use / Other* Commercial	
Estimated cost of development (GST Exc)	$ 12,000,000	

Part A – Acknowledgement by Applicant and Landowner

Mandatory Application	☑ I give notice that I understand that this is a mandatory Development Assessment Panel application *(regulation 5)*
Optional Application	☐ I give notice that I have elected to have the development application that accompanies this form determined by a Development Assessment Panel *(regulation 6)*
Delegated Application	☐ I give notice that I understand that this is an application of a class delegated to a Development Assessment Panel for determination *(regulation 9)*

Applicant Details (to be completed and signed by applicant)

- By completing this notice, I declare that all the information provided in this application is true and correct.
- I understand that the information provided in this notice, and attached forming part of the development application will be made available to the public on the Development Assessment Panel and local government websites.

Name	Ross Underwood - Senior Associate	
Company	Braykell Two PTY LTD	
Address	*Street Number/PO Box number, street name, suburb, state, postcode* GPO Box 2709 Cloisters Square PO WA 6850	
Contact Details	*Email* admin@planningsolutions.com.au	*Phone* (08) 9227 7970
Signature		*Date* 22/08/2023

Landowner Details (to be completed and signed if landowner is different from applicant)

- By completing this notice, consent is provided to submitting this application.
- If there are more than two landowners, please provide all relevant information on a separate page.
- Signatures must be provided by all registered proprietors or by an authorised agent as shown on the Certificate of Title.
- Alternatively, a letter of consent, which is signed by all registered proprietors or by the authorised agent, can be provided.
- Companies, apart from sole directors, are required to provide signatories for two directors, a director and the company seal or a director and a company secretary.

Company (if applicable)	Braykell Two PTY LTD	
Contact Details	*Email* rhys@fabricproperty.com.au	*Phone* 0418941774
Address	*Street Number/PO Box number, street name, suburb, state, postcode* 50 Bayview Terrace Claremont WA 6010	
Name/s	Rhys Kelly	Robert Bray
Title/s	*Landowner/Sole Director/Director* *(2 signatures required)*	*Additional Landowner/ Director/Secretary* *(if applicable)*
Signature/s	Director	Director
Date	18/8/23	18/8/23

Part B – Acknowledgement by Local Government

Responsible Authority	☐ Local Government (LG) ☐ * Western Australian Planning Commission (WAPC) ☐ * Dual – Local Government and Western Australian Planning Commission ☐ Department of Finance – *Public Primary School Applications*	
* WAPC/DUAL reporting details	*If WAPC or DUAL is selected, please provide details of relevant provision (or within covering letter)*	
Fees for applications *(DAP Regulations - Schedule 1)*	$ 10,084.00 Amount that has been paid by the applicant $ Amount to be paid by local government *(delegated applications only - regulation 22)*	
Statutory Timeframe *(regulation 12)*	☐ 60 days (advertising not required) ☐ 90 days (advertising required or other scheme provision)	
LG Reference Number	20.2023.193.1	
Name of planning officer *(Report Writer)*		
Position/Title		
Contact Details	*Email*	*Phone*
Planning Officer's Signature		*Date*

Please refer to the Guidance Note: Lodging a DAP Application for further information.

GOVERNMENT OF WESTERN AUSTRALIA

Western Australian Planning Commission

MRS | Form 1 Application for Planning Approval

Owner/s details

Registered proprietor/s (landowner/s) or the authorised agent's details **must** be provided in this section. If there are more than two landowners please provide all relevant information on a separate page. Signature/s must be provided by all registered proprietors or by an authorised agent.

Alternatively, a letter of consent, which is signed by all registered proprietors or by the authorised agent, can be provided.

Full name			
Company/agency (if applicable)	Braykell Two PTY LTD		
ACN/ABN (if applicable)	4297 4013 069		
Postal address	50 Bayview Terrace Claremont		
Town/suburb	6010	**Postcode**	6850
Signature	The landowner/s or authorised agent consets to the applicant submitting this application	**Date**	18/8/23
Print name and position (if signing on behalf of a company or agency)	12,000,000		

Applicant details

Name/company	Required lodgement materials for development applicatic		
Contact person	Ross Underwood - Senior Associate		
Postal address	GPO Box 2709 Cloisters Square PO		
Town/suburb	Perth	**Postcode**	6850
Phone	(08) 9227 7970	**Email**	rhys@fabricproperty.com.au
Applicant signature			
Print name and position (if signing on behalf of a company or agency)	Ross Underwood, Senior Associate	**Date**	22/08/2023

Property details

Certificate of title description of land:		**Lot No**	100	**Location No**	
Plan or diagram	DP 74131	**Vol**	2823	**Folio**	402
Certificate of title description of land:		**Lot No**		**Location No**	
Plan or diagram		**Vol**		**Folio**	

Title encumbrances (e.g. easements, restrictive covenants)	Refer CT.
Locality of development (house no., street name, suburb, etc)	Lot 100 Safety Bay Road, Safety Bay
Nearest street intersection	Safety Bay Road & Malibu Road
Existing building/land use	Vacant
Description of proposed development and/or use	Proposed Child Care Centre, Tavern, several medical tenancies, specialist retail tenancies, Gym, with associated parking, access and landscaping.
Nature of any existing buildings and/or use	Vacant
Approximate cost of proposed development (excl. gst) $	12,000,000
Estimated time of completion	within four years of approval

Office use only

Acceptance officer's initials		Date received	
Local government reference No.		Commission reference No.	

The information and plans provided with this application may be made available by the WAPC for public viewing in connection with the application.

Version: 9.2 (December 2018)

Additional Information to be provided on the MRS Form 1

Is the development within a designated Bushfire Prone Area? ☐ Yes ☑ No

If 'yes', have bushfire hazard issues been identified and addressed (e.g.by providing a BAL Assessment(s) or BAL Contour Map and a Bushfire Management Plan with the application)? ☐ Yes ☐ No ☐ N/A

If NA is selected and the development is in a designated bushfire prone area then a short statement justifying why SPP 3.7 does not apply should be included.

Does your application require determination by a Development Assessment Panel? (DAP) ☑ Yes ☐ No

Please refer to the following website for DAP requirements: www.dplh.wa.gov.au/daps

If yes, please complete DAP Application Form as per DAP requirements.

Checklist (supporting information)

Please complete the checklist below and ensure that all the relevant information is provided with the application.

1. Completed Metropolitan Region Scheme (MRS) Form 1
2. Plans at a scale not less than 1:500 (A3) showing:-
   - (i) the location of the site including street names, lot number(s), north point and the dimensions of the site;
   - (ii) the existing and proposed ground and floor levels over the whole of the land that is the subject of the application, including details of proposed cut and fill, and retaining walls;
   - (iii) the location, metric dimensions, materials, finishes and type of all existing and proposed structures, including services, on the land that is the subject of the subject of the application and all existing structures and vegetation proposed to be removed;
   - (iv) the existing and proposed use of the site, including proposed hours of operation and buildings to be erected on the site;
   - (v) the existing and proposed means of access and egress for pedestrians and vehicles to and from the site;
   - (vi) the location, number, dimensions and layout of all car parking spaces intended to be provided, including provision for the disabled;
   - (vii) the location and dimensions of any area proposed to be provided for the loading and unloading of vehicles carrying goods or commodities to and from the site and the means of access to and from those areas;
   - (viii) the location, dimensions and design of any open storage or trade display area and particulars of the manner in which it is proposed to develop those areas;
   - (ix) the nature and extent of any open space and landscaping proposed for the site; and
   - (x) proposed external lighting and signage.
3. Plans, elevations and sections, as appropriate, of any building or structure proposed to be erected or altered and of any building or structure it is intended to retain;
4. Any specialist studies that the responsible authority may require the applicant to undertake in support of the application such as traffic, heritage, environmental, engineering or urban design studies;
5. Any management plans the responsible authority may require to support or implement the application; and
6. Any other plan or information that the responsible authority may require to enable the application to be determined. This may include scale models or information in digital formats.

For additional information please refer to Development Control Policy 1.2
www.dplh.wa.gov.au/getmedia/37533b97-e0ad-4947-9d00-c4d62fa92746/DCP_1-2_general_principles

Version: 9.2 (December 2018)

The information and plans provided with this application may be made available by the WAPC for public viewing in connection with the application.

Development application checklist - lodgement requirements

Application signatures	The MRS Form is to be signed by the registered proprietor/s as shown on the certificate/s of title. Where the landowner/s cannot sign, an authorised agent can sign and attach evidence of the authority. If the subject land is owned by a company, you must confirm whether it is a sole proprietorship company and state the full name/s and position/s of the company signatory/ies. Appropriate company signatory/ies include one director and the company seal, two directors, or one director and one secretary. Eg: _____ _____ John F. Smith - Director, Smith Pty Ltd — Peter S James - Director, Smith Pty Ltd Or _____ John F. Smith - Sole Director, Smith Pty Ltd If the subject land is owned by a strata company, consent can be signed by the strata company secretary or by an elected person of the strata company providing proof of authority either by letter of delegated authority, signed by all strata owners or minutes showing delegated authority.
Certificate of Title	Ensure the Certificate of Title/s is/are current (within 6 months) and provide copy/s.
Change of name	Applications made by either private owners or companies who have changed names to that depicted on the Certificate of Title, must provide supporting documentation showing the change of name such as: • a transfer of land document that incorporates a lodgement receipt, • a company search from the Australian Securities and Investment Commission, • a marriage certificate or • a change of name certificate.
Contacts	A contact name, phone and email address is essential, in the event more information is required and for issuing correspondence relating to the Department's decision.
Contracts of sale	Where the land is subject to a contract of sale or offer and acceptance, evidence of landowner's consent must be provided. Relevant evidence may include; • an express provision of consent by the vendor on the contract of sale or offer and acceptance, • a letter of consent from the registered proprietor/s giving prospective purchaser/s consent to lodge the application or • a copy of the transfer of land document that incorporates a lodgement receipt.
Crown land	Where the land is registered in the name of the Crown, the application form must be signed by an authorised officer of the Department of Lands, stating the name and position. Alternatively, a letter of consent from the authorised Crown land officer.
Deceased estates	Where the land is registered in joint tenants, a copy of the death certificate of the deceased landowner must be provided. Where the land is registered in tenants in common, a copy of the grant of probate or endorsed enduring power of attorney must be provided.
Designated Bushfire Prone Area	If the proposed development is located within a Bushfire Prone Area according to the Map of Bush Fire Prone Areas, then bushfire hazard issues should be identified and addressed (e.g. by providing a BAL assessment(s) or BAL Contour Map and a Bushfire Management Plan with the application). If NA is selected and the development is in a designated bushfire prone area then a short statement justifying why SPP 3.7 does not apply should be included.
Emailed documents	Emailed applications or documents are acceptable, however the application must be signed by the registered proprietor/s.
Government agencies	Where the land is registered in the name of a government authority, the application form must be signed by an authorised officer of the relevant authority, stating the name and position of the signatory/s. Alternatively, a letter of consent signed by an authorised officer.

The information and plans provided with this application may be made available by the WAPC for public viewing in connection with the application.

Property Address:	Lot 100 Safety Bay Road, Safety Bay						
Development:	mixed use commercial development						
Applicant:	Planning Solutions						
Documentation		Provided		Not Provided		N/A	
		Applicant	CoR Officer	Applicant	CoR Officer	Applicant	CoR Officer
Application Form	Completed CoR Application Form	☑	☐	☐	☐	☐	☐
Application Form	Completed MRS Form 1	☑	☐	☐	☐	☐	☐
Application Form	Completed DAP Application Form (Form 1 or Form 2)	☑	☐	☐	☐	☐	☐
Application Fee	CoR and DAP fee	☐	☐	☑	☐	☐	☐
Documentation	2 hard copies of the completed application, including the plans and supporting documentation	☑	☐	☐	☐	☐	☐
Documentation	1 soft copy of the completed application, including the plans and supporting documentation	☑	☐	☐	☐	☐	☐
Documentation	A copy of the current Certificate of Title and relevant Plan (Diagram)	☑	☐	☐	☐	☐	☐
Plans	Refer to part 4 (i.–v.) – General Information Required for Development Applications of CoR Application From	☑	☐	☐	☐	☐	☐
Model (applicable if residential and/or mixed use component is proposed)	A 3D model showing views of the development from adjacent streets and buildings	☐	☐	☑	☐	☐	☐
Illustrative Views	Photomontage or perspective drawings illustrating the proposal in the context of the surrounding existing development	☐	☐	☑	☐	☐	☐
Overshadowing diagram	A solar diagram at the winter solstice (21 June) at a minimum of hourly intervals	☐	☐	☑	☐	☐	☐
Other plans and Reports as required	Acoustic Report	☑	☐	☐	☐	☐	☐
	Arborist Report	☐	☐	☑	☐	☐	☐
	Bushfire Management Plan / BAL Assessment	☐	☐	☑	☐	☐	☐
	Heritage Impact Statement	☐	☐	☑	☐	☐	☐
	Landscape Management Plan	☑	☐	☐	☐	☐	☐
	Planning Report	☑	☐	☐	☐	☐	☐
	Traffic Report	☑	☐	☐	☐	☐	☐
	Waste Management Plan	☑	☐	☐	☐	☐	☐
	Any additional plans or reports, as identified by the City following review of the submission of the DAP	☑	☐	☐	☐	☐	☐
Notes	- *To be N/A the applicant shall provide CoR Officer advice in writing that it is not required* - *Dropbox or other large file transfer links deemed unsafe by the City are not accepted*						
Applicant's Signature:							
Date:	23 August 2023						
Signed by CoR Officer:							
Date:							

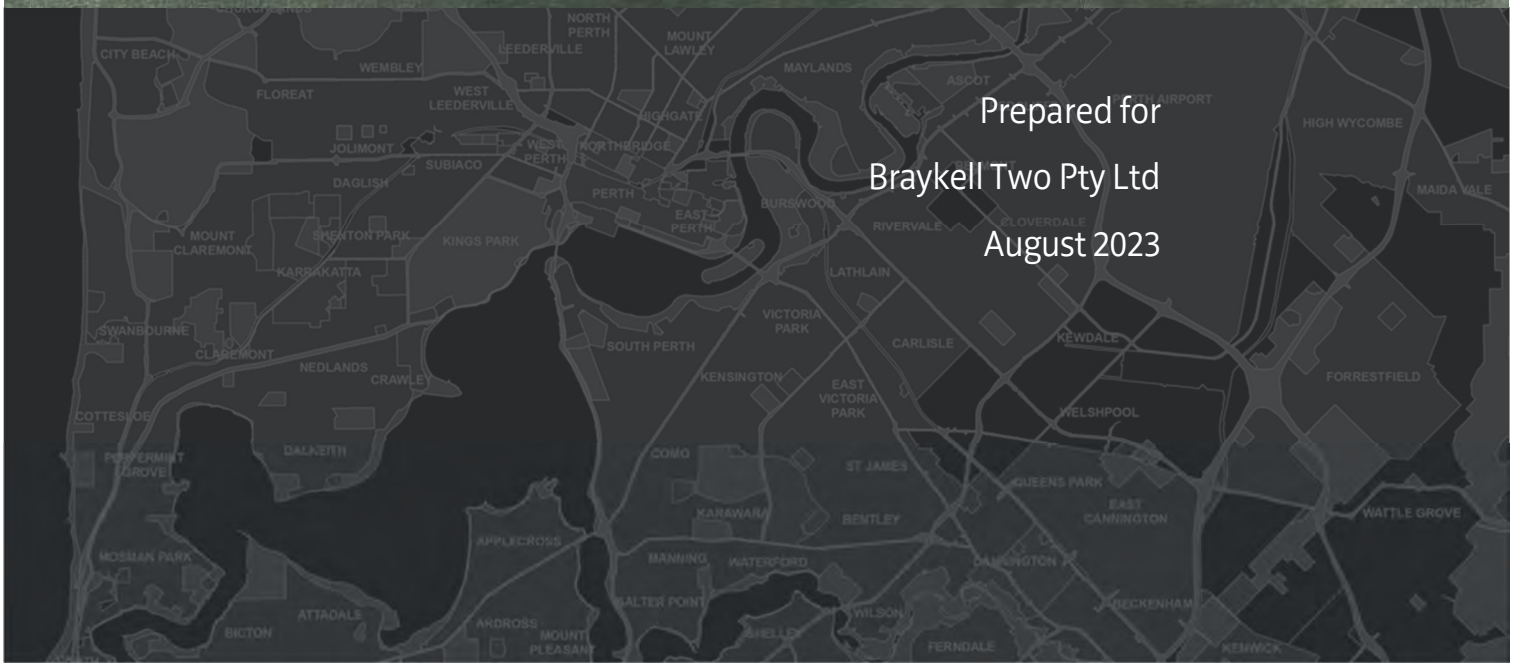
Development Application Report

Proposed Mixed Commercial Development

Lot 100 Safety Bay Road
Safety Bay

PLANNING SOLUTIONS
URBAN & REGIONAL PLANNING

PS



Prepared for

Braykell Two Pty Ltd

August 2023

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No express or implied warranties are made by Planning Solutions (Aust) Pty Ltd regarding the information and analysis contained in this report. In particular, but without limiting the preceding exclusion, Planning Solutions (Aust) Pty Ltd will not verify, and will not assume responsibility for, the accuracy and completeness of information provided to us.

This report has been prepared with particular attention to our Client's instructions and the relevant features of the subject site. Planning Solutions (Aust) Pty Ltd accepts no liability whatsoever for:

- a third party's use of, or reliance upon, this report;
- use of, or reliance upon, this report in relation to any land other than the subject site; or
- the Client's implementation, or application, of the strategies recommended in this report.

Direct all enquiries to:

Planning Solutions
Level 1, 251 St Georges Terrace
Perth WA 6000

All correspondence to:
Planning Solutions
GPO Box 2709
CLOISTERS SQUARE PO WA 6850

Phone: 08 9227 7970
Fax: 08 9227 7971
Email: admin@planningsolutions.com.au
Web: planningsolutions.com.au

Project Details

Job number	8489	
Client	Braykell Two Pty Ltd	
Prepared by	Planning Solutions	
Consultant Team	Town Planning Drafting and Design Traffic Engineering Landscaping Plan Waste Acoustic Stormwater	Planning Solutions Hindley & Associates / Insite Architects / Movito Transcore Landscape Alchemy / Dan Rimes Design Talis Consultants Lloyd George Acoustics Forth Consulting

Document Control

Revision number	File name	Document date	Prepared by	Checked by
Rev 0	230823 8489 DA Report	23 August 2023	JE	RU

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Figure 3 – Proposed Medical Centre, speciality tenancy and Gymnasium.
Figure 4 – Proposed pharmacy, consulting rooms and speciality tenancies.
Figure 5 – Proposed Tavern, as viewed from the internal access road, looking south east.
Figure 6 – Safety Bay Road entry, looking north east.
Figure 7: Conceptual drawing of a mixed use development on Parcel 4 (right), viewed from Safety Bay Road
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Figure 9 - Extracts from original TPS2 Map and legend dated October 2004

Appendices

Appendix 1: Certificate of Title and Deposited Plan
Appendix 2: Development plans
Appendix 3: Transport Impact Assessment
Appendix 4: Environmental Noise Assessment
Appendix 5: Parcel 1 Landscaping Plan
Appendix 6: Parcel 2 Landscaping Plan
Appendix 7: Waste Management Plan
Appendix 8: Stormwater Management Plan

1 PRELIMINARY

1.1 Introduction

Planning Solutions acts on behalf of Braykell Two Pty Ltd, the registered proprietor of Lot 100 Safety Bay Road, Safety Bay (**subject site**) and the proponent of a proposed mixed commercial development on the site.

Planning Solutions has prepared the following report in support of an application for development approval. This report will discuss various matters pertinent to the proposal, including:

- Site details.
- Proposed development.
- Statutory planning framework.

1.2 Pre-lodgement Consultation

1.2.1 Pre-lodgement Design Review Panel consideration

On 15 June 2023, conceptual development plans were presented to the City of Rockingham's Design Review Panel (**DRP**) for feedback prior to lodgement of the development application. The DRP recommended the design be supported subject to some issues being satisfactorily addressed. Refer **section 4.3.2** of this report for a more detailed overview of the DRP comments and the design response.

1.2.2 Meeting with City of Rockingham

Planning Solutions met with senior officers of the City of Rockingham on 26 June 2023 to confirm consulting reporting lodgement requirements, with the intent to ensure the development application package includes the appropriate level of information for assessment.

2 SITE DETAILS

2.1 Land description

Refer to **Table 1** below for the lot details and a description of the subject site.

Table 1 - Lot details

Lot	Deposited Plan	Volume	Folio	Area (m²)
100	74131	2823	402	13,130

There are three easements on the certificate of title affecting the subject site:

- A 3.02m-wide right of carriageway easement along the common boundary with adjoining Lot 2 (430) Safety Bay Road for the benefit of Lot 2.
- A 4m wide public access easement through the subject site linking the adjoining Lot 101 (Lumia estate) with Malibu Road allowing waste collection vehicles to exit the Lumia estate onto Malibu Road.

- A 0.5m wide easement in favour of the adjoining Lot 101 (Lumia Estate) for an access gate on the common boundary.

Refer **Appendix 1** for a copy of the Certificate of Title and Deposited Plan.

2.2 Location and context

2.2.1 Regional context

The subject site is located in the municipality of the City of Rockingham, in the locality of Safety Bay, in a coastal urban area on the edge of Warnbro Sound, approximately 40km south of the Perth city centre.

The subject site is approximately 3.5km south of Rockingham city centre. Features and landmarks in the locality include:

- Penguin Island (4km west)
- Rockingham General Hospital (3.9km northeast)
- Rockingham train station (3.3km northeast)
- Rockingham Centre shopping centre (2.5km northeast).
- Lake Richmond (2.5km northwest)
- Waikiki Village Shopping Centre (1.8km east)
- Charthouse Primary School (1.7km southeast)
- Malibu IGA (1.2km northeast)
- Charthouse shopping centre (1.1km east)
- Malibu School (independent public school) (1.1km northeast)
- Safety Bay High School (0.8km northeast)

The subject site adjoins Safety Bay Road along its southwest boundary and Malibu Road along its northwest boundary. Safety Bay Road links the Safety Bay locality to the west with Read Street, Ennis Avenue, Warnbro Train Station, and Kwinana Freeway to the east. Malibu Road links to Read Street to the east.

Safety Bay Road is a two-lane road with marked shoulders for cyclists, and is classified as a Distributor A road by Main Roads Western Australia. The portion of the Safety Bay Road reserve immediately west of the subject site is developed with a service road allowing traffic flow parallel to the main carriageway only in front of the adjoining BP service station. A footpath is constructed on the northeastern verge, with recreational pathways in the adjoining foreshore reserve to the southwest.

Malibu Road is a two-lane road with marked shoulders for cyclists, and is classified as a Distributor B road by Main Roads Western Australia. Footpaths are constructed on both sides of the road.

A pair of bus stops on Malibu Road 50m northeast of the subject site are serviced by Transperth bus route 553, with services between Rockingham Station and Safety Bay (to the west of the subject site) via Rockingham Centre shopping centre, Waikiki Road, Malibu Road, and Safety Bay Road, with infrequent services Monday-Friday and none on the weekend.

2.2.2 Local context

Land uses in the immediate locality include:

- Safety Bay foreshore reserve along Warnbro Sound. Directly opposite the subject site is a public carpark with facilities for visitors including public toilets.
- BP service station and carwash adjoining the western boundary of the subject site.
- The Lumia residential estate adjoins the northeast boundary of the subject site. The estate is centred along a private street which adjoins the subject site, allowing access by waste collection vehicles exiting via the subject site.
- To the east of the subject site is a three-storey apartment building fronting Safety Bay Road and Tropicana Way, known as Surfside.
- The site is otherwise in a low-density residential area with one and two storey houses on sites of approximately 800m² on average.

Refer to **Photograph 1 - Photograph 5** below showing developments in the locality and on the subject site.

Photograph 1 – Malibu Road looking southwest, adjacent to the subject site.

Photograph 2 – Warnbro Sound, viewed from the subject site.

Photograph 3 – Infrastructure in the northern corner of the subject site (viewed from Malibu Road).

Photograph 4 – Service road adjoining the eastern boundary of the subject site.

Photograph 5 – Existing trees along the eastern boundary.

2.2.3 Land use and topography

This site has been cleared of all previous development and vegetation other than two palm trees and electrical infrastructure and is relatively flat piece of land that is ready for development.

There is an existing crossover on Malibu Road located in the western section of the secondary street There is also a crossover on the northern section of the primary frontage along Safety Bay Road.

The subject site is generally flat.

2.3 Site history

Upon the founding of the Swan River Colony in 1829, land south of Perth (including the subject site) was granted to Thomas Peel. Peel and the British colonists soon displaced the Pindjarup people who occupied the area.

Peel planned a townsite to be called Liverpool to the west of the subject site near Tern Island where a natural harbour had formed, but the venture did not go ahead.

From the late 1920s land was offered for sale in Safety Bay, to the west of the subject site. The area was promoted as 'resembling the famous Waikiki Beach of Honolulu'. The subject site and immediate surrounds, being to the east of the estates, was not developed at this time and remained undeveloped for another 30 or so years.

The bituminisation of Safety Bay Road during World War II opened the area for development, and houses and holiday homes began to be built along Safety Bay Road in the 1950s.

On 7 October 1960 the Waikiki Hotel and Motel was opened on the subject site and adjoining land. It was at the time one of (if not) the first contemporary motel developments catered for post-war accommodation designed to accommodate travellers by car.

Malibu Road and the adjoining BP service station were developed c.1970-1974. The residential area around the subject site continued to develop through the 1970s. The three-storey apartment building to the east of the subject site was built in the late 1980s.

Over the years, and with the development of alternative licenced premises, the popularity of the Waikiki Hotel declined. In 2009 the hotel was demolished to make way for a mixed use development on the site. The mixed-use development, however, did not proceed and the owner went into administration. The remaining shops on the western corner of the subject site were demolished in 2017.

The northern portion of the former Waikiki Hotel site was developed with the Lumia Estate in 2013 and the land was constructed with housing over the preceding years. A mixed use development was approved with the Lumia Estate but that portion did not proceed.

The subject site has remained vacant since the clearing of buildings in 2009 and 2017.

3 PROPOSED DEVELOPMENT

The proposed mixed commercial development at the subject site incorporates a child care centre, tavern, several medical tenancies, specialist retail tenancies, a gym, with associated parking, access and landscaping.

3.1 Site layout and development parcels

The proposed development comprises four 'parcels' of development as below:

- Parcel 1 – child care centre.
- Parcel 2 – gym, medical centre, pharmacy, specialist tenancies and reciprocal access, parking and open space.
- Parcel 3 – tavern.
- Parcel 4 – vacant site, identified for future residential (not part of this application).

Refer **Figure 1** below for a spatial depiction of the four parcels.

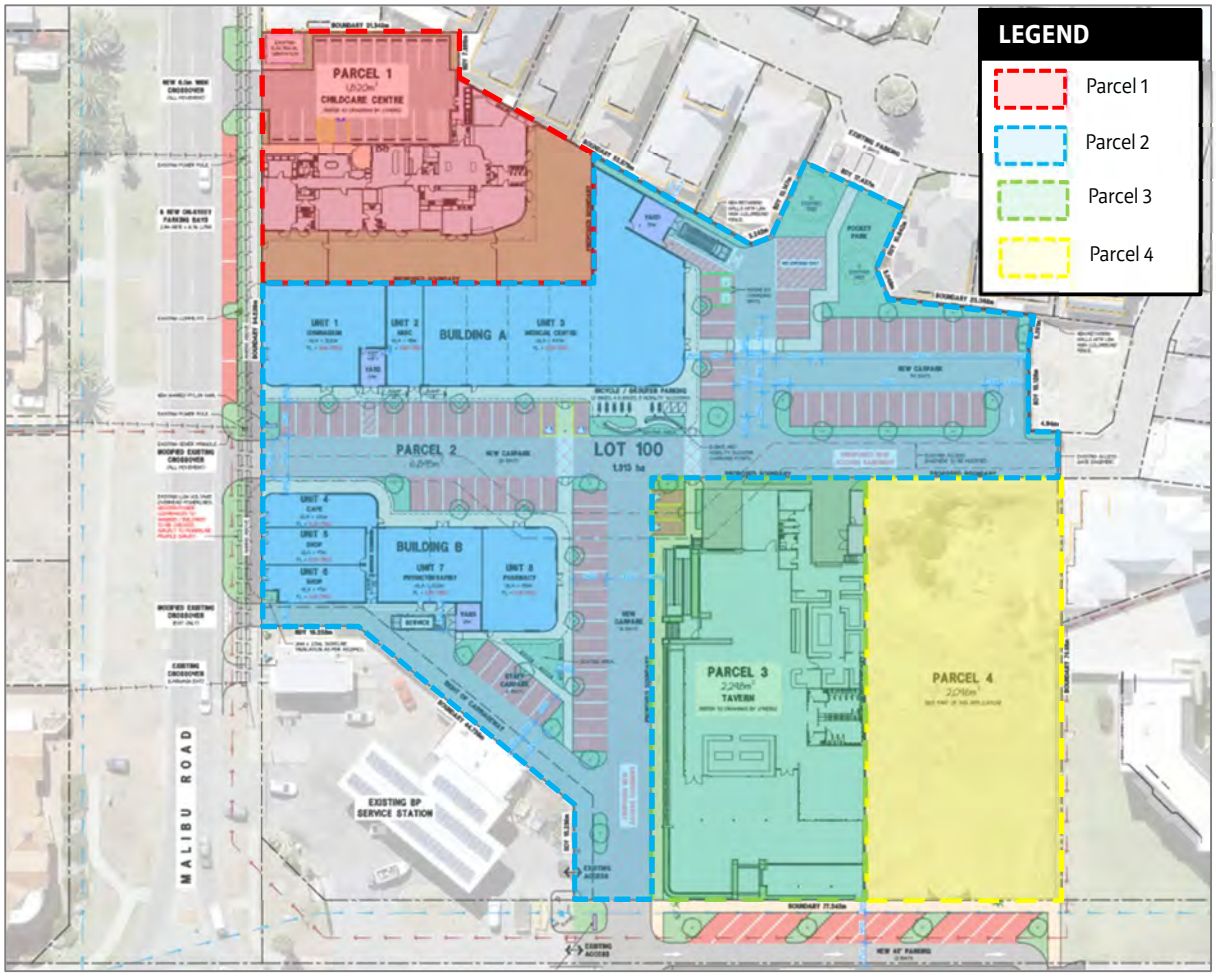


Figure 1 – Site layout and proposed subdivision.

Refer to **Appendix 2** for copies of the development plans for the three parcels development is proposed over.

The particulars of the proposed development parcels are outlined below.

3.2 Parcel 1 – Child Care Centre

Parcel 1 comprises a single storey, 82 place child care centre with associated car parking, landscaping and access. The child care centre is well positioned as adjacent to a predominantly single storey residential locality along Malibu Road. The scale and form of the proposed child care centre respects the context and character of the site. The proposed building seeks to address the street frontage through responsible design, reinforcing the residential aesthetic, while allowing for a subtle variation to outline the child care centre and its relative branding.

The proposed centre will provide early learning / child care services for up to 82 children of the following age demographics:

- 12 places for children aged 0 – 2 years.
- 20 places for children aged 2 – 3 years.
- 50 places for children aged 3 + years.

The centre is proposed to operate from 6:30am to 6:30pm, Monday to Friday and will accommodate approximately 14 staff at centre capacity.

The proposed Child Care Centre is supported by the following technical reports demonstrating its suitability:

- A Transport Impact Assessment, prepared by Transcore, demonstrating there will be minimal impacts on the surrounding road network arising from the proposal, and that the proposed access arrangements are satisfactory from a traffic engineering perspective (refer to **Appendix 3**).
- Acoustic reporting prepared by Lloyd George Acoustics, demonstrating the proposal will comply with the *Environmental Protection (Noise) Regulations 1997* (refer to **Appendix 4**).
- A Landscaping plan prepared by Dan Rimes Design, depicting the proposed outdoor play space landscaping (refer **Appendix 6**). The Landscaping plan, prepared by Landscape Alchemy, depict landscaping for the wider site (refer **Appendix 5**).
- A waste management plan prepared by Talis, demonstrating the waste generated by the proposed development can be adequately managed (refer **Appendix 7**).

3.3 Parcel 2 – Mixed Commercial

Parcel 2 comprises a majority of the subject site, including:

- An 847m^2 medical centre building.
- A 300m^2 gymnasium building, fronting Malibu Road.
- A 200m^2 consulting rooms (physiotherapy) building.
- A 198m^2 pharmacy building.
- Three speciality shop and café tenancies, fronting Malibu Road and one speciality tenancy, adjacent to the proposed gymnasium and medical centre.
- 82 off-street car parking bays, 6 on-street car parking bays along Malibu Road, and 24 bicycle parking bays.
- A total of 600m^2 of landscaped area (excluding verges), which includes a pocket park, 48 new trees and a series a groundcover species throughout the proposed development.
- Two service yards with appropriate loading areas.

Internal fitouts of the various proposed buildings are yet to be resolved and will be confirmed through the detailed design stage of the development.

Figures 2-4 below depict renders of the proposed development on Parcel 2.

Figure 2 – Proposed gymnasium and speciality tenancies, fronting Malibu Road.

Figure 3 – Proposed Medical Centre, speciality tenancy and Gymnasium.

Figure 4 – Proposed pharmacy, consulting rooms and speciality tenancies.

3.4 Parcel 3 – Tavern

Parcel 3 comprises a single level tavern building with basement parking, fronting Safety Bay Road, with associated car parking and landscaping. The tavern has an intended maximum capacity of 1,000 patrons and is expected to operate with the following hours:

- Monday to Wednesday – 10am to 10pm.
- Thursday to Saturday – 10am to 1am.
- Sunday – 8am to 10pm.

More specifically, the tavern proposes:

- A 1,883m^2 building footprint comprising restaurant area, bar, kitchen, kids play area, scullery, storerooms, keg rooms, bathrooms, universal access toilet, bin store and service yard.
- A 1,509m^2 46 bay basement car parking and vehicle circulation area.
- Landscaping planters integrated into the built form.

Figure 5 and **Figure 6** below depict renders of the proposed Tavern.

Figure 5 – Proposed Tavern, as viewed from the internal access road, looking south east.

Figure 6 – Safety Bay Road entry, looking north east.

3.5 Parcel 4 – Future development

Parcel 4 comprises the southern 2,096m² portion of the subject site. It is proposed as a vacant site, not being developed as part of this development application. The intention is that this site be developed with residential when market conditions permit.

While not forming part of the development, conceptual drawings have been prepared depicting how a mixed use residential development on Parcel 4 may appear, from a massing point of view. Refer

Figure 7: Conceptual drawing of a mixed use development on Parcel 4 (right), viewed from Safety Bay Road

Figure 8: Conceptual drawing of a mixed use development on Parcel 4 (right), proposed tavern in foreground

These images have been prepared for illustrative purposes only and do not form part of this application, nor should it be assumed future development of Parcel 4 will be of the same form.

3.6 Development in road reserve

The Safety Bay Road reserve has historically been widened by 10.06m between Malibu Road and Tropicana Way adjacent the subject site. This land is developed in front of the BP service station with crossovers, car and trailer parking, a roadway parallel to Safety Bay Road, and a display board sign.

Photograph 6 - Existing development in road reserve

It is proposed to provide a one-way roadway in front of the subject site, twelve angled car parking bays, four street trees, and a pylon sign in the road reserve. The existing footpath will be realigned slightly, and a new path constructed adjacent abutting the subject site boundary. Refer the Parcel 2 site plans.

3.7 Built form

In general, the development proposes a consistent built form typology across the three parcels. The parcels share a similar form and use of materials, with the design for lots fronting Safety Bay Road informed by the coastal location of the development, and the lots fronting Malibu Road informed by the residential character of surrounding homes.

Built form has been specifically designed in response to the City's Local Planning Policy 3.3.23 Waikiki Hotel Site – Urban Design Guidelines (**Design Guidelines**). An assessment of LPP3.3.23 is provided at Section **4.4.5** below.

3.8 Landscaping

The proposed development provides landscaping throughout the development, comprising an attractive mix of plant species of small to medium scale. The proposed landscaping will enhance the overall presentation of the development and improve the visual appearance of the development and streetscape, as well as enhancing the amenity of the proposed communal spaces. The landscaping plan makes provision for 48 new trees on site.

As mentioned above, one landscaping plan, prepared by Landscape Alchemy (refer **Appendix 6**), applies to Parcels 2 and 3, whereas a separate plan, prepared by Dan Rimes Design (refer **Appendix 5**), applies to Parcel 1.

The proposed landscaping provides an attractive and environmentally sustainable area for residents and visitors to enjoy the communal open space. Landscaping, including several trees, has been included along the verges and street parking areas to provide an attractive, inviting development, while enhancing the quality and experience of the public realm. Landscaping has also been provided throughout the parking areas of each lot to soften the impact of the car parking while providing shade.

The proposed pocket park will provide a communal space for the enjoyment of patrons of the proposed development as well as residents adjoining the subject site to the north. Further, the proposed pocket park provides a landscaped buffer to the adjacent residential development. The seating and bike parking area, adjacent to the proposed medical centre, provides bench seating, encouraging use of alternate transport means, whilst connecting to the proposed pocket park.

The development has been landscaped to reflect the adjoining coastal environment will appropriate choice of species used throughout the development.

Refer to **Appendix 5** and **Appendix 6** for copies of the landscaping plans.

3.9 Traffic and access

Access for the proposed development includes the following components:

- Retention of the existing crossover to Safety Bay Road to facilitate access and egress to the subject site.
- A new exit-only crossover proposed to Safety Bay Road to facilitate egress from the proposed angled parking bays fronting Parcels 3 and 4.
- Modification to the existing crossover to Malibu Road, adjacent to the existing BP service station, facilitating exit only movement from the existing right of carriageway.
- Modification to the existing crossover to Malibu Road, facilitating access and egress to Parcel 2 and its proposed access easement.
- A new full movement crossover to Malibu Road, facilitating access and egress to Parcel 1 and the proposed child care centre.
- Access from Lumia Estate will be retained and is included as a component of the proposed access easement to allow egress of service vehicles from Lumia Estate, as referenced through the existing access easement to the subject site.

A Transport Impact Assessment (**TIA**) has been prepared for the development, addressing transport-related matters including vehicle access and egress, and bicycle and pedestrian infrastructure. The TIA makes the following observations and conclusions:

- The subject site benefits from access to pedestrian and cycle facilities in the vicinity.
- Swept path analysis confirms satisfactory access, egress and circulation for service vehicles within the subject site.
- The site is currently serviced by public buses, with the nearest bus stops located on Malibu Road, approximately 60m away and Safety Bay Road, approximately 150m away.
- The proposed development will generate approximately 353 vehicle trips during the PM peak and 182 vehicle trips during the AM peak.
- The proposed development is expected to have minimal traffic impact to the surrounding road network. SIDRA analysis results indicate that the surrounding intersections in relation to the subject site will still perform at good level of service now and in the future.

Refer **Appendix 3** for a copy of the TIA prepared by Transcore.

3.10 Acoustics

As the development proposes noise generating land uses, a preliminary acoustic assessment has been undertaken for the proposed development. The assessment, prepared by Lloyd George Acoustics, concludes the proposed facility is capable of complying with the *Environmental Protection (Noise) Regulations 1997* (**the regulations**) subject to a number of noise management measures detailed below.

Reporting also considers future residential development at Parcel 4, which is likely to be residential and therefore a noise sensitive use.

Child care outdoor play

- Predicted noise from outdoor play is compliant, pursuant to the proposed fencing walls are constructed as proposed.
- A series of management practices are recommended in relation to the operation of the outdoor play space. It is noted the measures are not required to ensure compliance with the regulations.

Mechanical plant

- Mechanical plant for the tavern is recommended to be located in an enclosed mechanical plant room.
- Mechanical plant design and selection should be reviewed prior to issuance of the building permit.

Car doors

- Predicted noise from car door operation will be compliant provided the proposed fencing walls are constructed as per the plans.

Tavern patrons and music

- A noise management plan is recommended to be prepared by the future venue operator in relation to timing for window and roof closure, glass waste management during daytime hours, noise complaint practices and delivery timing.

Refer to **Appendix 4** for a copy of the Environmental Noise Assessment, prepared by Lloyd George Acoustics.

3.11 Waste Management

The development includes four bin stores located around the development site to provide convenient access for the proposed development.

The development will use a private contractor for the collection of waste. Waste collections will be undertaken on-site and arranged to occur during off-peak hours to minimise disruption to traffic operations as well as minimise any impacts to the tenants and visitors. The existing access easement will be retained on to allow the City of Rockingham's waste collection to continue to occur for Lumia Estate.

Private contractors will collect waste from the four proposed bin stores as follows:

- Bin Store 1 – Child Care Centre – twice per week.
- Bin Store 2 – Gym / Medical Centre – once per week.
- Bin Store 3 – Pharmacy and Specialist Tenancies – once per week,
- Bin Store 4 – Tavern – four times per week.

Refer **Appendix 7** for a copy of the Waste Management Plan, prepared by Talis.

3.12 Stormwater Management

In terms of onsite stormwater management, a preliminary stormwater management plan has been prepared by Forth Consulting in support of the proposed development. The management plan demonstrates the sites capability to adequately manage stormwater on site.

Refer to **Appendix 8** for a copy of the Stormwater Management Plan.

4 STATUTORY PLANNING FRAMEWORK

4.1 Metropolitan Region Scheme

Under the provisions of the Metropolitan Region Scheme (**MRS**) the subject site is zoned Urban. The proposed development is consistent with the intent of the Urban zone and may be approved accordingly.

The subject site is not affected by land reserved by the MRS, nor is it subject to any resolution or declaration made under the MRS.

4.2 City of Rockingham Town Planning Scheme No. 2

4.2.1 Zoning

The local planning scheme applicable to the subject site is the City of Rockingham Town Planning Scheme No. 2 (**TPS2**). Pursuant to the provisions of TPS2, the subject site is zoned Commercial. The site is also subject to Development Contribution Area No. 2 (**DCA2**).

There is no density code applicable to the Commercial zone per the original TPS2 map (refer **Figure 9**), and there has never been an amendment to TPS2 to impose a density code over this site. The electronic map prepared and made available on the Department of Planning Lands and Heritage website depicts a density code of R20; however, given it does not reflect the planning markings on the original map the Department's electronic map cannot be taken to be an official map under section 267B(7) of the *Planning and Development Act 2005*.

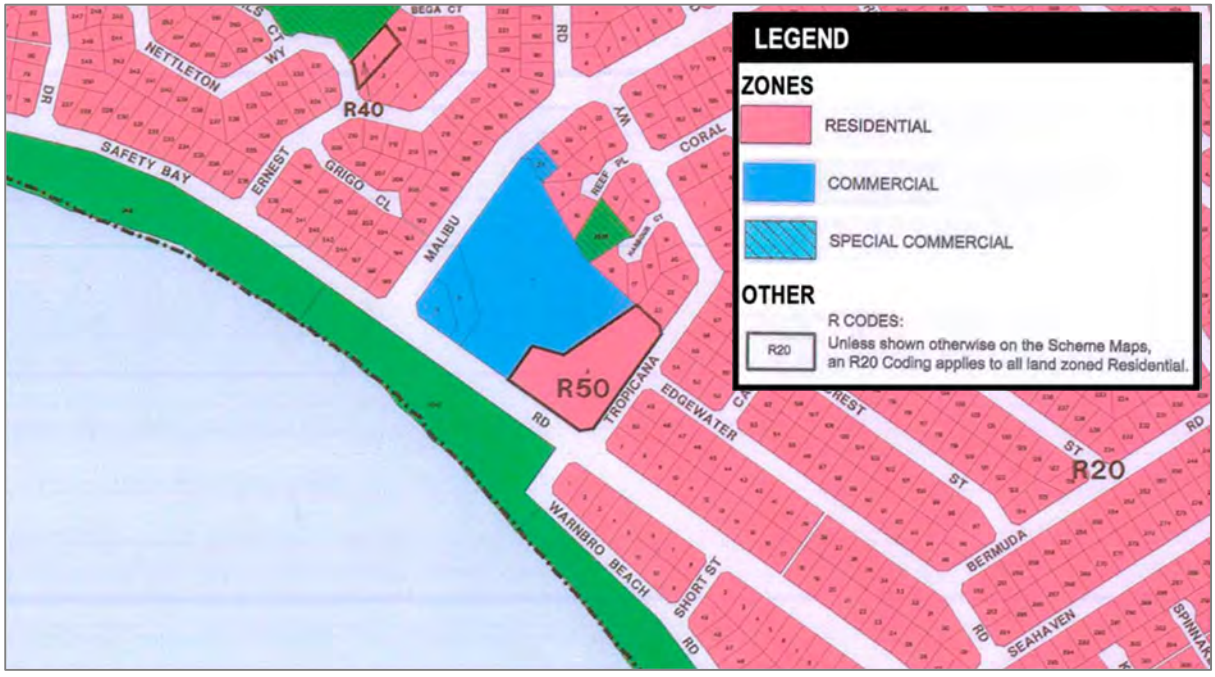


Figure 9 - Extracts from original TPS2 Map and legend dated October 2004

Pursuant to Clause 4.6.1 of TPS2, the objective of the Commercial zone is:

> *The objective of the Commercial Zone is 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 local government's Local Commercial Strategy and supported by any other Plan or Policy that the local government from time to time may adopt as a guide for the future development within the Zone.*

The proposed development is considered consistent with this objective as:

- The proposed development will provide local commercial facilities and services as part of the development to cater for the needs of residents of the local community as well as reflecting the character of the surrounding area through contemporary design.
- The proposed development has also been designed with reference to the Design Guidelines, which specifically apply to the subject site.

4.2.2 Land use classification and permissibility

Table 2 below provides an overview of the most appropriate land use classification of the various proposed activities pursuant to the proposed development and TPS2.

Table 2 – Proposed land uses and definitions.

TPS2 Land Use and definition	Permissibility
Child Care Premises *Means premises where:* *a) an education and care service as defined in the Education and Care Services National Law (Western Australia) section 5(1), other than a family day care service as defined in that section, is provided; or* *b) a child care service as defined in the Child Care Services Act 2007 section 4 is provided.*	Discretionary
Consulting Rooms *Means premises used by no more than 2 health practitioners at the same time for the investigation or treatment of human injuries or ailments and for general outpatient care.*	Discretionary
Medical Centre *Means premises other than a hospital used by 3 or more health practitioners at the same time for the investigation or treatment of human injuries or ailments and for general outpatient care.*	Discretionary
Recreation - Private *Means premises that are:* *a) used for indoor or outdoor leisure, recreation or sport; and* *b) not usually open to the public without charge*	Discretionary
Restaurant/Café *Means premises primarily used for the preparation, sale and serving of food and drinks for consumption on the premises by customers for whom seating is provided, including premises that are licenced under the Liquor Control Act 1988.*	Discretionary
Shop *Means premises other than a bulky goods showroom, a liquor store – large or a liquor store – small used to sell goods by retail, to hire goods, or to provide services of a personal nature, including hairdressing or beauty therapy services.*	Discretionary
Tavern *Means premises the subject of a tavern licence granted under the Liquor Control Act 1988.*	Discretionary

The proposed uses are all capable of approval under TPS2, subject to the discretion of the decision maker.

See also section 4.4.5 of this report for consideration of land use under the local planning policy applicable for the subject site.

4.2.3 Development standards and requirements

Car parking

Clause 4.15 and Table 2 of TPS2 set out the relevant requirements for car parking. Refer **Table 3** for an assessment against the car parking requirements of TPS2.

Table 3 – TPS2 parking requirements.

Use	Rate	No. Bays Required
Restaurant/Cafe	1 bay for every 4 persons the building is designed to accommodate (assume 48 patrons)	12
Recreation Private	1 bay for every 4 persons the building is designed to accommodate (assume 48 clients max)	12
Shop	6 bays per 100m² NLA (392m² GLA)	24
Tavern	1 Bay for every 5m² of bar and public areas (1,089m²)	218
Medical Centre	5 Bays per practitioner (850sqm – assume 15 practitioners)	75
Consulting rooms	5 Bays per consultant (5 practitioners)	25
Childcare Premises	1 Bay per employee and 1 bay per eight children (82 children and 14 staff)	24
Total On-Site Bays Required		**390**
Total On-Site Bays Provided		148
On Street Parking Bays		18
On street Parking – Beachfront		Approximately 88 bays
Parking Surplus/Shortfall (+/-)		**-136 Bays**

Pursuant to clause 77D of the deemed provisions the local government may lower the minimum on-site parking requirement where it is satisfied:

(a) that reasonable efforts have been made to comply with the minimum on-site parking requirement without adversely affecting access arrangements, the safety of pedestrians or persons in vehicles, open space, street trees or service infrastructure; and

(b)(i) that in the case of a variation – the lower number of car parking spaces would be adequate for the demands of the development, having regard to the likely use of the car parking spaces, the availability of off-site parking facilities and the likely use of alternative means of transport;

With regard to part (a) of clause 77D(2) quoted above, reasonable efforts have been made to maximise car parking for the development. Additional car parking could only be accommodated on the site if basement or decked parking were introduced, which in the current market and into the foreseeable future is not viable, or if the commercial area were reduced which again would impact the project's viability, or if parcel 4 were to be developed with parking which would remove the prospect for future residential on the site. To maximise the efficiency of the parking provided the parking on parcel 2 will be available on a reciprocal use basis by any of the tenants in parcel 2 and for the tavern in parcel 3.

With regard to part (b)(i) of clause 77D(2), the parking is considered appropriate having regard to both the State Government's initiatives to standardise non-residential parking rates (refer below), and also the availability of public parking in the immediate locality – particularly the carpark in the foreshore directly across the road.

In March 2023 the Department of Planning Lands and Heritage prepared and advertised a draft interim guidance (**draft guidance**) to provide consistent car parking requirements for non-residential land uses in Perth and Peel, to support any immediate local government review of car parking rates under their respective local planning frameworks. The draft guidance provides minimum and maximum car parking rates which can be applied to non-residential uses in the abovementioned areas/zones. **Table 4** below notes the proposed rates.

Table 4 – Proposed draft guidance parking rates.

Land Use	Minimum (all minimums are zero where already stated or rates below)	Maximum
Restaurant/Cafe	1 space for every 10 persons accommodated within public area	1 space for every 3 persons accommodated within public area
Recreation Private	1 space for every 8 persons accommodated	1 space for every 2 persons accommodated
Shop	1 space per 50m² FA	1 space per 20m² FA
Tavern	1 space per every 100m² of bar and public space	1 space per every 10m² of bar and public space
Medical Centre	2 spaces per practitioner	4 spaces per practitioner
Consulting rooms	2 spaces per practitioner	4 spaces per practitioner
Childcare Premises	0.5 spaces per staff member and 1 space per 20 children catered for	0.5 spaces per staff member and 1 space per 5 children catered for

Applying the lesser of the draft guidance maximum rates and the minimum rates under TPS2, **Table 5** below provides the assessment results (altered values in orange highlight).

Table 5 – TPS2 and draft guidelines assessment comparison.

Use	Rate	No. Bays Required
Restaurant/Cafe	1 bay for every 4 persons the building is designed to accommodate (assume 48 patrons)	12
Recreation Private	1 bay for every 4 persons the building is designed to accommodate (assume 48 clients max)	12
Shop	1 space per 20m² FA (392m² GLA)	19
Tavern	1 space per every 10m² of bar and public space (1,089m²)	109
Medical Centre	4 spaces per practitioner (850sqm – assume 15 practitioners)	60
Consulting rooms	4 spaces per practitioner (5 practitioners)	20
Childcare Premises	0.5 spaces per staff member and 1 space per 5 children catered for (82 children and 14 staff)	23
Total On-Site Bays Required		**255**
Total On-Site Bays Provided		148
On Street Parking Bays		18
On street Parking – Beachfront		Approximately 88 bays
Parking Surplus/Shortfall (+/-)		**-1 Bays**

This is considered reasonable for the area, being an outer suburban location correcting the TPS2 rates to limit minimum parking requirements to be within the maximum rates set in the draft guidance. It also reflects the behavioural change in travelling to and from taverns based on policing and socialising of drink-driving rules and the trend towards using taxi, rideshare, and car pooling to attend taverns.

It also takes into account the public carpark directly opposite which is available for use by persons attending the tavern and other uses. This is reasonable and reflects the multi-trip use of parking e.g. families might go to the beach for a swim or walk and carry on to the tavern for a meal and drink.

On-site car parking will be shared among land uses on the site so there in an argument for reciprocity of parking bays between uses accounting for differing peak parking periods for each use.

On this basis the proposed parking supply is considered appropriate and the application warrants approval.

Commercial Zone requirements

Clause 4.6.4 of TPS2 requires where development is proposed having a common boundary with a Residential-zoned lot or residential use-class, the setbacks shall not be less than that prescribed by the R-Codes for the particular density code of the adjoining lot. Setbacks to adjoining properties are considered in **Section 4.4.5** relating to the R-Codes, having regard to the required elements of the Urban Design Guidelines.

Clause 4.6.5 of TPS2 requires development in the Commercial zone to contribute 10% of the total site area as landscaping. In this regard, generous landscaping is proposed both within the development site and in the adjoining verges, including the planting of trees (which is provided for in clause 4.6.5(b) and the Design Guidelines).

Development Contribution Area 2

The subject site is located in DCA2, which requires contributions to be made towards City-wide community infrastructure where new dwellings or lots are created. As the proposed development does not include any dwellings, the proposal is not eligible for a contribution under DCA2.

4.2.4 Matters to be considered

Clause 67(2) of the Deemed Provisions sets out the matters for which due regard is to be given when considering a development application. Refer **Table 6** below for an assessment of the relevant matters.

Table 6 – Matters to be considered assessment

Matter to be considered	Provided
(a) the aims and provisions of this Scheme and any other local planning scheme operating within the Scheme area;	Refer **Section 4.2.**
(b) the requirements of orderly and proper planning including any proposed local planning scheme or amendment to this Scheme that has been advertised under the Planning and Development (Local Planning Schemes) Regulations 2015 or any other proposed planning instrument that the local government is seriously considering adopting or approving;	No proposed local planning schemes or other planning instruments have been identified.
(c) any approved State planning policy	Refer **Section 4.3**.
(d) any environmental protection policy approved under the Environmental Protection Act 1986 section 31(d) –	No relevant environmental protection policy has been identified.
(e) any policy of the Commission	No relevant policies of the Western Australian Planning Commission have been identified.
(f) any policy of the State	No relevant policy of the State has been identified.
(fa) any local planning strategy for this Scheme endorsed by the Commission;	No current local planning strategy has been identified.
(g) any local planning policy for the Scheme area;	Refer **Section 4.4**.
(h) any structure plan or local development plan that relates to the development;	None applicable.

Matter to be considered	Provided
(i) any report of the review of the local planning scheme that has been published under the Planning and Development (Local Planning Schemes) Regulations 2015;	None applicable.
(j) in the case of land reserved under this Scheme, the objectives for the reserve and the additional and permitted uses identified in this Scheme for the reserve;	Not applicable.
(k) the built heritage conservation of any place that is of cultural significance	None applicable. The subject site is not included on the heritage list or a heritage area. The Waikiki Hotel – Site is included in the City's Municipal Heritage Inventory (2018) as a management category E – historic site, meaning the site should be recognised and interpreted if possible – for example, with a plaque, place name, or acknowledge in new urban or architectural design. The following statement of significance applies: • *the site has historic value for its association with the hotel which occupied this site between 1960 and 2009 which demonstrated the development of this area in the 1960s.* • *the site has historic value as the location of the first hotel/motel in Western Australia.* • *the site has social value for the many members of the community who attended the venue during the period 1960 to 2009 when it was one of the few licensed premises in the district.* The proposed development recognises the former Waikiki Hotel through the inclusion of a licensed premises and is referenced in the architectural design and particularly the raked roof line of the tavern which reflects that of the original Hotel.
(l) the effect of the proposal on the cultural heritage significance of the area in which the development is located;	None applicable. The subject site is not included on the heritage list or a heritage area.
(m) the compatibility of the development with its setting, including – *(i) the compatibility of the development with the desired future character of its setting; and* *(ii) 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;*	The proposed development provides land uses consistent with the history of the site and the desired uses for the site in the future. The proposal provides development at an appropriate scale for the location, while also maintaining commercial viability. The proposed development suitably responds to its surrounding context, the use of materials and built form scale on the Malibu Road façade complements the scale of nearby residential homes. The proposed development is setback appropriately from the boundaries, and has been designed to integrate with the surrounding area.
(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;*	The development does not introduce anything which would be detrimental to the environment. It is noted the existing area comprises predominantly single residential dwellings of various ages and architectural qualities. However, the subject site is recognized for Commercial development through the TPS2 zoning and its former use as the Waikiki Hotel. The proposed development will ensure the future use of the site is consistent with its former status as a social hub for the community, while also retaining its previous role as an eating and drinking venue. The proposal will attract visitors while improving the liveability of the area.
(o) the likely effect of the development on the natural environment or water resources and any means that are proposed to protect or to mitigate impacts on the natural environment or the water resource	The development does not introduce anything which would be detrimental to the environment or water resources.

Matter to be considered	Provided
(p) whether adequate provision has been made for the landscaping of the land to which the application relates and whether any trees or other vegetation on the land should be preserved;	Landscaping plans have been prepared in support of the proposed development, demonstrating a suitable provision for planting areas with appropriately selected species, commensurate to the coastal location. Refer Appendix 5 and Appendix 6 for copies of the landscaping plans.
(q) the suitability of the land for the development taking into account the possible risk of flooding, tidal inundation, subsidence, landslip, bushfire, soil erosion, land degradation or any other risk	Refer section 4.3.1 of this report for consideration of the relevant State Planning Policy relating to coastal planning.
(r) the suitability of the land for the development taking into account the possible risk to human health or safety	No risk to human health has been identified.
(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;*	The TIA, prepared in support of the proposed development, concludes the development will not have a detrimental impact on the surrounding road network, including the proposed means of access and egress. Swept paths have been prepared and are included as a component of the TIA, which confirm the proposed development provides sufficient space for manoeuvrability of passenger vehicles and service vehicles within the subject site. Refer to Appendix 3 for a copy of the TIA.
(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;	A TIA has been prepared which demonstrates the surrounding road network can cater for the traffic generated by the proposed development, and the vehicle access arrangements will operate safely. Refer to Appendix 3 for a copy of the TIA.
(u) the availability and adequacy for the development of the following – *(i) public transport services;* *(ii) public utility services;* *(iii) storage, management and collection of waste;* *(iv) access for pedestrians and cyclists (including end of trip storage, toilet and shower facilities);* *(v) access by older people and people with disability;*	The development includes pedestrian links to the footpath network, allowing people to access local bus services along Malibu Road and Safety Bay Road. The subject site has access to all necessary utilities. Provision has been made for the storage and collection of waste. Refer the Waste Management Plan included at Appendix 7. Pedestrian paths have been provided throughout the development. The 'bike hub' proposed as part of the development will promote the alternative transport methods, and provide bicycle and scooter charging facilities. The commercial units are not of the size that would warrant the provision of showers or end of trip facilities. The development includes accessible car parking bays for use by visitors to the subject site. All pedestrian paths have been designed with a minimum width of 1.2m to facilitate universal access.
(v) the potential loss of any community service or benefit resulting from the development other than potential loss that may result from economic competition between new and existing businesses;	The development provides a community benefit in respect of providing an attractive setting for business and social interactions, along with encouraging a diverse range of land uses that will attract visitors to the locality. The development will retain the site's previous role as an eating and drinking venue, and build on the rich social history of the site.
(w) the history of the site where the development is to be located;	The historical context of the subject site, including the former Waikiki Hotel, has been discussed above at Section 2.3. Local Planning Policy 3.3.23 further references the history of the subject site and has been assessed at Section 4.4.5 below.

Matter to be considered	Provided
(x) the impact of the development on the community as a whole notwithstanding the impact of the development on particular individuals;	The development provides a community benefit in respect of providing an attractive setting for business and social interactions, along with encouraging a diverse range of land uses that will attract visitors to the locality. The development will retain the site's previous role as an eating and drinking venue, and build on the rich social history of the site. The development will also provide a range of apartment sizes to responding dwelling needs of the locality.
(y) any submissions received on the application;	To be addressed at a later stage.
(za) the comments or submissions received from any authority consulted under clause 66;	To be addressed at a later stage.
(zb) any other planning consideration the local government considers appropriate.	None identified.

4.3 State Planning Policies and Guidance Statements

4.3.1 State Planning Policy 2.6 – State Coastal Planning Policy

As the proposed development is located within the coastal foreshore, consideration is required against State Planning Policy 2.6 – State Coastal Planning Policy (**SPP2.6**).

SPP2.6 seeks to ensure development within the coastal area takes into account coastal processes, hazard, sea level rise, climate change and other coastal considerations. SPP2.6 comprises the following objectives:

1. *ensure that development and the location of coastal facilities takes into account coastal processes, landform stability, coastal hazards, climate change and biophysical criteria;*
2. *ensure the identification of appropriate areas for the sustainable use of the coast for housing, tourism, recreation, ocean access, maritime industry, commercial and other activities;*
3. *provide for public coastal foreshore reserves and access to them on the coast; and*
4. *protect, conserve and enhance coastal zone values, particularly in areas of landscape, biodiversity and ecosystem integrity, indigenous and cultural significance.*

SPP2.6 considers development over a 100-year time frame, taking into account likely coastal erosion/accretion and predicted sea level rise. This is typically mapped via a Coastal Hazard Risk Management and Adaptation Plan (**CHRMAP**).

In September 2019 the City endorsed its CHRMAP which details the long-term view of potential future coastal hazards in the City. The BP Service Station located adjacent to the subject site is listed as an asset in Sector 3 of the CHRMAP and is assessed to have a low vulnerability to erosion 'til 2030, a medium vulnerability in 2070 and a medium vulnerability in 2110. The subject site is not considered at risk by inundation by the CHRMAP.

The CHRMAP identified the foreshore adjacent to the subject site for long-term protection, being developed with special infrastructure without clear alternative locations to perform the required function (Safety Bay Road). The CHRMAP states *"increased development density may be permitted in areas vulnerable to coastal hazards where long term protection is identified and there is an overwhelming planning justification."* In this case, the subject site is identified through a site-specific local planning policy for increased density and as a focal point for the coastal strip.

The CHRMAP identifies new development may be required to contribute to the ongoing maintenance of the seawall. In this case, a contribution would not be appropriate or consistent with orderly and proper planning. This is because a contribution would fail to meet several of the principles of State Planning Policy 3.6 Infrastructure Contributions, due to the fact no detailed planning and costing has been undertaken for coastal protection works, and there is no detail on the equitable distribution of coasts among those many properties which would benefit from the infrastructure (including inland areas which make regular use of Safety Bay Road to travel through the area). It is also observed the seawall may be necessary regardless of whether the subject site is developed because a key aim is to protect Safety Bay Road which will continue to function as an arterial road for the surrounding area, even if the subject site remains vacant. Pursuant to clause 69 of the Deemed Provisions, a development application cannot be refused or granted subject to a condition requiring future contributions in circumstances where a development contribution plan is not in place.

For these reasons, the proposed development suitably addresses the considerations in SPP2.6 and warrants approval.

4.3.2 State Planning Policy 4.1 – Industrial Interface

The Environmental Protection Authority's (**EPA**) Guidance Statement No.3 – Separation Distances between Industrial and Sensitive Land uses (**EPA Guidance Statement No.3**) provides guidance on the implementation of State Planning Policy 4.1 Industrial Interface (**SPP4.1**), recommending generic buffer distances intended to mitigate impacts of industrial developments on sensitive land uses.

The proposed child care centre at Parcel 1 is in proximity to the existing BP Service Station, located adjacent to the south of the subject site. The BP does not operate 24 hours, therefore a generic separation distance of 50m applies under Appendix 1 of the EPA Guidance Statement No.3. The proposed Parcel 1 boundary is located a minimum of 55m from the BP lot boundary, the fuel bowsers located even further.

In this regard, the proposed child care centre, being a sensitive land use, is located at an appropriate distance from the existing BP service station, and meets the intention of SPP4.1.

4.3.3 State Planning Policy 4.2 – Activity Centres

State Planning Policy 4.2 Activity Centres (**SPP4.2**) ensures planning, development and decision making adequately consider the distribution, function, broad land use, access and urban form considerations for activity centres.

The provisions of SPP4.2 are satisfied through the preparation of a planning policy specific to the subject site (refer **section 4.4.6**) and the City's Local Commercial and Activity Centres Strategy (refer **section 4.4.1**). Accordingly, the requirements of SPP4.2 are considered satisfied.

4.3.4 State Planning Policy 7.0 – Design of the Built Environment

State Planning Policy No 7.0 – Design of the Built Environment (**SPP7**) is the lead policy that elevates the importance of design quality, and sets out the principles, processes and considerations which apply to the design of the built environment in Western Australia, across all levels of planning and development.

SPP7 establishes a set of ten 'Design Principles', providing a consistent framework to guide the design, review and decision-making process for planning proposals.

An initial design review was undertaken conceptual development plans were presented to the City's DRP for feedback prior to lodgement of the development application. The DRP recommended the design be supported subject the following key issues being satisfactorily addressed:

- *There is opportunity for improved site planning and layout response, through:*
    - *Rationalisation of crossovers;*

  - *Redesign/orientation of Child Care to improve built form, passive solar design, natural light and amenity for kids and integrate/distribute car parking across development holistically;*
  - *Improved street interaction along Malibu Road, with finer grain use/activation.*
- *Blank wall on Tavern on the boundary of Parcel 4 is blunt/not supported.*
- *Provide understating of land use/layout intent for future Lot 4.*
- *Landscape scheme with greater detail is required.*
- *Lack of sustainability strategy commitment.*
- *Panel expects adequate consideration and responses to all 10 Design Principles.*

The development plans have been revised to address the above commentary and a response to the 10 Design Principles is provided at **Section 4.3.2** below. It is expected the proposed development will be presented to the City's DRP following lodgement of the development application.

Refer **Table 7** below for detailed design statements addressing the ten design principles of SPP7.

Table 7 - Assessment against Schedule 1 – Design Principles of SPP 7.0

Design Element		Design Outcome

1.	***Context and character***
	Good design responds to and enhances the distinctive characteristics of a local area, contributing to a sense of place.
		• The subject site is located on a prominent position along Safety Bay Road, adjacent to the Warnbro Sound foreshore. The surrounding area generally consists of single residential development with a three storey residential development located to the east and an existing service station to the southwest.
		• Features of the subject site include an access easement linking Malibu Road with the Lumia residential complex allowing waste collection vehicles to travel through the site, a 3m wide access easement along the edge of the service station site, and a wide verge along the Safety Bay Road frontage.
		• The site enjoys an outlook to the southwest over Warnbro Sound. The prevailing breeze in the locality also comes from the southwest.
		• The former Waikiki Hotel was located at the subject site. The Hotel, along with the distinctive coastal location, has informed the design and selection of materials, specifically the use of stone facings, vertical timber look cladding, horizontal weatherboard look walls and a neutral colour pallet being predominantly white.
		• The street elevation and interface of the tavern have been enhanced by refining the stepped entry vestibule with a full height entry door & full height walls adjacent, providing an inviting & legible entry point into the building and the lower deck area.
		• The tavern boundary wall facing Parcel 4 is proposed to be partly stone clad at the street boundary and the remainder patterned with painted reveals and battens providing relief and dimension.
		• The remainder of the development has been designed to differentiate it from the residential character to the north and responds to the coastal context by use of organic materials, tones and shapes. Character improvements include:
		  ○ Maximising on street parking by limiting vehicular access with two way crossover from Malibu Road with an independent pedestrian link from entry to the existing footpath on Malibu Road.
		  ○ Design of a single-storey childcare service in keeping with the generally single storey neighbourhood
		  ○ Architectural design style is organic in both tone and form.

Design Element		Design Outcome
		○ The use of high-quality timber look batten finish in the child care centre to both open and solid style fencing to address privacy, acoustic and aesthetics along the outdoor play space interface with Malibu Road. ○ Extensive landscaping to be incorporated into the child care centre's playscape providing a natural and engaging play area to the children; and ○ Maintaining a well landscaped street frontage to the child care centre, with play areas providing surveillance and activation of the street, complementing the development.
2.	***Landscape quality*** *Good design recognises that together landscape and buildings operate as an integrated and sustainable system, within a broader ecological context.*	• A "Pocket Park" has been provided at the connection to the residential estate to the east and two outdoor seating areas have been incorporated. • As demonstrated through the concept landscaping plan, the proposed development incorporates planting along boundaries and within vehicle circulation areas. • Planters & landscaped zones for the tavern have been clearly defined on the plans. Deep planting zones are external to the tavern as can be seen on the provided renders. • Landscaping for the child care centre provides: ○ Landscape buffer to edge of carpark ○ Large shade canopy trees proposed within the playscape areas ○ Under planting primarily native, local where possible to increase biodiversity of the area. ○ Low maintenance and low water requirements for sustainability and longevity of the project.
3.	***Built form and scale*** *Good design provides development with massing and height that is appropriate to its setting and successfully negotiates between existing built form and the intended future character of the local area.*	• The mixed-use commercial component of the development consists of two single storey buildings, both with 'Main Street' style streetscapes along Malibu Road. A taller building element has been incorporated into the southeast corner of Building A to provide an entry statement to the Medical Centre when entering from Safety Bay Road. • The proposed child care centre is of single storey scale, as to be sympathetic to the surrounding residential development. It also has frontage to Malibu Road to give it an address and setting. • The child care centre's playscape positioned away from adjacent northern residential interface. • No overshading to adjacent properties. • The scale of the development is therefore considered consistent with the existing context of the locality.
4.	***Functionality and build quality*** *Good design meets the needs of users efficiently and effectively, balancing functional requirements to deliver optimum benefit and performing well over the full lifecycle.*	• The tavern boundary wall facing Parcel 4 is proposed to be partly stone clad at the street boundary and the remainder patterned with painted reveals and battens providing relief and dimension. • Pedestrian access to the tavern's lower car park level is accessed via stairway. The stairway width has been adequately sized. • HVAC equipment for the tavern has been indicatively shown on the roof plan provided. • The child care centre is proposed for a well-established operator. • The child care centre design employs a robust mix of hardy building materials and finishes suitable for childcare. • The child care centre includes flexible learning spaces that allow for adaptation over the building's life cycle. • The child care centre has functional and efficient shared use spaces.
5.	***Sustainability*** *Good design optimises the sustainability of the built environment, delivering positive environmental, social and economic outcomes.*	• The building fabric will be enhanced above the minimum requirements of Section J of the building codes. This is achieved by using high R-value wall, roof, ceiling insulation and low-e glass, which allows for future building adaptability as required.

Design Element		Design Outcome

		• Energy efficient lighting and mechanical services will be used.
		• Roofing is also be orientated and designed to support the installation of solar panels, as indicatively shown on the tavern, child care centre and medical centre/gym building.
		• Sustainability initiatives included for the tavern include:
		  o Provision of solar PV system.
		  o Solar passive design.
		  o Efficient lighting & control systems.
		  o High performance glazing.
		  o Efficient HVAC systems & controls systems.
		  o Improved thermal performance.
		  o Efficient Water Appliances.
		  o Enhanced indoor environment quality with the selection of low VOC finishes, design of shading devices and use of glass with high VLT.
		  o Reduction in car use with bicycle / e-bike / scooter parking throughout the main development.
		• Sustainability initiatives included for the child care centre include:
		  o East-South orientation with limited openings to west
		  o Large operable windows and doors to play areas to allow for natural ventilation
		  o Large Solar array to roof for building's energy needs
		  o Deep eaves provided for summer protection and shading structures within the playscape.
		  o Light coloured roofing material to minimize heat loading.
		  o Integration of skylights to improve natural light to internal communal areas within the building.
		  o Landscape and tree plantings will help localised urban heat island effect.
		  o Where possible the design works with natural levels for permeability.

6.	***Amenity*** *Good design optimises internal and external amenity for occupants, visitors and neighbours, contributing to living and working environments that are comfortable and productive.*	• Contemporary design principles incorporated into the proposed development enhance the amenity of the development's immediate context. • Transport and acoustics reporting, prepared in support of the proposed development, confirm the proposed development will not have adverse amenity impacts on existing surrounding development or the wider locality. • The proposed mix of uses provides vital services to the surrounding area. • Additional internal space has been allocated within the tavern for the child play area. The provision of the seating layout within the floor plan indicates how the seated dining and child play areas interact. • The child care centre has been sensitively designed and arranged to minimise amenity impacts to the sensitive residential boundaries. • The child care centre design provides open learning spaces for children adjoining indoor learning areas. • Landscape and tree canopy will help localised urban heat island effect.
7.	***Legibility*** *Good design results in buildings and places that are legible, with clear connections and memorable elements to help people find their way around.*	• The proposed development provides clear and legible access to the site for vehicles via crossovers and pedestrians via connections to existing footpath networks. • Proposed built form frames key building entrances to ensure legible access. • To increase legibility to the tavern's second entry & disable access ramp the main entry stair has been made wider and curved and the large stone clad wall move rearwards.

Design Element		Design Outcome
		• The tavern's street entry has been enhanced by refining the stepped entry vestibule with a full height entry door & full height walls adjacent, providing an inviting & legible entry point into the building and the lower deck area. • The child care centre entry canopy and dedicated pedestrian path clearly identify the single building entrance, including by use of colour, and positioned to face Malibu Road. • Cladding battens on the child care centre street façade subtly direct foot traffic to the building's entrance. • Connectivity between the child care centre carpark and entry.
8.	***Safety*** *Good design optimises safety and security, minimising the risk of personal harm and supporting safe behaviour and use.*	• Transport reporting, prepared in support of the proposed development, demonstrates traffic movements are considered safe. • The proposed development includes a series of legible and intuitive pedestrian footpaths to ensure safe movement around the site by providing separation with vehicles. • The tavern's main entry stair has been made wider and curved and the large stone clad wall move rearwards. • The length of the retaining wall for the tavern has been reduced significantly to achieve better site lines between pedestrians and cars exiting the underground car park. • The child care centre has a secure single entry point via foyer controls access to service for all abilities. Attractive secure fencing designates and controls public access into secure area • Passive surveillance of both street frontage and carpark. • The child care centre has clear sightlines for vehicle access with separate pedestrian access paths.
9.	***Community*** *Good design responds to local community needs as well as the wider social context, providing buildings and spaces that support a diverse range of people and facilitate social interaction.*	• The proposed development will revitalise a historically vacant site, and reintroduces historic uses (Tavern) to the site, improving sense of community. • Development has been oriented towards street frontages where possible to provide activity to the public realm. • Renders provided with the tavern drawings indicate what can be achieved on Parcel 4. These renders represent street facing commercial tenancies with residential apartments above. Parking and services is proposed to be accessed from the rear. • Significant community benefits associated with quality child care provision in the suburb of Safety Bay. The proposal seeks to address a shortage in local childcare provision. • The child care centre is an integrated facility for connection to local community. • The child care centre development site ensures excellent exposure and access, with limited impacts on neighbours. • The development is accessible by walking, public transport and private vehicles.
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 proposed development has been designed with specific reference to the Design Guidelines as specific to the subject site. Materials have been selected in response, reflecting the coastal location of the subject site. • Landscaping has been provided to street frontages and verges to frame the development and works in conjunction with active frontages of buildings at nil setbacks to streets where possible. • The tavern boundary wall facing Parcel 4 is proposed to be partly stone clad at the street boundary and the remainder patterned with painted reveals and battens providing relief and dimension. Provided renders indicate what can be achieved on Parcel 4. These renders represent street facing commercial tenancies with residential apartments above. Parking and services is proposed to be accessed from the rear.

Design Element	Design Outcome
	• The child care centre is a thoroughly resolved design; aesthetically pleasing, well-articulated and sensitive to the surrounding neighbourhood. It employs a high-quality palette of colours and materials creating visual interest, and has appealing light filled spaces for early learning and outdoor play areas.

Comments made in the first design review not otherwise addressed in the table above include the rationalisation of crossovers, and reorientation of the child care centre. Careful consideration has been given to the comments.

In respect of the rationalisation of crossovers to Malibu Road, the design includes two existing crossovers which are necessary due to access easements on the site. The new crossover is to the child care centre. This is proposed to give the child care centre appropriate street presence and to consolidate pedestrian and vehicle access to a single entry point – an important consideration for a child care centre development.

Alternative site layouts where considered for the child care centre. Ultimately, these options have been discounted as they would not achieve operational design requirements for a child care centre nor meet the local planning requirements for the site. Specifically, internalising the child care centre not only would remove the centre's street presence, it would result in the play areas being positioned either against existing residential properties exposing those properties to potential noise disturbances (or a large boundary wall), or alternatively positioned against the street contrary to the City's objectives for built form along the street frontage.

Ultimately the layout for the child care centre is optimal in that it allows built form to the street, a legible pedestrian and vehicle entry, and protection of amenity to adjoining properties. The positioning of the play areas ensures access to both sunlight and shade, allowing play to be adjusted to suit a range of climatic conditions.

The proposed development provides design outcomes which are consistent with the intent of SPP7, responds to the first DRP comments, and therefore warrants support accordingly.

4.4 Local Planning Policies

4.4.1 Planning Policy 3.1.2 – Local Commercial and Activity Centres Strategy

The City's Planning Policy 3.1.2 Local Commercial and Activity Centres Strategy (**PP3.1.2**) establishes the objectives, principles, and key strategies for retailing and commercial development in the City.

PP3.1.2 contains objectives for commercial centres within the City including:

> *Plan activity centres to enable them to support a variety of retail and commercial businesses and promote a sustainable retail and commercial market.*

The proposed development will cater for some day to day needs of local residents and provides an activity centre that will enable a range of land uses and encourage integration within the surrounding community, supporting improved social interactions between residents and visitors to the proposed development.

The subject site is located in Precinct 1 – Rockingham and is referred to as 'Waikiki Hotel Local Centre' under PP3.1.2. Figure 15 of LPP3.1.2 notes 138m^2 of retail floorspace and 40m^2 of non-retail floorspace is present at the subject site. This likely relates to the existing BP Service Station.

Appendix 1 of PP3.1.2 provides Needs Assessment Maps and Floorspace Tables, prepared by Pracsys in 2021. The document provides future supportable total floorspace for the Waikiki Hotel Local Centre site, noting the site can support an extra 38m^2 of retail and 73m^2 non-retail floorspace by 2026. This analysis is considered flawed and appears to be a reflection of existing floorspace, noting a vast majority of the land associated with the Local Centre is currently undeveloped. This floorspace estimate is therefore disregarded.

The proposal is therefore considered acceptable under PP3.1.2.

4.4.2 Planning Policy 3.3.1 – Control of Advertisements

The City's Planning Policy 3.3.1 – Control of Advertisements (**PP3.3.1**) sets out the objectives and policy provisions to which seek to control the varying advertising needs of businesses and the community.

The proposed development includes the following signage:

Child Care Centre Signage

- 2 x Wall Sign (2.2m x 2.2m) depicting the Nido Early School branding, attached to the wall adjacent to the main entrance of the building.
- 1 x 'Bringing learning to life' Wall Sign (5.8m x 0.8m), attached to northern elevation of building as adjacent to the car park.
- 1 x Pylon Sign (1.2m x 2.4m) depicting the Nido Early School branding, adjacent to the crossover to the car park.

Tavern Signage

- 1 x 'Waikiki' Wall Sign (7.8m x 1.5m), attached to the western elevation of the building.

Other Signage

- 2 x Pylon Sign (8m x 2.5m), one adjacent to the key crossover on Malibu Road, and the other in the Safety Bay Road reserve, depicting indicative tenant signage.

Table 8 below provides an assessment of the proposed pylon signage against the requirements of LPP3.3.1. It is noted no specific requirements apply to Wall Signs.

Table 8 – LPP3.3.1 assessment.

Requirement	Comment	Complies
Pylon Sign *Pylon signs shall not:*		
(a) be located within 1.8m of a boundary;	All proposed signs are located within 1.8m of the lot boundary.	✓
(b) be situated within 6.0m of any other sign of the same lot;	Proposed signs are not situated within 6m of each other.	✓
(c) project over a street, walkway or any other public area by more than 1.0m;	Proposed signs do not project over walkways.	✓
(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;	Two of the signs propose a height of 8m. An assessment of these against the objectives of LPP3.3.1 is provided below, demonstrating the proposed signs are acceptable in this context.	**Discretion required**

Requirement	Comment	Complies
(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;*	The signs all proposed the underside of the face area at ground level.	✓
(f) *have a face area exceeding more than 3.5m width or height;*	The signs have a height of 8m and width of 2.5m. Refer below for an assessment of the proposed signage against the objectives of LPP3.3.1.	**Discretion required**
(g) *have a face area of more than 4m² on each side (single tenancy) or 13m² on each side (multiple tenancy).*	The maximum face area proposed is 20m². Refer below for an assessment of the proposed signage against the objectives of LPP3.3.1.	**Discretion required**
Only one (1) pylon sign shall be permitted on a lot with a single tenancy. For lots with two or more tenancies, only one (1) pylon sign will be generally permitted unless the site is large and has more than one street frontage, in which case one pylon sign per street frontage may be permitted.	One pylon sign per street frontage is proposed, apart from the pylon proposed for the Child Care Centre. This is considered acceptable given the small scale of this sign and is more commonly identified as a Monolith sign.	**Discretion required**
An application for a pylon sign on any land containing two (2) or more tenancies shall be supported by a Sign Strategy that shall generally describe and illustrate the number, location, dimensions and content of the pylon sign and any other commercial signs on the property, and demonstrate that equitable access for all tenancies can be achieved.	A Signage Strategy may be prepared as a condition of approval given the required detail has not yet been defined and will be confirmed at detailed design stage.	✓
An application for a pylon sign on any land containing two (2) or more tenancies shall ensure provision can be made within the allowable sign size for every tenancy to be displayed on the sign.	Proposed pylon signs indicatively show tenant signage zones and will be provided as required.	✓
A Pylon Sign shall be located wholly within the boundaries of the lot from which the product(s) or service(s) to which it relates it sited.	Proposed pylon signs are located wholly within lot boundaries and will only display the branding of tenants subject to the site.	✓

Further to the above, variations have been identified, requiring an assessment of the objectives of LPP3.3.1. **Table 9** below provides this assessment.

Table 9 – LPP3.3.1 objectives assessment

Objective	Comment
(a) *Ensure that advertisements are appropriate for their location;*	The proposed signage is considered appropriate given the designation of the subject site as a Local Centre, the scale and location of proposed signage balances the residential nature of the locality with the commercial requirements of the proposed development.
(b) *Minimise the proliferation of advertisements;*	Given the scale of the subject site and it's frontage to two roads, the proposed signage is considered restrained and certainly does not represent proliferation.
(c) *Ensure that advertisements do not adversely impact on traffic circulation and management, or pedestrian safety;*	Proposed signage will assist in traffic circulation by being located next to key access points to the proposed development whilst not impeding site lines through sufficient setbacks.

Objective	Comment
(d) Protect the amenity of residential areas, townscape areas and areas of environmental significance;	As above, the proposed signage is considered appropriate for the residential nature of the locality whilst noting the subject site is designated a local centre.
(e) Protect the significance of heritage places or buildings;	Not applicable.
(f) Ensure that advertisements are constructed with quality materials;	Proposed signage will be constructed with high quality materials, ensuring longevity given the coastal location of the subject site.
(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;	Not applicable.
(h) Ensure advertisements are generally erected on land where the advertised business, sale of goods or service is being carried out; and	Signage will only display the branding of tenants subject to the site.
(i) Ensure the advertisements are maintained to a high standard.	Signage will be maintained as required.

As above, the proposed signage is consistent with the objectives of LPP3.3.1 and warrants support accordingly.

It is noted indicative signage is depicted for buildings within Parcel 2, this signage will be subject to future applications as required.

4.4.3 Planning Policy 3.3.5 – Child Care Premises

The City's Planning Policy 3.3.5 – Child Care Premises (**PP3.3.5**) sets out the objectives and policy provisions to which the City will have due regard when assessing planning applications seeking approval for such uses.

Importantly, the policy acknowledges there is growing demand for early learning facilities in all parts of the City, and this demand is expected to continue given the current and expected urban development being experienced. Noting the limited availability of child care services in the Safety Bay / Waikiki area, the proposed development is entirely consistent with this policy position.

Table 10 below provides an assessment of the proposed development against the relevant provisions of PP3.3.5.

Table 10 – PP3.3.5 assessment

Requirement	Comment	Complies
4.1 Location		
(h) Distributed strategically to provide the maximum benefit to the community it serves.	The proposed facility will be the only early learning facility within the surrounding area with the nearest operating child care premises located over a kilometre away. The subject site is also easily accessed from the Safety Bay High School and Charthouse Primary School.	✓

Requirement	Comment	Complies
(i) Within easy walking distance or part of appropriate commercial, recreation or community nodes and education facilities	The development subject site is located in an optimal position, given it forms part of the proposed mixed use development. The facility will form part of a commercial and community hub, located adjacent to the Safety Bay foreshore, a popular recreation node. There are clear benefits / synergies associated with the co-location of community services with community hubs, education facilities, and associated commercial development.	✓
(j) Located in areas where adjoining uses are compatible with a Child Care Premises (includes considering all permissible uses under the zoning of adjoining properties)	The site adjoins land, which is developed for residential purposes, and low-density residential development. An Environmental Noise Assessment contained within **Appendix 4**, has confirmed the proposal will comply with the Noise Regulations, subject to the appropriate noise mitigation measures outlined in the assessment.	✓
(k) Serviced by public transport (where available)	The child care premises is located adjacent to bus stops serviced by the 553 bus route which traverses along Malibu Road. This bus route runs between Rockingham Station and Safety Bay.	✓
(l) Considered suitable from a traffic engineering / safety point of view.	A Traffic Impact Assessment contained in **Appendix 3** confirms the proposal is suitable from a traffic engineering / safety point of view.	✓
(m) Of sufficient size and dimension to accommodate the development without affecting the amenity of the area.	Parcel 1, on which the child care premises is proposed, has a total site area of 1,820m², making it ideal for the development of an early learning facility without affecting amenity of the area.	✓
4.2 Site Characteristics		
As a general rule, sites in a residential area should be of regular shape and greater than 1,000m² in size. A maximum site coverage of 50% will apply to any proposal to prevent the over-development of any lot.	Parcel 1 is 1,820m² in size, and is of a general rectangular shape, responding to the irregular north eastern boundary of the subject site. The proposed site cover of the centre is 664m² (37%).	✓
The topography of the site should be considered, as steep slopes may affect access to the facility, noise transfer and methods of noise mitigation.	The development site is generally flat.	✓
Sites selected for childcare premises should also be assessed to determine their potential for soil and groundwater contamination. Section 6 of the Department of Environment and Conservations 'Contaminated Sites and the Land Use Planning Process' (April 2006) guideline sets out a useful methodology to assist local governments in carrying out such assessments.	The subject site is not contaminated.	✓
4.3 Car Parking		
Parking areas should be provided in front of the building. If this is not possible, parking areas should be clearly visible and easily accessible from the entry to the site.	The parking area is provided at the side of the building in order to provide 'Main Street' built form addressing Malibu Road as required by the Design Guidelines. Entrance to the parking areas of the proposed development will be easily visible from Malibu Road, including the street parking bays on the Malibu Road frontage.	✓

Requirement	Comment	Complies
In addition, landscaping may be required on-site to screen car parking areas from the street and the child care premises from adjoining residences in order to maintain the amenity of the locality.	Landscaping is proposed, where possible, to minimise impacts on amenity, with reference to the existing substation.	✓
4.4 Traffic Impacts		
A traffic impact statement/assessment will be required where, in the opinion of the Manager, Statutory Planning, a proposed Child Care Premises has the potential to impact on the functionality and amenity of an area and may create or exacerbate unsafe conditions for children and families using the premises, or for pedestrians or road users	A TIA has been prepared in support of the proposal, contained in **Appendix 3.**	✓
4.5 Noise Impacts		
A noise impact assessment may be required for the development of a Child Care Premises. The objectives should be to limit the noise impact of the Child Care Premises on adjacent properties, and also limit any noise impact from external sources on the Child Care Premises. This may be achieved either by physical separation, design and layout of the premises or by implementing noise mitigation measures, such as acoustic treatments to buildings.	An Environmental Noise Assessment has been prepared demonstrating the proposal will comply with the *Environmental Protection (Noise) Regulations 1997*, contained within **Appendix 4**. The assessment notes requirement for the restriction of the use of the outdoor play area before 7am and the fencing to be constructed as solid and displayed on the development plans to achieve compliance.	✓
4.6 Design Considerations		
The appearance of a Child Care Premises must be consistent with the scale and character of the locality. In this regard, where the development is located in a residential area, the built form should lend itself to domestic (residential) architecture. *Setbacks to side and rear boundaries and the orientation of openings to indoor play areas should minimise any impact on adjoining properties.*	The proposed development has been designed to be sympathetic to the surrounding residential development, which is generally of single storey scale. Building materials have been selected in reference to the requirements of the Design Guidelines. The outdoor play area has been located away from residential boundaries to reduce potential amenity impacts.	✓
Outdoor play areas are to be located so as to limit their impact on the amenity of adjoining properties, whilst taking advantage of a passive solar orientation wherever possible. Measures should be taken to ensure that play areas are large enough and of such dimensions to be useful as play areas, and side setback and leftover building areas are not desirable for the purpose. *Where a play area is located in the front setback area, fencing of the area should be of predominantly open construction to provide a safe playing area without closing the site in, casting shadows on the play area, or adversely affecting the residential streetscape.*	The all outdoor play areas have been located on the south east side of the development so as to limit their impact on the adjoining properties, and will have access to the northern sun. All outdoor plays areas are appropriately sized to be used for this purpose. No outdoor play areas are located within the side setback areas. Further, no play areas are proposed in the front setback area.	✓
Landscaping will be required along the frontage of the development to a standard equal to that required or provided for on adjacent properties. Landscaping should not include potentially hazardous heights and potentially toxic plants.	Suitable landscaping is to be provided as part of this development. Landscaping Plans are contained within **Appendix 5** and **Appendix 6**.	✓

Requirement	Comment	Complies
4.7 Hours of Operation		
For Child Care Premises in Residential areas, hours of operation will be restricted to 7.00am to 7.00pm, unless otherwise agreed to by the Council.	The centre is proposed to operate from 6:30am – 6:30pm. Given an acoustic assessment has been prepared demonstrating compliance with the Noise Regulations on this basis, the proposed operating hours are acceptable and warrant approval.	✓

As above, the proposed development is consistent with the requirements of PP3.3.5 and therefore warrants support accordingly.

4.4.4 Planning Policy 3.3.14 – Bicycle Parking and End-of-trip Facilities

The City's Planning Policy 3.3.14 – Bicycle Parking and End-of-trip Facilities (**PP3.3.14**) sets out the bicycle parking requirements for commercial land uses. The requirements are set out in **Table 11**.

Table 11 – Bicycle parking requirements of PP3.3.14

Use	Minimum short term parking	Calculation	Required	Minimum long term parking	Calculation	Required	Provided
Shop (Local Centre)	0.20 spaces per 100m² NLA	392m2 GLA	1 Bay	0.1 spaces per 100m² NLA	392m2 GLA	1 Bay	
Health Services (Medical Centre and Consulting Rooms)	0.1 spaces per patient (max on site at any one time)	20 practitioners – Assume 40 visitors	4 Bays	0.1 spaces per staff	Assume 5 support staff plus 20 practitioners	3 Bays	
Food and drink premises	0.1 spaces per five seats	736 (shown indicatively on plans)	15 bays	0.1 spaces per staff	Assume 30 staff.	3 Bays	
All other uses (Recreation – Private)	0.05 spaces per visitor	Assume 48 visitors max	3 Bays	0.1 spaces per staff	Assume 4 staff	1 Bay	
All other uses (Child Care Premises)	0.05 spaces per visitor	82 spaces	5 Bays	0.1 spaces per staff	14 staff	2 Bays	
TOTAL			**28 Bays**	**TOTAL**		**10 Bays**	**14 bays** (including 4 charging bays)

As above, a 28 bay shortfall is evident. Bicycle parking is provided reciprocally within Parcel 2, adjacent to the proposed medical centre. This provides for shared use by multiple users. Should additional bays be required, there may be opportunity to provide adjacent to the proposed tavern and child care centre.

LPP3.3.14 also sets out the requirements for providing end-of-trip facilities. In this instance, individual uses will provide their own facilities as required. It is also noted the Parcel 2 internal building fitouts are yet to be resolved. However, it is likely the gym will provide end-of-trip facilities for patron use as is standard for the industry.

4.4.5 Planning Policy 3.3.19 – Licensed Premises

The City's Planning Policy 3.3.19 Licensed Premises (**PP 3.3.19**) provides guidance for the assessment and determination of liquor license applications and development applications, and expands on the clause 4.22 of TPS2 which requires, unless any particular requirement is waived, every application for premises to be licensed under the *Liquor Control Act 1988* to be accompanied by the following:-

- A full set of the liquor licensing application papers;
- A full set of the floor, site and elevation plans of the premises; Full details as to what conditions are sought to be imposed on the license;
- Details on how the proposed business to be licensed is to be managed; and
- Any other plan or information that the Council may reasonably require to enable the application to be determined.

PP 3.3.19 also requires the following additional information:

(a) A written submission describing the nature of the proposal (ie whether it is intended to be a club premises, hotel, motel, night club, small bar, restaurant or tavern, hours of operation, proposed number of patrons etc); and which includes confirmation that the requirements of this Policy can be achieved.

(b) Any specialist studies that the Council may require the applicant to undertake in support of the application such as a noise report from a suitably qualified acoustic consultant.

In a pre-lodgement meeting with the City's officers, it was agreed a full set of liquor licence application documents would not be required.

The liquor licence application process will require a public interest assessment to be prepared and advertised for public comment through that specific process, and it is appropriate details of the operation of the establishment are resolved and conditioned through that separate process.

4.4.6 Planning Policy 3.3.23 – Waikiki Hotel Site – Urban Design Guidelines

Planning Policy 3.3.23 – Waikiki Hotel Site – Urban Design Guidelines (**Design Guidelines**) establishes a framework of planning principles and development controls specific to the redevelopment of the subject site. The objectives of the Urban Design Guidelines are to encourage development that will:

a) Provide for commercial/mixed use development, including licensed premises.

b) Provide for a diverse range of complimentary land uses.

c) Achieve a contemporary, mixed use landmark development that attracts and encourages people to visit.

d) Increase the residential population and contribute to a sense of community.

e) Contribute positively to the streetscape.

f) Respond to the coastal aspect with appropriate land uses and with site responsive architecture.

The proposal is for a mixed use commercial development including a licensed premises which will provide a diverse range of land uses to create a community hub for the area, and attract visitors. The design of the proposal responds to its environment and location and will positively contribute to the streetscape. Parcel 4 allows for a future Residential development, which will provide additional residential population, along with creating a vibrant landmark for the City of Rockingham.

Table 12 below provides an assessment of the proposed development against the provisions of the Design Guidelines.

Table 12 – Design Guidelines assessment.

Requirement	Comment	Complies
6. Desired Future Character		
The future redevelopment of the site will achieve a lively, mixed use character with an emphasis on land uses which will generate interest and pedestrian activity within the public domain. Future development will build on, respect and respond to the coastal environment and the rich social history of the site. Future buildings will respond to the opportunity presented by the stimulating ocean outlook and provide a contemporary waterfront aesthetic of varied, yet unified, architectural style.	The proposed development is consistent with the desired future character. It provides a range of land uses which encourage pedestrian activity in the area. The design responds to the coastal environment through the use of a colour palette drawing from coastal colours, and built form which retains views to the ocean. The piazza embraces a 'boardwalk' aesthetic providing a coastal ambience. All buildings on the subject site draw together the architectural style through the use of colours (particularly of stained glass) and pitched roof forms to present as a single, cohesive development.	✓
7. Preferred Land Uses		
Preferred uses are: • *Licensed premises* • *Entertainment/hospitality; eating and drinking places* • *Retail* • *Short-stay accommodation/serviced apartments* • *Medium to high density residential, only in conjunction with commercial development* • *Other permissible uses listed under Town Planning Scheme No.2 (TPS2) are not preferred.*	The proposal comprises a range of complimentary land uses including: • Tavern; • Restaurant/Café; • Shop; • Gym; • Child care centre; • Medical Centre; and • Consulting Rooms. The gym, medical uses, and child care are not preferred uses. Notwithstanding, these uses will enable the development of much needed local services to the Safety Bay/Waikiki area. The inclusion of these land uses will also contribute to the commercial viability to the development, providing a focal point for the community consistent with the intent of the Urban Design Guidelines. Importantly, the proposed uses complement and do not detract from the licenced premises use. For these reasons, it is appropriate to exercise discretion and grant approval to the proposed uses.	Discretion required.
8. Planning and Development Principles		
8.1 Land Use		
Encourage the inclusion of suitably scaled licensed premises to ensure that the site retains its previous role as an eating and drinking venue.	The proposed development includes a suitably scaled licensed premises (Tavern).	✓

Requirement	Comment	Complies
Establish buildings that provide an attractive setting for business and social interaction within an environment that combines an appropriate mix of uses with a high quality public domain.	The development provides a series of pedestrian rest areas, connected via footpaths and located at entrances of buildings. The proposed pocket park, as adjacent to the existing Lumia Estate, provides a functional space for the reciprocal use of not only the proposed development but also nearby residents. The child care centre, gym, café and shops front onto Malibu Road which has a footpath with pedestrian shelter, on-street car parking embayments, and landscaping to provide an inviting environment.	✓
Encourage vibrant and diverse land uses that attract visitors.	The proposed development includes a range of different food, retail, entertainment, medical, and child care uses to promote activity and vitality on the subject site, and encourage visitation.	✓
Encourage attractive alfresco dining facilities to foster a lively streetscape.	The tavern provides a large 'garden bar' to foster a lively streetscape.	✓
Increase the residential community to strengthen the sense of community and increase the number of people within the coastal node outside business hours.	Parcel 4 allows for future residential development.	✓
Ensure that residential uses are integrated with the retail, commercial and hospitality potential of the site.	N/A	N/A
Provide a range of dwelling sizes to appeal to a diverse range of residents.	N/A	N/A
Provide short-stay accommodation to promote tourism.	N/A	N/A
Design buildings to a scale that minimises overshadowing of adjacent properties.	N/A	N/A
8.2 Urban Design		
Locate and configure buildings to address the street and facilitate continuous 'Main Street' style streetscapes which provide interest and interaction between buildings and pedestrians at street level.	The proposed development has been designed with buildings having a nil setback to Malibu Road and Safety Bay Road, with entries from the street.	✓
Use landscaping, on-street parking, and al-fresco dining areas to establish a stronger relationship between the building and the street.	On-street parking is proposed on both Malibu Road and Safety Bay Road to promote a relationship between the street and the development.	✓
Utilise building scale and design to create an identifiable scale and character for adjacent streets and publicly accessible spaces.	Buildings are of a medium scale, from one to two storeys along both Malibu and Safety Bay Road as is consistent with the existing scale of surrounding residential development.	✓
Provide openings at all building levels to enable passive surveillance of adjacent publicly accessible areas.	All buildings have openings at all levels.	✓
Provide shade and shelter through the use of a continuous awning and/or colonnade treatment. Street trees are also encouraged.	Continuous awnings are provided on the buildings fronting Malibu Road and the Tavern to provide shelter for pedestrians using the public footpath.	✓

Requirement	Comment	Complies
8.3 Pedestrian Movement and Amenity		
Employ 'Crime Prevention Through Environmental Design' principles to create a safe, and well-lit pedestrian environment with good surveillance.	The development is designed to provide openings and surveillance to all frontages, including the street, pedestrian areas, and the carpark to the rear.	✓
Provide obvious and direct pedestrian routes to, and between, major attractors to make walking a legible and convenient alternative to car use.	The development strongly promotes use of the pedestrian paths, which provide logical connections to surrounding existing development. The development also provides for access and shelter to the adjacent public footpaths.	✓
8.4 Vehicle Movement and Pedestrian Access		
Minimise and locate vehicle crossovers to avoid disruption of pedestrian amenity along the principal pedestrian routes.	The development is designed to minimise crossovers. A single main crossover is provided to Malibu Road, with a secondary exit-only crossover to Safety Bay Road. Both crossovers are located to direct traffic away from the key pedestrian areas.	✓
Provide for the safe use of alternative transport modes (such as bikes and scooters) to encourage their use in preference to car travel.	A bike hub is provided at the end of the pedestrian piazza to encourage cycling as an alternative mode of transport.	✓
8.5 Vehicle Parking		
Locate car parks (other than on-street parking) out of sight from the public domain (that is; behind, below or above buildings) to avoid a detrimental visual impact on the adjacent streetscapes.	Parking is located behind the built form, other than proposed street parking and angled bays.	✓
Provide attractive parking for bicycle, motorbike and scooter users, and suitable end-of-trip facilities, to encourage their use as an alternative to car travel.	A bike hub is provided adjacent to the proposed medical centre to encourage cycling as an alternative mode of transport. Charging facilities are also provided for convenience.	✓
Separate resident parking from short stay, commercial and other visitor parking.	N/A	N/A
8.6 Materials, Finishes and Landscaping		
Contribute to attractive and well-landscaped streets and other public or semi-public spaces, and enhance the quality and experience of the public realm.	Landscaping is proposed to the Malibu Road and Safety Bay Road verges to enhance the streetscape.	✓
Employ coastal, drought and salt-tolerant, low-maintenance plants, and avoid plant species that are likely to spread into the surrounding natural environment.	Landscaping is appropriate to the development.	✓
Integrate public art into the design of the built form.	A high quality design of building employing unique and interesting elements (such as coloured glass panels) provides an interesting and engaging built form. Additionally, there are sites within the development which may be suitable for artworks to be placed.	✓

<table>
<tr><th>Requirement</th><th>Comment</th><th>Complies</th></tr>
<tr><td colspan="3">9. Required Elements</td></tr>
<tr><td>(a) A licensed premises must be included in any development. The building must be framed along its Safety Bay Road and Malibu Road frontages by commercial uses with direct pedestrian access to the street. All development must address the street in a manner consistent with contemporary urban streetscape design disciplines.</td><td>The proposal includes a licensed premises and will appropriately frame Safety Bay Road and Mailbu Road with commercial uses.

The development will address both frontages with 'main street' design principles, providing a positive contribution to the streetscape.</td><td>✓</td></tr>
<tr><td>(b) An activated frontage with eating and drinking and commercial uses at ground level and a three storey minimum contiguous façade positioned in accordance with the setback requirements must be provided. At the ground level, buildings must address the street with a primary business entrance and a shopfront façade that is transparent over at least 75% of the area of the facade.

The following mandatory setbacks apply:

<table>
<tr><th>Height</th><th>Required Setback</th></tr>
<tr><td colspan="2">Malibu Road</td></tr>
<tr><td>1st – 3rd storey</td><td>Nil</td></tr>
<tr><td>4th – 5th storey</td><td>6m</td></tr>
<tr><td>6th – 7th storey</td><td>16m</td></tr>
<tr><td>8th storey and above</td><td>19m</td></tr>
<tr><td colspan="2">Safety Bay Road</td></tr>
<tr><td>1st – 4th storey</td><td>Nil</td></tr>
<tr><td>5th – 7th storey</td><td>3m</td></tr>
<tr><td>8th storey and above</td><td>6m</td></tr>
<tr><td colspan="2">Side (South Eastern Boundary)</td></tr>
<tr><td>1st – 4th storey</td><td>6m</td></tr>
<tr><td>5th storey</td><td>9m</td></tr>
<tr><td>6th – 7th storey</td><td>18m</td></tr>
<tr><td>8th storey and above</td><td>19m</td></tr>
<tr><td colspan="2">Side (North Eastern Boundary)</td></tr>
<tr><td>1st storey</td><td>Nil</td></tr>
<tr><td>2nd – 4th storey</td><td>6m</td></tr>
<tr><td>5th storey</td><td>9m</td></tr>
<tr><td>6th – 7th storey</td><td>18m</td></tr>
<tr><td>8th storey and above</td><td>19m</td></tr>
</table>
</td><td>The Design Guidelines provides for graduated setbacks at various levels, including nil setbacks to the streets and the southeast boundary at lower levels with increased setbacks at upper levels.

Built form fronting Malibu Road and Safety Bay Road are proposed at a nil setback to the property boundary.

The development does not propose a minimum three storey built form, this is considered acceptable as the proposed development achieves the overall aims of the Design Guidelines of providing a landmark and focal point for the community.

Built form outcomes, as requested by the Design Guidelines, are not representative of the prevailing scale of development in the locality, which is generally of single storey scale. The proposed development in appropriately scaled in this regard.

Notwithstanding, future development at Parcel 4 may provide higher density residential, as is sought by the Design Guidelines.

Discretion is available to depart from the policy requirements. A local planning policy is not mandatory or binding. Having due regard to the objectives of the policy, the proposed setbacks warrant approval.</td><td>Discretion required</td></tr>
</table>

Requirement	Comment	Complies
(c) To allow for robust buildings, a minimum ground floor to first floor height of 3.2 metres with a minimum of 3.0 metres ceiling height must be provided.	All buildings provide a minimum of 3m ceiling clearance as required.	✓
(d) Street elevations must be articulated to include defined streetfront entries which are clearly identifiable from the street. Balconies, deep window reveals, related awning and roof elements and changes in materials (subject to the maintenance of a predominantly glazed and transparent commercial frontage at ground level) are also encouraged.	Street elevations are articulated to identify and define building entries.	✓
(e) Street awnings must be provided to the full width of the proposed building at a minimum 2.5m wide, with lighting being provided under the street awnings.	Awnings are proposed at a width of 2.5m as is required. Lighting can be required as a condition of approval given this will be resolved at detailed design stage.	✓
(f) The scale and design of buildings is to be designed to minimise any overshadowing of adjoining properties and public spaces to the satisfaction of the City.	The scale of development ensures no overshadowing will be applicable.	✓
(g) Between windows and glazed commercial frontages, walls must be predominantly masonry, rendered brick or stone. 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 the guidelines.	Proposed frontages include the required materials such as masonry or rendered/textured brick and a high level of articulation.	✓
(h) Residential development must accommodate a balanced mix of dwelling sizes, and will only be considered in conjunction with commercial development, including licensed premises.	N/A	N/A
(i) Any residential development must incorporate noise attenuation measures to limit the noise impacts to residences from the licensed premises.	N/A	N/A
(j) The provision of open space in accordance with the minimum open space requirements of State Planning Policy 3.1 - Residential Design Codes.	N/A	N/A
(k) Off-street car parking must be located behind, under or over ground floor, streetfront buildings.	N/A	N/A
(l) 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.	Landscaping of the Malibu Road and Safety Bay Road verges is proposed.	✓
(m) Loading and servicing areas must be screened from view of the street to the satisfaction of the City.	Loading and servicing areas are located at the rear of buildings.	✓

Requirement	Comment	Complies
(n) Should development of the Waikiki Hotel site precede any redevelopment of Lot 2 Safety Bay Road (the Service Station site), the proposal must provide for an appropriate interface along the common boundary to the satisfaction of the City.	The proposed development incorporates a minimum 3.6m setback to Lot 2 (430) Safety Bay Road to reflect the right of carriageway over the subject site along the common boundary with Lot 2.	✓
(o) Any subdivision application is to be prepared in accordance with an approved Development Application.	Noted. A subdivision application will be prepared in accordance with the indicative Parcel boundaries.	✓
(p) Any development must include pedestrian crossing facilities from the site to Lot 2041 Safety Bay Road (Waikiki Beach).	Noted. It is expected pedestrian crossing facilities can be designed to meet all relevant warrants and subsequently installed by the City.	✓
(q) The layout and design of the building must maximise natural ventilation and, where possible, cross ventilation. Consideration must be given to the impact of the building on the prevailing winds to adjacent properties.	N/A	N/A

As above, the proposed development is largely consistent with the provisions of the Design Guidelines and therefore warrants support accordingly.

4.4.7 Planning Policy 3.3.25 – Percent for Public Art – Private Developer Contribution

The City's Planning Policy 3.3.25 – Percent for Public Art – Private Developer Contribution (**PP 3.3.25**) seeks to facilitate the provision of public art as part of the development application approval process. For developments with an estimated construction cost of $5 million or more, there is a requirement to deliver public art in the form of a public art work or cash in lieu, equivalent to not less than 1% of the building works.

As the cost of development exceeds $5 million, public art will be required. It is intended public art is provided on-site, within Parcel 2, in one of the forms listed at clause 4 of PP 3.3.25.

This can be addressed as a condition of approval.

4.4.8 Planning Policy 3.4.3 – Urban Water Management

The City's Planning Policy 3.4.3 Urban Water Management (**PP 3.4.3**) applies to development applications (and other planning proposals). It requires that development applications, in the absence of an approved urban water management plan, is bound (in the sense a non-binding policy can be) by the objectives and assessment criteria of PP 3.4.3, and an applicant *may* be required to demonstrate the function and/or efficacy of their stormwater management methodology through the submission of a stormwater management plan.

As such, a preliminary stormwater management plan has been prepared in support of the proposed development (refer to **Appendix 8**), demonstrating compliance with the requirements of PP3.4.3.

5 CONCLUSION

As detailed above, the proposed mixed commercial development, including a Child Care Centre, Tavern, several medical tenancies, specialist retail tenancies, a Gym, with associated parking, access and landscaping on the subject site achieves the purpose and intent of the applicable local planning scheme, and complies with the provisions of the relevant local planning frameworks.

The proposal appropriately responds to the relevant aspects of the planning framework and warrants approval for the following key reasons:

- The proposal is consistent with the objectives of the Waikiki Hotel Site – Design Guidelines prepared for the subject site, and will restore the site to its former role as an eating and drinking place.
- The proposed development will enhance the surrounding locality, provide much needed local commercial facilities, while creating a community hub, consistent with the former use of the subject site.
- The well-integrated architectural design created through the use of materials, colours and layout will positively contribute towards and enhance the streetscape amenity.

Having regard for the above, in considering the applicable planning framework, the proposed development warrants approval from the Metro Outer Joint Development Assessment Panel.

Appendix 1:
Certificate of Title and Deposited Plan

WESTERN AUSTRALIA

TITLE NUMBER	
Volume	Folio
2823	**402**

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.

BGRoberts

REGISTRAR OF TITLES

REGISTRAR OF TITLES WESTERN AUSTRALIA

LAND DESCRIPTION:

LOT 100 ON DEPOSITED PLAN 74131

REGISTERED PROPRIETOR:
(FIRST SCHEDULE)

BRAYKELL TWO PTY LTD OF PO BOX 739 CLAREMONT WA 6910

(TP P099797) REGISTERED 4/4/2022

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

1. M385574 EASEMENT TO CITY OF ROCKINGHAM FOR ACCESS PURPOSES - SEE SKETCH ON DEPOSITED PLAN 74131 REGISTERED 18/9/2013.
2. EASEMENT BURDEN CREATED UNDER SECTION 136C T.L.A. FOR ACCESS PURPOSES - SEE DEPOSITED PLAN 74131 AND INSTRUMENT M385572

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. 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:	DP74131
PREVIOUS TITLE:	1892-693, 2823-401
PROPERTY STREET ADDRESS:	NO STREET ADDRESS INFORMATION AVAILABLE.
LOCAL GOVERNMENT AUTHORITY:	CITY OF ROCKINGHAM

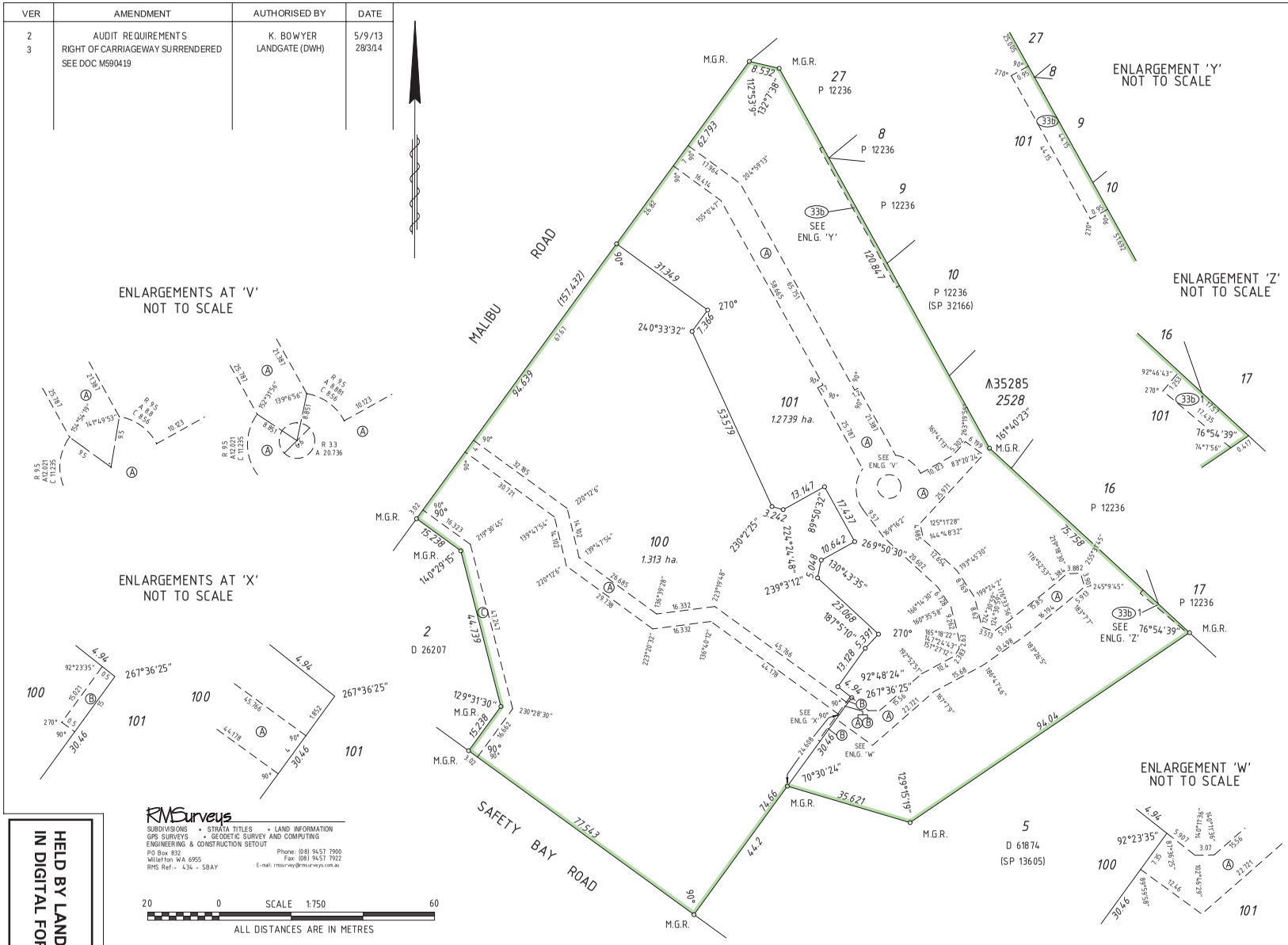
NOTE 1: L097464 SECTION 138D TLA APPLIES TO CAVEAT K856018.
NOTE 2: L097465 SECTION 138D TLA APPLIES TO CAVEAT K889983.

LANDGATE COPY OF ORIGINAL NOT TO SCALE 17/08/2023 12:53 PM Request number: 65488633

Landgate
www.landgate.wa.gov.au

LANDGATE COPY OF ORIGINAL NOT TO SCALE 17/08/2023 12:55 PM Request number: 65488643
www.landgate.wa.gov.au

VER	AMENDMENT	AUTHORISED BY	DATE
2	AUDIT REQUIREMENTS	K. BOWYER	5/9/13
3	RIGHT OF CARRIAGEWAY SURRENDERED SEE DOC M590419	LANDGATE (DWH)	28/3/14



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HELD BY LANDGATE IN DIGITAL FORM ONLY.

INTERESTS AND NOTIFICATIONS

SUBJECT	PURPOSE	STATUTORY REFERENCE	ORIGIN	LAND BURDENED	BENEFIT TO	COMMENTS
Ⓒ	RIGHT OF CARRIAGEWAY		Doc A370509	LOT 100	LOT 2 ON D 26207	
33b & 33b	EASEMENT (Sewerage)	Sec 167 P & D Act, Reg 33(b)	THIS PLAN	LOT 101	WATER CORPORATION	
Ⓐ	EASEMENT	Sec 195 of the L.A.A.	Doc M385574	LOTS 100 & 101	CITY OF ROCKINGHAM	
Ⓑ	EASEMENT	Sec 136C of the T.L.A.	THIS PLAN Doc M385572	LOT 100	LOT 101	ACCESS GATE

FORMER TENURE TABLE

LOT	FORMER TENURE	ON PLAN / DIAGRAM	TITLE
LOT 100	LOT 4 Pt. LOT 1	D 59997 D 24673	2823-401 1892 / 693
LOT 101	Pt. LOT 1	D 24673	1892 / 693

TYPE FREEHOLD

PURPOSE SUBDIVISION

PLAN OF

LOTS 100, 101 AND EASEMENTS

DISTRICT COCKBURN SOUND
TOWNSITE
SSA NO

FILE
LOCALITY SAFETY BAY
LOCAL AUTHORITY CITY OF ROCKINGHAM
FORMER TENURE SEE FORMER TENURE TABLE

ON INDEX BG33 (2) 06.25
FIELD BOOK 121554

SCALE 1 : 750 @ A2
ALL DISTANCES ARE IN METRES

SURVEYOR'S CERTIFICATE - Reg 54
Keith L. BOWYER
I hereby certify that this plan is accurate and is a correct representation of the
(a) * survey; and/or
(b) * calculations from measurements,
(* delete if inapplicable)
undertaken for the purposes of this plan and that it complies with the relevant written law(s) in relation to which it is lodged.
Licensed Surveyor _____ Date 11-Jun-13

SURVEY FIRM RMSurveys

LODGED	TYPE OF VALIDATION	APPROVED BY WESTERN AUSTRALIAN PLANNING COMMISSION
DATE 30-Aug-13	FULL AUDIT	FILE 145522
FEE PAID $400.00	LEGAL COMPONENT G. Singleton	
ASSESS No. 13435375	DOCKET PLAN/DIAGRAM Trim	
	CERTIFIED CORRECT 11-Sep-2013	17-Sep-2013
	I.S.C.	DELEGATED UNDER S.16P. & D. Act 1956
	F.S.C.	DATE

IN ORDER FOR DEALINGS
SUBJECT TO
Termination of Strata Plan 11787, Section 167 P & D Act, Section 195 L.A.A. & Section 136C T.L.A.
18-Sep-2013
For INSPECTOR OF PLANS & SURVEYS / AUTHORIZED LAND OFFICER DATE

APPROVED
18-Sep-2013
INSPECTOR OF PLANS & SURVEYS / AUTHORIZED LAND OFFICER DATE

Landgate
Western Australian Land Information Authority

DEPOSITED PLAN
74131

SHEET 1 OF 1 SHEETS
VERSION 3

A2 ORIGINAL

Appendix 2:
Development plans

PROPOSED CHILDCARE CENTRE
422 SAFETY BAY ROAD, SAFETY BAY, WA 6169

DRAWING REGISTER PLANNING

SHEET NUMBER	SHEET NAME	ISSUE	DESCRIPTION	DATE
DA00	COVER SHEET	C	PRELIMINARY DA ISSUE	18/07/2023
DA01	FLOOR PLAN	C	PRELIMINARY DA ISSUE	18/07/2023
DA02	ROOF PLAN	C	PRELIMINARY DA ISSUE	18/07/2023
DA03	ELEVATIONS	C	PRELIMINARY DA ISSUE	18/07/2023

GENERAL NOTES

DIMENSIONS TO BE VERIFIED ON SITE PRIOR TO COMMENCEMENT. PREPARATION OF SHOP DRAWINGS OR MANUFACTURING. FIGURED DIMENSIONS TAKE PRECEDENCE OVER SCALING.

VERIFY LOCATION OF EXISTING SERVICES BEFORE COMMENCEMENT.

ALL CONSTRUCTION TO BE IN ACCORDANCE WITH THE NATIONAL CONSTRUCTION CODE OF AUSTRALIA, BUILDING ACT 1975 AS AMENDED, STANDARD BUILDING BY-LAWS AND RELEVANT AUSTRALIAN STANDARDS.

ISSUE	DESCRIPTION	DATE
C	PRELIMINARY DA ISSUE	18/07/2023
B	DRP COMMENT REVIEW	22/06/2023
A	DRP ISSUE	31/05/2023

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4/120 Upper Heidelberg Road, Ivanhoe VIC 3079
t (03) 9499 8174
www.insitearchitects.com.au

nido EARLY SCHOOL

CLIENT: FABRIC PROPERTY

PROJECT: PROPOSED CHILDCARE CENTRE (82 places)

LOCATION: 422 SAFETY BAY ROAD, SAFETY BAY, WA 6169

DRAWING TITLE: COVER SHEET

SCALE:
DATE: MAY 2023
DRAWN: CW/SS
PRINTED: 18/07/2023 15:16:38
CHECKED: AH
JOB No.: J0000880

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DA00/C

PRELIMINARY ISSUE
NOT FOR SUBMISSION

LEGEND

- UNENCUMBERED PLAYSPACE
- LANDSCAPING
- BUILDING AREA
- CAR PARK
- PAVING or similar
- PROPOSED TREE nominal location shown
- EXISTING TREE TO BE RETAINED & PROTECTED
- EXISTING TREE TO BE REMOVED
- +FFL 0000 — PROPOSED FLOOR FINISHED LEVEL

CHILDCARE CENTRE ANALYSIS

OPERATION HOURS 6:30am to 6:30pm Monday to Friday
with up to four days open on the weekend for open days

GROUP ROOM 1	0-24months	12 PLACES	3 EDUCATORS
GROUP ROOM 2	24-36months	15 PLACES	3 EDUCATORS
GROUP ROOM 3	24-36months	05 PLACES	1 EDUCATORS
	36+ months	10 PLACES	1 EDUCATORS
GROUP ROOM 4	36+ months	20 PLACES	2 EDUCATORS
GROUP ROOM 5	36+ months	20 PLACES	2 EDUCATORS
			+ 2 STAFF
		82 PLACES	14 STAFF (minimum at capacity)

AREA ANALYSIS

TOTAL SITE AREA 1817m²

SITE COVERAGE 664m² (37%)

BUILDING AREA 585m² gross leaseable area

ON SITE PARKING -
18 bays provided (including one accessible)

OVERHEAD POWER LINES THUS INDICATED

VERGE TREE TO BE REMOVED AND REPLANTED OR REPLACED TO THE SATISFACTION OFTHE RESPONSIBLE AUTHORITY - APPROXIMATE LOCATION SHOWN.

CONSTRUCT NEW VEHICLE CROSSING TO THE SATISFACTION OF THE RESPONSIBLE AUTHORITY

ENSURE NO VISUAL OBSTRUCTIONS WITHIN SITE TRIANGLE OFF EXIT LANE

PROPOSED LOCATION OF IN-GROUND SERVICES/METER PIT

PROVIDE DDA COMPLIANT CONNECTION BETWEEN PROPOSED PEDESTRIAN PATHWAY AND EXISTING ROAD WITH A BRIDGE OVER EXISTING CULVET DRAIN

EXISTING ELECTRIC POLE

POSSIBLE OPPORTUNITY TO PLANT APPROPRIATE DROUGHT TOLLERANT SPECIES TO AREA BETWEEN BUILDING/ AND EXISTING FOOTPATH (OFF TITLE)

ALARMED EMERGENCY EXIT GATE

MALIBU ROAD

ADJOINING RESIDENTIAL SITES

126° 02' 18" 19.004 m

126° 02' 22" 12.341 m

155° 28' 42" 9.916 m

155° 28' 53" 10.432 m

155° 29' 16" 4.073 m

216° 02' 24" 7.367 m

216° 02' 11" 20.560 m

36° 02' 11" 39.934 m

306° 02' 11" 52.611 m

ADJOINING DEVELOPMENT

EXISTING SUBSTATION

CARPARK
(18 CAR SPACES)

carspace 2400x5400 (18, 17, 16, 15, 14, 13, 12, 11, 10)

01 carspace 2600x5400

02 carspace 2600x5400

03 carspace 2600x5400

sheltered area 2400x5400

04 accessible carspace 2400x5400

05 carspace 2600x5400

06 carspace 2600x5400

07 carspace 2600x5400

08 carspace 2600x5400

09 carspace 2600x5400

turning bay 3000x5400

PILLAR SIGN

6200

1045

20kW TIMBER BATTEN SCREEN

660L BIN STORE

DRYING YARD

LAUNDRY & CLEANERS 6 m²

LOCKERS

BED STORE

READING NOOK

36+ mnths GROUP 5
20 places
67.61 m² unencumbered floor area (minimum 65.00m² required)

SKYLIGHT ABOVE

STORAGE

OUTDOOR ATELIER 32 m²

LINE OF AWNING OVER

PATHWAY TO HAVE LESS THAN 1:20 GRADE

KERB RAMP

ENTRY 11 m²

FOYER 55 m²

RECEPTION 12 m²

OFFICE 10 m²

PLANNING 6 m²

PIAZZA 47 m²
(feature curved ceiling to piazza)

CHILD WC

BUFFET

SERVICES

COT ROOM 19 m²

DIS WC & SHWR

STAFF ROOM 20 m²

FHR

STORE

CHILDREN'S TOILET 3 15 m²

LINE OF ROOF OVER

STAFF WC

PREP/STORE 7 m²

LOCKERS/STORAGE

CHILDREN'S TOILET 1 7 m²

(0-24 mnths) GROUP 1
12 places
39.42 m² unencumbered floor area (minimum 39.00m² required)

24-36 mnths GROUP 2
15 places
49.44 m² unencumbered floor area (minimum 48.75m² required)

CUBBY

CHILDREN'S TOILET 2 11 m²

5x24-36 mnths, 10x 36+mnths GROUP 3
15 places
49.16 m² unencumbered floor area (minimum 48.75m² required)

SERVERY

KIDS OVEN

KITCHEN 25 m²

PANTRY

BED STORE

STORAGE

YOGA STAGE

PROJECTOR WALL

ATELIER 19.6m²

36+ mnths GROUP 4
20 places
67.32 m² unencumbered floor area (including atelier) (minimum 65.00m² required)

OUTDOOR PLAY AREA 3
Places:40
Min Required:280m²
280 m²
(including outdoor atelier area)
*refer to landscape design for playscape detail
Outdoor Storage to be integrated into playscape design

ENSURE PLAYSCAPE PERIMETER ADJOINING DEVELOPMENT IS MIN 2.1m & NON-CLIMBABLE

OUTDOOR PLAY AREA 1
Places:12
Min Required:84m²
84 m²
*refer to landscape design for playscape detail
Outdoor Storage to be integrated into playscape design

OUTDOOR PLAY AREA 2
Places:30
Min Required:210m²
210 m²
*refer to landscape design for playscape detail
Outdoor Storage to be integrated into playscape design

8225

1500h OPEN FENCE

2100h SOLID FENCE

1 GROUND FLOOR PLAN
1 : 100

GENERAL NOTES

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VERIFY LOCATION OF EXISTING SERVICES BEFORE COMMENCEMENT.

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ISSUE	DESCRIPTION	DATE
C	PRELIMINARY DA ISSUE	18/07/2023
B	DRP COMMENT REVIEW	22/06/2023
A	DRP ISSUE	31/05/2023

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t (03) 9499 8174
www.insitearchitects.com.au

nido EARLY SCHOOL

CLIENT: FABRIC PROPERTY

PROJECT: PROPOSED CHILDCARE CENTRE (82 places)

LOCATION: 422 SAFETY BAY ROAD, SAFETY BAY, WA 6169

DRAWING TITLE: FLOOR PLAN

SCALE: As indicated@A1 **DATE:** MAY 2023

DRAWN: CW/SS **PRINTED:** 18/07/2023 15:16:42

CHECKED: AH **JOB No.:** J0000880

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DA01/C

PRELIMINARY ISSUE
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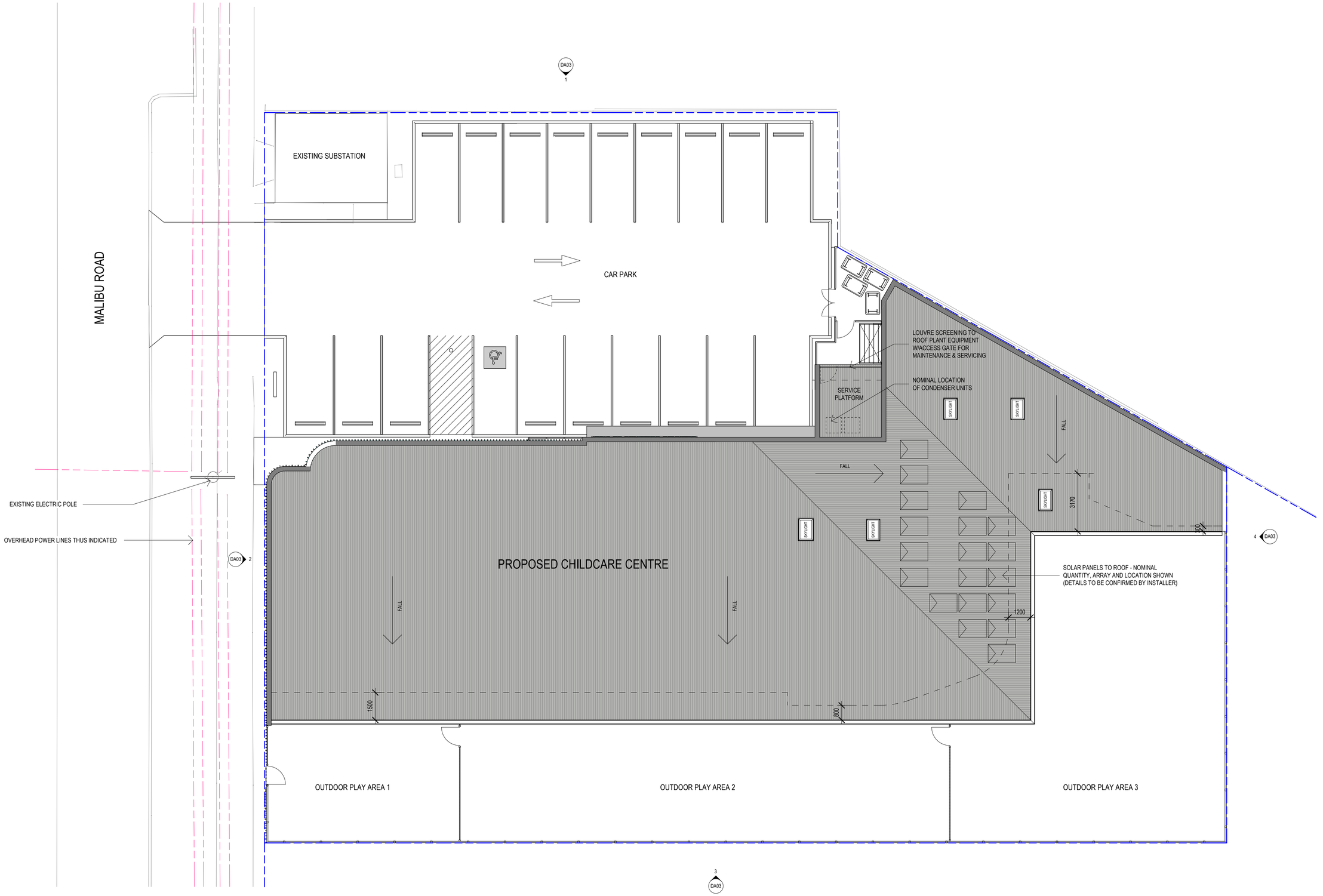

1 ROOF PLAN
1 : 100

GENERAL NOTES

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CLIENT: FABRIC PROPERTY

PROJECT: PROPOSED CHILDCARE CENTRE (82 places)

LOCATION: 422 SAFETY BAY ROAD, SAFETY BAY, WA 6169

DRAWING TITLE: ROOF PLAN

SCALE: 1 : 100@A1 **DATE:** MAY 2023

DRAWN: CW/SS **PRINTED:** 18/07/2023 15:16:43

CHECKED: AH **JOB No.:** J0000880

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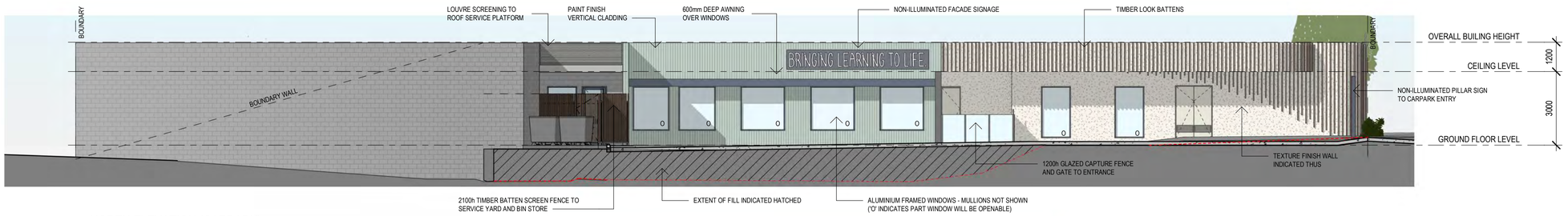
DA02/C

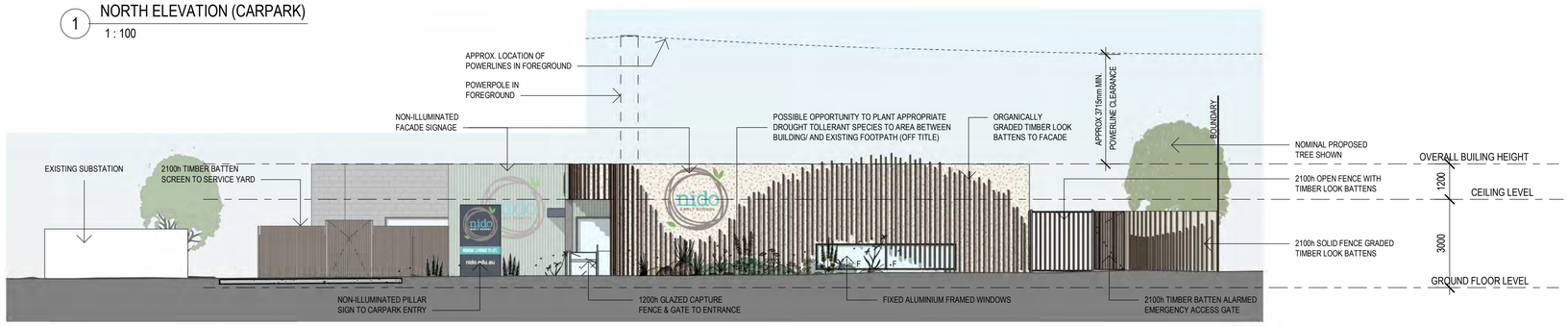
PRELIMINARY ISSUE
NOT FOR SUBMISSION

FENCE HEIGHT

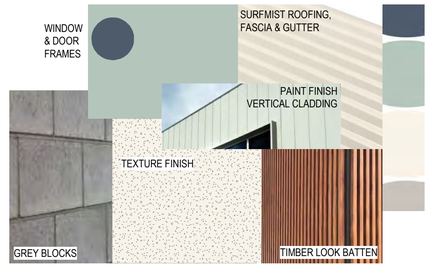
ENSURE ALL PLAYSCAPE FENCING COMPLIES WITH AS1926.1 WITH MINIMUM INTERNAL HEIGHT OF 2.1m AND MINIMUM EXTERNAL HEIGHT OF 1.2m.



1 NORTH ELEVATION (CARPARK)
1 : 100

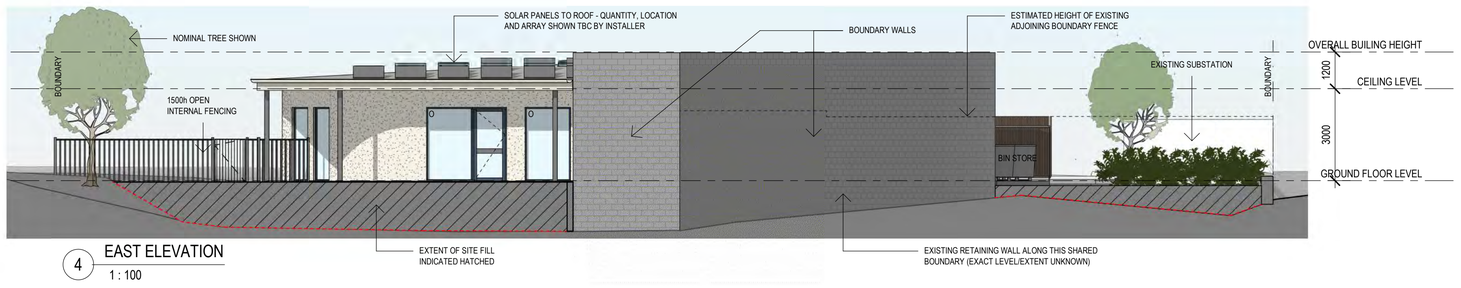


MATERIAL/COLOUR PALETTE



2 WEST ELEVATION (SAFETY BAY ROAD)
1 : 100

3 SOUTH ELEVATION
1 : 100



4 EAST ELEVATION
1 : 100

5 PROPOSED SIGNAGE
1 : 50

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CLIENT: FABRIC PROPERTY

PROJECT: PROPOSED CHILDCARE CENTRE (82 places)

LOCATION: 422 SAFETY BAY ROAD, SAFETY BAY, WA 6169

DRAWING TITLE: ELEVATIONS

SCALE:	As indicated@A1	**DATE:**	MAY 2023
DRAWN:	CW/SS	**PRINTED:**	18/07/2023 15:17:05
CHECKED:	AH	**JOB No.:**	J0000880

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DA03/C

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BUILDING DESIGNERS

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NEDLANDS WA 6009

PO BOX 199
NEDLANDS WA 6909

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admin@hindley.com.au

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HINDLEY & ASSOCIATES P/L
AS TRUSTEE FOR
HINDLEY TRUST
ACN No. 088 989 904

BUILDING DESIGNERS ASSOCIATION OF WA INC

NO:	DATE:	REVISION:	DRAWN:	CHECK:
A	26.05.23	ISSUED FOR PLANNING APPROVAL	SDS	SDS
-				
-				
-				
-				
-				
-				

A1 SHEET

LOCATION PLAN

SCALE 1:10000

PROPOSED MIXED USE DEVELOPMENT
LOT 100, No 434 SAFETY BAY ROAD
SAFETY BAY W.A.
for BRAYKELL TWO Pty Ltd

Date	-	20.03.23
Design	-	SDS
Drawn	-	SDS
Checked	-	SDS
Scale	-	1:10000
Job No.	-	0836
Dwg	-	DA00
Rev	-	A

NOTES:

ZONING: COMMERCIAL

PARKING:

- PARCEL 1: REFER TO CHILD CARE DRAWINGS BY OTHERS.
- PARCEL 2: 82 NEW OFF-STREET CAR BAYS; AND 6 NEW ON-STREET CAR BAYS; AND 24 NEW BICYCLE BAYS.
- PARCEL 3: 2 AGGESSIBLE BAYS; AND 12 NEW ANGLED BAYS ALONG SAFETY BAY ROAD; AND REFER TO TAVERN DRAWINGS BY OTHERS FOR ADDITIONAL BAYS.
- PARCEL 4: FUTURE BASEMENT PARKING.

LANDSCAPING:

- PARCEL 1: REFER TO CHILD CARE DRAWINGS BY OTHERS.
- PARCEL 2: 600m² (EXCLUDING VERGES).
- PARCEL 3: REFER TO TAVERN DRAWINGS BY OTHERS.
- PARCEL 4: TO FUTURE DETAIL.

LEGEND:

- NEW BLACK ASPHALT PAVEMENT.
- NEW RED ASPHALT PAVEMENT.
- EXISTING COUNCIL FOOTPATHS.
- NEW COUNCIL FOOTPATHS.
- NEW FOOTPATHS.
- NEW LANDSCAPING. REFER TO LANDSCAPING PLAN.

PARCEL 1
1,820m²
CHILDCARE CENTRE
(REFER TO DRAWINGS BY OTHERS)

PARCEL 2
6,895m²

PARCEL 3
2,298m²
TAVERN
(REFER TO DRAWINGS BY OTHERS)

PARCEL 4
2,096m²
(NOT PART OF THIS APPLICATION)

LOT 100
1.313 ha

UNIT 1 GYMNASIUM GLA = 300m² FL = 4.90 (TBC)
UNIT 2 MISC GLA = 98m² FL = 5.10 (TBC)
BUILDING A
UNIT 3 MEDICAL CENTRE GLA = 847m² FL = 5.30 (TBC)
UNIT 4 CAFE GLA = 100m² FL = 5.05 (TBC)
UNIT 5 SHOP GLA = 97m² FL = 5.05 (TBC)
UNIT 6 SHOP GLA = 97m² FL = 5.05 (TBC)
BUILDING B
UNIT 7 PHYSIOTHERAPIST GLA = 1,200m² FL = 5.35 (TBC)
UNIT 8 PHARMACY GLA = 192m² FL = 5.45 (TBC)

NEW 6.0m WIDE CROSSOVER (ALL MOVEMENT)
6 NEW ON-STEET PARKING BAYS 2.4m WIDE x 6.1m LONG
MODIFIED EXISTING CROSSOVER (EXIT ONLY)
EXISTING CROSSOVER (CARWASH EXIT)
NEW CROSSOVER (EXIT ONLY)
EXISTING ACCESS
EXISTING ACCESS
EXISTING ACCESS GATE EASEMENT.
PROPOSED NEW ACCESS EASEMENT
NEW CARPARK 34 BAYS
NEW CARPARK 26 BAYS
NEW CARPARK 16 BAYS
STAFF CARPARK 6 BAYS
EXISTING PARKING 6 BAYS
NEW 45° PARKING 12 BAYS
BICYCLE / SCOOTER PARKING 10 BIKES, 4 E-BIKES, 3 MOBILITY SCOOTERS
E-BIKE AND MOBILITY SCOOTER CHARGING POINTS.
FUTURE EV CHARGING BAYS.
REVERSING BAY
SEATING AREA.
SERVICE
YARD 36m²
YARD 24m²
YARD 10m²
POCKET PARK
EXISTING TREE
EXISTING ELECTRICAL SUBSTATION
EXISTING POWER POLE.
EXISTING COMMS PIT.
NEW SHARED PYLON SIGN.
EXISTING SEWER MANHOLE.
EXISTING LOW VOLTAGE OVERHEAD POWERLINES. WESTERN POWER CLEARANCES TO AWNINGS / BUILDINGS TO BE CHECKED. SUBJECT TO POWERLINE PROFILE SURVEY.
AWNING ABOVE
SERVICE CORRIDOR
RAMP UP
STEP UP
NEW 1.8m HIGH FENCE. REFER TO ACOUSTIC REPORT.
NEW 2.4m HIGH FENCE. REFER TO ACOUSTIC REPORT.
NEW RETAINING WALLS (IF REQUIRED) WITH 1.8m HIGH COLORBOND FENCE.
NEW RETAINING WALLS (IF REQUIRED) WITH 1.8m HIGH COLORBOND FENCE.
2mW x 2.5mL SIGHTLINE TRUNCATION AS PER AS2890.1.
REALIGNED COUNCIL FOOTPATH.
NEW SHARED PYLON SIGN PRIOR TO ROAD WIDENING. PERMITTED PROXIMITY TO ALL EXISTING SERVICES TO BE CONFIRMED WITH SERVICE PROVIDERS. AN UNDERGROUND SCAN TO BE UNDERTAKEN.

BOUNDARY 31.349m
BDY 7.366m
BOUNDARY 53.578m
BDY 13.147m
BDY 17.437m
3.242m
BDY 10.842m
5.048m
BOUNDARY 23.068m
5.39m
BDY 13.128m
4.94m
BOUNDARY 94.639m
BDY 15.238m
BOUNDARY 44.739m
BDY 15.238m
BOUNDARY 74.66m
BOUNDARY 77.543m
PROPOSED BOUNDARY
PROPOSED BOUNDARY
PROPOSED BOUNDARY
PROPOSED BOUNDARY
RIGHT OF CARRIAGEWAY

EXISTING BP SERVICE STATION
EXISTING SURF SIDE WAIKIKI APARTMENT COMPLEX
MALIBU ROAD
SAFETY BAY ROAD

N

HINDLEY & ASSOCIATES PTY LTD
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DEVELOPMENT APPLICATION

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HINDLEY & ASSOCIATES P/L AS TRUSTEE FOR HINDLEY TRUST ACN No. 088 989 904

BUILDING DESIGNERS ASSOCIATION OF WA INC

NO:	DATE:	REVISION:	DRAWN:	CHECK:
C	28.03.23	MINOR CHANGES	SDS	SJH
D	04.04.23	TRAFFIC CHANGES	SDS	SJH
E	05.04.23	REVERSING BAY WIDENED	SDS	SJH
F	23.05.23	ISSUED FOR PLANNING APPROVAL	SDS	SJH
G	19.06.23	DRP COMMENTS	SDS	SJH
H	22.06.23	DRP COMMENTS	SDS	SDS
I	23.06.23	CLIENT'S COMMENTS	SDS	SDS
J	10.08.23	FENCING NOTES	SDS	SDS

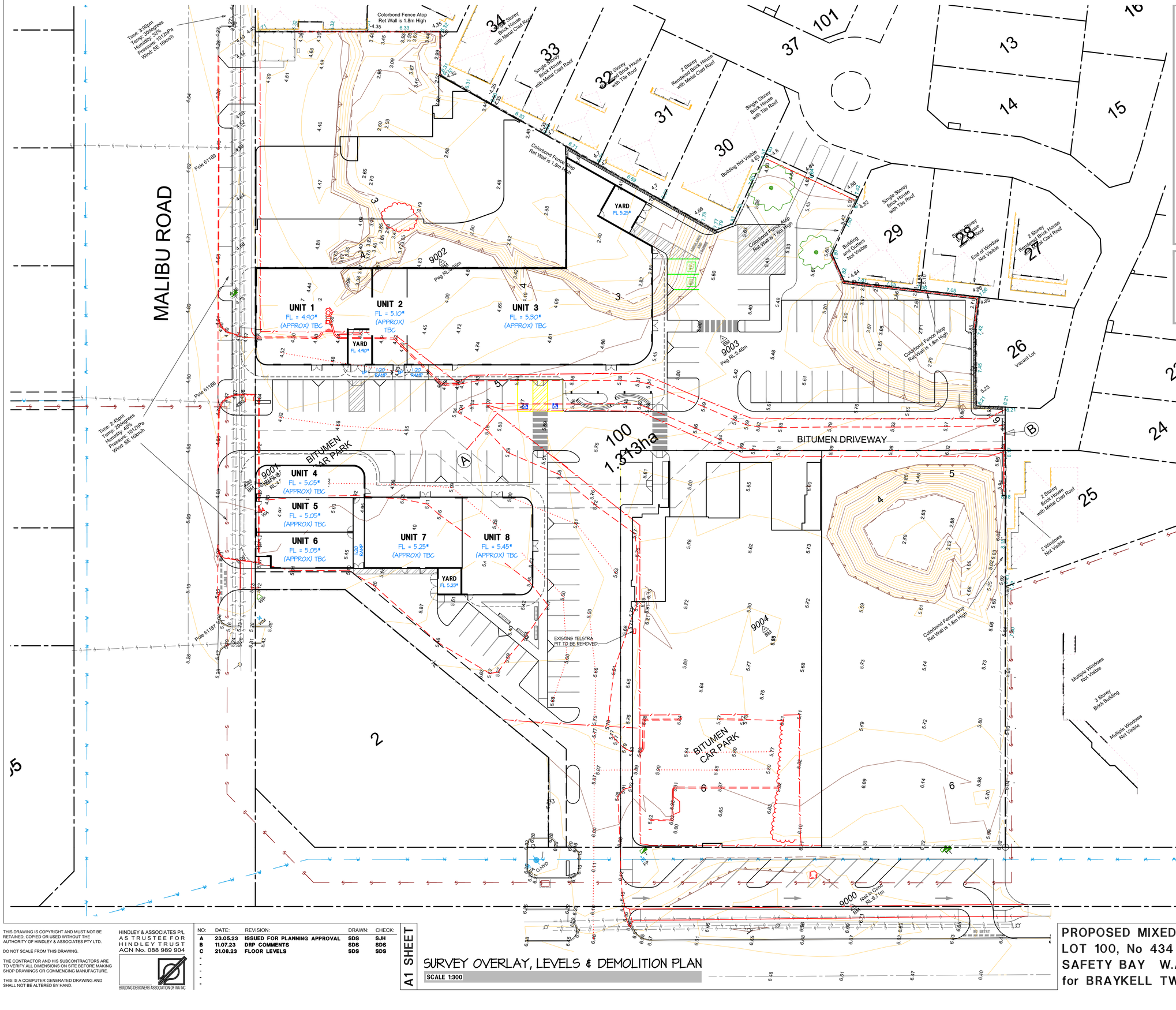
A1 SHEET

PROPOSED SITE PLAN

SCALE 1:300

PROPOSED MIXED USE DEVELOPMENT LOT 100, No 434 SAFETY BAY ROAD SAFETY BAY W.A. for BRAYKELL TWO Pty Ltd

Date	-	20.03.23
Design	-	SDS
Drawn	-	SDS
Checked	-	SJH
Scale	-	1:300
Job No.	-	0836
Dwg	-	DA01
Rev	-	J



NOTES:

1. *DESIGN LEVELS, INCLUDING FLOOR LEVELS, ARE INDICATIVE ONLY. FINAL LEVELS AND TO BE DESIGNED BY A CIVIL ENGINEER AS PART OF DETAILED DESIGN.
2. SURVEY INFORMATION PROVIDED BY MCMULLEN NOLAN GROUP (MNG). REFER TO CONTOUR AND FEATURE SURVEY 104833-DS-001-A DATED 13/04/2022 FOR DETAILS.
3. CHECK CERTIFICATE OF TITLE FOR ANY ENCUMBRANCES E.G. EASEMENTS, RESTRICTIVE COVENANTS ETC.
4. THIS SURVEY HAS BEEN COMPLETED TO CLASS 2/3 ACCURACY
   HARD STAND AREAS ARE TO CLASS 2 ACCURACY
   HORIZONTAL ACCURACY ± 20MM
   VERTICAL ACCURACY ± 20MM
   ALL OTHER AREAS ARE TO CLASS 3 ACCURACY
   HORIZONTAL ACCURACY ± 30MM
   VERTICAL ACCURACY ± 50MM
5. EXISTING BOUNDARIES HAVE BEEN EXTRACTED FROM LANDGATE'S SPATIAL CADASTRAL DATABASE, WHICH IS ONLY A MODEL OF THE CADASTRE. THE DEPICTED BOUNDARY LOCATIONS ARE A GRAPHICAL REPRESENTATION ONLY AND AS THEY HAVE NOT BEEN RE-ESTABLISHED BY SURVEY, MNG DOES NOT GUARANTEED THE POSITION UNLESS STATED OTHERWISE. RE-ESTABLISHMENT OF LOT BOUNDARIES BY A LICENSED SURVEYOR IS RECOMMENDED FOR ANY WORKS ON OR ABOUT A BOUNDARY.
6. UNDERGROUND SERVICES HAVE BEEN COMPILED FROM INFORMATION OBTAINED FROM A DIAL-BEFORE-YOU-DIG SEARCH. SERVICE LOCATIONS HAVE NOT BEEN VERIFIED BY MNG. ALIGNMENTS ARE INDICATIVE ONLY. PRIOR TO DEMOLITION, EXCAVATION OR CONSTRUCTION USERS SHOULD SATISFY THEMSELVES TO THE CURRENCY OF SERVICES, WHICH MAY HAVE BEEN ALTERED OR NEW SERVICES INSTALLED ON OR NEAR THE SUBJECT SITE. REFER TO THE DATE AND METHOD OF ACQUISITION.
7. SURFACE FEATURES AND LEVELS HAVE BEEN SURVEYED TO MEET THE REQUESTED SCOPE OF WORKS ACCURACY, THE SURFACE MAY BE CONTOURED TO DEPICT TOPOGRAPHY OR DEFINED ONLY BY SPOT HEIGHTS. FOR CLARITY ON HARD COPY SOME LEVEL INFORMATION IS NOT SHOWN, REFER TO 3D DIGITAL FILE. ABOVE GROUND INDICATORS (MARKERS) OF UNDERGROUND SERVICES ARE LOCATED WHERE VISIBLE. THIRD PARTIES UTILISING THIS INFORMATION SHOULD CONFIRM THE CAPTURE ACCURACIES MEET REQUIREMENTS PRIOR TO USE.

LEGEND:

- ITEMS TO BE REMOVED / RELOCATED SHOWN IN RED.
- 10 — EXISTING CONTOURS.
- 10.00 — EXISTING SPOT LEVELS.

HINDLEY & ASSOCIATES PTY LTD
BUILDING DESIGNERS

166 STIRLING HIGHWAY
NEDLANDS WA 6009

PO BOX 199
NEDLANDS WA 6909

PHONE - 9386 6699
FAX - 9386 6700
admin@hindley.com.au

DEVELOPMENT APPLICATION

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THIS IS A COMPUTER GENERATED DRAWING AND SHALL NOT BE ALTERED BY HAND.

HINDLEY & ASSOCIATES P/L
AS TRUSTEE FOR
HINDLEY TRUST
ACN No. 088 989 904

BUILDING DESIGNERS ASSOCIATION OF WA INC

NO:	DATE:	REVISION:	DRAWN:	CHECK:
A	23.05.23	ISSUED FOR PLANNING APPROVAL	SDS	SJH
B	11.07.23	DRP COMMENTS	SDS	SDS
C	21.08.23	FLOOR LEVELS	SDS	SDS

A1 SHEET

SURVEY OVERLAY, LEVELS & DEMOLITION PLAN

SCALE 1:300

PROPOSED MIXED USE DEVELOPMENT
LOT 100, No 434 SAFETY BAY ROAD
SAFETY BAY W.A.
for BRAYKELL TWO Pty Ltd

Date	-	20.03.23
Design	-	SDS
Drawn	-	SDS
Checked	-	SJH
Scale	-	1:300
Job No.	-	0836
Dwg	-	DA02
Rev	-	C

PARCEL 1
CHILDCARE CENTRE
(REFER TO DRAWINGS BY OTHERS)

POWER POLE

PROPERTY BOUNDARY

PROPOSED BOUNDARY

50 SETBACK

2500 AWNING

19450 UNIT 1

5100 UNIT 2

21150

52650

19510

14700

14200

2500 PATH

2000 AWNING

8765

6000 YARD

ENCLOSED YARD

2/1200 GATES

5000 SETBACK

6000 AMBULANCE / LOADING BAY

100kW EMBEDDED NETWORK ROOF TOP SOLAR PANELS SHOWN INDICATIVELY.

