



Metro North West Development Assessment Panel Agenda

Meeting Date and Time: 11 June 2018; 9:00am
Meeting Number: MNWJDAP/215
Meeting Venue: Department of Planning, Lands and Heritage
140 William Street, Perth

Attendance

DAP Members

Ms Karen Hyde (Presiding Member)
Mr Ray Haeren (Deputy Presiding Member)
Mr Jason Hick (A/Specialist Member)

Item 8.1

Cr Christine Hamilton-Prime (Local Government Member, City of Joondalup)
Cr Philippa Taylor (Local Government Member, City of Joondalup)

Item 8.2

Cr Giovanni Italiano (Local Government Member, City of Stirling)
Cr Bianca Sandri (Local Government Member, City of Stirling)

Officers in attendance

Item 8.1

Mr Blake Eldridge (City of Joondalup)
Mr Chris Leigh (City of Joondalup)
Ms Renae Mather (City of Joondalup)

Item 8.2

Ms Kate Miller (City of Stirling)
Ms Giovanna Lumbaca (City of Stirling)
Mr Greg Bowering (City of Stirling)

Minute Secretary

Ms Andrea Dawson (Department of Planning, Lands and Heritage)
Ms Zoe Hendry (Department of Planning, Lands and Heritage)

Applicants and Submitters

Item 8.1

Mr Sean Fairfoul (Rowe Group)

Item 8.2

Mr Neil Teo (Dynamic Planning and Developments)
Mr Reegan Cake (Dynamic Planning and Developments)

Members of the Public / Media

Nil



1. Declaration of Opening

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

2. Apologies

Mr John Syme (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
Mr Ray Haeren	8.1	Impartiality Interest – Mr Haeren is a director and employee of Urbis. Vicinity are a client of Urbis, however Mr Haeren and Urbis have not acted in any capacity for this site or on this application.

7. Deputations and Presentations

- 7.1** Mr Sean Fairfoul (Rowe Group) presenting in support of the application at Item 8.1. The presentation will address the support of the Responsible Authority Report (RAR) recommendation, subject to a minor modification to the Condition 7 (landscaping plan).
- 7.2** Mr Neil Teo (Dynamic Planning and Developments) presenting in support of the application at Item 8.2. The presentation will address a number of the recommended conditions of approval.
- 7.3** Mr Behnam Bordbar / Mr Robin White presenting in support of the application at Item 8.2. The presentation will address conditions 2b and 2d.

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



8. Form 1 – Responsible Authority Reports – DAP Applications

- 8.1** Property Location: Lot 1002 Beach Road, Warwick
 Development Description: Re-configuration & addition of supermarket
 Applicant: Mr Sean Fairfoul (Rowe Group)
 Owner: Vicinity Custodian Pty Ltd
 Responsible Authority: City of Joondalup
 DAP File No: DAP/18/01396
- 8.2** Property Location: Lot 3 (104) Erindale Road, Balcatta
 Development Description: Service Station and Accompanying Take Away
 Applicant: Mr Neil Teo (Dynamic Planning and Developments)
 Owner: Joyress Pty Ltd
 Responsible Authority: City of Stirling
 DAP File No: DAP/17/01350

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

Nil

10. Appeals to the State Administrative Tribunal

Current Applications		
LG Name	Property Location	Application Description
City of Stirling	Lots 32, 105 and 400 Tenth Avenue and Lot 33 Eleventh Avenue, Inglewood	ALDI Shop and Associated Parking
City of Stirling	Lot 18 (6) Wanneroo Road, Yokine	Extension to the Shopping Centre (Dog Swamp)
City of Stirling	Lot 356 (152) Scarborough Beach Road, Scarborough	Mixed Use Development
City of Stirling	Lot 14691 (2) Plantation Street, Menora	Retirement Complex
City of Joondalup	Lots 7 (22), 8 (24) and 9 (26) Monkhouse Way & Lots 5 (4) and 6 (2) Banks Avenue, Hillarys	Medical Centre, Office, Restaurant, Recreation Centre and Child Care Centre (new mixed use development)
City of Wanneroo	Lot 140 (81) Ghost Gum Boulevard, Banksia Grove	Motor Vehicle Repair

11. General Business / Meeting Closure

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



Form 1 - Responsible Authority Report (Regulation 12)

Property Location:	Warwick Grove Shopping Centre 643 Beach Road, Warwick
Development Description:	Re-configuration and addition of supermarket
DAP Name:	Metro North West JDAP
Applicant:	Rowe Group
Owner:	Vicinity Custodian Pty Ltd
Value of Development:	\$2.1 Million
LG Reference:	DA18/0299
Responsible Authority:	City of Joondalup
Authorising Officer:	Chris Leigh A/Director Planning and Community Development
DAP File No:	DAP/18/01396
Report Due Date:	1 June 2018
Application Received Date:	28 March 2018
Application Process Days:	60 Days
Attachment(s):	Attachment 1 – Location Plan Attachment 2 – Development Plans Attachment 3 – Landscaping Concept

Officer Recommendation:

That the North West Joint Development Assessment Panel resolves to:

1. **Approve** DAP Application reference DAP/18/01396 and accompanying plans Attachment 2 in accordance with Clause 68 of the *Planning and Development (Local Planning Schemes) Regulations 2015* and the provisions of Clause 3.7.2 and clause 4.5.1 of the City of Joondalup District Planning Scheme No. 2, subject to the following conditions as follows:

Conditions

1. This decision constitutes planning approval only and is valid for a period of two years from the date of approval. If the subject development is not substantially commenced within the two year period, the approval shall lapse and be of no further effect.
2. All stormwater shall be collected on-site and disposed of in a manner acceptable to the City.
3. A full schedule of colours and materials for all exterior parts to the development (including any retaining walls) shall be submitted to and approved by the City prior to the commencement of development. Development shall be in accordance with the approved schedule and all external materials and finishes shall be maintained to a high standard, including being free of vandalism, to the satisfaction of the City.
4. All development shall be contained within the property boundaries.

5. Any proposed building plant and equipment, including air conditioning units, piping, ducting and water tanks shall be located so as to minimise any visual and noise impact on surrounding landowners, and screened from view from the street, and where practicable from adjoining buildings. Details shall be submitted to and approved by the City prior to the commencement of development. Development shall be in accordance with these approved details.
6. The vehicle bays, driveways and access points shown on the approved plans are to be designed, constructed, drained and marked in accordance with the Australian Standard for Off-street Commercial Vehicle Facilities (AS2890.2:2002), prior to the occupation of the development. These bays, driveways and access points are to be thereafter maintained to the satisfaction of the City.
7. Detailed landscaping plans shall be submitted to and approved by the City prior to the commencement of development. These landscaping plans are to indicate the proposed landscaping treatment(s) of the subject site and shall:
 - Be drawn at an appropriate scale of either 1:100, 1:200 or 1:500;
 - Provide new/replacement trees as indicated on the landscape concept plan.
 - Show spot levels and/or contours of the site;
 - Indicate natural vegetation to be retained and the proposed manner in which this will be managed in accordance with the submitted landscape concept plan;
 - Be based on water sensitive urban design principles to the satisfaction of the City;
 - Be based on Designing out Crime principles to the satisfaction of the City; and
 - Show all irrigation design details.
8. Landscaping and reticulation shall be established in accordance with the approved landscaping plans, Australian Standards and best trade practice prior to the development first being occupied and thereafter maintained to the satisfaction of the City.

Advice Notes

Not applicable

Details: outline of development application

Zoning	MRS:	Urban
	TPS:	Commercial
Use Class:		Shop
Strategy Policy:		N/A
Development Scheme:		City of Joondalup District Planning Scheme
Lot Size:		82961m ²
Existing Land Use:		Shop

The applicant seeks approval for additions and modifications to Warwick Grove Shopping Centre (Attachment 2 refers). The proposed development works consist of the following:

- Internal modifications to accommodate a new supermarket (ALDI), including the amalgamation of tenancies to utilise vacant floor space within the shopping centre.
- Increase to Net Lettable Area (NLA) of 130m².
- A new loading dock in association with the associated supermarket.
- A new loading dock/bay for the existing Kmart as a result of the proposed modifications to accommodate the new supermarket.
- Clearance and regrading of the northern embankment (bushland) allowing for additional maneuvering movements associated with delivery trucks.
- Applying a geofabric to the regraded area and treating with new landscaping.

Background:

The subject site currently accommodates the Warwick Grove Shopping Centre, and forms a portion of the Warwick Secondary Centre, as defined under *State Planning Policy 4.2 – Activity Centres for Perth and Peel* (SPP 4.2).

Location and context

The proposed development is located centrally within the Warwick Secondary Centre and is not directly visible from any residential properties (refer to Attachment 1 – Location Plan).

The Warwick Secondary Centre is located at the corner of Erindale Road and Beach Road and, with the exception of a site reserved 'Public Use' (used for drainage), is made up of 'Commercial' zoned sites. These sites include the Warwick Grove Shopping Centre, Warwick Commercial Park, Warwick Entertainment Centre, three City-owned lots and several separate commercial lots. The Warwick Secondary Centre accommodates over 25,000m² of shop retail and a mix of other uses to have a commercial floor space of almost 54,000m².

The Warwick Secondary Centre is located within Housing Opportunity Area 1 under the City's Local Housing Strategy (LHS). The density applicable to surrounding residential properties (north of Beach Road) is generally R20/40 and R20/60. Properties opposite the shopping centre immediately south of Beach Road are located in the City of Stirling and are currently zoned Residential R20, however a recently advertised amendment proposed to change this to Special Use – Mixed Use and Residential (RAC0).

Previous Council Resolution

At its meeting held on 17 February 2014 (CJ008-02/14) Council resolved that a structure plan must be developed and approved for the Warwick Activity Centre before any further significant development occurs. Council agreed that minor development can be considered prior to a structure plan being prepared. Minor development was specified as including change of use applications, development for the purpose of allowing access or the provision of services or infrastructure

that would not prejudice future development outcomes, minor modifications to existing buildings and changes to landscaping (amongst other things). The subject application is considered to be minor development as the development consists of internal modifications to the shopping centre, minor modifications to the external northern façade of the building, modifications to service access and clearing/regrading of a bushland area to allow for improved access and replacement landscaping. The proposed development will not compromise future development of the site and can therefore be considered prior to the preparation of a structure plan.

City of Joondalup District Planning Scheme No.2

Clause 3.7.2 of the *City of Joondalup District Planning Scheme No.2* (DPS 2) notes that any major development on land in the Commercial Zone which is wholly or partly within one of the noted activity centres shall not be approved unless an activity centre structure plan has been prepared and adopted in accordance with the requirements of SPP 4.2 and Part 5 of the deemed provisions. The Warwick Activity Centre (a secondary centre) is listed within this clause.

The proposed development is not considered to be major development and results in only a minor (130m²) increase in Net Lettable Area (NLA). Given this and the previous Council resolution, it is not considered that the proposed works necessitate preparation of an Activity Centre Plan.

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

Under SPP 4.2, the Warwick commercial area is designated a secondary centre and as such, requires an activity centre structure plan to be prepared prior to any major retail development being undertaken. For the same reasons outlined above the proposed development is not considered to be major development and therefore the preparation of an Activity Centre Plan under SPP 4.2 is not required prior to this development occurring.

Legislation & policy:

Legislation

Planning and Development Act 2005

Planning and Development (local Planning Schemes) Regulations 2015

Metropolitan Region Scheme

City of Joondalup District Planning Scheme No.2 (DPS2)

State Government Policies

State Planning Policy 4.2 - Activity Centres for Perth and Peel

Local Policies

Height of Non-Residential Buildings Local Planning Policy (HNRBLPP)

Notification of Approved Commercial Development Policy

Consultation:

Public Consultation

Not Applicable

Consultation with other Agencies or Consultants

Not Applicable

Planning assessment:

Local Planning Scheme - DPS2

Item	Requirement	Proposal	Compliance
Clause 4.7 of DPS2 – Building Setbacks	Side lot Boundary Setback to the northern lot boundary – 3 metres	Shopping Centre addition – 40.2 metres Vehicle access – 28.1 metres	Compliant
Clause 4.8 of DPS2 – Car Parking	1508 car bays 1500 as per DA15/0620 + 8 bays (+130m ² @ 4/100m ²)	1642 existing car bays - surplus of 132 car bays	Compliant
Clause 4.12 of DPS2 – Landscaping	Minimum provision of 8%	16.4%	Compliant

Height of Non-Residential Buildings Local Planning Policy

Item	Requirement	Proposal	Compliance
Clause 6 – Building Height.	12 metre wall height. 13 metre concealed roof. 15 metre pitched roof.	7.232 metres	Compliant

Officer Comments

Landscaping / Regrading of northern bushland.

The applicant seeks to clear a portion of bushland to the north of the proposed loading docks and service vehicle access area. The clearing is proposed in order to provide modifications to the vehicle access and egress points, in relation to the 'Kmart Loading dock' addition and vehicles servicing the proposed ALDI tenancy.

The proposed regrading works include the clearing of approximately 7157.9m² of bushland. This results in an additional 1943.6m² of bitumen for the purposes of vehicles entering and exiting the site to service the tenancies and a regraded area of approximately 5214.3m². The regraded area includes the provision of geofabric to stabilise the earth and planting *Acacia Saligna Prostrate* (Wattle) tubestock within the embankment. The selected plant species is a low-level ground cover and is considered desirable as the area has minimal public surveillance and has occasionally been subject to anti-social behaviours occurring. An additional, eight

trees (*Corymbia Ficifolia*) are to be planted to the north of the regraded embankment area. The eight trees are proposed in lieu of six trees which are to be removed during the clearing process.

During the assessment of the application the City requested that the applicant review the amount of clearing proposed and provide additional landscaping to the northern embankment as it was considered that the removal of twelve established trees was unacceptable. Through this process the applicant has reduced the amount of clearing by proposing a slightly steeper but stabilised embankment, in order to allow retention of six established trees that would otherwise have required removal to accommodate the plan originally submitted by the applicant. During this process the applicant has also indicated that additional landscaping would be introduced as noted above.

The proposed works are not significantly visible from the street boundary, are not adjacent to residential development and are located at the rear of the shopping centre away from public areas. Therefore, the City considers the clearing works be acceptable, however requests that a detailed landscaping plan be provided prior to the commencement of development to ensure that the landscaping works are undertaken to the satisfaction of the City.

Options/Alternatives:

Not applicable

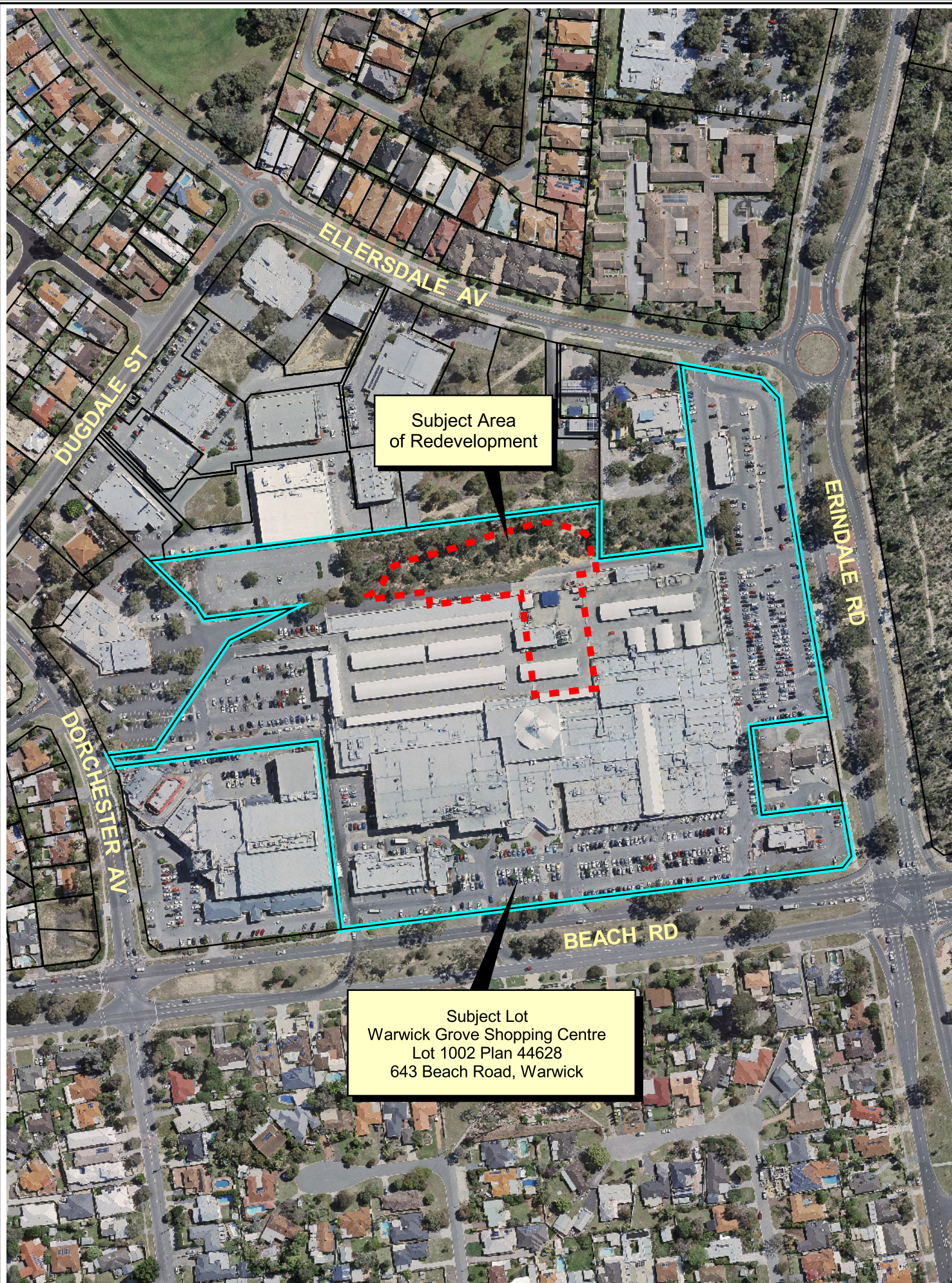
Council Recommendation:

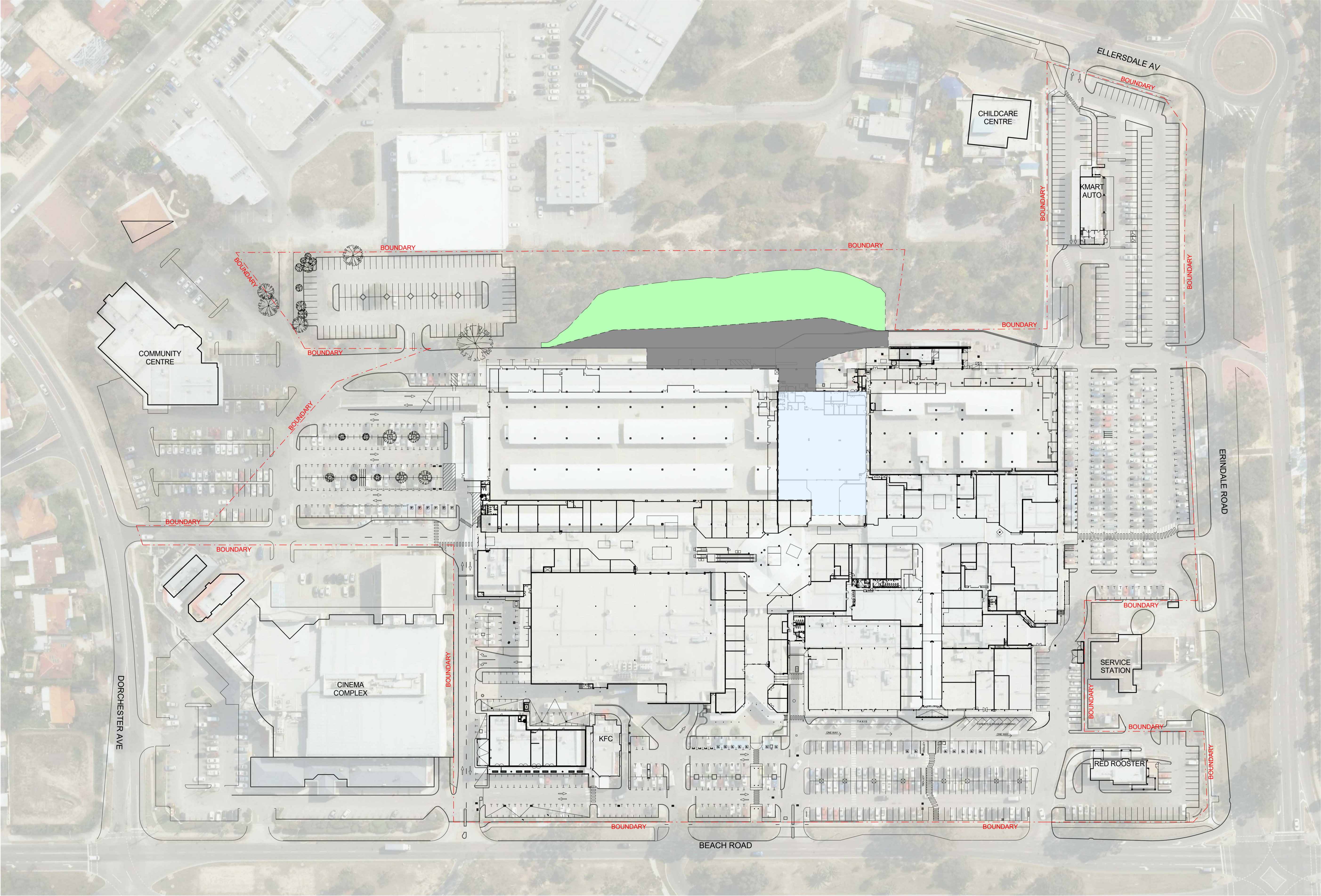
Not applicable

Conclusion:

The proposed commercial development at Warwick Grove Shopping Centre is compliant with the City's DPS2 and does not constitute a scale of development that would trigger the preparation of an Activity Centre Plan pursuant to Council's previous resolution, or *State Planning Policy 4.2 Activity Centres for Perth and Peel*.

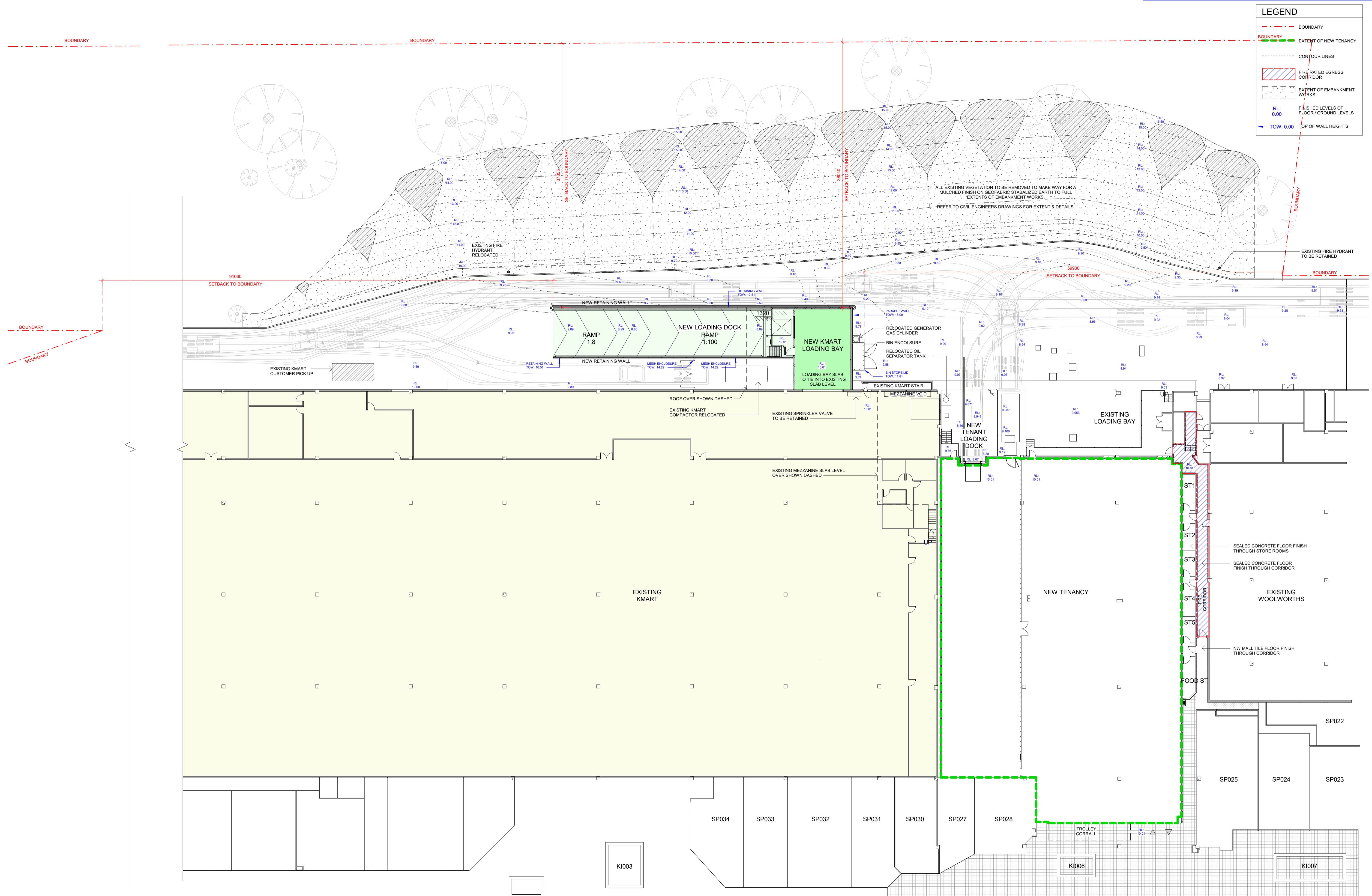
Therefore, it is considered appropriate that the development be approved subject to conditions.







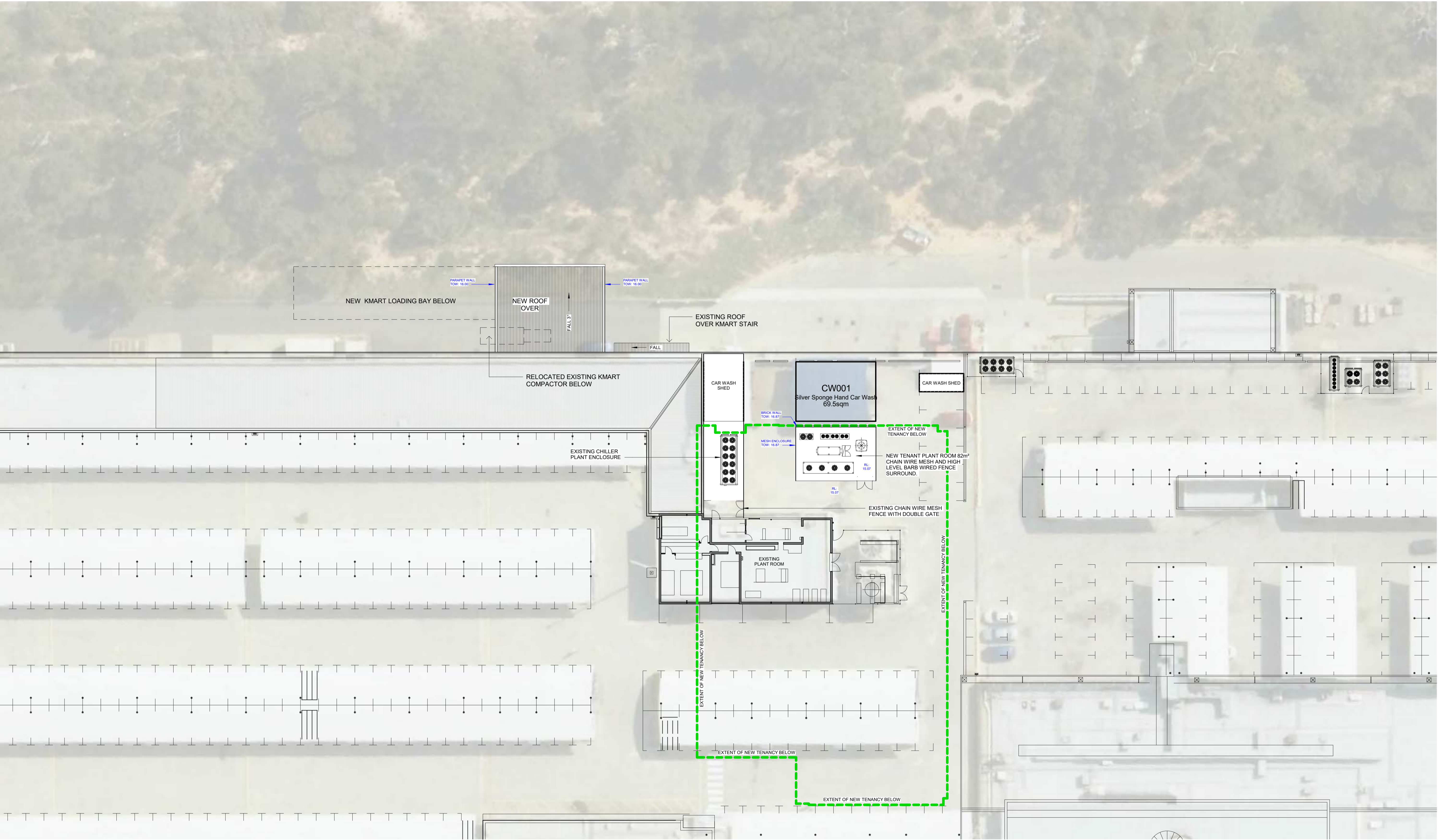
LEGEND

- BOUNDARY LINE
- EXTENT OF ENBANKMENT
- EXTENT EXTERNAL WORKS
- EXTENT OF INTERNAL TENANCY WORKS



GROUND FLOOR PLAN

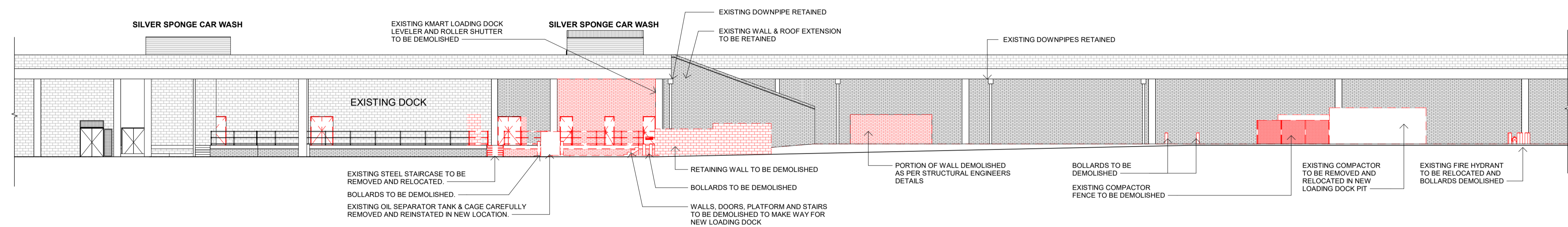
LEGEND	
	EXTENT OF NEW TENANCY BELOW
	TOW: 0.00 TOP OF WALL HEIGHTS



LEGEND

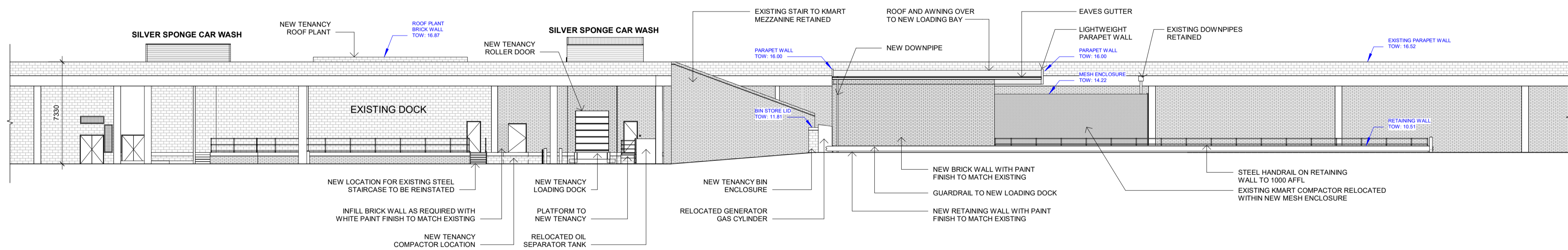
--- EXTENT OF DEMOLITION

--- TOW: 0.00 TOP OF WALL HEIGHTS



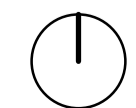
NORTH ELEVATION - EXISTING & DEMO

1:200

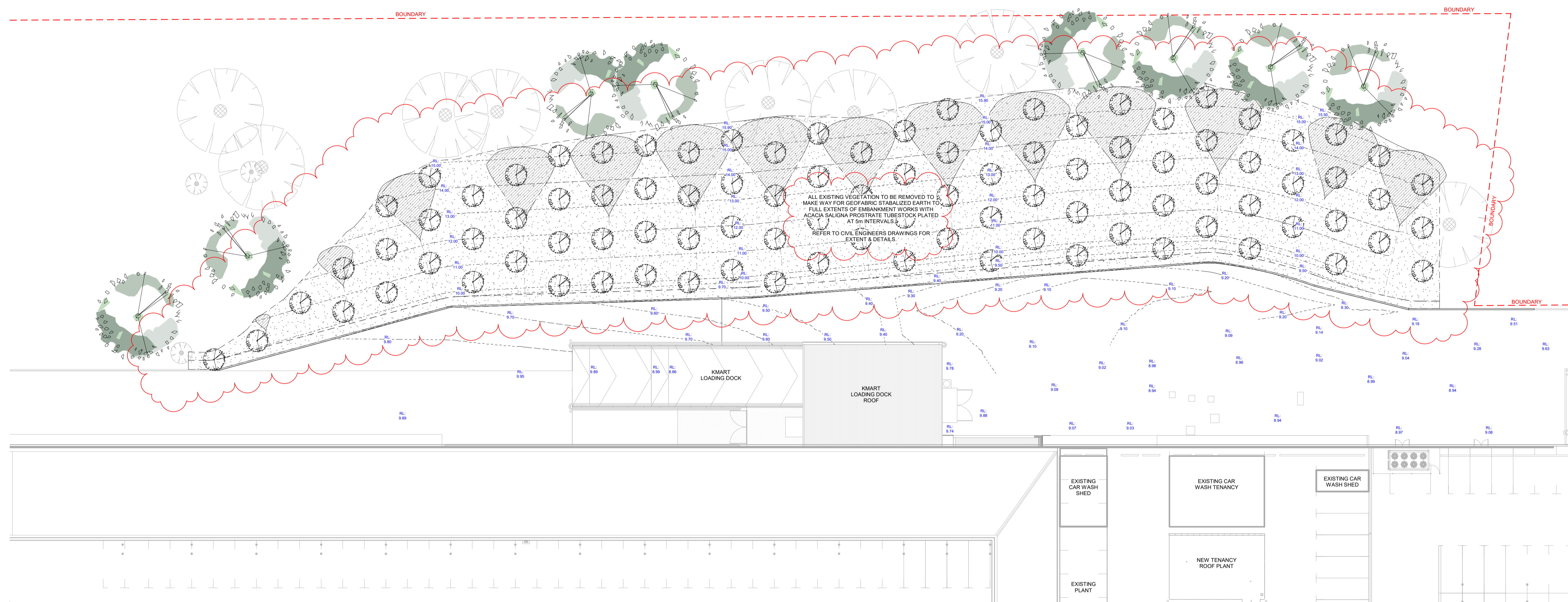


NORTH ELEVATION

1:200



NOTE: ADDITIONAL TREES TO BE PLANTED
GENERALLY IN ACCORDANCE WITH THIS
PLAN OR WITHIN THE VERGE SUBJECT TO
THE PREFERENCE AND AGREEMENT OF THE
CITY.