UNIT 1
GYMNASIUM
GLA = 300m²
FL = 4.90 (TBC)

UNIT 2
MISC
GLA = 98m²
FL = 5.10 (TBC)

UNIT 3
MEDICAL CENTRE
GLA = 841m²
FL = 5.30 (TBC)

16500

16000 - UNITS

10000

6000

5TEP UP

AWNING OVER

UP 1:20 RAMP

4000 RAMP

2100 LANDING

15200 UNIT1

4000 YARD

41350 UNIT 3

BICYCLE / SCOOTER PARKING
10 BIKES, 4 E-BIKES, 3 MOBILITY SCOOTERS

SEATING AREA

PYLON SIGN

E1 E2 E3

N

DEVELOPMENT APPLICATION

HINDLEY & ASSOCIATES PTY LTD
BUILDING DESIGNERS

166 STIRLING HIGHWAY
NEDLANDS WA 6009

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HINDLEY & ASSOCIATES P/L
AS TRUSTEE FOR
HINDLEY TRUST
ACN No. 088 989 904

BUILDING DESIGNERS ASSOCIATION OF WA INC

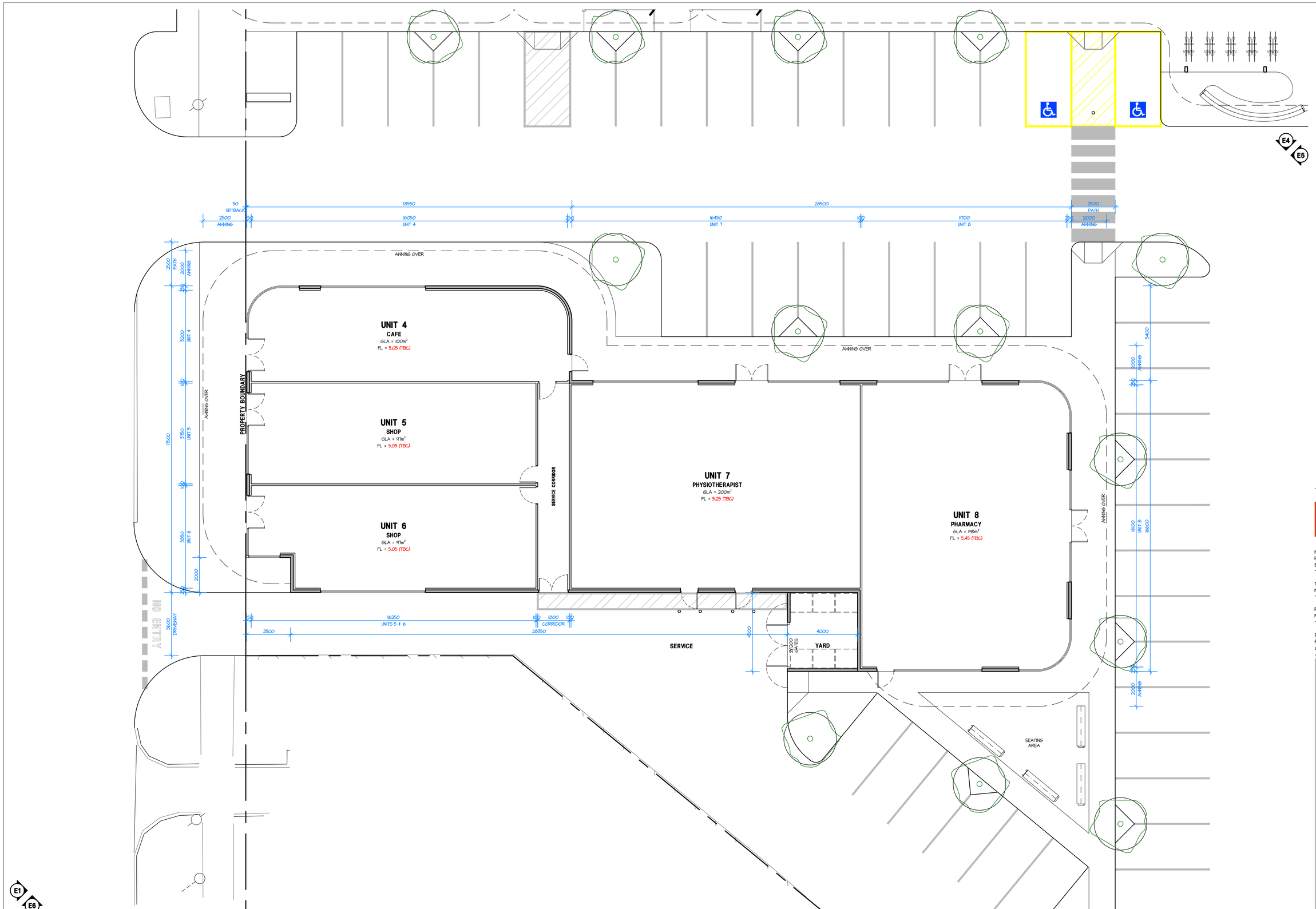
NO:	DATE:	REVISION:	DRAWN:	CHECK:
A	23.05.23	ISSUED FOR PLANNING APPROVAL	SDS	SJH
B	11.07.23	DRP COMMENTS	SDS	SDS
C	10.08.23	FLOOR LEVELS	SDS	SDS
-				
-				
-				
-				
-				

A1 SHEET

BUILDING A FLOOR PLAN
SCALE 1:100

PROPOSED MIXED USE DEVELOPMENT
LOT 100, No 434 SAFETY BAY ROAD
SAFETY BAY W.A.
for BRAYKELL TWO Pty Ltd

Date	-	20.03.23
Design	-	SDS
Drawn	-	SDS
Checked	-	SJH
Scale	-	1:100
Job No.	-	0836
Dwg	-	DA03
Rev	-	C



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HINDLEY & ASSOCIATES P/L
AS TRUSTEE FOR
HINDLEY TRUST
ACN No. 088 989 904

BUILDING DESIGNERS ASSOCIATION OF WA INC

NO:	DATE:	REVISION:	DRAWN:	CHECK:
A	23.05.23	ISSUED FOR PLANNING APPROVAL	SDS	SJH
B	11.07.23	DRP COMMENTS	SDS	SDS
C	10.08.23	FLOOR LEVELS	SDS	SDS
-				
-				
-				
-				
-				

A1 SHEET

BUILDING B FLOOR PLAN

SCALE 1:100

PROPOSED MIXED USE DEVELOPMENT
LOT 100, No 434 SAFETY BAY ROAD
SAFETY BAY W.A.
for BRAYKELL TWO Pty Ltd

HINDLEY & ASSOCIATES PTY LTD
BUILDING DESIGNERS

166 STIRLING HIGHWAY
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NEDLANDS WA 6909

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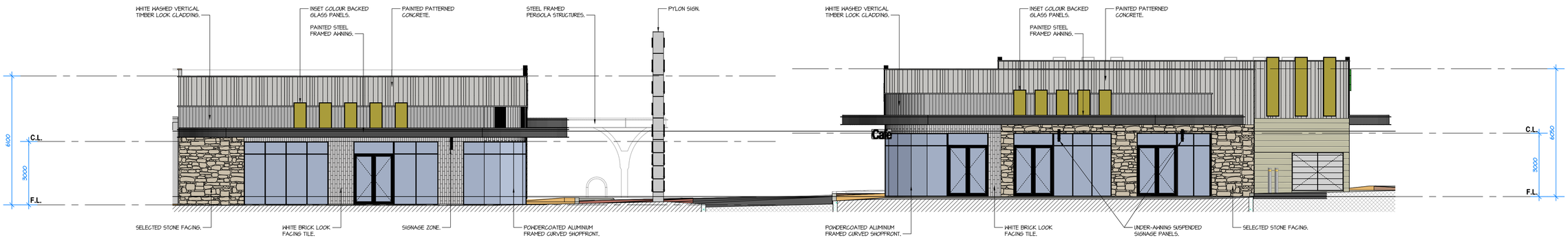
admin@hindley.com.au

DEVELOPMENT APPLICATION

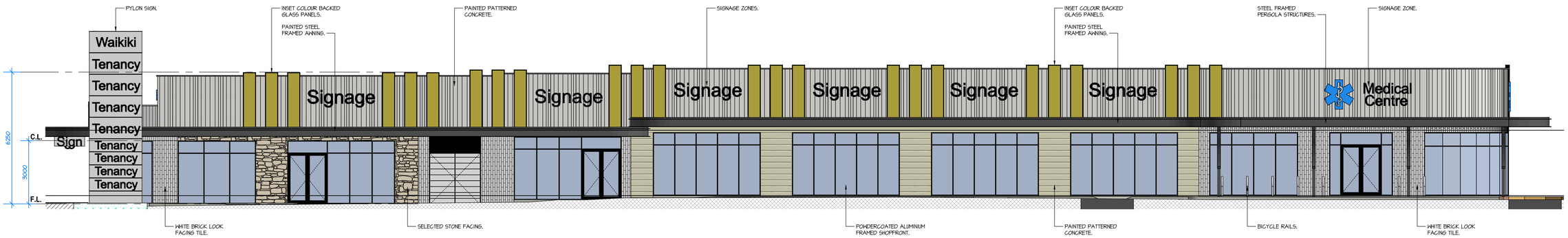
Date - 20.03.23
Design - SDS
Drawn - SDS
Checked - SJH
Scale - 1:100
Job No. - 0836
Dwg - DA04
Rev - C



MALIBU ROAD

NORTHWEST ELEVATION - E1

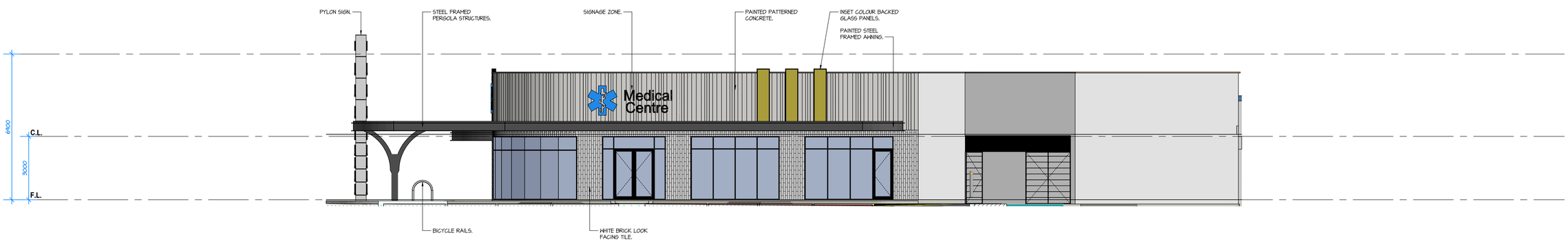
SCALE 1:100



INTERNAL DRIVEWAY

SOUTHWEST ELEVATION - E2

SCALE 1:100



INTERNAL CARPARK

SOUTHEAST ELEVATION - E3

SCALE 1:100

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HINDLEY & ASSOCIATES P/L
AS TRUSTEE FOR
HINDLEY TRUST
ACN No. 088 989 904

BUILDING DESIGNERS ASSOCIATION OF WA INC

NO:	DATE:	REVISION:	DRAWN:	CHECK:
A	23.05.23	ISSUED FOR PLANNING APPROVAL	SDS	SJH
B	11.07.23	DRP COMMENTS	JJR	SDS
-				
-				
-				
-				
-				

A1 SHEET

HINDLEY & ASSOCIATES
PTY LTD
BUILDING DESIGNERS

166 STIRLING HIGHWAY
NEDLANDS WA 6009

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NEDLANDS WA 6909

PHONE - 9386 6699
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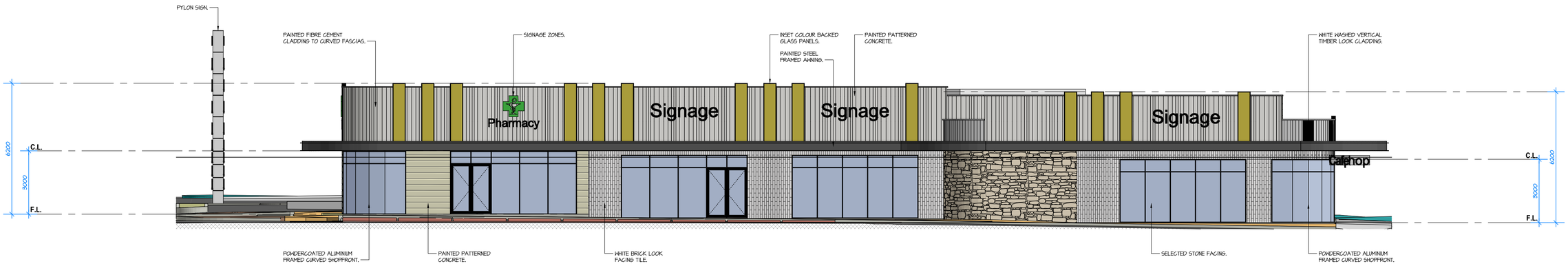
admin@hindley.com.au

DEVELOPMENT APPLICATION

PROPOSED MIXED USE DEVELOPMENT
LOT 100, No 434 SAFETY BAY ROAD
SAFETY BAY W.A.
for BRAYKELL TWO Pty Ltd

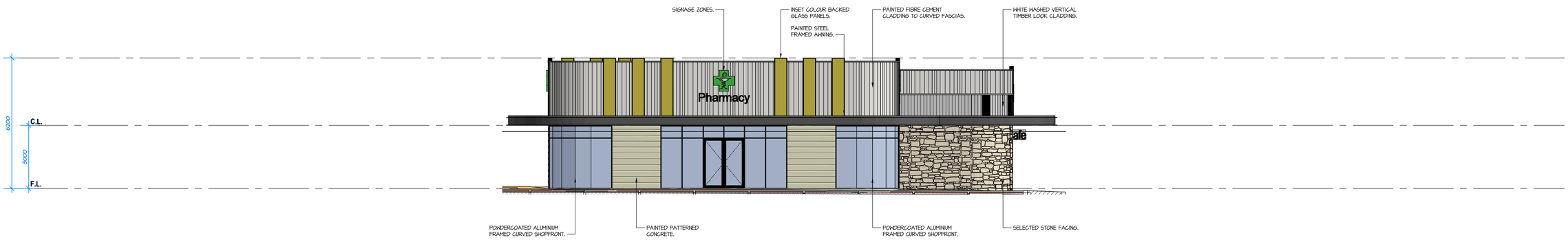
Date	-	20.03.23
Design	-	SDS
Drawn	-	SDS
Checked	-	SJH
Scale	-	1:100
Job No.	-	0836
Dwg	-	DA05
Rev	-	B



INTERNAL DRIVEWAY

NORTHEAST ELEVATION - E4

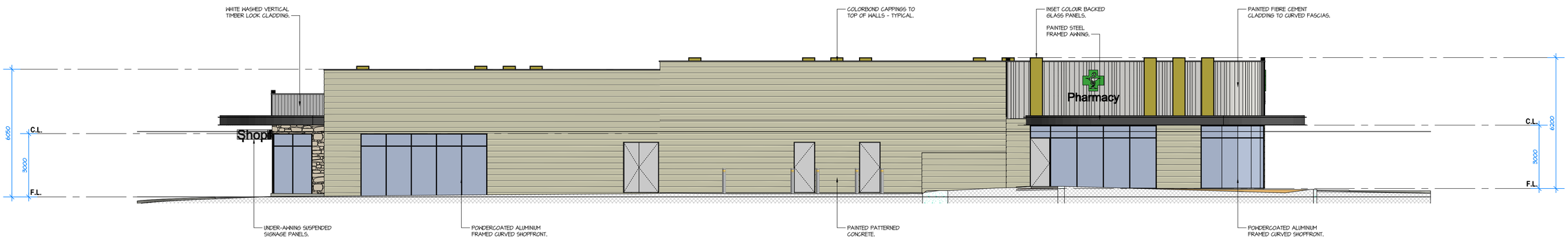
SCALE 1:100



INTERNAL DRIVEWAY

SOUTHEAST ELEVATION - E5

SCALE 1:100



SERVICE DRIVEWAY

SOUTHWEST ELEVATION - E6

SCALE 1:100

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HINDLEY & ASSOCIATES P/L
AS TRUSTEE FOR
HINDLEY TRUST
ACN No. 088 989 904

BUILDING DESIGNERS ASSOCIATION OF WA INC

NO:	DATE:	REVISION:	DRAWN:	CHECK:
A	23.05.23	ISSUED FOR PLANNING APPROVAL	SDS	SJH
B	11.07.23	DRP COMMENTS	JJR	SDS
-				
-				
-				
-				
-				

A1 SHEET

PROPOSED MIXED USE DEVELOPMENT
LOT 100, No 434 SAFETY BAY ROAD
SAFETY BAY W.A.
for BRAYKELL TWO Pty Ltd

HINDLEY & ASSOCIATES
PTY LTD
BUILDING DESIGNERS

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admin@hindley.com.au

DEVELOPMENT APPLICATION

Date -	20.03.23
Design -	SDS
Drawn -	SDS
Checked -	SJH
Scale -	1:100
Job No. -	0836
Dwg -	DA06
Rev -	B

MALIBU RD - NORTH
PERSPECTIVE - P01
NOT TO SCALE

MALIBU RD - NORTH
PERSPECTIVE - P02
NOT TO SCALE

MALIBU RD - NORTH
PERSPECTIVE - P03
NOT TO SCALE

MALIBU RD - WEST
PERSPECTIVE - P04
NOT TO SCALE

SAFETY BAY RD - SOUTHWEST
PERSPECTIVE - P05
NOT TO SCALE

DRIVEWAY - SOUTH
PERSPECTIVE - P06
NOT TO SCALE

INTERNAL DRIVEWAY - SOUTH
PERSPECTIVE - P07
NOT TO SCALE

INTERNAL DRIVEWAY - EAST
PERSPECTIVE - P08
NOT TO SCALE

INTERNAL DRIVEWAY - SOUTH
PERSPECTIVE - P09
NOT TO SCALE

HINDLEY & ASSOCIATES
PTY LTD
BUILDING DESIGNERS

166 STIRLING HIGHWAY
NEDLANDS WA 6009

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DEVELOPMENT APPLICATION

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A	23.05.23	ISSUED FOR PLANNING APPROVAL	SDS	SJH
B	11.07.23	DRP COMMENTS	JJR	SDS
-				
-				
-				
-				
-				

A1 SHEET

PROPOSED PERSPECTIVES
NOT TO SCALE

PROPOSED MIXED USE DEVELOPMENT
LOT 100, No 434 SAFETY BAY ROAD
SAFETY BAY W.A.
for BRAYKELL TWO Pty Ltd

Date	-	20.03.23
Design	-	SDS
Drawn	-	SDS
Checked	-	SJH
Scale	-	1:100
Job No.	-	0836
Dwg	-	DA07
Rev	-	B

CARPARK - SOUTHEAST
PERSPECTIVE - P10
NOT TO SCALE

INTERNAL DRIVEWAY - WEST
PERSPECTIVE - P11
NOT TO SCALE

INTERNAL DRIVEWAY - EAST
PERSPECTIVE - P12
NOT TO SCALE

DRIVEWAY - SOUTHWEST
PERSPECTIVE - P13
NOT TO SCALE

SAFETY BAY RD - SOUTHWEST
PERSPECTIVE - P14
NOT TO SCALE

MALIBU RD - NORTHWEST
PERSPECTIVE - P15
NOT TO SCALE

CARPARK - SOUTHEAST
PERSPECTIVE - P16
NOT TO SCALE

CARBAYS - NORTHWEST
PERSPECTIVE - P17
NOT TO SCALE

MALIBU RD - NORTHWEST
PERSPECTIVE - P18
NOT TO SCALE

HINDLEY & ASSOCIATES PTY LTD
BUILDING DESIGNERS

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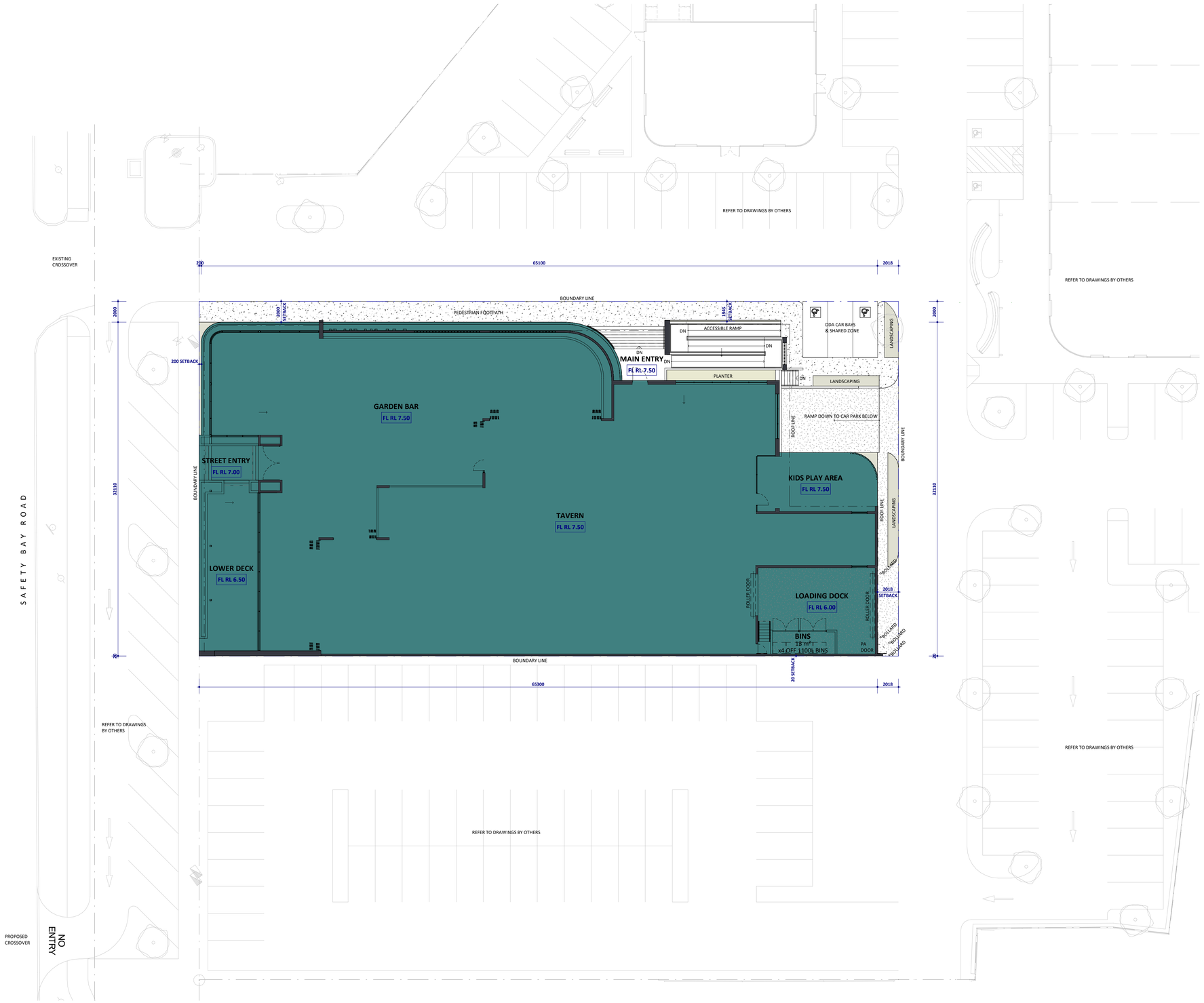
B	11.07.23	DRP COMMENTS	JJR	SDS
-				
-				
-				
-				
-				

A1 SHEET

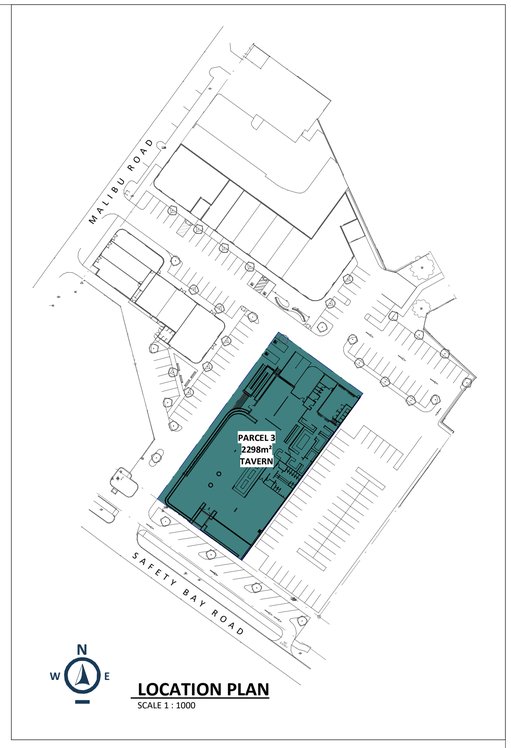
PROPOSED PERSPECTIVES
NOT TO SCALE

PROPOSED MIXED USE DEVELOPMENT
LOT 100, No 434 SAFETY BAY ROAD
SAFETY BAY W.A.
for BRAYKELL TWO Pty Ltd

Date -	20.03.23
Design -	SDS
Drawn -	SDS
Checked -	SJH
Scale -	1:100
Job No. -	0836
Dwg -	DA08
Rev -	B



SITE PLAN
SCALE 1 : 200



LOCATION PLAN
SCALE 1 : 1000

LEGEND

- PROPOSED CONCRETE PAVEMENT EXPOSED AGGREGATE FINISH
- PROPOSED CONCRETE PAVEMENT
- PROPOSED LANDSCAPING

SITE INFO

2298m² = PARCEL C LOT AREA
1883m² = BUILDING FOOTPRINT
1509m² = BASEMENT CAR PARK
65m² = AT GRADE LANDSCAPING
76m² = LANDSCAPING ON BUILDING

BUILDING INFO

1509m² = BASEMENT CAR PARK AREA
965m² = TAVERN
756m² = GARDEN BAR / LOWER DECK / STREET ENTRY
90m² = MAIN ENTRY (inc. ACCESSIBLE RAMP & STAIR)
62m² = KIDS PLAY AREA
78m² = LOADING DOCK
13m² = BIN STORE

PARKING

46 CAR BAYS (BASEMENT PARKING)
2.6m WIDE x 5.4m LONG
+
2 DEDICATED DISABLE ACCESSIBLE (DDA) PARKING BAYS & SHARED ZONE IN ACCORDANCE WITH AS 2890.6

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Project Name
WAIKIKI TAVERN

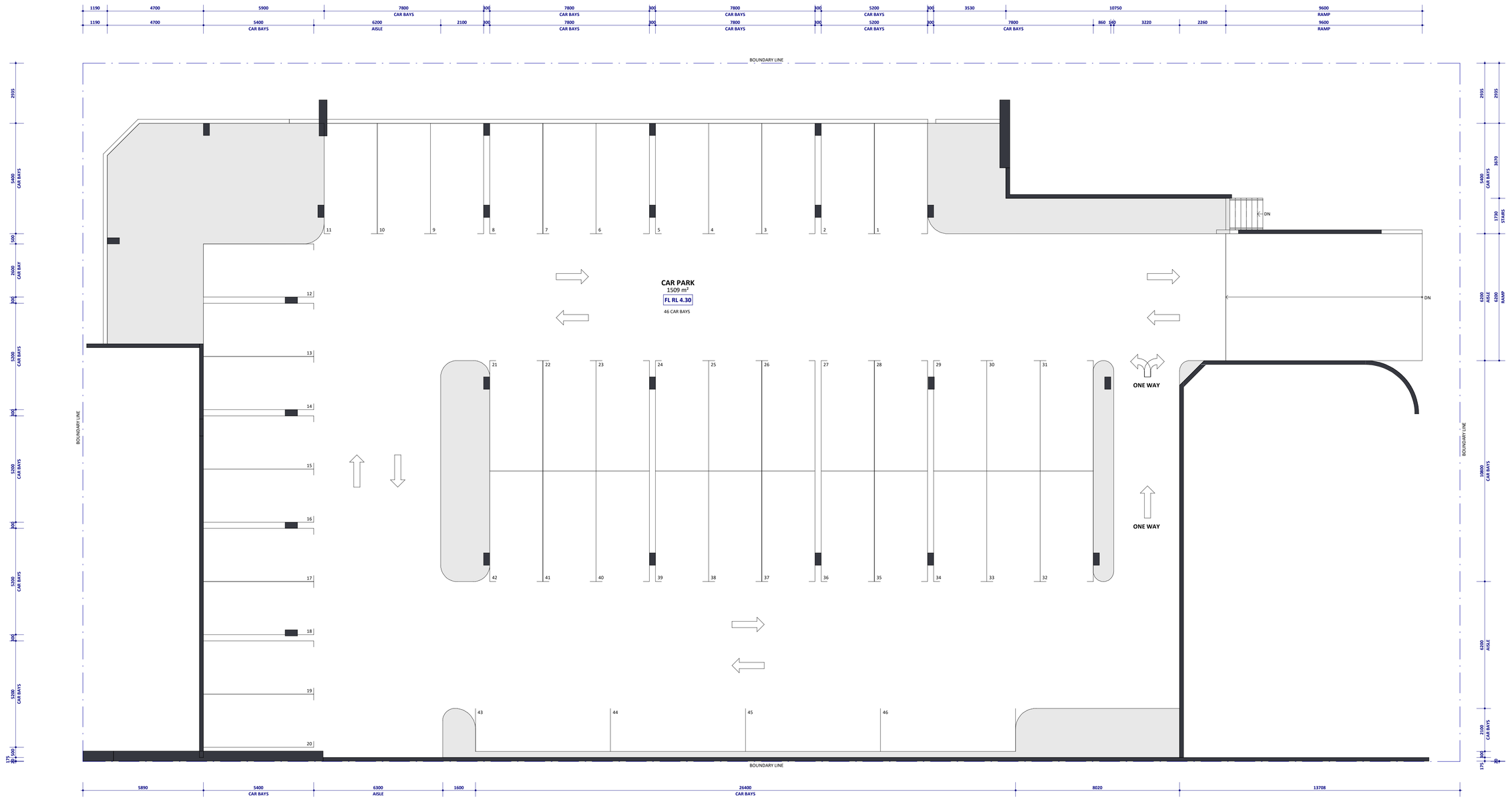
Project Address
LOT 100, 434 SAFETY BAY RD, SAFETY BAY WA

MOTIVO
Co-Create | Connect | Commit
p | 08 9204 5090 | w | www.motivo.studio

Drawing Title
SITE PLAN

Rev	Date	By	Description
A	15/05/23	DT	DESIGN REVIEW ISSUE
B	01/06/23	DT	BIN STORE AMENDED
C	27/07/23	DT	ISSUE FOR PLANNING APPROVAL

Project No. **M2666**
Revision **C**
Drawing No. **DA01**
Scale **As indicated**
Drawn By **DT**
Page Size **A1**



CARPARK RL 4.30m

SCALE 1 : 100

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Project Name: **WAIKIKI TAVERN**

Project Address: **LOT 100, 434 SAFETY BAY RD, SAFETY BAY WA**

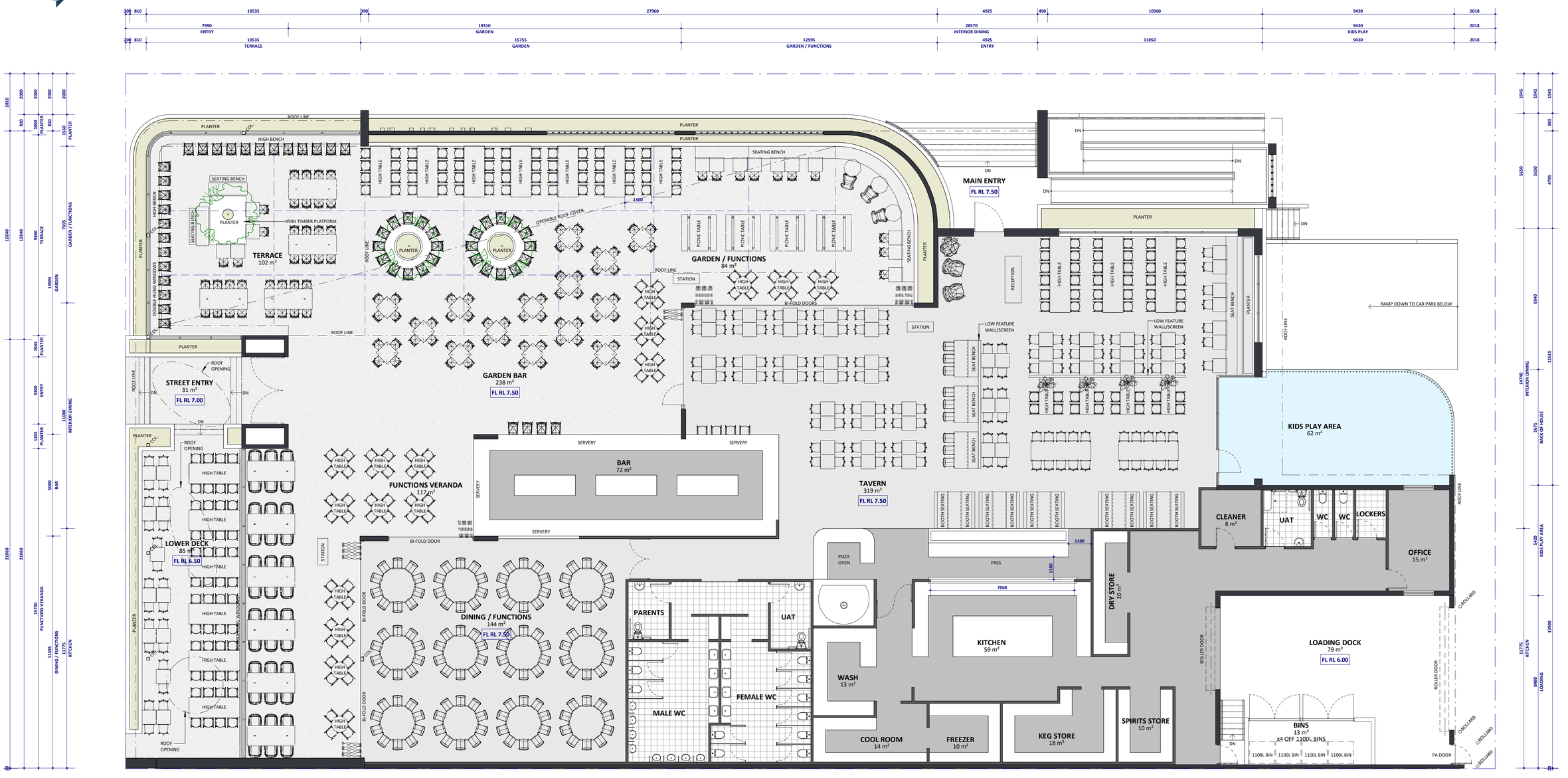
MOTIVO
Co-Create | Connect | Commit
[p] 08 9204 5090 [w] www.motivo.studio

Drawing Title: **CAR PARK**

Rev	Date	By	Description
A	15/05/23	DT	DESIGN REVIEW ISSUE
B	27/07/23	DT	ISSUE FOR PLANNING APPROVAL

Project No.: **M2666**
Revision: **B**
Drawing No.: **DA02**
Scale: **1 : 100**
Drawn By: **DT**
Page Size: **A1**

E2 DA04
E1 DA04



E3 DA04
E4 DA04

FLOOR PLAN
SCALE 1 : 100

SITE INFO
2298m² = PARCEL C LOT AREA
1883m² = BUILDING FOOTPRINT
1509m² = BASEMENT CAR PARK
65m² = AT GRADE LANDSCAPING
76m² = LANDSCAPING ON BUILDING

BUILDING INFO
1509m² = BASEMENT CAR PARK AREA
965m² = TAVERN
756m² = GARDEN BAR / LOWER DECK / STREET ENTRY
90m² = MAIN ENTRY (inc. ACCESSIBLE RAMP & STAIR)
62m² = KIDS PLAY AREA
78m² = LOADING DOCK
13m² = BIN STORE

PARKING
46 CAR BAYS (BASEMENT PARKING)
2.6m WIDE x 5.4m LONG
+
2 DEDICATED DISABLE ACCESSIBLE (DDA) PARKING BAYS & SHARED ZONE IN ACCORDANCE WITH AS 2890.6

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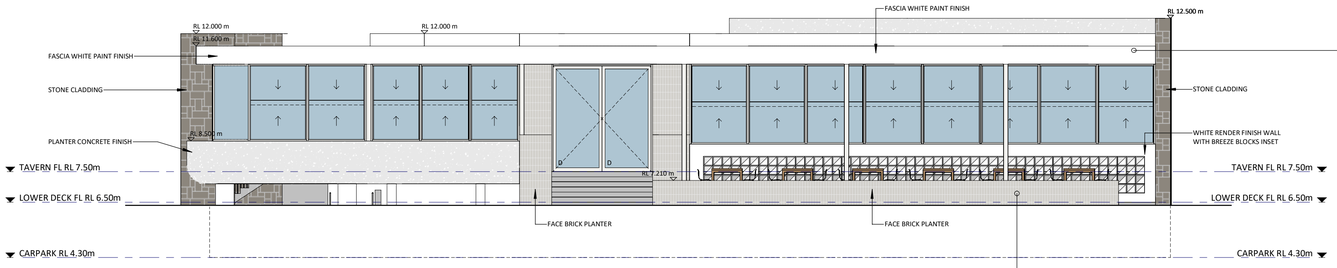


E1 STREET ELEVATION (SOUTH)

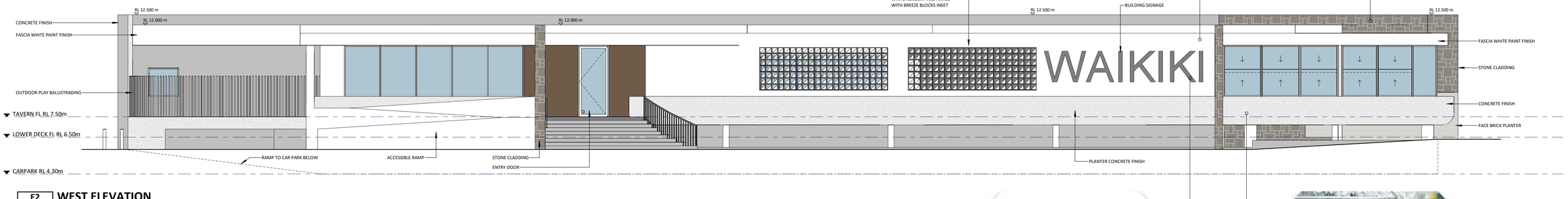
DA03 SCALE 1 : 100

FASCIA

WHITE RENDER

FACE BRICK

STONE CLADDING

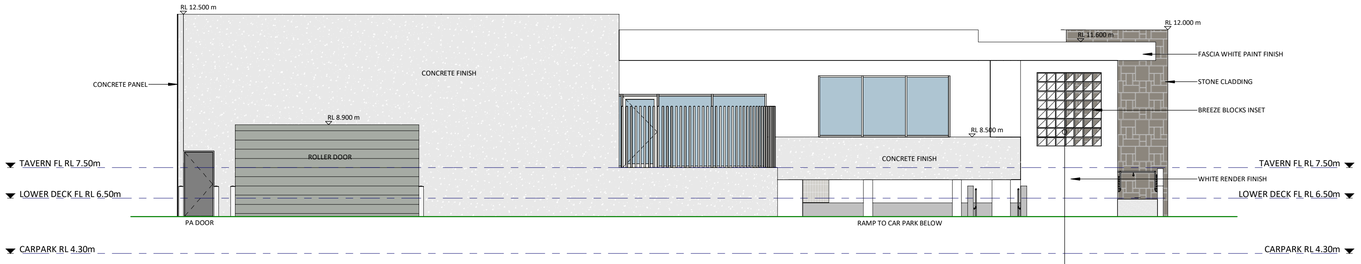


E2 WEST ELEVATION

DA03 SCALE 1 : 100

BUILDING SIGNAGE

CONCRETE FINISH

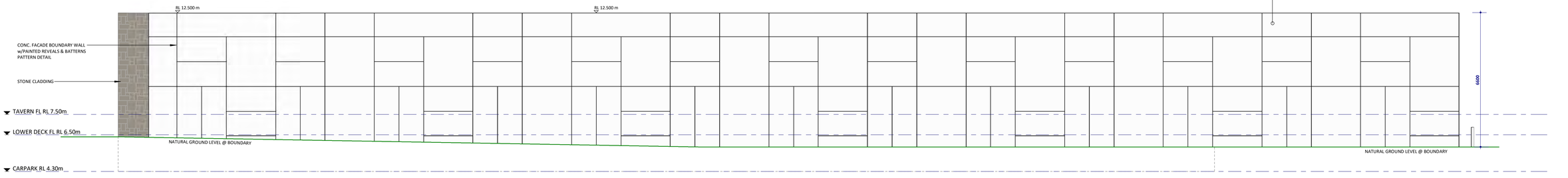


E3 REAR ELEVATION (NORTH)

DA03 SCALE 1 : 100

BREEZE BLOCKS

CONCRETE FACADE



E4 EAST ELEVATION

DA03 SCALE 1 : 100

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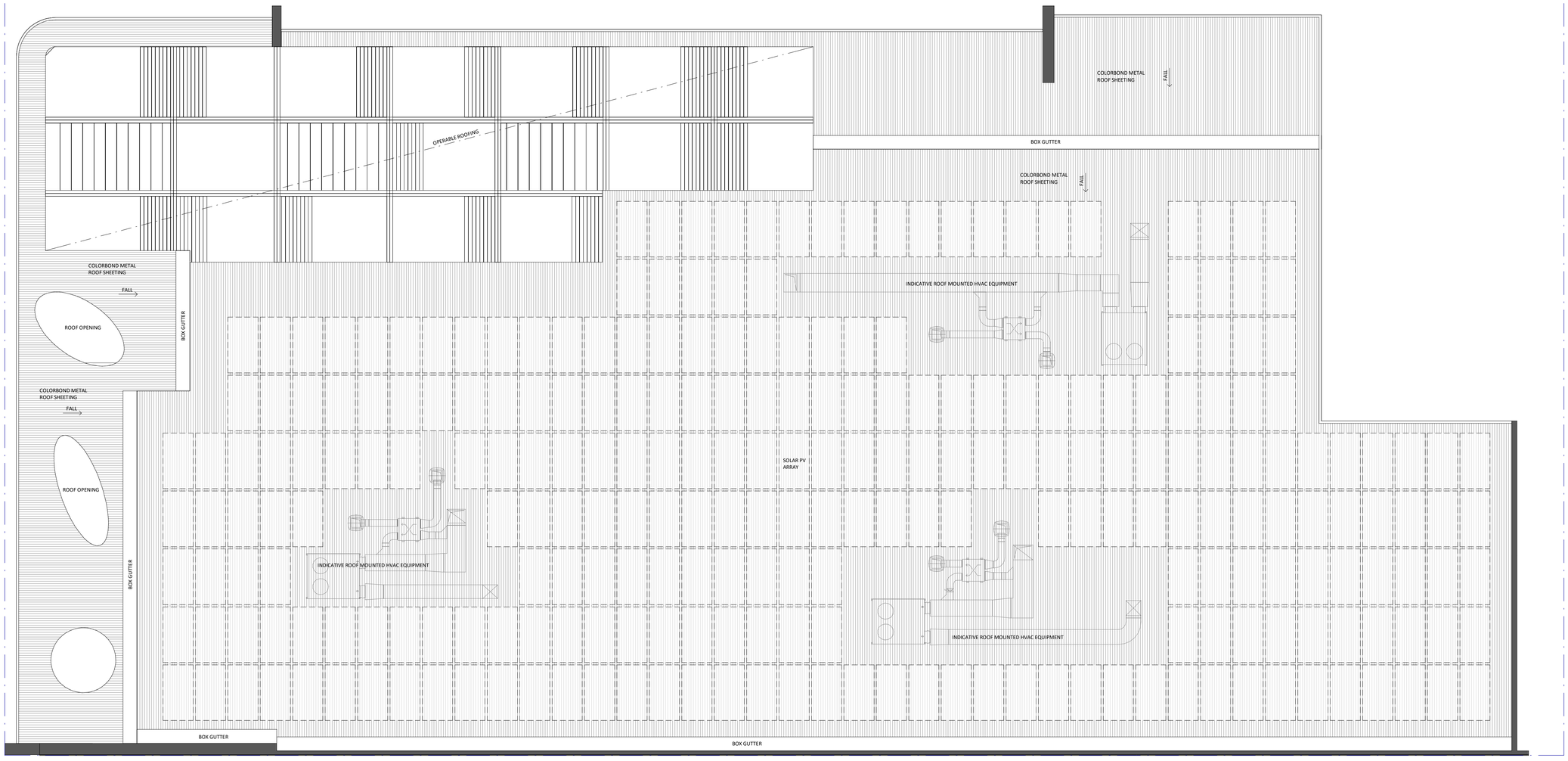

ROOF PLAN

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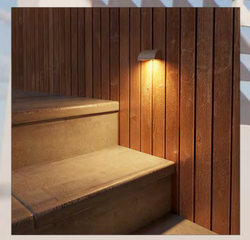

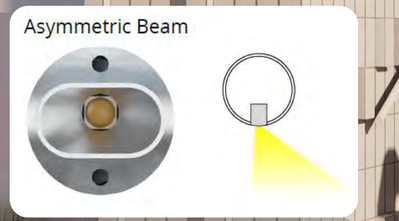

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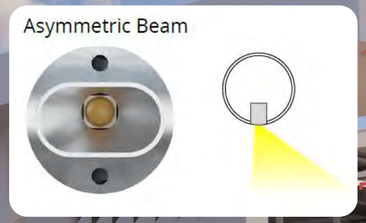

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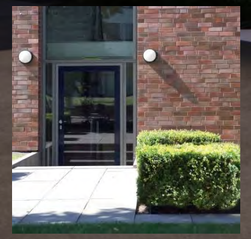

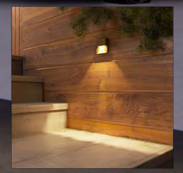

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Appendix 3:
Transport Impact Assessment

transcore
20 years anniversary

transport planning
traffic engineering
modelling

Proposed Commercial Development

Lot 10 Safety Bay Road, Safety Bay

Transport Impact Assessment

PREPARED FOR:
Braykell Two Pty Ltd
C/ Fabric Property

July 2023

Document history and status

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Roger Bajwa	r01a	R White	06/07/2023	Final

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Author: Roger Bajwa

Project manager: B Bordbar

Client: Braykell Two Pty Ltd

Project: Lot 10 Safety Bay Road, Safety Bay

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1 Introduction

This Transport Impact Assessment (TIA) has been prepared by Transcore on behalf of Braykell Two Pty Ltd with regards to the proposed Commercial Development to be located at Lot 10 Safety Bay Road, Safety Bay in the City of Rockingham.

The site is located at the northeast corner of the existing roundabout intersection of Safety Bay Road/Malibu Road and is currently vacant land. The subject site is bound by Safety Bay Road to the southwest, Malibu Road to the northwest, and residential land uses to the northeast and southeast, and shown in **Figure 1**.

Figure 1: Location of the subject site

The location of the subject site within the Metropolitan Region Scheme (MRS) context is illustrated in **Figure 2**. The subject site is zoned as "Urban" in the MRS. The MRS map identifies Malibu Road and Safety Bay Road are Local Roads, which are under the care and control of the local authority.

Figure 2. Location of the subject site in the MRS

This TIA report will establish the traffic generation and distribution of the proposed development. The operation of the site crossovers and the roundabout intersection of Safety Bay Road – Malibu Road will also be assessed in this TIA.

2 Development Proposal

The development proposal for the commercial development comprises the following elements:

- Childcare centre
- Tavern
- Medical Centre
- Commercial (Misc)
- Gymnasium
- Pharmacy
- Physiotherapist/Chiropractor
- Café
- Two shop units.

According to the proposed site plan provided in **Appendix A**, a total of 157 on-site parking bays, including four (4) ACROD bays, and 17 bicycle/scooter parking spaces are proposed to address the parking demand of the proposed development.

The proposed development site will have road frontage on four sides: Malibu Road to the northwest, Safety Bay Road to the southwest, and the rear lane to the northeast and northwest.

As part of the proposed development, vehicular access to the subject site will be facilitated through six (6) crossovers. Currently, two (2) existing full-movement crossovers on Malibu Road, one existing full-movement crossover on Safety Bay Road, and one existing full-movement crossover on the rear lane are serving the subject site.

The proposed access/egress system intended to serve the development is shown in **Figure 3** and comprises the following elements:

- Construct a new northern full-movement crossover (Crossover 1) on Malibu Road providing access/egress to the proposed childcare centre;
- Relocate and update the central full-movement crossover (Crossover 2) on Malibu Road providing access/egress to the internal carpark;
- Retain the southern crossover and change it to an exit-only format (Crossover 3) on Malibu Road providing egress to the internal carpark;
- Remain the western full-movement reciprocal crossover (Crossover 4) on Safety Bay Road providing access/egress to the internal carpark;
- Construct a new eastern exit-only crossover (Crossover 5) on Safety Bay Road providing egress to the internal carpark; and,
- Retain the full-movement crossover (Crossover 6) on the rear laneway providing access/egress to the internal carpark.

Pedestrian access to the site is facilitated by the existing footpath system which is in place along Malibu Road and Safety Bay Road.

Figure 3. Proposed access/egress system

3 Existing Situation

3.1 Existing Road Network

Figure 4 and Figure 5 illustrate the road hierarchy and speed limit of the surrounding roads based on the Main Roads WA *Road Information Mapping System*.

Figure 4: Existing Road Hierarchy

Figure 5: Existing Speed Limits

Safety Bay Road, in the vicinity of the subject site, is classified as a *Distributor A* in the Main Roads WA Functional Road Hierarchy and operates under a speed limit of 60 km/h. It is constructed as a two-lane undivided road with each lane being about 4.2m wide, and there is a 2.2m cyclist lane on both sides and a 1.7m wide pedestrian path along the northern side of the road, as shown in **Figure 6**. Safety Bay Road forms a roundabout intersection with Malibu Road to the northwest and a priority-controlled 'T' intersection with Warnbro Beach Road to the southeast.

Figure 6 Northwest-bound view along Safety Bay Road

Malibu Road, in the vicinity of the subject site, is classified as a *Distributor B* in the Main Roads WA Functional Road Hierarchy and operates under a speed limit of 60 km/h. It is constructed as a two-lane undivided road with each lane being about 3.5m wide, plus on-road cycle lanes and 2m wide pedestrian paths along both sides of the road, as shown in **Figure 7**. Malibu Road forms a roundabout intersection with Safety Bay Road to the southwest and a priority-controlled 'T' intersection with Waikiki Road to the northeast.

Figure 7 Southwest-bound view along Malibu Road

3.2 Existing Traffic Volumes

The existing traffic counts sourced from Main Roads WA *Trafficmap* on the surrounding roads in the vicinity are shown in **Figure 8**. The latest traffic counts reported on Safety Bay Road east of Malibu Road (SLK 5.18) indicate that this road carried an average weekday traffic volume of 13,113vpd in 2020/2021. The recorded heavy vehicle component of the total traffic mix was approximately 8.3%.

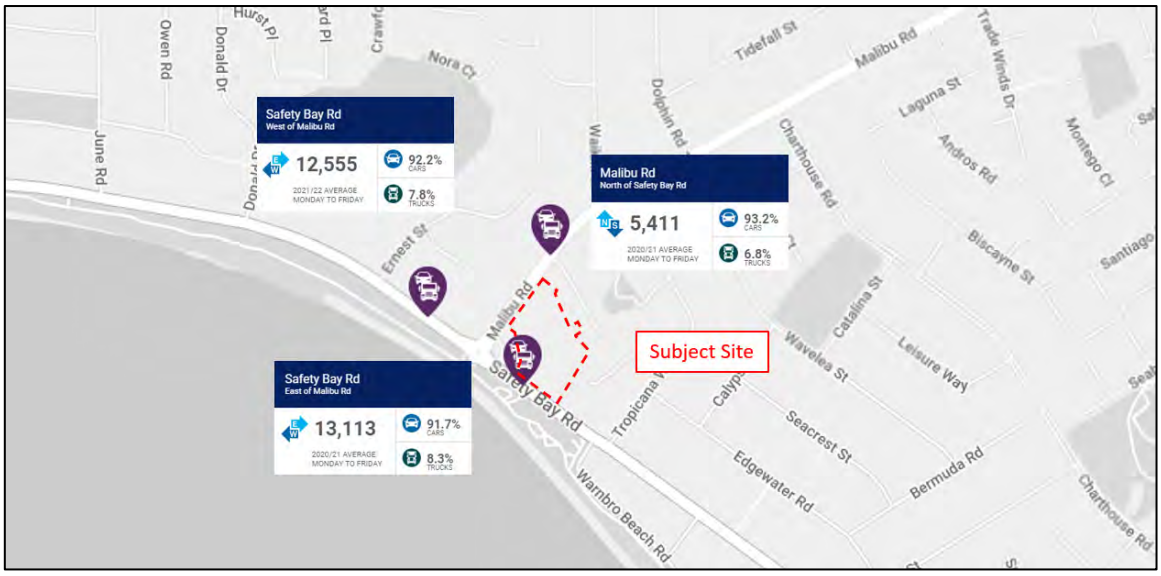

Figure 8: Existing traffic counts on surrounding roads

Transcore undertook a video traffic survey on Wednesday 29 March 2023 at the roundabout intersection of Safety Bay Road – Malibu Road during AM (08:00 AM – 09:00 AM) and PM (03:00 PM - 4:00 PM) peak hours for this project. The resultant AM and PM peak hour traffic flows are illustrated in **Figure 9**.

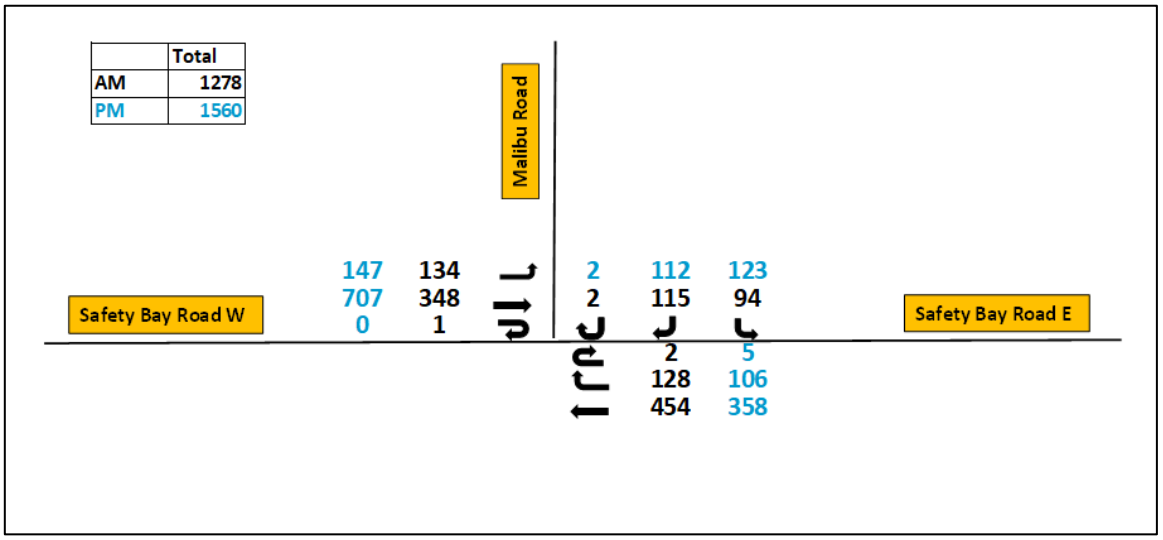

Figure 9: Existing AM and PM peak hour traffic at Safety Bay Road / Malibu Road roundabout

A manual traffic count was undertaken by Transcore at the Safety Bay Road reciprocal crossover (Crossover 4) on Wednesday 29 March 2023, which recorded the AM and PM peak period traffic flows turning into and out from the existing crossover 4 as shown in Table 1.

Table 1: Existing peak hour traffic flows at crossover 4

Time period	Left turn in (vph)	Right turn in (vph)	Left turn out (vph)	Right turn out (vph)	Total (vph)
08:00-09:00	4	0	13	10	27
15:00-16:00	2	0	11	4	17

Figure 10 shows the existing traffic at the frontage road of the subject site during the road network peak hours.

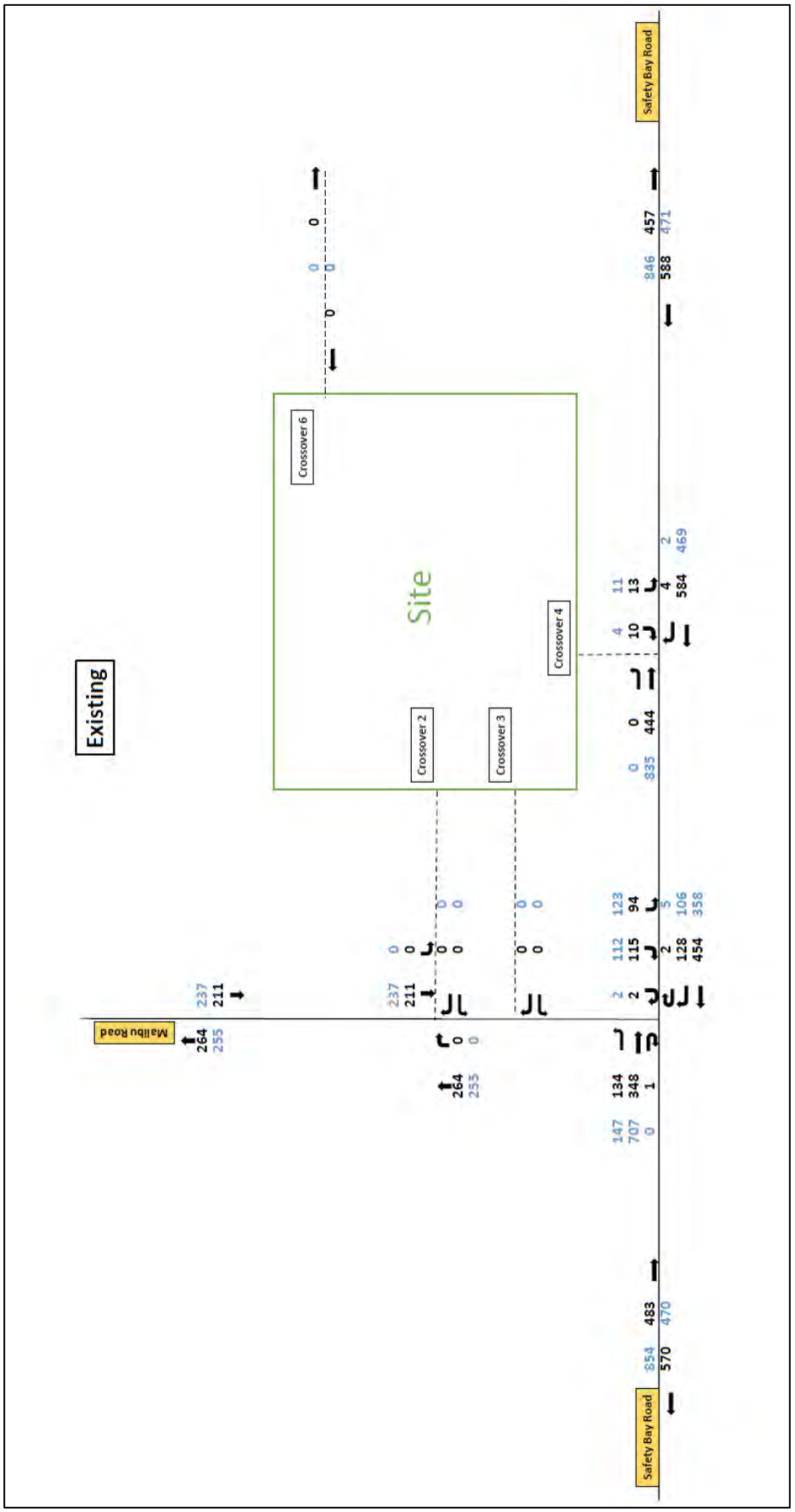

Figure 10: Existing traffic counts (AM/ PM peak hour)

3.3 Heavy Vehicles

Restricted Access Vehicle (RAV) Network routes are designated for access by large heavy vehicle combinations, which are managed by Main Roads WA.

As shown in **Figure 11**, Safety Bay Road and Malibu Road are not part of the Tandem Drive RAV Networks 2 to 10. They are automatically included in Tandem Drive RAV Network 1 and are permitted to accommodate certain 20m long vehicle combinations as well as "as of right" vehicles (up to 19m semi-trailers).

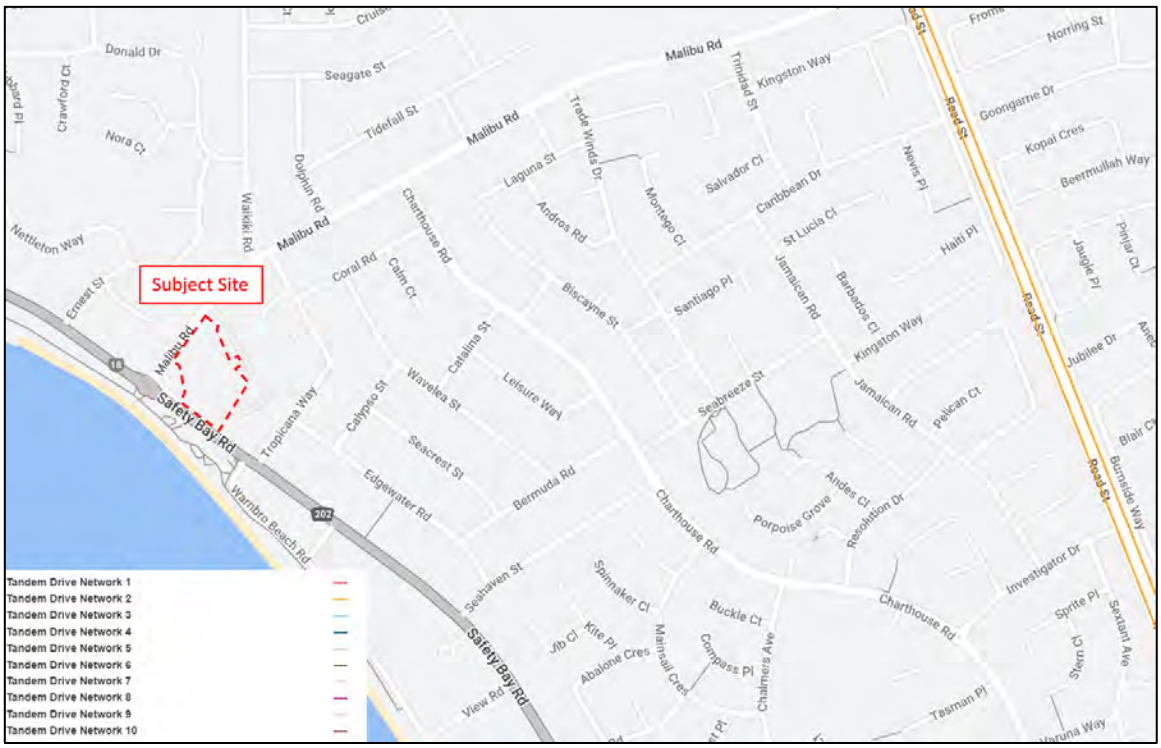

Figure 11: Existing heavy vehicle road network classification (RAV)

3.4 Public Transport Access

As shown in **Figure 12**, the subject site has good access to the existing bus services that operate in the vicinity of the site.

The closest available bus services are Route 553, which operates along Safety Bay Road and Malibu Road, with the nearest bus stop located approximately 60 metres walking distance from the site. This bus route provides a direct link to Rockingham Station and Rockingham Centre, with one-hour intervals between buses and 30-minute intervals from 3:30 PM – 7:00 PM.

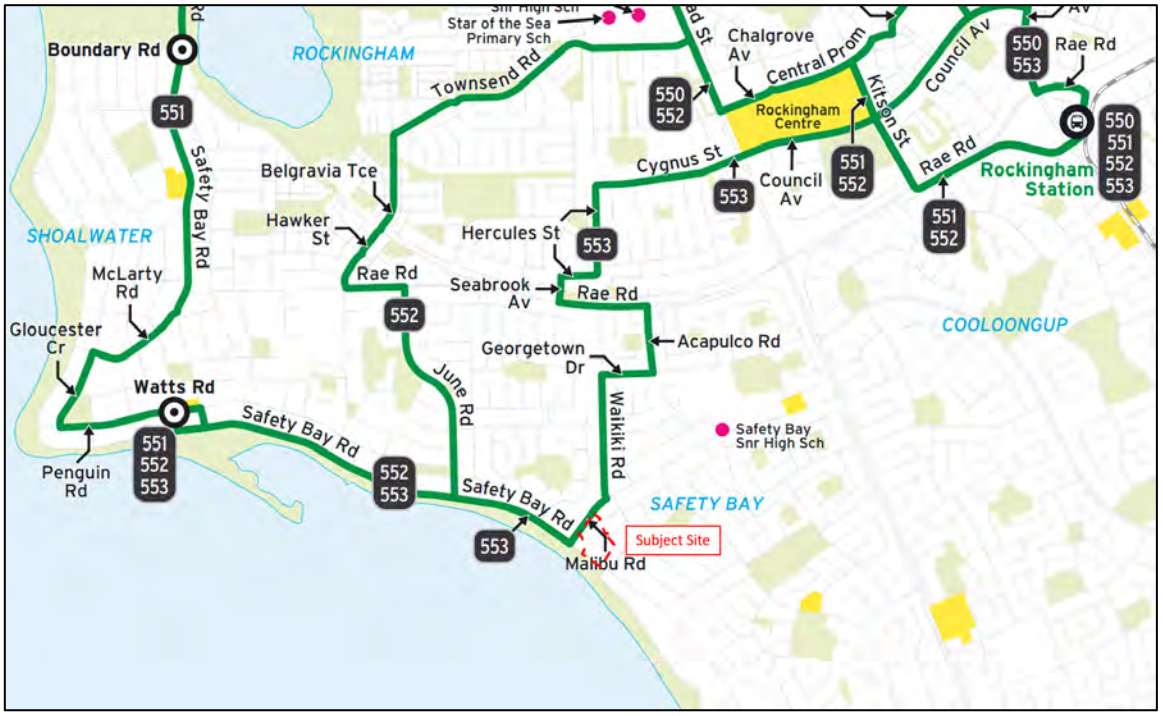

Figure 12: Existing bus routes (source: Transperth)

3.5 Pedestrian and Cyclist Facilities

According to the current Department of Transport Bike Maps, the subject site has direct access to the existing bike path network within the locality via the "Perth Bicycle Network (PBN)" and "Other Shared Path (Shared by Pedestrians & Cyclists)" on Malibu Road, and "Other Shared Path (Shared by Pedestrians & Cyclists)" on Safety Bay Road.

Figure 13: Bike Map

3.6 Crash Data

The information available on the Main Roads WA website provides crash statistics for Safety Bay Road and Malibu Road adjacent to the subject site during the five-year period ending in December 2022. The summary of the recorded incidents is shown in **Figure 14**.

Figure 14: Crash History

The crash records indicate that a total of 13 crashes, five (5) crashes classified as Property Damage Only (PDO) minor, five (5) PDO major crashes, two (2) requiring medical treatment, and one (1) fatal in the last five-year period. More details on the crash records are provided in **Table 2**. It should be noted that the fatal accident occurred on 3/08/2022 during the night. The road conditions were wet, and the street lights were on. A motorcycle, travelling from west to east on Safety Bay Road, lost control, veered off to the left of the carriageway, and struck a street pole. It is believed that the primary cause of this accident was speeding.

Table 2: Crash history

S. No.	Road Name	Severity	RUM	From Dir	To Dir	Veh/Ped Move
1	Safety Bay Rd	PDO Minor	12:Intx: Right - Thru	E - MALIBU RD	W - SAFETY BAY RD	Turning: To Make Right Turn
	Safety Bay Rd	PDO Minor	12:Intx: Right - Thru	E - SAFETY BAY RD	W - SAFETY BAY RD	Straight Ahead: Not Out Of Control
2	Safety Bay Rd	PDO Major	32:Same Dirn: Same Lane Left Rear	E - MALIBU RD	E - SAFETY BAY RD	Straight Ahead: Not Out Of Control
	Safety Bay Rd	PDO Major	32:Same Dirn: Same Lane Left Rear	E - MALIBU RD	E - SAFETY BAY RD	Stopped: To Avoid Veh
3	Safety Bay Rd	PDO Major	12:Intx: Right - Thru	E - SAFETY BAY RD	W - SAFETY BAY RD	Straight Ahead: Not Out Of Control
	Safety Bay Rd	PDO Major	12:Intx: Right - Thru	E - MALIBU RD	W - SAFETY BAY RD	Turning: To Make Right Turn
4	Safety Bay Rd	Medical	31:Same Dirn: Same Lane Rear End	W - SAFETY BAY RD	E - SAFETY BAY RD	Straight Ahead: Not Out Of Control
	Safety Bay Rd	Medical	31:Same Dirn: Same Lane Rear End	W - SAFETY BAY RD	E - SAFETY BAY RD	Straight Ahead: Not Out Of Control
5	Safety Bay Rd	Medical	30:Same Dirn: Other			Overtaking: Passing On Right

	Safety Bay Rd	Medical	30:Same Dirn: Other			Straight Ahead: Not Out Of Control
6	Safety Bay Rd	PDO Major	31:Same Dirn: Same Lane Rear End	E - SAFETY BAY RD	W - SAFETY BAY RD	Straight Ahead: Not Out Of Control
	Safety Bay Rd	PDO Major	31:Same Dirn: Same Lane Rear End	E - SAFETY BAY RD	W - SAFETY BAY RD	Stopped: By Traffic Control
7	Safety Bay Rd	Fatal	72:Off Path On Straight: Off Left Cway Obj	W - SAFETY BAY RD	E - SAFETY BAY RD	Out Of Control
8	Safety Bay Rd	PDO Minor	32:Same Dirn: Same Lane Left Rear	E	W	Straight Ahead: Not Out Of Control
	Safety Bay Rd	PDO Minor	32:Same Dirn: Same Lane Left Rear	E	S	Turning: To Make Left Turn
9	Safety Bay Rd	PDO Major	47:Manoeuv: Leaving Driveway	N	W	Turning: To Make Right Turn
	Safety Bay Rd	PDO Major	47:Manoeuv: Leaving Driveway	E	N	Turning: To Make Right Turn

10	Safety Bay Rd	PDO Minor	33:Same Dirn: Same Lane Right Rear	E	W	Straight Ahead: Not Out Of Control
	Safety Bay Rd	PDO Minor	33:Same Dirn: Same Lane Right Rear	E	N	Stopped: Prepared To Turn Right
11	Safety Bay Rd	PDO Minor	39:Same Dirn: Parallel Lanes - Turn Left S/swipe	E	W	Straight Ahead: Not Out Of Control
	Safety Bay Rd	PDO Minor	39:Same Dirn: Parallel Lanes - Turn Left S/swipe	E	S	Turning: To Make Left Turn
12	Malibu Rd	PDO Minor	40:Manoeuv: Other	S	N	Straight Ahead: Not Out Of Control
	Malibu Rd	PDO Minor	40:Manoeuv: Other	W	E	Straight Ahead: Not Out Of Control
13	Malibu Rd	PDO Major	42:Manoeuv: Leaving Parking	W	E	Unparking: Forward
	Malibu Rd	PDO Major	42:Manoeuv: Leaving Parking	W	E	Straight Ahead: Not Out Of Control

4 Changes to Surrounding Transport Networks

The proposed changes to the surrounding road network as a result of the proposed development include the provision of one new full-movement crossover and changing one existing full-movement crossover to exit-only on Malibu Road and one new exit-only crossover on Safety Bay Road.

5 Integration with Surrounding Area

The proposed development is of a commercial character and is expected to address the existing and future demand for these type of services within Safety Bay and specifically within this locality.

6 Traffic Assessment

6.1 Assessment Period

The proposed development is a mixed-use commercial development. Due to the nature of the proposed development, it is expected that distinct peak activity periods will be experienced during weekday morning and afternoon peak road network periods.

It is therefore anticipated that the combination of the traffic to be generated by the proposed development and the peak road network traffic periods is likely to result in the greatest demand on the road network during the weekday morning and afternoon peak hours between 08:00AM-09:00AM and 03:00PM-04:00PM. As such, trip generation is estimated and traffic analysis is undertaken for these periods.

It is assumed that the proposed development would be fully constructed and activated by the end of 2026. As such, the 2026 assessment is undertaken for the post-development scenario.

In line with the requirements of the WAPC "Transport Impact Assessment Guidelines for Developments, Volume 4 – Individual Developments (2016)" additional assessment is undertaken for a 10-year post-development time horizon (i.e. 2036 in this case).

6.2 Trip Generation and Distribution

Trip generation rates were sourced from the Institute of Transportation Engineers Trip Generation Manual (ITE) - *11th Edition* and the WAPC Transport Impact Assessment Guidelines*: Volume 5*. To establish an accurate traffic generation rate for the proposed childcare centre, traffic count surveys have been conducted by Transcore at comparable centres in the Perth metropolitan area.

Note that the ITE does not provide a daily traffic generation rate for coffee/doughnut shops without drive-through windows (936), health/fitness clubs (492), and drinking places (975). To ensure a robust assessment, the daily traffic generation for the proposed coffee shop and gym is calculated by taking the higher peak hour rate and multiplying it by 10, and the daily traffic generation rate for fast-casual restaurants (930) is utilised as the daily traffic generation rate for drinking place (tavern).

The rates are provided in **Table 3**, which also summarises the trip generation of the proposed development. Directional splits (in/out) for the traffic generated by these land uses are sourced from the ITE Trip Generation Manual, except for the Childcare Centre, where the information was obtained directly from the traffic surveys by Transcore. Due to the land use mix within the proposed Lots, incidences of multi-purpose trips (i.e. cross-trade) are anticipated. Accordingly, the applied cross-trade adjustment is calculated to result in approximately 20% reduction in total trip generation.

Trips associated with the proposed development also comprise a portion of passing-trade trips which are trips already present on the adjacent road network. Appropriate passing trade factors, 44% for the childcare centre, 53% for the pharmacy, were applied in line with *the ITE Trip Generation Manual 11th Ed – Pass-by Tables*. **Table 4** shows the passing trade component of the development.

Therefore, the net addition of traffic after accounting for passing trade is **+182vph** during AM peak hour and **+353vph** during PM peak hour on the surrounding road network.

The distribution of traffic to and from the proposed developments was evaluated by considering the catchment area of the proposed development as well as the available access and egress routes to and from the site.

Consequently, the directional distribution of traffic to and from the site is assumed to be as follows:

- 30% of trips to/from the northwest along Safety Bay Road;
- 25% of trips to/from the southeast along Safety Bay Road;
- 44% of trips to/from the northeast along Malibu Road; and,
- 1% of trips to/from the rear laneway.

The total development traffic is shown in **Figure 15**.

Table 3: Weekday daily, morning peak and afternoon peak trip generation for the proposed land uses

Source	Land Use	Unit		Trip Rate (100 m^2)			Cross Trade	Total trip generation						
								AM peak	PM peak	Weekday	AM		PM	
				AM Peak	PM Peak	Weekday					in	out	in	out
ITE	Coffee/Donut Shop without Drive-through Window (936)	100	m^2	103.80	35.51	1038.00	20%	83	28	830	42	41	14	14
ITE	Clinic (630)	1047	m^2	3.70	4.54	40.47	20%	31	38	339	19	12	18	21
ITE	Health/Fitness Club (492)	300	m^2	1.51	4.22	42.20	20%	4	10	101	2	2	5	5
WAPC	Retail (Non-food)	292	m^2	1.25	4.00	40.00	20%	3	9	93	2	1	5	5
ITE	Tavern (Drinking place 975)	1750	m^2	1.67	16.72	112.55	20%	23	234	1576	12	12	159	75
ITE	Pharmacy/Drugstore without Drive-Through Window (880)	198	m^2	8.30	9.28	96.96	20%	13	15	154	7	7	7	7
				Trip Rate (per child)										
Transcore	Childcare Centre	82	child	0.87	0.71	3.50	20%	57	47	230	33	25	22	25
TOTAL TRAFFIC								214	381	3323	116	98	230	151

Table 4: Passing trade and primary trips components of the trip generation

Land Use	Pass-By Rate	Passing Trips							Non-passing Trips						
		AM			PM			Weekday	AM			PM			Weekday
		in	out	Total	in	out	Total	Total	in	out	Total	in	out	Total	Total
Coffee/Donut Shop without Drive-through Window (936)	0	0	0	0	0	0	0	0	42	41	83	14	14	28	830
Clinic (630)	0	0	0	0	0	0	0	0	19	12	31	18	21	38	339
Health/Fitness Club (492)	0	0	0	0	0	0	0	0	2	2	4	5	5	10	101
Retail (Non-food)	0	0	0	0	0	0	0	0	2	1	3	5	5	9	93
Tavern (Drinking place 975)	0	0	0	0	0	0	0	0	12	12	23	159	75	234	1576
Pharmacy/Drugstore without Drive-Through Window (880)	53%	3	3	7	4	4	8	81	3	3	6	3	3	7	72
Childcare Centre	44%	13	13	25	10	10	20	101	20	12	32	12	14	26	129
TOTAL TRAFFIC									100	82	182	216	137	353	3141

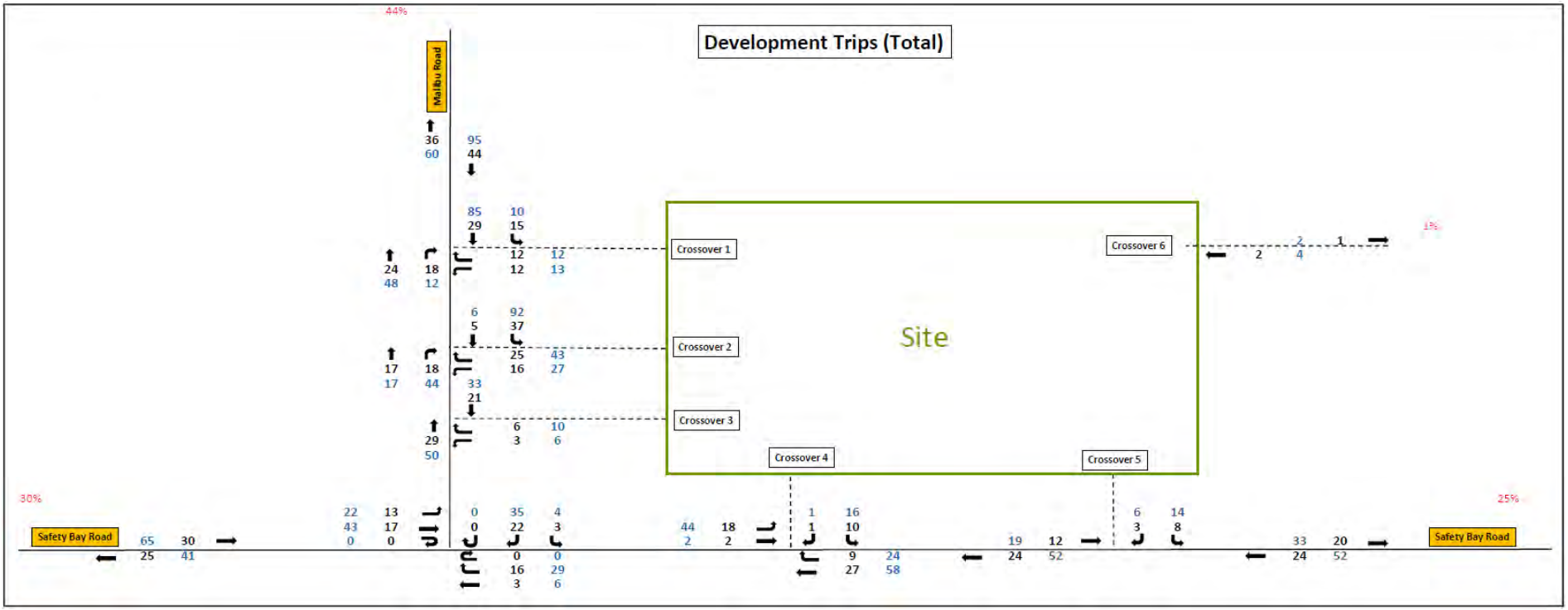

Figure 15: Proposed development traffic – AM Weekday and PM Weekday peak hours

6.3 Traffic Flow Forecasts

The total post-development traffic for the assessment years 2026 and 2036 was calculated by adding the existing background traffic to the development traffic. A review of the historical traffic count records for Safety Bay Road over the 2017-2022 period indicates no growth (a slight drop was recorded). However, to ensure a robust assessment, a 1% annual traffic growth was applied to the background traffic for both assessment years, 2026 and 2036.

The total projected traffic volumes for the year 2026 and 2036 are presented in **Figure 16** and **Figure 17**.

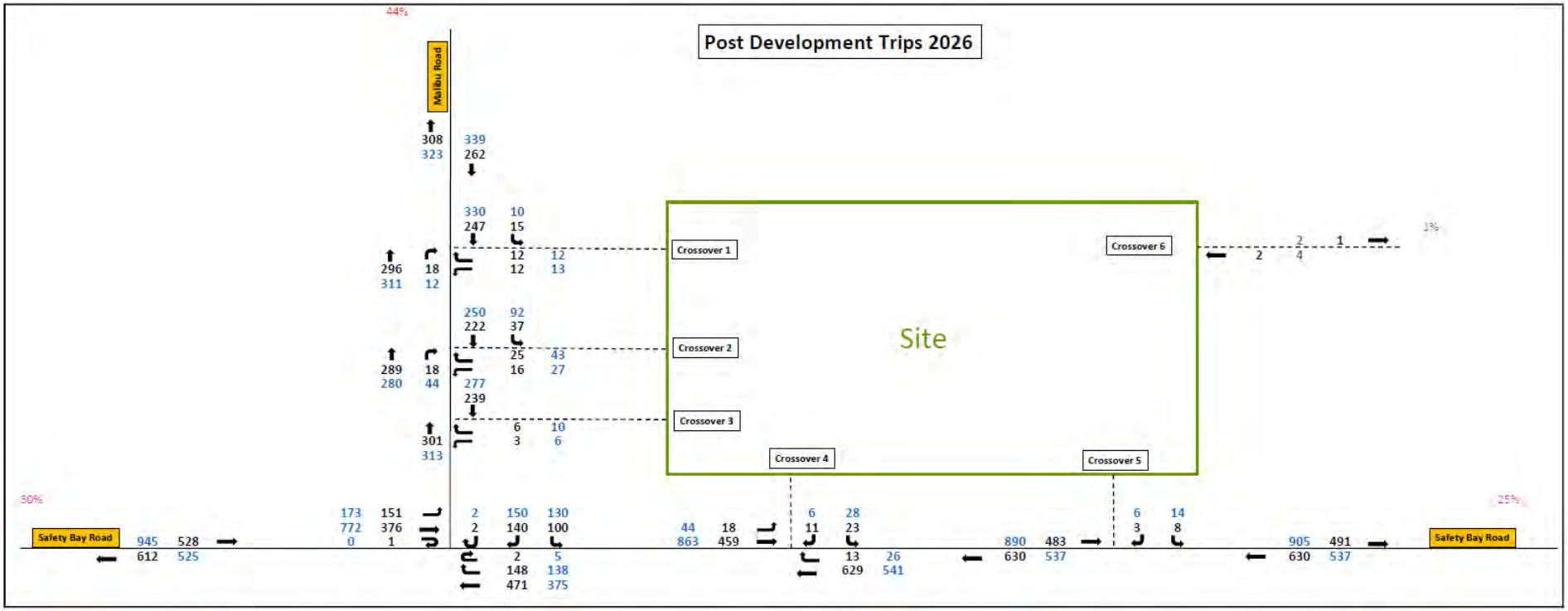

Figure 16: Total (2026) post development traffic – AM Weekday and PM Weekday peak hours

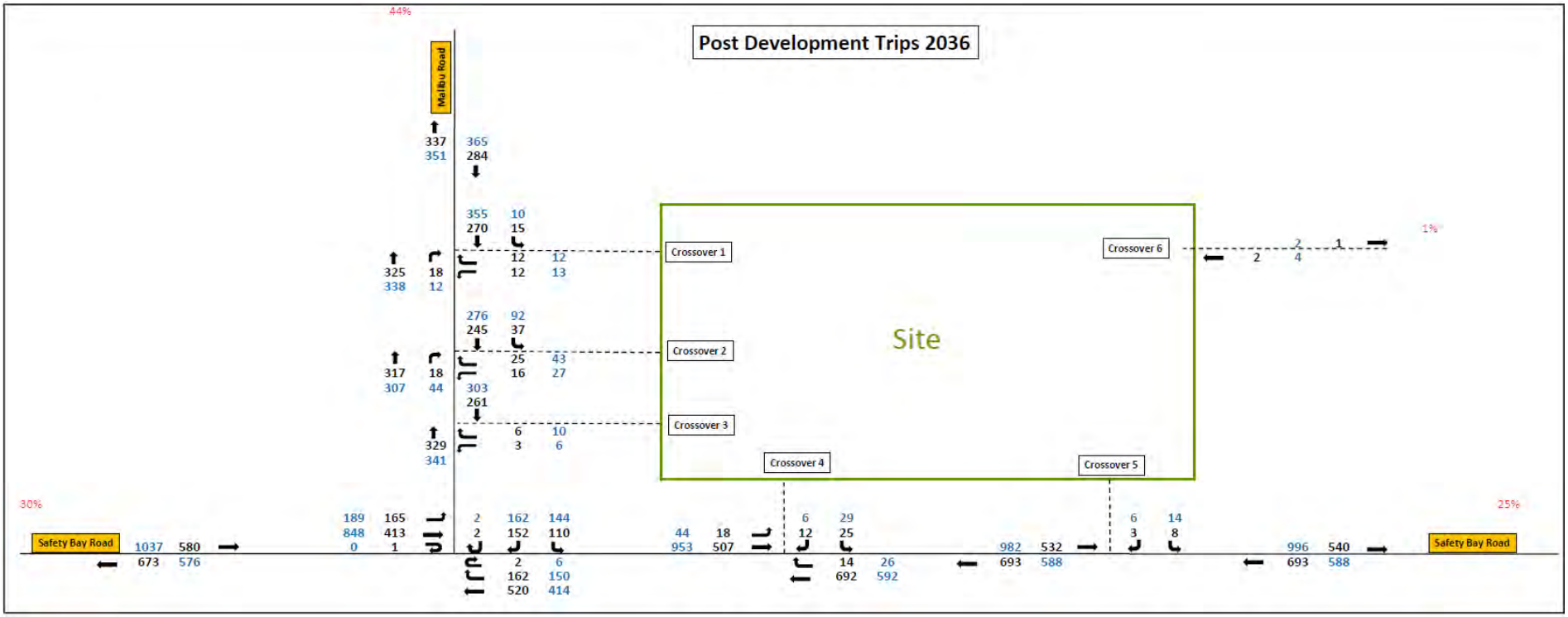

Figure 17: Total (2036) post development traffic – AM Weekday and PM Weekday peak hours

6.4 Analysis of Local Intersections & Crossovers

Capacity analysis was undertaken using the SIDRA computer software package for existing, years 2026 and 2036.

SIDRA is an intersection modelling tool commonly used by traffic engineers for all types of intersections. SIDRA outputs are presented in the form of Degree of Saturation, Level of Service, Average Delay and 95% Queue. These characteristics are defined as follows:

- Degree of Saturation is the ratio of the arrival traffic flow to the capacity of the approach during the same period. The Degree of Saturation ranges from close to zero for infrequent traffic flow up to one for saturated flow or capacity.
- Level of Service (LoS) is the qualitative measure describing operational conditions within a traffic stream and the perception by motorists and/or passengers. In general, there are 6 levels of service, designated from A to F, with Level of Service A representing the best operating condition (i.e., free flow) and Level of Service F the worst (i.e., forced or breakdown flow).
- Average Delay is the average of all travel time delays for vehicles through the intersection.
- 95% Queue is the queue length below which 95% of all observed queue lengths fall.

Network SIDRA models (refer to **Figure 18**) were developed to evaluate the traffic operations of the existing roundabout intersection at Safety Bay Road/Malibu Road, as well as the development crossovers on Malibu Road and Safety Bay Road along the northwest and southwest boundaries of the site. These were assessed as an integrated traffic network. The existing crossover on the rear lane along the eastern boundary of the development was omitted from the SIDRA modelling analysis due to the anticipated low traffic volume.

The results of the SIDRA network analysis are summarised in **Appendix B**. The SIDRA intersection models were coded with reference to Main Roads WA Operation Modelling Guidelines. All relevant parameters such as heavy vehicle groups, PCU factors, etc., were coded as per Main Roads WA Guidelines.

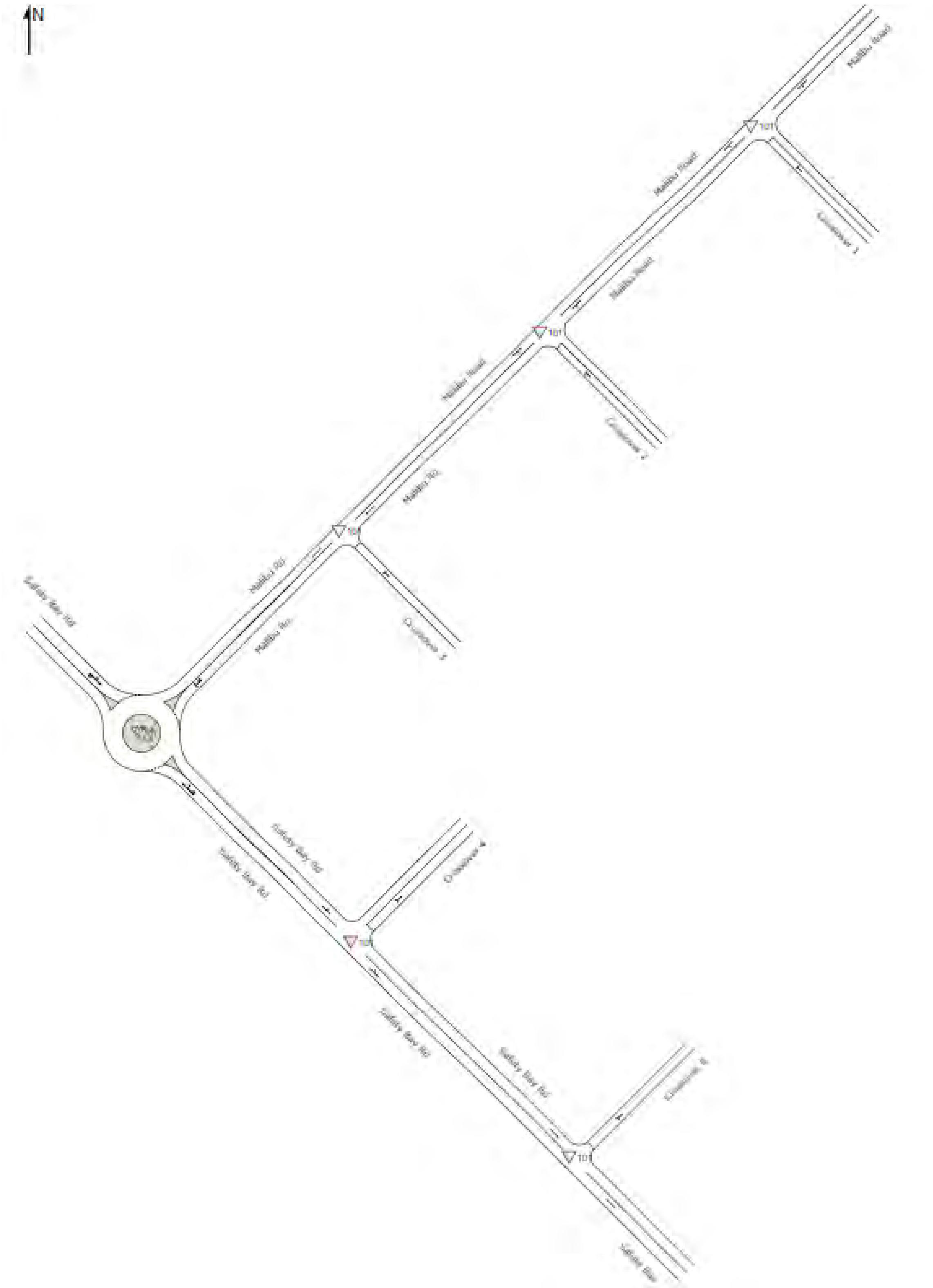

Figure 18: SIDRA layouts

ROUNDABOUT INTERSECTION OF SAFETY BAY RD / MALIBU RD

AM peak:

The results from the SIDRA analysis of the Safety Bay Road/Malibu Road roundabout intersection during the AM peak hour for the existing situation indicate that this intersection currently operates with Levels of Service (LoS) A to B. The average LoS of this roundabout intersection is A, with 5.4 seconds average delays, and the longest 95th percentile queue length is 26.9m on the southeast leg (Safety Bay Road). This roundabout currently operates at about 46% of capacity.

The outcomes of the post-development scenario (2026) and the 10-year scenario (2036) indicate no changes in the LoS. The average delays increase to 5.7 seconds in the 2026 scenario and to 5.9 seconds in the 2036 scenario. Similarly, the longest 95th percentile queue length still occurs on the southeast leg (Safety Bay Road) and rises to 31m in the 2026 scenario and to 37.4m in the 2036 scenario. This roundabout will operate at about 51% and 57% of capacity during the 2026 and 2036 scenarios, respectively.

PM peak:

The results from the SIDRA analysis of the Safety Bay Road / Malibu Road roundabout intersection during the PM peak hour for the existing situation indicate that this intersection currently operates with LoS A to B. The average Los of this roundabout intersection is A, with 6.1 seconds average delays, and the longest 95th percentile queue length is 48.6m on the northwest leg (Safety Bay Road). This roundabout currently operates at about 67% of capacity.

The outcomes of the post-development scenario (2026) and the 10-year scenario (2036) indicate changes in the LoS for specific movements at the intersection. The average LoS of this roundabout intersection remains A in the 2026 scenario but drops to B in the 2036 scenario. The LoS for the left turn movement from the northeast leg (Malibu Road) drops from A to B in the 2026 scenario and further drops to C in the 2036 scenario. The right-turn movement's LoS decreases from B to C in the 2036 scenario, and the U-turn movement's LoS drops from B to C in both the 2026 and 2036 scenarios. The average delays increase to 7.5 seconds in the 2026 scenario and to 10.6 seconds in the 2036 scenario. Similarly, the longest 95th percentile queue length still occurs on the northwest leg (Safety Bay Road) and rises to 68.2m in the 2026 scenario and to 111.6m in the 2036 scenario. This roundabout will operate at about 77% and 86% of capacity during the 2026 and 2036 scenarios, respectively.

CROSSOVER 4

AM peak:

The results from the SIDRA analysis of the crossover 4 during the AM peak hour for the existing situation indicate that this intersection currently operates with LoS A. The average delay is 0.1 seconds, and the longest 95th percentile queue length is 0.9m on the northeast leg (crossover 4). This crossover currently operates at about 31% of capacity.

The outcomes of the post-development scenario (2026) and the 10-year scenario (2036) indicate changes in the LoS for specific movements at the intersection. The LoS for the right turn movement from the northeast leg (crossover 4) remains A in the 2026 scenario but drop to B in the 2036 scenario. The average delays increase to 0.3 seconds in both 2026 and 2036 scenario. Similarly, the longest 95th percentile queue length still occurs on the northeast leg (crossover 4) and rises to 1.4m in the 2026 scenario and to 1.7m in the 2036 scenario. This crossover will operate at about 34% and 37% of capacity during the 2026 and 2036 scenarios, respectively.

PM peak:

The results from the SIDRA analysis of the crossover 4 during the PM peak hour for the existing situation indicate that this intersection currently operates with LoS A to C. The average delay is 0.1 seconds, and the longest 95th percentile queue length is 0.9m on the northwest leg (crossover 4). This crossover currently operates at about 44% of capacity.

The outcomes of the post-development scenario (2026) and the 10-year scenario (2036) indicate changes in the LoS for specific movements at the intersection. The LoS for the right turn movement from the southeast leg (Safety Bay Road) drops from B to D in the 2026 scenario, and LoS E in the 2036 scenario, the average delay for this movement is 39.3 seconds. The right turn movement from the northeast leg (crossover 4) remains C in the 2026 scenario but drops to D in the 2036 scenario. The average delays increase to 0.8 seconds in the 2026 Scenario and increase to 1 second 2036 scenario. The longest 95th percentile queue length predicted occurs on the southeast leg (Safety Bay Rd) and rises to 5m in the 2026 scenario and to 6.5m in the 2036 scenario. This crossover will operate at about 47% and 52% of capacity during the 2026 and 2036 scenarios, respectively.

CROSSOVER 5

AM peak:

The results from the SIDRA analysis of the crossover 5 during the AM peak hour for the post-development scenario (2026) indicate that this intersection operates with LoS A. The average delay is 0.1 seconds, and the longest 95th percentile queue length is 0.4m on the northeast leg (crossover 5). This crossover will operate at about 33% of capacity in 2026.

The outcomes of the 10-year scenario (2036) indicate the LoS for the right turn movement from the northeast leg (crossover 5) drops to B. The longest 95th percentile queue length still occurs on the northwest leg (crossover 5) and rises to 0.5m. This crossover will operate at about 36% of capacity in 2036.

PM peak:

The results from the SIDRA analysis of the crossover 5 during the PM peak hour for the post-development scenario (2026) indicate that this intersection operates with LoS A to C. The average delay is 0.2 seconds, and the longest 95th percentile queue length is 1.4m on the northeast leg (crossover 5). This crossover will operate at about 47% of capacity in 2026.

The outcomes of the 10-year scenario (2036) indicate the LoS for the right turn movement from the northeast leg (crossover 5) drops from C to D. The longest 95th percentile queue length still occurs on the northwest leg (crossover 5) and rises to 1.9 m. This crossover will operate at about 52% of capacity in 2036.

CROSSOVER 3

AM peak:

The results from the SIDRA analysis of crossover 3 during the AM peak hour for the post-development scenario (2026) indicate that this intersection operates at LoS A. The average delay is 0 seconds, and the longest 95th percentile queue length is 0.2 m on the southeast leg (crossover 3). This crossover will operate at about 17% of capacity in 2026.

The outcomes of the 10-year scenario (2036) suggest that while the LoS, average delay remain the same, the longest 95th percentile queue length increased to 0.3m. This crossover will operate at about 18% of capacity in 2036.

PM peak:

The results from the SIDRA analysis of the crossover 3 during the PM peak hour for the post-development scenario (2026) indicate that this intersection operates with LoS A. The average delay is 0.1 seconds, and the longest 95th percentile queue length is 0.5m on the southeast leg (crossover 3). This crossover will operate at about 17% of capacity in 2026.

The outcomes of the 10-year scenario (2036) suggest that while the LoS, average delay and longest 95th percentile queue length remain the same This crossover will operate at about 20% of capacity in 2036.

CROSSOVER 2

AM peak:

The results from the SIDRA analysis of crossover 2 during the AM peak hour for the post-development scenario (2026) indicate that this intersection operates at LoS A. The average delay is 0.7 seconds, and the longest 95th percentile queue length is 1.1 m on the southwest leg (Malibu Road). This crossover will operate at about 17% of capacity in 2026.

The outcomes of the 10-year scenario (2036) suggest that while the LoS, average delay, the longest 95th percentile queue length still occurs on the southwest leg (Malibu Road) and rises to 1.2 m. This crossover will operate at about 19% of capacity in 2036.

PM peak:

The results from the SIDRA analysis of the crossover 2 during the PM peak hour for the post-development scenario (2026) indicate that this intersection operates with LoS A. The average delay is 1.3 seconds, and the longest 95th percentile queue length is 2.9m on the southwest leg (Malibu Road). This crossover will operate at about 19% of capacity in 2026.

The outcomes of the 10-year scenario (2036) suggest that while the LoS and average delay remain the same, the longest 95th percentile queue length still occurs on the southwest leg (Malibu Road), slightly rising to 3m. This crossover will operate at about 21% of capacity in 2036.

CROSSOVER 1

AM peak:

The results from the SIDRA analysis of crossover 1 during the AM peak hour for the post-development scenario (2026) indicate that this intersection operates at LoS A. The average delay is 0.5 seconds, and the longest 95th percentile queue length is 1.1m on the southwest leg (Malibu Road). This crossover will operate at about 18% of capacity in 2026.

The outcomes of the 10-year scenario (2036) suggest that while the LoS and average delay remain the same, the longest 95th percentile queue length still occurs on the southwest leg (Malibu Road), slightly rising to 1.2m. This crossover will operate at about 19% of capacity in 2036.

PM peak:

The results from the SIDRA analysis of the crossover 1 during the PM peak hour for the post-development scenario (2026) indicate that this intersection operates with LoS A. The average delay is 0.4 seconds, and the longest 95th percentile queue length is 0.8m on the southwest leg (Malibu Road). This crossover will operate at about 19% of capacity in 2026.

The outcomes of the 10-year scenario (2036) suggest that while the LoS and average delay remain the same, the longest 95th percentile queue length still occurs on the southwest leg (Malibu Road), slightly rising to 0.9m. This crossover will operate at about 20% of capacity in 2036.

SUMMARY

The analysis of local intersections and crossovers was conducted using the SIDRA software package for current, year 2026 and 2036 scenarios. The software evaluated the traffic operations of existing roundabout intersections and development crossovers based on Degree of Saturation, Level of Service (LoS), Average Delay and 95% Queue.

In summary, while most of the intersections and crossovers maintain their Level of Service over the years, there is an increase in average delay, queue length and intersection capacity. Traffic congestion is likely to increase over time but remain manageable, given the changes in Level of Service (LoS), average delay and queue length are slight for most intersections and crossovers.

6.5 Impact on Surrounding Roads and Neighbouring Areas

The WAPC *Transport Impact Assessment Guidelines* (2016) provides the following guidance on the assessment of traffic impacts:

"As a general guide, an increase in traffic of less than 10 percent of capacity would not normally be likely to have a material impact on any particular section of road, but increases over 10 percent may. All sections of road with an increase greater than 10 percent 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 percent of capacity. Therefore, any section of road where development traffic would increase flows by more than 100 vehicles per hour for any lane should be included in the analysis."

The existing daily traffic volume is sourced from the MRWA trafficmap. The increase in traffic flows on the surrounding road network, resulting from the proposed future development, is illustrated in **Table 5**. The traffic increases represent approximately 8% and 6% on the north-western and south-eastern sections of Safety Bay Road, respectively. This will not have a significant impact on traffic operations.

According to the WAPC Liveable Neighbourhood guidelines, Malibu Road is classified as Integrator B (two lanes with managed traffic at intersections, outside centres, speed limit 60km/h), which has a theoretical capacity of at least 15,000 vehicles per day (vpd). Therefore, it is projected that Malibu Road will comfortably accommodate the traffic from the proposed development. The SIDRA analysis mentioned in the previous section further confirms that Malibu Road, at this location, will maintain a very good level of service in both the post-development scenario (2026) and the 10-year post-development scenario (2036).

Table 5: Traffic impact on surrounding roads

Road Name	Existing Daily Traffic	Estimated Development Generated Traffic	Total Post-Development Traffic	% Increased
Malibu Rd	5411	1471	6882	27%
Safety Bay Rd (Northwest)	12555	948	13503	8%
Safety Bay Rd (Southeast)	13113	758	13871	6%

6.6 Traffic Noise and Vibration

Due to the location of the subject site, its accessibility via major regional road and passing trade component, the traffic impact from the development on the surrounding road network will be limited.

It generally requires a doubling of traffic volumes on a road to produce a perceptible 3dB(A) increase in road noise. The proposed development will not increase traffic volumes or noise on surrounding roads anywhere near this level.

7 Parking

The proposed parking provision for the proposed development consists of 148 off-street and 18 on-street car parking bays comprising:

- 18 car parking bays for the childcare centre including an ACROD bay;
- 46 car parking bays provided in the basement of the tavern;
- 84 new off-street car parking bays including four ACROD bays;
- 6 new on-street car parking bays along Malibu Road; and,
- 12 new angled bays along Safety Bay Road.

In addition to the car parking bays, 24 bicycle parking bays are also proposed. It is Transcore's understanding that the proposed parking provision is sufficient to meet the parking demand of the proposed development.

8 Provision for Heavy Vehicles

The service yards are situated on the southwestern side between Units 1 and 2, on the south-eastern side of Unit 3, in the southwestern corner between Units 7 and 8, on the north-eastern side of the tavern, and on the northern side of the proposed childcare centre building, as depicted in the development plan in **Appendix A**.

Waste collection and deliveries will take place on-site. A private contractor will collect the waste. The waste collection truck will enter the site via the proposed full-movement crossovers in forward gear, park at a suitable position adjacent to the service yard/bin store for waste collection, turn around within the car park after collection, and exit the site in forward gear.

A turn path analysis conducted for an 8.8m waste truck, provided in **Appendix C**, shows satisfactory access, egress, and circulation within the site.

It is expected that the childcare centre will generate a small volume of additional service vehicle traffic, primarily associated with the deliveries for the childcare centre. It is recommended that smaller vehicles, such as vans, be used for deliveries.

The on-site service and waste collection for the childcare centre will take place outside peak operating periods to ensure the car parking area of the childcare centre is available for safe manoeuvring, loading, and unloading activities, and to ensure waste collection does not disturb the operation of the development.

9 Conclusions

This TIA has been prepared by Transcore on behalf of Braykell Two Pty Ltd with regards to the proposed Commercial Development to be located at Lot 10 Safety Bay Road, Safety Bay, in the City of Rockingham.

The site is located at the north-east corner of the existing roundabout intersection of Safety Bay Road/Malibu Road and is currently vacant land. Development plans indicate two (2) full-movement and one (1) exit-only crossovers on Malibu Road, and one (1) full-movement and one (1) exit-only crossovers on Safety Bay Road.

It is estimated that the proposed development would generate about 3,141 daily trips with about 182 AM peak hour trips and 353 PM peak hour trips.

The operation of the existing roundabout intersection at Safety Bay Road/Malibu Road and the development crossovers have been assessed in SIDRA as an integrated traffic network. The analysis results indicate satisfactory traffic operations during the road network peak hours for post development and 10 years post development scenarios.

Turn path analysis undertaken for an 8.8m service truck confirms satisfactory access, circulation and egress within the site.

In conclusion, the findings of this Transport Impact Assessment are supportive of the proposed development.

Appendix A

PROPOSED DEVELOPMENT PLANS

20 years anniversary
transcore
transport planning
traffic engineering
modelling

NOTES:

ZONING: COMMERCIAL

PARKING:

- PARCEL 1: REFER TO CHILD CARE DRAWINGS BY OTHERS.
- PARCEL 2: 82 NEW OFF-STREET CAR BAYS; AND 6 NEW ON-STREET CAR BAYS; AND 24 NEW BICYCLE BAYS.
- PARCEL 3: 2 ACCESSIBLE BAYS; AND 12 NEW ANGLED BAYS ALONG SAFETY BAY ROAD; AND REFER TO TAVERN DRAWINGS BY OTHERS FOR ADDITIONAL BAYS.
- PARCEL 4: FUTURE BASEMENT PARKING.

LANDSCAPING:

- PARCEL 1: REFER TO CHILD CARE DRAWINGS BY OTHERS.
- PARCEL 2: 600m² (EXCLUDING VERGES).
- PARCEL 3: REFER TO TAVERN DRAWINGS BY OTHERS.
- PARCEL 4: TO FUTURE DETAIL.

LEGEND:

- NEW BLACK ASPHALT PAVEMENT.
- NEW RED ASPHALT PAVEMENT.
- EXISTING COUNCIL FOOTPATHS.
- NEW COUNCIL FOOTPATHS.
- NEW FOOTPATHS.
- NEW LANDSCAPING. REFER TO LANDSCAPING PLAN.

HINDLEY & ASSOCIATES PTY LTD
BUILDING DESIGNERS

166 STIRLING HIGHWAY
NEDLANDS WA 6009

PO BOX 199
NEDLANDS WA 6909

PHONE - 9386 6699
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admin@hindley.com.au

DEVELOPMENT APPLICATION

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HINDLEY & ASSOCIATES P/L
AS TRUSTEE FOR
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BUILDING DESIGNERS ASSOCIATION OF WA INC

NO:	DATE:	REVISION:	DRAWN:	CHECK:
B	27.03.23	AREAS ALTERED	SDS	SJH
C	28.03.23	MINOR CHANGES	SDS	SJH
D	04.04.23	TRAFFIC CHANGES	SDS	SJH
E	05.04.23	REVERSING BAY WIDENED	SDS	SJH
F	23.05.23	ISSUED FOR PLANNING APPROVAL	SDS	SJH
G	19.06.23	DRP COMMENTS	SDS	SJH
H	22.06.23	DRP COMMENTS	SDS	SDS
I	23.06.23	CLIENT'S COMMENTS	SDS	SDS

A1 SHEET

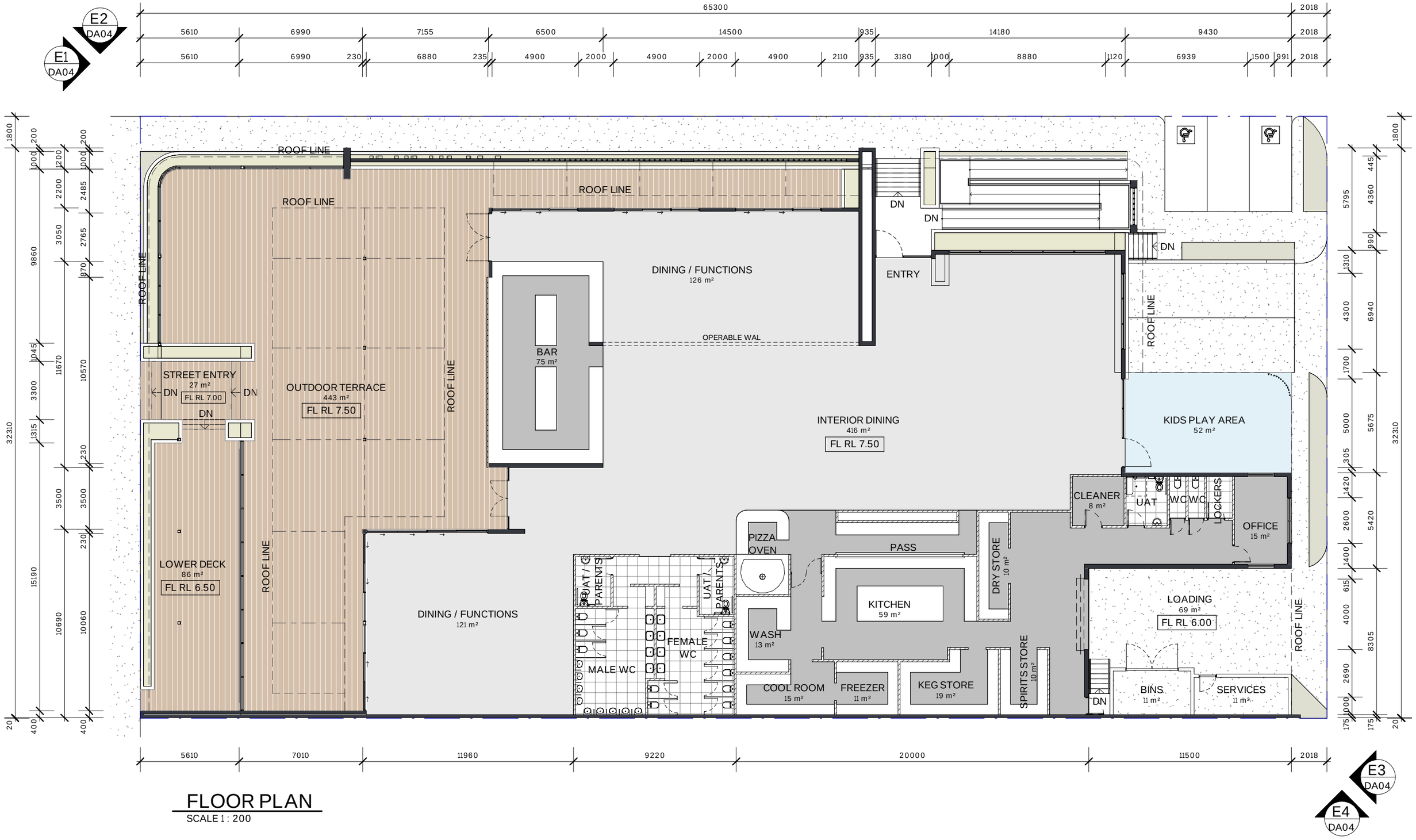
NEW SHARED PYLON SIGN PRIOR TO ROAD WIDENING. PERMITTED PROXIMITY TO ALL EXISTING SERVICES TO BE CONFIRMED WITH SERVICE PROVIDERS. AN UNDERGROUND SCAN TO BE UNDERTAKEN.

PROPOSED SITE PLAN

SCALE 1:300

PROPOSED MIXED USE DEVELOPMENT
LOT 100, No 434 SAFETY BAY ROAD
SAFETY BAY W.A.
for BRAYKELL TWO Pty Ltd

Date	-	20.03.23
Design	-	SDS
Drawn	-	SDS
Checked	-	SJH
Scale	-	1:300
Job No.		0836
Dwg -		DA01
Rev -		1



FLOOR PLAN

SCALE 1 : 200

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Project Name
WAIKIKI TAVERN

Project Address
LOT 100, 434 SAFETY BAY ROAD, SAFETY BAY WA

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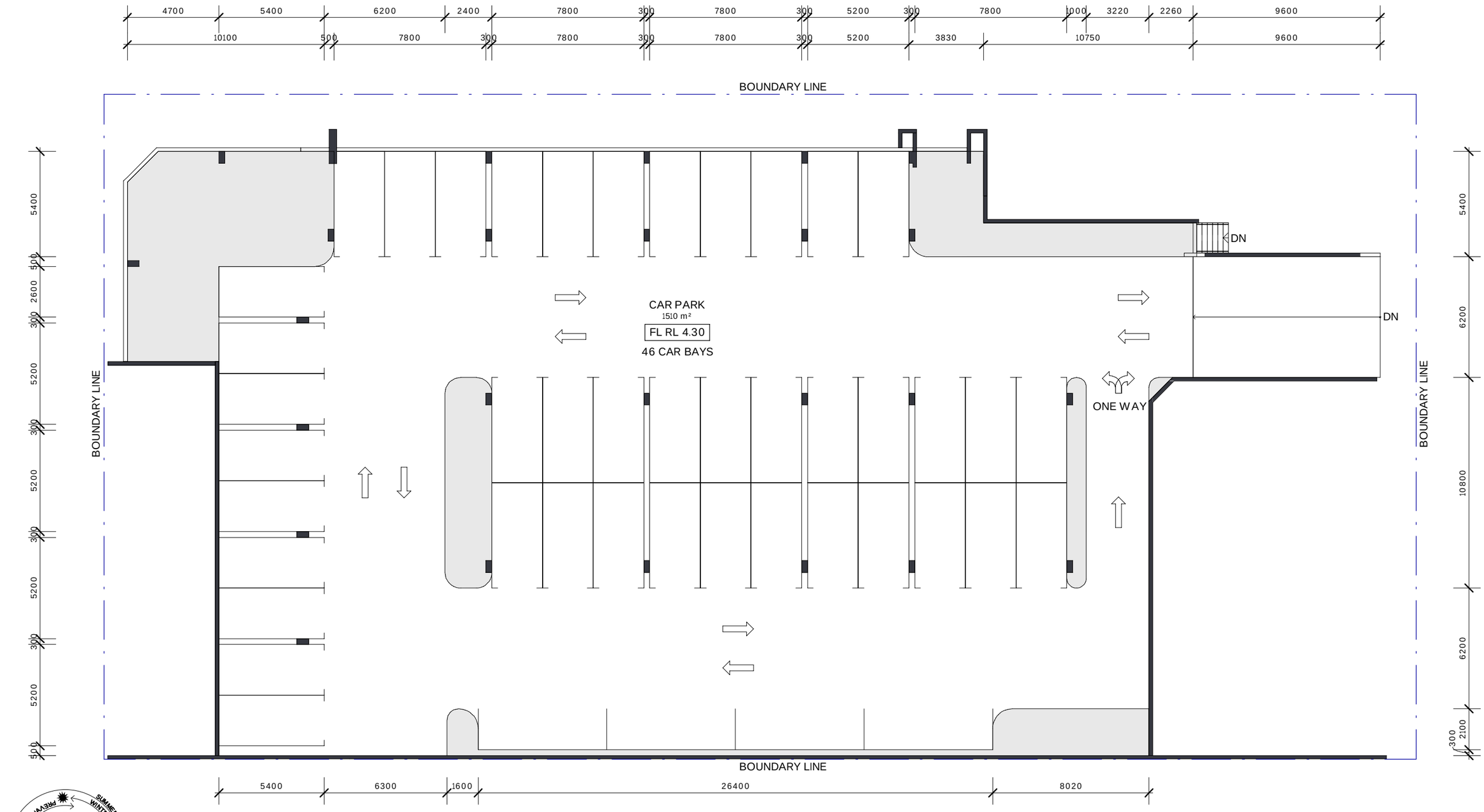
Rev	Date	By	Description
A	15/05/23	DT	DESIGN REVIEW ISSUE

Drawing Title
FLOOR PLAN

Project No.	Drawing No.	Revision	Drawn By	Scale	Page Size
M2666	DA03	A	DT	1 : 200	A3



CARPARK RL 4.30

SCALE 1 : 200

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Project Name
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Rev	Date	By	Description
A	15/05/23	DT	DESIGN REVIEW ISSUE

Drawing Title
CAR PARK

Project No.	Drawing No.	Revision	Drawn By	Scale	Page Size
M2666	DA02	A	DT	1 : 200	A3

1 GROUND FLOOR PLAN
1 : 100

LEGEND

- UNENCUMBERED PLAYSPACE
- LANDSCAPING
- BUILDING AREA
- CAR PARK
- PAVING or similar
- PROPOSED TREE nominal location shown
- EXISTING TREE TO BE RETAINED & PROTECTED
- EXISTING TREE TO BE REMOVED
- +FFL 0000 — PROPOSED FLOOR FINISHED LEVEL

CHILDCARE CENTRE ANALYSIS

OPERATION HOURS 6:30am to 6:30pm Monday to Friday
with up to four days open on the weekend for open days

GROUP ROOM 1	0-24months	12 PLACES	3 EDUCATORS
GROUP ROOM 2	24-36months	15 PLACES	3 EDUCATORS
GROUP ROOM 3	24-36months	05 PLACES	1 EDUCATORS
	36+ months	10 PLACES	1 EDUCATORS
GROUP ROOM 4	36+ months	20 PLACES	2 EDUCATORS
GROUP ROOM 5	36+ months	20 PLACES	2 EDUCATORS
			+ 2 STAFF
		82 PLACES	14 STAFF (minimum at capacity)

AREA ANALYSIS

TOTAL SITE AREA 1817m²

SITE COVERAGE 630m² (35%)

BUILDING AREA 588m² gross leaseable area

ON SITE PARKING -
18 bays provided (including one accessible)

GENERAL NOTES

DIMENSIONS TO BE VERIFIED ON SITE PRIOR TO COMMENCEMENT. PREPARATION OF SHOP DRAWINGS OR MANUFACTURING. FIGURED DIMENSIONS TAKE PRECEDENCE OVER SCALING.

VERIFY LOCATION OF EXISTING SERVICES BEFORE COMMENCEMENT.

ALL CONSTRUCTION TO BE IN ACCORDANCE WITH THE NATIONAL CONSTRUCTION CODE OF AUSTRALIA, BUILDING ACT 1975 AS AMENDED, STANDARD BUILDING BY-LAWS AND RELEVANT AUSTRALIAN STANDARDS.

ISSUE	DESCRIPTION	DATE
A	DRP ISSUE	22/05/2023

insite ARCHITECTS
4/120 Upper Heidelberg Road, Ivanhoe VIC 3079
t (03) 9499 8174
www.insitearchitects.com.au

nido EARLY SCHOOL

CLIENT: FABRIC PROPERTY

PROJECT: PROPOSED CHILDCARE CENTRE (82 places)

LOCATION: 422 SAFETY BAY ROAD, SAFETY BAY, WA 6169

DRAWING TITLE: FLOOR PLAN

SCALE:	As indicated@A1	**DATE:**	MAY 2023
DRAWN:	CW/SS	**PRINTED:**	22/05/2023 4:59:20 PM
CHECKED:	AH	**JOB No.:**	J0000880

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DA01/A

DRP ISSUE

Appendix B

INTERSECTION ANALYSIS – SIDRA RESULTS

MOVEMENT SUMMARY

Site: 101 [Safety Bay Rd / Malibu Rd AM 2023 (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.3.210

Network: N101 [AM 2023 (Network Folder: Existing)]

New Site
Site Category: (None)
Roundabout

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
SouthEast: Safety Bay Rd															
5	T1	All MCs	478	2.0	478	2.0	0.460	4.0	LOS A	3.8	26.9	0.44	0.50	0.44	49.6
6	R2	All MCs	135	2.0	135	2.0	0.460	7.7	LOS A	3.8	26.9	0.44	0.50	0.44	29.6
6u	U	All MCs	2	0.0	2	0.0	0.460	9.6	LOS A	3.8	26.9	0.44	0.50	0.44	28.1
Approach			615	2.0	615	2.0	0.460	4.8	LOS A	3.8	26.9	0.44	0.50	0.44	47.7
NorthEast: Malibu Rd															
7	L2	All MCs	99	2.0	99	2.0	0.238	5.1	LOS A	1.5	10.7	0.61	0.65	0.61	22.6
9	R2	All MCs	121	2.0	121	2.0	0.238	9.2	LOS A	1.5	10.7	0.61	0.65	0.61	46.4
9u	U	All MCs	2	0.0	2	0.0	0.238	11.0	LOS B	1.5	10.7	0.61	0.65	0.61	25.8
Approach			222	2.0	222	2.0	0.238	7.4	LOS A	1.5	10.7	0.61	0.65	0.61	42.1
NorthWest: Safety Bay Rd															
10	L2	All MCs	141	3.0	141	3.0	0.403	5.0	LOS A	2.7	19.4	0.39	0.48	0.39	48.5
11	T1	All MCs	366	2.0	366	2.0	0.403	5.2	LOS A	2.7	19.4	0.39	0.48	0.39	49.9
12u	U	All MCs	1	0.0	1	0.0	0.403	11.0	LOS B	2.7	19.4	0.39	0.48	0.39	52.4
Approach			508	2.3	508	2.3	0.403	5.2	LOS A	2.7	19.4	0.39	0.48	0.39	49.5
All Vehicles			1345	2.1	1345	2.1	0.460	5.4	LOS A	3.8	26.9	0.45	0.52	0.45	47.7

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Network Data dialog (Override Site Data tab).
Roundabout LOS Method: SIDRA Roundabout LOS.
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.
Roundabout Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

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MOVEMENT SUMMARY

Site: 101 [Safety Bay Rd / Malibu Rd AM 2026 (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.3.210

Network: N101 [AM 2026 (Network Folder: 2026)]

New Site
Site Category: (None)
Roundabout

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
SouthEast: Safety Bay Rd															
5	T1	All MCs	496	2.0	496	2.0	0.505	4.3	LOS A	4.4	31.0	0.51	0.52	0.51	49.2
6	R2	All MCs	156	2.0	156	2.0	0.505	8.0	LOS A	4.4	31.0	0.51	0.52	0.51	27.3
6u	U	All MCs	2	0.0	2	0.0	0.505	9.8	LOS A	4.4	31.0	0.51	0.52	0.51	27.3
Approach			654	2.0	654	2.0	0.505	5.2	LOS A	4.4	31.0	0.51	0.52	0.51	47.5
NorthEast: Malibu Rd															
7	L2	All MCs	105	2.0	105	2.0	0.282	5.4	LOS A	1.9	13.2	0.65	0.67	0.65	21.9
9	R2	All MCs	147	2.0	147	2.0	0.282	9.5	LOS A	1.9	13.2	0.65	0.67	0.65	45.9
9u	U	All MCs	2	0.0	2	0.0	0.282	11.3	LOS B	1.9	13.2	0.65	0.67	0.65	21.9
Approach			255	2.0	255	2.0	0.282	7.8	LOS A	1.9	13.2	0.65	0.67	0.65	42.0
NorthWest: Safety Bay Rd															
10	L2	All MCs	159	2.0	159	2.0	0.450	5.2	LOS A	3.2	23.0	0.45	0.50	0.45	49.6
11	T1	All MCs	396	2.0	396	2.0	0.450	5.4	LOS A	3.2	23.0	0.45	0.50	0.45	49.6
12u	U	All MCs	1	0.0	1	0.0	0.450	11.2	LOS B	3.2	23.0	0.45	0.50	0.45	52.2
Approach			556	2.0	556	2.0	0.450	5.3	LOS A	3.2	23.0	0.45	0.50	0.45	49.6
All Vehicles			1464	2.0	1464	2.0	0.505	5.7	LOS A	4.4	31.0	0.51	0.54	0.51	47.5

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Network Data dialog (Override Site Data tab).
Roundabout LOS Method: SIDRA Roundabout LOS.
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.
Roundabout Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

MOVEMENT SUMMARY

Site: 101 [Safety Bay Rd / Malibu Rd AM 2036 (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.3.210

Network: N101 [AM 2036 (Network Folder: 2036)]

New Site
Site Category: (None)
Roundabout

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
SouthEast: Safety Bay Rd															
5	T1	All MCs	547	2.0	547	2.0	0.563	4.5	LOS A	5.2	37.3	0.57	0.53	0.57	48.9
6	R2	All MCs	171	2.0	171	2.0	0.563	8.1	LOS A	5.2	37.3	0.57	0.53	0.57	26.7
6u	U	All MCs	2	0.0	2	0.0	0.563	10.0	LOS A	5.2	37.3	0.57	0.53	0.57	26.7
Approach			720	2.0	720	2.0	0.563	5.3	LOS A	5.2	37.3	0.57	0.53	0.57	47.2
NorthEast: Malibu Rd															
7	L2	All MCs	116	2.0	116	2.0	0.320	5.8	LOS A	2.2	15.5	0.69	0.68	0.69	21.2
9	R2	All MCs	160	2.0	160	2.0	0.320	9.9	LOS A	2.2	15.5	0.69	0.68	0.69	45.6
9u	U	All MCs	2	0.0	2	0.0	0.320	11.7	LOS B	2.2	15.5	0.69	0.68	0.69	21.2
Approach			278	2.0	278	2.0	0.320	8.2	LOS A	2.2	15.5	0.69	0.68	0.69	41.4
NorthWest: Safety Bay Rd															
10	L2	All MCs	174	2.0	174	2.0	0.500	5.3	LOS A	3.9	27.4	0.50	0.51	0.50	49.2
11	T1	All MCs	435	2.0	435	2.0	0.500	5.6	LOS A	3.9	27.4	0.50	0.51	0.50	49.2
12u	U	All MCs	1	0.0	1	0.0	0.500	11.4	LOS B	3.9	27.4	0.50	0.51	0.50	52.0
Approach			609	2.0	609	2.0	0.500	5.5	LOS A	3.9	27.4	0.50	0.51	0.50	49.2
All Vehicles			1607	2.0	1607	2.0	0.563	5.9	LOS A	5.2	37.3	0.57	0.55	0.57	47.2

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Network Data dialog (Override Site Data tab).
Roundabout LOS Method: SIDRA Roundabout LOS.
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.
Roundabout Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

MOVEMENT SUMMARY

Site: 101 [Safety Bay Rd / Malibu Rd PM 2023 (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.3.210

Network: N101 [PM 2023 (Network Folder: Existing)]

New Site
Site Category: (None)
Roundabout

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
SouthEast: Safety Bay Rd															
5	T1	All MCs	377	2.0	377	2.0	0.376	3.9	LOS A	3.0	21.1	0.42	0.49	0.42	49.6
6	R2	All MCs	112	2.0	112	2.0	0.376	7.6	LOS A	3.0	21.1	0.42	0.49	0.42	29.7
6u	U	All MCs	5	0.0	5	0.0	0.376	9.5	LOS A	3.0	21.1	0.42	0.49	0.42	28.2
Approach			494	2.0	494	2.0	0.376	4.8	LOS A	3.0	21.1	0.42	0.49	0.42	47.6
NorthEast: Malibu Rd															
7	L2	All MCs	129	1.0	129	1.0	0.398	9.2	LOS A	2.9	20.7	0.88	0.78	0.90	16.7
9	R2	All MCs	118	1.0	118	1.0	0.398	13.3	LOS B	2.9	20.7	0.88	0.78	0.90	42.7
9u	U	All MCs	2	0.0	2	0.0	0.398	15.1	LOS B	2.9	20.7	0.88	0.78	0.90	20.8
Approach			249	1.0	249	1.0	0.398	11.2	LOS B	2.9	20.7	0.88	0.78	0.90	35.9
NorthWest: Safety Bay Rd															
10	L2	All MCs	155	2.0	155	2.0	0.672	5.2	LOS A	6.8	48.6	0.53	0.49	0.53	47.6
11	T1	All MCs	744	2.0	744	2.0	0.672	5.5	LOS A	6.8	48.6	0.53	0.49	0.53	49.0
12u	U	All MCs	1	0.0	1	0.0	0.672	11.3	LOS B	6.8	48.6	0.53	0.49	0.53	51.8
Approach			900	2.0	900	2.0	0.672	5.4	LOS A	6.8	48.6	0.53	0.49	0.53	48.7
All Vehicles			1643	1.8	1643	1.8	0.672	6.1	LOS A	6.8	48.6	0.55	0.54	0.55	46.7

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Network Data dialog (Override Site Data tab).
Roundabout LOS Method: SIDRA Roundabout LOS.
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.
Roundabout Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

MOVEMENT SUMMARY

Site: 101 [Safety Bay Rd / Malibu Rd PM 2026 (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.3.210

Network: N101 [PM 2026 (Network Folder: 2026)]

New Site
Site Category: (None)
Roundabout

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
SouthEast: Safety Bay Rd															
5	T1	All MCs	395	2.0	395	2.0	0.439	4.2	LOS A	3.7	26.3	0.52	0.53	0.52	49.1
6	R2	All MCs	145	2.0	145	2.0	0.439	7.9	LOS A	3.7	26.3	0.52	0.53	0.52	27.0
6u	U	All MCs	5	0.0	5	0.0	0.439	9.8	LOS A	3.7	26.3	0.52	0.53	0.52	27.0
Approach			545	2.0	545	2.0	0.439	5.3	LOS A	3.7	26.3	0.52	0.53	0.52	47.1
NorthEast: Malibu Rd															
7	L2	All MCs	137	2.0	137	2.0	0.556	14.1	LOS B	5.2	37.3	0.99	0.91	1.25	12.8
9	R2	All MCs	158	2.0	158	2.0	0.556	18.2	LOS B	5.2	37.3	0.99	0.91	1.25	38.6
9u	U	All MCs	2	0.0	2	0.0	0.556	19.9	LOS B	5.2	37.3	0.99	0.91	1.25	12.8
Approach			297	2.0	297	2.0	0.556	16.3	LOS B	5.2	37.3	0.99	0.91	1.25	32.0
NorthWest: Safety Bay Rd															
10	L2	All MCs	182	2.0	182	2.0	0.774	5.9	LOS A	9.6	68.2	0.72	0.55	0.73	47.7
11	T1	All MCs	813	2.0	813	2.0	0.774	6.1	LOS A	9.6	68.2	0.72	0.55	0.73	47.7
12u	U	All MCs	1	0.0	1	0.0	0.774	11.9	LOS B	9.6	68.2	0.72	0.55	0.73	51.1
Approach			996	2.0	996	2.0	0.774	6.1	LOS A	9.6	68.2	0.72	0.55	0.73	47.7
All Vehicles			1838	2.0	1838	2.0	0.774	7.5	LOS A	9.6	68.2	0.71	0.60	0.75	45.0

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Network Data dialog (Override Site Data tab).
Roundabout LOS Method: SIDRA Roundabout LOS.
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.
Roundabout Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

MOVEMENT SUMMARY

Site: 101 [Safety Bay Rd / Malibu Rd PM 2036 (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.3.210

Network: N101 [PM 2036 (Network Folder: 2036)]

New Site
Site Category: (None)
Roundabout

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
SouthEast: Safety Bay Rd															
5	T1	All MCs	436	2.0	436	2.0	0.489	4.4	LOS A	4.3	30.8	0.57	0.54	0.57	48.8
6	R2	All MCs	158	2.0	158	2.0	0.489	8.1	LOS A	4.3	30.8	0.57	0.54	0.57	26.6
6u	U	All MCs	6	0.0	6	0.0	0.489	9.9	LOS A	4.3	30.8	0.57	0.54	0.57	29.2
Approach			600	2.0	600	2.0	0.489	5.4	LOS A	4.3	30.8	0.57	0.54	0.57	46.8
NorthEast: Malibu Rd															
7	L2	All MCs	152	2.0	152	2.0	0.741	25.7	LOS C	9.1	64.5	1.00	1.14	1.62	12.3
9	R2	All MCs	171	2.0	171	2.0	0.741	29.8	LOS C	9.1	64.5	1.00	1.14	1.62	31.7
9u	U	All MCs	2	0.0	2	0.0	0.741	31.5	LOS C	9.1	64.5	1.00	1.14	1.62	8.2
Approach			324	2.0	324	2.0	0.741	27.9	LOS C	9.1	64.5	1.00	1.14	1.62	25.1
NorthWest: Safety Bay Rd															
10	L2	All MCs	199	2.0	199	2.0	0.862	8.1	LOS A	15.7	111.6	0.92	0.65	1.00	46.4
11	T1	All MCs	894	2.0	894	2.0	0.862	8.4	LOS A	15.7	111.6	0.92	0.65	1.00	45.9
12u	U	All MCs	1	0.0	1	0.0	0.862	14.1	LOS B	15.7	111.6	0.92	0.65	1.00	50.3
Approach			1094	2.0	1094	2.0	0.862	8.3	LOS A	15.7	111.6	0.92	0.65	1.00	46.0
All Vehicles			2018	2.0	2018	2.0	0.862	10.6	LOS B	15.7	111.6	0.83	0.70	0.97	42.1

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Network Data dialog (Override Site Data tab).
Roundabout LOS Method: SIDRA Roundabout LOS.
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.
Roundabout Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

MOVEMENT SUMMARY

Site: 101 [Safety Bay Rd / Crossover 4 AM 2023 (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.3.210

Network: N101 [AM 2023 (Network Folder: Existing)]

New Site
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
SouthEast: Safety Bay Rd															
5	T1	All MCs	615	2.0	615	2.0	0.310	0.0	LOS A	0.0	0.3	0.01	0.00	0.01	59.1
6	R2	All MCs	4	0.0	4	0.0	0.310	2.6	LOS A	0.0	0.3	0.01	0.00	0.01	53.3
Approach			619	2.0	619	2.0	0.310	0.0	NA	0.0	0.3	0.01	0.00	0.01	59.0
NorthEast: Crossover 4															
7	L2	All MCs	14	0.0	14	0.0	0.042	1.7	LOS A	0.1	0.9	0.57	0.50	0.57	43.4
9	R2	All MCs	11	0.0	11	0.0	0.042	8.2	LOS A	0.1	0.9	0.57	0.50	0.57	12.7
Approach			24	0.0	24	0.0	0.042	4.6	LOS A	0.1	0.9	0.57	0.50	0.57	38.0
NorthWest: Safety Bay Rd															
10	L2	All MCs	1	0.0	1	0.0	0.231	4.1	LOS A	0.0	0.0	0.00	0.00	0.00	9.0
11	T1	All MCs	467	2.0	467	2.0	0.231	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.6
Approach			468	2.0	468	2.0	0.231	0.0	NA	0.0	0.0	0.00	0.00	0.00	59.5
All Vehicles			1112	1.9	1112	1.9	0.310	0.1	NA	0.1	0.9	0.02	0.01	0.02	58.8

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Network Data dialog (Override Site Data 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 (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).
Two-Way Sign Control Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

MOVEMENT SUMMARY

Site: 101 [Safety Bay Rd / Crossover 4 AM 2026 (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.3.210

Network: N101 [AM 2026 (Network Folder: 2026)]

New Site
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
SouthEast: Safety Bay Rd															
5	T1	All MCs	662	2.0	662	2.0	0.343	0.0	LOS A	0.2	1.2	0.03	0.03	0.03	55.6
6	R2	All MCs	14	0.0	14	0.0	0.343	7.5	LOS A	0.2	1.2	0.03	0.03	0.03	36.0
Approach			676	2.0	676	2.0	0.343	0.2	NA	0.2	1.2	0.03	0.03	0.03	54.7
NorthEast: Crossover 4															
7	L2	All MCs	24	0.0	24	0.0	0.060	1.8	LOS A	0.2	1.4	0.58	0.51	0.58	12.9
9	R2	All MCs	12	0.0	12	0.0	0.060	9.9	LOS A	0.2	1.4	0.58	0.51	0.58	12.9
Approach			36	0.0	36	0.0	0.060	4.4	LOS A	0.2	1.4	0.58	0.51	0.58	12.9
NorthWest: Safety Bay Rd															
10	L2	All MCs	19	0.0	19	0.0	0.248	4.1	LOS A	0.0	0.0	0.00	0.02	0.00	28.9
11	T1	All MCs	483	2.0	483	2.0	0.248	0.0	LOS A	0.0	0.0	0.00	0.02	0.00	53.6
Approach			502	1.9	502	1.9	0.248	0.2	NA	0.0	0.0	0.00	0.02	0.00	51.3
All Vehicles			1214	1.9	1214	1.9	0.343	0.3	NA	0.2	1.4	0.03	0.04	0.03	50.2

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Network Data dialog (Override Site Data 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 (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).
Two-Way Sign Control Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

MOVEMENT SUMMARY

Site: 101 [Safety Bay Rd / Crossover 4 AM 2036 (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.3.210

Network: N101 [AM 2036 (Network Folder: 2036)]

New Site
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
SouthEast: Safety Bay Rd															
5	T1	All MCs	728	2.0	728	2.0	0.378	0.0	LOS A	0.2	1.4	0.03	0.03	0.03	55.3
6	R2	All MCs	15	0.0	15	0.0	0.378	8.9	LOS A	0.2	1.4	0.03	0.03	0.03	35.9
Approach			743	2.0	743	2.0	0.378	0.2	NA	0.2	1.4	0.03	0.03	0.03	54.5
NorthEast: Crossover 4															
7	L2	All MCs	26	0.0	26	0.0	0.076	2.2	LOS A	0.2	1.7	0.62	0.58	0.62	11.8
9	R2	All MCs	13	0.0	13	0.0	0.076	12.6	LOS B	0.2	1.7	0.62	0.58	0.62	11.8
Approach			39	0.0	39	0.0	0.076	5.5	LOS A	0.2	1.7	0.62	0.58	0.62	11.8
NorthWest: Safety Bay Rd															
10	L2	All MCs	19	0.0	19	0.0	0.273	4.1	LOS A	0.0	0.0	0.00	0.02	0.00	29.0
11	T1	All MCs	534	2.0	534	2.0	0.273	0.0	LOS A	0.0	0.0	0.00	0.02	0.00	54.1
Approach			553	1.9	553	1.9	0.273	0.2	NA	0.0	0.0	0.00	0.02	0.00	51.9
All Vehicles			1335	1.9	1335	1.9	0.378	0.3	NA	0.2	1.7	0.04	0.04	0.04	50.0

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Network Data dialog (Override Site Data 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 (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).
Two-Way Sign Control Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

MOVEMENT SUMMARY

Site: 101 [Safety Bay Rd / Crossover 4 PM 2023 (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.3.210

Network: N101 [PM 2023 (Network Folder: Existing)]

New Site
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
SouthEast: Safety Bay Rd															
5	T1	All MCs	494	2.0	494	2.0	0.250	0.0	LOS A	0.0	0.3	0.01	0.01	0.01	59.4
6	R2	All MCs	2	0.0	2	0.0	0.250	11.1	LOS B	0.0	0.3	0.01	0.01	0.01	53.5
Approach			496	2.0	496	2.0	0.250	0.0	NA	0.0	0.3	0.01	0.01	0.01	59.4
NorthEast: Crossover 4															
7	L2	All MCs	12	0.0	12	0.0	0.041	5.1	LOS A	0.1	0.9	0.74	0.74	0.74	40.4
9	R2	All MCs	4	0.0	4	0.0	0.041	15.4	LOS C	0.1	0.9	0.74	0.74	0.74	10.1
Approach			16	0.0	16	0.0	0.041	7.9	LOS A	0.1	0.9	0.74	0.74	0.74	37.1
NorthWest: Safety Bay Rd															
10	L2	All MCs	1	0.0	1	0.0	0.435	4.1	LOS A	0.0	0.0	0.00	0.00	0.00	9.0
11	T1	All MCs	879	2.0	879	2.0	0.435	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.6
Approach			880	2.0	880	2.0	0.435	0.0	NA	0.0	0.0	0.00	0.00	0.00	59.5
All Vehicles			1392	2.0	1392	2.0	0.435	0.1	NA	0.1	0.9	0.01	0.01	0.01	59.1

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Network Data dialog (Override Site Data 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 (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).
Two-Way Sign Control Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

MOVEMENT SUMMARY

Site: 101 [Safety Bay Rd / Crossover 4 PM 2026 (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.3.210

Network: N101 [PM 2026 (Network Folder: 2026)]

New Site
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
SouthEast: Safety Bay Rd															
5	T1	All MCs	569	2.0	569	2.0	0.338	0.0	LOS A	0.7	5.0	0.13	0.14	0.13	42.7
6	R2	All MCs	27	0.0	27	0.0	0.338	27.7	LOS D	0.7	5.0	0.13	0.14	0.13	31.7
Approach			597	1.9	597	1.9	0.338	1.3	NA	0.7	5.0	0.13	0.14	0.13	41.8
NorthEast: Crossover 4															
7	L2	All MCs	29	0.0	29	0.0	0.096	5.7	LOS A	0.3	2.1	0.76	0.76	0.76	9.7
9	R2	All MCs	6	0.0	6	0.0	0.096	21.7	LOS C	0.3	2.1	0.76	0.76	0.76	9.7
Approach			36	0.0	36	0.0	0.096	8.5	LOS A	0.3	2.1	0.76	0.76	0.76	9.7
NorthWest: Safety Bay Rd															
10	L2	All MCs	46	0.0	46	0.0	0.472	4.1	LOS A	0.0	0.0	0.00	0.03	0.00	28.3
11	T1	All MCs	908	2.0	908	2.0	0.472	0.0	LOS A	0.0	0.0	0.00	0.03	0.00	51.9
Approach			955	1.9	955	1.9	0.472	0.2	NA	0.0	0.0	0.00	0.03	0.00	49.1
All Vehicles			1587	1.9	1587	1.9	0.472	0.8	NA	0.7	5.0	0.07	0.08	0.07	43.5

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Network Data dialog (Override Site Data 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 (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).
Two-Way Sign Control Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

MOVEMENT SUMMARY

Site: 101 [Safety Bay Rd / Crossover 4 PM 2036 (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.3.210

Network: N101 [PM 2036 (Network Folder: 2036)]

New Site
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
SouthEast: Safety Bay Rd															
5	T1	All MCs	623	2.0	623	2.0	0.377	0.0	LOS A	0.9	6.5	0.14	0.15	0.14	47.1
6	R2	All MCs	27	0.0	27	0.0	0.377	39.3	LOS E	0.9	6.5	0.14	0.15	0.14	30.7
Approach			651	1.9	651	1.9	0.377	1.7	NA	0.9	6.5	0.14	0.15	0.14	46.3
NorthEast: Crossover 4															
7	L2	All MCs	31	0.0	31	0.0	0.129	7.4	LOS A	0.4	2.7	0.82	0.82	0.82	8.3
9	R2	All MCs	6	0.0	6	0.0	0.129	31.3	LOS D	0.4	2.7	0.82	0.82	0.82	14.0
Approach			37	0.0	37	0.0	0.129	11.5	LOS B	0.4	2.7	0.82	0.82	0.82	9.5
NorthWest: Safety Bay Rd															
10	L2	All MCs	46	0.0	46	0.0	0.519	4.1	LOS A	0.0	0.0	0.00	0.03	0.00	28.5
11	T1	All MCs	1003	2.0	1003	2.0	0.519	0.0	LOS A	0.0	0.0	0.00	0.03	0.00	52.5
Approach			1049	1.9	1049	1.9	0.519	0.2	NA	0.0	0.0	0.00	0.03	0.00	49.8
All Vehicles			1737	1.9	1737	1.9	0.519	1.0	NA	0.9	6.5	0.07	0.09	0.07	45.4

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Network Data dialog (Override Site Data 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 (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).
Two-Way Sign Control Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

MOVEMENT SUMMARY

Site: 101 [Safety Bay Rd / Crossover 5 AM 2026 (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.3.210

Network: N101 [AM 2026 (Network Folder: 2026)]

New Site
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
SouthEast: Safety Bay Rd															
5	T1	All MCs	663	2.0	663	2.0	0.331	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	59.8
Approach			663	2.0	663	2.0	0.331	0.1	NA	0.0	0.0	0.00	0.00	0.00	59.8
NorthEast: Crossover 5															
7	L2	All MCs	8	0.0	8	0.0	0.018	1.9	LOS A	0.1	0.4	0.56	0.45	0.56	46.2
9	R2	All MCs	3	0.0	3	0.0	0.018	9.7	LOS A	0.1	0.4	0.56	0.45	0.56	10.0
Approach			12	0.0	12	0.0	0.018	4.0	LOS A	0.1	0.4	0.56	0.45	0.56	43.7
NorthWest: Safety Bay Rd															
11	T1	All MCs	508	2.0	508	2.0	0.254	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
Approach			508	2.0	508	2.0	0.254	0.0	NA	0.0	0.0	0.00	0.00	0.00	59.9
All Vehicles			1183	2.0	1183	2.0	0.331	0.1	NA	0.1	0.4	0.01	0.00	0.01	59.7

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Network Data dialog (Override Site Data 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 (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).

Two-Way Sign Control Capacity Model: SIDRA Standard.

Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

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MOVEMENT SUMMARY

Site: 101 [Safety Bay Rd / Crossover 5 AM 2036 (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.3.210

Network: N101 [AM 2036 (Network Folder: 2036)]

New Site
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
SouthEast: Safety Bay Rd															
5	T1	All MCs	729	2.0	729	2.0	0.364	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	59.8
Approach			729	2.0	729	2.0	0.364	0.1	NA	0.0	0.0	0.00	0.00	0.00	59.8
NorthEast: Crossover 5															
7	L2	All MCs	8	0.0	8	0.0	0.021	2.2	LOS A	0.1	0.5	0.59	0.50	0.59	45.2
9	R2	All MCs	3	0.0	3	0.0	0.021	12.2	LOS B	0.1	0.5	0.59	0.50	0.59	9.0
Approach			12	0.0	12	0.0	0.021	4.9	LOS A	0.1	0.5	0.59	0.50	0.59	42.5
NorthWest: Safety Bay Rd															
11	T1	All MCs	560	2.0	560	2.0	0.279	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.8
Approach			560	2.0	560	2.0	0.279	0.0	NA	0.0	0.0	0.00	0.00	0.00	59.8
All Vehicles			1301	2.0	1301	2.0	0.364	0.1	NA	0.1	0.5	0.01	0.00	0.01	59.7

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Network Data dialog (Override Site Data 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 (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).

Two-Way Sign Control Capacity Model: SIDRA Standard.

Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

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MOVEMENT SUMMARY

Site: 101 [Safety Bay Rd / Crossover 5 PM 2026 (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.3.210

Network: N101 [PM 2026 (Network Folder: 2026)]

New Site
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
SouthEast: Safety Bay Rd															
5	T1	All MCs	565	2.0	565	2.0	0.282	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	59.8
Approach			565	2.0	565	2.0	0.282	0.1	NA	0.0	0.0	0.00	0.00	0.00	59.8
NorthEast: Crossover 5															
7	L2	All MCs	15	0.0	15	0.0	0.068	6.0	LOS A	0.2	1.4	0.79	0.80	0.79	40.0
9	R2	All MCs	6	0.0	6	0.0	0.068	20.6	LOS C	0.2	1.4	0.79	0.80	0.79	5.5
Approach			21	0.0	21	0.0	0.068	10.4	LOS B	0.2	1.4	0.79	0.80	0.79	36.0
NorthWest: Safety Bay Rd															
11	T1	All MCs	937	2.0	937	2.0	0.467	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.7
Approach			937	2.0	937	2.0	0.467	0.0	NA	0.0	0.0	0.00	0.00	0.00	59.7
All Vehicles			1523	2.0	1523	2.0	0.467	0.2	NA	0.2	1.4	0.01	0.01	0.01	59.4

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Network Data dialog (Override Site Data 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 (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).

Two-Way Sign Control Capacity Model: SIDRA Standard.

Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

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MOVEMENT SUMMARY

Site: 101 [Safety Bay Rd / Crossover 5 PM 2036 (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.3.210

Network: N101 [PM 2036 (Network Folder: 2036)]

New Site
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
SouthEast: Safety Bay Rd															
5	T1	All MCs	619	2.0	619	2.0	0.309	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	59.8
Approach			619	2.0	619	2.0	0.309	0.1	NA	0.0	0.0	0.00	0.00	0.00	59.8
NorthEast: Crossover 5															
7	L2	All MCs	15	0.0	15	0.0	0.092	7.8	LOS A	0.3	1.9	0.85	0.86	0.85	36.8
9	R2	All MCs	6	0.0	6	0.0	0.092	29.7	LOS D	0.3	1.9	0.85	0.86	0.85	4.3
Approach			21	0.0	21	0.0	0.092	14.4	LOS B	0.3	1.9	0.85	0.86	0.85	32.5
NorthWest: Safety Bay Rd															
11	T1	All MCs	1034	2.0	1034	2.0	0.516	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.6
Approach			1034	2.0	1034	2.0	0.516	0.0	NA	0.0	0.0	0.00	0.00	0.00	59.6
All Vehicles			1674	2.0	1674	2.0	0.516	0.2	NA	0.3	1.9	0.01	0.01	0.01	59.2

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Network Data dialog (Override Site Data 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 (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).

Two-Way Sign Control Capacity Model: SIDRA Standard.

Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

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MOVEMENT SUMMARY

Site: 101 [Malibu Rd / Crossover 3 AM 2026 (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.3.210

Network: N101 [AM 2026 (Network Folder: 2026)]

New Site
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
SouthEast: Crossover 3															
4	L2	All MCs	3	0.0	3	0.0	0.011	0.8	LOS A	0.0	0.2	0.41	0.36	0.41	13.4
6	R2	All MCs	6	0.0	6	0.0	0.011	3.4	LOS A	0.0	0.2	0.41	0.36	0.41	13.4
Approach			9	0.0	9	0.0	0.011	2.6	LOS A	0.0	0.2	0.41	0.36	0.41	13.4
NorthEast: Malibu Rd															
8	T1	All MCs	252	2.0	252	2.0	0.131	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
Approach			252	2.0	252	2.0	0.131	0.0	NA	0.0	0.0	0.00	0.00	0.00	59.9
SouthWest: Malibu Rd															
2	T1	All MCs	317	2.0	317	2.0	0.165	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
Approach			317	2.0	317	2.0	0.165	0.0	NA	0.0	0.0	0.00	0.00	0.00	59.9
All Vehicles			578	2.0	578	2.0	0.165	0.0	NA	0.0	0.2	0.01	0.01	0.01	57.8

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Network Data dialog (Override Site Data 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 (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).

Two-Way Sign Control Capacity Model: SIDRA Standard.

Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

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MOVEMENT SUMMARY

Site: 101 [Malibu Rd / Crossover 3 AM 2036 (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.3.210

Network: N101 [AM 2036 (Network Folder: 2036)]

New Site
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
SouthEast: Crossover 3															
4	L2	All MCs	3	0.0	3	0.0	0.012	0.8	LOS A	0.0	0.3	0.43	0.38	0.43	13.0
6	R2	All MCs	6	0.0	6	0.0	0.012	3.8	LOS A	0.0	0.3	0.43	0.38	0.43	13.0
Approach			9	0.0	9	0.0	0.012	2.8	LOS A	0.0	0.3	0.43	0.38	0.43	13.0
NorthEast: Malibu Rd															
8	T1	All MCs	275	2.0	275	2.0	0.143	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
Approach			275	2.0	275	2.0	0.143	0.0	NA	0.0	0.0	0.00	0.00	0.00	59.9
SouthWest: Malibu Rd															
2	T1	All MCs	346	2.0	346	2.0	0.180	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
Approach			346	2.0	346	2.0	0.180	0.0	NA	0.0	0.0	0.00	0.00	0.00	59.9
All Vehicles			631	2.0	631	2.0	0.180	0.0	NA	0.0	0.3	0.01	0.01	0.01	57.9

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Network Data dialog (Override Site Data 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 (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).

Two-Way Sign Control Capacity Model: SIDRA Standard.

Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

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MOVEMENT SUMMARY

Site: 101 [Malibu Rd / Crossover 3 PM 2026 (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.3.210

Network: N101 [PM 2026 (Network Folder: 2026)]

New Site
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
SouthEast: Crossover 3															
4	L2	All MCs	6	0.0	6	0.0	0.020	0.9	LOS A	0.1	0.5	0.43	0.39	0.43	13.2
6	R2	All MCs	11	0.0	11	0.0	0.020	3.8	LOS A	0.1	0.5	0.43	0.39	0.43	13.2
Approach			17	0.0	17	0.0	0.020	2.7	LOS A	0.1	0.5	0.43	0.39	0.43	13.2
NorthEast: Malibu Rd															
8	T1	All MCs	292	2.0	292	2.0	0.151	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
Approach			292	2.0	292	2.0	0.151	0.0	NA	0.0	0.0	0.00	0.00	0.00	59.9
SouthWest: Malibu Rd															
2	T1	All MCs	329	2.0	329	2.0	0.171	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
Approach			329	2.0	329	2.0	0.171	0.0	NA	0.0	0.0	0.00	0.00	0.00	59.9
All Vehicles			638	1.9	638	1.9	0.171	0.1	NA	0.1	0.5	0.01	0.01	0.01	56.4

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Network Data dialog (Override Site Data 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 (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).

Two-Way Sign Control Capacity Model: SIDRA Standard.

Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

MOVEMENT SUMMARY

Site: 101 [Malibu Rd / Crossover 3 PM 2036 (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.3.210

Network: N101 [PM 2036 (Network Folder: 2036)]

New Site
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
SouthEast: Crossover 3															
4	L2	All MCs	6	0.0	6	0.0	0.023	1.0	LOS A	0.1	0.5	0.46	0.41	0.46	12.7
6	R2	All MCs	11	0.0	11	0.0	0.023	4.2	LOS A	0.1	0.5	0.46	0.41	0.46	12.7
Approach			17	0.0	17	0.0	0.023	3.0	LOS A	0.1	0.5	0.46	0.41	0.46	12.7
NorthEast: Malibu Rd															
8	T1	All MCs	319	2.0	319	2.0	0.196	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
Approach			319	2.0	319	2.0	0.196	0.0	NA	0.0	0.0	0.00	0.00	0.00	59.9
SouthWest: Malibu Rd															
2	T1	All MCs	359	2.0	359	2.0	0.186	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
Approach			359	2.0	359	2.0	0.186	0.0	NA	0.0	0.0	0.00	0.00	0.00	59.9
All Vehicles			695	2.0	695	2.0	0.196	0.1	NA	0.1	0.5	0.01	0.01	0.01	56.5

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Network Data dialog (Override Site Data 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 (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).

Two-Way Sign Control Capacity Model: SIDRA Standard.

Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

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MOVEMENT SUMMARY

Site: 101 [Malibu Rd / Crossover 2 AM 2026 (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.3.210

Network: N101 [AM 2026 (Network Folder: 2026)]

New Site
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
SouthEast: Crossover 2															
4	L2	All MCs	17	0.0	17	0.0	0.048	3.0	LOS A	0.2	1.1	0.41	0.58	0.41	14.9
6	R2	All MCs	26	0.0	26	0.0	0.048	4.6	LOS A	0.2	1.1	0.41	0.58	0.41	14.9
Approach			43	0.0	43	0.0	0.048	4.0	LOS A	0.2	1.1	0.41	0.58	0.41	14.9
NorthEast: Malibu Road															
7	L2	All MCs	39	0.0	39	0.0	0.142	4.0	LOS A	0.0	0.0	0.00	0.08	0.00	45.1
8	T1	All MCs	234	2.0	234	2.0	0.142	0.0	LOS A	0.0	0.0	0.00	0.08	0.00	52.0
Approach			273	1.7	273	1.7	0.142	0.6	NA	0.0	0.0	0.00	0.08	0.00	50.7
SouthWest: Malibu Road															
2	T1	All MCs	304	2.0	304	2.0	0.171	0.0	LOS A	0.2	1.1	0.06	0.07	0.06	51.5
3	R2	All MCs	19	0.0	19	0.0	0.171	4.9	LOS A	0.2	1.1	0.06	0.07	0.06	38.1
Approach			323	1.9	323	1.9	0.171	0.3	NA	0.2	1.1	0.06	0.07	0.06	50.1
All Vehicles			639	1.7	639	1.7	0.171	0.7	NA	0.2	1.1	0.06	0.11	0.06	46.8

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Network Data dialog (Override Site Data 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 (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).
Two-Way Sign Control Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

MOVEMENT SUMMARY

Site: 101 [Malibu Rd / Crossover 2 AM 2036 (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.3.210

Network: N101 [AM 2036 (Network Folder: 2036)]

New Site
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
SouthEast: Crossover 2															
4	L2	All MCs	17	0.0	17	0.0	0.051	3.1	LOS A	0.2	1.2	0.43	0.60	0.43	14.1
6	R2	All MCs	26	0.0	26	0.0	0.051	4.9	LOS A	0.2	1.2	0.43	0.60	0.43	14.1
Approach			43	0.0	43	0.0	0.051	4.2	LOS A	0.2	1.2	0.43	0.60	0.43	14.1
NorthEast: Malibu Road															
7	L2	All MCs	39	0.0	39	0.0	0.154	4.0	LOS A	0.0	0.0	0.00	0.08	0.00	45.4
8	T1	All MCs	258	2.0	258	2.0	0.154	0.0	LOS A	0.0	0.0	0.00	0.08	0.00	52.5
Approach			297	1.7	297	1.7	0.154	0.5	NA	0.0	0.0	0.00	0.08	0.00	51.3
SouthWest: Malibu Road															
2	T1	All MCs	334	2.0	334	2.0	0.187	0.0	LOS A	0.2	1.2	0.06	0.06	0.06	51.6
3	R2	All MCs	19	0.0	19	0.0	0.187	5.2	LOS A	0.2	1.2	0.06	0.06	0.06	38.1
Approach			353	1.9	353	1.9	0.187	0.3	NA	0.2	1.2	0.06	0.06	0.06	50.4
All Vehicles			693	1.7	693	1.7	0.187	0.6	NA	0.2	1.2	0.06	0.10	0.06	47.2

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Network Data dialog (Override Site Data 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 (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).
Two-Way Sign Control Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

MOVEMENT SUMMARY

Site: 101 [Malibu Rd / Crossover 2 PM 2026 (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.3.210

Network: N101 [PM 2026 (Network Folder: 2026)]

New Site
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
SouthEast: Crossover 2															
4	L2	All MCs	28	0.0	28	0.0	0.089	3.1	LOS A	0.3	2.1	0.45	0.63	0.45	13.7
6	R2	All MCs	45	0.0	45	0.0	0.089	5.2	LOS A	0.3	2.1	0.45	0.63	0.45	13.7
Approach			74	0.0	74	0.0	0.089	4.4	LOS A	0.3	2.1	0.45	0.63	0.45	13.7
NorthEast: Malibu Road															
7	L2	All MCs	97	0.0	97	0.0	0.188	4.0	LOS A	0.0	0.0	0.00	0.16	0.00	41.5
8	T1	All MCs	263	2.0	263	2.0	0.188	0.0	LOS A	0.0	0.0	0.00	0.16	0.00	46.6
Approach			360	1.5	360	1.5	0.188	1.1	NA	0.0	0.0	0.00	0.16	0.00	45.0
SouthWest: Malibu Road															
2	T1	All MCs	295	2.0	295	2.0	0.190	0.0	LOS A	0.4	2.9	0.15	0.17	0.15	41.0
3	R2	All MCs	46	0.0	46	0.0	0.190	5.9	LOS A	0.4	2.9	0.15	0.17	0.15	33.3
Approach			341	1.7	341	1.7	0.190	0.8	NA	0.4	2.9	0.15	0.17	0.15	39.5
All Vehicles			775	1.4	775	1.4	0.190	1.3	NA	0.4	2.9	0.11	0.21	0.11	39.4

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Network Data dialog (Override Site Data 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 (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).
Two-Way Sign Control Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

MOVEMENT SUMMARY

Site: 101 [Malibu Rd / Crossover 2 PM 2036 (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.3.210

Network: N101 [PM 2036 (Network Folder: 2036)]

New Site
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
SouthEast: Crossover 2															
4	L2	All MCs	28	0.0	28	0.0	0.094	3.2	LOS A	0.3	2.3	0.48	0.65	0.48	12.9
6	R2	All MCs	45	0.0	45	0.0	0.094	5.7	LOS A	0.3	2.3	0.48	0.65	0.48	12.9
Approach			74	0.0	74	0.0	0.094	4.7	LOS A	0.3	2.3	0.48	0.65	0.48	12.9
NorthEast: Malibu Road															
7	L2	All MCs	97	0.0	97	0.0	0.202	4.0	LOS A	0.0	0.0	0.00	0.14	0.00	42.0
8	T1	All MCs	291	2.0	291	2.0	0.202	0.0	LOS A	0.0	0.0	0.00	0.14	0.00	47.4
Approach			387	1.5	387	1.5	0.202	1.0	NA	0.0	0.0	0.00	0.14	0.00	45.7
SouthWest: Malibu Road															
2	T1	All MCs	323	2.0	323	2.0	0.205	0.0	LOS A	0.4	3.0	0.15	0.17	0.15	41.1
3	R2	All MCs	46	0.0	46	0.0	0.205	6.3	LOS A	0.4	3.0	0.15	0.17	0.15	33.4
Approach			369	1.7	369	1.7	0.205	0.8	NA	0.4	3.0	0.15	0.17	0.15	39.6
All Vehicles			831	1.5	831	1.5	0.205	1.2	NA	0.4	3.0	0.11	0.20	0.11	39.8

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Network Data dialog (Override Site Data 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 (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).
Two-Way Sign Control Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

MOVEMENT SUMMARY

Site: 101 [Malibu Rd / Crossover 1 AM 2026 (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.3.210

Network: N101 [AM 2026 (Network Folder: 2026)]

New Site
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
SouthEast: Crossover 1															
4	L2	All MCs	13	0.0	13	0.0	0.027	3.0	LOS A	0.1	0.6	0.40	0.56	0.40	14.9
6	R2	All MCs	13	0.0	13	0.0	0.027	4.6	LOS A	0.1	0.6	0.40	0.56	0.40	49.3
Approach			25	0.0	25	0.0	0.027	3.8	LOS A	0.1	0.6	0.40	0.56	0.40	45.2
NorthEast: Malibu Road															
7	L2	All MCs	16	0.0	16	0.0	0.143	5.6	LOS A	0.0	0.0	0.00	0.03	0.00	57.9
8	T1	All MCs	260	2.0	260	2.0	0.143	0.0	LOS A	0.0	0.0	0.00	0.03	0.00	59.3
Approach			276	1.9	276	1.9	0.143	0.4	NA	0.0	0.0	0.00	0.03	0.00	59.2
SouthWest: Malibu Road															
2	T1	All MCs	312	2.0	312	2.0	0.175	0.0	LOS A	0.2	1.1	0.06	0.07	0.06	59.3
3	R2	All MCs	19	0.0	19	0.0	0.175	6.4	LOS A	0.2	1.1	0.06	0.07	0.06	45.9
Approach			331	1.9	331	1.9	0.175	0.4	NA	0.2	1.1	0.06	0.07	0.06	59.2
All Vehicles			632	1.8	632	1.8	0.175	0.5	NA	0.2	1.1	0.05	0.07	0.05	58.8

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Network Data dialog (Override Site Data 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 (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).
Two-Way Sign Control Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

MOVEMENT SUMMARY

Site: 101 [Malibu Rd / Crossover 1 AM 2036 (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.3.210

Network: N101 [AM 2036 (Network Folder: 2036)]

New Site
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
SouthEast: Crossover 1															
4	L2	All MCs	13	0.0	13	0.0	0.029	3.1	LOS A	0.1	0.7	0.43	0.57	0.43	14.2
6	R2	All MCs	13	0.0	13	0.0	0.029	5.0	LOS A	0.1	0.7	0.43	0.57	0.43	49.0
Approach			25	0.0	25	0.0	0.029	4.0	LOS A	0.1	0.7	0.43	0.57	0.43	44.7
NorthEast: Malibu Road															
7	L2	All MCs	16	0.0	16	0.0	0.155	5.6	LOS A	0.0	0.0	0.00	0.03	0.00	58.0
8	T1	All MCs	284	2.0	284	2.0	0.155	0.0	LOS A	0.0	0.0	0.00	0.03	0.00	59.4
Approach			300	1.9	300	1.9	0.155	0.3	NA	0.0	0.0	0.00	0.03	0.00	59.3
SouthWest: Malibu Road															
2	T1	All MCs	342	2.0	342	2.0	0.191	0.0	LOS A	0.2	1.2	0.05	0.07	0.05	59.4
3	R2	All MCs	19	0.0	19	0.0	0.191	6.8	LOS A	0.2	1.2	0.05	0.07	0.05	46.1
Approach			361	1.9	361	1.9	0.191	0.4	NA	0.2	1.2	0.05	0.07	0.05	59.2
All Vehicles			686	1.8	686	1.8	0.191	0.5	NA	0.2	1.2	0.04	0.07	0.04	58.9

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Network Data dialog (Override Site Data 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 (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).
Two-Way Sign Control Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

MOVEMENT SUMMARY

Site: 101 [Malibu Rd / Crossover 1 PM 2026 (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.3.210

Network: N101 [PM 2026 (Network Folder: 2026)]

New Site
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
SouthEast: Crossover 1															
4	L2	All MCs	14	0.0	14	0.0	0.031	3.3	LOS A	0.1	0.7	0.45	0.60	0.45	13.7
6	R2	All MCs	13	0.0	13	0.0	0.031	5.2	LOS A	0.1	0.7	0.45	0.60	0.45	48.7
Approach			26	0.0	26	0.0	0.031	4.3	LOS A	0.1	0.7	0.45	0.60	0.45	44.0
NorthEast: Malibu Road															
7	L2	All MCs	11	0.0	11	0.0	0.185	5.6	LOS A	0.0	0.0	0.00	0.02	0.00	58.2
8	T1	All MCs	347	2.0	347	2.0	0.185	0.0	LOS A	0.0	0.0	0.00	0.02	0.00	59.6
Approach			358	1.9	358	1.9	0.185	0.2	NA	0.0	0.0	0.00	0.02	0.00	59.5
SouthWest: Malibu Road															
2	T1	All MCs	327	2.0	327	2.0	0.179	0.0	LOS A	0.1	0.8	0.04	0.05	0.04	59.5
3	R2	All MCs	13	0.0	13	0.0	0.179	7.5	LOS A	0.1	0.8	0.04	0.05	0.04	46.8
Approach			340	1.9	340	1.9	0.179	0.3	NA	0.1	0.8	0.04	0.05	0.04	59.4
All Vehicles			724	1.9	724	1.9	0.185	0.4	NA	0.1	0.8	0.04	0.06	0.04	59.1

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Network Data dialog (Override Site Data 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 (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).
Two-Way Sign Control Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

MOVEMENT SUMMARY

Site: 101 [Malibu Rd / Crossover 1 PM 2036 (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.3.210

Network: N101 [PM 2036 (Network Folder: 2036)]

New Site
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
SouthEast: Crossover 1															
4	L2	All MCs	14	0.0	14	0.0	0.033	3.5	LOS A	0.1	0.8	0.47	0.62	0.47	13.1
6	R2	All MCs	13	0.0	13	0.0	0.033	5.7	LOS A	0.1	0.8	0.47	0.62	0.47	48.3
Approach			26	0.0	26	0.0	0.033	4.5	LOS A	0.1	0.8	0.47	0.62	0.47	43.4
NorthEast: Malibu Road															
7	L2	All MCs	11	0.0	11	0.0	0.199	5.6	LOS A	0.0	0.0	0.00	0.02	0.00	58.2
8	T1	All MCs	374	2.0	374	2.0	0.199	0.1	LOS A	0.0	0.0	0.00	0.02	0.00	59.6
Approach			384	1.9	384	1.9	0.199	0.2	NA	0.0	0.0	0.00	0.02	0.00	59.6
SouthWest: Malibu Road															
2	T1	All MCs	356	2.0	356	2.0	0.194	0.0	LOS A	0.1	0.9	0.04	0.05	0.04	59.5
3	R2	All MCs	13	0.0	13	0.0	0.194	8.0	LOS A	0.1	0.9	0.04	0.05	0.04	46.8
Approach			368	1.9	368	1.9	0.194	0.3	NA	0.1	0.9	0.04	0.05	0.04	59.4
All Vehicles			779	1.9	779	1.9	0.199	0.4	NA	0.1	0.9	0.04	0.05	0.04	59.1

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Network Data dialog (Override Site Data 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 (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).
Two-Way Sign Control Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

Appendix C

TURN PATH ANALYSIS

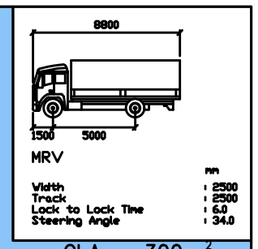
Malibu Road

UNIT 1
GYMNASIUM
GLA = 300m²
FL = 4.66 (TBC)

UNIT 4
CAFE
GLA = 100m²
FL = 5.05 (TBC)

UNIT 5
SHOP
GLA = 97m²
FL = 5.05 (TBC)

UNIT 6
SHOP
GLA = 97m²
FL = 5.05 (TBC)



Malibu Road

UNIT 1
GYMNASIUM
GLA = 300m²
FL = 4.66 (TBC)

UNIT 4
CAFE
GLA = 100m²
FL = 5.05 (TBC)

UNIT 5
SHOP
GLA = 97m²
FL = 5.05 (TBC)

UNIT 6
SHOP
GLA = 97m²
FL = 5.05 (TBC)

Lot 10 Safety Bay Road, Safety Bay

8.8m Service Vehicle

Service vehicle entry/exit crossover 2

LEGEND

Vehicle Body

Wheel Path

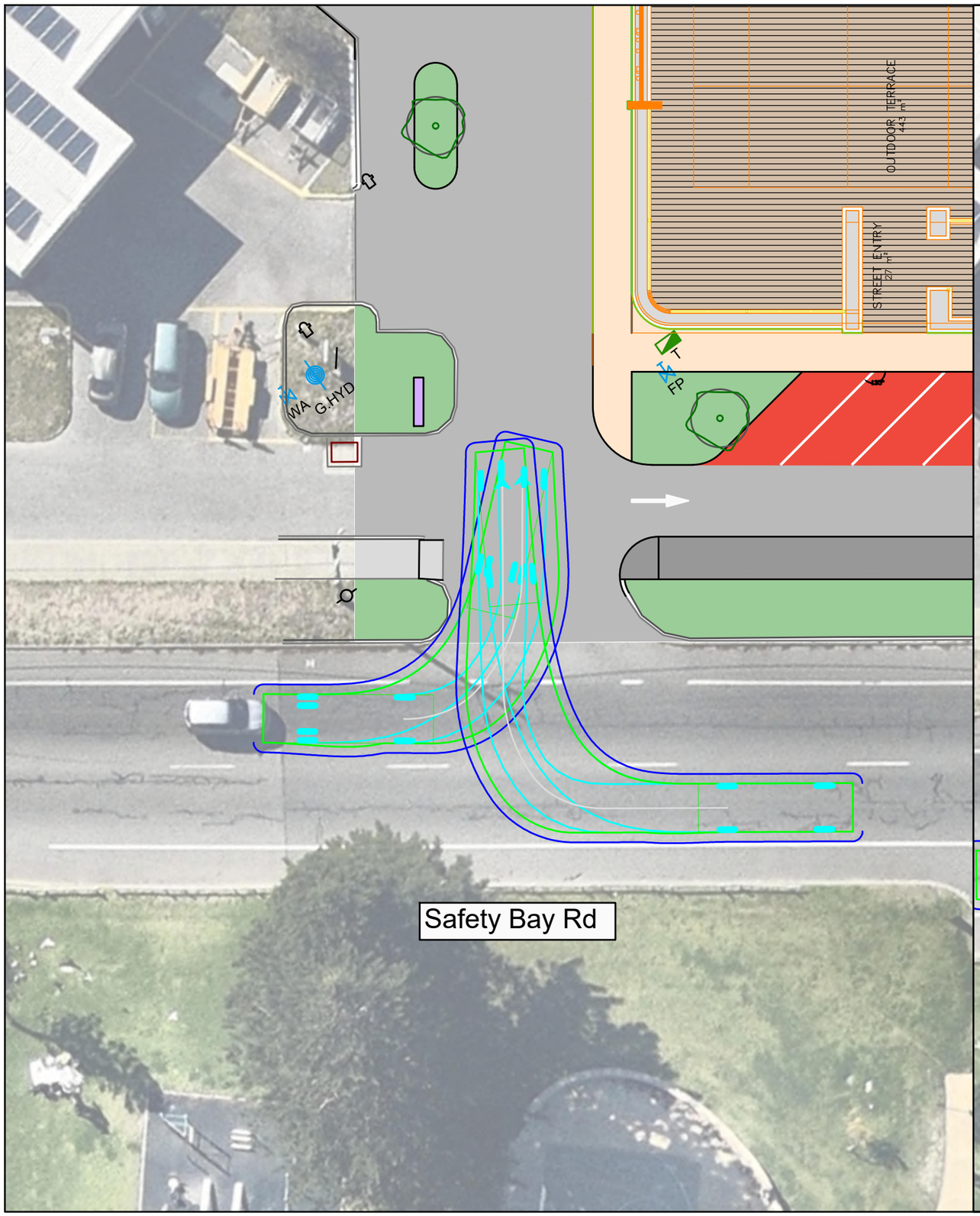
500mm Clearance

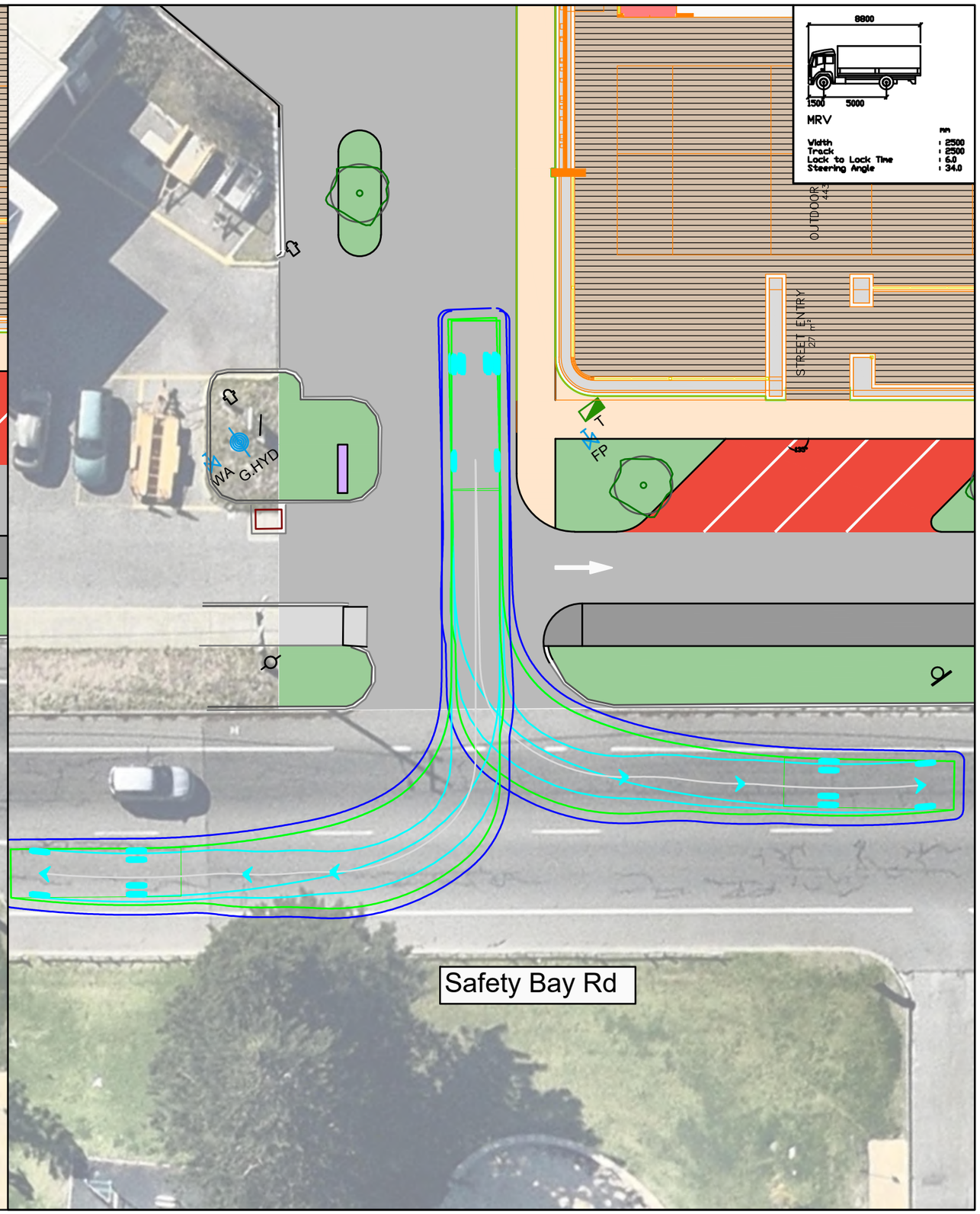
t23.049.sk15

26/6/2023

Scale: 1:200 @ A3

transcore





Lot 10 Safety Bay Road, Safety Bay

8.8m Service Vehicle

Service vehicle entry/exit crossover 4

LEGEND

Vehicle Body

Wheel Path

500mm Clearance

t23.049.sk16

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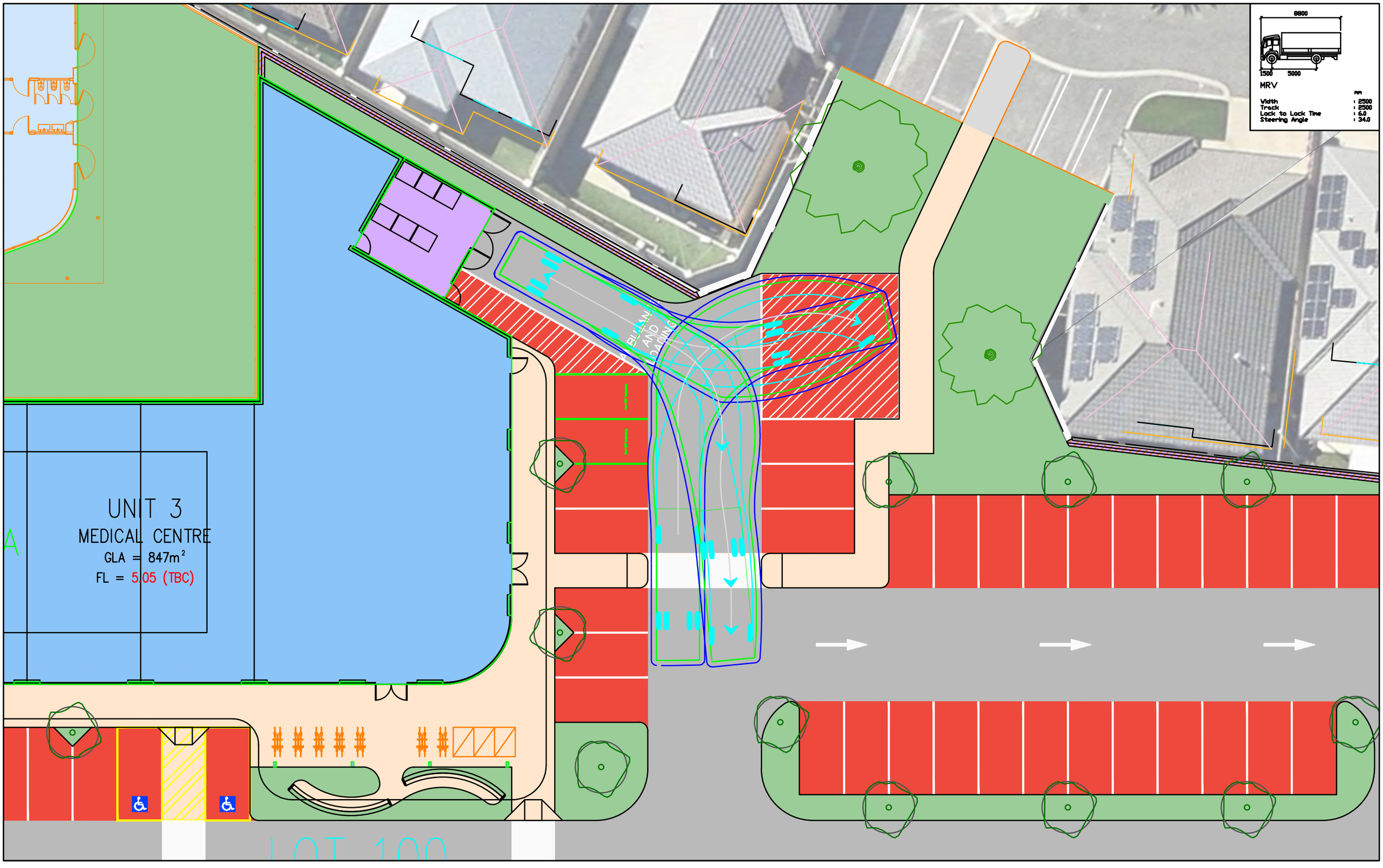
transcore



Lot 10 Safety Bay Road, Safety Bay

8.8m Service Vehicle

Service vehicle entry/exit unit 3 loading yard

LEGEND

Vehicle Body

Wheel Path

500mm Clearance

t23.049.sk17

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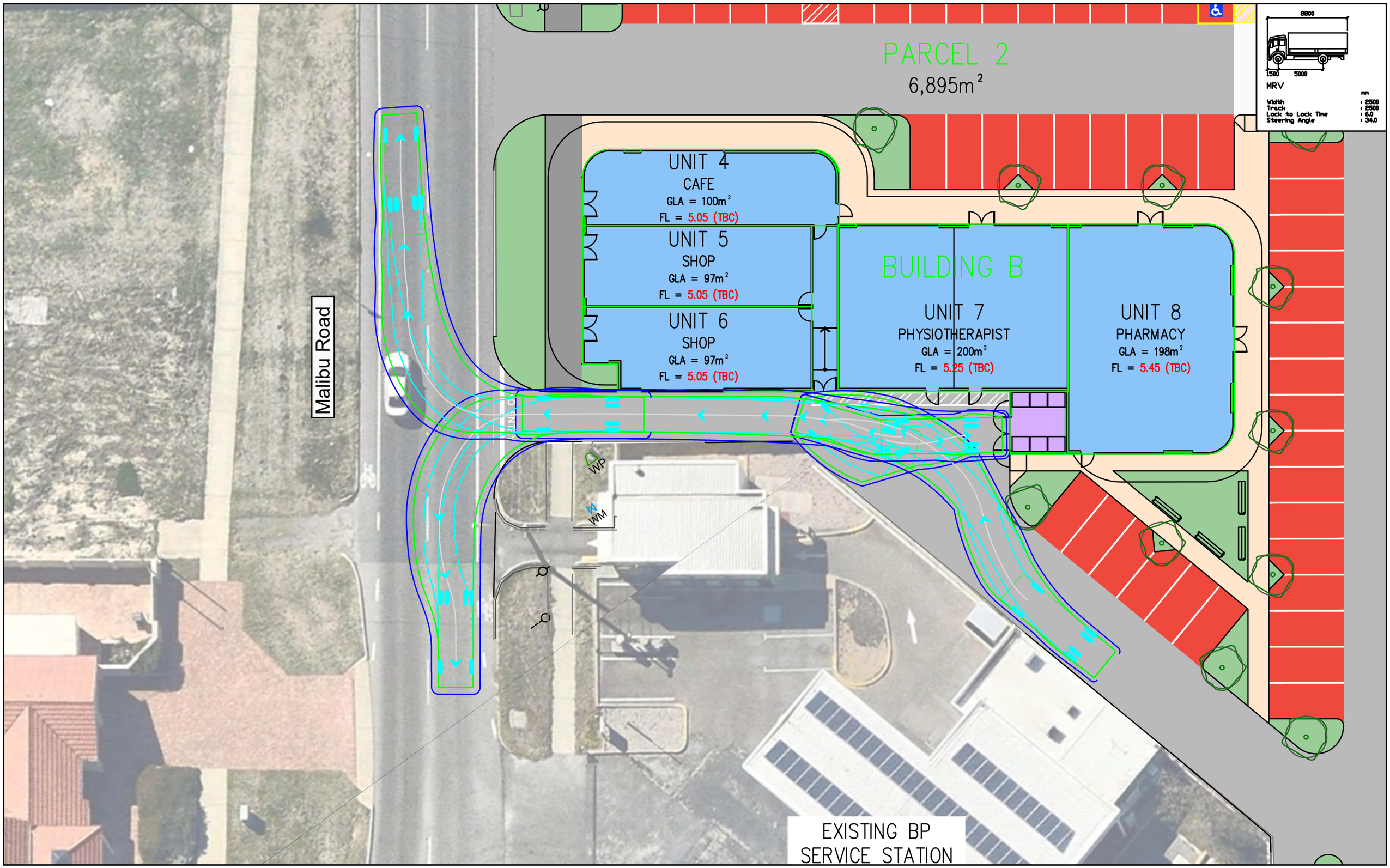
Scale: 1:200 @ A3

transcore



Lot 10 Safety Bay Road, Safety Bay

8.8m Service Vehicle

Service vehicle entry/exit building B loading yard

LEGEND

Vehicle Body

Wheel Path

500mm Clearance

t23.049.sk18

26/6/2023

Scale: 1:250 @ A3

transcore

ENTRE
7m²
(TBC)

LOT 100

1.313 ha

8800
1500
5000
MRV
mm
Width : 2500
Track : 2500
Lock to Lock Time : 6.0
Steering Angle : 34.0

KIDS PLAY AREA 52 m²
OFFICE 15 m²
LOCKERS
WC
WC
UAT
CLEANER 8 m²
LOADING 69 m²
SERVICES 11 m²
BINS 11 m²
SPIRITS STORE 10 m²
DRY STORE 10 m²
KEG STORE 19 m²
KITCHEN 59 m²
ENTRY
DN

Lot 10 Safety Bay Road, Safety Bay

8.8m Service Vehicle

Service vehicle entry/exit tavern loading area

LEGEND

Vehicle Body

Wheel Path

500mm Clearance

t23.049.sk19

26/6/2023

Scale: 1:200 @ A3

transcore

Malibu Road

Malibu Road

8800

1500 5000

MRV

	mm
Width	: 2500
Track	: 2500
Lock to Lock Time	: 6.0
Steering Angle	: 34.0

Lot 10 Safety Bay Road, Safety Bay

8.8m Service Vehicle

Service vehicle entry/exit childcare centre

LEGEND

Vehicle Body

Wheel Path

500mm Clearance

t23.049.sk20

26/6/2023

Scale: 1:250 @ A3

transcore

Appendix 4:
Environmental Noise Assessment

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Environmental Noise Assessment - Childcare Centre and Tavern

Lot 100 Safety Bay Road, Safety Bay

Reference: 23037938-01

Prepared for:
Braykell Two Pty Ltd

Reference: 23037938-01

Lloyd George Acoustics Pty Ltd
ABN: 79 125 812 544

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This report has been prepared in accordance with the scope of services described in the contract or agreement between Lloyd George Acoustics Pty Ltd and the Client. The report relies upon data, surveys, measurements and results taken at or under the particular times and conditions specified herein. Any findings, conclusions or recommendations only apply to the aforementioned circumstances and no greater reliance should be assumed or drawn by the Client. Furthermore, the report has been prepared solely for use by the Client, and Lloyd George Acoustics Pty Ltd accepts no responsibility for its use by other parties.

Date	Rev	Description	Author	Verified
11-Aug-23	0	Issued to Client	Matt Nolan	Matt Moyle

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EXECUTIVE SUMMARY

Lloyd George Acoustics was engaged by Braykell Two Pty Ltd to undertake a noise assessment for a proposed childcare centre (CCC), tavern and multiple commercial buildings to be located at Lot 100 Safety Bay Road, Safety Bay. This report considered noise emissions from the proposed childcare centre and tavern to surrounding properties by way of noise modelling of child play at the CCC, mechanical services, tavern music and patrons, deliveries in the tavern loading bay and closing car doors.

The predicted noise from all children playing outside, deliveries in the tavern loading bay and car door closings are compliant provided the walls shown on the DA Plans are constructed. Mechanical plant noise was calculated to marginally exceed at nearby first floor residences, although it is predicted that compliance can be practicably achieved in detailed design once the mechanical plant has been designed and selected. This should be further reviewed to ensure compliance prior to Building Permit.

Noise from the tavern showed compliance at existing receivers during the most critical night-period, between 10pm to 7am, provided the windows and roof are closed and only background music is played. When the windows, doors and roof are open, compliance can be achieved during the day period, 7am-7pm Monday to Saturday.

Exceedances were predicted from mechanical plant, car doors and the tavern at a proposed future residential receiver on Parcel 4 located directly above the tavern. Therefore, notifications on the title of Parcel 4 will be required that includes upgraded glazing and other treatments to ensure suitable internal noise levels.

1. INTRODUCTION

Lloyd George Acoustics was engaged by Braykell Two Pty Ltd to undertake an environmental noise assessment for a proposed childcare centre (CCC) and tavern to be located at Lot 100 Safety Bay Road, Safety Bay (refer *Figure* 1-1) with the site plan shown in *Figure 1-2* and full Development Application (DA) plans provided in *Appendix A*. The site will also include construction of multiple commercial buildings. The purpose of this report is to consider noise emissions from the proposed childcare centre and tavern to surrounding properties.

Figure 1-1: Subject Site Location (Source: DPLH PlanWA)

The proposed childcare centre will be open Monday to Friday, 6.30am to 6.30pm and consist of the following:

- Five internal teaching spaces capable of accommodating up to 82 children, grouped as follows:
  - Group 1: 12 places for children aged 0-2 years;
  - Group 2: 15 places for children aged 2-3 years;
  - Group 3: 5 places for children aged 2-3 years and 10 places for children aged 3+ years;
  - Group 4 & 5: 20 places for children aged 3+ years, in each group;
- Outdoor play areas (not used prior to 7.00am), grouped as follows:
  - Area 1: 12 places for children aged 0-2 years;
  - Area 2: 20 places for children aged 2-3 years and 10 places for children aged 3+ years;
  - Area 3: 40 places for children aged 3+ years;
- Amenities and associated mechanical plant such as:
  - Kitchen exhaust fan assumed to be located on roof above;
  - Various exhaust fans (toilets, laundry) assumed to be located on the roof above;
  - Air-conditioning (AC) plant, assumed to located on the roof as shown on the DA Plans;
- Car parking on the north side of the lot.

The tavern is predicted to have an overall capacity of 1000 patrons, with opening hours as follows:

- Monday to Wednesday, 10.00am to 10.00pm;
- Thursday to Saturday, 10.00am to 1.00am; and
- Sunday, 8.00am to 10.00pm.

Mechanical services from the tavern have been assumed to consist of the following located on the roof:

- AC plant;
- Kitchen/toilet exhaust fans; and
- Refrigeration plant.

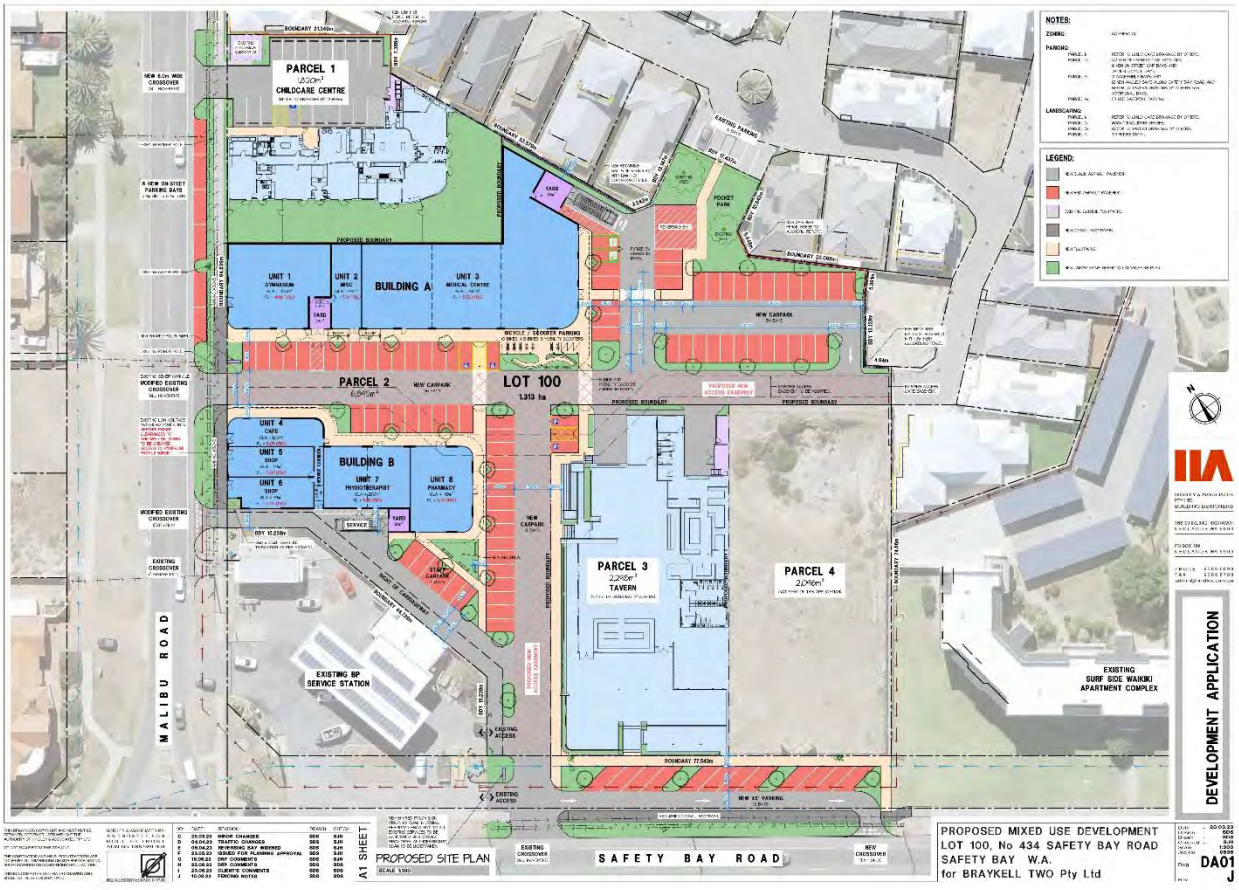

Figure 1-2: Proposed Site Plan

With regard to noise emissions, consideration is given to noise from child play at the CCC, mechanical services, tavern music and patrons, deliveries in the tavern loading bay and closing car doors at neighbouring properties, against the prescribed standards of the *Environmental Protection (Noise) Regulations 1997*.

Appendix C contains a description of some of the terminology used throughout this report.

2. CRITERIA

Environmental noise in Western Australia is governed by the *Environmental Protection Act 1986*, through the *Environmental Protection (Noise) Regulations 1997* (the Regulations).

2.1. Regulations 7, 8 & 9

This group of regulations defines the prescribed standard for noise emissions applicable to child play, mechanical services and car door closing as follows:

*"**7. Prescribed standard for noise emissions***

(1) Noise emitted from any premises or public place when received at other premises –

(a) must not cause, or significantly contribute to, a level of noise which exceeds the assigned level in respect of noise received at premises of that kind; and

(b) must be free of –

(i) tonality; and

(ii) impulsiveness; and

(iii) modulation,

when assessed under regulation 9.

(2) For the purposes of subregulation (1)(a), a noise emission is taken to significantly contribute to a level of noise if the noise emission … exceeds a value which is 5 dB below the assigned level at the point of reception."

Tonality, impulsiveness and modulation are defined in regulation 9 (refer *Appendix C*). Under regulation 9(3), *"Noise is taken to be free of the characteristics of tonality, impulsiveness and modulation if -*

(a) the characteristics cannot be reasonably and practicably removed by techniques other than attenuating the overall level of noise emission; and

(b) the noise emission complies with the standard prescribed under regulation 7(1)(a) after the adjustments in the table [Table 2-1] … are made to the noise emission as measured at the point of reception."

Table 2-1 Adjustments Where Characteristics Cannot Be Removed

Where Noise Emission is Not Music*			Where Noise Emission is Music	
Tonality	Modulation	Impulsiveness	No Impulsiveness	Impulsiveness
+ 5 dB	+ 5 dB	+ 10 dB	+ 10 dB	+ 15 dB

* These adjustments are cumulative to a maximum of 15 dB.

The assigned levels (prescribed standards) for all premises are specified in regulation 8(3) and are shown in *Table 2-2*. The L_{A10} assigned level is applicable to noises present for more than 10% of a representative assessment period, generally applicable to "steady-state" noise sources. The L_{A1} is for short-term noise sources present for less than 10% and more than 1% of the time. The L_{Amax} assigned level is applicable for incidental noise sources, present for less than 1% of the time.

Table 2-2 Baseline Assigned Levels

Premises Receiving Noise	Time Of Day	Assigned Level (dB)		
		L_{A10}	L_{A1}	L_{Amax}
Noise sensitive premises: highly sensitive area[1]	0700 to 1900 hours Monday to Saturday (Day)	45 + influencing factor	55 + influencing factor	65 + influencing factor
	0900 to 1900 hours Sunday and public holidays (Sunday)	40 + influencing factor	50 + influencing factor	65 + influencing factor
	1900 to 2200 hours all days (Evening)	40 + influencing factor	50 + influencing factor	55 + influencing factor
	2200 hours on any day to 0700 hours Monday to Saturday and 0900 hours Sunday and public holidays (Night)	35 + influencing factor	45 + influencing factor	55 + influencing factor
Noise sensitive premises: any area other than highly sensitive area	All hours	60	75	80
Commercial Premises	All hours	60	75	80
Industrial and Utility Premises	All hours	65	80	90

1. ***highly sensitive area*** means that area (if any) of noise sensitive premises comprising —
   (a) a building, or a part of a building, on the premises that is used for a noise sensitive purpose; and
   (b) any other part of the premises within 15 metres of that building or that part of the building.

The influencing factor (IF), in relation to noise received at noise sensitive premises, has been calculated as between 2-5 dB, as determined in *Appendix B*. *Table 2-3* shows the assigned levels including the influencing factor and transport factor at the receiving locations.

Table 2-3 Assigned Levels

Premises Receiving Noise	Time Of Day	Assigned Level (dB)		
		L_{A10}	L_{A1}	L_{Amax}
+5 dB IF (Northwest) Noise sensitive premises: highly sensitive area[1]	0700 to 1900 hours Monday to Saturday (Day)	50	60	70
	0900 to 1900 hours Sunday and public holidays (Sunday)	45	55	70
	1900 to 2200 hours all days (Evening)	45	55	60
	2200 hours on any day to 0700 hours Monday to Saturday and 0900 hours Sunday and public holidays (Night)	40	50	60
+4 dB IF (North) Noise sensitive premises: highly sensitive area[1]	0700 to 1900 hours Monday to Saturday (Day)	49	59	69
	0900 to 1900 hours Sunday and public holidays (Sunday)	44	54	69
	1900 to 2200 hours all days (Evening)	44	54	59
	2200 hours on any day to 0700 hours Monday to Saturday and 0900 hours Sunday and public holidays (Night)	39	49	59
+2 dB IF (Northeast) Noise sensitive premises: highly sensitive area[1]	0700 to 1900 hours Monday to Saturday (Day)	47	57	67
	0900 to 1900 hours Sunday and public holidays (Sunday)	42	52	67
	1900 to 2200 hours all days (Evening)	42	52	57
	2200 hours on any day to 0700 hours Monday to Saturday and 0900 hours Sunday and public holidays (Night)	37	47	57
+4 dB IF (Southeast) Noise sensitive premises: highly sensitive area[1]	0700 to 1900 hours Monday to Saturday (Day)	49	59	69
	0900 to 1900 hours Sunday and public holidays (Sunday)	44	54	69
	1900 to 2200 hours all days (Evening)	44	54	59
	2200 hours on any day to 0700 hours Monday to Saturday and 0900 hours Sunday and public holidays (Night)	39	49	59
Commercial Premises	All hours	60	75	80

It must be noted the assigned levels above apply outside the receiving premises and at a point at least 3 metres away from any substantial reflecting surfaces. Where this was not possible to be achieved due to the close proximity of existing buildings and/or fences, the noise emissions were assessed at a point within 1 metre from building facades and a -2 dB adjustment was made to the predicted noise levels to account for reflected noise.

The assigned levels are statistical levels and therefore the period over which they are determined is important. The Regulations define the Representative Assessment Period (RAP) as "*a period of time of not less than 15 minutes, and not exceeding 4 hours*, *determined by* an *inspector* or *authorised person to be appropriate for the assessment of a noise emission, having regard to the type and nature of the noise emission"*. An inspector or authorised person is a person appointed under Sections 87 & 88 of the *Environmental Protection Act 1986* and include Local Government Environmental Health Officers and Officers from the Department of Water Environmental Regulation. Acoustic consultants or other environmental consultants are not appointed as an inspector or authorised person. Therefore, whilst this assessment is based on a 4-hour RAP, which is assumed to be appropriate given the nature of the operations, this is to be used for guidance only.

2.2. Regulation 3

"3. Regulations do not apply to certain noise emissions

(1) Nothing in these regulations applies to the following noise emissions –

(a) Noise emissions from the propulsion and braking systems of motor vehicles operating on a road;"

The car park is considered a road and therefore vehicle noise (propulsion and braking) is not assessed. Noise from vehicle car doors and refrigeration units on trucks however are assessed, since these are not part of the propulsion or braking system.

2.3. Regulation 14A

"14A. Waste Collection and Other Works

(2) Regulation 7 does not apply to noise emitted in the course of carrying out class 1 works if –

(a) The works are carried out in the quietest reasonable and practicable manner; and

(b) The equipment used to carry out the works is the quietest reasonably available;

class 1 works means specified works carried out between -

(a) 0700 hours and 1900 hours on any day that is not a Sunday or a public holiday; or

(b) 0900 hours and 1900 hours on a Sunday or public holiday.

specified works means -

(a) The collection of waste; or

(b) The cleaning of a road or the drains for a road; or

(c) The cleaning of public places, including footpaths, cycle paths, car parks and beaches;"

In the case where specified works are to be carried out outside of class 1, a noise management plan is to be prepared and approved by the CEO.

3. METHODOLOGY

Computer modelling has been used to predict the noise emissions from the development to all nearby receivers. The software used was *SoundPLAN 8.2* with the ISO 9613 algorithms (ISO 17534-3 improved method) selected, as they include the influence of wind and are considered appropriate given the relatively short source to receiver distances. Input data required in the model are listed below and discussed in *Section 3.1* to *Section 3.4*:

- Meteorological Information;
- Topographical data;
- Ground Absorption; and
- Source sound power levels.

3.1. Meteorological Conditions

Meteorological information utilised is provided in *Table 3-1* and is considered to represent worst-case conditions for noise propagation. At wind speeds greater than those shown, sound propagation may be further enhanced, however background noise from the wind itself and from local vegetation is likely to be elevated and dominate the ambient noise levels.

Table 3-1: Modelling Meteorological Conditions

Parameter	Day (7.00am to 7.00pm)	Night (7.00pm to 7.00am)
Temperature (°C)	20	15
Humidity (%)	50	50
Wind Speed (m/s)	Up to 5	Up to 5
Wind Direction*	All	All

* The modelling package allows for all wind directions to be modelled simultaneously.

Alternatives to the above default conditions can be used where one year of weather data is available and the analysis considers the worst 2% of the day and night for the month of the year in which the worst-case weather conditions prevail (source: *Draft Guideline on Environmental Noise for Prescribed Premises*, May 2016). In most cases, the default conditions occur for more than 2% of the time and therefore must be satisfied.

3.2. Topographical Data

Topographical data was adapted from publicly available information (e.g. *Google*) in the form of spot heights and combined with the site plan.

Surrounding existing buildings were also incorporated in the noise model, as these can provide noise shielding as well as reflection paths. Single storey buildings are modelled with a height of 3.5-metres and any double storey buildings identified assumed to be 7.0-metres in height with receivers 1.4-metres above floor level.

A multi-storey commercial/residential building may be constructed on Parcel 4 in the future. Therefore, a six storey, 19-metre-high building has been included in the model at this location as a conservative assumption.

The fences were incorporated in the noise model as per the *Appendix A* plans. This includes fencing on the north side of the child play area at 2.4-metres high. It also includes an outdoor atelier covering a section of the play area to the north. Fencing around the car park is up to 2.4 metres high in one section due to car door noise. All this fencing is to be solid, free of any gaps and of minimum surface mass 8 kg/m^2. Such material can be brick, limestone, concrete with double sheeted *Colorbond* also permissible. For areas where visual permeability is required, sound-rated plexiglass can be used.

The remaining fences surrounding the lot have been modelled at a minimum of 1.8 metres high.

Figure 3-1 shows a 2D overview of the noise model with the location of all relevant receivers identified. Pink dots represent point sources in the noise model (car doors, mechanical plant) with the pink polygon representing child play. *Figure 3-2* shows an overview of the fences with floors plans of the CCC and tavern in *Figure 3-3* and *Figure 3-4*.

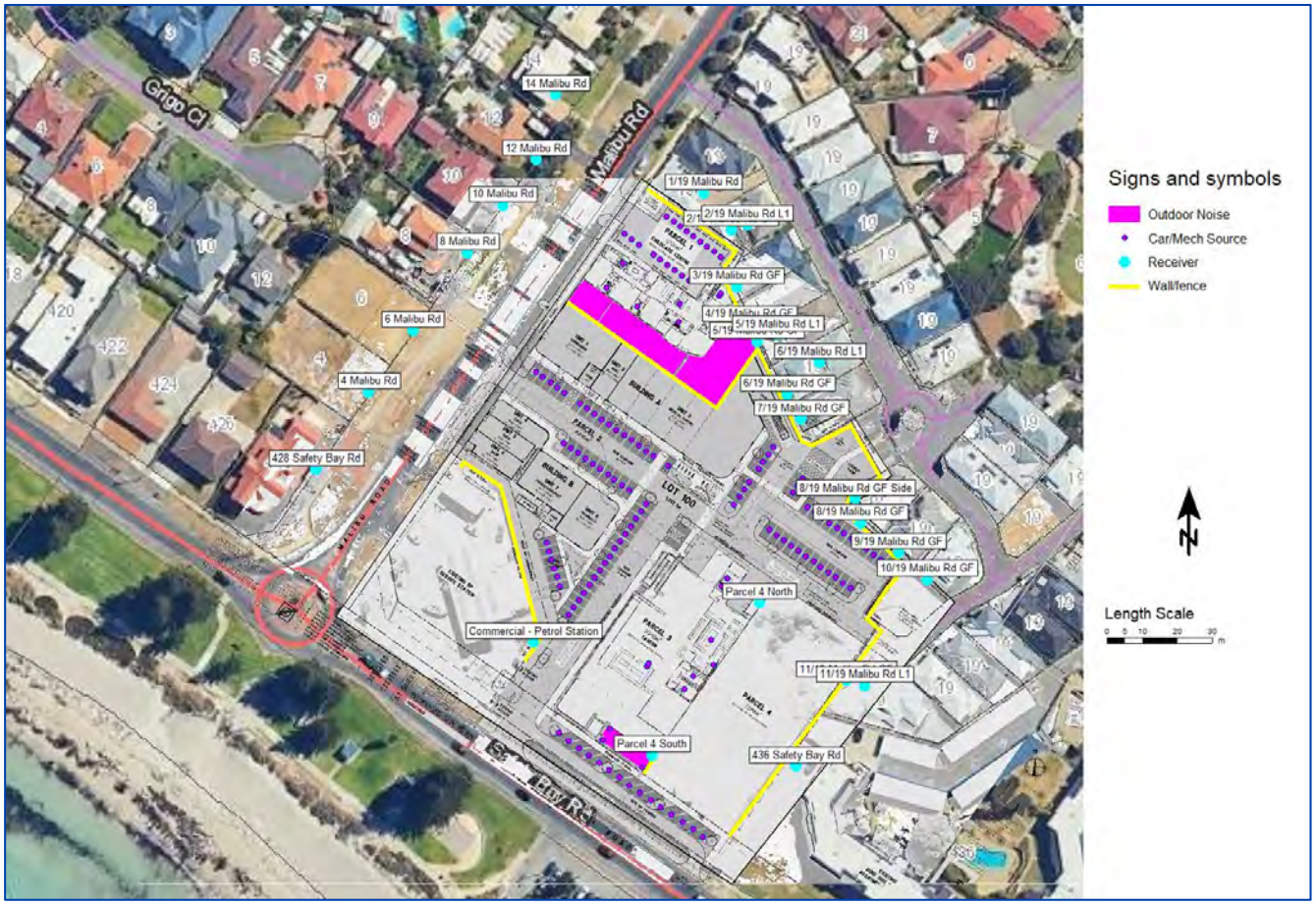

Figure 3-1: Overview of Noise Model

Figure 3-2: Overview of Fences

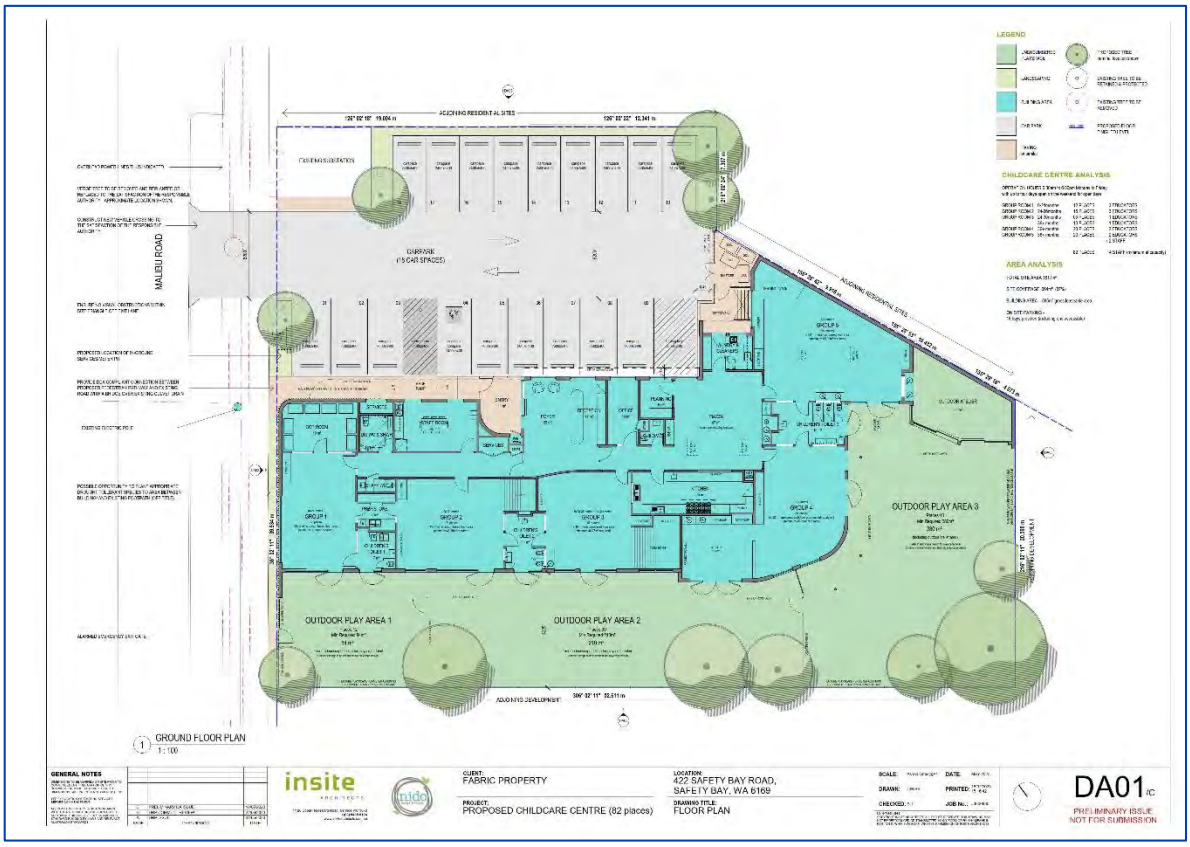

Figure 3-3: CCC Floor Plan

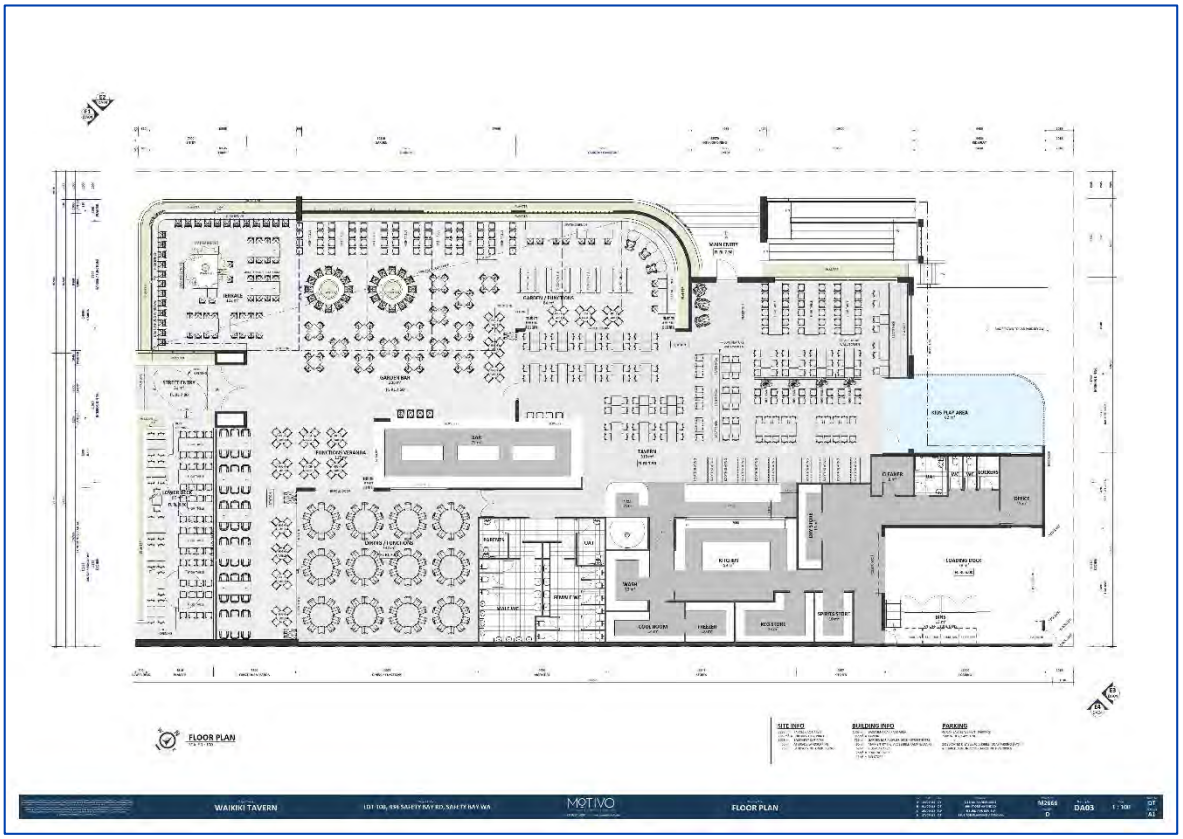

Figure 3-4: Tavern Floor Plan

3.3. Ground Absorption

The ground absorption has been assumed to be 0.1 (0%) for the roads, 0.5 (50%) outside of the roads and 1.0 (100%) for the play/grassed areas, noting that 0.0 represents hard reflective surfaces such as water and 1.0 represents absorptive surfaces such as grass.

3.4. Source Sound Levels

The source sound power levels used in the modelling are provided in *Table 3-2*.

Table 3-2: Source Sound Power Levels, dB

Description	Octave Band Centre Frequency (Hz)								Overall dB(A)
	63	125	250	500	1k	2k	4k	8k	
Babies Play Aged 0-2 Years (10 kids), L_{10}	54	60	66	72	74	71	67	64	**78**
Toddler Play Aged 2-3 Years (10 kids), L_{10}	61	67	73	79	81	78	74	70	**85**
Kindy Play Aged 3+ Years (10 kids), L_{10}	64	70	75	81	83	80	76	72	**87**
AC Plant, double fan unit (each), L_{10}	72	74	68	69	63	61	53	47	**70**
General Exhaust Fans (each), L_{10}	60	65	62	63	60	61	56	53	**67**
Kitchen Exhaust Fan, L_{10}	50	64	61	70	69	66	62	50	**73**
Closing Car Door (each), L_{max}	71	74	77	81	80	78	72	61	**84**
Tavern Patrons Internal Area - 930	82	93	97	99	91	89	86	75	**99**
Tavern Internal Speaker x 15 (each)	66	70	67	72	72	70	62	51	**76**
Tavern Patrons Outdoor Area - 70	72	83	87	89	81	79	76	65	**89**
Tavern Outdoor Speaker x 4 (each)	66	70	67	72	72	70	62	51	**76**
Refrigerated Truck Delivery, L_{A1}	100	91	87	88	83	81	79	75	**90**
Cool Room Refrigeration	87	86	89	85	81	77	73	-	**87**

The following is noted in relation to *Table 3-2*:

- Child play source levels are based on *Guideline for Childcare Centre Acoustic Assessments Version 3.0* produced by the Association of Australasian Acoustical Consultants (AAAC) published September 2020. Where the number of children for individual play areas is specified in the plans, these have been adjusted from the reference source levels using appropriate acoustical calculations. Outdoor child play was modelled as area sources at 1.0-metre above ground level. The sound power levels used in the model were scaled as follows:
  - Area 1:
    - 12 children aged 0-2 years = 78 dB(A);
  - Area 2:

  - 20 children aged 2-3 years = 88 dB(A);
  - 10 children aged 3+ years = 87 dB(A);
- Area 3:
  - 40 children aged 3+ years = 93 dB(A);

- Based on the AAAC Guideline V3.0, source sound power levels for AC condensing units were assumed. Medium sized (double fan) outdoor units were deemed appropriate with two (2) modelled as point sources on the CCC roof and another two on the tavern roof.
- Five (5) exhaust fans (toilets and laundry) and one kitchen exhaust fan were assumed for the CCC. Another four (4) exhaust fans were included for the tavern. The tavern also included a refrigeration condensing unit for a cool room/freezer. All were modelled as point sources approximately 0.5 metres above roof level and above the area serviced. At this stage, no plant rooms or enclosures are included in the modelling.
- Car doors closing were modelled as a point source 1.0-metre above ground level. Since noise from a car door closing is a short term event, only the L_{Amax} level is applicable for assessment.
- A total of 1000 patrons total are modelled at 1.5m above ground level, with the worst case including 70 of these patrons in the outdoor area. Each patron is assumed to have a sound power level of 75 dB(A), with 1 in 3 of patrons talking simultaneously outdoors and 1 in 4 patrons talking simultaneously inside. It is noted that patron noise can be highly variable depending on the number of patrons, background noise level, alcohol consumption and the like;
- Speaker sound levels represent background type music only as defined in VCAT decision (*Ref: B2/2005 Whiting v Hosier Bar Pty Ltd*) and reproduced in the Liquor Control Reform Act of Victoria as "a background level requires that music be played at a level enabling normal voice conversation at a distance of 600mm."
- The refrigerated delivery truck condenser unit is modelled at 2.3m above ground level in the Tavern Loading Dock. The Tavern Loading Dock includes a roof and roller door.

3.5. Building Construction

As all the construction details of the tavern are not currently known at this stage, the following assumptions form the basis of the assessment:

- Windows, external doors and operable roofing to achieve $R_w + C_{tr}$ 27 performance (likely achievable using 6mm thick glass);
- Roof and ceiling to achieve R_w 43 performance (likely achievable with metal deck roof, 13mm thick sound-rated plasterboard with insulation above);
- Underside of ceiling to incorporate acoustic absorption to minimum 50% of ceiling with an NRC ≥ 0.70;
- Operable roof over a section of the tavern;
- Permanent roof over the loading dock with a roller door.

4. RESULTS AND ASSESSMENT

4.1. Outdoor Child Play Noise

The childcare development will host up to 82 children. It is noted play time is generally staggered and therefore not all children would be playing outside at once for extended periods of time. However, noise levels were conservatively predicted for all children playing simultaneously, as a worst-case scenario with the results provided and assessed in *Table 4-1*. The critical assigned level is during the day, as whilst the childcare centre will open at 6.30am, child play will not commence until after 7.00am. Noise from child play is not considered to contain annoying characteristics within the definition of the Regulations and therefore no adjustments are made to the predicted noise levels. A noise contour plot is also provided in *Figure 4-1* showing noise levels at ground floor.

Table 4-1: Child Play Noise Predicted Levels and Assessment, dB L_{A10}

Receiver	Babies (0-2 yo)	Toddler (2-3 yo)	Kindy (3+ yo)	Total	Assigned Level	Assessment
8/19 Malibu Rd	6	16	23	24	**47**	*Complies*
8/19 Malibu Rd Side	7	17	25	26	**47**	*Complies*
9/19 Malibu Rd	8	16	22	23	**47**	*Complies*
10/19 Malibu Rd	10	16	22	23	**47**	*Complies*
10/19 Malibu Rd L1	12	17	22	23	**47**	*Complies*
1/19 Malibu Rd	15	27	34	35	**49**	*Complies*
2/19 Malibu Rd	19	29	36	37	**49**	*Complies*
2/19 Malibu Rd L1	24	34	42	43	**49**	*Complies*
3/19 Malibu Rd	16	28	36	37	**49**	*Complies*
4/19 Malibu Rd	14	28	41	42	**49**	*Complies*
5/19 Malibu Rd	16	28	41	42	**49**	*Complies*
5/19 Malibu Rd L1	26	40	48	49	**49**	*Complies*
6/19 Malibu Rd	10	22	31	32	**49**	*Complies*
6/19 Malibu Rd L1	22	31	40	41	**49**	*Complies*
7/19 Malibu Rd	12	22	30	31	**49**	*Complies*
10 Malibu Rd	38	43	44	47	**49**	*Complies*
11/19 Malibu Rd	1	11	17	18	**49**	*Complies*
11/19 Malibu Rd L1	1	10	18	18	**49**	*Complies*

Receiver	Babies (0-2 yo)	Toddler (2-3 yo)	Kindy (3+ yo)	Total	Assigned Level	Assessment
12 Malibu Rd	36	38	39	43	**49**	*Complies*
14 Malibu Rd	28	29	32	35	**49**	*Complies*
14 Malibu Rd L1	28	32	37	38	**49**	*Complies*
436 Safety Bay Rd	5	14	20	21	**49**	*Complies*
436 Safety Bay Rd L1	4	13	19	20	**49**	*Complies*
436 Safety Bay Rd L2	2	11	18	19	**49**	*Complies*
Parcel 4 North L3 (proposed)	18	25	30	31	**49**	*Complies*
Parcel 4 South L3 (proposed)	10	18	24	25	**49**	*Complies*
4-Malibu Rd	29	23	27	32	**50**	*Complies*
6 Malibu Rd	32	33	33	38	**50**	*Complies*
8 Malibu Rd	38	44	45	48	**50**	*Complies*
428 Safety Bay Rd	22	16	21	25	**50**	*Complies*
BP Petrol Station	9	18	24	25	**60**	*Complies*

Based on a conservative scenario of all 82 children playing outside simultaneously, the assessment demonstrates compliance is achieved during the day.

Figure 4-1 Child Play Noise Contour Plot (1.4m AGL), dB L_{A10}

Predicted Noise level

	= 42
	= 47
	= 52
	= 57
	= 62

Legend

- Receiver
- Outdoor Childplay
- Outdoor Atelier
- Fence

N

Scale 1:1100

0 5 10 20 30 m

Project No: 23037938
Consultant: MN
Date: 11/08/2023
Algorithm: ISO 9613
SoundPLAN Version: 8.2

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4.2. Indoor Child Play

An assessment of noise levels from indoor child play was carried out and the resulting noise levels at all locations were predicted to be well below that of outdoor child play considered in *Section 4.1*. This assessment was carried out based on the following considerations:

- Internal noise levels within activity rooms would not exceed those from outdoor play for each age group, regardless of windows being open or closed; and
- Any music played within the internal activity areas would be 'light' music with no significant bass content and played at a relatively low level.

4.3. Mechanical Plant Noise

Mechanical plant noise consists of the outdoor AC condensing units, exhaust fans and tavern cool room refrigeration. Predicted and assessed noise levels are provided in *Table 4-2*. The critical assigned level is during the night, as the plant may operate prior during the night period which is between 10pm to 7am. An adjustment of + 5 dB is included for tonality, since this may be present for such noise sources. A noise contour plot is also provided in *Figure 4-2* showing noise levels at ground floor.

Table 4-2: Mechanical Plant Noise Predicted Levels and Assessment, dB L_{A10}

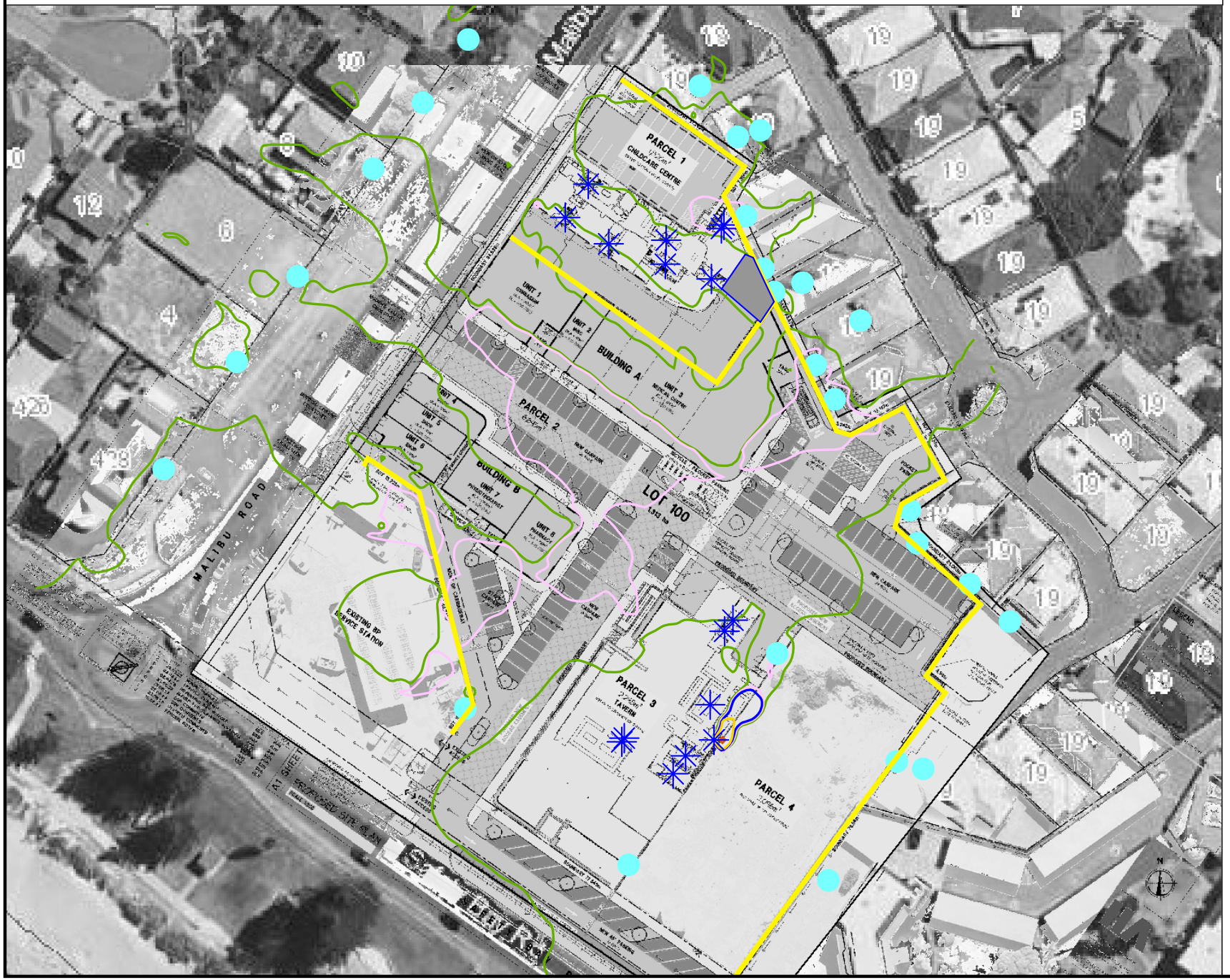
Receiver	CCC Plant	Tavern Plant	Total Adjusted	Assigned Level	Assessment
8/19 Malibu Rd	11	17	22	**37**	*Complies*
8/19 Malibu Rd Side	18	20	25	**37**	*Complies*
9/19 Malibu Rd	12	17	22	**37**	*Complies*
10/19 Malibu Rd	12	22	27	**37**	*Complies*
10/19 Malibu Rd L1	19	26	31	**37**	*Complies*
1/19 Malibu Rd	25	24	31	**39**	*Complies*
2/19 Malibu Rd	30	24	35	**39**	*Complies*
2/19 Malibu Rd L1	32	30	38	**39**	*Complies*
3/19 Malibu Rd	34	20	39	**39**	*Complies*
4/19 Malibu Rd	26	21	32	**39**	*Complies*
5/19 Malibu Rd	27	21	32	**39**	*Complies*
5/19 Malibu Rd L1	34	32	40	**39**	*+1 dB*
6/19 Malibu Rd	16	32	37	**39**	*Complies*
6/19 Malibu Rd L1	27	35	40	**39**	*+1 dB*
7/19 Malibu Rd	22	34	39	**39**	*Complies*

Receiver	CCC Plant	Tavern Plant	Total Adjusted	Assigned Level	Assessment
10 Malibu Rd	27	29	35	**39**	*Complies*
11/19 Malibu Rd	0	19	24	**39**	*Complies*
11/19 Malibu Rd L1	7	18	24	**39**	*Complies*
12 Malibu Rd	28	29	35	**39**	*Complies*
14 Malibu Rd	22	24	30	**39**	*Complies*
14 Malibu Rd L1	25	29	34	**39**	*Complies*
436 Safety Bay Rd	3	22	27	**39**	*Complies*
436 Safety Bay Rd L1	4	23	28	**39**	*Complies*
436 Safety Bay Rd L2	4	22	27	**39**	*Complies*
Parcel 4 North L3 (proposed)	22	49	54	**39**	*+15 dB*
Parcel 4 South L3 (proposed)	16	46	51	**39**	*+12 dB*
4-Malibu Rd	16	35	40	**40**	*Complies*
6 Malibu Rd	18	31	36	**40**	*Complies*
8 Malibu Rd	26	34	39	**40**	*Complies*
428 Safety Bay Rd	12	31	36	**40**	*Complies*
BP Petrol Station	12	34	39	**40**	*Complies*

The calculations show compliance at all existing receiver locations except for a couple of the first floor residences. It is predicted that compliance can be practicably achieved in detailed design once the mechanical plant has been designed and selected. It must be noted that the assessment is based on assumptions in relation to the number, location, size and type of mechanical plant. Therefore, once the mechanical plant has been designed and selected, noise is to be reviewed by a suitably qualified acoustical consultant.

The design of the tavern plant should allow for positioning of condensers in an enclosed plant room and exhaust fans should utilise inline attenuators. This is to be verified during detailed design.

Figure 4-2 Mechanical Plant Noise Contour Plot (1.4m AGL), dB L_{A10}



Predicted Noise level

	= 32
	= 37
	= 42
	= 47
	= 52

Legend

- Receiver
- Car/Mech Source
- Outdoor Atelier
- Fence

N

Scale 1:1100

0 5 10 20 30 m

Project No: 23037938
Consultant: MN
Date: 11/08/2023
Algorithm: ISO 9613
SoundPLAN Version: 8.2

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4.4. Car Door Closing Noise

Predicted and assessed noise levels for car doors closing are provided in *Table 4-3* being the maximum noise level from the worst-case car bay for each receiver. The critical assigned level is during the night, as car door closings will occur during the night period which is between 10pm to 7am. An adjustment of + 10 dB is included for impulsiveness, since this may be present for such noise sources. A noise contour plot is also provided in *Figure 4-3* showing noise levels at ground floor.

Table 4-3: Car Door Closing Noise Predicted Levels and Assessment, dB L_{Amax}

Receiver	Car Door	Total Adjusted	Assigned Level	Assessment
8/19 Malibu Rd	44	54	**57**	*Complies*
8/19 Malibu Rd Side	40	50	**57**	*Complies*
9/19 Malibu Rd	46	56	**57**	*Complies*
10/19 Malibu Rd	41	51	**57**	*Complies*
10/19 Malibu Rd L1	47	57	**57**	*Complies*
1/19 Malibu Rd	40	50	**59**	*Complies*
2/19 Malibu Rd	47	57	**59**	*Complies*
2/19 Malibu Rd L1	47	57	**59**	*Complies*
3/19 Malibu Rd	43	53	**59**	*Complies*
4/19 Malibu Rd	38	48	**59**	*Complies*
5/19 Malibu Rd	38	48	**59**	*Complies*
5/19 Malibu Rd L1	39	49	**59**	*Complies*
6/19 Malibu Rd	42	52	**59**	*Complies*
6/19 Malibu Rd L1	41	51	**59**	*Complies*
7/19 Malibu Rd	45	55	**59**	*Complies*
10 Malibu Rd	45	55	**59**	*Complies*
11/19 Malibu Rd	26	36	**59**	*Complies*
11/19 Malibu Rd L1	40	50	**59**	*Complies*
12 Malibu Rd	46	56	**59**	*Complies*
14 Malibu Rd	40	50	**59**	*Complies*
14 Malibu Rd L1	41	51	**59**	*Complies*
436 Safety Bay Rd	25	35	**59**	*Complies*

Receiver	Car Door	Total Adjusted	Assigned Level	Assessment
436 Safety Bay Rd L1	29	39	**59**	*Complies*
436 Safety Bay Rd L2	29	39	**59**	*Complies*
Parcel 4 North L3 (proposed)	47	57	**59**	*Complies*
Parcel 4 South L3 (proposed)	52	62	**59**	*+3 dB*
4-Malibu Rd	44	54	**60**	*Complies*
6 Malibu Rd	45	55	**60**	*Complies*
8 Malibu Rd	44	54	**60**	*Complies*
428 Safety Bay Rd	38	48	**60**	*Complies*
BP Petrol Station	48	58	**80**	*Complies*

Noise from car doors is predicted to comply at all nearest existing receivers during the critical night period. For a future residential receiver on Parcel 4 located directly above the tavern, an exceedance of up to 3 dB above of the assigned level is predicted. Therefore, notifications on the title of Parcel 4 will be required that includes upgraded glazing and other treatments to ensure suitable internal noise levels.

Figure 4-3 Car Door Noise Contour Plot (1.4m AGL), dB L_{Amax}

Predicted Noise level

	= 52
	= 57
	= 62
	= 67
	= 72

Legend

- Receiver
- Car/Mech Source
- Outdoor Atelier
- Fence

Scale 1:1100

0 5 10 20 30 m

Project No: 23037938
Consultant: MN
Date: 11/08/2023
Algorithm: ISO 9613
SoundPLAN Version: 8.2

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4.5. Tavern Delivery Noise

Predicted and assessed noise levels from a delivery truck in isolation are provided in *Table 4-4*. It is likely this will be weekday only and of a short duration, therefore the assessment is against the L_{A1} daytime assigned level. This assumes deliveries will take less than 24 minutes in a 4-hour period, which is considered sufficient time. Given the noise is daytime only and for a short duration, no penalties are applied for intrusive characteristics. A noise contour plot is also provided in *Figure 4-4* showing noise levels at ground floor.

Table 4-4: Tavern Delivery Noise Predicted Levels and Assessment, dB L_{A1}

Receiver	Delivery Noise	Assigned Level	Assessment
8/19 Malibu Rd	37	**57**	*Complies*
8/19 Malibu Rd Side	40	**57**	*Complies*
9/19 Malibu Rd	39	**57**	*Complies*
10/19 Malibu Rd	40	**57**	*Complies*
10/19 Malibu Rd L1	47	**57**	*Complies*
1/19 Malibu Rd	23	**59**	*Complies*
2/19 Malibu Rd	24	**59**	*Complies*
2/19 Malibu Rd L1	27	**59**	*Complies*
3/19 Malibu Rd	25	**59**	*Complies*
4/19 Malibu Rd	27	**59**	*Complies*
5/19 Malibu Rd	24	**59**	*Complies*
5/19 Malibu Rd L1	41	**59**	*Complies*
6/19 Malibu Rd	41	**59**	*Complies*
6/19 Malibu Rd L1	40	**59**	*Complies*
7/19 Malibu Rd	43	**59**	*Complies*
10 Malibu Rd	23	**59**	*Complies*
11/19 Malibu Rd	11	**59**	*Complies*
11/19 Malibu Rd L1	35	**59**	*Complies*
12 Malibu Rd	23	**59**	*Complies*
14 Malibu Rd	23	**59**	*Complies*
14 Malibu Rd L1	26	**59**	*Complies*
436 Safety Bay Rd	22	**59**	*Complies*

Receiver	Delivery Noise	Assigned Level	Assessment
436 Safety Bay Rd L1	23	**59**	*Complies*
436 Safety Bay Rd L2	21	**59**	*Complies*
Parcel 4 North L3 (proposed)	39	**59**	*Complies*
Parcel 4 South L3 (proposed)	20	**59**	*Complies*
4-Malibu Rd	15	**60**	*Complies*
6 Malibu Rd	33	**60**	*Complies*
8 Malibu Rd	25	**60**	*Complies*
428 Safety Bay Rd	16	**60**	*Complies*
BP Petrol Station	22	**80**	*Complies*

The assessment demonstrates compliance is achieved during all periods. Compliance is also predicted during the day if the delivery noise took longer than 24 minutes in a 4-hour period and it was assessed against the more stringent L_{A10} assigned levels.

Figure 4-4 Tavern Delivery Noise Contour Plot (1.4m AGL), dB L_{A1}

Predicted Noise level

	= 52
	= 57
	= 62
	= 67
	= 72

Legend

- Receiver
- Delivery Source
- Fence

Scale 1:1100

0 5 10 20 30 m

Project No: 23037938
Consultant: MN
Date: 11/08/2023
Algorithm: ISO 9613
SoundPLAN Version: 8.2

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4.6. Tavern Patron and Music Noise

Table 4-5 provides the predicted noise level for each scenario, with noise contour plots provided in *Figure 4-5* to *Figure 4-7*. Note that only background music noise levels have been modelled and therefore no adjustments for music have been included. If music is audible at residences, a + 10 dB penalty will apply. Shaded cells indicated predicted level is above the assigned night-time level (after 10.00pm).

Table 4-5: Tavern Patron and Music Noise Predicted Levels, dB L_{A10}

Receiver	All Open	Windows and Roof Closed	All Closed
8/19 Malibu Rd	39	24	17
8/19 Malibu Rd Side	42	22	19
9/19 Malibu Rd	38	27	16
10/19 Malibu Rd	39	28	17
10/19 Malibu Rd	44	35	19
1/19 Malibu Rd	42	24	17
2/19 Malibu Rd	40	24	17
2/19 Malibu Rd L1	46	27	20
3/19 Malibu Rd	38	22	16
4/19 Malibu Rd	37	23	17
5/19 Malibu Rd	36	22	16
5/19 Malibu Rd L1	49	33	23
6/19 Malibu Rd	48	37	23
6/19 Malibu Rd L1	49	37	24
7/19 Malibu Rd	47	35	23
10 Malibu Rd	47	31	21
11/19 Malibu Rd	33	22	16
11/19 Malibu Rd L1	34	22	16
12 Malibu Rd	46	26	20
14 Malibu Rd	41	22	16
14 Malibu Rd L1	44	25	19
436 Safety Bay Rd	38	27	23

Receiver	All Open	Windows and Roof Closed	All Closed
436 Safety Bay Rd L1	39	28	23
436 Safety Bay Rd L2	38	26	22
Parcel 4 North L3 (proposed)	62	38	35
Parcel 4 South L3 (proposed)	66	55	54
4-Malibu Rd	51	35	26
6 Malibu Rd	48	31	24
8 Malibu Rd	49	36	25
428 Safety Bay Rd	50	34	26
BP Petrol Station	61	39	36

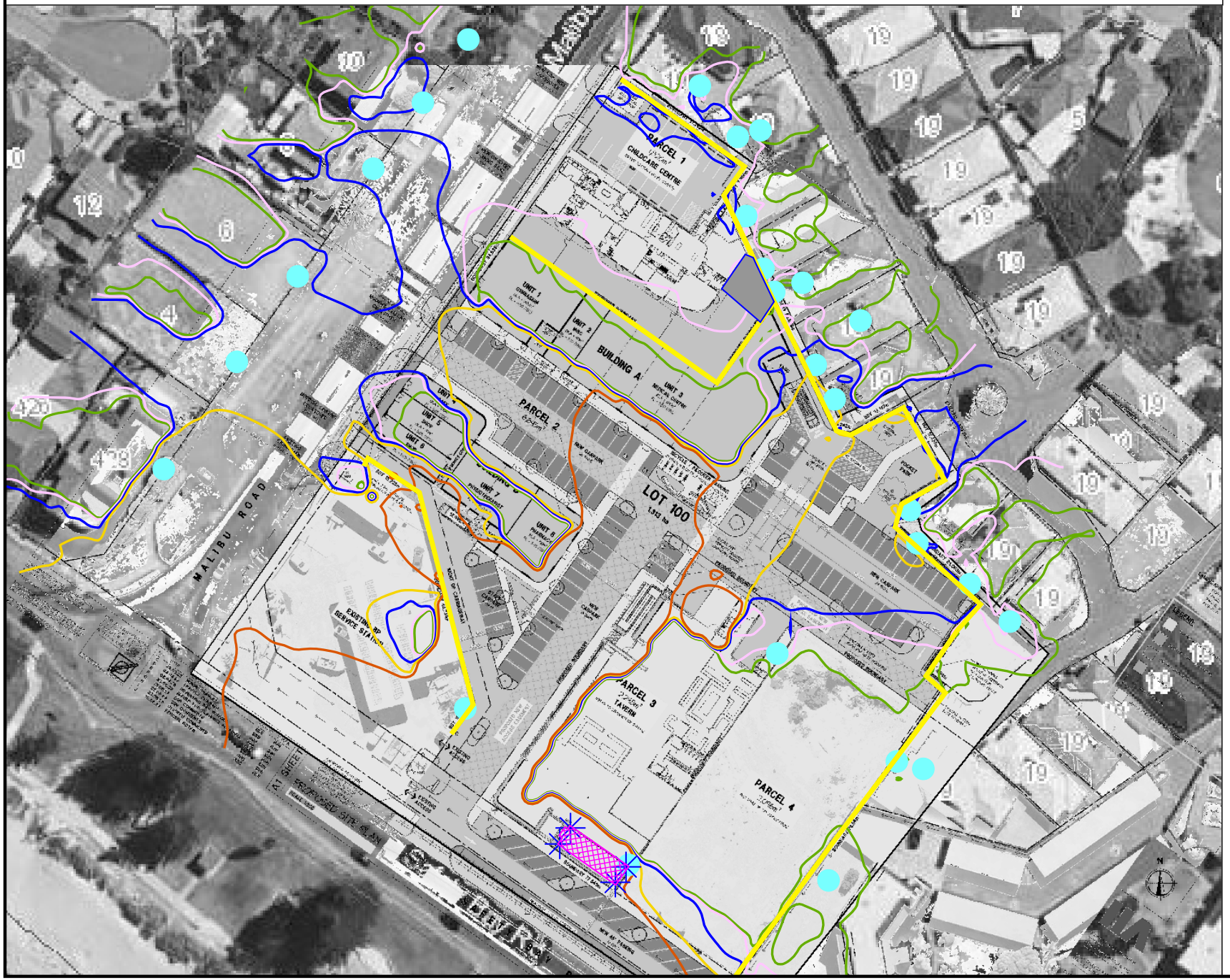
The above shows that when the venue has the maximum number of patrons at the venue with light background music playing, compliance can be achieved at all existing receivers during the most critical night-period, between 10pm to 7am. This is provided the windows and roof are closed and only background music is played.

When the windows, doors and roof are open, it is likely that compliance can be achieved during the day period at all existing receivers, 7am-7pm Monday to Saturday.

For a future residential receiver on Parcel 4 located directly above the tavern, an exceedance of the assigned level is predicted. Therefore, notifications on the title of Parcel 4 will be required that includes upgraded glazing and other treatments to ensure suitable internal noise levels.

Management should maintain a noise management plan to ensure that music noise is not audible at sensitive receptors. Such a plan could include instructions regarding noise level spot measurements, window and roof configurations among other strategies.

Figure 4-5 All Open Noise Contour Plot (1.4m AGL), dB L_{A10}



Predicted Noise level

	= 37
	= 42
	= 47
	= 52
	= 57

Legend

- Receiver
- Outdoor Speakers
- Fence
- Outdoor Patrons

Scale 1:1100

0 5 10 20 30 m

Project No: 23037938
Consultant: MN
Date: 11/08/2023
Algorithm: ISO 9613
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Figure 4-6 Window and Roof Closed Noise Contour Plot (1.4m AGL), dB L_{A10}

Predicted Noise level

	= 37
	= 42
	= 47
	= 52
	= 57

Legend

- Receiver
- Outdoor Speakers
- Fence
- Outdoor Patrons

N

Scale 1:1100

0 5 10 20 30 m

Project No: 23037938
Consultant: MN
Date: 11/08/2023
Algorithm: ISO 9613
SoundPLAN Version: 8.2

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Figure 4-7 All Closed Noise Contour Plot (1.4m AGL), dB L_{A10}

Predicted Noise level

	= 37
	= 42
	= 47
	= 52
	= 57

Legend

- Receiver
- Outdoor Speakers
- Fence
- Outdoor Patrons

N

Scale 1:1100

0 5 10 20 30 m

Project No: 23037938
Consultant: MN
Date: 11/08/2023
Algorithm: ISO 9613
SoundPLAN Version: 8.2

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5. RECOMMENDATIONS

5.1. Child Play

The predicted noise from all children playing outside is compliant provided the walls shown on the DA Plans are constructed. These are to be solid, free of gaps and of minimum surface mass 8 kg/m^2. Such material can be brick, limestone with double sheeted *Colorbond* also permissible. For areas where visual permeability is required, sound-rated plexiglass can be used.

Whilst not necessarily required for compliance, to further minimise noise impacts as part of best practice, the following are provided:

- The behaviour and 'style of play' of children should be monitored to prevent particularly loud activity e.g. loud banging/crashing of objects, 'group' shouts/yelling;
- Favour soft finishes in the outdoor play area to minimise impact noise (e.g. soft grass, sand pit(s), rubber mats) over timber or plastic;
- Favour soft balls and rubber wheeled toys;
- Crying children should be taken inside to be comforted;
- Child play to be staggered;
- No amplified music to be played outside;
- Any music played within the internal activity areas to be 'light' music with no significant bass content and played at a relatively low level;
- Car park drainage grates or similar to be plastic or metal with rubber gasket and secured to avoid excess banging.

5.2. Mechanical Plant

For mechanical plant of the CCC and the Tavern, the following are recommended:

- Consideration should be given to locating tavern mechanical plant in an enclosed plant room. Mechanical plant design and selection should be reviewed for noise prior to Building Permit;
- Where practicable exhaust fans shall be located inside the ceiling void and shall be axial fan type, allowing the incorporation of an attenuator if required;
- All fans shall be variable speed drive so that maximum speed is only occurring when necessary with demand;
- Air-conditioning shall have a ‘night’ / ‘quiet’ mode option, in case required for prior to 7.00am operation, subject to final detailed analysis;
- All plant shall be selected taking into consideration noise levels. That is, when comparing manufacturers of equivalent equipment, select the quieter model;
- All plant is to be appropriately vibration isolated to 95% isolation efficiency.

5.3. Car Doors

The predicted noise from car door closings is compliant provided the walls shown on the DA Plans are constructed. These are to be solid, free of gaps and of minimum surface mass 8 kg/m^2. Such material can be brick, limestone with double sheeted *Colorbond* also permissible. For areas where visual permeability is required, sound-rated plexiglass can be used.

5.4. Tavern Patrons and Music

The predicted noise from the tavern patrons with background music have been assessed and may exceed the assigned levels at the nearby residential premises, as determined in accordance with the *Environmental Protection (Noise) Regulations 1997*. To achieve compliance, management measures are recommended as follows:

- A Noise Management Plan is to be prepared by the venue operator, inclusive of the following items:
  - Instructions to restrict the configurations of the venue to those shown in *Table 5-1*.

Table 5-1: Compliant Operation Modes

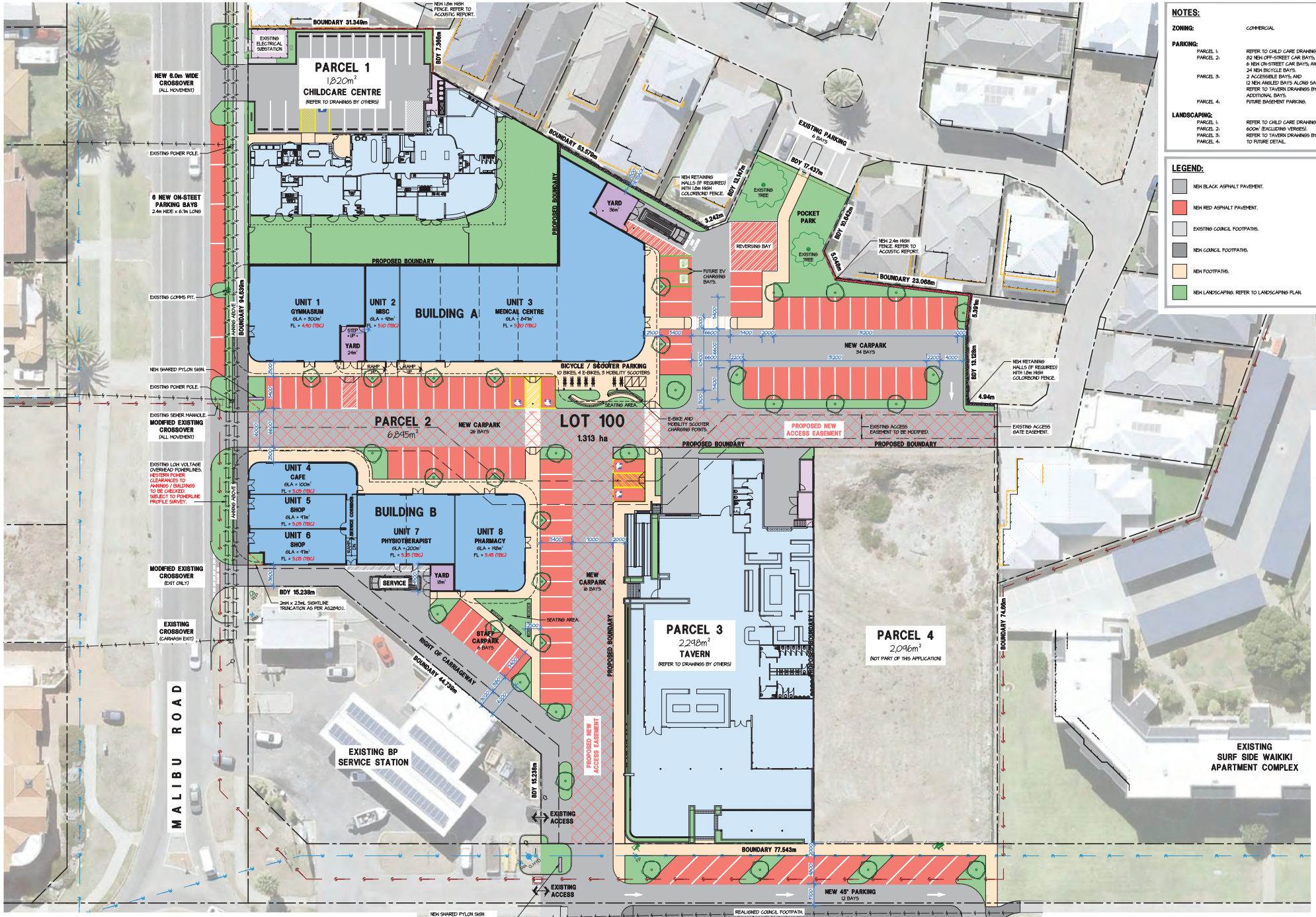
Time Period	Windows/Roof/Doors Operation Mode
All Days 10.00pm to 7.00am	Windows and Roof Closed
Sundays/Public Holidays 9.00am to 10.00pm Monday to Saturday 7.00pm to 10.00pm	Windows and Roof Closed
Monday to Saturday 7.00am to 7.00pm	No Restrictions (if music is inaudible at residences)

*If music is audible at residences, a + 10 dB penalty will apply and increased restrictions may be required.

  - If noise complaints are received, conduct noise measurements at the boundary and at nearby residences during to determine if the music is audible. Where music is perceived as audible (such as in downwind conditions), levels will need to be reduced further.
  - Speaker and amplifier system to be owned and supplied by the venue and must be capable of controlling/locking the noise levels as required.
  - Ensure glass is emptied into outdoor bins during daytime hours.
  - Ensure deliveries occur during the daytime e.g. Monday to Saturday 7.00am-7.00pm or Sunday 9.00am-7.00pm.

In addition to this Noise Management Plan, notifications will be required on the title of Parcel 4 that includes upgraded glazing and other treatments to ensure suitable internal noise levels.

Appendix A – Development Plans



NOTES:

ZONING: COMMERCIAL

PARKING:

- PARCEL 1: REFER TO CHILD CARE DRAWINGS BY OTHERS.
- PARCEL 2: 82 NEW OFF-STREET CAR BAYS; AND 6 NEW ON-STREET CAR BAYS; AND 24 NEW BICYCLE BAYS. 2 ACCESSIBLE BAYS; AND 12 NEW ANGLED BAYS ALONG SAFETY BAY ROAD; AND REFER TO TAVERN DRAWINGS BY OTHERS FOR ADDITIONAL BAYS.
- PARCEL 3: FUTURE BASEMENT PARKING.

LANDSCAPING:

- PARCEL 1: REFER TO CHILD CARE DRAWINGS BY OTHERS.
- PARCEL 2: 600m² (EXCLUDING VERGES).
- PARCEL 3: REFER TO TAVERN DRAWINGS BY OTHERS.
- PARCEL 4: TO FUTURE DETAIL.

LEGEND:

- NEW BLACK ASPHALT PAVEMENT.
- NEW RED ASPHALT PAVEMENT.
- EXISTING COUNCIL FOOTPATHS.
- NEW COUNCIL FOOTPATHS.
- NEW FOOTPATHS.
- NEW LANDSCAPING. REFER TO LANDSCAPING PLAN.

HINDLEY & ASSOCIATES PTY LTD
BUILDING DESIGNERS

166 STIRLING HIGHWAY
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DEVELOPMENT APPLICATION

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BUILDING DESIGNERS ASSOCIATION OF WA INC

NO:	DATE:	REVISION:	DRAWN:	CHECK:
C	28.03.23	MINOR CHANGES	SDS	SJH
D	04.04.23	TRAFFIC CHANGES	SDS	SJH
E	05.04.23	REVERSING BAY WIDENED	SDS	SJH
F	23.05.23	ISSUED FOR PLANNING APPROVAL	SDS	SJH
G	19.06.23	DRP COMMENTS	SDS	SJH
H	22.06.23	DRP COMMENTS	SDS	SDS
I	23.06.23	CLIENT'S COMMENTS	SDS	SDS
J	10.08.23	FENCING NOTES	SDS	SDS

A1 SHEET

NEW SHARED PYLON SIGN PRIOR TO ROAD WIDENING. PERMITTED PROXIMITY TO ALL EXISTING SERVICES TO BE CONFIRMED WITH SERVICE PROVIDERS. AN UNDERGROUND SCAN TO BE UNDERTAKEN.

PROPOSED SITE PLAN

SCALE 1:300

PROPOSED MIXED USE DEVELOPMENT
LOT 100, No 434 SAFETY BAY ROAD SAFETY BAY W.A.
for BRAYKELL TWO Pty Ltd

Date	- 20.03.23
Design	- SDS
Drawn	- SDS
Checked	- SJH
Scale	- 1:300
Job No.	- 0836
Dwg -	DA01
Rev -	J

GENERAL NOTES

DIMENSIONS TO BE VERIFIED ON SITE PRIOR TO COMMENCEMENT. PREPARATION OF SHOP DRAWINGS OR MANUFACTURING. FIGURED DIMENSIONS TAKE PRECEDENCE OVER SCALING.

VERIFY LOCATION OF EXISTING SERVICES BEFORE COMMENCEMENT.

ALL CONSTRUCTION TO BE IN ACCORDANCE WITH THE BUILDING CONSTRUCTION CODE OF AUSTRALIA, BUILDING ACT 1993 AS AMENDED, STANDARD BUILDING BY-LAWS AND RELEVANT AUSTRALIAN STANDARDS.

ISSUE	DESCRIPTION	DATE
C	PRELIMINARY DA ISSUE	18/07/2023
B	DRP COMMENT REVIEW	22/06/2023
A	DRP ISSUE	31/05/2023

insite ARCHITECTS
4/120 Upper Heidelberg Road, Ivanhoe VIC 3079
t (03) 9499 8174
www.insitearchitects.com.au

nido EARLY SCHOOL

CLIENT: FABRIC PROPERTY

PROJECT: PROPOSED CHILDCARE CENTRE (82 places)

LOCATION: 422 SAFETY BAY ROAD, SAFETY BAY, WA 6169

DRAWING TITLE: FLOOR PLAN

SCALE: As indicated@A1 **DATE:** MAY 2023

DRAWN: CW/SS **PRINTED:** 18/07/2023 15:16:42

CHECKED: AH **JOB No.:** J0000880

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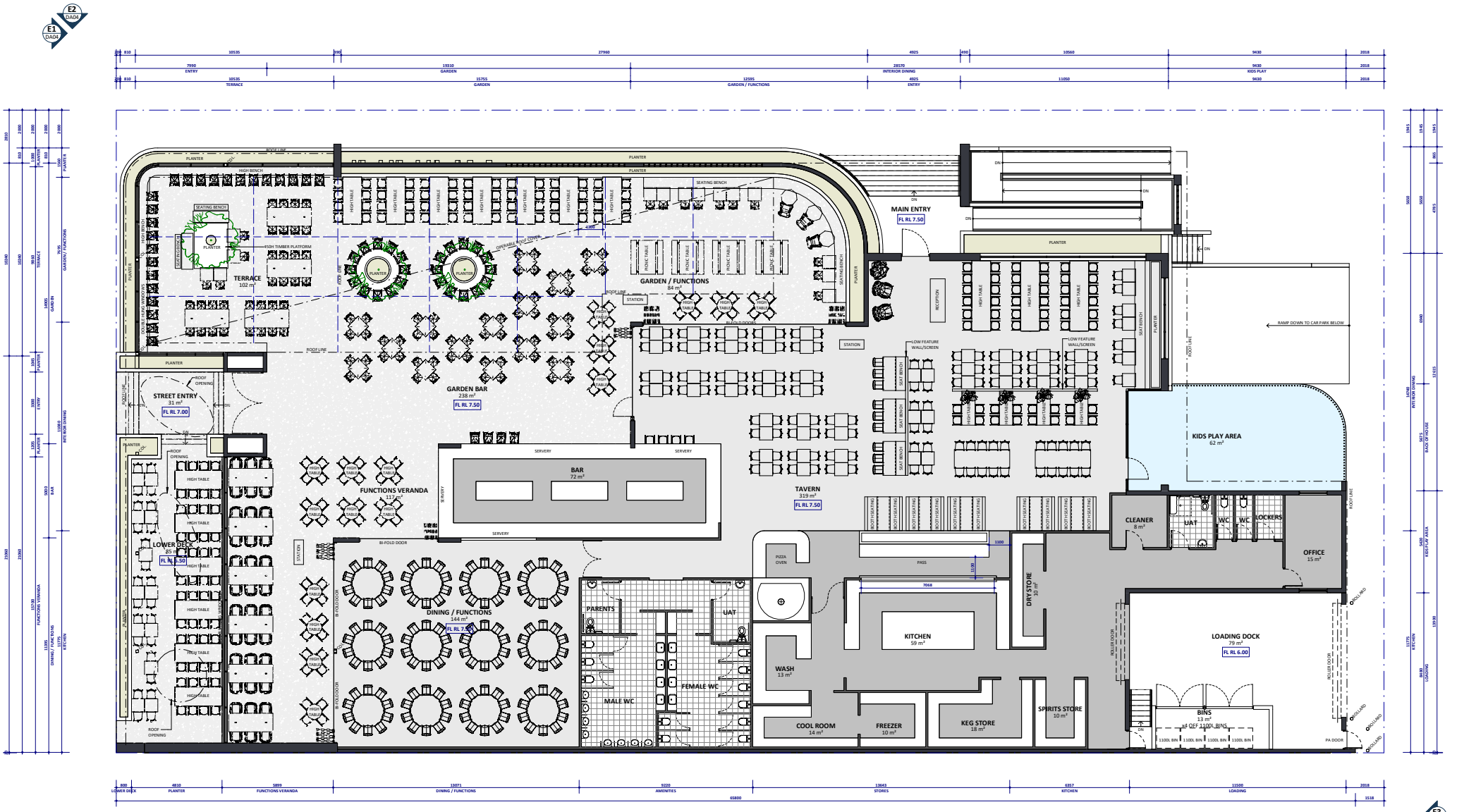
DA01/C

PRELIMINARY ISSUE NOT FOR SUBMISSION



FLOOR PLAN

SCALE 1 : 100

SITE INFO

2298m² = PARCEL C LOT AREA
1883m² = BUILDING FOOTPRINT
1509m² = BASEMENT CAR PARK
65m² = AT GRADE LANDSCAPING
76m² = LANDSCAPING ON BUILDING

BUILDING INFO

1509m² = BASEMENT CAR PARK AREA
965m² = TAVERN
756m² = GARDEN BAR / LOWER DECK / STREET ENTRY
90m² = MAIN ENTRY (inc. ACCESSIBLE RAMP & STAIR)
62m² = KIDS PLAY AREA
78m² = LOADING DOCK
13m² = BIN STORE

PARKING

46 CAR BAYS (BASEMENT PARKING)
2.6m WIDE x 5.4m LONG

2 DEDICATED DISABLE ACCESSIBLE (DDA) PARKING BAYS & SHARED ZONE IN ACCORDANCE WITH AS 2890.6

ALL DIMENSIONS TO BE VERIFIED CHECKED ON SITE PRIOR TO COMMENCING ANY WORK OR SHOP DRAWINGS. FIGURED DIMENSIONS SHALL BE PRECEDENT TO SCALED DIMENSIONS. DRAWINGS TO BE READ IN CONJUNCTION WITH RELEVANT CONSULTANTS AND SERVICES. THIS CONTRACTOR IS RESPONSIBLE FOR ANY ERRORS, OMISSIONS, OR DISCREPANCIES. ALL DIMENSIONS ARE IN MILLIMETRES UNLESS OTHERWISE SPECIFIED. THIS DRAWING MAY BE REPRODUCED, PROVIDED AND DISCLOSED WITHOUT THE WRITTEN AUTHORITY OF MOTIVO PROJECT. COPYRIGHT OF MOTIVO PROJECT AND ANY REPRODUCTION OR PARTIAL OR IN WHOLE OR IN PART WITHOUT THE WRITTEN AUTHORITY OF MOTIVO PROJECT AND PROVIDED WITH A CONFIDENTIAL PROPERTY OF MOTIVO PROJECT. ALL WORK TO BE DONE IN ACCORDANCE WITH THE BUILDING CODE OF AUSTRALIA AND ALL LOCAL AUTHORITY REQUIREMENTS AND SPECIFICATIONS. ALL DIMENSIONS ARE IN MILLIMETRES UNLESS OTHERWISE SPECIFIED.
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Project Name	Project Address	Drawing Title	Project No.	Drawing No.	Scale	Drawn By
WAIKIKI TAVERN	LOT 100, 434 SAFETY BAY RD, SAFETY BAY WA	FLOOR PLAN	M2666	DA03	1 : 100	DT
			Revision D			Page Size A1

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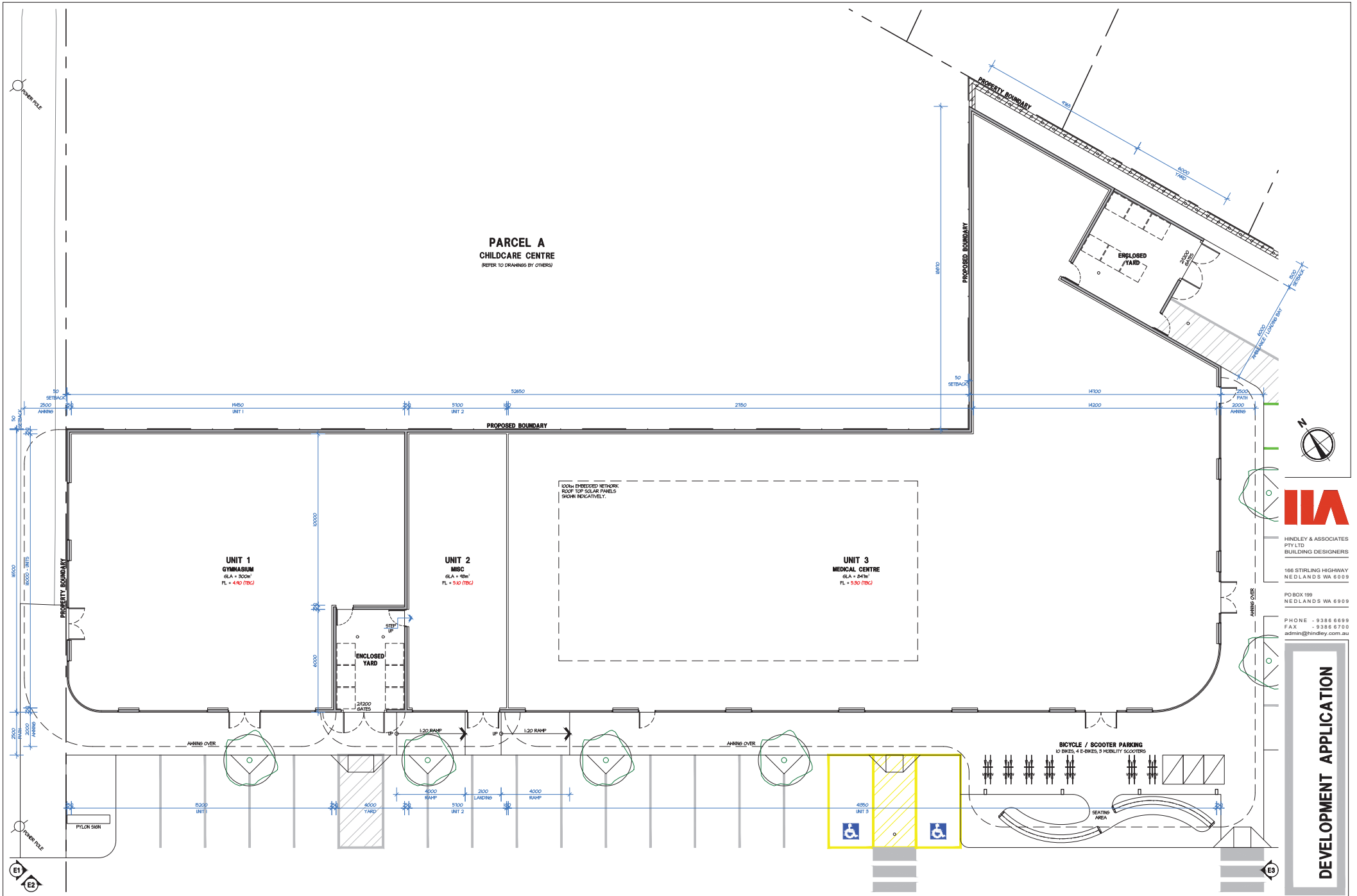
Rev	Date	By	Description
A	15/05/23	DT	DESIGN REVIEW ISSUE
B	01/06/23	DT	BIN STORE AMENDED
C	25/07/23	TLP	ISSUED FOR REVIEW
D	27/07/23	DT	ISSUE FOR PLANNING APPROVAL



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A	23.05.23	ISSUED FOR PLANNING APPROVAL	SDS	SJH
B	11.07.23	DRP COMMENTS	SDS	SDS
C	10.08.23	FLOOR LEVELS	SDS	SDS

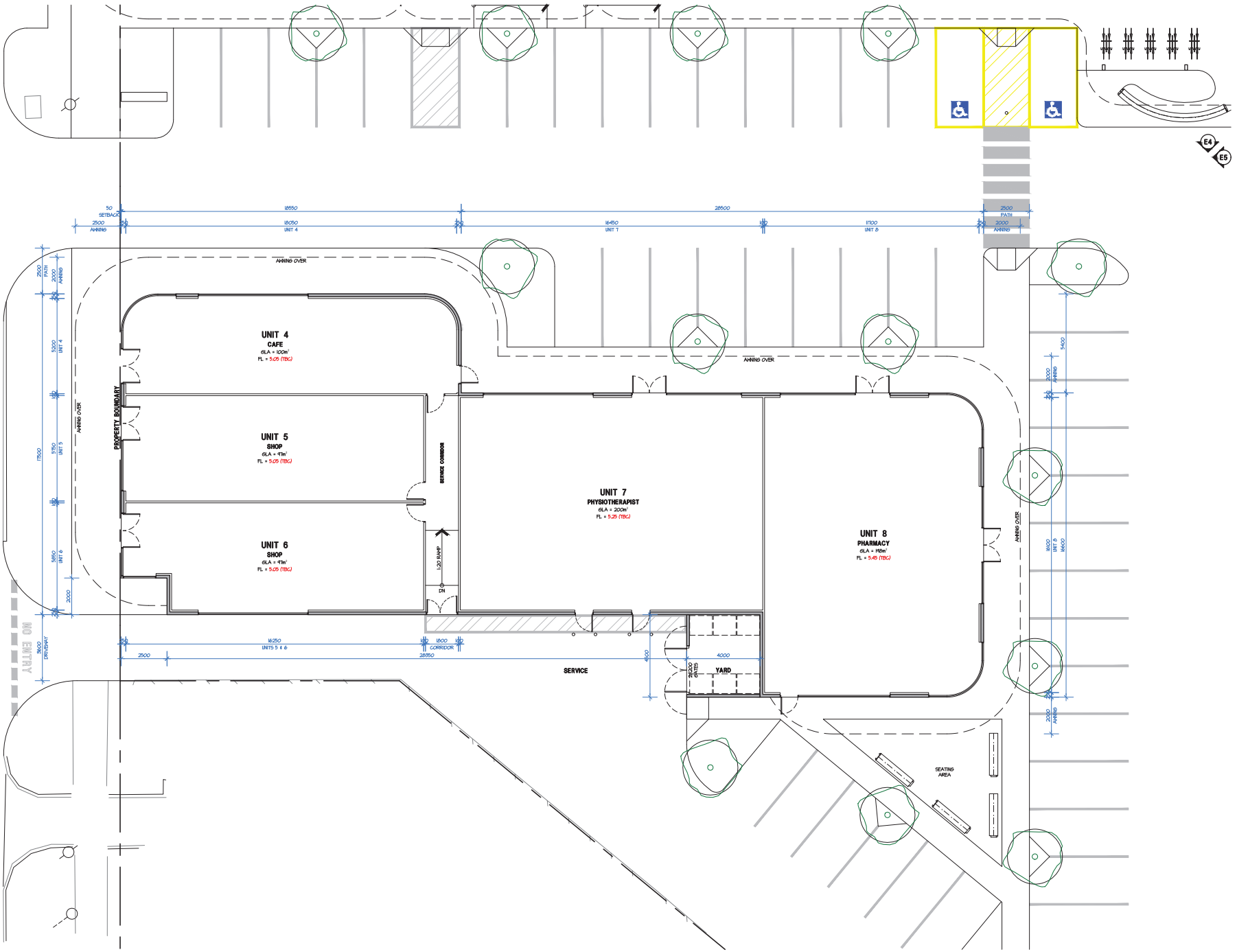
A1 SHEET

BUILDING A FLOOR PLAN

SCALE 1:100

PROPOSED MIXED USE DEVELOPMENT
LOT 100, No 434 SAFETY BAY ROAD
SAFETY BAY W.A.
for BRAYKELL TWO Pty Ltd

Date	20.03.23
Design	SDS
Drawn	SDS
Checked	SJH
Scale	1:100
Job No.	0836
Dwg	DA03
Rev	C



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ACN No. 088 989 904

BUILDING DESIGNERS ASSOCIATION OF WA INC

NO:	DATE:	REVISION:	DRAWN:	CHECK:
A	23.05.23	ISSUED FOR PLANNING APPROVAL	SDS	SJH
B	11.07.23	DRP COMMENTS	SDS	SDS
C	10.08.23	FLOOR LEVELS	SDS	SDS

A1 SHEET

BUILDING B FLOOR PLAN

SCALE 1:100

PROPOSED MIXED USE DEVELOPMENT
LOT 100, No 434 SAFETY BAY ROAD
SAFETY BAY W.A.
for BRAYKELL TWO Pty Ltd

Date	20.03.23
Design	SDS
Drawn	SDS
Checked	SJH
Scale	1:100
Job No.	0838
Dwg	DA04
Rev	C

Appendix B – Influencing Factor Calculation

The assigned levels combine a baseline assigned level with an influencing factor, with the latter increasing the assigned level on the basis of the existence of significant roads and commercial or industrial zoned land within an inner circle (100 metre radius) and an outer circle (450 metre radius) of the noise sensitive premises. The calculation for the influencing factor is:

$$= \frac{1}{10}(\%\ \text{Type A}_{100} + \%\ \text{Type A}_{450}) + \frac{1}{20}(\%\ \text{Type B}_{100} + \%\ \text{Type B}_{450})$$

where:

$\%\ \text{Type A}_{100}$ = the percentage of industrial land within a 100m radius of the premises receiving the noise

$\%\ \text{Type A}_{450}$ = the percentage of industrial land within a 450m radius of the premises receiving the noise

$\%\ \text{Type B}_{100}$ = the percentage of commercial land within a 100m radius of the premises receiving the noise

$\%\ \text{Type B}_{450}$ = the percentage of commercial land within a 450m radius of the premises receiving the noise

+ Transport Factor (maximum of 6 dB)

= 2 for each secondary road (6,000 to 15,000 vpd) within 100m

= 2 for each major road (> 15,000 vpd) within 450m

= 6 for each major road within 100m

A representative premise has been used for each of the following noise sensitive premises:

- Northwest – 428 Safety Bay Rd
- North – 7/19 Malibu Rd
- Northeast – 8/19 Malibu Rd
- Southeast – 11/19 Malibu Rd

Table B-2 shows the percentage of industrial and commercial land within the inner (100 metre radius) and outer (450 metre radius) circles of the noise sensitive premises, with this also shown on ***Error! Reference source not found.*** for Receiver R1.

Table B-2: Percentage of Land Types within 100m and 450m Radii

Receiver	Land Type	Within 100m	Within 450m
Northwest	Type A - Industrial and Utility	0	0
	Type B – Commercial	15	2
North	Type A - Industrial and Utility	0	0
	Type B – Commercial	32	2
Northeast	Type A - Industrial and Utility	0	0
	Type B – Commercial	32	2

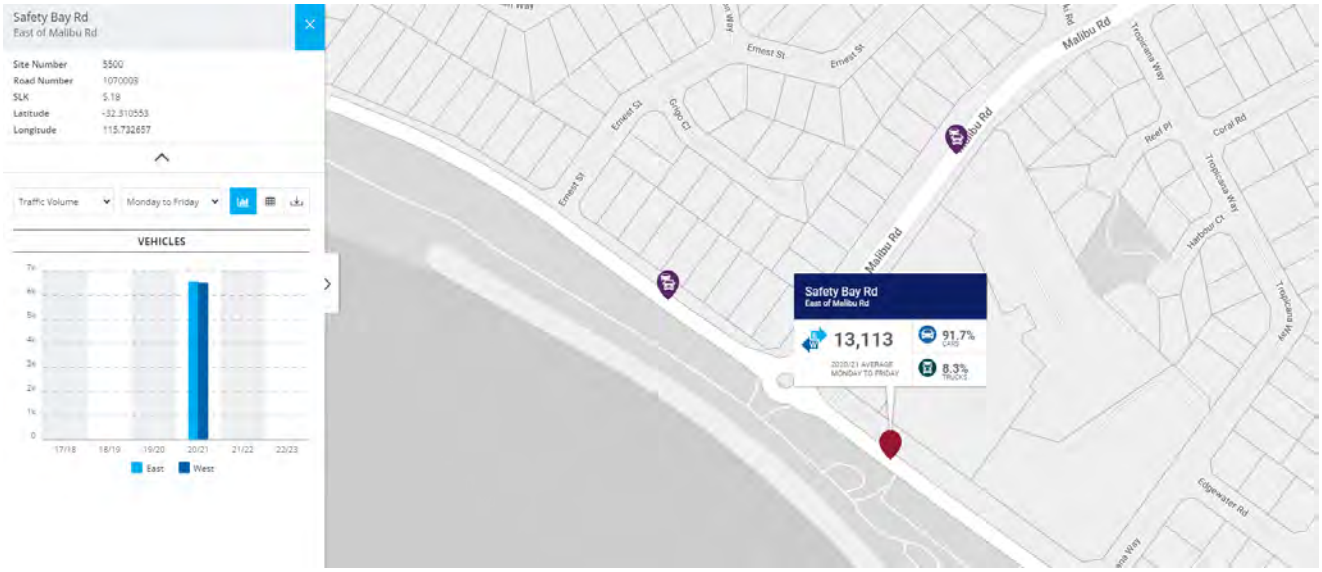
Receiver	Land Type	Within 100m	Within 450m
Southeast	Type A - Industrial and Utility	0	0
	Type B – Commercial	31	2

Figure B-1: Land Types within 100m and 450m Radii of 428 Safety Bay Rd

From the Main Roads WA Traffic Map (refer *Figure B-2*), *Table B-3* shows the relevant roads and their traffic counts within the inner (100 metre radius) and outer (450 metre radius) circles.

Table B-3: Relevant Roads within 100m and 450m Radii

Receiver	Within 100m		Within 450m
	Major Road (+ 6 dB)	Secondary Road (+ 2 dB)	Major Road Not Within 100m (+ 2 dB)
Northwest	-	Safety Bay Road (13,113 vpd 2020/21 #5500) Malibu Road (5,411 vpd 2020/21 #3492)	-
North	-	Malibu Road (5,411 vpd 2020/21 #3492)	-
Northeast	-	-	-
Southeast	-	Safety Bay Road (13,113 vpd 2020/21 #5500)	-



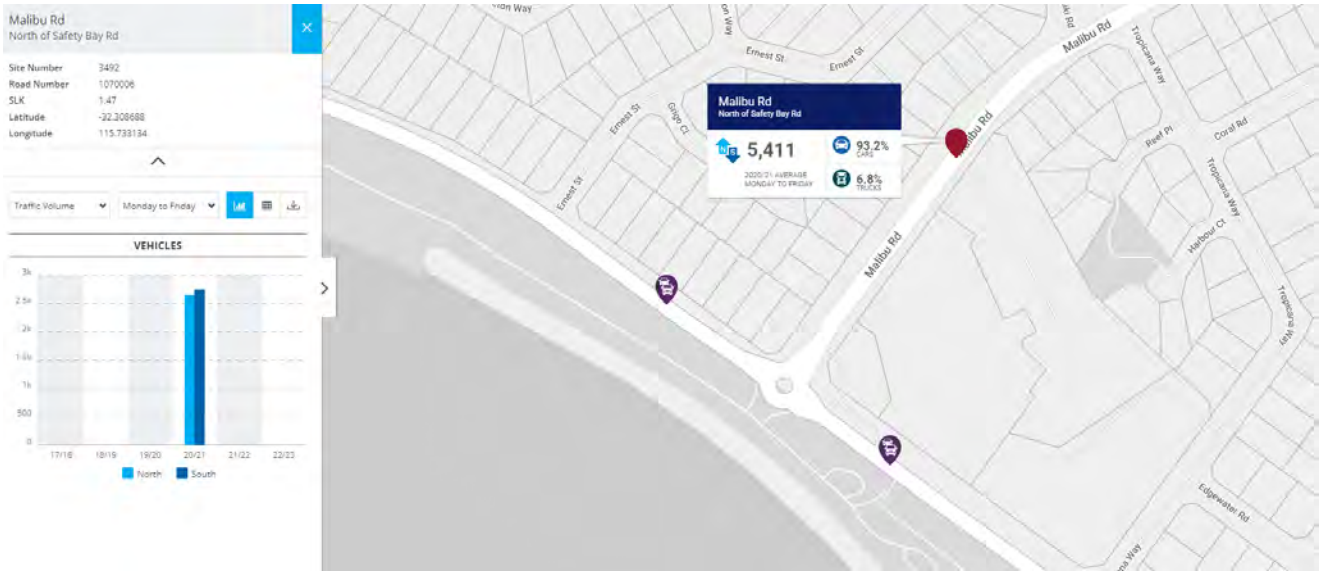


Figure B-2: MRWA Published Traffic Data

Table B-4 combines the percentage land types and Transport Factor to calculate the influencing factor.

Table B-4: Influencing Factor Calculation, dB

Receiver	Industrial Land	Commercial Land	Transport Factor	Total
Northwest	0	0.9	4.0	**5**
North	0	1.7	2.0	**4**
Northeast	0	1.7	0	**2**
Southeast	0	1.7	2.0	**4**

The influencing factor calculated in *Table B-4* is combined with those baseline assigned levels of *Table 2-2*, resulting in the project assigned levels provided in *Table 2-3*.

Appendix C – Terminology

The following is an explanation of the terminology used throughout this report:

- **Decibel (dB)**

The decibel is the unit that describes the sound pressure levels of a noise source. It is a logarithmic scale referenced to the threshold of hearing.

- **A-Weighting**

An A-weighted noise level has been filtered in such a way as to represent the way in which the human ear perceives sound. This weighting reflects the fact that the human ear is not as sensitive to lower frequencies as it is to higher frequencies. An A-weighted sound level is described as L_A, dB.

- **Sound Power Level (L_w)**

Under normal conditions, a given sound source will radiate the same amount of energy, irrespective of its surroundings, being the sound power level. This is similar to a 1kW electric heater always radiating 1kW of heat. The sound power level of a noise source cannot be directly measured using a sound level meter but is calculated based on measured sound pressure level at known distances. Noise modelling incorporates source sound power levels as part of the input data.

- **Sound Pressure Level (L_p)**

The sound pressure level of a noise source is dependent upon its surroundings, being influenced by distance, ground absorption, topography, meteorological conditions etc. and is what the human ear actually hears. Using the electric heater analogy above, the heat will vary depending upon where the heater is located, just as the sound pressure level will vary depending on the surroundings. Noise modelling predicts the sound pressure level from the sound power levels taking into account ground absorption, barrier effects, distance etc.

- **L_{ASlow}**

This is the noise level in decibels, obtained using the A-frequency weighting and the S (slow) time weighting. Unless assessing modulation, all measurements use the slow time weighting characteristic.

- **L_{AFast}**

This is the noise level in decibels, obtained using the A-frequency weighting and the F (fast) time weighting. This is used when assessing the presence of modulation.

- **L_{APeak}**

This is the greatest absolute instantaneous sound pressure level in decibels using the A-frequency weighting.

- **L_{Amax}**

An L_{Amax} level is the maximum A-weighted noise level during a particular measurement.

- **L_{A1}**

The L_{A1} level is the A-weighted noise level exceeded for 1 percent of the measurement period and is considered to represent the average of the maximum noise levels measured.

- **L_{A10}**

The L_{A10} level is the A-weighted noise level exceeded for 10 percent of the measurement period and is considered to represent the "intrusive" noise level.

- **L_{A90}**

The L_{A90} level is the A-weighted noise level exceeded for 90 percent of the measurement period and is considered to represent the "background" noise level.

- **L_{Aeq}**

The equivalent steady state A-weighted sound level ("equal energy") in decibels which, in a specified time period, contains the same acoustic energy as the time-varying level during the same period. It is considered to represent the "average" noise level.

- **One-Third-Octave Band**

Means a band of frequencies spanning one-third of an octave and having a centre frequency between 25 Hz and 20000 Hz inclusive.

- **Representative Assessment Period**

Means a period of time not less than 15 minutes, and not exceeding four hours, determined by an inspector or authorised person to be appropriate for the assessment of a noise emission, having regard to the type and nature of the noise emission.

- **L_{Amax} assigned level**

Means an assigned level, which, measured as a L_{ASlow} value, is not to be exceeded at any time.

- **L_{A1} assigned level**

Means an assigned level, which, measured as a L_{ASlow} value, is not to be exceeded for more than 1 percent of the representative assessment period.

- **L_{A10} assigned level**

Means an assigned level, which, measured as a L_{ASlow} value, is not to be exceeded for more than 10 percent of the representative assessment period.

- **Tonal Noise**

A tonal noise source can be described as a source that has a distinctive noise emission in one or more frequencies. An example would be whining or droning. The quantitative definition of tonality is:

– the presence in the noise emission of tonal characteristics where the difference between -

(a) the A-weighted sound pressure level in any one-third octave band; and

(b) the arithmetic average of the A-weighted sound pressure levels in the 2 adjacent one-third octave bands,

is greater than 3 dB when the sound pressure levels are determined as $L_{Aeq,T}$ levels where the time period T is greater than 10% of the representative assessment period, or greater than 8 dB at any time when the sound pressure levels are determined as $L_{A\ Slow}$ levels.

This is relatively common in most noise sources.

- **Modulating Noise**

A modulating source is regular, cyclic and audible and is present for at least 10% of the measurement period. The quantitative definition of modulation is:

– a variation in the emission of noise that —

(a) is more than 3 dB $L_{A\ Fast}$ or is more than 3 dB $L_{A\ Fast}$ in any one-third octave band; and

(b) is present for at least 10% of the representative assessment period; and

(c) is regular, cyclic and audible.

- **Impulsive Noise**

An impulsive noise source has a short-term banging, clunking or explosive sound. The quantitative definition of impulsiveness means:

– a variation in the emission of a noise where the difference between L_{Apeak} and L_{Amax} is more than 15 dB when determined for a single representative event.

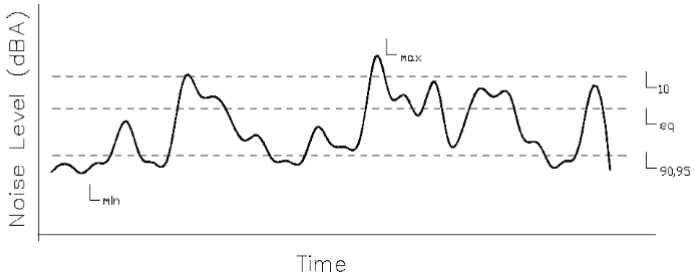
- **Major Road**

Is a road with an estimated average daily traffic count of more than 15,000 vehicles.

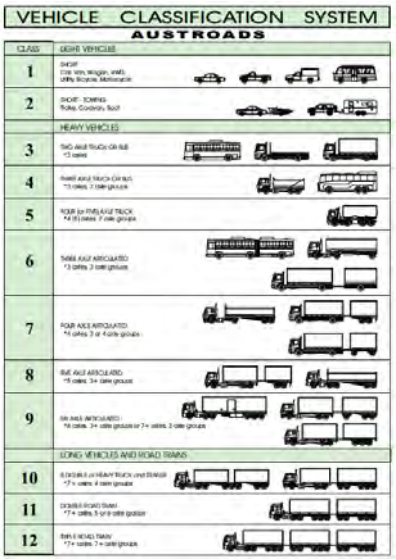
- **Secondary / Minor Road**

Is a road with an estimated average daily traffic count of between 6,000 and 15,000 vehicles.

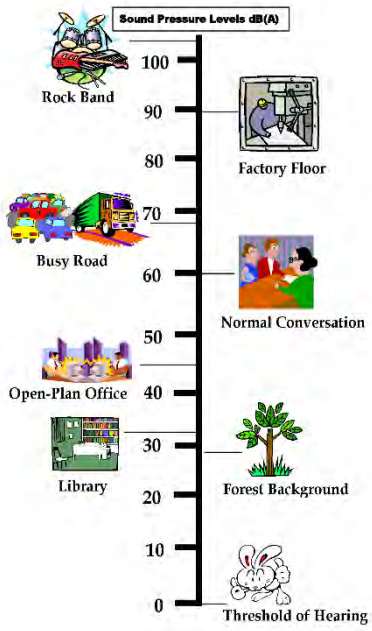
- **Chart of Noise Level Descriptors**



- **Austroads Vehicle Class**



- **Typical Noise Levels**



Appendix 5:
Parcel 1 Landscaping Plan

KEY

ADVANCED FEATURE TREE
100LTR+

ADVANCED SHADE TREE
45LTR+

MIXED BED - TYPE 1

MIXED BED - TYPE 2

MIXED BED - TYPE 3

MIXED BED - TYPE 4

MIXED BED - TYPE 5

MIXED BED - TYPE 6

PLANTING SCHEDULE

CODE	BOTANICAL NAME	COMMON NAME	POT (MM)	QTY
TREES				
AGO FLE	Agonis flexuosa	Western Australian peppermint	200LTR	3
BAC CIT	Backhousia citriodora	Lemon Myrtle	100LTR	3
MEL LAN	Melaleuca lanceolata	Rottnest Island teatree	100LTR	2
BAN ATT	Banksia Attenuata	Candlestick Banksia	45LTR	2
CIT VAR	Citrus variety	Citrus	45LTR	2
SHRUBS, GRASSES & GROUNDCOVERS				
MIXED BED 1				
CHR API	Common Everlasting	Chrysocephalum apiculatum	140	24
LEU BRO	Leucophyta brownii	Cushion Bush	140	24
STA BYZ	Stachys byzantina	Lambs Ear	140	24
MIXED BED 2				
CAR VIR	Carpobrotus virescens	Native Pigface	140	40
HEM PUN	Hemiandra pungens	Snake Bush	140	20
LEU BRO	Leucophyta brownii	Cushion Bush	140	20
FIC NOD	Ficinia nodosa	Knotted Club-Rush	140	20
MIXED BED 3				
ATR ISA	Atriplex isatidea	Coast Saltbush	140	33
LEU BRO	Leucophyta brownii	Cushion Bush	140	33
WES FRU	Grey Box™ Westringia fruticosa 'WES04' PBR	Coastal Rosemary - dwarf	200	33
OLE AXI	Olearia axillaris	Coast Daisy Bush	140	33
CAL LIT	Callistemon Little John	Bottle Brush	140	5
SYZ STR	Syzygium Australae PBR 'Straight and Narrow	Lilly Pilly	45LTR	17

MIXED BED 4				
LEU BRO	Conostylis candicans	Grey Cottonhead	140	43
MYO PAV	Myoporum parvifolium	Dwarf Native Myrtle	140	43
LEP GLA	lepidosperma gladiatum	Coast Sword Sedge	140	43
MIXED BED 5				
ERE GLA	Eremophila glabra	Tar bush	140	27
SYZ STR	Syzygium Australae PBR 'Straight and Narrow	Lilly Pilly	45LTR	3
PAT OCC	Patersonia occidentalis	Native Iris	140	27
XAN PRE	Xanthorrhoea preissii	Grass Tree	200	3
MIXED BED 6				
AUS DUL	Austromyrtus dulcis	Midgen berry	140	13
SYZ STR	Syzygium Australae PBR 'Straight and Narrow	Lilly Pilly	45LTR	6
HIB SAB	Hibiscus sabdariffa	Rosella	200	13
CLIMBERS				
PAS EDU	Passiflora edulis	Passion fruit	200	9
CLE LIN	Clematis linearifolia	Old Mans Beard	140	9

GENERAL NOTES:

NOT ISSUED FOR CONSTRUCTION PURPOSES

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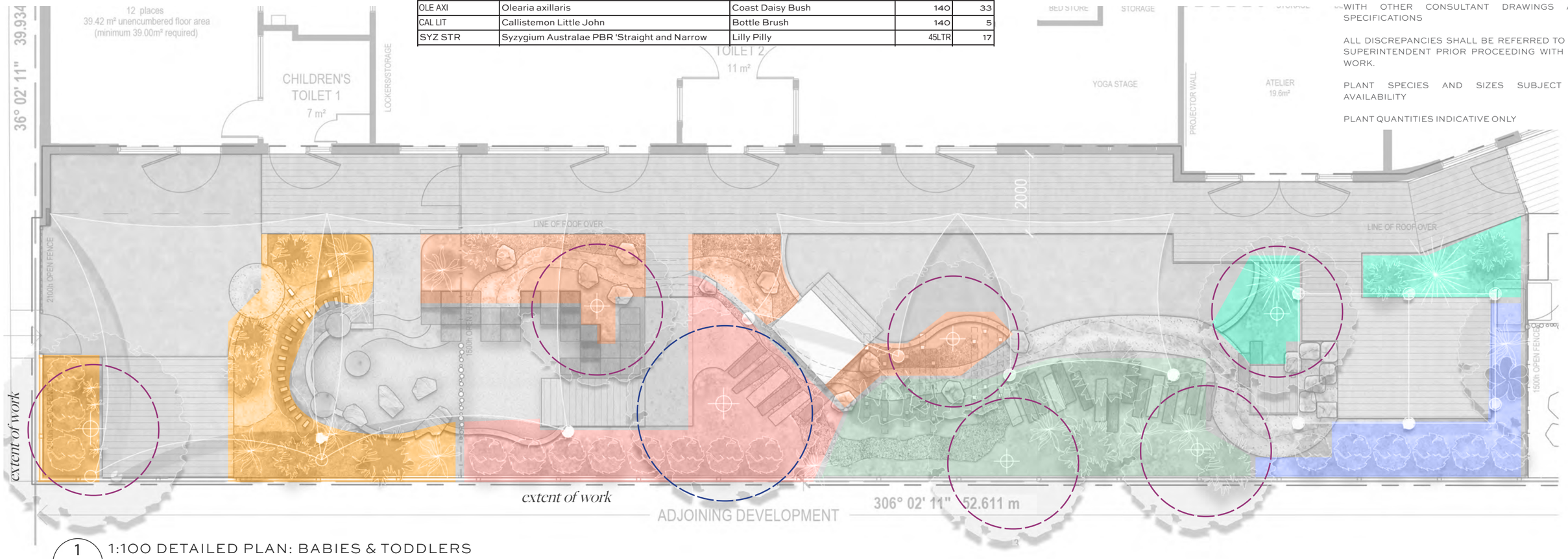
ALL DISCREPANCIES SHALL BE REFERRED TO THE SUPERINTENDENT PRIOR PROCEEDING WITH THE WORK.

PLANT SPECIES AND SIZES SUBJECT TO AVAILABILITY

PLANT QUANTITIES INDICATIVE ONLY



1 / - 1:100 DETAILED PLAN: BABIES & TODDLERS

0 1 2 3 4 5M 10M 1:100@A3

DAN RIMES DESIGN

Wearthy

PROJECT
NIDO EARLY SCHOOL

ADDRESS
422 SAFETY BAY ROAD,
SAFETY BAY, WA 6169

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HELLO@DANRIMESDESIGN.COM

DRAWING TITLE
DETAILED PLAN
SHEET 1

REV.	ISSUE TITLE	BY	DATE
00	DA SUBMISSION	DR	04|08|23

1:100 |A3

DEVELOPMENT APPLICATION

307-NSA
MA-111

KEY

ADVANCED FEATURE TREE
100LTR+

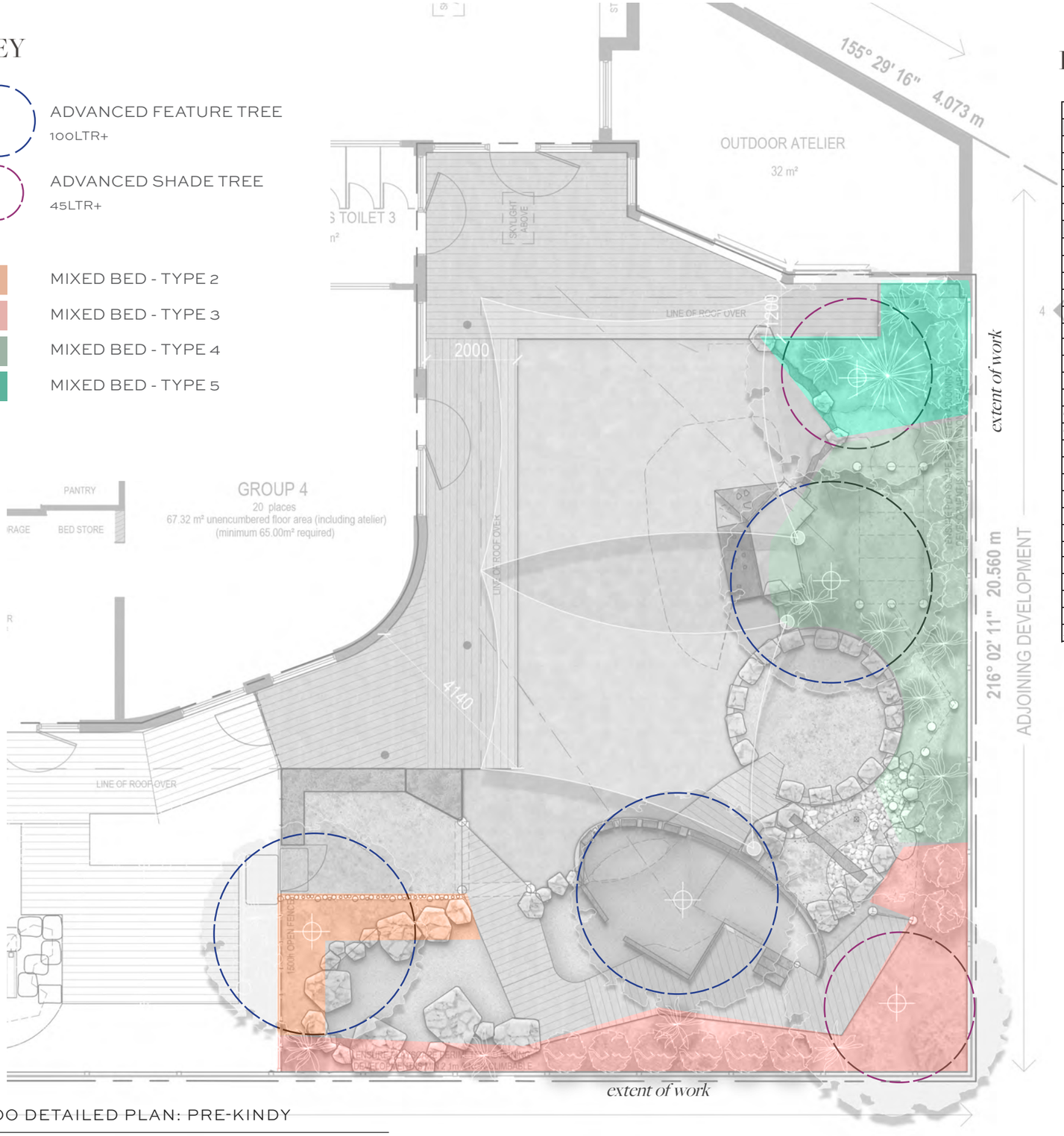
ADVANCED SHADE TREE
45LTR+

MIXED BED - TYPE 2

MIXED BED - TYPE 3

MIXED BED - TYPE 4

MIXED BED - TYPE 5



1 / -
1:100 DETAILED PLAN: PRE-KINDY

PLANTING SCHEDULE

CODE	BOTANICAL NAME	COMMON NAME	POT (MM)	QTY
TREES				
AGO FLE	Agonis flexuosa	Western Australian peppermint	200LTR	3
BAC CIT	Backhousia citriodora	Lemon Myrtle	100LTR	3
MEL LAN	Melaleuca lanceolata	Rottnest Island teatree	100LTR	2
BAN ATT	Banksia Attenuata	Candlestick Banksia	45LTR	2
CIT VAR	Citrus variety	Citrus	45LTR	2
SHRUBS, GRASSES & GROUNDCOVERS				
MIXED BED 2				
CAR VIR	Carpobrotus virescens	Native Pigface	140	40
HEM PUN	Hemiandra pungens	Snake Bush	140	20
LEU BRO	Leucophyta brownii	Cushion Bush	140	20
FIC NOD	Ficinia nodosa	Knotted Club-Rush	140	20
MIXED BED 3				
ATR ISA	Atriplex isatidea	Coast Saltbush	140	33
LEU BRO	Leucophyta brownii	Cushion Bush	140	33
WES FRU	Grey Box™ Westringia fruticosa 'WES04' PBR	Coastal Rosemary - dwarf	200	33
OLE AXI	Olearia axillaris	Coast Daisy Bush	140	33
CAL LIT	Callistemon Little John	Bottle Brush	140	5
SYZ STR	Syzygium Australae PBR 'Straight and Narrow	Lilly Pilly	45LTR	17
MIXED BED 4				
LEU BRO	Conostylis candicans	Grey Cottonhead	140	43
MYO PAV	Myoporum parvifolium	Dwarf Native Myrtle	140	43
LEP GLA	lepidosperma gladiatum	Coast Sword Sedge	140	43
MIXED BED 5				
ERE GLA	Eremophila glabra	Tar bush	140	27
SYZ STR	Syzygium Australae PBR 'Straight and Narrow	Lilly Pilly	45LTR	3
PAT OCC	Patersonia occidentalis	Native Iris	140	27
XAN PRE	Xanthorrhoea preissii	Grass Tree	200	3

GENERAL NOTES:

NOT ISSUED FOR CONSTRUCTION PURPOSES

THIS DRAWING IS TO BE READ IN CONJUNCTION WITH OTHER CONSULTANT DRAWINGS AND SPECIFICATIONS

ALL DISCREPANCIES SHALL BE REFERRED TO THE SUPERINTENDENT PRIOR PROCEEDING WITH THE WORK.

PLANT SPECIES AND SIZES SUBJECT TO AVAILABILITY

PLANT QUANTITIES INDICATIVE ONLY

0 1 2 3 4 5M 10M 1:100@A3

DAN RIMES DESIGN

Wearthy

PROJECT
NIDO EARLY SCHOOL

ADDRESS
422 SAFETY BAY ROAD,
SAFETY BAY, WA 6169

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DRAWING TITLE
DETAILED PLAN
SHEET 2

REV.	ISSUE TITLE	BY	DATE
00	DA SUBMISSION	DR	04|08|23

1:100 |A3

DEVELOPMENT APPLICATION

307-NSA
MA-112

Appendix 6:
Parcel 2 Landscaping Plan

PROPOSED MIXED USE DEVELOPMENT, Lot 100 Safety Bay Road

LANDSCAPE CONCEPT PLANS

Mel. viminalis

Mel. lanceolata

Araucaria

PLANT SCHEDULE

SYMBOL	SPECIES	STOCK SIZE	QTY
Trees and Feature Planting			
	Araucaria columnaris	Mature transplant	2
	Melaleuca viminalis	45lt	32
	Melaleuca lanceolata	45lt	9
	Strelitzia reginae	45lt	2
	Casuarina equisetifolia	45lt	3
Shrubs/groundcover)			
	Lomandra tanika	140mm	1 per m²
	Ficinia nodosa	140mm	1 per m²
	Hibbertia scandens	140mm	1 per m²
	Metrosideros thomasii	140mm	1 per m²
	Bougainvillea sp.	140mm	1 per L.m

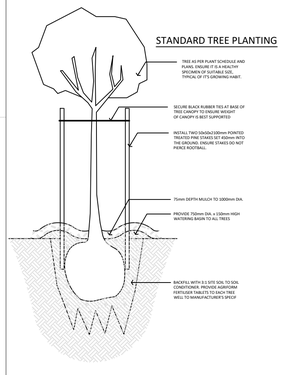
LEGEND:

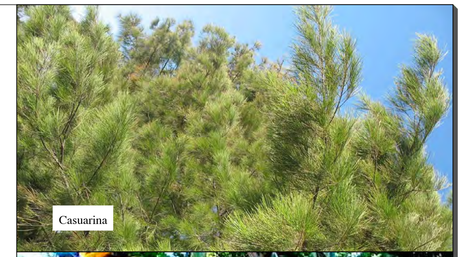
SOILBOND STABILISED SUMMERSTONE FINES

IRRIGATED KIKUYU LAWN

01 L000 PLANTING DETAIL

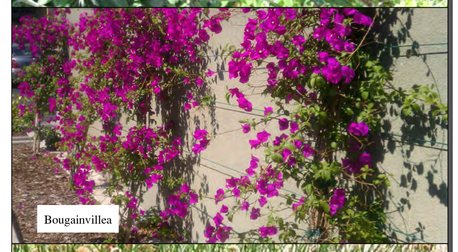
RECOMMENDED TYPICAL SECTION DETAIL — SCALE 1:40




Casuarina

Strelitzia

Metrosideros


Bougainvillea

Ficinia

Hibbertia

Lomandra

NOTES:

GENERAL NOTES:

- ALL NEW TREES , SHRUBS/GROUNDCOVER PLANTS TO BE IRRIGATED, (WATER-WISE BUBBLERS FOR TREES & DRIP IRRIGATION FOR PLANTS)
- PLANTING TO BE SETBACK 500mm FROM HARD SURFACES & 1000mm FROM MAJOR ROAD KERBS (WHERE POSSIBLE)
- TREES/SHRUBS/GROUNDCOVER MAY BE SUBSTITUTED FOR ANOTHER SPECIES LISTED ON THIS PLAN IF UNAVAILABLE AT TIME OF INSTALLATION
- SLOW RELEASE FERTILIZER TO BE INCORPORATED TO EACH PLANT AT TIME OF PLANTING
- 75mm Min. PINE BARK MULCH TO ALL PLANTED AREAS AS PER PLAN
- ALL MEASUREMENTS/QUANTITIES TO BE VERIFIED ON-SITE PRIOR TO COMMENCEMENT OF WORK OR ORDERING OF MATERIALS. E & OE.

Rev	Date	Description	Drawn	Appr.
B	18/07/2023	Landscape Design concept for review	D.R	A.H
A	19/05/2023	Landscape Design concept for review	D.R	A.H

LANDSCAPE ALCHEMY
Andrew Harding
Mob: 0418 927 900
Email: a.harding8a@gmail.com

PROJECT TITLE: PROPOSED MIXED USE DEVELOPMENT: Landscape Concept plans

LOCATION: LOT 100, No 434 Safety Bay Road, Safety Bay W.A

CLIENT: FABRIC PROPERTY

DATE: 19th May 2023 **SCALE:** 1:400 @ A1

NORTH

Appendix 7:
Waste Management Plan

Waste Management Plan

Lot 10 Safety Bay Road, Safety Bay

Prepared for Braykell Two Pty Ltd c/o Fabric Property

31 July 2023

Project Number: WMP23022

DOCUMENT CONTROL

Version	Description	Date	Author	Reviewer	Approver
1.0	First Approved Release	31/07/2023	DP	AB	DP

Approval for Release

Name	Position	File Reference
Dilan Patel	Project Manager – Waste Management Consultant	WMP23022-02_Waste Management Plan_1.0
Signature		

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Executive Summary

Braykell Two Pty Ltd is seeking development approval for the proposed commercial development located at Lot 10 Safety Bay Road, Safety 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. Talis Consultants has been engaged to prepare this WMP to satisfy the City's requirements.

A summary of the bin size, numbers, collection frequency and collection method 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 1					
Refuse	2,058	660	Two	Two times each week	Private Contractor
Recycling	2,058	660	Two	Two times each week	Private Contractor
Bin Storage Area 2					
Refuse	1,146	1,100	Two	Once each week	Private Contractor
Recycling	975	1,100	One	Once each week	Private Contractor
Bin Storage Area 3					
Refuse	3,059	1,100	Three	Once each week	Private Contractor
Recycling	2,019	1,100	Two	Once each week	Private Contractor
Bin Storage Area 4					
Refuse	8,043	1,100	Two	Four times each week	Private Contractor
Recycling	8,043	1,100	Two	Four times each week	Private Contractor

A private contractor will service the Proposal onsite, directly from the respective Bin Storage Area/Loading Zone. The private contractor's waste collection vehicle will enter and exit the Proposal in forward gear via Malibu Road or Safety Bay Road.

Site management will oversee the relevant aspects of waste management at the Proposal.

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Diagram 1: Bin Storage Area 1
Diagram 2: Bin Storage Area 2
Diagram 3: Bin Storage Area 3
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Figures

Figure 1: Locality Plan

1 Introduction

Braykell Two Pty Ltd is seeking development approval for the proposed commercial development located at Lot 10 Safety Bay Road, Safety 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. Talis Consultants has been engaged to prepare this WMP to satisfy the City's requirements.

The Proposal is bordered by residential developments to the north and east, Safety Bay Road to the south and Malibu Road to the west, 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 waste (refuse and recyclables) at the Proposal. Specifically, the WMP demonstrates that the Proposal is designed to:

- Adequately cater for the anticipated volume of waste to be generated;
- Provide adequately sized Bin Storage Areas, 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 volume of refuse and recyclables is based on the floor area (m^2) of the commercial tenancies, as follows:

Bin Storage Area 1:

- Childcare – 588m^2;

Bin Storage Area 2:

- Unit 1 Gym – 300m^2;
- Unit 2 Misc. – 98m^2; and
- Unit 3 Medical Centre – 847m^2.

Bin Storage Area 3:

- Unit 4 Café – 100m^2;
- Unit 5 Shop – 97m^2;
- Unit 6 Shop – 97m^2;
- Unit 7 Physiotherapist – 200m^2; and
- Unit 8 Pharmacy – 198m^2.

Bin Storage Area 4:

- Tavern – 2,298m^2.

2.2 Waste Generation Rates

In order to achieve an accurate projection of waste volumes for the Proposal, consideration was given to the City of Melbourne's *Guidelines for Waste Management Plans* (2021) and the City of Perth's *Waste Guidelines for New Developments* (Revision 5, effective from June 2019).

Table 2-1 shows the waste generation rates which have been applied to the Proposal.

Table 2-1: Waste Generation Rates

Tenancy Use Type	Guideline Reference	Refuse Generation Rate	Recycling Generation Rate
Childcare	Melbourne – Childcare	350L/100m^2/week	350L/100m^2/week
Unit 1 Gym	Perth – Office	10L/100m^2/day	10L/100m^2/day
Unit 2 Misc.	Perth – Retail (<100m^2)	50L/100m^2/day	25L/100m^2/day
Unit 3 Medical Centre	Perth – Office	10L/100m^2/day	10L/100m^2/day
Unit 4 Café	Perth – Café (Dine In)	300L/100m^2/day	200L/100m^2/day
Unit 5 Shop	Perth – Retail (<100m^2)	50L/100m^2/day	25L/100m^2/day
Unit 6 Shop	Perth – Retail (<100m^2)	50L/100m^2/day	25L/100m^2/day
Unit 7 Physiotherapist	Perth – Office	10L/100m^2/day	10L/100m^2/day
Unit 8 Pharmacy	Perth – Office	10L/100m^2/day	10L/100m^2/day
Tavern	Perth – Tavern (w/o dining)	50L/100m^2/day	50L/100m^2/day

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 Bin Storage Area 1

Bin Storage Area 1 waste generation volumes in litres per week (L/week) adopted for this waste assessment are shown in Table 2-2. It is estimated that the Bin Storage Area 1 tenancies at the Proposal will generate 2,058L of refuse and 2,058L of recyclables each week.

Table 2-2: Estimated Waste Generation – Bin Storage Area 1

Bin Storage Area 1	Area (m^2)	Waste Generation Rate	Waste Generation (L/week)
Refuse			
Childcare	588	350L/100m^2/week	2,058
		Total	**2,058**
Recyclables			
Childcare	588	350L/100m^2/week	2,058
		Total	**2,058**

2.3.2 Bin Storage Area 2

Bin Storage Area 2 waste generation volumes in litres per week (L/week) adopted for this waste assessment are shown in Table 2-3. It is estimated that the Bin Storage Area 2 tenancies at the Proposal will generate 1,146L of refuse and 975L of recyclables each week.

Table 2-3: Estimated Waste Generation – Bin Storage Area 2

Bin Storage Area 2	Area (m^2)	Waste Generation Rate	Waste Generation (L/week)
Refuse			
Unit 1 Gym	300	10L/100m^2/day	210
Unit 2 Misc.	98	50L/100m^2/day	343
Unit 3 Medical Centre	847	10L/100m^2/day	593
		Total	**1,146**
Recyclables			
Unit 1 Gym	300	10L/100m^2/day	210
Unit 2 Misc.	98	25L/100m^2/day	172
Unit 3 Medical Centre	847	10L/100m^2/day	593
		Total	**975**

2.3.3 Bin Storage Area 3

Bin Storage Area 3 waste generation volumes in litres per week (L/week) adopted for this waste assessment are shown in Table 2-4. It is estimated that the Bin Storage Area 3 tenancies at the Proposal will generate 3,058L of refuse and 2,019L of recyclables each week.

Table 2-4: Estimated Waste Generation – Bin Storage Area 3

Bin Storage Area 3	Area (m^2)	Waste Generation Rate	Waste Generation (L/week)
Refuse			
Unit 4 Café	100	300L/100m^2/day	2,100
Unit 5 Shop	97	50L/100m^2/day	340
Unit 6 Shop	97	50L/100m^2/day	340
Unit 7 Physiotherapist	200	10L/100m^2/day	140
Unit 8 Pharmacy	198	10L/100m^2/day	139
		Total	**3,059**
Recyclables			
Unit 4 Café	100	200L/100m^2/day	1,400
Unit 5 Shop	97	25L/100m^2/day	170
Unit 6 Shop	97	25L/100m^2/day	170
Unit 7 Physiotherapist	200	10L/100m^2/day	140
Unit 8 Pharmacy	198	10L/100m^2/day	139
		Total	**2,019**

2.3.4 Bin Storage Area 4

Bin Storage Area 4 waste generation volumes in litres per week (L/week) adopted for this waste assessment are shown in Table 2-5. It is estimated that the Bin Storage Area 4 tenancies at the Proposal will generate 8,043L of refuse and 8,043L of recyclables each week.

Table 2-5: Estimated Waste Generation – Bin Storage Area 4

Bin Storage Area 4	Area (m^2)	Waste Generation Rate	Waste Generation (L/week)
Refuse			
Tavern	2,298	50L/100m^2/day	8,043
		Total	**8,043**
Recyclables			
Tavern	2,298	50L/100m^2/day	8,043
		Total	**8,043**

3 Waste Storage

Waste materials generated within the Proposal will be collected in the bins located in the Bin Storage Areas, as shown in Diagram 1 to Diagram 4, and discussed in the following sub-sections.

Note: the waste generation volumes are best practice estimates and the number of bins to be utilised represents the maximum requirements once the Proposal is fully operational. Bin requirements may be impacted as the development becomes operational and the nature of the tenants and waste management requirements are known.

3.1 Internal Transfer of Waste

To promote positive recycling behaviour and maximise diversion from landfill, internal bins will be available throughout the Proposal for the source separation of refuse and recycling.

These internal bins will be collected by the staff/cleaners at least once each day and transferred to the respective Bin Storage Area for consolidation into the appropriate bins. This internal servicing method may be conducted outside of main operational hours to mitigate disturbances to visitors.

All bins will be colour coded and labelled in accordance with Australian Standards (AS 4123.7) to assist tenants, visitors, staff and cleaners to dispose of their separate waste materials in the correct bins.

3.2 Bin Sizes

Table 3-1 gives the typical dimensions of standard bins sizes that may be utilised at the Proposal. It should be noted that these bin dimensions are approximate and can vary slightly between suppliers.

Table 3-1: Typical Bin Dimensions

Dimensions (m)	Bin Sizes		
	240L	660L	1,100L
Depth	0.730	0.780	1.070
Width	0.585	1.260	1.240
Height	1.060	1.200	1.330

Reference: SULO Bin Specification Data Sheets

3.3 Bin Storage Area Size

3.3.1 Bin Storage Area 1 Size

To ensure sufficient area is available for storage of the Bin Storage Area 1 bins, the amount of bins required for Bin Storage Area 1 was modelled utilising the estimated waste generation in Table 2-2, bin sizes in Table 3-1 and based on collection of refuse and recyclables two times each week.

Based on the results shown in

Table 3-2, Bin Storage Area 1 has been sized to accommodate:

- Two 660L refuse bins; and
- Two 660L recycling bins.

Table 3-2: Bin Requirements for Bin Storage Area 1

Waste Stream	Waste Generation (L/week)	Number of Bins Required		
		240L	660L	1,100L
Refuse	2,058	5	2	1
Recycling	2,058	5	2	1

The configuration of these bins within Bin Storage Area 1 is shown in Diagram 1. It is worth noting that the number of bins and corresponding placement of bins shown in Diagram 1 represents the maximum requirements assuming two collections each week of refuse and recyclables.

Diagram 1: Bin Storage Area 1

3.3.2 Bin Storage Area 2 Size

To ensure sufficient area is available for storage of the Bin Storage Area 2 bins, the amount of bins required for Bin Storage Area 2 was modelled utilising the estimated waste generation in Table 2-3, bin sizes in Table 3-1 and based on collection of refuse and recyclables once each week.

Based on the results shown in Table 3-3, Bin Storage Area 2 has been sized to accommodate:

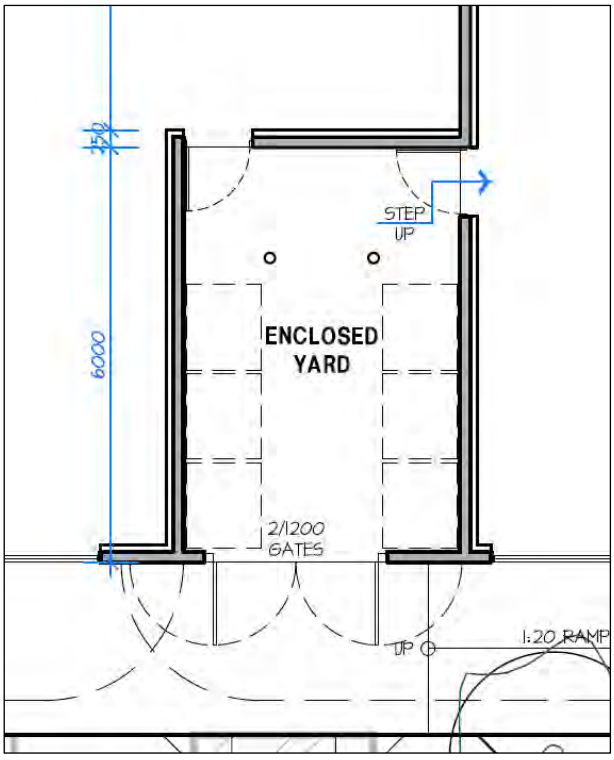
- Two 1,100L refuse bins; and
- One 1,100L recycling bin.

Table 3-3: Bin Requirements for Bin Storage Area 2

Waste Stream	Waste Generation (L/week)	Number of Bins Required		
		240L	660L	1,100L
Refuse	1,146	5	2	2
Recycling	975	5	2	1

The configuration of these bins within Bin Storage Area 2 is shown in Diagram 2. It is worth noting that the number of bins and corresponding placement of bins shown in Diagram 2 represents the maximum requirements assuming one collection each week of refuse and recyclables.

Diagram 2: Bin Storage Area 2



3.3.3 Bin Storage Area 3 Size

To ensure sufficient area is available for storage of the Bin Storage Area 3 bins, the amount of bins required for Bin Storage Area 3 was modelled utilising the estimated waste generation in Table 2-4, bin sizes in Table 3-1 and based on collection of refuse and recyclables once each week.

Based on the results shown in Table 3-4, Bin Storage Area 3 has been sized to accommodate:

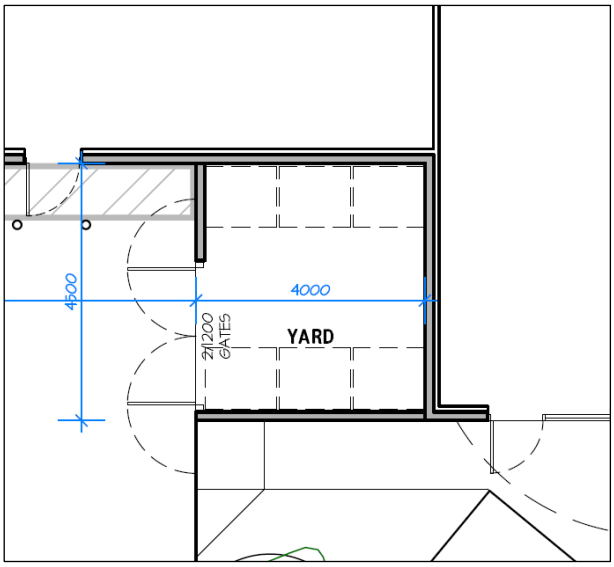
- Three 1,100L refuse bins; and
- Two 1,100L recycling bins.

Table 3-4: Bin Requirements for Bin Storage Area 3

Waste Stream	Waste Generation (L/week)	Number of Bins Required		
		240L	660L	1,100L
Refuse	3,059	13	5	3
Recycling	2,019	9	4	2

The configuration of these bins within Bin Storage Area 3 is shown in Diagram 3. It is worth noting that the number of bins and corresponding placement of bins shown in Diagram 3 represents the maximum requirements assuming one collection each week of refuse and recyclables.

Diagram 3: Bin Storage Area 3



3.3.4 Bin Storage Area 4 Size

To ensure sufficient area is available for storage of the Bin Storage Area 4 bins, the amount of bins required for Bin Storage Area 4 was modelled utilising the estimated waste generation in Table 2-5, bin sizes in Table 3-1 and based on collection of refuse and recyclables four times each week.

Based on the results shown in Table 3-5, Bin Storage Area 4 has been sized to accommodate:

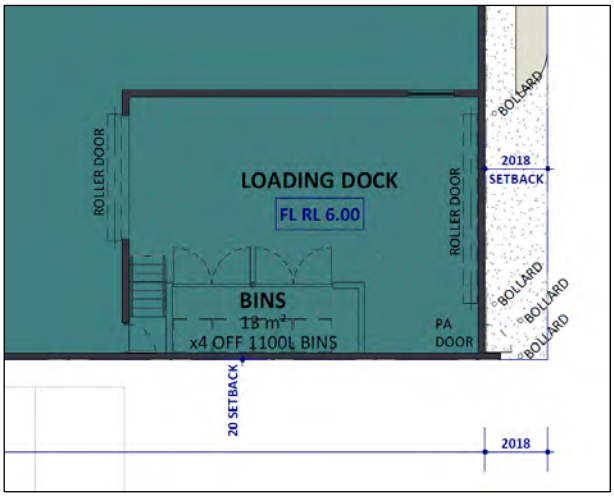
- Two 1,100L refuse bins; and
- Two 1,100L recycling bins.

Table 3-5: Bin Requirements for Bin Storage Area 4

Waste Stream	Waste Generation (L/week)	Number of Bins Required		
		240L	660L	1,100L
Refuse	8,043	9	4	2
Recycling	8,043	9	4	2

The configuration of these bins within Bin Storage Area 4 is shown in Diagram 4. It is worth noting that the number of bins and corresponding placement of bins shown in Diagram 4 represents the maximum requirements assuming four collections each week of refuse and recyclables.

Diagram 4: Bin Storage Area 4



3.4 Bin Storage Area Design

The design of the Bin Storage Areas 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;
- No double stacking of bins;
- Doors to the Bin Storage Area self-closing and vermin proof;
- Doors to the Bin Storage Area wide enough to fit bins through;
- Ventilated to a suitable standard;
- Appropriate signage;
- 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 Areas will be monitored by site management during the operation of the Proposal to ensure that the number of bins and collection frequency is sufficient.

4 Waste Collection

A private waste collection contractor will service the Proposal utilising a rear loader waste collection vehicle as follows:

Bin Storage Area 1:

- Two 660L refuse bins, collected two times each week; and
- Two 660L recycling bins, collected two times each week.

Bin Storage Area 2:

- Two 1,100L refuse bins, collected once each week; and
- One 1,100L recycling bin, collected once each week.

Bin Storage Area 3:

- Three 1,100L refuse bins, collected once each week; and
- Two 1,100L recycling bins, collected once each week.

Bin Storage Area 4:

- Two 1,100L refuse bins, collected four times each week; and
- Two 1,100L recycling bins, collected four times each week.

The private contractor's rear loader waste collection vehicle will service the bins onsite, directly from the respective Bin Storage Area/Loading Zone. The private contractor's rear loader waste collection vehicle will travel with left hand lane traffic flow on either Malibu Road or Safety Bay Road into the Proposal in forward gear, and pull up adjacent to each Bin Storage Area/Loading Zone for servicing.

Servicing may be conducted outside of normal operating hours to allow the waste collection vehicle to utilise the empty carpark for manoeuvring and mitigate impacts on local traffic movements during peak traffic hours.

Private contractor's staff will ferry bins to and from the rear loader waste collection vehicle and the respective Bin Storage Area during servicing. The private contractor will be provided with key/PIN code access to the Bin Storage Areas and security access gates to facilitate servicing, if required.

Once servicing is complete the private contractor's rear loader waste collection vehicle will exit in a forward motion, turning onto Malibu Road or Safety Bay Road.

The above servicing method will preserve the amenity of the area by removing the requirement for bins to be presented to the street on collection days. In addition, servicing of bins onsite will reduce the noise generated in the area during collection. Noise from waste vehicles must comply with the Environmental Protection (Noise) Regulations and such vehicles should not service the site before 7.00am or after 7.00pm Monday to Saturday, or before 9.00am or after 7.00pm on Sundays and Public Holidays.

4.1 Bulk and Speciality Waste

Bulk and speciality waste materials will be removed from the Proposal as they are generated on an 'as required' basis.

Adequate space may be allocated throughout the Proposal for placement of cabinets/containers for collection and storage of bulk and specialty wastes that are unable to be disposed of within the bins in the Bin Storage Areas. These may include items such as:

- Refurbishment wastes from fit outs;
- Batteries and E-wastes;
- White goods/appliances;
- Used Cooking Oil;
- Cleaning chemicals; and
- Commercial Light globes.

These materials will be removed from the Proposal once sufficient volumes have been accumulated to warrant disposal. A temporary skip bin could be utilised for collections, if required. Bulk and specialty waste collection will be monitored by site management who will organise their transport to the appropriate waste facility, as required.

Sanitary wastes from the Childcare will be collected in situ. A suitably qualified sanitary waste collection and disposal provider will be engaged to determine storage and collection requirements.

5 Waste Management

Site management will be engaged to complete the following tasks:

- Monitoring and maintenance of bins and the Bin Storage Areas;
- Cleaning of bins and Bin Storage Areas, when required;
- Ensure all tenants, staff and cleaners at the Proposal are made aware of this WMP and their responsibilities thereunder;
- Monitor tenants, staff and cleaners' behaviour and identify requirements for further education and/or signage;
- Monitor bulk and speciality waste accumulation and assist with its removal, as required;
- Regularly engage with tenants, staff and cleaners to develop opportunities to reduce waste volumes and increase resource recovery; and
- Regularly engage with the private contractors to ensure efficient and effective waste service is maintained.

6 Conclusion

As demonstrated within this WMP, the Proposal provides sufficiently sized Bin Storage Areas for storage of refuse and recyclables, based on the estimated waste generation volumes and suitable configuration of bins. This indicates that adequately designed Bin Storage Areas have been provided, and collection of refuse and recyclables can be completed from the Proposal.

Proposed Waste Collection Summary

Waste Type	Bin Size (L)	Number of Bins	Collection Frequency	Collection
Bin Storage Area 1				
Refuse	660	Two	Two times each week	Private Contractor
Recycling	660	Two	Two times each week	Private Contractor
Bin Storage Area 2				
Refuse	1,100	Two	Once each week	Private Contractor
Recycling	1,100	One	Once each week	Private Contractor
Bin Storage Area 3				
Refuse	1,100	Three	Once each week	Private Contractor
Recycling	1,100	Two	Once each week	Private Contractor
Bin Storage Area 4				
Refuse	1,100	Two	Four times each week	Private Contractor
Recycling	1,100	Two	Four times each week	Private Contractor

A private contractor will service the Proposal onsite, directly from the respective Bin Storage Area/Loading Zone. The private contractor's waste collection vehicle will enter and exit the Proposal in forward gear via Malibu Road or Safety Bay Road.