LANDSCAPING CONCEPT PLAN
1 : 250



Form 1 - Responsible Authority Report

(Regulation 12)

Property Location:	Lot 3, House Number 104 Erindale Road, Balcatta
Development Description:	Mixed Use Commercial Development - Service Station and Accompanying Take Away
DAP Name:	Metro North-West JDAP
Applicant:	Dynamic Planning and Developments
Owner:	Joyress Pty Ltd
Value of Development:	\$3 million
LG Reference:	DA17/2483
Responsible Authority:	City of Stirling
Authorising Officer:	Ross Povey, Director Planning and Development
DAP File No:	DAP/17/01350
Report Due Date:	31 May 2018
Application Received Date:	21 December 2018
Application Process Days:	60 Days
Attachment(s):	<p>Attachment 1 Development Plans (all received 30 October 2017 unless otherwise stated)</p> <ol style="list-style-type: none">1) Site Survey (Joyr-170619)2) Demolition Plan (DA01)3) Site Plan (DA02)4) Site Plan with levels (DA03)5) Floor Plan (DA04)6) Floor Plan (DA09)7) Elevations (DA05)8) Signs (DA07)9) Signs (DA08)10) Landscaping Plan11) Perspectives (DA06)12) Transcore Turn Path Diagrams (sk02b)13) Transcore Turn Path Diagrams (sk4b) <p>Attachment 2 Aerial Location Plan</p> <p>Attachment 3 Metropolitan Regional Scheme (MRS) Zoning Map</p> <p>Attachment 4 City of Stirling Local Planning Scheme No. 3 (LPS3) Zoning Map</p> <p>Attachment 5 Applicant's Planning Report</p>

	<p>Attachment 6 Applicant's Traffic Impact Assessment</p> <p>Attachment 7 Applicant's Additional Justification dated 16 March 2018</p> <p>Attachment 8 Comments from Department of Water and Environmental Regulation dated 8 March 2018</p>
--	---

Officer Recommendation:

That the Metro North-West JDAP resolves to:

Approve DAP Application reference DAP/17/01350 and accompanying plans (Attachment 1) for a Mixed Use Commercial Development - Service Station and Accompanying Take Away at Lot 3, House Number 104 Erindale Road, Balcatta, in accordance with *Schedule 2, Clause 68 (2) of the Planning and Development (Local Planning Scheme) Regulations 2015* subject to the following conditions:

Conditions

1. The development is to comply in all respects with the attached approved plans, as dated, marked and stamped, together with any requirements and annotations detailed thereon by the City. The plans approved as part of this application form part of the planning approval issued.
2. Revised development plans, to the satisfaction of the City of Stirling shall be submitted to address the following:
 - a. Reduced gross floor area of 50m² and provide an additional 50m² of landscaping so as to satisfy the objectives of Local Planning Policy 6.6 – Landscaping and requirements of Local Planning Policy 6.7 – Parking and Access;
 - b. The blade walls and associated signs attached to the Service Station and Fast Food Outlet abutting Balcatta Road are to be removed so as to satisfy the objectives of Local Planning Policy 6.1 – Advertising Signs;
 - c. The Created Roof signs attached to the Fast Food Outlets are to be no greater than 3.0m² in area so as to satisfy the requirements of Local Planning Policy 6.1 – Advertising Signs;
 - d. The Ground Based directional sign associated with the Service Station is to be removed so as to satisfy the objectives of Local Planning Policy 6.1 – Advertising Signs;
 - e. The Ground Based direction signs associated with the Drive Through Fast Food Outlet are to be no higher than 1.2 metres so as to satisfy the requirements of Local Planning Policy 6.1 – Advertising Signs
 - f. The Monolith sign located on Balcatta Road is to be no higher than 6.0m and no wider than 2.0m so as to satisfy the objectives of Local Planning Policy 6.1 – Advertising Signs.

The revised plans are to be provided to the City at or before the time an application is made for a building permit.

3. Prior to the commencement of the approved uses 51 car parking bays and related access ways as shown on the approved plans shall be constructed and thereafter maintained in accordance with the relevant Australian Standards for off street parking.
4. The development shall be provided with one disabled car bay on site and be provided in compliance with the requirements of Australian Standards AS 2890 – Parking Facilities Part 1: Off-street car parking.
5. The proposed crossover/s shall be designed and constructed in accordance with the City of Stirling's Crossover Policy to the satisfaction of the City of Stirling.
6. Any existing crossovers not included as part of the proposed development on the approved plan are to be removed. New kerbing and verge to be reinstated to the satisfaction of the City of Stirling.
7. The illumination of the proposed signage shall not flash, pulsate, chase, or otherwise cause a nuisance to an adjoining site or the local area to the satisfaction of the City of Stirling.
8. Prior to the occupation of the development, nine (9) advanced trees must be planted on site in the area indicated on the development plans and be maintained thereafter.
9. The trees *Lagerstroemia Indica* and *Corymbia Ficifolia* (of regular sized varieties, rather than the proposed dwarf varieties) shall be planted.
10. One (1) additional shade tree is required on site along the Balcatta Road frontage in accordance with Local Planning Policy 6.6 – Landscaping.
11. All signs are to be related to the services and products available from the premises.
12. Stormwater from all roofed and paved areas to be collected and contained on site.
13. Pedestrian pathways providing wheelchair accessibility connecting all entries to buildings with the public footpath and car parking areas, to comply with Australian Standards AS/NZS1428.1-2009 (Design for access and mobility – General requirements for access – New building work).
14. A minimum of eight (8) bicycle parking bays shall be provided on site prior to occupation of the development. The design and construction of the bike bays shall be in accordance with Australian Standards AS 2890.3-1993 Parking Facilities Part 3: Bicycle Parking.
15. Lighting to be provided under all awnings, in all parking areas, service areas, of all footpaths, of all entry points and of key elements and features of the building and landscaping.
16. Any outside lighting to comply with Australian Standards AS 4282-1997 for the control of obstructive effects of outdoor lighting and must not spill into any adjacent residential premises.

17. All ground floor external walls and retaining walls are to be treated with an anti-graffiti coating to reduce the likelihood of graffiti and improve ease of graffiti removal.
18. No goods or materials being stored, either temporarily or permanently, in the parking or landscape areas or within access driveways. All goods and materials are to be stored within the buildings or storage yards, where provided.
19. A Site Management Plan shall be submitted to the City of Stirling prior to commencement of works. The Site Management Plan shall address dust, noise, waste management, storage of materials, traffic and site safety/security. The Site Management Plan is to be complied with for the duration of the construction of the development.

Advice Notes

1. All street trees adjoining the subject land that are not conditioned for removal are to be retained and protected throughout the duration of the development. Should these trees die, decline, be damaged or are removed, charges will apply as per the City's Street and Reserve Tree Policy. Part of or all of your Verge Bond may be retained to cover the associated costs and further penalties and/or legal action may occur.
2. With respect to the Advanced Trees, an Advanced Tree is defined in Local Planning Policy 6.11 as: a tree which requires planting in at least a 90 litre container or greater size and which is at least 2 metres in height and at least 2 years of age.
3. All works within the road reserve require separate approval through the City's Engineering Design Business Unit.
4. All construction works to comply with the requirements of the Environmental Protection Act 1986 and the Environmental Protection (Noise) Regulations 1997.
5. The level of noise emanating from all fixed plant and equipment installed at the premises not to exceed that prescribed in the Environmental Protection Act 1986 and Environmental Protection (Noise) Regulations 1997.
6. Delivery times to be restricted between 7.00am and 7.00pm Monday to Saturday and not on a Sunday or Public Holiday.
7. Full plans and specifications of the food premises are to be submitted with the building licence for a separate Health assessment and approval. The application must be in accordance with the Food Act 2008 and the Australia New Zealand Food Standards Code. following details will be required to support the application:
 - a. Two copies of scale floor plans showing the position of all fixtures and equipment (scale 1:50);
 - b. Two copies of scaled sectional elevation plans showing the position of all fixtures and equipment;
 - c. Finishes of every wall, floor and ceiling;
 - d. Indication of hot and cold water supply and waste water services;

- e. Mechanical exhaust ventilation;
 - f. Location of all sinks including hand washbasins;
 - g. Grease trap – where applicable and in accordance with Water Corporation (Trade Waste Section) requirements;
 - h. Bin storage enclosure with wash down facilities.
8. Any fixtures like coffee machines must be connected to sewer.
 9. The design and construction of the all food premises must provide adequate space for which the premises is used.
 10. Details of the level and type of food preparation are to be provided.
 11. The designated hand wash basin/s must be a minimum of 11L in capacity and is requires to have an instant supply of warm water through a single outlet at all times.
 12. Sufficient hand wash basin/s are required to be installed in each food premises.
 13. An Environmental Health Officer is to be contacted to arrange a final inspection prior to commencement of trade.
 14. The Food premises must complete a Food Premises Notification-Registration Form and return to the City.
 15. The bin enclosure is required to comply with the requirements of the City's Waste Management Local Law 2010 and must be large enough to handle the waste produced from the premises.
 16. Waste collections to be restricted between 7.00am and 7.00pm Monday to Saturday or 9.00am and 7.00pm on Sundays and Public Holiday.
 17. Any outside lighting to meet Australian Standards AS 4282-1997 for the control of obstructive effects of outdoor lighting and must not spill into any residential premises.
 18. Ensure that all aspects of the City's Local Law relating to the Prevention and Abatement of Dust and Liquid Waste are complied with both during and after demolition.

Background

Zoning	MRS:	Industrial
	TPS:	Mixed Business
Use Class:		Service Station, Restaurant, Fast Food Outlet and Drive Through Fast Food Outlet
Strategy Policy:		Not Applicable
Development Scheme:		Local Planning Scheme No.3
Lot Size:		5,025m ²
Existing Land Use:		Showrooms

The subject site is located in the local municipality of Stirling, approximately 13km north of the Perth CBD and is bounded by Balcatta Road to the north, Erindale Road to the east and private commercial lots to the south and west (refer Attachment 2). The immediate locality is characterised by Showroom / Warehouse development.

The subject site is zoned 'Industrial' under the Metropolitan Regional Scheme (MRS) and 'Mixed Business' under the City of Stirling's Local Planning Scheme No. 3 (LPS 3). The site is currently occupied three (3) showroom tenancies.

The application is briefly described as follows:

- Demolition of the existing Showroom structures; and
- Construction of the following:
 - A Service Station which includes a retail building, eight (8) bays with a canopy and an air and water station;
 - A Restaurant with a Drive Through Fast Food component;
 - Three (3) Fast Food Outlets;
 - 51 parking bays, plus eight (8) working bays and 15 drive through bays;
 - Eight (8) bicycle bays;
 - Two (2) monolith signs, 14 created roof signs, three (3) ground based (directional) signs, eight (8) ground base (menu board) signs, one (1) projecting sign and two (2) wall signs;
 - 677.5m² of Landscaping;
 - The upgrade of two (2) existing crossovers; and
 - The upgrade of the Balcatta Road median island to allow right turns when exiting the site.

Legislation & policy:

Legislation

- Planning and Development Act 2005
- Metropolitan Region Scheme (MRS)
- Planning Scheme No. 3 (LPS3)
- Planning and Development (Local Planning Schemes) Regulations 2015

State Government Policies

- State Planning Policy 2.7 – Public Drinking Water Source

Local Planning Policies

The following Local Planning Policies are applicable to the development:

- Local Planning Policy 4.4 – Mixed Business Design Guidelines
- Local Planning Policy 6.1 – Advertising Signs
- Local Planning Policy 6.2 – Bicycle Parking
- Local Planning Policy 6.3 – Bin Storage Areas
- Local Planning Policy 6.6 – Landscaping
- Local Planning Policy 6.7 – Parking & Access
- Local Planning Policy 6.11 – Trees and Development

The following extracts of LPS3 and Local Planning Policies are relevant to the determination of the application.

Local Planning Scheme No. 3

Local Planning Scheme No. 3 (LPS3) provides the following objectives for the Mixed Business Zone:

- a) *To facilitate a development mix of showrooms and service industry of a higher aesthetic quality located on major traffic routes;*
- b) *To provide a more intense commercial business development form within established industrial areas of the City; and*
- c) *To ensure that traffic management, road safety, site access, onsite parking, building design and streetscape appearance are not compromised.*

Clause 6.5 Gwelup Water Protection Area Special Control Area

The subject site is located within the Gwelup Water Protection Area Special Control Area and is subject to the following objectives:

- a) *To provide a basis for the protection of the water resource through the control of activities which have the potential to adversely affect the quality of water supplies for public use.*
- b) *To manage the risk of pollution of the water source, which is required to co-exist with other land uses such as residential, commercial and industrial development.*

Local Planning Policy 4.4 – Mixed Business Design Guidelines

The City's Mixed Business Design Guidelines policy (LPP 4.4) provides the following objectives:

- *To facilitate a development mix of showrooms and service industry of a higher aesthetic quality located on major traffic routes.*
- *To provide a more intense commercial business development form within established industrial areas of the City.*
- *To ensure that the Mixed Business areas are accessible by all modes of transport.*
- *To create attractive and well maintained landscaped areas between the setback line and the street; and*
- *To ensure that buildings facing the street maintain an attractive façade that enhances the amenity of the streetscape.*

Local Planning Policy 6.1 – Advertising Signs

The City's Advertising Signs policy (LPP 6.1) provides the following objectives:

- *To ensure that the display of advertisements on private sites does not adversely impact on the amenity of surrounding land;*
- *To avoid a proliferation of signs on individual sites and buildings;*

- *To improve the streetscape of major roads;*
- *Encourage the rationalisation of advertising signs on individual premises;*
- *Encourage the incorporation of advertising signs into the design consideration of buildings;*
- *To ensure that signs are not discriminatory or offensive; and*
- *To ensure that signs only relate to services and products on the site.*

Planning Policy 6.2 – Bicycle Parking

The City's Bicycle Parking policy (LPP 6.2) provides the following objectives:

- *To facilitate the development of adequate bicycle parking facilities;*
- *To ensure the provision of end of journey facilities; and*
- *To encourage the use of bicycles for all types of journeys.*

Local Planning Policy 6.3 – Bin Storage

The City's Bin Storage policy (LPP 6.3) provides the following objectives:

- *To provide sufficient space for the storage of bulk refuse bins; and*
- *To ensure that bin areas are screened from the street and are in harmony with the materials and finishes of the building.*

Local Planning Policy 6.6 – Landscaping

The City's Landscaping policy (LPP 6.6) provides the following objectives:

- *To promote improved landscaping provision and design;*
- *To improve the visual appeal of development, screen service areas and provide a buffer to boundaries;*
- *To provide shade and 'green relief' in built up areas; and*
- *To promote more environmentally sustainable landscaping.*

Local Planning Policy 6.7 – Parking and Access

The City's Parking and Access Policy (LPP 6.7) provides the following objectives:

- *To facilitate the development of adequate parking facilities;*
- *To ensure safe, convenient and efficient access for pedestrians, cyclists and motorists;*
- *To ensure that a major parking problem is unlikely to occur;*
- *To ensure that car parking areas and access ways do not have a detrimental impact on the character and amenity of an area; and*
- *To ensure that an oversupply of parking does not occur that discourages alternative forms of transport and is detrimental to the urban design and character of the locality.*

In the event of a parking shortfall, reciprocal parking arrangements, up to the full parking requirement as specified by the Parking Policy, may be considered where the Council is satisfied that:

- a) *Demand for parking by the various uses proposed will not unreasonably coincide;*
- b) *The parking facilities serving the proposed uses will be located on the one lot, or if located on a separate lot, the parking arrangements are permanent (e.g. through an easement, amalgamation, legal agreement, restrictive covenant or any other formal arrangement acceptable to Council);*
- c) *Parking demand both in the immediate and long term can be satisfied; and*
- d) *No substantial conflict will exist in the peak hours of operation of the uses for which the reciprocal parking arrangements are proposed.*

Local Planning Policy 6.11 – Trees and Development

The City's Trees and Development policy (LPP 6.11) provides the following objectives:

- *To promote and facilitate development that enables existing significant trees to be retained;*
- *To minimise the removal of significant trees on zoned land as a consequence of development;*
- *To protect significant trees which are to be retained on zoned land and existing street trees during the demolition and construction phase of development;*
- *To ensure appropriate advanced trees are planted which are suited to their environment and location where significant trees have been removed or do not exist on zoned land;*
- *To ensure suitable advanced trees are planted on verges forming part of the road reserves abutting a development site where street trees have been removed;*
- *To protect and increase the long term viability of City trees on verges adjacent to development sites; and*
- *To preserve the existing streetscapes within the City.*

Clause 67 of Planning and Development (Local Planning Scheme) Regulations 2015 – Matters to be considered by Local Government

The City is to have due regard to the matters contained under Clause 67 of the *Planning and Development (Local Planning Scheme) Regulations 2015* when exercising its discretion and the following matters are considered most relevant to this application:-

- a. *the aims and provisions of this Scheme and any other local planning scheme operating within the Scheme area;*
- c. *any approved State planning policy;*
- g. *any local planning policy for the Scheme area;*
- m. *the compatibility of the development with its setting including the relationship of the development to development on adjoining land or on other land in the locality including, but not limited to, the likely effect of the height, bulk, scale, orientation and appearance of the development;*
- n. *the amenity of the locality including the following*
 - i. *environmental impacts of the development;*
 - ii. *the character of the locality; and*
 - iii. *social impacts of the development;*

- 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;*
- 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; and*
- t. *the amount of traffic likely to be generated by the development, particularly in relation to the capacity of the road system in the locality and the probable effect on traffic flow and safety.*
- u. *the availability and adequacy for the development of the following –*
 - i. *public transport services;*
 - 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;*
- 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;*
- za. *the comments or submissions received from any authority consulted under clause 66;*

Consultation:

Public Consultation

Public consultation was not required to be undertaken as part of the assessment for this application.

Consultation with other Agencies

Referral to Department of Water and Environmental Protection

The Site is within the Gwelup Water Protection Area Special Control Area as recognised by the City's LPS3. The area is located within the Priority 3 Public Drinking Water Source Area within the Swan-Avon Region. The application was referred to the Department of Water and Environmental Regulation (DWER). The DWER has advised they have no objection to the application as per their advice below:

The proposal is located within the Priority 3 (P3) area of the Gnangara Underground Water Pollution Control Area. P3 areas are defined and managed to maintain the quality of the drinking water source for as long as possible with the objective of risk management. P3 areas occur within Public Drinking Water Source Areas (PDWSA) where the land is zoned for urban and commercial or light industrial uses. Within P3 areas, drinking water sources need to co-exist with higher intensity land uses compared to P1 and P2 areas. Key elements in the protection of P3 areas include the need for deep sewerage and implementing best management practices.

According to Water Quality Protection Note (WQPN) 25: Land use compatibility tables for Public Drinking Water Source Areas (DWER, 2016), service stations are considered to be compatible with conditions in P3 areas.

Hydrocarbons, chemicals and other toxic or hazardous substances should be stored so there is no discernible contamination of groundwater or surface water. This should include effective secondary barriers to contain the system. The best management practices in the following water quality protection notes (WQPN) (available from the DWER's website) should be taken into consideration:

- WQPN no. 49: Service stations;
- WQPN 56 Tanks for elevated chemical storage;
- WQPN 62: Tanks for underground chemical storage;
- WQPN 65: Toxic and hazardous substances;
- WQPN 10: Contaminant spills – emergency response.

The above comments have been provided to the Applicant for their consideration.

Internal Referrals

Referrals to the City's City Planning, Parks and Sustainability, Community Safety, Health Services, Waste Services and Engineering Business Units were undertaken as part of the City's assessment, with relevant comments contained further in this report.

Planning assessment:

The application has been assessed against the City's LPS3 and applicable Local Planning Policies. The planning assessment has been broken down into the following sections:

1. Proposed Land Uses;
2. Car parking;
3. Landscaping;
4. Advertising Signs;
5. Street Setbacks;
6. Awnings; and
7. Bin Storage.

1. Proposed Land Uses

The table below summarises the zoning permissibility of the proposed land uses, as stated in Table 1 of LPS3.

USE	LPS3 ZONING PERMISSIBILITY	
Service Station	D	The use is not permitted by the Scheme unless Council has exercised discretion by granting planning approval.
Restaurant	D	
Fast Food Outlet	D	
Drive Through Fast Food Outlet	D	

The provision of the mixed use development is listed as Discretionary under Table 1 of LPS3. An assessment against the objectives of the Mixed Business zone (Clause 4.2 of LPS3) is provided in the table below.

Mixed Business Zone Objectives	Officer Comments
To facilitate a development mix of showrooms and service industry of a higher aesthetic quality located on major traffic routes.	<p>The application proposes development that will service the surrounding locality and passers-by.</p> <p>Compliance with the relevant local planning policies is discussed in further detail later in this report.</p>
To provide a more intense commercial business development form within established industrial areas of the City.	<p>The application proposes to increase the number of tenancies on site, which will service the surrounding development and passers-by.</p> <p>Compliance with the relevant local planning policies is discussed in further detail later in this report.</p>
To ensure that traffic management, road safety, site access, onsite parking, building design and streetscape appearance are not compromised.	<p>The traffic report and plans submitted with this application has been assessed by the City's technical officers.</p> <p>Compliance with the relevant local planning policies is discussed in further detail later in this report.</p>

It is considered the proposed land uses satisfy the objectives of the zone as prescribed by Clause 4.2 of LPS3. However, for the reasons detailed later in this report, it is considered the application proposes overdevelopment of the site, resulting in insufficient parking and landscaping on site. In the event the Metro North-West JDAP resolves to approve the application as proposed, conditions in respect to the relevant Local Planning Policies relating to parking and landscaping will be required.

The Applicant's justification against the objectives of the Mixed Business Zone is provided in Attachment 5.

2. Parking

Table 1 of LPP 6.7 provides the relevant development standards for the number of car parking bays required for a particular land use. There is no parking ratio listed for a Drive Through Fast Food Outlet land use. Clause 5.1.1 of the Parking Policy states:

Where an activity or use is not listed in Table 1, the parking ratio will be determined by Council having regard to the objectives of this policy, similar uses, surrounding uses and off-site parking availability.

The parking requirements for a Drive Through Fast Food Outlet has always been assessed by the City on a consistent basis as that of a Fast Food Outlet. In District Planning Scheme No. 2 (DPS2) (superseded by LPS3 in August 2010), Fast Food Outlets and Drive Through Fast Food Outlets had the same parking requirement, being 1 bay per 7m² GFA. When LPS3 was gazetted in August 2010, LPP 6.7 at the time did provide a parking requirement for "Fast Foods" – this phrase was consistent

with that used in DPS2 so was continued to be used to assess the parking requirements for both a Fast Food Outlet and a Drive Through Fast Food Outlet, being 1 bay per 7m² GFA.

However, LPP 6.7 was amended in July 2012, and the new policy now refers to a “Fast Food Outlet” only. As this is a specific reference to a land use defined by the Scheme, it is no longer considered to directly apply to a Drive Through Fast Food Outlet. In the absence of a specific provision under the City’s policy or Scheme, it is appropriate to apply a standard that is relevant to the use. In this regard, the standard of 1 bay per 7m² of GFA reflects the historical requirements for the use and remains a relevant consideration.

LPP 6.7 permits a total onsite car parking concession of 15% as follows:

- 10% - The proposed development in within 400m of a high frequency bus route; and
- 5% - The proposed development provides a surplus of 6 bicycle parking bays onsite.

The parking requirements for the proposed development are summarised in the table below:

USE	POLICY PROVISION	VARIABLE (m ² /bays)	BAYS REQUIRED
Service Station	3 bays per working bay	8 working bays	24
Restaurant and associated Drive Through Fast Food Outlet	1 bay per 7m ² of Gross Floor Area	189m ²	27
Fast Food Outlet	1 bay per 7m ² of Gross Floor Area	292m ²	41.7
Alfresco Dining	1 bay per 14m ² of Gross Floor Area	41m ²	2.9
Sub-total:			95.6
Concession:			-15%
Total required:			81.26 (81)*
Car bays provided:			74**
Total shortfall:			7 bays

*rounded to the nearest whole number as per Parking Policy provisions

**includes the standard bays, accessible bay, fuelling bays, drive through bays and waiting bays

Variations to the standards of the Parking Policy are required to be considered against the objectives of the Policy. The relevant objectives are as follows:-

- *To facilitate the development of adequate parking facilities;*
- *To ensure safe, convenient and efficient access for pedestrians, cyclists and motorists;*
- *To ensure that a major parking problem is unlikely to occur; and*
- *To ensure that car parking does not have a detrimental impact on the character and amenity of a residential area.*

The proposed development will result in a frequent turnover of vehicles on site due to the nature of the proposed tenancies. Customers using the Service Station working bays will be parked at the bowsters while refuelling and purchasing goods from the

retail building. Any customers coming to the site to purchase goods from the retail shop will only spend a short time in the parking spaces located at the front of the retail building.

Users of the proposed Drive Through Fast Food Outlet will be using the drive through area and generally not require to park. The dual lane of the drive through increases the queuing space, permitting 15 vehicles (including waiting bays) to be queued at any one time.

The proposed development includes a Restaurant land use which is likely to result in customers visiting the site for an extended period of time, noting all other tenancies propose take away services only. Similar to the above, customers will visit the site for short period of time so as to purchase and collect goods and then leave the site.

The subject site is directly accessed by the existing pedestrian footpath network along Erindale Road and Balcatta Road. Additionally, the development proposes a surplus of six (6) bicycle bays. The development will therefore provide safe, convenient and efficient access for customers visiting the site by all modes of transportation.

Section 9.0 of the Applicant's Traffic Impact Statement (refer Attachment 5) identifies the typical parking demands based on the proposed land uses. It is identified that peak parking periods will be around midday (12pm to 2pm) and on evenings (6pm to 8pm) on both weekdays and weekends. Whilst the findings of the Applicant's Traffic Impact Statement suggests that the parking bays available on site can accommodate the proposed land uses, there are instances where the parking availability will be at or near capacity. Therefore, should the parking demand be greater than anticipated, it is likely the proposed development will result in a parking shortfall.

The fuelling stations are bound by parking bays in all directions. Therefore, should vehicles be required to queue for the fuelling bays, the access ways will be restricted and the parking bays will not be accessible. Furthermore, additional justification has not been provided to demonstrate that reciprocal parking arrangements can be accepted, by way of non-conflicting hours. For these reasons, approval of the proposed development in its current form may result in a parking shortfall and/or parking problems on site.

Reduction of 50m² of GFA from the Fast Food Outlets or Drive Through Fast Food Outlet will bring the site into compliance with the parking standards of LPP 6.7, thereby minimising the likeness of a major parking problem occurring due to an undersupply of parking on site.

In light of the above comments, it is considered sufficient parking is not provided to accommodate the proposed land uses and may result in a parking problem on site. For this reason, in the event the Metro North-West JDAP resolves to support the application, a condition to reduce the GFA of a Fast Food Outlet or Drive Through Fast Food Outlet by 50m² is recommended to ensure sufficient parking is provided onsite.

3. Landscaping

In accordance with LPP 6.6, a minimum of one-sixth (16.6%) of the gross site area (5025m²) shall be landscaped. The application proposes 677.5m² (13.5%) of landscaping on site in lieu of 837.5m² (16.6%).

The site is also required to provide a 6.0m wide landscaping strip along the primary street. The application proposes the landscaping strip along the primary street to be between 1.2m and 8.7m in width, with the subject area being used for the purpose of vehicle parking.

The application also proposes narrow strips of landscaping which are unlikely to result in long term growth due to the landscaping strips width and/or location. Specifically, the landscaping strip to the south of the fuelling bays. The Transcore turning path diagrams (refer Attachment 1) demonstrates that this landscaping strip conflicts with service vehicles access and therefore has not been included in the City's landscaping calculations.

The Applicant's justification proposes landscaping within the verge in lieu of onsite landscaping. However, landscaping within the verge does not meet the intent of the requirements prescribed by LPP 6.6 by way of providing landscaping on site which provides buffers to adjacent properties and along the street boundaries.

The majority of the landscaping provided adjacent to the adjoining properties is between 0.8m – 1.0m in width. Similarly, the width of the landscaping reduces to 1.5m along Balcatta Road and 1.2m along Erindale Road, where 6m is required. Given the site is prominently located on a street corner, it is considered the proposed landscaping is inadequate to provide a landscaped buffer between the development, the street and the adjoining properties.

A significant portion of the site is dedicated to vehicle parking and access areas, at the cost of sufficient landscaping. Removal of 50m² of GFA would address the parking shortfall (as detailed further in Section 2 above) whilst also increasing the amount of space available for onsite landscaping. Specifically, an additional 50m² of onsite landscaping provided would result in 727.5m² (14.4%) of landscaping being provided which is closer to the requirements of LPP 6.1 (16.6%).

The City's technical officers from the Parks and Sustainability Business Unit have provided the following comments:

- *Nine (9) of the proposed trees must be 90 Litre pots, not 11 Litre pots (in accordance with LPP 6.11);*
- *The trees Lagerstroemia indica and Corymbia ficifolia (regular sized varieties, rather than the proposed dwarf varieties) must be planted; and*
- *An additional tree is required along Balcatta Road (in accordance with LPP6.6).*

In light of the above comments, it is considered appropriate shade and 'green relief' is not provided on site. For this reason, in the event the Metro North-West JDAP resolves to support the application, a condition to reduce the GFA of a Fast Food Outlet or Drive Through Fast Food Outlet by 50m² and a condition in respect the size and species of vegetation to be provided on site are recommended to ensure the objectives of the relevant landscaping policies are satisfied.

4. Advertising Signs

The proposal includes the following signage:

- 14 created roof signs with five (5) being on the canopy above the fuelling bays, one on each of the three (3) Fast Food Outlet façades, one (1) on the Service Station façade and five (5) on the signage blade walls;
- Three (3) ground based directional signs being 1.55m high and 0.55m wide;
- Two (2) monolith signs, comprising of one on each street frontage to display the tenants and the fuel price. The dimensions are as follows:
 - Erindale Road: 7.5m high, 2.7m wide and 0.57m deep; and
 - Balcatta Road: 9.0m high, 2.0m wide and 0.57m deep; and
- Two (2) wall signs, being 4m² in aggregate and having a maximum dimension of 2.4m high by 0.8m wide and 1.7m high by 1.2m wide.

The Applicant has advised any signage associated with the Restaurant and Drive-Through Fast Food Outlet does not form part of this application.

The Objectives of the City's Local Planning Policy 6.1 Advertising Signs is as follows:

- *To ensure that the display of advertisements on private sites does not adversely impact on the amenity of surrounding land;*
- *To avoid a proliferation of signs on individual sites and buildings;*
- *To improve the streetscape of major roads;*
- *Encourage the rationalisation of advertising signs on individual premises;*
- *Encourage the incorporation of advertising signs into the design consideration of buildings;*
- *To ensure that signs are not discriminatory or offensive; and*
- *To ensure that signs only relate to services and products on the site.*

An assessment of the proposed advertising signs against the relevant provisions of LPP 6.1 is included below.

Created Roof Signs

The proposed Created Roof signs do not satisfy the provisions of LPP 6.1, as only one (1) sign is permitted per tenancy, the signs are not to be within 0.5m of any edge of the fascia and each sign should be limited to 3.0m² in area.

Fast Food Outlets

The proposed created roof signs associated with the Fast Food Outlets do not comply with the provisions of LPP 6.1 as the application proposes the Fast Food Outlets to be provided with two (2) created roof signs per tenancy, with the first being located on the front façade of the tenancy within 0.5m of the edge of the fascia and having an area between 5.25m² and 6.0m².

Whilst the signs attached to the fascia of the building are integrated into the design of the building, it is considered the proposed size of the created roof signs in addition to the aggregate number of signs proposed will result in proliferation of signage on the site and dominate the streetscape.

The subject site is in a prominent location, at the corner of a busy intersection. For this reason, passers-by have good visibility of the site and the proposed variation to the size of the signage is not warranted given the prominent location and good visibility.

The second created roof sign associated with the individual tenancies is located on the signage blade wall on the western elevation of the building. The Applicant's justification (refer Attachment 5) identifies that these signs are to provide exposure for drivers heading west along Balcatta Road. However, low traffic speeds along Balcatta Road in addition to the proposed monolith sign which also includes advertising for individual tenancies will provide sufficient exposure for vehicles heading west along Balcatta Road. For this reason, it is considered the proposed signage located on the blade wall is excessive and will contribute towards the proliferation of signage on site, which is contrary to the objectives of the policy.

In the event the Metro North-West JDAP resolves to support the application, a condition requiring the size and number of the proposed created roof signs to be reduced so as to satisfy the objectives of LPP 6.1 is recommended.

Service Station

The application proposes five (5) created roof signs on the fuelling station canopy, one (1) created roof sign on the front façade of the building facing the primary street and one (1) created roof sign on the blade wall facing the primary street. The proposed created roof signs associated with the Service Station exceed the maximum number of signs permitted per tenancy. They are also within 0.5m of the edge of the fascia and therefore do not comply with the provisions of LPP 6.1.

Despite the variation, the proposed signs are considered to integrate with the building, are appropriate in terms of size and scale and are consistent with typical branding signage of this type of use. For these reasons, it is considered the proposed created roof signs associated with the Service Station will not adversely impact on the visual amenity of the surrounding area.

The proposed created roof sign located on the blade wall results in excessive signage on the site. For this reason, in the event the Metro North-West JDAP resolves to support the application, a condition to remove the created roof signs associated with the blade walls so as to satisfy the objectives of LPP 6.1 is recommended.

Ground Based Signs

In accordance with LPP 6.1, one (1) ground based sign is permitted per tenancy, with a maximum vertical dimension of 1.2m and a maximum area of 1.5m². The application proposes two (2) directional signs associated with the drive-through and one (1) directional sign associated with the Service Station. The proposed signs have a maximum vertical dimension of 1.55m and a maximum area of 0.85m².

The Applicant's justification (refer Attachment 5) identifies that

“...the proposed ground based signs contribute to the functionality of the drive through fast food outlet and are required to direct traffic...”

The Applicant's justification in relation to the ground based signage for the Drive Through Fast Food Outlet is supported by the City. However due to the total number of signs on site, it is considered the size of the directional signs is excessive and should be reduced to satisfy the requirements of LPP 6.1 so as to minimise proliferation of signage on site and protect the visual amenity of the streetscape.

The proposed Service Station is situated in a prominent location and is clearly visible from both street entrances. The size proposed directional sign associated with the Service Station is excessive and should also be reduced to satisfy the requirements of LPP 6.1 so as to minimise proliferation of signage on site and protect the visual amenity of the streetscape.

For these reasons, in the event the Metro North-West JDAP resolves to support the application, a condition to reduce the size of the directional signs associated with the Drive Through Fast Food Outlet and Service Station is recommended.

Monolith Signs

The proposed monolith signs do not meet the provisions of LPP 6.1 as only one (1) monolith sign is permitted per site. The size of the sign permitted is dependant on the lot frontage. The Erindale Road frontage is permitted to have a sign no higher than 7.5m and no wider than 2.5m. The Balcatta Road frontage is permitted to have a sign no higher than 9.0m and no wider than 3.0m. Monolith signs generally are to have a maximum depth of 0.5m.

The application proposes the monolith sign located on the Erindale Road frontage to be 7.5m high, 2.7m wide and 0.57m deep. The monolith sign located on the Balcatta Road frontage is proposed to be 9.0m high, 2.0m wide and 0.57m deep.

Despite the variation, the proposal of two (2) monolith signs are supported for the following reasons:

- The Monolith Signs are located on separate street frontages and are for the purpose of advertising fuel prices and tenancies on site;
- The height of the Monolith Signs are consistent with the requirements of the policy;
- The width and depth of the Monolith Signs (as detailed above) are a minor variations to the policy requirements and will have no impact on the visual amenity of the streetscape;
- The Monolith Signs will be the only advertising sign recognisable from along the street due to all other advertising signs being located amongst the building structures that are setback from the street;
- The Monolith Signs do not cause visual clutter of the streetscape; and
- The Monolith Signs do not cause any safety issues for passing traffic.

In light of the above, the two (2) proposed Monolith Signs are considered to meet the objectives of LPP 6.4 and are supported.

5. Street Setbacks

In accordance with LPP 4.4, the building is required to have minimum setback of 20.0m from the Primary Street and Secondary Street. The application proposes a minimum building setback of 15.8m from the Primary Street (Erindale Road) and 13.45m from the Secondary Street (Balcatta Road).

The table below details the City's comments in relation to each policy objective.

LPP 4.4 OBJECTIVES			OFFICER COMMENT
To	facilitate	a	The development proposes a mix of tenancies which will

development mix of showrooms and service industry of a higher aesthetic quality located on major traffic routes.	<p>service the surrounding development and traffic passing by. The site is located on a high frequency traffic route and is accessible by all modes of transportation.</p> <p>For these reasons, it is considered this objective is satisfied.</p>
To provide a more intense commercial business development form within established industrial areas of the City.	<p>The application proposes to increase the number of tenancies on site, which will service the surrounding development and passers-by.</p> <p>Compliance with the relevant local planning policies is discussed in further detail later in this report.</p>
To ensure that the Mixed Business areas are accessible by all modes of transport.	<p>The application proposes access for vehicles, bicycles and pedestrians. The site is also located along a high frequency bus route and is considered to be accessible by all modes of transportation.</p> <p>For these reasons, it is considered this objective is satisfied.</p>
To create attractive and well maintained landscaped areas between the setback line and the street.	<p>The provision of landscaping is discussed in further detail later in this report.</p>
To ensure that buildings facing the street maintain an attractive façade that enhances the amenity of the streetscape.	<p>The primary street setback variation is caused by the canopy above the fuelling bays which is an open structure, allowing the main building to be visible from the street.</p> <p>The main building is setback 37.2m from the primary street and is comprised of large openings, awnings over entrances and incorporates the use of different colours and materials. It is considered the building addresses the primary street and will maintain an attractive façade that enhances the visual amenity of the streetscape.</p> <p>Similarly, the buildings facing the secondary street is comprised of shop openings which address the street by way of large opening, awnings and the use of different colours and materials.</p> <p>The minimum setback to the secondary street of the existing buildings on the subject site and adjacent property (2 Mumford Place, Balcatta) is 8.2m and 8.5m, respectively. Therefore, it is considered the proposed secondary street setback of 13.45m is comparable to the existing development within the locality and will not have an adverse impact in terms of bulk or scale on the streetscape.</p> <p>For these reasons, it is considered this objective is satisfied.</p>

The Applicant's justification in regard to the Street Setbacks is provided in Attachment 5.

6. Awnings

In accordance with LPP 4.4 awnings are required to be a minimum width of 1.5m to provide weather protection for pedestrians. The application proposes an awning around the petrol station with a minimum width of 1.3m.

The 0.2m variation is considered to be minor and will not affect the functionality of the awning or have a detrimental impact in terms of weather protection for pedestrians. For this reason, the proposed awning width variation is considered to meet the objectives of LPP 4.4 and can be supported.

7. Bin Storage Areas

In accordance with LPP 6.3, bin store areas are required to have a minimum width of 3.5m. The Restaurant and Drive Through Fast Food Outlet bin store proposes a minimum width of 2.8m and the Fast Food Outlet shared bin store proposes a minimum width of 2.9m.

The table below details the City's comments in relation to each policy objective.

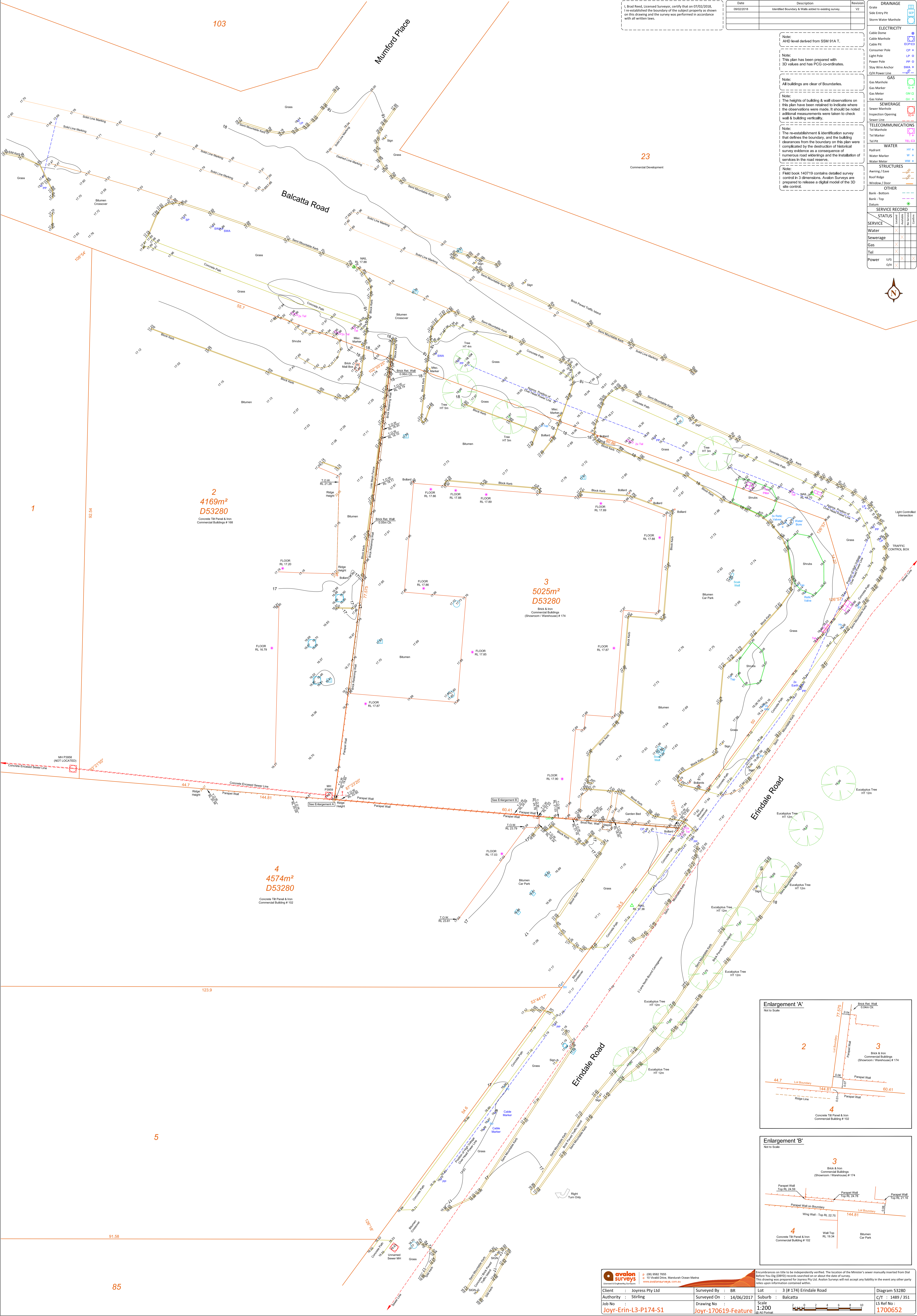
LPP 6.3 OBJECTIVES	OFFICER COMMENT
<i>To provide sufficient space for the storage of bulk refuse bins; and</i>	The City's Bin Storage Area policy requires bin stores to be no less than 10m ² . As both bin store areas satisfy this requirement and no concerns were raised by the City's technical officers of the Waste Services business unit, it is considered sufficient space is available for the storage of bulk refuse bins.
<i>To ensure that bin areas are screened from the street and are in harmony with the materials and finishes of the building.</i>	The bin store areas have been design so as to be screened from the street and be integrated with the building they are attached to. It is therefore considered the bin store areas will have no adverse impacts on the visual amenity of the development.

As outlined above, the proposed variations satisfy the relevant policy objectives and are therefore supported.

Conclusion:

The subject site is zoned Mixed Business under the City's LPS3. The proposed development is generally consistent with the applicable planning framework and objectives of the relevant Local Planning Policies, with the exception of vehicle parking, landscaping and signage.

As identified within the comments above, it is considered the application proposes insufficient parking and landscaping as well as an excessive number of signs. Therefore, the application is recommended for approval, with appropriate conditions so as to ensure the development is consistent with the intentions and objectives of the City's planning framework.



I, Brad Reed, Licensed Surveyor, certify that on 07/02/2018, I re-established the boundary of the subject property as shown on this drawing and the survey was performed in accordance with all written laws.

Date	Description	Revision
09/02/2018	Identified Boundary & Walls added to existing survey.	V2

Note:
AHD level derived from SSM 91A T.

Note:
This plan has been prepared with 3D values and has PCO co-ordinates.

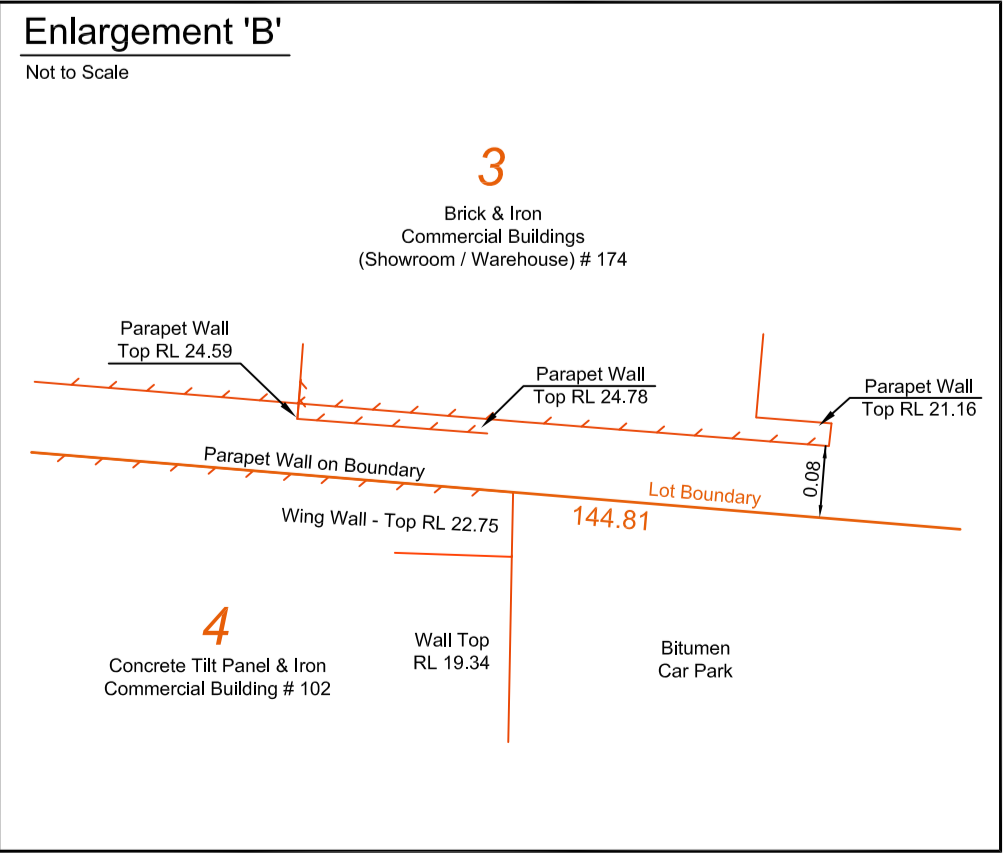
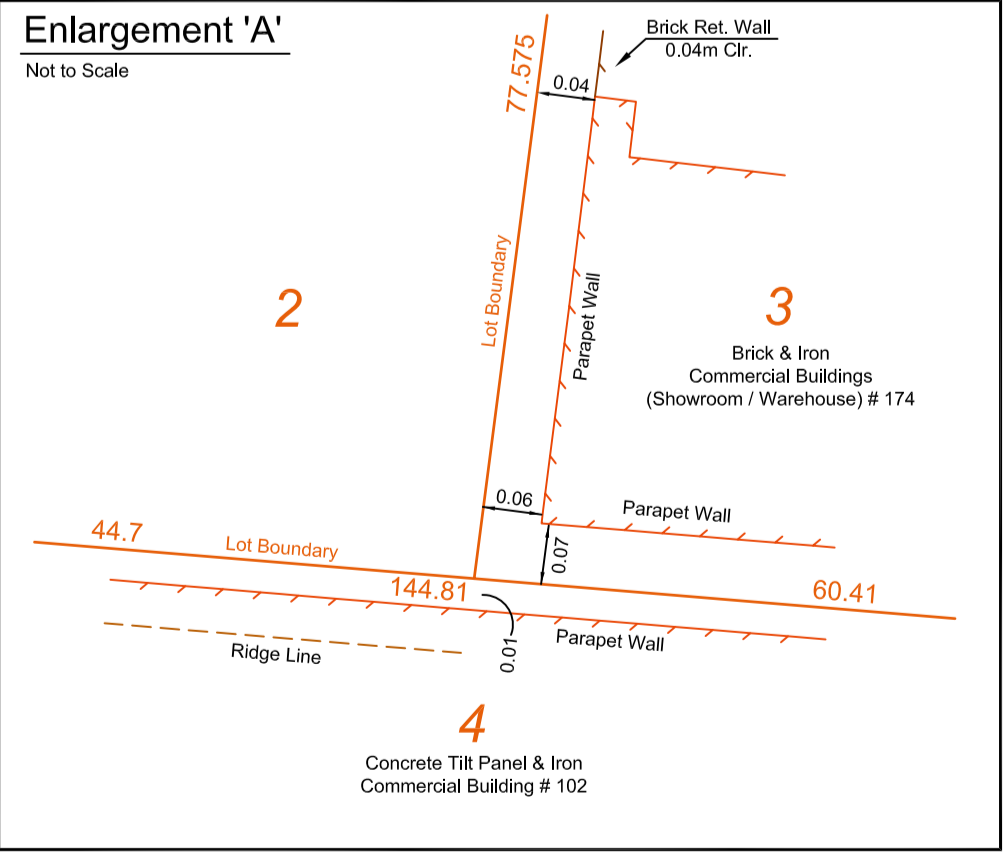
Note:
All buildings are clear of Boundaries.

Note:
The heights of building & wall observations on this plan have been retained to indicate where the observations were made. It should be noted additional measurements were taken to check wall & building vertically.

Note:
The re-establishment & identification survey that defines the boundary, and the building clearances from the boundary on this plan were complicated by the destruction of historical survey evidence as a consequence of numerous road widening and the installation of services in the road reserve.

Note:
Field book 140719 contains detailed survey control in 3 dimensions. Avalon Surveys are prepared to release a digital model of the 3D site control.

DRAINAGE	
Drain	—
Side Entry Pit	—
Storm Water Manhole	—
ELECTRICITY	
Cable Dome	—
Cable Manhole	—
Cable Pit	—
Consumer Pole	—
Light Pole	—
Power Pole	—
Stay Wire Anchor	—
Q/H Power Line	—
GAS	
Gas Manhole	—
Gas Marker	—
Gas Meter	—
Gas Valve	—
SEWERAGE	
Sewer Manhole	—
Inspection Opening	—
Sewer Line	—
TELECOMMUNICATIONS	
Tel Manhole	—
Tel Marker	—
Tel Pit	—
WATER	
Hydrant	—
Water Marker	—
Water Meter	—
STRUCTURES	
Awning / Eave	—
Roof Ridge	—
Window / Door	—
OTHER	
Bank - Bottom	—
Bank - Top	—
Datum	—
STATUS	
Service	—
Water	—
Sewerage	—
Gas	—
Tel	—
Power	—





LEGEND
--- ITEMS TO BE REMOVED.



HINDLEY & ASSOCIATES
PTY LTD
BUILDING DESIGNERS

166 STIRLING HIGHWAY
NEDLANDS WA 6009

PO BOX 199
NEDLANDS WA 6909

PHONE - 08 9366 6666
FAX - 08 9366 6700
admin@hindley.com.au

DEVELOPMENT APPLICATION

THIS DRAWING IS COPYRIGHT AND MUST NOT BE
REPRODUCED, COPIED OR USED WITHOUT THE
AUTHORITY OF HINDLEY & ASSOCIATES PTY LTD.
DO NOT SCALE FROM THIS DRAWING.
THE CONTRACTOR AND HIS SUBCONTRACTORS ARE
TO VERIFY ALL DIMENSIONS AND LOCATIONS OF
EXISTING UTILITIES AND STRUCTURES PRIOR TO
CONSTRUCTION. THIS IS A COMPUTER GENERATED
DRAWING AND SHALL NOT BE ALTERED BY HAND.

HINDLEY & ASSOCIATES PTY LTD
A TRUSTEE FOR
HINDLEY TRUST
ACN No. 088 660 904

NO.	DATE	REVISION	DRAWN	CHECK
A	18.12.17	ISSUED FOR PLANNING APPROVAL	SDS	SJH

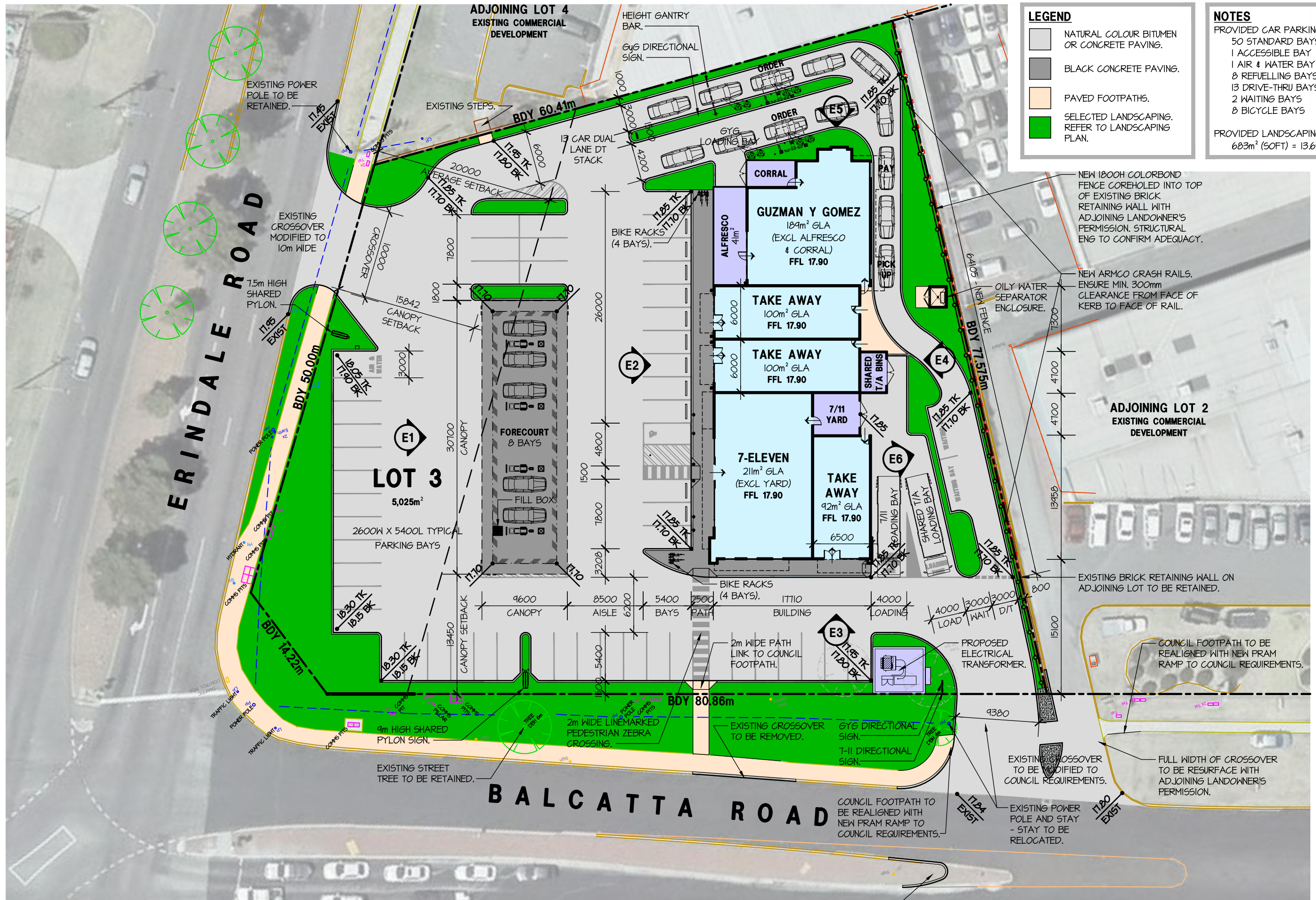
A3 SHEET

PROPOSED DEMOLITION PLAN

SCALE 1:400

PROPOSED COMMERCIAL DEVELOPMENT
104 ERINDALE ROAD
BALCATTWA WA
for JOYRESS Pty Ltd

Date	30.10.17
Design	SDS
Drawn	AJH
Checked	SDS
Scale	1:400
Job No.	0051
Dwg.	DA01
Rev.	A



LEGEND

- NATURAL COLOUR BITUMEN OR CONCRETE PAVING.
- BLACK CONCRETE PAVING.
- PAVED FOOTPATHS.
- SELECTED LANDSCAPING. REFER TO LANDSCAPING PLAN.

NOTES

PROVIDED CAR PARKING:
50 STANDARD BAYS
1 ACCESSIBLE BAY
1 AIR & WATER BAY
8 REFUELLING BAYS
13 DRIVE-THRU BAYS
2 WAITING BAYS
8 BICYCLE BAYS

PROVIDED LANDSCAPING:
683m² (SOFT) = 13.6%



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 SITE PLAN

SCALE 1:400

A3 SHEET

HINDLEY & ASSOCIATES PTY LTD
AS TRUSTEE FOR
HINDLEY TRUST
ACN No. 088 989 904



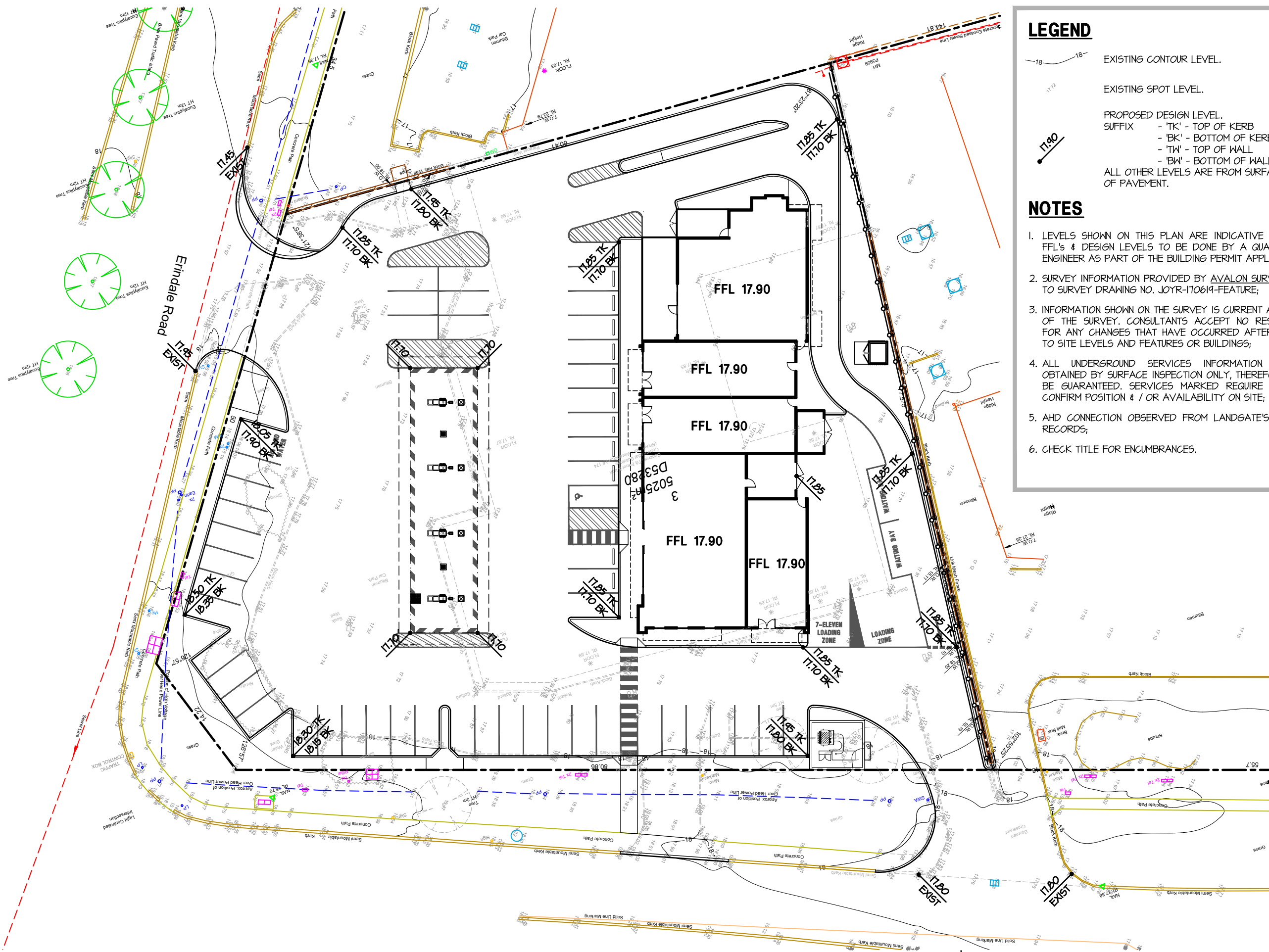
NO.	DATE	REVISION	DRAWN	CHECK
A	18.12.17	ISSUED FOR PLANNING APPROVAL	SDS	SJH
B	20.12.17	711 CHANGES	SDS	SJH
C	12.01.18	EXIST VERGE INFRASTRUCTURE NOTED	SDS	SJH
D	15.01.18	LEVELS & TREE NOTES ADDED	SDS	SJH
E	15.03.18	CROSSOVERS AND PARKING ALTERED	CPH	SDS
F	29.03.18	BALC RD XOVER TO COUNCIL COMMENTS	SDS	SJH
G	18.04.18	LANDSCAPING ADDED	SDS	SJH

PROPOSED MODIFICATIONS
TO EXISTING MEDIAN ISLAND.

PROPOSED COMMERCIAL DEVELOPMENT

104 ERINDALE ROAD
BALCATT WA
for JOYRESS Pty Ltd

Date	01.11.17
Design	SDS
Drawn	AJH
Checked	SJH
Scale	1:400
Job No.	0651
Dwg	DA02
Rev	G



- LEGEND**
- EXISTING CONTOUR LEVEL.
 - EXISTING SPOT LEVEL.
 - PROPOSED DESIGN LEVEL.
SUFFIX
 - 'TK' - TOP OF KERB
 - 'BK' - BOTTOM OF KERB
 - 'TW' - TOP OF WALL
 - 'BW' - BOTTOM OF WALL
 - ALL OTHER LEVELS ARE FROM SURFACE OF PAVEMENT.

- NOTES**
- LEVELS SHOWN ON THIS PLAN ARE INDICATIVE ONLY. FINAL FFL's & DESIGN LEVELS TO BE DONE BY A QUALIFIED CIVIL ENGINEER AS PART OF THE BUILDING PERMIT APPLICATION.
 - SURVEY INFORMATION PROVIDED BY AVALON SURVEYS. REFER TO SURVEY DRAWING NO. JOYR-170619-FEATURE;
 - INFORMATION SHOWN ON THE SURVEY IS CURRENT AT THE DATE OF THE SURVEY. CONSULTANTS ACCEPT NO RESPONSIBILITY FOR ANY CHANGES THAT HAVE OCCURRED AFTER THIS DATE TO SITE LEVELS AND FEATURES OR BUILDINGS;
 - ALL UNDERGROUND SERVICES INFORMATION HAS BEEN OBTAINED BY SURFACE INSPECTION ONLY, THEREFORE CANNOT BE GUARANTEED. SERVICES MARKED REQUIRE BUILDER TO CONFIRM POSITION & / OR AVAILABILITY ON SITE;
 - AHD CONNECTION OBSERVED FROM LANDGATE'S GEODETIC RECORDS;
 - CHECK TITLE FOR ENCUMBRANCES.

HIA
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

THIS DRAWING IS COPYRIGHT AND MUST NOT BE RETAINED, COPIED OR USED WITHOUT THE AUTHORITY OF HINDLEY & ASSOCIATES PTY LTD. DO NOT SCALE FROM THIS DRAWING.

THE CONTRACTOR AND HIS SUBCONTRACTORS ARE TO VERIFY ALL DIMENSIONS ON SITE BEFORE MAKING SHOP DRAWINGS OR COMMENCING MANUFACTURE. THIS IS A COMPUTER GENERATED DRAWING AND SHALL NOT BE ALTERED BY HAND.

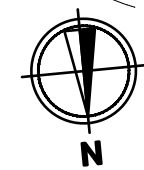
HINDLEY & ASSOCIATES PTY LTD
A TRUSTEE FOR
HINDLEY TRUST
ACN No. 088 989 904

NO.	DATE	REVISION	DRAWN	CHECK
1	18.12.17	ISSUED FOR PLANNING APPROVAL	SDS	SJH
2	12.01.18	LEVELS ADDED	SDS	SJH

A3 SHEET

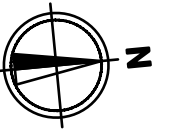
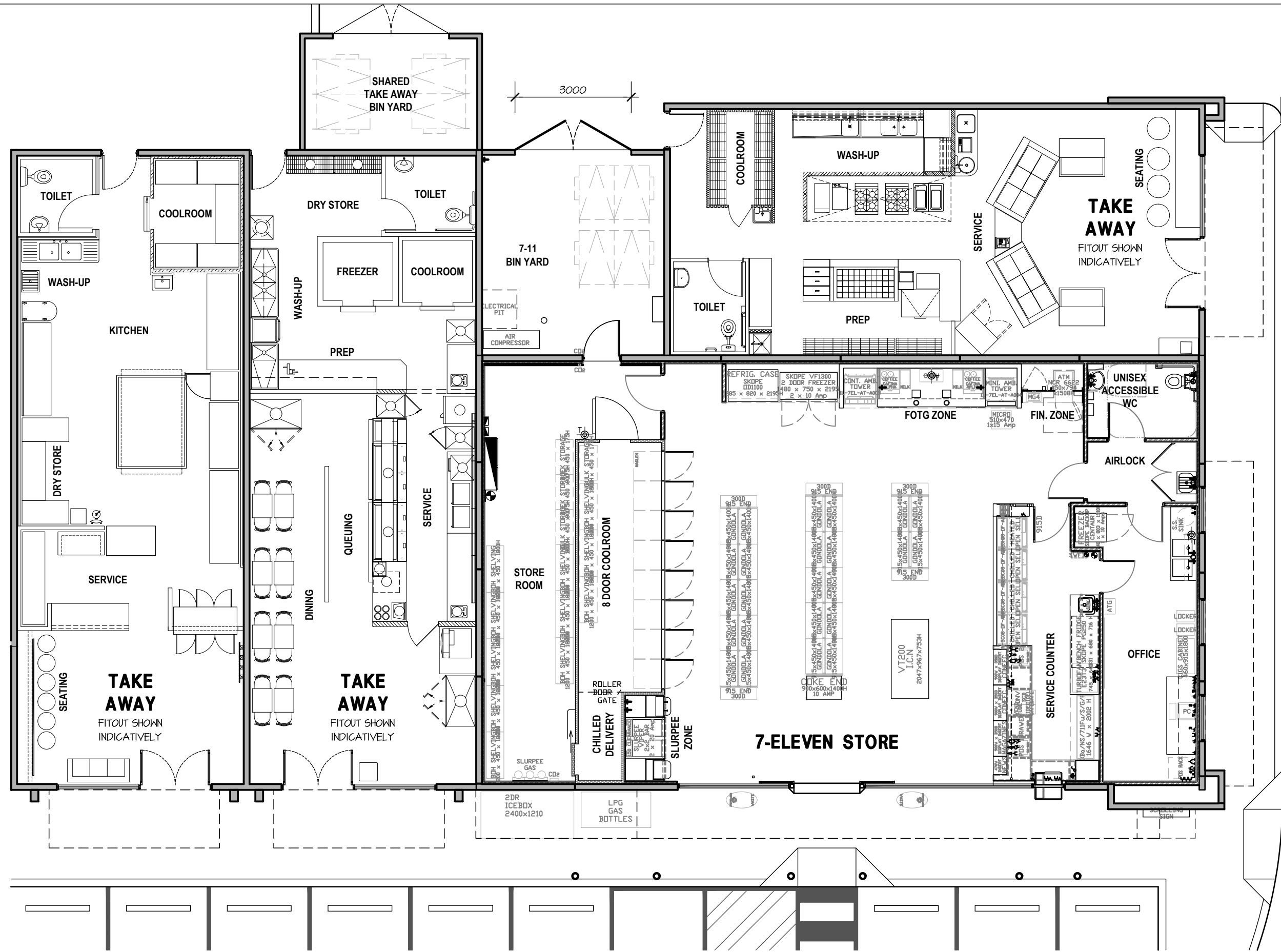
LEVELS PLAN WITH SURVEY OVERLAY

SCALE 1:400



PROPOSED COMMERCIAL DEVELOPMENT
104 ERINDALE ROAD
BALCATTA WA
for JOYRESS Pty Ltd

Date	-	30.10.17
Design	-	SDS
Drawn	-	AJH
Checked	-	SJH
Scale	-	1:400
Job No.	-	0651
Dwg No.	-	DA03
Rev	-	B



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

THIS DRAWING IS COPYRIGHT AND MUST NOT BE
RETAINED, COPIED OR USED WITHOUT THE
AUTHORITY OF HINDLEY & ASSOCIATES PTY LTD.
DO NOT SCALE FROM THIS DRAWING.