Site management will oversee the relevant aspects of waste management at the Proposal.

Figures

Figure 1: Locality Plan

P: PO Box 454, Leederville WA 6903 | A: 604 Newcastle St, Leederville WA 6007 | T: 1300 251 070 | W: www.talisconsultants.com.au

LEGEND

- Site Boundary

Cadastre

- Crown Allotment
- Freehold
- Road
- Strata Plan or Lot
- Easement
- Reserve

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LOCALITY

0 5 10 15

LOCALITY

647 Safety Bay Rd
Waikki WA 6169

Fabric Property

N 0 5 10 15 20 25 30 m

Coordinate System: GDA2020 MGA Zone 50
Scale @ A3: 1:800

Prepared:	N Johnston	Date:	2/06/2023
Reviewed:	A Brouwer	Revision:	A
Project:	WMP23022		

talis consultants

Figure 01

Document Path: \\server\talis\SECTIONS\Waste\PROJECTS\WMP2023\WMP23022 - Lot 10 Safety Bay Road, Safety Bay\GIS\Maps\WMP23022 - Lot 10 Safety Bay Road, Safety Bay\WMP23022 - Lot 10 Safety Bay Road, Safety Bay.aprx

Assets | Engineering | Environment | Noise | Spatial | Waste

Talis Consultants

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New South Wales, 2541

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Appendix 8:
Stormwater Management Plan

Forth Consulting Pty Ltd

Project No: 23-133

Date: July 24th, 2023

Attention: Rhys Kelly
Fabric Property
50 Bayview Terrace,
Claremont WA 6010

RE: 434 SAFETY BAY ROAD, SAFETY BAY WA 6169 – STORMWATER MANAGEMENT PLAN

Dear Rhys,

We, FORTH Consulting Pty Ltd are a Civil Engineer and responsible for providing Stormwater Management Plan for the project as mentioned above and described on the drawings listed below, and that this work was designed in accordance with relevant provisions of AS/NZS 3500.3: Stormwater Drainage and City of Rockingham Requirements.

Drawings: Refer to Appendix A

Drawing no.	Revision	Drawing Title
C-001	A	STORMWATER MANAGEMENT PLAN
C-010	A	DETAILS SHEET

Stormwater Drainage Design Strategy

- Inground infiltration tanks have been designed to dispose stormwater onsite up to 10% AEP storm event with the critical storm duration.
- Car park surface levels have been designed to allow water storage above ground in additional to inground stormwater tanks up to 1% AEP storm event with the critical storm duration.
- A design permeability rate of 2 m/day has been adopted based on the geotechnical report recommendation.
- Maximum design groundwater level at RL1.00 mAHD has been used as stated in the geotechnical report.
- Pits and pipes system shall be designed to cater 10% AEP storm with a time of 5 minutes duration.
- Box gutters and downpipes shall be designed for a 1:100-year storm with a time of 6 minutes duration.
- Eave gutters and downpipes shall be designed for a 1:20-year storm with a time of 6 minutes duration.
- Car park and driveway pavement surface have been designed to achieve a minimum of 1:100 (1.00%) slope.

We trust that the above is sufficient for your present requirements. Should you require any further information, please do not hesitate to contact the undersigned.

Regards

Korakot Veeranondha
Civil Engineer – Forth Consulting Pty Ltd

Appendix A

STORMWATER CALCULATIONS (CITY OF ROCKINGHAM)		PARCEL 1	PARCEL 2	PARCEL 3	PARCEL 4
GROSS CATCMENT AREA	=	1,820 m^2	6,895 m2	2,298 m2	2,096 m2
SITE AVERAGE RUNOFF COEFFICIENT	=	0.75	0.85	0.95	0.25
SOIL PERMEABILITY RATE		2 M/DAY	2 M/DAY	2 M/DAY	2 M/DAY
MAXIMUM GROUND WATER LEVEL	=	1m AHD	1m AHD	1m AHD	1m AHD
MINIMUM STORMWATER TANK/BASIN INVERT LEVEL	=	2.60m AHD	2.90m AHD	2.50m AHD	12.50m AHD
1 IN 10 YEAR STORAGE REQUIREMENT (10%AEP)	=	70 m^3	300 m^3	108 m^3	36 m^3
1 IN 100 YEAR STORAGE REQUIREMENT (1%AEP)	=	111 m^3	473 m^3	171 m^3	59m^3
UNDERGROUND STORAGE PROVIDED	=	73 m^3	366 m^3	176 m^3	-
SURFACE STORAGE PROVIDED	=	46 m^3	108 m^3	-	-
BASIN STORAGE PROVIDED	=	-	-	-	517 m^3
TOTAL STORAGE VOLUMES ONSITE	=	119 m^3	474 m^3	176 m^2	517 m^3

GENERAL NOTES

1. ALL DIMENSIONS SHOWN ARE IN METERS UNLESS NOTED OTHERWISE.
2. VERTICAL DATUM TO AUSTRALIAN HEIGHT DATUM (AHD)
3. ALL STORMWATER DRAINAGE PIPES DN300 OR SMALLER, SHALL BE uPVC. PIPES LARGER THAN DN300 SHALL BE RC PIPE.
4. ALL uPVC PIPES SHALL CONFORM TO AS 1254.
5. ALL CONCRETE PIPES AND LINERS SHALL CONFORM TO AS 3725 AND AS 4058 CLASS 2 UNLESS NOTED OTHERWISE.
6. ALL STORMWATER uPVC PIPES SHALL BE MIN. CLASS SN6 UNO. COVER TO BE 600mm MIN.
7. COORDINATE LOCATION OF ALL IN GROUND SERVICES (PIPES, PITS, CONDUITS, ETC) WITH ALL EARTHWORKS, FOOTPATHS AND DRAINAGE STRUCTURES.

LEGEND

- NEW TRAPPED GULLY PIT
- NEW MANHOLE
- STORMWATER PIPE
- GRAF ECOBLOC MAXX STORMWATER MODULAR TANK
- FALL DIRECTION
- FFL 5.000 — PROPOSED BUILDING FINISHED FLOOR LEVEL (mAHD)
- 5.000 — DESIGNED FINISHED SURFACE SPOT LEVEL (mAHD)
- TOK 5.000 — DESIGNED TOP OF KERB LEVEL (mAHD)
- TOG 5.000 — DESIGNED TOP OF GRATE LEVEL (mAHD)

GENERAL NOTES: CONTRACTOR TO CHECK ALL DIMENSION ON-SITE REFER ANY DISCREPANCIES TO ARCHITECT FOR A DECISION, PRIOR TO COMMENCING ANY WORK OR PREPARING SHOP DRAWINGS

REV	DATE	DESCRIPTION	DRN	CHD
A	24.07.23	ISSUED FOR DA APPROVAL	KV	CAG

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1064 HAY STREET, WEST PERTH WA 6005
P: +61 8 9485 2921 |
E: admin@forth.com.au |
W: forth.com.au

CLIENT: fabric PROPERTY

ARCHITECT: HINDLEY AND ASSOCIATES

PROJECT:
PROPOSED COMMERCIAL DEVELOPMENT
LOT 100, NO 434 SAFETY BAY ROAD
SAFETY BAY WA

DRAWING TITLE:
CIVIL WORKS
STORMWATER MANAGEMENT PLAN

PRELIMINARY ISSUE

DRAWN:	KV	APPROVED:	21.04.23
DESIGNED:	KV	DATE:	A1
CHECKED:	CAG	SCALE:	1:300
PROJECT NUMBER:	23-113		REV:
DRAWING NUMBER:	C-001		A

ATTENTION:
THE ALIGNMENT AND DEPTH OF SERVICES SHOWN ARE INDICATIVE AND ONLY ILLUSTRATE THE PRESENCE OF SERVICES NEARBY.
IT IS MANDATORY THAT THE CONTRACTOR CONTACT ALL RELEVANT AUTHORITIES AND LOCATE, EXPOSE AND PROTECT ALL SERVICES DURING WORKS WITHIN THE VICINITY

MALIBU ROAD

SAFETY BAY ROAD

6.4m x 12.0m x 1.0m (WxLxD) GRAF ECOBLOC MAXX STORMWATER MODULAR TANK STORAGE VOLUME = 73 m3

5.6m x 20.8m x 1.0m (WxLxD) GRAF ECOBLOC MAXX STORMWATER MODULAR TANK STORAGE VOLUME = 111 m3

5.6m x 19.2m x 1.0m (WxLxD) GRAF ECOBLOC MAXX STORMWATER MODULAR TANK STORAGE VOLUME = 102 m3

5.6m x 16.0m x 1.0m (WxLxD) GRAF ECOBLOC MAXX STORMWATER MODULAR TANK STORAGE VOLUME = 85 m3

6.4m x 11.2m x 1.0m (WxLxD) GRAF ECOBLOC MAXX STORMWATER MODULAR TANK STORAGE VOLUME = 68 m3

4.0m x 23.2m x 1.0m (WxLxD) GRAF ECOBLOC MAXX STORMWATER MODULAR TANK STORAGE VOLUME = 88 m3

EXISTING BASIN STORAGE VOLUME = 517m3

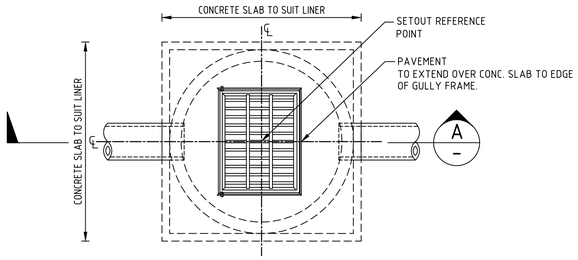
PARCEL 1 1,820 m2

PARCEL 2 6,895m2

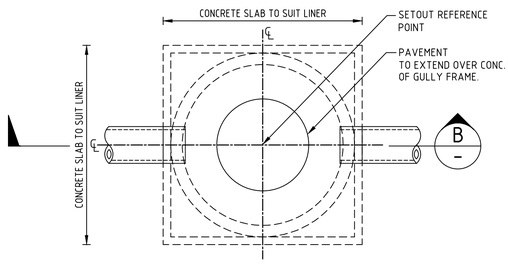
PARCEL 3 2,298m2

PARCEL 4 2,096m2 (NOT PART OF THIS APPLICATION)

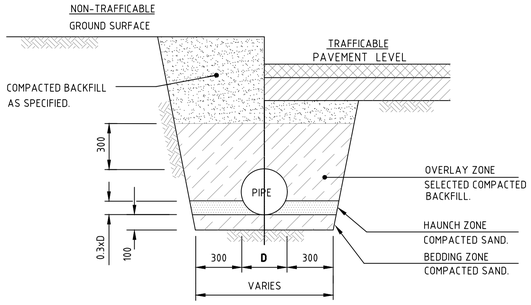
BASEMENT FFL 4.300



PLAN

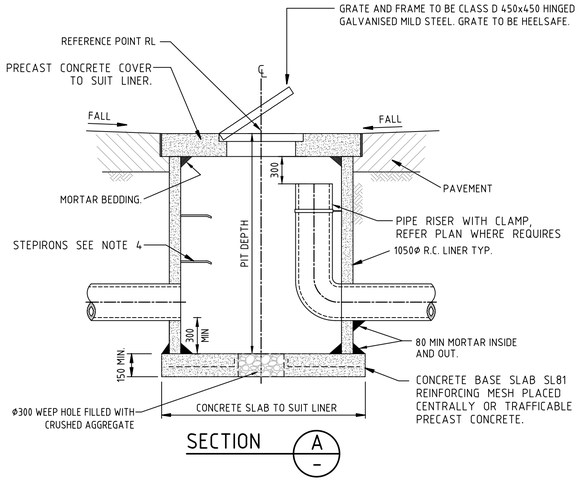


PLAN



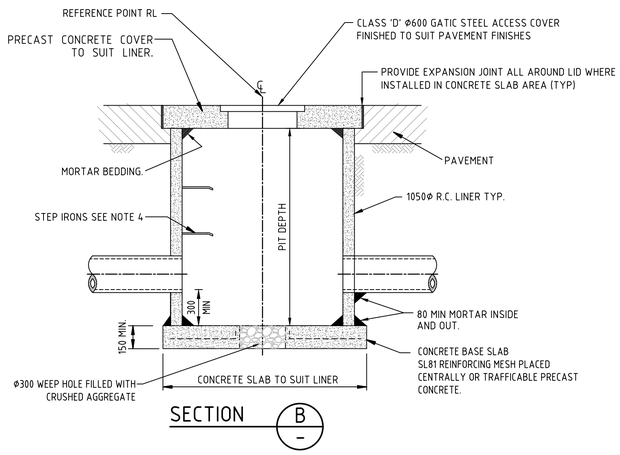
STORMWATER PIPE BEDDING DETAILS

1:20
NOTE: DETAIL APPLIES FOR BOTH PVC AND CONCRETE PIPEWORK



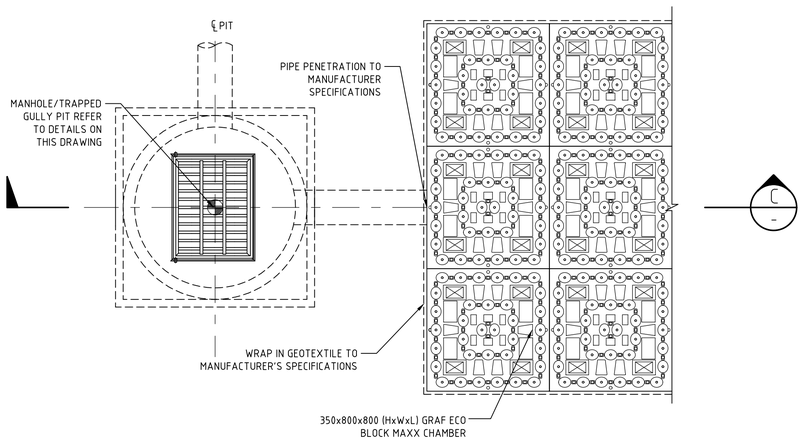
TYPICAL TRAPPED GULLY DETAIL

SCALE 1:20



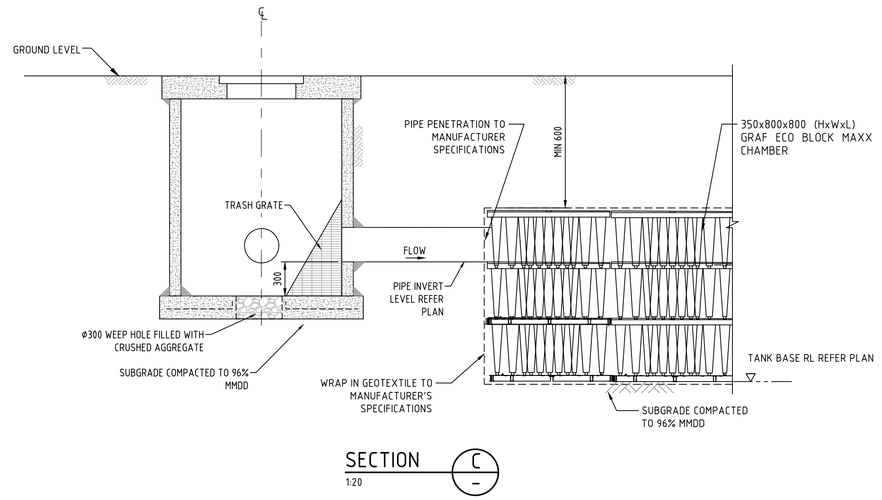
TYPICAL MANHOLE DETAIL

SCALE 1:20



TYPICAL INLET PIT TO STORMWATER DRAINAGE TANK DETAIL

1:20



1:20

0.2 0.1 0 0.2 0.4 0.6 Metres

SCALE 1 : 10

0.4 0.2 0 0.4 0.8 1.2 Metres

SCALE 1 : 20

GENERAL NOTES

1. ALL DIMENSIONS IN MILLIMETRES U.N.O.
2. VERTICAL DATUM TO TO AUSTRALIAN HEIGHT DATUM (AHD).
3. PRECAST CONCRETE PIT/SOAKWELL:
   - THE PIT/SOAKWELL SHALL BE REINFORCED CONCRETE SPUN TO AS 4058.
   - THE PIT/SOAKWELL SHALL HAVE EQUIVALENT PROPERTIES AND REINFORCEMENT OF CLASS 2 RCP EXCEPT THAT THE REINFORCEMENT SHALL BE CIRCULAR.
4. STANDARD GALVANISED STEP IRONS TO BE USED WHEN THE DISTANCE BETWEEN THE MANHOLE BASE AND FINISHED GROUND LEVEL EXCEEDS 1.2m.
5. ALL BASES TO BE BEDDED ON FIRM NATURAL OR COMPACTED SAND.
6. COMPACTION AROUND MANHOLES TO BE BACKFILLED LAYERS NOT EXCEEDING 300mm AND COMPACTED TO MINIMUM OF 7 BLOWS PER 300mm OF PERTH SAND PENETROMETER.
7. MORTAR TO BE 3 : 1 SAND : CEMENT MIXTURE.
8. IN-SITU CONCRETE TO HAVE MINIMUM STRENGTH OF 20MPa AT 28 DAYS, MAXIMUM AGGREGATE SIZE 20mm AND SLUMP 50-75mm.
9. ALL CONCRETE PIPES SHALL BE CLASS 2 MINIMUM.
   WHERE COVER IS BETWEEN 450-600 mm, PIPE SHALL BE CLASS 4.

GENERAL NOTES: CONTRACTOR TO CHECK ALL DIMENSION ON-SITE REFER ANY DISCREPANCIES TO ARCHITECT FOR A DECISION, PRIOR TO COMMENCING ANY WORK OR PREPARING SHOP DRAWINGS

REV	DATE	DESCRIPTION	DRN	CHD
A	24.07.23	ISSUED FOR DA APPROVAL	KV	CAG

FORTH
1064 HAY STREET, WEST PERTH WA 6005
P: +61 8 9485 2921 |
E: admin@forth.com.au |
W: forth.com.au

CLIENT: fabric PROPERTY

ARCHITECT: HINDLEY AND ASSOCIATES

PROJECT:
PROPOSED COMMERCIAL DEVELOPMENT
LOT 100, NO 434 SAFETY BAY ROAD
SAFETY BAY WA

DRAWING TITLE:
CIVIL WORKS
DETAILS SHEET

PRELIMINARY ISSUE

DRAWN:	KV	APPROVED:	21.04.23
DESIGNED:	KV	DATE:	A1
CHECKED:	CAG	SCALE:	1:300
PROJECT NUMBER:	23-113		REV:
DRAWING NUMBER:	C-010		A

PS ref: 8489

13 November 2023

City of Rockingham
PO Box 2142
Rockingham DC WA 6967

Attention: David Banovic – Senior Projects Officer
Chris Parlane – Senior Planning Officer

Dear Sirs,

RESPONSE TO REQUEST FOR FURTHER INFORMATION
PROPOSED MIXED COMMERCIAL DEVELOPMENT
LOT 100 SAFETY BAY ROAD, SAFETY BAY

We refer to the City of Rockingham's (**City**) request for further information regarding the above matter dated 27 October 2023, and are pleased to provide the following response.

Please find enclosed amended development plans and supporting documents prepared in response to the request for further information, as well as a response to the submissions received in response to the public advertising of the proposed development. The amended plans and supporting documents include:

- **Attachment 1** - Amended development plans, including the following key changes:
  - Removing the gymnasium (Unit 1) and the miscellaneous Unit 2, and replacing it with a 150m² pharmacy (Unit 1) and expanding the medical centre (Unit 2 & 3), and altering the building shape.
  - Merging units 5 and 6 into a single tenancy and changing the use from shop to restaurant.
  - Changing the use of Unit 8 from pharmacy to medical/gymnasium.
  - Reconfiguration of the child care centre layout, which provides a 1.5m setback to the northern boundary shared with the Lumina Estate. This also results in a reduction of the height of the required wall adjoining Lumina Estate from 4.2m to 3.0m.
  - Various minor changes to the plans to include additional information such as finished floor levels as requested through the RFI.
- **Attachment 2** – Updated Acoustics reporting.
- **Attachment 3** – Updated Waste Management Plan.
- **Attachment 4** – Response to advertising submissions and external referral comments
- **Attachment 5** – Updated Traffic Impact Assessment and Transcore response to traffic queries.
- **Attachment 6** – Emerge Associates advice.

Refer this letter below for a response to the City's internal comments.

Response to the City's internal comments

A written response to the matters raised by the City in the RFI correspondence is provided below. This response should be read in conjunction with the updated Development Plans and the consultant reporting.

PLANNING SOLUTIONS
URBAN & REGIONAL PLANNING
PS
Level 1, 251 St Georges Tce, Perth WA
(08) 9227 7970
GPO Box 2709
Cloisters Square PO 6850
admin@planningsolutions.com.au
www.planningsolutions.com.au
ACN 143 573 184 ABN 23 143 573 184
Planning Solutions (Aust) Pty Ltd

Table 1 - Response to the City's assessment comments

City of Rockingham Comment	Applicant Response
Plans	
The following plan changes are requested: • *Amend the Site Plan (DA01 – Hindley & Associates) to show the existing ground levels (i.e. spot levels) along the street boundary of the Tavern;*	The site plan has been updated as requested to include ground levels across the site. Refer to **Attachment 1** for a copy of the updated plans package.
• *Adjacent to the Child Care Centre, show the existing ground and top of retaining wall levels along the boundary adjoining the residential lots in the Lumia estate;*	The development plans have been updated to clearly show existing ground levels in relation to retaining walls along the northern boundary with the Lumina Estate. Refer to **Attachment 1** for a copy of the updated plans package.
• *Include the proposed finished floor levels for all the buildings on the Site Plan (i.e. Child Care Centre and Tavern);*	The updated development plans now show the proposed finished floor levels for all buildings. Refer to **Attachment 1** for a copy of the updated plans package.
• *Amend the North Elevation Plan for the Child Care Centre to state the proposed ground floor levels, relative to the existing ground levels along the north-eastern property boundary;*	The Child Care Centre floor plan has been updated to note finished floor levels as requested. Refer to **Attachment 1** for a copy of the updated plans package.
• *Amend the Floor Plan for the Child Care Centre to state the proposed finished ground levels (i.e. for the car park and child play area) and the proposed finished floor level of the building;*	The Child Care Centre floor plan has been updated to note finished floor levels as requested. Refer to **Attachment 1** for a copy of the updated plans package.
• *For the Commercial tenancies increase awning widths to 2.5m;*	All awnings to commercial tenancies have been increased in width to the required 2.5m. Refer to **Attachment 1** for a copy of the updated plans package.
• *Update the elevation plans showing the recommended acoustic fencing treatments as recommended in the Environmental Noise Assessment; and*	Proposed acoustic treatments (fencing), as recommended through acoustics reporting, has been included on elevation plans as requested. Refer to **Attachment 1** for a copy of the updated plans package.
• *Provide an elevation plan depicting the north-eastern end of Unit 3 (Medical Centre) and loading dock, as viewed from the adjoining Lumia estate.*	The northeast elevation has been included. Refer to **Attachment 1** for a copy of the updated plans package.
Lumia Estate interface	
In order to understand the amenity impact on the adjoining residential lots due to the proposed building bulk and scale, it is also recommended that the applicant provides a solar diagram (at the winter solstice, 21st June) at a minimum of hourly intervals.	Please refer to the updated development plans package for the requested overshadowing diagrams, which confirm the proposed built form has no impact whatsoever on access to sunlight for the existing residential to the north.

City of Rockingham Comment	Applicant Response
Car parking provision	
The application proposes 148 on-site car parking bays when 395 bays are required. While it is reasonable to take into account some reciprocal use of car parking bays, additional information is required that clearly demonstrates how the on-site parking proposed satisfies the demand for car parking based on the differing peak parking periods for each use (see below). For robustness, it is also worthwhile reconsidering the design capacity of the Tavern (1000 patrons) and potential future development of Parcel 4.	Refer further below for detailed justifications. No development is proposed on Parcel 4. It is expected any future development on this parcel will be self-sufficient with respect to car parking.
The parking rationale for the overall shortfall offset, which relies upon the opposite Regional Reservation will not be entertained.	No justification as to why public parking cannot supplement parking on site is provided. It is standard practice to consider public parking in proximity to the proposed development as supplementary. Deemed Provisions clause 77D(2)(b)(i) allows consideration to be given to *"the availability of off-site parking facilities"*.
The Parking Control and Management Plan is required to demonstrate how the proposed onsite and off-site parking will be managed, and is to include, but not be limited to, the following matters: • *How will access, both into and out of the development be controlled; and* • *As reciprocal car parking is proposed, demonstrate how vehicle parking associated with the different proposed land uses within the development will be effectively managed and controlled.*	Should the above justification not be accepted, a Parking Control and Management Plan can be provided through a suitably worded condition of approval.
Local Planning Policy 3.3.14 - Bicycle Parking and End of Trip Facilities	
In accordance with PP3.3.14, the development requires the provision of 28 short term and 10 long term bicycle parking spaces, and end of trip facilities. *The Site Plan provides for 10 bicycle parking spaces only. Amend the Site Plan to provide an additional 28 appropriately located bicycle parking spaces designed in accordance with AS2890.3.*	An additional 28 appropriately located bicycle parking bays have been provided through the updated development plans.
Local Planning Policy 3.3.5 - Child Care Premises	
Policy measure 4.1 (Location) suggests that a Child Care Premises should not be located where it may adversely impact on the existing or the planned level of Child Care Premises enjoyed by the community in the vicinity. *In this regard please note that a Development Application has been lodged with the City for a Child Care Centre on land directly opposite the subject site at 4-6 Malibu Road, Safety Bay. The application has yet to be determined. To address policy measure 4.1 additional information is requested that demonstrates how two Child Care Premises in close proximity can coexist, based on the demographics of the area and associated level of need for such facilities.*	Approval of the proposed child care centre at 4-6 Malibu Road is uncertain given the DAP's decision on 4 September 2023 to defer the application. Regardless, we note the material provided by the proponent in that application demonstrates a *"significant shortfall"* of places and an *"unmet demand"* in the catchment area, and notes there are no other child care places in the immediate locality. There is no evidence to indicate that approval to this proposal would detrimentally impact access to facilities in the area that would warrant a departure from the normal position in planning decision-making that the threat of economic competition is not a relevant planning matter (section 3.7 of the DAP's *Making Good Planning Decisions*).

City of Rockingham Comment	Applicant Response
Policy measure 4.6 Design Consideration requires that setbacks to side and rear boundaries should minimise any impact to adjoining properties. The north (north-east) elevation plan for the Child Care Centre appears to provide for a 4.2m high parapet wall along the common boundary with adjoining residential lots in the Lumia estate. Concerns were raised in submissions received about the scale of this wall. Please consider redesigning the Child Care Centre development by reducing the scale of the parapet wall, or setting the wall back from the northern boundary.	It is important to note the subject site is zoned Commercial. As per the R-Codes Volume 2, there is scope for commercial development to be constructed at a nil setback to surrounding lot boundaries. Further, the City's Local Planning Policy No.3.3.23 Waikiki Hotel Site Urban Design Guidelines allows for a nil setback of the first storey to the northern boundary. Given the proposed wall is located on the southern boundary of the Lumina Estate, no overshadowing will be evident. Notwithstanding, the Child Care Centre plans have been updated to provide a 1.5m setback to the northern boundary, which also allows for the proposed wall to be reduced in height from 4.2m to 3.0m. This increased setback improves the amenity outcomes to the adjoining properties. The updated acoustic reporting recommends a 2.4m high boundary fence is placed along portion of the lot boundary to the north of the bin store. As noted above, a boundary wall would be compliant with Local Planning Policy No.3.3.23 Waikiki Hotel Site Urban Design Guidelines. Further, the length and height of the recommended boundary fence is limited in scope height. It is recommended this is addressed as a condition of approval to allow the applicant to explore if the acoustic wall could be placed internally rather than on the boundary line.
Local Planning Policy 3.3.23 - Waikiki Hotel Site Urban Design Guidelines	
While the proposed land uses are discretionary under the Scheme, a number of the uses are not preferred for the site, under the Policy. It is recommended that the applicant reconsiders the land use scheme for the Site per the Policy objectives; the desired future character and preferred land use requirements.	The proposed uses per building have been modified in response to advanced leasing negotiations, resulting in an additional restaurant tenancy fronting Malibu Road. However, the proposed uses which are no preferred under the Policy remain. The proposal includes a variety of uses which improve available services for the surrounding community, such as child care and medical based services. Notwithstanding, the proposal still includes the provision of a high quality tavern development and sets aside land for future residential development. The proposal is considered a compromise between the envisaged use of the land and commercial viability considerations.
Policy measure 8.2 includes the following urban design principles: • *"Locate and configure buildings to address the street and facilitate continuous 'Main Street' style streetscapes which provide interest and interaction between buildings and pedestrians at street level"; and* • *"Provide shade and shelter through the use of a continuous awning and/or colonnade treatment. Street trees are also encouraged".*	The development plans have been updated to include: • Additional glazing and activation provided to Malibu Road through the proposed Restaurant and relocated Pharmacy and updates to the Child Care Centre. • A 2.5m wide awning is provided to the child care building frontage.

City of Rockingham Comment	Applicant Response
The main entry and glazing to the Child Care Centre is provided from an internal car park rather than the street, and there is no continuous awning provided above the footpath. To satisfy this policy measure, please consider amending the plans for the Child Care Centre to: • *provide the main building entry to the street;* • *increase glazing to provide an active contagious frontage across the site;* • *improved passive surveillance; and* • *a continuous 2.5m wide awning across the street frontage.*	
Policy measure 8.5 states "Locate car parks (other than on-street parking) out of sight from the public domain (that is; behind, below or above buildings) to avoid a detrimental visual impact on the adjacent streetscapes". Consider redesigning the Child Care Centre so that the car park is sleeved from the street behind built form, in a location that provides greater functional benefit for users, and where it can be more effectively utilised for reciprocal car parking given the significant parking shortfall for the development overall.	The proposed child care centre layout is considered optimal as the key consideration is to reduce impact on the existing Residential to the north and confirm the development is consistent with the requirements of the *Environmental Protection (Noise) Regulations 1997*. In this regard, the proposed layout is the only workable configuration.
In accordance with the Required Elements of the PP3.3.23: • *reconsider the proposed building scale with the objective of providing a three storey continuous façade to the built form; and* • *increase with widths of the awnings on the commercial tenancies to 2.5m wide.*	The proposed scale development represents a commercially viable configuration. A two or three storey development would not be viable, this is evident through previously approved developments at the subject site not proceeding to construction phase. All awnings have been increased to 2.5m in width as requested.
Environmental Noise Assessment (ENA)	
A revised ENA is required to be submitted for assessment, addressing below matters: • *The electronic version of the ENA contains figures with information that is illegible. There appears to be a glitch on the PDF document. Please resolve and re-submit;*	The Environmental Noise Assessment has been updated to ensure all figures are legible. Refer to **Attachment 2** for a copy of the updated Environmental Noise Assessment.
• *The ENA noise model assumes the construction of a six storey (19m high) commercial / residential building on Parcel 4, however this building does not form part of the current application. As such, the ENA must be updated to include an assessment of noise impact on surrounding properties in the interim, while no building exists on Parcel 4;*	The Environmental Noise Assessment has been updated as requested to include assessment of the surrounding built form in the absence of a building on Parcel 4. Refer to **Attachment 2** for a copy of the updated Environmental Noise Assessment.
• *Table 4-1 assumes the dwellings on No.8 and No.10 Malibu Road are single storey dwellings, when they are two storey dwellings. Please update the ENA to reflect all two storey dwellings that are considered to be noise 'Receivers';*	The Environmental Noise Assessment has been updated as requested. Refer to **Attachment 2** for a copy of the updated Environmental Noise Assessment.
• *Several adjoining properties in the Lumia estate indicated as Receivers in the ENA have the incorrect property addresses stated. Please update the ENA to reflect the correct property addresses (Please refer to Attachment 2 to this letter);*	The Environmental Noise Assessment has been updated as requested. Refer to **Attachment 2** for a copy of the updated Environmental Noise Assessment.

City of Rockingham Comment	Applicant Response
• *The Child Care Premises includes an outdoor area designated as an Atelier (workshop). The ENA has not provided any information on estimated noise that could be generated from this workshop;*	The atelier is the name used for the art room. No noisy mechanical equipment is used in the production of young children's art.
• *Noise from the gymnasium has not been modelled. Noise from the premises is required to be included in the ENA to demonstrate compliance with the Noise Regulations; and*	The gymnasium (Unit 1) has been removed from the development. Unit 8 is depicted as medical / gymnasium which due to its small size would suit a yoga/pilates studio which is not a noise source.
• *The ENA recommends that the roof to the alfresco areas of the Tavern be closed outside 7am - 7pm, Monday to Saturday. DA-05 plan shows permanent openings in the roof structure over a section of the alfresco. Have these permanent openings been accounted for?*	The openings were accounted for in the acoustic assessment.
Waste Management Plan (WMP)	
A revised WMP is required to be submitted for assessment, addressing the below matters: • *The WMP prepared by Talis Consultants refers to four bin store areas, however, the development plans show five bin store areas;*	Please refer to **Attachment 3** for an updated copy of the waste management plan which now reflects the four bin stores shown on the development plans.
• *There is no provision for oil drum storage within bin store areas three and four. Depending on the type of premises, oil drums are regularly kept for the storage of waste oil and these drums are generally required to be located within bin stores to adequately capture any potential spillage. Section 4.1 of the WMP specifies used cooking oil may need to have adequate space provided, however, this has not been demonstrated;*	Bin Storage Area 3 (18m²) has been generously sized for four 1,100L bins, and Bin Storage Area 4 could provide additional space if the bins are rotated sideways or could extend into the Loading Dock if needed. As typical used cooking oil drums are only around 200L in size, with approximately 590mm diameter and 900mm height, they would not require much space in the Bin Storage Areas. Additionally, companies such as Cookers provide cooking oil storage/vacuum units which could be kept in the commercial kitchen and collected on a scheduled service cycle.
• *Further information is required on the disposal and collection of sanitary waste from the Child Care Centre. There is the potential for significant odours given the waste product and the location of the bin store is directly abutting the fence of an adjoining residential property. Additional information is also required about the type of sanitary waste collection vehicle proposed, to determine whether adequate access / parking is provided;*	Section 3.3.1 of the WMP has been updated to provide additional details regarding odour mitigation measures.
• *The waste generation rates outlined in Table 2-1 of the WMP appear to include rates for a Tavern without dining facilities. As the application includes a Tavern with dining facilities there is concern that the refuse and recycling generation rates for the Tavern may be understated; and*	The waste generation calculations for the Tavern have utilised the w/o dining rates as we have conservatively utilised the entire floor area (2,298m²) (rather than just FOH dining areas) as well as seven operational days. Seven days of operation is considered to be an over estimation as it is not uncommon for food and beverage tenancies to close operations post weekend trading.

City of Rockingham Comment	Applicant Response
	Additionally, due to the flexibility of private contractor collections, the tavern tenancy could implement increased collection frequencies up to seven times each week, if found to be required once operational. Section 3 of the WMP mentions that bin requirements may be impacted as the development becomes operational and the nature of the tenants and waste management requirements are known.
• *Section 4 of the WMP mentioned that "Servicing may be conducted outside of normal operating hours to allow the waste collection vehicle to utilise the empty car park for manoeuvring and mitigate impacts on local traffic movements during peak traffic hours". How can this be achieved when the Child Care Centre opens early in the morning and the tavern closes late at night, noting that waste vehicles must comply with the Environmental Protection (Noise) Regulations which limits when they could be onsite (i.e. 7.00am to 7pm Monday to Saturday or 9am to 7.00pm on Sundays and Public Holidays). Please provide an updated WMP that clearly indicates how waste collection vehicles will be scheduled given the operating hours of the various tenancies.*	Specific waste collection measures are yet to be confirmed and will be subject to the requirements of individual tenants. It is noted individual businesses can have different collection times. The Tavern may be serviced in the morning and the Child Care Centre may be serviced in the evening for example.
Traffic	
Additional information is requested to address the City's comments outlined in Attachment 1 to this letter. *Based on the submitted Traffic Impact Assessment, Austroads' guidelines suggest for a development of this nature that turning treatments are required at the entry locations for Crossover 1 (i.e. Auxiliary Right Lane), Crossover 2 (i.e. Channelized Right Lane and Auxiliary Left Lane) and Crossover 4 (i.e. Channelized Right Lane and Auxiliary Left Lane).* *The City recommends the investigation of turn treatments in order to mitigate traffic congestion and safety concerns along frontage roads.*	Please refer below for detailed responses to the City's traffic related queries.
Coastal erosion	
The Site Plan is required to be updated to acknowledge 2070 and 2110 erosion hazard lines as identified within the City of Rockingham Coastal Hazard Risk Management and Adaptation Plan (Refer to Attachment 3).	All development plans have been updated to include erosion hazard lines as requested.
Summary of submissions	
The City received 146 public submissions during the consultation period, of which approximately 78 supported the development or aspects of it. It is worth noting that a number of the supporting submissions also raised specific concerns, which are included in the summary of submissions attached.	Refer to **Attachment 4** for a response to advertising submissions received.
General themes of the concerns raised include: • *the development is considered sub-optimal and does not realise the potential of the site;* • *land use concerns;*	Refer to **Attachment 4** for a response to advertising submissions received.

City of Rockingham Comment	Applicant Response
• *concerns from residents of the adjoining Lumia estate; and* • *traffic safety and car parking concerns.*	
• *The City invites the applicant to provide responses to the comments received from the relevant State Government agencies and public, for inclusion in its reporting. Attachment 4 to this letter contains a table with the summary of public submissions, and the agency responses are contained in Attachment 5.*	Refer to **Attachment 4** for a response to external referral comments received. Advice has also been prepared by Emerge Associates in relation to the separation distances between the existing service station and proposed child care centre. The advice also confirms the site is not contaminated. Please refer to **Attachment 6** for a copy of the advice.

Traffic comments

An updated Traffic Impact Assessment and response, prepared by Transcore, to comments received from the City's Traffic engineers is provided at **Attachment 5**.

Updated car parking assessment

Progressive leasing negotiations have informed updates to both building footprints and proposed land uses per building. This subsequently results in changes to the parking provision calculations. Refer below the revised car parking calculations.

Table 2 – TPS2 parking requirements (revised)

Use	Rate	No. Bays Required
Shop (Unit 1)	6 bays per 100m² NLA (150m² GLA)	9
Medical Centre (Unit 2 & 3)	5 bays per practitioner (assume 15 practitioners)	75
Restaurant/Café (Unit 4)	1 bay for every 4 persons the building is designed to accommodate (assume 28 patrons)	7
Restaurant/Café (Unit 5/6)	1 bay for every 4 persons the building is designed to accommodate (assume 100 patrons)	25
Consulting rooms (Unit 7)	5 bays per consultant (5 practitioners)	25
Recreation Private (Unit 8)	1 bay for every 4 persons the building is designed to accommodate (assume 30 clients max)	7
Tavern	1 Bay for every 5m² of bar and public areas (1,089m²)	218
Childcare Premises	1 Bay per employee and 1 bay per eight children (82 children and 14 staff)	24
Total On-Site Bays Required		**390**
Total On-Site Bays Provided		148
On Street Parking Bays		18
On street Parking – Beachfront		Approximately 88 bays
Parking Surplus/Shortfall (+/-)		**-136 Bays**

The changes have not impacted the on-paper parking required under TPS2.

DPLH Draft interim guidance to provide consistent parking requirements for non-residential uses

As discussed through the development application report, in March 2023 the Department of Planning Lands and Heritage prepared and advertised a draft interim guidance (**draft guidance**) to provide consistent car parking requirements for non-residential land uses in Perth and Peel, to support any immediate local government review of car parking rates under their respective local planning frameworks. The draft guidance provides minimum and maximum car parking rates which can be applied to non-residential uses in the abovementioned areas/zones.

This is relevant insofar as TPS2 is due for review. R.65 of the *Planning and Development (Local Planning Schemes) Regulations 2015* requires local planning schemes are reviewed every five years; TPS2 was gazetted in November 2004. The parking rates that currently are unchanged from November 2004. In the case of 'shop', it is unchanged from 1975. It goes without saying that changes in travel behaviours over time would necessitate reviews of scheme parking rates.

This includes the broader availability of rideshare services, and an increasing view in the planning community for a shift in travel modes towards alternative forms of transport to improve the amenity of our urban environments.

The DPLH draft guidance recognises there is a significant inconsistency in how minimum and maximum parking requirements are applied throughout the Perth and Peel regions. That is to say, the rates applicable to the site under TPS2 will be different to rates in other local government areas. The State Government has recognised there needs to be a consistent approach to calculation of non-residential car parking in activity centres and it is therefore appropriate to apply and consider the DPLH draft guidance rates.

Table 3 below notes the proposed rates under the DPLH's draft guidance, which closely align with contemporary planning expectations on car parking usage:

Table 3 – Proposed draft guidance parking rates.

Land Use	Minimum (all minimums are zero where already stated or rates below)	Maximum
Restaurant/Cafe	1 space for every 10 persons accommodated within public area	1 space for every 3 persons accommodated within public area
Recreation Private	1 space for every 8 persons accommodated	1 space for every 2 persons accommodated
Shop	1 space per 50m² FA	1 space per 20m² FA
Tavern	1 space per every 100m² of bar and public space	1 space per every 10m² of bar and public space
Medical Centre	2 spaces per practitioner	4 spaces per practitioner
Consulting rooms	2 spaces per practitioner	4 spaces per practitioner
Childcare Premises	0.5 spaces per staff member and 1 space per 20 children catered for	0.5 spaces per staff member and 1 space per 5 children catered for

Applying the lesser of the draft guidance maximum rates and the minimum rates under TPS2, **Table 4** below provides the assessment results (altered values in orange highlight).

Table 4 – Assessment considering TPS2 and the DPLH draft guidelines

Use	Rate		No. Bays Required	
	Minimum	Maximum	Minimum	Maximum
Shop (Unit 1)	1 space per 50m² FA (150m² GLA)	1 space per 20m² FA (150m² GLA)	3	7.5
Medical Centre (Unit 2 & 3)	2 spaces per practitioner (assume 15 practitioners)	4 spaces per practitioner (assume 15 practitioners)	30	60
Restaurant/Café (Unit 4)	1 space for every 10 persons accommodated within public area (assume 28 patrons)	1 space for every 3 persons accommodated within public area (assume 28 patrons)	2.8	9.3
Restaurant/Café (Unit 5/6)	1 space for every 10 persons accommodated within public area (assume 100 patrons)	1 space for every 3 persons accommodated within public area (assume 100 patrons)	10	33.3
Consulting rooms (Unit 7)	2 spaces per practitioner (5 practitioners)	4 spaces per practitioner (5 practitioners)	10	20
Recreation Private (Unit 8)	1 space for every 8 persons accommodated (assume 30 clients max)	1 space for every 2 persons accommodated (assume 30 clients max)	3.8	15
Tavern	1 space per every 100m² of bar and public space (1,089m²)	1 space per every 10m² of bar and public space (1,089m²)	10.9	109
Childcare Premises	0.5 spaces per staff member and 1 space per 20 children catered for (82 children and 14 staff)	0.5 spaces per staff member and 1 space per 5 children catered for (82 children and 14 staff)	11.1	23.4
Total On-Site Bays Required			**82**	**278**
Total On-Site Bays Provided			**148**	

To summarise the table above, the proposed parking is in the middle of the minimum and maximum car parking range proposed under the DPLH draft guidance. This is not taking into account the 18 new on-street car parking bays proposed, or the existence of the carpark in the foreshore reserve opposite the site with some 88 bays.

DPLH guidelines, the provision of parking is well above the minimum supply of car parking that has been suggested, and close to the minimum supply of parking This is considered reasonable for the area, being an outer suburban location correcting the TPS2 rates to limit minimum parking requirements to be within the maximum rates set in the draft guidance.

Other parking considerations

The proposed parking provision also reflects the behavioural change in travelling to and from taverns based on policing and socialising of drink-driving rules and the trend towards using taxi, rideshare, and car pooling to attend taverns. These trends are reflected in recent tavern approvals which provide none or very few car parking bays. Examples include:

- The Reveley - zero bays;
- The Stables - zero bays;
- Good Company - zero bays;
- The Camfield - zero bays (2,500 person capacity);
- The Elford - zero bays;

- The Peninsula (Mandurah) - zero bays;
- Cobblers Tavern (Falcon) - 6 bays;
- The Chase (Baldivis) – 8 bays.

Of these examples the latter three are most pertinent. They are representative of taverns in suburban locations providing no on-site parking. The Falcon and Baldivis taverns are in areas where public transport is limited and where there are no public parking stations. The proposed development, on the otherhand, is situated directly opposite 88 (approx.) public car parking bays. That is to say nothing about the 12 new car parking bays proposed in front of the tavern, or the 46 basement parking bays under the tavern, or the 82 bays within the Parcel 2 commercial development which can be used on a reciprocal basis for tavern parking, or the 6 on-street bays proposed within the Waikiki Road reserve. In all, there is some 236 car parking bays available on site and in the immediate locality for tavern parking – more than the 109 bays that would be required as a maximum if the DPLH draft guidance were to be implemented.

When considering the clear trend towards taverns with limited or no parking, a proposal for a tavern with on-site car parking will be shared among land uses on the site so there in an argument for reciprocity of parking bays between uses accounting for differing peak parking periods for each use.

Should you have any queries or require further clarification in regard to the proposal, please do not hesitate to contact the writer.

Yours faithfully,

ROSS UNDERWOOD
SENIOR ASSOCIATE

231113 8489 RFI response (Rev 1).docx

Attachment 1
Updated development plans package

PROPOSED CHILDCARE CENTRE
434 SAFETY BAY ROAD, SAFETY BAY, WA 6169

DRAWING REGISTER PLANNING

SHEET NUMBER	SHEET NAME	ISSUE	DESCRIPTION	DATE
DA00	COVER SHEET	D	DEVELOPMENT APPLICATION RFI	10/11/2023
DA01	FLOOR PLAN	D	DEVELOPMENT APPLICATION RFI	10/11/2023
DA02	ROOF PLAN	D	DEVELOPMENT APPLICATION RFI	10/11/2023
DA03	ELEVATIONS	D	DEVELOPMENT APPLICATION RFI	10/11/2023
DA04	SHADOW DIAGRAMS 1 - WINTER SOLSTICE	D	DEVELOPMENT APPLICATION RFI	10/11/2023
DA05	SHADOW DIAGRAMS 2 - WINTER SOLSTICE	D	DEVELOPMENT APPLICATION RFI	10/11/2023

GENERAL NOTES

DIMENSIONS TO BE VERIFIED ON SITE PRIOR TO COMMENCEMENT. PREPARATION OF SHOP DRAWINGS OR MANUFACTURING. FIGURED DIMENSIONS TAKE PRECEDENCE OVER SCALING.

VERIFY LOCATION OF EXISTING SERVICES BEFORE COMMENCEMENT.

ALL CONSTRUCTION TO BE IN ACCORDANCE WITH THE NATIONAL CONSTRUCTION CODE OF AUSTRALIA, BUILDING ACT 1975 AS AMENDED, STANDARD BUILDING BY-LAWS AND RELEVANT AUSTRALIAN STANDARDS.

ISSUE	DESCRIPTION	DATE
D	DEVELOPMENT APPLICATION RFI	10/11/2023
C	PRELIMINARY DA ISSUE	18/07/2023
B	DRP COMMENT REVIEW	22/06/2023
A	DRP ISSUE	31/05/2023

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4/120 Upper Heidelberg Road, Ivanhoe VIC 3079
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www.insitearchitects.com.au

nido EARLY SCHOOL

CLIENT: FABRIC PROPERTY

PROJECT: PROPOSED CHILDCARE CENTRE (82 places)

LOCATION: 434 SAFETY BAY ROAD, SAFETY BAY, WA 6169

DRAWING TITLE: COVER SHEET

SCALE:
DATE: MAY 2023
DRAWN: CW/SS
PRINTED: 10/11/2023 12:42:18 PM
CHECKED: AH
JOB No.: J0000880

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DA00/D

D/A ISSUE

LEGEND

- UNENCUMBERED PLAYSPACE
- LANDSCAPING
- BUILDING AREA
- CAR PARK
- PAVING or similar

- PROPOSED TREE nominal location shown
- +FFL 0000 — PROPOSED FINISHED FLOOR LEVEL
- 0.00 NS — NATURAL SURFACE LEVEL
- 0.00 TOW — TOP OF RETAINING WALL (EXISTING)

AREA ANALYSIS

TOTAL SITE AREA 1913 m²

SITE COVERAGE 696 m² (36%)

BUILDING AREA 648 m² gross leaseable area

ON SITE PARKING -
18 bays provided (including one accessible)

CHILDCARE CENTRE ANALYSIS

OPERATION HOURS 6:30am to 6:30pm Monday to Friday
with up to four days open on the weekend for open days

GROUP ROOM 1	0-24months	12 PLACES	3 EDUCATORS
GROUP ROOM 2	24-36months	15 PLACES	3 EDUCATORS
GROUP ROOM 3	24-36months	05 PLACES	1 EDUCATORS
	36+ months	10 PLACES	1 EDUCATORS
GROUP ROOM 4	36+ months	20 PLACES	2 EDUCATORS
GROUP ROOM 5	36+ months	20 PLACES	2 EDUCATORS
			+ 2 STAFF
		82 PLACES	14 STAFF (minimum at capacity)

OVERHEAD POWER LINES THUS INDICATED

VERGE TREE TO BE REMOVED AND REPLANTED OR REPLACED TO THE SATISFACTION OFTHE RESPONSIBLE AUTHORITY - APPROXIMATE LOCATION SHOWN.

CONSTRUCT NEW VEHICLE CROSSING TO THE SATISFACTION OF THE RESPONSIBLE AUTHORITY

ENSURE NO VISUAL OBSTRUCTIONS WITHIN SITE TRIANGLE OFF EXIT LANE

PROPOSED LOCATION OF IN-GROUND SERVICES/METER PIT

PROVIDE DDA COMPLIANT CONNECTION BETWEEN PROPOSED PEDESTRIAN PATHWAY AND EXISTING ROAD WITH A BRIDGE OVER EXISTING CULVET DRAIN

EXISTING ELECTRIC POLE

POSSIBLE OPPORTUNITY TO PLANT APPROPRIATE DROUGHT TOLLERANT SPECIES TO AREA BETWEEN BUILDING/ AND EXISTING FOOTPATH (OFF TITLE)

ALARMED EMERGENCY EXIT GATE

MALIBU ROAD

ADJOINING RESIDENTIAL SITES

ADJOINING DEVELOPMENT

EXISTING SUBSTATION

CARPARK (18 CAR SPACES)

4505 RL (CARPARK LEVELLES TO CIVIL ENGINEERS FUTURE DESIGN. ENSURE COMPLIANCE WITH AS 2890.1)

PILLAR SIGN

COT ROOM 19 m²

DIS WC & SHWR

STAFF ROOM 11 m²

SERVICES

ENTRY 11 m² 4315 FFL

FOYER 15 m² 4350 FFL

RECEPTION 9 m²

PLANNING 8 m²

MANAGER 7 m²

OFFICE 9 m²

PIAZZA 53 m² (feature curved ceiling to piazza)

BIN STORE

SERVICE & DRYING YARD

LOCATION FOR CONDENSORS (nominal size shown)

LAUNDRY & CLEANERS 11 m²

KITCHEN 26 m²

SERVERY

PANTRY

CHILD WC

BUFFET

LOCKERS, STORAGE & BED STORE

STAFF WC

PREP/STORE 7 m²

CHILDREN'S TOILET 1 7 m²

CHILDREN'S TOILET 2 11 m²

CHILDREN'S TOILET 3 15 m²

CUBBY

ATELIER 17.9m²

UNDERCOVER PLAY AREA

(0-24 mnths) GROUP 1 12 places 39.48 m² unencumbered floor area (minimum 39.00m² required)

24-36 mnths GROUP 2 15 places 49.59 m² unencumbered floor area (minimum 48.75m² required)

5x24-36 mnths, 10x 36+mnths GROUP 3 15 places 51.47 m² unencumbered floor area (minimum 48.75m² required)

36+ mnths GROUP 4 20 places 66.37 m² unencumbered floor area (including atelier) (minimum 65.00m² required)

36+ mnths GROUP 5 20 places 66.60 m² unencumbered floor area (minimum 65.00m² required)

OUTDOOR ATELIER 35.7m²

OUTDOOR PLAY AREA 1
Places:12
Min Required:84m²
85 m²
*refer to landscape design for playscape detail
Outdoor Storage to be integrated into playscape design

OUTDOOR PLAY AREA 2
Places:30
Min Required:210m²
214 m²
*refer to landscape design for playscape detail

OUTDOOR PLAY AREA 3
Places:40
Min Required:280m²
285 m²
*refer to landscape design for playscape detail
(including outdoor atelier area)

OUTDOOR STORE

ENSURE PLAYSCAPE PERIMETER ADJOINING DEVELOPMENT IS MIN 2.1m & NON-CLIMBABLE

1500h OPEN FENCE

2100h SOLID FENCE

1800h TIMBER BATTEN FENCE

LINE OF AWNING OVER

LINE OF ROOF OVER

PATHWAY TO HAVE LESS THAN 1:20 GRADE

KERB RAMP

carspace 2600x5400

shared area 2400x5400

accessible carspace 2400x5400

turning bay 3000x5400

staff only 2400x5400

39.934 m

52.661 m

14.144 m

6.000 m

3.000 m

7.367 m

9.916 m

10.432 m

4.073 m

6.359 m

GENERAL NOTES

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CLIENT: FABRIC PROPERTY

PROJECT: PROPOSED CHILDCARE CENTRE (82 places)

LOCATION: 434 SAFETY BAY ROAD, SAFETY BAY, WA 6169

DRAWING TITLE: FLOOR PLAN

SCALE: As indicated@A1 **DATE:** MAY 2023

DRAWN: CW/SS **PRINTED:** 10/11/2023 12:42:20 PM

CHECKED: AH **JOB No.:** J0000880

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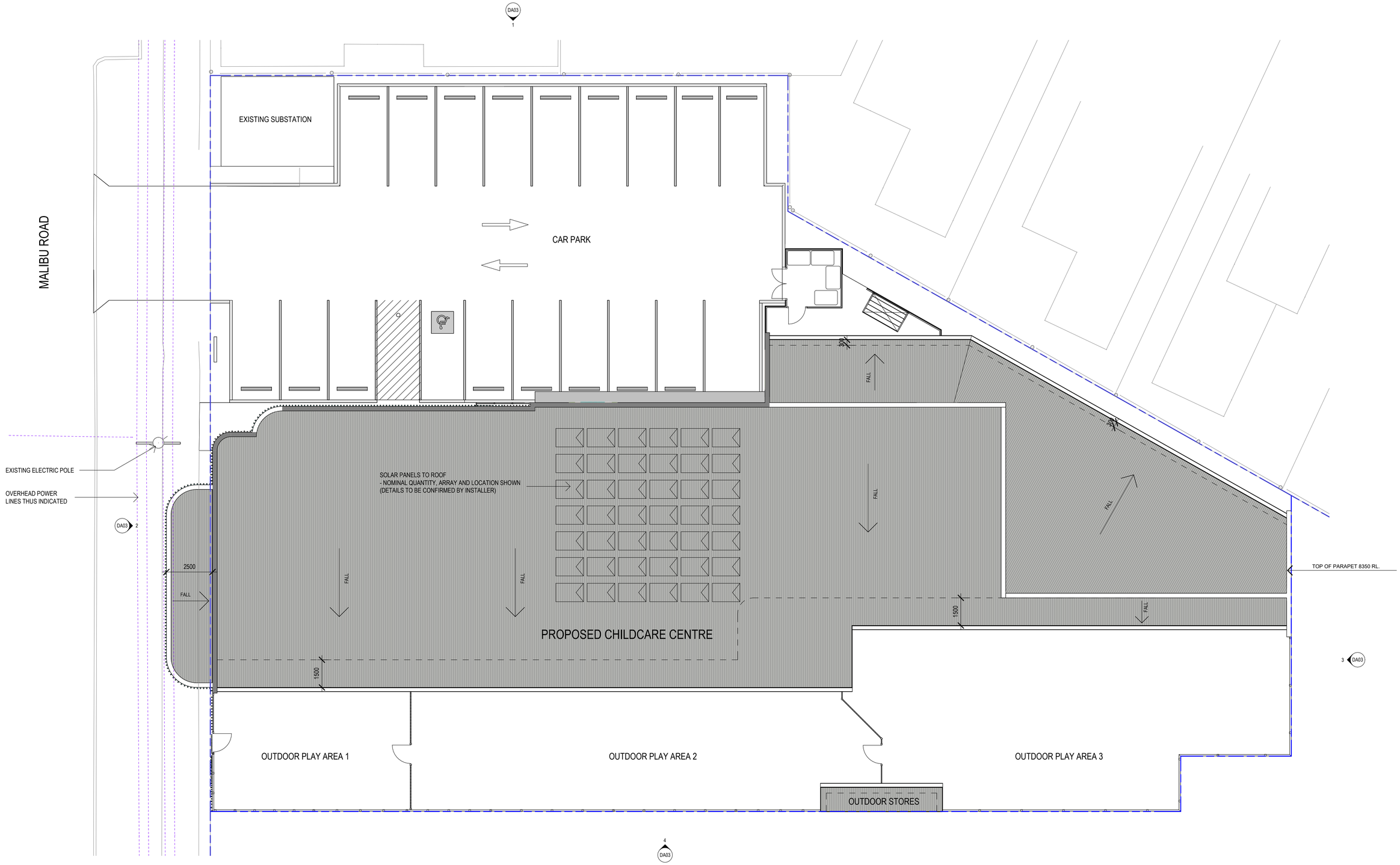
DA01/D

D/A ISSUE

1 GROUND FLOOR PLAN
1 : 100



1 ROOF PLAN
1 : 100

GENERAL NOTES

DIMENSIONS TO BE VERIFIED ON SITE PRIOR TO COMMENCEMENT. PREPARATION OF SHOP DRAWINGS OR MANUFACTURING. FIGURED DIMENSIONS TAKE PRECEDENCE OVER SCALING.

VERIFY LOCATION OF EXISTING SERVICES BEFORE COMMENCEMENT.

ALL CONSTRUCTION TO BE IN ACCORDANCE WITH THE NATIONAL CONSTRUCTION CODE OF AUSTRALIA, BUILDING ACT 1975 AS AMENDED, STANDARD BUILDING BY-LAWS AND RELEVANT AUSTRALIAN STANDARDS.

ISSUE	DESCRIPTION	DATE
D	DEVELOPMENT APPLICATION RFI	10/11/2023
C	PRELIMINARY DA ISSUE	18/07/2023
B	DRP COMMENT REVIEW	22/06/2023
A	DRP ISSUE	31/05/2023

insite ARCHITECTS
4/120 Upper Heidelberg Road, Ivanhoe VIC 3079
t (03) 9499 8174
www.insitearchitects.com.au

nido EARLY SCHOOL

CLIENT: FABRIC PROPERTY

PROJECT: PROPOSED CHILDCARE CENTRE (82 places)

LOCATION: 434 SAFETY BAY ROAD, SAFETY BAY, WA 6169

DRAWING TITLE: ROOF PLAN

SCALE: 1 : 100@A1 **DATE:** MAY 2023

DRAWN: CW/SS **PRINTED:** 10/11/2023 12:42:20 PM

CHECKED: AH **JOB No.:** J0000880

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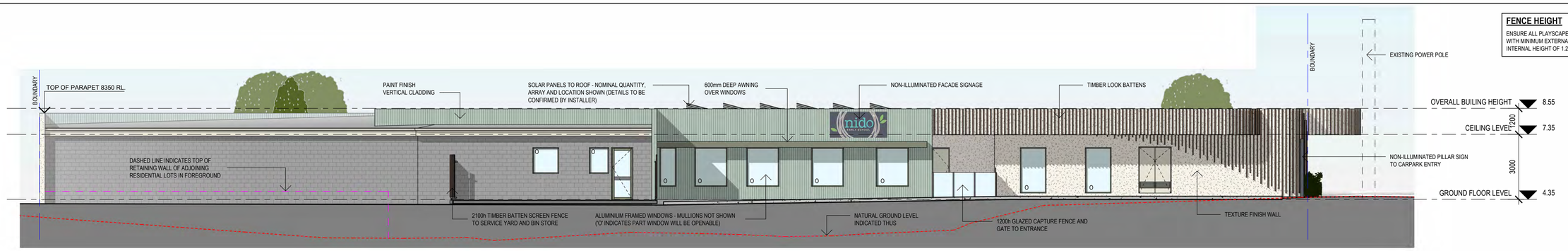
DA02/D

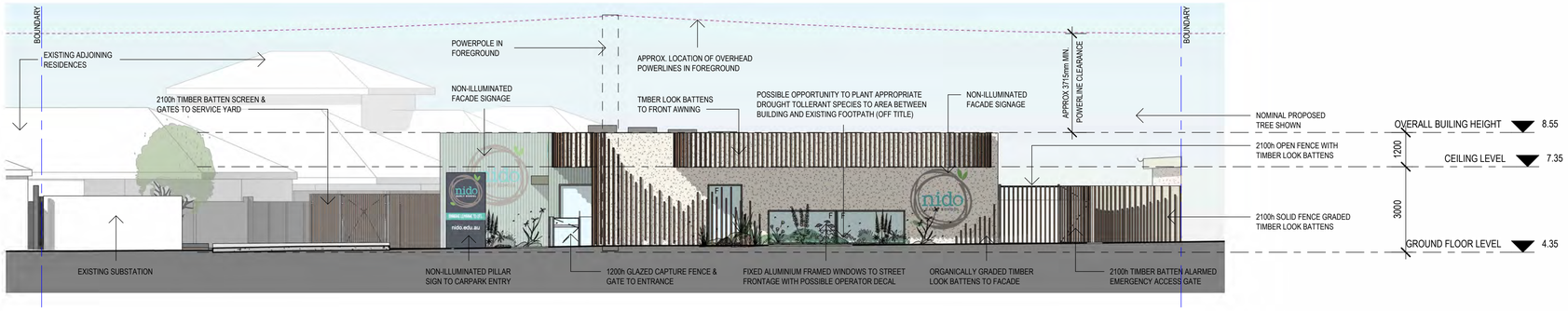
D/A ISSUE

FENCE HEIGHT

ENSURE ALL PLAYSCAPE FENCING COMPLIES WITH AS1926.1 WITH MINIMUM EXTERNAL HEIGHT OF 2.1m AND MINIMUM INTERNAL HEIGHT OF 1.2m.

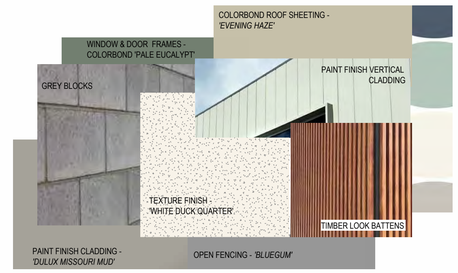


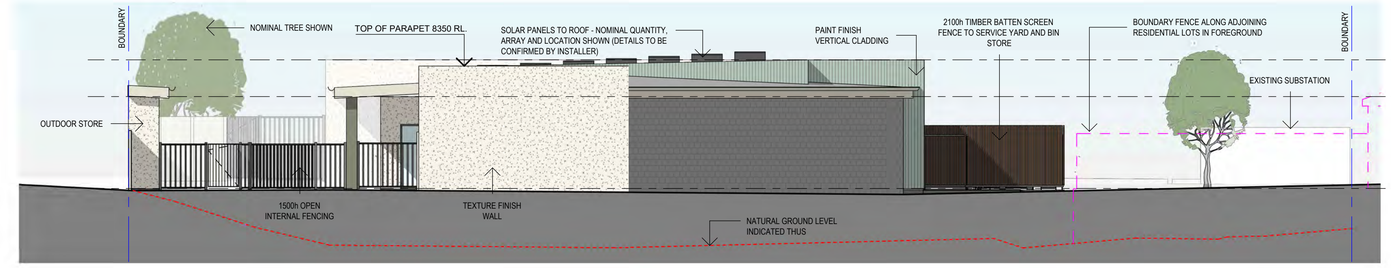
1 NORTH ELEVATION (CARPARK)
1 : 100



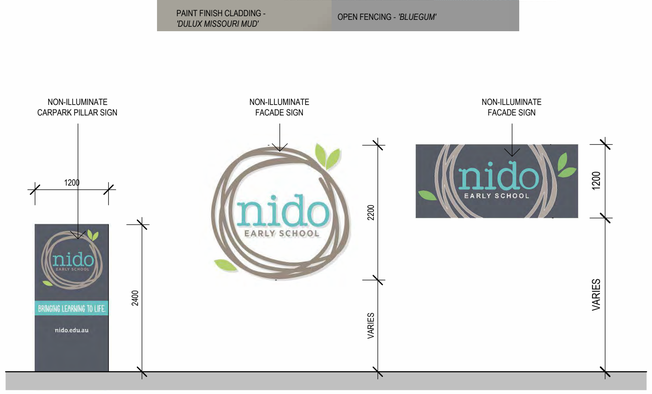
2 WEST ELEVATION (MALIBU ROAD)
1 : 100

MATERIAL/COLOUR PALETTE

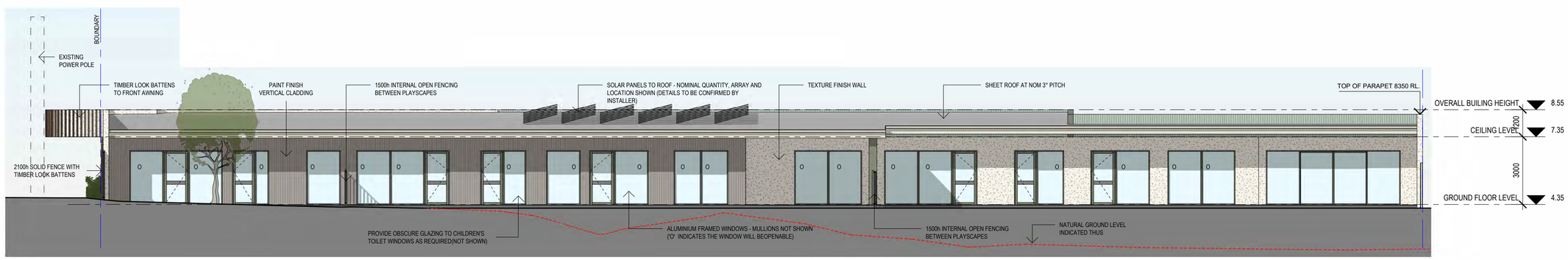




3 EAST ELEVATION
1 : 100



5 PROPOSED SIGNAGE
1 : 50



4 SOUTH ELEVATION
1 : 100

GENERAL NOTES

DIMENSIONS TO BE VERIFIED ON SITE PRIOR TO COMMENCEMENT, PREPARATION OF SHOP DRAWINGS OR MANUFACTURING. FIGURED DIMENSIONS TAKE PRECEDENCE OVER SCALING.

VERIFY LOCATION OF EXISTING SERVICES BEFORE COMMENCEMENT.

ALL CONSTRUCTION TO BE IN ACCORDANCE WITH THE NATIONAL CONSTRUCTION CODE OF AUSTRALIA, BUILDING ACT 1975 AS AMENDED, STANDARD BUILDING BY-LAWS AND RELEVANT AUSTRALIAN STANDARDS.

ISSUE	DESCRIPTION	DATE
D	DEVELOPMENT APPLICATION RFI	10/11/2023
C	PRELIMINARY DA ISSUE	18/07/2023
B	DRP COMMENT REVIEW	22/06/2023
A	DRP ISSUE	31/05/2023

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www.insitearchitects.com.au

CLIENT: FABRIC PROPERTY

PROJECT: PROPOSED CHILDCARE CENTRE (82 places)

LOCATION: 434 SAFETY BAY ROAD, SAFETY BAY, WA 6169

DRAWING TITLE: ELEVATIONS

SCALE: As indicated@A1 **DATE:** MAY 2023
DRAWN: CW/SS **PRINTED:** 10/11/2023 12:42:27 PM
CHECKED: AH **JOB No.:** J0000880

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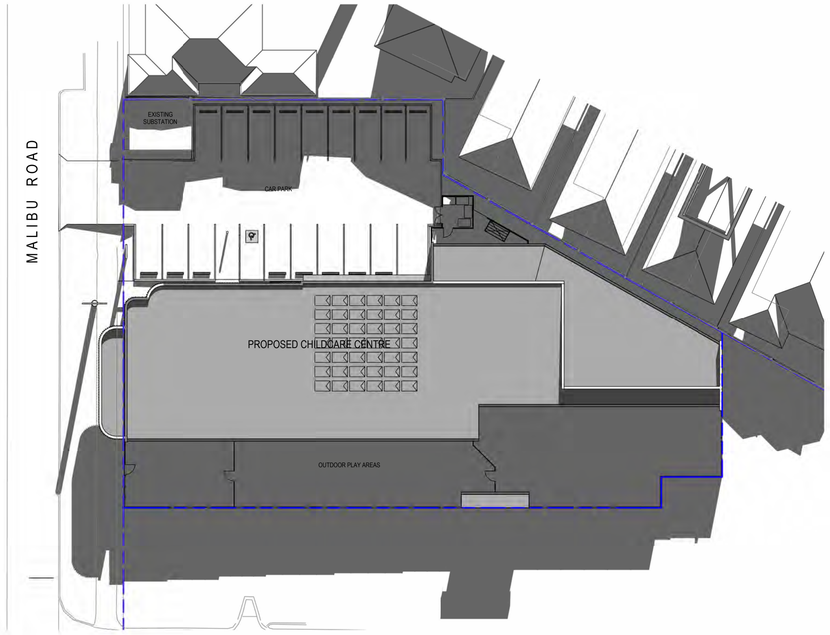
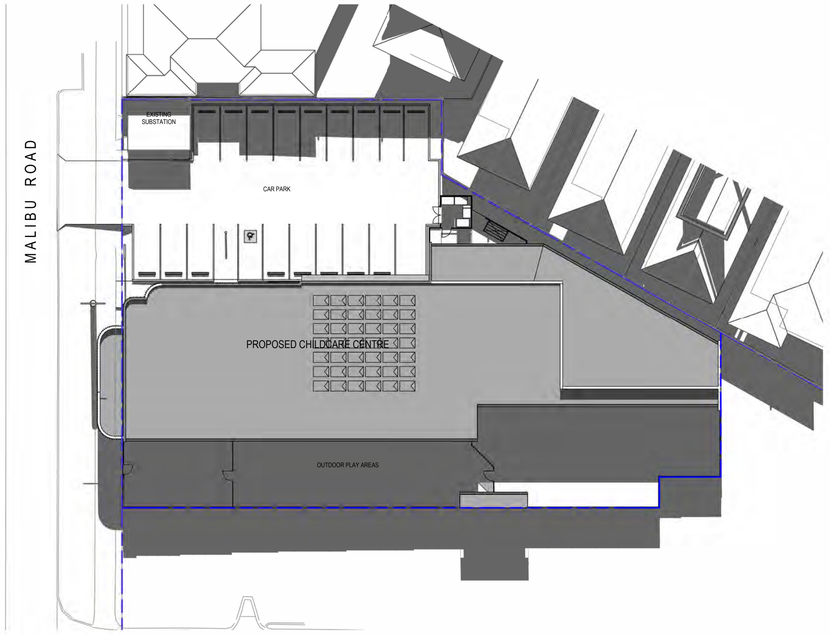
DA03/D

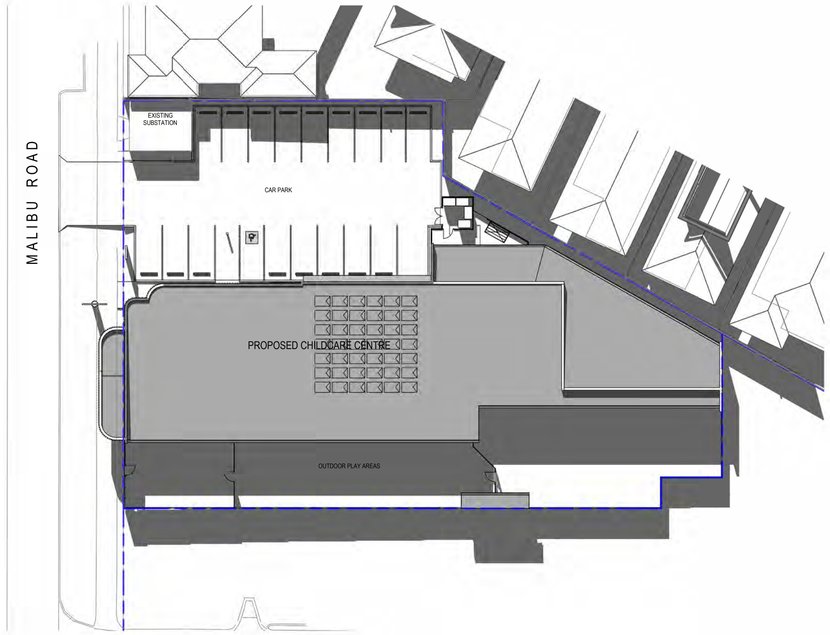
D/A ISSUE



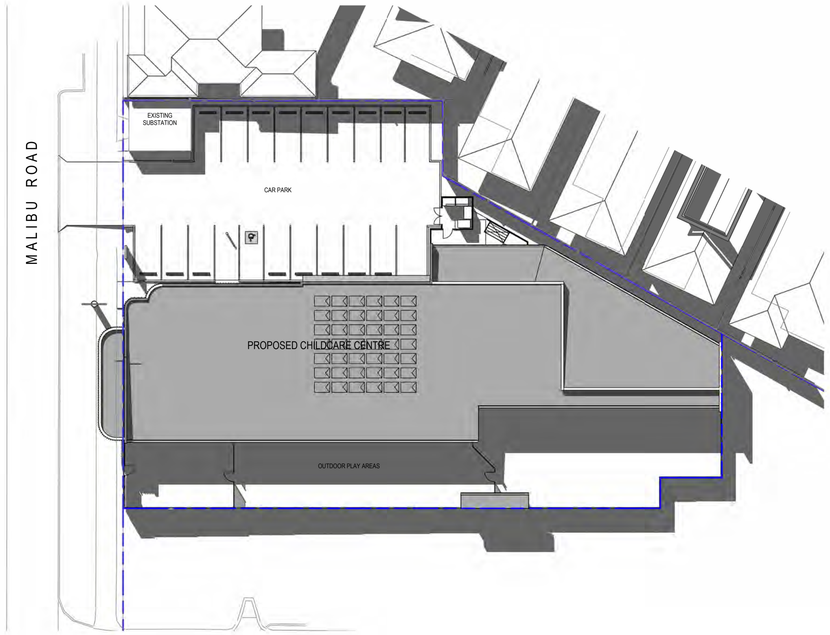
1 SHADOW DIAGRAM - 21st JUNE @ 9am
1 : 300



2 SHADOW DIAGRAM - 21st JUNE @ 10am
1 : 300



3 SHADOW DIAGRAM - 21st JUNE @ 11am
1 : 300



4 SHADOW DIAGRAM - 21st JUNE @ 12noon
1 : 300

GENERAL NOTES

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ISSUE	DESCRIPTION	DATE
D	DEVELOPMENT APPLICATION RFI	10/11/2023

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CLIENT: FABRIC PROPERTY

PROJECT: PROPOSED CHILDCARE CENTRE (82 places)

LOCATION: 434 SAFETY BAY ROAD, SAFETY BAY, WA 6169

DRAWING TITLE: SHADOW DIAGRAMS 1 - WINTER SOLSTICE

SCALE: 1 : 300@A1 **DATE:** MAY 2023

DRAWN: CW/SS **PRINTED:** 10/11/2023 12:42:33 PM

CHECKED: AH **JOB No.:** J0000880

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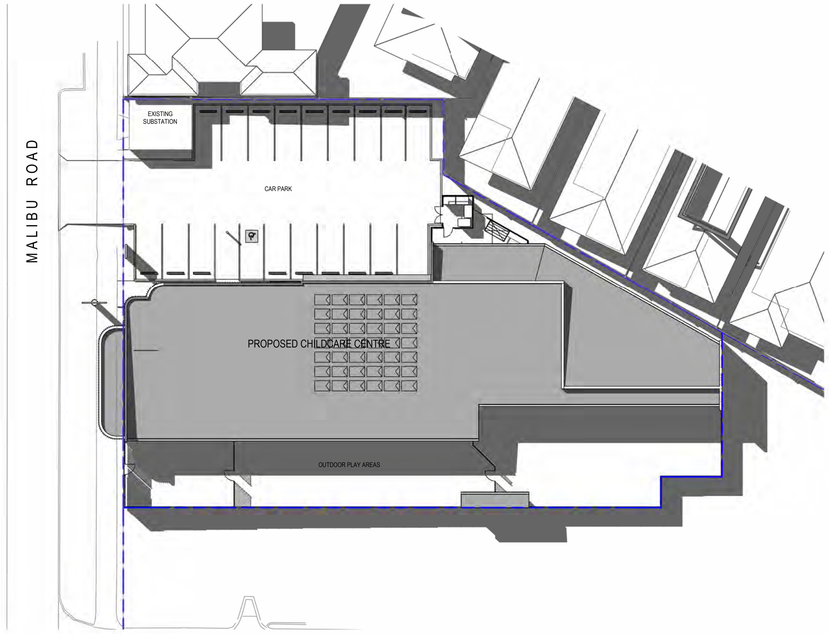
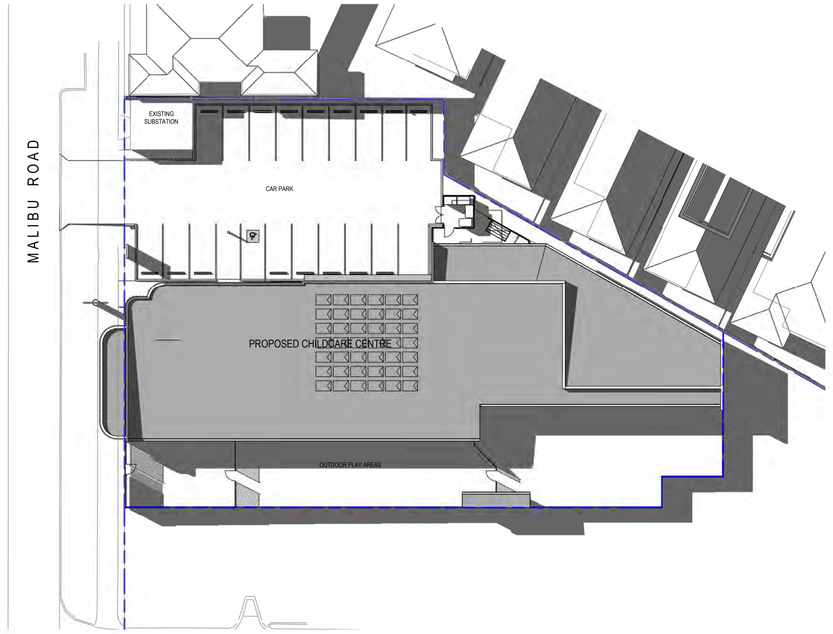
DA04/D

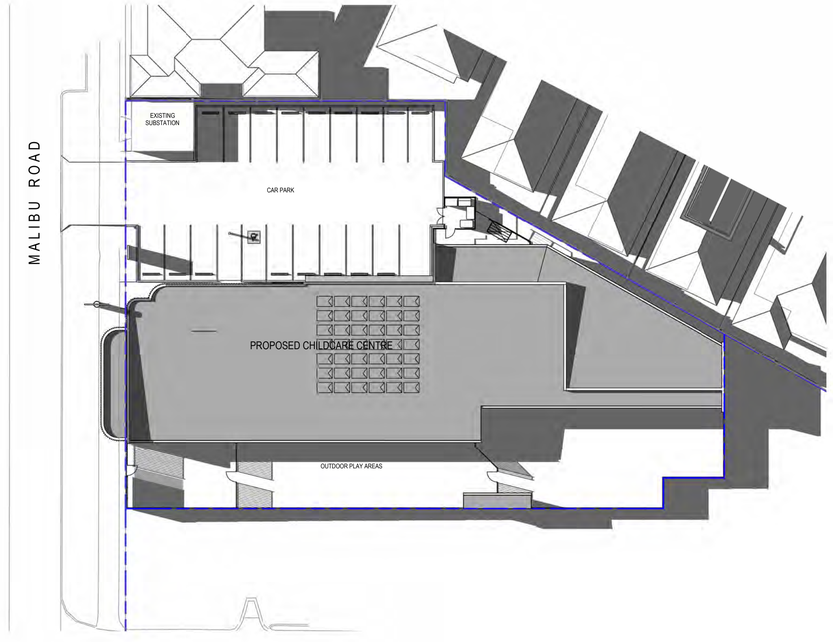
D/A ISSUE



1 SHADOW DIAGRAM - 21st JUNE @ 1pm
1 : 300



2 SHADOW DIAGRAM - 21st JUNE @ 2pm
1 : 300



3 SHADOW DIAGRAM - 21st JUNE @ 3pm
1 : 300

GENERAL NOTES

DIMENSIONS TO BE VERIFIED ON SITE PRIOR TO COMMENCEMENT. PREPARATION OF SHOP DRAWINGS OR MANUFACTURING. FIGURED DIMENSIONS TAKE PRECEDENCE OVER SCALING.

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ISSUE	DESCRIPTION	DATE
D	DEVELOPMENT APPLICATION RFI	10/11/2023

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t (03) 9499 8174
www.insitearchitects.com.au

nido EARLY SCHOOL

CLIENT: FABRIC PROPERTY

PROJECT: PROPOSED CHILDCARE CENTRE (82 places)

LOCATION: 434 SAFETY BAY ROAD, SAFETY BAY, WA 6169

DRAWING TITLE: SHADOW DIAGRAMS 2 - WINTER SOLSTICE

SCALE:	1 : 300@A1	**DATE:**	MAY 2023
DRAWN:	CW/SS	**PRINTED:**	10/11/2023 12:42:38 PM
CHECKED:	AH	**JOB No.:**	J0000880

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DA05/D

D/A ISSUE

N

HINDLEY & ASSOCIATES PTY LTD
BUILDING DESIGNERS

166 STIRLING HIGHWAY
NEDLANDS WA 6009

PO BOX 199
NEDLANDS WA 6909

PHONE - 9386 6699
FAX - 9386 6700
admin@hindley.com.au

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HINDLEY & ASSOCIATES P/L
AS TRUSTEE FOR
HINDLEY TRUST
ACN No. 088 989 904

BUILDING DESIGNERS ASSOCIATION OF WA INC

NO:	DATE:	REVISION:	DRAWN:	CHECK:
A	26.05.23	ISSUED FOR PLANNING APPROVAL	SDS	SDS
-				
-				
-				
-				
-				
-				
-				

A1 SHEET

LOCATION PLAN

SCALE 1:10000

PROPOSED MIXED USE DEVELOPMENT
LOT 100, No 434 SAFETY BAY ROAD
SAFETY BAY W.A.
for BRAYKELL TWO Pty Ltd

Date	-	20.03.23
Design	-	SDS
Drawn	-	SDS
Checked	-	SDS
Scale	-	1:10000
Job No.	-	0836
Dwg	-	DA00
Rev	-	A

NOTES:

ZONING: COMMERCIAL

PARKING:

- PARCEL 1: REFER TO CHILD CARE DRAWINGS BY OTHERS.
- PARCEL 2: 82 NEW OFF-STREET CAR BAYS; AND 6 NEW ON-STREET CAR BAYS; AND 24 NEW BICYCLE BAYS.
- PARCEL 3: 2 ACCESSIBLE BAYS; AND 12 NEW ANGLED BAYS ALONG SAFETY BAY ROAD, AND REFER TO TAVERN DRAWINGS BY OTHERS FOR ADDITIONAL BAYS.
- PARCEL 4: FUTURE BASEMENT PARKING.

LANDSCAPING:

- PARCEL 1: REFER TO CHILD CARE DRAWINGS BY OTHERS.
- PARCEL 2: 600m² (EXCLUDING VERGES).
- PARCEL 3: REFER TO TAVERN DRAWINGS BY OTHERS.
- PARCEL 4: TO FUTURE DETAIL.

LEGEND:

- NEW BLACK ASPHALT PAVEMENT.
- NEW RED ASPHALT PAVEMENT.
- EXISTING COUNCIL FOOTPATHS.
- NEW COUNCIL FOOTPATHS.
- NEW FOOTPATHS.
- NEW LANDSCAPING. REFER TO LANDSCAPING PLAN.

PARCEL 1 1,915m²
CHILDCARE CENTRE
FL = 4.35 (TBC)
(REFER TO DRAWINGS BY OTHERS)
BOUNDARY 31.349m
BDY 7.366m
BOUNDARY 53.578m
BDY 13.147m
BDY 17.437m
BDY 10.842m
BOUNDARY 23.068m
5.048m
3.242m
5.39m
BDY 13.128m
4.94m
BOUNDARY 94.639m
BOUNDARY 44.739m
BDY 15.238m
BOUNDARY 74.66m
BOUNDARY 77.543m
NEW 1.8m HIGH FENCE. REFER TO ACOUSTIC REPORT.
NEW RETAINING WALLS (IF REQUIRED) WITH 1.0m HIGH COLORBOND FENCE.
NEW 2.4m HIGH FENCE. REFER TO ACOUSTIC REPORT.
EXISTING ELECTRICAL SUBSTATION
NEW 6.0m WIDE CROSSOVER (ALL MOVEMENT)
6 NEW ON-STEET PARKING BAYS 2.4m WIDE x 6.1m LONG
EXISTING POWER POLE.
EXISTING COMMS PIT.
NEW SHARED PYLON SIGN.
EXISTING SEWER MANHOLE.
MODIFIED EXISTING CROSSOVER (ALL MOVEMENT)
EXISTING LOW VOLTAGE OVERHEAD POWERLINES. WESTERN POWER CLEARANCES TO AWNINGS / BUILDINGS TO BE CHECKED. SUBJECT TO POWERLINE PROFILE SURVEY.
2110 HAZARD LINE (100yr ARI)
2070 HAZARD LINE (100yr ARI)
MODIFIED EXISTING CROSSOVER (EXIT ONLY)
EXISTING CROSSOVER (CARWASH EXIT)
EXISTING BP SERVICE STATION
MALIBU ROAD
AWNING ABOVE
ALFRESCO
PROPOSED BOUNDARY
PROP BDY
YARD 36m²
REVERSING BAY
EXISTING TREE
POCKET PARK
EXISTING PARKING 6 BAYS
FUTURE EV CHARGING BAYS.
UNIT 1 PHARMACY GLA = 150m² FL = 4.90 (TBC)
BUILDING A
UNIT 2 & 3 MEDICAL CENTRE GLA = 1,000m² FL = 5.30 (TBC)
NEW CARPARK 34 BAYS
BICYCLE / SCOOTER PARKING 14 BIKES, 6 E-BIKES, 3 MOBILITY SCOOTERS
SEATING AREA.
1:20 RAMP UP
4 BIKES
PARCEL 2 6,800m²
NEW CARPARK 26 BAYS
LOT 100 1.313 ha
E-BIKE AND MOBILITY SCOOTER CHARGING POINTS.
PROPOSED NEW ACCESS EASEMENT
EXISTING ACCESS EASEMENT TO BE MODIFIED.
EXISTING ACCESS GATE EASEMENT.
SPEED HUMP
UNIT 4 CAFE GLA = 100m² FL = 5.05 (TBC)
UNIT 5 & 6 RESTAURANT GLA = 194m² FL = 5.05 (TBC)
SERVICE CORRIDOR
BUILDING B
UNIT 7 PHYSIOTHERAPIST GLA = 200m² FL = 5.35 (TBC)
UNIT 8 MEDICAL / GYMNASIUM GLA = 182m² FL = 5.45 (TBC)
SERVICE
YARD 10m²
2m(H) x 2.5m(L) SIGHTLINE TRUNCATION AS PER AS2890.1.
NEW CARPARK 16 BAYS
SEATING AREA.
STAFF CARPARK 6 BAYS
RIGHT OF CARRIAGEWAY
PROPOSED NEW ACCESS EASEMENT
EXISTING ACCESS
EXISTING ACCESS
PARCEL 3 2,298m²
TAVERN
FL = 7.50 (TBC)
(REFER TO DRAWINGS BY OTHERS)
PARCEL 4 2,096m²
(NOT PART OF THIS APPLICATION)
EXISTING SURF SIDE WAIKIKI APARTMENT COMPLEX
12 BIKES
NEW 45° PARKING 12 BAYS
REALIGNED COUNCIL FOOTPATH.
EXISTING CROSSOVER (ALL MOVEMENT)
NEW CROSSOVER (EXIT ONLY)
SAFETY BAY ROAD
NEW SHARED PYLON SIGN PRIOR TO ROAD WIDENING. PERMITTED PROXIMITY TO ALL EXISTING SERVICES TO BE CONFIRMED WITH SERVICE PROVIDERS. AN UNDERGROUND SCAN TO BE UNDERTAKEN.

PROPOSED SITE PLAN

SCALE 1:300

HINDLEY & ASSOCIATES PTY LTD
BUILDING DESIGNERS

166 STIRLING HIGHWAY
NEDLANDS WA 6009

PO BOX 199
NEDLANDS WA 6909

PHONE - 9386 6699
FAX - 9386 6700
admin@hindley.com.au

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HINDLEY & ASSOCIATES P/L AS TRUSTEE FOR HINDLEY TRUST ACN No. 088 989 904

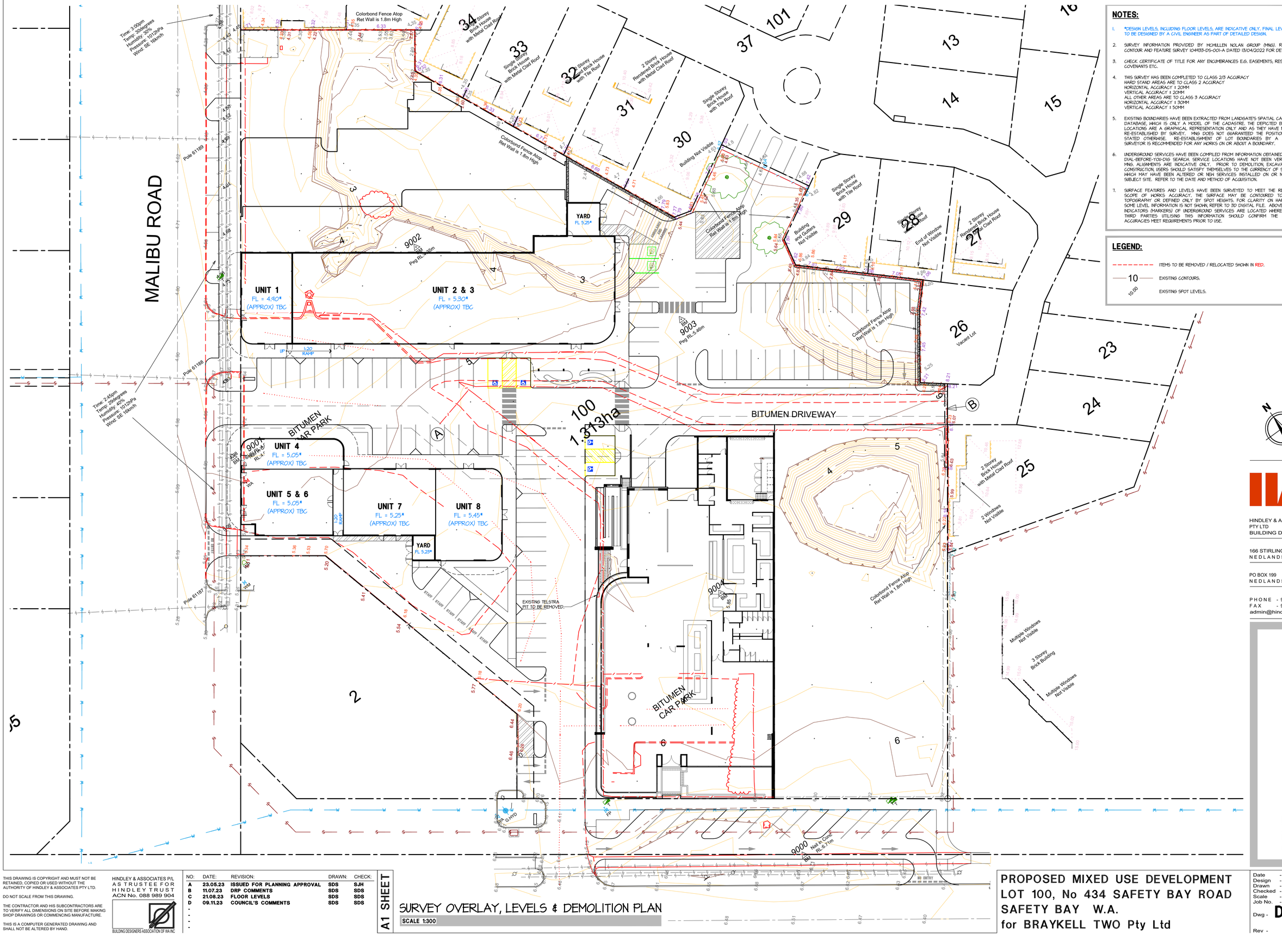
BUILDING DESIGNERS ASSOCIATION OF WA INC.

NO:	DATE:	REVISION:	DRAWN:	CHECK:
E	05.04.23	REVERSING BAY WIDENED	SDS	SJH
F	23.05.23	ISSUED FOR PLANNING APPROVAL	SDS	SJH
G	19.06.23	DRP COMMENTS	SDS	SJH
H	22.06.23	DRP COMMENTS	SDS	SDS
I	23.06.23	CLIENT'S COMMENTS	SDS	SDS
J	10.08.23	FENCING NOTES	SDS	SDS
K	31.10.23	COUNCIL'S COMMENTS	SDS	SDS
L	09.11.23	CHILDCARE UPDATED	SDS	SDS

A1 SHEET

PROPOSED MIXED USE DEVELOPMENT
LOT 100, No 434 SAFETY BAY ROAD
SAFETY BAY W.A.
for BRAYKELL TWO Pty Ltd

Date	-	20.03.23
Design	-	SDS
Drawn	-	SDS
Checked	-	SJH
Scale	-	1:300
Job No.	-	0836
Dwg -		DA01
Rev -		L



NOTES:

1. *DESIGN LEVELS, INCLUDING FLOOR LEVELS, ARE INDICATIVE ONLY. FINAL LEVELS AND TO BE DESIGNED BY A CIVIL ENGINEER AS PART OF DETAILED DESIGN.
2. SURVEY INFORMATION PROVIDED BY MCMULLEN NOLAN GROUP (MNG). REFER TO CONTOUR AND FEATURE SURVEY 104833-DS-001-A DATED 13/04/2022 FOR DETAILS.
3. CHECK CERTIFICATE OF TITLE FOR ANY ENCUMBRANCES E.G. EASEMENTS, RESTRICTIVE COVENANTS ETC.
4. THIS SURVEY HAS BEEN COMPLETED TO CLASS 2/3 ACCURACY
   HARD STAND AREAS ARE TO CLASS 2 ACCURACY
   HORIZONTAL ACCURACY ± 20MM
   VERTICAL ACCURACY ± 20MM
   ALL OTHER AREAS ARE TO CLASS 3 ACCURACY
   HORIZONTAL ACCURACY ± 30MM
   VERTICAL ACCURACY ± 50MM
5. EXISTING BOUNDARIES HAVE BEEN EXTRACTED FROM LANDGATE'S SPATIAL CADASTRAL DATABASE, WHICH IS ONLY A MODEL OF THE CADASTRE. THE DEPICTED BOUNDARY LOCATIONS ARE A GRAPHICAL REPRESENTATION ONLY AND AS THEY HAVE NOT BEEN RE-ESTABLISHED BY SURVEY. MNG DOES NOT GUARANTEED THE POSITION UNLESS STATED OTHERWISE. RE-ESTABLISHMENT OF LOT BOUNDARIES BY A LICENSED SURVEYOR IS RECOMMENDED FOR ANY WORKS ON OR ABOUT A BOUNDARY.
6. UNDERGROUND SERVICES HAVE BEEN COMPILED FROM INFORMATION OBTAINED FROM A DIAL-BEFORE-YOU-DIG SEARCH. SERVICE LOCATIONS HAVE NOT BEEN VERIFIED BY MNG. ALIGNMENTS ARE INDICATIVE ONLY. PRIOR TO DEMOLITION, EXCAVATION OR CONSTRUCTION, USERS SHOULD SATISFY THEMSELVES TO THE CURRENCY OF SERVICES, WHICH MAY HAVE BEEN ALTERED OR NEW SERVICES INSTALLED ON OR NEAR THE SUBJECT SITE. REFER TO THE DATE AND METHOD OF ACQUISITION.
7. SURFACE FEATURES AND LEVELS HAVE BEEN SURVEYED TO MEET THE REQUESTED SCOPE OF WORKS ACCURACY. THE SURFACE MAY BE CONTOURED TO DEPICT TOPOGRAPHY OR DEFINED ONLY BY SPOT HEIGHTS. FOR CLARITY ON HARD COPY SOME LEVEL INFORMATION IS NOT SHOWN, REFER TO 3D DIGITAL FILE. ABOVE GROUND INDICATORS (MARKERS) OF UNDERGROUND SERVICES ARE LOCATED WHERE VISIBLE. THIRD PARTIES UTILISING THIS INFORMATION SHOULD CONFIRM THE CAPTURE ACCURACIES MEET REQUIREMENTS PRIOR TO USE.

LEGEND:

- ITEMS TO BE REMOVED / RELOCATED SHOWN IN RED.
- 10 — EXISTING CONTOURS.
- 10.00 EXISTING SPOT LEVELS.

HINDLEY & ASSOCIATES PTY LTD
BUILDING DESIGNERS

166 STIRLING HIGHWAY
NEDLANDS WA 6009

PO BOX 199
NEDLANDS WA 6909

PHONE - 9386 6699
FAX - 9386 6700
admin@hindley.com.au

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AS TRUSTEE FOR
HINDLEY TRUST
ACN No. 088 989 904

BUILDING DESIGNERS ASSOCIATION OF WA INC

NO:	DATE:	REVISION:	DRAWN:	CHECK:
A	23.05.23	ISSUED FOR PLANNING APPROVAL	SDS	SJH
B	11.07.23	DRP COMMENTS	SDS	SDS
C	21.08.23	FLOOR LEVELS	SDS	SDS
D	09.11.23	COUNCIL'S COMMENTS	SDS	SDS

A1 SHEET

SURVEY OVERLAY, LEVELS & DEMOLITION PLAN

SCALE 1:300

PROPOSED MIXED USE DEVELOPMENT
LOT 100, No 434 SAFETY BAY ROAD
SAFETY BAY W.A.
for BRAYKELL TWO Pty Ltd

Date	-	20.03.23
Design	-	SDS
Drawn	-	SDS
Checked	-	SJH
Scale	-	1:300
Job No.	-	0936
Dwg	-	DA02
Rev	-	D

POWER POLE

PROPERTY BOUNDARY

E4
E3

PARCEL 1
CHILDCARE CENTRE
(REFER TO DRAWINGS BY OTHERS)

6000
6000
YARD
2100

PROPOSED BOUNDARY

21200
GATES

ENCLOSED
YARD

6000

PROPOSED BOUNDARY

50
SETBACK
2500
AWNING
250
19450
UNIT 1
250
5200
UNIT 2
250
52650
21150
3000
14100
14200
2582
PATH
2500
AWNING

50
SETBACK

100kW EMBEDDED NETWORK
ROOF TOP SOLAR PANELS
SHOWN INDICATIVELY.

16500
16000 - UNITS

UNIT 1
PHARMACY
GLA = 150m²
FL = 4.90 (TBC)

PROPERTY BOUNDARY

UNIT 2 & 3
MEDICAL CENTRE
GLA = 1,000m²
FL = 5.30 (TBC)

AWNING OVER

2500
PATH
2500
AWNING

UP
1:20 RAMP

4 BIKES

AWNING OVER

AWNING OVER

BICYCLE / SCOOTER PARKING
14 BIKES, 6 E-BIKES, 3 MOBILITY SCOOTERS

250
8800
UNIT 1
250
57100
UNIT 2 & 3
250

SEATING
AREA

PYLON SIGN

POWER POLE

E1
E2

N

HINDLEY & ASSOCIATES
PTY LTD
BUILDING DESIGNERS

166 STIRLING HIGHWAY
NEDLANDS WA 6009

PO BOX 199
NEDLANDS WA 6909

PHONE - 9386 6699
FAX - 9386 6700
admin@hindley.com.au

DEVELOPMENT APPLICATION

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HINDLEY & ASSOCIATES P/L
AS TRUSTEE FOR
HINDLEY TRUST
ACN No. 088 989 904

BUILDING DESIGNERS ASSOCIATION OF WA INC

NO:	DATE:	REVISION:	DRAWN:	CHECK:
A	23.05.23	ISSUED FOR PLANNING APPROVAL	SDS	SJH
B	11.07.23	DRP COMMENTS	SDS	SDS
C	10.08.23	FLOOR LEVELS	SDS	SDS
D	09.11.23	COUNCIL'S COMMENTS	SDS	SDS
-				
-				
-				
-				

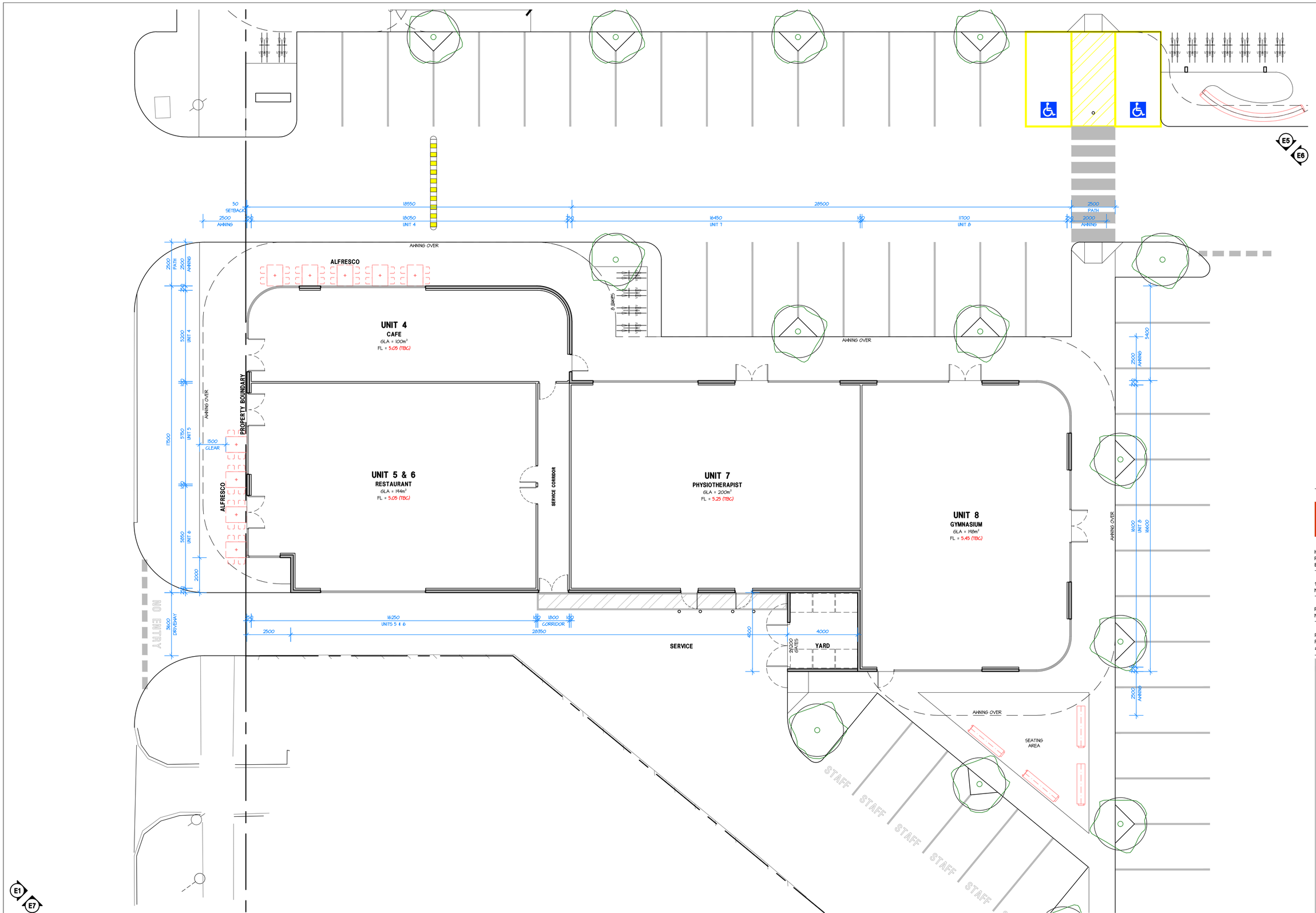
A1 SHEET

BUILDING A FLOOR PLAN

SCALE 1:100

PROPOSED MIXED USE DEVELOPMENT
LOT 100, No 434 SAFETY BAY ROAD
SAFETY BAY W.A.
for BRAYKELL TWO Pty Ltd

Date	-	20.03.23
Design	-	SDS
Drawn	-	SDS
Checked	-	SJH
Scale	-	1:100
Job No.	-	0836
Dwg -		DA03
Rev -		D



HINDLEY & ASSOCIATES PTY LTD
BUILDING DESIGNERS

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NEDLANDS WA 6009

PO BOX 199
NEDLANDS WA 6909

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HINDLEY & ASSOCIATES P/L
AS TRUSTEE FOR
HINDLEY TRUST
ACN No. 088 989 904

BUILDING DESIGNERS ASSOCIATION OF WA INC

NO:	DATE:	REVISION:	DRAWN:	CHECK:
A	23.05.23	ISSUED FOR PLANNING APPROVAL	SDS	SJH
B	11.07.23	DRP COMMENTS	SDS	SDS
C	10.08.23	FLOOR LEVELS	SDS	SDS
D	09.11.23	COUNCIL'S COMMENTS	SDS	SDS
-				
-				
-				
-				

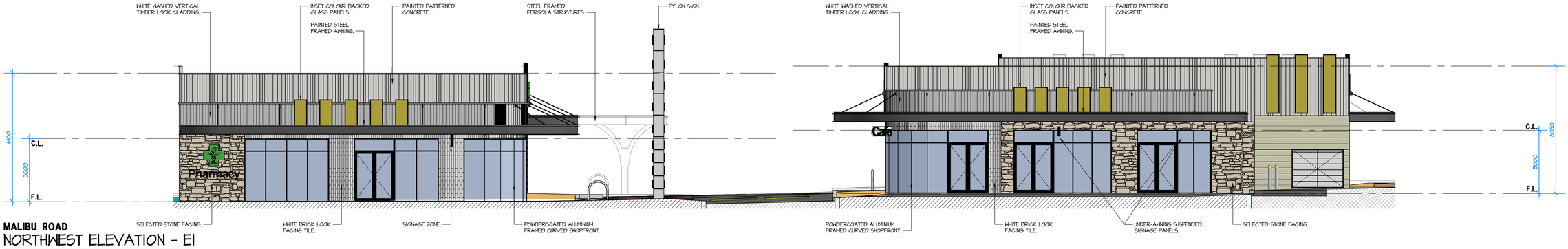
A1 SHEET

BUILDING B FLOOR PLAN

SCALE 1:100

PROPOSED MIXED USE DEVELOPMENT
LOT 100, No 434 SAFETY BAY ROAD
SAFETY BAY W.A.
for BRAYKELL TWO Pty Ltd

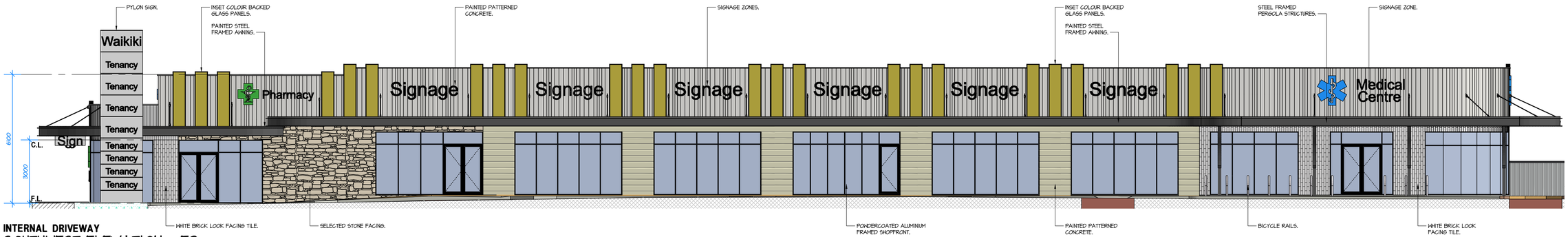
Date -	20.03.23
Design -	SDS
Drawn -	SDS
Checked -	SJH
Scale -	1:100
Job No. -	0836
Dwg -	DA04
Rev -	D



MALIBU ROAD

NORTHWEST ELEVATION - E1

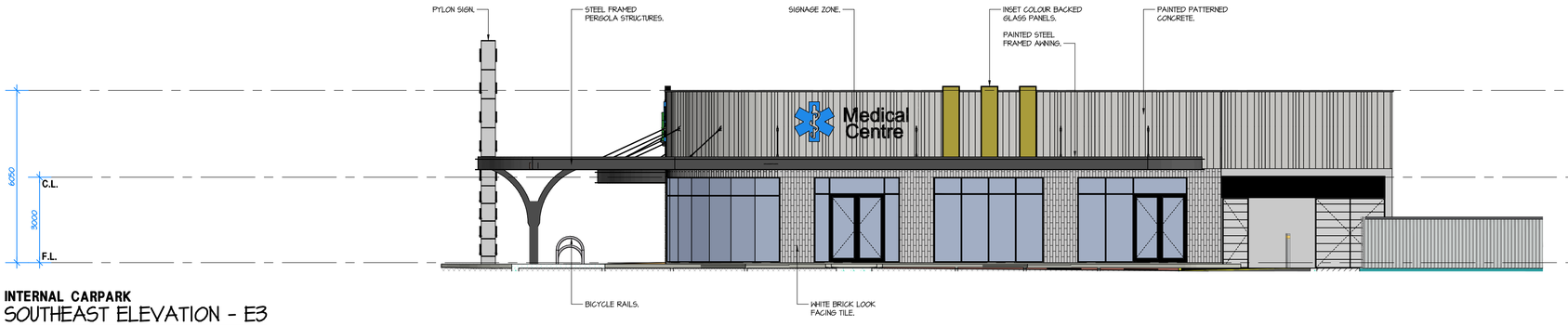
SCALE 1:100



INTERNAL DRIVEWAY

SOUTHWEST ELEVATION - E2

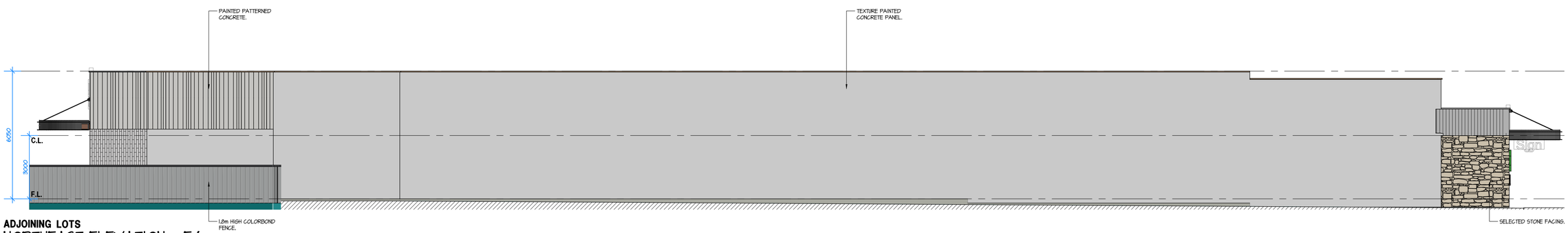
SCALE 1:100



INTERNAL CARPARK

SOUTHEAST ELEVATION - E3

SCALE 1:100



ADJOINING LOTS

NORTHEAST ELEVATION - E4

SCALE 1:100

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HINDLEY & ASSOCIATES P/L
AS TRUSTEE FOR
HINDLEY TRUST
ACN No. 088 989 904

BUILDING DESIGNERS ASSOCIATION OF WA INC

NO:	DATE:	REVISION:	DRAWN:	CHECK:
A	23.05.23	ISSUED FOR PLANNING APPROVAL	SDS	SJH
B	11.07.23	DRP COMMENTS	JJR	SDS
C	09.11.23	COUNCIL'S COMMENTS	SDS	SDS
-				
-				
-				
-				
-				

A1 SHEET

HINDLEY & ASSOCIATES PTY LTD
BUILDING DESIGNERS

166 STIRLING HIGHWAY
NEDLANDS WA 6009

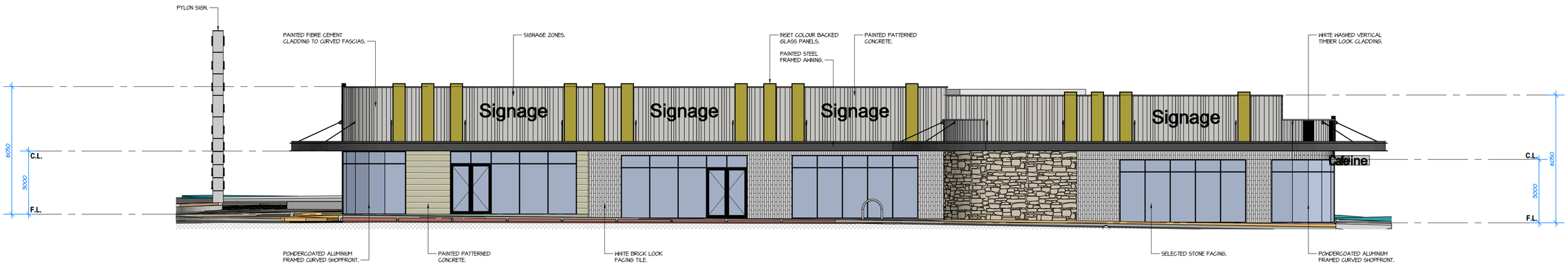
PO BOX 199
NEDLANDS WA 6909

PHONE - 9386 6699
FAX - 9386 6700
admin@hindley.com.au

DEVELOPMENT APPLICATION

PROPOSED MIXED USE DEVELOPMENT
LOT 100, No 434 SAFETY BAY ROAD
SAFETY BAY W.A.
for BRAYKELL TWO Pty Ltd

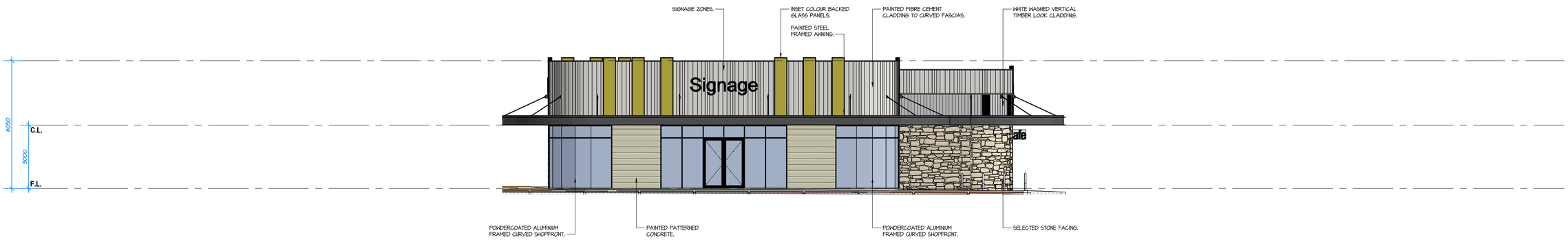
Date	-	20.03.23
Design	-	SDS
Drawn	-	SDS
Checked	-	SJH
Scale	-	1:100
Job No.		0836
Dwg -		DA05
Rev -		C



INTERNAL DRIVEWAY

NORTHEAST ELEVATION - E5

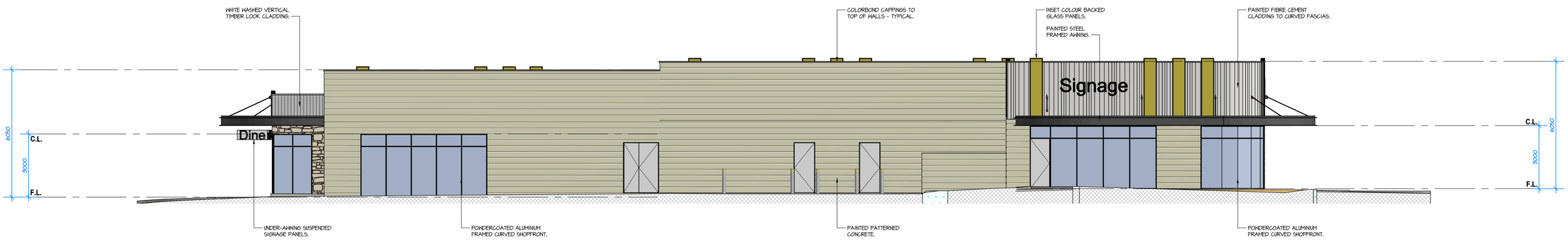
SCALE 1:100



INTERNAL DRIVEWAY

SOUTHEAST ELEVATION - E6

SCALE 1:100



SERVICE DRIVEWAY

SOUTHWEST ELEVATION - E7

SCALE 1:100

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HINDLEY & ASSOCIATES P/L
AS TRUSTEE FOR
HINDLEY TRUST
ACN No. 088 989 904

BUILDING DESIGNERS ASSOCIATION OF WA INC

NO:	DATE:	REVISION:	DRAWN:	CHECK:
A	23.05.23	ISSUED FOR PLANNING APPROVAL	SDS	SJH
B	11.07.23	DRP COMMENTS	JJR	SDS
C	09.11.23	COUNCIL'S COMMENTS	SDS	SDS
-				
-				
-				
-				
-				

A1 SHEET

PROPOSED MIXED USE DEVELOPMENT
LOT 100, No 434 SAFETY BAY ROAD
SAFETY BAY W.A.
for BRAYKELL TWO Pty Ltd

HINDLEY & ASSOCIATES PTY LTD
BUILDING DESIGNERS

166 STIRLING HIGHWAY
NEDLANDS WA 6009

PO BOX 199
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admin@hindley.com.au

DEVELOPMENT APPLICATION

Date	20.03.23
Design	SDS
Drawn	SDS
Checked	SJH
Scale	1:100
Job No.	0836
Dwg	DA06
Rev	C

MALIBU RD - NORTH
PERSPECTIVE - P01
NOT TO SCALE

MALIBU RD - NORTH
PERSPECTIVE - P02
NOT TO SCALE

MALIBU RD - NORTH
PERSPECTIVE - P03
NOT TO SCALE

MALIBU RD - WEST
PERSPECTIVE - P04
NOT TO SCALE

SAFETY BAY RD - SOUTHWEST
PERSPECTIVE - P05
NOT TO SCALE

DRIVEWAY - SOUTH
PERSPECTIVE - P06
NOT TO SCALE

INTERNAL DRIVEWAY - SOUTH
PERSPECTIVE - P07
NOT TO SCALE

INTERNAL DRIVEWAY - EAST
PERSPECTIVE - P08
NOT TO SCALE

INTERNAL DRIVEWAY - SOUTH
PERSPECTIVE - P09
NOT TO SCALE

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B	11.07.23	DRP COMMENTS	JJR	SDS
C	09.11.23	COUNCIL'S COMMENTS	SDS	SDS
-				
-				
-				
-				
-				

A1 SHEET

PROPOSED PERSPECTIVES
NOT TO SCALE

PROPOSED MIXED USE DEVELOPMENT
LOT 100, No 434 SAFETY BAY ROAD
SAFETY BAY W.A.
for BRAYKELL TWO Pty Ltd

HINDLEY & ASSOCIATES
PTY LTD
BUILDING DESIGNERS

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NEDLANDS WA 6009

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DEVELOPMENT APPLICATION

Date	-	20.03.23
Design	-	SDS
Drawn	-	SDS
Checked	-	SJH
Scale	-	1:100
Job No.	-	0836
Dwg	-	DA07
Rev	-	C

CARPARK - SOUTHEAST
PERSPECTIVE - P10
NOT TO SCALE

INTERNAL DRIVEWAY - WEST
PERSPECTIVE - P11
NOT TO SCALE

INTERNAL DRIVEWAY - EAST
PERSPECTIVE - P12
NOT TO SCALE

DRIVEWAY - SOUTHWEST
PERSPECTIVE - P13
NOT TO SCALE

SAFETY BAY RD - SOUTHWEST
PERSPECTIVE - P14
NOT TO SCALE

MALIBU RD - NORTHWEST
PERSPECTIVE - P15
NOT TO SCALE

CARPARK - SOUTHEAST
PERSPECTIVE - P16
NOT TO SCALE

CARBAYS - NORTHWEST
PERSPECTIVE - P17
NOT TO SCALE

MALIBU RD - NORTHWEST
PERSPECTIVE - P18
NOT TO SCALE

HINDLEY & ASSOCIATES PTY LTD
BUILDING DESIGNERS

166 STIRLING HIGHWAY
NEDLANDS WA 6009

PO BOX 199
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DEVELOPMENT APPLICATION

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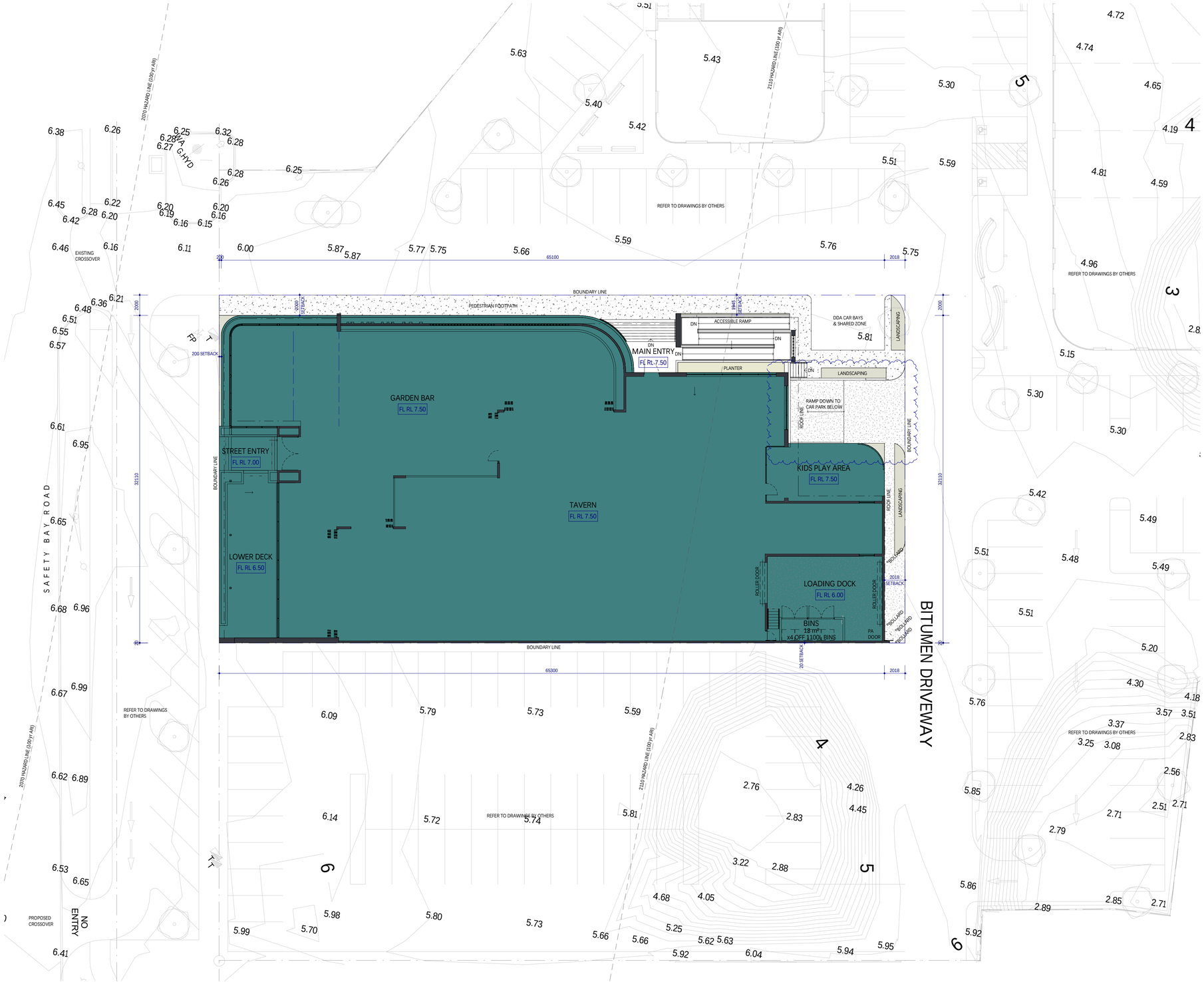
C	09.11.23	COUNCIL'S COMMENTS	SDS	SDS
-				
-				
-				
-				
-				

A1 SHEET

PROPOSED PERSPECTIVES
NOT TO SCALE

PROPOSED MIXED USE DEVELOPMENT
LOT 100, No 434 SAFETY BAY ROAD
SAFETY BAY W.A.
for BRAYKELL TWO Pty Ltd

Date	-	20.03.23
Design	-	SDS
Drawn	-	SDS
Checked	-	SJH
Scale	-	1:100
Job No.	-	0836
Dwg	-	DA08
Rev	-	C



SITE PLAN
SCALE 1 : 200

LOCATION PLAN
SCALE 1 : 1000

LEGEND
- PROPOSED CONCRETE PAVEMENT EXPOSED AGGREGATE FINISH
- PROPOSED CONCRETE PAVEMENT
- PROPOSED LANDSCAPING

SITE INFO
2298m² = PARCEL C LOT AREA
1883m² = BUILDING FOOTPRINT
1509m² = BASEMENT CAR PARK
65m² = AT GRADE LANDSCAPING
76m² = LANDSCAPING ON BUILDING

BUILDING INFO
1509m² = BASEMENT CAR PARK AREA
965m² = TAVERN
756m² = GARDEN BAR / LOWER DECK / STREET ENTRY
90m² = MAIN ENTRY (inc. ACCESSIBLE RAMP & STAIR)
62m² = KIDS PLAY AREA
78m² = LOADING DOCK
13m² = BIN STORE

PARKING
46 CAR BAYS (BASEMENT PARKING)
2.6m WIDE x 5.4m LONG
+
2 DEDICATED DISABLE ACCESSIBLE (DDA) PARKING BAYS & SHARED ZONE IN ACCORDANCE WITH AS 2890.6

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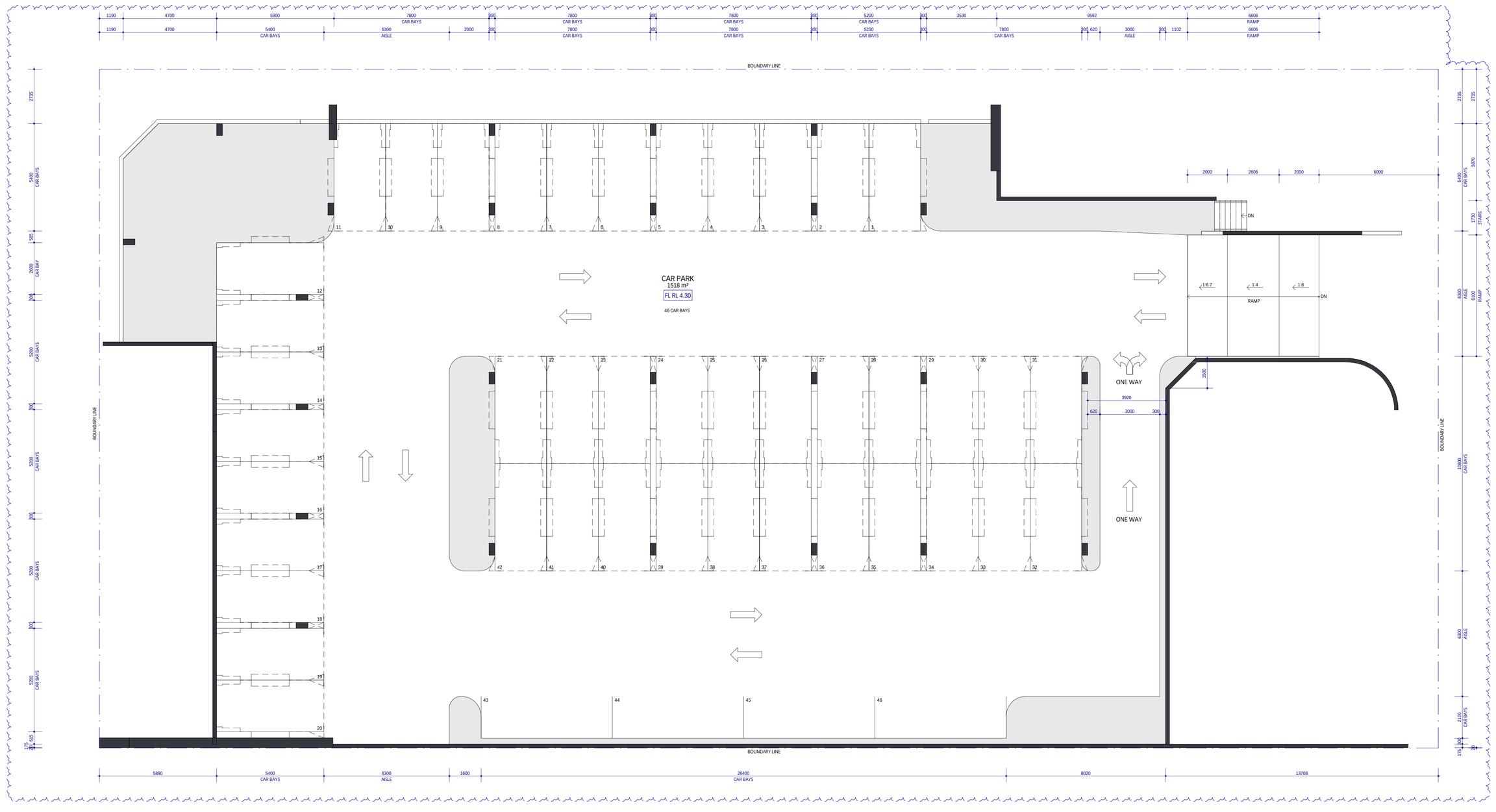
Project Name: WAIKIKI TAVERN
Project Address: LOT 100, 434 SAFETY BAY RD, SAFETY BAY WA

MOTIVO
Co-Create | Connect | Commit
[p] 08 9204 5090 [w] www.motivo.studio

Drawing Title: SITE PLAN

Rev	Date	By	Description
A	15/05/23	DT	DESIGN REVIEW ISSUE
B	01/06/23	DT	BIN STORE AMENDED
C	27/07/23	DT	ISSUE FOR PLANNING APPROVAL
D	30/10/23		ISSUED FOR REVIEW

Project No.: M2666
Revision: D
Drawing No.: DA01
Scale: As indicated
Drawn By: DT
Paper Size: A1



CARPARK RL 4.30m

SCALE 1 : 100

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Project Name: WAIKIKI TAVERN

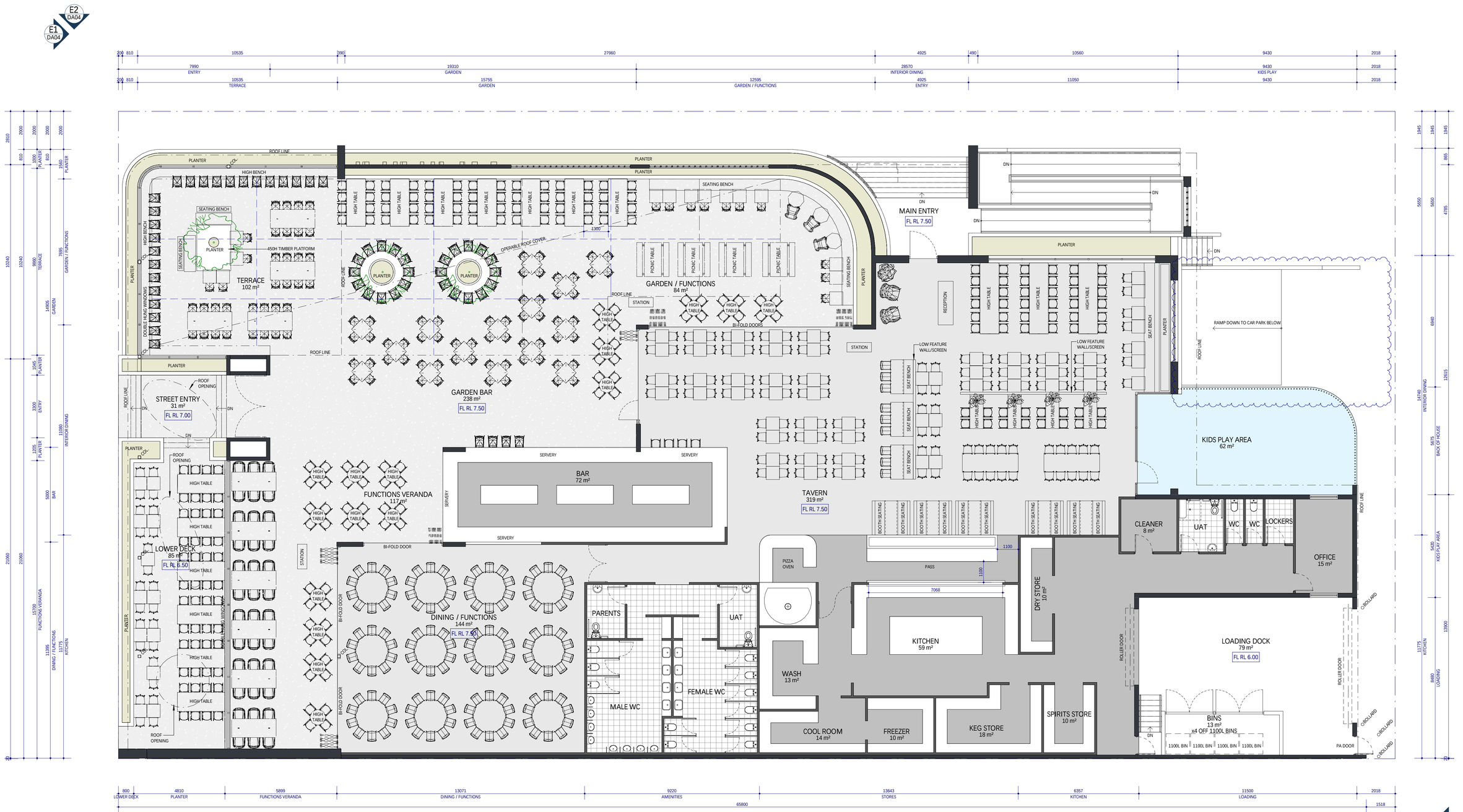
Project Address: LOT 100, 434 SAFETY BAY RD, SAFETY BAY WA

MOTIVO
Co-Create | Connect | Commit
[p] 08 9204 5090 [w] www.motivo.studio

Drawing Title: CAR PARK

Rev	Date	By	Description
A	15/05/23	DT	DESIGN REVIEW ISSUE
B	27/07/23	DT	ISSUE FOR PLANNING APPROVAL
C	30/10/23		ISSUED FOR REVIEW

Project No.: M2666
Revision: C
Drawing No.: DA02
Scale: 1 : 100
Drawn By: DT
Page Size: A1



FLOOR PLAN

SCALE 1 : 100

SITE INFO

2298m² = PARCEL C LOT AREA
1883m² = BUILDING FOOTPRINT
1509m² = BASEMENT CAR PARK
65m² = AT GRADE LANDSCAPING
76m² = LANDSCAPING ON BUILDING

BUILDING INFO

1509m² = BASEMENT CAR PARK AREA
965m² = TAVERN
756m² = GARDEN BAR / LOWER DECK / STREET ENTRY
90m² = MAIN ENTRY (inc. ACCESSIBLE RAMP & STAIR)
62m² = KIDS PLAY AREA
78m² = LOADING DOCK
13m² = BIN STORE

PARKING

46 CAR BAYS (BASEMENT PARKING)
2.6m WIDE x 5.4m LONG
+
2 DEDICATED DISABLE ACCESSIBLE (DDA) PARKING BAYS
& SHARED ZONE IN ACCORDANCE WITH AS 2890.6

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Project Name: WAIKIKI TAVERN

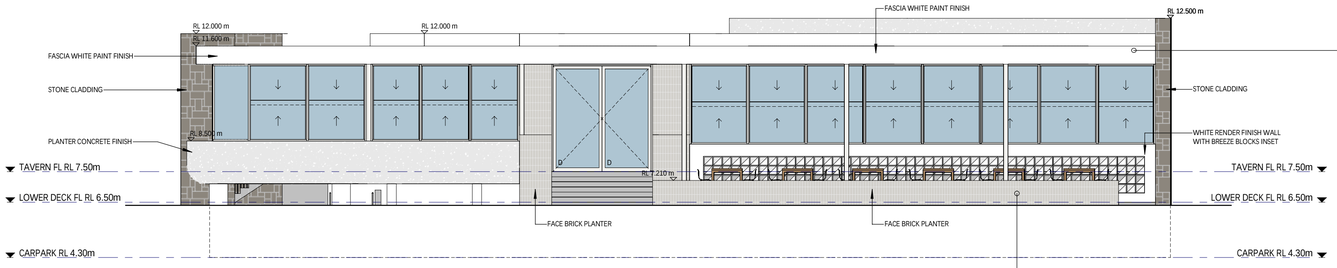
Project Address: LOT 100, 434 SAFETY BAY RD, SAFETY BAY WA

MOTIVO
Co-Create | Connect | Consult
[p] 08 9204 5090 [w] www.motivo.studio

Drawing Title: FLOOR PLAN

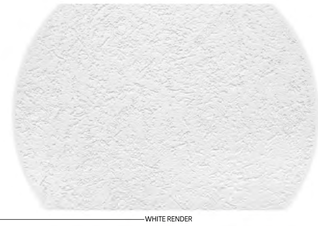
Rev	Date	By	Description
B	01/06/23	DT	BIN STORE AMENDED
C	25/07/23	TLP	ISSUED FOR REVIEW
D	27/07/23	DT	ISSUE FOR PLANNING APPROVAL
E	30/10/23		ISSUED FOR REVIEW

Project No.: M2666
Revision: E
Drawing No.: DA03
Scale: 1 : 100
Drawn By: DT
Page Size: A1



E1 DA03 STREET ELEVATION (SOUTH)
SCALE 1 : 100

FASCIA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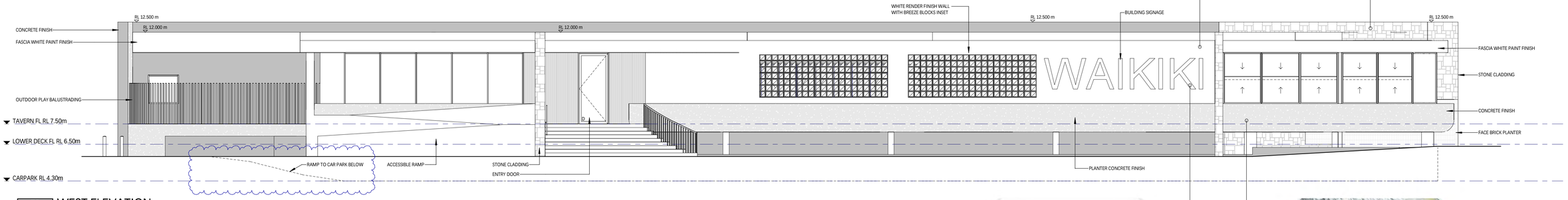
FACE BRICK

STONE CLADDING



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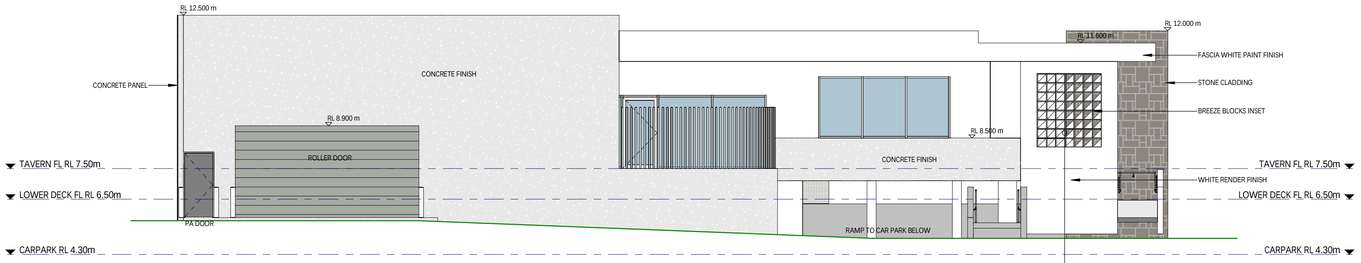
BUILDING SIGNAGE

CONCRETE FINISH



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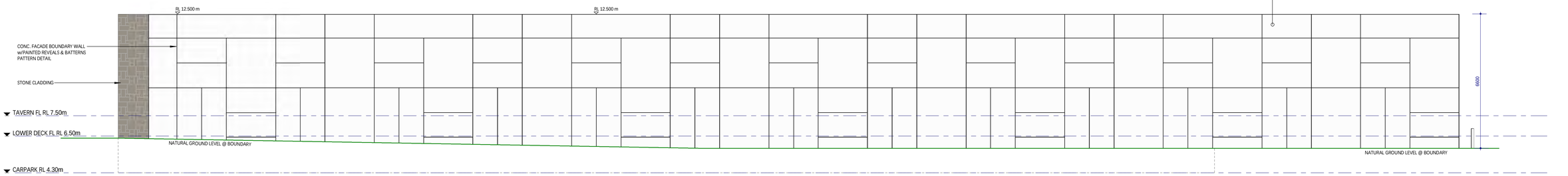
BREEZE BLOCKS

CONCRETE FACADE



E4 DA03 EAST ELEVATION
SCALE 1 : 100

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Attachment 2
Updated Acoustics reporting

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Environmental Noise Assessment - Childcare Centre and Tavern

Lot 100 Safety Bay Road, Safety Bay

Reference: 23037938-01A

Prepared for:
Braykell Two Pty Ltd

Reference: 23037938-01A

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Date	Rev	Description	Author	Verified
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10-Nov-23	A	Updated drawings and receivers	Matt Nolan	Matt Moyle

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EXECUTIVE SUMMARY

Lloyd George Acoustics was engaged by Braykell Two Pty Ltd to undertake a noise assessment for a proposed childcare centre (CCC), tavern and multiple commercial buildings to be located at Lot 100 Safety Bay Road, Safety Bay. This report considered noise emissions from the proposed childcare centre and tavern to surrounding properties by way of noise modelling of child play at the CCC, mechanical services, tavern music and patrons, deliveries in the tavern loading bay and closing car doors.

The predicted noise from all children playing outside, deliveries in the tavern loading bay and car door closings are compliant provided the walls shown on the DA Plans are constructed.

The calculations show exceedances at several receiver locations from the mechanical plant. In order to achieve compliance, the mechanical plant noise must be subject to follow-up assessment prior to building permit application. As a minimum, the following elements should be accommodated in the design of both the CCC and Tavern:

- Consideration should be given to locating tavern mechanical plant in an enclosed plant room. Mechanical plant design and selection should be reviewed for noise prior to Building Permit;
- Fencing along the northern site boundary near the CCC Bin store to be improved up to 2.4m height - refer *Figure 5-1* within the report. This should be reviewed at building permit stage when plant selections are known.

Noise from the tavern showed compliance at existing receivers during the most critical night-period, between 10pm to 7am, provided the windows and operable roof are closed and only background music is played. When the windows, doors and operable roof are open, compliance can be achieved during the day period, 7am-7pm Monday to Saturday.

Exceedances were predicted from mechanical plant, car doors and the tavern at a proposed future residential receiver on Parcel 4 located directly above the tavern. Therefore, notifications on the title of Parcel 4 will be required that includes upgraded glazing and other treatments to ensure suitable internal noise levels.

1. INTRODUCTION

Lloyd George Acoustics was engaged by Braykell Two Pty Ltd to undertake an environmental noise assessment for a proposed childcare centre (CCC) and tavern to be located at Lot 100 Safety Bay Road, Safety Bay (refer *Figure* 1-1) with the site plan shown in *Figure 1-2* and full Development Application (DA) plans provided in *Appendix A*. The site will also include construction of multiple commercial buildings. The purpose of this report is to consider noise emissions from the proposed childcare centre and tavern to surrounding properties.

Figure 1-1: Subject Site Location (Source: DPLH PlanWA)

The proposed childcare centre will be open Monday to Friday, 6.30am to 6.30pm and consist of the following:

- Five internal teaching spaces capable of accommodating up to 82 children, grouped as follows:
  - Group 1: 12 places for children aged 0-2 years;
  - Group 2: 15 places for children aged 2-3 years;
  - Group 3: 5 places for children aged 2-3 years and 10 places for children aged 3+ years;
  - Group 4 & 5: 20 places for children aged 3+ years, in each group;
- Outdoor play areas (not used prior to 7.00am), grouped as follows:
  - Area 1: 12 places for children aged 0-2 years;
  - Area 2: 20 places for children aged 2-3 years and 10 places for children aged 3+ years;
  - Area 3: 40 places for children aged 3+ years;
- Amenities and associated mechanical plant such as:
  - Kitchen exhaust fan assumed to be located on roof above;
  - Various exhaust fans (toilets, laundry) assumed to be located on the roof above;
  - Air-conditioning (AC) plant, assumed to located on the roof as shown on the DA Plans;
- Car parking on the north side of the lot.

The tavern is predicted to have an overall capacity of 1000 patrons, with opening hours as follows:

- Monday to Wednesday, 10.00am to 10.00pm;
- Thursday to Saturday, 10.00am to 1.00am; and
- Sunday, 8.00am to 10.00pm.

Mechanical services from the tavern have been assumed to consist of the following located on the roof:

- AC plant;
- Kitchen/toilet exhaust fans; and
- Refrigeration plant.

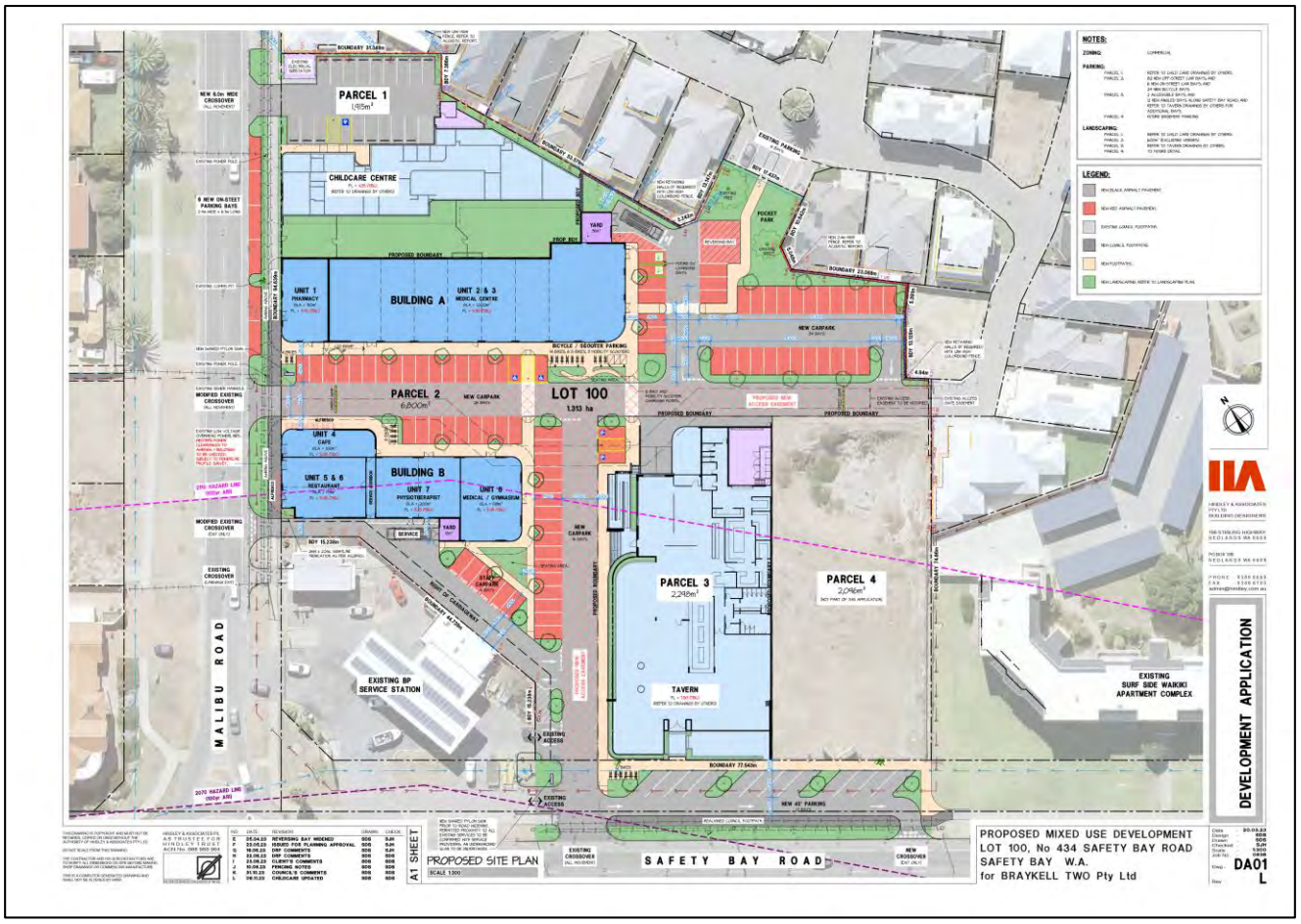

Figure 1-2: Proposed Site Plan

With regard to noise emissions, consideration is given to noise from child play at the CCC, mechanical services, tavern music and patrons, deliveries in the tavern loading bay and closing car doors at neighbouring properties, against the prescribed standards of the *Environmental Protection (Noise) Regulations 1997*.

Appendix C contains a description of some of the terminology used throughout this report.

2. CRITERIA

Environmental noise in Western Australia is governed by the *Environmental Protection Act 1986*, through the *Environmental Protection (Noise) Regulations 1997* (the Regulations).

2.1. Regulations 7, 8 & 9

This group of regulations defines the prescribed standard for noise emissions applicable to child play, mechanical services and car door closing as follows:

*"**7. Prescribed standard for noise emissions***

(1) Noise emitted from any premises or public place when received at other premises –

(a) must not cause, or significantly contribute to, a level of noise which exceeds the assigned level in respect of noise received at premises of that kind; and

(b) must be free of –

(i) tonality; and

(ii) impulsiveness; and

(iii) modulation,

when assessed under regulation 9.

(2) For the purposes of subregulation (1)(a), a noise emission is taken to significantly contribute to a level of noise if the noise emission … exceeds a value which is 5 dB below the assigned level at the point of reception."

Tonality, impulsiveness and modulation are defined in regulation 9 (refer *Appendix C*). Under regulation 9(3), *"Noise is taken to be free of the characteristics of tonality, impulsiveness and modulation if -*

(a) the characteristics cannot be reasonably and practicably removed by techniques other than attenuating the overall level of noise emission; and

(b) the noise emission complies with the standard prescribed under regulation 7(1)(a) after the adjustments in the table [Table 2-1] … are made to the noise emission as measured at the point of reception."

Table 2-1 Adjustments Where Characteristics Cannot Be Removed

Where Noise Emission is Not Music*			Where Noise Emission is Music	
Tonality	Modulation	Impulsiveness	No Impulsiveness	Impulsiveness
+ 5 dB	+ 5 dB	+ 10 dB	+ 10 dB	+ 15 dB

* These adjustments are cumulative to a maximum of 15 dB.

The assigned levels (prescribed standards) for all premises are specified in regulation 8(3) and are shown in *Table 2-2*. The L_{A10} assigned level is applicable to noises present for more than 10% of a representative assessment period, generally applicable to "steady-state" noise sources. The L_{A1} is for short-term noise sources present for less than 10% and more than 1% of the time. The L_{Amax} assigned level is applicable for incidental noise sources, present for less than 1% of the time.

Table 2-2 Baseline Assigned Levels

Premises Receiving Noise	Time Of Day	Assigned Level (dB)		
		L_{A10}	L_{A1}	L_{Amax}
Noise sensitive premises: highly sensitive area[1]	0700 to 1900 hours Monday to Saturday (Day)	45 + influencing factor	55 + influencing factor	65 + influencing factor
	0900 to 1900 hours Sunday and public holidays (Sunday)	40 + influencing factor	50 + influencing factor	65 + influencing factor
	1900 to 2200 hours all days (Evening)	40 + influencing factor	50 + influencing factor	55 + influencing factor
	2200 hours on any day to 0700 hours Monday to Saturday and 0900 hours Sunday and public holidays (Night)	35 + influencing factor	45 + influencing factor	55 + influencing factor
Noise sensitive premises: any area other than highly sensitive area	All hours	60	75	80
Commercial Premises	All hours	60	75	80
Industrial and Utility Premises	All hours	65	80	90

1. ***highly sensitive area*** means that area (if any) of noise sensitive premises comprising —
   (a) a building, or a part of a building, on the premises that is used for a noise sensitive purpose; and
   (b) any other part of the premises within 15 metres of that building or that part of the building.

The influencing factor (IF), in relation to noise received at noise sensitive premises, has been calculated as between 2-5 dB, as determined in *Appendix B*. *Table 2-3* shows the assigned levels including the influencing factor and transport factor at the receiving locations.

Table 2-3 Assigned Levels

Premises Receiving Noise	Time Of Day	Assigned Level (dB)		
		L_{A10}	L_{A1}	L_{Amax}
+5 dB IF (Northwest) Noise sensitive premises: highly sensitive area[1]	0700 to 1900 hours Monday to Saturday (Day)	50	60	70
	0900 to 1900 hours Sunday and public holidays (Sunday)	45	55	70
	1900 to 2200 hours all days (Evening)	45	55	60
	2200 hours on any day to 0700 hours Monday to Saturday and 0900 hours Sunday and public holidays (Night)	40	50	60
+4 dB IF (North) Noise sensitive premises: highly sensitive area[1]	0700 to 1900 hours Monday to Saturday (Day)	49	59	69
	0900 to 1900 hours Sunday and public holidays (Sunday)	44	54	69
	1900 to 2200 hours all days (Evening)	44	54	59
	2200 hours on any day to 0700 hours Monday to Saturday and 0900 hours Sunday and public holidays (Night)	39	49	59
+2 dB IF (Northeast) Noise sensitive premises: highly sensitive area[1]	0700 to 1900 hours Monday to Saturday (Day)	47	57	67
	0900 to 1900 hours Sunday and public holidays (Sunday)	42	52	67
	1900 to 2200 hours all days (Evening)	42	52	57
	2200 hours on any day to 0700 hours Monday to Saturday and 0900 hours Sunday and public holidays (Night)	37	47	57
+4 dB IF (Southeast) Noise sensitive premises: highly sensitive area[1]	0700 to 1900 hours Monday to Saturday (Day)	49	59	69
	0900 to 1900 hours Sunday and public holidays (Sunday)	44	54	69
	1900 to 2200 hours all days (Evening)	44	54	59
	2200 hours on any day to 0700 hours Monday to Saturday and 0900 hours Sunday and public holidays (Night)	39	49	59
Commercial Premises	All hours	60	75	80

It must be noted the assigned levels above apply outside the receiving premises and at a point at least 3 metres away from any substantial reflecting surfaces. Where this was not possible to be achieved due to the close proximity of existing buildings and/or fences, the noise emissions were assessed at a point within 1 metre from building facades and a -2 dB adjustment was made to the predicted noise levels to account for reflected noise.

The assigned levels are statistical levels and therefore the period over which they are determined is important. The Regulations define the Representative Assessment Period (RAP) as "*a period of time of not less than 15 minutes, and not exceeding 4 hours*, *determined by* an *inspector* or *authorised person to be appropriate for the assessment of a noise emission, having regard to the type and nature of the noise emission"*. An inspector or authorised person is a person appointed under Sections 87 & 88 of the *Environmental Protection Act 1986* and include Local Government Environmental Health Officers and Officers from the Department of Water Environmental Regulation. Acoustic consultants or other environmental consultants are not appointed as an inspector or authorised person. Therefore, whilst this assessment is based on a 4-hour RAP, which is assumed to be appropriate given the nature of the operations, this is to be used for guidance only.

2.2. Regulation 3

"3. Regulations do not apply to certain noise emissions

(1) Nothing in these regulations applies to the following noise emissions –

(a) Noise emissions from the propulsion and braking systems of motor vehicles operating on a road;"

The car park is considered a road and therefore vehicle noise (propulsion and braking) is not assessed. Noise from vehicle car doors and refrigeration units on trucks however are assessed, since these are not part of the propulsion or braking system.

2.3. Regulation 14A

"14A. Waste Collection and Other Works

(2) Regulation 7 does not apply to noise emitted in the course of carrying out class 1 works if –

(a) The works are carried out in the quietest reasonable and practicable manner; and

(b) The equipment used to carry out the works is the quietest reasonably available;

class 1 works means specified works carried out between -

(a) 0700 hours and 1900 hours on any day that is not a Sunday or a public holiday; or

(b) 0900 hours and 1900 hours on a Sunday or public holiday.

specified works means -

(a) The collection of waste; or

(b) The cleaning of a road or the drains for a road; or

(c) The cleaning of public places, including footpaths, cycle paths, car parks and beaches;"

In the case where specified works are to be carried out outside of class 1, a noise management plan is to be prepared and approved by the CEO.

3. METHODOLOGY

Computer modelling has been used to predict the noise emissions from the development to all nearby receivers. The software used was *SoundPLAN 8.2* with the ISO 9613 algorithms (ISO 17534-3 improved method) selected, as they include the influence of wind and are considered appropriate given the relatively short source to receiver distances. Input data required in the model are listed below and discussed in *Section 3.1* to *Section 3.4*:

- Meteorological Information;
- Topographical data;
- Ground Absorption; and
- Source sound power levels.

3.1. Meteorological Conditions

Meteorological information utilised is provided in *Table 3-1* and is considered to represent worst-case conditions for noise propagation. At wind speeds greater than those shown, sound propagation may be further enhanced, however background noise from the wind itself and from local vegetation is likely to be elevated and dominate the ambient noise levels.

Table 3-1: Modelling Meteorological Conditions

Parameter	Day (7.00am to 7.00pm)	Night (7.00pm to 7.00am)
Temperature (°C)	20	15
Humidity (%)	50	50
Wind Speed (m/s)	Up to 5	Up to 5
Wind Direction*	All	All

* The modelling package allows for all wind directions to be modelled simultaneously.

Alternatives to the above default conditions can be used where one year of weather data is available and the analysis considers the worst 2% of the day and night for the month of the year in which the worst-case weather conditions prevail (source: *Draft Guideline on Environmental Noise for Prescribed Premises*, May 2016). In most cases, the default conditions occur for more than 2% of the time and therefore must be satisfied.

3.2. Topographical Data

Topographical data was adapted from publicly available information (e.g. *Google*) in the form of spot heights and combined with the site plan.

Surrounding existing buildings were also incorporated in the noise model, as these can provide noise shielding as well as reflection paths. Single storey buildings are modelled with a height of 3.5-metres and any double storey buildings identified assumed to be 7.0-metres in height with receivers 1.4-metres above floor level.

A multi-storey mixed commercial/residential building may be constructed on Parcel 4 in the future. For conservative purposes, when assessing the noise levels at a future residence located on Parcel 4, a six storey,

19-metre-high building was included in the model at this location. While assessing the noise levels at existing receiver locations, this future building on Parcel 4 was not included.

The fences were incorporated in the noise model as per the *Appendix A* plans. This includes fencing on the north side of the child play area at 2.4-metres high. It also includes an outdoor atelier constructed with a masonry wall covering a section of the play area to the north. Fencing around the car park is up to 2.4 metres high in one section due to car door noise. All this fencing is to be solid, free of any gaps and of minimum surface mass 8 kg/m^2. Such material can be brick, limestone, concrete with double sheeted *Colorbond* also permissible. For areas where visual permeability is required, sound-rated plexiglass can be used.

The remaining fences surrounding the lot have been modelled at a minimum of 1.8 metres high.

Figure 3-1 shows a 2D overview of the noise model with the location of all relevant receivers identified. Pink dots represent point sources in the noise model (car doors, mechanical plant) with the pink polygon representing child play. *Figure 3-2* shows an overview of the fences with floors plans of the CCC and tavern in *Figure 3-3* and *Figure 3-4*.