THE CONTRACTOR AND HIS SUBCONTRACTORS ARE
TO VERIFY ALL DIMENSIONS ON SITE BEFORE MAKING
SHOP DRAWINGS OR COMMENCING MANUFACTURE.
THIS IS A COMPUTER GENERATED DRAWING AND
SHALL NOT BE ALTERED BY HAND.

HINDLEY & ASSOCIATES PTY LTD
AS TRUSTEE FOR
HINDLEY TRUST
ACN No. 088 989 904



NO.	DATE	REVISION	DRAWN	CHECK
A	18.12.17	ISSUED FOR PLANNING APPROVAL	SDS	SJH
B	20.12.17	711 CHANGES	SDS	SJH
C	12.01.18	TAKE AWAY FLOOR PLANS SHOWN	SDS	SJH

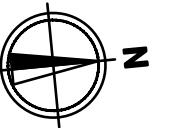
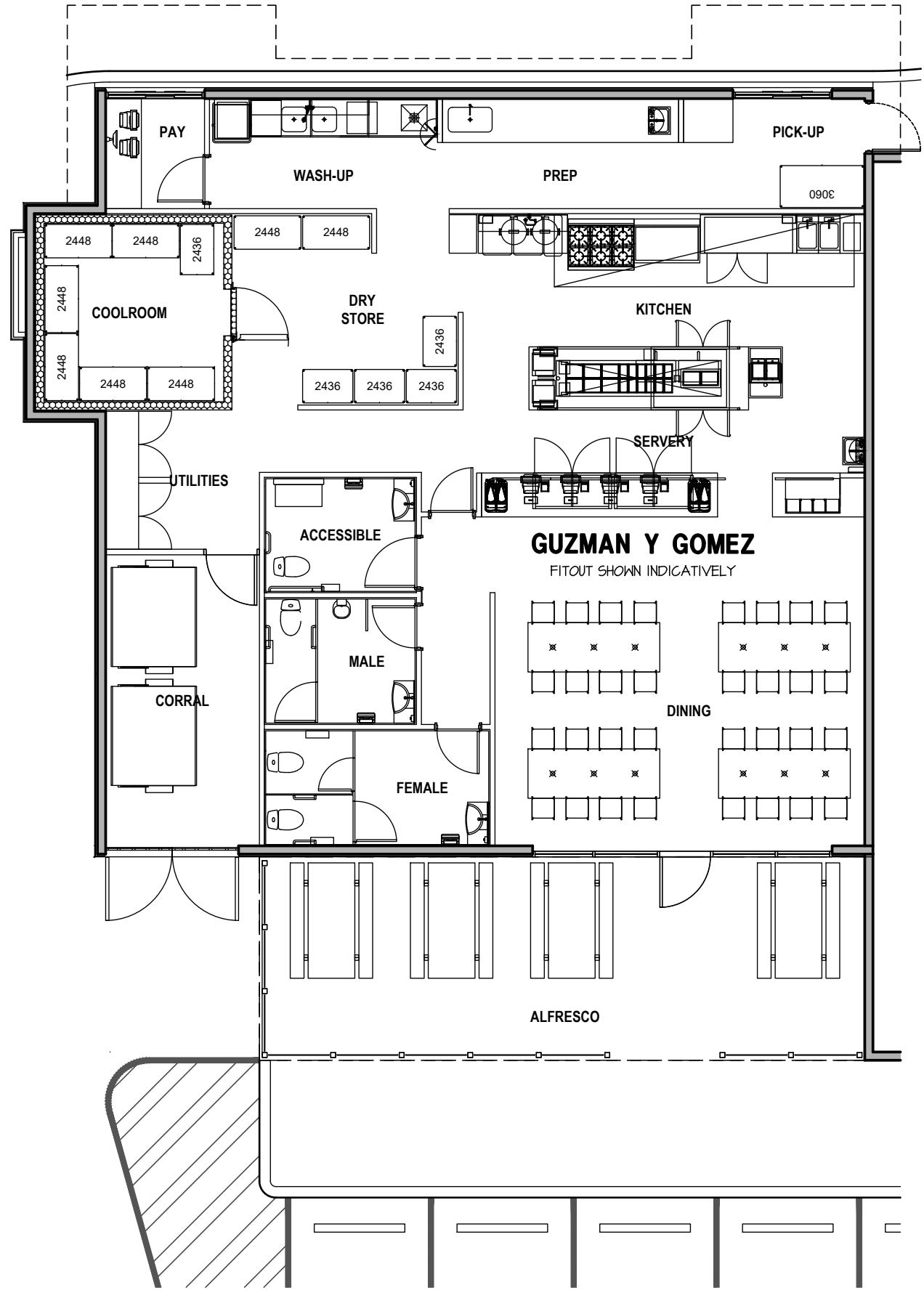
A3 SHEET

PROPOSED FLOOR PLANS

SCALE 1:100

PROPOSED COMMERCIAL DEVELOPMENT
104 ERINDALE ROAD
BALCATT WA
for JOYRESS Pty Ltd

Date	-	30.10.17
Design	-	SDS
Drawn	-	AJH
Checked	-	SJH
Scale	-	1:100
Job No.	-	0651
Dwg	-	DA04
Rev	-	C



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

THIS DRAWING IS COPYRIGHT AND MUST NOT BE
RETAINED, COPIED OR USED WITHOUT THE
AUTHORITY OF HINDLEY & ASSOCIATES PTY LTD.
DO NOT SCALE FROM THIS DRAWING.
THE CONTRACTOR AND HIS SUBCONTRACTORS ARE
TO VERIFY ALL DIMENSIONS ON SITE BEFORE MAKING
SHOP DRAWINGS OR COMMENCING MANUFACTURE.
THIS IS A COMPUTER GENERATED DRAWING AND
SHALL NOT BE ALTERED BY HAND.

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

NO.	DATE	REVISION	DRAWN	CHECK
A	12.01.18	ISSUED FOR PLANNING APPROVAL	SDS	SJH

A3 SHEET

PROPOSED FLOOR PLAN

SCALE 1:100

PROPOSED COMMERCIAL DEVELOPMENT
104 ERINDALE ROAD
BALCATTWA WA
for JOYRESS Pty Ltd

Date - 12.01.18
Design - SDS
Drawn - SJH
Checked - SJH
Scale - 1:100
Job No. - 0651
Dwg - DA09
Rev -



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

THIS DRAWING IS COPYRIGHT AND MUST NOT BE
REPRODUCED, COPIED OR USED WITHOUT THE
AUTHORITY OF HINDLEY & ASSOCIATES PTY LTD.
DO NOT SCALE FROM THIS DRAWING.

THE CONTRACTOR AND HIS SUBCONTRACTORS ARE
TO VERIFY ALL DIMENSIONS ON SITE BEFORE MAKING
SHOP DRAWINGS OR COMMENCING MANUFACTURE.
THIS IS A COMPUTER GENERATED DRAWING AND
SHALL NOT BE ALTERED BY HAND.

HINDLEY & ASSOCIATES PTY LTD
AS TRUSTEE FOR
HINDLEY TRUST
ACN No. 088 989 904

NO.	DATE	REVISION	DRAWN	CHECK
A	18.12.17	ISSUED FOR PLANNING APPROVAL	SDS	SJH
B	12.01.18	INFRASTRUCTURE AND E6 ADDED	SDS	SJH
C	12.02.18	GYG SIGNAGE GRAPHICS REMOVED	SDS	SJH



A3 SHEET

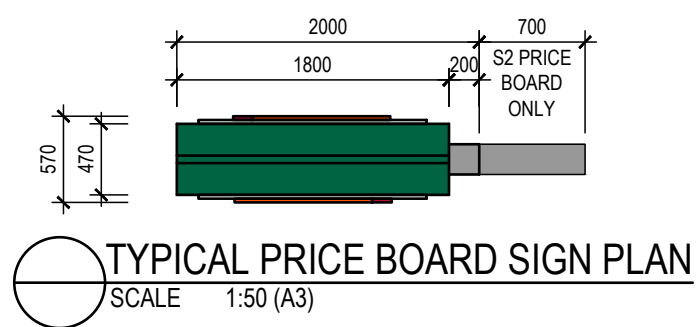
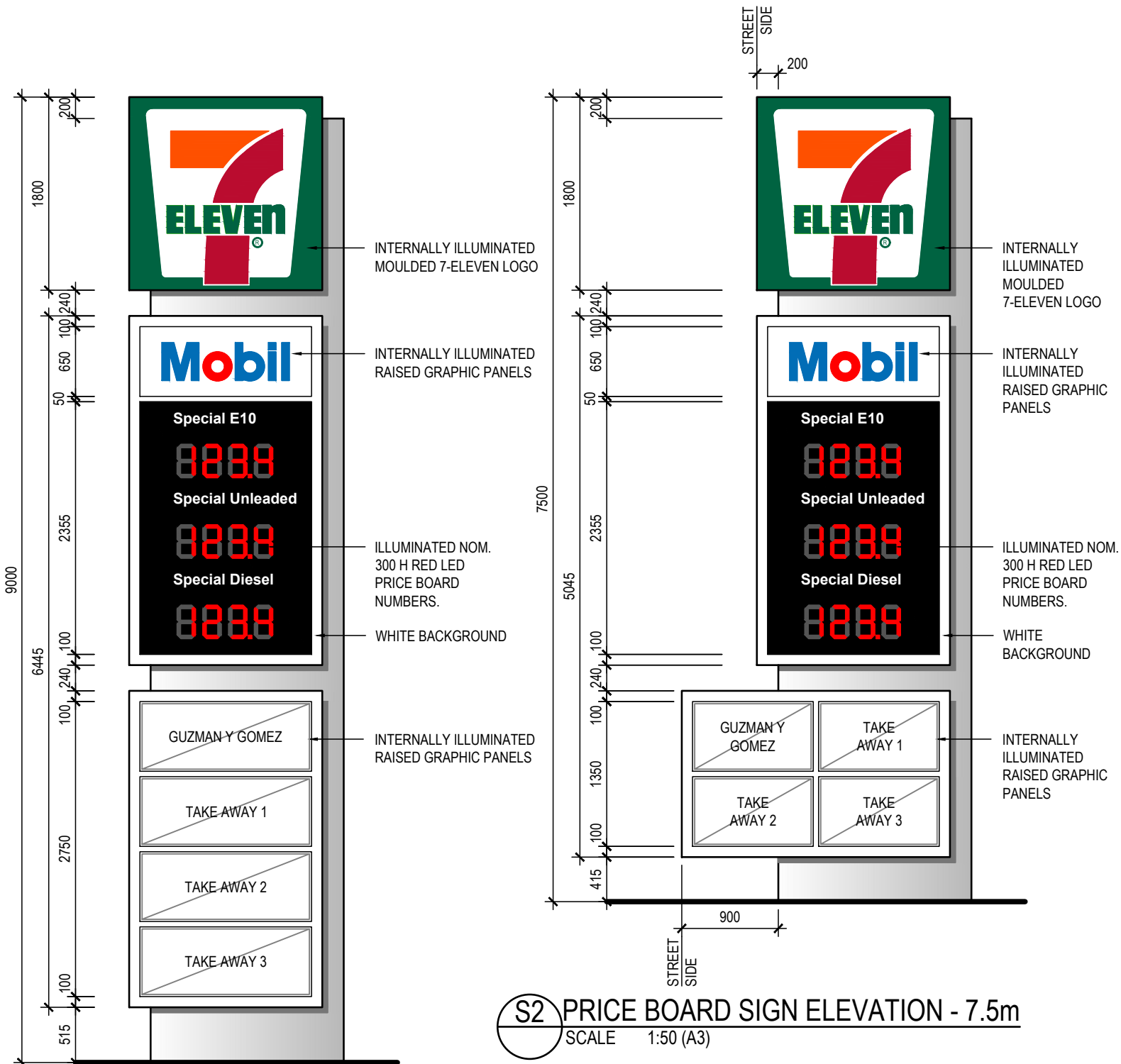
PROPOSED ELEVATIONS

SCALE 1:250

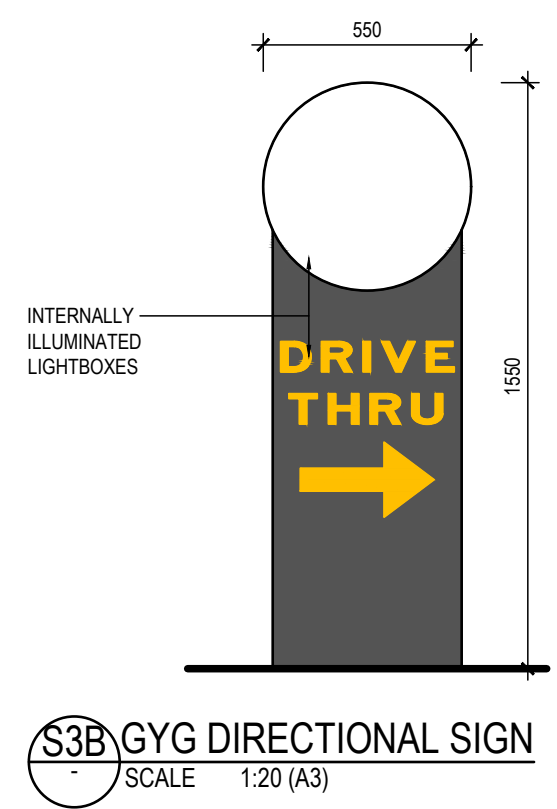
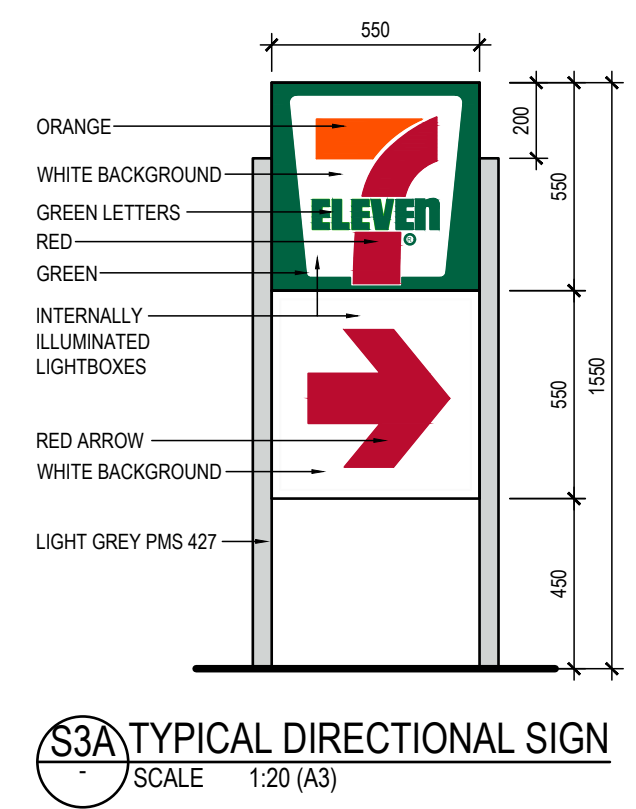
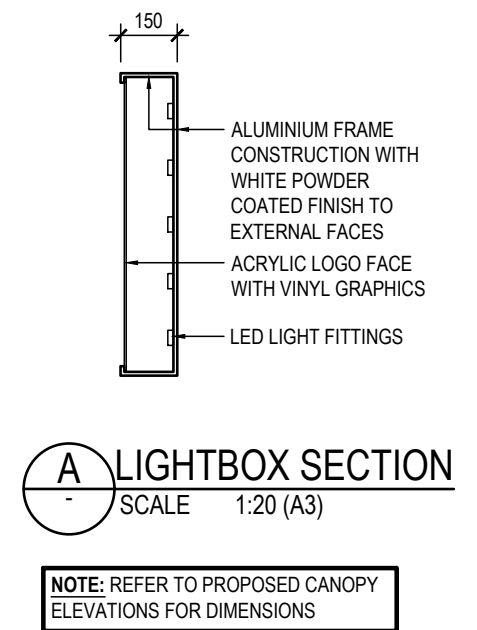
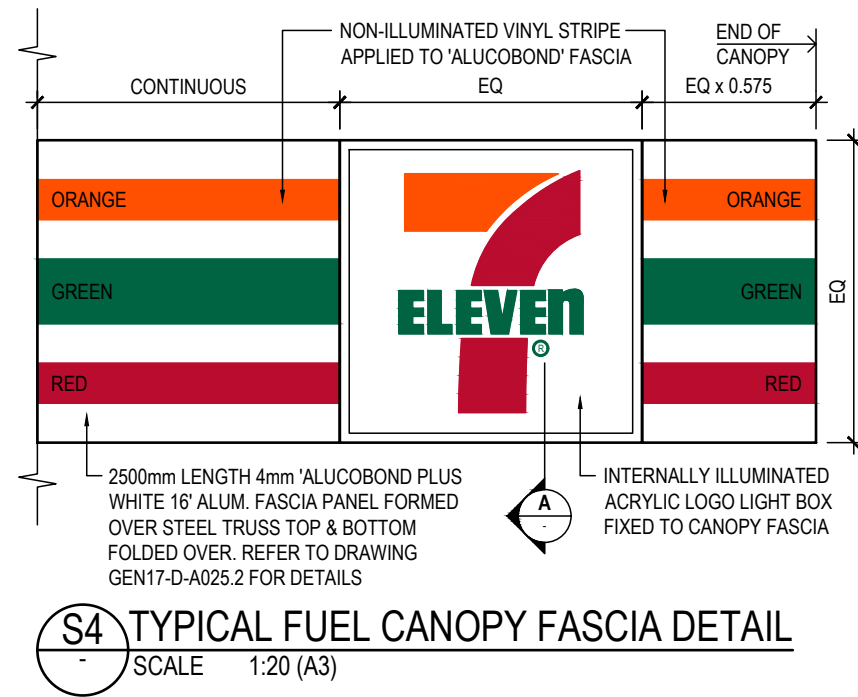
INTERNAL DRIVE THROUGH LANE
EAST ELEVATION - E6

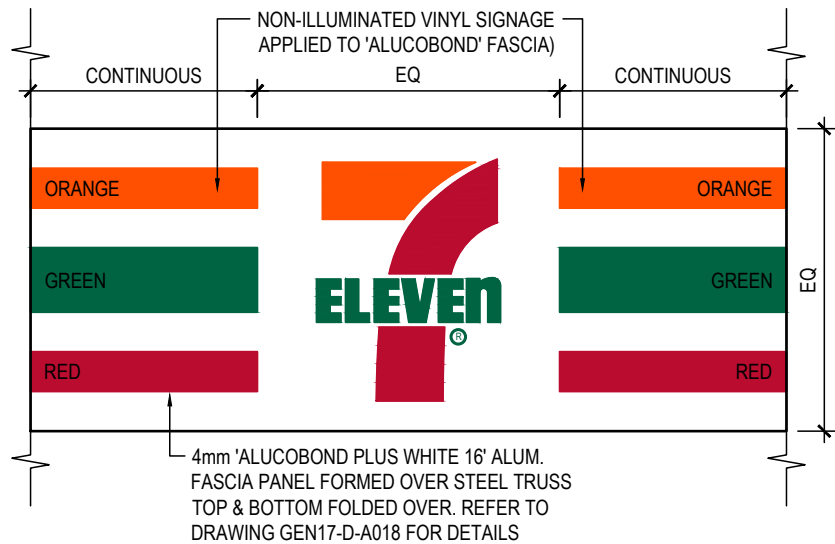
PROPOSED COMMERCIAL DEVELOPMENT
104 ERINDALE ROAD
BALCATT WA
for JOYRESS Pty Ltd

Date - 30.11.17
Design - IRJ
Drawn - SDS
Checked - SJH
Scale - 1:250
Job No. - 0651
Dwg - DA05
Rev - C

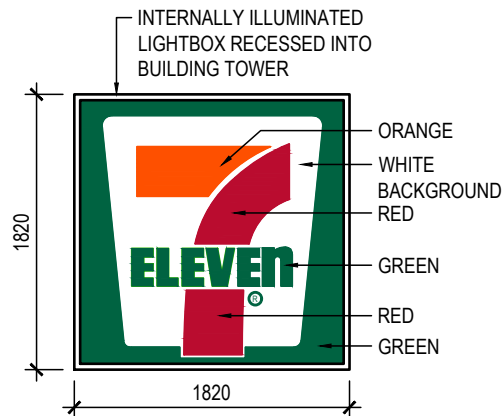


- PRICEBOARD NOTES**
1. PRODUCTS DISPLAYED ON PRICE BOARDS ARE INDICATIVE ONLY
 2. STEEL FRAME TO BE GALVANISED. REFER TO ENGINEER'S DETAIL FOR STRUCTURAL DETAIL

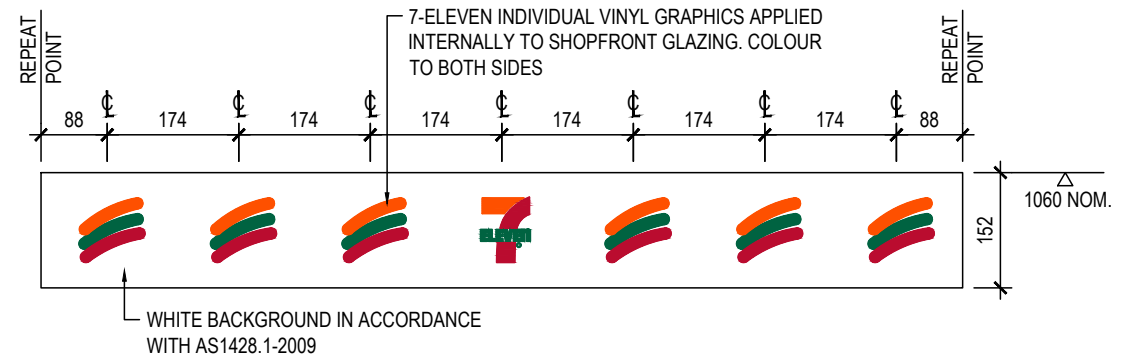




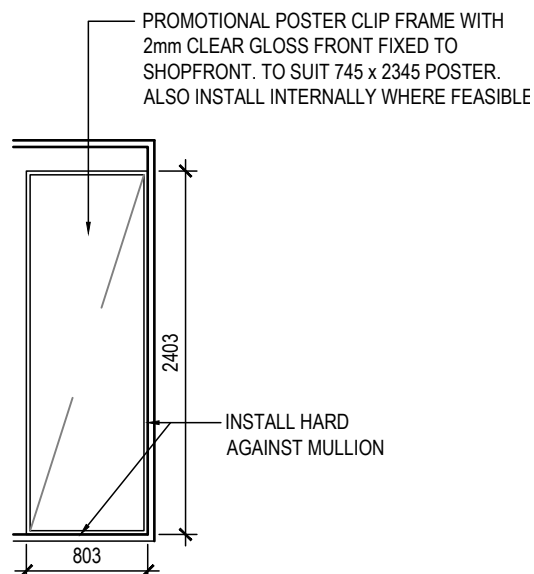
S30 TYPICAL BUILDING / AWNING FASCIA DETAIL
SCALE 1:20 (A3)
NOTE: REFER TO PROPOSED BUILDING ELEVATIONS FOR DIMENSIONS



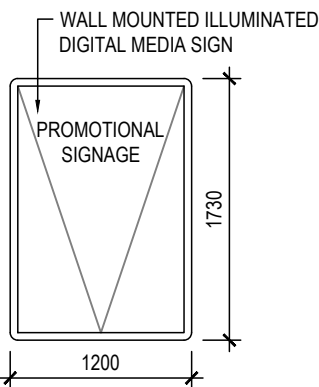
S31 TOWER LOGO
SCALE 1:50



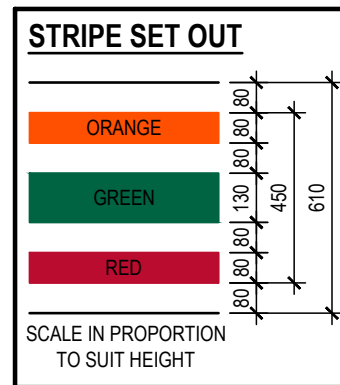
S32 WINDOW DECALS
SCALE 1:10 (A3)



S34 ENTRY POSTER HOLDER
SCALE 1:50 (A3)



S36 DIGITAL MEDIA SIGN
SCALE 1:50 (A3)



COLOUR LEGEND			
COLOUR	PANTONE	3M COLOUR REF.	
		NON-ILLUM.	ILLUM.
ORANGE	PMS 021C	7725-14	3630-44
GREEN	PMS 3425C	7725-56	3630-26
RED	PMS 200C	7725-63	3630-73



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

THIS DRAWING IS COPYRIGHT AND MUST NOT BE
RETAINED, COPIED OR USED WITHOUT THE
AUTHORITY OF HINDLEY & ASSOCIATES PTY LTD.
DO NOT SCALE FROM THIS DRAWING.

THE CONTRACTOR AND HIS SUBCONTRACTORS ARE
TO VERIFY ALL DIMENSIONS ON SITE BEFORE MAKING
SHOP DRAWINGS OR COMMENCING MANUFACTURE.

THIS IS A COMPUTER GENERATED DRAWING AND
SHALL NOT BE ALTERED BY HAND.

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



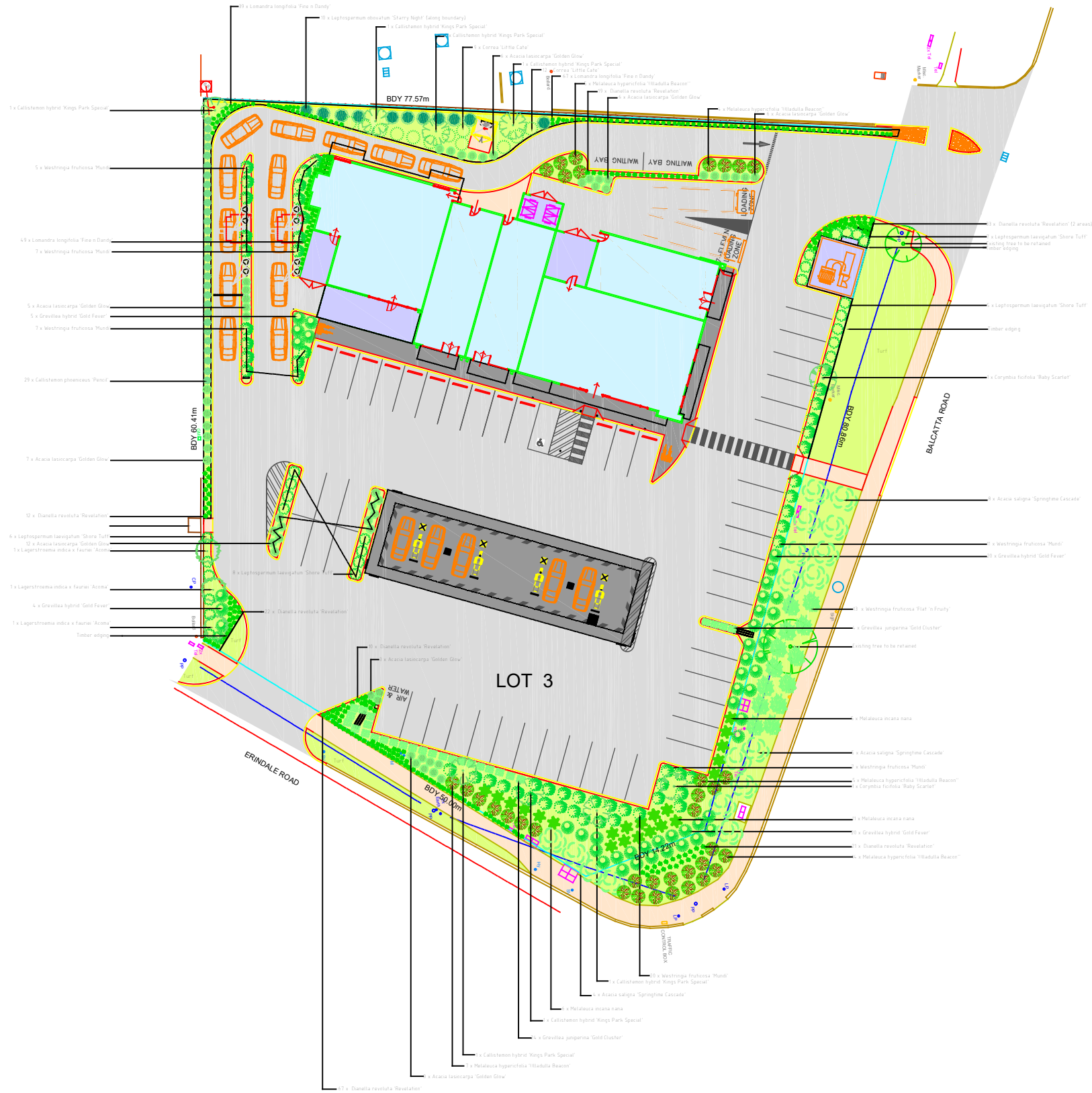
NO.	DATE	REVISION	DRAWN	CHECK
A	18.12.17	ISSUED FOR PLANNING APPROVAL	SDS	SJH

A3 SHEET

PROPOSED COMMERCIAL DEVELOPMENT
104 ERINDALE ROAD
BALCATTA WA
for JOYRESS Pty Ltd

Date - 30.11.17
Design - SDS
Drawn - SDS
Checked - SJH
Scale - AS SHOWN
Job No. - 0651
Dwg - **DA08**
Rev - **A**

PLANT SCHEDULE		
All plants depicted are at estimated mature size as an indication of the future landscape		
Shrubs and ground cover to be planted at minimum 14cm pot size		
Grasses to be planted at minimum 5cm pot size		
Site trees to be planted at minimum 11ltr pot size		
Number and Botanic Name	Height x Width	
Trees		
2 x <i>Corymbia ficifolia</i> 'Baby Scarlet'	3m x 3m	
3 x <i>Lagerstroemia indica</i> x <i>fauriei</i> 'Acoma'	3m x 3m	
7 x <i>Callistemon hybrid</i> 'Kings Park Special'	4m x 3m	
Shrubs		
29 x <i>Callistemon phoeniceus</i> 'Pencil'	2m x 80cm	
12 x <i>Correa</i> 'Little Cafe'	50cm x 15m	
11 x <i>Leptospermum obovatum</i> 'Starry Night'	2.5m x 2m	
26 x <i>Leptospermum laevigatum</i> 'Shore Tuff'	50cm x 12m	
24 x <i>Melaleuca incana nana</i>	1m x 1m	
Grasses		
185 x <i>Dianella revoluta</i> 'Revelation'	50cm x 55cm	
156 x <i>Lomandra longifolia</i> 'Fine n Dandy'	90cm x 40cm	
Ground cover		
53 x <i>Acacia lasiocarpa</i> 'Golden Glow'	25cm x 1m	
17 x <i>Acacia saligna</i> 'Springtime Cascade'	30cm x 3m	
28 x <i>Grevillea juniperina</i> 'Gold Cluster'	30cm x 80cm	
49 x <i>Grevillea hybrid</i> 'Gold Fever'	50cm x 15m	
35 x <i>Melaleuca hypericifolia</i> 'Madulla Beacon'	30cm x 15m	
13 x <i>Westringia fruticosa</i> 'Flat n Fruity'	30cm x 2m	
60 x <i>Westringia fruticosa</i> 'Mundi'	40cm x 15m	
Turf		
Wintergreen - roll on		



DISCLAIMER
All symbols and elements depicted in this plan are artistic representations to illustrate conceptual ideas and are subject to approval by the relevant professionals of authority.

It is the client's responsibility to ensure the required certifications, licenses and approvals are held prior to installation. Levels and measurements must be checked on site prior to construction.

This drawing is copyright protected and remains the property of Urban Retreat Garden Design.

CLIENT
Hindley and Associates

PROJECT
Proposed Commercial Development
104 Erindale Rd, Balcatta WA

DRAWING Landscape Plan

DATE 24.04.2018

PROJECT NUMBER C043_1774	REVISION 08
DESIGNER Amelia Coleman	

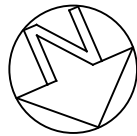
Scale @ A3 1:500

NOTES
See survey plan for levels.

All planting areas to be mulched to a depth of 75mm. Mulch is pine bark wood chips.

Lawn edging is pegged-in treated pine.

All garden beds to be irrigated with drop lines. Watering schedule to be per Water Corporation's Water Efficiency Measures guidelines.



COMMERCIAL AND RESIDENTIAL
LANDSCAPE DESIGN SERVICES

E:amelia@urbanretreatgardens.com.au
M:0438 926 313 P/F:08 9242 2806
ABN: 31694997428



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

THIS DRAWING IS COPYRIGHT AND MUST NOT BE
REPRODUCED, COPIED OR USED WITHOUT THE
AUTHORITY OF HINDLEY & ASSOCIATES PTY LTD.
DO NOT SCALE FROM THIS DRAWING.
THE CONTRACTOR AND HIS SUBCONTRACTORS ARE
TO VERIFY ALL DIMENSIONS ON SITE BEFORE MAKING
SHOP DRAWINGS OR COMMENCING MANUFACTURE.
THIS IS A COMPUTER GENERATED DRAWING AND
SHALL NOT BE ALTERED BY HAND.

HINDLEY & ASSOCIATES PTY LTD
AS TRUSTEE FOR
HINDLEY TRUST
ACN No. 088 989 904



NO:	DATE:	REVISION:	DRAWN:	CHECK:
A	10.12.17	ISSUED FOR PLANNING APPROVAL	SDS	SJH
B	20.12.17	711 CHANGES	SDS	SJH
C	12.02.18	GYG SIGNAGE GRAPHICS REMOVED	SDS	SJH
D	15.03.18	DIRECTIONAL SIGNS ALTERED	IJ	SDS
E	20.04.18	LANDSCAPING UPDATED	SDS	SJH

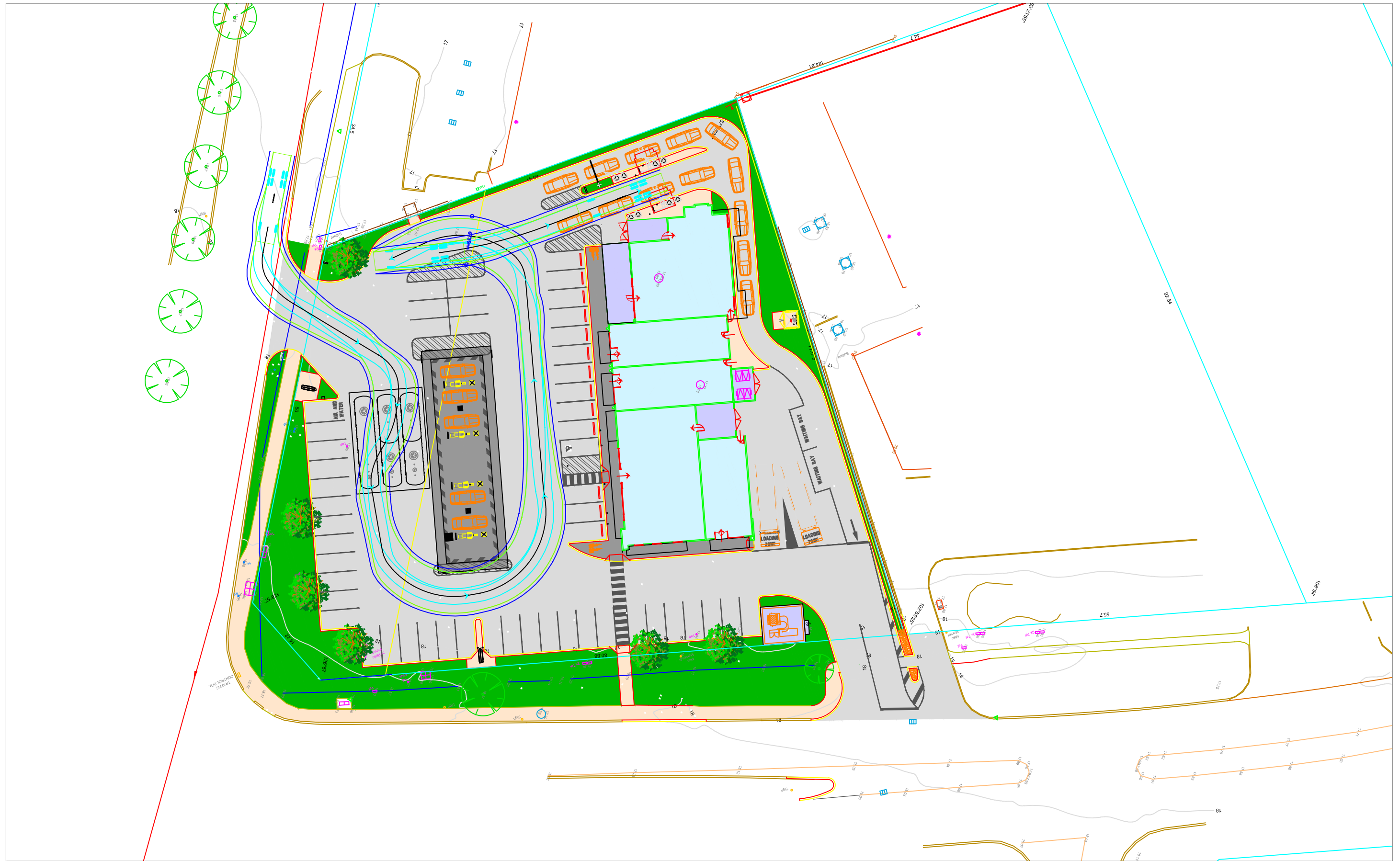
A3 SHEET

PERSPECTIVES

N.T.S.

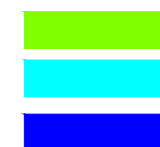
PROPOSED COMMERCIAL DEVELOPMENT
104 ERINDALE ROAD
BALCATT WA
for JOYRESS Pty Ltd

Date - 30.11.17
Design - IRJ
Drawn - SDS
Checked - SJH
Scale - N.T.S.
Job No. - 0651
Dwg - DA06
Rev - E



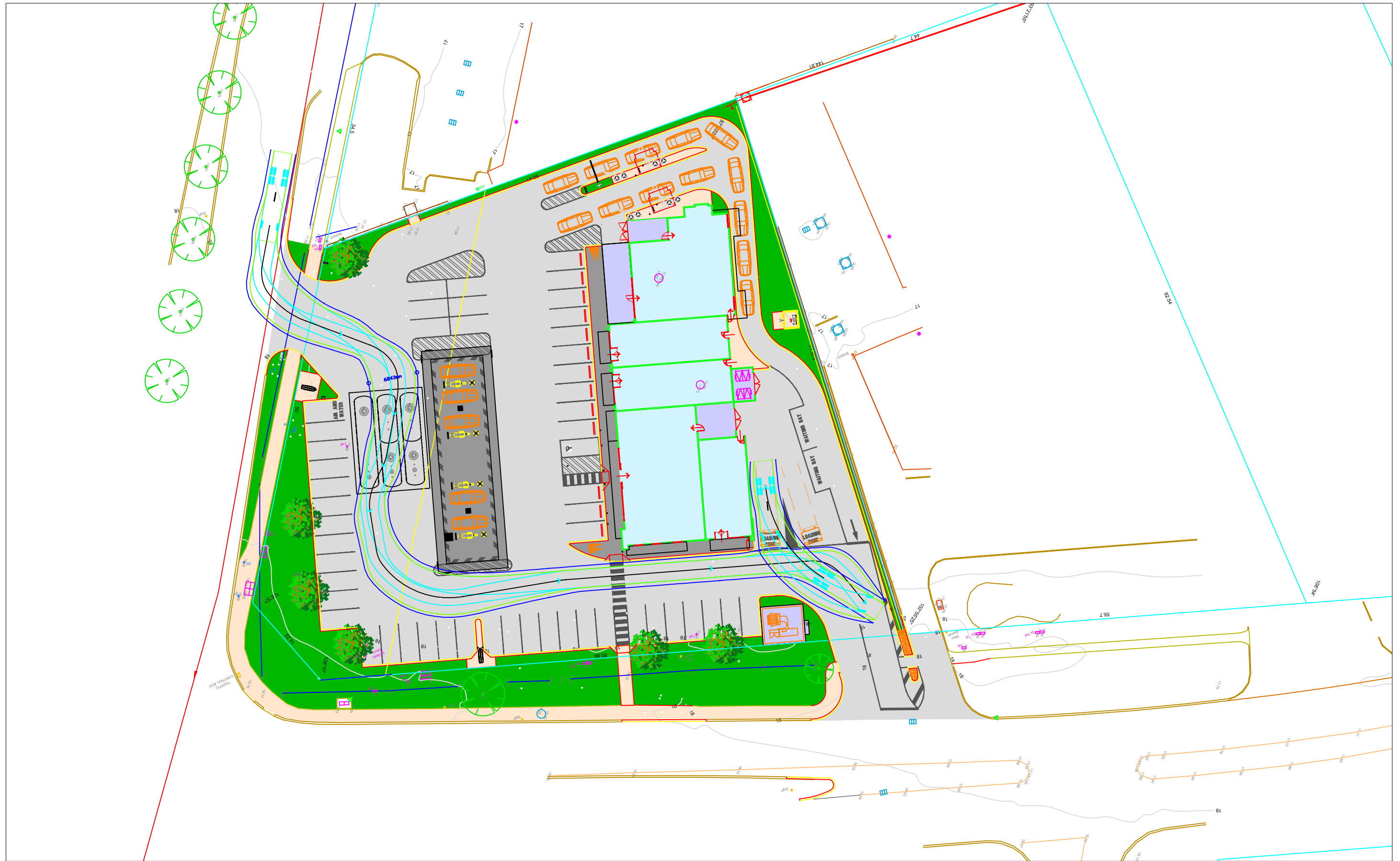
LOT 104 ERINDALE ROAD, BALCATT
 PROPOSED BALCATT ROAD DRIVEWAY CROSSOVER
 Austroads 2013: 12.5m SU Truck

LEGEND
 Vehicle Body
 Wheel Path
 500mm Clearance



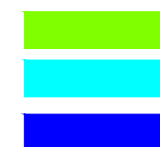
t17.290.sk02b
 SCALE 1:500 @A3
 30.04.2018





LOT 104 ERINDALE ROAD, BALCATT
 PROPOSED BALCATT ROAD DRIVEWAY CROSSOVER
 Austroads 2013: 12.5m SU Truck

LEGEND
 Vehicle Body
 Wheel Path
 500mm Clearance



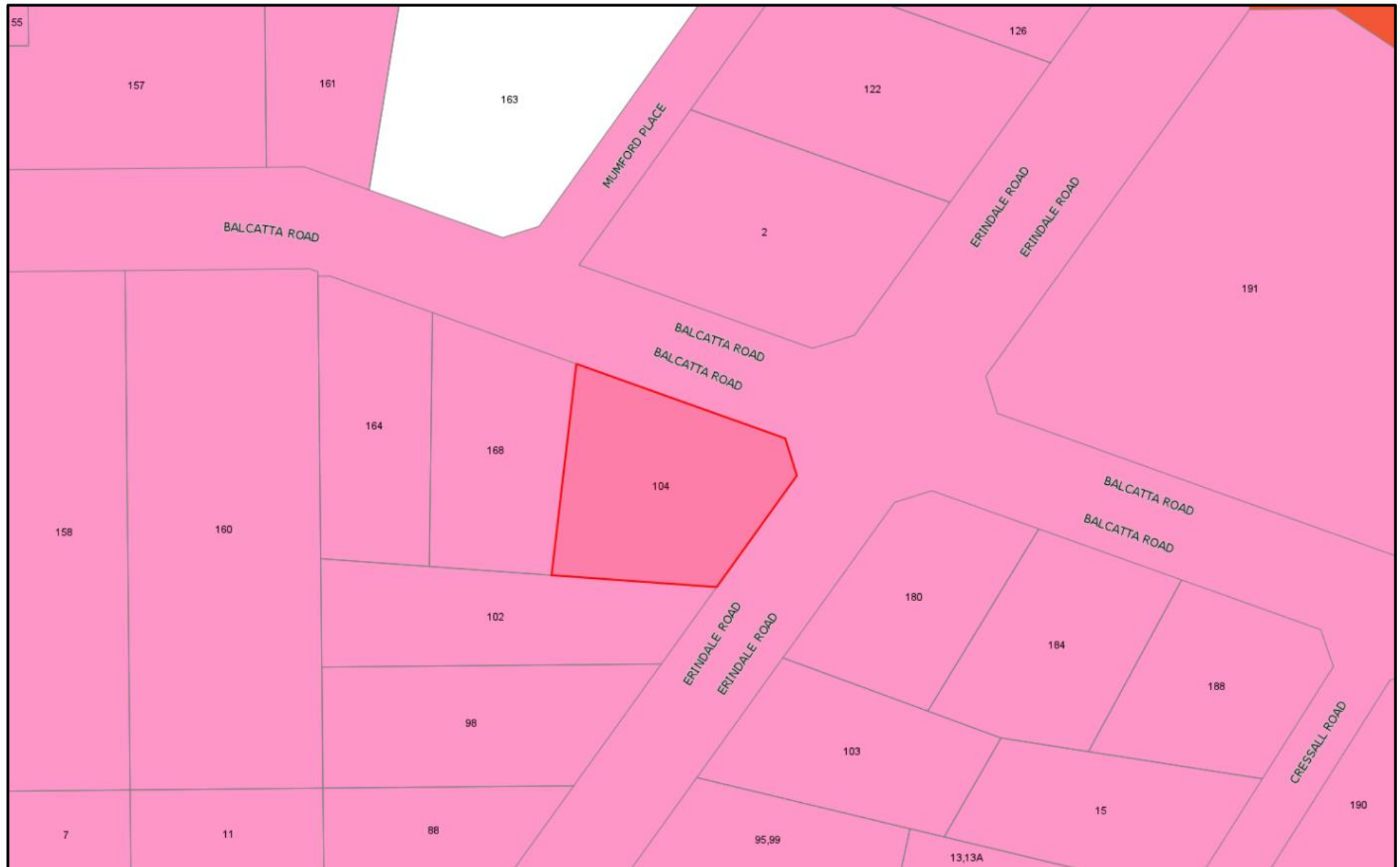
t17.290.sk4b
 SCALE 1:500 @A3
 30.04.2018



Attachment 2 – Aerial Location Plan

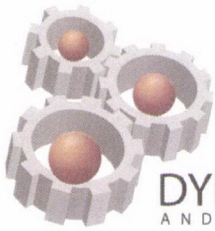


Attachment 3 – Metropolitan Regional Scheme (MRS) Zoning Map

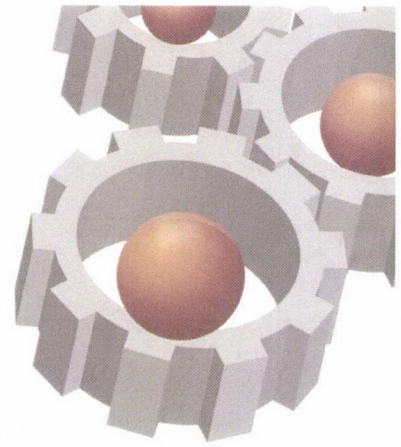


Attachment 4 – Local Planning Scheme No.3





DYNAMIC PLANNING
AND DEVELOPMENTS



Our Ref: 743

14 December 2017

Chief Executive Officer
City of Stirling
PO Box 1533
Osborne Park WA 6916

Attn: Nick John – Senior Planning Officer

Dear Sir/Madam,

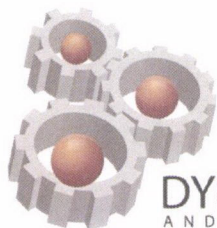
LOT 3 (No. 104) ERINDALE ROAD, BALCATT
APPLICATION FOR APPROVAL TO COMMENCE DEVELOPMENT

Dynamic Planning and Developments Pty Ltd act on behalf of the registered proprietor of Lot 3 (No. 104) Erindale Road, Balcatta (herein referred to as the 'subject site') in support of an Application for Approval to Commence Development for a Service Station, a Drive Through Fast Food Outlet and Restaurant and three (3) Fast Food Outlets.

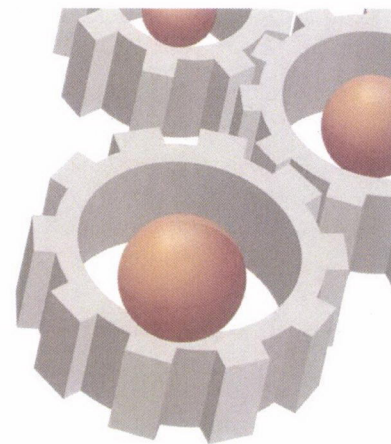
For submission purposes, we provide the following information as part of this submission:

- Copy of the applicable Certificate of Title pertaining the subject site (**Attachment 1**);
- Development Plans depicting the proposed works (**Attachment 2**);
- Landscaping Plan (**Attachment 3**);
- Traffic Impact Assessment (**Attachment 4**)
- Completed and Signed Application for Planning Approval forms;
- This detailed assessment and justification of the development application; and
- A completed Credit Card Authorisation Form for the relevant application fee of \$12,739.00

The sections below will explain the details of the proposal further.



DYNAMIC PLANNING
AND DEVELOPMENTS



SITE DETAILS

Legal Description

Lot 3 (No. 104) Erindale Road, Balcatta is legally described as "Lot 3 on Plan 53280" and is wholly contained on Volume 1489; Folio 351.

The subject site has a total area of 5,025m².

A copy of the Certificate of Title pertinent to the subject site is contained in **Attachment 1**.

Regional & Local Context

The subject site is located within the municipal locality of the City of Stirling in the suburb of Balcatta. The site is zoned 'Mixed Business' under the City of Stirling Local Planning Scheme No.3 (LPS 3).

The subject site is afforded the luxury of two (2) street frontages on Erindale Road and Balcatta Road. The subject site is also within close proximity of Reid Highway and the Mitchell Freeway which are reserved as 'Primary Regional Roads', under the provisions of the Metropolitan Region Scheme (MRS).

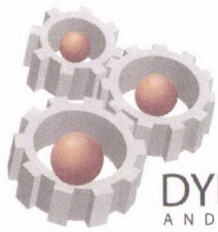
Due to the subject site's access to the aforementioned regional road network, the greater Perth Metropolitan Region can be accessed with ease and efficiency.

Figure 1 depicts the subject site within its regional context.

The subject site is situated within the established industrial area of Balcatta. The area comprises of an array of industrial uses including warehouses, storage facilities and light industry. In addition to the surrounding industrial uses, there is also a prevalence of Mixed Business use along key transport routes that benefit from the large volumes of traffic throughout the area.

The subject site is easily accessible by virtue of its location on the corner of Erindale Road and Balcatta Road and as such, is afforded with excellent exposure and connections to the wider metropolitan road network.

Figure 2 depicts the subject site within its local context.



DYNAMIC PLANNING
AND DEVELOPMENTS

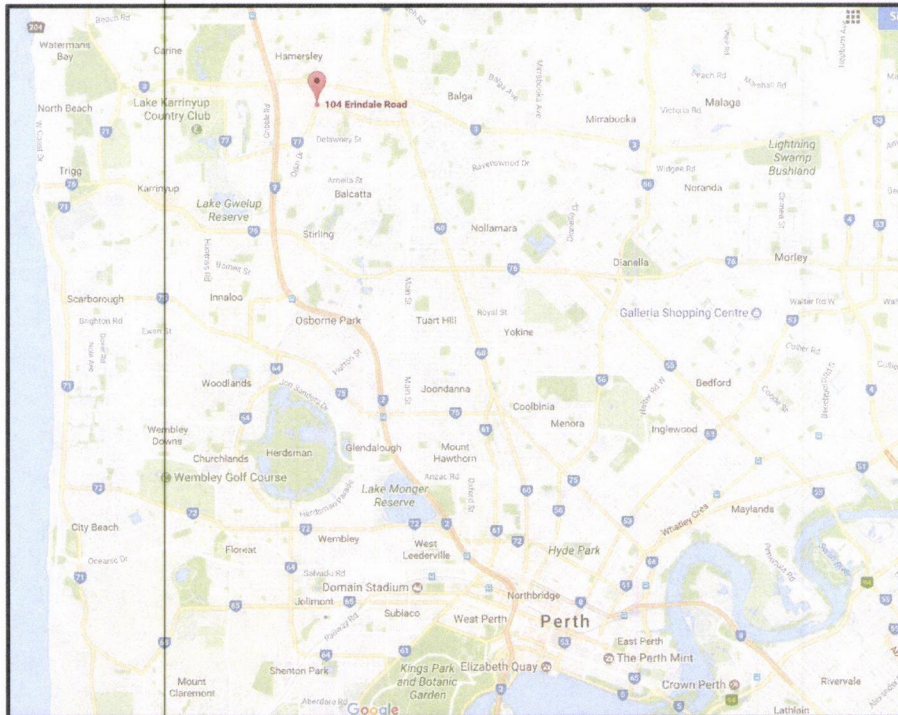
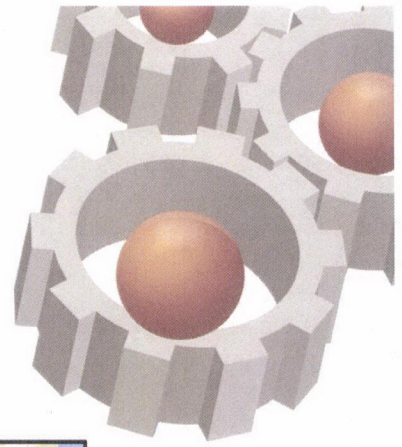


Figure 1 – Regional Context of Subject Site

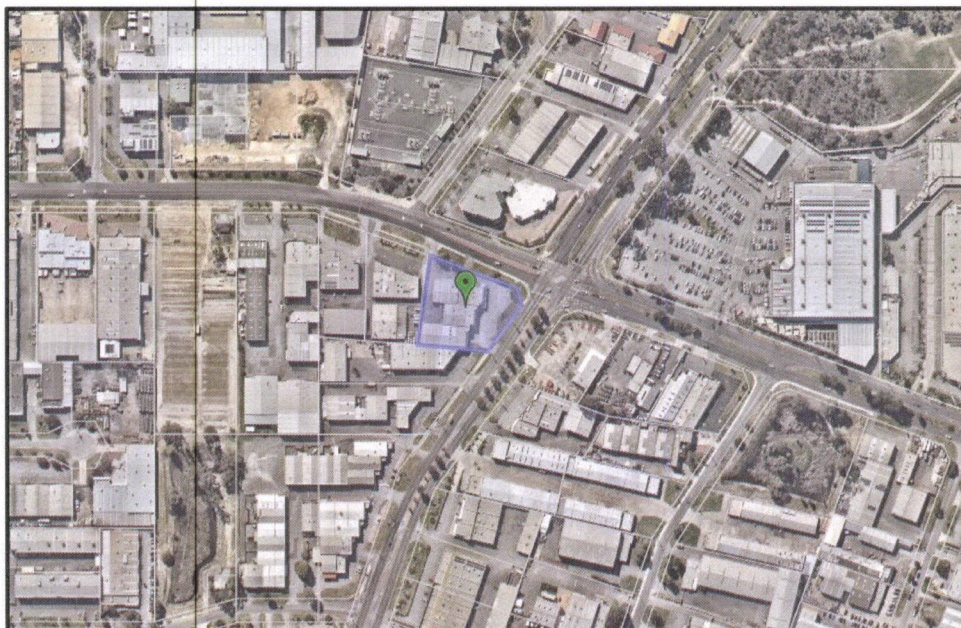


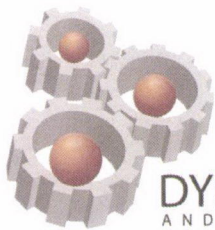
Figure 2 – Local Context Aerial View of Subject Site

| Suite 15/29 Collier Road Morley WA 6062 | P.O. Box 688 Inglewood WA 6932 | (08) 9275 4433 | (08) 9275 4455

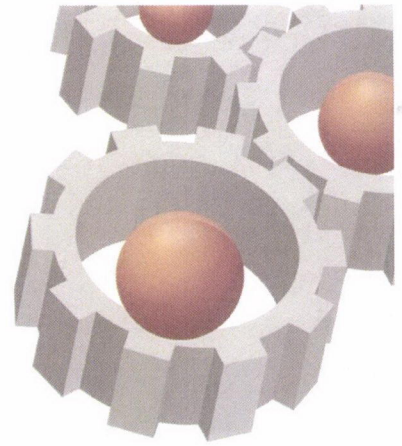
DYNAMIC CREATIVE PROACTIVE INNOVATIVE PASSIONATE

admin@dynamicplanning.net.au

www.dynamicplanning.net.au



DYNAMIC PLANNING
AND DEVELOPMENTS



Existing Use

Currently the subject site is occupied by a two (2) storey mixed use commercial development that includes a range of 'Office' and 'Showroom' uses.

Currently the site is accessible via three separate crossovers with a left in, left out cross over on Erindale Road and both a left in left out and a full access cross over on Balcatta Road. Service vehicles presently access the site from Balcatta Road with the service entries located at the rear of the property on the western boundary.

The existing buildings are quite old in appearance and are setback a distance of 18m from Erindale Road and 6m from Balcatta Road. Images of the subject site have been provided below in figures



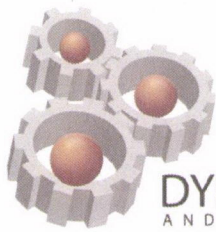
Figure 3 – Image of the subject site from the Erindale/Balcatta Road intersection.

| Suite 15/29 Collier Road Morley WA 6062 | P.O. Box 688 Inglewood WA 6932 | (08) 9275 4433 | (08) 9275 4455

DYNAMIC CREATIVE PROACTIVE INNOVATIVE PASSIONATE

admin@dynamicplanning.net.au

www.dynamicplanning.net.au



DYNAMIC PLANNING
AND DEVELOPMENTS

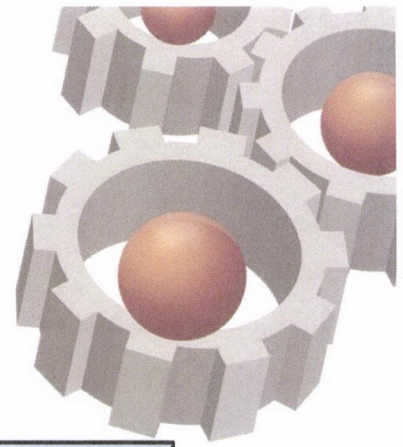


Figure 4 – Image of the subject site from the existing Erindale Road crossover.

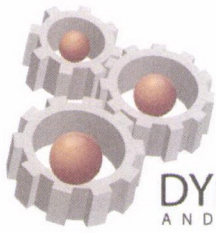
PROPOSAL:

This development application is seeking approval for a Service Station, a Drive through Fast Food Outlet and Restaurant and three (3) Fast Food Outlets, the layout of the proposed development has been outlined in the accompanying Development Plans (**Attachment 2**).

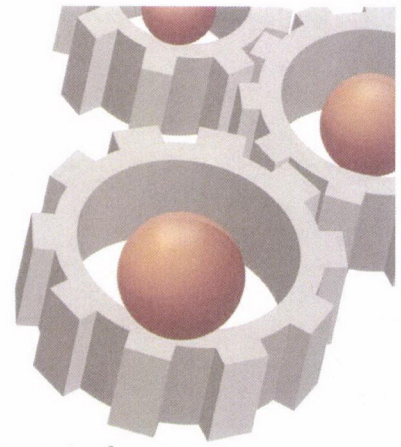
The proposed development seeks to maximise the sites development potential and take full advantage of its great proximity at the corner of two major roads. The proposed development is also consistent with the 'Mixed Business' zoning and will replace an aging development which will improve the functionality and general appearance of the site.

A brief summary of the proposal has been provided below with a more in-depth overview and analysis in succeeding sections.

- Five (5) separate commercial tenancies which includes a 7-Eleven service station;
- A fuel canopy that is capable of servicing eight (8) vehicles at any one time;
- A 13 car dual lane drive through area;
- Three (3) separate loading bays;
- Air and water facilities; and
- 75 onsite car bays inclusive of the 13 car drive through, 2 waiting bays, 8 filling stations and the air and water bay.



DYNAMIC PLANNING
AND DEVELOPMENTS



In addition to the above the proposed opening hours for the respective tenancies have been summarised below:

- 7-Eleven: 24/7
- Proposed Drive Through Fast Food Outlet/Restaurant: 10am to 11pm
- Proposed Fast Food Outlets: 8am to 10pm

Land Use and Permissibility

Metropolitan Region Scheme

The subject site is zoned 'Industrial' under the provisions of the Metropolitan Region Scheme (MRS). It is noted that the subject site is not affected by, nor does it abut an MRS road reserve as displayed in Figure 5 below.



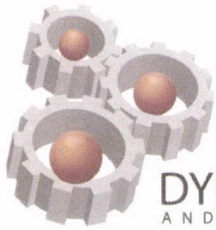
The proposed development is considered to be consistent with the 'Industrial' MRS zoning and warrants approval.

| Suite 15/29 Collier Road Morley WA 6062 | P.O. Box 688 Inglewood WA 6932 | (08) 9275 4433 | (08) 9275 4455

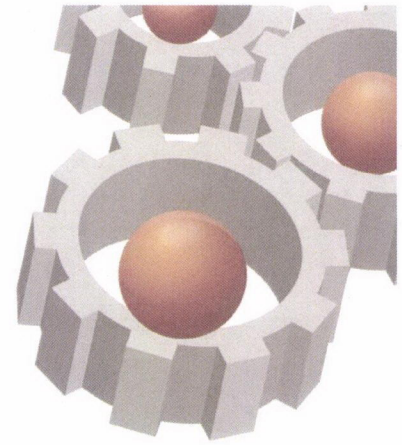
DYNAMIC CREATIVE PROACTIVE INNOVATIVE PASSIONATE

admin@dynamicplanning.net.au

www.dynamicplanning.net.au



DYNAMIC PLANNING
AND DEVELOPMENTS



City of Stirling – Local Planning Scheme No. 3

Objectives of the Mixed Business Zone

The subject site falls within the area covered by the City of Stirling Local Planning Scheme No. 3 (LPS No. 3). Under the provisions of LPS No. 3, the subject site is zoned 'Mixed Business'. The objectives of the 'Mixed Business' zone as stated within LPS No. 3 are to:

- a) To facilitate a development mix of showrooms and service industry of a higher aesthetic quality located on major traffic routes;*
- b) To provide a more intense commercial business development form within established industrial areas of the City.*
- c) To ensure that traffic management, road safety, site access, onsite parking, building design and streetscape appearance are not compromised*

The proposed development is considered to complement surrounding showroom and service industrial uses whilst also creating an aesthetically pleasing development outcome at the corner of two key traffic routes.

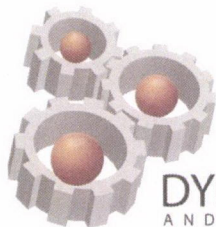
In addition to the above the proposed development will also intensify the land uses on the subject site which is in line with the commercial objectives of the 'Mixed Business' zone and shall also provide complementary services to the wider Balcatta Industrial Area.

As is the case with all service station developments, traffic management and movement throughout the site was of paramount importance in the project planning phase to ensure that safety, access and parking requirements are met. In order to demonstrate that the proposed development appropriately addresses traffic management and road safety, a Traffic Impact Assessment has been prepared by Transcore. This has been discussed further in succeeding sections. It is considered that the development outcome proposed adequately addresses traffic issues whilst also promoting engagement with the streetscape as much as possible in light of the relevant development standards.

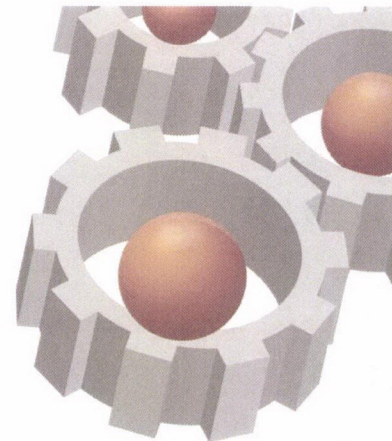
With the above in mind, the proposed development is considered consistent with the objective of the 'Mixed Business' zone and warrants favourable consideration and approval accordingly.

Zoning Table

Under the provisions of the City of Stirling Local Planning Scheme No. 3 (LPS 3), 'Service Station' is defined as:-



DYNAMIC PLANNING
AND DEVELOPMENTS



Service Station

"...premises used for:

- a) the retail sale of petroleum products, motor vehicle accessories and goods of an incidental/convenience retail nature; and*
- b) the carrying out of greasing, tyre repairs and minor mechanical repairs to motor vehicles, but does not include premises used for a transport depot, panel beating, spray painting, major repairs or wrecking."*

The proposed development also includes a 'Drive Through Fast Food Outlet' use that also includes a 'Restaurant' use aspect and a 'Fast Food Outlet' use, which are defined as:-

Drive through Fast Food Outlet:

"...a fast food outlet which includes the sale and serving of food or beverage direct to persons driving or seated in motor vehicles. The term may or may not include the preparation of food for sale and consumption within the building, or portion thereof."

Restaurant:

"...premises where the predominant use is the sale and consumption of food and drinks on the premises and where seating is provided for patrons, and includes a restaurant licensed under the Liquor Licensing Act 1988."

Fast Food Outlet:

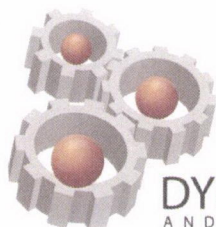
"...premises used for the preparation, sale and serving of food or beverages to customers in a form ready to be eaten without further preparation, primarily off the premises."

For the purpose of assessing the land use permissibility under the zoning table in LPS 3, 'Service Station', 'Drive through Fast Food Outlet', 'Restaurant' and 'Fast Food Outlet' are considered the most applicable use classes to define the uses proposed as part of this development.

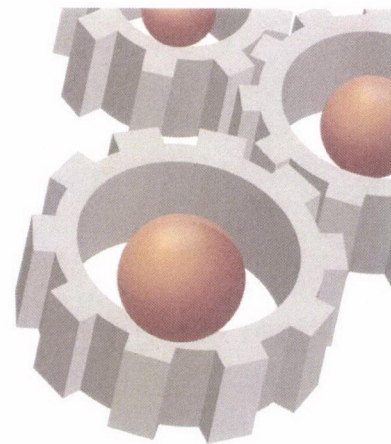
The subject site is zoned 'Mixed Business' and under the provisions of LPS 3, the abovementioned uses attract the following classifications:

- 'Service Station' is a discretionary (D) use;
- 'Drive Through Fast Food Outlet' is a discretionary (D) use;
- 'Restaurant' is a discretionary (D) use; and
- 'Fast Food Outlet' is a discretionary (D) use.

Based on the abovementioned use classifications the proposed land uses are all capable of being approved subject to the development requirements being considered and satisfied on merit.



DYNAMIC PLANNING
AND DEVELOPMENTS



Development Requirements

With regard to the relevant development requirements, the proposal has been assessed against the provisions contained in the following documents:

- *City of Stirling – Local Planning Policy 4.3 – Mixed Business Design Guidelines*
- *City of Stirling – Local Planning Policy 6.6 – Landscaping*
- *City of Stirling – Local Planning Policy 6.3 – Bin Storage Areas*
- *City of Stirling – Local Planning Policy 6.7 – Parking and Access*
- *City of Stirling – Local Planning Policy 6.1 – Advertising Signs*

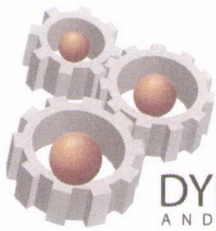
Any variations to the relevant development requirements will be noted in **red** with justification provided in the succeeding section.

City of Stirling – Local Planning Policy 4.3 – Mixed Business Design Guidelines

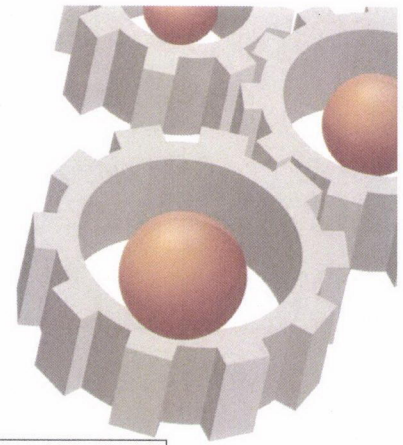
The subject site is located within the Balcatta Industrial Precinct and is zoned 'Mixed Business.' In accordance with the subject sites zoning the relevant development requirements are outlined in Policy 4.4 – Mixed Business Design Guidelines. Table 1 identifies and addresses the relevant design requirements.