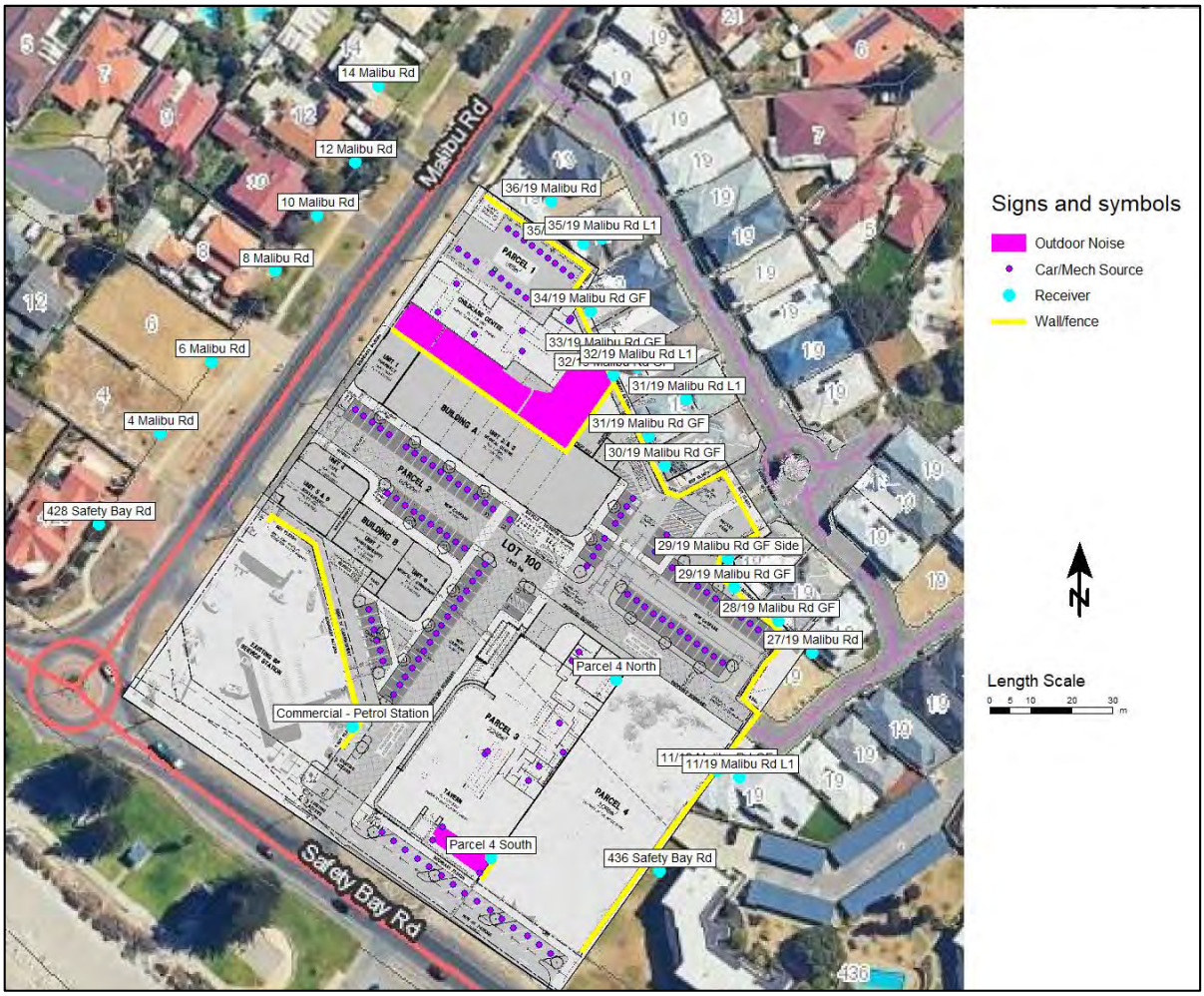

Figure 3-1: Overview of Noise Model

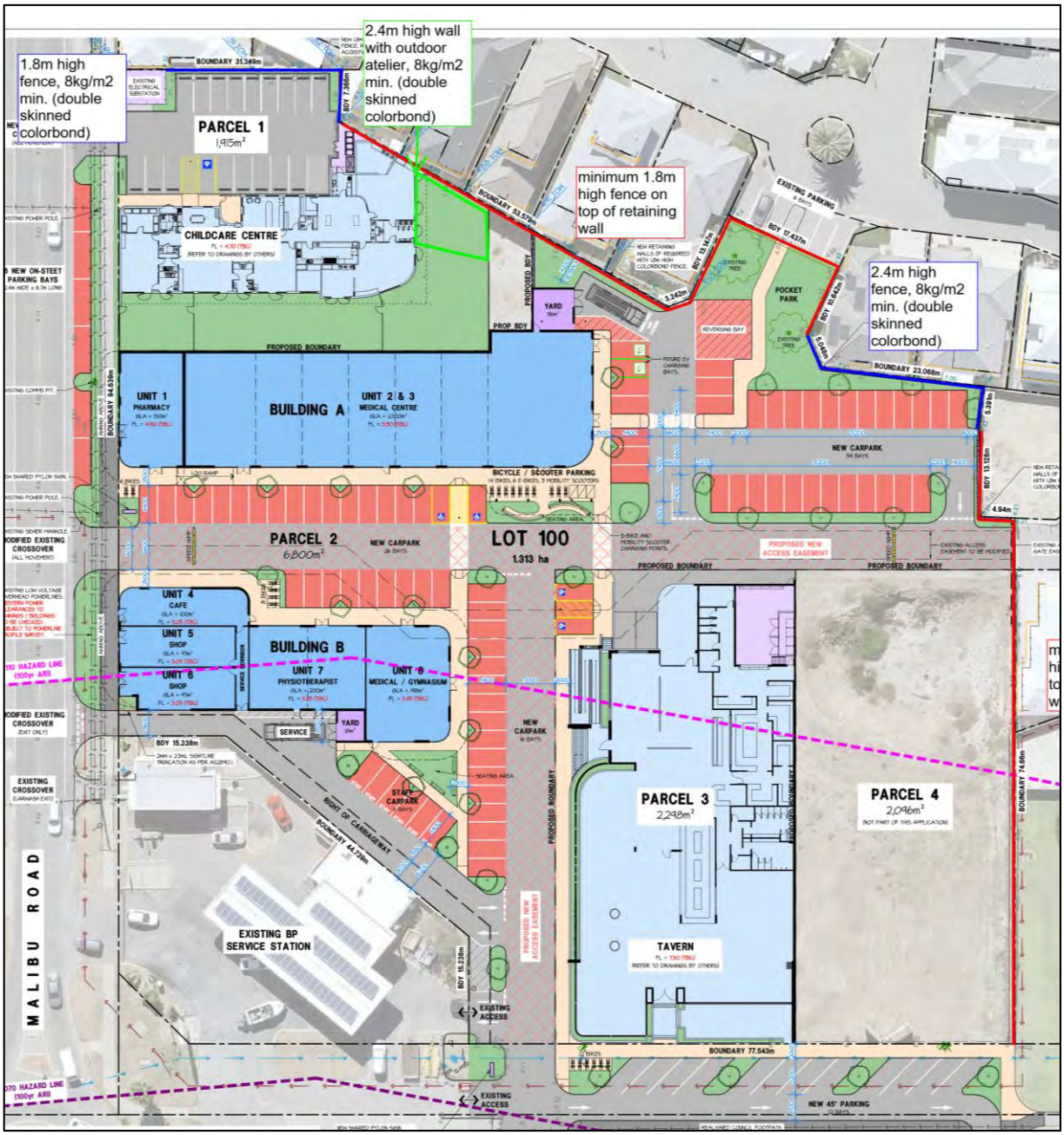

Figure 3-2: Overview of Fences

Figure 3-3: CCC Floor Plan

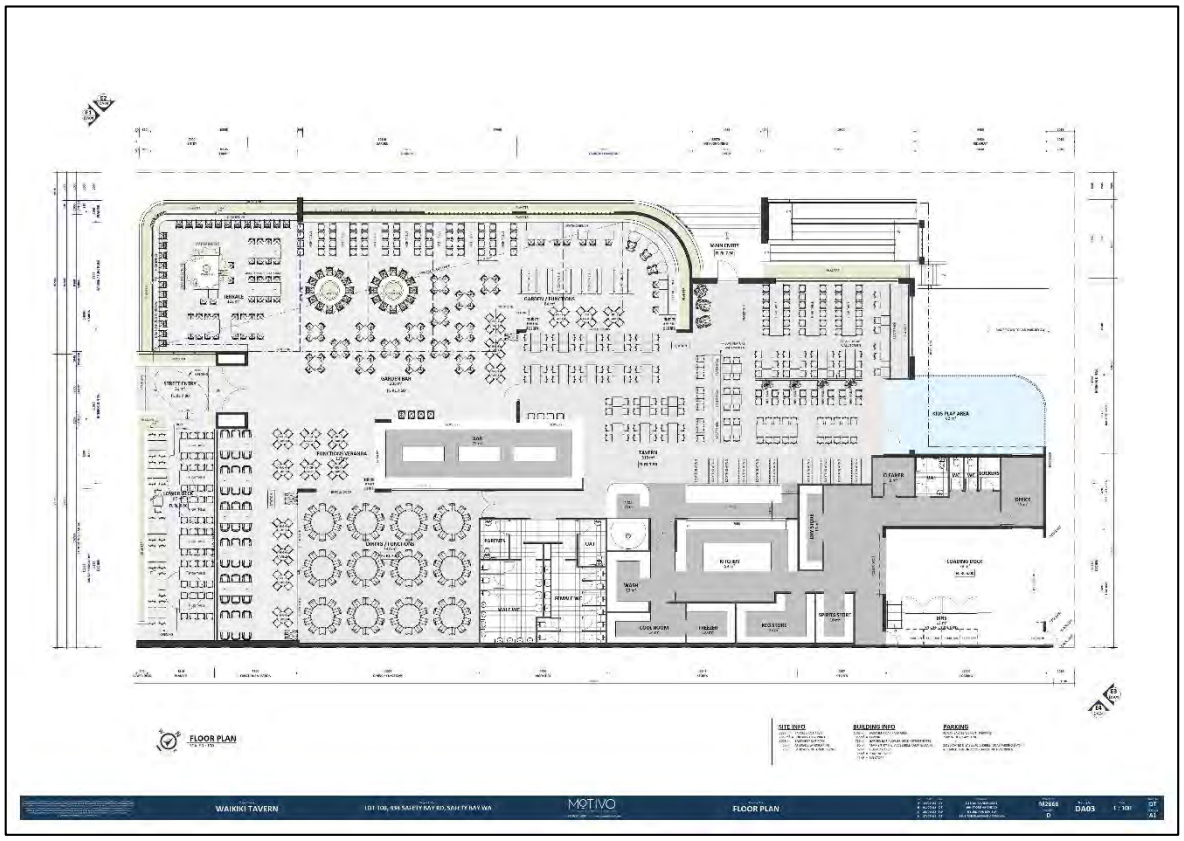

Figure 3-4: Tavern Floor Plan

3.3. Ground Absorption

The ground absorption has been assumed to be 0.1 (0%) for the roads, 0.5 (50%) outside of the roads and 1.0 (100%) for the play/grassed areas, noting that 0.0 represents hard reflective surfaces such as water and 1.0 represents absorptive surfaces such as grass.

3.4. Source Sound Levels

The source sound power levels used in the modelling are provided in *Table 3-2*.

Table 3-2: Source Sound Power Levels, dB

Description	Octave Band Centre Frequency (Hz)								Overall dB(A)
	63	125	250	500	1k	2k	4k	8k	
Babies Play Aged 0-2 Years (10 kids), L_{10}	54	60	66	72	74	71	67	64	**78**
Toddler Play Aged 2-3 Years (10 kids), L_{10}	61	67	73	79	81	78	74	70	**85**
Kindy Play Aged 3+ Years (10 kids), L_{10}	64	70	75	81	83	80	76	72	**87**
AC Plant, double fan unit (each), L_{10}	72	74	68	69	63	61	53	47	**70**
General Exhaust Fans (each), L_{10}	60	65	62	63	60	61	56	53	**67**
Kitchen Exhaust Fan, L_{10}	50	64	61	70	69	66	62	50	**73**
Closing Car Door (each), L_{max}	71	74	77	81	80	78	72	61	**84**
Tavern Patrons Internal Area - 930	82	93	97	99	91	89	86	75	**99**
Tavern Internal Speaker x 15 (each)	66	70	67	72	72	70	62	51	**76**
Tavern Patrons Outdoor Area - 70	72	83	87	89	81	79	76	65	**89**
Tavern Outdoor Speaker x 4 (each)	66	70	67	72	72	70	62	51	**76**
Refrigerated Truck Delivery, L_{A1}	100	91	87	88	83	81	79	75	**90**
Cool Room Refrigeration	87	86	89	85	81	77	73	-	**87**

The following is noted in relation to *Table 3-2*:

- Child play source levels are based on *Guideline for Childcare Centre Acoustic Assessments Version 3.0* produced by the Association of Australasian Acoustical Consultants (AAAC) published September 2020. Where the number of children for individual play areas is specified in the plans, these have been adjusted from the reference source levels using appropriate acoustical calculations. Outdoor child play was modelled as area sources at 1.0-metre above ground level. The sound power levels used in the model were scaled as follows:
  - Area 1:
    - 12 children aged 0-2 years = 78 dB(A);
  - Area 2:

  - 20 children aged 2-3 years = 88 dB(A);
  - 10 children aged 3+ years = 87 dB(A);
- Area 3:
  - 40 children aged 3+ years = 93 dB(A);

- Based on the AAAC Guideline V3.0, source sound power levels for AC condensing units were assumed. Medium sized (double fan) outdoor units were deemed appropriate with two (2) modelled as point sources in the Services and Drying Yard of the CCC and another two on the tavern roof.
- Five (5) exhaust fans (toilets and laundry) and one kitchen exhaust fan were assumed for the CCC. Another four (4) exhaust fans were included for the tavern. The tavern also included a refrigeration condensing unit for a cool room/freezer. All were modelled as point sources approximately 0.5 metres above roof level and above the area serviced. At this stage, no plant rooms or enclosures are included in the modelling.
- Car doors closing were modelled as a point source 1.0-metre above ground level. Since noise from a car door closing is a short term event, only the L_{Amax} level is applicable for assessment.
- A total of 1000 patrons total are modelled at 1.5m above ground level, with the worst case including 70 of these patrons in the outdoor area. Each patron is assumed to have a sound power level of 75 dB(A), with 1 in 3 of patrons talking simultaneously outdoors and 1 in 4 patrons talking simultaneously inside. It is noted that patron noise can be highly variable depending on the number of patrons, background noise level, alcohol consumption and the like;
- Speaker sound levels represent background type music only as defined in VCAT decision (*Ref: B2/2005 Whiting v Hosier Bar Pty Ltd*) and reproduced in the Liquor Control Reform Act of Victoria as "a background level requires that music be played at a level enabling normal voice conversation at a distance of 600mm."
- The refrigerated delivery truck condenser unit is modelled at 2.3m above ground level in the Tavern Loading Dock. The Tavern Loading Dock includes a roof and roller door.

3.5. Building Construction

As all the construction details of the tavern are not currently known at this stage, the following assumptions form the basis of the assessment:

- Windows, external doors and operable roofing to achieve $R_w + C_{tr}$ 27 performance (likely achievable using 6mm thick glass);
- Roof and ceiling to achieve R_w 43 performance (likely achievable with metal deck roof, 13mm thick sound-rated plasterboard with insulation above);
- Underside of ceiling to incorporate acoustic absorption to minimum 50% of ceiling with an NRC ≥ 0.70;
- Operable roof over a section of the tavern;
- Permanent roof over the loading dock with a roller door.

4. RESULTS AND ASSESSMENT

4.1. Outdoor Child Play Noise

The childcare development will host up to 82 children. It is noted play time is generally staggered and therefore not all children would be playing outside at once for extended periods of time. However, noise levels were conservatively predicted for all children playing simultaneously, as a worst-case scenario with the results provided and assessed in *Table 4-1*. The critical assigned level is during the day, as whilst the childcare centre will open at 6.30am, child play will not commence until after 7.00am. Noise from child play is not considered to contain annoying characteristics within the definition of the Regulations and therefore no adjustments are made to the predicted noise levels. A noise contour plot is also provided in *Figure 4-1* showing noise levels at ground floor.

Table 4-1: Child Play Noise Predicted Levels and Assessment, dB L_{A10}

Receiver	Babies (0-2 yo)	Toddler (2-3 yo)	Kindy (3+ yo)	Total	Assigned Level	Assessment
29/19 Malibu Rd	8	20	29	29	**47**	*Complies*
29/19 Malibu Rd L1	13	25	33	33	**47**	*Complies*
28/19 Malibu Rd	8	18	26	27	**47**	*Complies*
27/19 Malibu Rd	9	19	26	27	**47**	*Complies*
27/19 Malibu Rd L1	13	25	32	32	**47**	*Complies*
36/19 Malibu Rd	14	25	31	32	**49**	*Complies*
35/19 Malibu Rd	18	26	32	33	**49**	*Complies*
35/19 Malibu Rd L1	20	29	34	35	**49**	*Complies*
34/19 Malibu Rd	17	27	33	34	**49**	*Complies*
33/19 Malibu Rd	15	26	37	37	**49**	*Complies*
32/19 Malibu Rd	14	25	42	42	**49**	*Complies*
32/19 Malibu Rd L1	21	32	47	47	**49**	*Complies*
31/19 Malibu Rd	19	32	42	42	**49**	*Complies*
31/19 Malibu Rd L1	21	33	45	45	**49**	*Complies*
30/19 Malibu Rd	20	32	40	41	**49**	*Complies*
10 Malibu Rd	38	42	44	47	**49**	*Complies*
10 Malibu Rd L1	38	43	45	47	**49**	*Complies*
25/19 Malibu Rd	5	15	22	23	**49**	*Complies*

Receiver	Babies (0-2 yo)	Toddler (2-3 yo)	Kindy (3+ yo)	Total	Assigned Level	Assessment
25/19 Malibu Rd L1	7	16	26	27	**49**	*Complies*
12 Malibu Rd	36	37	38	42	**49**	*Complies*
14 Malibu Rd	28	27	29	33	**49**	*Complies*
14 Malibu Rd L1	28	28	31	34	**49**	*Complies*
436 Safety Bay Rd	8	19	25	26	**49**	*Complies*
436 Safety Bay Rd L1	11	22	28	29	**49**	*Complies*
436 Safety Bay Rd L2	15	25	30	31	**49**	*Complies*
4 Malibu Rd	28	23	26	31	**50**	*Complies*
6 Malibu Rd	32	33	33	38	**50**	*Complies*
8 Malibu Rd	38	44	46	48	**50**	*Complies*
8 Malibu Rd L1	38	44	46	48	**50**	*Complies*
428 Safety Bay Rd	22	14	20	25	**50**	*Complies*
BP Petrol Station	9	18	24	25	**60**	*Complies*

Based on a conservative scenario of all 82 children playing outside simultaneously, the assessment demonstrates compliance is achieved during the day.

Figure 4-1 Child Play Noise Contour Plot (1.4m AGL), dB L_{A10}

Predicted Noise level

	= 42
	= 47
	= 52
	= 57
	= 62

Legend

- Receiver
- Outdoor Childplay
- Outdoor Atelier
- Fence

N

Scale 1:1100

0 5 10 20 30 m

Project No: 23037938
Consultant: MN
Date: 10/11/2023
Algorithm: ISO 9613
SoundPLAN Version: 8.2

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4.2. Indoor Child Play

An assessment of noise levels from indoor child play was carried out and the resulting noise levels at all locations were predicted to be well below that of outdoor child play considered in *Section 4.1*. This assessment was carried out based on the following considerations:

- Internal noise levels within activity rooms would not exceed those from outdoor play for each age group, regardless of windows being open or closed; and
- Any music played within the internal activity areas would be 'light' music with no significant bass content and played at a relatively low level.

4.3. Mechanical Plant Noise

Mechanical plant noise consists of the outdoor AC condensing units, exhaust fans and tavern cool room refrigeration. Predicted and assessed noise levels are provided in *Table 4-2*. The critical assigned level is during the night, as the plant may operate prior during the night period which is between 10pm to 7am. An adjustment of + 5 dB is included for tonality, since this may be present for such noise sources. A noise contour plot is also provided in *Figure 4-2* showing noise levels at ground floor.

Table 4-2: Mechanical Plant Noise Predicted Levels and Assessment, dB L_{A10}

Receiver	CCC Plant	Tavern Plant	Total Adjusted	Assigned Level	Assessment
29/19 Malibu Rd	14	24	29	**37**	*Complies*
29/19 Malibu Rd L1	17	30	35	**37**	*Complies*
28/19 Malibu Rd	11	30	35	**37**	*Complies*
27/19 Malibu Rd	12	36	41	**37**	*+4 dB*
27/19 Malibu Rd L1	19	40	45	**37**	*+8 dB*
36/19 Malibu Rd	25	23	31	**39**	*Complies*
35/19 Malibu Rd	29	25	34	**39**	*Complies*
35/19 Malibu Rd L1	31	29	37	**39**	*Complies*
34/19 Malibu Rd	38	24	43	**39**	*+4 dB*
33/19 Malibu Rd	35	26	40	**39**	*+1 dB*
32/19 Malibu Rd	27	26	33	**39**	*Complies*
32/19 Malibu Rd L1	33	33	39	**39**	*Complies*
31/19 Malibu Rd	22	31	36	**39**	*Complies*
31/19 Malibu Rd L1	28	33	38	**39**	*Complies*
30/19 Malibu Rd	22	33	38	**39**	*Complies*

Receiver	CCC Plant	Tavern Plant	Total Adjusted	Assigned Level	Assessment
10 Malibu Rd	27	27	34	**39**	*Complies*
10 Malibu Rd L1	30	32	37	**39**	*Complies*
25/19 Malibu Rd	7	35	40	**39**	*+1 dB*
25/19 Malibu Rd L1	12	41	46	**39**	*+7 dB*
12 Malibu Rd	31	27	36	**39**	*Complies*
14 Malibu Rd	23	23	29	**39**	*Complies*
14 Malibu Rd L1	26	27	33	**39**	*Complies*
436 Safety Bay Rd	11	44	49	**39**	*+10 dB*
436 Safety Bay Rd L1	14	47	52	**39**	*+13 dB*
436 Safety Bay Rd L2	18	47	52	**39**	*+13 dB*
4 Malibu Rd	15	33	38	**40**	*Complies*
6 Malibu Rd	18	28	33	**40**	*Complies*
8 Malibu Rd	25	32	37	**40**	*Complies*
8 Malibu Rd L1	28	33	38	**40**	*Complies*
428 Safety Bay Rd	11	29	34	**40**	*Complies*
BP Petrol Station	11	32	37	**40**	*Complies*

The calculations show exceedances at several receiver locations from the mechanical plant. In order to achieve compliance, the mechanical plant noise must be subject to follow-up assessment prior to building permit application. As a minimum, the following elements should be accommodated in the design of both the CCC and Tavern:

- Consideration should be given to locating tavern mechanical plant in an enclosed plant room. Mechanical plant design and selection should be reviewed for noise prior to Building Permit;
- Fencing along the northern site boundary near the CCC Bin store to be improved up to 2.4m height - refer *Figure 5-1*. This should be reviewed at building permit stage when plant selections are known.

Figure 4-2 Mechanical Plant Noise Contour Plot (1.4m AGL), dB L_{A10}

Predicted Noise level

	= 32
	= 37
	= 42
	= 47
	= 52

Legend

- Receiver
- Car/Mech Source
- Outdoor Atelier
- Fence

N

Scale 1:1100

0 5 10 20 30 m

Project No: 23037938
Consultant: MN
Date: 10/11/2023
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4.4. Car Door Closing Noise

Predicted and assessed noise levels for car doors closing are provided in *Table 4-3* being the maximum noise level from the worst-case car bay for each receiver. The critical assigned level is during the night, as car door closings will occur during the night period which is between 10pm to 7am. An adjustment of + 10 dB is included for impulsiveness, since this may be present for such noise sources. A noise contour plot is also provided in *Figure 4-3* showing noise levels at ground floor.

Table 4-3: Car Door Closing Noise Predicted Levels and Assessment, dB L_{Amax}

Receiver	Car Door	Total Adjusted	Assigned Level	Assessment
29/19 Malibu Rd	43	53	**57**	*Complies*
29/19 Malibu Rd L1	40	50	**57**	*Complies*
28/19 Malibu Rd	46	56	**57**	*Complies*
27/19 Malibu Rd	40	50	**57**	*Complies*
27/19 Malibu Rd L1	46	56	**57**	*Complies*
36/19 Malibu Rd	40	50	**59**	*Complies*
35/19 Malibu Rd	48	58	**59**	*Complies*
35/19 Malibu Rd L1	47	57	**59**	*Complies*
34/19 Malibu Rd	45	55	**59**	*Complies*
33/19 Malibu Rd	39	49	**59**	*Complies*
32/19 Malibu Rd	38	48	**59**	*Complies*
32/19 Malibu Rd L1	39	49	**59**	*Complies*
31/19 Malibu Rd	43	53	**59**	*Complies*
31/19 Malibu Rd L1	41	51	**59**	*Complies*
30/19 Malibu Rd	45	55	**59**	*Complies*
10 Malibu Rd	45	55	**59**	*Complies*
10 Malibu Rd L1	45	55	**59**	*Complies*
25/19 Malibu Rd	35	45	**59**	*Complies*
25/19 Malibu Rd L1	40	50	**59**	*Complies*
12 Malibu Rd	46	56	**59**	*Complies*
14 Malibu Rd	40	50	**59**	*Complies*
14 Malibu Rd L1	41	51	**59**	*Complies*

Receiver	Car Door	Total Adjusted	Assigned Level	Assessment
436 Safety Bay Rd	40	50	**59**	*Complies*
436 Safety Bay Rd L1	45	55	**59**	*Complies*
436 Safety Bay Rd L2	45	55	**59**	*Complies*
4 Malibu Rd	44	54	**60**	*Complies*
6 Malibu Rd	45	55	**60**	*Complies*
8 Malibu Rd	44	54	**60**	*Complies*
8 Malibu Rd L1	44	54	**60**	*Complies*
428 Safety Bay Rd	38	48	**60**	*Complies*
BP Petrol Station	48	58	**80**	*Complies*

Noise from car doors is predicted to comply at all nearest existing receivers during the critical night period. For a future residential receiver on Parcel 4 located directly above the tavern, an exceedance of up to 3 dB above of the assigned level is predicted. Therefore, notifications on the title of Parcel 4 will be required that includes upgraded glazing and other treatments to ensure suitable internal noise levels.

Figure 4-3 Car Door Noise Contour Plot (1.4m AGL), dB L_{Amax}

Predicted Noise level

	= 52
	= 57
	= 62
	= 67
	= 72

Legend

- Receiver
- Car/Mech Source
- Outdoor Atelier
- Fence

N

Scale 1:1100

0 5 10 20 30 m

Project No: 23037938
Consultant: MN
Date: 10/11/2023
Algorithm: ISO 9613
SoundPLAN Version: 8.2

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4.5. Tavern Delivery Noise

Predicted and assessed noise levels from a delivery truck in isolation within the enclosed Tavern Loading Dock are provided in *Table 4-4*. It is likely this will be weekday only and of a short duration, therefore the assessment is against the L_{A1} daytime assigned level. This assumes deliveries will take less than 24 minutes in a 4-hour period, which is considered sufficient time. Given the noise is daytime only and for a short duration, no penalties are applied for intrusive characteristics. A noise contour plot is also provided in *Figure 4-4* showing noise levels at ground floor.

Table 4-4: Tavern Delivery Noise Predicted Levels and Assessment, dB L_{A1}

Receiver	Delivery Noise	Assigned Level	Assessment
29/19 Malibu Rd	37	**57**	*Complies*
29/19 Malibu Rd L1	40	**57**	*Complies*
28/19 Malibu Rd	38	**57**	*Complies*
27/19 Malibu Rd	40	**57**	*Complies*
27/19 Malibu Rd L1	47	**57**	*Complies*
36/19 Malibu Rd	23	**59**	*Complies*
35/19 Malibu Rd	24	**59**	*Complies*
35/19 Malibu Rd L1	29	**59**	*Complies*
34/19 Malibu Rd	23	**59**	*Complies*
33/19 Malibu Rd	28	**59**	*Complies*
32/19 Malibu Rd	27	**59**	*Complies*
32/19 Malibu Rd L1	40	**59**	*Complies*
31/19 Malibu Rd	40	**59**	*Complies*
31/19 Malibu Rd L1	40	**59**	*Complies*
30/19 Malibu Rd	43	**59**	*Complies*
10 Malibu Rd	24	**59**	*Complies*
10 Malibu Rd L1	28	**59**	*Complies*
25/19 Malibu Rd	20	**59**	*Complies*
25/19 Malibu Rd L1	36	**59**	*Complies*
12 Malibu Rd	23	**59**	*Complies*
14 Malibu Rd	23	**59**	*Complies*

Receiver	Delivery Noise	Assigned Level	Assessment
14 Malibu Rd L1	26	**59**	*Complies*
436 Safety Bay Rd	31	**59**	*Complies*
436 Safety Bay Rd L1	34	**59**	*Complies*
436 Safety Bay Rd L2	33	**59**	*Complies*
4 Malibu Rd	15	**60**	*Complies*
6 Malibu Rd	33	**60**	*Complies*
8 Malibu Rd	21	**60**	*Complies*
8 Malibu Rd L1	27	**60**	*Complies*
428 Safety Bay Rd	15	**60**	*Complies*
BP Petrol Station	21	**80**	*Complies*

The assessment demonstrates compliance is achieved during all periods. Compliance is also predicted during the day if the delivery noise took longer than 24 minutes in a 4-hour period and it was assessed against the more stringent L_{A10} assigned levels.

Figure 4-4 Tavern Delivery Noise Contour Plot (1.4m AGL), dB L_{A1}

Predicted Noise level

	= 52
	= 57
	= 62
	= 67
	= 72

Legend

- Receiver
- Delivery Source
- Fence

N

Scale 1:1100

0 5 10 20 30 m

Project No: 23037938
Consultant: MN
Date: 10/11/2023
Algorithm: ISO 9613
SoundPLAN Version: 8.2

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4.6. Tavern Patron and Music Noise

Table 4-5 provides the predicted noise level for each scenario, with noise contour plots provided in *Figure 4-5* to *Figure 4-7*. Note that only background music noise levels have been modelled and therefore no adjustments for music have been included. If music is audible at residences, a + 10 dB penalty will apply. Shaded cells indicated predicted level is above the assigned night-time level (after 10.00pm).

Table 4-5: Tavern Patron and Music Noise Predicted Levels, dB L_{A10}

Receiver	All Open	Windows and Operable Roof Closed	All Closed	Night Period Assigned Level
29/19 Malibu Rd	40	25	18	**37**
29/19 Malibu Rd L1	43	23	20	**37**
28/19 Malibu Rd	42	27	19	**37**
27/19 Malibu Rd	48	29	23	**37**
27/19 Malibu Rd L1	52	35	27	**37**
36/19 Malibu Rd	42	24	17	**39**
35/19 Malibu Rd	40	24	17	**39**
35/19 Malibu Rd L1	46	27	20	**39**
34/19 Malibu Rd	34	20	13	**39**
33/19 Malibu Rd	40	26	17	**39**
32/19 Malibu Rd	39	25	16	**39**
32/19 Malibu Rd L1	47	31	22	**39**
31/19 Malibu Rd	45	35	21	**39**
31/19 Malibu Rd L1	49	37	24	**39**
30/19 Malibu Rd	47	35	22	**39**
10 Malibu Rd	47	31	22	**39**
10 Malibu Rd L1	43	26	21	**39**
25/19 Malibu Rd	51	29	26	**39**
25/19 Malibu Rd L1	46	26	20	**39**
12 Malibu Rd	41	22	16	**39**
14 Malibu Rd	44	25	18	**39**
14 Malibu Rd L1	53	32	30	**39**

Receiver	All Open	Windows and Operable Roof Closed	All Closed	Night Period Assigned Level
436 Safety Bay Rd	57	34	32	**39**
436 Safety Bay Rd L1	58	36	34	**39**
436 Safety Bay Rd L2	50	35	25	**39**
4 Malibu Rd	47	31	23	**40**
6 Malibu Rd	48	36	24	**40**
8 Malibu Rd	49	34	26	**40**
8 Malibu Rd L1	61	39	36	**40**

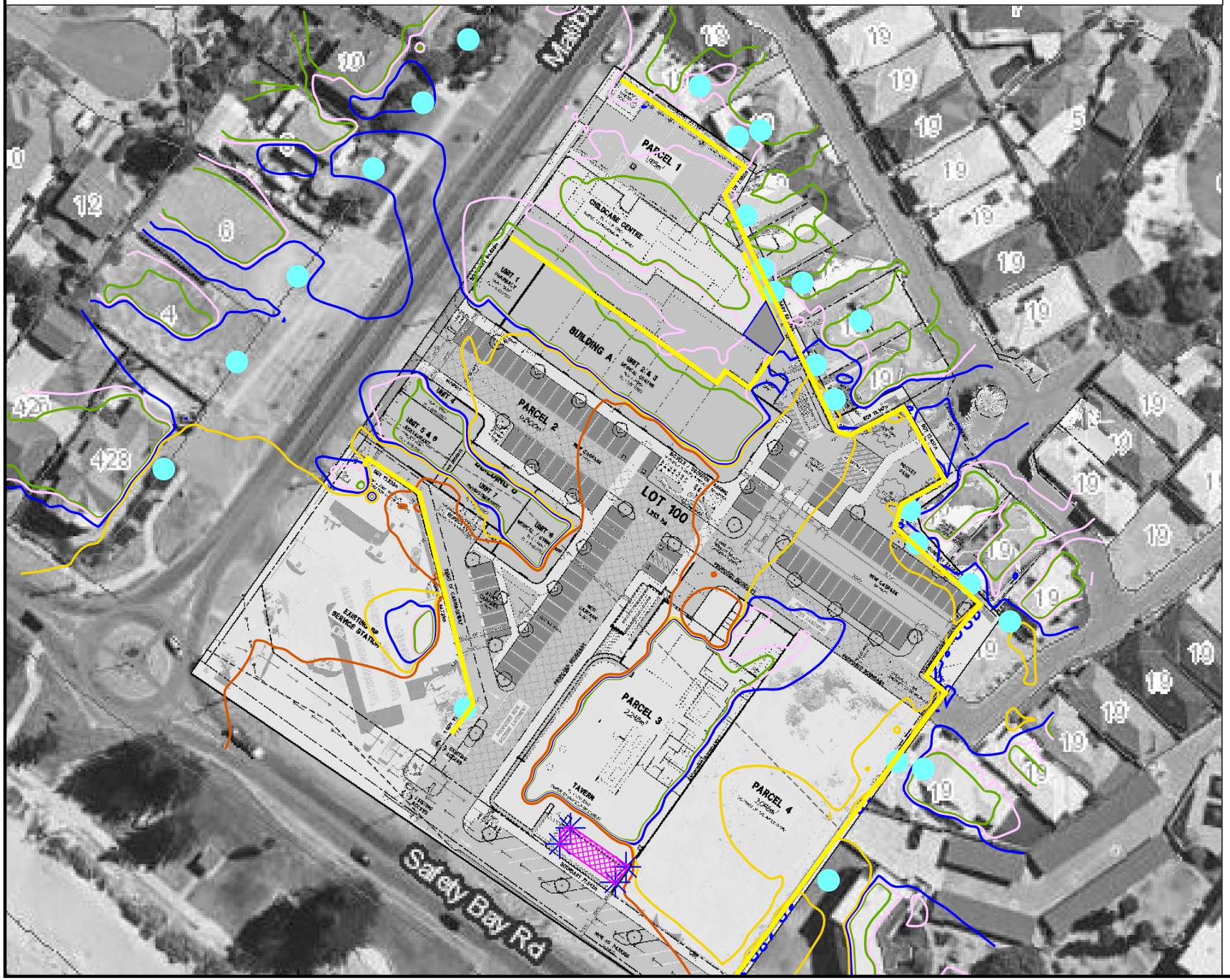
The above shows that when the venue has the maximum number of patrons at the venue with light background music playing, compliance can be achieved at all existing receivers during the most critical night-period, between 10pm to 7am. This is provided the windows and operable roof are closed and only background music is played.

When the windows, doors and operable roof are open, it is likely that compliance can be achieved during the day period at all existing receivers, 7am-7pm Monday to Saturday.

For a future residential receiver on Parcel 4 located directly above the tavern, an exceedance of the assigned level is predicted up to 16 dB during the night period when the operable roof and windows are closed. Therefore, notifications on the title of Parcel 4 will be required that includes upgraded glazing and other treatments to ensure suitable internal noise levels.

Management should maintain a noise management plan to ensure that music noise is not audible at sensitive receptors. Such a plan could include instructions regarding noise level spot measurements, window and operable roof configurations among other strategies.

Figure 4-5 All Open Noise Contour Plot (1.4m AGL), dB L_{A10}



Predicted Noise level

	= 37
	= 42
	= 47
	= 52
	= 57

Legend

- Receiver
- Outdoor Speakers
- Fence
- Outdoor Patrons

N

Scale 1:1100

0 5 10 20 30 m

Project No: 23037938
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Figure 4-6 Window and Roof Closed Noise Contour Plot (1.4m AGL), dB L_{A10}

Predicted Noise level

	= 37
	= 42
	= 47
	= 52
	= 57

Legend

- Receiver
- Outdoor Speakers
- Fence
- Outdoor Patrons

N

Scale 1:1100

0 5 10 20 30 m

Project No: 23037938
Consultant: MN
Date: 10/11/2023
Algorithm: ISO 9613
SoundPLAN Version: 8.2

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Figure 4-7 All Closed Noise Contour Plot (1.4m AGL), dB L_{A10}

Predicted Noise level

	= 37
	= 42
	= 47
	= 52
	= 57

Legend

- Receiver
- Outdoor Speakers
- Fence
- Outdoor Patrons
- Childcare Centre

N

Scale 1:1100

0 5 10 20 30 m

Project No: 23037938
Consultant: MN
Date: 10/11/2023
Algorithm: ISO 9613
SoundPLAN Version: 8.2

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5. RECOMMENDATIONS

5.1. Child Play

The predicted noise from all children playing outside is compliant provided the walls shown on the DA Plans are constructed. These are to be solid, free of gaps and of minimum surface mass 8 kg/m^2. Such material can be brick, limestone with double sheeted *Colorbond* also permissible. For areas where visual permeability is required, sound-rated plexiglass can be used.

Whilst not necessarily required for compliance, to further minimise noise impacts as part of best practice, the following are provided:

- The behaviour and 'style of play' of children should be monitored to prevent particularly loud activity e.g. loud banging/crashing of objects, 'group' shouts/yelling;
- Favour soft finishes in the outdoor play area to minimise impact noise (e.g. soft grass, sand pit(s), rubber mats) over timber or plastic;
- Favour soft balls and rubber wheeled toys;
- Crying children should be taken inside to be comforted;
- Child play to be staggered;
- No amplified music to be played outside;
- Any music played within the internal activity areas to be 'light' music with no significant bass content and played at a relatively low level;
- Car park drainage grates or similar to be plastic or metal with rubber gasket and secured to avoid excess banging.

5.2. Mechanical Plant

In order to achieve compliance, the mechanical plant noise must be subject to follow-up assessment prior to building permit application. As minimum, the following elements should be accommodated in the design of both the CCC and Tavern:

- Consideration should be given to locating tavern mechanical plant in an enclosed plant room. Mechanical plant design and selection should be reviewed for noise prior to Building Permit;
- Fencing along the northern site boundary near the CCC Bin store to be improved up to 2.4m height - refer *Figure 5-1*. This should be reviewed at building permit stage when plant selections are known.

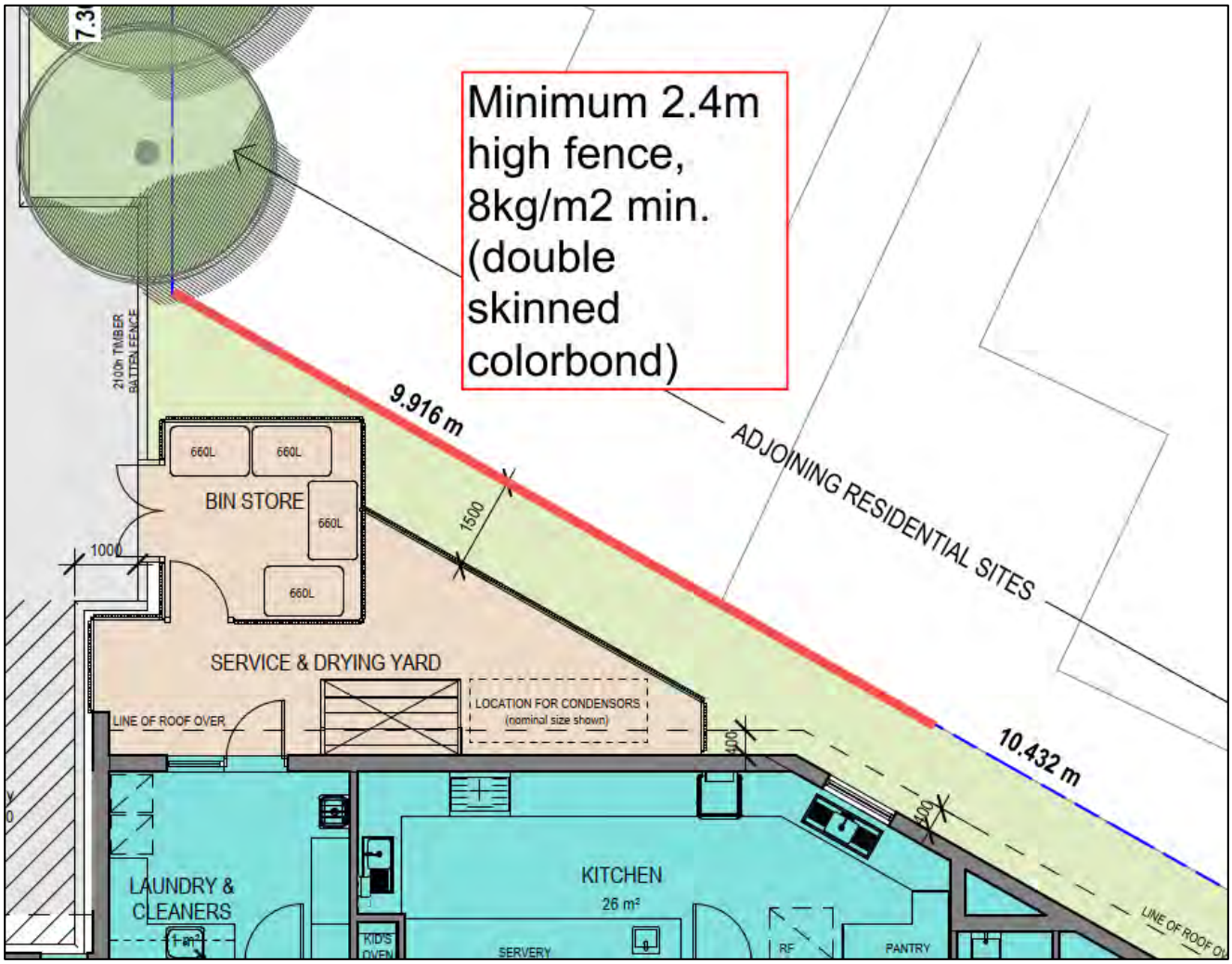


Figure 5-1: Fencing Requirements to Address CCC Mech Plant Noise

The following are also recommended as part of best practice:

- Where practicable exhaust fans shall be located inside the ceiling void and shall be axial fan type, allowing the incorporation of an attenuator if required;
- All fans shall be variable speed drive so that maximum speed is only occurring when necessary with demand;
- Air-conditioning shall have a 'night' / 'quiet' mode option, in case required for prior to 7.00am operation, subject to final detailed analysis;
- All plant shall be selected taking into consideration noise levels. That is, when comparing manufacturers of equivalent equipment, select the quieter model;
- All plant is to be appropriately vibration isolated to 95% isolation efficiency.

5.3. Car Doors

The predicted noise from car door closings is compliant provided the walls shown on the DA Plans are constructed. These are to be solid, free of gaps and of minimum surface mass 8 kg/m^2. Such material can be brick, limestone with double sheeted *Colorbond* also permissible. For areas where visual permeability is required, sound-rated plexiglass can be used.

5.4. Tavern Patrons and Music

The predicted noise from the tavern patrons with background music have been assessed and may exceed the assigned levels at the nearby residential premises, as determined in accordance with the *Environmental Protection (Noise) Regulations 1997*. To achieve compliance, management measures are recommended as follows:

- A Noise Management Plan is to be prepared by the venue operator, inclusive of the following items:
  - Instructions to restrict the configurations of the venue to those shown in *Table 5-1*.

Table 5-1: Compliant Operation Modes

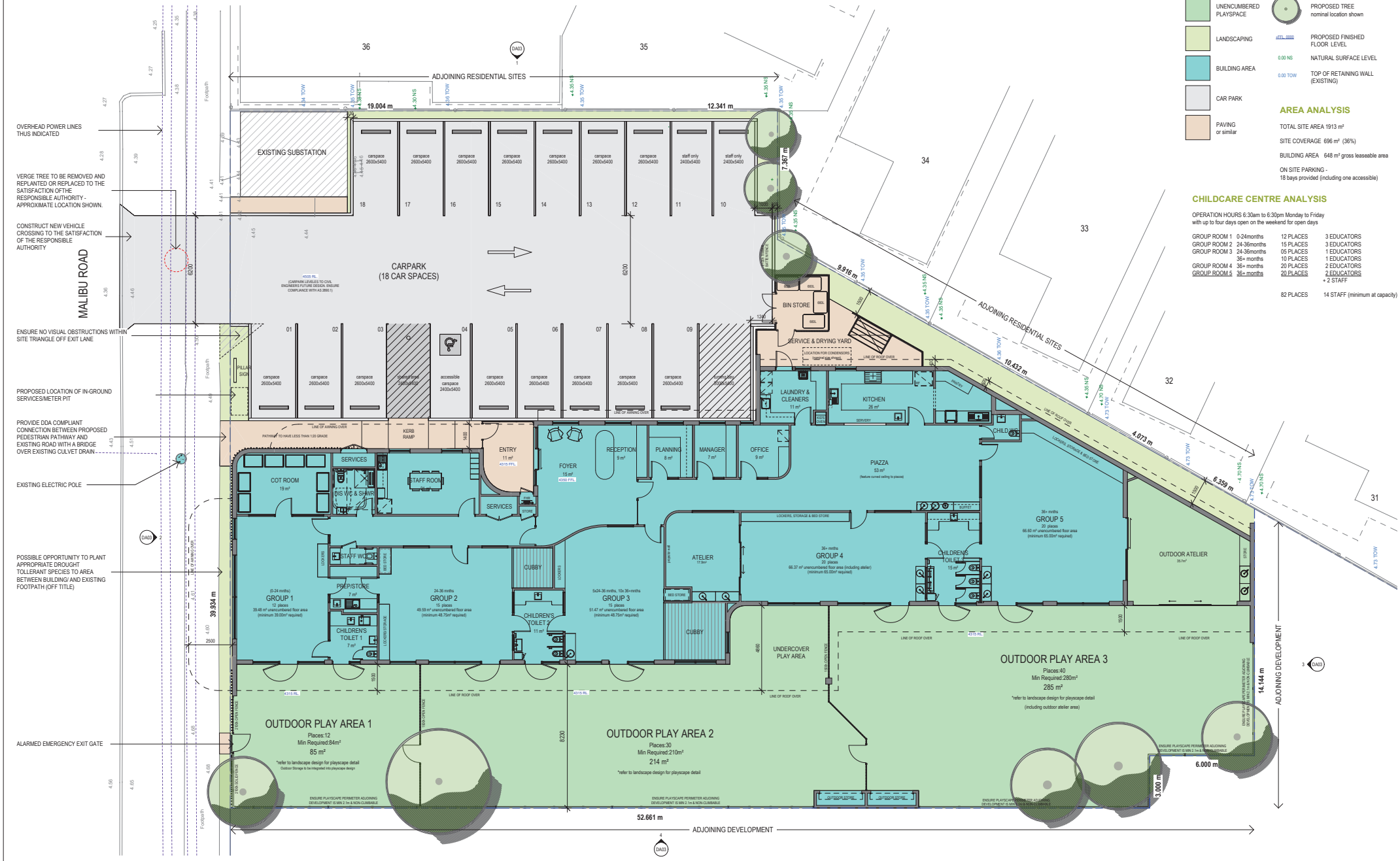
Time Period	Windows/Roof/Doors Operation Mode
All Days 10.00pm to 7.00am	Windows and Operable Roof Closed
Sundays/Public Holidays 9.00am to 10.00pm Monday to Saturday 7.00pm to 10.00pm	Windows and Operable Roof Closed
Monday to Saturday 7.00am to 7.00pm	No Restrictions (if music is inaudible at residences)

*If music is audible at residences, a + 10 dB penalty will apply and increased restrictions may be required.

  - If noise complaints are received, conduct noise measurements at the boundary and at nearby residences during to determine if the music is audible. Where music is perceived as audible (such as in downwind conditions), levels will need to be reduced further.
  - Speaker and amplifier system to be owned and supplied by the venue and must be capable of controlling/locking the noise levels as required.
  - Ensure glass is emptied into outdoor bins during daytime hours.
  - Ensure deliveries occur during the daytime e.g. Monday to Saturday 7.00am-7.00pm or Sunday 9.00am-7.00pm.

In addition to this Noise Management Plan, notifications will be required on the title of Parcel 4 that includes upgraded glazing and other treatments to ensure suitable internal noise levels.

Appendix A – Development Plans



1 GROUND FLOOR PLAN
1 : 100

GENERAL NOTES

DIMENSIONS TO BE VERIFIED ON SITE PRIOR TO COMMENCEMENT, PREPARATION OF SHOP DRAWINGS OR MANUFACTURING. FIGURED DIMENSIONS TAKE PRECEDENCE OVER SCALING.

VERIFY LOCATION OF EXISTING SERVICES BEFORE COMMENCEMENT.

ALL CONSTRUCTION TO BE IN ACCORDANCE WITH THE NATIONAL CONSTRUCTION CODE OF AUSTRALIA BUILDING ACT / NTS AS AMENDED, AUSTRALIAN BUILDING BYLAWS AND RELEVANT AUSTRALIAN STANDARDS.

ISSUE	DESCRIPTION	DATE
D	DEVELOPMENT APPLICATION RFI	10/11/2023
C	PRELIMINARY DA ISSUE	18/07/2023
B	DRP COMMENT REVIEW	22/06/2023
A	DRP ISSUE	31/05/2023

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PROJECT: PROPOSED CHILDCARE CENTRE (82 places)

LOCATION: 434 SAFETY BAY ROAD, SAFETY BAY, WA 6169

DRAWING TITLE: FLOOR PLAN

SCALE: As indicated@A1 DATE: MAY 2023

DRAWN: CW/SS PRINTED: 10/11/2023 12:42:20 PM

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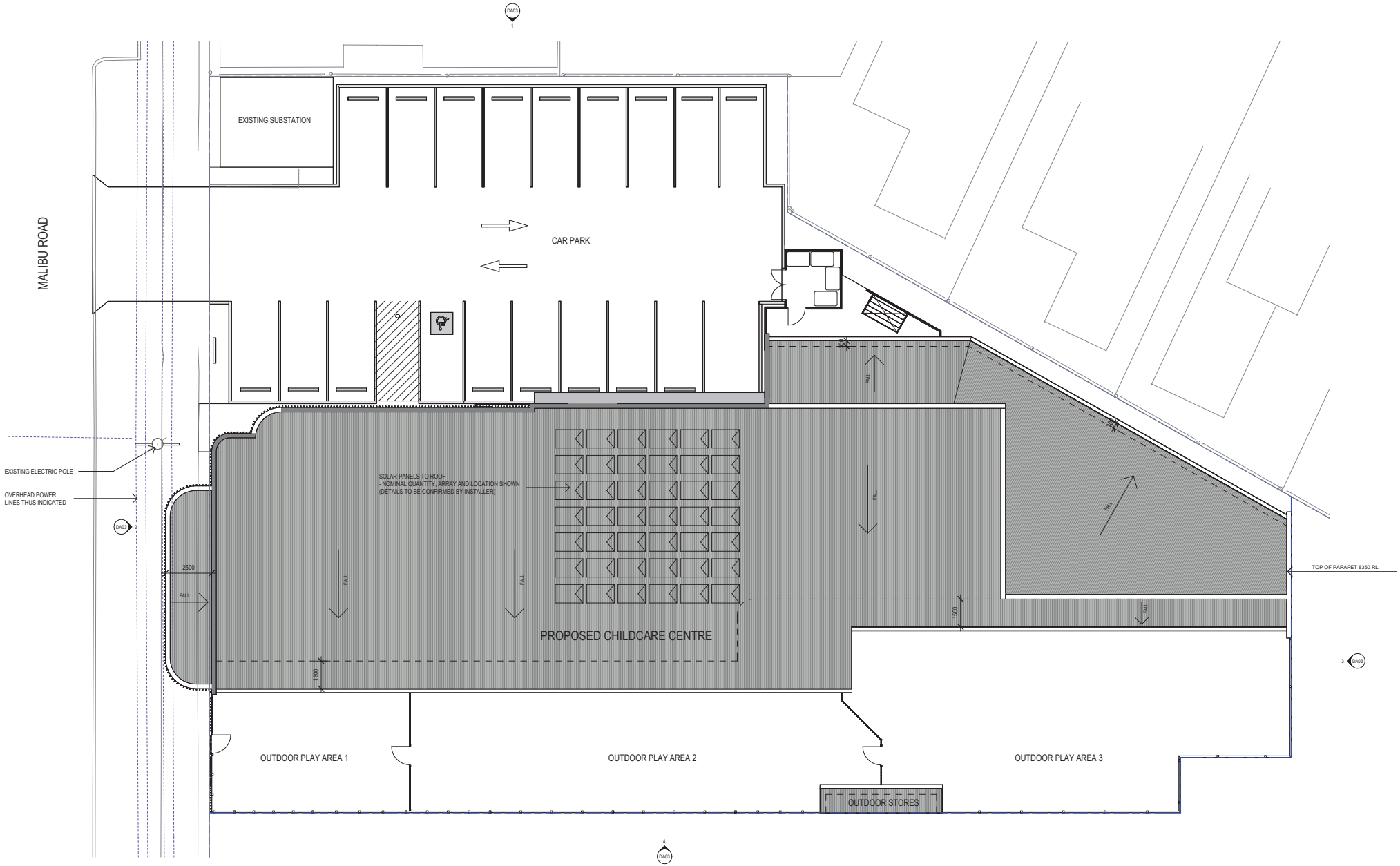
DA01/D

D/A ISSUE



1 ROOF PLAN
1 : 100

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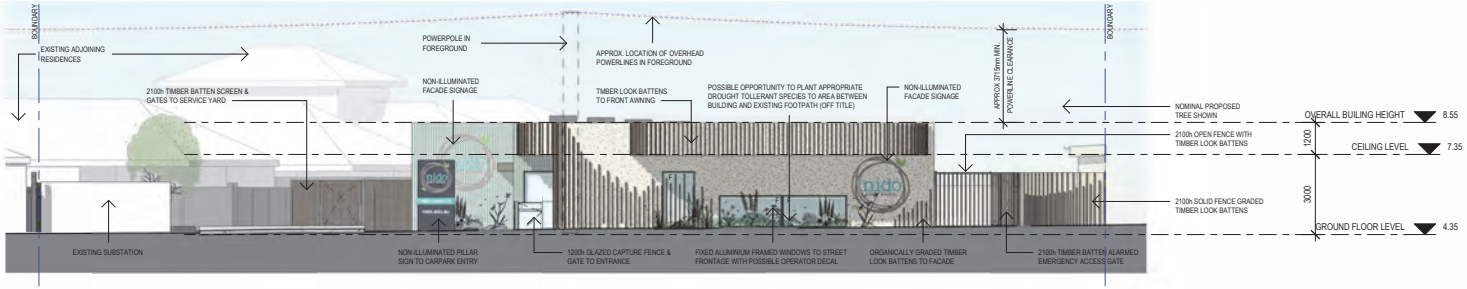
DA02/D

D/A ISSUE

FENCE HEIGHT

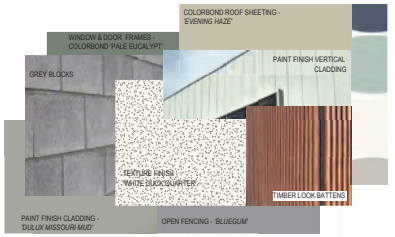
ENSURE ALL PLAYSCAPE FENCING COMPLIES WITH AS1926.1 WITH MINIMUM EXTERNAL HEIGHT OF 2.1m AND MINIMUM INTERNAL HEIGHT OF 1.2m.

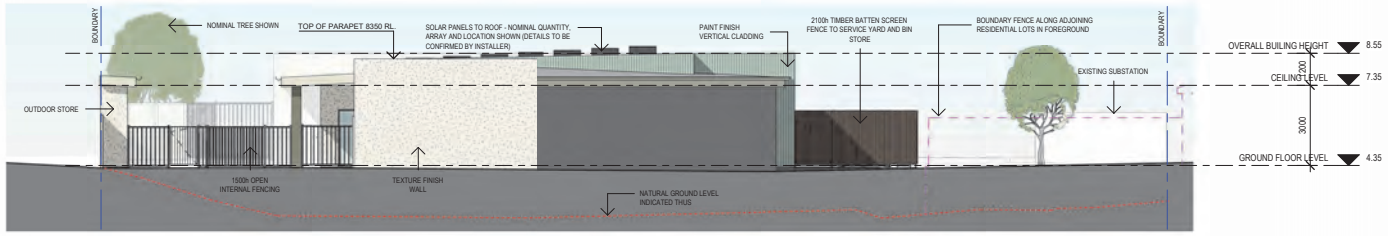
1 NORTH ELEVATION (CARPARK)
1 : 100



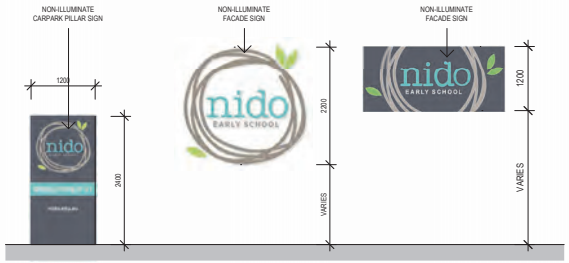
2 WEST ELEVATION (MALIBU ROAD)
1 : 100

MATERIAL/COLOUR PALETTE





3 EAST ELEVATION
1 : 100



5 PROPOSED SIGNAGE
1 : 50

4 SOUTH ELEVATION
1 : 100

GENERAL NOTES

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ISSUE	DESCRIPTION	DATE
D	DEVELOPMENT APPLICATION RFI	10/11/2023
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A	DRP ISSUE	31/05/2023

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PROJECT: PROPOSED CHILDCARE CENTRE (82 places)

LOCATION: 434 SAFETY BAY ROAD, SAFETY BAY, WA 6169

DRAWING TITLE: ELEVATIONS

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DA03/D

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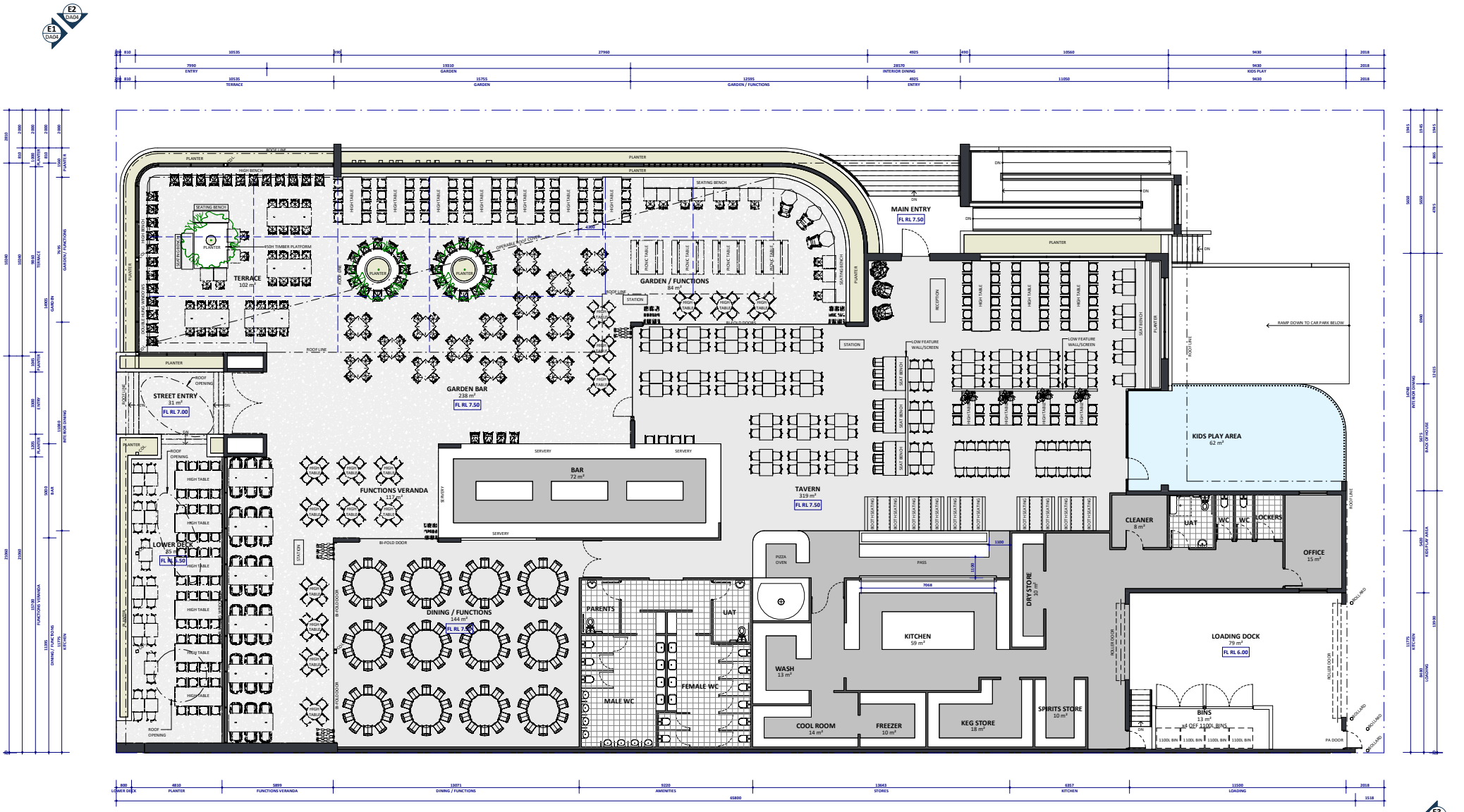

FLOOR PLAN

SCALE 1 : 100

SITE INFO

2298m² = PARCEL C LOT AREA
1883m² = BUILDING FOOTPRINT
1509m² = BASEMENT CAR PARK
65m² = AT GRADE LANDSCAPING
76m² = LANDSCAPING ON BUILDING

BUILDING INFO

1509m² = BASEMENT CAR PARK AREA
965m² = TAVERN
756m² = GARDEN BAR / LOWER DECK / STREET ENTRY
90m² = MAIN ENTRY (inc. ACCESSIBLE RAMP & STAIR)
62m² = KIDS PLAY AREA
78m² = LOADING DOCK
13m² = BIN STORE

PARKING

46 CAR BAYS (BASEMENT PARKING)
2.6m WIDE x 5.4m LONG

2 DEDICATED DISABLE ACCESSIBLE (DDA) PARKING BAYS & SHARED ZONE IN ACCORDANCE WITH AS 2890.6

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Rev	Date	By	Description
A	15/05/23	DT	DESIGN REVIEW ISSUE
B	01/06/23	DT	BIN STORE AMENDED
C	25/07/23	TLP	ISSUED FOR REVIEW
D	27/07/23	DT	ISSUE FOR PLANNING APPROVAL

Appendix B – Influencing Factor Calculation

The assigned levels combine a baseline assigned level with an influencing factor, with the latter increasing the assigned level on the basis of the existence of significant roads and commercial or industrial zoned land within an inner circle (100 metre radius) and an outer circle (450 metre radius) of the noise sensitive premises. The calculation for the influencing factor is:

$$= \frac{1}{10}(\%\ \text{Type A}_{100} + \%\ \text{Type A}_{450}) + \frac{1}{20}(\%\ \text{Type B}_{100} + \%\ \text{Type B}_{450})$$

where:

$\%\ \text{Type A}_{100}$ = the percentage of industrial land within a 100m radius of the premises receiving the noise

$\%\ \text{Type A}_{450}$ = the percentage of industrial land within a 450m radius of the premises receiving the noise

$\%\ \text{Type B}_{100}$ = the percentage of commercial land within a 100m radius of the premises receiving the noise

$\%\ \text{Type B}_{450}$ = the percentage of commercial land within a 450m radius of the premises receiving the noise

+ Transport Factor (maximum of 6 dB)

= 2 for each secondary road (6,000 to 15,000 vpd) within 100m

= 2 for each major road (> 15,000 vpd) within 450m

= 6 for each major road within 100m

A representative premise has been used for each of the following noise sensitive premises:

- Northwest – 428 Safety Bay Rd
- North – 7/19 Malibu Rd
- Northeast – 8/19 Malibu Rd
- Southeast – 11/19 Malibu Rd

Table B-2 shows the percentage of industrial and commercial land within the inner (100 metre radius) and outer (450 metre radius) circles of the noise sensitive premises, with this also shown on ***Error! Reference source not found.*** for Receiver R1.

Table B-2: Percentage of Land Types within 100m and 450m Radii

Receiver	Land Type	Within 100m	Within 450m
Northwest	Type A - Industrial and Utility	0	0
	Type B – Commercial	15	2
North	Type A - Industrial and Utility	0	0
	Type B – Commercial	32	2
Northeast	Type A - Industrial and Utility	0	0
	Type B – Commercial	32	2

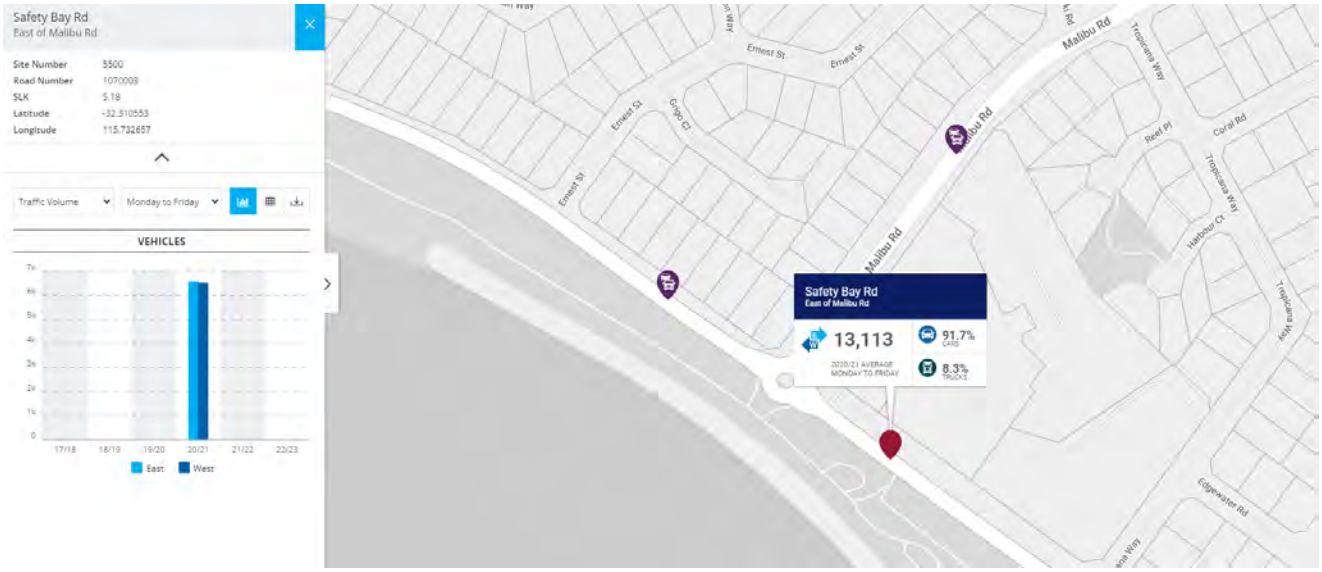
Receiver	Land Type	Within 100m	Within 450m
Southeast	Type A - Industrial and Utility	0	0
	Type B – Commercial	31	2

Figure B-2: Land Types within 100m and 450m Radii of 428 Safety Bay Rd

From the Main Roads WA Traffic Map (refer *Figure B-3*), *Table B-3* shows the relevant roads and their traffic counts within the inner (100 metre radius) and outer (450 metre radius) circles.

Table B-3: Relevant Roads within 100m and 450m Radii

Receiver	Within 100m		Within 450m
	Major Road (+ 6 dB)	Secondary Road (+ 2 dB)	Major Road Not Within 100m (+ 2 dB)
Northwest	-	Safety Bay Road (13,113 vpd 2020/21 #5500) Malibu Road (5,411 vpd 2020/21 #3492)	-
North	-	Malibu Road (5,411 vpd 2020/21 #3492)	-
Northeast	-	-	-
Southeast	-	Safety Bay Road (13,113 vpd 2020/21 #5500)	-



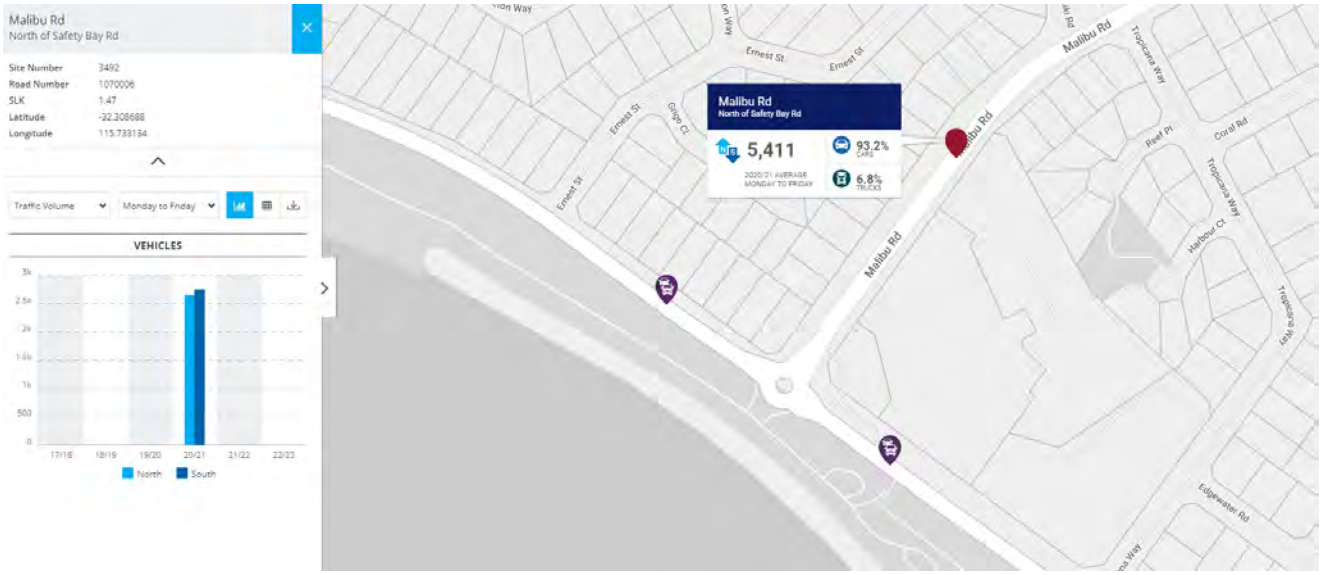


Figure B-3: MRWA Published Traffic Data

Table B-4 combines the percentage land types and Transport Factor to calculate the influencing factor.

Table B-4: Influencing Factor Calculation, dB

Receiver	Industrial Land	Commercial Land	Transport Factor	Total
Northwest	0	0.9	4.0	**5**
North	0	1.7	2.0	**4**
Northeast	0	1.7	0	**2**
Southeast	0	1.7	2.0	**4**

The influencing factor calculated in *Table B-4* is combined with those baseline assigned levels of *Table 2-2*, resulting in the project assigned levels provided in *Table 2-3*.

Appendix C – Terminology

The following is an explanation of the terminology used throughout this report:

- **Decibel (dB)**

The decibel is the unit that describes the sound pressure levels of a noise source. It is a logarithmic scale referenced to the threshold of hearing.

- **A-Weighting**

An A-weighted noise level has been filtered in such a way as to represent the way in which the human ear perceives sound. This weighting reflects the fact that the human ear is not as sensitive to lower frequencies as it is to higher frequencies. An A-weighted sound level is described as L_A, dB.

- **Sound Power Level (L_w)**

Under normal conditions, a given sound source will radiate the same amount of energy, irrespective of its surroundings, being the sound power level. This is similar to a 1kW electric heater always radiating 1kW of heat. The sound power level of a noise source cannot be directly measured using a sound level meter but is calculated based on measured sound pressure level at known distances. Noise modelling incorporates source sound power levels as part of the input data.

- **Sound Pressure Level (L_p)**

The sound pressure level of a noise source is dependent upon its surroundings, being influenced by distance, ground absorption, topography, meteorological conditions etc. and is what the human ear actually hears. Using the electric heater analogy above, the heat will vary depending upon where the heater is located, just as the sound pressure level will vary depending on the surroundings. Noise modelling predicts the sound pressure level from the sound power levels taking into account ground absorption, barrier effects, distance etc.

- **L_{ASlow}**

This is the noise level in decibels, obtained using the A-frequency weighting and the S (slow) time weighting. Unless assessing modulation, all measurements use the slow time weighting characteristic.

- **L_{AFast}**

This is the noise level in decibels, obtained using the A-frequency weighting and the F (fast) time weighting. This is used when assessing the presence of modulation.

- **L_{APeak}**

This is the greatest absolute instantaneous sound pressure level in decibels using the A-frequency weighting.

- **L_{Amax}**

An L_{Amax} level is the maximum A-weighted noise level during a particular measurement.

- **L_{A1}**

The L_{A1} level is the A-weighted noise level exceeded for 1 percent of the measurement period and is considered to represent the average of the maximum noise levels measured.

- **L_{A10}**

The L_{A10} level is the A-weighted noise level exceeded for 10 percent of the measurement period and is considered to represent the "intrusive" noise level.

- **L_{A90}**

The L_{A90} level is the A-weighted noise level exceeded for 90 percent of the measurement period and is considered to represent the "background" noise level.

- **L_{Aeq}**

The equivalent steady state A-weighted sound level ("equal energy") in decibels which, in a specified time period, contains the same acoustic energy as the time-varying level during the same period. It is considered to represent the "average" noise level.

- **One-Third-Octave Band**

Means a band of frequencies spanning one-third of an octave and having a centre frequency between 25 Hz and 20000 Hz inclusive.

- **Representative Assessment Period**

Means a period of time not less than 15 minutes, and not exceeding four hours, determined by an inspector or authorised person to be appropriate for the assessment of a noise emission, having regard to the type and nature of the noise emission.

- **L_{Amax} assigned level**

Means an assigned level, which, measured as a L_{ASlow} value, is not to be exceeded at any time.

- **L_{A1} assigned level**

Means an assigned level, which, measured as a L_{ASlow} value, is not to be exceeded for more than 1 percent of the representative assessment period.

- **L_{A10} assigned level**

Means an assigned level, which, measured as a L_{ASlow} value, is not to be exceeded for more than 10 percent of the representative assessment period.

- **Tonal Noise**

A tonal noise source can be described as a source that has a distinctive noise emission in one or more frequencies. An example would be whining or droning. The quantitative definition of tonality is:

– the presence in the noise emission of tonal characteristics where the difference between -

(a) the A-weighted sound pressure level in any one-third octave band; and

(b) the arithmetic average of the A-weighted sound pressure levels in the 2 adjacent one-third octave bands,

is greater than 3 dB when the sound pressure levels are determined as $L_{Aeq,T}$ levels where the time period T is greater than 10% of the representative assessment period, or greater than 8 dB at any time when the sound pressure levels are determined as $L_{A\ Slow}$ levels.

This is relatively common in most noise sources.

- **Modulating Noise**

A modulating source is regular, cyclic and audible and is present for at least 10% of the measurement period. The quantitative definition of modulation is:

– a variation in the emission of noise that —

(a) is more than 3 dB $L_{A\ Fast}$ or is more than 3 dB $L_{A\ Fast}$ in any one-third octave band; and

(b) is present for at least 10% of the representative assessment period; and

(c) is regular, cyclic and audible.

- **Impulsive Noise**

An impulsive noise source has a short-term banging, clunking or explosive sound. The quantitative definition of impulsiveness means:

– a variation in the emission of a noise where the difference between L_{Apeak} and L_{Amax} is more than 15 dB when determined for a single representative event.

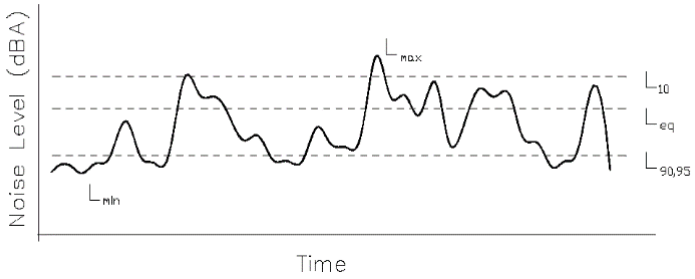
- **Major Road**

Is a road with an estimated average daily traffic count of more than 15,000 vehicles.

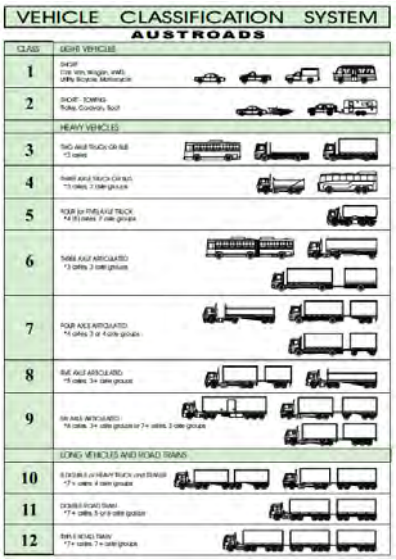
- **Secondary / Minor Road**

Is a road with an estimated average daily traffic count of between 6,000 and 15,000 vehicles.

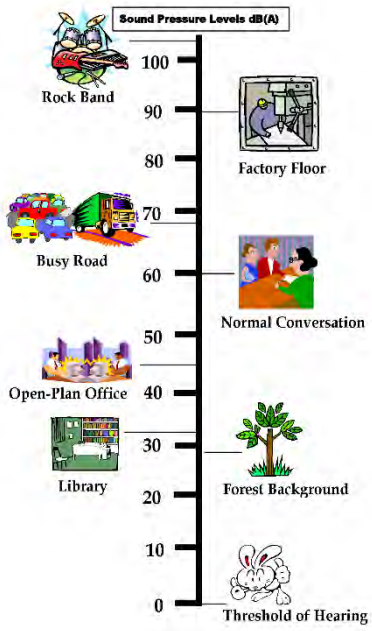
- **Chart of Noise Level Descriptors**



- **Austroads Vehicle Class**



- **Typical Noise Levels**



Attachment 3:
Updated Waste Management Plan

Waste Management Plan

Lot 10 Safety Bay Road, Safety Bay

Prepared for Braykell Two Pty Ltd c/o Fabric Property

10 November 2023

Project Number: WMP23022

DOCUMENT CONTROL

Version	Description	Date	Author	Reviewer	Approver
1.0	First Approved Release	31/07/2023	DP	AB	DP
2.0	Second Approved Release	10/11/2023	AB	DP	AB

Approval for Release

Name	Position	File Reference
Ann Brouwer	Project Manager – Waste Management Consultant	WMP23022-02_Waste Management Plan_2.0
Signature		

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Executive Summary

Braykell Two Pty Ltd is seeking development approval for the proposed commercial development located at Lot 10 Safety Bay Road, Safety 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. Talis Consultants has been engaged to prepare this WMP to satisfy the City's requirements.

A summary of the bin size, numbers, collection frequency and collection method 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 1					
Refuse	1,596	660	Two	Two times each week	Private Contractor
Recycling	1,596	660	Two	Two times each week	Private Contractor
Bin Storage Area 2					
Refuse	1,750	1,100	Two	Once each week	Private Contractor
Recycling	1,750	1,100	Two	Once each week	Private Contractor
Bin Storage Area 3					
Refuse	11,437	1,100	Three	Four times each week	Private Contractor
Recycling	3,485	1,100	One	Four times each week	Private Contractor
Bin Storage Area 4					
Refuse	8,043	1,100	Two	Four times each week	Private Contractor
Recycling	8,043	1,100	Two	Four times each week	Private Contractor

A private contractor will service the Proposal onsite, directly from the respective Bin Storage Area/Loading Zone. The private contractor's waste collection vehicle will enter and exit the Proposal in forward gear via Malibu Road or Safety Bay Road.

Site management will oversee the relevant aspects of waste management at the Proposal.

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Diagram 4: Bin Storage Area 4

Figures

Figure 1: Locality Plan

1 Introduction

Braykell Two Pty Ltd is seeking development approval for the proposed commercial development located at Lot 10 Safety Bay Road, Safety 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. Talis Consultants has been engaged to prepare this WMP to satisfy the City's requirements.

The Proposal is bordered by residential developments to the north and east, Safety Bay Road to the south and Malibu Road to the west, 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 waste (refuse and recyclables) at the Proposal. Specifically, the WMP demonstrates that the Proposal is designed to:

- Adequately cater for the anticipated volume of waste to be generated;
- Provide adequately sized Bin Storage Areas, 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 volume of refuse and recyclables is based on the floor area (m^2) of the commercial tenancies, as follows:

Bin Storage Area 1:

- Childcare – 456m^2;

Bin Storage Area 2:

- Unit 1 Pharmacy – 300m^2; and
- Unit 2 & 3 Medical Centre – 1,000m^2.

Bin Storage Area 3:

- Unit 4 Café – 100m^2;
- Unit 5 & 6 Restaurant – 194m^2;
- Unit 7 Physiotherapist – 200m^2; and
- Unit 8 Pharmacy – 198m^2.

Bin Storage Area 4:

- Tavern – 2,298m^2.

2.2 Waste Generation Rates

In order to achieve an accurate projection of waste volumes for the Proposal, consideration was given to the City of Melbourne's *Guidelines for Waste Management Plans* (2021) and the City of Perth's *Waste Guidelines for New Developments* (Revision 5, effective from June 2019).

Table 2-1 shows the waste generation rates which have been applied to the Proposal.

Table 2-1: Waste Generation Rates

Tenancy Use Type	Guideline Reference	Refuse Generation Rate	Recycling Generation Rate
Childcare	Melbourne – Childcare	350L/100m^2/week	350L/100m^2/week
Unit 1 Pharmacy	Perth – Retail (>100m^2)	50L/100m^2/day	50L/100m^2/day
Unit 2 & 3 Medical Centre	Perth – Office	10L/100m^2/day	10L/100m^2/day
Unit 4 Café	Perth – Café (Dine In)	300L/100m^2/day	200L/100m^2/day
Unit 5 & 6 Restaurant	Perth – Restaurants	667L/100m^2/day	133L/100m^2/day
Unit 7 Physiotherapist	Perth – Office	10L/100m^2/day	10L/100m^2/day
Unit 8 Medical/Gym	Perth – Office	10L/100m^2/day	10L/100m^2/day
Tavern	Perth – Tavern (w/o dining)	50L/100m^2/day	50L/100m^2/day

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 Bin Storage Area 1

Bin Storage Area 1 waste generation volumes in litres per week (L/week) adopted for this waste assessment are shown in Table 2-2. It is estimated that the Bin Storage Area 1 tenancies at the Proposal will generate 1,596L of refuse and 1,596L of recyclables each week.

Table 2-2: Estimated Waste Generation – Bin Storage Area 1

Bin Storage Area 1	Area (m^2)	Waste Generation Rate	Waste Generation (L/week)
Refuse			
Childcare	456	350L/100m^2/week	1,596
		Total	**1,596**
Recyclables			
Childcare	456	350L/100m^2/week	1,596
		Total	**1,596**

2.3.2 Bin Storage Area 2

Bin Storage Area 2 waste generation volumes in litres per week (L/week) adopted for this waste assessment are shown in Table 2-3. It is estimated that the Bin Storage Area 2 tenancies at the Proposal will generate 1,750L of refuse and 1,750L of recyclables each week.

Table 2-3: Estimated Waste Generation – Bin Storage Area 2

Bin Storage Area 2	Area (m^2)	Waste Generation Rate	Waste Generation (L/week)
Refuse			
Unit 1 Pharmacy	300	50L/100m^2/day	1,050
Unit 2 & 3 Medical Centre	1,000	10L/100m^2/day	700
		Total	**1,750**
Recyclables			
Unit 1 Pharmacy	300	50L/100m^2/day	1,050
Unit 2 & 3 Medical Centre	1,000	10L/100m^2/day	700
		Total	**1,750**

2.3.3 Bin Storage Area 3

Bin Storage Area 3 waste generation volumes in litres per week (L/week) adopted for this waste assessment are shown in Table 2-4. It is estimated that the Bin Storage Area 3 tenancies at the Proposal will generate 11,437L of refuse and 3,485L of recyclables each week.

Table 2-4: Estimated Waste Generation – Bin Storage Area 3

Bin Storage Area 3	Area (m^2)	Waste Generation Rate	Waste Generation (L/week)
Refuse			
Unit 4 Café	100	300L/100m^2/day	2,100
Unit 5 & 6 Restaurant	194	667L/100m^2/day	9,058
Unit 7 Physiotherapist	200	10L/100m^2/day	140
Unit 8 Medical/Gym	198	10L/100m^2/day	139
		Total	**11,437**
Recyclables			
Unit 4 Café	100	200L/100m^2/day	1,400
Unit 5 & 6 Restaurant	194	133L/100m^2/day	1,806
Unit 7 Physiotherapist	200	10L/100m^2/day	140
Unit 8 Pharmacy	198	10L/100m^2/day	139
		Total	**3,485**

2.3.4 Bin Storage Area 4

Bin Storage Area 4 waste generation volumes in litres per week (L/week) adopted for this waste assessment are shown in Table 2-5. It is estimated that the Bin Storage Area 4 tenancies at the Proposal will generate 8,043L of refuse and 8,043L of recyclables each week.

Table 2-5: Estimated Waste Generation – Bin Storage Area 4

Bin Storage Area 4	Area (m^2)	Waste Generation Rate	Waste Generation (L/week)
Refuse			
Tavern	2,298	50L/100m^2/day	8,043
		Total	**8,043**
Recyclables			
Tavern	2,298	50L/100m^2/day	8,043
		Total	**8,043**

3 Waste Storage

Waste materials generated within the Proposal will be collected in the bins located in the Bin Storage Areas, as shown in Diagram 1 to Diagram 4, and discussed in the following sub-sections.

Note: the waste generation volumes are best practice estimates and the number of bins to be utilised represents the maximum requirements once the Proposal is fully operational. Bin requirements may be impacted as the development becomes operational and the nature of the tenants and waste management requirements are known.

3.1 Internal Transfer of Waste

To promote positive recycling behaviour and maximise diversion from landfill, internal bins will be available throughout the Proposal for the source separation of refuse and recycling.

These internal bins will be collected by the staff/cleaners at least once each day and transferred to the respective Bin Storage Area for consolidation into the appropriate bins. This internal servicing method may be conducted outside of main operational hours to mitigate disturbances to visitors.

All bins will be colour coded and labelled in accordance with Australian Standards (AS 4123.7) to assist tenants, visitors, staff and cleaners to dispose of their separate waste materials in the correct bins.

3.2 Bin Sizes

Table 3-1 gives the typical dimensions of standard bins sizes that may be utilised at the Proposal. It should be noted that these bin dimensions are approximate and can vary slightly between suppliers.

Table 3-1: Typical Bin Dimensions

Dimensions (m)	Bin Sizes		
	240L	660L	1,100L
Depth	0.730	0.780	1.070
Width	0.585	1.260	1.240
Height	1.060	1.200	1.330

Reference: SULO Bin Specification Data Sheets

3.3 Bin Storage Area Size

3.3.1 Bin Storage Area 1 Size

To ensure sufficient area is available for storage of the Bin Storage Area 1 bins, the amount of bins required for Bin Storage Area 1 was modelled utilising the estimated waste generation in Table 2-2, bin sizes in Table 3-1 and based on collection of refuse and recyclables twice each week.

Based on the results shown in Table 3-2, Bin Storage Area 1 has been sized to accommodate:

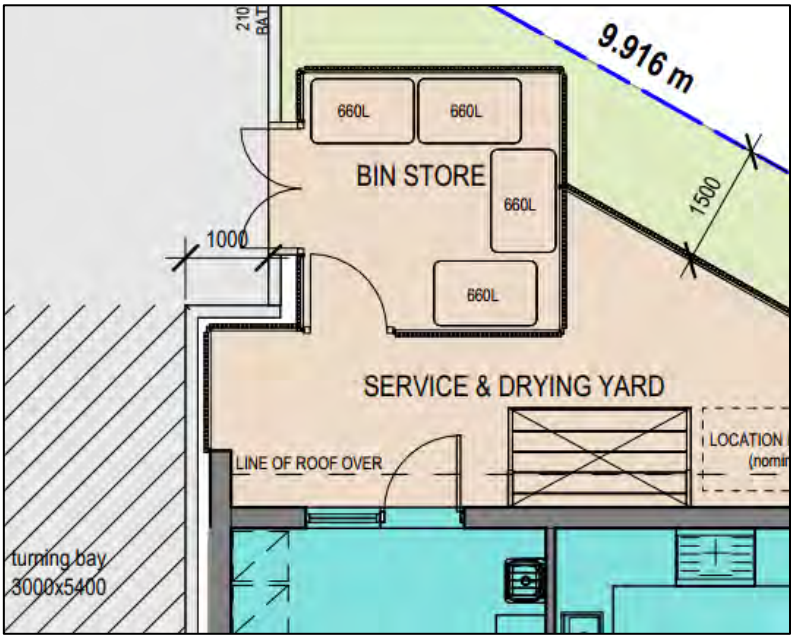
- Two 660L refuse bins; and
- Two 660L recycling bins.

Table 3-2: Bin Requirements for Bin Storage Area 1

Waste Stream	Waste Generation (L/week)	Number of Bins Required		
		240L	660L	1,100L
Refuse	1,596	4	2	1
Recycling	1,596	4	2	1

The configuration of these bins within Bin Storage Area 1 is shown in Diagram 1. It is worth noting that the number of bins and corresponding placement of bins shown in Diagram 1 represents the maximum requirements assuming two collections each week of refuse and recyclables. The regular collection of refuse and recyclables twice each week minimises the risk of odours from Bin Storage Area 1. Additionally, it will be enclosed and fitted with a tap and train for the washing of bins and the Bin Storage Area to maintain cleanliness.

Diagram 1: Bin Storage Area 1



3.3.2 Bin Storage Area 2 Size

To ensure sufficient area is available for storage of the Bin Storage Area 2 bins, the amount of bins required for Bin Storage Area 2 was modelled utilising the estimated waste generation in Table 2-3, bin sizes in Table 3-1 and based on collection of refuse and recyclables once each week.

Based on the results shown in Table 3-3, Bin Storage Area 2 has been sized to accommodate:

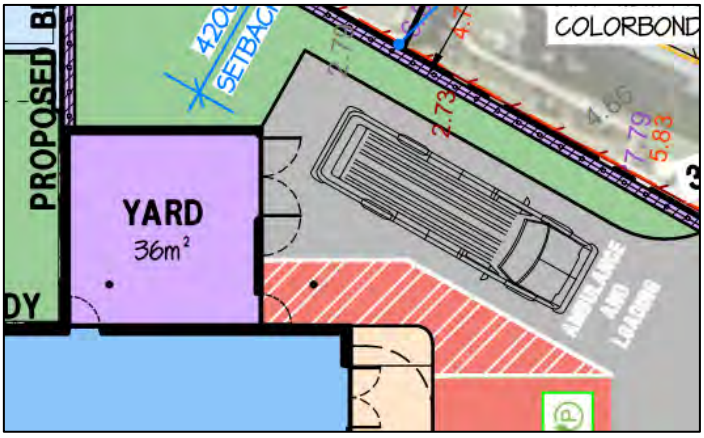
- Two 1,100L refuse bins; and
- Two 1,100L recycling bins.

Table 3-3: Bin Requirements for Bin Storage Area 2

Waste Stream	Waste Generation (L/week)	Number of Bins Required		
		240L	660L	1,100L
Refuse	1,750	8	3	2
Recycling	1,750	8	3	2

The location of Bin Storage Area 2 is shown in Diagram 2.

Diagram 2: Bin Storage Area 2



3.3.3 Bin Storage Area 3 Size

To ensure sufficient area is available for storage of the Bin Storage Area 3 bins, the amount of bins required for Bin Storage Area 3 was modelled utilising the estimated waste generation in Table 2-4, bin sizes in Table 3-1 and based on collection of refuse and recyclables four times each week.

Based on the results shown in Table 3-4, Bin Storage Area 3 has been sized to accommodate:

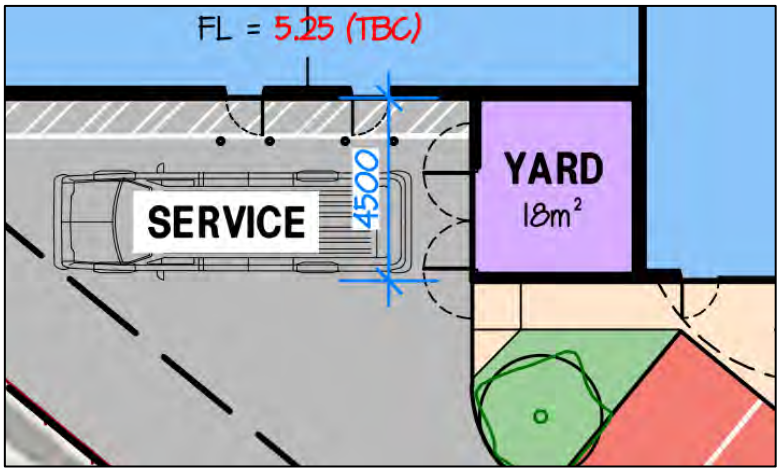
- Three 1,100L refuse bins; and
- One 1,100L recycling bin.

Table 3-4: Bin Requirements for Bin Storage Area 3

Waste Stream	Waste Generation (L/week)	Number of Bins Required		
		240L	660L	1,100L
Refuse	11,437	12	5	3
Recycling	3,485	4	2	1

The location of Bin Storage Area 3 is shown in Diagram 3.

Diagram 3: Bin Storage Area 3



3.3.4 Bin Storage Area 4 Size

To ensure sufficient area is available for storage of the Bin Storage Area 4 bins, the amount of bins required for Bin Storage Area 4 was modelled utilising the estimated waste generation in Table 2-5, bin sizes in Table 3-1 and based on collection of refuse and recyclables four times each week.

Based on the results shown in Table 3-5, Bin Storage Area 4 has been sized to accommodate:

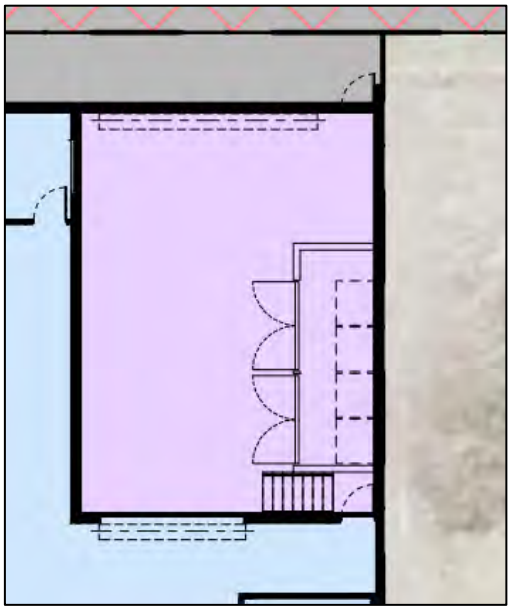
- Two 1,100L refuse bins; and
- Two 1,100L recycling bins.

Table 3-5: Bin Requirements for Bin Storage Area 4

Waste Stream	Waste Generation (L/week)	Number of Bins Required		
		240L	660L	1,100L
Refuse	8,043	9	4	2
Recycling	8,043	9	4	2

The location of Bin Storage Area 4 is shown in Diagram 4.

Diagram 4: Bin Storage Area 4



3.4 Bin Storage Area Design

The design of the Bin Storage Areas 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;
- No double stacking of bins;
- Doors to the Bin Storage Area self-closing and vermin proof;
- Doors to the Bin Storage Area wide enough to fit bins through;
- Ventilated to a suitable standard;

- Appropriate signage;
- 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 Areas will be monitored by site management during the operation of the Proposal to ensure that the number of bins and collection frequency is sufficient.

4 Waste Collection

A private waste collection contractor will service the Proposal utilising a rear loader waste collection vehicle as follows:

Bin Storage Area 1:

- Two 660L refuse bins, collected two times each week; and
- Two 660L recycling bins, collected two times each week.

Bin Storage Area 2:

- Two 1,100L refuse bins, collected once each week; and
- Two 1,100L recycling bins, collected once each week.

Bin Storage Area 3:

- Three 1,100L refuse bins, collected four times each week; and
- One 1,100L recycling bin, collected four times each week.

Bin Storage Area 4:

- Two 1,100L refuse bins, collected four times each week; and
- Two 1,100L recycling bins, collected four times each week.

The private contractor's rear loader waste collection vehicle will service the bins onsite, directly from the respective Bin Storage Area/Loading Zone. The private contractor's rear loader waste collection vehicle will travel with left hand lane traffic flow on either Malibu Road or Safety Bay Road into the Proposal in forward gear, and pull up adjacent to each Bin Storage Area/Loading Zone for servicing.

Servicing may be conducted outside of normal operating hours to allow the waste collection vehicle to utilise the empty carpark for manoeuvring and mitigate impacts on local traffic movements during peak traffic hours.

Private contractor's staff will ferry bins to and from the rear loader waste collection vehicle and the respective Bin Storage Area during servicing. The private contractor will be provided with key/PIN code access to the Bin Storage Areas and security access gates to facilitate servicing, if required.

Once servicing is complete the private contractor's rear loader waste collection vehicle will exit in a forward motion, turning onto Malibu Road or Safety Bay Road.

The above servicing method will preserve the amenity of the area by removing the requirement for bins to be presented to the street on collection days. In addition, servicing of bins onsite will reduce the noise generated in the area during collection. Noise from waste vehicles must comply with the Environmental Protection (Noise) Regulations and such vehicles should not service the site before 7.00am or after 7.00pm Monday to Saturday, or before 9.00am or after 7.00pm on Sundays and Public Holidays.

4.1 Bulk and Speciality Waste

Bulk and speciality waste materials will be removed from the Proposal as they are generated on an 'as required' basis.

Adequate space may be allocated throughout the Proposal for placement of cabinets/containers for collection and storage of bulk and specialty wastes that are unable to be disposed of within the bins in the Bin Storage Areas. These may include items such as:

- Refurbishment wastes from fit outs;
- Batteries and E-wastes;
- White goods/appliances;
- Used Cooking Oil;
- Cleaning chemicals; and
- Commercial Light globes.

These materials will be removed from the Proposal once sufficient volumes have been accumulated to warrant disposal. A temporary skip bin could be utilised for collections, if required. Bulk and specialty waste collection will be monitored by site management who will organise their transport to the appropriate waste facility, as required.

Sanitary wastes from the Childcare will be collected in situ. A suitably qualified sanitary waste collection and disposal provider will be engaged to determine storage and collection requirements.

5 Waste Management

Site management will be engaged to complete the following tasks:

- Monitoring and maintenance of bins and the Bin Storage Areas;
- Cleaning of bins and Bin Storage Areas, when required;
- Ensure all tenants, staff and cleaners at the Proposal are made aware of this WMP and their responsibilities thereunder;
- Monitor tenants, staff and cleaners' behaviour and identify requirements for further education and/or signage;
- Monitor bulk and speciality waste accumulation and assist with its removal, as required;
- Regularly engage with tenants, staff and cleaners to develop opportunities to reduce waste volumes and increase resource recovery; and
- Regularly engage with the private contractors to ensure efficient and effective waste service is maintained.

6 Conclusion

As demonstrated within this WMP, the Proposal provides sufficiently sized Bin Storage Areas for storage of refuse and recyclables, based on the estimated waste generation volumes and suitable configuration of bins. This indicates that adequately designed Bin Storage Areas have been provided, and collection of refuse and recyclables can be completed from the Proposal.

Proposed Waste Collection Summary

Waste Type	Bin Size (L)	Number of Bins	Collection Frequency	Collection
Bin Storage Area 1				
Refuse	660	Two	Two times each week	Private Contractor
Recycling	660	Two	Two times each week	Private Contractor
Bin Storage Area 2				
Refuse	1,100	Two	Once each week	Private Contractor
Recycling	1,100	Two	Once each week	Private Contractor
Bin Storage Area 3				
Refuse	1,100	Three	Four times each week	Private Contractor
Recycling	1,100	One	Four times each week	Private Contractor
Bin Storage Area 4				
Refuse	1,100	Two	Four times each week	Private Contractor
Recycling	1,100	Two	Four times each week	Private Contractor

A private contractor will service the Proposal onsite, directly from the respective Bin Storage Area/Loading Zone. The private contractor's waste collection vehicle will enter and exit the Proposal in forward gear via Malibu Road or Safety Bay Road.

Site management will oversee the relevant aspects of waste management at the Proposal.

Figures

Figure 1: Locality Plan

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LEGEND

- Site Boundary

Cadastre

- Crown Allotment
- Freehold
- Road
- Strata Plan or Lot
- Easement
- Reserve

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LOCALITY

0 5 10 15

LOCALITY

647 Safety Bay Rd
Waikki WA 6169

Fabric Property

N 0 5 10 15 20 25 30 m

Coordinate System: GDA2020 MGA Zone 50
Scale @ A3: 1:800

Prepared:	N Johnston	Date:	2/06/2023
Reviewed:	A Brouwer	Revision:	A
Project:	WMP23022		

talis consultants

Figure 01

Document Path: \\server\talis\SECTIONS\Waste\PROJECTS\WMP2023\WMP23022 - Lot 10 Safety Bay Road, Safety Bay\GIS\Maps\WMP23022 - Lot 10 Safety Bay Road, Safety Bay\WMP23022 - Lot 10 Safety Bay Road, Safety Bay.aprx

Assets | Engineering | Environment | Noise | Spatial | Waste

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Attachment 4:
Response to advertising submissions and external referral comments

Submissions and External Referrals Response

1. ADVERTISING SUBMISSIONS RESPONSE

Submission	Applicant response
1. Land use / Location	
Given the prime location of the subject site with coastal views the proposed development is considered sub-optimal in terms of the proposed range of land uses and built form, meaning the site is not being developed to its full potential for the area or for tourism. *Waikiki beach is one of the best beaches in Perth and needs to attract people to the area and draw tourism through the development of a quality tavern with beer garden and child play areas; quality restaurants/cafes, bars and short stay accommodation. The development lacks vision which could enliven the area and promote the site as a family friendly tourism destination.*	The proposed development includes a range of proposed commercial uses including. • A high-quality tavern with a beer garden, function areas, indoor areas, and children's play area. • Tenancies for restaurants and cafes. • Retention of a 2,000sqm ocean front site to be developed later when residential and or short stay accommodation is commercially viable.
There are concerns about the proposed mix of land uses, including: • *A child care centre, gym, pharmacy and a medical centre are not considered uses required in this locality, and are not compatible with what could be a vibrant social hub;* • *The site is made for tourist friendly restaurants,/cafes/shops not medial centres, child care centres and gyms.* • *More retail, shop, tappas/restaurant type uses should be included;* • *There is another CCP proposed directly opposite the site at 4-6 Malibu Road which will be in direct competition. There is no evident need for two CCP's in such close proximity;* • *There is no residential component proposed, or stay accommodation that capitalises on the coastal location. Residential development could help ease the current housing crises.* • *A child care centre is considered incompatible with the adjoining BP service station and a proposed tavern;* • *The development should deliver a waterfront hotel with accommodation like areas such as Scarborough, Fremantle, Mandurah.*	The proposed development includes a range of proposed commercial uses including. • A high-quality tavern with a beer garden, function areas, indoor areas, and children's play area • Tenancies for restaurants and cafes • Retention of a 2,000m² ocean front site to be developed later when residential and or short stay accommodation is commercially viable. There is a need for child care in the area based on a lack of current available spaces. Two child care centres will still not adequately satisfy the demand based on current census data. Further, demand is demonstrated through project viability. The childcare is more than 50m away from the service station and complies with the relevant separation guidelines.
2. Design	
There are concerns about the design of the interface of the proposed development with the residential properties in the adjoining Lumia estate to the north, in that: • *the proposed 4.2m high boundary wall of the CCP will adversely impact natural light and ventilation; will reflect noise from the courtyards of the adjoining residential properties; create a sense of enclose for the owners/residents and adversely impact on property values;* • *unless the CCP car park is gated off afterhours there is concern it will be used for antisocial behaviour (hoons, burnouts and burglaries);* • *noise from the car park may affect adjoining properties;*	• The previously proposed 4.2m wall is no longer required resulting from updates to the Child Care Centre plans, which now provide a 1.5m setback to the common boundary with Lumina Estate. The wall height required is now only 3.0m.

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ACN 143 573 184 ABN 23 143 573 184
Planning Solutions (Aust) Pty Ltd

Submission	Applicant response
• *Prior to lodgement of the development application the residents were shown plans by the developer that indicated a different layout of the CCP, with the outdoor play areas abutting the residential boundaries. The general view of the submitters indicates a preference for the original CCP layout with the built form set back and the outdoor child play areas abutting the residential boundary instead of a car park and parapet wall;* • *There are concerns about odours from the bin stores for the tavern and development affecting nearby residential properties.*	• The updated acoustic reporting recommends a 2.4m high boundary fence is placed along portion of the lot boundary to the north of the bin store. As noted above, a boundary wall would be compliant with Local Planning Policy No.3.3.23 Waikiki Hotel Site Urban Design Guidelines. Further, the length and height of the recommended boundary fence is limited in scope height. It is recommended this is addressed as a condition of approval to allow the applicant to explore if the acoustic wall could be placed internally rather than on the boundary line. • The proposed car park poses no additional risk to adjoining properties than that of the existing vacant land that can be freely accessed already. No evidence has been provided as to the potential for anti-social behaviour. • Car parking noise has been assessed by qualified acoustic consultants and the requirement to add another layer of 1.8m Colorbond fence within the applicant's property will be undertaken to ensure that noise is compliant with the relevant assessment criteria. Separately, the development is required to be compliant with the *Environmental Protection (Noise) Regulations 1997*. • The outdoor play area cannot be located adjacent to the residential houses due to acoustic implications. The design as currently proposed ensures compliance with relevant acoustic assessment criteria. • The tavern bins are located within an enclosed service yard and will be regularly collected by private waste collection to ensure that odour is minimised.
The built form for the proposed development needs to be of a higher quality and greater in scale. Single storey development is disappointing. The design needs to be reviewed to ensure it represents and showcases the significant coastal location it is.	• All proposed uses are capable of approval at the subject site under the City's Town Planning Scheme No. 2. Further, the proponent has entered into agreements for lease with a number of business for the development, including national and local operators who have undertaken their own commercial assessment and demand for the uses of the proposed development and their location. • A larger scale development is not commercially viable in this location, and this has been demonstrated by the past development approvals that have never progressed. • Land has been set aside for a 2,000m² ocean front site to be developed later when residential and or short stay accommodation is commercially viable
Various design suggestions were offered, including: • *The shops and café tenancies should present to the coastal reserve across Safety Bay Road to enhance amenity of the recreational areas and reduce impact onto residences on Malibu Road;* • *Relocate the residential site (Parcel 4) to Malibu Road;* • *Provide additional frontage profile and height to the tavern to take advantage of an uninterrupted coastal view, or include a roof top bar;* • *Tavern wheelchair access is very poor. The ramp is also too steep and should have a lift/elevator option;*	• A tavern with beer garden and alfresco seating / dining has been proposed along Safety Bay Road to enhance the amenity of the adjoining recreational areas. • The retained 2,000m² site on Safety Bay Road has been located there to provide an opportunity to build either short stay accommodation and or apartments at a later date when commercially viable. The town planning scheme will require any future development to have an activated ground floor which will increase commercial uses along Safety Bay Road. • The tavern has been designed above street level to accommodate sub-basement parking and to take advantage of the ocean views.

Submission	Applicant response
• *The tavern should include a brewery and beer garden for families;* • *Car bays along the Safety Bay Road frontage is not a good design outcome. It would be preferable to locate car bays behind the built form;* • *The design of the development should comprise of "unique coastal architecture instead of the usual quick build formwork construction";* • *The child care centre and other commercial buildings on Malibu Road should be set back from the street boundary with landscaping provided. The development should include short term accommodation via a high rise development.*	• The design of the tavern is compliant with universal access guidelines. • The tavern includes a beer garden, function areas, indoor areas, and children's play area. • Car bays fronting Safety Bay Road provide direct access to the tavern as well as the adjoining recreational areas. This land specifically does not form part of the subject site but is part of the Safety Bay Road reservation and is therefore difficult to develop with built form. • The design of the development has taken into account the heritage of the site and has interpreted the previous architectural style that was predominantly used for the old tavern onsite. • The buildings along Malibu Road have been set forward as preferred by the design guidelines for the site.
3. Parking and Traffic	
Car parking concerns include: • *There is insufficient car parking proposed for the development considering the extent of the land use/ floor space proposed;* • *If the Tavern is going to be a 1000 person venue then there is an extremely large parking shortfall which cannot be overlooked. Decreasing the tavern patron numbers is required;* • *The foreshore car park is public property and should not be utilised for a private development;* • *There is an obvious lack in parking supply which will push people to use the bays in the foreshore reserve. Car parking on the foreshore is already a problem in the summer and when the food trucks are in the car park;* • *Parking availability is already an issue at the Lumia estate with arguments arising. Developer needs to address the parking bay issue prior to "slapping on more buildings";* • *There are concerns about traffic potentially parking on the western street verge of Malibu Road in front of residential properties.*	• Car parking onsite will be used reciprocally between the uses who also have peak operating hours generally at different times. • Parking onsite will be time restricted and managed by a private car park manager. • Proposed parking allocations are consistent allocations of parking for the proposed uses. • In relation to the tavern size and parking numbers, for comparison the following pubs have car parking allocations as identified: o The Reveley 500 persons zero bays; o The Stables 675 persons zero bays; o Good Company 550 persons zero bays; o The Camfield 2500 persons zero bays; o The Elford 600 persons zero bays; o The Peninsula (Mandurah) 750 persons zero bays, o Cobblers Tavern 650 persons 6 bays. o The Chase (Baldivis) 8 bays. The current proposal provides for 166 reciprocal use car bays onsite of which 46 car bays are in a basement directly below the tavern and accessible by patrons. • It is standard practice to account for the use of public car bays in an assessment of a development. • Parking issues within the Lumia Estate is not a relevant to the proposed development and should be managed by the Lumia Estate. • Parking concerns along council streets is a management issue that council can resolve if required through time limiting parking of stopping parking altogether.

Submission	Applicant response
Traffic related concerns include: • *Increased congestion on Malibu and Safety Bay Roads arising from the additional traffic from the development;* • *There needs to be some kind of system to slow traffic down on Malibu Road as cars travel very fast approaching the roundabout at Malibu/Safety Bay Roads;* • *There are traffic safety concerns about two potential child care centres across the road from each other near the intersection of Malibu/Safety Bay Roads, especially during peak school/child care drop off pick up times;* • *The proposed crossovers for the development are close to the Safety Bay/Malibu Road roundabout, and with the additional traffic generated, ques will build up, increasing delays for motorists and traffic noise.*	Traffic impacts have been assessed by a qualified Traffic Engineer and the relevant studies and investigations indicate that there will be no adverse impact on the traffic network within the vicinity of the development.
Access related concerns include: • *The development needs to ensure egress for Lumia estate is available through the two existing gates;* • *There should be a pedestrian crossing put in on Safety Bay Road to the foreshore area. The application does not address this need.*	• Access to Lumia estate is governed by an easement on title for the purposes of rubbish truck access and this access is maintained via the main internal thoroughfare within the proposed development. • The design includes a new footpath along the Safety Bay Road edge which provides flexibility for a future pedestrian crossing to be incorporated into the design. This is best incorporated into the City's future upgrades to the foreshore reserve.
4. Safety / Security	
• *Is the child care centre closed at night? If not will there be a high fence (2.4m) adjacent to properties in the Lumia estate to prevent individuals from jumping over?* • *Anti-social behaviour will be attracted due to the tavern, spilling into the streets and beyond.*	• The proposed child care centre will be closed at night. The proposed development will improve safety for adjoining residents over an existing vacant property which is readily accessible by the public currently. • The acoustic reporting recommends a 2.4m high fence is erected along portion of the lot boundary. • The tavern will address any anti-social behaviour as part of the routine management of the business. • The tavern is a requirement by the City of Rockingham under the relevant local planning policy of any proposed development on the site.
5. Noise	
Noise from the child care centre and a 24 hour gymnasium will adversely impact the nearby residential properties.	The development has been assessed by a qualified Acoustic consultant against the relevant standards and noise mitigation measures have been recommended and will be adopted in the construction of the development.
There are concerns the Environmental Noise Assessment report does not accurately identify all two storey dwellings (Receivers) in the noise modelling, therefore calling into question the noise modelling results.	The noise assessment report has been reviewed and updated where required.

Submission	Applicant response
The residents of Surfside Apartments (adjoining the site to the south-east) have concerns about construction impacts (Noise and dust) from the development, and have concerns that longer term operational noise will give rise to an ongoing loss of amenity and peaceful enjoyment. The submission requests the provision of a large rendered wall along the common boundary between the subject site and No.436 Safety Bay Road to provide improved security and to mitigate the impacts of noise and dust. The submitter has requested further consultation on this matter.	• Construction noise and dust are regulated when a building license is issued, and the nominated builder will ensure that the times in which they undertake work are in line with the relevant building license conditions. The contractor will also ensure dust mitigation measures are in place during construction should they be required. • The development has been assessed by a qualified Acoustic consultant against the relevant standards and noise mitigation measures have been recommended and will be adopted in the construction of the development. • The construction of a new boundary wall would be assessed when the 2,000m² lot is proposed to be developed and the form of that development is known.

2. EXTERNAL REFERRALS RESPONSE

External referral response	Applicant response
1. Department of Health	
Chemical Hazards *The proposed childcare centre is reported to be 55m from the boundary of an existing petrol station. Although it is just outside the recommended 50m buffer for service stations that operate only during business hours, it is recommended that further risk assessment is necessary to consider potential exposure to gases, noise, odour and increased traffic risks if is believed that the petrol station opens for extended operating hours.* *The applicant has stated that the site is not contaminated, but no details are provided. The applicant should check the Department of Water and Environmental Regulation's Contaminated Sites database (Contaminated Sites Act 2003). As the database only records those sites that have been classified, the applicant should also obtain a basic summary of records with https://www.wa.gov.au/system/files/2023-06/form-2-request-for-a-summary-of-records-in-respect-of-land.pdf, to ensure the site is not subject to other important classifications not recorded on the database.*	Please refer to the attached briefing note provided by Emerge Associates, demonstrating the proposed child care centre is located at a sufficient distance from the existing service station and no adverse impacts are expected. The attached advice also confirms the subject site is not contaminated.
Liquor licensed premises *The application proposes a large liquor licensed premises (1000 pax tavern) in close proximity to the childcare centre. Due regard should be given to harm minimalisation and Designing Out Crime principles to minimise the risks associated with alcohol. Guiding documents may include the City's public health plan, Western Australia Local Government Association's Managing Alcohol in Our Communities: A Guide for Local Government, Western Australia, and the Mental Health Commission's Local Government Alcohol Management Package.*	The liquor licensing process will be undertaken as required and separate to the development application process.
2. **Western Power**	
Working within proximity to Western Power Distribution lines *All work must comply with Work safe Regulations 3.64 – Guidelines for work within the vicinity of overhead powerline.*	Noted.
Remove or Relocate our Assets *The are many reasons why our infrastructure may need to be removed or relocated. If our infrastructure does need to be removed or relocated please submit an application via our website.*	Noted, no infrastructure is proposed for removal or relocation at this stage but will be addressed if required in the future.
3. Department of Water and Environmental Regulation	
Separation Distances *The Department advises that it does not have a regulatory role, policy position or guidance statement for fuel stations. Due to uncertainties within air dispersion modelling for this land use, resulting from an absence of standard methodology and validated data, adherence to separation distances within Guidance Statement 3 Separation Distances between Industrial and Sensitive Land Uses is generally recommended to inform planning decisions.*	As above, please refer to the attached briefing note provided by Emerge Associates, demonstrating the proposed child care centre is located at a sufficient distance from the existing service station and no adverse impacts are expected.

External referral response	Applicant response
GS3 provides guidance on the use of generic separation distances (buffers) between industrial and sensitive land uses. The intent is to avoid conflicts between incompatible land uses and assist in the determination of suitable distances between industry and sensitive land uses. Childcare centres are considered a sensitive land use within GS3 and there is an existing fuel station adjacent to the proposed childcare centre. *The use of technical studies, such as modelling and monitoring of air pollutants can inform possible incompatibility between land uses but should not be used as the only input for planning decision-making as their can be significant uncertainty in the accuracy of such studies, and cannot determine if impacts may or may not occur. Where it has been adequately demonstrated that the industrial impacts can be identified and avoided, mitigated or managed, and there is uncertainty regarding the potential risk to human health and amenity, a conservative approach to defining the impact area should be applied.* *The fuel station advertises that it operates every day 6am to 10pm. The GS3 notes three different operating hours for service station premises, each with recommended buffer distances. If the existing fuel station was to best align with the description "premises operating during normal hours ie Monday – Saturday 0700-1900 hours", in this scenario the GS3 would recommend a buffer distance of 50m. Based on the plans there is an approximate separation distance of 60m.*	
Groundwater Use *The subject area is located in the Rockingham groundwater area (Warnbro subarea) as proclaimed under the Rights in Water and Irrigation Act 1914. Any groundwater abstraction in this proclaimed area for purposes other than domestic and/or stock watering taken from the superficial aquifer, is subject to licensing by the Department.* *The proposed development includes landscaped areas including turf. Further details regarding a non-potable water source for irrigation is required.* *The issuing of a groundwater licence is not guaranteed but if issued will contain a number of conditions that are binding upon the licensee. Please contact the water licensing section on 9550 4222 for further information.*	Irrigation and the required water source will be confirmed through the detailed design stage of the proposed landscaping. The appropriate licensing and approvals will be obtained as/if required.
Stormwater management *The drainage system is to be designed, constructed and managed to incorporate water sensitive design and align with principles outlined in the Decision process for stormwater management in Western Australia and Stormwater Management Manual for Western Australia.* *The proposed development and car park areas should incorporate biofilters for water quality improvement such as swales, rain gardens and tree pits incorporating native plant species.*	The proposed stormwater management system has been designed in accordance with the Australian Standards and City of Rockingham requirements. Any water sensitive urban design principles, including biofilters, may be considered at the detailed design stage of development.

Attachment 5:
Updated Traffic Impact Assessment and Transcore response to Traffic comments

Proposed Mixed Commercial Development - Lot 100 (No.434) Safety Bay Road, Safety Bay

Response to City of Rockingham Traffic Comments Dated 27 October 2023

10 November 2023

	City of Rockingham comments	STATUS/COMMENT
	Development Application Report (prepared by Planning Solutions, dated 23rd August 2023)	
1	The response provided in Table 6 for item (u) suggests that "All pedestrian paths have been designed with a minimum width of 1.2m to facilitate universal access". Please consider increasing the width to be at least 2.0m as pedestrian traffic is likely to be high within the site. However, all footpath infrastructure within the verge must be at least 2.0m wide or to match the width of the existing footpath infrastructure.	Most of the footpaths within the site are at least 2.0m wide except a small section near Parcel 1 carpark (1.6m) and Unit 8 Gymnasium (1.2m/ 1.5m). All footpath infrastructure within the verge is at least 2.0m wide.
	Waste Management Plan (prepared by Talis Consultants, dated 31st July 2023)	
1	Section 4 states that "Servicing may be conducted outside of normal operating hours to allow the waste collection vehicle to utilise the empty car park for maneuvering and mitigate impacts on local traffic movements during peak traffic hours". How can this be achieved when the child care opens early in the morning and the tavern closes late at night? Please note that waste vehicles must comply with the Environmental Protection (Noise) Regulations which limits when they could be onsite (i.e. 7.00am to 7pm Monday to Saturday or 9am to 7.00pm on Sundays and Public Holidays).	On-site waste collection will be undertaken at different times/days for different land uses. It will be ensured that waste collection vehicles comply with the Environmental Protection (Noise) Regulations.
	Drawing DA01 (prepared by insite Architects, Rev C, dated May 2023) – Child Care Facility	
1	Limited information is provided regarding the gradient for the car parking area therefore a complete assessment could not be made. Please ensure that the gradient is designed in accordance with AS2980.1 (standard vehicles), AS2890.2 (commercial vehicles) and AS2890.6 (universal bays).	This is a detailed design matter. More information regarding the gradient will be provided during the detailed design stage of the project including compliance.
2	Please ensure that any landscaping element/trees or pillar sign shall not restrict door opening (i.e. car parking number 01, 10 and 18).	The proposed landscaping elements/trees or pillar signs are well clear of the parking envelope and thus do not restrict door opening.
3	AS2890.1 requires a minimum car parking bay dimension of 2.6m (width) by 5.4m (length) for this type of land use. The proposed car parking bays 10 to 18 has a width of 2.4m therefore does not comply. If these bays are dedicated for "Staff Only" then it needs to be clearly marked on the pavement.	The revised plans shows that all the bays except two are 2.6m width. The remaining two 2.4m bays are marked "Staff Only".
	Drawing DA02 (prepared by Motivo, Rev B, dated 27th July 2023)	
1	Limited information is provided regarding the gradient for the car parking area therefore a complete assessment could not be made. Please ensure that the gradient is designed in accordance with AS2980.1 (standard vehicles), AS2890.2 (commercial vehicles) and AS2890.6 (universal bays). The City is concerned that the proposed ramp may clash with the underside of the vehicle. It is also recommended that a flat section of 6.0m length less than 3% grade) be provided at the top to improve traffic safety.	The revised plan shows ramp transition to avoid vehicles from bottoming out and is compliant with the AS2890.1. A flat section of 6.0m length is provided at the top of the revised plans. No service bays/ ACROD bays are proposed in the basement parking therefore no compliance with AS 2890.2 and AS 2890.6 is required.
2	The proposed one-way circulating roadway has restricted sight distance and therefore increases traffic safety risks.	The revised plan shows increased truncation, however is recommended that a convex mirror should be provided on the wall next to the ramp and opposite the one-way circulating aisle.
3	AS2890.1 requires a minimum circulating roadway width of 3.0m between kerbs. However, if there are any vertical obstructions within 0.3m from the face of the kerb (i.e. higher than 0.3m) then the width of the roadway shall be increased by 0.3m on each side where there is a vertical obstruction. This suggests that 3.6m is required (i.e. column and wall in this particular case) and therefore the proposed 3.2m wide roadway does not conform to AS2890.1.	The revised plan addresses the identified issues. The column is clear of the roadway by 620mm and the wall is clear of the roadway by 300mm in the revised plans. Thus, the circulating is 3.0m of and compliant with AS2890.1.
4	AS2890.1 requires a minimum parking aisle width of 6.3m (5.8m for the 90 degree parking plus 0.5m for the parallel bays). The proposed parking aisle width of 6.2m therefore does not comply with AS2890.1.	The revised plan addresses the issue. The parking aisle width is now 6.3m and therefore compliant.
5	The City understands that there is a stair going from the basement to the upper level. Consideration should be given for providing a universal bay and access.	Two ACROD bays are provided on the ground floor level adjacent to the main entrance of the Tavern. Thus, a universal bay is not required in the basement carpark.
6	AS2890.1 Figure 3.1 provides information regarding the design vehicle envelope of a parked car that should be clear of any vertical obstructions. Some columns and walls are located within the design vehicle envelope and therefore does not comply with AS2890.1.	The revised plan addresses the identified issues and shows that the design vehicle envelope of a parked car is clear of any vertical obstructions.
	Drawing DA01 (prepared by Hindley & Associates, Rev J, dated 10th August 2023)	
1	Please ensure that any landscaping element/trees or pillar sign do not restrict door opening.	The proposed landscaping elements/trees or pillar signs do not restrict door opening.
2	AS2890.1 requires a minimum 'C' dimension of 5.2m for a 45 degree angled parking. There is a pedestrian footpath directly in front of the angled car	The revised plan addresses the issue and the proposed 'C' dimension of 5.2m is provided and is compliant with AS2890.1.

	parking bay, therefore an overhang is not allowed in accordance with AS2890.1. The proposed 'C' dimension of 4.8m therefore does not comply with AS2890.1.	
3	AS2890.1 requires that if the parking aisle exceeds 100m in length then means to control vehicular speed is required (eg. speed humps). The east-west parking aisle exceeds 100m in length and therefore require means to control vehicular speed.	The revised plan includes speed humps within the east-west parking aisle.
4	The proposed vehicle crossover for the child care facility has restricted sight distance due to the bend of the road and existing trees therefore does not comply with AS2890.2.	The bend in the road does not impact the sight line of the child care centre crossover. The trees which were planted in the verge, assuming as part of the adjacent residential development around 2013, potentially impact the sightlines for the existing residential driveway to the north of the proposed child care centre. It is assumed that these trees were planted with the approval of the City. A review of size and canopy of these trees suggests that the sight line is available under the canopy, regardless, the City should ensure that the trees (which were not planted at a compliant location) should be pruned regularly to address the existing sight line impact and avoid impact on the sightline for the proposed child care centre crossover.
5	AS2890.6 requires that the shared area to be clear of any obstruction (except for the bollard). The proposed kerb ramp within the shared area is considered to be an obstruction/hazard and therefore does not comply with AS2890.6.	The ramp is now located outside of the shared area as per the revised plans.
6	Based on Austroads' guidelines it is recommended that turning treatments are provided at entry locations (i.e. Crossover 1, Crossover 2 and Crossover 4).	The thresholds for turn lane treatment are set very low by Austroads. A review of the aerial image of the area indicates that turn lanes are not provided at any intersection or crossover in the locality (refer **Attachment AA**). If the Austroads guidelines are applied to the locality, the turn lanes should be provided at all local intersections. As such, regardless of the warrants, judgment should be applied regarding feasibility and real need for such treatments. As such turn lanes at crossovers 1, 2 and 4 are not feasible (impact on adjacent residential driveway, impact on proposed on-street bays and proximity to the roundabout) and not warranted. Further, SIDRA capacity analysis has demonstrated satisfactory traffic operations at these crossovers.
7	The City recommends that some directional arrow markings be provided near the intersection of the "Right of Carriageway" and "Proposed New Access Easement" running north-south.	Directional arrow markings are now provided in the revised plan.
8	There appears to be unused area between the existing "BP Service Station" and "Tavern" which may appear confusing.	The unused area is now hatch-marked in the revised plan to avoid confusion.
9	Please relocate the pylon sign such that they are at least 0.5m from the traffic lane and footpath as well as 0.3m away from the edge of a car bay.	The pylon sign has been relocated and is now 6.9m away from the traffic lane, 0.5m away from the footpath and 0.35m away from the edge of the car bay as per the revised plan.
10	For car parking bays dedicated for "Staff", please provide clear pavement markings to indicate its usage.	Pavement marking is provided for the staff bays in the revised plan.
11	Please consider providing a universal bay for Building B.	An ACROD bay can be provided for building B, if the landscaping area at the corner is converted to the shared space for the ACROD bay. The city will need to give compensation to remove this landscaping area to achieve an additional ACROD bay for the development.
12	No information provided regarding the footpath ramp located outside of Building A and therefore a complete assessment could not be made. Please ensure that the ramp is designed in accordance with AS1428.1.	This is a detailed design item. Regardless, the footpath ramp grade is provided in the revised plans.
13	The City is concerned regarding the loading and servicing area for Unit 1 and 2 because it is located on the parking aisle. This may create vehicle queues which may overflow onto public roads.	Service area for Unit 1 has been removed from the revised plan. Unit 1 will be serviced by small service vehicles such as vans which will use the parking bays at the front.
	Transport Impact Assessment (6th July 2023)	
1	Figure 2 shows a car parking layout on Parcels 3 and 4, which is inconsistent with the Site Plan DA01. Please amend. If the intention is for Parcel 4 to used as a car park in the interim then this needs to be reflected in the development application and the Environmental Noise Assessment report.	Figure 2 or the TIA refers to the location of the subject site in the MRS. Figure 3 shows the proposed access/egress system. A Tavern is proposed on Parcel 3 and Parcel 4 is subject to a separate Development Application.
2	Section 3.2 mentioned that Transcore undertook a video traffic survey. Would it be possible to include the turning movement summary by the contractor as an appendix to this TIA such that its validity could be verified?	The turning counts are provided in **Attachment BB**.
3	Section 6.2 appears to not have considered Parcel 4 when estimating the total trip generation from the site. The City recommends that an estimate/allowance for Parcel 4's trip generation be included as part of this traffic assessment such that a complete assessment could be made. This may impact the performance at the existing roundabout for the 2036 Scenario (i.e. over the practical degree of saturation).	Parcel 4 is not part of this application and therefore will be the subject of a separate application.
4	Section 6.2 does not appear to have considered the maximum capacity for the tavern (i.e.1,000 patrons) in estimating the trip generation. The City recommends that this be considered such that a complete assessment can be made.	The traffic generation of the proposed Tavern has been calculated based on the Gross Floor Area (GFA) of the Tavern itself using the ITE guidelines.
5	Would it be possible to provide the data used in determining the trip generation rates for the child care facility such that its validity could be verified?	The trip generation of the childcare centre has been estimated from onsite surveys and calculations based on the number of children present. The surveys were undertaken during 2022 at

		seven childcare centre sites throughout metro area, including Baldivisx2, Cannington, South Guildford, Craigie, Wembley and Brabham. This information is summarised in table 3 of the TIA.
6	Section 6.2 mentioned that the trip distribution was based on the catchment area as well as the available access and egress routes to and from the site. Would it be possible to provide additional details/calculations in determining the trip distribution such that its validity could be verified? Based on existing peak hour traffic volumes, it suggests that between 15-18% would be using Malibu Road when compared with Safety Bay Road. This is significantly different to the 44% proportion allocated to Malibu Road	Malibu Road serves as the sole direct access route for the existing residential developments located to the north of the development. Therefore, it has been assumed that approximately 44% of the trips would access or egress from the proposed development via Malibu Road.
7	Has the SIDRA traffic model for Safety Bay Road/Malibu Road been calibrated to reflect existing conditions such that it could be used to predict future scenarios?	Yes, the calibration was based on existing traffic counts and queue lengths. The existing calibrated SIDRA outputs are documented in the Appendix of B the TIA.
8	The SIDRA results for the roundabout Safety Bay Road/Malibu Road suggests that the Degree of Saturation (DoS) of 0.86 will exceed the practical DoS recommended by Austroads' guidelines (i.e. 0.85). The potential traffic increase from Parcel 4 and a different trip distribution may worsen the performance at this intersection. Please review.	The DoS over 0.85 is only reported in 2036 for Safety Bay Road North-West approach. The relevant LoS for this approach is A or B (very good levels of service). The DoS over 0.85 is acceptable for longer term and during peak hours in particular when the LoS is very good.
9	The SIDRA results for Crossover 4 suggests a LoS E in the 2036 Scenario (i.e. right turn movement from Safety Bay Road) is considered to be unacceptable. Remedial measures are required to be provided to improve the performance to at least a LoS D.	LoS E is acceptable for the long-term analysis as the analysis is for 13 years in the future and it not known how the traffic pattern will actually change by then. Further, the LoS E is only relevant to the right turn movement out of crossover 4 to Safety Bay Road during the PM peak hour. The reported queue for this movement is less than one car and is not considered problematic.
10	Section 6.5 suggests that Malibu Road has a theoretical capacity of 15,000 vehicles per day because it has been classified as an Integrator Arterial B. The City understands that MRWA Road Network Hierarchy has classified Malibu Road to be a Distributor B (i.e. Integrator Arterial B) however it does not have the cross sectional details suggested in Liveable Neighbourhoods (eg. central median). Additional justification is required to confirm that the existing cross sectional detail of Malibu Road is capable of accommodating the expected future traffic volumes	Malibu Road carries traffic volume of about 9,000vod at the northern end and about 4,000vpd at the southern end and function as Integrator B road. Regardless of the classification and function of the Malibu Road, the traffic distribution of the development on Malibu Road is less than 100 vehicles per hour and in accordance with WAPC Guidelines, the impact of this traffic is considered to be insignificant.
11	Section 8 mentioned that "It is expected that the childcare centre will generate a small amount of additional service vehicle traffic, primarily associated with the deliveries for the childcare centre. It is recommended that smaller vehicles, such as vans, be used for deliveries". Please confirm that these delivery vehicles have dimensions less than or equal to a B99.	The turn path analysis undertaken indicated that an 8.8m truck would be able to enter and exit the proposed childcare centre satisfactorily. All deliveries and waste collection will be undertaken by service vehicles no bigger than 8.8m outside the peak operating times or operating times.
12	Appendix A appears not to include the latest version of the drawings	The latest Site Plan is provided in **Attachment CC**.
13	The City has concerns regarding the provided swept path analysis (encroaching into the opposing traffic lane, clash with kerbing, additional turning movements required, turn on spot should not be adopted for service vehicles, clash with tree, reversing movement, clash with parking bays, insufficient separation to footpath).	It is acceptable for service vehicles to use all the available pavement to make turns within a development. Further, AS2890.2 Clause 3.2.2 (c) states that for occasional service "*The full width of the access driveway may be used for both entering and leaving the site*". Also, as stated in the TIA the servicing will be carried out outside the operating hours of the facility which will further avoid any potential conflict with other vehicles. The childcare centre carpark will be unused and unoccupied during the service times and thus the service vehicle can use the whole width of the parking module. The turn paths do not show any impacts of wheel track or body with kerbs. Also, in accordance with the Traffic Code, service vehicles are permitted to cross the centre line of a roadway when turning. Considering that such circumstance occurs infrequently, it is acceptable. The updated turn paths for the revised plan are provided in **Attachment DD**. The turn paths have been undertaken using Autoturn software. This software does not have the 'turn on spot' function. This function is available in Autodesk software which is not used for the turn paths. Further, Autoturn has a 'turn from stop' function which activates itself when vehicles reverse in from a stop position as there is no way a vehicle can reverse without coming to a stop. Therefore using 'turn from stop' when reversing or in tight turns within developments is acceptable. The canopies of the proposed trees shown on the plans were schematic only. Regardless, they have been adjusted in the revised plan and the turn paths do not impact any trees. Further, corner trees can be maintained so that they don't grow onto the circulating aisles.

ATTACHMENT AA

AERIAL VIEW OF THE SURROUNDING AREAS

ATTACHMENT BB

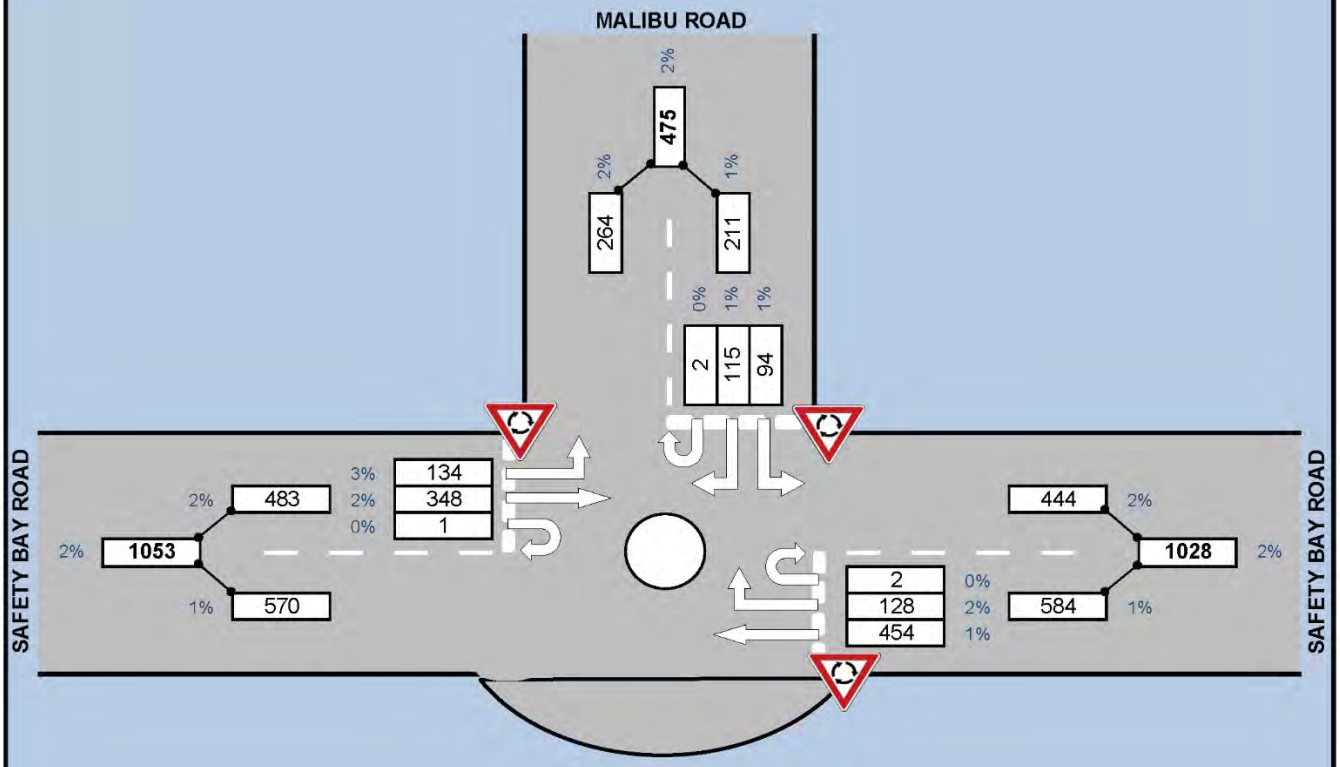
VIDEO TRAFFIC SURVEY PEAK HOUR TURN MOVEMENTS

Project:	Safety Bay Rd / Malibu Rd	**Date:**	Wed 29th March 2023
Intersection:	Safety Bay Rd / Malibu Rd	**Weather:**	Fine

Survey Time: AM Peak 0800 - 0900

ALL Vehicles

(% Heavy Vehicles)



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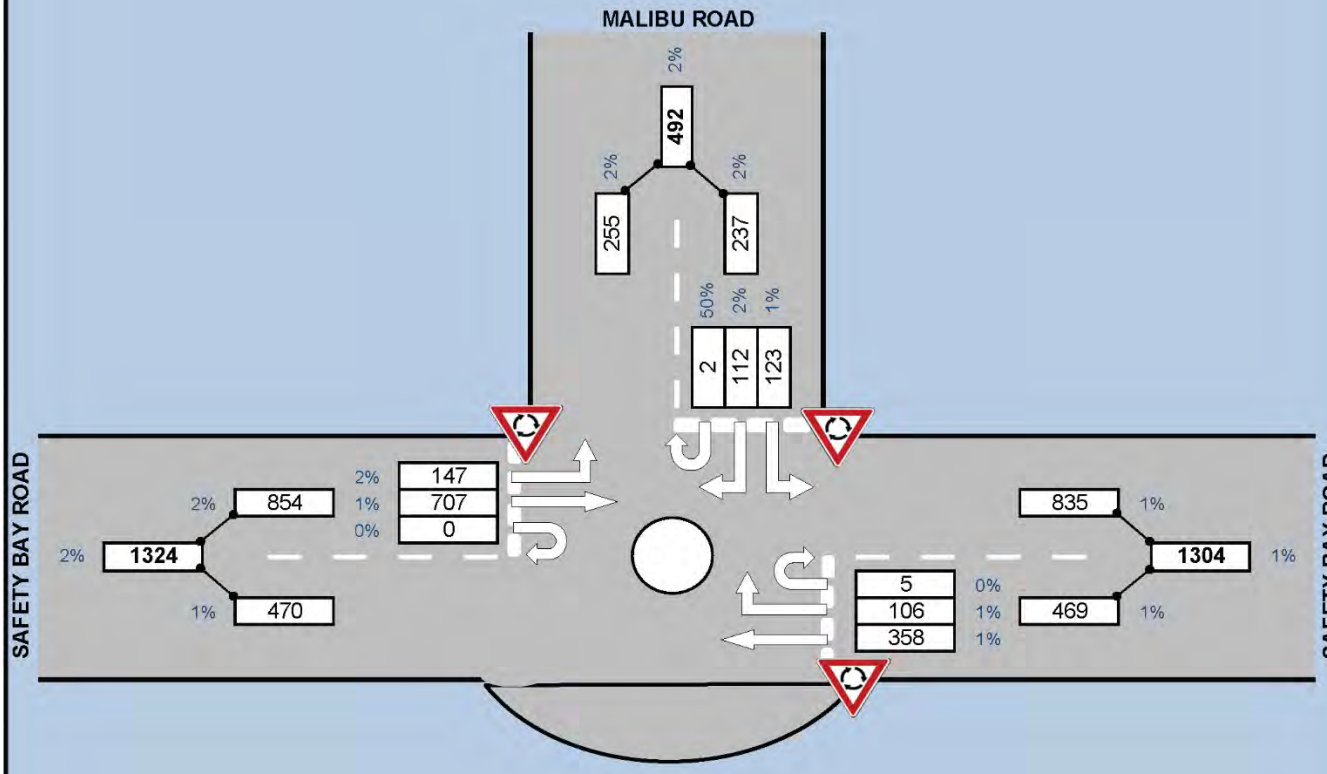
Project:	Safety Bay Rd / Malibu Rd	**Date:**	Wed 29th March 2023
Intersection:	Safety Bay Rd / Malibu Rd	**Weather:**	Fine

Survey Time: PM Peak 1500 - 1600

ALL Vehicles

(% Heavy Vehicles)



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ATTACHMENT CC

REVISED SITE PLANS

NOTES:

ZONING: COMMERCIAL

PARKING:

PARCEL 1:	REFER TO CHILD CARE DRAWINGS BY OTHERS.
PARCEL 2:	82 NEW OFF-STREET CAR BAYS; AND 6 NEW ON-STREET CAR BAYS; AND 24 NEW BICYCLE BAYS.
PARCEL 3:	2 ACCESSIBLE BAYS; AND 12 NEW ANGLED BAYS ALONG SAFETY BAY ROAD; AND REFER TO TAVERN DRAWINGS BY OTHERS FOR ADDITIONAL BAYS.
PARCEL 4:	FUTURE BASEMENT PARKING.

LANDSCAPING:

PARCEL 1:	REFER TO CHILD CARE DRAWINGS BY OTHERS.
PARCEL 2:	600m² (EXCLUDING VERGES).
PARCEL 3:	REFER TO TAVERN DRAWINGS BY OTHERS.
PARCEL 4:	TO FUTURE DETAIL.

LEGEND:

- NEW BLACK ASPHALT PAVEMENT.
- NEW RED ASPHALT PAVEMENT.
- EXISTING COUNCIL FOOTPATHS.
- NEW COUNCIL FOOTPATHS.
- NEW FOOTPATHS.
- NEW LANDSCAPING. REFER TO LANDSCAPING PLAN.

PARCEL 1 1,915m²
CHILDCARE CENTRE
FL = 4.35 (TBC)
(REFER TO DRAWINGS BY OTHERS)
BUILDING A
UNIT 1 PHARMACY GLA = 150m² FL = 4.90 (TBC)
UNIT 2 & 3 MEDICAL CENTRE GLA = 1,000m² FL = 5.30 (TBC)
PARCEL 2 6,800m²
LOT 100 1.313 ha
UNIT 4 CAFE GLA = 100m² FL = 5.05 (TBC)
BUILDING B
UNIT 5 & 6 RESTAURANT GLA = 194m² FL = 5.05 (TBC)
UNIT 7 PHYSIOTHERAPIST GLA = 200m² FL = 5.35 (TBC)
UNIT 8 MEDICAL / GYMNASIUM GLA = 180m² FL = 5.45 (TBC)
PARCEL 3 2,298m²
TAVERN FL = 7.50 (TBC) (REFER TO DRAWINGS BY OTHERS)
PARCEL 4 2,096m² (NOT PART OF THIS APPLICATION)
EXISTING BP SERVICE STATION
EXISTING SURF SIDE WAIKIKI APARTMENT COMPLEX
NEW CARPARK 34 BAYS
NEW CARPARK 26 BAYS
NEW CARPARK 16 BAYS
STAFF CARPARK 6 BAYS
EXISTING PARKING 6 BAYS
NEW 45° PARKING 12 BAYS
POCKET PARK
YARD 36m²
YARD 10m²
BICYCLE / SCOOTER PARKING 14 BIKES, 6 E-BIKES, 3 MOBILITY SCOOTERS
SEATING AREA
REVERSING BAY
NEW 6.2m WIDE CROSSOVER (ALL MOVEMENT)
6 NEW ON-STEET PARKING BAYS 2.4m WIDE x 6.7m LONG
MODIFIED EXISTING CROSSOVER (ALL MOVEMENT)
MODIFIED EXISTING CROSSOVER (EXIT ONLY)
EXISTING CROSSOVER (CARWASH EXIT)
NEW CROSSOVER (EXIT ONLY)
EXISTING CROSSOVER (ALL MOVEMENT)
EXISTING ACCESS
EXISTING ACCESS EASEMENT TO BE MODIFIED.
EXISTING ACCESS GATE EASEMENT.
PROPOSED NEW ACCESS EASEMENT
PROPOSED BOUNDARY
PROP BDY
BOUNDARY 31.349m
BOUNDARY 53.579m
BOUNDARY 94.639m
BOUNDARY 23.088m
BOUNDARY 44.739m
BOUNDARY 77.543m
BOUNDARY 74.66m
BDY 7.365m
BDY 13.141m
BDY 17.437m
BDY 10.842m
BDY 13.128m
BDY 15.238m
3.242m
5.048m
5.39m
4.94m
NEW 1.2m HIGH FENCE. REFER TO ACOUSTIC REPORT.
NEW 2.4m HIGH FENCE. REFER TO ACOUSTIC REPORT.
NEW RETAINING WALLS (IF REQUIRED) WITH 1.0m HIGH COLORBOND FENCE.
NEW RETAINING WALLS (IF REQUIRED) WITH 1.0m HIGH COLORBOND FENCE.
EXISTING ELECTRICAL SUBSTATION
EXISTING TREE
EXISTING TREE
EXISTING POWER POLE.
EXISTING COMMS PIT.
NEW SHARED PYLON SIGN.
EXISTING POWER POLE.
EXISTING SEWER MANHOLE
EXISTING LOW VOLTAGE OVERHEAD POWERLINES. WESTERN POWER CLEARANCES TO AWNINGS / BUILDINGS TO BE CHECKED, SUBJECT TO POWERLINE PROFILE SURVEY.
2110 HAZARD LINE (100yr ARI)
2070 HAZARD LINE (100yr ARI)
FUTURE EV CHARGING BAYS.
E-BIKE AND MOBILITY SCOOTER CHARGING POINTS.
AWNING ABOVE
ALFRESCO
SERVICE CORRIDOR
SERVICE
SPEED HUMP
1:20 RAMP UP
4 BIKES
6 BIKES
2 BIKES
2m x 2.5mL SIGHTLINE TRUNCATION AS PER AS2890.1.
RIGHT OF CARRIAGEWAY
MALIBU ROAD
SAFETY BAY ROAD
REALIGNED COUNCIL FOOTPATH.
NEW SHARED PYLON SIGN PRIOR TO ROAD WIDENING. PERMITTED PROXIMITY TO ALL EXISTING SERVICES TO BE CONFIRMED WITH SERVICE PROVIDERS. AN UNDERGROUND SCAN TO BE UNDERTAKEN.