Table 1 – Mixed Business Design Guidelines

Design Requirements	Proposed Developments Compliance
Lot Layout	
Minimum Lot Area <ul style="list-style-type: none">• All lots will have a minimum lot size of 2000m².	<ul style="list-style-type: none">• The existing lot is 5,025m². It is considered that the proposed development being considered on the existing lot is a preferable outcome than if subdivision were to occur and multiple developments with more crossovers and a less holistic approach to redevelopment.
Minimum Width of Lot <ul style="list-style-type: none">• 30m minimum.	<ul style="list-style-type: none">• The existing lot width exceeds 30m on both the Balcatta Road and Erindale Road frontages.
Built Form and Design	
Street Setbacks: <ul style="list-style-type: none">• 1.5m landscaping strip on all street frontages;• 20m building setback on primary street frontages; and• Secondary street setbacks may be reduced to 6m on lots less than 2000m².	<ul style="list-style-type: none">• The proposed development includes a 1.5m landscaping strip on both street frontages.• The proposed development achieves an average 20m setback from Erindale Road (Primary Street) with a minor portion of the fuel canopy being located inside the setback area due to the orientation of the lot and buildings.• The proposed development is setback 15m from Balcatta Road (Secondary Street) in lieu of the required 20m as the lot size exceeds 2,000m².



DYNAMIC PLANNING AND DEVELOPMENTS



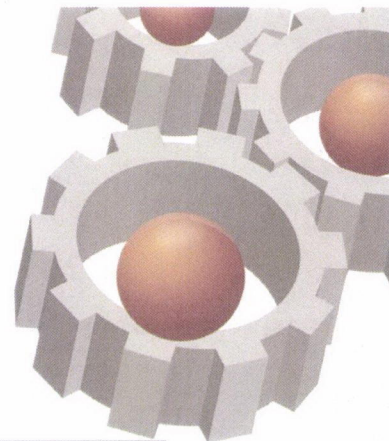
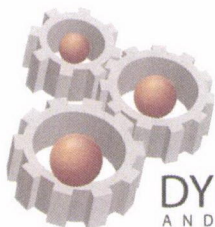
Street Façade <ul style="list-style-type: none"> Implement at least three of the following: <ol style="list-style-type: none"> Openings; Awnings over windows; Use of different colours and textures; and Indentations and extrusions with details to break the building into individual elements. The façade of buildings facing the street shall be constructed of brick, stone, glass or painted or rendered concrete; The use of taller parapets and/or awnings is encouraged above the entrance of the buildings to clearly identify the entry point. 		<ul style="list-style-type: none"> The proposed development includes all four of the listed design elements which leads to a positive development outcome that engages with the streetscape. The external façade of the building will use painted or rendered concrete and glass for the windows. The entry to each of the proposed tenancies includes awnings and also signage to clearly identify the pedestrian entry and also provide weather protection.
Corner Sites <ul style="list-style-type: none"> Buildings located on corner sites are encouraged to give additional prominence to the street corner by using landmark features such as: <ol style="list-style-type: none"> Architectural roof features that protrude above the normal roof line; Increase parapet heights with additional detail, colour and textures; and Increase the number of storeys at the street corner. 		<ul style="list-style-type: none"> The proposed development has included two large feature walls that extend above the roofline in order to give the corner site more prominence architecturally.
Streetscape Relationship		
Activity and Uses: <ul style="list-style-type: none"> Showroom and other active commercial uses shall be located on the ground floor level; and Office and other non-active uses shall be located on upper levels. 		<ul style="list-style-type: none"> The proposed development is a single storey commercial development with a mix of active uses.
Use of Setback Area <ul style="list-style-type: none"> Setbacks shall not be used for the parking of vehicles that are being wrecked or repaired, the storage of materials, products, by-products or wastes or the storage 		<ul style="list-style-type: none"> The proposed setback areas will not be used for any of these purposes, they will simply be used for the parking of vehicles.

| Suite 15/29 Collier Road Morley WA 6062 | P.O. Box 688 Inglewood WA 6932 | (08) 9275 4433 | (08) 9275 4455

DYNAMIC CREATIVE PROACTIVE INNOVATIVE PASSIONATE

admin@dynamicplanning.net.au

www.dynamicplanning.net.au



<ul style="list-style-type: none"> of fuel, except in underground tanks; and The primary and secondary setback areas (excluding the landscaping strip) shall only be used for the parking of vehicles, loading/unloading, trade display, landscaping and access, and not for the storage of materials. 	
Weather Protection <ul style="list-style-type: none"> An awning shall be provided along the frontage of all buildings facing the primary street covering the 1.5m wide footpath in order to afford weather protection for pedestrians. 	<ul style="list-style-type: none"> As discussed above the proposed development includes awnings above the entry to all tenancies in order to provide adequate weather protection.
Access and Parking	
Vehicle Access <ul style="list-style-type: none"> All vehicle movements shall be able to enter and exit the site in a forward gear. 	<ul style="list-style-type: none"> As demonstrated by the vehicle swept paths in the attached Traffic Impact Assessment, all vehicle movements can be made successfully on site including access and egress in a forward gear.
Pedestrian Access <ul style="list-style-type: none"> Pedestrian access, in the form of a footpath, shall be provided from the parking area to the entry point of the proposed development. 	<ul style="list-style-type: none"> There are a range of footpaths provided between the parking area and the buildings including two zebra crossings to facilitate safe pedestrian movements.
Crossovers <ul style="list-style-type: none"> A maximum of two crossovers shall be permitted for all sites, one for entry and one for exiting. 	<ul style="list-style-type: none"> Two (2) crossovers are proposed. It is noted that presently the site has three (3) crossovers and the proposed development seeks to rectify this non-compliance and close one crossover.

City of Stirling – Local Planning Policy 6.6 – Landscaping

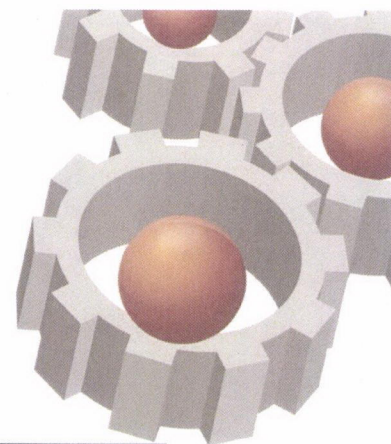
In accordance with the City of Stirling Landscaping Policy, we have attached a proposed landscaping plan (**Attachment 3**) that addresses the requirements of Local Planning Policy 6.6 (LPP6.6). A summary of the requirements that have been addressed has been summarised below in Table 2.

Table 2 – Landscaping Requirements

Landscaping Areas	
<ul style="list-style-type: none"> All individual planting areas, excluding those in or adjacent to public car parks, must have a minimum width in any direction 	<ul style="list-style-type: none"> The proposed landscaping plan proposes a minimum width of 1,000mm and will meet the minimum plantable area of 2m²



DYNAMIC PLANNING
AND DEVELOPMENTS



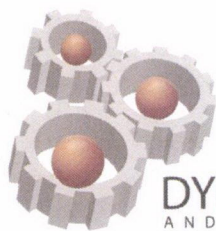
<p>of 500mm and a minimum plantable area of two square metres; and</p> <ul style="list-style-type: none">• The inclusion of verge areas (abutting the site) in the overall landscaping design is required.	<ul style="list-style-type: none">• The proposed landscaping plan incorporates the verge area associated with the subject site
Plant Numbers and Types	
<ul style="list-style-type: none">• All landscaped areas (beds) are required to be planted with a suitable number of plants that satisfy the objectives of this policy (plant numbers will be assessed with due regard to the eventual size of the species selected). Species should be chosen to suit the climate, environment, location and required function whilst taking into consideration surrounding landscapes. The use of native species is encouraged to reduce water and fertiliser use.	<ul style="list-style-type: none">• There are 387 plants proposed as part of the landscaping plan that we consider to meet the objectives of LPP6.6.
Reticulation and Mulching	
<ul style="list-style-type: none">• All landscaped areas shall be reticulated unless the applicant can provide satisfactory evidence that reticulation is not necessary. A minimum of 75mm of mulch (gravel not permitted) is to be applied to all landscaping beds.	<ul style="list-style-type: none">• All landscaped areas will be reticulated and mulched to the satisfaction of the City of Stirling.
Parking Areas	
<ul style="list-style-type: none">• A minimum of 1 tree per 6 bays (Minimum 45 litre for exotics and 11 litre for natives) is required in open parking areas. Shrubs are generally not permitted as they may interfere with sight lines in and around parking areas and driveways. Acceptable examples of tree planting patterns within car parking areas are shown in the following illustrations.	<ul style="list-style-type: none">• The proposed landscaping plan includes 47 trees that will grow to become at least 2m in height which exceeds the required minimum of 1 tree per 6 parking bays.
Specific Landscaping Provisions for Industrial Developments	
<ul style="list-style-type: none">• In the Balcatta Precinct and the Mixed Business zone, a minimum of one-sixth of the gross site area shall be landscaped. Landscaping should be provided primarily as	<ul style="list-style-type: none">• A total of 444m² of landscaping is proposed within the site boundaries which equals 8.8% of the total site.

| Suite 15/29 Collier Road Morley WA 6062 | P.O. Box 688 Inglewood WA 6932 | (08) 9275 4433 | (08) 9275 4455

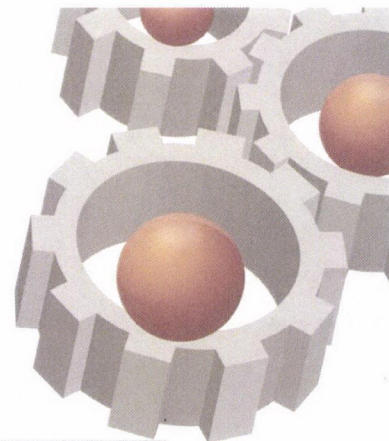
DYNAMIC CREATIVE PROACTIVE INNOVATIVE PASSIONATE

admin@dynamicplanning.net.au

www.dynamicplanning.net.au



DYNAMIC PLANNING
AND DEVELOPMENTS



<p>buffers to adjacent properties, and along the street boundary; and</p> <ul style="list-style-type: none"> In the Balcatta Precinct and the Mixed Business zone, a minimum landscaping strip of 6m wide along a primary road and 1.5m wide along a secondary road shall be provided, primarily as planting bed 	<ul style="list-style-type: none"> The proposed landscaping strip along both the primary and secondary street frontages is a minimum of 1.5m.
---	--

City of Stirling – Local Planning Policy 6.3 – Bin Storage Areas

Table 3 below provides an assessment of the proposed bin store against the provisions of Local Planning Policy 6.3.

Table 3 – Assessment of the proposed bin storage area

Bin Storage	
<ul style="list-style-type: none"> Bin stores shall have the following minimum sizes: <ol style="list-style-type: none"> 10m² Width of 3.5m 	<ul style="list-style-type: none"> The proposed bin store is 4.5m in width and a total of 16m² in area.
<p>Location of Bin Storage Area</p> <ul style="list-style-type: none"> Shall be located behind the building setback line; and Shall ensure that adequate space is available for the bulk refuse truck to access the bin area and manoeuvre. 	<ul style="list-style-type: none"> The proposed bin store is located behind the building setback back line and also behind the proposed buildings in order to appropriately screen it from the public streetscape. The proposed bin store area is easily accessible for a bulk refuse truck which has been demonstrated through the vehicle swept path analysis in the TIA.
<p>Design of Bin Storage Area</p> <ul style="list-style-type: none"> Shall be screened from view to a minimum height of 1.8m so that it is not visible from the street; Materials shall match with the building; Shall be sealed and regularly cleaned and maintained; and Stormwater and effluent drainage facilities shall be contained within this area. 	<ul style="list-style-type: none"> The proposed bin store will be an enclosure that screens bins to a height of approximately 1.8m with a gate at the entry to make the bin store accessible. Materials and colour scheme will be consistent with the proposed building. The bin store will be sealed and regularly cleaned and maintained. The proposed bin store will be appropriately drained.

City of Stirling – Local Planning Policy 6.7 – Parking and Access

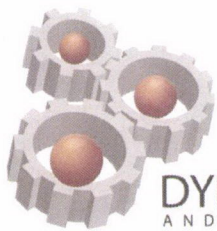
In accordance with the City of Stirling LPS 3, the parking and access provisions are outlined in Local Planning Policy 6.7 (LPP 6.7) – Parking and Access. The proposed development represents a need to provide parking in accordance with LPP 6.7.

| Suite 15/29 Collier Road Morley WA 6062 | P.O. Box 688 Inglewood WA 6932 | (08) 9275 4433 | (08) 9275 4455

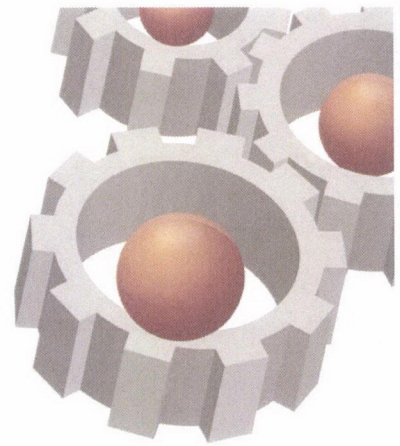
DYNAMIC CREATIVE PROACTIVE INNOVATIVE PASSIONATE

admin@dynamicplanning.net.au

www.dynamicplanning.net.au



DYNAMIC PLANNING
AND DEVELOPMENTS



A summary of the relevant parking requirements, applicable to the proposed uses, has been provided below. It is noted that in accordance with LPP6.7, there is no specific parking standard applicable to the land use 'Drive through Fast Food Outlet' however, based on historical approvals and assessment of other applications, we understand the relevant parking standard to be the same as that applied for the 'Fast Food Outlet' use.

*Restaurant, Fast Food Outlet, Reception Centre – 1 bay per 7m² of gross floor area.
Service Station – 3 bays per working bays.*

The total parking required for the proposed development is summarised in Table 2 below. Due to a proposed surplus of bicycle bays, a 5% reduction to the general parking requirements is available in accordance with Table 2 of LPP 6.7.

Table 4 – Parking Requirements

Land Use	Parking Requirement	Total area of land use / working bays	Number of bays required
Proposed Development			
Drive Through Fast Food Outlet	1 bay per 7m ² GFA	230m ²	32.9
Fast Food Outlet	1 bay per 7m ² GFA	292m ²	41.7
Service Station	3 bays per working bay	8 working bays	24
Total number of parking bays required			98.6 (99) bays
Less 5% dispensation for provision of bicycle racks			93.7 (94) bays
Total number of parking bays provided			75 bays
Parking compliance			19 bay shortfall

Based on the assessment detailed in Table 2 above, the proposal results in a **shortfall of 19 parking bays**. Whilst this shortfall may seem significant, it is considered justifiable for the reasons outlined in succeeding sections. The shortfall that is proposed as part of this development is also similar to other proposed service station developments in the area, specifically, a recently approved 'Service Station' and 'Drive Through Fast Food Outlet' at Lot 2 (No. 2) Kenhelm Street, Balcatta (DAP/16/01082). This development was approved with a 19% on-site shortfall when including the proposed drive through bays and the air and water bay. In this regard the 20% shortfall that results from the proposed development is considered appropriate.

In addition to the above parking assessment, LPP6.7 also requires that any development application proposing more than 50 bays shall submit an accompanying Traffic Impact Assessment Report (TIA). In accordance with this requirement, Transcore have completed a full TIA which can be found in **Attachment 4**. For ease of reference we provide the following commentary that summarises their findings:

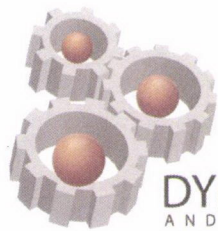
- The proposed development is expected to result in an additional 764 vehicles per day and 50 vehicles per hour in the PM peak period;

| Suite 15/29 Collier Road Morley WA 6062 | P.O. Box 688 Inglewood WA 6932 | (08) 9275 4433 | (08) 9275 4455

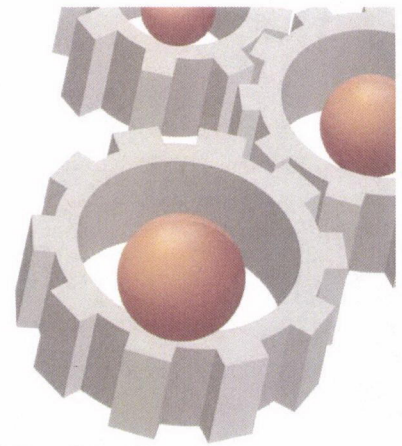
DYNAMIC CREATIVE PROACTIVE INNOVATIVE PASSIONATE

admin@dynamicplanning.net.au

www.dynamicplanning.net.au



DYNAMIC PLANNING
AND DEVELOPMENTS



- The two proposed crossovers will effectively cater to the additional traffic generated by the proposal without resulting in any negative impact on the site or the surrounding road network. This has been demonstrated through a SIDRA analysis;
- All required service vehicles can effectively navigate the site which has been demonstrated in the turn path analysis completed by Transcore; and
- The peak parking demand generated by the proposal is a total of 73 bays. The parking analysis completed by Transcore suggests that although a theoretical shortfall is proposed, when accounting for reciprocal parking arrangements between the tenancies the parking provision is considered to be sufficient.

In consideration of the abovementioned points, it is not expected that any significant parking problems will exist at the subject site as a result of the proposed development and the parking provision provided will be sufficient to cater the demand generated by the mixture of uses proposed.

City of Stirling – Local Planning Policy 6.1 – Advertising Signs

In accordance with the City of Stirling LPS 3, the relevant signage provisions are outlined in the Local Planning Policy 6.1 (LPP 6.1) – Advertising Signs. The proposed development includes a range of business identification signage and two pylon signs, as a result the proposed development requires assessment against LPP 6.1. Table 3 below provides an assessment of the proposed signage against the provisions of LPP 6.1. Please note that we are only seeking development approval for the proposed 7-Eleven signage.

Table 5 – Advertising Signs Assessment

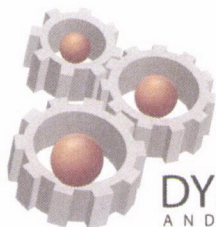
LPP 6.1 Design Requirements	Proposed Developments Compliance
General Development Provisions	
Design Advertising signs shall: <ul style="list-style-type: none">• Be incorporated into the overall design of the building;• Be in keeping with the scale and form of the building;• Not cause visual clutter of the streetscape or the building;• Not obscure any architectural features of the building;• Not extend beyond the boundary of a lot;• Not cause a nuisance, by way of light spillage, to abutting sites; and• Not comprise of flashing or running lights.	<ul style="list-style-type: none">• The proposed signage has been designed to suit the overall design of the building, using the architectural features of the building to frame the signage.• The proposed signage, including the monolith signs, are in keeping with the proposed scale and form of the building and are considered consistent with similar developments in the area.• As stated above the architectural features of the building frame the proposed signage rather than obscure them.• The signage will not extend beyond the boundary of a lot.

| Suite 15/29 Collier Road Morley WA 6062 | P.O. Box 688 Inglewood WA 6932 | (08) 9275 4433 | (08) 9275 4455

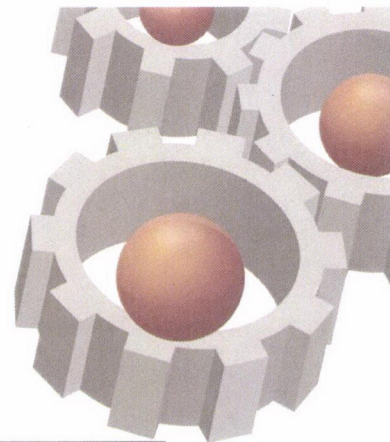
DYNAMIC CREATIVE PROACTIVE INNOVATIVE PASSIONATE

admin@dynamicplanning.net.au

www.dynamicplanning.net.au



DYNAMIC PLANNING
AND DEVELOPMENTS



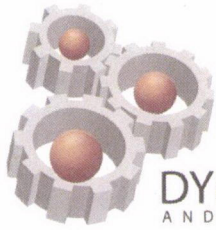
		<ul style="list-style-type: none"> The level of light emitted by the proposed signage will not cause light spillage onto adjoining properties. All illuminated signage will be static and not flashing.
Safety Advertising signs shall: <ul style="list-style-type: none"> Not pose a threat to public safety or health; Not obstruct visual sightlines of vehicles and/or pedestrians; Not interfere with or be likely to be confused with traffic control signals; and Not obstruct pedestrian movement. 		<ul style="list-style-type: none"> All signage will be constructed to the highest standard and will not cause a threat to pedestrian or traffic safety. Visual sightlines will remain unobstructed by the proposed pylon signage. Pedestrian movement through and around the sight will not be obstructed by any of the proposed signage.
Content Advertising signs shall: <ul style="list-style-type: none"> Not advertise services of products other than those available on the lot; and Not contain any discriminatory or offensive material. 		<ul style="list-style-type: none"> All of the proposed advertisements will advertise tenancies and products that are offered at the site. No discriminatory or offensive material will be displayed on the proposed signage.
Created Roof Signs		
Definition Sign which is affixed to the fascia or parapet, or forms part of a projection above the eaves or ceiling of the building and complements the architectural style of the building, but does not include a Roof Sign.		
Permissibility		The proposed created roof signage is permitted in the 'Mixed Business' zone.
Standards A created roof sign shall: <ul style="list-style-type: none"> Be limited to a maximum of one sign per tenancy on a lot; Be fixed parallel to the fascia or portion of the building to which it is attached; Not project more than 300mm from the portion of the building to which it is attached; Not be within 500mm of either end of the fascia, roof or parapet of the building; If the sign is less than 7.5m above natural ground level, then the 		<ul style="list-style-type: none"> There will be a limit of 1 created roof sign per tenancy. All of the proposed created roof signs will be located parallel with the fascia. None of the created roof signs will project more than 300mm off the building. None of the proposed created roof signs will be within 500mm of end of the fascia. None of the proposed created roof signs exceed 3m in area.

| Suite 15/29 Collier Road Morley WA 6062 | P.O. Box 688 Inglewood WA 6932 | (08) 9275 4433 | (08) 9275 4455

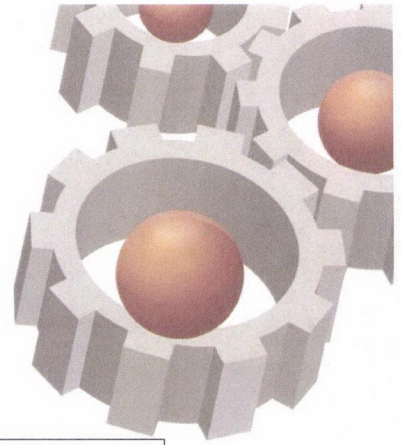
DYNAMIC CREATIVE PROACTIVE INNOVATIVE PASSIONATE

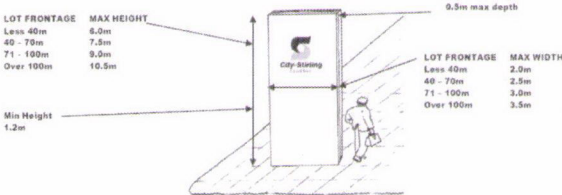
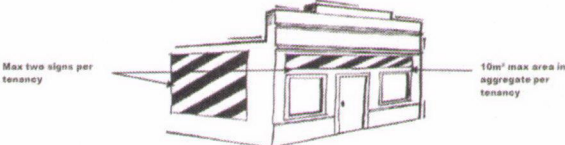
admin@dynamicplanning.net.au

www.dynamicplanning.net.au



DYNAMIC PLANNING
AND DEVELOPMENTS



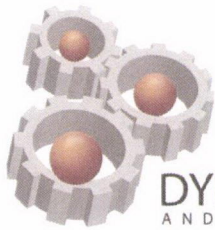
sign shall be limited to 3.0m ² in area;		
Monolith Signs		
Definition Sign which is not attached to a building with its largest dimension being vertical. Such a sign may consist of a number of modules and is generally uniform in shape from ground level to the top of the sign and is greater than 1.2m in height.	 <p>The diagram illustrates a monolith sign with various dimensions labeled. On the left, 'LOT FRONTAGE' is categorized into four ranges: Less 40m, 40 - 70m, 71 - 100m, and Over 100m, with corresponding 'MAX HEIGHT' values of 5.0m, 7.5m, 9.0m, and 10.5m. A 'Min Height' of 1.2m is also indicated. On the right, 'LOT FRONTAGE' is categorized into four ranges: Less 40m, 40 - 70m, 71 - 100m, and Over 100m, with corresponding 'MAX WIDTH' values of 2.0m, 2.5m, 3.0m, and 3.5m. A '0.5m max depth' is also noted. A person is shown next to the sign for scale.</p>	
Permissibility	The proposed pylon signs are permitted within the 'Mixed Business' zone.	
Standards Monolith Signs shall:	<ul style="list-style-type: none">• Be limited to a maximum of one free standing sign on a lot;• Not be permitted when a pylon sign or hoarding sign is located on the same lot;• Not be located within 1m of a crossover;• Have a maximum depth of 0.5m;• If the lot frontage is above 101m, then a sign shall be limited to 10.5m in height and 3.5m in width.	
<ul style="list-style-type: none">• The proposed signage includes 2 monolith signs.• No pylon or hoarding signs are proposed.• The proposed monolith signs are a minimum of 2.8m from the closest crossover.• The proposed 7-Eleven monolith signs are 570mm in width.• The subject site has a total lot frontage of 145.08m and the proposed pylon sign is 10m in height.		
Wall Signs		
Definition Sign which is affixed to the external part of a wall of the building but does not project more than 300mm from the wall and no part of which is above the lowest point of the eaves or ceiling of the building.	 <p>The diagram shows a building facade with a wall sign. A label 'Max two signs per tenancy' points to the sign. Another label '10m² max area in aggregate per tenancy' points to the sign area.</p>	
Permissibility	The proposed wall signage is permitted in all zones, including the 'Mixed Business' zone.	
Standards All wall signs shall:	<ul style="list-style-type: none">• Be limited to a maximum of two signs per tenancy on a lot other than a building within a residential zone;• Not exceed 10m² in area for non-residential areas in aggregate per tenancy; and• If placed directly over door openings, have a minimum	
<ul style="list-style-type: none">• The proposed 7-Eleven has two proposed wall signs.• The proposed wall signs do not exceed 10m² in area.• There are no proposed wall signs above door openings.		

| Suite 15/29 Collier Road Morley WA 6062 | P.O. Box 688 Inglewood WA 6932 | (08) 9275 4433 | (08) 9275 4455

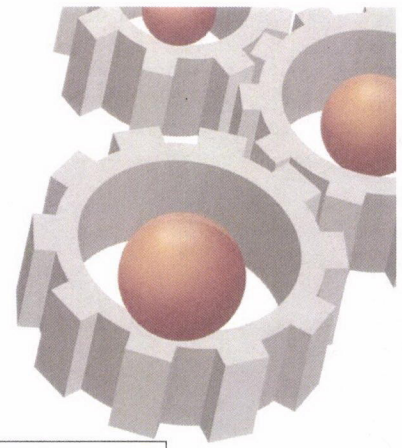
DYNAMIC CREATIVE PROACTIVE INNOVATIVE PASSIONATE

admin@dynamicplanning.net.au

www.dynamicplanning.net.au



DYNAMIC PLANNING
AND DEVELOPMENTS



clearance of 2.7m from the ground level.	
Ground Based Signs	
Ground based signs which are not portable: <ul style="list-style-type: none">• Be limited to a maximum of one sign per tenancy on a lot;• Not be permitted if there is a portable ground based sign on the same lot;• Have a maximum vertical dimensions of 1.2 metres and a maximum area of 1.5m²; and• Advertise only products or services available from the lot.	<ul style="list-style-type: none">• There are two directional or ground based signs proposed at the two entry points to the development.• There are no portable ground based signs proposed.• The maximum vertical dimension is 1.8m.• The maximum area is 0.9m.• The proposed directional or ground based signs will advertise products available at the site and will also play an important role in directing traffic through the site.

Development Assessment and Justification

As outlined above, the proposed development seeks seven (7) variations to the criteria outlined in the relevant Local Planning Policies. Those proposed variations have been summarised below:

Local Planning Policy 4.3 – Mixed Business Design Guidelines

1. The proposed setback to the secondary street is 15m in lieu of the required 20m.
2. The proposed development provides a total of 8.8% landscaping, in lieu of the required 16.67% and only provides a 1.5m landscaping strip along the primary street frontage in lieu of 6m.

Local Planning Policy 6.7 – Parking and Access

3. The provision of 75 on-site parking bays, in lieu of the required 94 bays.

Local Planning Policy 6.1 – Advertising Signs

4. There are two (2) proposed monolith signs exceeding the maximum allowed amount of monolith signs being one (1).
5. The proposed monolith signs exceed the maximum width allowed, being 570mm in lieu of the allowed width of 500mm.
6. There are two (2) proposed ground based signs exceeding the maximum allowed amount of ground based signs being one (1).
7. The proposed ground based signs exceed the maximum allowed vertical dimension of 1.2m.

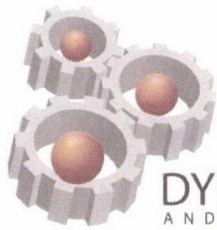
It is noted that where variations to the abovementioned policies are proposed, they will be assessed against the objectives of the respective policies. Consequently the variations proposed as part of this application are considered to warrant support and approval by the relevant planning authorities for the following reasons:

| Suite 15/29 Collier Road Morley WA 6062 | P.O. Box 688 Inglewood WA 6932 | (08) 9275 4433 | (08) 9275 4455

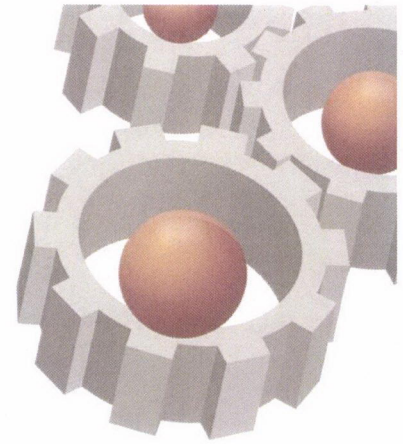
DYNAMIC CREATIVE PROACTIVE INNOVATIVE PASSIONATE

admin@dynamicplanning.net.au

www.dynamicplanning.net.au



DYNAMIC PLANNING
AND DEVELOPMENTS



Setback Variation

- The reduced setback will still allow effective vehicle movement throughout the site as well as an attractive and well maintained landscaped strip along Balcatta Road.
- The reduced setback results in increased engagement with the Balcatta Road streetscape as the distance between the streetscape and the proposed tenancies is reduced with one tenancy and a number of openings fronting the streetscape which demonstrates that through the design process, consideration has been given to the objectives of LPP4.3.
- The reduced setback allows a more intense commercial development and an increased mix of businesses which is consistent with the objectives of LPP4.3.
- The existing building setback from Balcatta Road is only 6m.

Landscaping

- The proposed landscaping will be of a high quality to ensure that it promotes visual interest in the site.
- As part of the redevelopment process our client will be revegetating the City of Stirling verge area in accordance with the attached landscaping plan (**Attachment 3**). This will significantly increase the percentage of the site and surrounds occupied by landscaping. Also, due to the size of the verge that will be revegetated the buffer between Erindale Road, being the primary street, and the development will be increased.
- The proposed landscaping will both improve the quality and increase the amount of landscaping presently on site.
- It is considered that the proposed 1.5m landscaping strip on both street frontages plus the revegetated verge area provides an adequate buffer to the boundaries whilst also ensuring that the site engages with the streetscape.

Parking

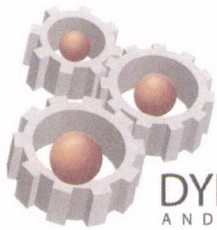
- The number of bays proposed as part of this development are considered to effectively cater to the demand generated by the proposed uses. This has been demonstrated in the Traffic Impact Assessment in **Attachment 4** as Transcore state that the peak demand generated by the proposal will be 73 bays. As the site provides 75 bays it is considered that the proposal adequately address the parking demand.
- In addition to the above, most of the patrons visiting the site will only do so for very short periods of time further reducing the pressure on the available parking bays.
- The site is well serviced by pedestrian and cyclist infrastructure including 8 bicycle bays and pedestrian footpaths which will encourage alternative means of transport.

| Suite 15/29 Collier Road Morley WA 6062 | P.O. Box 688 Inglewood WA 6932 | (08) 9275 4433 | (08) 9275 4455

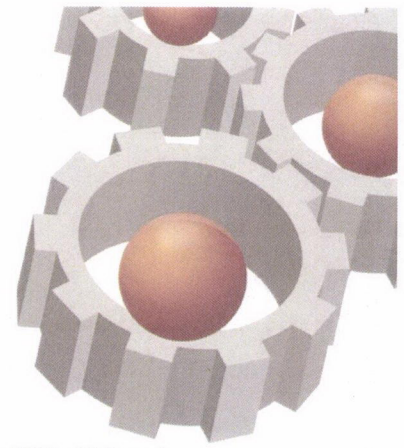
DYNAMIC CREATIVE PROACTIVE INNOVATIVE PASSIONATE

admin@dynamicplanning.net.au

www.dynamicplanning.net.au



DYNAMIC PLANNING
AND DEVELOPMENTS



- Erindale Road is serviced by three (3) separate bus routes being the 387, 427 and 428 with the closest stop being 180m away. Therefore, it is expected that a number of patrons will visit the site via bus.
- The design of the parking area facilitates safe vehicle movements throughout site and also allows safe pedestrian movements through the provision of a zebra crossing and a number of internal footpaths fronting each tenancy.
- A recent JDAP decision (DAP/16/01082) for a similar development approved a 19% parking shortfall. In consideration of this decision the 20% parking shortfall as a result of this proposal is considered appropriate.

Advertising Signage

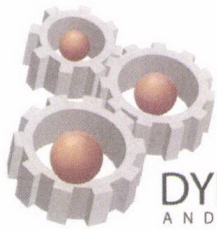
- The proposed additional monolith sign is considered justified for the following reasons:
 1. The subject site has two key road frontages. It is understood that the policy is intended to prevent lots with only one street frontage to have only one monolith sign;
 2. Both monolith signs are located a significant distance from adjoining lots ensuring that they don't impact the amenity of surrounding properties;
 3. The proposed signage doesn't result in a proliferation of signage as provisions have been made for all tenancies to advertise on the proposed signs;
 4. Sightlines remain unobstructed;
 5. The proposed monolith signs are consistent with other signage in close proximity to the subject site;
 6. The proposed signage is important for public safety to ensure that approaching vehicles have a sufficient amount of time to review fuel prices and enter into the appropriate lane for entry;
 7. The fuel station operator is bound by state legislation to provide fuel pricing prior to arriving on site. It is therefore considered the proposed monolith signs are an effective way to do this;
 8. The proposed monolith signs are consistent in scale to the proposed development and size of the subject site; and
 9. They are consistent with the objectives of Local Planning Policy 6.1 – Advertising Signs.
- The width of the proposed monolith signs is considered to be a minor variation to the policy and is justified for the following reasons:
 1. The additional width is required in order to conceal the relevant wiring that is associated with the proposed signs.
- The two proposed ground based directional signs are considered appropriate at the multi-tenanted site as they will provide important advice to motorists. The proposed height variation is also considered appropriate in order to display the relevant services/products offered by the key tenants at the site.

| Suite 15/29 Collier Road Morley WA 6062 | P.O. Box 688 Inglewood WA 6932 | (08) 9275 4433 | (08) 9275 4455

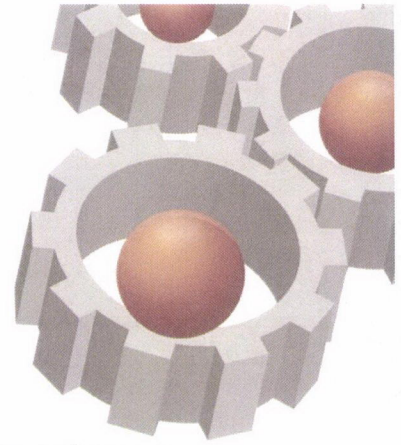
DYNAMIC CREATIVE PROACTIVE INNOVATIVE PASSIONATE

admin@dynamicplanning.net.au

www.dynamicplanning.net.au



DYNAMIC PLANNING
AND DEVELOPMENTS



- The advertising signage variations sought are similar to the ones approved as part of DAP/16/01082. Thereby it is considered that the proposed signage is appropriate.

Conclusion

In light of the above, the proposed development is considered to appropriately address the design requirements outlined within the relevant Local Planning Policies and where variations are proposed, they have been appropriately justified. Consequently this application for approval to commence development is considered to warrant support on the basis that the application:

- Is consistent with the provisions of the Metropolitan Region Scheme;
- Is consistent in land use with the surrounding locality;
- Is consistent with the objectives for the 'Mixed Business' zone, as per the provisions of the City's LPS No. 3;
- Is considered to meet the majority of the requirements outlined in the relevant Local Planning Policies;
- The proposed development is similar to a recently approved 'Service Station' development (DAP/16/01082). It is therefore expected that a consistent decision making process should be applied; and
- Will facilitate a modern development that will improve the urban form and functionality of the subject site.

As the proposal is consistent with the planning principles applicable at the State and Local level, the proposed development of the subject site warrants favourable consideration and approval.

Yours faithfully,

NEIL TEO
DIRECTOR

File Ref: 171214 743 Development Application



**Proposed Commercial
Development
104 Erindale Road, Balcatta
Transport Impact Assessment**

**PREPARED FOR:
Joyress Pty Ltd**

December 2017

Document history and status

Author	Revision	Approved by	Date approved	Revision type
Ali Rasouli	r01	B Bordbar	27/11/2017	Draft
Ali Rasouli	r01a	B Bordbar	5/12/2017	Second Draft
Ali Rasouli	r01b	B Bordbar	15/12/2017	Final

File name: t17290arr01b.docx

Author: Ali Rasouli

Project manager: Behnam Bordbar

Client: Joyress Pty Ltd

Project: 104 Erindale Road, Balcatta

Document revision: r01b

Project number: t17.290

Copyright in all drawings, reports, specifications, calculations and other documents provided by the Consultant in connection with the Project shall remain the property of the Consultant.

The Client alone shall have a license to use the documents referred to above for the purpose of completing the Project, but the Client shall not use, or make copies of, such documents in connection with any work not included in the Project, unless written approval is obtained from the Consultant or otherwise agreed through a separate contract.

TABLE OF CONTENTS

1.0	INTRODUCTION	1
2.0	EXISTING SITUATION	2
2.1	EXISTING SITE USE AND ACCESS	2
2.2	EXISTING SITE TRAFFIC GENERATION	3
2.3	SURROUNDING ROAD NETWORK AND TRAFFIC MANAGEMENT ON FRONTAGE ROADS	3
2.4	EXISTING TRAFFIC VOLUMES	6
2.5	PUBLIC TRANSPORT ACCESS	7
2.6	PEDESTRIAN AND CYCLIST FACILITIES	8
3.0	DEVELOPMENT PROPOSAL	9
3.1	PROPOSED ACCESS	9
4.0	CHANGES TO SURROUNDING ROAD NETWORK.....	10
5.0	INTEGRATION WITH SURROUNDING AREA	11
6.0	TRAFFIC ASSESSMENT	12
6.1	ASSESSMENT PERIOD	12
6.2	TRIP GENERATION AND DISTRIBUTION	12
6.2.1	<i>ESTIMATED EXISTING TRAFFIC GENERATION OF THE SITE:</i>	12
6.2.2	<i>ESTIMATED POST DEVELOPMENT TRAFFIC GENERATION OF THE SITE:</i>	13
6.2.3	<i>TOTAL POST DEVELOPMENT TRAFFIC GENERATION:</i>	16
6.2.4	<i>NET TRAFFIC INCREASE ON THE SURROUNDING ROAD NETWORK.....</i>	<i>16</i>
6.3	TRIP DISTRIBUTION	16
6.4	TRAFFIC FLOWS	20
6.5	ANALYSIS OF THE INTERSECTIONS AND DEVELOPMENT ACCESSES	22
6.6	IMPACT ON SURROUNDING ROADS	23
7.0	PROVISION FOR HEAVY VEHICLES.....	24
7.1	PROPOSED 7- ELEVEN SERVICE VEHICLES.....	24
7.1.1	<i>FUEL TANKERS</i>	<i>24</i>
7.1.2	<i>SERVICE VEHICLES AND RUBBISH COLLECTION TRUCKS</i>	<i>26</i>
7.2	PROPOSED GUZMAN Y GOMEZ	28
7.3	PROPOSED TAKE AWAY TENANCIES	32
8.0	PROPOSED GUZMAN Y GOMEZ DRIVE THROUGH ANALYSIS	35
9.0	PARKING.....	37
10.0	CONCLUSIONS	42

APPENDIX A – PROPOSED DEVELOPMENT PLAN

APPENDIX B – TURN PATH ANALYSIS

APPENDIX C – SIDRA RESULTS

REPORT FIGURES

Figure 1: Subject Site Location	1
Figure 2: Subject Site	2
Figure 3: Subject site's existing crossovers	3
Figure 4: Balcatta Road in the vicinity of the subject site	4
Figure 5: Erindale Road in the vicinity of the subject site – looking west.....	5
Figure 6: Public transport services (Transperth Maps)	7
Figure 7: Extract from Perth Bicycle Network (Department of Transport)	8
Figure 8: Hourly customer demand profile (average weekday)	13
Figure 9: Passing trade traffic diverted by the proposed development	17
Figure 10: Additional (non-passing trade) traffic generated by the proposed development	18
Figure 11: Combined proposed development traffic – PM Peak Hour	19
Figure 12: Existing traffic volumes – PM Peak Hour.....	20
Figure 13: Total post development traffic – PM Peak Hour.....	21
Figure 14: Fuel tanker movements	25
Figure 15: 12.5m service truck – Inbound movement.....	27
Figure 16: 12.5m service truck – Outbound movement.....	28
Figure 17: 12.5m service truck – Inbound movement.....	30
Figure 18: 12.5m service truck – Outbound movement.....	31
Figure 19: 12.5m service truck – Inbound movement.....	33
Figure 20: 12.5m service truck – outbound movement	34

REPORT TABLES

Table 1: % <i>Actual parking demand temporal analysis – Typical weekday</i>	38
Table 2: % <i>Actual parking demand temporal analysis – Typical weekend</i>	39
Table 3: <i>Actual parking demand temporal analysis – Typical weekday</i>	40
Table 4: <i>Actual parking demand temporal analysis – Typical weekend</i>	40
Table 5: SIDRA Results – Existing Balcatta Road/ Erindale Road signalised intersection .	46
Table 6: SIDRA Results – Post development scenario for Balcatta Road/ Erindale Road signalised intersection	47
Table 7: Balcatta Road crossover – Post development scenario	47

1.0 Introduction

This Transport Impact Assessment has been prepared by Transcore on behalf of Joyress Pty Ltd with respect to the proposed commercial development at 104 Erindale Road, Balcatta in the City of Stirling (CoS).

The proposed commercial development comprises a 7- Eleven service station with associated convenience store, three take-away tenancies and a Guzman Y Gomez restaurant with drive through facility. The subject site (refer Figure 1) is zoned *Industrial Multiple Business* under the CoS's Town Planning Scheme and entails a total area of 5,025m².

As shown in Figure 1 the subject site is located at the corner of Erindale Road and Balcatta Road signalised intersection and is bound by Balcatta Road to the north, Erindale Road to the east and other existing developments to the immediate south.



Figure 1: Subject Site Location

Key issues that will be addressed in this report include the traffic generation and distribution of the proposed development and proposed access and egress and on-site circulation particularly for fuel tankers and other service vehicles. Parking supply and anticipated demand is also addressed in this report.

2.0 Existing Situation

2.1 Existing Site Use and Access

As shown in Figure 2 , the subject site is currently occupied by some commercial and retail developments.



Figure 2: Subject Site

The subject site is currently accessed via two crossovers on Balcatta Road and one crossover on Erindale Road as shown in Figure 3 and described as following:

- Crossover 1 is a let in/ left out crossover on Balcatta Road;
- Crossover 2 is a full movement crossover on Balcatta Road; and,
- Crossover 3 is a left in/ left out crossover on Erindale Road.

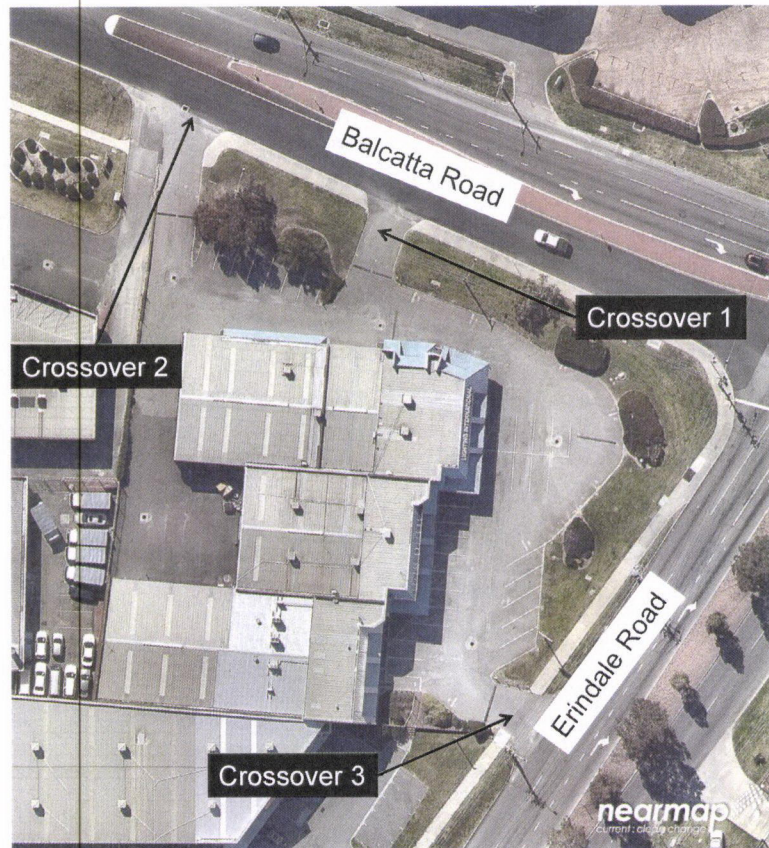


Figure 3: Subject site's existing crossovers

2.2 Existing Site Traffic Generation

According to Transcore's manual traffic count surveys during the road network peak hour from 3.15pm – 4.15pm (considering both Balcatta Road and Erindale Road traffic) the uses on the subject site currently generate 28vph. This translates into an approximately 280 vehicular trips per day.

2.3 Surrounding Road Network and Traffic Management on Frontage Roads

Balcatta Road in the vicinity of the subject site entails a 22m wide carriageway with wide one lane in the westbound direction and two marked lanes in the eastbound direction. It also entails a combination of solid and painted central median. A short right turn pocket is provided on Balcatta Road eastbound at the traffic signal.

A concrete pedestrian footpath is provided within the southern verge of Balcatta Road abutting the subject site. There is no footpath on the northern side of Balcatta Road.

Balcatta Road is classified as a *Distributor A* road in the Main Roads WA *Metropolitan Functional Road Hierarchy* and operates under a speed limit of 60km/h in this vicinity.



Figure 4: Balcatta Road in the vicinity of the subject site¹

r

¹ Source: Nearmap Street View

As shown in Figure 5 **Erindale Road** to the immediate east of the subject site is a 24m dual divided road with right turn pocket provided on its northbound direction approaching the traffic signal. A concrete pedestrian footpath is provided within the western verge of Erindale Road abutting the subject site with no footpath within the eastern verge.

Erindale Road is classified as a *Distributor A* road in the Main Roads WA *Metropolitan Functional Road Hierarchy* and operates under a speed limit of 60km/h in this vicinity.



Figure 5: Erindale Road in the vicinity of the subject site – looking west²

² Source: Nearmap Street View

2.4 Existing Traffic Volumes

Balcatta Road

According to Main Roads WA traffic counts data, Balcatta Road west of Erindale Road carried an Average Weekday Traffic flow of about 8,700vpd in February 2015. The average weekday AM and PM peak hours on Balcatta Road are as follows:

- AM peak hour on Balcatta Road: 7.45am – 8.45am with a total of 779vph in both direction; and,
- PM peak hour on Balcatta Road: 3.15pm – 4.15pm with a total of 766vph.

Erindale Road

According to Main Roads WA traffic counts data, Erindale Road south of Balcatta Road carried an Average Weekday Traffic flow of about 29,450vpd in February 2015. The average weekday AM and PM peak hours on Erindale Road are as follows:

- AM peak hour on Erindale Road: 11.45am – 12.45pm with a total of 2,121vph in both direction; and,
- PM peak hour on Erindale Road: 3.15pm – 4.15pm with a total of 2600vph in both directions.

2.5 Public Transport Access

The site is serviced by the existing bus services operating along Balcatta Road and Erindale Road linking the subject site to the surrounding suburbs and Warwick Train Station. Bus routes 387, 427 and 428 along Erindale Road and Balcatta Road service the subject site with the nearest bus stop located on Balcatta Road about 220m to the east of the subject site. Nearby public transport services are shown in Figure 6.

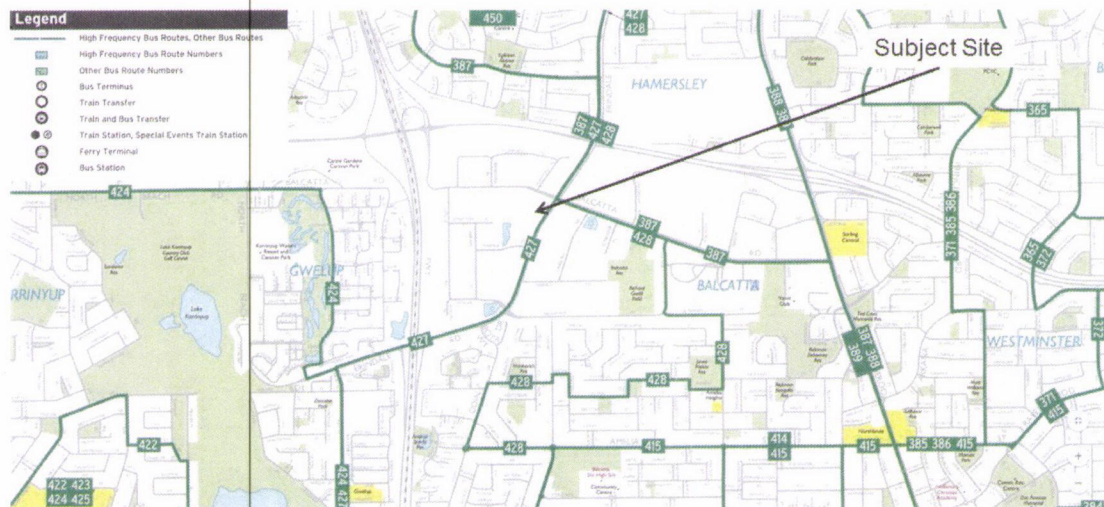


Figure 6: Public transport services (Transperth Maps)

2.6 Pedestrian and Cyclist Facilities

Pedestrian access to the subject site will be via the existing external footpath network along Balcatta Road and Erindale Road abutting the subject site.

The Perth Bicycle Network Map (see Figure 7) shows the cyclist connectivity to the subject site. As shown in Figure 7, Erindale Road is classified as Perth Bicycle Network (PBN) which connects to the Principle Shared Path route provided along Reid Highway.

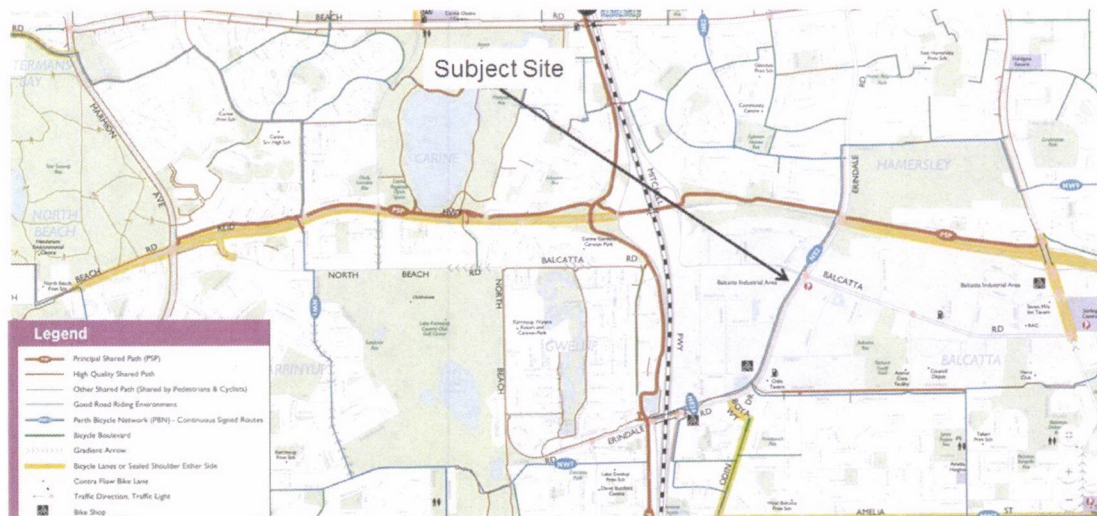


Figure 7: Extract from Perth Bicycle Network (Department of Transport)

3.0 Development Proposal

As detailed in the proposed development site plan (Attached in Appendix A) prepared by H&A, the development proposal is for a commercial development entailing:

- + A 7- Eleven with 8 fuelling positions and a convenience store with 211m² GLA;
- + A Guzman Y Gomez restaurant with 230m² GLA and a drive through facility with a 13 car stacking capacity;
- + Three take away restaurants with a total of 292m² GLA;
- + Total of 52 on-site car parking bays (including one ACROD bay and one Air and Water bay);
- + 2 waiting bays;
- + 8 bicycle bays;
- + A designated loading bay for 7- Eleven; and,
- + A shared loading bay for the proposed three take away tenancies.

3.1 Proposed Access

As part of the proposed development, it is proposed to close and remove crossover 1 on Balcatta Road. However, the proposal seeks to retain the existing crossover 2 on Balcatta Road and crossover 3 on Erindale Road. Crossover 3 is proposed to be modified to better accommodate the movements of fuel tankers and service vehicles.

4.0 Changes to Surrounding Road Network

Based on the advice provided by the City of Stirling the intersection of Erindale Road and Balcatta Road is earmarked for possible Black Spot Funding (BSF) in the 2019/20 financial year and construction in the 2020/21 financial year. At this stage the details of intersection improvements are not available.

5.0 Integration with Surrounding Area

The proposed development land uses are in line with existing and planned land uses in the locality.

6.0 Traffic Assessment

6.1 Assessment Period

The assessment period for the proposed commercial development has been determined based on the anticipated combined peak operating hour for the proposed development and the road network.

As stated in section 2.4, the through traffic on Balcatta Road and Erindale Road is heaviest during the average weekday PM peak hour (3.15pm - 4.15pm).

Based on the available transaction data provided by 7- Eleven, the customer patronage peaks at about 4.00pm which coincides with the established road network peak hour. During this time there will also be some customer demand for the take away tenancies and Guzman Y Gomez.

Accordingly, it is anticipated that the combined peak for the road network and development occurs during the established road network PM peak hour. Therefore the traffic generation of the proposed development has been estimated and the traffic assessment has been undertaken for this time period.

6.2 Trip Generation and Distribution

6.2.1 Estimated existing traffic generation of the site:

As discussed in section 2.2 of this report the existing land uses on the subject site currently generate 28vph during the PM peak hour and approximately 280vpd.

6.2.2 Estimated Post Development traffic generation of the site:

Proposed 7- Eleven

The traffic volume likely to be generated by the proposed 7-Eleven service station and convenience store has been estimated based on the average sales transaction data for a number of established, operating and comparable 7-Eleven service stations provided to Transcore.

As demonstrated in Figure 8, weekday customer patronage for a typical 7-Eleven exhibits a morning peak at around 7:00am, then decreases slightly and remains fairly consistent throughout the day before exhibiting a second peak at around 4:00pm. Patronage then decreases into the late afternoon and evening.

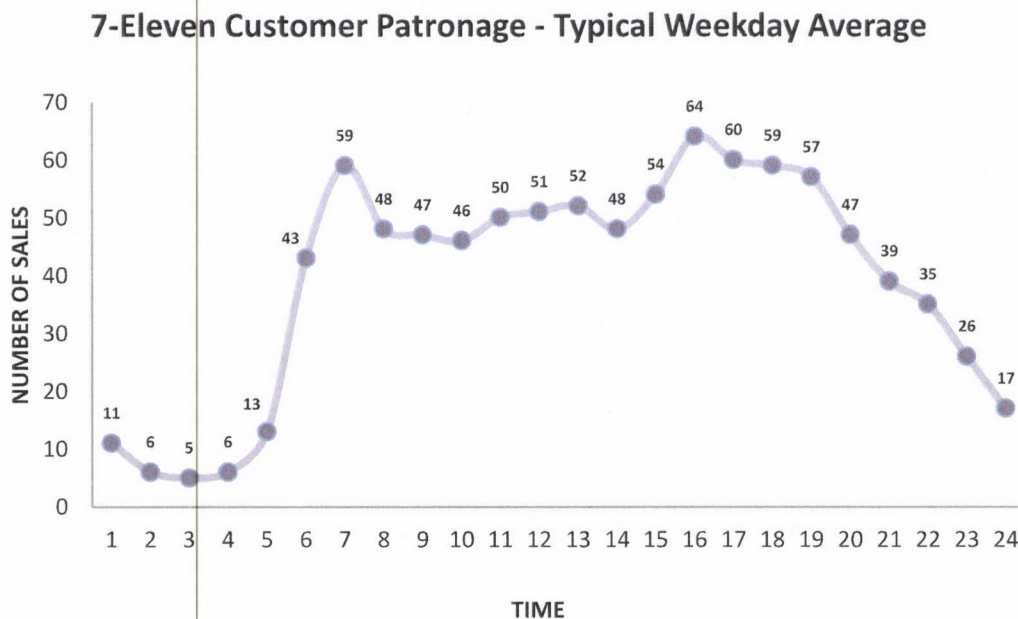


Figure 8: Hourly customer demand profile (average weekday)

Review of the comparable store transaction data indicates that the proposed 7 - Eleven is likely to attract approximately 942 transactions during an average 24-hour weekday of which 54 transactions are during the critical peak hour.

Accordingly, the vehicle trip generation for the proposed 7-Eleven is estimated to be approximately 1,790 vpd (vehicles per day) and 103vph during the PM peak hour.

The following conservative trip rate assumptions were adopted in deriving the daily vehicle trip generation:

- ✚ 95% of transactions result in 2 vehicle trips (1 trip in and 1 trip out); and,
- ✚ 5% of transactions are assumed to be from walk-ins or multiple transactions per vehicle which do not contribute to trip generation.

Trips associated with the proposed service station also comprise passing-trade trips (i.e. trips already on the road network and not specifically generated by the proposed development). A passing trade component of 70% has been assumed for the proposed 7- Eleven on this site which is in line with the rates provided in ITE Manual and Transcore's data base.

Therefore, it is estimated that the proposed 7- Eleven would generate approximately **+537vpd** and **+31** additional trips during a typical weekday and PM peak hour respectively.

These trips include both inbound and outbound vehicle movements.

Proposed Guzman Y Gomez

It is assumed that the trip generation for the proposed Guzman Y Gomez would be similar to the traffic generation of a Kentucky Fried Chicken (KFC). Therefore, the traffic volumes that would be generated by the proposed Guzman Y Gomez have been estimated using trip generation rates provided in the RTA for KFC.

The trip rates which were used to estimate the proposed Guzman Y Gomez restaurant traffic generation are:

Kentucky Fried Chicken (KFC)

- ✚ Evening peak hour vehicle trips: 100vph. However, it is conservatively assumed that only 70% of the evening peak hour traffic generation would occur during the road network PM peak period which results in 70vph.
- ✚ Weekday: Assuming 10 times more than the PM peak period.

Accordingly, it is estimated that the proposed Guzman Y Gomez would generate approximately 700 trips per day (both inbound and outbound) with approximately 70 trips (both inbound and outbound) during the weekday PM peak hour.

The Guzman Y Gomez restaurant's generated traffic also include a percentage of passing trade and for this site a 50% passing trade was assumed which is within the ranges specified in ITE Manual ,WAPC Guidelines and Transcore's data base.

Therefore, it is estimated that the proposed Guzman Y Gomez would generate approximately **+350vpd** and **+35vph** additional trips during a typical weekday and PM peak hour respectively.

Proposed Take Away Tenancies

The traffic volumes that would be generated by the proposed take away tenancies have been estimated using trip generation rates provided in the *ITE Trip Generation Manual 9th Edition*.

The trip rates which were used to estimate the proposed take away outlets traffic generation are:

Fast Food Restaurant without Drive Through Window (932)

- + PM peak hour: 10.5 trips per 100m² GFA.
- + Weekday: 135.4 trips per 100m² GFA.

Accordingly, it is estimated that the proposed three take away tenancies would generate approximately 395 trips per day (both inbound and outbound) with approximately 31 trips (both inbound and outbound) during the weekday PM peak hour.

A 50% passing trade was also assumed for the take away tenancies.

Therefore, it is estimated that the proposed take away tenancies would generate approximately **+198vpd** and **+16vph** additional trips during a typical weekday and PM peak hour respectively.

6.2.3 Total Post Development Traffic Generation:

With regards to the nature of the proposed development the incidences of multi-purpose trips between the proposed service station and other tenancies on this site are expected (i.e. cross-trade). In this instance conservatively a cross-trade of 15% is assumed.

Accordingly and when accounting for the 15% cross trade the adjusted total traffic generation of the proposed development is estimated to be 2,803vpd and 197vph during the weekday PM peak hour. These estimated vehicular trips are both inbound and outbound.

The non-passing traffic when considering the cross-trade and the percentage of passing trade components is estimated to be **+1,044vpd** and **+78vph** during the PM peak hour. These estimated vehicular trips are both inbound and outbound.

6.2.4 Net Traffic Increase on the Surrounding Road Network

The existing land uses on the subject site generate 28vph and 280vpd which will be removed from the road network as part of this proposal. Therefore, the estimated net addition of traffic when accounting for the exiting subject site traffic generation is estimated to be $(1,044-280=764)$ and $(78-28=50\text{vph})$.

6.3 Trip Distribution

The distribution of traffic to and from the proposed development has been evaluated by considering the catchment area of the proposed development, the identified key traffic routes, the existing traffic at the signalised intersection of Erindale Road and Balcatta Road and the existing traffic pattern on the surrounding road network.

Two traffic distributions have been modelled for the critical peak hour:

- ✚ Passing trade traffic distributed as detailed in Figure 9; and,
- ✚ Non-passing trade traffic distributed as detailed in Figure 10.

The combined (passing trade + non-passing trade) traffic modelled for the post development scenario is detailed in Figure 11.

It is noted that the nature of the traffic attraction to the proposed tenancies on the subject site are based on convenient, particularly during the peak hours.

The passing trade distribution of Erindale Road has been assumed to only be from northbound direction. It is noted that there is an existing BP service station on Erindale Road southbound about 600m to the south of the subject site which is anticipated to capture the southbound through traffic on Erindale Road. It is also noted that a PUMA service station is currently under construction on the

eastbound direction of Balcatta Road at the corner of Balcatta Road and Kenhelm Street about 800m to the east of the subject site. This service station is anticipated to capture the eastbound through traffic on Erindale Road, however, some minor right turns have been allowed for from Balcatta Road eastbound to the proposed development.

A number of different fast food outlets are also in place on Wanneroo Road to the immediate north of Balcatta Road.

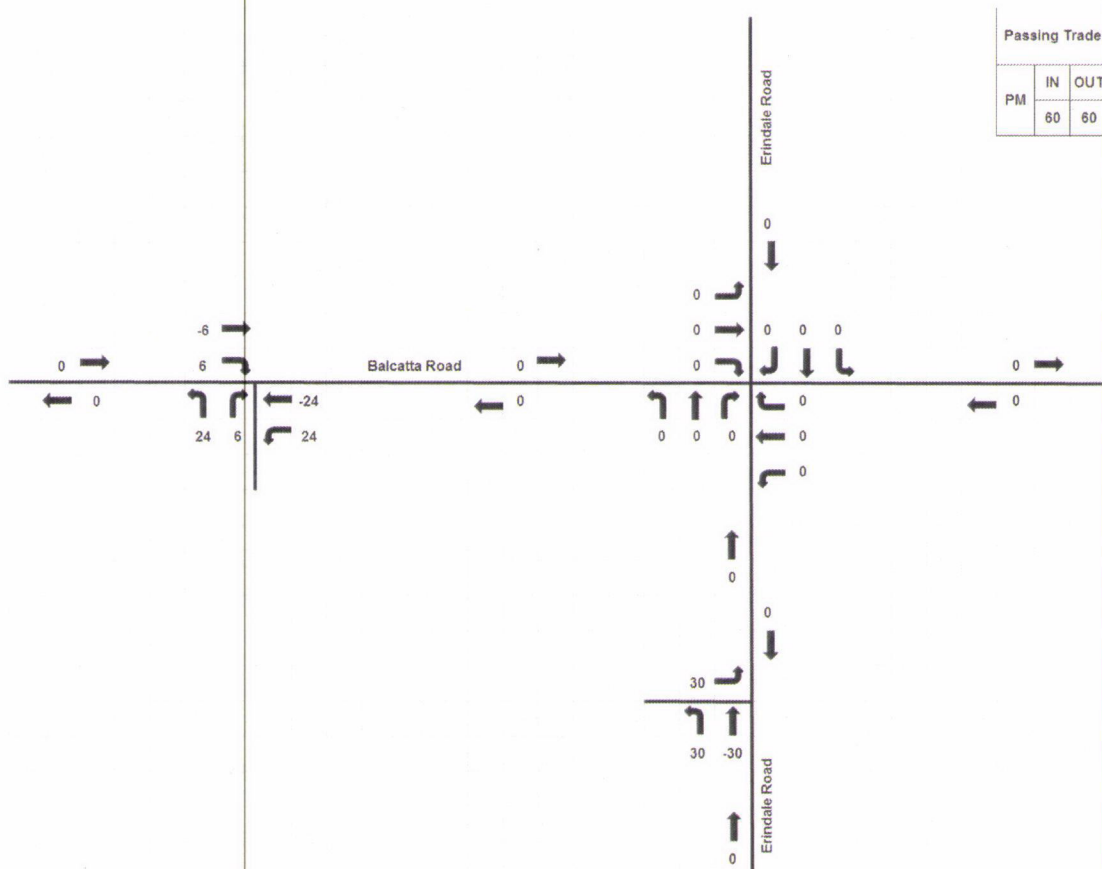


Figure 9: Passing trade traffic diverted by the proposed development

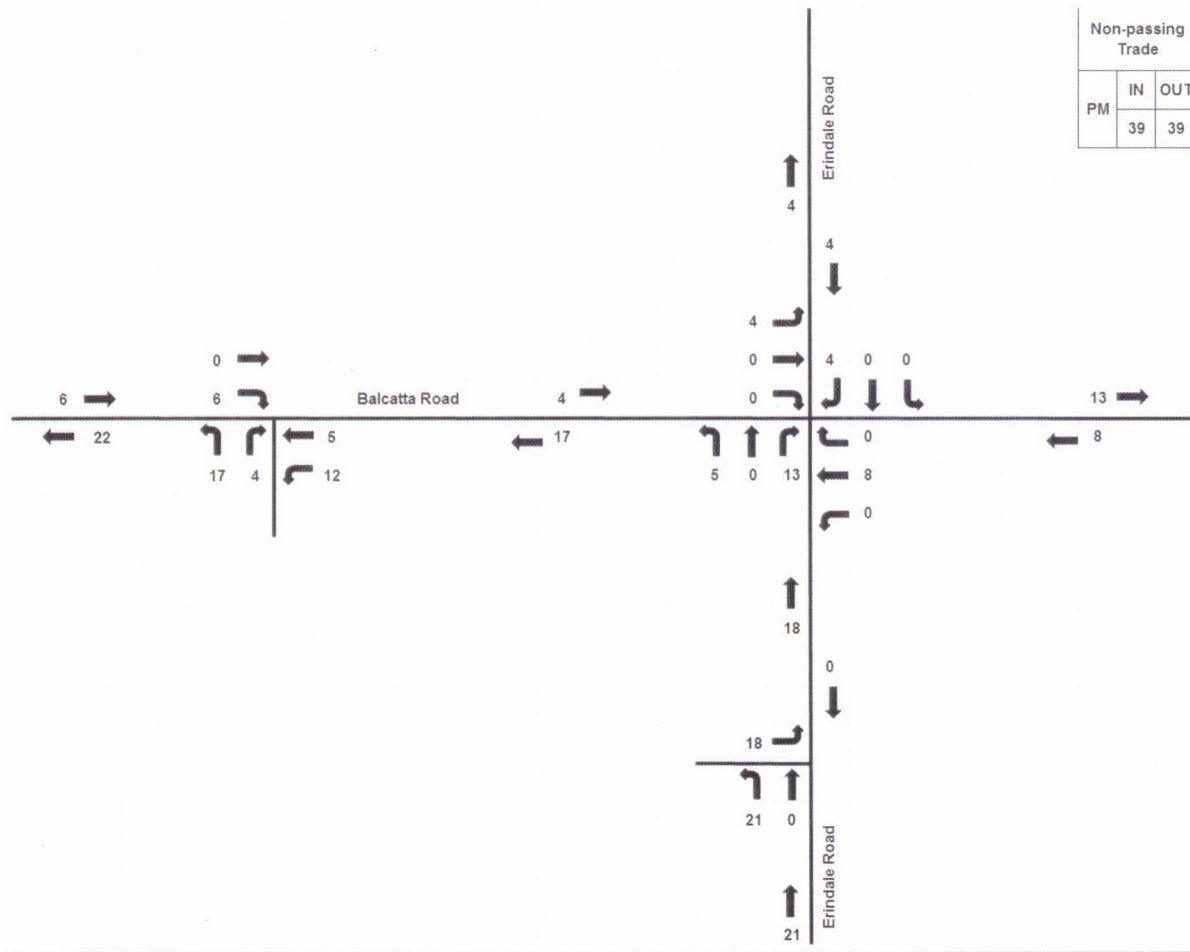


Figure 10: Additional (non-passing trade) traffic generated by the proposed development

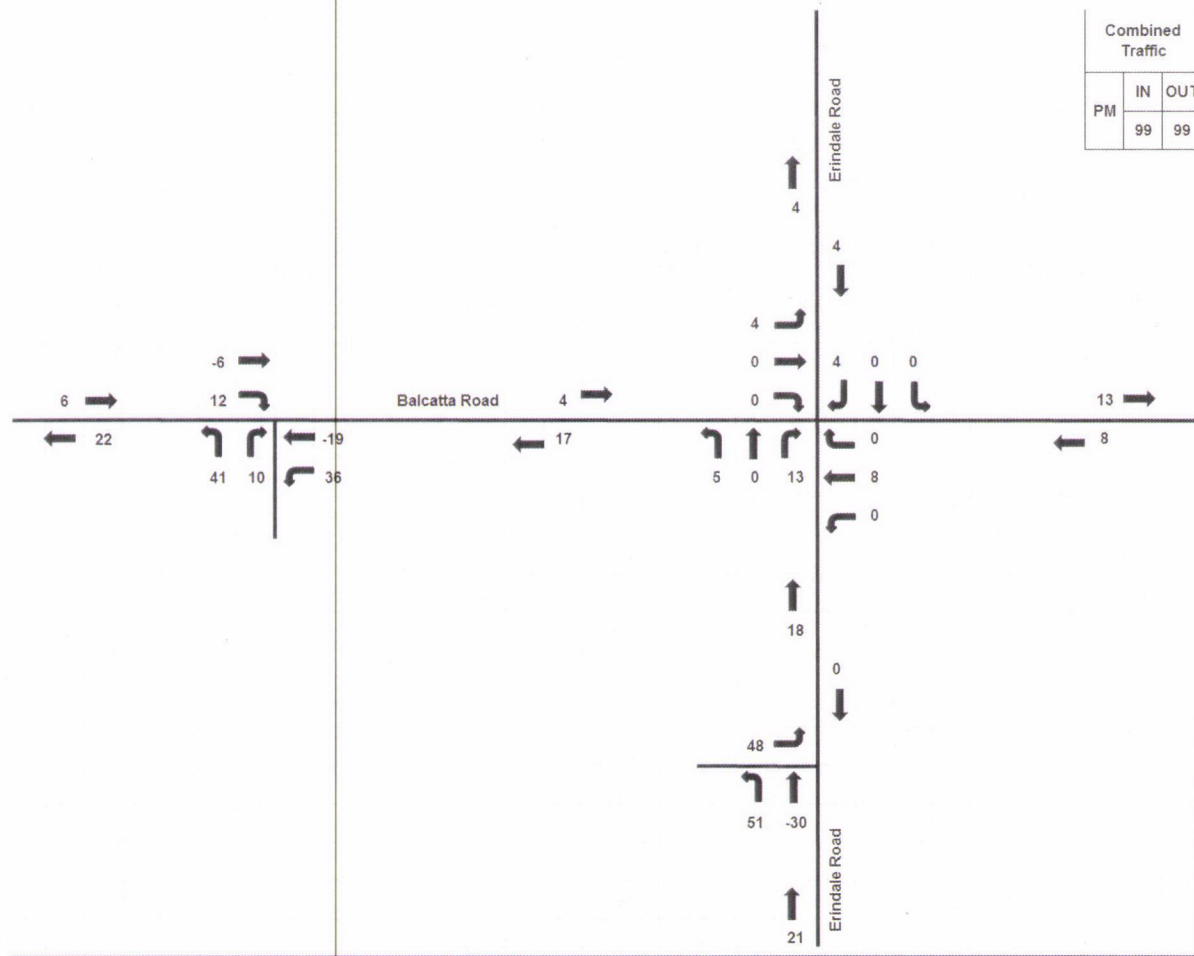


Figure 11: Combined proposed development traffic – PM Peak Hour

6.4 Traffic Flows

Existing traffic flows on Balcatta Road and Erindale Road was obtained from the SCATS DATA of the signalised intersection for Wednesday 25 October 2017 (from 3.15pm – 4.15pm).