PROPOSED SITE PLAN

SCALE 1:300

A1 SHEET

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ACN No. 088 989 904
BUILDING DESIGNERS ASSOCIATION OF WA INC

NO:	DATE:	REVISION:	DRAWN:	CHECK:
E	06.04.23	REVERSING BAY WIDENED	SDS	SJH
F	23.05.23	ISSUED FOR PLANNING APPROVAL	SDS	SJH
G	19.06.23	DRP COMMENTS	SDS	SJH
H	22.06.23	DRP COMMENTS	SDS	SDS
I	23.06.23	CLIENT'S COMMENTS	SDS	SDS
J	10.08.23	FENCING NOTES	SDS	SDS
K	31.10.23	COUNCIL'S COMMENTS	SDS	SDS
L	09.11.23	CHILDCARE UPDATED	SDS	SDS

HINDLEY & ASSOCIATES PTY LTD
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PHONE - 9386 6699
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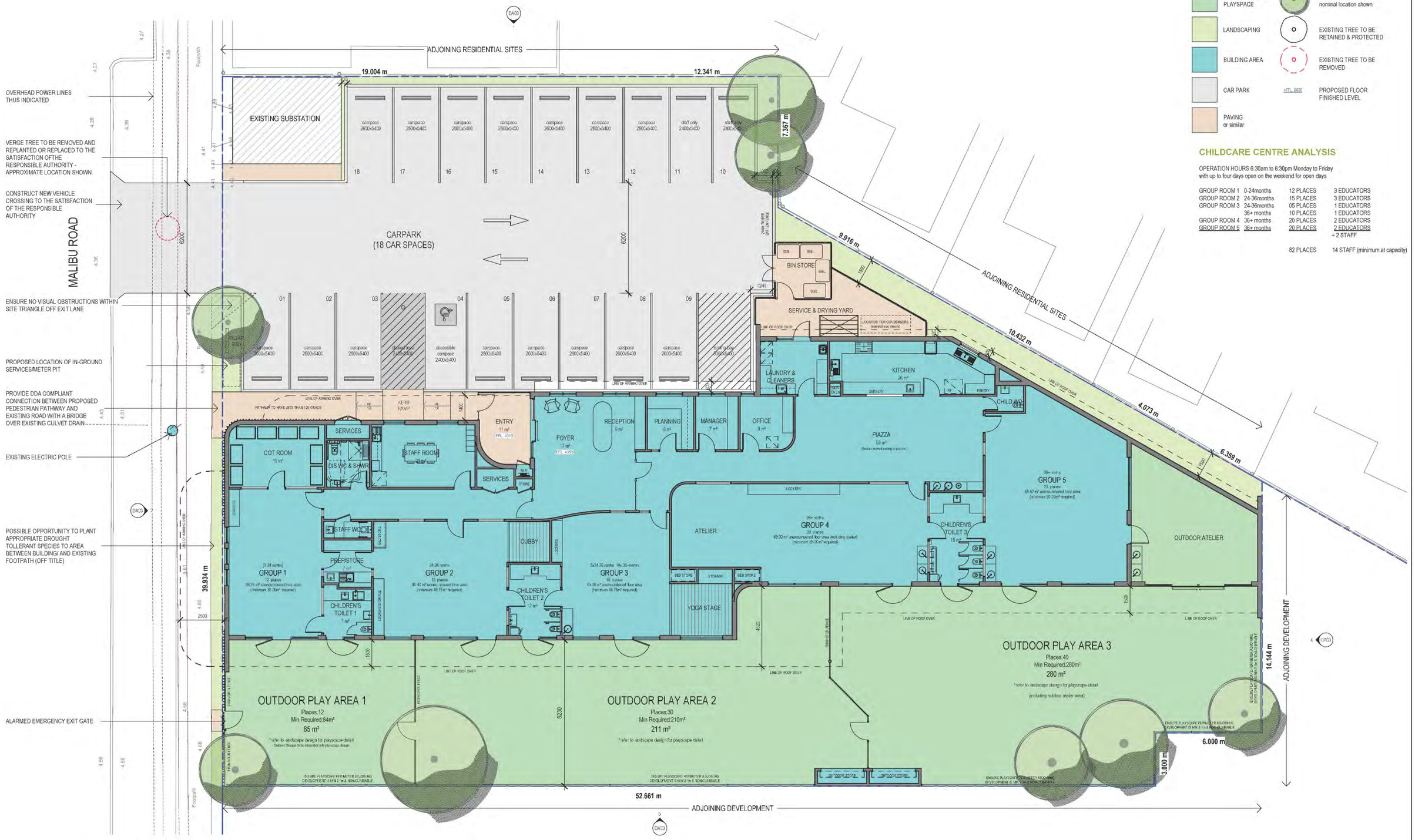
admin@hindley.com.au

DEVELOPMENT APPLICATION

PROPOSED MIXED USE DEVELOPMENT
LOT 100, No 434 SAFETY BAY ROAD SAFETY BAY W.A.
for BRAYKELL TWO Pty Ltd

Date	20.03.23
Design	SDS
Drawn	SDS
Checked	SJH
Scale	1:300
Job No.	0836
Dwg	DA01
Rev	L



LEGEND

- UNENCUMBERED PLAYSPACE
- LANDSCAPING
- BUILDING AREA
- CAR PARK
- PAVING or similar
- PROPOSED TREE nominal location shown
- EXISTING TREE TO BE RETAINED & PROTECTED
- EXISTING TREE TO BE REMOVED
- FFL 0000 — PROPOSED FLOOR FINISHED LEVEL

CHILDCARE CENTRE ANALYSIS

OPERATION HOURS 6:30am to 6:30pm Monday to Friday
with up to four days open on the weekend for open days

GROUP ROOM 1	0-24months	12 PLACES	3 EDUCATORS
GROUP ROOM 2	24-36months	15 PLACES	3 EDUCATORS
GROUP ROOM 3	24-36months	05 PLACES	1 EDUCATORS
	36+ months	10 PLACES	1 EDUCATORS
GROUP ROOM 4	36+ months	20 PLACES	2 EDUCATORS
GROUP ROOM 5	36+ months	20 PLACES	2 EDUCATORS
			+ 2 STAFF
		82 PLACES	14 STAFF (minimum at capacity)

1 GROUND FLOOR PLAN
1 : 100

GENERAL NOTES

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ISSUE	DESCRIPTION	DATE
D	DEVELOPMENT APPLICATION RFI	09/11/2023
C	PRELIMINARY DA ISSUE	18/07/2023
B	DRP COMMENT REVIEW	22/06/2023
A	DRP ISSUE	31/05/2023

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4/120 Upper Heidelberg Road, Ivanhoe VIC 3079
t (03) 9499 9174
www.insitearchitects.com.au

nido EARLY SCHOOLS

CLIENT: FABRIC PROPERTY

PROJECT: PROPOSED CHILDCARE CENTRE (82 places)

LOCATION: 434 SAFETY BAY ROAD, SAFETY BAY, WA 6169

DRAWING TITLE: FLOOR PLAN

SCALE: As indicated@A1 | DATE: MAY 2023
DRAWN: CWISS | PRINTED: 9/11/2023 12:09:47 PM
CHECKED: AH | JOB No.: J0000860

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DA01/D

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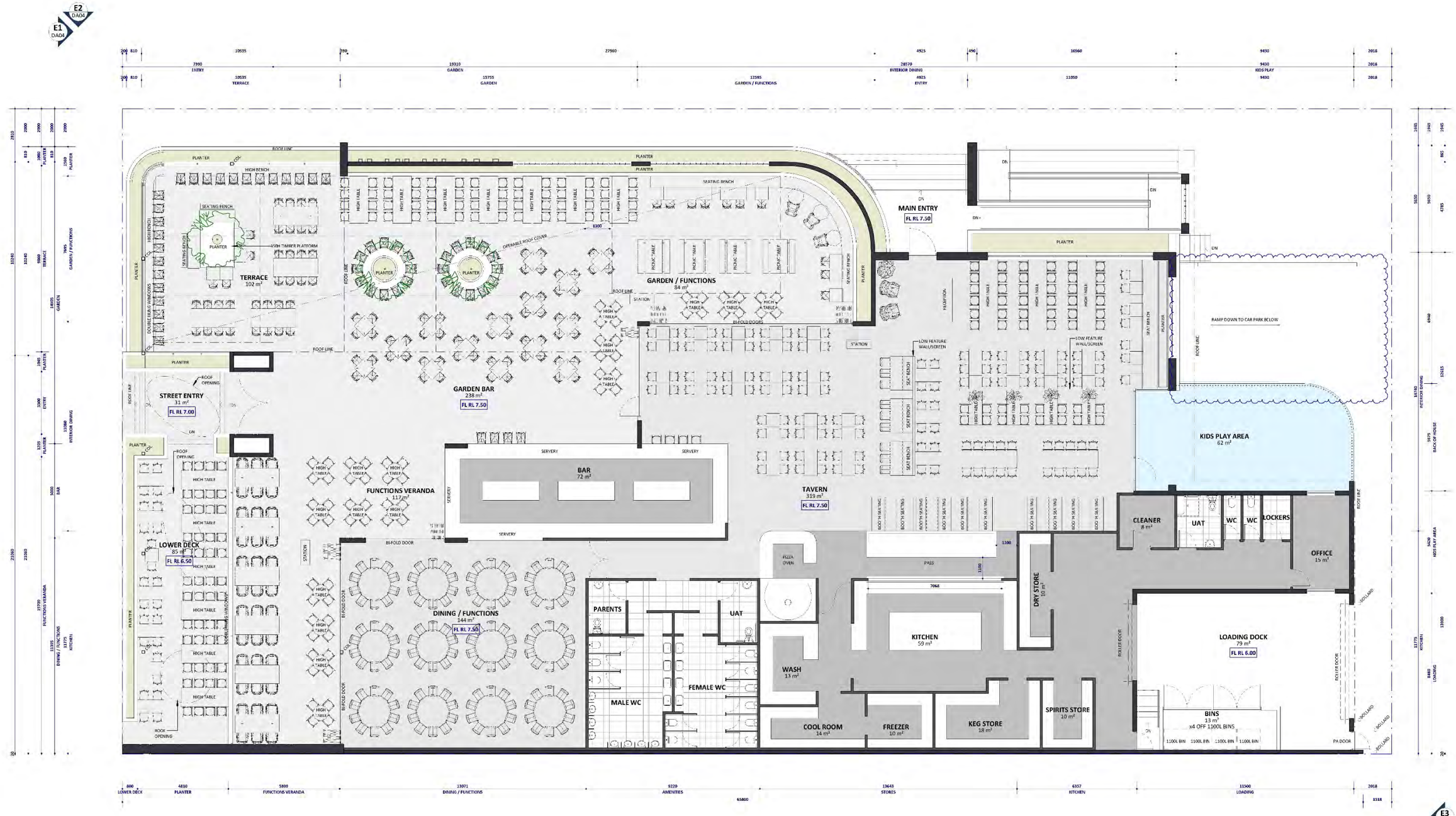

FLOOR PLAN

SCALE 1 : 100

SITE INFO	BUILDING INFO	PARKING
2208m² = PARCEL C LOT AREA	1500m² = BASEMENT CAR PARK AREA	46 CAR BAYS (BASEMENT PARKING)
1883m² = BUILDING FOOTPRINT	945m² = TAVERN	2.6m WIDE x 5.4m LONG
1500m² = BASEMENT CAR PARK	756m² = GARDEN BAR / LOWER DECK / STREET ENTRY	
65m² = AT GRADE LANDSCAPING	90m² = MAIN ENTRY (inc. ACCESSIBLE RAMP & STAIR)	2 DEDICATED DISABLE ACCESSIBLE (DDA) PARKING BAYS
76m² = LANDSCAPING ON BUILDING	62m² = KIDS PLAY AREA	& SHARED ZONE IN ACCORDANCE WITH AS 2890.6
	78m² = LOADING DOCK	
	13m² = BIN STORE	

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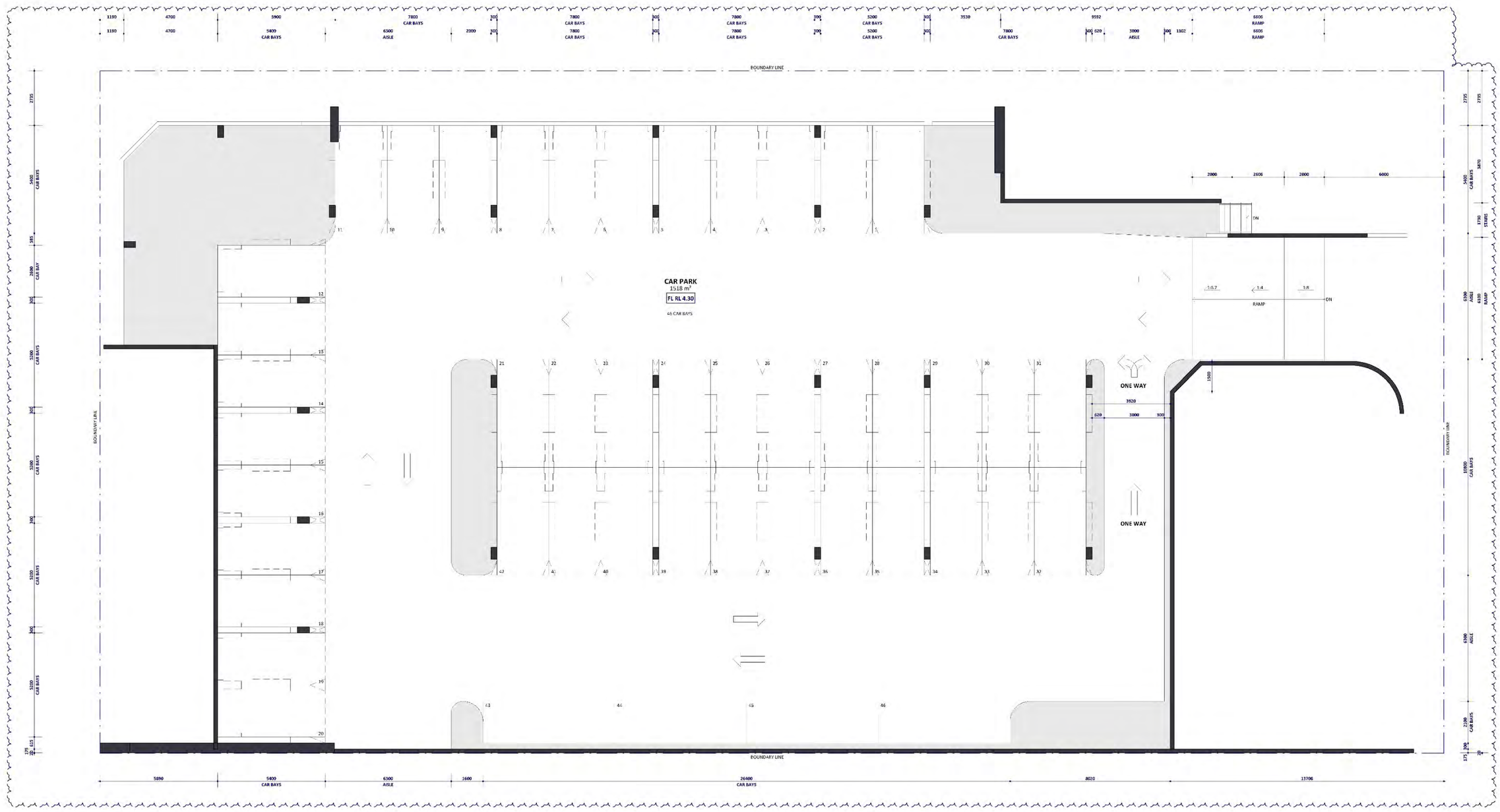
Project Name	Project Address		Drawing Title	Rev.	Date	By	Description	Project No.	Drawing No.	Scale	Drawn By
WAIKIKI TAVERN	LOT 100, 434 SAFETY BAY RD, SAFETY BAY WA	MOTIVO Sophisticate | Connect | Elevate 08 9204 5080 | www.motivostudio	FLOOR PLAN	B	01/04/23	DT	BIN STORE AMENDED	M2666	DA03	1 : 100	DT
				C	25/07/23	TLP	ISSUE FOR REVIEW	Revision E			Page Size A1
				D	27/07/23	DT	ISSUE FOR PLANNING APPROVAL				
				E	30/10/23		ISSUED FOR REVIEW				



CARPARK RL 4.30m

SCALE 1 : 100

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Project Name: **WAIKIKI TAVERN**

Project Address: **LOT 100, 434 SAFETY BAY RD, SAFETY BAY WA**

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Drawing Title: **CAR PARK**

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A	15/05/23	DT	DESIGN REVIEW ISSUE
B	27/07/23	DT	ISSUE FOR PLANNING APPROVAL
C	30/10/23		ISSUED FOR REVIEW

Project No: **M2666**
Revision: **C**
Drawing No: **DA02**
Scale: **1 : 100**
Drawn By: **DT**
Page Size: **A1**

ATTACHMENT DD

REVISED TURN PATH PLANS

Lot 100 Safety Bay Road, Safety Bay

8.8m Service Vehicle

Service vehicle entry - Childcare Centre

LEGEND

Vehicle Body

Wheel Path

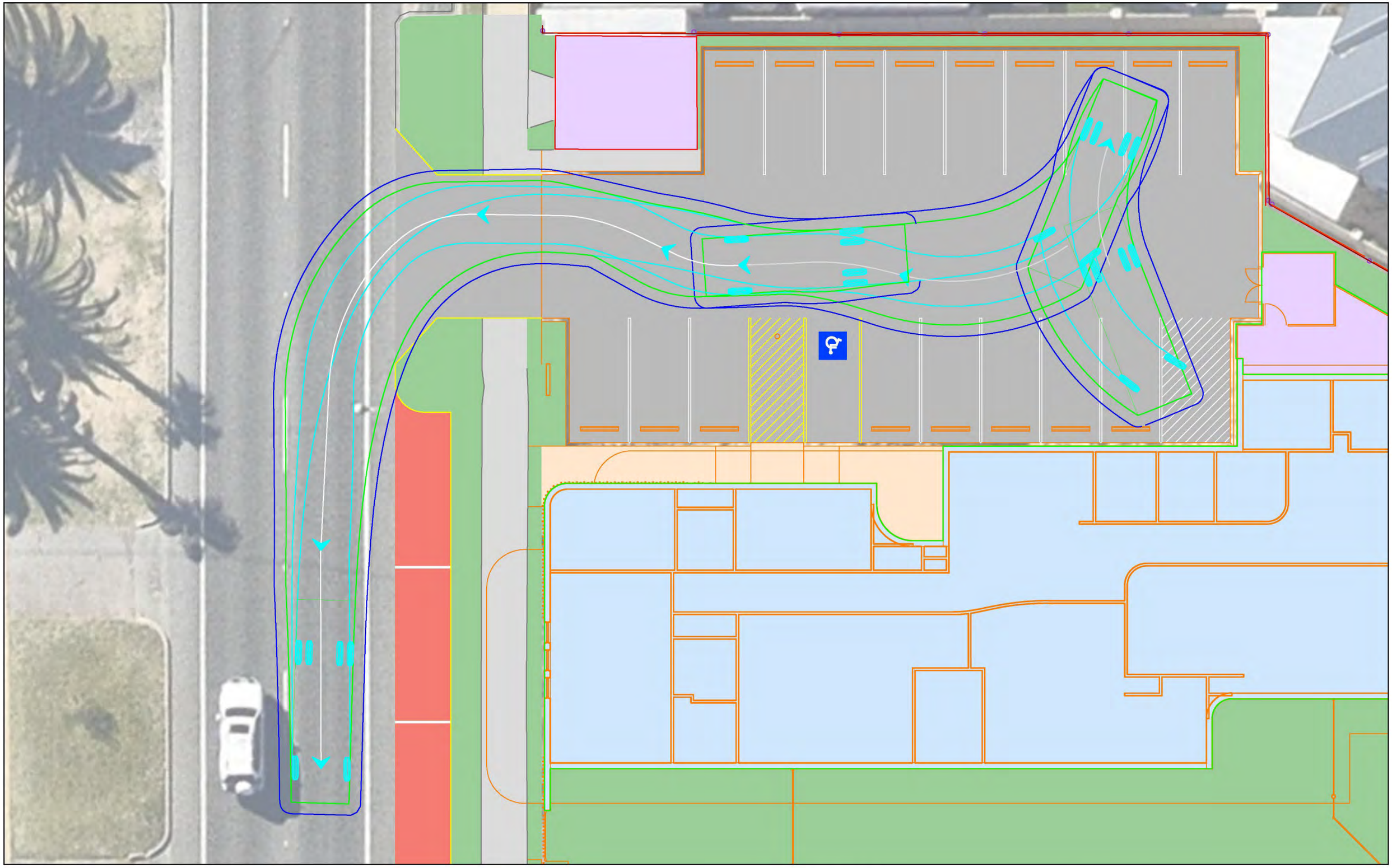
500mm Clearance

t23.049.sk21a

10/11/2023

Scale: 1:150 @ A3

transcore



Lot 100 Safety Bay Road, Safety Bay

8.8m Service Vehicle

Service vehicle exit - Childcare Centre

LEGEND

Vehicle Body

Wheel Path

500mm Clearance

t23.049.sk22a

10/11/2023

Scale: 1:150 @ A3

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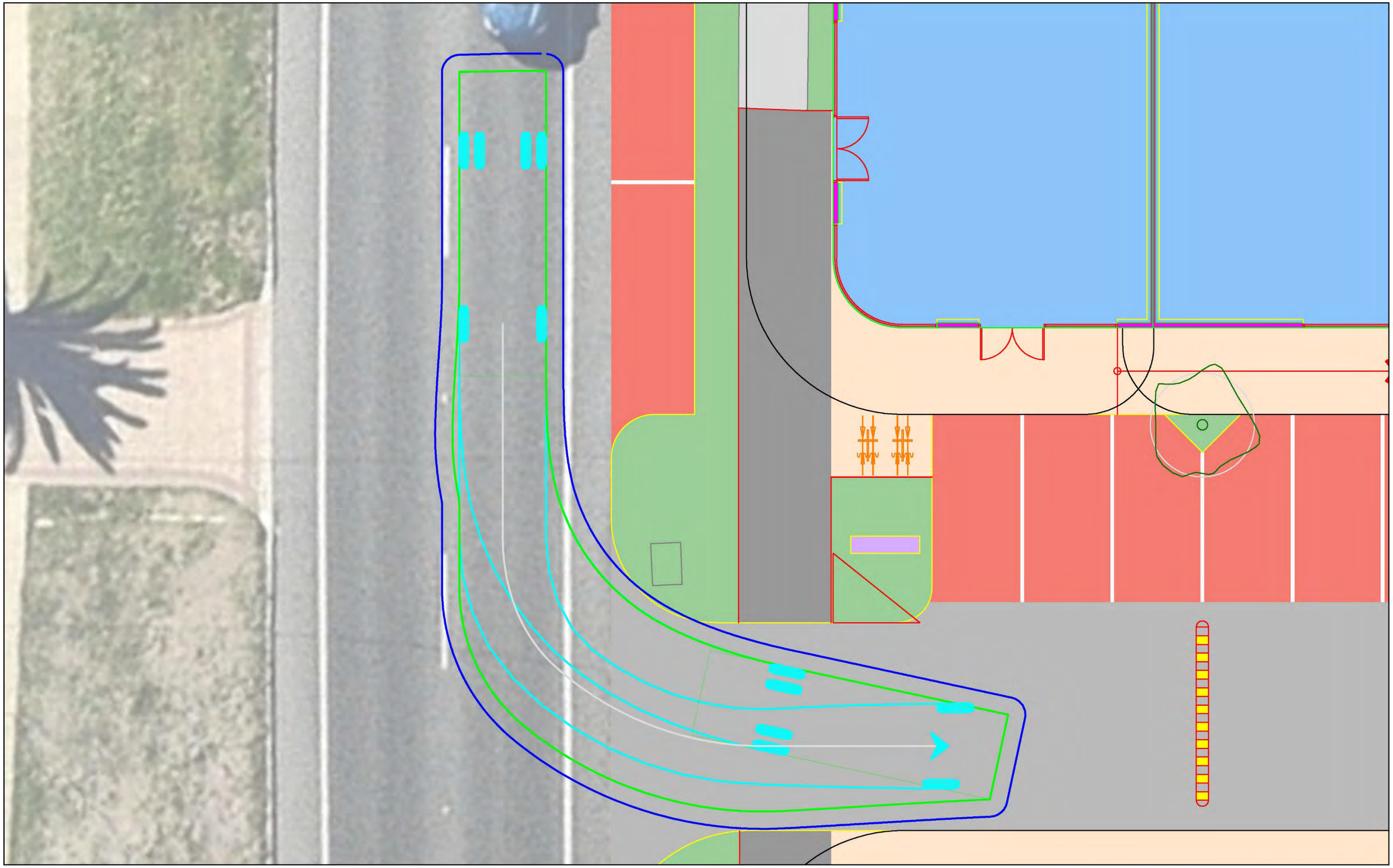


Lot 100 Safety Bay Road, Safety Bay

8.8m Service Vehicle

Service vehicle entry - Building A

LEGEND

Vehicle Body

Wheel Path

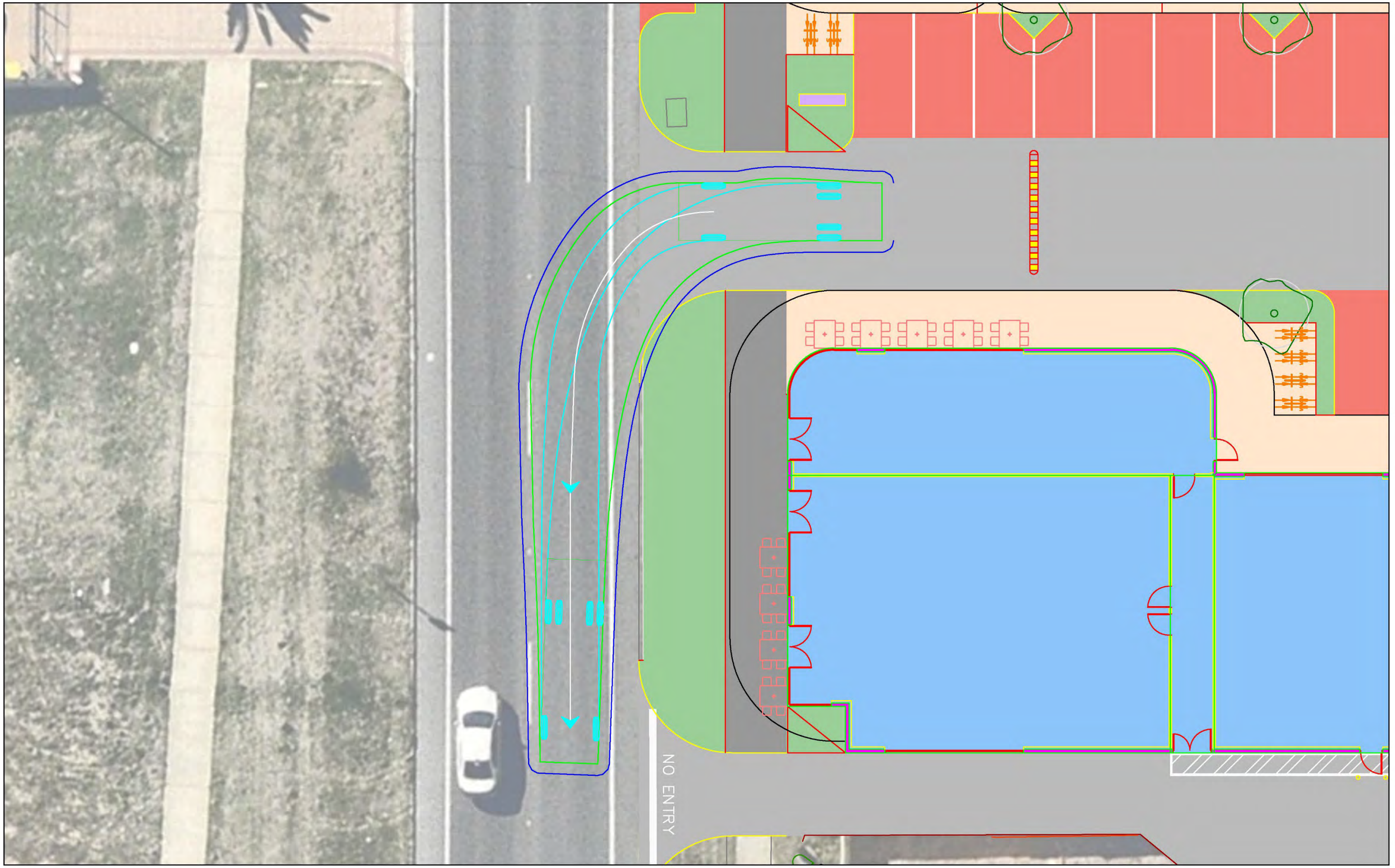
500mm Clearance

t23.049.sk23a

10/11/2023

Scale: 1:100 @ A3

transcore



Lot 100 Safety Bay Road, Safety Bay

8.8m Service Vehicle

Service vehicle exit - Building A

LEGEND

Vehicle Body

Wheel Path

500mm Clearance

t23.049.sk24a

10/11/2023

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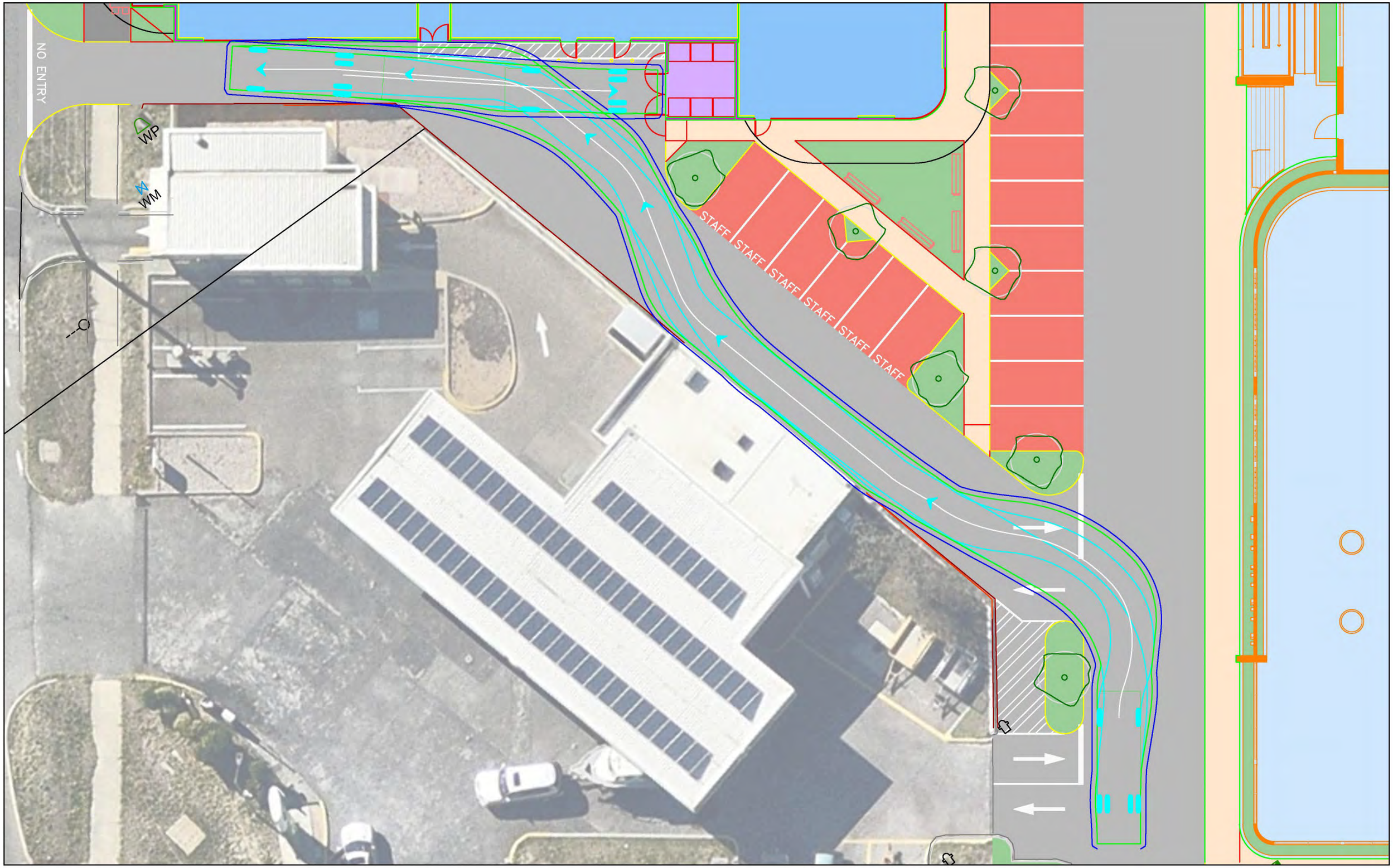


Lot 100 Safety Bay Road, Safety Bay

8.8m Service Vehicle

Service vehicle entry - Building B

LEGEND

Vehicle Body

Wheel Path

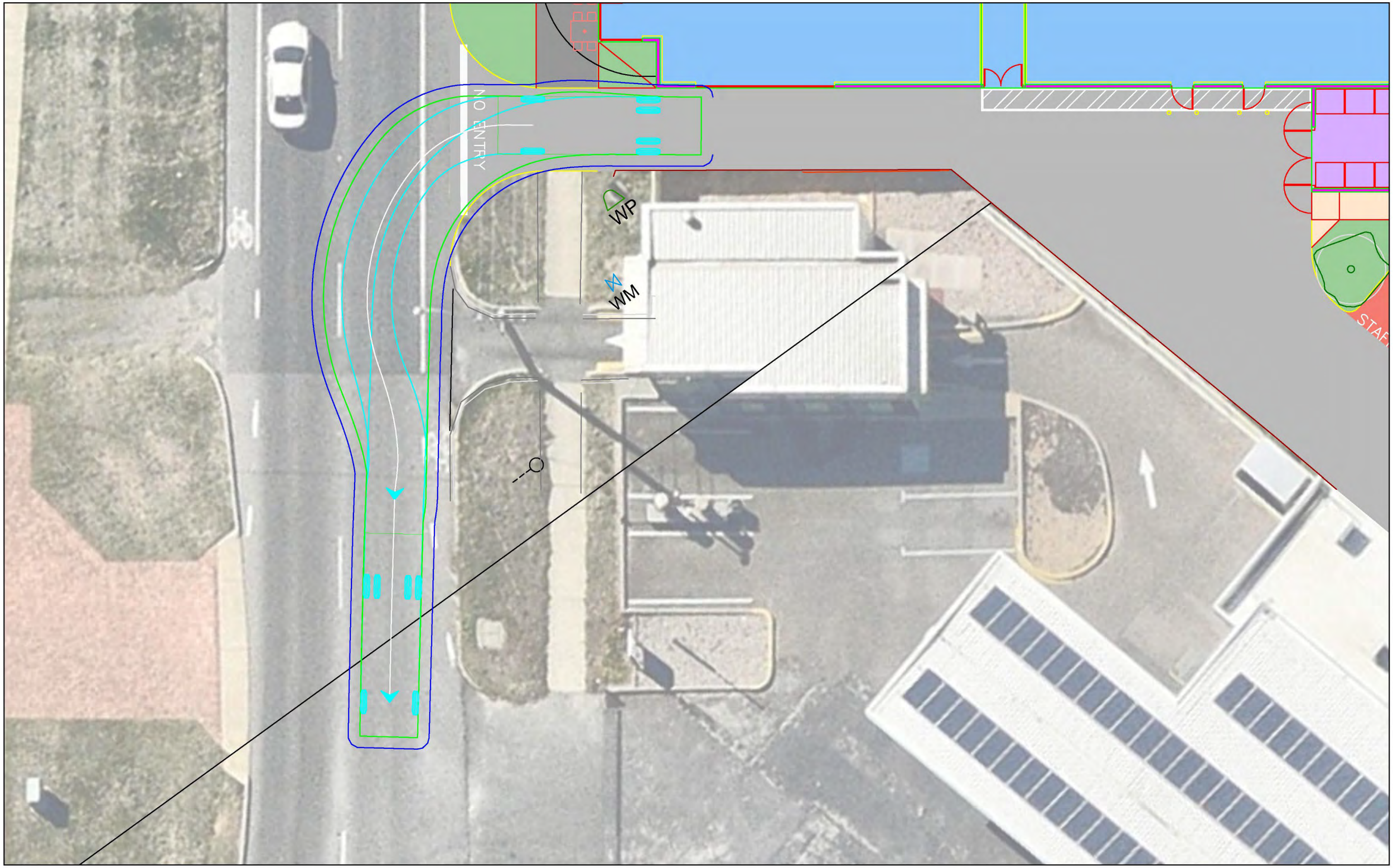
500mm Clearance

t23.049.sk25a

10/11/2023

Scale: 1:200 @ A3

transcore



Lot 100 Safety Bay Road, Safety Bay

8.8m Service Vehicle

Service vehicle exit - Building B

LEGEND

Vehicle Body

Wheel Path

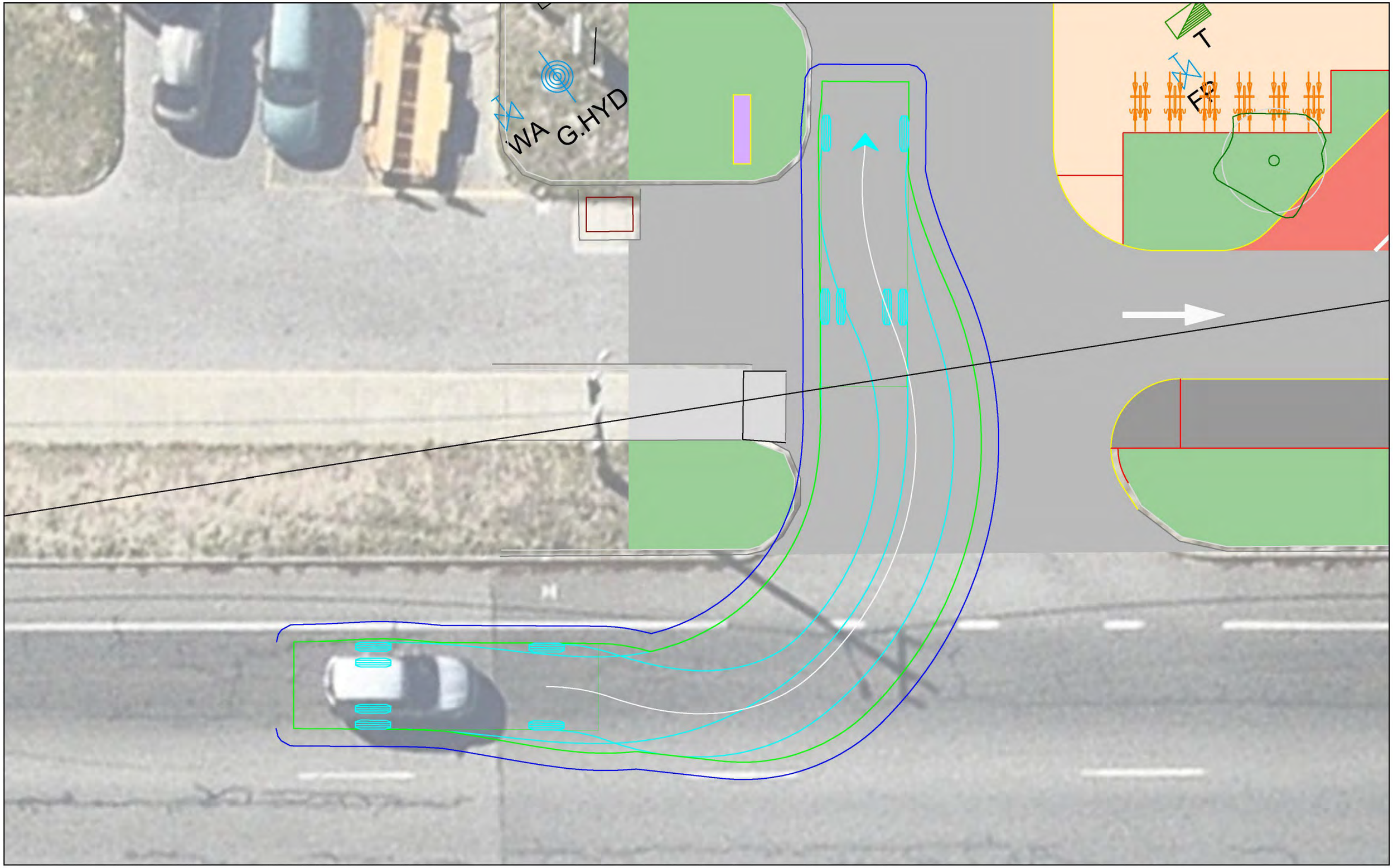
500mm Clearance

t23.049.sk26a

10/11/2023

Scale: 1:150 @ A3

transcore



Lot 100 Safety Bay Road, Safety Bay

8.8m Service Vehicle

Service vehicle entry - Crossover 4

LEGEND

Vehicle Body

Wheel Path

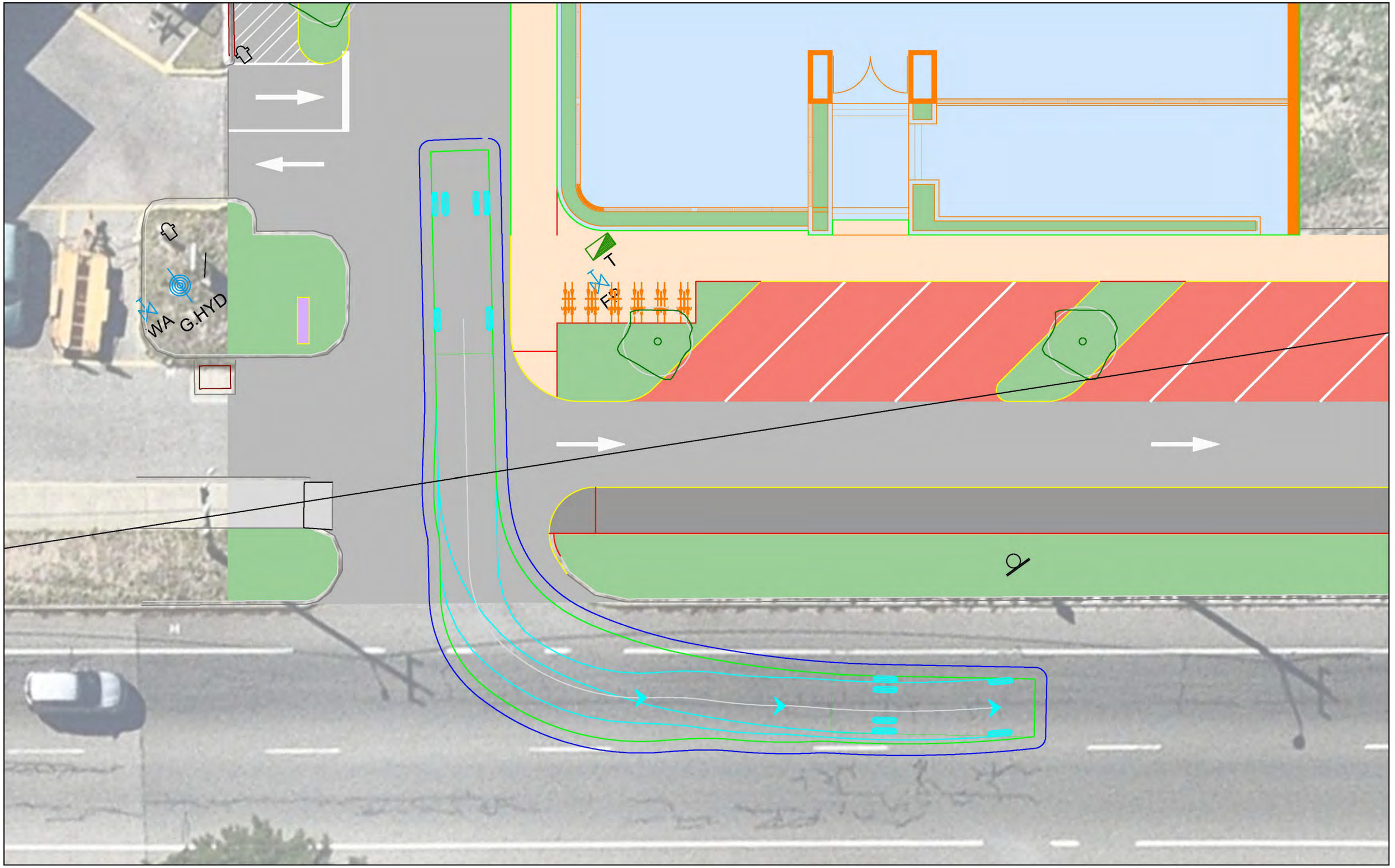
500mm Clearance

t23.049.sk27a

10/11/2023

Scale: 1:150 @ A3

transcore



Lot 100 Safety Bay Road, Safety Bay

8.8m Service Vehicle

Service vehicle exit- Crossover 4

LEGEND

Vehicle Body

Wheel Path

500mm Clearance

t23.049.sk28a

10/11/2023

Scale: 1:150 @ A3

transcore

Lot 100 Safety Bay Road, Safety Bay

8.8m Service Vehicle

Service vehicle entry - Tavern

LEGEND

Vehicle Body

Wheel Path

500mm Clearance

t23.049.sk29a

10/11/2023

Scale: 1:100 @ A3

transcore

Lot 100 Safety Bay Road, Safety Bay

8.8m Service Vehicle

Service vehicle exit - Tavern

LEGEND

Vehicle Body

Wheel Path

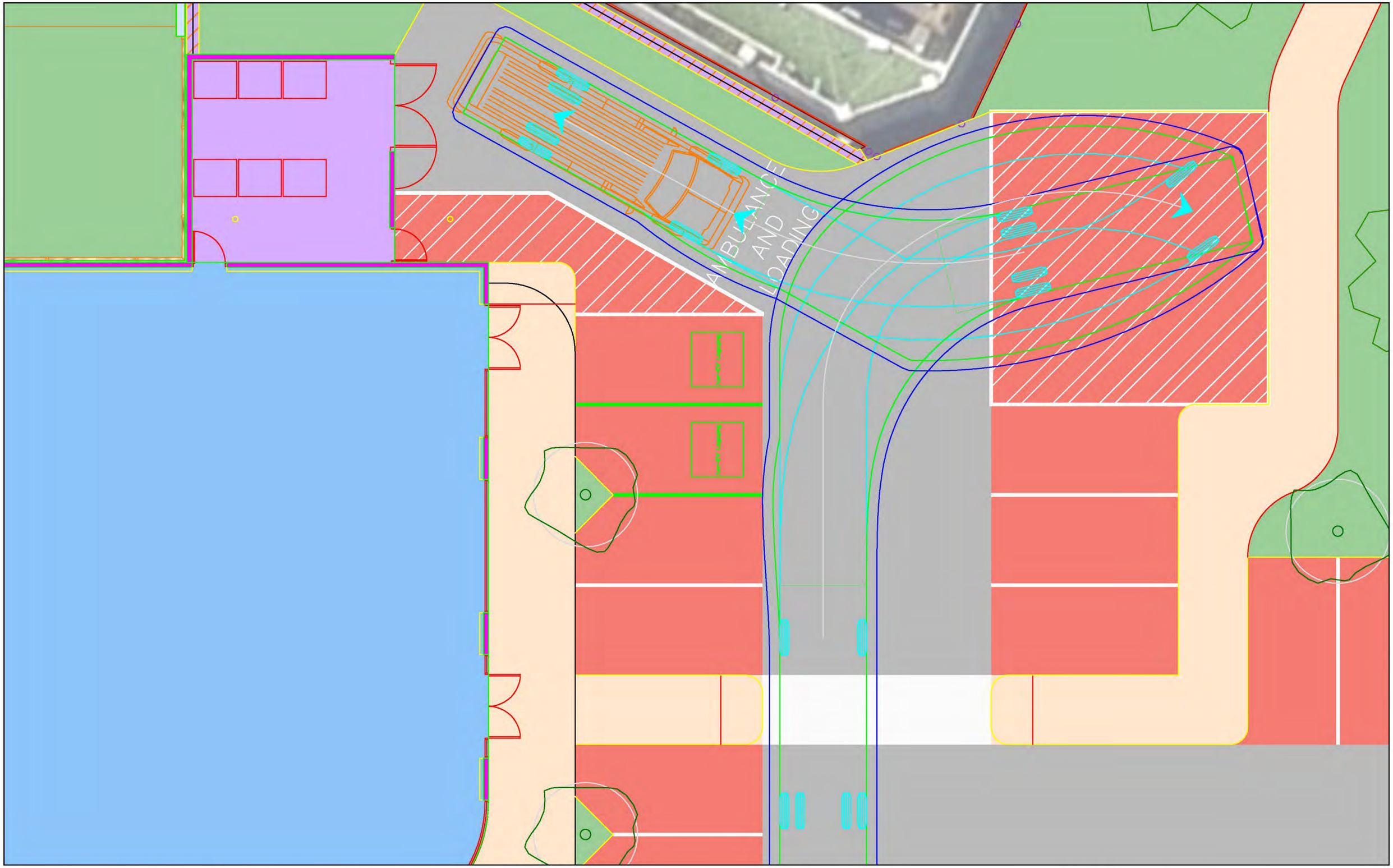
500mm Clearance

t23.049.sk30a

10/11/2023

Scale: 1:100 @ A3

transcore



Lot 100 Safety Bay Road, Safety Bay

8.8m Service Vehicle

Service vehicle entry - Building A service yard

LEGEND

Vehicle Body

Wheel Path

500mm Clearance

t23.049.sk31a

10/11/2023

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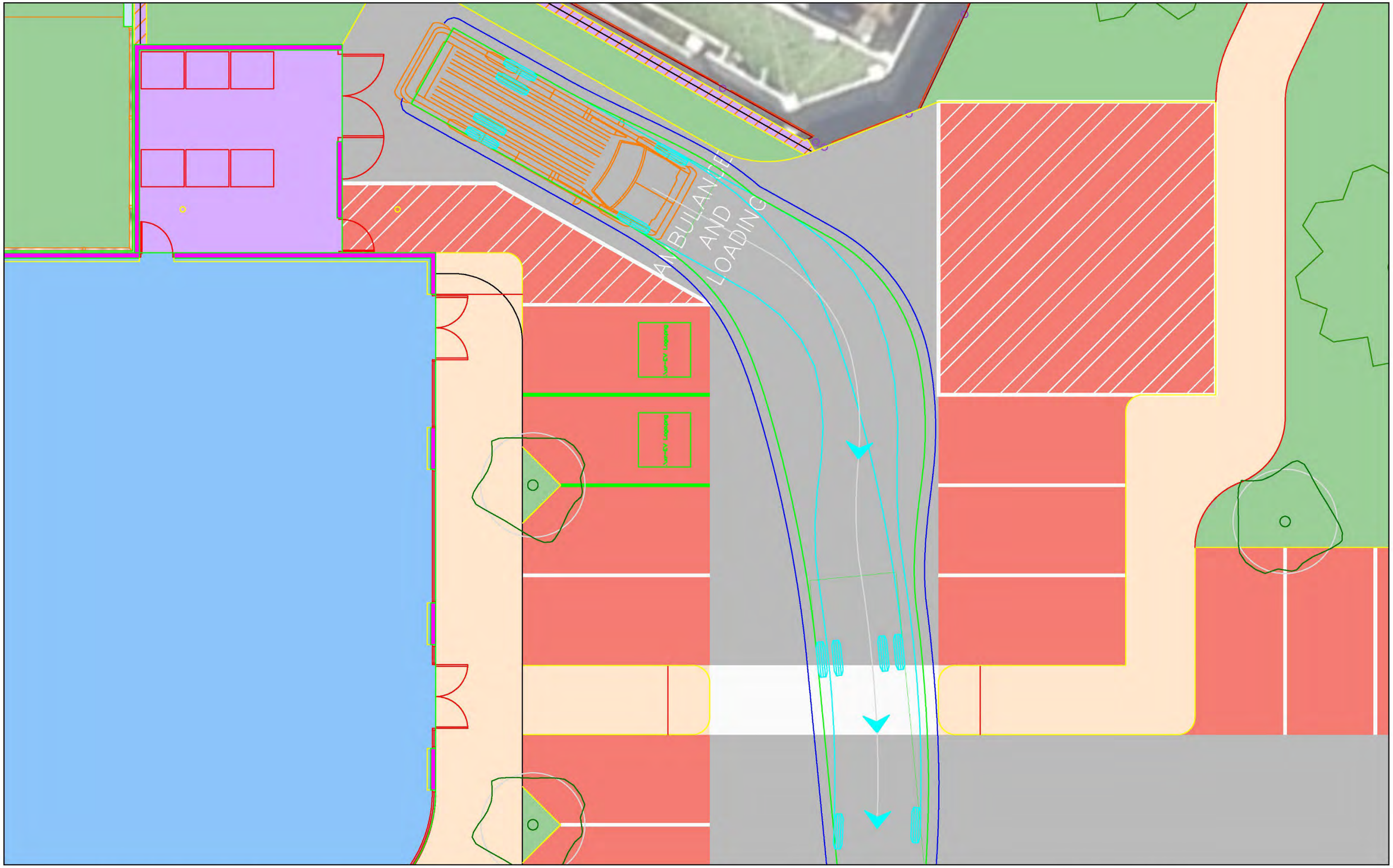
transcore



Lot 100 Safety Bay Road, Safety Bay

8.8m Service Vehicle

Service vehicle exit - Building A service yard

LEGEND

Vehicle Body

Wheel Path

500mm Clearance

t23.049.sk32a

10/11/2023

Scale: 1:100 @ A3

transcore

Engineering a better future for over 20 years!

Proposed Commercial Development

Lot 100 Safety Bay Rd, Safety Bay

Revised Transport Impact Assessment

PREPARED FOR:
Braykell Two Pty Ltd
C/ Fabric Property

November 2023

Document history and status

Author	Revision	Approved by	Date approved	Revision type
K Dai	r01	R White	26/06/2023	Draft
Roger Bajwa	r01a	R White	06/07/2023	Final
R Bajwa/ M Rasouli	r01b	B Bordbar	10/11/2023	Revised Final

File name: t23.049.rb.r01b

Author: Roger Bajwa/ Mohamamd Rasouli

Project manager: B Bordbar

Client: Braykell Two Pty Ltd

Project: Lot 100 Safety Bay Road, Safety Bay

Document revision: r01b

Project number: t23.049

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1 Introduction

This Revised Transport Impact Assessment (RTIA) has been prepared by Transcore on behalf of Braykell Two Pty Ltd with regards to the proposed Commercial Development to be located at Lot 100 Safety Bay Road, Safety Bay in the City of Rockingham.

This revised TIA reflects the latest development plan which has been prepared to address City of Rockingham's comments on the original development plan. In addition, Transcore has prepared a comprehensive responsive table that addresses the traffic-related matters raised by the City in relation to the original TIA. This responsive table should be read in conjunction with this revised TIA.

The site is located at the northeast corner of the existing roundabout intersection of Safety Bay Road/Malibu Road and is currently vacant land. The subject site is bound by Safety Bay Road to the southwest, Malibu Road to the northwest, and residential land uses to the northeast and southeast, and shown in **Figure 1**.

Figure 1: Location of the subject site

The location of the subject site within the Metropolitan Region Scheme (MRS) context is illustrated in **Figure 2**. The subject site is zoned as "Urban" in the MRS. The MRS map identifies Malibu Road and Safety Bay Road are Local Roads, which are under the care and control of the local authority.

Figure 2. Location of the subject site in the MRS

This TIA report will establish the traffic generation and distribution of the proposed development. The operation of the site crossovers and the roundabout intersection of Safety Bay Road – Malibu Road will also be assessed in this RTIA.

2 Development Proposal

The revised development proposal for the commercial development comprises the following elements:

- A childcare centre with approximately 82 placements;
- A tavern with about 2,298m^2 GFA;
- A medical Centre with about 1,000m^2 GFA;
- A medical/Gymnasium with about 198 m^2 GFA;
- A pharmacy with about 150 m^2 GFA;
- A physiotherapist/Chiropractor with about 200m^2 GFA;
- A café without drive through of about 100m^2; and,
- A restaurant with about 196m^2 GFA.

According to the revised proposed site plan provided in **Appendix A**, a total of 166 bays comprising, 148 on-site parking bays including four (4) ACROD bays, and 18 on-street parking bays are proposed to address the parking demand of the proposed development. In addition, 24 bicycle parking spaces are also proposed. Detailed information about the parking is provided in **Section 7** of this report.

As part of the proposed development, vehicular access to the subject site will be facilitated through six (6) crossovers. Currently, two (2) existing full-movement crossovers on Malibu Road, one existing full-movement crossover on Safety Bay Road, and one existing full-movement crossover on the rear lane are serving the subject site.

The proposed access/egress system intended to serve the development is shown in **Figure 3** and comprises the following elements:

- Construct a new northern full-movement crossover (Crossover 1) on Malibu Road providing access/egress to the proposed childcare centre;
- Relocate and modify the central full-movement crossover (Crossover 2) on Malibu Road providing access/egress to the internal carpark;
- Retain the southern crossover and change it to an exit-only format (Crossover 3) on Malibu Road providing egress to the internal carpark;
- Retain the western full-movement reciprocal crossover (Crossover 4) on Safety Bay Road providing access/egress to the internal carpark;
- Construct a new eastern exit-only crossover (Crossover 5) on Safety Bay Road providing egress to the internal carpark; and,
- Retain the full-movement crossover (Crossover 6) on the rear laneway providing access/egress to the internal carpark.

Pedestrian access to the site is facilitated by the existing footpath system which is in place along Malibu Road and Safety Bay Road.

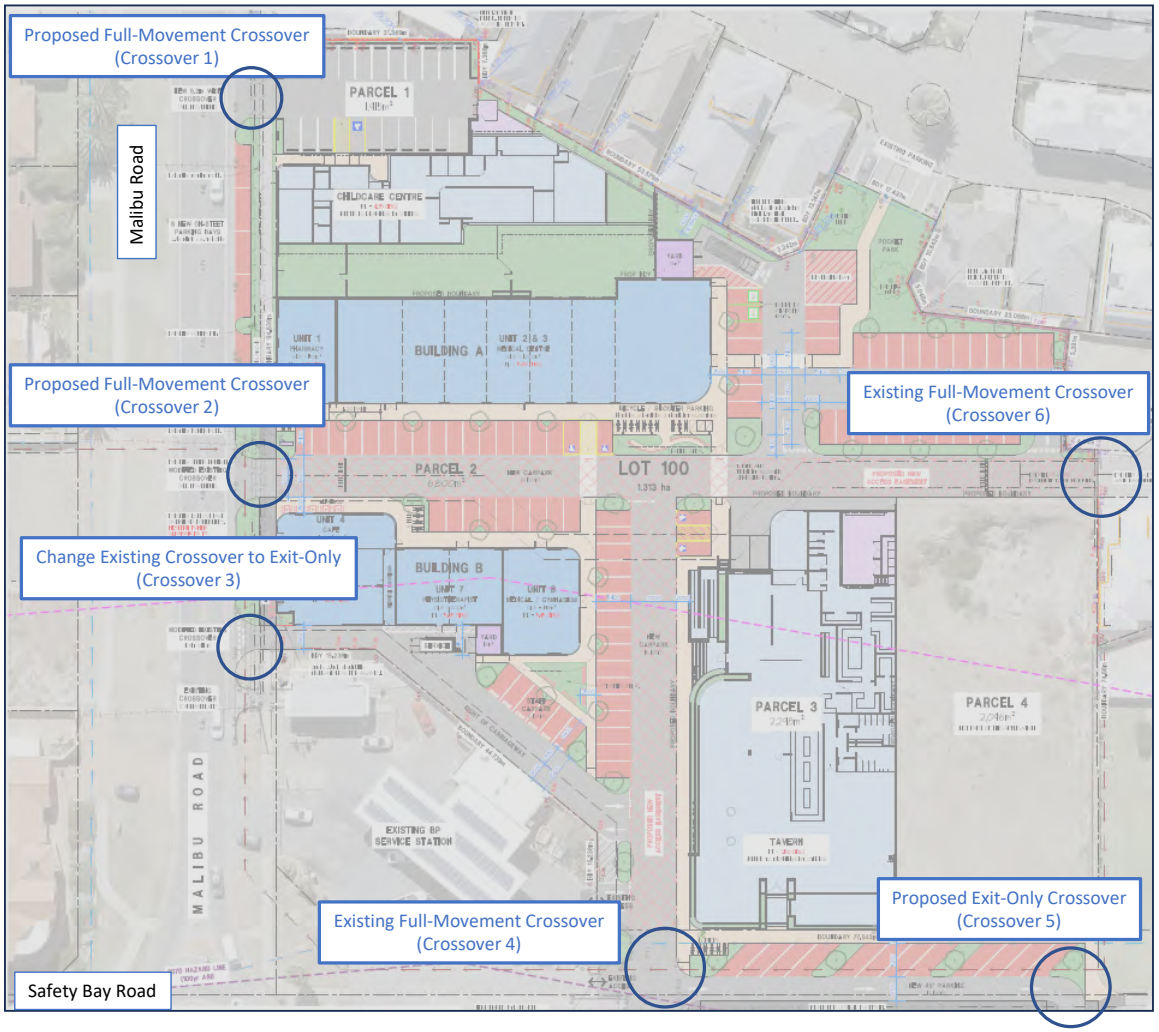


Figure 3. Proposed access/egress system

3 Existing Situation

3.1 Existing Road Network

Figure 4 and Figure 5 illustrate the road hierarchy and speed limit of the surrounding roads based on the Main Roads WA *Road Information Mapping System*.

Figure 4: Existing Road Hierarchy

Figure 5: Existing Speed Limits

Safety Bay Road, in the vicinity of the subject site, is classified as a *Distributor A* in the Main Roads WA Functional Road Hierarchy and operates under a speed limit of 60 km/h. It is constructed as a two-lane undivided road with each lane being about 4.2m wide, and there is a 2.2m cycle lane on both sides and a 1.7m wide pedestrian path along the northern side of the road, as shown in **Figure 6**. Safety Bay Road forms a roundabout intersection with Malibu Road to the northwest and a priority-controlled 'T' intersection with Warnbro Beach Road to the southeast.

Figure 6 Northwest-bound view along Safety Bay Road

Malibu Road, in the vicinity of the subject site, is classified as a *Distributor B* in the Main Roads WA Functional Road Hierarchy and operates under a speed limit of 60 km/h. It is constructed as a two-lane undivided road with each lane being about 3.5m wide, plus on-road cycle lanes and 2m wide pedestrian paths along both sides of the road, as shown in **Figure 7**. Malibu Road forms a roundabout intersection with Safety Bay Road to the southwest and a priority-controlled 'T' intersection with Waikiki Road to the northeast.

Figure 7 Southwest-bound view along Malibu Road

3.2 Existing Traffic Volumes

The existing traffic counts sourced from Main Roads WA *Trafficmap* on the surrounding roads in the vicinity are shown in **Figure 8**. The latest traffic counts reported on Safety Bay Road east of Malibu Road (SLK 5.18) indicate that this road carried an average weekday traffic volume of 13,113vpd in 2020/2021. The recorded heavy vehicle component of the total traffic mix was approximately 8.3%.

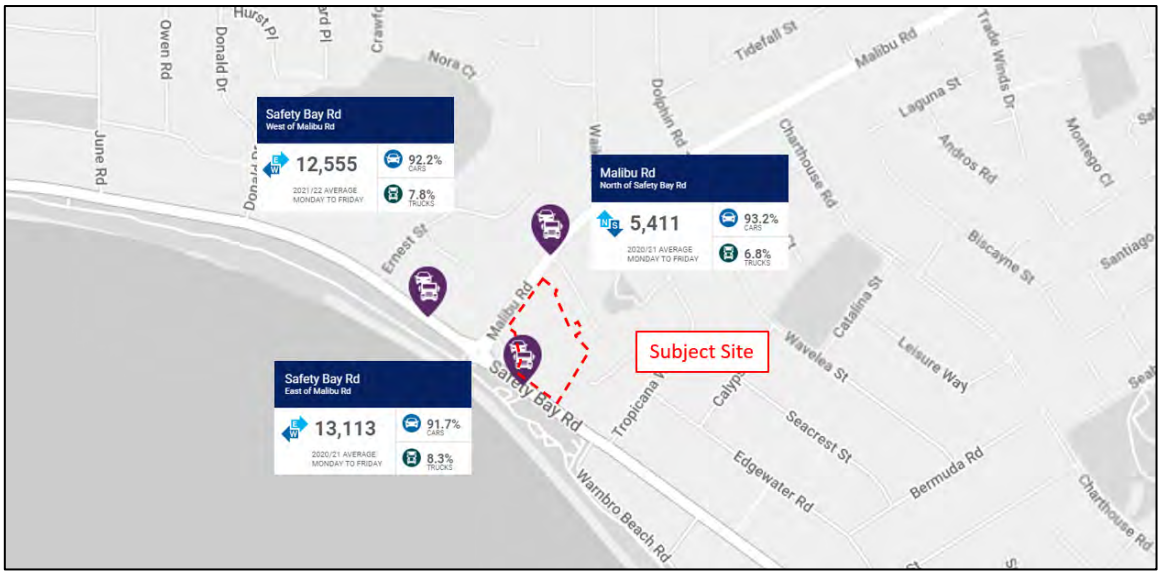


Figure 8: Existing traffic counts on surrounding roads

Transcore undertook a video traffic survey on Wednesday 29 March 2023 at the roundabout intersection of Safety Bay Road – Malibu Road during AM (08:00 AM – 09:00 AM) and PM (03:00 PM - 4:00 PM) peak hours for this project. The resultant AM and PM peak hour traffic flows are illustrated in **Figure 9**.

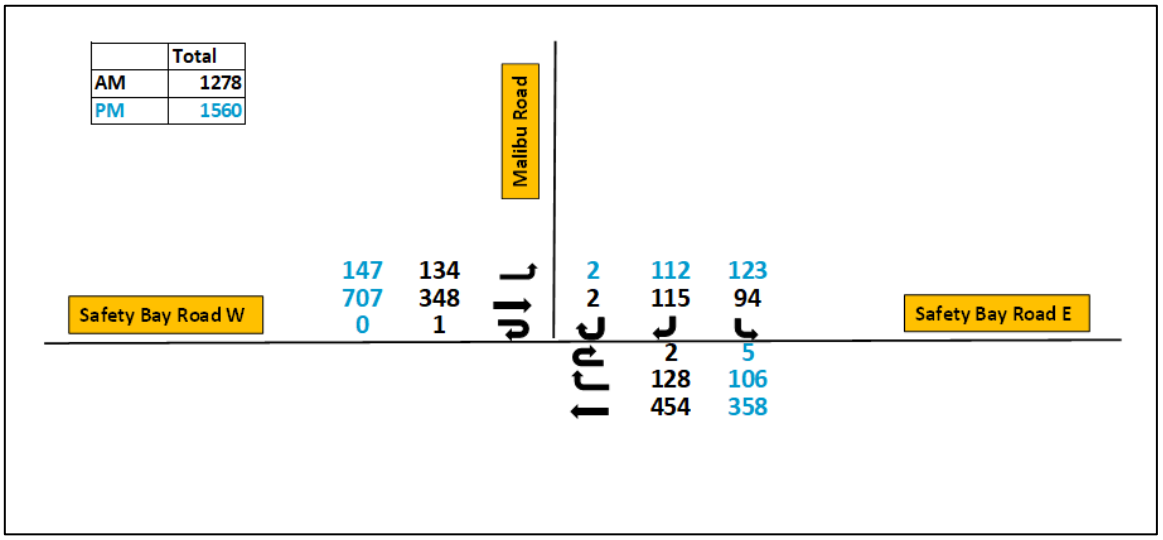


Figure 9: Existing AM and PM peak hour traffic at Safety Bay Road / Malibu Road roundabout

A manual traffic count was undertaken by Transcore at the Safety Bay Road reciprocal crossover (Crossover 4) on Wednesday 29 March 2023, which recorded the AM and PM peak period traffic flows turning into and out from the existing crossover 4 as shown in Table 1.

Table 1: Existing peak hour traffic flows at crossover 4

Time period	Left turn in (vph)	Right turn in (vph)	Left turn out (vph)	Right turn out (vph)	Total (vph)
08:00-09:00	4	0	13	10	27
15:00-16:00	2	0	11	4	17

Figure 10 shows the existing traffic at the frontage road of the subject site during the road network peak hours.

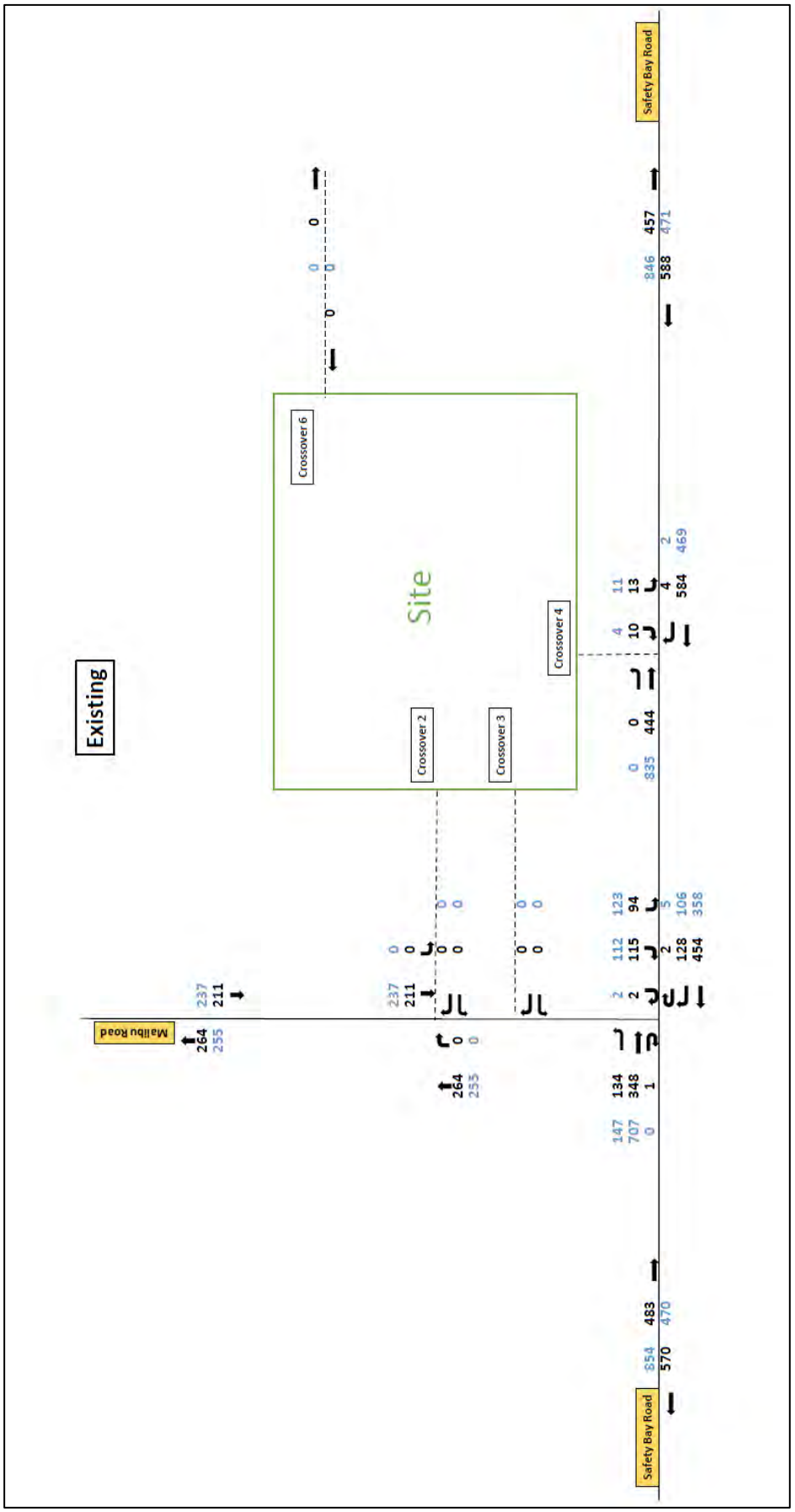


Figure 10: Existing traffic counts (AM/ PM peak hour)

3.3 Heavy Vehicles

Restricted Access Vehicle (RAV) Network routes are designated for access by large heavy vehicle combinations, which are managed by Main Roads WA.

As shown in **Figure 11**, Safety Bay Road and Malibu Road are not part of the Tandem Drive RAV Networks 2 to 10. They are automatically included in Tandem Drive RAV Network 1 and are permitted to accommodate certain 20m long vehicle combinations as well as "as of right" vehicles (up to 19m semi-trailers).

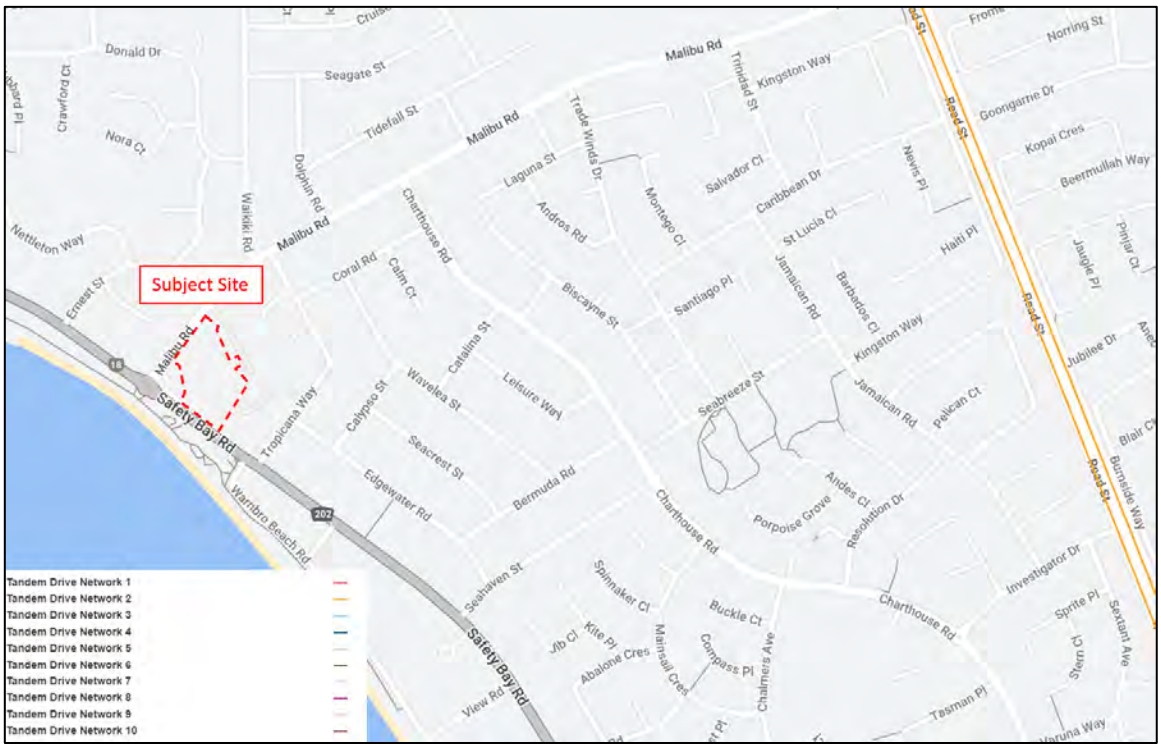


Figure 11: Existing heavy vehicle road network classification (RAV)

3.4 Public Transport Access

As shown in **Figure 12**, the subject site has good access to the existing bus services that operate in the vicinity of the site.

The closest available bus services are Route 553, which operates along Safety Bay Road and Malibu Road, with the nearest bus stop located approximately 60 metres walking distance from the site. This bus route provides a direct link to Rockingham Station and Rockingham Centre, with one-hour intervals between buses and 30-minute intervals from 3:30 PM – 7:00 PM.

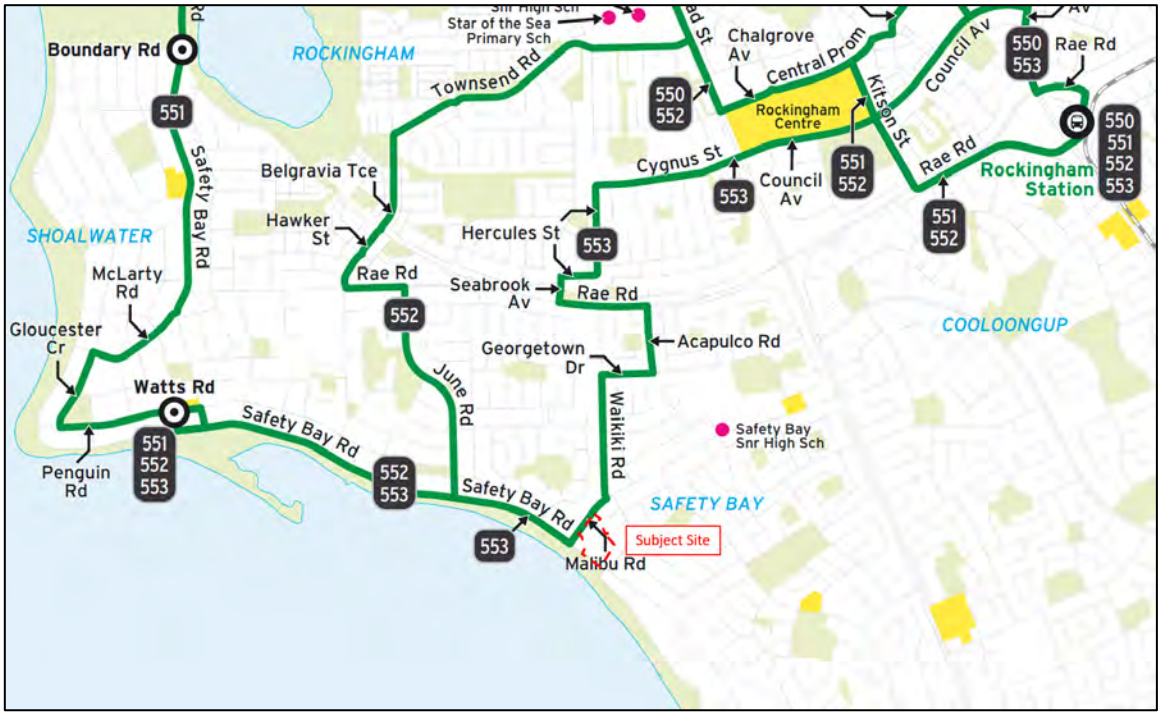


Figure 12: Existing bus routes (source: Transperth)

3.5 Pedestrian and Cyclist Facilities

According to the current Department of Transport Bike Maps, the subject site has direct access to the existing bike path network within the locality via the "Perth Bicycle Network (PBN)" and "Other Shared Path (Shared by Pedestrians & Cyclists)" on Malibu Road, and "Other Shared Path (Shared by Pedestrians & Cyclists)" on Safety Bay Road.

Figure 13: Bike Map

3.6 Crash Data

The information available on the Main Roads WA website provides crash statistics for Safety Bay Road and Malibu Road adjacent to the subject site during the five-year period ending in December 2022. The summary of the recorded incidents is shown in **Figure 14**.

Figure 14: Crash History

The crash records indicate that a total of 13 crashes, five (5) crashes classified as Property Damage Only (PDO) minor, five (5) PDO major crashes, two (2) requiring medical treatment, and one (1) fatal in the last five-year period. More details on the crash records are provided in **Table 2**. It should be noted that the fatal accident occurred on 3/08/2022 during the night. The road conditions were wet, and the street lights were on. A motorcycle, travelling from west to east on Safety Bay Road, lost

control, veered off to the left of the carriageway, and struck a street pole. It is believed that the primary cause of this accident was speeding.

Table 2: Crash history

S. No.	Road Name	Severity	RUM	From Dir	To Dir	Veh/Ped Move
1	Safety Bay Rd	PDO Minor	12:Intx: Right - Thru	E - MALIBU RD	W - SAFETY BAY RD	Turning: To Make Right Turn
	Safety Bay Rd	PDO Minor	12:Intx: Right - Thru	E - SAFETY BAY RD	W - SAFETY BAY RD	Straight Ahead: Not Out Of Control
2	Safety Bay Rd	PDO Major	32:Same Dirn: Same Lane Left Rear	E - MALIBU RD	E - SAFETY BAY RD	Straight Ahead: Not Out Of Control
	Safety Bay Rd	PDO Major	32:Same Dirn: Same Lane Left Rear	E - MALIBU RD	E - SAFETY BAY RD	Stopped: To Avoid Veh
3	Safety Bay Rd	PDO Major	12:Intx: Right - Thru	E - SAFETY BAY RD	W - SAFETY BAY RD	Straight Ahead: Not Out Of Control
	Safety Bay Rd	PDO Major	12:Intx: Right - Thru	E - MALIBU RD	W - SAFETY BAY RD	Turning: To Make Right Turn
4	Safety Bay Rd	Medical	31:Same Dirn: Same Lane Rear End	W - SAFETY BAY RD	E - SAFETY BAY RD	Straight Ahead: Not Out Of Control
	Safety Bay Rd	Medical	31:Same Dirn: Same Lane Rear End	W - SAFETY BAY RD	E - SAFETY BAY RD	Straight Ahead: Not Out Of Control

5	Safety Bay Rd	Medical	30:Same Dirn: Other			Overtaking: Passing On Right
	Safety Bay Rd	Medical	30:Same Dirn: Other			Straight Ahead: Not Out Of Control
6	Safety Bay Rd	PDO Major	31:Same Dirn: Same Lane Rear End	E - SAFETY BAY RD	W - SAFETY BAY RD	Straight Ahead: Not Out Of Control
	Safety Bay Rd	PDO Major	31:Same Dirn: Same Lane Rear End	E - SAFETY BAY RD	W - SAFETY BAY RD	Stopped: By Traffic Control
7	Safety Bay Rd	Fatal	72:Off Path On Straight: Off Left Cway Obj	W - SAFETY BAY RD	E - SAFETY BAY RD	Out Of Control
8	Safety Bay Rd	PDO Minor	32:Same Dirn: Same Lane Left Rear	E	W	Straight Ahead: Not Out Of Control
	Safety Bay Rd	PDO Minor	32:Same Dirn: Same Lane Left Rear	E	S	Turning: To Make Left Turn
9	Safety Bay Rd	PDO Major	47:Manoeuv: Leaving Driveway	N	W	Turning: To Make Right Turn
	Safety Bay Rd	PDO Major	47:Manoeuv: Leaving Driveway	E	N	Turning: To Make Right Turn

10	Safety Bay Rd	PDO Minor	33:Same Dirn: Same Lane Right Rear	E	W	Straight Ahead: Not Out Of Control
	Safety Bay Rd	PDO Minor	33:Same Dirn: Same Lane Right Rear	E	N	Stopped: Prepared To Turn Right
11	Safety Bay Rd	PDO Minor	39:Same Dirn: Parallel Lanes - Turn Left S/swipe	E	W	Straight Ahead: Not Out Of Control
	Safety Bay Rd	PDO Minor	39:Same Dirn: Parallel Lanes - Turn Left S/swipe	E	S	Turning: To Make Left Turn
12	Malibu Rd	PDO Minor	40:Manoeuv: Other	S	N	Straight Ahead: Not Out Of Control
	Malibu Rd	PDO Minor	40:Manoeuv: Other	W	E	Straight Ahead: Not Out Of Control
13	Malibu Rd	PDO Major	42:Manoeuv: Leaving Parking	W	E	Unparking: Forward
	Malibu Rd	PDO Major	42:Manoeuv: Leaving Parking	W	E	Straight Ahead: Not Out Of Control

4 Changes to Surrounding Transport Networks

The proposed changes to the surrounding road network as a result of the proposed development include the provision of one new full-movement crossover and changing one existing full-movement crossover to exit-only on Malibu Road and one new exit-only crossover on Safety Bay Road.

5 Integration with Surrounding Area

The proposed development is of a commercial character and is expected to address the existing and future demand for these types of services within Safety Bay and specifically within this locality.

6 Traffic Assessment

6.1 Assessment Period

The proposed development is a mixed-use commercial development. Due to the nature of the proposed development, it is expected that distinct peak activity periods will be experienced during weekday morning and afternoon peak road network periods.

It is therefore anticipated that the combination of the traffic to be generated by the proposed development and the peak road network traffic periods is likely to result in the greatest demand on the road network during the weekday morning and afternoon peak hours between 08:00AM-09:00AM and 03:00PM-04:00PM. As such, trip generation is estimated and traffic analysis is undertaken for these periods.

It is assumed that the proposed development would be fully constructed and activated by the end of 2026. As such, the 2026 assessment is undertaken for the post-development scenario.

In line with the requirements of the WAPC "Transport Impact Assessment Guidelines for Developments, Volume 4 – Individual Developments (2016)" additional assessment is undertaken for a 10-year post-development time horizon (i.e. 2036 in this case).

6.2 Trip Generation and Distribution

Trip generation rates were sourced from the Institute of Transportation Engineers Trip Generation Manual (ITE) - *11th Edition* and the WAPC Transport Impact Assessment Guidelines*: Volume 5*. To establish an accurate traffic generation rate for the proposed childcare centre, traffic count surveys have been conducted by Transcore at comparable centres in the Perth metropolitan area.

Note that the ITE does not provide a daily traffic generation rate for coffee/doughnut shops without drive-through windows (936), health/fitness clubs (492), and drinking places (975). To ensure a robust assessment, the daily traffic generation for the proposed coffee shop and gym is calculated by taking the higher peak hour rate and multiplying it by 10, and the daily traffic generation rate for fast-casual restaurants (930) is utilised as the daily traffic generation rate for drinking place (tavern).

The rates are provided in **Table 3**, which also summarises the trip generation of the proposed development. Directional splits (in/out) for the traffic generated by these land uses are sourced from the ITE Trip Generation Manual, except for the Childcare Centre, where the information was obtained directly from the traffic surveys by Transcore. Due to the land use mix within the proposed Lots, incidences of multi-purpose trips (i.e. cross-trade) are anticipated. Accordingly, the applied cross-trade adjustment is calculated to result in approximately 20% reduction in total trip generation.

Trips associated with the proposed development also comprise a portion of passing-trade trips which are trips already present on the adjacent road network. Appropriate passing trade factors, 43% for the Restaurant and 53% for the pharmacy, were applied in line with *the ITE Trip Generation Manual 11th Ed – Pass-by Tables*. **Table 4** shows the passing trade component of the development.

The estimated trip generatio of the proposed development is **+263vph** during AM peak hour and **+466vph** during PM peak hour.

The distribution of traffic to and from the proposed developments was evaluated by considering the catchment area of the proposed development as well as the available access and egress routes to and from the site.

In line with City's comment, the original directional distribution of traffic to and from the site was amended as follows:

- 30% of trips to/from the northwest along Safety Bay Road;
- 29% of trips to/from the southeast along Safety Bay Road;
- 40% of trips to/from the northeast along Malibu Road; and,
- 1% of trips to/from the rear laneway.

The total development traffic is shown in **Figure 15**.

Table 3: Weekday daily, morning peak and afternoon peak trip generation for the proposed land uses

Land use	NLA/ GFA/ Child	Daily Rate	Weekd-AM Peak	Weekd-PM Peak	Cross Trade	Daily Trips	Weekd-AM trips	Weekd-PM trips	AM		PM	
									IN	OUT	IN	OUT
Pharmecy	150	0.97	0.032	0.09	0.2	116	5	11	2	2	5	5
Café	100	10.38	1.04	0.36	0.2	830	104	28	52	52	14	14
Child care	82	3.50	0.87	0.71		287	71	58	41	31	27	31
Restaurant	194	1.05	0.03	0.11	0.2	164	5	16	3	3	8	8
Gym	99	0.37	0.01	0.04	0.2	29	1	3	1	1	1	1
Medical	1299	0.40	0.03	0.04	0.2	421	38	41	19	19	21	21
Tavern	2298	1.13	0.02	0.17	0.2	2069	38	307	19	19	154	154
Total traffic						**3917**	**263**	**466**	**137**	**127**	**231**	**235**

Table 4: Passing trade and primary trips components of the trip generation

	Passing Trade Component				Primary Trips Component			
Passing Trade	AM		PM		AM		PM	
	IN	OUT	IN	OUT	IN	OUT	IN	OUT
53%	1	1	3	3	1	1	3	3
0%	0	0	0	0	52	52	14	14
0%	0	0	0	0	41	31	27	31
43%	1	1	4	4	1	1	5	5
0%	0	0	0	0	1	1	1	1
0%	0	0	0	0	19	19	21	21
0%	0	0	0	0	19	19	154	154
	2	**2**	**6**	**6**	**134**	**124**	**225**	**228**

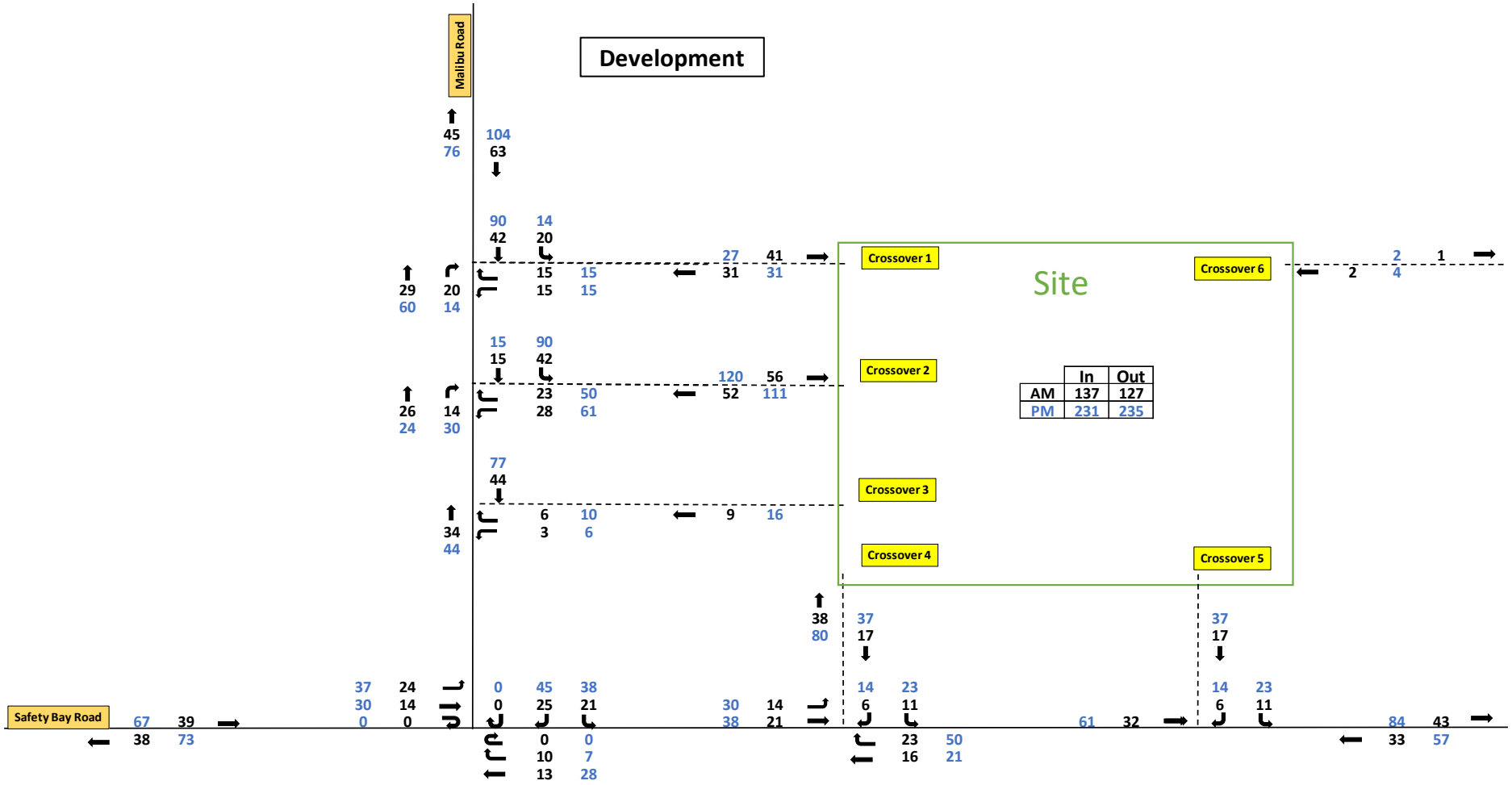


Figure 15: Proposed development traffic – AM Weekday and PM Weekday peak hours

6.3 Traffic Flow Forecasts

The total post-development traffic for the assessment years 2026 and 2036 was calculated by adding the existing background traffic to the development traffic. A review of the historical traffic count records for Safety Bay Road over the 2017-2022 period indicates no growth (a slight drop was recorded). However, to ensure a robust assessment, a 1% annual traffic growth was applied to the background traffic for both assessment years, 2026 and 2036.

The total projected traffic volumes for the year 2026 and 2036 are presented in **Figure 16** and **Figure 17**.

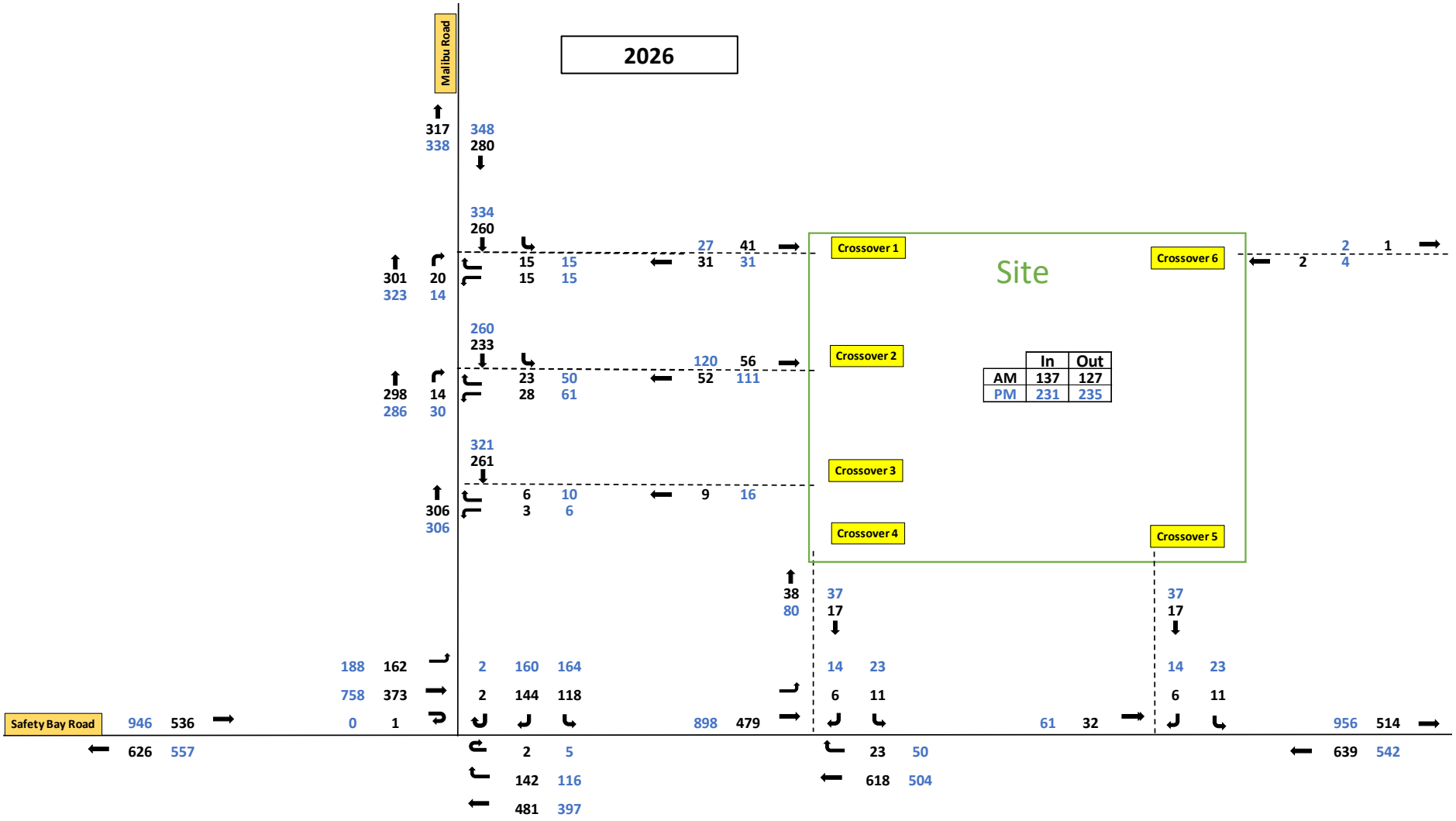


Figure 16: Total (2026) post development traffic – AM Weekday and PM Weekday peak hours

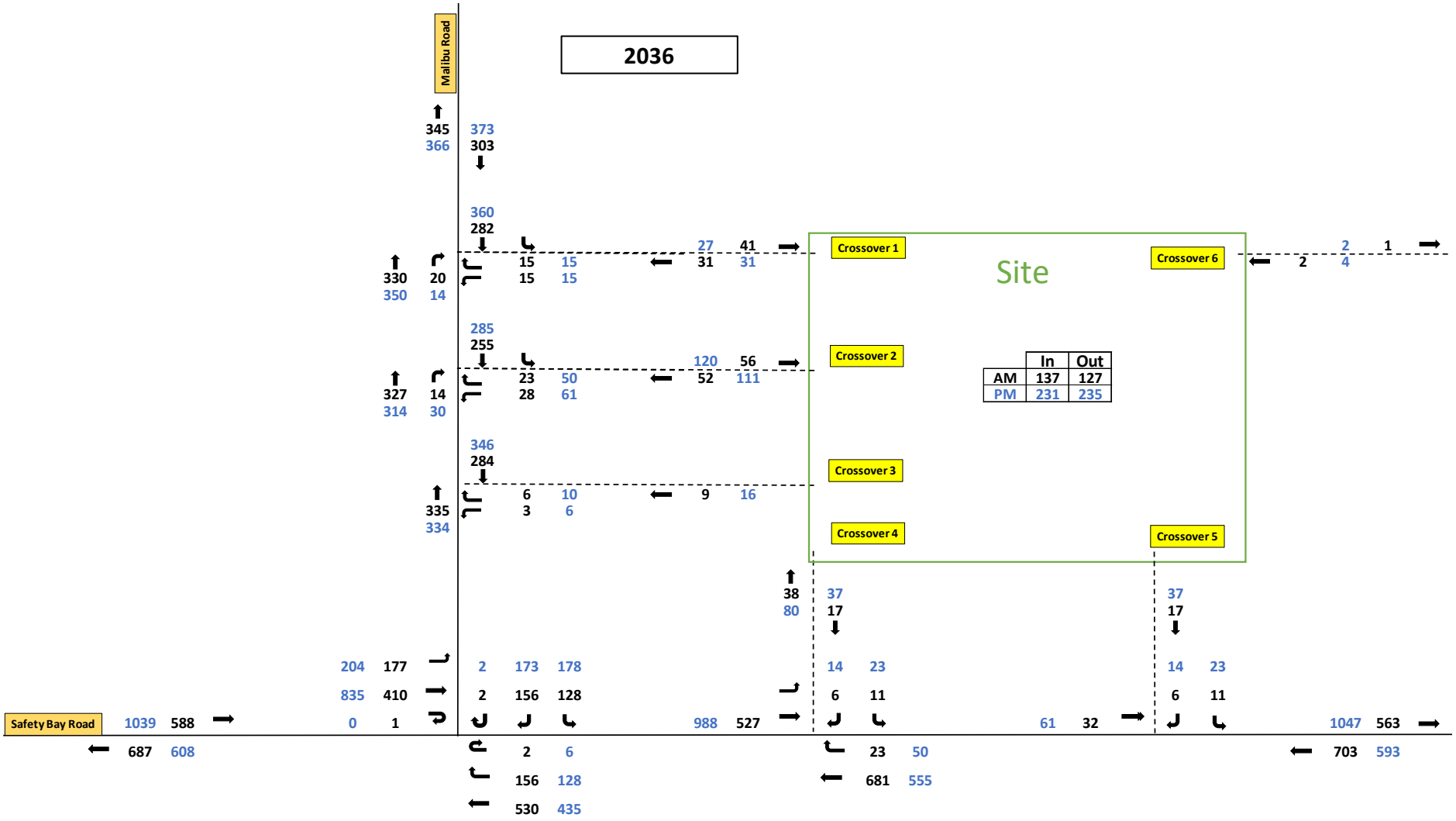


Figure 17: Total (2036) post development traffic – AM Weekday and PM Weekday peak hours

6.4 Analysis of Local Intersections & Crossovers

Capacity analysis was undertaken using the SIDRA computer software package for existing, years 2026 and 2036.

SIDRA is an intersection modelling tool commonly used by traffic engineers for all types of intersections. SIDRA outputs are presented in the form of Degree of Saturation, Level of Service, Average Delay and 95% Queue. These characteristics are defined as follows:

- Degree of Saturation is the ratio of the arrival traffic flow to the capacity of the approach during the same period. The Degree of Saturation ranges from close to zero for infrequent traffic flow up to one for saturated flow or capacity.
- Level of Service (LoS) is the qualitative measure describing operational conditions within a traffic stream and the perception by motorists and/or passengers. In general, there are 6 levels of service, designated from A to F, with Level of Service A representing the best operating condition (i.e., free flow) and Level of Service F the worst (i.e., forced or breakdown flow).
- Average Delay is the average of all travel time delays for vehicles through the intersection.
- 95% Queue is the queue length below which 95% of all observed queue lengths fall.

Network SIDRA models (refer to **Figure 18**) were developed to evaluate the traffic operations of the existing roundabout intersection at Safety Bay Road/Malibu Road, as well as the development crossovers on Malibu Road and Safety Bay Road along the northwest and southwest boundaries of the site. These were assessed as an integrated traffic network. The existing crossover on the rear lane along the eastern boundary of the development was omitted from the SIDRA modelling analysis due to the anticipated low traffic volume.

The results of the SIDRA network analysis are summarised in **Appendix B**. The SIDRA intersection models were coded with reference to Main Roads WA Operation Modelling Guidelines. All relevant parameters such as heavy vehicle groups, PCU factors, etc., were coded as per Main Roads WA Guidelines.

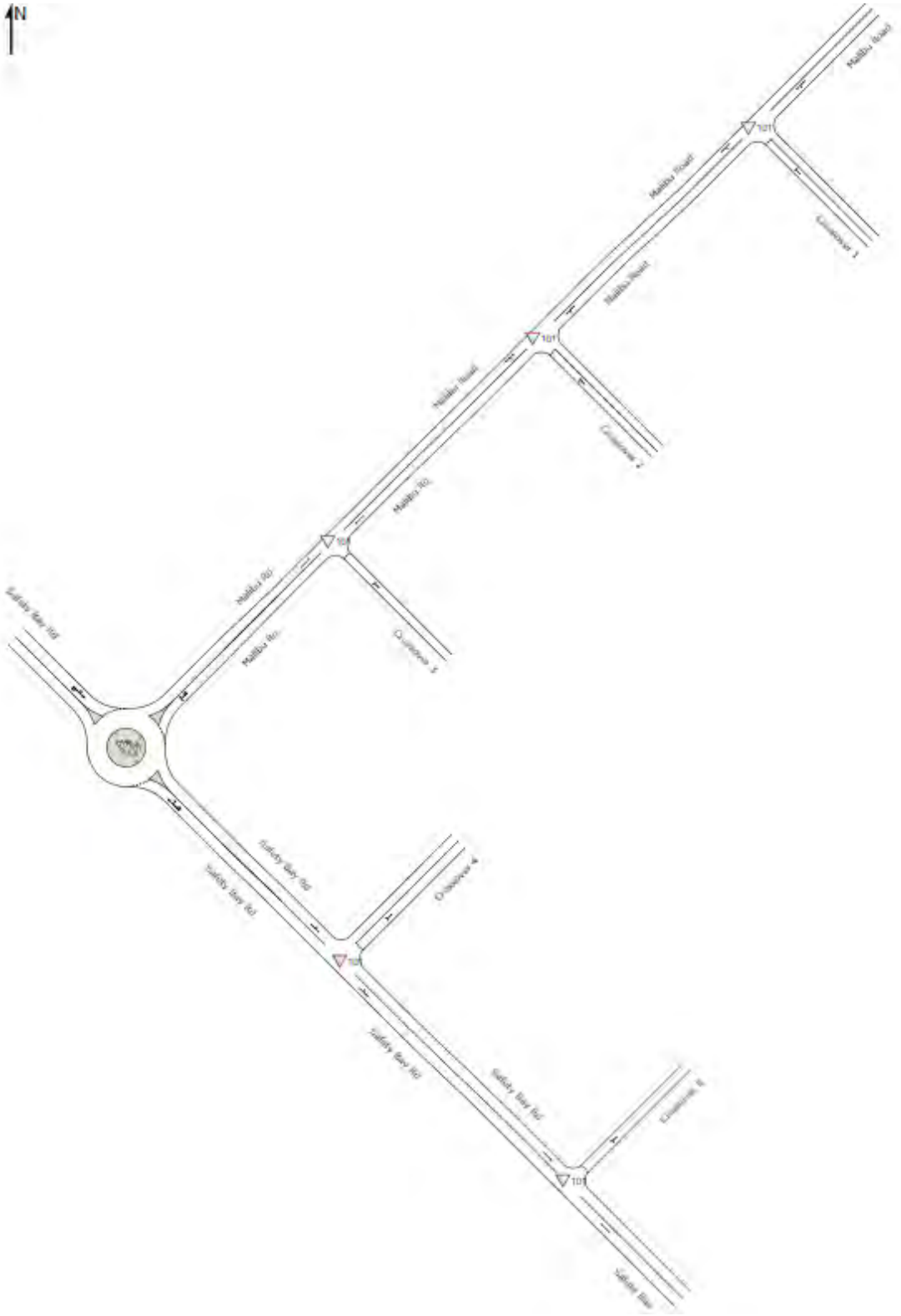


Figure 18: SIDRA Network layout

ROUNDABOUT INTERSECTION OF SAFETY BAY RD / MALIBU RD

The SIDRA analysis results and site observations indicate that the existing roundabout intersection of Safety Bay Road / Malibu Road presently operates satisfactorily (overall LoS A for all aproaches) with moderate queues and delays during both weekday peak hours. The SIDRA default parameters were used for calibration of the SIDRA model for the existing roundabout intersection. The modelled and observed queues were compared to ensure satisfactory calibration of the existing situation. **Table 5** summarises the observed and modelled queues at the existing roundabout intersection.

Table 5: Observed and modelled queues

Time: 08:00 AM - 09:00 AM			Time: 15:00 PM - 16:00 PM		
Existing (2023)	**Observed Queue (Vehicle)**	**Modeled Queue (Vehicle)**	Existing (2023)	**Observed Queue (Vehicle)**	**Modeled Queue (Vehicle)**
Safety Bay Road (South-East approch)	5	4.1	Safety Bay Road (South-East approch)	4	3.2
Malibu Rd (North-East)	2	1.6	Malibu Rd (NE)	4	3.5
Safety Bay Road (North-West approch)	4	2.9	Safety Bay Road (North-West approch)	8	7.6

The addition of the development-generated traffic resulted in negligible increases in overall queues and delays. No major change in overall LoS for the roundabout intersection is reported.

The SIDRA assessment for the 10-year post development scenario during the nominated peak periods rendered similar results to post-development scenario with marginal increases in delays and queues and no significant changes to the Level of Service for any of the movements of the roundabout intersection (refer **Table 6**).

Table 6: SIDRA outputs for the roundabout intersection

		AM			PM		
		LOS	**DOS**	**Max Queue (m)**	**LOS**	**DOS**	**Max Queue (m)**
Roundabout	**Existing (2023)**	A	0.482	33	A	0.705	62
	2026	A	0.525	38	A	0.790	84
	2036	A	0.586	46	B	0.881	143

DEVELOPMENT CROSSOVERS

SIDRA analysis indicates that development crossovers will operate satisfactorily in 2026 and 2036 during assessed peak hours. All movements operate with good level of service (LoS E or better) with minimal delays and queuing.

Relevant SIDRA network outputs were reviewed for the assessed peak hours to establish the operation of the development crossovers and the nearby roundabout intersection as an integrated network. A review of the intersection analysis indicates occasional queue back in 2036 along Malibu Road during the PM peak hour which would extend back to crossover 1, however based on Network analysis, the reported 95% queue would dissipate quickly and would not impact the traffic operation of crossover 1.

6.5 Impact on Surrounding Roads and Neighbouring Areas

The WAPC *Transport Impact Assessment Guidelines* (2016) provides the following guidance on the assessment of traffic impacts:

"As a general guide, an increase in traffic of less than 10 percent of capacity would not normally be likely to have a material impact on any particular section of road, but increases over 10 percent may. All sections of road with an increase greater than 10 percent 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 percent of capacity. Therefore, any section of road where development traffic would increase flows by more than 100 vehicles per hour for any lane should be included in the analysis."

Review of the development traffic distribution (refer **Figure 15**) on surrounding roads indicate that the traffic increase on each traffic lane on all surrounding roads are less than 100vph and therefore, no further assessment is required.

The existing daily traffic volume is sourced from the MRWA trafficmap. The increase in traffic flows on the surrounding road network, resulting from the proposed future development, is illustrated in **Table 7**. The traffic increases represent approximately 9% on the north-western and south-eastern sections of Safety Bay Road. This will not have a significant impact on traffic operations.

According to the Main Roads WA Road Hierarchy map, Malibu Road is classified as Distributor B, which has the capacity to accommodate the traffic from the proposed development. The SIDRA analysis mentioned in the previous section further confirms that Malibu Road, at this location, will maintain a very good level of service in both the post-development scenario (2026) and the 10-year post-development scenario (2036).

Table 7: Traffic impact on surrounding roads

Road Name	Existing Daily Traffic	Estimated Development Generated Traffic	Total Post-Development Traffic	% Increased
Malibu Rd	5,411	1,567	6,978	29%
Safety Bay Rd (Northwest)	12,555	1,175	13,730	9%
Safety Bay Rd (Southeast)	13,113	1,175	14,288	9%

6.6 Traffic Noise and Vibration

Due to the location of the subject site, its accessibility via major regional road and passing trade component, the traffic impact from the development on the surrounding road network will be limited.

It generally requires a doubling of traffic volumes on a road to produce a perceptible 3dB(A) increase in road noise. The proposed development will not increase traffic volumes or noise on surrounding roads anywhere near this level.

7 Parking

The proposed parking provision for the proposed development consists of 148 off-street and 18 on-street car parking bays comprising:

- 18 car parking bays for the childcare centre including an ACROD bay;
- 46 car parking bays provided in the basement of the tavern;
- 84 new off-street car parking bays including four ACROD bays;
- 6 new on-street car parking bays along Malibu Road; and,
- 12 new angled bays along Safety Bay Road.

It should be noted that two ACROD bays are provided on the ground floor adjacent to the Tavern entrance. The basement parking for the tavern does not entail any ACROD bays.

In addition to the car parking bays, 24 bicycle parking bays are also proposed. It is Transcore's understanding that the proposed parking provision is sufficient to meet the parking demand of the proposed development.

8 Provision for Heavy Vehicles

The service yards are situated on the south-eastern side of Unit 3, in the southwestern corner between Units 7 and 8, on the north-eastern side of the tavern, and on the northern side of the proposed childcare centre building, as depicted in the development plan in **Appendix A**.

Waste collection and deliveries will take place on-site. A private contractor will collect the waste. The waste collection truck will enter the site via the proposed full-movement crossovers in forward gear, park at a suitable position adjacent to the service yard/bin store for waste collection, turn around within the car park after collection, and exit the site in forward gear.

A turn path analysis conducted for an 8.8m waste truck, for all the bin yards is provided in **Appendix C** and shows satisfactory access, egress, and circulation within the site.

The on-site service and waste collection for the childcare centre will take place outside of the operating hours to ensure the car parking area of the childcare centre is available for safe manoeuvring, loading, and unloading activities, and to ensure waste collection does not disturb the operation of the development.

It is expected that the childcare centre will generate a small volume of additional service vehicle traffic, primarily associated with the deliveries for the childcare centre. If deliveries are to take place during operating hours, it is recommended that smaller vehicles, such as vans up to a size of B99 car be used for deliveries.

9 Conclusions

This revised TIA has been prepared by Transcore on behalf of Braykell Two Pty Ltd with regards to the proposed Commercial Development to be located at Lot 100 Safety Bay Road, Safety Bay, in the City of Rockingham.

This revised TIA reflects the latest development plan which has been prepared to address City of Rockingham's comments on the original development plan. In addition, Transcore has prepared a comprehensive responsive table that addresses the traffic-related matters raised by the City in relation to the original TIA. This responsive table should be read in conjunction with this revised TIA.

The site is located at the northeast corner of the existing roundabout intersection of Safety Bay Road/Malibu Road and is currently vacant land. Development plans indicate two (2) full-movement and one (1) exit-only crossovers on Malibu Road, and one (1) full-movement and one (1) exit-only crossovers on Safety Bay Road.

It is estimated that the proposed development would generate about 3,917 daily trips with about 263 AM peak hour trips and 466 PM peak hour trips.

The operation of the existing roundabout intersection at Safety Bay Road/Malibu Road and the development crossovers have been assessed in SIDRA as an integrated traffic network. The analysis results indicate satisfactory traffic operations during the road network peak hours for post-development and 10 years post-development scenarios.

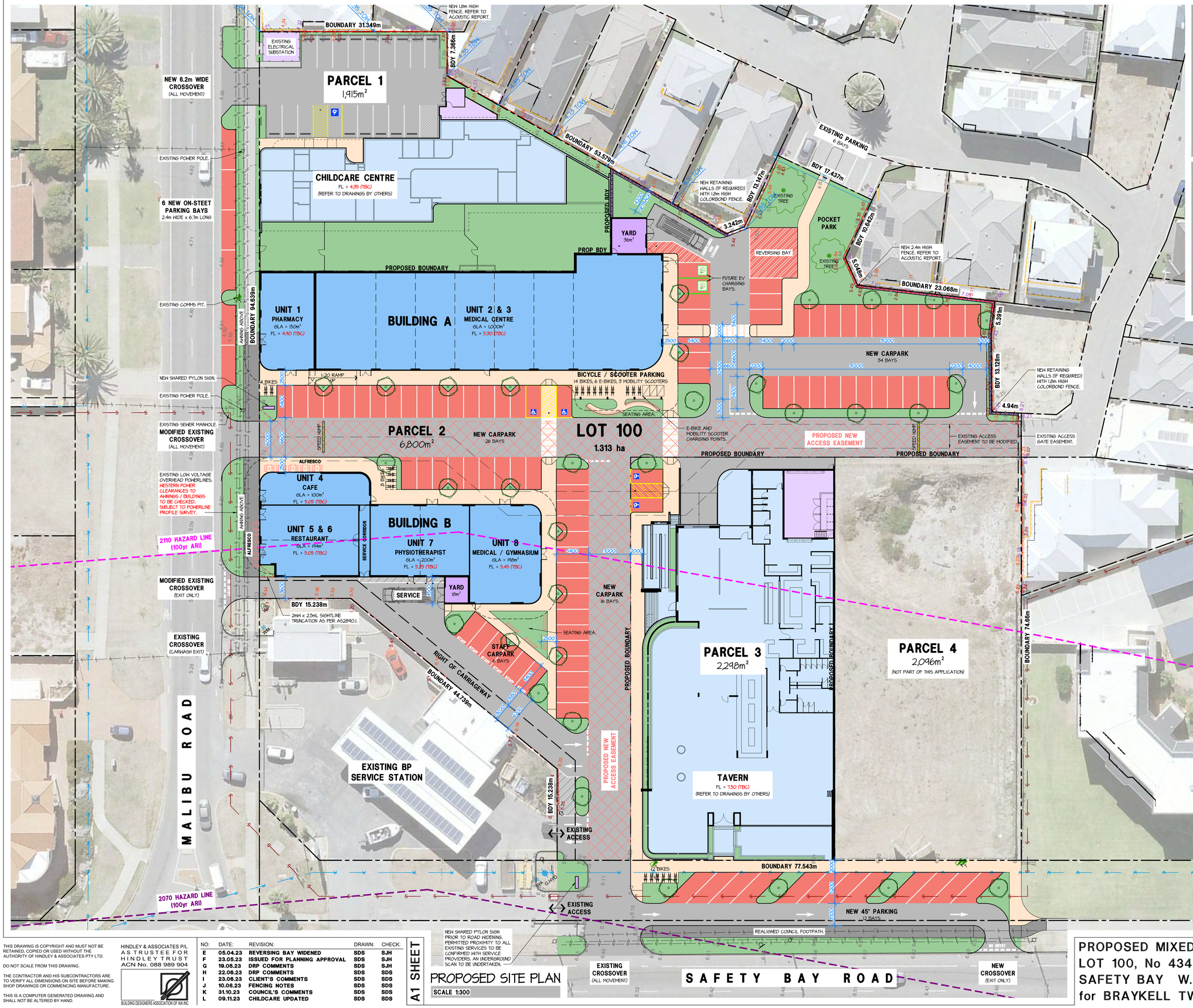
Turn path analysis undertaken for an 8.8m service truck confirms satisfactory access, circulation and egress within the site.

In conclusion, the findings of this Transport Impact Assessment are supportive of the proposed development.

Appendix A

PROPOSED DEVELOPMENT PLANS

20 years anniversary
transcore
transport planning
traffic engineering
modelling



NOTES:

ZONING: COMMERCIAL

PARKING:

- PARCEL 1: REFER TO CHILD CARE DRAWINGS BY OTHERS.
- PARCEL 2: 82 NEW OFF-STREET CAR BAYS; AND 6 NEW ON-STREET CAR BAYS; AND 24 NEW BICYCLE BAYS.
- PARCEL 3: 2 ACCESSIBLE BAYS; AND 12 NEW ANGLED BAYS ALONG SAFETY BAY ROAD; AND REFER TO TAVERN DRAWINGS BY OTHERS FOR ADDITIONAL BAYS.
- PARCEL 4: FUTURE BASEMENT PARKING.

LANDSCAPING:

- PARCEL 1: REFER TO CHILD CARE DRAWINGS BY OTHERS.
- PARCEL 2: 600m² (EXCLUDING VERGES).
- PARCEL 3: REFER TO TAVERN DRAWINGS BY OTHERS.
- PARCEL 4: TO FUTURE DETAIL.

LEGEND:

- NEW BLACK ASPHALT PAVEMENT.
- NEW RED ASPHALT PAVEMENT.
- EXISTING COUNCIL FOOTPATHS.
- NEW COUNCIL FOOTPATHS.
- NEW FOOTPATHS.
- NEW LANDSCAPING. REFER TO LANDSCAPING PLAN.

HINDLEY & ASSOCIATES PTY LTD
BUILDING DESIGNERS

166 STIRLING HIGHWAY
NEDLANDS WA 6009

PO BOX 199
NEDLANDS WA 6909

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DEVELOPMENT APPLICATION

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HINDLEY & ASSOCIATES P/L AS TRUSTEE FOR HINDLEY TRUST ACN No. 088 989 904

BUILDING DESIGNERS ASSOCIATION OF WA INC.

NO:	DATE:	REVISION:	DRAWN:	CHECK:
E	05.04.23	REVERSING BAY WIDENED	SDS	SJH
F	23.05.23	ISSUED FOR PLANNING APPROVAL	SDS	SJH
G	19.06.23	DRP COMMENTS	SDS	SJH
H	22.06.23	DRP COMMENTS	SDS	SDS
I	23.06.23	CLIENT'S COMMENTS	SDS	SDS
J	10.08.23	FENCING NOTES	SDS	SDS
K	31.10.23	COUNCIL'S COMMENTS	SDS	SDS
L	09.11.23	CHILDCARE UPDATED	SDS	SDS

A1 SHEET

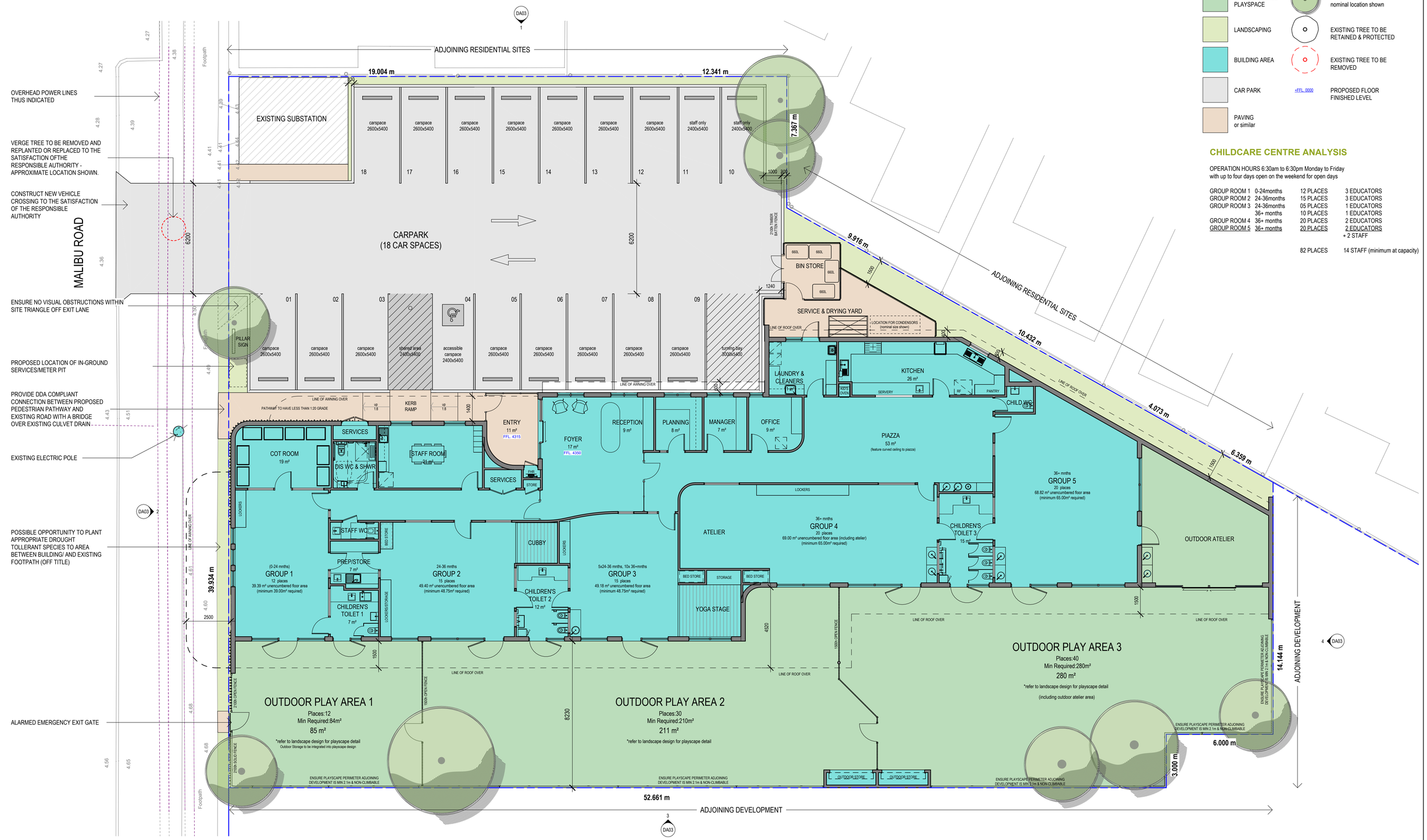
NEW SHARED PYLON SIGN PRIOR TO ROAD WIDENING. PERMITTED PROXIMITY TO ALL EXISTING SERVICES TO BE CONFIRMED WITH SERVICE PROVIDERS. AN UNDERGROUND SCAN TO BE UNDERTAKEN.

PROPOSED SITE PLAN

SCALE 1:300

PROPOSED MIXED USE DEVELOPMENT LOT 100, No 434 SAFETY BAY ROAD SAFETY BAY W.A. for BRAYKELL TWO Pty Ltd

Date	20.03.23
Design	SDS
Drawn	SDS
Checked	SJH
Scale	1:300
Job No.	0836
Dwg	DA01
Rev	L



LEGEND

- UNENCUMBERED PLAYSPACE
- LANDSCAPING
- BUILDING AREA
- CAR PARK
- PAVING or similar
- PROPOSED TREE nominal location shown
- EXISTING TREE TO BE RETAINED & PROTECTED
- EXISTING TREE TO BE REMOVED
- +FFL 0000 — PROPOSED FLOOR FINISHED LEVEL

CHILDCARE CENTRE ANALYSIS

OPERATION HOURS 6:30am to 6:30pm Monday to Friday
with up to four days open on the weekend for open days

GROUP ROOM 1	0-24months	12 PLACES	3 EDUCATORS
GROUP ROOM 2	24-36months	15 PLACES	3 EDUCATORS
GROUP ROOM 3	24-36months	05 PLACES	1 EDUCATORS
	36+ months	10 PLACES	1 EDUCATORS
GROUP ROOM 4	36+ months	20 PLACES	2 EDUCATORS
GROUP ROOM 5	36+ months	20 PLACES	2 EDUCATORS
			+ 2 STAFF
		82 PLACES	14 STAFF (minimum at capacity)

1 GROUND FLOOR PLAN
1 : 100

GENERAL NOTES

DIMENSIONS TO BE VERIFIED ON SITE PRIOR TO COMMENCEMENT. PREPARATION OF SHOP DRAWINGS OR MANUFACTURING. FIGURED DIMENSIONS TAKE PRECEDENCE OVER SCALING.

VERIFY LOCATION OF EXISTING SERVICES BEFORE COMMENCEMENT.

ALL CONSTRUCTION TO BE IN ACCORDANCE WITH THE NATIONAL CONSTRUCTION CODE OF AUSTRALIA, BUILDING ACT 1975 AS AMENDED, STANDARD BUILDING BY-LAWS AND RELEVANT AUSTRALIAN STANDARDS.

ISSUE	DESCRIPTION	DATE
D	DEVELOPMENT APPLICATION RFI	09/11/2023
C	PRELIMINARY DA ISSUE	18/07/2023
B	DRP COMMENT REVIEW	22/06/2023
A	DRP ISSUE	31/05/2023

insite ARCHITECTS
4/120 Upper Heidelberg Road, Ivanhoe VIC 3079
t (03) 9499 8174
www.insitearchitects.com.au

nido EARLY SCHOOL

CLIENT: FABRIC PROPERTY

PROJECT: PROPOSED CHILDCARE CENTRE (82 places)

LOCATION: 434 SAFETY BAY ROAD, SAFETY BAY, WA 6169

DRAWING TITLE: FLOOR PLAN

SCALE: As indicated@A1 **DATE:** MAY 2023
DRAWN: CW/SS **PRINTED:** 9/11/2023 12:09:47 PM
CHECKED: AH **JOB No.:** J0000880

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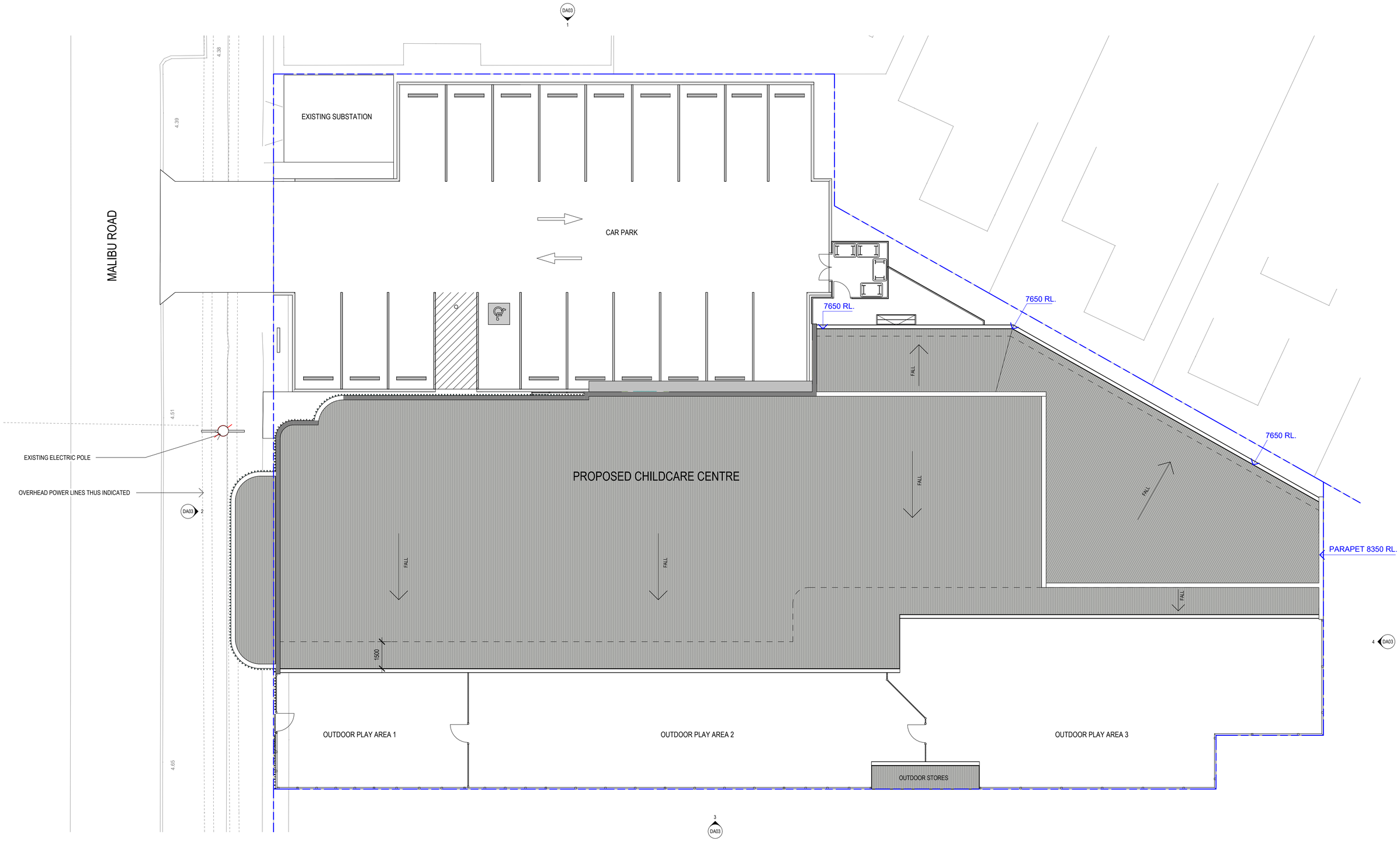
DA01/D

D/A ISSUE



1 ROOF PLAN
1 : 100

GENERAL NOTES

DIMENSIONS TO BE VERIFIED ON SITE PRIOR TO COMMENCEMENT. PREPARATION OF SHOP DRAWINGS OR MANUFACTURING. FIGURED DIMENSIONS TAKE PRECEDENCE OVER SCALING.

VERIFY LOCATION OF EXISTING SERVICES BEFORE COMMENCEMENT.

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t (03) 9499 8174
www.insitearchitects.com.au

nido EARLY SCHOOL

CLIENT: FABRIC PROPERTY

PROJECT: PROPOSED CHILDCARE CENTRE (82 places)

LOCATION: 434 SAFETY BAY ROAD, SAFETY BAY, WA 6169

DRAWING TITLE: ROOF PLAN

SCALE: 1 : 100@A1 **DATE:** MAY 2023

DRAWN: CW/SS **PRINTED:** 9/11/2023 12:09:47 PM

CHECKED: AH **JOB No.:** J0000880

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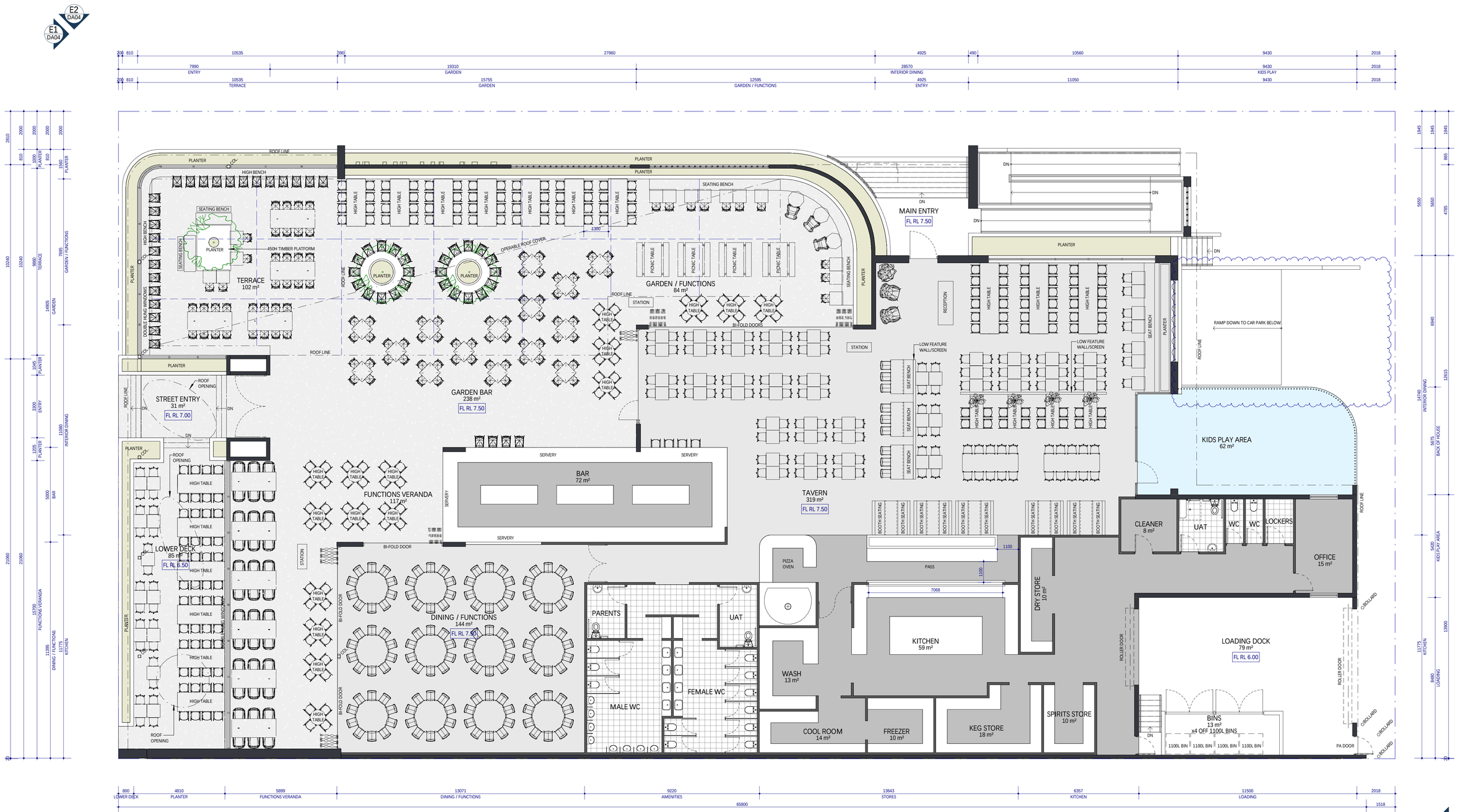
DA02/D

D/A ISSUE



FLOOR PLAN

SCALE 1 : 100

SITE INFO

2298m² = PARCEL C LOT AREA
1883m² = BUILDING FOOTPRINT
1509m² = BASEMENT CAR PARK
65m² = AT GRADE LANDSCAPING
76m² = LANDSCAPING ON BUILDING

BUILDING INFO

1509m² = BASEMENT CAR PARK AREA
965m² = TAVERN
756m² = GARDEN BAR / LOWER DECK / STREET ENTRY
90m² = MAIN ENTRY (inc. ACCESSIBLE RAMP & STAIR)
62m² = KIDS PLAY AREA
78m² = LOADING DOCK
13m² = BIN STORE

PARKING

46 CAR BAYS (BASEMENT PARKING)
2.6m WIDE x 5.4m LONG
+
2 DEDICATED DISABLE ACCESSIBLE (DDA) PARKING BAYS
& SHARED ZONE IN ACCORDANCE WITH AS 2890.6

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Project Name: WAIKIKI TAVERN

Project Address: LOT 100, 434 SAFETY BAY RD, SAFETY BAY WA

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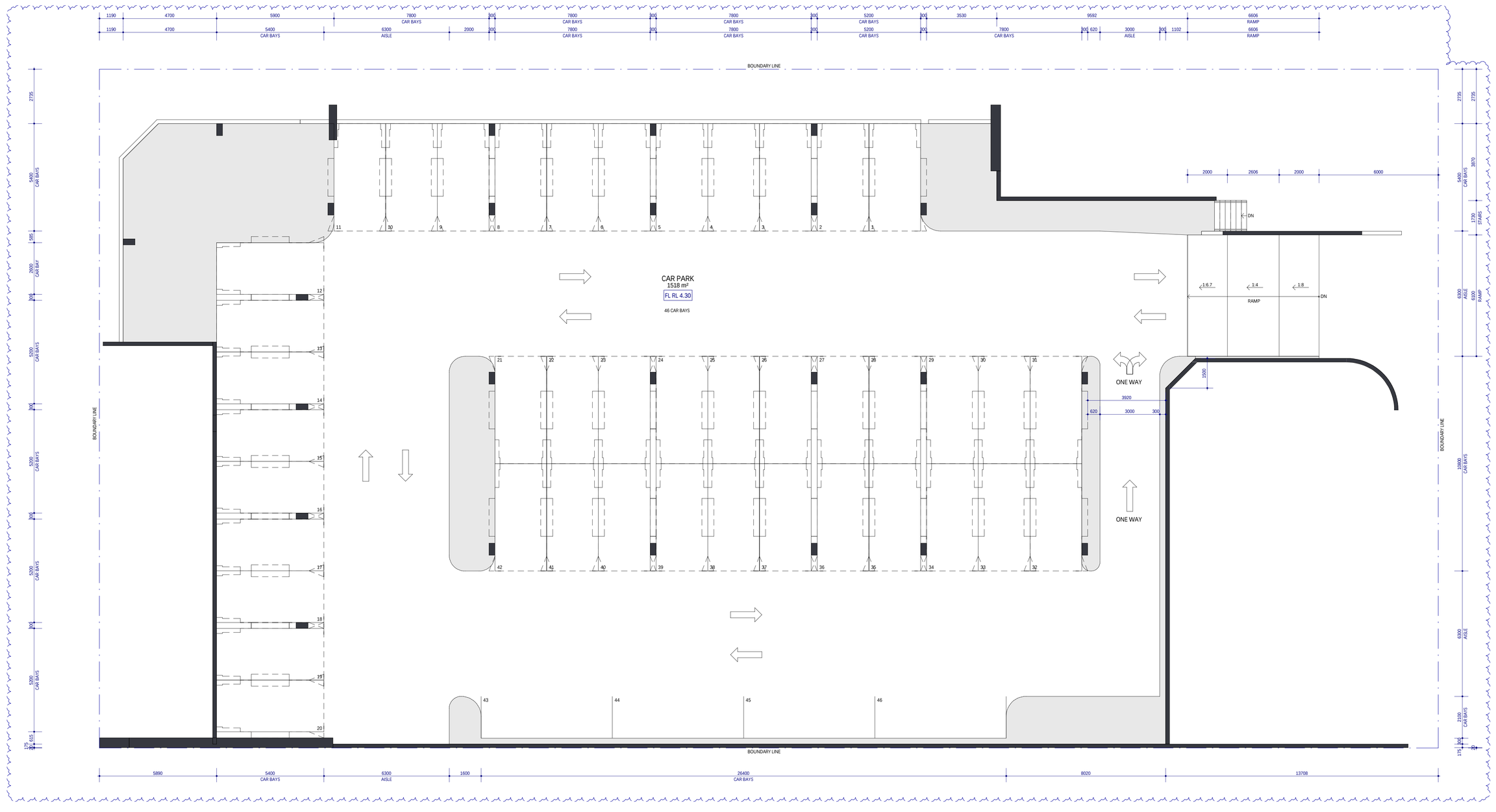
Drawing Title: FLOOR PLAN

Rev	Date	By	Description
B	01/06/23	DT	BIN STORE AMENDED
C	25/07/23	TLP	ISSUED FOR REVIEW
D	27/07/23	DT	ISSUE FOR PLANNING APPROVAL
E	30/10/23		ISSUED FOR REVIEW

Project No.: M2666
Revision: E
Drawing No.: DA03
Scale: 1 : 100
Drawn By: DT
Page Size: A1



CARPARK RL 4.30m

SCALE 1 : 100

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Project Name: WAIKIKI TAVERN

Project Address: LOT 100, 434 SAFETY BAY RD, SAFETY BAY WA

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Drawing Title: CAR PARK

Rev	Date	By	Description
A	15/05/23	DT	DESIGN REVIEW ISSUE
B	27/07/23	DT	ISSUE FOR PLANNING APPROVAL
C	30/10/23		ISSUED FOR REVIEW

Project No.: M2666
Revision: C
Drawing No.: DA02
Scale: 1 : 100
Drawn By: DT
Page Size: A1

Appendix B

INTERSECTION ANALYSIS – SIDRA RESULTS

MOVEMENT SUMMARY

Site: 101 [Safety Bay Rd / Crossover 4 AM 2023 (Site Folder: 2023)]

Network: N101 [AM (Network Folder: Existing)]

New Site
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h]	HV] %	ARRIVAL FLOWS [Total veh/h]	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh]	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
SouthEast: Safety Bay Rd (SE)														
5	T1	615	9.4	615	9.4	0.336	0.0	LOS A	0.1	0.5	0.01	0.00	0.01	59.8
6	R2	4	2.0	4	2.0	0.336	8.6	LOS A	0.1	0.5	0.01	0.00	0.01	57.3
Approach		619	9.3	619	9.3	0.336	0.1	NA	0.1	0.5	0.01	0.00	0.01	59.8
NorthEast: Crossover 4 (NE)														
7	L2	14	2.0	14	2.0	0.045	1.9	LOS A	0.1	1.1	0.57	0.51	0.57	43.0
9	R2	11	2.0	11	2.0	0.045	9.3	LOS A	0.1	1.1	0.57	0.51	0.57	12.2
Approach		24	2.0	24	2.0	0.045	5.1	LOS A	0.1	1.1	0.57	0.51	0.57	37.4
NorthWest: Safety Bay Rd (NW)														
10	L2	1	2.0	1	2.0	0.252	4.1	LOS A	0.0	0.0	0.00	0.00	0.00	9.0
11	T1	467	10.0	467	10.0	0.252	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.8
Approach		468	10.0	468	10.0	0.252	0.0	NA	0.0	0.0	0.00	0.00	0.00	59.7
All Vehicles		1112	9.5	1112	9.5	0.336	0.2	NA	0.1	1.1	0.02	0.01	0.02	59.3

MOVEMENT SUMMARY

Site: 101 [Safety Bay Rd / Malibu Rd AM 2023 (Site Folder: 2023)]

Network: N101 [AM (Network Folder: Existing)]

New Site
Site Category: (None)
Roundabout

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h]	HV] %	ARRIVAL FLOWS [Total veh/h]	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh]	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
SouthEast: Safety Bay Rd (SE)														
5	T1	478	9.4	478	9.4	0.482	4.1	LOS A	4.1	32.9	0.47	0.53	0.47	47.6
6	R2	135	9.4	135	9.4	0.482	7.8	LOS A	4.1	32.9	0.47	0.53	0.47	29.1
6u	U	2	9.4	2	9.4	0.482	9.7	LOS A	4.1	32.9	0.47	0.53	0.47	27.8
Approach		615	9.4	615	9.4	0.482	5.0	LOS A	4.1	32.9	0.47	0.53	0.47	45.8
NorthEast: Malibu Rd (NE)														
7	L2	99	8.4	99	8.4	0.252	5.4	LOS A	1.6	12.9	0.63	0.72	0.63	22.0
9	R2	121	8.4	121	8.4	0.252	9.4	LOS A	1.6	12.9	0.63	0.72	0.63	45.2
9u	U	2	8.4	2	8.4	0.252	11.3	LOS B	1.6	12.9	0.63	0.72	0.63	25.0
Approach		222	8.4	222	8.4	0.252	7.7	LOS A	1.6	12.9	0.63	0.72	0.63	41.0
NorthWest: Safety Bay Rd (NW)														
10	L2	141	10.0	141	10.0	0.423	5.2	LOS A	2.9	23.8	0.42	0.52	0.42	48.2
11	T1	366	10.0	366	10.0	0.423	5.4	LOS A	2.9	23.8	0.42	0.52	0.42	49.8
12u	U	1	10.0	1	10.0	0.423	11.3	LOS B	2.9	23.8	0.42	0.52	0.42	51.8
Approach		508	10.0	508	10.0	0.423	5.4	LOS A	2.9	23.8	0.42	0.52	0.42	49.3
All Vehicles		1345	9.5	1345	9.5	0.482	5.6	LOS A	4.1	32.9	0.48	0.56	0.48	46.6

MOVEMENT SUMMARY

Site: 101 [Safety Bay Rd / Crossover 4 PM 2023 (Site Folder: 2023)] **Network: N101 [PM (Network Folder: Existing)]**

New Site
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h]	HV] %	ARRIVAL FLOWS [Total veh/h]	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh]	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
SouthEast: Safety Bay Rd (SE)														
5	T1	494	9.4	494	9.4	0.271	0.1	LOS A	0.1	0.6	0.01	0.00	0.02	59.7
6	R2	2	2.0	2	2.0	0.271	14.3	LOS B	0.1	0.6	0.01	0.00	0.02	57.2
Approach		496	9.4	496	9.4	0.271	0.2	NA	0.1	0.6	0.01	0.00	0.02	59.7
NorthEast: Crossover 4 (NE)														
7	L2	12	2.0	12	2.0	0.047	5.9	LOS A	0.1	1.1	0.77	0.77	0.77	39.4
9	R2	4	2.0	4	2.0	0.047	18.3	LOS C	0.1	1.1	0.77	0.77	0.77	9.3
Approach		16	2.0	16	2.0	0.047	9.2	LOS A	0.1	1.1	0.77	0.77	0.77	36.0
NorthWest: Safety Bay Rd (NW)														
10	L2	1	2.0	1	2.0	0.474	4.1	LOS A	0.0	0.0	0.00	0.00	0.00	9.0
11	T1	879	10.0	879	10.0	0.474	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.6
Approach		880	10.0	880	10.0	0.474	0.0	NA	0.0	0.0	0.00	0.00	0.00	59.5
All Vehicles		1392	9.7	1392	9.7	0.474	0.2	NA	0.1	1.1	0.01	0.01	0.01	59.3

MOVEMENT SUMMARY

Site: 101 [Safety Bay Rd / Malibu Rd PM 2023 (Site Folder: 2023)] **Network: N101 [PM (Network Folder: Existing)]**

New Site
Site Category: (None)
Roundabout

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h]	HV] %	ARRIVAL FLOWS [Total veh/h]	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh]	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
SouthEast: Safety Bay Rd (SE)														
5	T1	377	9.4	377	9.4	0.394	4.0	LOS A	3.2	25.6	0.44	0.53	0.44	47.6
6	R2	112	9.4	112	9.4	0.394	7.7	LOS A	3.2	25.6	0.44	0.53	0.44	29.2
6u	U	5	9.4	5	9.4	0.394	9.6	LOS A	3.2	25.6	0.44	0.53	0.44	27.9
Approach		494	9.4	494	9.4	0.394	4.9	LOS A	3.2	25.6	0.44	0.53	0.44	45.8
NorthEast: Malibu Rd (NE)														
7	L2	129	8.4	129	8.4	0.445	11.1	LOS B	3.5	28.2	0.92	0.99	1.03	14.9
9	R2	118	8.4	118	8.4	0.445	15.2	LOS B	3.5	28.2	0.92	0.99	1.03	40.3
9u	U	2	8.4	2	8.4	0.445	17.1	LOS B	3.5	28.2	0.92	0.99	1.03	18.9
Approach		249	8.4	249	8.4	0.445	13.1	LOS B	3.5	28.2	0.92	0.99	1.03	33.3
NorthWest: Safety Bay Rd (NW)														
10	L2	155	10.0	155	10.0	0.705	5.6	LOS A	7.6	62.2	0.59	0.54	0.59	47.1
11	T1	744	10.0	744	10.0	0.705	5.8	LOS A	7.6	62.2	0.59	0.54	0.59	48.6
12u	U	1	10.0	1	10.0	0.705	11.6	LOS B	7.6	62.2	0.59	0.54	0.59	51.1
Approach		900	10.0	900	10.0	0.705	5.7	LOS A	7.6	62.2	0.59	0.54	0.59	48.3
All Vehicles		1643	9.6	1643	9.6	0.705	6.6	LOS A	7.6	62.2	0.59	0.60	0.61	45.6

MOVEMENT SUMMARY

Site: 101 [Malibu Rd / Crossover 1 AM 2026 (Site Folder: 2026)]

Network: N101 [AM (Network Folder: 2026)]

New Site
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
SouthEast: Crossover 1 (SE)														
4	L2	16	2.0	16	2.0	0.037	0.9	LOS A	0.1	0.9	0.40	0.34	0.40	12.4
6	R2	16	2.0	16	2.0	0.037	3.7	LOS A	0.1	0.9	0.40	0.34	0.40	47.7
Approach		32	2.0	32	2.0	0.037	2.3	LOS A	0.1	0.9	0.40	0.34	0.40	43.0
NorthEast: Malibu Road (NE)														
7	L2	21	2.0	21	2.0	0.161	5.6	LOS A	0.0	0.0	0.00	0.04	0.00	57.7
8	T1	268	8.4	268	8.4	0.161	0.0	LOS A	0.0	0.0	0.00	0.04	0.00	59.1
Approach		289	7.9	289	7.9	0.161	0.5	NA	0.0	0.0	0.00	0.04	0.00	59.0
SouthWest: Malibu Road (SW)														
2	T1	329	8.6	329	8.6	0.199	0.1	LOS A	0.2	1.5	0.06	0.04	0.06	59.2
3	R2	21	2.0	21	2.0	0.199	5.2	LOS A	0.2	1.5	0.06	0.04	0.06	45.1
Approach		351	8.2	351	8.2	0.199	0.4	NA	0.2	1.5	0.06	0.04	0.06	59.1
All Vehicles		672	7.8	672	7.8	0.199	0.5	NA	0.2	1.5	0.05	0.05	0.05	58.5

MOVEMENT SUMMARY

Site: 101 [Malibu Rd / Crossover 2 AM 2026 (Site Folder: 2026)]

Network: N101 [AM (Network Folder: 2026)]

New Site
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
SouthEast: Crossover 2 (SE)														
4	L2	2	2.0	2	2.0	0.056	0.9	LOS A	0.2	1.3	0.48	0.49	0.48	10.2
6	R2	37	2.0	37	2.0	0.056	3.6	LOS A	0.2	1.3	0.48	0.49	0.48	10.2
Approach		39	2.0	39	2.0	0.056	3.4	LOS A	0.2	1.3	0.48	0.49	0.48	10.2
NorthEast: Malibu Road (NE)														
7	L2	40	2.0	40	2.0	0.167	4.1	LOS A	0.0	0.0	0.00	0.08	0.00	44.7
8	T1	245	12.0	245	12.0	0.167	0.0	LOS A	0.0	0.0	0.00	0.08	0.00	51.5
Approach		285	10.6	285	10.6	0.167	0.6	NA	0.0	0.0	0.00	0.08	0.00	50.3
SouthWest: Malibu Road (SW)														
2	T1	314	8.6	314	8.6	0.185	0.1	LOS A	0.1	1.1	0.05	0.02	0.05	52.4
3	R2	15	2.0	15	2.0	0.185	3.7	LOS A	0.1	1.1	0.05	0.02	0.05	37.8
Approach		328	8.3	328	8.3	0.185	0.2	NA	0.1	1.1	0.05	0.02	0.05	51.2
All Vehicles		653	8.9	653	8.9	0.185	0.6	NA	0.2	1.3	0.05	0.08	0.05	45.8

MOVEMENT SUMMARY

Site: 101 [Malibu Rd / Crossover 3 AM 2026 (Site Folder: 2026)]

Network: N101 [AM (Network Folder: 2026)]

New Site
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
SouthEast: Crossover 3 (SE)														
4	L2	3	2.0	3	2.0	0.011	0.8	LOS A	0.0	0.3	0.40	0.36	0.40	13.1
6	R2	6	2.0	6	2.0	0.011	3.7	LOS A	0.0	0.3	0.40	0.36	0.40	13.1
Approach		9	2.0	9	2.0	0.011	2.7	LOS A	0.0	0.3	0.40	0.36	0.40	13.1
NorthEast: Malibu Rd (NE)														
8	T1	247	8.4	247	8.4	0.138	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
Approach		247	8.4	247	8.4	0.138	0.0	NA	0.0	0.0	0.00	0.00	0.00	59.9
SouthWest: Malibu Rd (SW)														
2	T1	322	8.6	322	8.6	0.180	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
Approach		322	8.6	322	8.6	0.180	0.0	NA	0.0	0.0	0.00	0.00	0.00	59.9
All Vehicles		579	8.4	579	8.4	0.180	0.0	NA	0.0	0.3	0.01	0.01	0.01	57.7

MOVEMENT SUMMARY

Site: 101 [Safety Bay Rd / Crossover 4 AM 2026 (Site Folder: 2026)]

Network: N101 [AM (Network Folder: 2026)]

New Site
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
SouthEast: Safety Bay Rd (SE)														
5	T1	651	9.4	651	9.4	0.381	0.3	LOS A	0.5	4.4	0.08	0.03	0.10	51.7
6	R2	29	2.0	29	2.0	0.381	7.9	LOS A	0.5	4.4	0.08	0.03	0.10	44.3
Approach		680	9.1	680	9.1	0.381	0.6	NA	0.5	4.4	0.08	0.03	0.10	51.1
NorthEast: Crossover 4 (NE)														
7	L2	14	2.0	14	2.0	0.037	2.0	LOS A	0.1	0.9	0.56	0.49	0.56	12.4
9	R2	6	2.0	6	2.0	0.037	11.2	LOS B	0.1	0.9	0.56	0.49	0.56	12.4
Approach		20	2.0	20	2.0	0.037	4.9	LOS A	0.1	0.9	0.56	0.49	0.56	12.4
NorthWest: Safety Bay Rd (NW)														
10	L2	15	2.0	15	2.0	0.273	4.1	LOS A	0.0	0.0	0.00	0.02	0.00	30.4
11	T1	493	10.0	493	10.0	0.273	0.0	LOS A	0.0	0.0	0.00	0.02	0.00	57.9
Approach		507	9.8	507	9.8	0.273	0.1	NA	0.0	0.0	0.00	0.02	0.00	55.8
All Vehicles		1207	9.3	1207	9.3	0.381	0.5	NA	0.5	4.4	0.06	0.03	0.07	51.1

MOVEMENT SUMMARY

Site: 101 [Safety Bay Rd / Crossover 5 AM 2026 (Site Folder: 2026)]

Network: N101 [AM (Network Folder: 2026)]

New Site
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h]	HV [ ] %	ARRIVAL FLOWS [Total veh/h]	HV [ ] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh]	Dist [ ] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
SouthEast: Safety Bay Rd (SE)														
5	T1	678	9.4	678	9.4	0.366	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	59.8
Approach		678	9.4	678	9.4	0.366	0.1	NA	0.0	0.0	0.00	0.00	0.00	59.8
NorthEast: Crossover 5 (NE)														
7	L2	24	2.0	24	2.0	0.049	2.2	LOS A	0.2	1.2	0.55	0.49	0.55	46.1
9	R2	6	2.0	6	2.0	0.049	12.0	LOS B	0.2	1.2	0.55	0.49	0.55	9.8
Approach		31	2.0	31	2.0	0.049	4.3	LOS A	0.2	1.2	0.55	0.49	0.55	44.3
NorthWest: Safety Bay Rd (NW)														
11	T1	520	10.0	520	10.0	0.283	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.8
Approach		520	10.0	520	10.0	0.283	0.0	NA	0.0	0.0	0.00	0.00	0.00	59.8
All Vehicles		1228	9.5	1228	9.5	0.366	0.2	NA	0.2	1.2	0.01	0.01	0.01	59.4

MOVEMENT SUMMARY

Site: 101 [Safety Bay Rd / Malibu Rd AM 2026 (Site Folder: 2026)]

Network: N101 [AM (Network Folder: 2026)]

New Site
Site Category: (None)
Roundabout

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h]	HV [ ] %	ARRIVAL FLOWS [Total veh/h]	HV [ ] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh]	Dist [ ] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
SouthEast: Safety Bay Rd (SE)														
5	T1	506	9.4	506	9.4	0.525	4.3	LOS A	4.7	37.8	0.52	0.55	0.52	47.3
6	R2	149	9.4	149	9.4	0.525	8.0	LOS A	4.7	37.8	0.52	0.55	0.52	27.2
6u	U	2	9.4	2	9.4	0.525	9.9	LOS A	4.7	37.8	0.52	0.55	0.52	27.2
Approach		658	9.4	658	9.4	0.525	5.2	LOS A	4.7	37.8	0.52	0.55	0.52	45.9
NorthEast: Malibu Rd (NE)														
7	L2	113	8.4	113	8.4	0.293	5.7	LOS A	1.9	15.5	0.67	0.75	0.67	21.5
9	R2	136	8.4	136	8.4	0.293	9.8	LOS A	1.9	15.5	0.67	0.75	0.67	44.9
9u	U	2	8.4	2	8.4	0.293	11.6	LOS B	1.9	15.5	0.67	0.75	0.67	21.5
Approach		251	8.4	251	8.4	0.293	8.0	LOS A	1.9	15.5	0.67	0.75	0.67	40.6
NorthWest: Safety Bay Rd (NW)														
10	L2	171	10.0	171	10.0	0.476	5.4	LOS A	3.5	28.7	0.48	0.55	0.48	49.4
11	T1	393	10.0	393	10.0	0.476	5.6	LOS A	3.5	28.7	0.48	0.55	0.48	49.4
12u	U	1	10.0	1	10.0	0.476	11.5	LOS B	3.5	28.7	0.48	0.55	0.48	51.6
Approach		564	10.0	564	10.0	0.476	5.5	LOS A	3.5	28.7	0.48	0.55	0.48	49.5
All Vehicles		1473	9.5	1473	9.5	0.525	5.8	LOS A	4.7	37.8	0.53	0.58	0.53	46.6

MOVEMENT SUMMARY

Site: 101 [Malibu Rd / Crossover 1 PM 2026 (Site Folder: 2026)] — **Network: N101 [PM (Network Folder: 2026)]**

New Site
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h]	HV %	ARRIVAL FLOWS [Total veh/h]	HV %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh]	Dist m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
SouthEast: Crossover 1 (SE)														
4	L2	16	2.0	16	2.0	0.041	1.2	LOS A	0.1	1.0	0.45	0.40	0.45	11.4
6	R2	16	2.0	16	2.0	0.041	4.5	LOS A	0.1	1.0	0.45	0.40	0.45	47.1
Approach		32	2.0	32	2.0	0.041	2.9	LOS A	0.1	1.0	0.45	0.40	0.45	42.0
NorthEast: Malibu Road (NE)														
7	L2	15	2.0	15	2.0	0.197	5.7	LOS A	0.0	0.0	0.00	0.02	0.00	58.0
8	T1	341	8.4	341	8.4	0.197	0.1	LOS A	0.0	0.0	0.00	0.02	0.00	59.4
Approach		356	8.1	356	8.1	0.197	0.3	NA	0.0	0.0	0.00	0.02	0.00	59.4
SouthWest: Malibu Road (SW)														
2	T1	361	8.6	361	8.6	0.212	0.1	LOS A	0.1	1.2	0.05	0.02	0.05	59.4
3	R2	15	2.0	15	2.0	0.212	5.6	LOS A	0.1	1.2	0.05	0.02	0.05	46.0
Approach		376	8.3	376	8.3	0.212	0.3	NA	0.1	1.2	0.05	0.02	0.05	59.3
All Vehicles		763	8.0	763	8.0	0.212	0.4	NA	0.1	1.2	0.04	0.04	0.04	58.8

MOVEMENT SUMMARY

Site: 101 [Malibu Rd / Crossover 2 PM 2026 (Site Folder: 2026)] — **Network: N101 [PM (Network Folder: 2026)]**

New Site
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h]	HV %	ARRIVAL FLOWS [Total veh/h]	HV %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh]	Dist m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
SouthEast: Crossover 2 (SE)														
4	L2	13	2.0	13	2.0	0.125	1.0	LOS A	0.4	3.2	0.50	0.54	0.50	9.9
6	R2	74	2.0	74	2.0	0.125	4.2	LOS A	0.4	3.2	0.50	0.54	0.50	9.9
Approach		86	2.0	86	2.0	0.125	3.7	LOS A	0.4	3.2	0.50	0.54	0.50	9.9
NorthEast: Malibu Road (NE)														
7	L2	84	2.0	84	2.0	0.209	4.1	LOS A	0.0	0.0	0.00	0.14	0.00	41.8
8	T1	274	12.0	274	12.0	0.209	0.0	LOS A	0.0	0.0	0.00	0.14	0.00	47.2
Approach		358	9.6	358	9.6	0.209	1.0	NA	0.0	0.0	0.00	0.14	0.00	45.7
SouthWest: Malibu Road (SW)														
2	T1	301	8.6	301	8.6	0.193	0.3	LOS A	0.3	2.5	0.12	0.05	0.12	44.0
3	R2	32	2.0	32	2.0	0.193	4.1	LOS A	0.3	2.5	0.12	0.05	0.12	34.2
Approach		333	8.0	333	8.0	0.193	0.6	NA	0.3	2.5	0.12	0.05	0.12	42.5
All Vehicles		777	8.1	777	8.1	0.209	1.1	NA	0.4	3.2	0.10	0.15	0.10	38.1

MOVEMENT SUMMARY

Site: 101 [Malibu Rd / Crossover 3 PM 2026 (Site Folder: 2026)] — **Network: N101 [PM (Network Folder: 2026)]**

New Site
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h]	HV %	ARRIVAL FLOWS [Total veh/h]	HV %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh]	Dist m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
SouthEast: Crossover 3 (SE)														
4	L2	6	2.0	6	2.0	0.021	1.0	LOS A	0.1	0.5	0.42	0.39	0.42	13.0
6	R2	11	2.0	11	2.0	0.021	4.0	LOS A	0.1	0.5	0.42	0.39	0.42	13.0
Approach		17	2.0	17	2.0	0.021	2.8	LOS A	0.1	0.5	0.42	0.39	0.42	13.0
NorthEast: Malibu Rd (NE)														
8	T1	286	8.4	286	8.4	0.167	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
Approach		286	8.4	286	8.4	0.167	0.0	NA	0.0	0.0	0.00	0.00	0.00	59.9
SouthWest: Malibu Rd (SW)														
2	T1	322	8.6	322	8.6	0.180	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
Approach		322	8.6	322	8.6	0.180	0.0	NA	0.0	0.0	0.00	0.00	0.00	59.9
All Vehicles		625	8.3	625	8.3	0.180	0.1	NA	0.1	0.5	0.01	0.01	0.01	56.2

MOVEMENT SUMMARY

Site: 101 [Safety Bay Rd / Crossover 4 PM 2026 (Site Folder: 2026)] — **Network: N101 [PM (Network Folder: 2026)]**

New Site
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h]	HV %	ARRIVAL FLOWS [Total veh/h]	HV %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh]	Dist m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
SouthEast: Safety Bay Rd (SE)														
5	T1	531	9.4	531	9.4	0.425	3.8	LOS A	2.8	22.6	0.40	0.09	0.58	26.6
6	R2	63	2.0	63	2.0	0.425	16.3	LOS C	2.8	22.6	0.40	0.09	0.58	28.3
Approach		594	8.6	594	8.6	0.425	5.2	NA	2.8	22.6	0.40	0.09	0.58	26.8
NorthEast: Crossover 4 (NE)														
7	L2	29	2.0	29	2.0	0.181	7.2	LOS A	0.5	4.1	0.84	0.86	0.86	7.3
9	R2	15	2.0	15	2.0	0.181	27.4	LOS D	0.5	4.1	0.84	0.86	0.86	7.3
Approach		44	2.0	44	2.0	0.181	14.0	LOS B	0.5	4.1	0.84	0.86	0.86	7.3
NorthWest: Safety Bay Rd (NW)														
10	L2	32	2.0	32	2.0	0.513	4.1	LOS A	0.0	0.0	0.00	0.02	0.00	30.2
11	T1	923	10.0	923	10.0	0.513	0.0	LOS A	0.0	0.0	0.00	0.02	0.00	57.4
Approach		955	9.7	955	9.7	0.513	0.2	NA	0.0	0.0	0.00	0.02	0.00	55.0
All Vehicles		1593	9.1	1593	9.1	0.513	2.4	NA	2.8	22.6	0.17	0.07	0.24	35.8

MOVEMENT SUMMARY

Site: 101 [Safety Bay Rd / Crossover 5 PM 2026 (Site Folder: 2026)] — Network: N101 [PM (Network Folder: 2026)]

New Site
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h]	HV] %	ARRIVAL FLOWS [Total veh/h]	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh]	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
SouthEast: Safety Bay Rd (SE)														
5	T1	581	9.4	581	9.4	0.314	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	59.8
Approach		581	9.4	581	9.4	0.314	0.1	NA	0.0	0.0	0.00	0.00	0.00	59.8
NorthEast: Crossover 5 (NE)														
7	L2	51	2.0	51	2.0	0.245	9.0	LOS A	0.8	5.9	0.84	0.91	0.93	37.3
9	R2	15	2.0	15	2.0	0.245	30.6	LOS D	0.8	5.9	0.84	0.91	0.93	4.5
Approach		65	2.0	65	2.0	0.245	13.9	LOS B	0.8	5.9	0.84	0.91	0.93	34.2
NorthWest: Safety Bay Rd (NW)														
11	T1	964	10.0	964	10.0	0.524	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.5
Approach		964	10.0	964	10.0	0.524	0.0	NA	0.0	0.0	0.00	0.00	0.00	59.5
All Vehicles		1611	9.5	1611	9.5	0.524	0.6	NA	0.8	5.9	0.03	0.04	0.04	58.3

MOVEMENT SUMMARY

Site: 101 [Safety Bay Rd / Malibu Rd PM 2026 (Site Folder: 2026)] — Network: N101 [PM (Network Folder: 2026)]

New Site
Site Category: (None)
Roundabout

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h]	HV] %	ARRIVAL FLOWS [Total veh/h]	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh]	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
SouthEast: Safety Bay Rd (SE)														
5	T1	418	9.4	418	9.4	0.449	4.2	LOS A	3.8	31.0	0.51	0.55	0.51	47.4
6	R2	122	9.4	122	9.4	0.449	7.9	LOS A	3.8	31.0	0.51	0.55	0.51	27.3
6u	U	5	9.4	5	9.4	0.449	9.8	LOS A	3.8	31.0	0.51	0.55	0.51	27.3
Approach		545	9.4	545	9.4	0.449	5.1	LOS A	3.8	31.0	0.51	0.55	0.51	46.0
NorthEast: Malibu Rd (NE)														
7	L2	151	8.4	151	8.4	0.590	16.3	LOS B	5.7	46.1	1.00	1.13	1.33	11.4
9	R2	139	8.4	139	8.4	0.590	20.4	LOS C	5.7	46.1	1.00	1.13	1.33	36.6
9u	U	2	8.4	2	8.4	0.590	22.3	LOS C	5.7	46.1	1.00	1.13	1.33	11.4
Approach		292	8.4	292	8.4	0.590	18.3	LOS B	5.7	46.1	1.00	1.13	1.33	28.9
NorthWest: Safety Bay Rd (NW)														
10	L2	198	10.0	198	10.0	0.790	6.0	LOS A	10.3	83.9	0.74	0.58	0.74	47.7
11	T1	798	10.0	798	10.0	0.790	6.2	LOS A	10.3	83.9	0.74	0.58	0.74	47.7
12u	U	1	10.0	1	10.0	0.790	12.1	LOS B	10.3	83.9	0.74	0.58	0.74	50.6
Approach		997	10.0	997	10.0	0.790	6.1	LOS A	10.3	83.9	0.74	0.58	0.74	47.7
All Vehicles		1834	9.6	1834	9.6	0.790	7.8	LOS A	10.3	83.9	0.71	0.66	0.76	44.2

MOVEMENT SUMMARY

Site: 101 [Malibu Rd / Crossover 1 AM 2036 (Site Folder: 2036)]

Network: N101 [AM (Network Folder: 2036)]

New Site
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
SouthEast: Crossover 1 (SE)														
4	L2	16	2.0	16	2.0	0.039	1.0	LOS A	0.1	1.0	0.42	0.37	0.42	11.8
6	R2	16	2.0	16	2.0	0.039	4.2	LOS A	0.1	1.0	0.42	0.37	0.42	47.4
Approach		32	2.0	32	2.0	0.039	2.6	LOS A	0.1	1.0	0.42	0.37	0.42	42.5
NorthEast: Malibu Road (NE)														
7	L2	21	2.0	21	2.0	0.174	5.6	LOS A	0.0	0.0	0.00	0.04	0.00	57.7
8	T1	293	8.4	293	8.4	0.174	0.0	LOS A	0.0	0.0	0.00	0.04	0.00	59.1
Approach		314	8.0	314	8.0	0.174	0.4	NA	0.0	0.0	0.00	0.04	0.00	59.0
SouthWest: Malibu Road (SW)														
2	T1	359	8.6	359	8.6	0.215	0.1	LOS A	0.2	1.6	0.06	0.03	0.06	59.3
3	R2	21	2.0	21	2.0	0.215	5.3	LOS A	0.2	1.6	0.06	0.03	0.06	45.2
Approach		380	8.2	380	8.2	0.215	0.4	NA	0.2	1.6	0.06	0.03	0.06	59.1
All Vehicles		725	7.8	725	7.8	0.215	0.5	NA	0.2	1.6	0.05	0.05	0.05	58.6

MOVEMENT SUMMARY

Site: 101 [Malibu Rd / Crossover 2 AM 2036 (Site Folder: 2036)]

Network: N101 [AM (Network Folder: 2036)]

New Site
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
SouthEast: Crossover 2 (SE)														
4	L2	2	2.0	2	2.0	0.059	1.0	LOS A	0.2	1.4	0.50	0.53	0.50	9.6
6	R2	37	2.0	37	2.0	0.059	4.0	LOS A	0.2	1.4	0.50	0.53	0.50	9.6
Approach		39	2.0	39	2.0	0.059	3.9	LOS A	0.2	1.4	0.50	0.53	0.50	9.6
NorthEast: Malibu Road (NE)														
7	L2	40	2.0	40	2.0	0.181	4.1	LOS A	0.0	0.0	0.00	0.08	0.00	45.0
8	T1	268	12.0	268	12.0	0.181	0.0	LOS A	0.0	0.0	0.00	0.08	0.00	52.0
Approach		308	10.7	308	10.7	0.181	0.5	NA	0.0	0.0	0.00	0.08	0.00	50.9
SouthWest: Malibu Road (SW)														
2	T1	344	8.6	344	8.6	0.202	0.1	LOS A	0.1	1.1	0.05	0.02	0.05	52.5
3	R2	15	2.0	15	2.0	0.202	3.8	LOS A	0.1	1.1	0.05	0.02	0.05	37.8
Approach		359	8.3	359	8.3	0.202	0.2	NA	0.1	1.1	0.05	0.02	0.05	51.4
All Vehicles		706	9.0	706	9.0	0.202	0.6	NA	0.2	1.4	0.05	0.07	0.05	46.1

MOVEMENT SUMMARY

Site: 101 [Malibu Rd / Crossover 3 AM 2036 (Site Folder: 2036)]

Network: N101 [AM (Network Folder: 2036)]

New Site
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
SouthEast: Crossover 3 (SE)														
4	L2	3	2.0	3	2.0	0.012	0.9	LOS A	0.0	0.3	0.42	0.39	0.42	12.7
6	R2	6	2.0	6	2.0	0.012	4.1	LOS A	0.0	0.3	0.42	0.39	0.42	12.7
Approach		9	2.0	9	2.0	0.012	3.0	LOS A	0.0	0.3	0.42	0.39	0.42	12.7
NorthEast: Malibu Rd (NE)														
8	T1	272	8.4	272	8.4	0.152	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
Approach		272	8.4	272	8.4	0.152	0.0	NA	0.0	0.0	0.00	0.00	0.00	59.9
SouthWest: Malibu Rd (SW)														
2	T1	353	8.6	353	8.6	0.197	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
Approach		353	8.6	353	8.6	0.197	0.0	NA	0.0	0.0	0.00	0.00	0.00	59.9
All Vehicles		634	8.4	634	8.4	0.197	0.0	NA	0.0	0.3	0.01	0.01	0.01	57.8

MOVEMENT SUMMARY

Site: 101 [Safety Bay Rd / Crossover 4 AM 2036 (Site Folder: 2036)]

Network: N101 [AM (Network Folder: 2036)]

New Site
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
SouthEast: Safety Bay Rd (SE)														
5	T1	717	9.4	717	9.4	0.420	0.4	LOS A	0.7	5.3	0.09	0.03	0.12	51.0
6	R2	29	2.0	29	2.0	0.420	8.7	LOS A	0.7	5.3	0.09	0.03	0.12	43.9
Approach		746	9.1	746	9.1	0.420	0.7	NA	0.7	5.3	0.09	0.03	0.12	50.5
NorthEast: Crossover 4 (NE)														
7	L2	14	2.0	14	2.0	0.044	2.4	LOS A	0.1	1.0	0.62	0.55	0.62	11.3
9	R2	6	2.0	6	2.0	0.044	14.4	LOS B	0.1	1.0	0.62	0.55	0.62	11.3
Approach		20	2.0	20	2.0	0.044	6.2	LOS A	0.1	1.0	0.62	0.55	0.62	11.3
NorthWest: Safety Bay Rd (NW)														
10	L2	15	2.0	15	2.0	0.300	4.1	LOS A	0.0	0.0	0.00	0.02	0.00	30.4
11	T1	543	10.0	543	10.0	0.300	0.0	LOS A	0.0	0.0	0.00	0.02	0.00	58.1
Approach		558	9.8	558	9.8	0.300	0.1	NA	0.0	0.0	0.00	0.02	0.00	56.1
All Vehicles		1324	9.3	1324	9.3	0.420	0.5	NA	0.7	5.3	0.06	0.03	0.07	50.8

MOVEMENT SUMMARY

Site: 101 [Safety Bay Rd / Crossover 5 AM 2036 (Site Folder: 2036)]

Network: N101 [AM (Network Folder: 2036)]

New Site
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
SouthEast: Safety Bay Rd (SE)														
5	T1	744	9.4	744	9.4	0.402	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	59.7
Approach		744	9.4	744	9.4	0.402	0.1	NA	0.0	0.0	0.00	0.00	0.00	59.7
NorthEast: Crossover 5 (NE)														
7	L2	24	2.0	24	2.0	0.057	2.6	LOS A	0.2	1.4	0.59	0.54	0.59	45.0
9	R2	6	2.0	6	2.0	0.057	15.4	LOS C	0.2	1.4	0.59	0.54	0.59	8.7
Approach		31	2.0	31	2.0	0.057	5.2	LOS A	0.2	1.4	0.59	0.54	0.59	43.0
NorthWest: Safety Bay Rd (NW)														
11	T1	572	10.0	572	10.0	0.311	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.8
Approach		572	10.0	572	10.0	0.311	0.0	NA	0.0	0.0	0.00	0.00	0.00	59.8
All Vehicles		1346	9.5	1346	9.5	0.402	0.2	NA	0.2	1.4	0.01	0.01	0.01	59.3

MOVEMENT SUMMARY

Site: 101 [Safety Bay Rd / Malibu Rd AM 2036 (Site Folder: 2036)]

Network: N101 [AM (Network Folder: 2036)]

New Site
Site Category: (None)
Roundabout

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
SouthEast: Safety Bay Rd (SE)														
5	T1	558	9.4	558	9.4	0.586	4.5	LOS A	5.7	45.8	0.59	0.58	0.59	47.0
6	R2	164	9.4	164	9.4	0.586	8.2	LOS A	5.7	45.8	0.59	0.58	0.59	26.5
6u	U	2	9.4	2	9.4	0.586	10.1	LOS B	5.7	45.8	0.59	0.58	0.59	26.5
Approach		724	9.4	724	9.4	0.586	5.4	LOS A	5.7	45.8	0.59	0.58	0.59	45.6
NorthEast: Malibu Rd (NE)														
7	L2	123	8.4	123	8.4	0.335	6.1	LOS A	2.3	18.4	0.72	0.78	0.72	20.7
9	R2	148	8.4	148	8.4	0.335	10.2	LOS B	2.3	18.4	0.72	0.78	0.72	44.5
9u	U	2	8.4	2	8.4	0.335	12.1	LOS B	2.3	18.4	0.72	0.78	0.72	20.7
Approach		274	8.4	274	8.4	0.335	8.4	LOS A	2.3	18.4	0.72	0.78	0.72	40.0
NorthWest: Safety Bay Rd (NW)														
10	L2	186	10.0	186	10.0	0.531	5.6	LOS A	4.2	34.6	0.54	0.57	0.54	49.1
11	T1	432	10.0	432	10.0	0.531	5.8	LOS A	4.2	34.6	0.54	0.57	0.54	49.1
12u	U	1	10.0	1	10.0	0.531	11.7	LOS B	4.2	34.6	0.54	0.57	0.54	51.4
Approach		619	10.0	619	10.0	0.531	5.7	LOS A	4.2	34.6	0.54	0.57	0.54	49.1
All Vehicles		1617	9.5	1617	9.5	0.586	6.0	LOS A	5.7	45.8	0.59	0.61	0.59	46.2

MOVEMENT SUMMARY

Site: 101 [Malibu Rd / Crossover 1 PM 2036 (Site Folder: 2036)] — **Network: N101 [PM (Network Folder: 2036)]**

New Site
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
SouthEast: Crossover 1 (SE)														
4	L2	16	2.0	16	2.0	0.043	1.4	LOS A	0.1	1.1	0.48	0.43	0.48	10.8
6	R2	16	2.0	16	2.0	0.043	5.0	LOS A	0.1	1.1	0.48	0.43	0.48	46.7
Approach		32	2.0	32	2.0	0.043	3.2	LOS A	0.1	1.1	0.48	0.43	0.48	41.4
NorthEast: Malibu Road (NE)														
7	L2	15	2.0	15	2.0	0.213	5.7	LOS A	0.0	0.0	0.00	0.02	0.00	58.0
8	T1	368	8.4	368	8.4	0.213	0.1	LOS A	0.0	0.0	0.00	0.02	0.00	59.4
Approach		383	8.2	383	8.2	0.213	0.3	NA	0.0	0.0	0.00	0.02	0.00	59.4
SouthWest: Malibu Road (SW)														
2	T1	389	8.6	389	8.6	0.228	0.1	LOS A	0.2	1.3	0.05	0.02	0.05	59.4
3	R2	15	2.0	15	2.0	0.228	5.8	LOS A	0.2	1.3	0.05	0.02	0.05	46.0
Approach		404	8.4	404	8.4	0.228	0.3	NA	0.2	1.3	0.05	0.02	0.05	59.3
All Vehicles		819	8.0	819	8.0	0.228	0.4	NA	0.2	1.3	0.04	0.04	0.04	58.8

MOVEMENT SUMMARY

Site: 101 [Malibu Rd / Crossover 2 PM 2036 (Site Folder: 2036)] — **Network: N101 [PM (Network Folder: 2036)]**

New Site
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
SouthEast: Crossover 2 (SE)														
4	L2	13	2.0	13	2.0	0.134	1.2	LOS A	0.4	3.4	0.52	0.56	0.52	9.3
6	R2	74	2.0	74	2.0	0.134	4.7	LOS A	0.4	3.4	0.52	0.56	0.52	9.3
Approach		86	2.0	86	2.0	0.134	4.2	LOS A	0.4	3.4	0.52	0.56	0.52	9.3
NorthEast: Malibu Road (NE)														
7	L2	84	2.0	84	2.0	0.224	4.1	LOS A	0.0	0.0	0.00	0.13	0.00	42.3
8	T1	300	12.0	300	12.0	0.224	0.0	LOS A	0.0	0.0	0.00	0.13	0.00	47.9
Approach		384	9.8	384	9.8	0.224	0.9	NA	0.0	0.0	0.00	0.13	0.00	46.4
SouthWest: Malibu Road (SW)														
2	T1	331	8.6	331	8.6	0.210	0.3	LOS A	0.3	2.6	0.11	0.05	0.11	44.0
3	R2	32	2.0	32	2.0	0.210	4.3	LOS A	0.3	2.6	0.11	0.05	0.11	34.2
Approach		362	8.0	362	8.0	0.210	0.6	NA	0.3	2.6	0.11	0.05	0.11	42.6
All Vehicles		833	8.2	833	8.2	0.224	1.1	NA	0.4	3.4	0.10	0.14	0.10	38.4

MOVEMENT SUMMARY

Site: 101 [Malibu Rd / Crossover 3 PM 2036 (Site Folder: 2036)] — **Network: N101 [PM (Network Folder: 2036)]**

New Site
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h]	HV] %	ARRIVAL FLOWS [Total veh/h]	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh]	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
SouthEast: Crossover 3 (SE)														
4	L2	6	2.0	6	2.0	0.025	1.1	LOS A	0.1	0.5	0.44	0.42	0.44	12.5
6	R2	11	2.0	11	2.0	0.025	4.4	LOS A	0.1	0.5	0.44	0.42	0.44	12.5
Approach		17	2.0	17	2.0	0.025	3.2	LOS A	0.1	0.5	0.44	0.42	0.44	12.5
NorthEast: Malibu Rd (NE)														
8	T1	313	8.4	313	8.4	0.248	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.8
Approach		313	8.4	313	8.4	0.248	0.0	NA	0.0	0.0	0.00	0.00	0.00	59.8
SouthWest: Malibu Rd (SW)														
2	T1	352	8.6	352	8.6	0.196	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
Approach		352	8.6	352	8.6	0.196	0.0	NA	0.0	0.0	0.00	0.00	0.00	59.9
All Vehicles		681	8.3	681	8.3	0.248	0.1	NA	0.1	0.5	0.01	0.01	0.01	56.3

MOVEMENT SUMMARY

Site: 101 [Safety Bay Rd / Crossover 4 PM 2036 (Site Folder: 2036)] — **Network: N101 [PM (Network Folder: 2036)]**

New Site
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h]	HV] %	ARRIVAL FLOWS [Total veh/h]	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh]	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
SouthEast: Safety Bay Rd (SE)														
5	T1	584	9.4	584	9.4	0.491	5.7	LOS A	4.1	32.7	0.46	0.09	0.70	21.8
6	R2	63	2.0	63	2.0	0.491	21.1	LOS C	4.1	32.7	0.46	0.09	0.70	24.4
Approach		647	8.7	647	8.7	0.491	7.2	NA	4.1	32.7	0.46	0.09	0.70	22.2
NorthEast: Crossover 4 (NE)														
7	L2	29	2.0	29	2.0	0.256	11.1	LOS B	0.8	5.8	0.90	0.96	0.99	5.4
9	R2	15	2.0	15	2.0	0.256	42.5	LOS E	0.8	5.8	0.90	0.96	0.99	5.4
Approach		44	2.0	44	2.0	0.256	21.6	LOS C	0.8	5.8	0.90	0.96	0.99	5.4
NorthWest: Safety Bay Rd (NW)														
10	L2	32	2.0	32	2.0	0.564	4.1	LOS A	0.0	0.0	0.00	0.02	0.00	30.2
11	T1	1018	10.0	1018	10.0	0.564	0.0	LOS A	0.0	0.0	0.00	0.02	0.00	57.5
Approach		1049	9.8	1049	9.8	0.564	0.2	NA	0.0	0.0	0.00	0.02	0.00	55.3
All Vehicles		1741	9.2	1741	9.2	0.564	3.3	NA	4.1	32.7	0.19	0.07	0.29	31.7

MOVEMENT SUMMARY

Site: 101 [Safety Bay Rd / Crossover 5 PM 2036 (Site Folder: 2036)] **Network: N101 [PM (Network Folder: 2036)]**

New Site
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
SouthEast: Safety Bay Rd (SE)														
5	T1	635	9.4	635	9.4	0.343	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	59.8
Approach		635	9.4	635	9.4	0.343	0.1	NA	0.0	0.0	0.00	0.00	0.00	59.8
NorthEast: Crossover 5 (NE)														
7	L2	51	2.0	51	2.0	0.342	13.8	LOS B	1.1	8.2	0.90	1.01	1.07	32.4
9	R2	15	2.0	15	2.0	0.342	47.8	LOS E	1.1	8.2	0.90	1.01	1.07	3.2
Approach		65	2.0	65	2.0	0.342	21.5	LOS C	1.1	8.2	0.90	1.01	1.07	29.1
NorthWest: Safety Bay Rd (NW)														
11	T1	1060	10.0	1060	10.0	0.576	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.4
Approach		1060	10.0	1060	10.0	0.576	0.0	NA	0.0	0.0	0.00	0.00	0.00	59.4
All Vehicles		1760	9.5	1760	9.5	0.576	0.9	NA	1.1	8.2	0.03	0.04	0.04	57.8

MOVEMENT SUMMARY

Site: 101 [Safety Bay Rd / Malibu Rd PM 2036 (Site Folder: 2036)] **Network: N101 [PM (Network Folder: 2036)]**

New Site
Site Category: (None)
Roundabout

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
SouthEast: Safety Bay Rd (SE)														
5	T1	458	9.4	458	9.4	0.499	4.4	LOS A	4.5	36.3	0.56	0.57	0.56	47.1
6	R2	135	9.4	135	9.4	0.499	8.1	LOS A	4.5	36.3	0.56	0.57	0.56	26.8
6u	U	6	9.4	6	9.4	0.499	9.9	LOS A	4.5	36.3	0.56	0.57	0.56	26.8
Approach		599	9.4	599	9.4	0.499	5.3	LOS A	4.5	36.3	0.56	0.57	0.56	45.7
NorthEast: Malibu Rd (NE)														
7	L2	165	8.4	165	8.4	0.814	36.0	LOS D	11.2	89.6	1.00	1.35	1.90	6.1
9	R2	152	8.4	152	8.4	0.814	40.1	LOS D	11.2	89.6	1.00	1.35	1.90	27.1
9u	U	2	8.4	2	8.4	0.814	42.0	LOS D	11.2	89.6	1.00	1.35	1.90	6.1
Approach		319	8.4	319	8.4	0.814	38.0	LOS D	11.2	89.6	1.00	1.35	1.90	19.1
NorthWest: Safety Bay Rd (NW)														
10	L2	215	10.0	215	10.0	0.881	8.5	LOS A	17.5	142.7	0.96	0.69	1.04	46.2
11	T1	879	10.0	879	10.0	0.881	8.7	LOS A	17.5	142.7	0.96	0.69	1.04	46.2
12u	U	1	10.0	1	10.0	0.881	14.6	LOS B	17.5	142.7	0.96	0.69	1.04	49.7
Approach		1095	10.0	1095	10.0	0.881	8.7	LOS A	17.5	142.7	0.96	0.69	1.04	46.2
All Vehicles		2013	9.6	2013	9.6	0.881	12.3	LOS B	17.5	142.7	0.85	0.76	1.04	40.1

Appendix C

TURN PATH ANALYSIS

Lot 100 Safety Bay Road, Safety Bay

8.8m Service Vehicle

Service vehicle entry - Childcare Centre

LEGEND

Vehicle Body

Wheel Path

500mm Clearance

t23.049.sk21a

10/11/2023

Scale: 1:150 @ A3

transcore

Lot 100 Safety Bay Road, Safety Bay

8.8m Service Vehicle

Service vehicle exit - Childcare Centre

LEGEND

Vehicle Body

Wheel Path

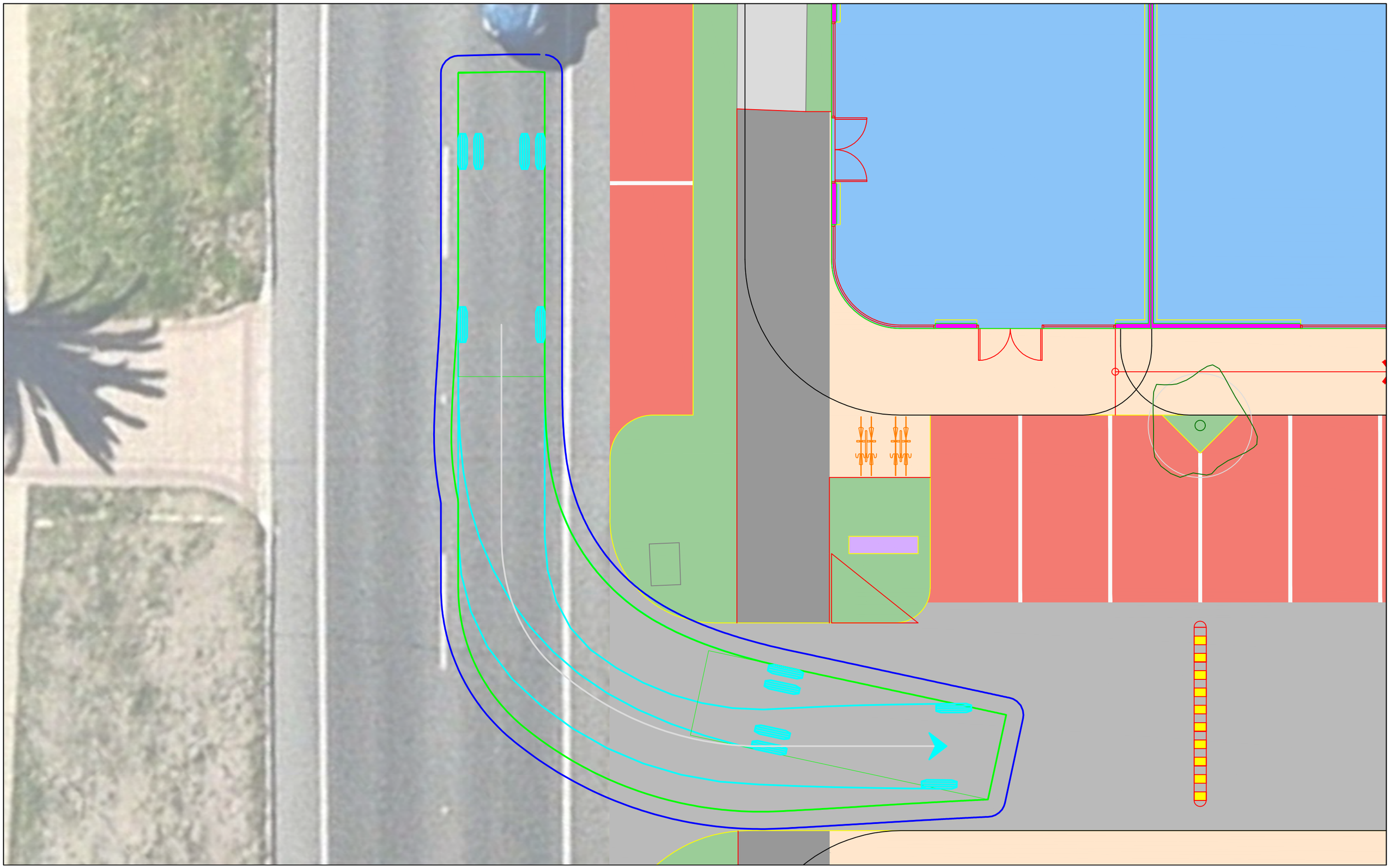
500mm Clearance

t23.049.sk22a

10/11/2023

Scale: 1:150 @ A3

transcore



Lot 100 Safety Bay Road, Safety Bay

8.8m Service Vehicle

Service vehicle entry - Building A

LEGEND

Vehicle Body

Wheel Path

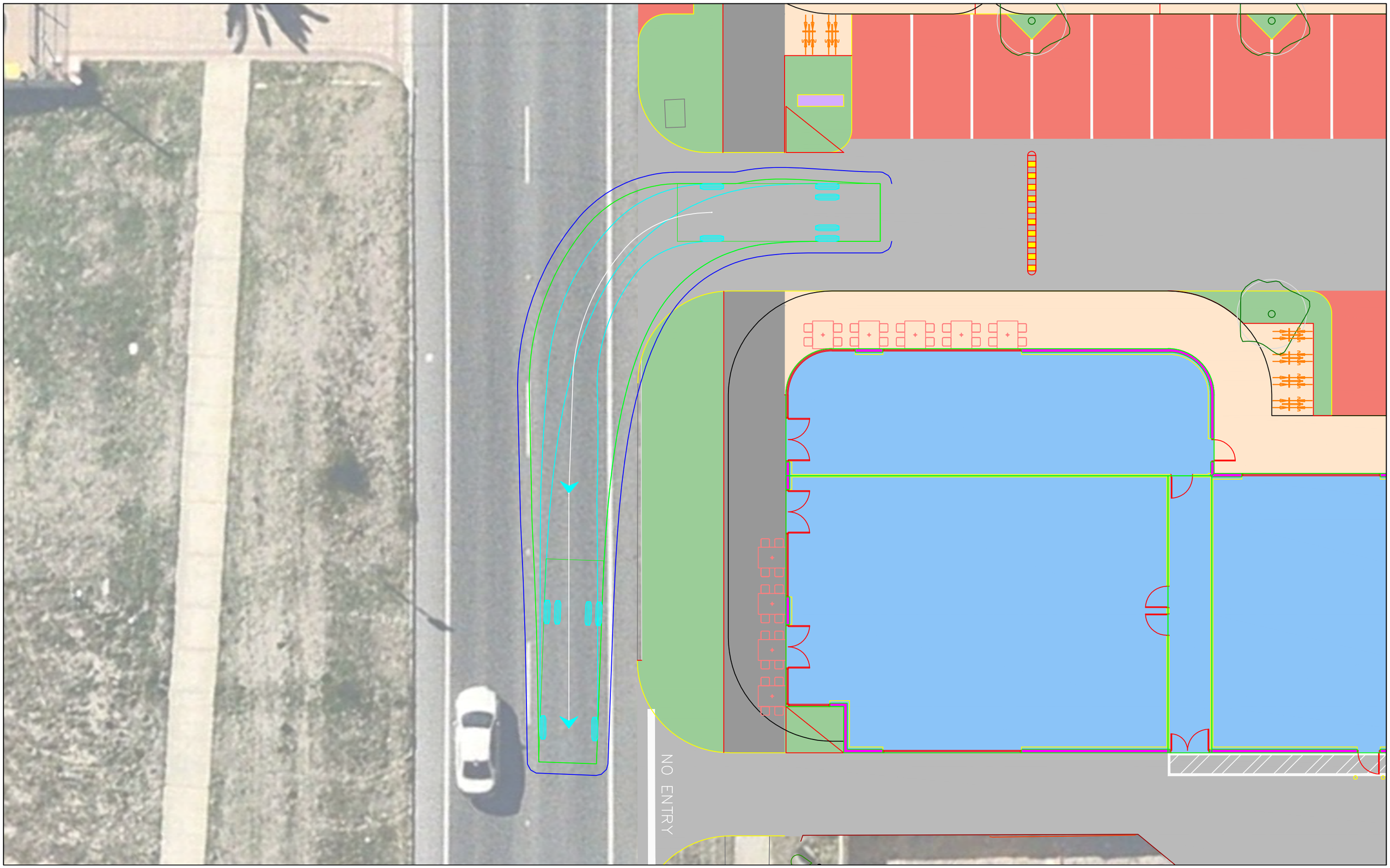
500mm Clearance

t23.049.sk23a

10/11/2023

Scale: 1:100 @ A3

transcore



Lot 100 Safety Bay Road, Safety Bay

8.8m Service Vehicle

Service vehicle exit - Building A

LEGEND

Vehicle Body

Wheel Path

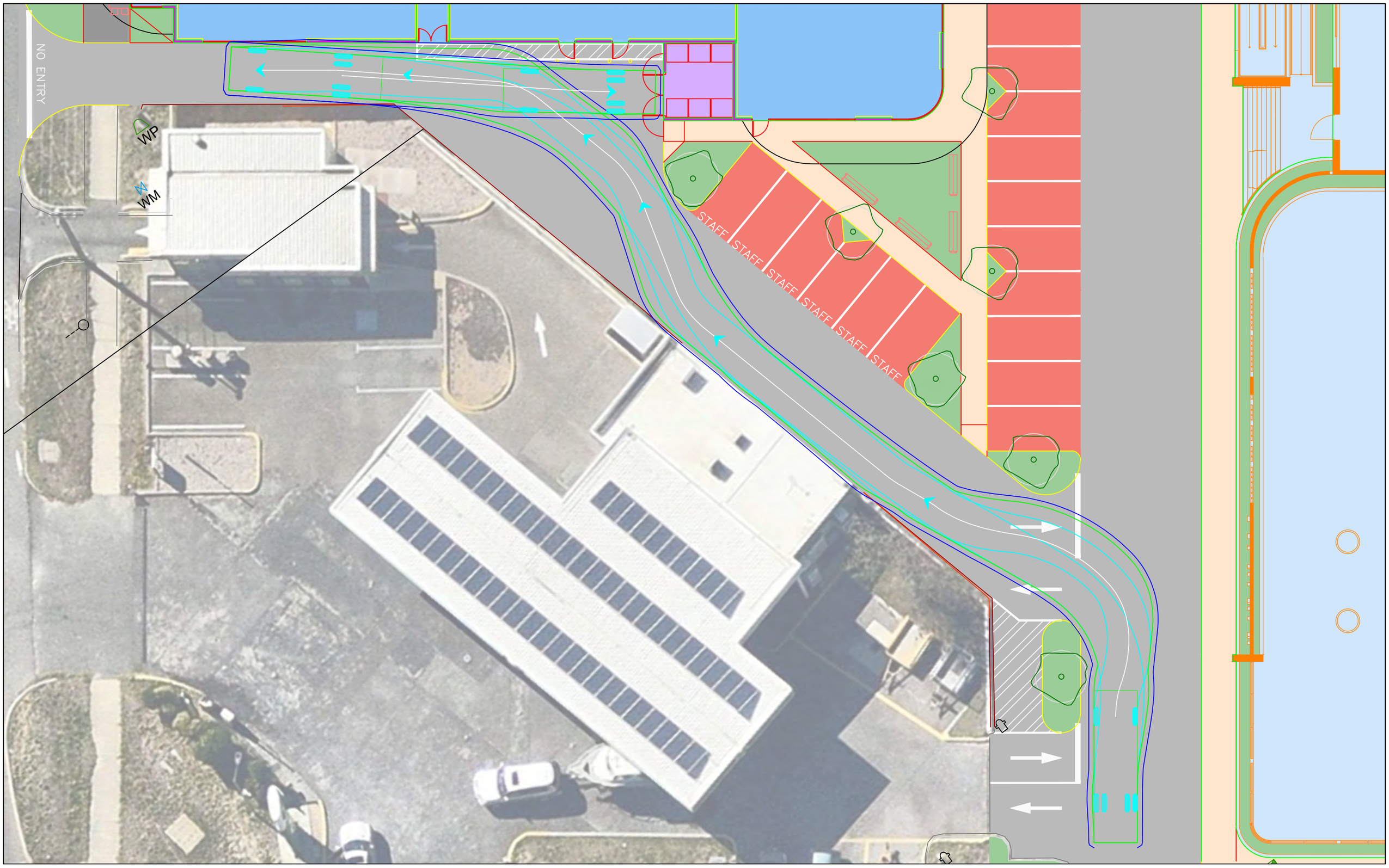
500mm Clearance

t23.049.sk24a

10/11/2023

Scale: 1:150 @ A3

transcore



Lot 100 Safety Bay Road, Safety Bay

8.8m Service Vehicle

Service vehicle entry - Building B

LEGEND

Vehicle Body

Wheel Path

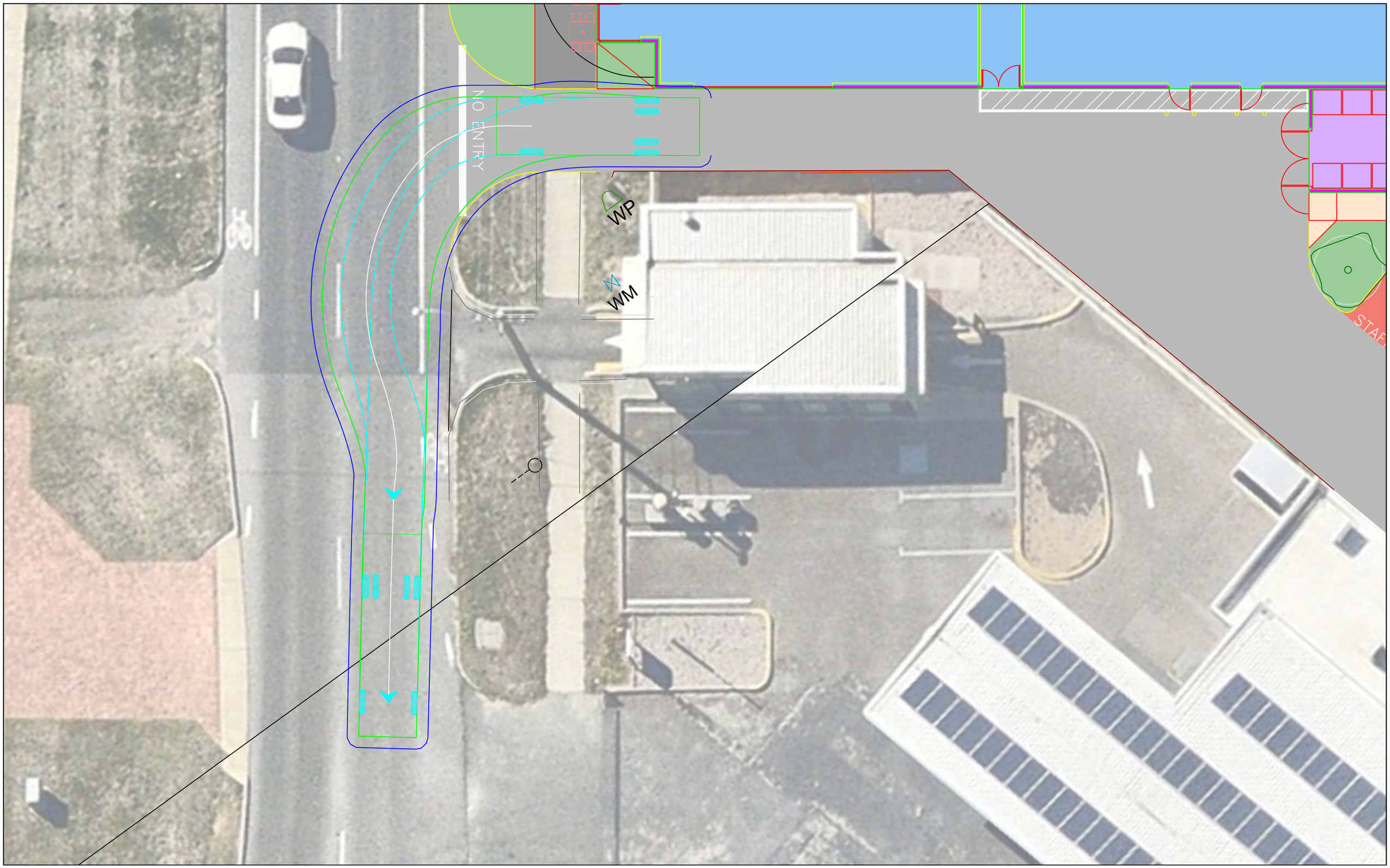
500mm Clearance

t23.049.sk25a

10/11/2023

Scale: 1:200 @ A3

transcore



Lot 100 Safety Bay Road, Safety Bay

8.8m Service Vehicle

Service vehicle exit - Building B

LEGEND

Vehicle Body

Wheel Path

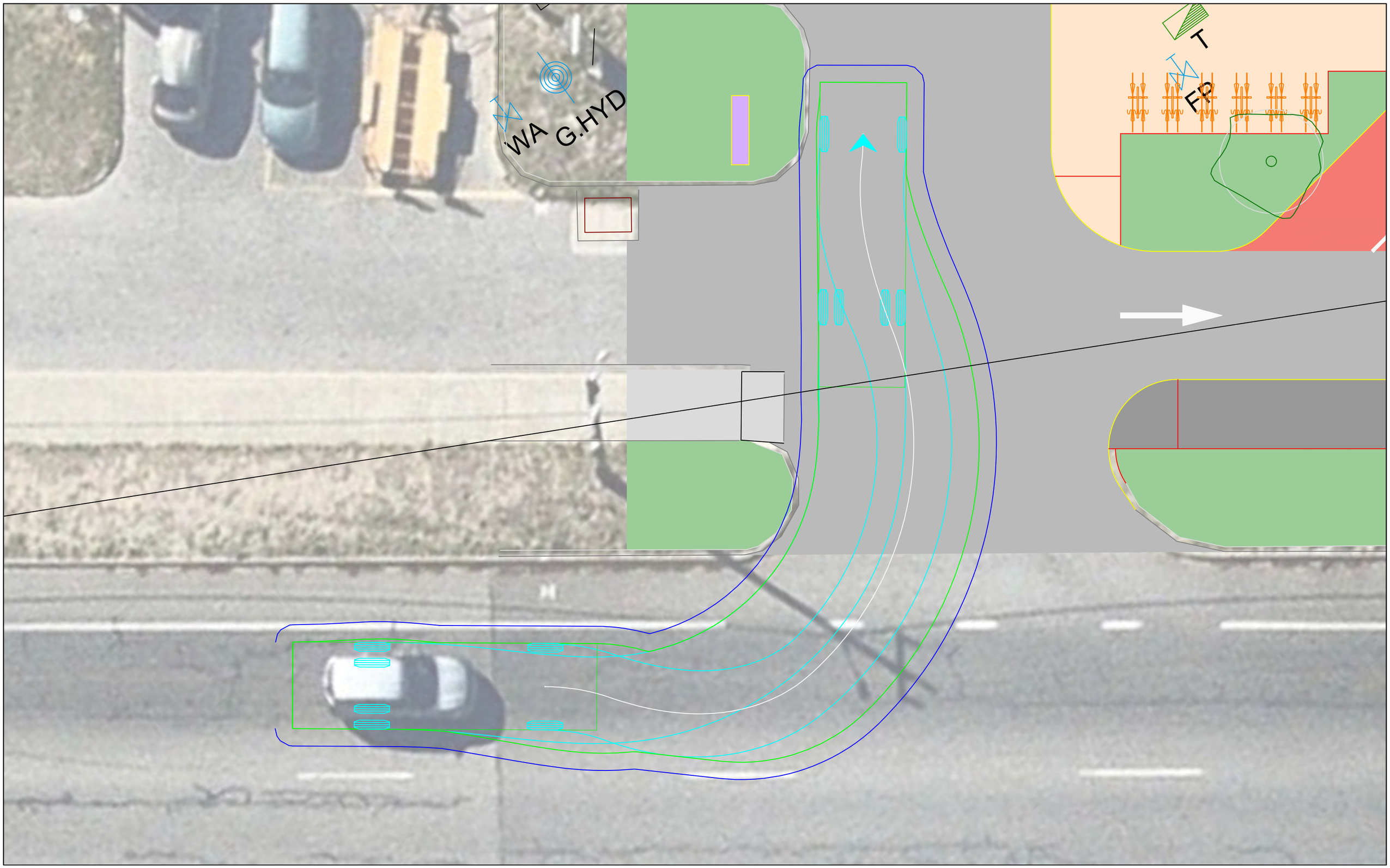
500mm Clearance

t23.049.sk26a

10/11/2023

Scale: 1:150 @ A3

transcore



Lot 100 Safety Bay Road, Safety Bay

8.8m Service Vehicle

Service vehicle entry - Crossover 4

LEGEND

Vehicle Body

Wheel Path

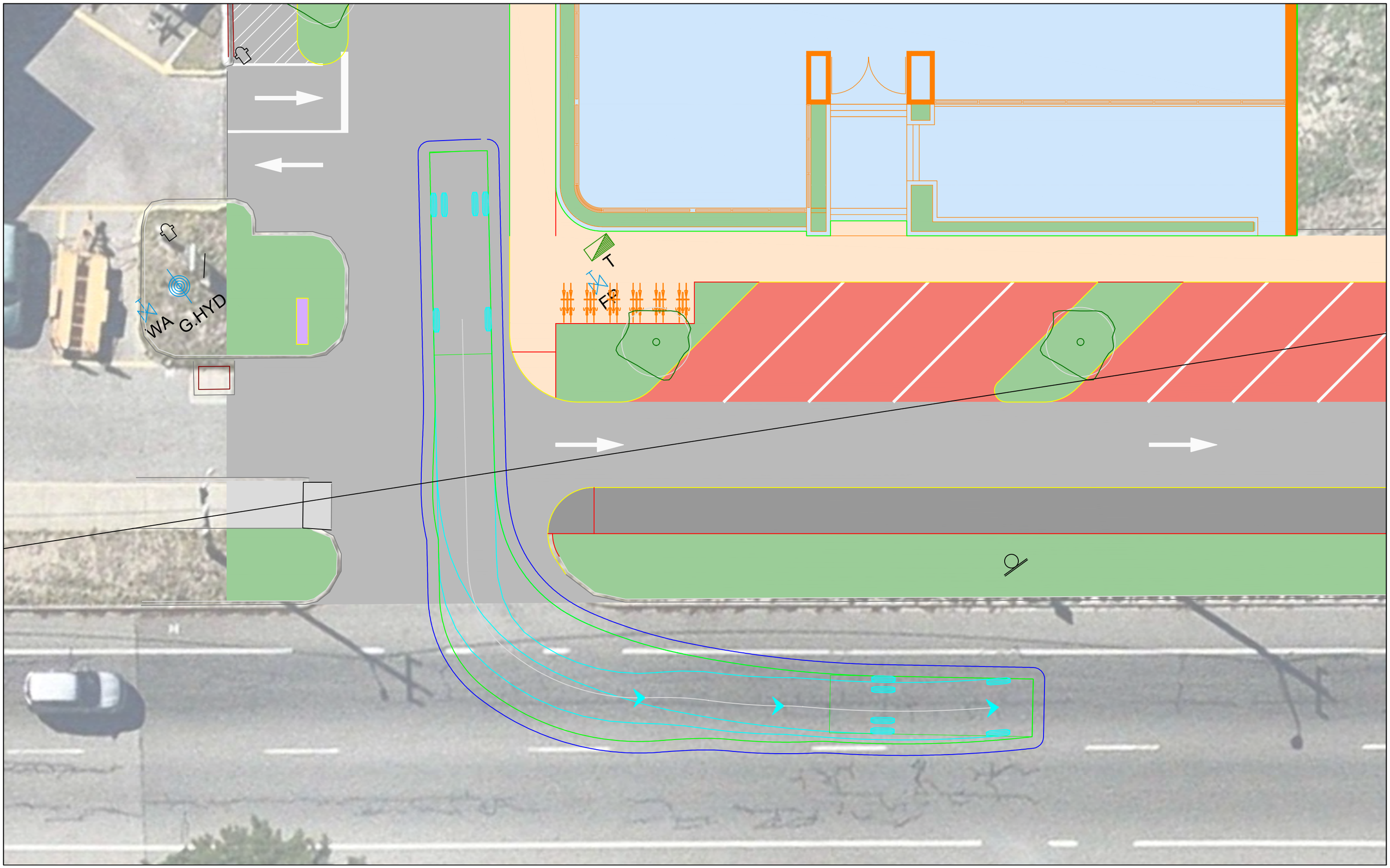
500mm Clearance

t23.049.sk27a

10/11/2023

Scale: 1:150 @ A3

transcore



Lot 100 Safety Bay Road, Safety Bay

8.8m Service Vehicle

Service vehicle exit- Crossover 4

LEGEND

Vehicle Body

Wheel Path

500mm Clearance

t23.049.sk28a

10/11/2023

Scale: 1:150 @ A3

transcore

Lot 100 Safety Bay Road, Safety Bay

8.8m Service Vehicle

Service vehicle entry - Tavern

LEGEND

Vehicle Body

Wheel Path

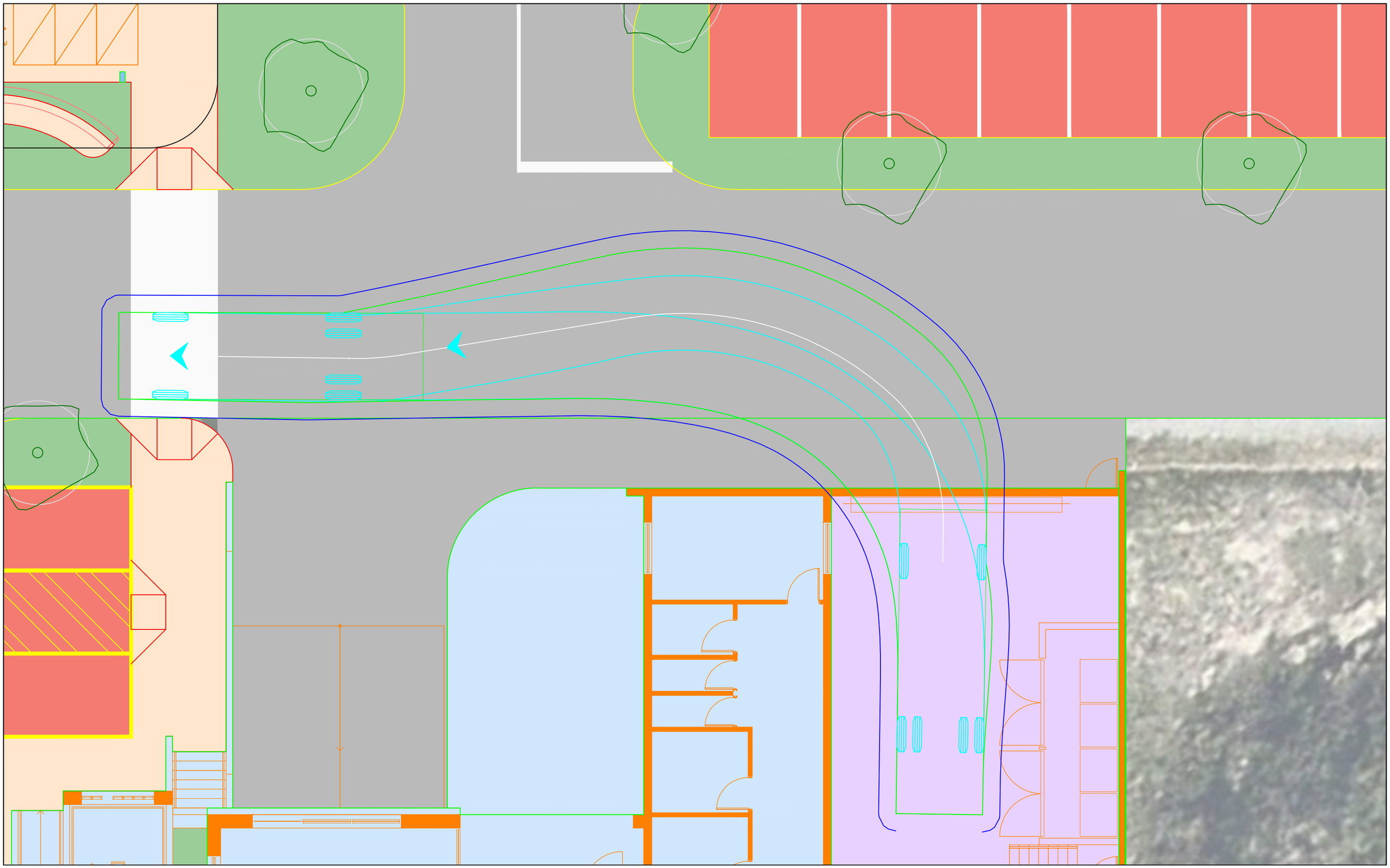
500mm Clearance

t23.049.sk29a

10/11/2023

Scale: 1:100 @ A3

transcore



Lot 100 Safety Bay Road, Safety Bay

8.8m Service Vehicle

Service vehicle exit - Tavern

LEGEND

Vehicle Body

Wheel Path

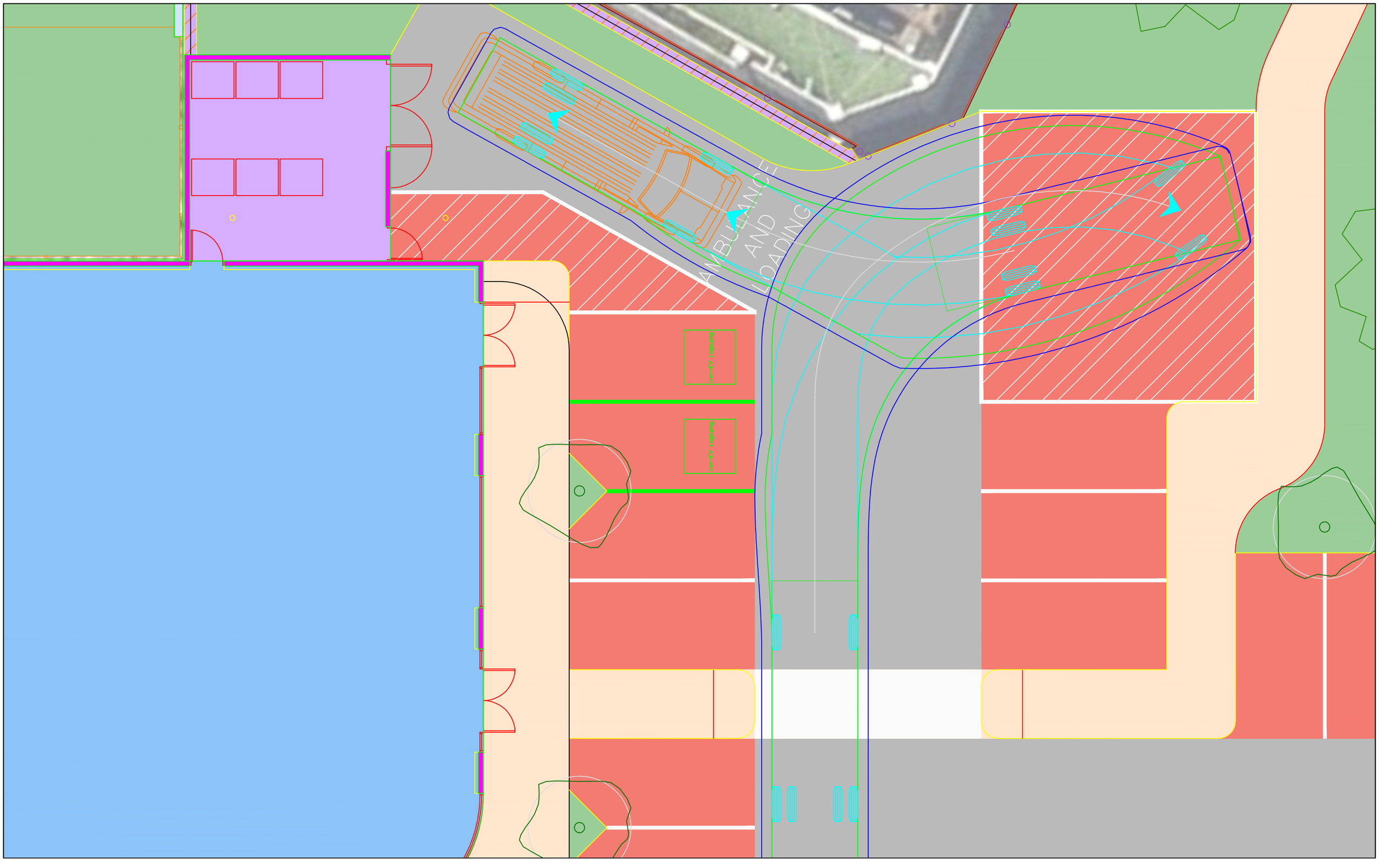
500mm Clearance

t23.049.sk30a

10/11/2023

Scale: 1:100 @ A3

transcore



Lot 100 Safety Bay Road, Safety Bay

8.8m Service Vehicle

Service vehicle entry - Building A service yard

LEGEND

Vehicle Body

Wheel Path

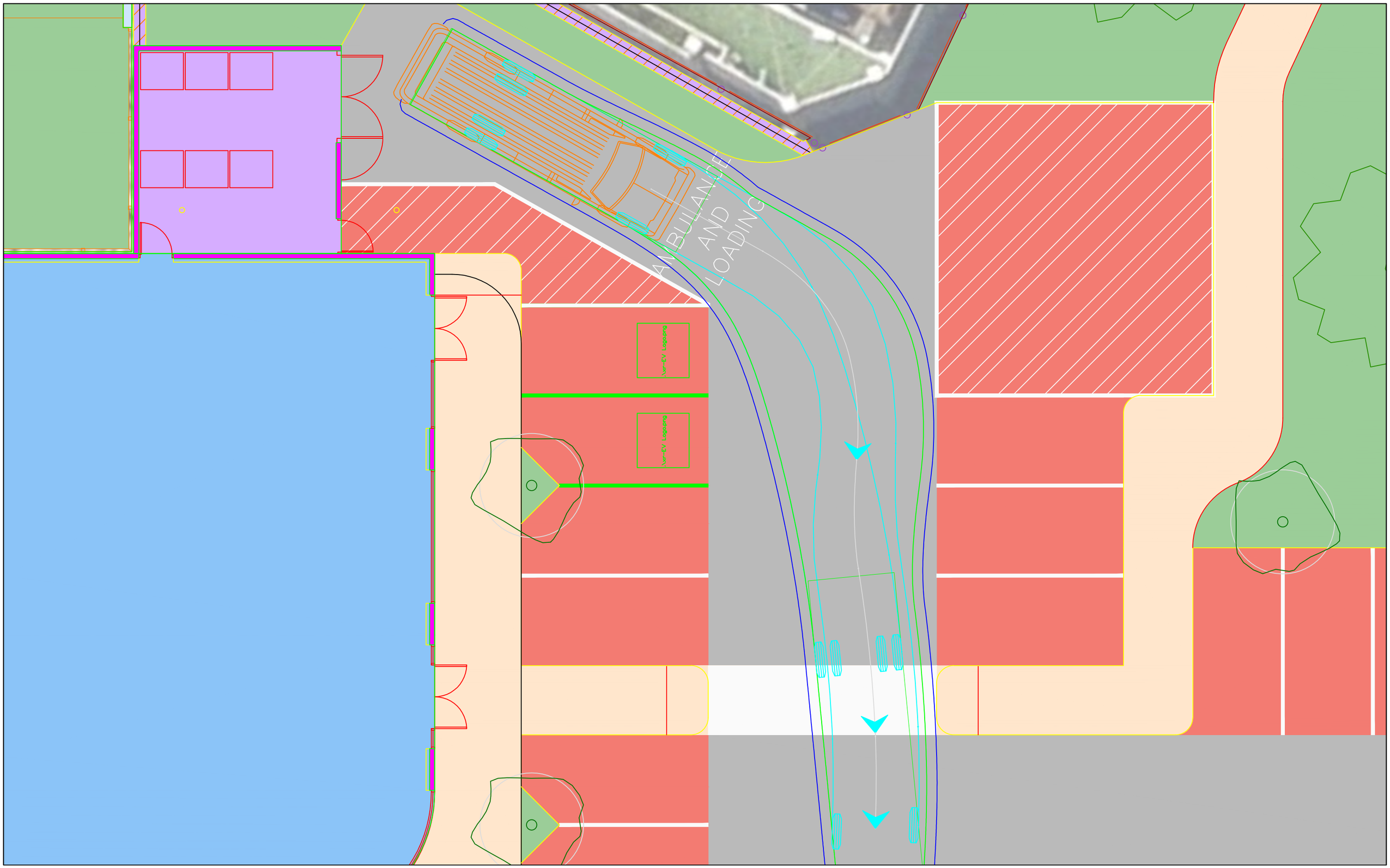
500mm Clearance

t23.049.sk31a

10/11/2023

Scale: 1:100 @ A3

transcore



Lot 100 Safety Bay Road, Safety Bay

8.8m Service Vehicle

Service vehicle exit - Building A service yard

LEGEND

Vehicle Body

Wheel Path

500mm Clearance

t23.049.sk32a

10/11/2023

Scale: 1:100 @ A3

transcore

Attachment 6:
Emerge Associates advice

PERTH OFFICE
Suite 4, 26 Railway Road
Subiaco
Western Australia 6008

P +61 8 9380 4988
F +61 8 9380 9636
emergeassociates.com.au

Emerge Environmental Services Pty Ltd ABN 57144772510 trading as Emerge Associates

Document Reference: EP23-110(01)--001 JDH

Emerge contact: Jason Hick 0488 223 306

8 November 2023

Braykell Two Pty Ltd
C/- Fabric Property

Attention: Rhys Kelly

Delivered by email to: rhys@fabricproperty.com.au

Dear Rhys

PROPOSED MIXED COMMERCIAL DEVELOPMENT, APPLICATION FOR APPROVAL TO COMMENCE DEVELOPMENT: LOT 100 SAFETY BAY ROAD, SAFETY BAY

Further to your recent request, we take this opportunity to provide you with advice regarding your proposed commercial development at Lot 100 Safety Bay Road, Safety Bay.

Introduction and background

We understand that Braykell Two Pty Ltd (the proponent) is the owner of Lot 100 Safety Bay Road (herein referred to as 'the site') and intends to progress with a proposed mixed commercial development within the site.

The site is located within the municipality of the City of Rockingham in the locality of Safety Bay. It is approximately 3.5km south of the Rockingham city centre and adjoins Safety Bay Road along its southern boundary and Malibu Road along its northwest boundary.

As outlined in the planning application report (Planning Solutions 2023) land uses in the immediate locality include:

- Safety Bay foreshore reserve along Warnbro Sound. Directly opposite the subject site is a public carpark with facilities for visitors including public toilets.
- BP service station and carwash adjoining the western boundary of the subject site.
- The Lumia residential estate adjoins the northeast boundary of the subject site. The estate is centred along a private street which adjoins the subject site, allowing access by waste collection vehicles exiting via the subject site.
- To the east of the subject site is a three-storey apartment building fronting Safety Bay Road and Tropicana Way, known as Surfside.
- The site is otherwise in a low-density residential area with one and two storey houses.

An application has been lodged with the City of Rockingham and details the particulars of the proposed development which is generally shown in **Plate 1** below.

The proposed development comprises four 'parcels' of development, including:

- Parcel 1 – childcare centre

- Parcel 2 – gym, medical centre, pharmacy, specialist tenancies and reciprocal access, parking and open space
- Parcel 3 – tavern
- Parcel 4 – vacant site, identified for future residential (not included as part of the current application.

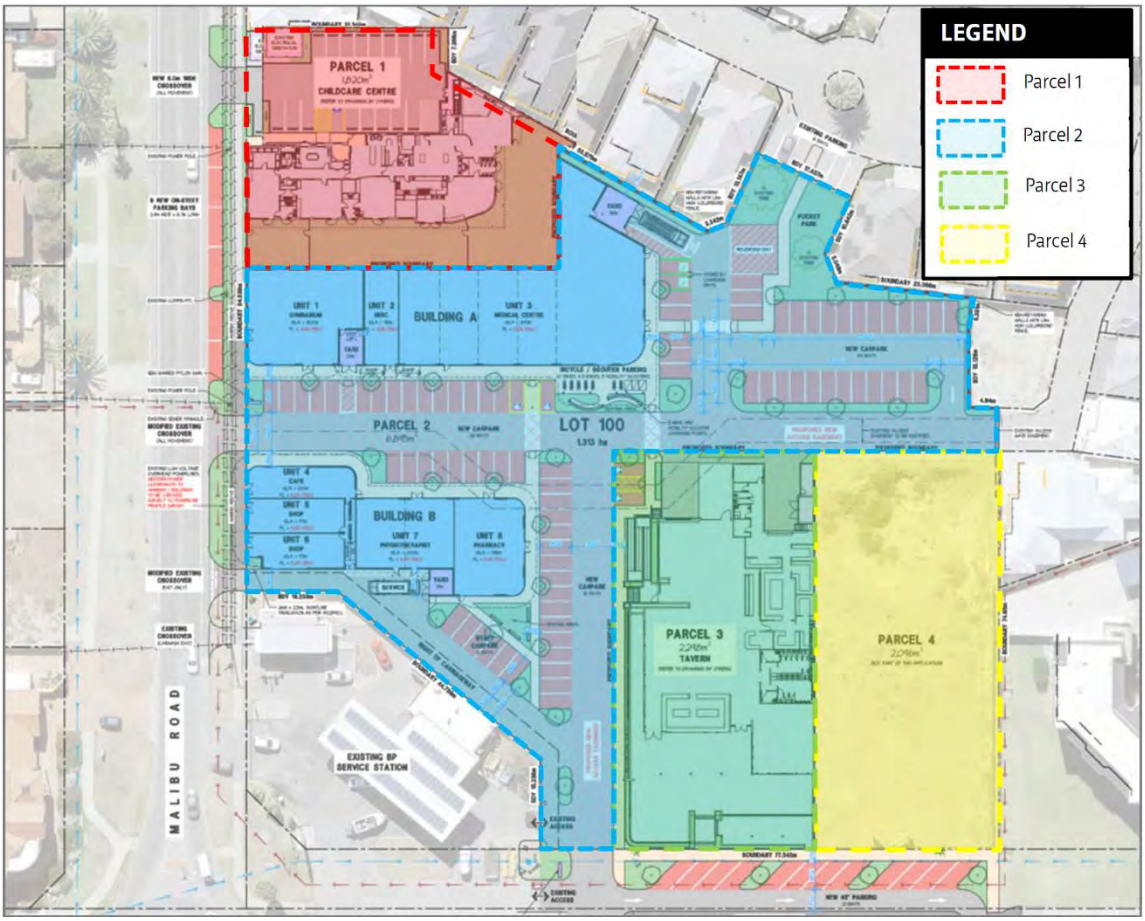


Plate 1: Proposed development layout showing the relevant parcels (note the existing BP Service Station to the southwest of Parcel 2).

You have requested that we provide advice regarding the following for consideration as part of the planning application assessment, given comments that have been raised by the Department of Health (DoH):

- The potential relevance of any land use incompatibility issues and necessary land use separations
- The potential for non-reported site contamination risks to exist.

The following sections respond to these considerations in relation to the application for approval to commence development within the site.

Land use incompatibility and separation distances

Based on our understanding of the site, the proposed development and the immediately surrounding land uses, the only potential land use separation and land use incompatibility considerations arise from the proposed childcare centre within the proposed development and the existing service station (BP service station and carwash).

When considering potential land use incompatibility issues for land use planning, and the need for any land use separation requirements due to potential incompatibility, *Guidance Statement 3 Separation Distances between Industrial and Sensitive Land Uses* (GS 3) (EPA 2005) provides the primary framework in Western Australia to consider the needs of certain sensitive uses in relation to

separation from other land uses that may be associated with emissions that may affect the amenity of that sensitive use.

A 'sensitive land use' is defined within GS 3 as follows:

Sensitive land use – land use sensitive to emissions from industry and infrastructure. Sensitive land uses include residential development, hospitals, hotels, motels, hostels, caravan parks, schools, nursing homes, childcare facilities, shopping centres, playgrounds and some public buildings. Some commercial, institutional and industrial land uses which require high levels of amenity or are sensitive to particular emissions may also be considered "sensitive land uses". Examples include some retail outlets, offices and training centres, and some types of storage and manufacturing.

The above definition captures childcare facilities as is relevant for the proposed development within the site.

Appendix 1 of GS 3 provides a list of industrial uses, that includes 'service stations', which are defined as follows:

***Services stations**, involving vehicle cleaning/detailing facilities and the retailing of spare parts and foodstuffs.*

Table 1 below provides a summary of the relevant guidance in relation to service stations as taken from GS 3.

Table 1: GS 3 guidance for service stations

Description of industry	Key Government Agencies for Advice or Approvals	Impacts	Buffer distance in metres and qualifying notes
For premises operating during normal hours (i.e. Monday – Saturday from 0700 to 1900 hours)	DMIRS, Local government	Gaseous, noise, odour and risk	50
Freeway service centre (24-hour operations)	DMIRS, Local government	Gaseous, noise, odour and risk	100
All other 24 operations	DMIRS, Local government	Gaseous, noise, odour and risk	200

In terms of the recommended buffer distance, a definition is provided in GS 3 for 'separation distance' which is as follows:

Separation distance – the shortest distance between the boundary of the area that may potentially be used by an industrial land use, and the boundary of the area that may be used by a sensitive land use.

In this case, the shortest distance between the boundary of the service station site and the boundary of the proposed childcare development within the site is approximately 55 m to 60 m. The fuel dispensing bowser and refilling point for the service station is located a further 30 m south of the service station boundary.

When choosing the most appropriate option in relation to the service station description, the following are relevant considerations:

- It is understood that the service station operates from 6am to 10pm daily (7 days a week) and does not conduct 24-hour operations.
- The childcare centre is proposed to operate from 6:30am to 6:30pm Monday to Friday. On this basis the sensitive use is limited in terms of the duration of which occupants would be potentially exposed to any impacts on local amenity, and occupants are not in the facility overnight.
- Given this, it would be reasonable to apply the criteria for service stations that operate during normal business hours.

Based on the above, and that the shortest distance between the service station boundary and the boundary of the childcare centre is more than 50 m, then the recommended separation distance as provided by GS 3 has been provided and land use incompatibility is not likely.

Other relevant considerations in addition this are:

- In relation to potential gaseous emissions and risk, service stations are regulated by the Department of Mines, Industry Regulation and Safety (DMIRS) pursuant to the *Dangerous Good Safety Act 2004*. This ensures that the appropriate risk management considerations are addressed for the storage of fuels within the site. In addition, this requires vapour recovery systems for site storage tanks, which is a significant source of vapour generation during storage tank refilling.
- In relation to noise, the proposed childcare centre is a noise source in its own right, which has been considered in terms of its potential impact on nearby sensitive receptors through the provision of an Environmental Noise Assessment (Lloyd George Acoustics, 2023) to support the application.
- Overall, the service station is not a large facility, and there would not appear to be any site or operational specific reasons why a larger separation distance should be applied.
- There nearest existing sensitive use is a residential dwelling to the east of the service station site, which would appear to be located with a separation distance of approximately 30 m from the service station site. It is envisaged that this residential dwelling is occupied beyond business hours, and if there were any site-specific considerations that this would be already apparent to the City of Rockingham through complaints etc.

Given the above, it would appear that based on the specific guidance provided in GS 3 in relation to the recommended separation between sensitive land uses (i.e. the childcare centre) and service stations that there is sufficient separation, that has been applied conservatively from boundary to boundary, to support the proposed childcare centre and not require additional justification or site specific assessment. This position aligns with the advice provided from the Department of Water and Environmental Regulation (DWER) to the City of Rockingham that indicates that there can be significant uncertainty in the accuracy of further technical studies, such as modelling and monitoring of air pollutants and a conservative approach should be applied. DWER note the hours of operation of the service station and the GS 3 recommended buffer distance of 50 m, and that there is an approximate separation distance of 60 m between the childcare centre and the service station.

Potential site contamination

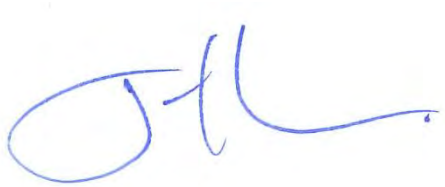
In order to confirm the potential contamination risk of the site, a Basic Summary of Records (BSR) report was requested from DWER. The BSR report has been attached as **Attachment 1** and confirms that the site has not been reported as a known or suspected contaminated site.

Summary and closing

We trust that the above adequately responds to your request in relation to land use incompatibility and potential site contamination queries.

Should you have any further queries please do not hesitate to contact the undersigned on 0488 223 306 or jason.hick@emergeassociates.com.au .

Yours sincerely
Emerge Associates



Jason Hick
DIRECTOR, PRINCIPAL ENVIRONMENTAL CONSULTANT

cc: Ross Underwood – Planning Solutions

Encl: Attachment 1 – Basic Summary of Records Report

Government of Western Australia
Department of Water and Environmental Regulation

Your ref: EP23-107(01)
Our ref: DMO 1631
Enquiries: Registrar
Phone: 1300 762 982
Fax: (08) 6364 7001
Email: info@dwer.wa.gov.au

Simon Gregg
Emerge Associates
Suite 4, 26 Railway Rd
Subiaco WA 6008

Dear Sir/Madam

BASIC SUMMARY OF RECORDS REQUEST

Thank you for your Basic Summary of Records request for the site consisting of the following parcel(s) of land:

- LOT 100 ON DEPOSITED PLAN 74131 as shown on certificate of title 2823/402 known as Safety Bay WA 6169

which Department of Water and Environmental Regulation (the department) received on 29/10/2023.

A search of the department's records of known and suspected contaminated sites was undertaken however, our records indicate that as of 02/11/2023 this site has not been reported to the department as a known or suspected contaminated site either prior to or after the commencement of the *Contaminated Sites Act 2003*.

For general enquiries, please contact the Registrar on 1300 762 982.

Yours sincerely

Penny Woodberry, Manager

CONTAMINATED SITES REGULATION
Delegated Officer under section 91
of the *Contaminated Sites Act 2003*

02/11/2023

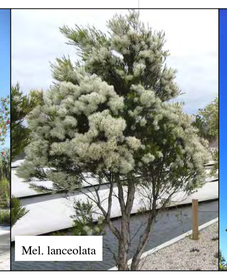
Enc. Receipt Number RR036284

PROPOSED MIXED USE DEVELOPMENT, Lot 100 Safety Bay Road

LANDSCAPE CONCEPT PLANS

NOTE:
WATER SOURCE AND RETICULATION LAYOUT SUBJECT TO INVESTIGATION OF WATER AVAILABILITY DURING DETAILED DESIGN PROCESS

Mel. viminalis


Mel. lanceolata

Araucaria

PLANT SCHEDULE

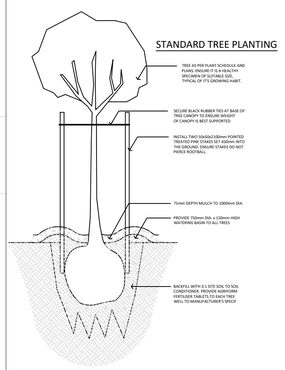
SYMBOL	SPECIES	STOCK SIZE	QTY
Trees and Feature Planting			
	Araucaria columnaris	Mature transplant	2
	Melaleuca viminalis	45lt	32
	Melaleuca lanceolata	45lt	9
	Strelitzia reginae	45lt	7
	Casuarina equisetifolia	45lt	3
Shrubs/groundcover)			
	Lomandra tanika	140mm	1 per 800mm Centres
	Ficinia nodosa	140mm	1 per 800mm Centres
	Hibbertia scandens	140mm	1 per 800mm Centres
	Metrosideros thomasii	140mm	1 per 800mm Centres
	Rhaphiolepis indica Alba	140mm	1 per 800mm Centres

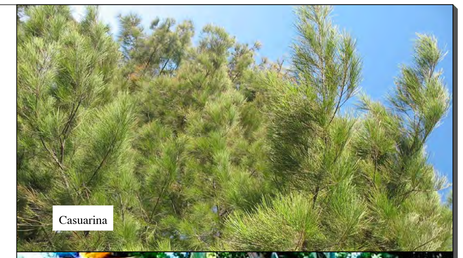
LEGEND:

SOILBOND STABILISED SUMMERSTONE FINES

IRRIGATED KIKUYU LAWN

01 L000 **PLANTING DETAIL**
RECOMMENDED TYPICAL SECTION DETAIL SCALE 1:40




Casuarina

Strelitzia

Metrosideros

Rhaphiolepis

Ficinia

Hibbertia

Lomandra

NOTES:

GENERAL NOTES:

- ALL NEW TREES , SHRUBS/GROUNDCOVER PLANTS TO BE IRRIGATED, (WATER-WISE BUBBLERS FOR TREES & DRIP IRRIGATION FOR PLANTS)
- PLANTING TO BE SETBACK 500mm FROM HARD SURFACES & 1000mm FROM MAJOR ROAD KERBS (WHERE POSSIBLE)
- TREES/SHRUBS/GROUNDCOVER MAY BE SUBSTITUTED FOR ANOTHER SPECIES LISTED ON THIS PLAN IF UNAVAILABLE AT TIME OF INSTALLATION
- SLOW RELEASE FERTILIZER TO BE INCORPORATED TO EACH PLANT AT TIME OF PLANTING
- 75mm Min. PINE BARK MULCH TO ALL PLANTED AREAS AS PER PLAN
- ALL MEASUREMENTS/QUANTITIES TO BE VERIFIED ON-SITE PRIOR TO COMMENCEMENT OF WORK OR ORDERING OF MATERIALS. E & OE.

Rev	Date	Description	Drawn	Appr.
C	17/11/2023	Landscape Design Concept for Development approval	D.R	A.H
B	18/07/2023	Landscape Design concept for review	D.R	A.H
A	19/05/2023	Landscape Design concept for review	D.R	A.H

LANDSCAPE ALCHEMY
Andrew Harding
Mob: 0418 927 900
Email: a.harding8a@gmail.com

PROJECT TITLE: PROPOSED MIXED USE DEVELOPMENT: Landscape Concept plans

LOCATION: LOT 100, No 434 Safety Bay Road, Safety Bay W.A

CLIENT: FABRIC PROPERTY

DATE: 19th May 2023 **SCALE:** 1:400 @ A1

NORTH

PROPOSED CHILDCARE CENTRE
434 SAFETY BAY ROAD, SAFETY BAY, WA 6169

DRAWING REGISTER PLANNING

SHEET NUMBER	SHEET NAME	ISSUE	DESCRIPTION	DATE
DA00	COVER SHEET	D	DEVELOPMENT APPLICATION RFI	10/11/2023
DA01	FLOOR PLAN	D	DEVELOPMENT APPLICATION RFI	10/11/2023
DA02	ROOF PLAN	D	DEVELOPMENT APPLICATION RFI	10/11/2023
DA03	ELEVATIONS	D	DEVELOPMENT APPLICATION RFI	10/11/2023
DA04	SHADOW DIAGRAMS 1 - WINTER SOLSTICE	D	DEVELOPMENT APPLICATION RFI	10/11/2023
DA05	SHADOW DIAGRAMS 2 - WINTER SOLSTICE	D	DEVELOPMENT APPLICATION RFI	10/11/2023

GENERAL NOTES

DIMENSIONS TO BE VERIFIED ON SITE PRIOR TO COMMENCEMENT. PREPARATION OF SHOP DRAWINGS OR MANUFACTURING. FIGURED DIMENSIONS TAKE PRECEDENCE OVER SCALING.

VERIFY LOCATION OF EXISTING SERVICES BEFORE COMMENCEMENT.

ALL CONSTRUCTION TO BE IN ACCORDANCE WITH THE NATIONAL CONSTRUCTION CODE OF AUSTRALIA, BUILDING ACT 1975 AS AMENDED, STANDARD BUILDING BY-LAWS AND RELEVANT AUSTRALIAN STANDARDS.

ISSUE	DESCRIPTION	DATE
D	DEVELOPMENT APPLICATION RFI	10/11/2023
C	PRELIMINARY DA ISSUE	18/07/2023
B	DRP COMMENT REVIEW	22/06/2023
A	DRP ISSUE	31/05/2023

insite ARCHITECTS
4/120 Upper Heidelberg Road, Ivanhoe VIC 3079
t (03) 9499 8174
www.insitearchitects.com.au

nido EARLY SCHOOL

CLIENT: FABRIC PROPERTY

PROJECT: PROPOSED CHILDCARE CENTRE (82 places)

LOCATION: 434 SAFETY BAY ROAD, SAFETY BAY, WA 6169

DRAWING TITLE: COVER SHEET

SCALE:
DATE: MAY 2023
DRAWN: CW/SS
PRINTED: 10/11/2023 12:42:18 PM
CHECKED: AH
JOB No.: J0000880

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DA00/D

D/A ISSUE

LEGEND

- UNENCUMBERED PLAYSPACE
- LANDSCAPING
- BUILDING AREA
- CAR PARK
- PAVING or similar

- PROPOSED TREE nominal location shown
- +FFL 0000 — PROPOSED FINISHED FLOOR LEVEL
- 0.00 NS — NATURAL SURFACE LEVEL
- 0.00 TOW — TOP OF RETAINING WALL (EXISTING)

AREA ANALYSIS

TOTAL SITE AREA 1913 m²

SITE COVERAGE 696 m² (36%)

BUILDING AREA 648 m² gross leaseable area

ON SITE PARKING -
18 bays provided (including one accessible)

CHILDCARE CENTRE ANALYSIS

OPERATION HOURS 6:30am to 6:30pm Monday to Friday
with up to four days open on the weekend for open days

GROUP ROOM 1	0-24months	12 PLACES	3 EDUCATORS
GROUP ROOM 2	24-36months	15 PLACES	3 EDUCATORS
GROUP ROOM 3	24-36months	05 PLACES	1 EDUCATORS
	36+ months	10 PLACES	1 EDUCATORS
GROUP ROOM 4	36+ months	20 PLACES	2 EDUCATORS
GROUP ROOM 5	36+ months	20 PLACES	2 EDUCATORS
			+ 2 STAFF
		82 PLACES	14 STAFF (minimum at capacity)

OVERHEAD POWER LINES THUS INDICATED

VERGE TREE TO BE REMOVED AND REPLANTED OR REPLACED TO THE SATISFACTION OFTHE RESPONSIBLE AUTHORITY - APPROXIMATE LOCATION SHOWN.

CONSTRUCT NEW VEHICLE CROSSING TO THE SATISFACTION OF THE RESPONSIBLE AUTHORITY

ENSURE NO VISUAL OBSTRUCTIONS WITHIN SITE TRIANGLE OFF EXIT LANE

PROPOSED LOCATION OF IN-GROUND SERVICES/METER PIT

PROVIDE DDA COMPLIANT CONNECTION BETWEEN PROPOSED PEDESTRIAN PATHWAY AND EXISTING ROAD WITH A BRIDGE OVER EXISTING CULVET DRAIN

EXISTING ELECTRIC POLE

POSSIBLE OPPORTUNITY TO PLANT APPROPRIATE DROUGHT TOLLERANT SPECIES TO AREA BETWEEN BUILDING/ AND EXISTING FOOTPATH (OFF TITLE)

ALARMED EMERGENCY EXIT GATE

MALIBU ROAD

ADJOINING RESIDENTIAL SITES

ADJOINING DEVELOPMENT

EXISTING SUBSTATION

CARPARK (18 CAR SPACES)

4505 RL (CARPARK LEVELLES TO CIVIL ENGINEERS FUTURE DESIGN. ENSURE COMPLIANCE WITH AS 2890.1)

PILLAR SIGN

COT ROOM 19 m²

DIS WC & SHWR

STAFF ROOM 11 m²

SERVICES

ENTRY 11 m² 4315 FFL

FOYER 15 m² 4350 FFL

RECEPTION 9 m²

PLANNING 8 m²

MANAGER 7 m²

OFFICE 9 m²

PIAZZA 53 m² (feature curved ceiling to piazza)

BIN STORE

SERVICE & DRYING YARD

LOCATION FOR CONDENSORS (nominal size shown)

LAUNDRY & CLEANERS 11 m²

KITCHEN 26 m²

SERVERY

PANTRY

CHILD WC

BUFFET

LOCKERS, STORAGE & BED STORE

STAFF WC

PREP/STORE 7 m²

CHILDREN'S TOILET 1 7 m²

CHILDREN'S TOILET 2 11 m²

CHILDREN'S TOILET 3 15 m²

CUBBY

ATELIER 17.9m²

UNDERCOVER PLAY AREA

(0-24 mnths) GROUP 1 12 places 39.48 m² unencumbered floor area (minimum 39.00m² required)

24-36 mnths GROUP 2 15 places 49.59 m² unencumbered floor area (minimum 48.75m² required)

5x24-36 mnths, 10x 36+mnths GROUP 3 15 places 51.47 m² unencumbered floor area (minimum 48.75m² required)

36+ mnths GROUP 4 20 places 66.37 m² unencumbered floor area (including atelier) (minimum 65.00m² required)

36+ mnths GROUP 5 20 places 66.60 m² unencumbered floor area (minimum 65.00m² required)

OUTDOOR ATELIER 35.7m²

OUTDOOR PLAY AREA 1
Places:12
Min Required:84m²
85 m²
*refer to landscape design for playscape detail
Outdoor Storage to be integrated into playscape design

OUTDOOR PLAY AREA 2
Places:30
Min Required:210m²
214 m²
*refer to landscape design for playscape detail

OUTDOOR PLAY AREA 3
Places:40
Min Required:280m²
285 m²
*refer to landscape design for playscape detail
(including outdoor atelier area)

OUTDOOR STORE

ENSURE PLAYSCAPE PERIMETER ADJOINING DEVELOPMENT IS MIN 2.1m & NON-CLIMBABLE

1500h OPEN FENCE

2100h SOLID FENCE

1800h TIMBER BATTEN FENCE

LINE OF AWNING OVER

LINE OF ROOF OVER

PATHWAY TO HAVE LESS THAN 1:20 GRADE

KERB RAMP

carspace 2600x5400

shared area 2400x5400

accessible carspace 2400x5400

turning bay 3000x5400

staff only 2400x5400

39.934 m

52.661 m

14.144 m

6.000 m

3.000 m

7.367 m

9.916 m

10.432 m

4.073 m

6.359 m

GENERAL NOTES

DIMENSIONS TO BE VERIFIED ON SITE PRIOR TO COMMENCEMENT. PREPARATION OF SHOP DRAWINGS OR MANUFACTURING. FIGURED DIMENSIONS TAKE PRECEDENCE OVER SCALING.

VERIFY LOCATION OF EXISTING SERVICES BEFORE COMMENCEMENT.

ALL CONSTRUCTION TO BE IN ACCORDANCE WITH THE NATIONAL CONSTRUCTION CODE OF AUSTRALIA, BUILDING ACT 1975 AS AMENDED, STANDARD BUILDING BY-LAWS AND RELEVANT AUSTRALIAN STANDARDS.

ISSUE	DESCRIPTION	DATE
D	DEVELOPMENT APPLICATION RFI	10/11/2023
C	PRELIMINARY DA ISSUE	18/07/2023
B	DRP COMMENT REVIEW	22/06/2023
A	DRP ISSUE	31/05/2023

insite ARCHITECTS
4/120 Upper Heidelberg Road, Ivanhoe VIC 3079
t (03) 9499 8174
www.insitearchitects.com.au

nido EARLY SCHOOL

CLIENT: FABRIC PROPERTY

PROJECT: PROPOSED CHILDCARE CENTRE (82 places)

LOCATION: 434 SAFETY BAY ROAD, SAFETY BAY, WA 6169

DRAWING TITLE: FLOOR PLAN

SCALE: As indicated@A1 **DATE:** MAY 2023

DRAWN: CW/SS **PRINTED:** 10/11/2023 12:42:20 PM

CHECKED: AH **JOB No.:** J0000880

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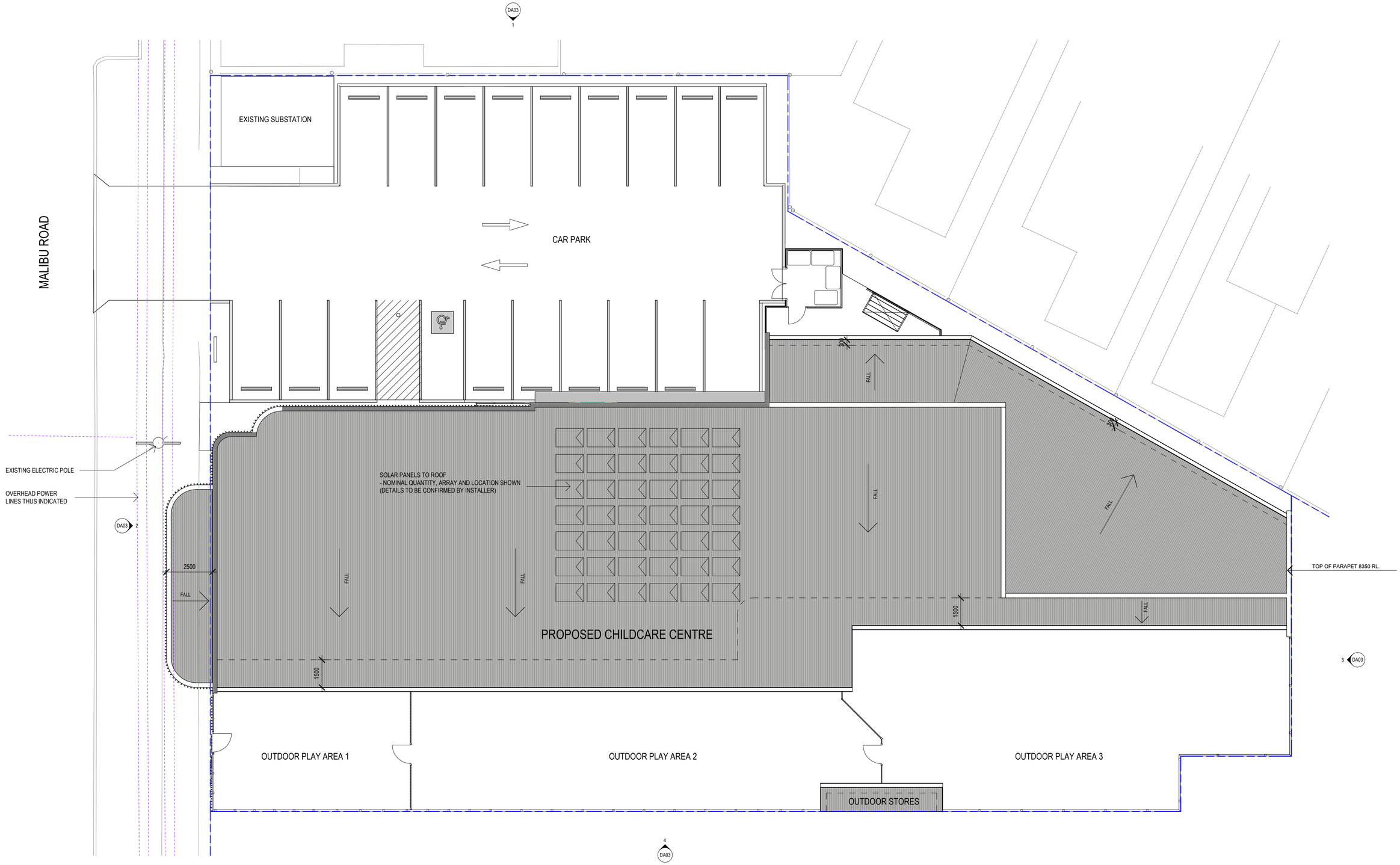
DA01/D

D/A ISSUE

1 GROUND FLOOR PLAN
1 : 100



1 ROOF PLAN
1 : 100

GENERAL NOTES

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www.insitearchitects.com.au

nido EARLY SCHOOL

CLIENT: FABRIC PROPERTY

PROJECT: PROPOSED CHILDCARE CENTRE (82 places)

LOCATION: 434 SAFETY BAY ROAD, SAFETY BAY, WA 6169

DRAWING TITLE: ROOF PLAN

SCALE: 1 : 100@A1 **DATE:** MAY 2023

DRAWN: CW/SS **PRINTED:** 10/11/2023 12:42:20 PM

CHECKED: AH **JOB No.:** J0000880

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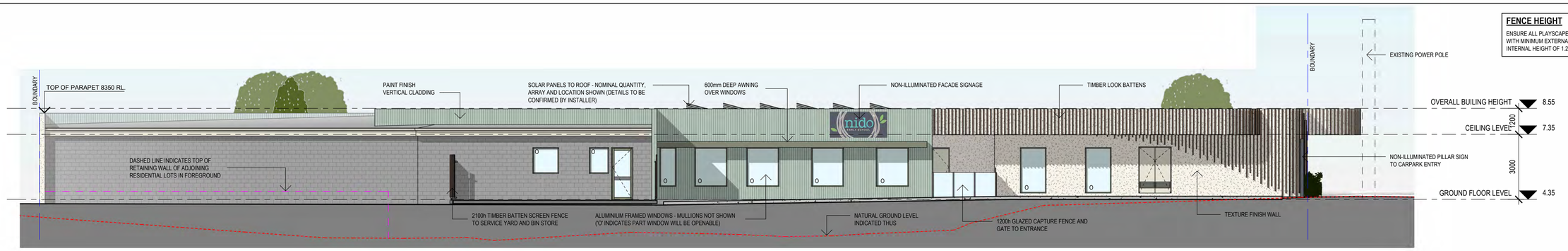
DA02/D

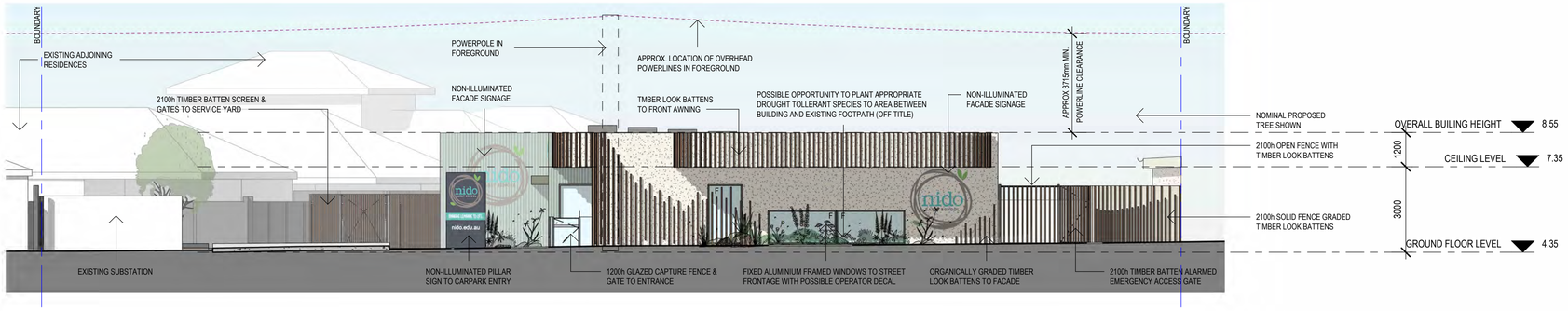
D/A ISSUE

FENCE HEIGHT

ENSURE ALL PLAYSCAPE FENCING COMPLIES WITH AS1926.1 WITH MINIMUM EXTERNAL HEIGHT OF 2.1m AND MINIMUM INTERNAL HEIGHT OF 1.2m.

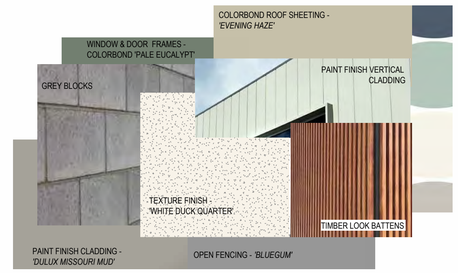


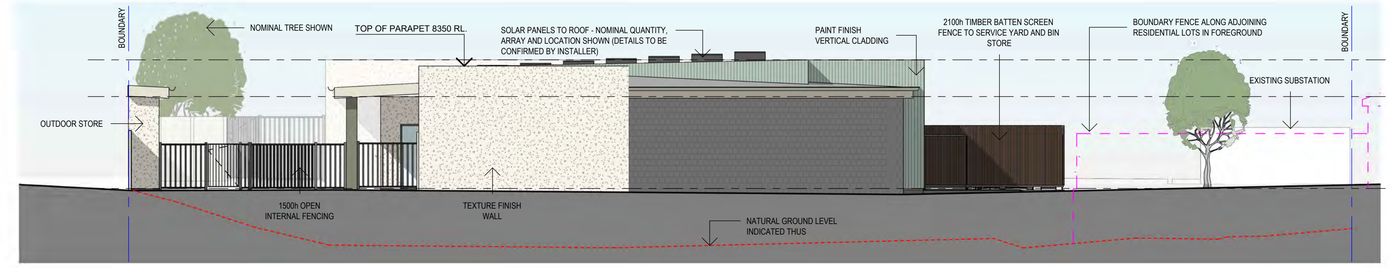
1 NORTH ELEVATION (CARPARK)
1 : 100



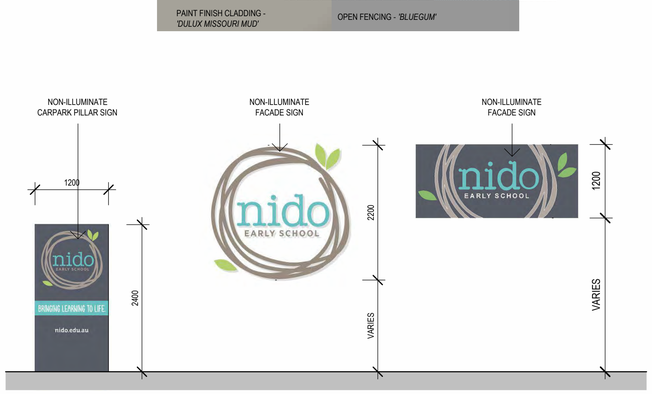
2 WEST ELEVATION (MALIBU ROAD)
1 : 100

MATERIAL/COLOUR PALETTE

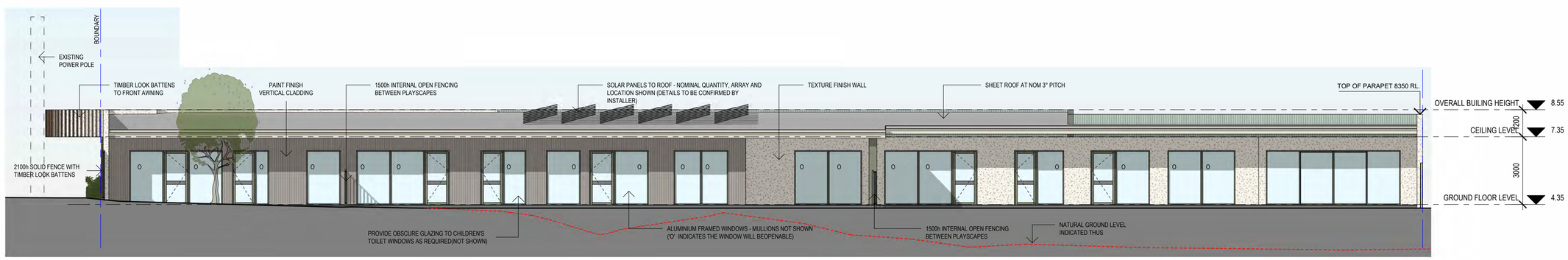




3 EAST ELEVATION
1 : 100



5 PROPOSED SIGNAGE
1 : 50



4 SOUTH ELEVATION
1 : 100

GENERAL NOTES

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insite ARCHITECTS
4/120 Upper Heidelberg Road, Ivanhoe VIC 3079
t **(03) 9499 8174**
www.insitearchitects.com.au

CLIENT: FABRIC PROPERTY

PROJECT: PROPOSED CHILDCARE CENTRE (82 places)

LOCATION: 434 SAFETY BAY ROAD, SAFETY BAY, WA 6169

DRAWING TITLE: ELEVATIONS

SCALE: As indicated@A1 **DATE:** MAY 2023
DRAWN: CW/SS **PRINTED:** 10/11/2023 12:42:27 PM
CHECKED: AH **JOB No.:** J0000880

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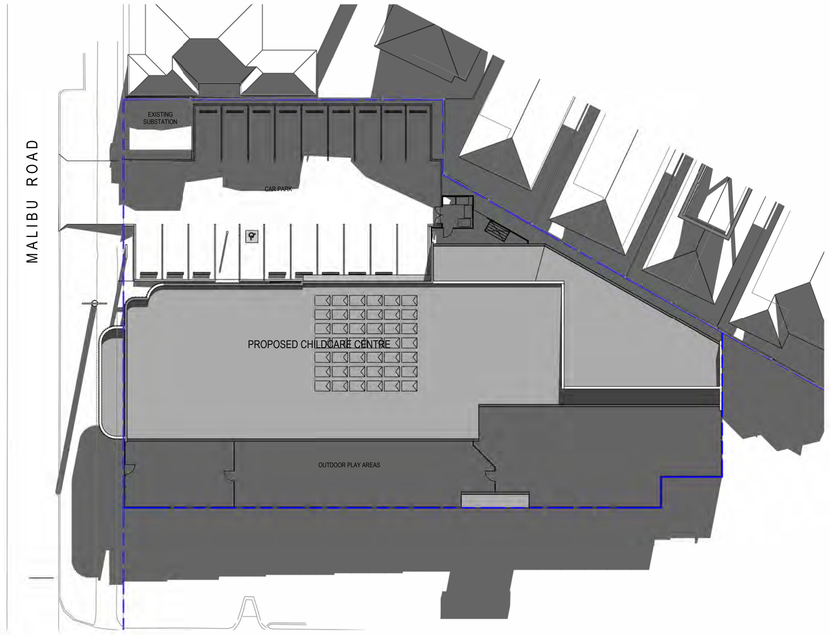
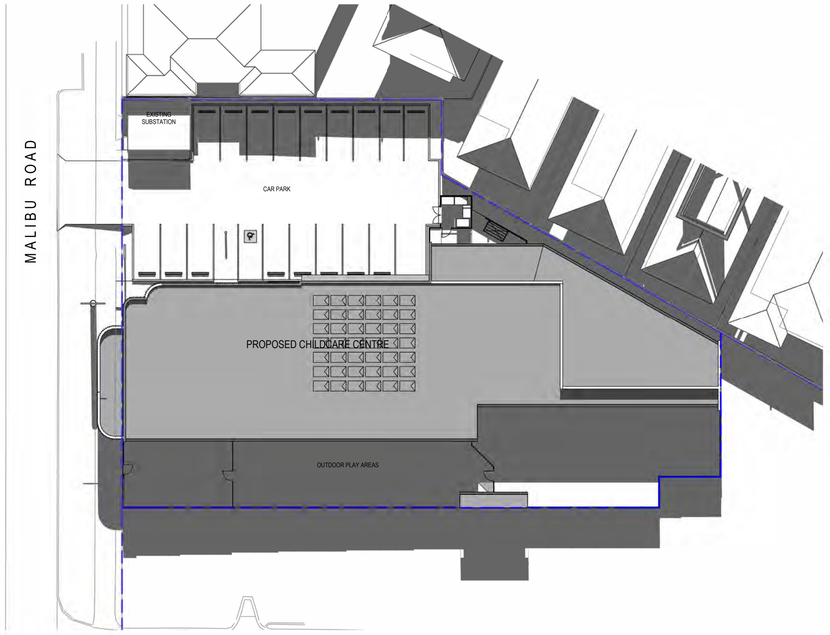
DA03/D

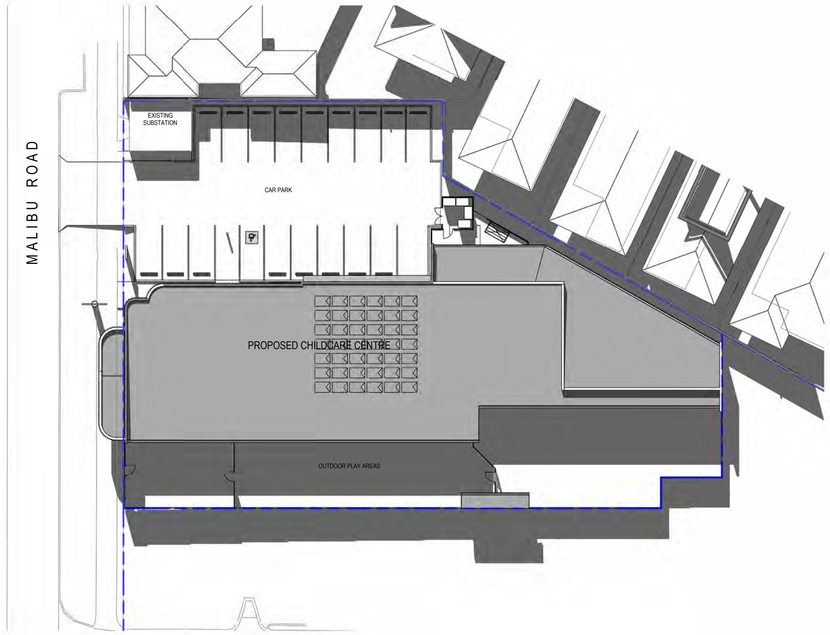
D/A ISSUE



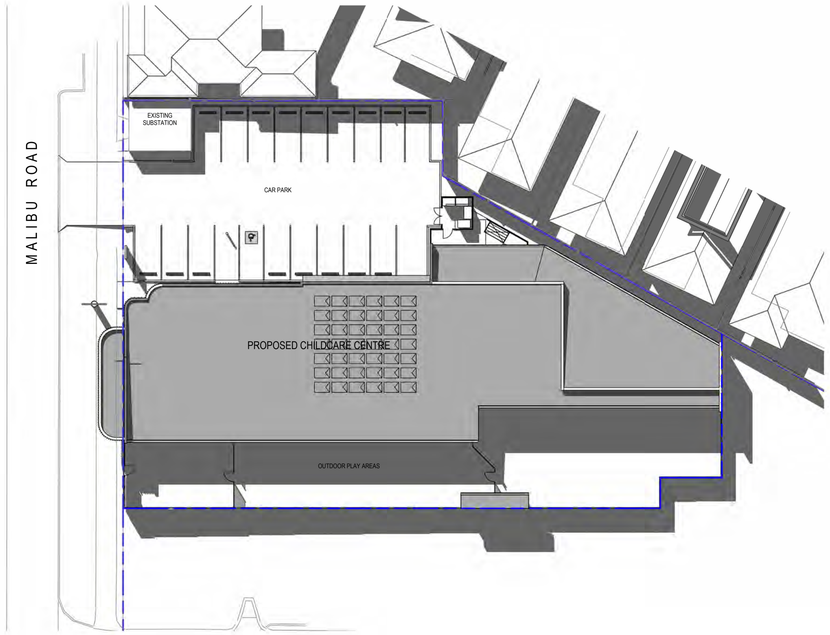
1 SHADOW DIAGRAM - 21st JUNE @ 9am
1 : 300



2 SHADOW DIAGRAM - 21st JUNE @ 10am
1 : 300



3 SHADOW DIAGRAM - 21st JUNE @ 11am
1 : 300



4 SHADOW DIAGRAM - 21st JUNE @ 12noon
1 : 300

GENERAL NOTES

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nido EARLY SCHOOL

CLIENT: FABRIC PROPERTY

PROJECT: PROPOSED CHILDCARE CENTRE (82 places)

LOCATION: 434 SAFETY BAY ROAD, SAFETY BAY, WA 6169

DRAWING TITLE: SHADOW DIAGRAMS 1 - WINTER SOLSTICE

SCALE: 1 : 300@A1 **DATE:** MAY 2023

DRAWN: CW/SS **PRINTED:** 10/11/2023 12:42:33 PM

CHECKED: AH **JOB No.:** J0000880

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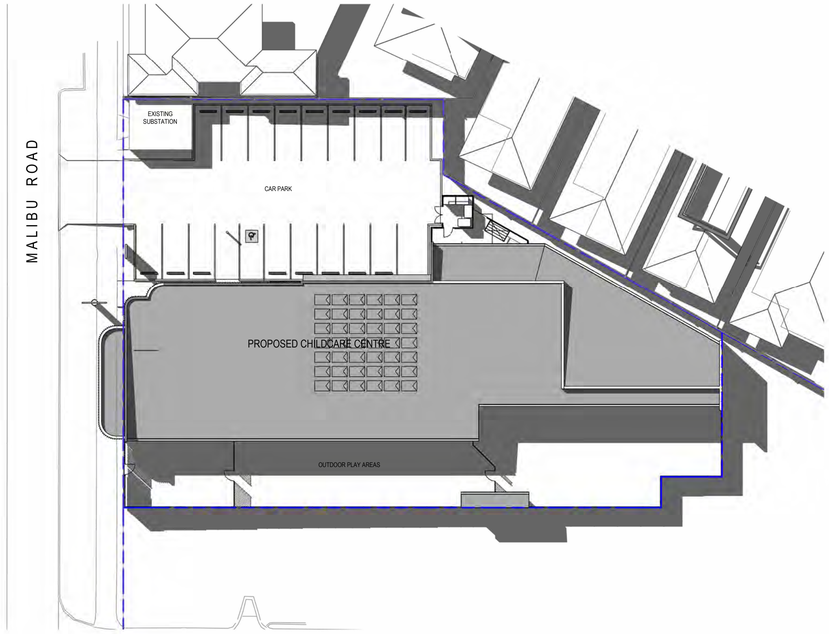
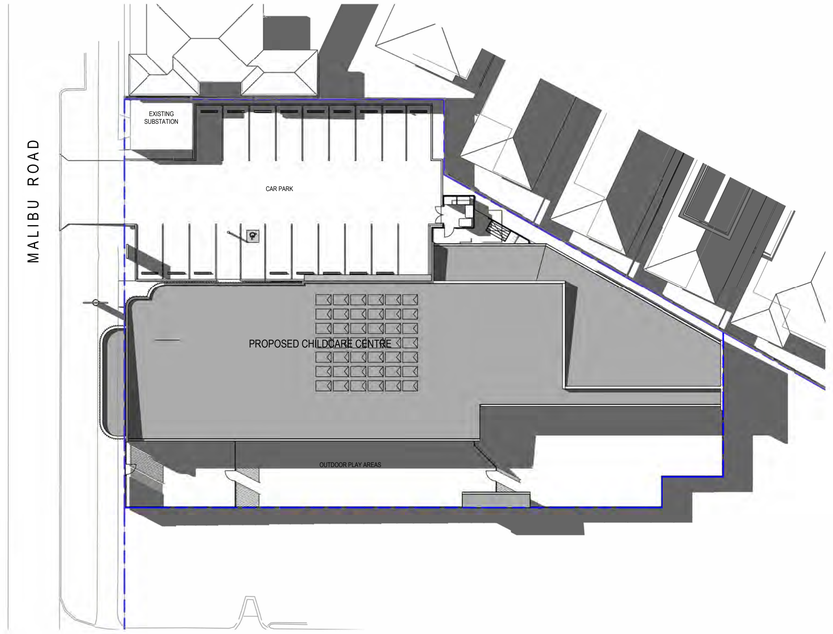
DA04/D

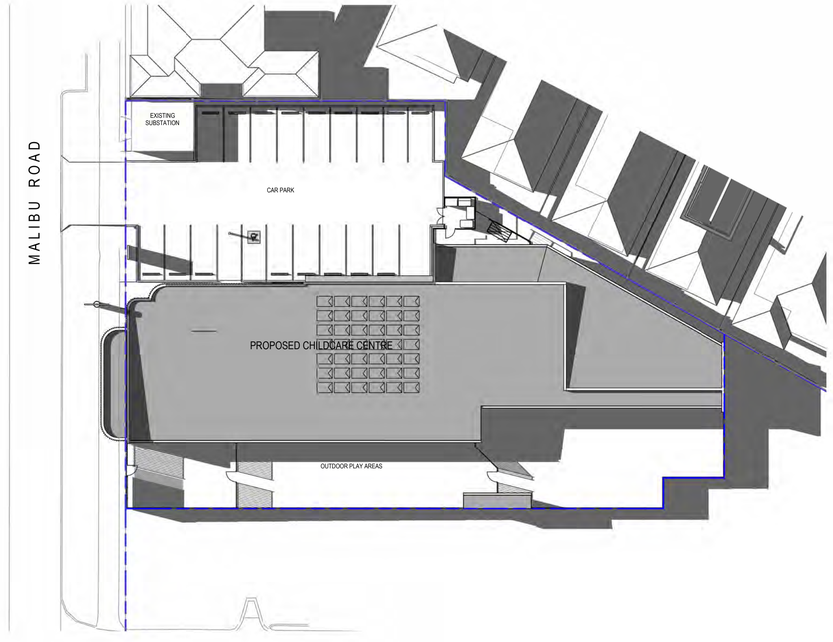
D/A ISSUE



1 SHADOW DIAGRAM - 21st JUNE @ 1pm
1 : 300



2 SHADOW DIAGRAM - 21st JUNE @ 2pm
1 : 300



3 SHADOW DIAGRAM - 21st JUNE @ 3pm
1 : 300

GENERAL NOTES

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ISSUE	DESCRIPTION	DATE
D	DEVELOPMENT APPLICATION RFI	10/11/2023

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www.insitearchitects.com.au

nido EARLY SCHOOL

CLIENT: FABRIC PROPERTY

PROJECT: PROPOSED CHILDCARE CENTRE (82 places)

LOCATION: 434 SAFETY BAY ROAD, SAFETY BAY, WA 6169

DRAWING TITLE: SHADOW DIAGRAMS 2 - WINTER SOLSTICE

SCALE:	1 : 300@A1	**DATE:**	MAY 2023
DRAWN:	CW/SS	**PRINTED:**	10/11/2023 12:42:38 PM
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DA05/D

D/A ISSUE

N

HINDLEY & ASSOCIATES PTY LTD
BUILDING DESIGNERS

166 STIRLING HIGHWAY
NEDLANDS WA 6009

PO BOX 199
NEDLANDS WA 6909

PHONE - 9386 6699
FAX - 9386 6700
admin@hindley.com.au

DEVELOPMENT APPLICATION

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HINDLEY & ASSOCIATES P/L
AS TRUSTEE FOR
HINDLEY TRUST
ACN No. 088 989 904

BUILDING DESIGNERS ASSOCIATION OF WA INC

NO:	DATE:	REVISION:	DRAWN:	CHECK:
A	26.05.23	ISSUED FOR PLANNING APPROVAL	SDS	SDS
-				
-				
-				
-				
-				
-				
-				

A1 SHEET

LOCATION PLAN

SCALE 1:10000

PROPOSED MIXED USE DEVELOPMENT
LOT 100, No 434 SAFETY BAY ROAD
SAFETY BAY W.A.
for BRAYKELL TWO Pty Ltd

Date	-	20.03.23
Design	-	SDS
Drawn	-	SDS
Checked	-	SDS
Scale	-	1:10000
Job No.	-	0836
Dwg	-	DA00
Rev	-	A

NOTES:

ZONING: COMMERCIAL

PARKING:

- PARCEL 1: REFER TO CHILD CARE DRAWINGS BY OTHERS.
- PARCEL 2: 82 NEW OFF-STREET CAR BAYS; AND 6 NEW ON-STREET CAR BAYS; AND 24 NEW BICYCLE BAYS.
- PARCEL 3: 2 ACCESSIBLE BAYS; AND 12 NEW ANGLED BAYS ALONG SAFETY BAY ROAD, AND REFER TO TAVERN DRAWINGS BY OTHERS FOR ADDITIONAL BAYS.
- PARCEL 4: FUTURE BASEMENT PARKING.

LANDSCAPING:

- PARCEL 1: REFER TO CHILD CARE DRAWINGS BY OTHERS.
- PARCEL 2: 600m² (EXCLUDING VERGES).
- PARCEL 3: REFER TO TAVERN DRAWINGS BY OTHERS.
- PARCEL 4: TO FUTURE DETAIL.

LEGEND:

- NEW BLACK ASPHALT PAVEMENT.
- NEW RED ASPHALT PAVEMENT.
- EXISTING COUNCIL FOOTPATHS.
- NEW COUNCIL FOOTPATHS.
- NEW FOOTPATHS.
- NEW LANDSCAPING. REFER TO LANDSCAPING PLAN.

PARCEL 1 1,915m²
CHILDCARE CENTRE
FL = 4.35 (TBC)
(REFER TO DRAWINGS BY OTHERS)
BOUNDARY 31.349m
BDY 7.366m
BOUNDARY 53.578m
BDY 13.147m
BDY 17.437m
BDY 10.842m
BOUNDARY 23.068m
5.048m
3.242m
5.39m
BDY 13.128m
4.94m
BOUNDARY 94.639m
BOUNDARY 44.739m
BDY 15.238m
BOUNDARY 74.66m
BOUNDARY 77.543m
NEW 1.8m HIGH FENCE. REFER TO ACOUSTIC REPORT.
NEW RETAINING WALLS (IF REQUIRED) WITH 1.0m HIGH COLORBOND FENCE.
NEW 2.4m HIGH FENCE. REFER TO ACOUSTIC REPORT.
EXISTING ELECTRICAL SUBSTATION
NEW 6.0m WIDE CROSSOVER (ALL MOVEMENT)
6 NEW ON-STEET PARKING BAYS 2.4m WIDE x 6.1m LONG
EXISTING POWER POLE.
EXISTING COMMS PIT.
NEW SHARED PYLON SIGN.
EXISTING SEWER MANHOLE.
MODIFIED EXISTING CROSSOVER (ALL MOVEMENT)
EXISTING LOW VOLTAGE OVERHEAD POWERLINES. WESTERN POWER CLEARANCES TO AWNINGS / BUILDINGS TO BE CHECKED. SUBJECT TO POWERLINE PROFILE SURVEY.
2110 HAZARD LINE (100yr ARI)
2070 HAZARD LINE (100yr ARI)
MODIFIED EXISTING CROSSOVER (EXIT ONLY)
EXISTING CROSSOVER (CARWASH EXIT)
EXISTING BP SERVICE STATION
MALIBU ROAD
AWNING ABOVE
ALFRESCO
PROPOSED BOUNDARY
PROP BDY
YARD 36m²
REVERSING BAY
EXISTING TREE
POCKET PARK
EXISTING PARKING 6 BAYS
FUTURE EV CHARGING BAYS.
UNIT 1 PHARMACY GLA = 150m² FL = 4.90 (TBC)
BUILDING A
UNIT 2 & 3 MEDICAL CENTRE GLA = 1,000m² FL = 5.30 (TBC)
NEW CARPARK 34 BAYS
BICYCLE / SCOOTER PARKING 14 BIKES, 6 E-BIKES, 3 MOBILITY SCOOTERS
SEATING AREA.
1:20 RAMP UP
4 BIKES
PARCEL 2 6,800m²
NEW CARPARK 26 BAYS
LOT 100 1.313 ha
E-BIKE AND MOBILITY SCOOTER CHARGING POINTS.
PROPOSED NEW ACCESS EASEMENT
EXISTING ACCESS EASEMENT TO BE MODIFIED.
EXISTING ACCESS GATE EASEMENT.
SPEED HUMP
UNIT 4 CAFE GLA = 100m² FL = 5.05 (TBC)
UNIT 5 & 6 RESTAURANT GLA = 194m² FL = 5.05 (TBC)
SERVICE CORRIDOR
BUILDING B
UNIT 7 PHYSIOTHERAPIST GLA = 200m² FL = 5.35 (TBC)
UNIT 8 MEDICAL / GYMNASIUM GLA = 182m² FL = 5.45 (TBC)
SERVICE
YARD 10m²
2m(H) x 2.5m(L) SIGHTLINE TRUNCATION AS PER AS2890.1.
NEW CARPARK 16 BAYS
SEATING AREA.
STAFF CARPARK 6 BAYS
RIGHT OF CARRIAGEWAY
PROPOSED NEW ACCESS EASEMENT
EXISTING ACCESS
EXISTING ACCESS
PARCEL 3 2,298m²
TAVERN
FL = 7.50 (TBC)
(REFER TO DRAWINGS BY OTHERS)
PARCEL 4 2,096m²
(NOT PART OF THIS APPLICATION)
EXISTING SURF SIDE WAIKIKI APARTMENT COMPLEX
12 BIKES
NEW 45° PARKING 12 BAYS
REALIGNED COUNCIL FOOTPATH.
EXISTING CROSSOVER (ALL MOVEMENT)
NEW CROSSOVER (EXIT ONLY)
SAFETY BAY ROAD
NEW SHARED PYLON SIGN PRIOR TO ROAD WIDENING. PERMITTED PROXIMITY TO ALL EXISTING SERVICES TO BE CONFIRMED WITH SERVICE PROVIDERS. AN UNDERGROUND SCAN TO BE UNDERTAKEN.

PROPOSED SITE PLAN

SCALE 1:300

HINDLEY & ASSOCIATES PTY LTD
BUILDING DESIGNERS

166 STIRLING HIGHWAY
NEDLANDS WA 6009

PO BOX 199
NEDLANDS WA 6909

PHONE - 9386 6699
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admin@hindley.com.au

DEVELOPMENT APPLICATION

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HINDLEY & ASSOCIATES P/L AS TRUSTEE FOR HINDLEY TRUST ACN No. 088 989 904

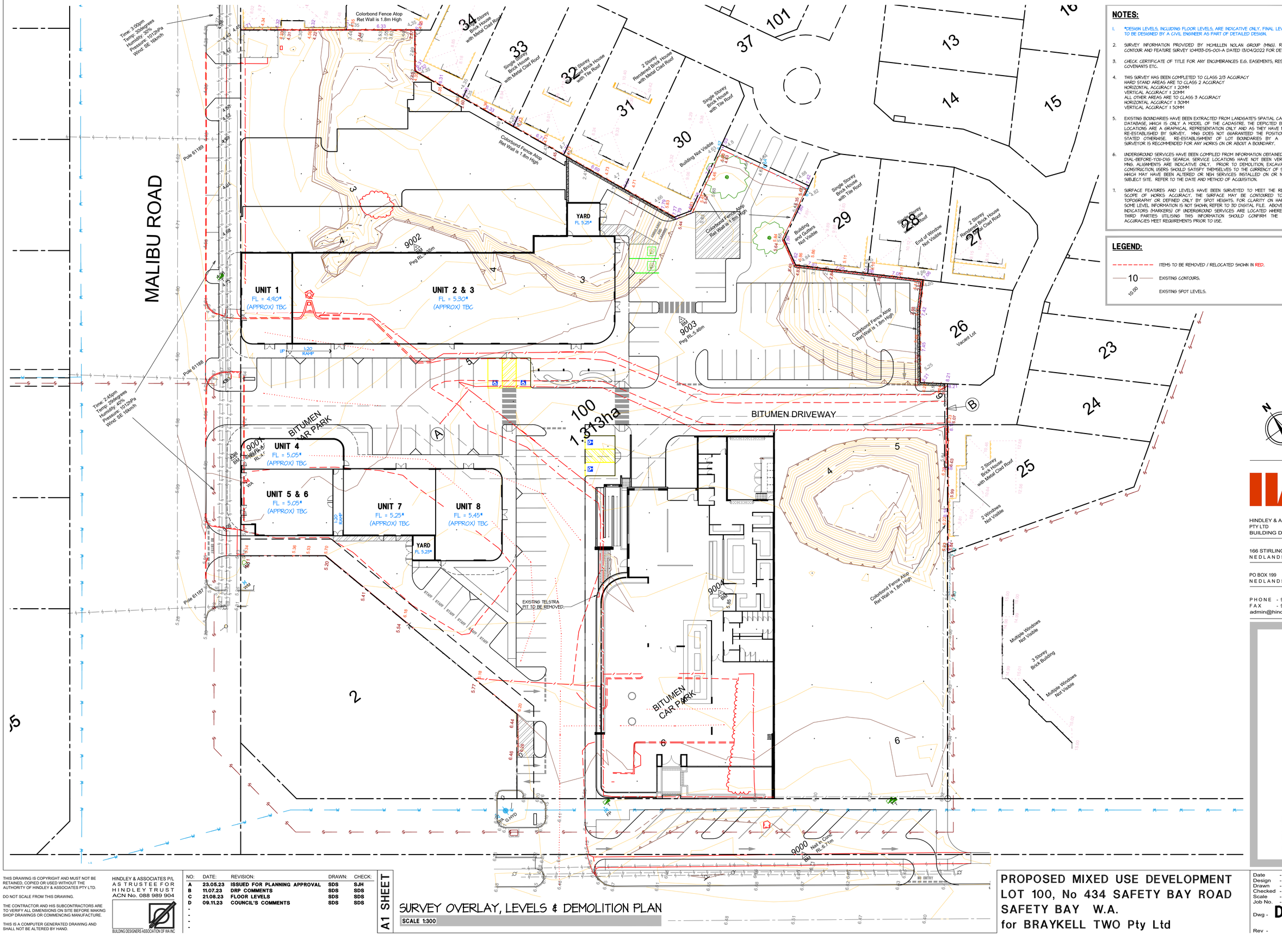
BUILDING DESIGNERS ASSOCIATION OF WA INC.

NO:	DATE:	REVISION:	DRAWN:	CHECK:
E	05.04.23	REVERSING BAY WIDENED	SDS	SJH
F	23.05.23	ISSUED FOR PLANNING APPROVAL	SDS	SJH
G	19.06.23	DRP COMMENTS	SDS	SJH
H	22.06.23	DRP COMMENTS	SDS	SDS
I	23.06.23	CLIENT'S COMMENTS	SDS	SDS
J	10.08.23	FENCING NOTES	SDS	SDS
K	31.10.23	COUNCIL'S COMMENTS	SDS	SDS
L	09.11.23	CHILDCARE UPDATED	SDS	SDS

A1 SHEET

PROPOSED MIXED USE DEVELOPMENT
LOT 100, No 434 SAFETY BAY ROAD
SAFETY BAY W.A.
for BRAYKELL TWO Pty Ltd

Date	-	20.03.23
Design	-	SDS
Drawn	-	SDS
Checked	-	SJH
Scale	-	1:300
Job No.	-	0836
Dwg -		DA01
Rev -		L



NOTES:

1. *DESIGN LEVELS, INCLUDING FLOOR LEVELS, ARE INDICATIVE ONLY. FINAL LEVELS AND TO BE DESIGNED BY A CIVIL ENGINEER AS PART OF DETAILED DESIGN.
2. SURVEY INFORMATION PROVIDED BY MCMULLEN NOLAN GROUP (MNG). REFER TO CONTOUR AND FEATURE SURVEY 104833-DS-001-A DATED 13/04/2022 FOR DETAILS.
3. CHECK CERTIFICATE OF TITLE FOR ANY ENCUMBRANCES E.G. EASEMENTS, RESTRICTIVE COVENANTS ETC.
4. THIS SURVEY HAS BEEN COMPLETED TO CLASS 2/3 ACCURACY
   HARD STAND AREAS ARE TO CLASS 2 ACCURACY
   HORIZONTAL ACCURACY ± 20MM
   VERTICAL ACCURACY ± 20MM
   ALL OTHER AREAS ARE TO CLASS 3 ACCURACY
   HORIZONTAL ACCURACY ± 30MM
   VERTICAL ACCURACY ± 50MM
5. EXISTING BOUNDARIES HAVE BEEN EXTRACTED FROM LANDGATE'S SPATIAL CADASTRAL DATABASE, WHICH IS ONLY A MODEL OF THE CADASTRE. THE DEPICTED BOUNDARY LOCATIONS ARE A GRAPHICAL REPRESENTATION ONLY AND AS THEY HAVE NOT BEEN RE-ESTABLISHED BY SURVEY. MNG DOES NOT GUARANTEED THE POSITION UNLESS STATED OTHERWISE. RE-ESTABLISHMENT OF LOT BOUNDARIES BY A LICENSED SURVEYOR IS RECOMMENDED FOR ANY WORKS ON OR ABOUT A BOUNDARY.
6. UNDERGROUND SERVICES HAVE BEEN COMPILED FROM INFORMATION OBTAINED FROM A DIAL-BEFORE-YOU-DIG SEARCH. SERVICE LOCATIONS HAVE NOT BEEN VERIFIED BY MNG. ALIGNMENTS ARE INDICATIVE ONLY. PRIOR TO DEMOLITION, EXCAVATION OR CONSTRUCTION, USERS SHOULD SATISFY THEMSELVES TO THE CURRENCY OF SERVICES, WHICH MAY HAVE BEEN ALTERED OR NEW SERVICES INSTALLED ON OR NEAR THE SUBJECT SITE. REFER TO THE DATE AND METHOD OF ACQUISITION.
7. SURFACE FEATURES AND LEVELS HAVE BEEN SURVEYED TO MEET THE REQUESTED SCOPE OF WORKS ACCURACY. THE SURFACE MAY BE CONTOURED TO DEPICT TOPOGRAPHY OR DEFINED ONLY BY SPOT HEIGHTS. FOR CLARITY ON HARD COPY SOME LEVEL INFORMATION IS NOT SHOWN, REFER TO 3D DIGITAL FILE. ABOVE GROUND INDICATORS (MARKERS) OF UNDERGROUND SERVICES ARE LOCATED WHERE VISIBLE. THIRD PARTIES UTILISING THIS INFORMATION SHOULD CONFIRM THE CAPTURE ACCURACIES MEET REQUIREMENTS PRIOR TO USE.

LEGEND:

- ITEMS TO BE REMOVED / RELOCATED SHOWN IN RED.
- 10 — EXISTING CONTOURS.
- 10.00 EXISTING SPOT LEVELS.

HINDLEY & ASSOCIATES PTY LTD
BUILDING DESIGNERS

166 STIRLING HIGHWAY
NEDLANDS WA 6009

PO BOX 199
NEDLANDS WA 6909

PHONE - 9386 6699
FAX - 9386 6700
admin@hindley.com.au

DEVELOPMENT APPLICATION

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HINDLEY & ASSOCIATES P/L
AS TRUSTEE FOR
HINDLEY TRUST
ACN No. 088 989 904

BUILDING DESIGNERS ASSOCIATION OF WA INC

NO:	DATE:	REVISION:	DRAWN:	CHECK:
A	23.05.23	ISSUED FOR PLANNING APPROVAL	SDS	SJH
B	11.07.23	DRP COMMENTS	SDS	SDS
C	21.08.23	FLOOR LEVELS	SDS	SDS
D	09.11.23	COUNCIL'S COMMENTS	SDS	SDS

A1 SHEET

SURVEY OVERLAY, LEVELS & DEMOLITION PLAN

SCALE 1:300

PROPOSED MIXED USE DEVELOPMENT
LOT 100, No 434 SAFETY BAY ROAD
SAFETY BAY W.A.
for BRAYKELL TWO Pty Ltd

Date	-	20.03.23
Design	-	SDS
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Checked	-	SJH
Scale	-	1:300
Job No.	-	0936
Dwg	-	DA02
Rev	-	D

POWER POLE

PROPERTY BOUNDARY

E4
E3

PARCEL 1
CHILDCARE CENTRE
(REFER TO DRAWINGS BY OTHERS)

6000
6000
YARD
2100

PROPOSED BOUNDARY

21200
GATES

ENCLOSED
YARD

6000

PROPOSED BOUNDARY

50
SETBACK
2500
AWNING
250
19450
UNIT 1
250
5200
UNIT 2
250
52650
21150
3000
14100
14200
2582
PATH
2500
AWNING

50
SETBACK

100kW EMBEDDED NETWORK
ROOF TOP SOLAR PANELS
SHOWN INDICATIVELY.

16500
16000 - UNITS

UNIT 1
PHARMACY
GLA = 150m²
FL = 4.90 (TBC)

PROPERTY BOUNDARY

UNIT 2 & 3
MEDICAL CENTRE
GLA = 1,000m²
FL = 5.30 (TBC)

AWNING OVER

2500
PATH
2500
AWNING

UP
1:20 RAMP

4 BIKES

AWNING OVER

AWNING OVER

BICYCLE / SCOOTER PARKING
14 BIKES, 6 E-BIKES, 3 MOBILITY SCOOTERS

250
8800
UNIT 1
250
57100
UNIT 2 & 3
250

SEATING
AREA

PYLON SIGN

POWER POLE

E1
E2

N

HINDLEY & ASSOCIATES
PTY LTD
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ACN No. 088 989 904

BUILDING DESIGNERS ASSOCIATION OF WA INC

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C	10.08.23	FLOOR LEVELS	SDS	SDS
D	09.11.23	COUNCIL'S COMMENTS	SDS	SDS
-				
-				
-				
-				

A1 SHEET

BUILDING A FLOOR PLAN

SCALE 1:100

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SAFETY BAY W.A.
for BRAYKELL TWO Pty Ltd

Date	-	20.03.23
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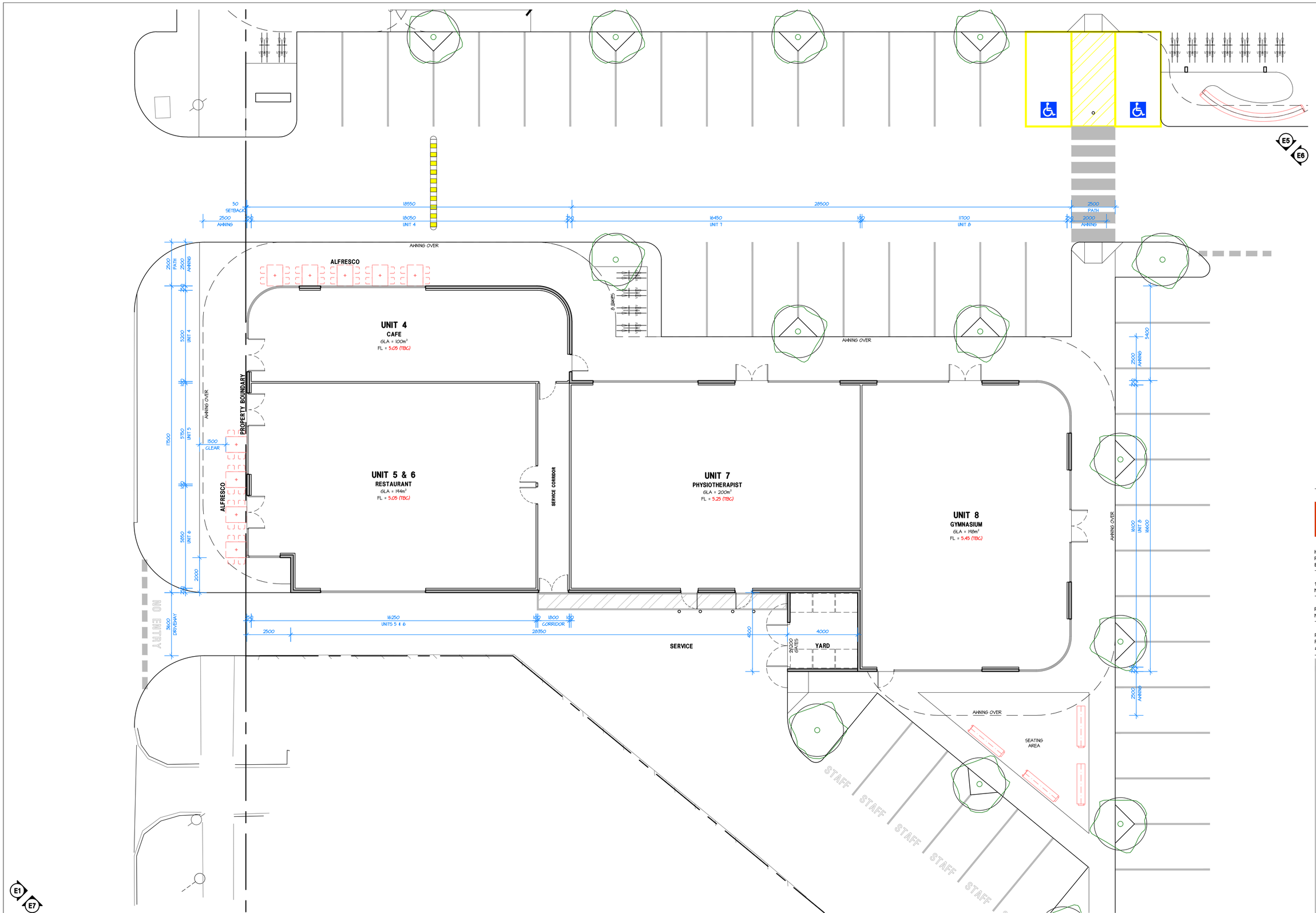
Checked	-	SJH
Scale	-	1:100
Job No.	-	0836
Dwg -		DA03
Rev -		D



HINDLEY & ASSOCIATES PTY LTD
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D	09.11.23	COUNCIL'S COMMENTS	SDS	SDS
-				
-				
-				
-				

A1 SHEET

BUILDING B FLOOR PLAN

SCALE 1:100

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LOT 100, No 434 SAFETY BAY ROAD
SAFETY BAY W.A.
for BRAYKELL TWO Pty Ltd

Date -	20.03.23
Design -	SDS
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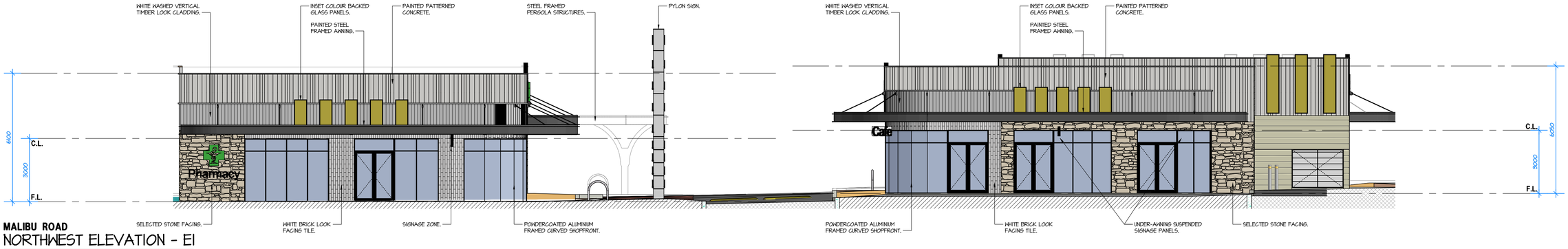
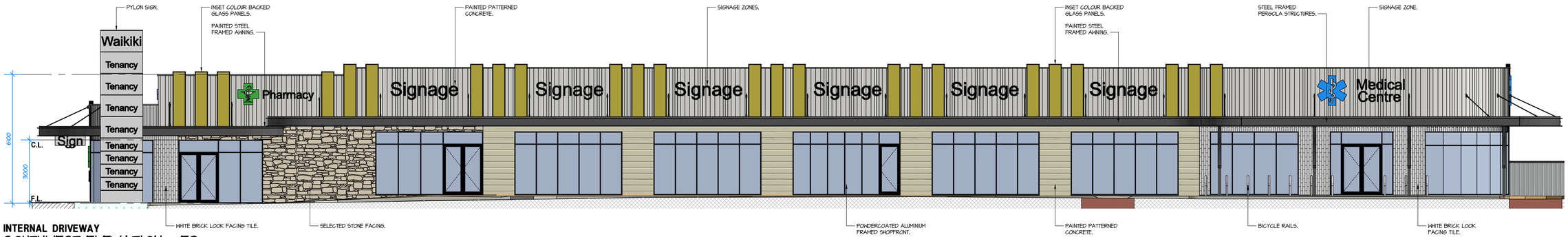
Checked -	SJH
Scale -	1:100
Job No. -	0836
Dwg -	DA04
Rev -	D



MALIBU ROAD

NORTHWEST ELEVATION - E1

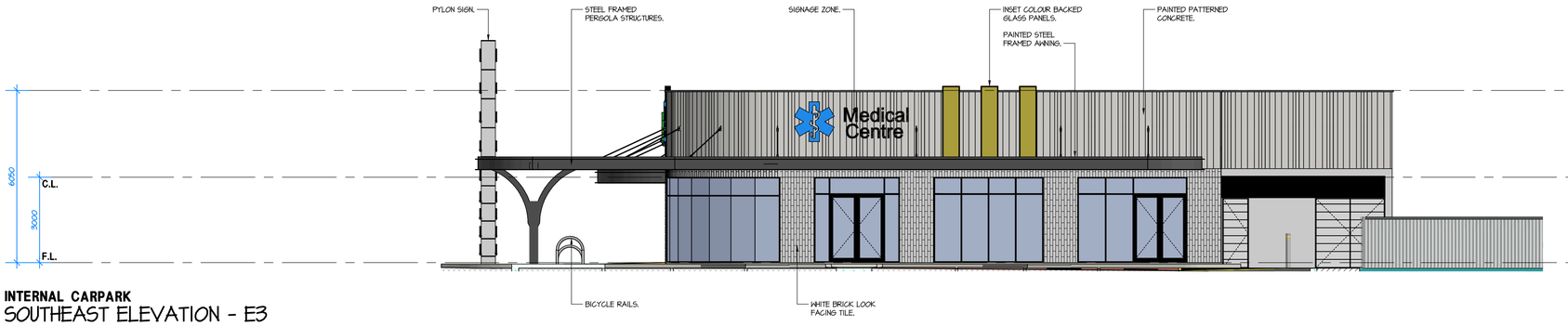
SCALE 1:100



INTERNAL DRIVEWAY

SOUTHWEST ELEVATION - E2

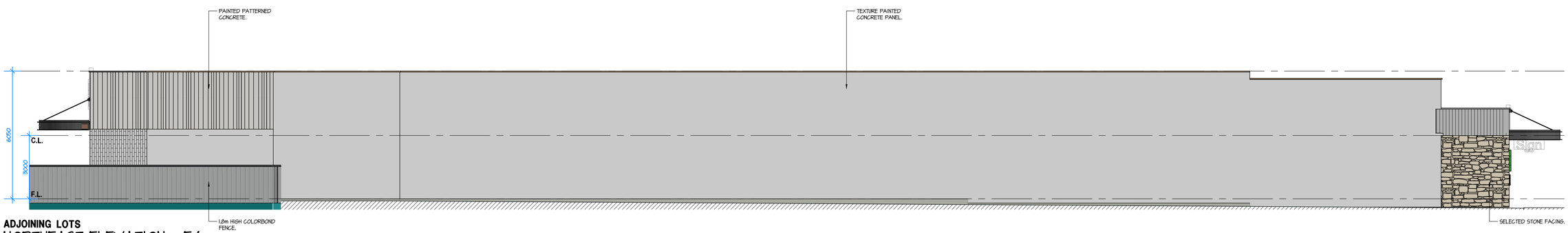
SCALE 1:100



INTERNAL CARPARK

SOUTHEAST ELEVATION - E3

SCALE 1:100



ADJOINING LOTS

NORTHEAST ELEVATION - E4

SCALE 1:100

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C	09.11.23	COUNCIL'S COMMENTS	SDS	SDS
-				
-				
-				
-				
-				

A1 SHEET

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BUILDING DESIGNERS

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DEVELOPMENT APPLICATION

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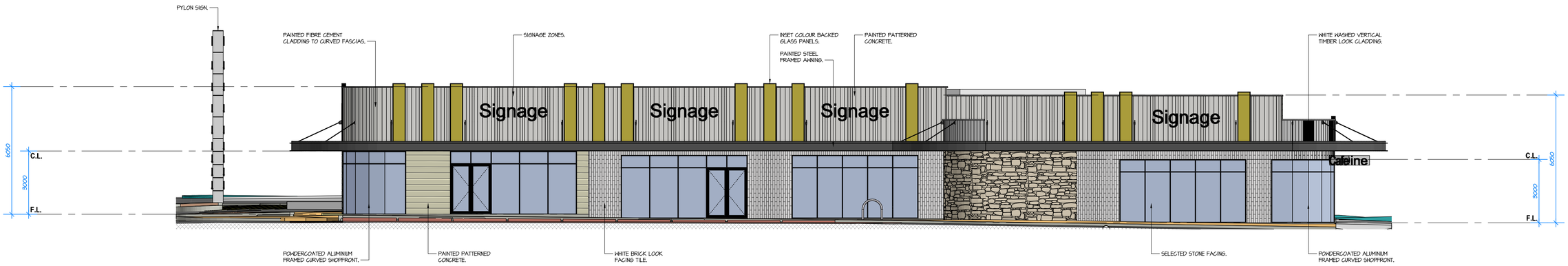
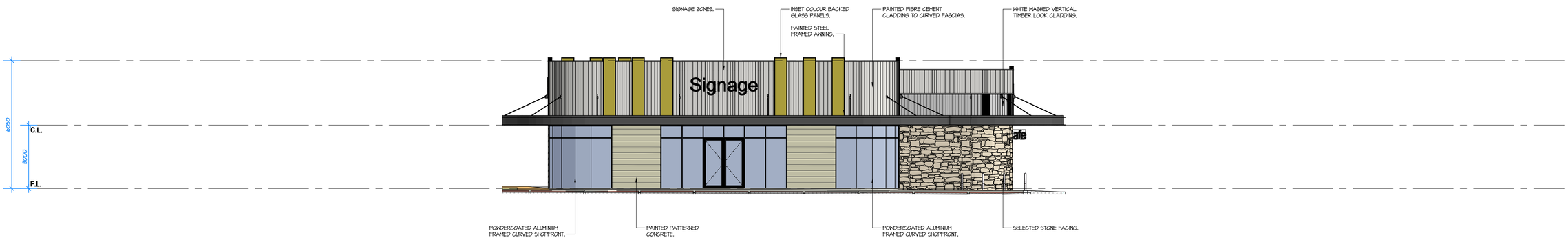
Scale	-	1:100
Job No.		0836
Dwg -		DA05
Rev -		C



INTERNAL DRIVEWAY

NORTHEAST ELEVATION - E5

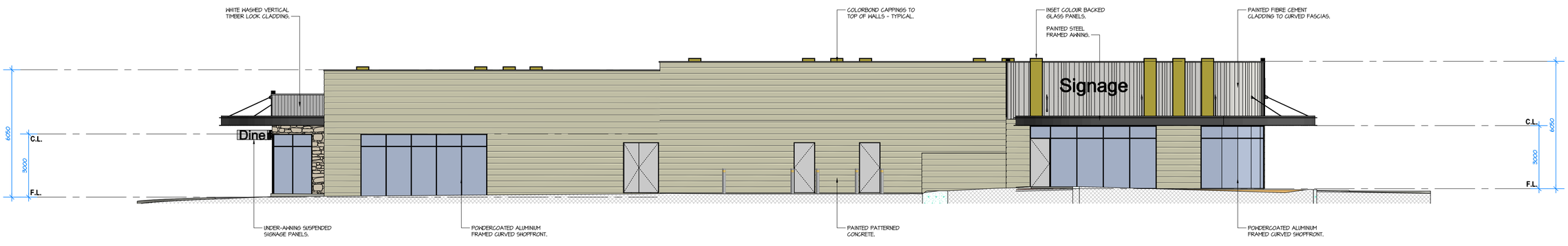
SCALE 1:100



INTERNAL DRIVEWAY

SOUTHEAST ELEVATION - E6

SCALE 1:100



SERVICE DRIVEWAY

SOUTHWEST ELEVATION - E7

SCALE 1:100

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C	09.11.23	COUNCIL'S COMMENTS	SDS	SDS
-				
-				
-				
-				
-				

A1 SHEET

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DEVELOPMENT APPLICATION

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Job No.	0836
Dwg	DA06
Rev	C

MALIBU RD - NORTH
PERSPECTIVE - P01
NOT TO SCALE

MALIBU RD - NORTH
PERSPECTIVE - P02
NOT TO SCALE

MALIBU RD - NORTH
PERSPECTIVE - P03
NOT TO SCALE

MALIBU RD - WEST
PERSPECTIVE - P04
NOT TO SCALE

SAFETY BAY RD - SOUTHWEST
PERSPECTIVE - P05
NOT TO SCALE

DRIVEWAY - SOUTH
PERSPECTIVE - P06
NOT TO SCALE

INTERNAL DRIVEWAY - SOUTH
PERSPECTIVE - P07
NOT TO SCALE

INTERNAL DRIVEWAY - EAST
PERSPECTIVE - P08
NOT TO SCALE

INTERNAL DRIVEWAY - SOUTH
PERSPECTIVE - P09
NOT TO SCALE

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-				
-				
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A1 SHEET

PROPOSED PERSPECTIVES
NOT TO SCALE

PROPOSED MIXED USE DEVELOPMENT
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Dwg	-	DA07
Rev	-	C

CARPARK - SOUTHEAST
PERSPECTIVE - P10
NOT TO SCALE

INTERNAL DRIVEWAY - WEST
PERSPECTIVE - P11
NOT TO SCALE

INTERNAL DRIVEWAY - EAST
PERSPECTIVE - P12
NOT TO SCALE

DRIVEWAY - SOUTHWEST
PERSPECTIVE - P13
NOT TO SCALE

SAFETY BAY RD - SOUTHWEST
PERSPECTIVE - P14
NOT TO SCALE

MALIBU RD - NORTHWEST
PERSPECTIVE - P15
NOT TO SCALE

CARPARK - SOUTHEAST
PERSPECTIVE - P16
NOT TO SCALE

CARBAYS - NORTHWEST
PERSPECTIVE - P17
NOT TO SCALE

MALIBU RD - NORTHWEST
PERSPECTIVE - P18
NOT TO SCALE

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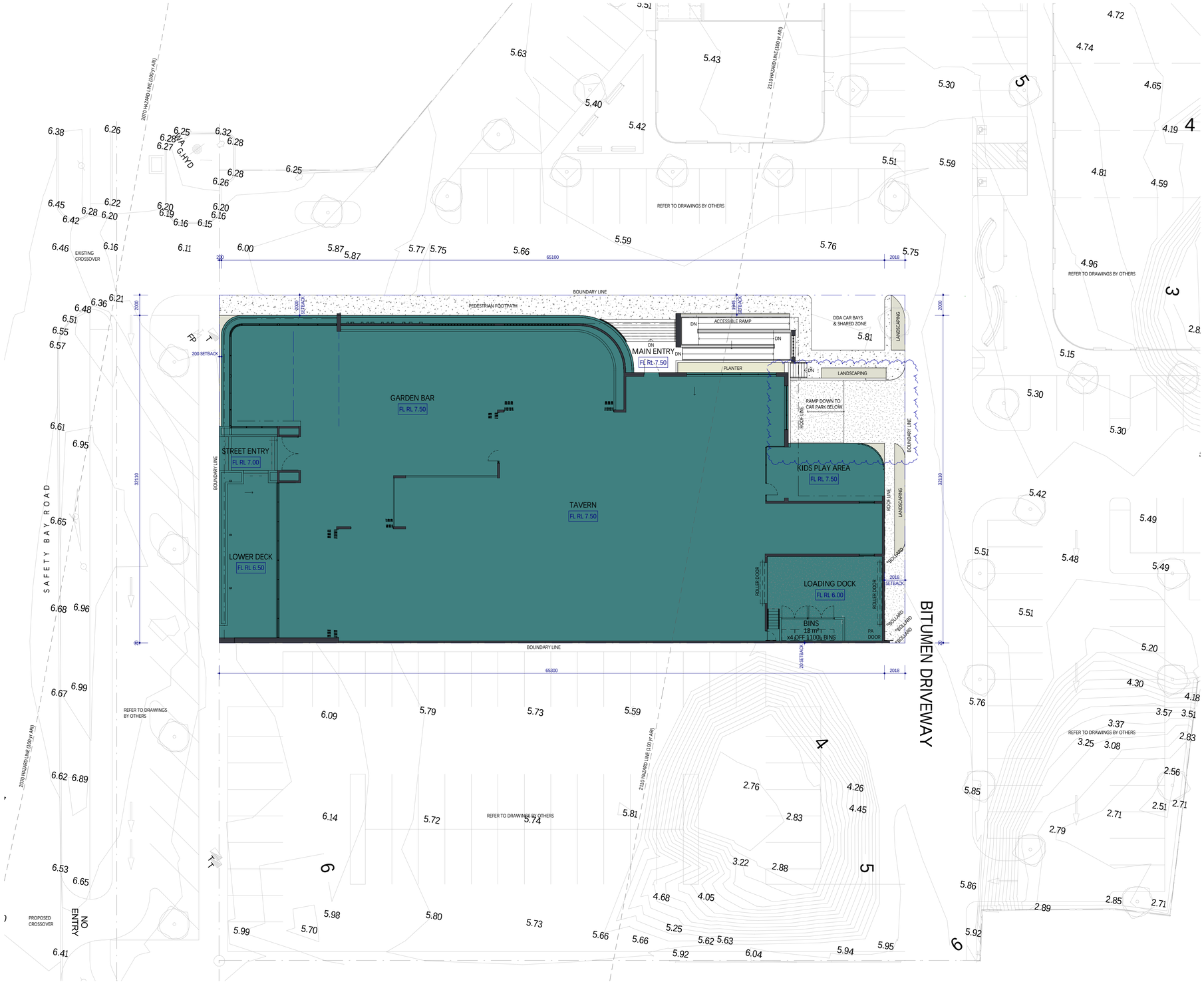

SITE PLAN
SCALE 1 : 200

LOCATION PLAN
SCALE 1 : 1000

LEGEND
- PROPOSED CONCRETE PAVEMENT EXPOSED AGGREGATE FINISH
- PROPOSED CONCRETE PAVEMENT
- PROPOSED LANDSCAPING

SITE INFO
2298m² = PARCEL C LOT AREA
1883m² = BUILDING FOOTPRINT
1509m² = BASEMENT CAR PARK
65m² = AT GRADE LANDSCAPING
76m² = LANDSCAPING ON BUILDING

BUILDING INFO
1509m² = BASEMENT CAR PARK AREA
965m² = TAVERN
756m² = GARDEN BAR / LOWER DECK / STREET ENTRY
90m² = MAIN ENTRY (inc. ACCESSIBLE RAMP & STAIR)
62m² = KIDS PLAY AREA
78m² = LOADING DOCK
13m² = BIN STORE

PARKING
46 CAR BAYS (BASEMENT PARKING)
2.6m WIDE x 5.4m LONG
+
2 DEDICATED DISABLE ACCESSIBLE (DDA) PARKING BAYS & SHARED ZONE IN ACCORDANCE WITH AS 2890.6

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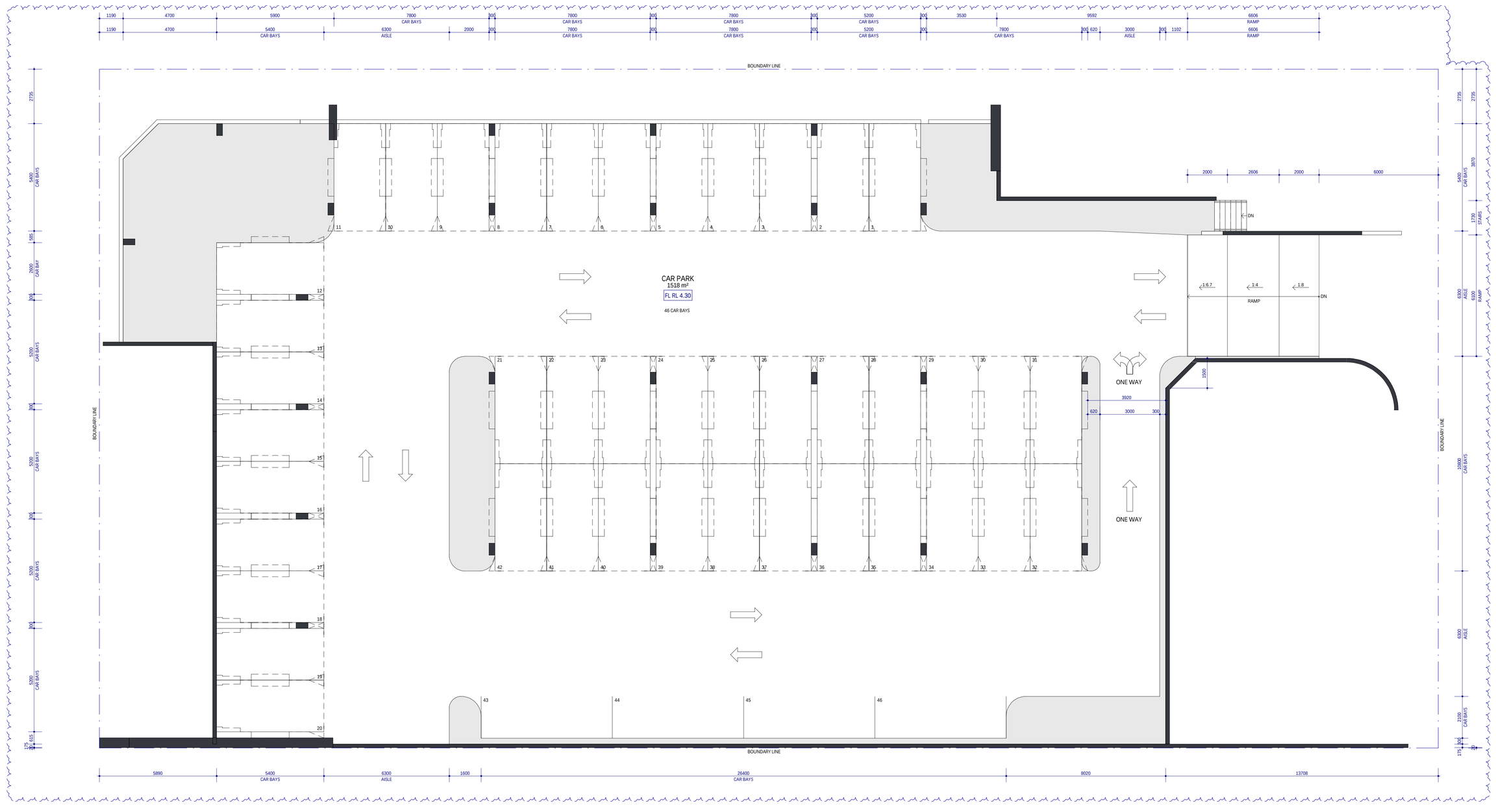
Project Name: WAIKIKI TAVERN
Project Address: LOT 100, 434 SAFETY BAY RD, SAFETY BAY WA

MOTIVO
Co-Create | Connect | Commit
[p] 08 9204 5090 [w] www.motivo.studio

Drawing Title: SITE PLAN

Rev	Date	By	Description
A	15/05/23	DT	DESIGN REVIEW ISSUE
B	01/06/23	DT	BIN STORE AMENDED
C	27/07/23	DT	ISSUE FOR PLANNING APPROVAL
D	30/10/23		ISSUED FOR REVIEW

Project No.: M2666
Revision: D
Drawing No.: DA01
Scale: As indicated
Drawn By: DT
Paper Size: A1



CARPARK RL 4.30m

SCALE 1 : 100

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Project Name: WAIKIKI TAVERN

Project Address: LOT 100, 434 SAFETY BAY RD, SAFETY BAY WA

MOTIVO
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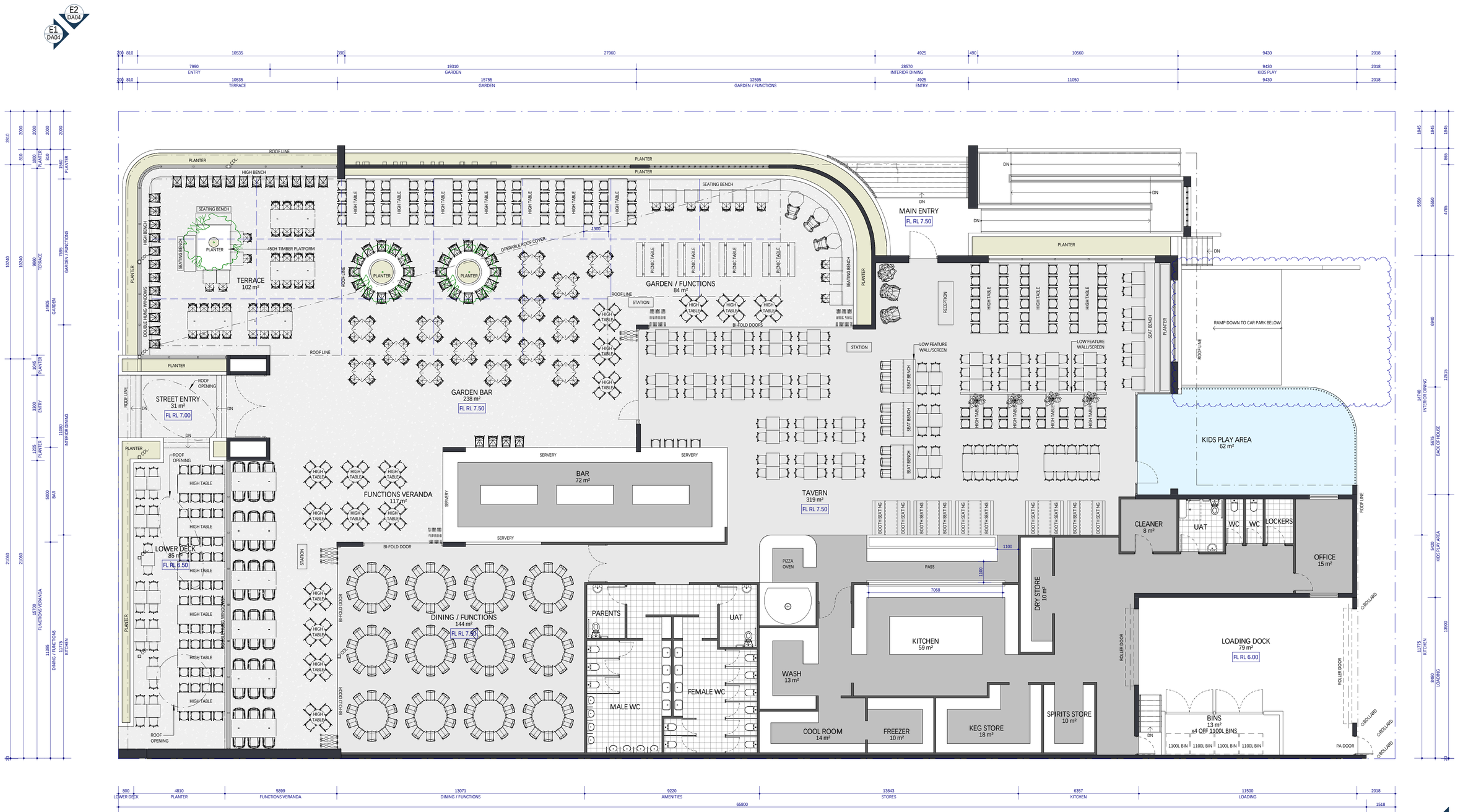
[p] 08 9204 5090 [w] www.motivo.studio

Drawing Title: CAR PARK

Rev	Date	By	Description
A	15/05/23	DT	DESIGN REVIEW ISSUE
B	27/07/23	DT	ISSUE FOR PLANNING APPROVAL
C	30/10/23		ISSUED FOR REVIEW

Project No.: M2666
Revision: C
Drawing No.: DA02
Scale: 1 : 100
Drawn By: DT
Page Size: A1



FLOOR PLAN

SCALE 1 : 100

SITE INFO

2298m² = PARCEL C LOT AREA
1883m² = BUILDING FOOTPRINT
1509m² = BASEMENT CAR PARK
65m² = AT GRADE LANDSCAPING
76m² = LANDSCAPING ON BUILDING

BUILDING INFO

1509m² = BASEMENT CAR PARK AREA
965m² = TAVERN
756m² = GARDEN BAR / LOWER DECK / STREET ENTRY
90m² = MAIN ENTRY (inc. ACCESSIBLE RAMP & STAIR)
62m² = KIDS PLAY AREA
78m² = LOADING DOCK
13m² = BIN STORE

PARKING

46 CAR BAYS (BASEMENT PARKING)
2.6m WIDE x 5.4m LONG
+
2 DEDICATED DISABLE ACCESSIBLE (DDA) PARKING BAYS
& SHARED ZONE IN ACCORDANCE WITH AS 2890.6

ALL DIMENSIONS TO BE VERIFIED / CHECKED ON SITE PRIOR TO COMMENCING ANY WORK. OF SHOP DRAWINGS. FIGURED DIMENSIONS TAKE PREFERENCE TO SCALED DIMENSIONS. DO NOT SCALE FROM DRAWINGS. ANY DISCREPANCIES TO BE REPORTED TO THE SUPERINTENDENT FOR CLARIFICATION OF RECTIFICATION. (CONT.ETC.) INVOICE, BE SHALL MATERIALS, HARDWARE AND ACCESSORIES, EXPOSED TO FINISH, IMAGE SHALL NOT REGISTER THE FINAL PRODUCT. COPYRIGHT OF DESIGNS, PLANS & IMAGES SHOWN HEREIN IS RETAINED BY MOTIVO. WRITTEN AUTHORITY IS REQUIRED FOR ANY REPRODUCTION. ALL WORK TO BE DONE IN ACCORDANCE WITH THE BUILDING CODE OF AUSTRALIA AND ALL LOCAL AUTHORITY REGULATIONS. EXECUTE ALL WORK TO THE SATISFACTION OF THE SUPERINTENDENT.
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Project Name: WAIKIKI TAVERN

Project Address: LOT 100, 434 SAFETY BAY RD, SAFETY BAY WA

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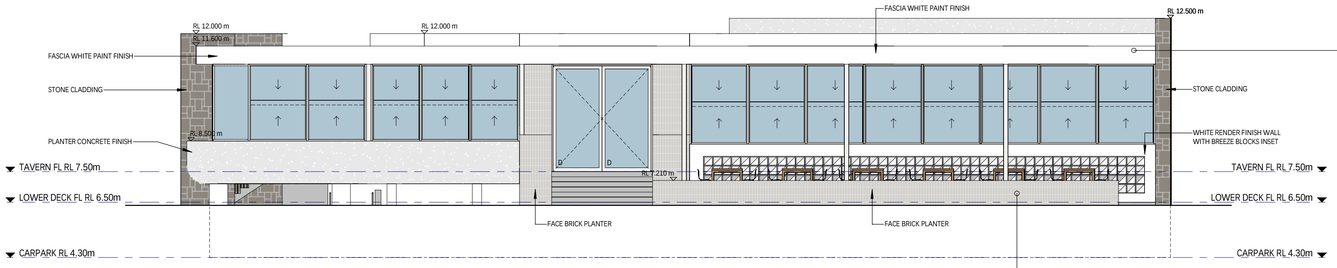
Drawing Title: FLOOR PLAN

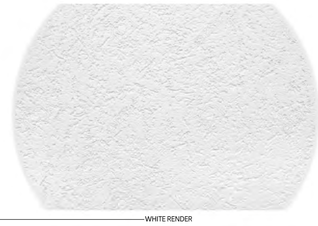
Rev	Date	By	Description
B	01/06/23	DT	BIN STORE AMENDED
C	25/07/23	TLP	ISSUED FOR REVIEW
D	27/07/23	DT	ISSUE FOR PLANNING APPROVAL
E	30/10/23		ISSUED FOR REVIEW

Project No.: M2666
Revision: E
Drawing No.: DA03
Scale: 1 : 100
Drawn By: DT
Page Size: A1



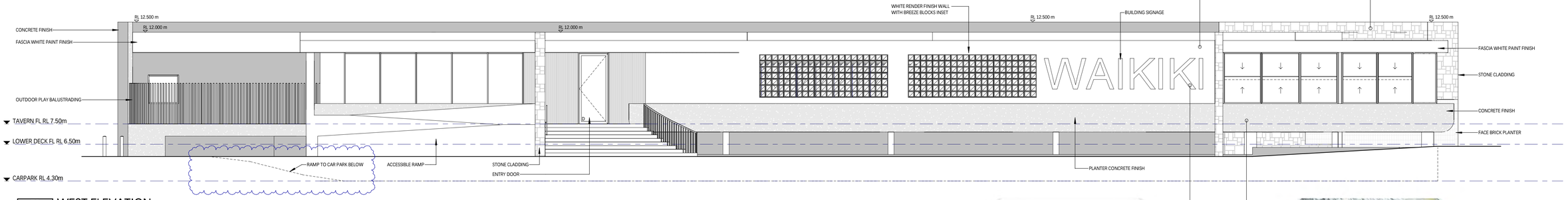
E1 DA03 STREET ELEVATION (SOUTH)
SCALE 1 : 100

FASCIA


WHITE RENDER

FACE BRICK

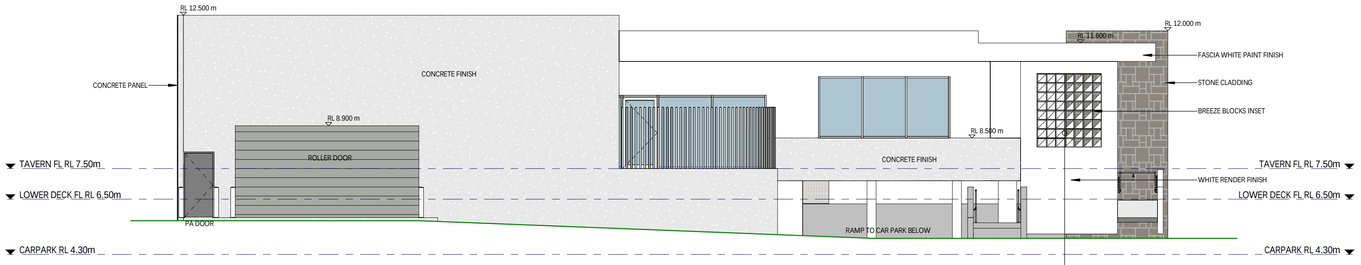
STONE CLADDING



E2 DA03 WEST ELEVATION
SCALE 1 : 100

BUILDING SIGNAGE

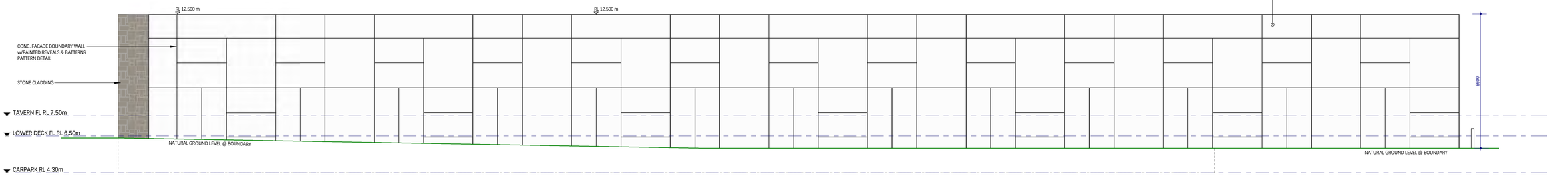
CONCRETE FINISH



E3 DA03 REAR ELEVATION (NORTH)
SCALE 1 : 100

BREEZE BLOCKS

CONCRETE FACADE



E4 DA03 EAST ELEVATION
SCALE 1 : 100

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Project Name: WAIKIKI TAVERN

Project Address: LOT 100, 434 SAFETY BAY RD, SAFETY BAY WA

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Drawing Title: ELEVATIONS

Rev	Date	By	Description
A	15/05/23	DT	DESIGN REVIEW ISSUE
B	27/07/23	DT	ISSUE FOR PLANNING APPROVAL
C	30/10/23		ISSUED FOR REVIEW

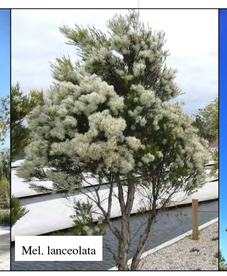
Project No.: M2666
Revision: C
Drawing No.: DA04
Scale: 1 : 100
Drawn By: DT
Page Size: A1

PROPOSED MIXED USE DEVELOPMENT, Lot 100 Safety Bay Road

LANDSCAPE CONCEPT PLANS

NOTE:
WATER SOURCE AND RETICULATION LAYOUT SUBJECT TO INVESTIGATION OF WATER AVAILABILITY DURING DETAILED DESIGN PROCESS

Mel. viminalis


Mel. lanceolata

Araucaria

PLANT SCHEDULE

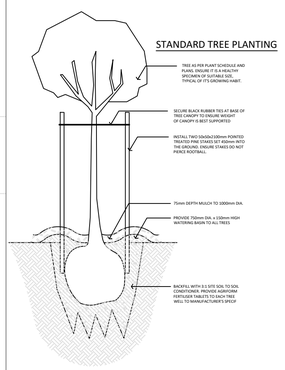
SYMBOL	SPECIES	STOCK SIZE	QTY
Trees and Feature Planting			
	Araucaria columnaris	Mature transplant	2
	Melaleuca viminalis	45lt	32
	Melaleuca lanceolata	45lt	9
	Strelitzia reginae	45lt	7
	Casuarina equisetifolia	45lt	3
Shrubs/groundcover)			
	Lomandra tanika	140mm	1 per 800mm Centres
	Ficinia nodosa	140mm	1 per 800mm Centres
	Hibbertia scandens	140mm	1 per 800mm Centres
	Metrosideros thomasii	140mm	1 per 800mm Centres
	Rhaphiolepis indica Alba	140mm	1 per 800mm Centres

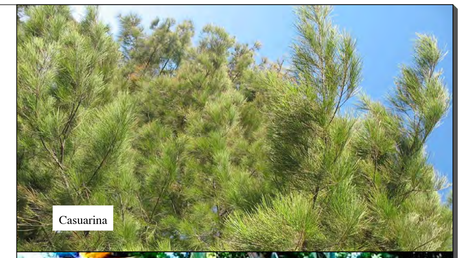
LEGEND:

SOILBOND STABILISED SUMMERSTONE FINES

IRRIGATED KIKUYU LAWN

01 L000 **PLANTING DETAIL**
RECOMMENDED TYPICAL SECTION DETAIL SCALE 1:40




Casuarina

Strelitzia

Metrosideros

Rhaphiolepis

Ficinia

Hibbertia

Lomandra

NOTES:

GENERAL NOTES:

- ALL NEW TREES , SHRUBS/GROUNDCOVER PLANTS TO BE IRRIGATED, (WATER-WISE BUBBLERS FOR TREES & DRIP IRRIGATION FOR PLANTS)
- PLANTING TO BE SETBACK 500mm FROM HARD SURFACES & 1000mm FROM MAJOR ROAD KERBS (WHERE POSSIBLE)
- TREES/SHRUBS/GROUNDCOVER MAY BE SUBSTITUTED FOR ANOTHER SPECIES LISTED ON THIS PLAN IF UNAVAILABLE AT TIME OF INSTALLATION
- SLOW RELEASE FERTILIZER TO BE INCORPORATED TO EACH PLANT AT TIME OF PLANTING
- 75mm Min. PINE BARK MULCH TO ALL PLANTED AREAS AS PER PLAN
- ALL MEASUREMENTS/QUANTITIES TO BE VERIFIED ON-SITE PRIOR TO COMMENCEMENT OF WORK OR ORDERING OF MATERIALS. E & OE.

Rev	Date	Description	Drawn	Appr.
C	17/11/2023	Landscape Design Concept for Development approval	D.R	A.H
B	18/07/2023	Landscape Design concept for review	D.R	A.H
A	19/05/2023	Landscape Design concept for review	D.R	A.H

LANDSCAPE ALCHEMY
Andrew Harding
Mob: 0418 927 900
Email: a.harding8a@gmail.com

PROJECT TITLE: PROPOSED MIXED USE DEVELOPMENT: Landscape Concept plans

LOCATION: LOT 100, No 434 Safety Bay Road, Safety Bay W.A

CLIENT: FABRIC PROPERTY

DATE: 19th May 2023 **SCALE:** 1:400 @ A1

NORTH

Schedule Of Submissions
Proposed Mixed Commercial Development
Lot 100 (No.434) Safety Bay Road, Safety Bay
(20.2023.193.1)

PUBLIC SCHEDULE OF SUBMISSIONS		
Name	Address	Comment
1. Mr David Fordapostle	Address Unknown fordapostle@bigpond.com	I have watched the site turn into disrepair, and it was a beautiful place. I think its a long time coming so hurry and get it done looks amazing.
2. Mr Tom Geling	63 Eldon Street SHOALWATER WA 6169 tageling@iinet.net.au	Please accept the following feedback and commentary for the very positive development. To compliment the amenity of the beach and recreational space across (Safety Bay Rd). Would suggest the following be considered (commented upon): • Shops and cafe present to Public open and accessible space and Safety Bay rd to enhance the amenity of the recreational areas and reduce the impact to residences on Malibu Rd. • Redesign of More frontage profile to the tavern and elevated (a second story perhaps) to take advantage of the aspect to the south (the beach). • Pivot the residential parcel to Malibu Rd Council should approach adjacent properties on Safety Rd to improve the amenity of these properties also. (the service station as well as apartments)
3. Ms Toni Moore	38 Belgravia Terrace ROCKINGHAM WA 6168 tonimoo2@hotmail.com	I would like to offer my opinion on would should go in this development in Waikiki. We have all been looking forward for Many years, maybe even a decade or more, to a microbrewery, with a beer garden and family play area. This development should take full advantage of our beautiful sea views. Keep it classy, people look after beautiful things. Not sure why Rockingham struggles to get nice developments. We are lacking of good quality entertainment venues. Share Your Thoughts Please consider, what the rate payer would like to see in this spot. Most people want a microbrewery with a beer garden and a beautiful family space, similar to king road. Taking advantage of the sea views... It needs to be classy.
4. Mrs Mandy Smith	3 Philip Street SHOALWATER WA 6169 anthonyandmandy@gmail.com	I am opposed to the proposal. This site has the potential to boost Rockingham. Waikiki Beach is one of the best beaches in Perth and would do well with something that attracts people to the area. It could be as popular as Cottesloe Beach. We do not need another childcare centre or medical centre in this area, they will not elevate the suburb. It would be a shame for this to be approved, for current financial gain, rather than hold off for something that would be long lasting and draw tourism. As prime real estate, it would make sense to have something with more than one storey. Something classy - a nice bar with

Schedule Of Submissions
Proposed Mixed Commercial Development
Lot 100 (No.434) Safety Bay Road, Safety Bay
(20.2023.193.1)

PUBLIC SCHEDULE OF SUBMISSIONS		
Name	Address	Comment
No.4 Cont…		a beer garden, nice restaurants/cafes, something like a day spa. Please Council, do not approve this bland proposal.
5. Miss Samantha Scott	Address Unknown samantha.scott33@hotmail.com	I want to provide some feedback regarding the safety bay road spot, I'm 30 years old and I think Rockingham is a beautiful place to live but we are begging you to build somewhere for us to go out for a lovely dinner, a nice wine bar, a pub similar to The Kite in secret harbour or the new Birdie pub/restaurant in Port Kennedy that has a beautiful view of the beach something someone has actually put effort into the interiors and that we can be proud of, we don't need another childcare centre or doctors surgery we need places for people to enjoy we have nothing on this side and quite frankly Rockingham is very behind other places and so boring for young people. It's been a long time since we have had anything new and it's about time!!
6. Unknown	Address Unknown jomuncaster@gmail.com	Would love to see a pub/ Tavern with cafe restaurant. Beautiful area to attract more tourism.
7. Mrs Samantha Stirling	Address Unknown samanthastirling7718@icloud.com	I'm ashamed of my local council. Seriously, another pub and shopping centre. This is disgusting. Build another homeless shelter and house the 120 homeless people we have in our streets. Use the waste of money on this place to actually do what you promised. Magenta Marshall is completely unethical using "solving the homeless crisis" to get elected. All she's done since is post various out of touch locations like the gym, the beach, cafes it's absolute nonsense. instead of doing something productive and a practical solution, we build another place for the locals to get drunk. Shameful, disgraceful, should be ashamed.
8. Mrs Margaret Bradley	Address Unknown markandmargbradley@outlook.com	The proposal of development at safety bay rd malibu rd. I am not against that development of tavern etc. But do question the need for child care and medical there. Prime land and original proposal was apartments years ago tavern shops. I dont think the land is being developed to full potential for the area and for tourism. Nice restaurants a really nice pub integrated with residential makes more sense. I am an ex childcare worker and that area for child care is an older area. Many have folded around rockingham. Not in favour of medical and child care
9. Ms Michelle Chatfield	13 Churchill Avenue SHOALWATER WA 6169 chatfield@iinet.net.au	I do not support the current proposal for 434 safety bay road Waikiki, as a long term resident it appears the commercial needs of the developer have been considered greater than the community amenity and tourism benefits. Restaurants, cafes, gelato shops and a tavern should be considered for this iconic location. The design is disappointing and does not reflect the opportunities this site can offer. I do not support a medical centre or childcare centre for this location, this is equivalent of putting a childcare centre on the boardwalk or the esplanade at Rockingham beach, which would not be considered

Schedule Of Submissions
Proposed Mixed Commercial Development
Lot 100 (No.434) Safety Bay Road, Safety Bay
(20.2023.193.1)

PUBLIC SCHEDULE OF SUBMISSIONS		
Name	Address	Comment
No.9 Cont…		appropriate. This land provides the city of rockingham an opportunity to show case safety bay and its wonderful views and amenity, the design and intended use should be reviewed to ensure it represents and showcases the wonderful coastal location it is.
10. Mrs Helen Benedetti	Address Unknown helen@iinet.net.au	I am a Safety Bay resident along with my husband, our daughter and her 5 children. We live about 1km from this proposal and we do NOT support it. This is a beautiful suburb, lovely coastline and I'm in the local Facebook groups and I haven't read anyone saying they support the placement of a Drs and a Child Care facility (and next door to a Tavern!) Why are we not taking advantage of that area and putting in something that families can use? I wont be taking the family to a Tavern, we could go up to Warnbro Tavern but we don't. Something with an upper floor where people can sit, enjoy a meal and look out over the ocean, would be preferable. Heck, I'd even take a double storey Dome Cafe! The one at Point Coogee is great, sit upstairs and enjoy the view. There are always visitors coming to the Bay, the international visitors who come for the Kite Surfing, families enjoying sitting on the lawn under the trees. Currently its Fish & Chips or Pizza or go into Azzaca kitchen which is not cheap. Please, we do NOT need a Drs surgery or child care center with OCEAN VIEWS.
11. Mr Stuart Norton	26 Charthouse Road SAFETY BAY WA 6169 stuart.norton@bigpond.com	💯 approved Done ✓
12. Neroli Sutherland	20 Investigator Drive WAIKIKI WA 6169 nezza51@hotmail.com	Please accept my family submission of a huge NO to this development. This area is Prime Waterfront land that would add so much to the City of Rockingham if developed with thought and consideration as to what is really required here. Any development needs to be able to make use of this vantage point. ! It is not the place for Dr‘ surgery and childcare centre! Rockingham has become known as a “ backwater” We have no 5 star establishments no attractive coffee strips! Nothing that elevates the City to more than being “ good old Rocko” Take this chance to upmarket the City of Rockingham!! Dont throw this opportunity for improvement away.

Schedule Of Submissions
Proposed Mixed Commercial Development
Lot 100 (No.434) Safety Bay Road, Safety Bay
(20.2023.193.1)

PUBLIC SCHEDULE OF SUBMISSIONS		
Name	Address	Comment
13. Ms Amanda Kenwright	11 Celtic Crescent SHOALWATER WA 6169 a.spiers83@gmail.com	Do we really need another pub/brewery in Rockingham? There's not a lot of family friendly cafes/restaurants left. It's all pubs! And as much as they try to be family friendly, people getting tanked next to our 7yo whilst we are trying to enjoy a birthday meal out is not great! Talk about Australian drinking culture! There's the foreshore development with Rocky Hotel anyway if people need another beer garden overlooking the beach. And I don't think I'd enrol my kid in day care next to a pub either. And another gym, really? They're everywhere. Surely there are plenty for the people of Rockingham already? Some of them are going bust now, too much competition. That spot is made for tourist friendly restaurants/cafes/ shops and people want to build a doctor's surgery and a daycare and waste it! When will Rockingham get with the times about tourism? It's like it's stuck in the 90s!
14. Ms Helen Murphy	Address Unknown smurfs47@bigpond.com	Tavern/Hotel please
15. Mr Graham Liddle	6 Trinity Court SAFETY BAY WA 6169 graham.liddle@icloud.com	I think it will be great to proceed with the development.
16. Ms Janet Robertson	21 Kurrajong Road SAFETY BAY WA 6169 janetrobertson949@gmail.com	I think the plans for the health centre, cafe, tavern etc. sounds good but, what about parking? It's already a problem when it is good weather in the summer holidays, and even when the food trucks are in the car park next to the shower and toilet blocks. Parking is a major issue and the rangers hammer both locals and visitors every year 😒 it absolutely does not contribute to a pleasant visit to our beautiful shores.
17. Ms Sonja Elpitelli	36 Arcadia Drive SHOALWATER WA 6169 SElpitelli@gmail.com	I wanted to just put forward my suggestion, any possibility of a playground with a tavern or a sandpit with a chalk wall would be great. Shaded and covered a bonus. We don’t have any kid friendly venues other than Birdie in Port Kennedy.

Schedule Of Submissions
Proposed Mixed Commercial Development
Lot 100 (No.434) Safety Bay Road, Safety Bay
(20.2023.193.1)

PUBLIC SCHEDULE OF SUBMISSIONS		
Name	Address	Comment
18. Mr Mark Hiscock	Unit 35, 19 Malibu Road SAFETY BAY WA 6169 markh295@hotmail.com	I would just like to know if Childcare carpark is closed at night, if not will they be putting up a high fence where the residents back fences are for security, we have brought into a gated community and this would leave our back gardens very exposed, otherwise everything else looks amazing.
19. Anonymous	19 Malibu Road SAFETY BAY WA 6169 Email Unknown	As one of the owners of a property (house) on this land/strata I would like to see some proper parking spaces for us, guests, tradies coming and going. There is a vacant spot across lot 25 that would be good as a guest or worker car park. Residents in here are already fighting over tight parking which has not been thought out well enough. With more dwellings going up I would like to see proper and adequate parking spaces. People leaving stickers not to park and almost breaking into fights over anyone parking as the space is very tight. I understand developers want to make money but it should also not be at the expense of living in peaceful environment where they don't just cramp people in together.
20. Mr Dylan Coles	Unit 9, 19 Malibu Road SAFETY BAY WA 6169 dylan.coles@gmail.com	Well overdue development and supported by the locals. Will be great to finally see something happen with this land.
21. Mr Paul O'Driscoll	5 Seacrest Street	This is a fantastic idea, the area is in desperate need of something like this, the current plot is an eyesore.

Schedule Of Submissions
Proposed Mixed Commercial Development
Lot 100 (No.434) Safety Bay Road, Safety Bay
(20.2023.193.1)

PUBLIC SCHEDULE OF SUBMISSIONS		
Name	Address	Comment
No.21 Cont…	SAFETY BAY WA 6169 paulodriscoll27@hotmail.com	
22. Mr Gerad Giles	12 Leeder Street SAFETY BAY WA 6169 Gerad.giles@gmail.com	If the Tavern proposed is going to be a 1000 person venue then there is an extremely large parking shortfall which can not be overlooked. The overall development of the site looks great and would be a welcome addition to the area, but to allow a venue of that size to go ahead with such a small amount of dedicated parking doesn't sit well with me. Having been through the development process with the City of Rockingham and being held to ransom over parking requirements it would be a kick in the guts to see the City parking scheme requirements just torn up for one developer but inscribed in stone for another. Decreasing the maximum patron numbers for the Tavern would be a necessity in my eyes for this development to go ahead. And it would still set a precedent for any other developer to demand a similar disregard of the parking requirements for any future projects.
23. Ms Carolyn Whitford	Unit 35, 19 Malibu Road SAFETY BAY WA 6169 markh295@hotmail.com	I live in Lumia Estate 35/19 Malibu Road, Safety Bay and my house will back onto the car park where the child care centre is I am worried about our security because it will be a secluded area at night and a ute or similar can drive up to our fence and look over or jump over our fence with ease, I was wondering if it would be possible to put a high fence up against ours and will the car park be locked at night otherwise it will be used as a youth meeting area because it's out the way. We have brought into a gated community for security reasons and this will leave us very exposed if nothing is done, Also, not sure if irrelevant but there would need to be some kind of system to slow the traffic down along Malibu road cars travel very fast approaching and leaving roundabout, and I think we would need some sort of road crossing for public to get over to the beach. Apart from that it looks amazing and hope it gets started soon it's just what the area needs
24. Mrs Kathryn Scott	9 Calm Court SAFETY BAY WA 6169 kate21@iinet.net.au	Please make sure the development includes a tavern/pub with a lovely beer garden for families, cafe for more breakfast options in the area. It is such a beautiful area that we should utilise for the whole community to enjoy.
25. Ms Janie Hampton	Unit 7, 9 Merope Close ROCKINGHAM WA 6168 janie_rhodes2004@yahoo.com	We do not need another child care centre, dr gym. There are plenty around it would be nice for a local Rockingham surf club with amenities also restaurant within the surf club as in other states.

Schedule Of Submissions
Proposed Mixed Commercial Development
Lot 100 (No.434) Safety Bay Road, Safety Bay
(20.2023.193.1)

PUBLIC SCHEDULE OF SUBMISSIONS		
Name	Address	Comment
26. Miss Zoe Wilson	13 Tropicana Way SAFETY BAY WA 6169 zjgwilson@hotmail.com	I believe parcel 3 is the best use of this parcel of land, however feel that the area is misused by placing a medical centre and/or childcare centre there. It would be better suited to a small retail/restaurant complex that would provide opportunities for local businesses to have a well-populated area to service and provide a much needed boost to the local economy through both local spending and a boost to tourism. There are already plenty of medical and childcare services around and using the space in this way does not best meet local need.
27. Mr Antony Norris	138 Warnbro Beach Road WAIKIKI WA 6169 antony@project10.com	I'm for a tavern, but against a childcare centre at the same location. It's inappropriate and will lead to poor outcomes in many ways for families and children. Make it a destination for locals and visiting tourists. It's a great beach for families, so focus on that.
28. Mrs Helena Goncalves No.28 Cont…	30 Carlisle Street SHOALWATER WA 6169 xhfernandesx@hotmail.com	Wake up and listen to your people!!!Safety Bay/ Shoalwater has the most beautiful coastline in the whole of Perth yet no venue to appreciate the views. It's a definite "no" to another childcare and medical centre. A tavern, restaurant and café for us locals and visitors to enjoy would be highly favourable. Perhaps include short-term accommodation as well. We're so behind in comparison to other coastal suburbs, and it's time we prosper. Where's our Marina?!!!
29. Mrs Linda Cummins	8 Stringybark Way BALDIVIS WA 6171 binneypie@gmail.com	Is it really appropriate to have a child care centre and medical centre next to a tavern? This proposal lacks any imagination and will ruin a very exciting opportunity. This is prime real estate with views that could really pull in tourism and enliven this beautiful part of the world. Wouldn't it it be a far better use of the land to develop it to include restaurants with large alfresco dining areas overlooking the bay, accommodation, coffee shops, tavern, brewery, wine bar, gift shop/activity/recreation hire shop etc. Someone with some imagination could really set this area up for success and maybe put Rockingham on the map for tourism awards. This land has been lying dormant for years and this is a lack lustre, safe and typical boxed in developer style approach that has delivered a disappointing proposal. Make this a place for locals to be proud of, because Safety Bay is a truly unique destination. Embrace its uniqueness and develop something that will be a go to destination. Ensure parking at the back so patrons aren't looking over a car park. I encourage you to think outside the box and really consider this opportunity to make something lively and exciting.
30. Mrs Kathryn Hyde	37 Jupiter Bend ROCKINGHAM WA 6168 kathrynehyde1@gmail.com	Should be an attraction for tourists and locals, not child care, medical, physiotherapists of which we have plenty. It's waterfront!!

Schedule Of Submissions
Proposed Mixed Commercial Development
Lot 100 (No.434) Safety Bay Road, Safety Bay
(20.2023.193.1)

PUBLIC SCHEDULE OF SUBMISSIONS		
Name	Address	Comment
31. Ms Kantiya Poole	11 Anchor Place SAFETY BAY WA 6169 Email Unknown	I live on Malibu road and so happy to hear this block of land will have a child care centre. we definitely need one in our area plus the medical centre and tavern. nothing more than happy and looking forward to it.
32. Mrs Rebecca Cattle	Unit 19 20-22 Lake Street ROCKINGHAM WA 6168 Email Unknown	A tavern is a great idea - Rockingham and Safety Bay are sorely lacking decent places to eat despite being such a a beautiful spot to dine! Not too sure about another day care centre though.
33. Mr Daniel Clark	1 Nora Court SAFETY BAY WA 6169 dkclark007@gmail.com	I whole heartedly support and hope that this proposal gets the green light. As a local resident that block has been a messy vacant space for too long. The facilities on offer will be a true asset and bonus tonus local residents.
34. Mrs Leah O'Driscoll	5 Seacrest Street SAFETY BAY WA 6169 leahodriscoll21@hotmail.com	This is fantastic, it is going to be a great asset to the area, much needed.
35. Ms Sarah Twigley	1 Catalina Street SAFETY BAY WA 6169 sarahtwigley@outlook.com	I would love to see a tavern that is similar to the Whistling Kite in Secret Harbour or Birdie in Port Kennedy. Would be fantastic to have a family friendly place with a playground or children's area. Beautiful interior design and food.
36. Mr Dallas Evans	18A Hilda Road WAIKIKI WA 6169 dgjge72@gmail.com	Is there scope to engage a traffic engineer or transportation planner to design pedestrian crossings across Safety Bay Road to the beach area? I couldn't find any details in the Proposal or the Traffic Impact Assessment. Looking ahead at the local food truck "Dinner at Dusk", which uses the beach car park, in the warmer months, will this event need to be looked at for them to run at another venue, as the parking for this event will be considerably restricted during construction? We like the concept and think it will generate jobs and liven up the area.
37. Anonymous	19 Malibu Road SAFETY BAY WA 6169 Email Unknown	Parking is an issue here already for residents with arguments arising. Concerns are when more buildings go up there will be severe parking issues. Developers need to address the parking bay issues prior to slapping on more buildings.

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Name	Address	Comment
38. Ms Hayley Ford	132 Penguin Road SAFETY BAY WA 6169 Hayleycf@gmail.com	I would like to see a lovely micro brewery/ pub with a great children's playground to keep them entertained while being able to have a beer.
39. Mrs Cheryl Connor	5 Caloundra Street SECRET HARBOUR WA 6173 theconnors5@bigpond.com	Wow this is fantastic, cant wait until its finished.
40. Mr Carl Connor	5 Caloundra Street SECRET HARBOUR WA 6173 carl.connor1@gmail.com	Amazing. its about time they did something with that site, can only be good for the area.
41. Mrs Kathryn Cockeram	489 Safety Bay Road SAFETY BAY WA 6169 kcockeram1960@gmail.com	This site has the potential to lend itself to so much more. This is hardly taking advantage of our beautiful coast. I live in close proximity, and seen so many past proposals go to the wall and would love to see this developed into an amazing tourist spot, BUT mixed use!!! Is the Council insisting on this to get approval over the line? Surely we have enough childcare centres and Dr practices in the area already!!! We are so far behind the eight ball when you look at places like Mandurah. You don't see Drs., gyms etc in their prime beach, canal or estuary locations.
42. Mrs Leanne Hill	5 Ambleside Parade WAIKIKI WA 6169 hilllea@hotmail.com	Prime real estate. Spectacular views. Tourism, pub, restaurants, tapas bar, sort term accommodation etc! NO childcare, drs, gym etc. Put Safety Bay on the map!!!
43. Ms Claire Falkiner	24 Acapulco Road SAFETY BAY WA 6169 falkiner.claire@gmail.com	This plot of land has some of the best views in the Rockingham coastal area and it would be completely wasted on a daycare and medical centre. Rockingham is screaming out for a beachside location that has good restaurants, cafes and a pub. This would be the perfect spot for such a venture and not only would be loved and frequented by locals but could become a tourist destination, bringing more income to the local area. The idea of putting a daycare centre in the same development as a tavern rings alarm bells to me. Who would want to put their children in place where there will be adults drinking? Not me.

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No.43 Cont…		Please have some foresight and use this land to utilise the stunning views and beachside location, it could really turn the Safety Bay area into a tourist destination.
44. Mr David McDonald	129 Penguin Road SAFETY BAY WA 6169 david_mcdonald@outlook.com.au	Child care and Doctors seems a bit of a waste for this location. Would like to see wine bars, Tapas, Cafes, restaurants, retail, gardens/balconies overlooking ocean etc. A place to attract families and tourists to the area; creating a good local vibe that has everyone talking about it. Something with unique costal architecture instead of the usual quick build form-work construction.
45. Mrs Faith Swinbourne	9 Barter Place WARNBRO WA 6169 faithswinbourne@outlook.com	Parcel 1- tavern
46. Ms Emma Pickersgill No.46 Cont…	16 Hubbard Place SAFETY BAY WA 6169 emma_pickersgill2@hotmail.com	Ocean front tavern! Something we don't already have unlike all the other proposals
47. Mr Matthew Gleeson	11 Edgewater Road SAFETY BAY WA 6169 mattgleeson@live.com.au	Can we get parcel 3 a tavern or pub please
48. Mrs Katherine Smith	22 Ernest Street SAFETY BAY WA 6169 katherinesmith@iinet.net.au	I believe a child care centre in this area would be dangerous. As an already busy part of the road, especially before and after school I fear for children going into and out of a conjested area. Accidents are likely to occur and when it does the consequences will be devastating.
49. Ms Barbara Brandon	14 Minilya Loop WARNBRO WA 6169 barbara_brandon@hotmail.com	Would love to see a cafe, child care centre, deli, ice creamery, any food outlet of any kind in this space
50. Mr Ashley Snow	376 Safety Bay Road	As residents of safety bay road, we are fully supportive of this site being developed to include a contemporary

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Name	Address	Comment
No.50 Cont…	SAFETY BAY WA 6169 ashley.snow@education.wa.edu.au	restaurant/tavern. Would love to see somewhere that had function space for hire and an outdoor area.
51. Miss Lani Ward	Unit 30, 14 Westralia Garden ROCKNGHAM WA 6168 laniward99@gmail.com	As a local working in Safety Bay for an existing and proven successful hospitality venue, I firmly believe this area will only thrive on more establishments, such as the proposed, and with this mixed commercial development also consider more attention to the existing small businesses that have promoted this growth in the area.
52. Mrs Katherine Barford	9 Baltic Mews WAIKIKI WA 6169 kathy.barford@gmail.com	Happy with this would have liked more restaurants but to be honest anything is better that the current eyesore that is that site
53. Ms Susan Cameron	11 Edgewater Road SAFETY BAY WA 6169 susancameron79@gmail.com	I vote for a pub
54. Mr Daniel Thurston	18 Tropicana Way SAFETY BAY WA 6169 danielthurston86@gmail.com	Hotel, bars and restaurants is what is required on this amazing part of the coast. We need to maximise the tourism that safetybay is famous for, amazing wind/kitesurfing, beaches and sunsets. I don't agree with the childcare centre, more housing and the drs surgery
55. Ms Sally Lewis	5 Bequia Place SAFETY BAY WA 6169 sally.lewis@rockingham.wa.gov.au	I don't think car parking bays in front of the building blocking the view of the ocean is a nice look - would they not be better behind the building so there is better a better view and more up market look? Or build it higher so the tables and chairs aren't level with the car park/road.
56. Mrs Dorothy Pye	24 Bates Way WARNBRO WA 6169 dpye@aapt.net.au	I believe that this development be scrapped in its current form. What is needed is what is currently at Rockingham foreshore with high rise apartments above commercial property underneath as in restaurants, tapas bars, cafes, recreational garden to the front for family dining, free Bbqs with a decent play area, parking to the rear off Malibu Rd with space for coaches. Fine dining restaurants on second floor as well as

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No.56 Cont…		first which would have spectacular views over the sound. A decent pub on the site is also required. Which has accomodation for tourism. Childcare centres and doctor surgery is not required in this location. Those should be put in areas set back from prime sites like this one. There are plenty of sites for childcare centres and doctors one which has been empty for years is behind the Warnbro Tavern. Town Planners in Rockingham have already made several bad choice's and it is showing.
57. Mrs Keren Van Schayk	1 Fernando Place SAFETY BAY WA 6169 arn.keren@gmail.com	I am against a childcare, medical centre & pharmacy on this site. I strongly feel this area should be for family friendly taverns, restaurants, micro brewery, cafe's etc, We need another tourism & entertainment precinct in the Rockingham area. There is nothing on the Safety Bay side that offers this. We have a such a beautiful coastline and beaches, it would be so lovely to sit outside and enjoy the view with a meal, coffee or with a beer or wine.
58. Mrs Linda McGhee	14 Buttermere Approach WAIKIKI WA 6169 lindamcghee1612@yahoo.com.au	Anything is better than the eyesore this area is at the moment !
59. Mr Jonathon Wadsworth	290 Safety Bay Road SAFETY BAY WA 6169 jwad355@hotmail.com	I am against this proposed development, this is a waste of a world class location. Daycare/physio and gyms etc could be proposed for the vacant land on Hawker Street. The Waikiki Beach front site should he utilised for restaurants, cafes and residential etc. Time to put Rockingham on the map, as residents we have barely anything to utilise our amazing beach front locations and are forced to take our families to Mandurah or Fremantle/Perth etc for a day out.
60. Ms Kylie Mervin	26 Kingsbridge Road WARNBRO WA 6169 kyliemervin@gmail.com	We need more options. We have Rockingham foreshore... having this at Safety Bay would be great. Then the Kennedy Bay seaside will be another. The place isn't shrinking so more options needed.
61. Mr Brian Williams	33 Hennessy Way ROCKINGHAM WA 6168 b.kwill@bigpond.com	i do not think a child care facility should be included in this developement,and also the tavern should be two storey to take in the magnificent views and maybe have accomodation make it something spectacular to bring the tourists.
62. Mr Marc Stoner	7 Mainsail Crescent	Why would you please put a childcare centre and pharmacy in prime realestate with ocean views??? What a waste of the location

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No.62 Cont…	WAIKIKI WA 6169 mdstoner1991@gmail.com	
63. Mr Mervyn Holmes	396 Safety Bay Road SAFETY BAY WA 6169 h01mes@bigpond.com	I am a local resident living within 300m of this site, we're a young couple with the intention of having kids in the next two years. I would greatly appreciate the medical centre, childcare facilities and pharmacy. I have spoken to my mother about it and she lives on Charthouse road and would greatly appreciate the medical centre as well. The social aspects of the tavern are positive and negative. My concern is the fact that antisocial, drunken behaviour will be attracted to the area, potentially resulting in drunken behaviour spilling onto nearby local residents footpaths, the beach across (mixing alchohol with swimming) and onto Safety Bay road. Also note the excessive speed some vehicles travel and the inevitable mix of alcohol and driving due to the lack of nearby public transport. (noting recent death on the nearby roundabout). I would think the location should lend more towards a restaurant that is attractive to families and mature customers, serving food with alcohol rather than a tavern that can serve only alcohol.
64. Mr John Chatfield	13 Churchill Avenue SHOALWATER WA 6169 chatfield@iinet.net.au	I do not support the proposed development for 434 Safety Bay Road. I have lived in Rockingham for over 50 years and enjoyed the Waikiki hotel before it was closed. This parcel of land is an iconic coastal lot that should show case Safety bay and wider Rockingham area. The commercial needs of a developer should not be put above the community amenity. It is not appropriate to put a childcare centre and medical centre at this location, it should be used for restaurants, brewery or tavern, cafes, ice-cream shops , uses that encourage tourism and local communities to gather and socialise. I cannot imagine a childcare or medical centre being located on the boardwalk or the esplanade on Rockingham beach, as it is not compatible with what is a vibrant coastal social hub, safety bay should have a vibrant coastal community opportunity as well. The design and parking does not reflect what this site could be. This development design should reflect and promote its wonderful location. We need quality restaurants on the waterfront and opportunities to further attract tourists and visitors to our area and provide locals with quality local venues.
65. Mrs Gillian Argentino	6 Griggs Way ROCKINGHAM WA 6168 gillian@argentinofamily.com.au	While I have no issue with the development of this land surely it should be a multi storey residential / commercial premise. Why on earth would we use that land for a single storey childcare, consulting room development. Our coastal land is not infinite and developments should be proposed to make the best use of the area and views.
66. Mr Robert Walker	4 Lionfish Way WAIKIKI WA 6169	I like it, but concerned about severe lack of parking pushing people into using the bays across the road at the beach which are already quite full often in peak season. Also concerned that the future residential lot would be for high rise apartments

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No.66 Cont…	rob.waffles@outlook.com	similar to Rockingham beach - I really hope that they stay at most two stories tall, leave the big stuff to the Rockingham foreshore, Waikiki should feel more like a community. It'd be nice if the BP service station could be converted to shaded parking - perhaps with some EV charging bays.
67. Mrs Cherie Brown	38 Rae Road SAFETY BAY WA 6169 sherzaq@gmail.com	I think this is an amazing use of the space, as a local resident it will be nice to see it used in such a multifunctional way
68. Mrs Tash Wagstaff	31 Benton Way SAFETY BAY WA 6169 tashwagstaff@gmail.com	Tavern would be great
69. Mrs Jennifer Pettet No.69 Cont…	11 Cruise Road SAFETY BAY WA 6169 jendavep11@hotmail.com	This site/location is an excellent opportunity for both local and tourist families to sit and enjoy the area whilst enjoying a good meal and a drink or two. This should be kept as a family friendly venue. I don't think a child care centre should be included, I'm also dubious about the medical centre and so forth. The area is ideal for some motel type accommodation to encourage tourism into the area and add vibrancy to the area. What would be nice even would be some family friendly entertainment like a miniature golf course or similar family entertainment that is also budget friendly. Although housing is desperately needed in the area it is prime land and should be utilised as such for tourism and locals alike.
70. Ms Belinda Barnes	9 Ocean Place WAIKIKI WA 6169 adventure.live.laugh@gmail.com	Pub & accom is fantastic. Restaurants instead of childcare & Dr surgery. They can be located inland away from prime coastal location. Need to create a hospitality & short stay accom hub here to cater for locals & tourists. Child care & Dr surgery ridiculous in this location.
71. Mrs Tina Wilkinson	13 Saunders Street SAFETY BAY WA 6169 mandtwilko@gmail.com	A medical centre and child care centre would not be ideal here. A nice family friendly pub with parking at the back and a beer garden out the front or a multi storey with classy expensive apartments up top and cafes with seating or the front would be perfect. Think families and tourism.
72. Mrs Angela Newbon	Unit 1, 9 Vaux Street ROCKINGHAM WA 6168	Please think about the massive potential that area has with the views. We don't need another childcare centre, gym and doctors. We need tourism and culture down here. Please build a decent family friendly pub, with a beautiful beer garden out the front and roof top bar. Put the parking out the back not the front, why would you waste the potential this could have? Cafes and nice shops, that aren't crappy real estates, gyms

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Not.72 Cont…	angeb127@outlook.com	etc. Rockingham has so much potential, but is just a wasteland of empty shops along the beach front and Syren Street. Why would you build childcare, doctors, another gym (insert eye roll here)? You need some incentive for people to want to actually visit and live in Rockingham. People don't move here or visit for stupid child care centres, gyms and doctors centres. They want leisure and lifestyle. Your residents are screaming out for it. Please give to us. P.s the child care centre is truly a bad idea. You are not going to get staff to fill it, trust me coming from a newly ex Early years Educator.
73. Mrs Leanne Vanderburg	21 Mornington Boulevard WAIKIKI WA 6169 leaburg68@gmail.com	I would like to suggest that the old Waikiki Hotel sight is reserved for a great waterfront hotel with multi storey accommodation like Scarborough, fremantle, mandurah etc. This parcel of land has spectacular views of our beautiful coastal bay and would be wasted on doctor surgeries and child care centres which could be built anywhere. We need to showcase our glory and make it a local family pub and also a great draw card for tourists and family friendly to all
74. Mrs Wendy Ding	447 Amarillo Drive KARNUP WA 6176 wendy.ding@bigpond.com	We are looking forward to having a Tavern on the foreshore again. The Waki Pub is sorely missed. Not being a drinker but certainly enjoyed going there for a meal and overlooking Warnbro Sound. Hopefully if this new Tavern is built we can once again enjoy a lovely meal overlooking the ocean in our beautiful town.
75. Mrs Georgia Dixon	32 Quamby Place ROCKINGHAM WA 6168 georgiahalden@outlook.com	Love love the idea!! No to medical and childcare but yes to shopping and tavern
76. Mr Andrew Pryor	17 Caribbean Drive SAFETY BAY WA 6169 andrewpryor@hotmail.com	The area where the old wiakiki pub needs a tavern accommodated for everyone to benifit including families with young kids, live music to bring our community closer together. Something positive to share and enjoy for everyone.
77. Mr Robert Dennis	6 Zedora Loop PORT KENNEDY WA 6172 robert.dennis1987@gmail.com	Go ahead with development at this site. It's been an eyesore for the better part of 3 decades.
78. Mr Travis Constantine	479 Safety Bay Road SAFETY BAY WA 6169	We Support the proposed tavern but reject the proposed medical and child care components. We feel that the position deserves development that more closely suits such a special, rare & prominent waterfront position.

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No.78 Cont…	sadistfactory@hotmail.com	
79. Mr Stuart Norton	26 Charthouse Road SAFETY BAY WA 6169 stuart.norton@bigpond.com	❒ ❒ done ❒ approved ❒
80. Mrs Christine Smith	15 Caribbean Drive SAFETY BAY WA 6169 christinelana71@gmail.com	Yes, it is needed for families and future income for local businesses. Well overdue
81. Mrs Sophie Eddie	388 Safety Bay Road SAFETY BAY WA 6169 sophieeddie@live.com	Having a childcare centre, doctor's surgery etc will take away from the appeal of the proposed tavern and cafe etc. this will not make the most of the tourism dollars that will influx the tavern and cafe. More money would be made all round with cafes, taverns, wedding venues etc. The views have not been made the most of either. No CHILDCARE or MEDICAL amenities etc!!!
82. Mrs Natalie Grosse	10 Hilda Road WAIKIKI WA 6169 nat_ash@hotmail.com	Safety bay Rd should be moved to behind the new buildings so access to beach is easy and safe for pedestrians creating more of a beachside community vibe. Please no medical, pharmaceutical, child care
83. Mr Antony Tailly	Address Unknown atailly91@gmail.com	Very much supportive of this proposal, in finally putting something in the long forgotten empty site. Hopefully this kickstarts something similar at the Rockingham Hotel site, down at the Rockingham Foreshore.
84. Ms Serena Sargent	33 Bopeechee Way PORT KENNEDY WA 6172 serenalsargent@hotmail.com	Besides the fact of putting a daycare centre Soo close to a tavern . There is not nearly enough parking for a medical centre, a cafe and a tavern. This will cause major issues trying to cram soo much into a small space and not allow for enough people to park to make those businesses viable. They will flow into the beach car park , making that beach car park un usable for families/ beach goers .
85. Miss Katelyn Treasure	15 Mozart Lane BALDIVIS WA 6171	Think this is a great idea! Especially the tavern!

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No.85 Cont…	Katie-treasure@hotmail.com	
86. Mr Matthew Wood	10 Chalwell Street ROCKINGHAM WA 6168 woody3686@gmail.com	Tavern with a kids playground
87. Mrs Doris Wells	72 Griggs Way ROCKINGHAM WA 6168 Email Unknown	Way to many in gyms in Rockingham, waste of space
88. Mr Stuart Robertson	4 Waterhead Road WAIKIKI WA 6169 thewobbo@gmail.com	Fully support - about time the land was used and a tavern would be fantastic
89. Mr Michael Mason	4 Seacrest Street SAFETY BAY WA 6169 mikemason67@live.com	Im am delighted to hear this development is finally going ahead. I have waited 15 years to be able to go and have a beer in Safety bay and enjoy the life style that palm beach seems to get to the exclusion of the rest of the coast. Jolly good show I say. I am in full support.
90. Mr Callum Owens	7 Arthur Road SAFETY BAY WA 6169 callumowens@hotmail.com	Tavern is great idea as long as the sea breeze doesn't dump fumes from the shitty BP. I say loose the BP for parking ??
91. Mrs Stephanie Atkinson	8 Rolla Grove WAIKIKI WA 6169 bs.carpentry@bigpond.com	The proposal of the childcare centre seems to be in direct competition with the childcare centre that has been proposed on Malibu Rd. Two in very close proximity, on a busy rd, not far from an intersection. I envisage traffic build up at peak school/childcare drop off and pick up times. If the plan is to use the Waikiki car park for extra parking, could a flyover be built adjoining the new development and car park for safety of pedestrians?
92. Mr Michael Denham	27B Fletcher Street ROCKINGHAM WA 6168	Great proposal, to update the facilities.

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No.92 Cont…	stretch@westnet.com.au	
93. Mrs Katherine Barford	9 Baltic Mews WAIKIKI WA 6169 kathy.barford@gmail.com	No more short stay accommodation in Rockingham - We have the Quest and the Clipper - There is lack of affordable accommodation, with family's living in caravan parks and tents in the area - These should be long term rentals.
94. Ms Taya Cook	24 Georgia Way BALDIVIS WA 6171 cooktaya@gmail.com	The tavern/ ocean bar should be two stories or have a roof top bar so you can see the ocean property. The whole development is well and truly needed for the area
95. Mr Nathan Gallop No.95 Cont…	16 Hubbard Place SAFETY BAY WA 6169 nathan_gallop@live.com.au	If we do not have a world class pub and entertaining venue to show case our beautiful bay it would be a waste of money.
96. Mr Perry Green	33 Tropicana Way SAFETY BAY WA 6169 mrpez@hotmail.com	I don't like it. I don't like childcare centre in the area with lots of carparking with little shops that the loitering people will hang round in. It should be a a big beer garden tavern and residential high and lowrise buildings. And high grade shop or eating options.
97. Ms Jodie Hine	30 Penang Loop WARNBRO WA 6169 jodiehine@yahoo.com.au	Parcel 3. The much loved Waikiki tavern should never of been demolished. This site has been an eyesore since. It's time to rewind the clock and let many future generations enjoy the beautiful views of one of the best beaches in Australia
98. Ms Michelle Boyd	8 Gascoyne Way COOLOONGUP WA 6168 michelleboyd64@gmail.com	It is great to finally see a proposal on the table to develop this lot. It is terrible in its current state. I do have concerns with a childcare being located in close vicinity to a Tavern. I feel the location of the car park at the childcare centre could impact people living right next to it, as these normally start operations about 6am. I do hope that this is also presented to the panel re: the proposed Childcare Centre (that council refused) for vacant lots on Malibu Rd. There is certainly no need for 2 right across the road from each other. The traffic impact would be terrible. As a property owner and soon to be resident living in the Lumia Estate next to this development, I would like to know how this will affect our second (required) gate exit. It is a requirement for safety reasons we have two exit points. Has this been taken into consideration as part of this development?

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99. Mrs Natasha McHardy	4 Caspian Mews WAIKIKI WA 6169 tash_sampson@hotmail.com	I think it is a great idea. It is a perfect site as the area has looked like an eyesore for years. It will also bring more jobs to the area.
100. Mrs Dawn Kershaw	10 Willis Street WARNBRO WA 6169 dawn_kershaw@hotmail.com	I think with this being a prime oceanfront location it would be a complete waste to use it as a medical centre and child care centre, a tavern, micro brewery, restaurants etc would be far better suited to the area
101. Ms Melanie Reed	26 Wallsend Street SAFETY BAY WA 6169 meljoyreed@gmail.com	Please approve this development! For the love of god, this site has been a blight on Safety Bay for far too long. This is so desperately needed and will be well-patronised by locals.
102. Mrs Kathryn Reed	4 Julia Street WAIKIKI WA 6169 kathryn.reed@defence.gov.au	I support this development after too many years of this derelict site, it is long over due and can only add services to the local community
103. Mrs Tayla Fernandez	27 Malibu Road SAFETY BAY WA 6169 taylaboynes@live.com.au	Please approve this to boost the economy in safety bay and provide us with a beautiful Oceanside cafe, restaurant and facilities!
104. Mrs Rebecca Fairman	2 Wallsend Street SAFETY BAY WA 6169 rebecca.roe@hotmail.com	Great idea! Let's do it!!
105. Mr Richard Robinson	PO Box 7089 SAFETY BAY WA 6169 richard@westcoasttransportables.com.au	We don't need childcare or medical centre so close to a place that will ultimately be a tourist attraction.
106. Mr Peter Reed	4 Julia Street	This development will bring visitors to thexarea and get rid of an eyesore. It has been too ling coming. There needs to be a

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No.106 Cont…	WAIKIKI WA 6169 pricky55@hotmail.com	large, protected outdoor area or beer garden to take advantage of the views over Warnbro Sound.
107. Mr Connor Gregory	158 Warnbro Beach Road WAIKIKI WA 6169 connor_gregory1@hotmail.com	I think this land should not have childcare or medical services, the community has plenty of these services more in land. For a prime beach location there should only be pubs, restaurants and small shops such as surf shops.
108. Mrs Jodie Laver	35 Virginia Place WAIKIKI WA 6169 laver_jodie@hotmail.com	Please consider the prime location of this property. Another day care, DR is a waste of this beautiful space. There's no childcare or Dr on Mandurah prime realestate think outside the box & compete with our neighbors down the road
109. Mr Aaron Cook	97 Penguin Road SAFETY BAY WA 6169 acook0@hotmail.com	We should not be building a childcare and medical centres on premium waterfront land. The area would benefit from the views of the ocean and the planning to include multi level building that takes advantage of the amenity. Roof top bars, adequate parking for car and push bikes. Live music, comedy, shops, takeaways, restaurants, cafes, bars, function room for community hire etc.
110. Mrs Jasmine Cockeram	5 Fairburn Crescent BALDIVIS WA 6171 cockeram.jc@gmail.com	This space is prime land. For those council that have not been to busselton, i suggest you visit that foreshore for ideas. This space has so much room for a brewery like the one in busselton, Shelter Brewing Co. A large nature playground (key word LARGE). parents can sit and eat and drink while watching kids of ALL ages play. Followed by VARIOUS cafes and restaurants to attract more people to the area. This space should not be another concrete jungle. we have no need for daycare because the ones that the shire already have cant get enough staff for it. We don't need more medical centers because we have an abundance and lets face it, not many people got to the drs now you have to pay out of pocket. Please lets use this space to support out economy, bring people to the area and please do yourself a favour and go visit Busselton Foreshore. It have just the right amount of everything and positioned around a play area that caters for kids of all ages so no one gets left out and parents know they are safe. all while having beautiful views of the ocean.
111. Mr Tristan Look	31 Tropicana Way SAFETY BAY WA 6169	My property is less than 500 meters from this proposed development and I am FULLY SUPPORTIVE of it. I want it to be approved and built immediately This site has been vacant for far too long and knowing that I will be able to enjoy the

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No.111 Cont…	Stem_sell@hotmail.com	beautiful view with a cold beverage and a place to dine makes me very happy Please get this started
112. Mr Mark Hiscock	Unit 35, 19 Malibu Road SAFETY BAY WA 6169 markh295@hotmail.com	2.4m fence along back of my home at child care car park and close car park at night due to security reasons
113. Mr Darren Davidson	7 Grenadier Court WARNBRO WA 6169 darrendavidson2613@gmail.com	We Need a Decent tavern and Maybe a Doctors Here No MORE DAMN CHILD CARE CENTRES NONE
114. Mr Perry Green	33 Tropicana Way SAFETY BAY WA 6169 mrpez@hotmail.com	Bar pub wheelchair accessibility is very poor. There is much too much ramp, it should have a lift/elevator option for that much rise . Will the pub be staffed to push wheelchair users up and down the horrendous ramp?
115. Ms Rebecca Newton	16 Oakdale Close SAFETY BAY WA 6169 Bex_311@hotmail.com	Think having a tavern would be a great addition, it's a good location and if done well would be frequented by locals. Hoping this is a family friendly plan and not some tiny little over the top priced place. Childcare and medical probably needed, although I'm concerned that all that is planned will not have enough parking.
116. Mr Heath Bennett	31 Wavelea Street SAFETY BAY WA 6169 heathandvon@yahoo.com.au	Fully support, family tavern and cafes on this site. Placing the proposed cafe behind the service station seems like a missed opportunity. Parking would be my biggest concern, as we've seen at Bent Street with Cafe Barco patrons using the boat trailer parking, the proposed number of bays to accommodate all the businesses proposed will not be adequate.
117. Mrs Rebecca Ladner	18 Kendall Boulevard BALDIVIS WA 6171 rebecca.ladner79@gmail.com	Oh my God yes just do something with that land. If the tavern could be designed to be family friendly even better....

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118. Ms Tanya Sander	2 Beachway SAFETY BAY WA 6169 tanyaks2@outlook.com	My concerns with this development is the increase to traffic, especially on Malibu Road. There are two schools on Malibu Road and there are no pedestrian crossings on this road to support either school or the nearby shopping centre. There are already issues of access to Malibu Road from some of the feeder roads and this will only increase the problem with additional traffic throughout the day. On the average school day traffic is backed up from the Read Street Round about and blocking some access to intersections. So before approvals for such commercial spaces of Child Care Centre and Medical Centres a consultation report should be undertaken in regards to traffic increase and pedestrian safety. The childcare centre has 84 places, that alone has the potential of an additional 84 vehicles per day, ♦ at least twice per day♦ in addition to staff vehicles, and this does not take into account of the additional vehicles for the Medical centre.
119. Mr Marc Scherer	1 Harbour Court SAFETY BAY WA 6169 marconjar@bigpond.com	Look its great that something is being put into place. But what a waste of prime ocean frontage For pharmacys and child care Theres not a great deal of opportunity to have something that makes a statement and encourages tourism and the local economy
120. Ms Susan Sacchero	Unit 9, 31 Penguin Road SHOALWATER WA 6169 suesacchero@icloud.com	I own a house in Dolphin Road which I am renovating to move back to shortly. I recall with horror the old Waikiki Hotel on this site. We were delighted when it closed and eventually demolished. We no longer had to contend with antisocial behaviour and litter from drunken patrons using our street as a thoroughfare and sometimes a public toilet. Other applications for residential developments on the site have failed. I have no strong objections to parcels one and two but am not delighted about on-street parking on Malibu Road we need childcare centres and medical centres I am not keen on shops and cafes but accept they might serve the interests of members of our community. I'm unimpressed by plans for a tavern. We don't need it there are too many already. They are not appropriate in residential areas.
121. Ms Alicia Sermon	36 Fawdon Street SAFETY BAY WA 6169 msermon@iinet.net.au	Would love to see the proposed tavern child/family friendly. There is really nothing in the rockingham area where families/parents can come and have a pub meal and a couple of drinks while the kids can have a play. Whether that be a big grassy area outside with sand pit or a playground of some sort. Please consider the proposed car park to be at the back of the tavern and have the front as an outdoor beer garden.
122. Ms Jessica Hunter	4B Vista Place SAFETY BAY WA 6169 jessica.hunter90@icloud.com	Yes I'm all for this

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123. Mrs Carol Dennison	252 Safety Bay Road SAFETY BAY WA 6169 cazlor66@hotmail.com	Im not happy with the plans of this development, being child care centre and medical suites. This is the most prime location in our suburb and better planning and design needs should be met. A hotel, tavern, accommodation outdoor dining, even a beach club, in this area is what Rockingham needs, Hoping Council will look at tourism for Rockingham and meet the needs of the local community, and listen to what the local community want.
124. Mrs Lindsey Woolfenden	7 Nora Court SAFETY BAY WA 6169 golly42@icloud.com	A well planned and thoughtful development taking in consideration the community needs. The development will enhance the suburb both for the local population but also encourage much needed visitors and tourists to the area. My only concern re the current plan is the dominance of the pylon over the whole development. Please consider more subtle signage.
125. Mr Raymond and Vivian Francis	Unit 34, 19 Malibu Road SAFETY BAY WA 6169 rvfrancis1@hotmail.com	Parcel 1. Good morning We would like to raise concerns in regard to the proposed planning of the Old Waikiki Hotel site, specifically the Child Care Centre location, as our property backs directly onto the centre. The initial draft plans showed the childcare outdoor activity area backing onto our adjoining fences. The new plans have been submitted to Council showing the building now up against our adjoining fences which incorporates a 4.2 mtr high wall. This will significantly impact our home life and wellbeing at numbers 34, 33 and 32 as follows: 1. Light deprivation to all homes both inside and outside living areas. 2. No summer relief from heat with afternoon summer sea breezes. 3. No air circulation, winter months will make our back gardens unable to dry, through very little air circulation and increasing the potential growth of mould and mildew. 4. Noise echoing factor as all three homes will be in somewhat of a channel/tunnel. 5. Depreciation in value of our properties. We have an up-to-date valuation from a local reputable Real Estate Agent who has stated the 4.2 mtr high wall will definitely have a detrimental impact on the value of our property. We have attached a portion of the email we received from him giving his professional opinion. It would be appreciated if you could take his comments into consideration. 6. The new proposed children's outdoor area is also closer to the service station. 7. As per your Waikiki Hotel Site – Urban Design Guidelines state "The design is to minimise any overshadowing of adjoining properties and public spaces" - "the layout and design of the building must maximise natural ventilation and, where possible, cross ventilation. Consideration must

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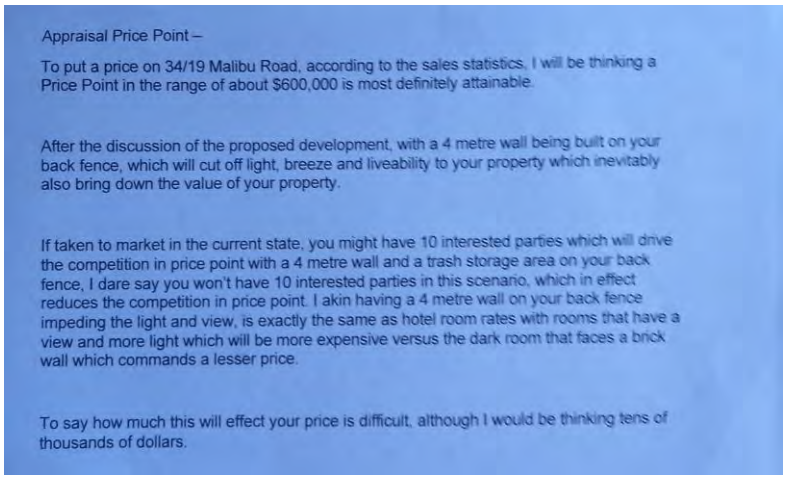
No.125 Cont…		be given to the impact of the building on the prevailing winds to adjacent properties". Going back to the original project of the Lumia Resort, a swimming pool was to be located at the rear of our property (Unit 34) of which a noise barrier of shrubs and trees were to be placed in a garden bed between our fence and the start of the pool area. Surely with the first draft copy from "Fabric Properties" giving the outdoor play area shrubs and trees, would create a healthy environment for the children, act as a sound barrier and would not impact existing residents' health and wellbeing. We have spoken to Mr Chris Parlane and have invited him to our home to show him the impact the 4.2 mtr high wall will have on our homes, of which he has acknowledged and will accept our invitation in due course. We ask that the Council reconsider moving the outdoor play area back to the original plan, we would rather hear children playing during the day than be subjected to a 4.2 mtr high wall blocking us in 24/7 We did attempt to put our request though the Rock Port on two separate occasions, but your system was showing an error hence this email.  Appraisal Price Point – To put a price on 34/19 Malibu Road, according to the sales statistics, I will be thinking a Price Point in the range of about $600,000 is most definitely attainable. After the discussion of the proposed development, with a 4 metre wall being built on your back fence, which will cut off light, breeze and liveability to your property which inevitably also bring down the value of your property. If taken to market in the current state, you might have 10 interested parties which will drive the competition in price point with a 4 metre wall and a trash storage area on your back fence, I dare say you won't have 10 interested parties in this scenario, which in effect reduces the competition in price point. I akin having a 4 metre wall on your back fence impeding the light and view, is exactly the same as hotel room rates with rooms that have a view and more light which will be more expensive versus the dark room that faces a brick wall which commands a lesser price. To say how much this will effect your price is difficult, although I would be thinking tens of thousands of dollars.

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126. Mrs Katie De Wever	11 Keppell Mews ROCKINGHAM WA 6168 katiedoll791@gmail.com	Help the homeless by building many townhouses or apartments. We are all aware of the level of homelessness in Rockingham, now we have a chance to build maybe 16 townhouses? Or apartments and fit more. It would be fantastic, close to bus stops so they can regain work access to and from and good for families with good riding paths, playgrounds and nearby schools, primary, high and specific needs. There are child care centres around but a smaller hourly creche would be great while the rehomed homeless go to job interviews and can be used by other people getting exercise at the beach, there doesn't need to be a gym as the City of Rockingham put along Safety Bay foreshore all the gym equipment which does get used, has running/riding paths, basketball and is a place to swim and kayak - we have an outdoor gym. NO TO PUBS!! We already have many nearby - Azacca, Dragon, Warnbro Tav, Rocky front and Syren Street. It will also help with the amount of drunk people and drunken fights that happen. No to a pharmacy we already have Safety Bay Pharmacy nearby.
127. Mr Leonard Liddiard	17 Tidefall Street SAFETY BAY WA 6169 leonard.liddiard@telstra.com	Re development of old Wacky Pub site, About time and far better choice than previous high rise suggestions. NOW.. come on, lets get also moving with our Peron Park, I refer to the area Boundary Rd nth to Point Peron Rd, which I might add I suggested (with proof) some 15-20 years ago. But to refresh your memory I suggested a Kings Park style development with parkland, maybe convention center, licensed restaurant, snack bar, playground, possibly boat ramp, on the shores of one of the most beautiful "A" class bays in Australia. I don't know the cost of the Bent St boat ramp per year, but I'll lay a bet it's in the millions, think it's time for a serious rethink of development of the Warnbro / Shoalwater Bay and stop wasting money on "fix it's" I am 77 years old, 50+years permanent resident of Safety Bay, would love to see this happen from above ground rather than from underground.
128. Mr Douglas Smith	20 Warnbro Beach Road SAFETY BAY WA 6169 dougsmith2@bigpond.com	As a resident of Safety Bay of more than 35 years, who is not connected with this proposal in any way, I fully support the development of this site. It has laid dormant and is an eyesore on one of the most pristine beachfronts in the metropolitan area. The previous proposal was ambitious and it was unfortunate that it never got off the ground, however the new owners of the property have chosen a more subdued, low-impact design which is more in keeping with community expectations. Any detractors for this proposal should be reminded that for decades, this collective site contained not just a service station, but a sub-standard hotel and considerable retail shops that had deteriorated into such a state, that demolition was the best outcome. To now have a level of investment in the land which will not only improve the visual appeal of the area, but it will also provide locals with retail and hospitality choices not currently available. Traffic concerns will need to be considered as Safety Bay Road has had significant increase in volume over the past few years and

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No.128 Cont…		this will no doubt add to local congestion, however this should already be on the council's radar. This is a great opportunity for the area to be rejuvenated, and something that will add value to the local area, both in facilities and investment, together with property values. The developers should be applauded and encouraged to continue with all the support of the council and the ratepayers.
129. Ms Carolyn Whitford	Unit 35, 19 Malibu Road SAFETY BAY WA 6169 carolyn131267@gmail.com	Happy to hear that development will hopefully take place it's been a long time coming. Traffic congestion is a main concern. Malibu Road and the roundabout at Safety Bay Road are already busy and will get busier with two proposed day care centres. I live at Lot 35 and it can already be difficult exiting and entering depending on the time of day. As we will back onto the car park our security is of concern. Will the car park to the daycare be locked on weekends ? It will be easy for anyone to look over our fence from the car park so a higher fence/extension of it would be ideal. Presuming any landscaping won't be right up to the fence and the use of small plants rather than trees that drop leaves over fences will be used. Once groundwork's start we run the risk of damage to our property will developers view homes that back onto the site. Also sand will be an issue with the high winds.Will any cover go down? Hopefully everyone's concerns will be addressed and we can look forward to finally seeing this eyesore gone and replaced with something that the community can be proud of.
130. Ms Yvonne Kramer	Unit 32, 19 Malibu Road SAFETY BAY WA 6169 yvonne.kramer1@outlook.com	I have looked over the plans for the proposed mix commercial development lot 100 (No.434) Safety Bay Road, Safety Bay. I am very concerned about the location of the child care centres 4.2 meter brick wall, which will back onto our homes. I believe this brick wall will significantly affect the light and air flow coming into our homes. This brick wall will affect our mental health and well-being. Not to mention the devaluation of our homes. The council needs to visit our properties and see how much impact this wall is going to have. As rate payers we should have a voice on something that is going to affect our livelihood. Looking forward to hearing from you soon.
131. Ms Paula Sherrell	Unit 28, 19 Malibu Road SAFETY BAY WA 6169 Sherrell54@bigpond.com	Regarding the Proposed Mixed Commercial Development at Lot 100 Safety Bay Road Safety Bay, I have a few concerns regarding the plan of this development. I was really hoping it would have been more like the original developers plans instead of Child Care Centre, Medical Centres etc Rockingham need to try & promote tourism, prime location. Not much seems to be done for this side of Rockingham, it is a real shame, Rockingham need to look at what the Mandurah Council have done for Tourism, Rockingham/Safety Bay could be bigger and better but no. We need short term accommodations for visitors that visit the area.

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132. Mr Mark McCarthy	Unit 4, 19 Malibu Road SAFETY BAY WA 6169 mark@hostingwa.com	Its great to finally see a plan put forward for the old Waikiki pub site land. Its been an eyesore for far too long. Firstly, I have no issues with it being a mixed commercial development as this will provide much needed services for locals and re-establish an iconic watering hole for everyone to enjoy. I am a resident of Lumia Estate which adjoins the development site. When residents of Lumia purchased land and built in Lumia the developer of the time planned to have mixed commercial and low rise residential adjoining our residential properties that would be a shared, secure facility with a pool, barbeque areas and Fitness center. This was a very attractive proposition for anyone building in Lumia Stage 1. I have a number of issues with the current proposed development Plan. 1. Residents adjoining the development will now either have a public carpark at their back doors or large walls potentially blocking light and airflow. a) The Development Plan doesn't appear to have a lighting plan for the carparks. Lack of lighting will present a security problem and attract criminal activity like house break ins and malicious damage like graffiti. I don't see how they intend to mitigate these problem in their DA other than quoting "crime prevention through environmental design". Whatever that means. Security of the adjoining homes is critical and hasn't been given much importance in this proposal. b) The proposed design includes part of the child care center hard up against the back of several neighboring properties. This is very bad design and I don't see how planning laws could allow it. It will potentially darken the backyards of these properties and restrict airflow creating a hotbox effect between the wall and the neighboring houses. This needs to be redesigned to be more neighbor friendly. The childcare center needs to have a chain across the entrance to the carpark put in place after hours so the carpark isn't accessible to hoons doing burnouts afterhours. 2. Planning policy 3.3.23 – Waikiki Hotel Site – Design guidelines say "Any development must include pedestrian

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133. Mr Chris Langthorp	5 Wavelea Street SAFETY BAY WA 6168 chrislangy@hotmail.com	I am am making comment on the proposed mixed use development on Lot 100. I live directly behind the development on 5 Wavelea street, Safety Bay. As much as I want the Lot developed as it is a pain in the arse the amount of sand blown over onto my property and the constant development changes, I purchased this property when the Waikiki blue was going ahead after they knocked down the Pub so I am desperate for this site to be developed but the current mixed use development is just a waste of prime beach location which is in short supply as in my opinion Rockingham town planning has been very poor at looking at long term vision for the area too much has been sold off residential and not enough leased for future developments. With this plot being the last remaining plot on the whole coastline I am strongly against this proposal- Tavern, recreational space, cafe's, short/long term accommodation, apartments 3-4 story 👆 The Recent Rockingham beachfront cafe section development near the Yacht club is a good example to maximise and create a great focal point for the whole beach front of Safety Bay/Waikiki area. PLEASE DON'T WASTE THIS LAND. Chemist, Doctors, Child Care centre GYM can be built anywhere there are plenty of vaccines around Rockingham for business like this. I have been here 15 years waiting for something to be built but happy to wait another 15 years to get the best outcome for this land.
134. Mr John Simpson	81 Warnbro Sound Avenue WARNBRO WA 6169 johnsimpson1666@hotmail.com	Great proposal but for one problem. The 4 metre high wall between the childcare centre and the residential estate. This is going to be an eyesore and will also be blocking sunlight and breeze to maybe 4-6 residences in the estate. Therefore I say yes to the development but the childcare centre needs to be altered.

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135. Mr Ryan & Ms Aimee Jeffrey	Unit 33, 19 Malibu Road SAFETY BAY WA 6169 ryan.jeffrey@au.ey.com	Please see attached letter containing comments (have also set out the letter below). To whom it may concern, I am writing to express my concerns with the proposed 'Mixed Commercial Development - Safety Bay' (the "Development") that is currently open for submission closing on 12 October 2023. The reason for raising my concerns is that my family and I live at 33/19 Malibu Road (in Lumia Estate), an adjoining property to Parcel 1 (the proposed Childcare Centre) of the Development. Based on the proposed plans, it appears we are to have a 4.2 metre wall erected immediately at the back fence of our property. Our concerns arise in relation to this due to the impact this wall may have on the liveability of our property as well as the health and mental wellbeing of our family. We believe the wall will impact: 1. Availability of natural light - given the size of the wall (i.e. 4.2 metres tall), it is going to cast a significant shadow over our property and rear alfresco from quite early in the afternoon given the sun sets over the ocean (which is to the rear of our property). The wall will reduce our natural sunlight to a very small period during the middle of the day. This will have impacts on the natural heating of our property (further outlined below), as well as ensuring our rear alfresco remains dry to ensure we do not have significant issues due to dampness after rain (which will constitute to moss and mildew growth on the pavers and likely a wet odour if unable to dry). 2. Natural heating availability - the lack of natural sunlight outlined above will have an impact on the general heating of our property, particularly in winter. Given the living area in our property is at the rear of the house, the sunlight does not hit this area to provide natural heat in the household until the afternoon. This is particularly important in winter, as members of our household are asthmatic and the lack of sunlight quite often results in a less than ideal environment for their breathing capabilities. We notice a significant difference when the blinds have been closed in the afternoon during winter due to no sunlight entering the house in comparison with when the blinds have been opened during the afternoon. We will no longer be able to obtain this sunlight and natural heating and will instead need to rely on our heater which will use additional electricity, which can impact both the environment as well as our bank account. 3. Circulation - having the wall directly on our back fence will ensure the sea breeze will be unable to provide circulation and natural cooling during hotter months in our property. This will further add to the dampness explained above in our rear alfresco and during summer, may turn the rear of our property into a 'hot box' that we are unable to use without additional cooling mechanisms. 4. Privacy from neighbours - due to the wall running across multiple properties (including our neighbours on either side of our property), it is expected that this will cause an echo across the properties and our conversations will be much easier heard by our neighbours, therefore, impacting our privacy. Whilst we can occasionally hear our neighbours when they are at the rear of their property, the wall would amplify this and we'd expect it

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136. Mr Richard and Mrs Sharon Lindsay	Unit 7, 19 Malibu Road SAFETY BAY WA 6169	I am in favor of the development but there are several areas of concern. Below are our comments on proposed development. **4-METRE-HIGH BOUNDARY WALL.** The proposed 4metre high wall adjoining existing houses is a lazy design option and aesthetically unacceptable. The original staged development had this area designated with a swimming pool and

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No.136 Cont…	randslindsay@hotmail.com	surrounding gardens, see original plan attached. Is there really a need for such a wall? The proposed group 5 area could be relocated to Outdoor Play area 3 and a small playground located in its place avoiding the need for such a wall. It is not acceptable to see a 4-metre wall as the solution, there are alternate acoustic solutions available, clear Perspex as seen on our freeway is only one suggestion. The City of Rockingham has a duty to protect the owners of the affected properties who purchased the property in good faith based on original design approved by the City of Rockingham. **ACCESS TO WAIKIKI BEACH.** There is no mention of pedestrian access to Waikiki Beach crossing of Safety Bay Road is already very hazardous. Increased traffic flow /density will only add to the existing hazard. Consideration must be given by either the City of Rockingham or the Developer or both to resolve the issue. Safety Bay Road will require something like traffic light controlled pedestrian crossing.

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No.136 Cont…		**VEHICLE TRAFFIC.** The Traffic Study and the survey conducted by the developer's consultant which was based on 1 hour observation (at peak times 8-9am and 3-4pm) in the morning and afternoon and the traffic movements as detailed in traffic volumes from 20/21 survey has to be questioned. While the traffic consultant indicates the roads can handle the observed increased traffic. One is concerned over the traffic density and its management. It is suggested that an additional survey should be conducted of traffic flows from 6am to 9am and 3pm to 5pm for more reliable content. Perhaps the 20/21 survey needs to be upgraded to 2023 to confirm the current visual findings. While not part of this development the other proposed Child Care Premises on Lots 193 and 194 Malibu Road is going to add to the traffic movement and density. **ADDIONAL CROSSOVERS ON MALIBU ROAD.** Between our home (19 Malibu Road) and the beach there will now be 5 busy crossovers in a distance of approximately 100metres and then we have to cross Safety Bay Road. Do we need three additional cross overs on Malibu Road to support this development the very original development did not add any additional crossovers.
137. Mr Timothy Lambert	12 Reflection Mews SAFETY BAY WA 6169 trl_2@bigpond.com	I fully support this development. It looks like a good range of different businesses, assuming all the shops are filled as per the plan. The empty land has been an eyesore for over a decade since the Waikiki Hotel was demolished and then we had to watch the land sales office and the shops behind the BP slowly disintegrate over time. There appears to be sufficient parking but I do hope that the Council will install a pedestrian traffic island between the council car park and the tavern to improve pedestrian safety as there will be people who will park there in preference to using the tavern's parking.
138. Mr Peter & Ms Glenys Moyle	15 Seahaven Street SAFETY BAY WA 6169 pngmoyle@gmail.com	My wife and I wish to express our opposition to the proposed Tavern in the mixed commercial development, corner of Safety Bay and Malibu roads, Safety Bay. Yet another outlet for the sale of alcohol is surely not needed. Within a few square klms of the above proposed development there must be a dozen such outlets. Years ago a Tavern existed on the above site. Drinkers at the Tavern would pass down our street late at night fairly well inebriated breaking the silence. To put a Tavern in a complex which includes a child day centre and other businesses and being so close to the existing units surely is not wise. Therefore we urge the local government not to grant permission for such a proposal. After all these years it would be good to see the vacant land utilised as the public notice indicates …. a Doctor's surgery, Child Care centre, Coffee shop etc.
139. Mr Steve Bianchini	14 Malibu Road SAFETY BAY WA 6169	**Parcel 1 - CHILD CARE CENTRE** 1 Parcel 1, 2 3 and 4 are located on Lot 100. Lot 100's western boundary is shared with the BP service station. Hence there is no separation between the Child Car Centre and The BP service station.

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No.139 Cont…	bianchini@iinet.net.au outlook_babe265884a219d5@outlook.com	Ex p24 of Development Application Report quote "In this regard, the proposed child care centre, being a sensitive land use, is located at an appropriate distance from the existing BP service station, and meets the intention of SPP4.1." Ex Guidance for the Assessment of Environmental Factors Western Australia (in accordance with the Environmental Protection Act 1986) Separation Distances between Industrial and Sensitive Land Uses Appendix 1: Separation Distances between Industrial and Sensitive Land Uses, column headed Buffer Distances Services stations separation distance between boundaries is 50m. This automatically precludes proposed Child Care Centre location on Lot 100. 2 The hours of operation 6.30 am to 6.30 pm, exceed the hours permitted for building construction within suburban areas. The need to open and close, and be prepared to receive children at the Child Care Centre before patrons arrive will exceed the stated range 6.30am to 6.30pm. All the noises associated with patrons using the car park will be directed immediately into the houses in Lumia Estate and on the opposite side of Malibu Road. These noises 5 days per week for 52 weeks a year, exceed and reasonable consideration of residents. Most elderly people are still asleep in the morning till 8 am – the coolest part of the day in summer. 3 The location of building line for the Childs Care Centre on western boundary projects and unattractive visual aspect to people using the footpath and residents. A set back with landscaping is a considered requirement for aesthetic appearance and alignment with existing homes. 4 Consideration of the Child Care Centre next to transformer station is required. This transformer station replaces a former pole mounted transformer which "blew up". 5 The growing demand indicated in the Proposal for early learning facilities within a well established elderly residential suburb is beyond belief. With vacancies at 2 existing child care centres and the closure of the child care centre at Rockingham City, there doesn't appear to be much of a demand. There does not appear to be any survey results for child care facilities for the City. **Parcel 2 – Medical Centre, Health Studio (Gymnasium), consulting rooms, pharmacy, 3 speciality shops and Café Tenancy** 1 Health Studio (Gymnasium)'s provide access to their clients 7 day week x 24 hours per day x 52 weeks per year. We have all experienced the noise of falling training weights onto hard floors. The noise from sudden release of weighted machines are explosive. Residents definitely do not want to share this abuse of community standards when we already have these respectful standards established. Many gymnasium members workout before normal working

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140. Mrs Beate Kuchar	12 Malibu Road SAFETY BAY WA 6169 beatetom2@bigpond.com	We live directly opposite the proposed Development, having selected this area for a quiet retired lifestyle. We have lived here for 17 years, during this time we have settled comfortably within the community and utilise the readily available local facilities in the city and suburbs. Our front door and windows face directly opposite the childcare centre. We will view the carpark and blank wall of the centre. Not quite pleasant compared to the Lumia Estate next door. The concentrated very early and afternoon traffic will only add more congestion to already existing school and workers traffic. Also high noise levels early commencing 6.00 am, 5 days a week will disturb us and fellow residents. The crossovers for the development are close to the roundabout with Safety Bay Road and additional traffic build up, delays and noise will occur. Has the community been surveyed for the infill need for 2 child care centres located opposite each other within an existing residential area? We find the community is in the main an elderly residential area - many retirees and limited very young couples. Appears unbelievable the City of Rockingham is allowing the proposals of 2 childcare centres thrust upon the community for their comments. We do not need the added trauma of the unknown outcomes to our community whilst the Council should protect us from such developments. The gymnasium provides great concern to residents as the operational hours can be 24 hour/day by 7 day/week. The comings and goings of 24 hour traffic outside our front door is

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141. Katrina Robertson, Surfside Apartments *Chair Person for Council of Owners* Sent in by: Liz Polini *Secretary*	436 Safety Bay Road SAFETY BAY WA 6169 lizpolini@hotmail.com	We have reviewed the plans and associated documents and, in the main, welcome this proposal on behalf of the 55 units next door of which we are the elected representatives. We note that the construction will be done over a period potentially lasting several years with each segment being approached separately. As such, we anticipate that construction noise and dust will have a negative impact on the livability of our units, particularly those that face directly towards the Malibu Road end, eg, North. On completion of this development, we anticipate, as does the Environmental Impact Report, that there will be some noise from rooftop air conditioner units and the large refrigeration units, car doors, people tavern noise etc. As fifty-five rate-paying residents immediately next door to this proposal, we are concerned about the immediate impact and ongoing loss of amenity, peaceful enjoyment that we believe, after reviewing the plans provided, this development will have on us. A large brick and rendered wall to the maximum height permissible running along the entire north facing boundary between Surf Side and this development, we believe, will provide not only security but a buffer against noise dust and construction disturbance now and into the future. We request that consultation regarding this wall be undertaken with us at your earliest convenience to ensure a peaceful and productive solution is found between neighbors.
142. Mr Steve and Mrs Josephine Crotty	Unit 29, 19 Malibu Road SAFETY BAY WA 6169	Further to the above proposal, we would like to raise the following issues in regards to the development. While we are happy to see something being developed on this site, as residents of one of the properties backing onto the development we have the following concerns.

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No.142 Cont…	adm8032@gmail.com	1. Being residents of Unit 29, 19 Malibu Rd our property will be directly behind the tavern and are concerned about our safety. What are the developers doing about security for our property? What's being done security camera and lighting wise, between the development and our property (fencing)? 2. What are acceptable noise levels and operating time limits, council wise for the tavern? 3. What is the developer doing about silencing the generator directly behind our property? We don't want a constant droning noise 24/7 interfering with our quiet lifestyle. 4. What is the developer doing to control the smell coming from the waste area of the tavern/development? When are the waste disposal times for the site. 5. The building of a 4m high wall (not in the original plans) across the back of numerous of our properties is unacceptable. It not only changes the lifestyle of these residents by cutting out the sun and sea breeze but also impacts property values. This needs to be changed back to the previous design where the wall was a reasoonble distance from the fence line. 6. Traffic to be generated from the development is a major concern, especially with a second child care centre being considered within 50m of this development, which has its own child care centre. There should only be one child care centre at most approved in this location plus the speed link needs to be permanly reduced to 40kms per hour from west of the Waikiki and Malibu Rd intersection. There should also be a roundabout at this intersection to slow down the traffic approaching the roundabout from the east direct of Malibu Rd. People often exceed the 60km speed limit coming around that almost blind corner. We look forward to the council and developer addressing these concerns.
143. Mr Peter Pieri	8 Malibu Road ROCKINGHAM WA 6169 peter.pieri@bigpond.com	I would oppose some of the proposed Development on Lot 100 (No434) Safety Bay Rd Safety Bay. Firstly the child care center, there is in place a 50 meter separation between boundaries of a petrol station and a child care center to protect the children from explosion, fumes and any other problems that may arise. The child care center and petrol station share the same boundary thus no 50 meter separation to protect the children. The parking proposed is not enough and cars will be parking along Malibu Rd at or before 6-30 am with car doors opening and closing and beeping. A proposed high fence to deflect noise from existing houses would be unsightly to say the least. Secondly, the proposed gym will be open 24 hours with traffic noise and noise from the gym its self such as heavy weights hitting the floor etc. Most people in the area are retired and have lived a tranquil life that Safety Bay has to offer this proposal can only have a negative impact to these people who have nowhere else to go. Thirdly the proposed Tavern for 1000 patrons is more than a Tavern, With not enough parking the developers have already homed in on the car park across the

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144. Mr Daniel Murtagh	21 Grand Ocean Boulevard PORT KENNEDY WA 6172 daniel.murtagh86@hotmail.com	Brilliant news. This area needs to be developed. The land is being wasted in such a beautiful location by remaining vacant. Having a new modern tavern will bring more people to the area too.
145. Mr Dion Alston	12 Grigo Close SAFETY BAY WA 6169 dion.alston@lr.org	The mixed nature of the development seems an odd fit for the prime beachfront location, the space could be utilised more effectively,. However given the number of failed development proposals on the site, the mixed nature may possibly contribute to it's feasibility. Time will tell. I have General concerns regarding Traffic, Parking, Pedestrians and Noise. These aspects need to be carefully managed as the proposal indicates a severe shortfall in available car spaces and supplements the required parking by utilising the beachfront car park, and assuming mixed purpose visits. This is definitely a low cost option for the developers, and a makes a massive assumption that the council and council's ratepayers will be pleased to pick up the bill for this convenient oversight by providing the necessary parking for the developers tenants and visitors free of charge. This carpark is already heavily utilised, it cannot be automatically assumed that the majority of beachgoers wishing to use the beachfront carpark would also choose to visit the mixed development. It is foreseeable that paid parking and parking patrols and ticketing becomes necessary to control the demand (and raise revenue), which will be a shame, as the relaxed easy going ambience of the area is lost due to thoughtless development and inadequate parking. It is noted, an underground carpark is already proposed for the tavern. Perhaps this could be extended to make up the shortfall. Consideration to traffic and pedestrian management is extremely important, as even at non-peak times it can be very difficult to find a break in traffic flow to enter onto safety bay road from adjacent streets, inadequate room for vehicles passing stopped vehicles in traffic flow, (especially with cars parked along safety bay road in non designated parking margins), and also for pedestrians to cross safety bay road. With increased queuing distances side streets (eg Ernest St) will become more difficult to exit and further traffic, and parking along Safety Bay Road provides further hazards where there is inadequate passing distance for cars exiting safety bay road onto side streets. "Rat runs" through smaller backroads, and increased risk to residents and pedestrians, cyclists and other vehicles. Numerous Crossovers (Malibu and Safety Bay Rd) and their proximity to the Safety Bay Rd, Malibu Rd roundabout will contribute to traffic Chaos.

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146. Mr Tommi Harbeck	37 Edgewater Road SAFETY BAY WA 6169 Tommi.harbeck@gmail.com	I believe that this should go ahead, with one addition. That the tavern be upgraded to a double storey premises. Overall it is a great concept and needs to happen. This area needs some commercial life pumped into it and this site is the perfect use for that. Even if the tavern is not double storey, the proposal should still go ahead. The benefits including additional employment opportunities far outweigh the cons, namely being an empty site for more time.
LATE SUBMISSIONS		
147. Ms Hayley Musson	99 Donald Drive SAFETY BAY WA 6169 mussonh@hotmail.com	Add shops and medical centre. No more bottle shops though and we have enough in the area.
148. Mrs June Boyd	15 Transom Lane WAIKIKI WA 6169 june1boyd@hotmail.com	Let the old Waikiki Hotel (corner of Malibu Rd and Safety Bay Rd) site be developed too. Another example of prime location sitting in a disgraceful state. Invest in Rockingham and surrounding areas and start developing and investing in the future. Investment equals jobs for many.

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1. Chris Hill / Yashvee Manrakhan Environmental Health Directorate | Public and Aboriginal Health Division **Department of Health**	PO Box 8172 PERTH BC WA 6849 EHD.ExecutiveSupport@health.wa.gov.au	Thank you for your letter of 13 September 2023 requesting comments from the Department of Health (DoH) on the above proposal. I have noted the updated advice provided by the City of Rockingham's (the City) planning section, that the petrol station is currently operating. Given that advice, please find the updated comments from DoH below. The proposal is not supported unless the issues outlined in section 1 below can be resolved: ***1. Chemical Hazards*** The proposed childcare centre is reported to be 55m from the boundary of an existing petrol station. Although it is just outside the recommended 50m buffer for service stations that operate only during business hours (GS3-Separation-distances-270605.pdf), it is recommended that further risk assessment is necessary to consider potential exposures to gases, noise, odour and increased traffic risks if it is believed that the petrol station opens for extended operating hours. The applicant has stated that the site is not contaminated, but no details are provided. The applicant should check the Department of Water and Environmental Regulation's Contaminated Sites database (*Contaminated Sites Act 2003*). As the database only records those sites that have been classified, the applicant should also obtain a Basic Summary of Records with https://www.wa.gov.au/system/files/2023-06/form-2-request-for-a-summary-of-records-in-respect-of-land.pdf, to ensure the site is not subject to other important classifications not recorded on the database. ***2. Liquor licensed premises*** The application proposes a large liquor licensed premises (1000 pax tavern) in close proximity to the childcare centre. Due regard should be given to harm minimisation and Designing Out Crime principles to minimise the risks associated with alcohol. Guiding documents may include the City's public health plan, Western Australia Local Government Association's Managing Alcohol in Our Communities: *A Guide for Local Government, Western Australia* (190129-WAL6710-Managing-Alcohol-in-Communities_V21.pdf (walga.asn.au)), and the Mental Health Commission's Local Government Alcohol Management Package (HADP0604_ONLINE VERSION.indd (mhc.wa.gov.au)). Should you have any queries or require further information please contact Chris Hill or Yashvee Manrakhan-Field on 9222 2000 or eh.eSubmissions@health.wa.gov.au
2. Kate Customer Service Coordinator - Planning and Land Development Customer Connection Services **Western Power**	363 Wellington Street PERTH WA 6000 planning.land.development.referrals@westernpower.com.au	Having done a desk top review of your submission for comment for Referral of development application – Proposed Mixed Commercial Development - Lot 100 (No.434) Safety Bay Road, Safety Bay (20.2023.193.1), Western Power does not have any objection at this time to the proposed development. As there is Western Power infrastructure (underground distribution lines within close proximity to the proposed development, if any works are to take place on the site the following should be considered prior to any works commencing on the site. If further information is required, a project will need to be submitted via our website to perform a detailed assessment. **Working in proximity to Western Power Distribution lines**

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		All work must comply with Work safe Regulations 3.64 – Guidelines for work in the vicinity of overhead powerline. Guidelines for work in the vicinity of overhead power lines | Department of Mines, Industry Regulation and Safety (commerce.wa.gov.au) If any work is to breach the minimum safe working distances a Request to Work in Vicinity of Powerlines form must be submitted Request installation of aerial visual covers - Western Power It is important to know what level of energy you're dealing with so you can be sure you choose the right application form should you require more information. Low Voltage – 240V to 415V High Voltage – 1kV to 33kV Transmission - >33kV For more information on the type and locations of asserts please submit a Dial Before You Dig enquiry Before You Dig Australia Working near our network Working near our network | Western Power Working near Transmissions & Communication asserts Work near transmission & communication assets | Western Power **Remove or Relocate our Asserts** There are many reasons why our infrastructure may need to be removed or relocated. If our infrastructure does need to be removed or relocated please submit an application via our website Products and Services | Power Connections | Western Power Western Power is obligated to point out that any change to the existing (power) system, if required, is the responsibility of the individual developer.
3. Jane Sturgess A/Program Manager – Planning Advice Kwinana Peel Region **Department of Water and Environmental Regulation**	PO Box 332 MANDURAH WA 6210 jane.sturgess@dwer.wa.gov.au	Thank you for providing the development application received with correspondence dated 13 September 2023 for the Department of Water and Environmental Regulation (Department) to consider. The Department has identified that the proposed mixed commercial development has the potential for impact on environment and water resource values and management. In principle the Department does not object to the proposal however key issues, recommendations and advice are provided below and these matters should be addressed. **Issue** Separation Distances **Advice** The Department advises that it does not have a regulatory role, policy position or guidance statement for fuel stations. Due to uncertainties within air dispersion modelling for this land use, resulting from an absence of standard methodology and validated data, adherence to separation distances within *Guidance Statement 3 Separation Distances between Industrial and Sensitive Land Uses* (GS 3) (EPA, 2005), is generally recommended to inform planning decisions. GS3 provides guidance on the use of generic separation distances (buffers) between industrial and sensitive land uses. The intent is to avoid conflicts between incompatible land uses and assist in the determination of suitable distances between industry and sensitive land uses. Childcare centres are considered a sensitive land use within GS3 and there is an existing fuel station adjacent to a proposed childcare centre. The use of technical studies, such as modelling and monitoring of air pollutants can inform possible incompatibility between land uses but should not be used as the only input for planning decision-making as there can be significant uncertainty in the accuracy of such studies, and cannot determine if impacts may or may not occur. Where it has not been adequately demonstrated that the industrial impacts can be

		identified and avoided, mitigated or managed, and there is uncertainty regarding the potential risk to health and amenity, a conservative approach to defining the impact area should be applied. The fuel station advertises that it operates every day 6am to 10pm. The GS3 notes three different operating hours for service station premises, each with recommended buffer distances. If the existing fuel station was to best align with the description "premises operating during normal hours ie Monday - Saturday from 0700-1900 hours", in this scenario the GS3 would recommend a buffer distance of 50 metres. Based on the plans, there is an approximate separation distance of 60 meters. **Issue** Groundwater Use **Advice** The subject area is located in the Rockingham groundwater area (Warnbro subarea) as proclaimed under the *Rights in Water and Irrigation Act 1914*. Any groundwater abstraction in this proclaimed area for purposes other than domestic and/or stock watering taken from the superficial aquifer, is subject to licensing by the Department. The proposed development includes landscaped areas including turf. Further details regarding a non-potable water source for irrigation is required. The issuing of a groundwater licence is not guaranteed but if issued will contain a number of conditions that are binding upon the licensee. Please contact the water licensing section on 9550 4222 for further advice. **Issue** Stormwater Management **Advice** The drainage system is to be designed, constructed and managed to incorporate water sensitive design and align with principles outlined in the *Decision process for stormwater management in Western Australia* (DWER, 2017) and *Stormwater Management Manual for Western Australia* (DWER, 2022). The proposed development and car park areas should incorporate biofilters for water quality improvement such as swales, rain gardens and tree pits incorporating native plant species. Where the Department has a statutory role, planning applications should be considered prior to the Department issuing any relevant permits, licenses and/or approvals. 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. Should you require any further information on the comments, please contact the undersigned at the Mandurah office on 9550 4228.

Attachment 4 – SPP7.0 Assessment

Design Principle	Design Outcome	Complies
1. Context and character – *Good design responds to and enhances the distinctive characteristics of a local area, contributing to a sense of place.*	Other than the Child Care Premises (CCP) element of the proposal, the development proposes a 'main street' based local activity centre that caters for the needs of the community though the provision of suitably scaled, distinctive architectural built form and landscaped public spaces which is compatible with the predominantly single storey surrounding residential context.	No
2. Landscape quality –*Good design recognises that together landscape and buildings operate as an integrated and sustainable system, within a broader ecological context.*	Hard and soft landscaping elements integrate with the proposed built form to optimise the external amenity of the internal and external 'main street' frontages; the pocket park and the car parking areas.	Yes
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.*	Parcel 4 not forming part of the application is a concern, as: • This could potentially mean that the tallest element may be left for the edge of the site; • The noise impact from the Tavern on any future residential use of Parcel 4 is unresolved; • A development on Parcel 4 could inform the design of the overall development but addressing noise, access, parking etc. In other respects the proposed building scale and form is compatible with the predominantly single storey surrounding residential area.	No
4. Functionality and build quality – *Good design meets the needs of users efficiently and effectively, balancing functional requirements to perform well and deliver*	The development provides generally well design functional spaces that are suited to their intended uses, and which (with the exception of the CCP) relate well to adjoining public spaces of Malibu Road, Safety Bay Road and the internal car park being the centre 'main street'.	No

optimum benefit over the full life cycle.	Tavern noise impact is unresolved. The City considers it unfeasible to incorporate acoustic mitigation into future residential building on Parcel 4. However, good design provides flexible and adaptive spaces to maximise their utilisation and accommodate appropriate future requirements without the need for major modifications. In this regard it is noted that the Commercial tenancies on Parcel 2 can be further divided up with relative ease should the need arise to provide for more active uses in the future.	
5. Sustainability – *Good design optimises the sustainability of the built environment, delivering positive environmental, social and economic outcomes.*	Given the orientation of the site the development optimises building orientation in response to the available sea views and road frontages from where internal access is required. The CCP and Tavern roof spaces have provision for solar panels. The provision of bicycle parking and end-of-trip facilities promotes alternative forms of travel to the centre, reducing vehicle traffic and emissions.	Yes
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 range of proposed uses can be supported as they all provide services to the community although not all proposed uses are preferred uses. In this regard, there is robust building design to facilitate change of use in the future to more preferred uses if necessary. With the exception of the CCP the proposed development generally provides for activated street frontages through the provision of openings and substantial glazing to the tenancies. Overhanging roof structures provide shelter and shade for the amenity of the public, shoppers, pedestrians and diners. End of trip facilities are provided which will promote alternative modes of transport to/from the site.	No

	There are concerns about the CCP car park and outdoor play areas to the south, resulting in a poor Malibu Road frontage. Consider reconfiguring the CCP to better integrate car parking across the site, improve external play spaces and orientation of the CCP. Tavern noise impact on future residential development on Parcel 4 is unresolved.	
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 proposed layout of the buildings and pedestrian pathways provide for good lines of sight, where pedestrian pathways connect to the surrounding roads and path networks. Wayfinding is promoted through the use of prominent vertical architectural elements (pylon signs) and signage on the buildings.	Yes
8. Safety – *Good design optimises safety and security, minimising the risk of personal harm and supporting safe behaviour and use.*	As Parcel 4 was not included in this application: • the overall impact of traffic on the surrounding road network and on the performance of the crossovers is unknown; • the noise impact on adjoining properties is unknown; The capacity of the Malibu Road to accommodate development traffic is unresolved. Insufficient car parking is provided for the development overall. The pedestrian crossing to the foreshore has not been considered.	No
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 proposed development encourages social engagement and provides physical activity opportunities for the surrounding community through the proposed range of land uses, alfresco areas and the pocket park.	No

	Parcel 4 is unresolved, not being included in this development application. Based on the Tavern noise future residential use would seem unlikely. Insufficient car parking is provided for the development overall.	
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 application proposes a reasonable built form within a logical, coherent site plan layout that is easy to navigate for visitors and the local community.	Yes

City of Rockingham

Design Review Panel Meeting Notes

Notes of the Design Review Panel held on 15 June 2023

Panel Members:	Mr Sam Klopper Mr Trent Woods Mr Tony Blackwell
City Officers:	Mr David Banovic - A/Manager Major Planning Projects (Chair) Mr Chris Parlane - Senior Planning Officer
A/Panel Coordinator:	Mrs Melinda Wardle - EA to Director Planning and Development Services
Proponents:	Mr Ross Underwood - Planning Solutions Mr Harry Bray - Braykell Two Pty Ltd Mr Reece Kelly - Braykell Two Pty Ltd
Declarations of Interest:	Nil
Agenda Item 1	
Proposed Development	Pre-Lodgement Concept Design (First Review) - Mixed Commercial Development
Property Address	Lot 100 (No.434) Safety Bay Road, Safety Bay
Proposal	The proposal includes the following elements: Parcel 1: (1,820m²) Childcare Premises: • 14 staff, 82 places; • Outdoor play area; • 624m² floor area (approx.); • 18 bay car park, with vehicle crossover from Malibu Road; • 6 on-street parking bays. Parcel 2 (6,895m²) Commercial: • Unit 1 - Gymnasium, 300m²; • Unit 2 - Miscellaneous, 98m²; • Unit 3 - Medical Centre, 847m²; • Unit 4 - Café, 100m²; • Unit 5 - Shop, 97m²; • Unit 6 - Shop, 97m²; • Unit 7 - Physiotherapist, 200m²; • Unit 8 - Pharmacy, 198m²; • Vehicle access from Safety Bay Road and Malibu Road; • 84 car bays; • 20 Bicycle bays;

	• Service vehicle connection to Lot 101 (east); • Exit only from modified crossover onto Safety Bay Road from a right of way easement • Landscaping, pocket park; • 2 x pylon signs. Parcel 3: (2,298m²) Tavern: • 1,800m² (approx.); • 46 Undercroft car parking bays; • 15 verge bays Safety Bay Road. Parcel 4: (2,096m²): • Future Residential (not included in the current Design Scheme)
Background	The former Waikiki Hotel/Motel operated from the subject site from the 1960's through to 2009, when the buildings were demolished. The site is currently vacant. Over the years a number of Development Approvals have been granted over the site, none of which have been acted upon. The City aims to see a development that successfully recreates the site's former reputation as a focal point on the coastal strip along Safety Bay Road. To this extent, the City adopted Planning Policy 3.3.23 (Waikiki Hotel Site Urban Design Guidelines), in December 2017.
Proponent deputation to the Panel	Messrs Kelly and Bray provided an overview of the site in terms of the site context, development concept and design elements.
Officer presentation to the Panel	Mr Parlane provided a high-level overview of the planning assessment of the proposed development.

‘Design Quality Evaluation’		
		Supported
		Pending further attention
		Not supported
Design Principles		
Principle 1 ***Context and Character***		*Good design responds to and enhances the distinctive characteristics of a local area, contributing to a sense of place.*
		• There is opportunity to landscape street verges; particularly Malibu Road verge could be enhanced with trees in carpark, to provide more shade and a pedestrian friendly environment. • Harsh environment for planters; coastal tolerant plants should be used. • Street face of Tavern needs further consideration and development. • Consider finer grain commercial tenancies on Malibu Road - for greater activation with possibility of gym moving inbound. • Too many crossovers on Malibu Rd – consider consolidating. • Tavern lower deck is good, but need to improve the interface somehow. • Well considered bubble (land use) diagram. • Contextual analysis doesn’t translate to the built form. • Blank wall of Tavern on the boundary of Parcel 4 is blunt and not supported. • Large lots good for future development. • Alfresco in (Tavern) built form is good. • Concerns about the design of the Commercial sector. The plans are generic and lack contextual reference.
Principle 2 ***Landscape Quality***		*Good design recognises that together, landscape and buildings cooperate as an integrated and sustainable system, within a broader ecological context.*
		• Internal main street is a good response to the site planning, but it shouldn’t feel like a carpark. Rather it needs to be more pedestrian friendly and work as a ‘shared space’. • More landscaping required. Consider how it will work for a mix of pedestrians, cyclists and cars. More shade required. • Reinforce primary road access, plant with trees. • Provide lighting, trees, and reinforce pedestrian connections throughout. • Tavern - opportunity for deep soil zone tree planting in corner; deep planting requires checking on plans. • Pocket park opportunities - design to be personalised spaces. • Consider materiality - pavement treatments to reinforce pedestrian priority. • Pocket parks need to be taken advantage of, opportunity to make more pedestrian oriented/friendly. • Additional landscape opportunity in front of the Unit 3 Medical Centre • Better parking under trees. • Integrate lighting in amongst trees.

		• Use planting to enhance the connection back to foreshore. • More shade to carpark, tree ratio 1 per 4 car bays as minimum. • Child Care landscape to be further developed. • Tavern's frontage to Safety Bay Road lacks any real landscape context, which would help soften this façade and better integrate it into the streetscape. There would appear to be opportunities to work with the City in relation to the NE road easement in this location, ie rather than simply installing angle parking.
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.*
		• Tavern elevated. Street interface not an issue. • Blank wall on SE side of Parcel 3 (Tavern) is a concern and not supported. • Parcel 4 not being included in this application is a concern. • Consider the future design on Parcel 4 now to help inform the design of the Tavern. • Explore options for Parcel 4 with a concept plan demonstrating future entry and access and investigate interim land uses. • Stepping of built form generally okay, larger scale fascia is a more legible solution. • Malibu Road commercial façade stepping is not supported. • Explore opportunities to sleeve the parking further from Malibu Road. • Rear of building B presents poorly from the service station side. Improve the exposed portion of the elevation. • BP easement undevelopable - 3m at rear of service station. • Parcel 4 is the sticking point. • Consider now how the future development of Parcel 4 can deal with issues such as noise, when a tavern is operating. • Main concern is Parcel 4 - leaving perhaps the tallest element on edge of site. • Tavern across front and residential behind would be better both in the short and longer term, ie assuming a staged development of the Tavern and future residential site. • Semi-basement parking under Tavern is a good use of space. • The tavern steps down well, engages with the street.
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.*
		• Tavern well designed, reference to old Waikiki Hotel site. • Tavern south-eastern elevation is not supported, consider mid - long term plans (on Parcel 4). • Transformer presents a challenge as the northern 'entrance' to the development. Further consideration should be given as to how this could be mitigated. • No lift for Tavern parking shown, ensure pedestrian access to lower parking has adequate width. • Explore the possibility to redesign Child Care to reorientate. • Swapping the play area and parking would offer a number of benefits, including better, passive solar orientation of the building.

		• No air-conditioning shown, provide behind parapet. • Transport and car parking – accommodation of some micro-mobility/bike parking is good. However, current trends in this area would suggest that there is likely to be a greater demand in the future, especially if the target market for the Tavern is 'locals'.
Principle 5 ***Sustainability***		*Good design optimises the sustainability of the built environment, delivering positive environmental, social and economic outcomes.*
		• Sustainability Strategy largely absent. • Need to commit to sustainability, consider both active and, importantly, passive solutions. • Possibility of PV cells on the roof of Child Care, Tavern, Commercial, a commitment to EV charging facilities, etc. • Reorientate Child Care, incorporate passive solar. • Provision of more trees and landscape. • Consider minimising embedded energy when selecting materials. • No operable windows throughout commercial facades. • Natural ventilation is important. • Child Care has no eaves, north elevation 'heat gain'. • Building A - deep spaces need ventilation.
Principle 6 ***Amenity***		*Good design optimises internal and external amenity for occupants, visitors and neighbours, providing environments that are comfortable, productive and healthy.*
		• Consider re-configuring the Child Care Centre (CCC) to better integrate carparking across the site, improve external play spaces and orientation of childcare facility. • Concern about CCC car parking to the north and outdoor play areas to the south, resulting in a poor Malibu Road frontage. • Reconsider Unit 3 loading bay location away from this sensitive edge. • Consider CCC interface to the street. • Provide awning for CCC entry path. • Aim to achieve a greater exposure to street for both the CCC and commercial premises. • Child play area for the tavern feels isolated. • Lack of residential component on Parcel 4 - plan for tavern noise. • Maximise pocket park opportunities - to create attractive points of relief within the car park and help pedestrianize this space.
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.*
		• Tavern design's open form - aids legibility. • Disability access at the area of Tavern not visible from street. • Gym has no street address, as accessed off internal street. • Increase legibility to second tavern entry. • Provide trees on Malibu Road, primary wall good. • Provide more landscaping on roads. • Breathes well. • Respite from wind. • Tavern entry off Safety Bay Road legibility could be enhanced.

		• CCC entry provided some distance away from the main street. • Could replan Child Care to better interact with the commercial parking.
Principle 8 ***Safety***		*Good design optimises safety and security, minimising the risk of personal harm and supporting safe behaviour and use.*
		• Interface issues with neighbours well considered. • Reconsider CCC entry location which is currently some distance away from the main street. • No queuing aisle for CCC drop-off, may be better off main road. • Traffic movements - need to manage trucks interacting with cars internally within the car park. • Make the rear stairs to the tavern wider. • Disabled ramp to tavern – consider modifications to the retaining wall to achieve better site lines between pedestrians and cars exiting the underground car park. • Getting back up from carpark - no lift. • If the loading bay was to remain in its current location, (notwithstanding the above comments about possible noise implications with neighbours), consider continuing the curved architectural form around the corner to improve visibility. • Consider other hidden 'nooks', eg rear of transformer and the loading bay, which may represent CPTED issues.
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 how to deliver on Parcel 4. • Provide more fine grain tenancies facing the street. • Strong community outcome. • The delayed staging of the Tavern is a second matter of concern. • Positive thing overall. • More landscaping required, particularly throughout the car park area.
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.*
		• Tavern design strong and contextually responsive. • Child Care and commercial design not as successful as the tavern. Contextual response needs further development • Curved glass great but hard/expensive to achieve, faceted glass alternative is terrible option. • Three distinct authors originally thought a problem, but works well. • Car parking needs to be dealt with in a considered and committed manner. • Blank walls of tavern a concern, if development on Parcel 4 doesn't proceed. • Cantilevered canopy on commercial building looks out of character. • Consider the value of landscaping to the car park. • Better weather cover for Child Care.

		• Materials – texture painted concrete not a concern. • Change in materials - three different designs - could work. • Outdoor spaces need work. • Improve interface with Malibu Road. • Reciprocal parking consideration. • Site planning / concept plan for Parcel 4 would help address the Panel's concerns about the unknown nature of this latter, staged part of the overall site. • Land uses and built form for Parcel 4 are important, eg access, are more crossovers a possible (undesirable) outcome? • Landscaping plan required/concept design upfront, species. • Public art on foreshore a possibility. • Commercial should have a greater presence, ie built form frontage on Malibu Road frontage. • Variety of smaller shops along Malibu Road would be a good superior outcome. • Current commercial location is positive as it is more protected from wind and offers better orientation towards the sun. • Strategy for sustainability required. • Glass treatment/film not of concern.
Summary (Key Issues)		• There is opportunity for improved site planning and layout response, through: - Rationalisation of crossovers; - Redesign/orientation of Child Care to improve built form, passive solar design, natural light and amenity for kids and integrate/distribute car parking across development holistically; - Improved street interaction along Malibu Road, with finer grain use/activation. • Blank wall on Tavern on the boundary of Parcel 4 is blunt/not supported. • Provide understating of land use/layout intent for future Lot 4. • Landscape scheme with greater detail is required. • Lack of sustainability strategy commitment. • Panel expects adequate consideration and responses to all 10 Design Principles.
Panel Recommendation		**The Panel recommended that the design be supported subject to the above key issues being satisfactorily addressed.**

Meeting Close	4:05pm
Chair Signature	
Date	21 June 2023

D23/123506

Salix Way, No.3 (Lot 500) Forrestfield - Forrestfield Police Station

Form 2 – Responsible Authority Report
(Regulation 17)

DAP Name:	Metro Outer Joint Development Assessment Panel
Local Government Area:	City of Kalamunda
Proposed Amendments:	Minor Modification to Boundary Wall
Applicant:	Department of Finance
Owner:	State of Western Australia
Value of Amendment:	$14.5 million value (no change)
Responsible Authority:	Western Australian Planning Commission
Authorising Officer:	A/Director Metro North - Land Use Planning
WAPC Reference:	24-50039-5
DAP File No:	DAP/23/02458
Date of Original DAP decision:	17 May 2023
Application Received Date:	23 October 2023
Application Statutory Process Timeframe:	60 Days
Attachment(s):	1. Amended DA Plans (stamped 17 November 2023) 2. Original DAP Approval (approved 17 May 2023) 3. Aerial Location Plan

Responsible Authority Recommendation

That the Metro Outer JDAP resolves to

Approve DAP Application reference DAP/23/02458 and accompanying plans date stamped 17 November 2023 in accordance with Clause 30(1) of the Metropolitan Region Scheme, subject to the same conditions and advice notes as previously approved.

Details: outline of development application

Region Scheme	Metropolitan Region Scheme
Region Scheme Zone/Reserve	Urban
Local Planning Scheme	City of Kalamunda Local Planning Scheme No. 3
Local Planning Scheme Zone/Reserve	Public Purposes - Police Station, Residential R60
Structure Plan/Precinct Plan	Forrestfield District Centre Structure Plan
Structure Plan/Precinct Plan Land Use Designation	Opportunity Site - Residential, commercial or mixed-use
Use Class and permissibility:	Public Purposes - Police Station: permitted Residential R60 - Civic Use (A)
Lot Size:	6,843m^2
Existing Land Use:	Police Station and Library

State Heritage Register	No
Local Heritage	☐ N/A ☒ Heritage List ☐ Heritage Area
Design Review	☐ N/A ☒ Local Design Review Panel ☐ State Design Review Panel ☒ Other
Bushfire Prone Area	No
Swan River Trust Area	No

Proposal:

Amended development plans have been received for an approved development at Lot 500 (No.3) Salix Way, Forrestfield (the subject site) (**Attachment 1 – Amended Development Plans**). The proposed amendment is to increase the retaining wall height from 0.8 metres to 1.2 metres and increase the boundary wall height from 3.2 metres to 3.5 metres on the south-western boundary.

This represents a total increase of 0.7 metres in height of the proposed wall on this boundary. This change in height is for operational reasons in response to:

- the topography;
- to accommodate a 1:100 year flood event onsite;
- and to accommodate the altered roof pitch on the outbuildings behind the boundary wall.

Background:

The Metro Outer Joint Development Assessment Panel (JDAP) approved the original application in May 2023 for a new 1,770m² police station of 7.8m high, within a 3,477m² secure compound consisting of parking, equipment, storage, and service areas with the majority of the compound secured by a 2.4m to 3.2m high perimeter wall (**Attachment 2 – Original DAP Approval 17 May 2023**).

The subject land is located on the corner of Salix Way and Strelitzia Avenue and contains the existing Forrestfield Police Station within its southern portion which will remain operational during the construction of the new police station. It will be demolished during the later stages of construction. The library which was also onsite has already been demolished. The site abuts the St. Stephens Anglican Church to the west and the Forrestfield Shopping Centre to the south. Residential properties are located across the road to the north and east (**Attachment 3 – Aerial Plan**).

Legislation and Policy:

<u>Legislation</u>

Metropolitan Region Scheme (MRS)
City of Kalamunda Local Planning Scheme No. 3 (LPS No. 3)
Planning and Development Act 2005
Planning and Development (Local Planning Schemes) Regulations 2015
Planning and Development (Development Assessment Panels) Regulations 2011

Section 6 of the *Planning and Development Act 2005* provides that the proposed police station (a public work) is exempt from planning approval under the City of Kalamunda Local Planning Scheme No. 3, as a public authority (Department of Finance and WA Police Force) is undertaking the works. However, approval is required under the Metropolitan Region Scheme (MRS).

State Government Policies

State Planning Policy 4.2 - Activity Centres for Perth and Peel
State Planning Policy 7.0 - Design of the Built Environment

Structure Plans/Local Policies

Forrestfield District Centre Structure Plan

Consultation:

There has been no consultation in regard to the modifications as they are considered minor. The City is supportive of the proposed changes and the applicant has obtained a letter of no objection from the St Stephens Anglican Church as adjoining landowner, regarding the changes to the boundary wall height.

Planning Assessment:

Clause 30(1) of the MRS requires the WAPC to have regard to the purpose for which land is zoned or reserved, the orderly and proper planning of the locality and the preservation of the amenity of the area when determining a development application.

The modifications proposed by the application do not propose any changes to the use of the land already approved by the JDAP and therefore the proposal remains consistent with the purpose for which the land is zoned and reserved.

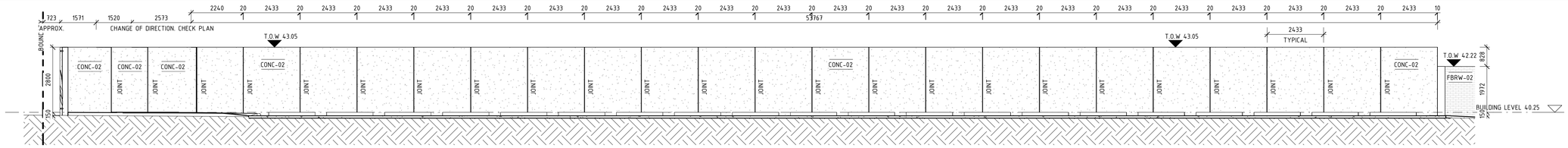
The original development application was deemed to be consistent with the principles of orderly and proper planning on the basis that part of the site is already used as a police station and the State Government purchased the former library site from the City to accommodate the proposed police station. The two sites have been amalgamated to facilitate the proposal and the land has a reserve purpose for Police Purposes with a Management Order to the Minister for Police.

The proposed police station will provide an essential facility for the community. The proposal has been designed to respond to the site characteristics and no major concerns were raised. The proposed modifications are minor in nature and generally conform with the approved design which will not impact on the amenity of the area.

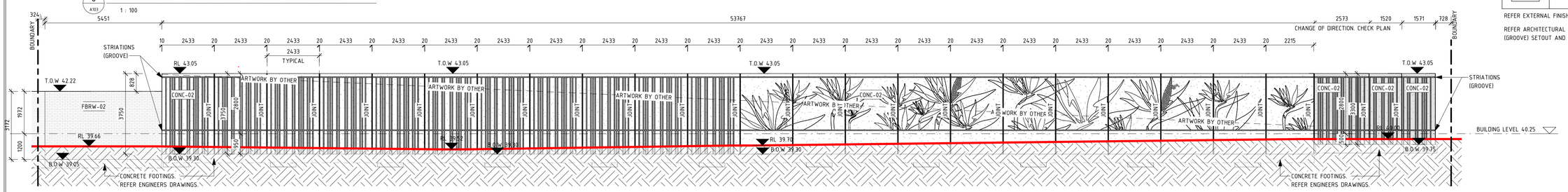
The proposed changes therefore accord with Clause 30(1) of the MRS and are supported. Conditions and advice previously recommended are still valid and no new conditions or advice are recommended.

Conclusion:

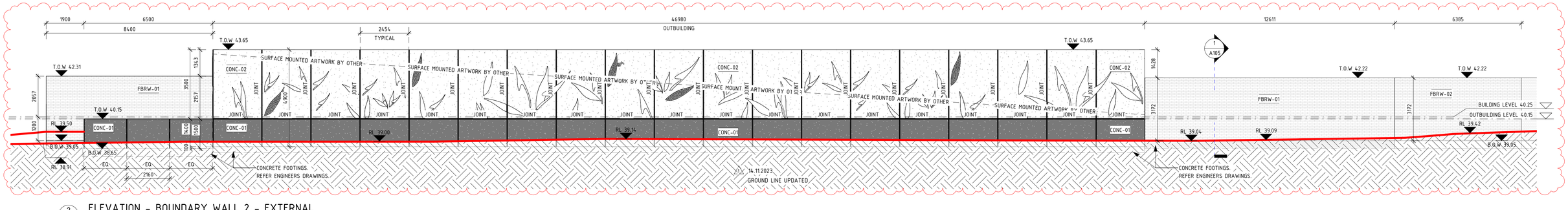
The proposal is consistent with the purpose for which the land is zoned under the MRS, orderly and proper planning, and the amenity of the locality. The application is recommended for conditional approval.



6 ELEVATION - BOUNDARY WALL 1-INTERNAL
A103 1 : 100



1 ELEVATION - BOUNDARY WALL 1 - EXTERNAL
A103 1 : 100



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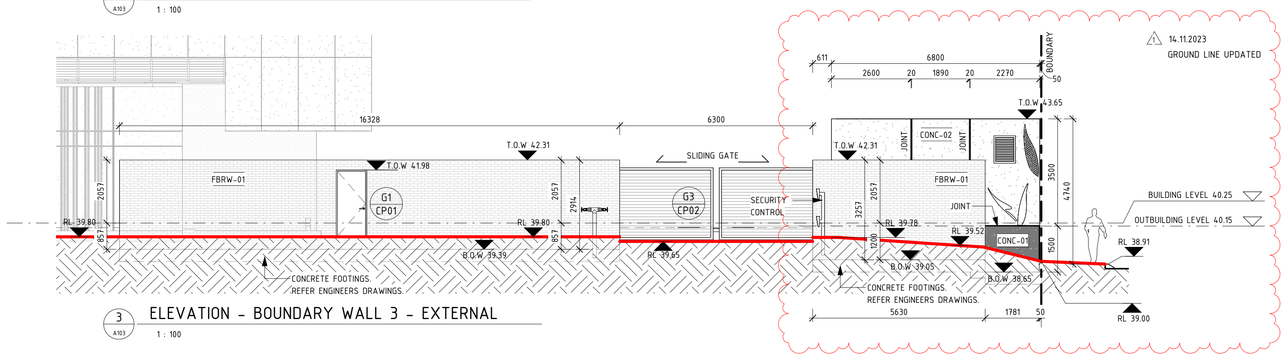
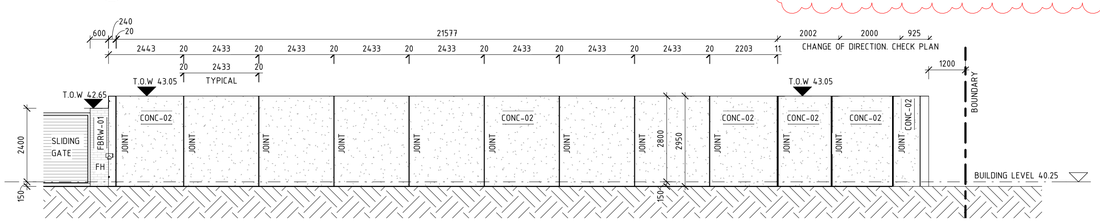
A103 1 : 100

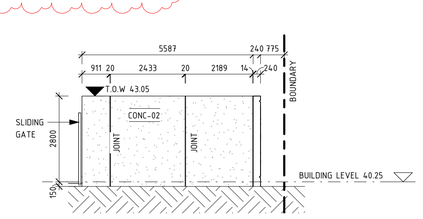


3 ELEVATION - BOUNDARY WALL 3 - EXTERNAL
A103 1 : 100

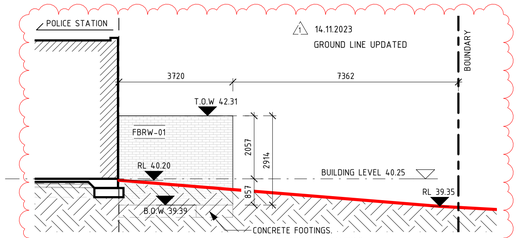
8 ELEVATION - BOUNDARY WALL 6 - EXTERNAL
A103 1 : 100



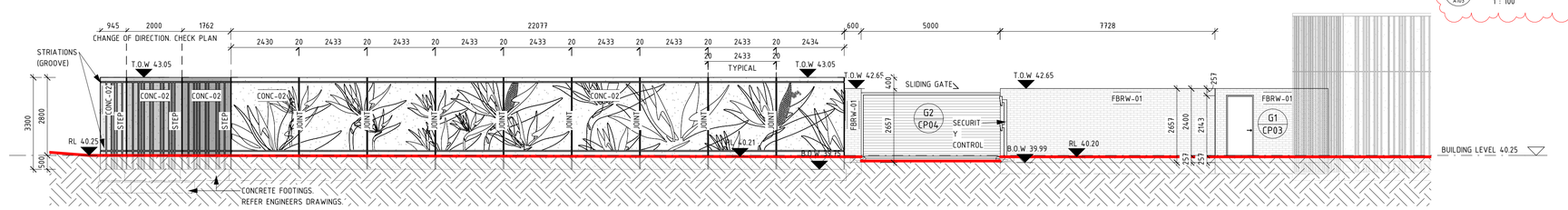
7 ELEVATION - BOUNDARY WALL 5 - INTERNAL
A103 1 : 100



9 ELEVATION - BOUNDARY WALL 6 - INTERNAL
A103 1 : 100



4 ELEVATION - BOUNDARY WALL 4 - EXTERNAL
A103 1 : 100



5 ELEVATION - BOUNDARY WALL 5 - EXTERNAL
A103 1 : 100

ELEVATIONS LEGEND

TAG	DESCRIPTION
CONC-01	CONCRETE PANELS - COLOUR 1 FINISH: CLASS 1
CONC-02	CONCRETE PANELS - COLOUR 2 FINISH: CLASS 1
FBRW-01	FACE BRICKWORK - COLOUR 1
FBRW-02	FACE BRICKWORK - COLOUR 2

REFER EXTERNAL FINISHES SCHEDULE FOR COLOUR SELECTIONS

REFER ARCHITECTURAL DRAWING **A713** FOR STRIATIONS (GROOVE) SETOUT AND DETAILS

DEPARTMENT OF PLANNING, LANDS AND HERITAGE
DATE 17-Nov-2023
FILE 24-50039-5

ISSUED FOR TENDER

REV	DATE	DESCRIPTION	BY
1	14.11.2023	UPDATED GROUND LINE	GH
0	18.08.2023	ISSUED FOR TENDER	GH

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Government of Western Australia
Department of Finance
Buildings and Contracts

ARCHITECTURAL

FORRESTFIELD POLICE STATION
SALIX WAY, FORRESTFIELD, WA

FF_BOUNDARY WALL ELEVATIONS

DRAWN	SH	DESIGNED	GH
CHECKED	GH	PRINCIPAL	
APPROVED	GH		
SCALE	As indicated @ A1	DATE	14.11.2023
PROJECT No	2275	DF FILE No	15301

REDUCTION 0 25M

DRAWING No. A104 REV. 1

THIS IS A CADD DRAWING
DO NOT AMEND MANUALLY

Government of Western Australia
Development Assessment Panels

Planning and Development Act 2005

Metropolitan Region Scheme

Metro Outer Joint Development Assessment Panel

Determination on Development Assessment Panel Application for Planning Approval

Property Location: No.3 (Lot 500) Salix Way, Forrestfield
Application Details: Forrestfield Police Station

In accordance with regulation 8 of the *Planning and Development (Development Assessment Panels) Regulations 2011*, the above application for planning approval was **granted** on 17 May 2023, subject to the following:

1. **Approve** DAP Application reference DAP/23/02458 and accompanying plans (Attachment 2) in accordance with the provisions of the Metropolitan Region Scheme, subject to the following conditions:

Conditions

1. This decision constitutes planning approval only and is valid for a period of 2 years from the date of approval. If the subject development is not substantially commenced within the specified period, the approval shall lapse and be of no further effect.

2. The development being carried out for the duration of the development in accordance with the approved plans and accompanying information.

3. Public art being provided on the external face of the boundary walls of the secure compound facing the existing church site to the west and the shopping centre to the south in accordance with the WA State Government Percent for Art Scheme. The public art is to be provided in consultation with the City of Kalamunda and to the satisfaction of the Western Australian Planning Commission.

4. Prior to applying for a building permit, the landowner is to submit detailed information relating to external finishes and colour schemes to the specifications of the City of Kalamunda and the satisfaction of the Western Australian Planning Commission. Prior to occupation of the development, the approved external finishes and colour schemes are to be implemented to the specifications of the City of Kalamunda and the satisfaction of the Western Australian Planning Commission.

5. Prior to the commencement of works, the applicant is to prepare and submit a Construction Management Plan to the specification of the City of Kalamunda and to the satisfaction of the Western Australian Planning Commission. The Construction Management Plan must be prepared by a suitably qualified person and detail how the construction of the development will be maintained including:

   a. Public safety and security.
   b. Hours of construction.
   c. Traffic management plans during construction, including any proposed road closures.
   d. Toilet facilities for construction workers.
   e. Protection of public infrastructure and mature trees marked for retention within the road reserve;
   f. Tree protection plan (fencing, signage, etc.) details in accordance with AS4970-2009.
   g. Material and equipment delivery, storage and removal from site;
   h. Parking arrangements for staff, contractors and visitors;
   i. Construction waste disposal strategy and location of waste disposal bins;
   j. Dust, noise, erosion, lighting and environmental hazards management;
   k. Complaint management procedure;
   l. Dilapidation report(s); and
   m. Any other matters likely to impact the surrounding property owners.

   The approved Construction Management Plan must be implemented prior to the commencement of works and thereafter maintained for the duration of works to the specification of the City of Kalamunda and to the satisfaction of the Western Australian Planning Commission.

6. All street trees adjoining the subject land as shown on the submitted plans are to be retained and protected for the duration of the development unless otherwise approved by the City of Kalamunda.

7. This development approval does not authorise the removal of vegetation other than any marked for removal on the approved plan(s). The vegetation identified on the plans for retention must be protected in accordance with AS 4970-2009 prior to works commencing on site and maintained to the specification of the City of Kalamunda and to the satisfaction of the Western Australian Planning Commission for the duration of works.

8. All landscaping noted in the approved Landscape Plan (prepared by Ecoscape and dated 10 March 2023: Revision A) must be planted prior to occupation of the development and maintained thereafter, to the specification of the City of Kalamunda and to the satisfaction of the Western Australian Planning Commission.

9. Prior to occupation of the development, the external surface of the boundary wall must be finished to a professional standard to complement development on the adjoining lot, to the specification of the City of Kalamunda and to the satisfaction of the Western Australian Planning Commission.

10. The Salix Way vehicle access point is to be restricted to entry only and the Strelitzia Avenue vehicle access point is to be restricted to exit only, except in onsite emergency situations. Signage being installed to depict these access/egress restrictions, to the specification of the City of Kalamunda and to the satisfaction of the Western Australian Planning Commission.

11. Prior to occupation of the development, all car parking areas must meet the following requirements:
    a. The provision and maintenance of a minimum of 67 on-site car parking spaces (including one ACROD bay), which are designed, constructed, sealed, kerbed, drained and marked in accordance with Australian/New Zealand Standard AS/NZS 2890.1:2004, Parking facilities, Part 1: Off street car parking.
    b. The provision and maintenance of car parking space(s) 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.
    c. Vehicle parking, manoeuvring and circulation areas are to be suitably constructed, sealed, kerbed, line marked and drained to the specification of the City of Kalamunda and to the satisfaction of the Western Australian Planning Commission and Australian Standard AS2890.

    The development is to comply with the above requirements and be maintained to the specification of the City of Kalamunda and to the satisfaction of the Western Australian Planning Commission for the duration of the development.

12. The provision of 7 on-street car parking bays (including one ACROD bay located a suitable distance from the intersection) must be made available for visitors to the specification of the City of Kalamunda and to the satisfaction of the Western Australian Planning Commission.

13. Prior to occupation of the development, crossovers must be designed and constructed to the specification of the City of Kalamunda and to the satisfaction of the Western Australian Planning Commission.

14. Prior to applying for a building permit, the landowner is to provide a pre-works geotechnical report certifying that the land is physically capable of development or advising how the land is to be remediated and compacted to ensure it is capable of development; and in the event that remediation works are required, the landowner/applicant is to provide a post geotechnical report certifying that all subdivisional works have been carried out in accordance with the pre-works geotechnical report to the specification of the City of Kalamunda and to the satisfaction of the Western Australian Planning Commission.

15. All stormwater produced is to be disposed of in accordance with the Drainage Plan prepared by Stantec dated 10 March 2023 (Revision C) to the specification of the City of Kalamunda and the satisfaction of the Western Australian Planning Commission.

16. Prior to occupation of the development, all signage shown in the approved development plans must be installed and maintained thereafter to the specification of the City of Kalamunda and to the satisfaction of the Western Australian Planning Commission.

Advice Notes

1. All development must comply with the provisions of the Health Regulations, Building Code of Australia, Public Building Regulations and all other relevant Acts, Regulations and Local Laws. This includes the provision of access and facilities for people with disabilities in accordance with the Building Codes of Australia.

2. Any damages to public assets arising during the development activity are to be repaired and restored in accordance with the "Local Government Guidelines for Restoration and Reinstatement in WA" and to the requirements of the City of Kalamunda.

3. The geotechnical report is to be provided in accordance with AS 1726 Geotechnical Site Investigations to the specifications of the City of Kalamunda and the satisfaction of the Western Australian Planning Commission, to inform designs such as earthworks, stormwater drainage, erosion control, slope stability, retaining walls, and road pavements.

4. The City of Kalamunda advises that the removal of street trees without the written approval is an offence under the Local Government (Uniform Local Provisions) Regulations 1996.

5. A demolition permit is required prior to commencement of demolition works.

Where an 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) or local government approval under regulation 17A of the *Planning and Development (Development Assessment Panels) Regulations 2011*.

FORRESTFIELD POLICE STATION

DEVELOPMENT APPLICATION

MARCH 2023

DEVELOPMENT ASSESSMENT PANEL

APPROVED

17-May-2023

DEPARTMENT OF PLANNING, LANDS AND HERITAGE

DATE	FILE
03-May-2023	24-50039-5

GOVERNMENT OF WESTERN AUSTRALIA

HUNT ARCHITECTS

DA - Drawing list	
Drawing Number	Drawing Name
DA.000	FORRESTFIELD COVER PAGE
DA.101	SITE LOCATION PLAN - FORRESTFIELD
DA.102	SITE PLAN - FORRESTFIELD
DA.103	SITE CONTEXT ELEVATIONS
DA.104	SHADOW DIAGRAM - 21 JUNE 2022
DA.105	SHADOW DIAGRAM - 21 DECEMBER 2022
DA.106	EXISTING SITE PLAN
DA.201	BUILDING FLOOR PLAN (CONFIDENTIAL)
DA.202	BUILDING FLOOR PLAN (OUTLINE)
DA.210	ROOF PLAN & PLANT ROOM
DA.401a	ELEVATIONS - FORRESTFIELD

DA - Drawing list	
Drawing Number	Drawing Name
DA.411	3D VIEWS
DA.412	3D VIEWS
DA.413	3D VIEWS
DA.414	3D VIEWS
DA.415	3D VIEWS - BEFORE & AFTER
DA.416	3D VIEWS - BEFORE & AFTER
DA.417	3D VIEWS - BEFORE & AFTER
DA.418	3D VIEWS - BEFORE & AFTER

DEVELOPMENT ASSESSMENT PANEL
APPROVED
17-May-2023

DEPARTMENT OF PLANNING, LANDS AND HERITAGE

DATE	FILE
03-May-2023	24-50039-5

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CLIENT DEPARTMENT OF FINANCE

PROJECT FORRESTFIELD POLICE STATION

FORRESTFIELD

GOVERNMENT OF WESTERN AUSTRALIA

WA POLICE

REV.	DESCRIPTION	DATE
B	POLICE STATION RELOCATION	17.11.2023
C	OUTBUILDING RELOCATION	24.11.2023
D	ISSUED FOR CLIENT REVIEW	12.12.2023
E	ISSUED FOR DRAFT DEVELOPMENT APPLICATION	15.02.2023
F	FINAL DEVELOPMENT APPLICATION	02.03.2023
G	SOUTHERN LANDSCAPE ADDED	02.05.2023

STATUS DEVELOPMENT APPLICATION

DRAWING TITLE

SITE LOCATION PLAN - FORRESTFIELD

DRAWN BY SH

APPROVED GH

PROJECT No. 2275

DRAWING No. DA.101

REV No. G

DATE MAY 2023

LEGEND

- TREE TO BE RETAINED — XX
- TREE TO BE REMOVED — XX
- EXISTING LEVEL — XX.X
- PROPOSED LEVEL — XX.X
- EXISTING PAVING
- EXISTING CONCRETE FOOTPATH
- NEW PAVING
- NEW CONCRETE CROSSOVER
- NEW CONCRETE FOOTPATH
- NEW RETAINING WALL
- PROPOSED BUILDING
- STAGE 1
- STAGE 2

DEPARTMENT OF PLANNING, LANDS AND HERITAGE

DATE	FILE
03-May-2023	24-50039-5

DEVELOPMENT ASSESSMENT PANEL

APPROVED

17-May-2023

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PROJECT FORRESTFIELD POLICE STATION

FORRESTFIELD

GOVERNMENT OF WESTERN AUSTRALIA

WA POLICE

REV.	DESCRIPTION	DATE
D	ISSUED FOR CLIENT REVIEW	12.12.2023
E	UPDATE TREE TO BE RETAINED	11.01.2023
F	ISSUED FOR DRAFT DEVELOPMENT APPLICATION	15.02.2023
G	REVISED VEHICLE ACCESS	21.02.2023
H	FINAL DEVELOPMENT APPLICATION	02.03.2023
I	SOUTHERN LANDSCAPE ADDED	02.05.2023

SCALE 1:250 @ A1

0m 5m 10m 15m 20m 25m

STATUS DEVELOPMENT APPLICATION

DRAWING TITLE

SITE PLAN - FORRESTFIELD

DRAWN BY SH

APPROVED GH

PROJECT No. 2275

DRAWING No. DA.102

REV No. I

DATE MAY 2023

SITE CONTEXT ELEVATION - SALIX WAY

1 : 200

SITE CONTEXT ELEVATION - STRELITZIA AVENUE

1 : 200

DEPARTMENT OF PLANNING, LANDS AND HERITAGE

DATE 03-May-2023

FILE 24-50039-5

DEVELOPMENT ASSESSMENT PANEL

APPROVED

17-May-2023

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PROJECT FORRESTFIELD POLICE STATION

FORRESTFIELD

GOVERNMENT OF WESTERN AUSTRALIA

WA POLICE

REV.	DESCRIPTION	DATE
D	ISSUED FOR CLIENT REVIEW	12.12.2023
E	UPDATE TREE TO BE RETAINED	11.01.2023
F	ISSUED FOR DRAFT DEVELOPMENT APPLICATION	15.02.2023
G	REVISED VEHICLE ACCESS	21.02.2023
H	FINAL DEVELOPMENT APPLICATION	02.03.2023
I	SOUTHERN LANDSCAPE ADDED	02.05.2023

SCALE 1:200 @ A1

0m 4m 8m 12m 16m 20m

STATUS DEVELOPMENT APPLICATION

DRAWING TITLE

SITE CONTEXT ELEVATIONS

DRAWN BY SH

APPROVED GH

PROJECT No. 2275

DRAWING No. DA.103

REV No. I

DATE MAY 2023

Shadow Diagram - 21 June 09am

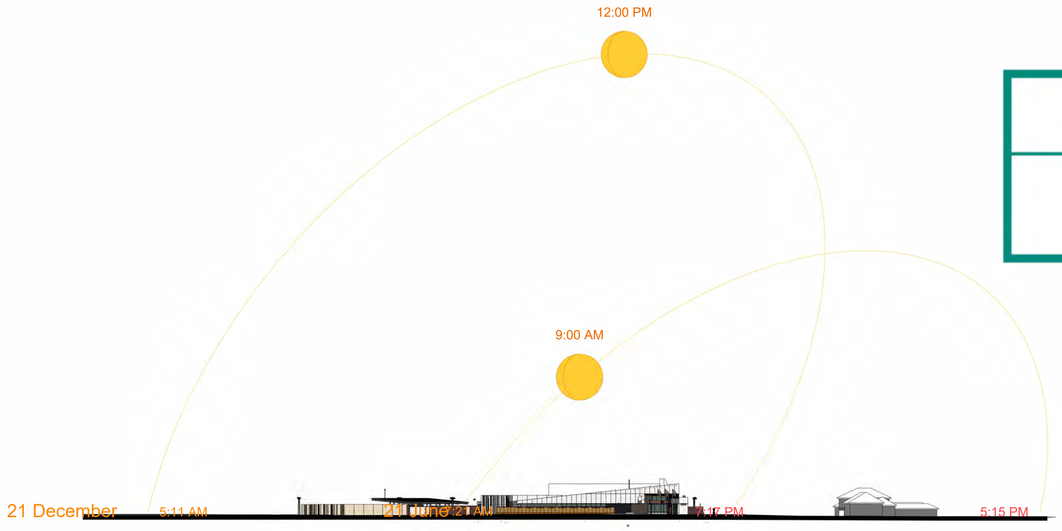
1 : 650

Shadow Diagram - 21 June 12pm

1 : 650

Shadow Diagram - 21 June 03pm

1 : 650



Sun Path Diagram

1 : 750

DEPARTMENT OF PLANNING, LANDS AND HERITAGE

DATE 03-May-2023

FILE 24-50039-5

DEVELOPMENT ASSESSMENT PANEL

APPROVED

17-May-2023

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CLIENT DEPARTMENT OF FINANCE

PROJECT FORRESTFIELD POLICE STATION

FORRESTFIELD

GOVERNMENT OF WESTERN AUSTRALIA

REV.	DESCRIPTION	DATE
C	OUTBUILDING RELOCATION	24.11.2023
D	ISSUED FOR CLIENT REVIEW	12.12.2023
E	UPDATE TREE TO BE RETAINED	11.01.2023
F	ISSUED FOR DRAFT DEVELOPMENT APPLICATION	15.02.2023
G	FINAL DEVELOPMENT APPLICATION	02.03.2023
H	SOUTHERN LANDSCAPE ADDED	02.05.2023

STATUS DEVELOPMENT APPLICATION

DRAWING TITLE

SHADOW DIAGRAM - 21 JUNE 2022

DRAWN BY SH

APPROVED GH

PROJECT No. 2275

DRAWING No. DA.104

REV No. H

DATE MAY 2023

Shadow Diagram - 21 December 09am

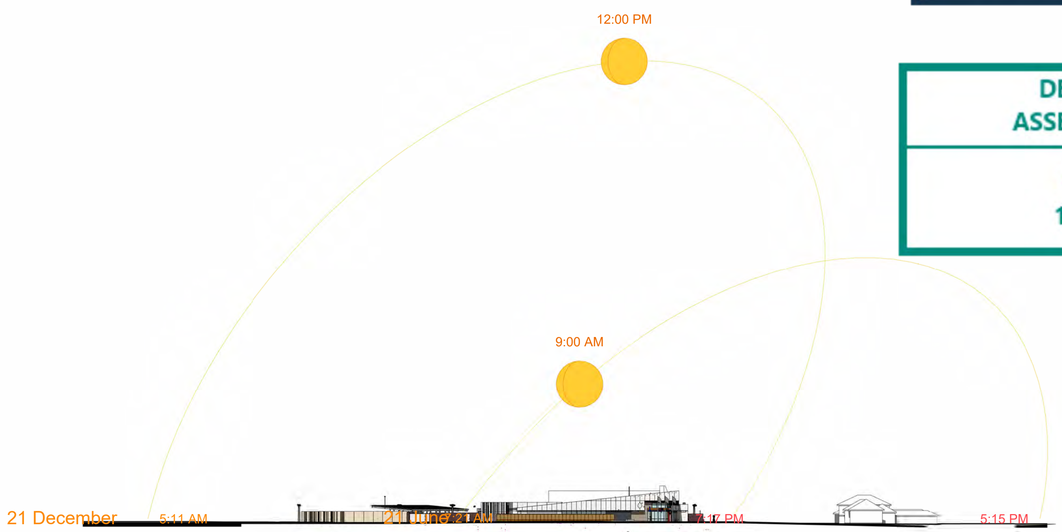
1 : 650

Shadow Diagram - 21 December 12pm

1 : 650

Shadow Diagram - 21 December 03pm

1 : 650



Sun Path Diagram

1 : 750

DEPARTMENT OF PLANNING, LANDS AND HERITAGE

DATE 03-May-2023

FILE 24-50039-5

DEVELOPMENT ASSESSMENT PANEL

APPROVED

17-May-2023

NORTH

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CLIENT DEPARTMENT OF FINANCE

PROJECT FORRESTFIELD POLICE STATION

FORRESTFIELD

GOVERNMENT OF WESTERN AUSTRALIA

WA POLICE

REV.	DESCRIPTION	DATE
C	OUTBUILDING RELOCATION	24.11.2023
D	ISSUED FOR CLIENT REVIEW	12.12.2023
E	UPDATE TREE TO BE RETAINED	11.01.2023
F	ISSUED FOR DRAFT DEVELOPMENT APPLICATION	15.02.2023
G	FINAL DEVELOPMENT APPLICATION	02.03.2023
H	SOUTHERN LANDSCAPE ADDED	02.05.2023

STATUS DEVELOPMENT APPLICATION

DRAWING TITLE

SHADOW DIAGRAM - 21 DECEMBER 2022

DRAWN BY SH

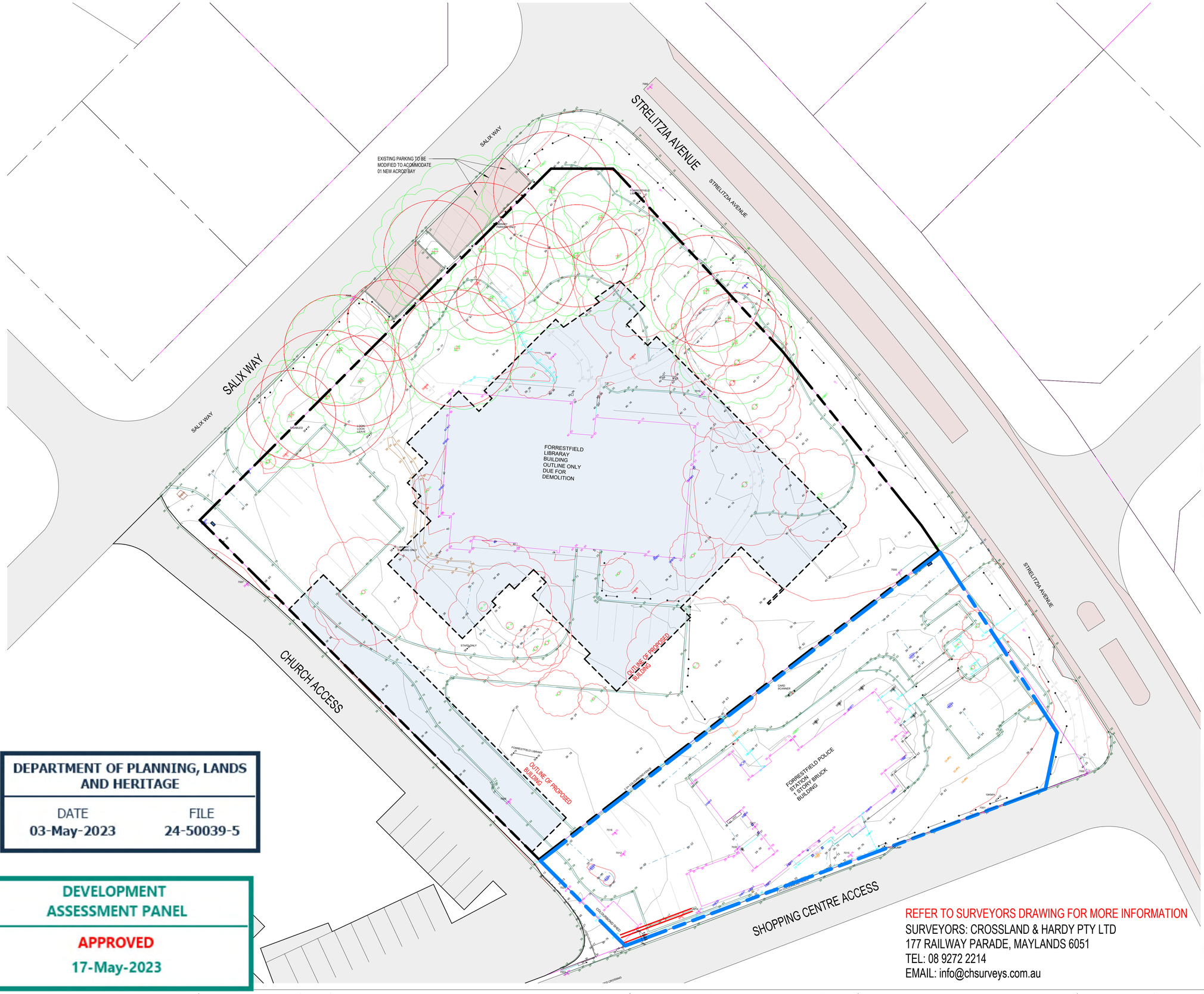
APPROVED GH

PROJECT No. 2275

DRAWING No. DA.105

REV No. H

DATE MAY 2023



REFER TO SURVEYORS DRAWING FOR MORE INFORMATION
SURVEYORS: CROSSLAND & HARDY PTY LTD
177 RAILWAY PARADE, MAYLANDS 6051
TEL: 08 9272 2214
EMAIL: info@chsurveys.com.au

DEPARTMENT OF PLANNING, LANDS AND HERITAGE

DATE	FILE
03-May-2023	24-50039-5

DEVELOPMENT ASSESSMENT PANEL

APPROVED

17-May-2023

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CLIENT DEPARTMENT OF FINANCE
PROJECT FORRESTFIELD POLICE STATION
FORRESTFIELD

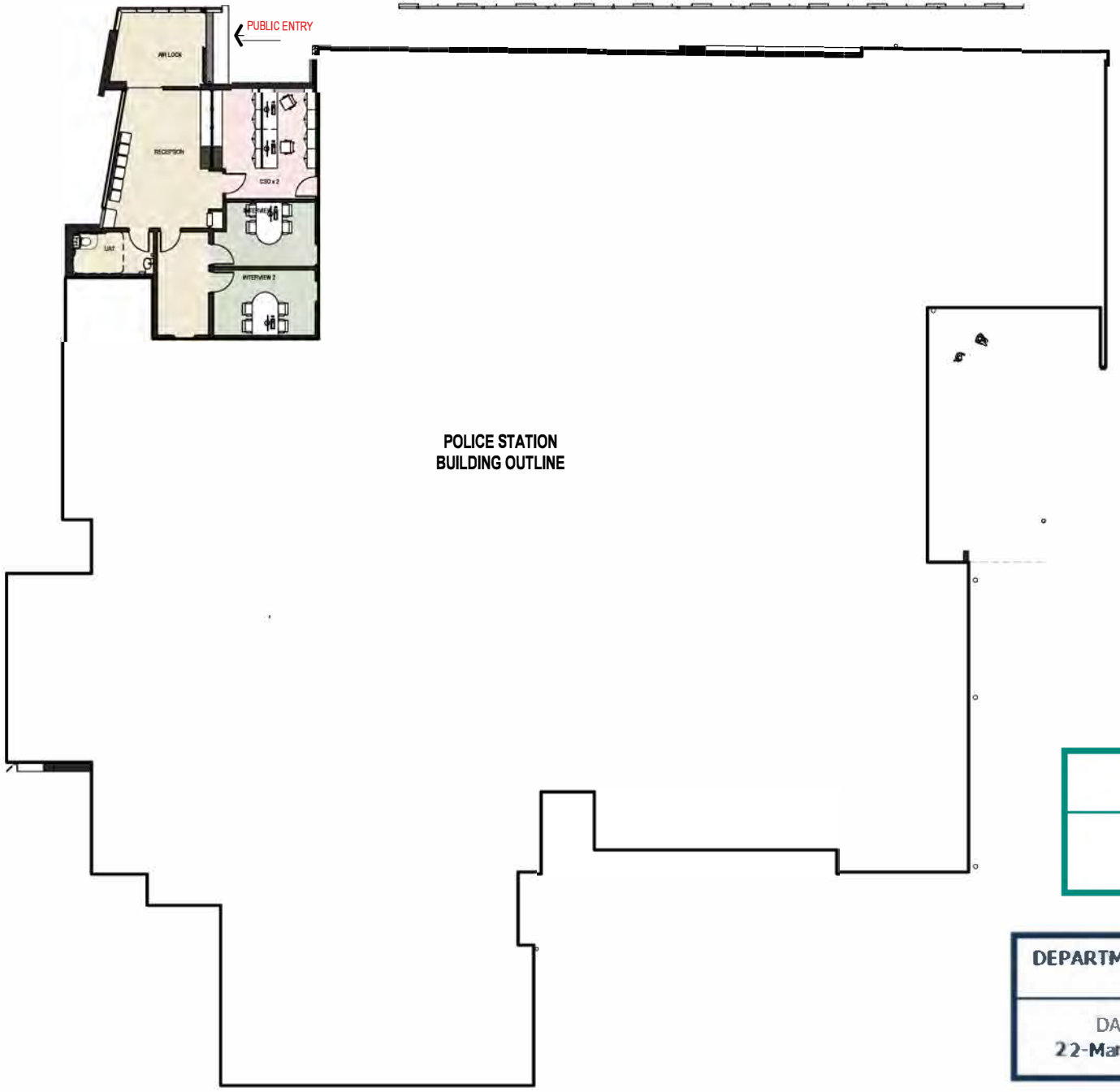
GOVERNMENT OF WESTERN AUSTRALIA

REV.	DESCRIPTION	DATE
A	FINAL DEVELOPMENT APPLICATION	02.03.2023

STATUS DEVELOPMENT APPLICATION
DRAWING TITLE
EXISTING SITE PLAN

DRAWN BY SH, CC
APPROVED GH
PROJECT No. 2275

DRAWING No. DA.106
REV No. A
DATE MAY 2023



FLOOR PLAN
1 : 100

DEVELOPMENT
ASSESSMENT PANEL
APPROVED
17-May-2023

DEPARTMENT OF PLANNING, LANDS AND HERITAGE
DATE 22-Mar-2023
FILE 24-50039-5

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CLIENT DEPARTMENT OF FINANCE
PROJECT POLICE STATION
FORRESTFIELD & BALDIVIS

REV.	DESCRIPTION	DATE
C	SCHEMATIC DESIGN REV 2	02.11.2022
D	SCHEMATIC DESIGN REV 3	03.11.2022
E	SCHEMATIC DESIGN REV 4	16.12.2022
F	CLIENT REVIEW REVISIONS	12.01.2023
G	EXTERNAL WALL COLOUR UPDATES	16.02.2023
H	FINAL DEVELOPMENT APPLICATION	02.03.2023

SCALE 1:100 @ A1
0m 2m 4m 6m 8m 10m

STATUS DEVELOPMENT APPLICATION
DRAWING TITLE BUILDING FLOOR PLAN (OUTLINE)

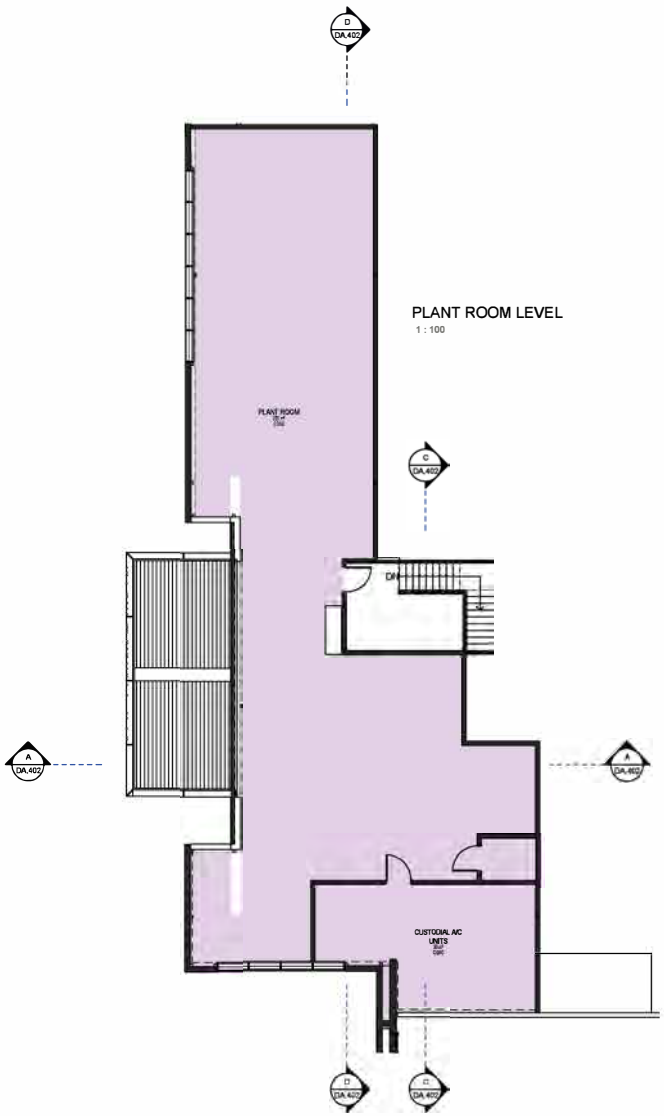
DRAWN BY SH
APPROVED GH
PROJECT No. 2275

DRAWING No. DA.202
REV No. H
DATE MAR 2023

DEVELOPMENT ASSESSMENT PANEL

APPROVED

17-May-2023



PLANT ROOM LEVEL

1 : 100

ROOF PLAN

1 : 100

DEPARTMENT OF PLANNING, LANDS AND HERITAGE

DATE 22-Mar-2023

FILE 24-50039-5

NORTH

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CLIENT DEPARTMENT OF FINANCE

PROJECT POLICE STATION

FORRESTFIELD & BALDIVIS

REV.	DESCRIPTION	DATE
C	SCHEMATIC DESIGN REV 2	02.11.2022
D	SCHEMATIC DESIGN REV 3	03.11.2022
E	SCHEMATIC DESIGN REV 4	16.12.2022
F	CLIENT REVIEW REVISIONS	12.01.2023
G	EXTERNAL WALL COLOUR UPDATES	16.02.2023
H	FINAL DEVELOPMENT APPLICATION	03.03.2023

SCALE 1:100 @ A1

0m 2m 4m 6m 8m 10m

STATUS DEVELOPMENT APPLICATION

DRAWING TITLE ROOF PLAN & PLANT ROOM

DRAWN BY SH

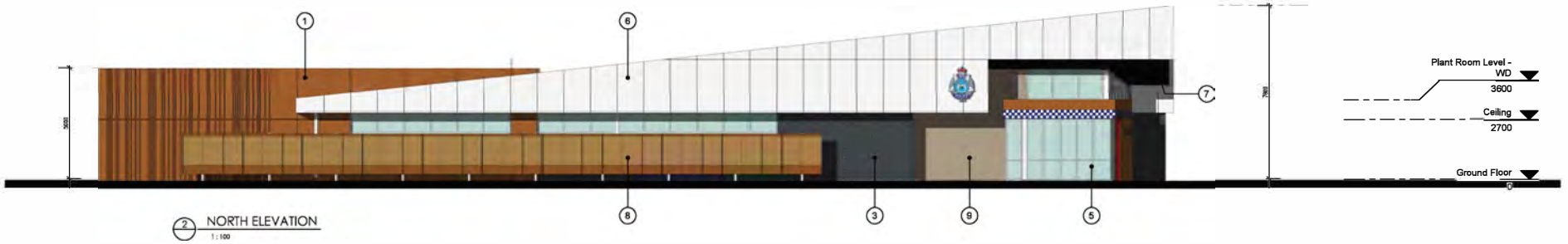
APPROVED GH

PROJECT No. 2275

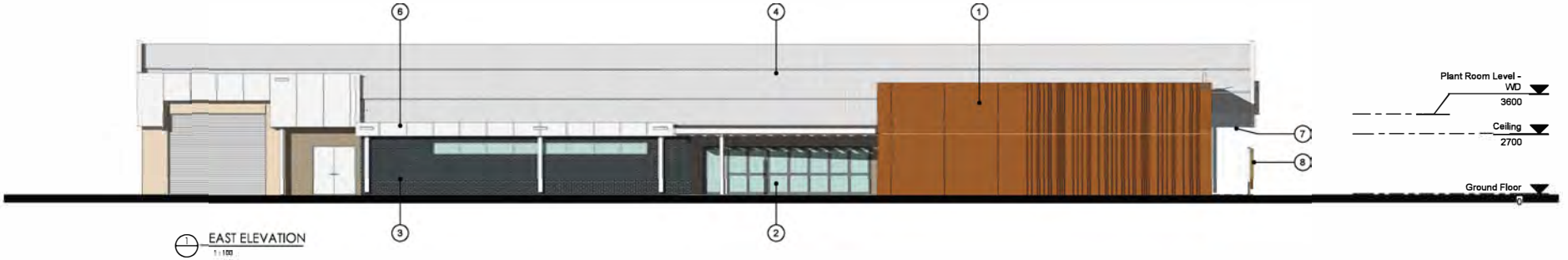
DRAWING No. DA.210

REV No. H

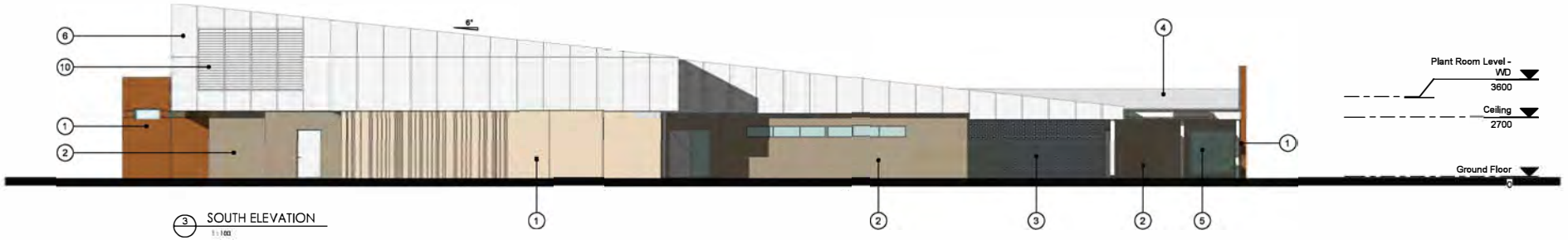
DATE MAR 2023



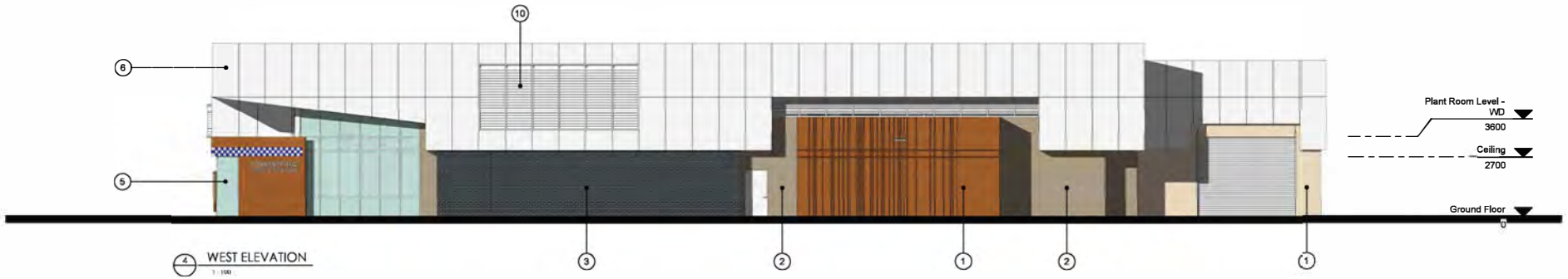
2 NORTH ELEVATION
1:100



1 EAST ELEVATION
1:100



3 SOUTH ELEVATION
1:100



4 WEST ELEVATION
1:100

MATERIALS KEYNOTES

1. PRECAST CONCRETE WITH VERTICAL FLUTED RIB PATTERN. COLOUR: REFER SCHEDULE (CONCRETE COLOUR SYSTEMS)
2. BRICKWORK AUSTRAL BRICK- MINERAL CONTOURS. COLOUR: FELDSPAR TAUPE
3. BRICKWORK AUSTRAL BRICK- METALLIX. COLOUR: CARBIDE
4. METAL ROOF SHEETING. COLOUR: COLOR BOND ULTRA - WHITEHAVEN
5. ALUMINIUM WINDOWS- VIRIDIAN EVANTAGE BLUE GREEN GLASS. FRAME FINISH- ANODISERS WA COLOUR - MILL BROOK
6. CLADDING- PREFINISHED COMPRESSED FIBRE CEMENT COLOUR: SATIN WHITE WITH EXPRESSED JOINTS & FIXINGS
7. SOFFITS- SUSPENDED ALUMINIUM BATTENS. FINISH: ANODISERS WA COLOUR - MILLBROOK
8. SUNSCREEN- PICPERFPERFORATED ARTWORK SCREEN FINISH: ANODISERS WA COLOUR- COSSACK
9. BRICKWORK AUSTRAL BRICK- MINERAL CONTOURS. COLOUR: FELDSPAR TAUPE
10. PLANT ROOM LOUVRES: ACOUSTIC LOUVRE SIN ALUMINIUM FRAME WITH POWDER COAT FINISH

BOUNDRAY WALL: PRECAST CONCRETE + FACE BRICKWORK WITH ANTI GRAFFITI FINISH APPLIED.

DEPARTMENT OF PLANNING, LANDS AND HERITAGE
DATE 22-Mar-2023
FILE 24-50039-5

DEVELOPMENT ASSESSMENT PANEL
APPROVED
17-May-2023

HUNT ARCHITECTS
ABN 67 297 805 649
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CLIENT: DEPARTMENT OF FINANCE
PROJECT: POLICE STATION
FORRESTFIELD & BALDIVIS

REV.	DESCRIPTION	DATE
D	SCHEMATIC DESIGN REV 3	03.11.2022
E	SCHEMATIC DESIGN REV 4	10.12.2022
F	CLIENT REVIEW REVISIONS	13.01.2023
G	EXTERNAL WALL COLOUR UPDATES	16.02.2023
H	CLIENT REVIEW	23.02.2023
I	FINAL DEVELOPMENT APPLICATION	03.03.2023

SCALE 1:100 @ A1
0m 2m 4m 6m 8m 10m

STATUS: DEVELOPMENT APPLICATION
DRAWING TITLE: ELEVATIONS - FORRESTFIELD

DRAWN BY: SH
APPROVED: GH
PROJECT No.: 2275

DRAWING No.: DA.401a
REV No.: I
DATE: MAR 2023

VIEW FROM INTERSECTION OF STRELITZIA AVENUE & SALIX WAY

DEPARTMENT OF PLANNING, LANDS AND HERITAGE

DATE 22-Mar-2023

FILE 24-50039-5

DEVELOPMENT ASSESSMENT PANEL

APPROVED

17-May-2023

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PROJECT FORRESTFIELD POLICE STATION

REV.	DESCRIPTION	DATE
A	FIRST DRAFT FOR INTERNAL REVIEW	05.11.2025
B	POLICE STATION RELOCATION	13.11.2025
C	ISSUED FOR CLIENT REVIEW	12.12.2025
D	UPDATE SHEET TO BE RETAINED	11.01.2023
E	ISSUED FOR DRAFT DEVELOPMENT APPLICATION	15.02.2023
F	FINAL DEVELOPMENT APPLICATION	03.03.2023

STATUS DEVELOPMENT APPLICATION

DRAWING TITLE 3D VIEWS

DRAWN BY SH
APPROVED GH
PROJECT No. 2275

DRAWING No. DA.411
REV No. F
DATE MAR 2023

VIEW FROM STRELITZIA AVENUE

DEPARTMENT OF PLANNING, LANDS AND HERITAGE

DATE 22-Mar-2023

FILE 24-50039-5

DEVELOPMENT ASSESSMENT PANEL

APPROVED

17-May-2023

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PROJECT FORRESTFIELD POLICE STATION

REV.	DESCRIPTION	DATE
A	FIRST DRAFT FOR INTERNAL REVIEW	05.11.2020
B	POLICE STATION RELOCATION	13.11.2020
C	ISSUED FOR CLIENT REVIEW	12.12.2022
D	UPDATE TREE TO BE RETAINED	11.01.2023
E	ISSUED FOR DRAFT DEVELOPMENT APPLICATION	15.02.2023
F	FINAL DEVELOPMENT APPLICATION	02.03.2023

STATUS DEVELOPMENT APPLICATION

DRAWING TITLE 3D VIEWS

DRAWN BY SH

APPROVED GH

PROJECT No. 2275

DRAWING No. DA.412

REV No. F

DATE MAR 2023

SHOPPING CENTRE CARPARKING ENTRY

DEPARTMENT OF PLANNING, LANDS AND HERITAGE

DATE 22-Mar-2023

FILE 24-50039-5

DEVELOPMENT ASSESSMENT PANEL

APPROVED

17-May-2023

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CLIENT: DEPARTMENT OF FINANCE

PROJECT: FORRESTFIELD POLICE STATION

REV.	DESCRIPTION	DATE
A	FIRST DRAFT FOR INTERNAL REVIEW	01.11.2023
B	POLICE STATION RELOCATION	13.11.2023
C	ISSUED FOR CLIENT REVIEW	12.12.2023
D	UPDATE THIS TO BE REVIEWED	11.01.2023
E	ISSUED FOR DRAFT DEVELOPMENT APPLICATION	15.02.2023
F	FINAL DEVELOPMENT APPLICATION	02.03.2023

STATUS: DEVELOPMENT APPLICATION

DRAWING TITLE: 3D VIEWS

DRAWN BY: SH
APPROVED: GH
PROJECT No.: 2275

DRAWING No.: DA.413
REV No.: F
DATE: MAR 2023

DEVELOPMENT ASSESSMENT PANEL

APPROVED

17-May-2023

VIEW FROM SALIX WAY - POLICE VEHICLE SECURE COMPOUND ENTRY

DEPARTMENT OF PLANNING, LANDS AND HERITAGE

DATE 22-Mar-2023

FILE 24-50039-5

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CLIENT DEPARTMENT OF FINANCE

PROJECT FORRESTFIELD POLICE STATION

REV.	DESCRIPTION	DATE
A	FIRST DRAFT FOR INTERNAL REVIEW	06.11.2020
B	POLICE STATION RELOCATION	12.11.2020
C	ISSUED FOR CLIENT REVIEW	12.12.2020
D	UPDATE THIS TO BE RE-VIEWED	01.01.2023
E	ISSUED FOR DRAFT DEVELOPMENT APPLICATION	15.02.2023
F	FINAL DEVELOPMENT APPLICATION	03.03.2023

STATUS DEVELOPMENT APPLICATION

DRAWING TITLE 3D VIEWS

DRAWN BY SH

APPROVED GH

PROJECT No. 2275

DRAWING No. DA.414

REV No. F

DATE MAR 2023

Aerial Plan

Salix Way
Strelitzia Ave
Jacobina Way
Library
Salix Way
Anglican Church
Police Station
Forrestfield Shopping Centre
nearmap