The traffic volumes on the existing subject site's crossovers were also derived from Transcore's manual traffic count survey undertaken during the same date and time. The existing traffic profile on the surrounding road network, existing subject site's crossovers and the existing signalised intersection is shown in Figure 12.

The total post development traffic flows on the surrounding road network and intersection is shown in Figure 13

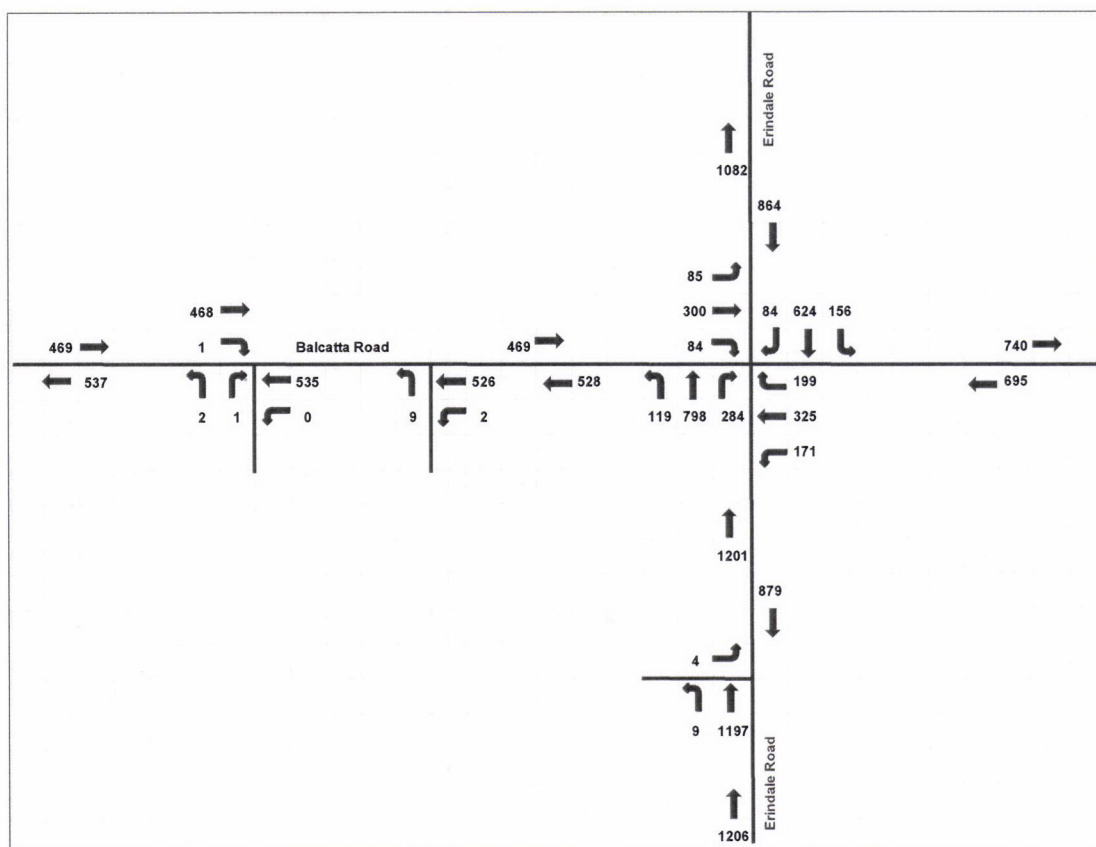
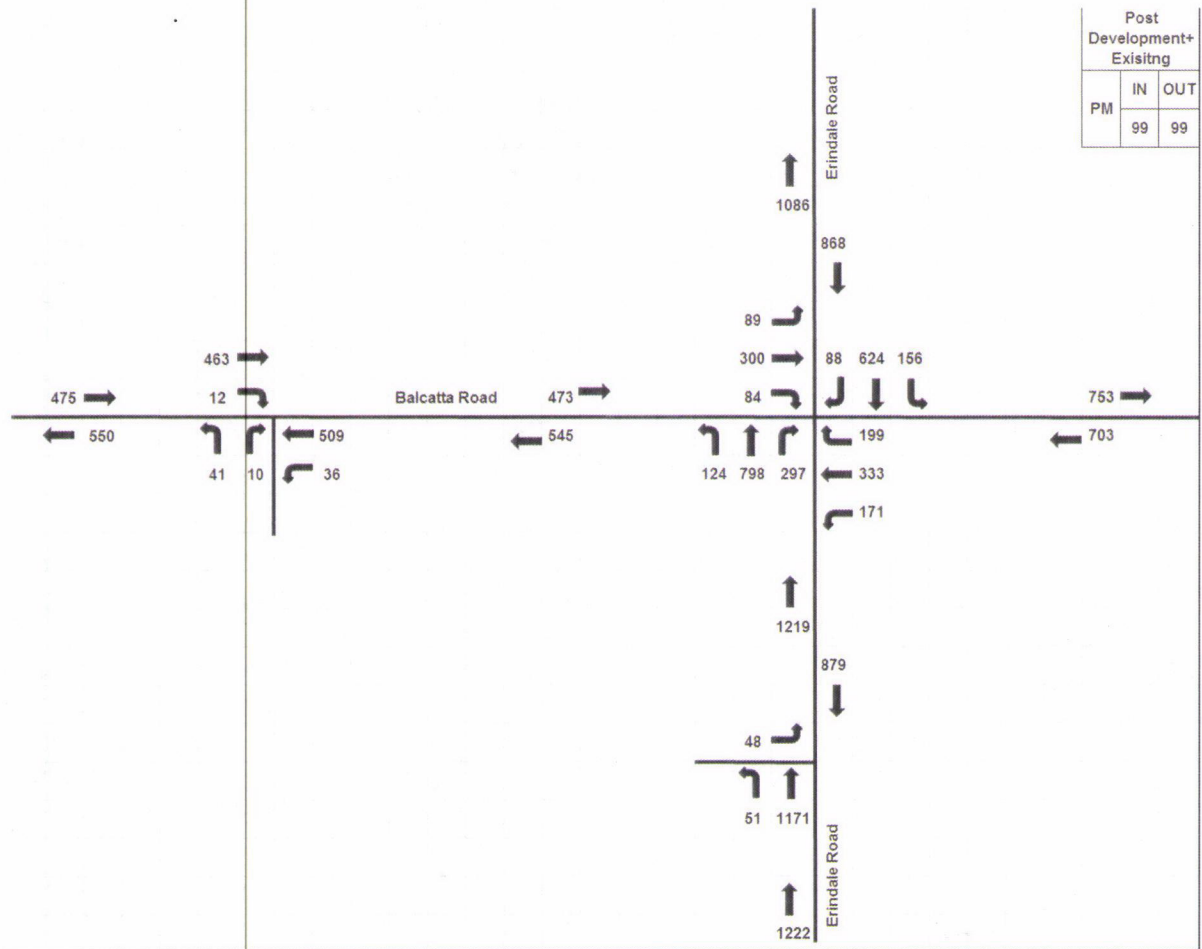


Figure 12: Existing traffic volumes – PM Peak Hour



6.5 Analysis of the Intersections and Development Accesses

The operation of the signalised intersection of Balcatta Road and Erindale Road has been assessed using SIDRA software for the existing and post development scenarios. It should be noted that the performance of the Balcatta Road crossover is only assessed for the post development scenario because during the traffic survey it was established that this crossover operates satisfactorily with minimal turning traffic volumes through it..

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 (DoS): 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 varied 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.

The result of the SIDRA analysis is detailed in Appendix B and briefly discussed as following:

- The results of the SIDRA analysis indicate that the signalised intersection of Balcatta Road/ Erindale Road currently operates at a level of service D with a degree of saturation of 0.903;
- The results of the SIDRA analysis indicate that the signalised intersection of Balcatta Road/ Erindale Road will continue to operate at a level of service D with a degree of saturation of 0.925 during the post development scenario; and,
- The results of the SIDRA analysis indicate that the existing crossover 2 on Balcatta Road will operate at level of service A for all approaches except the right turn out from the proposed development onto Balcatta Road eastbound. This movement is indicated to operate at a level of service C with significant spare capacity and minimal queues for the post development scenario.

The crossover on Erindale Road is an existing left in/ left out crossover which will continue to operate as left in/ left out and as such it is expected that this crossover would operate satisfactory during the post development scenario.

6.6 Impact on Surrounding Roads

The WAPC Transport Impact Assessment Guidelines for Developments (2016) provides guidance on the assessment of traffic impacts:

“As a general guide, an increase in traffic of less than 10 per cent of capacity would not normally be likely to have a material impact on any particular section of road, but increases over 10 per cent may. All sections of road with an increase greater than 10 per cent 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 per cent of capacity. Therefore any section of road where the structure plan traffic would increase flows by more than 100 vehicles per hour for any lane should be included in the analysis.”

The proposed development will not increase traffic flows near the quoted WAPC threshold to warrant further detailed analysis. As shown in Figure 11, the proposed development will not increase traffic on any lanes on the surrounding road network by more than 100vph, therefore the impact on the surrounding road network is considered to be insignificant.

7.0 Provision for Heavy Vehicles

7.1 *Proposed 7- Eleven Service Vehicles*

7.1.1 Fuel Tankers

According to the advice provided to Transcore, 19.0m fuel tankers are anticipated to be used for the proposed 7- Eleven. The fuel tankers are proposed to enter the site via left turn from Erindale Road, access the fill point and exit the site onto Balcatta Road. Turn path analysis undertaken for a 19.0m fuel tanker confirms satisfactory operation (refer Figure 14).

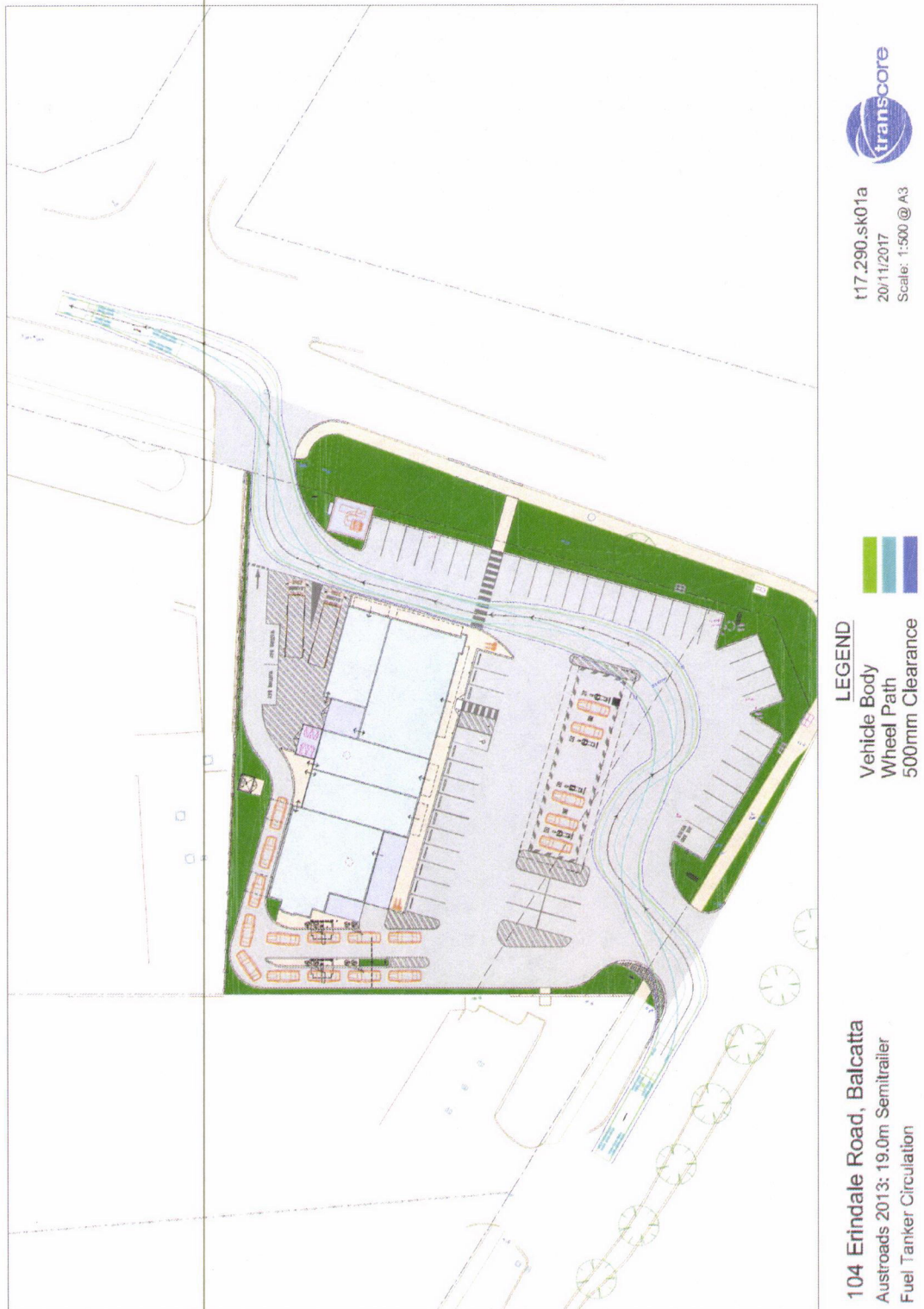
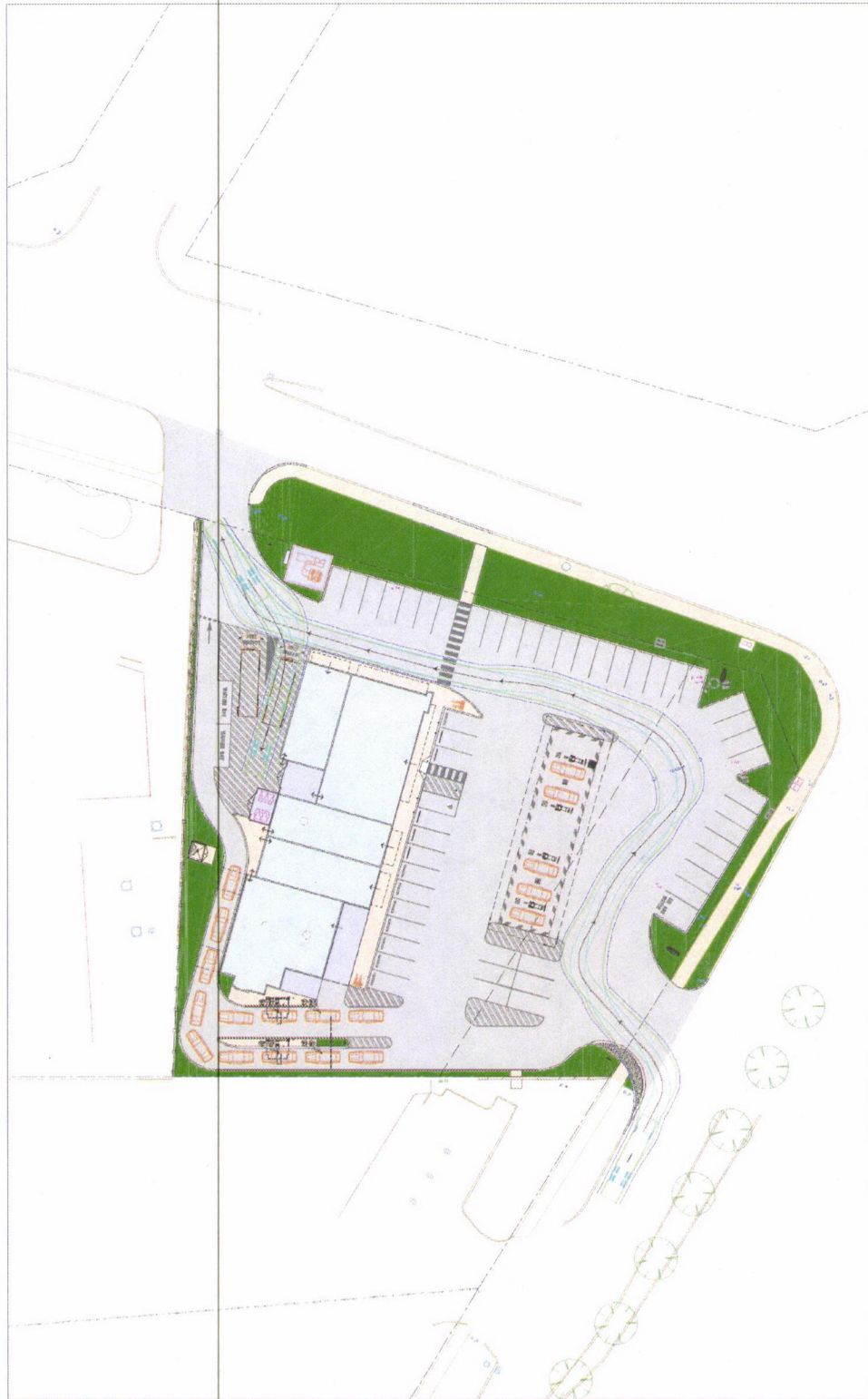


Figure 14: Fuel tanker movements

7.1.2 Service Vehicles and Rubbish Collection Trucks

The proposed development provides a designated loading bay for the convenience store which will cater for the service vehicles and rubbish collection trucks associated with the 7- Eleven. Turn path analysis undertaken for a 12.5m service truck confirms satisfactory operation for rubbish collections and service vehicles (refer Figure 15 and Figure 16).



LEGEND

Vehicle Body
Wheel Path
500mm Clearance



104 Erindale Road, Balcatta
Austroads 2013: 12.5m SU Truck
Service Truck Circulation

t17_290.sk04a
20/11/2017
Scale: 1:500 @ A3



Figure 15: 12.5m service truck – Inbound movement



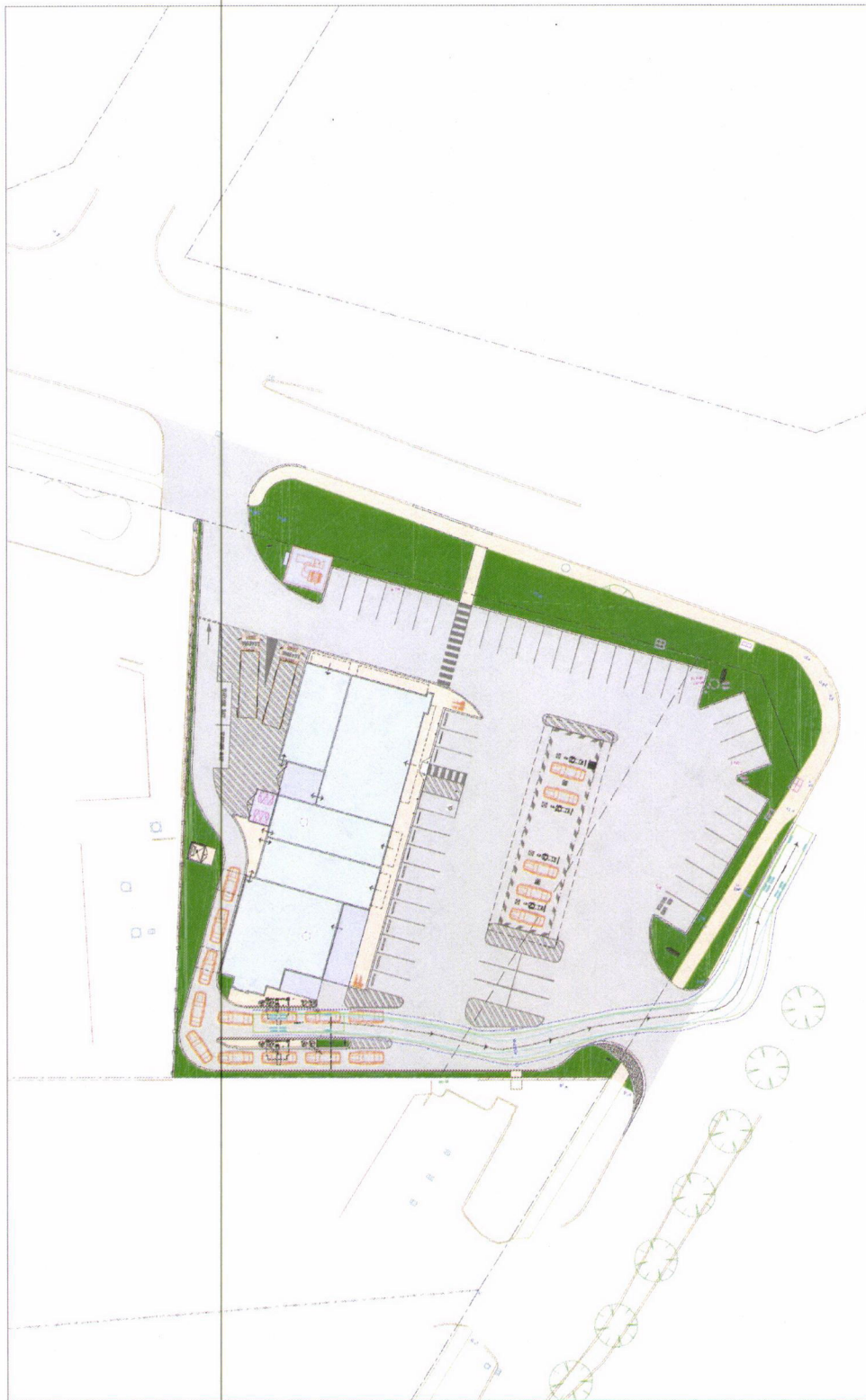
Figure 16:12.5m service truck – Outbound movement

7.2 Proposed Guzman Y Gomez

It is proposed that the service trucks associated with the proposed Guzman Y Gomez would use the northern drive through lane to undertake the loading/unloading and waste collection activities as per their standard practice. It is therefore recommended that these activities be undertaken outside the peak operations and the northern drive through lane should be closed prior to the service trucks attending the site. Turn path analysis undertaken for a 12.5m service truck confirm satisfactory operation for rubbish collections and service trucks (refer Figure 17 and Figure 18).



Figure 17: 12.5m service truck – Inbound movement



t17.290.sk03a
20/11/2017
Scale: 1:500 @ A3



LEGEND
Vehicle Body
Wheel Path
500mm Clearance



104 Erindale Road, Balcatta
Austroads 2013: 12.5m SU Truck
Service Truck Circulation

Figure 18: 12.5m service truck – Outbound movement

7.3 *Proposed Take away Tenancies*

It is proposed to provide a shared loading bay to cater for the service vehicles and waste collection trucks associated with the proposed three take away tenancies. Turn path analysis undertaken for a 12.5m service truck confirm satisfactory operation for the waste collections and service vehicles (refer Figure 19 and Figure 20).



Figure 19: 12.5m service truck – Inbound movement



Figure 20: 12.5m service truck – outbound movement

8.0 Proposed Guzman Y Gomez Drive through Analysis

RTA requirements:

Section 5.8.1 of *RTA Traffic Generating Developments*³ document deals with the parking requirements for the drive-in and take-away food outlets.

With respect to the drive through facilities this section states that:

An exclusive area for queuing of cars for a drive through is required (queue length of 5 to 12 cars measured from pick up point). There should also be a minimum of four car spaces for cars queued from the ordering point.

The proposed Guzman Y Gomez proposes a drive through facility with two Customer Order Booth (COB) plus payment and pickup point.

The proposed drive-through facility provides for 13 car stacking capacity and 6 car spaces are available from the ordering points (3 on each side). Furthermore, two waiting bay is also proposed which increases the capacity of the drive through facility.

Accordingly, the proposed drive through facility meets and exceeds the RTA drive through requirements.

Drive Through Queue Length Analysis Model:

Based on trip generation estimation the proposed Guzman Y Gomez is anticipated to generate a total of 70vph (35vph inbound and 35vph outbound) during the critical PM peak hour. It is assumed that 50% of the customers would use the drive through facility and the remaining 50% would be walk-in and sit down customers. Accordingly, it is estimated that during the PM peak hour about 18 vehicles would use the drive through facility.

According to the advice provided to Transcore, the average order-taking cycle is approximately 45 seconds. However, for a purpose of robust assessment it is conservatively assumed that the order-taking cycle would be about 1 minute (60 seconds).

It is assumed that two COBs will be in operation during the peak periods, giving an order taking service rate of 60 vehicles per hour.

³ Guide to Traffic Generating Developments, Version 2.2, October 2002.

A queue length analysis was undertaken to assess the provision of storage for vehicles within the drive through lane. For this purpose, an M/M/2⁴ queuing model was adopted for each COB. The M/M/2 is a single-server queue model that can be used to approximate simple systems.

The queuing model adopts the following assumptions:

- vehicles arrive randomly following Poisson probability distribution;
- service time is exponentially distributed;
- there is one server per queue;
- the capacity of the queue in which arriving users wait before being served is infinite (for the purposes of identifying queue space requirements);
- the population of users (i.e. the pool of users) available to join the system is infinite; and,
- the queue is serviced on a first come, first served basis.

The results of the queuing analysis are detailed in Appendix C. In summary, peak hour queuing analysis of the drive through system established the following for each COB:

- ✚ The expected number in the system is 1 vehicle at the COB;
- ✚ The expected time in the queue is about 10.6 seconds; and,
- ✚ The 95th percentile queue is 1 vehicles at each COB.

The queue length usually adopted for robust analysis is the 95th percentile queue. This queue length will not be exceeded 95% of the time.

Based on the queue estimation model, the estimated queue will not exceed a queue length of 1 vehicle at each COB 95% of the time.

Accordingly, it is expected that during a typical weekday PM peak hour period, queues from the COB will be contained within the site.

⁴ In the notation, the M stands for Markovian; M/M/1 means that the system has a Poisson arrival process, an exponential service time distribution, and one server.

9.0 Parking

It is proposed to provide the following parking supply for the proposed development:

- 52 on-site car parking bays including one ACROD bay and 1 Air and Water bay;
- 8 parking spaces associated with the fuel bowzers;
- 13 car stacking capacity for the Guzman Y Gomez drive through facility; and,
- 2 waiting bays; and,
- 8 bicycle bays.

Accordingly, the subject site accommodates a total of 75 cars at any time. Furthermore, 2 loading areas are also provided on-site and as such a total of 77 vehicles can be accommodated on-site simultaneously.

According to the advice provided by Dynamic Planning and Developments (the project Town Planners), the theoretical parking requirements for the proposed development is calculated as 99 car parking bays under the relevant City of Stirling's Town Planning Scheme (TPS). Furthermore, the 8 bicycle bays proposed for the development enables a 5% concession to be applied for the parking requirement assessments. Therefore, the proposal is estimated to have a theoretical parking shortfall of 19 bays.

In order to estimate the actual anticipated parking demand for the proposed development Transcore undertook a parking assessment based on the following methodology:

This approach is based on establishing the critical peak day and peak hour for parking demand of the proposed development. This critical parking demand will be derived from establishing the peak parking demand day and hour for each land use as well as establishing the critical peak parking demand across the entire site. This approach is based on reciprocal car parking between the various land uses of the proposed development which is permitted and expected.

As the peak parking demand periods for various land uses do not completely overlap, a daily parking demand profile was developed for each of the proposed land uses to estimate the combined parking demand throughout the day (for a typical weekday and a weekend day).

The percentage assumptions for parking demand outlined in Table 1 are considered to be conservative which results in a robust assessment and outcome. It is noted that for the Guzman Y Gomez the maximum parking demand is assumed to be 50% because it is assumed that 50% of the customers to Guzman Y Gomez would use the drive through facility. The temporal parking analysis is undertaken for a typical weekday and weekend day between the hours of 6.00am to 9.00pm.

Note: The parking requirements for each land use were advised by Dynamic Planning and Developments.

Table 1: % Actual parking demand temporal analysis – Typical weekday

TIME	Estimated Percentage of Parking Demand - Typical Weekday				
	Guzman Y Gomez	Take away tenancy 1 (100m2 GLA)	Take away tenancy 2 (100m2 GLA)	Take away tenancy 3 (92m2 GLA)	7- Eleven service station
6:00	0%	0%	0%	0%	100%
7:00	0%	0%	0%	0%	100%
8:00	10%	0%	0%	0%	90%
9:00	20%	10%	10%	10%	80%
10:00	30%	20%	20%	20%	50%
11:00	50%	50%	50%	50%	50%
12:00	50%	100%	100%	100%	50%
13:00	50%	100%	100%	100%	50%
14:00	40%	80%	80%	80%	70%
15:00	40%	60%	60%	60%	100%
16:00	50%	50%	50%	50%	100%
17:00	50%	50%	50%	50%	80%
18:00	50%	80%	80%	80%	50%
19:00	50%	80%	80%	80%	50%
20:00	50%	80%	80%	80%	30%
21:00	30%	50%	50%	50%	20%
Requirements based on TPS	32	14	14	13	24

Table 2: % Actual parking demand temporal analysis – Typical weekend

TIME	Estimated Percentage of Parking Demand - Typical Weekend				
	Guzman Y Gomez	Take away tenancy 1 (100m2 GLA)	Take away tenancy 2 (100m2 GLA)	Take away tenancy 3 (92m2 GLA)	7- Eleven service station
6:00	0%	0%	0%	0%	70%
7:00	0%	0%	0%	0%	70%
8:00	10%	0%	0%	0%	60%
9:00	20%	10%	10%	10%	60%
10:00	30%	20%	20%	20%	50%
11:00	50%	50%	50%	50%	50%
12:00	50%	100%	100%	100%	65%
13:00	50%	100%	100%	100%	65%
14:00	50%	95%	95%	95%	70%
15:00	50%	70%	70%	70%	100%
16:00	50%	60%	60%	60%	100%
17:00	50%	60%	60%	60%	80%
18:00	50%	95%	95%	95%	50%
19:00	50%	100%	100%	100%	50%
20:00	50%	100%	100%	100%	30%
21:00	50%	90%	90%	90%	20%
Requirements based on TPS	32	14	14	13	24

The anticipated demand of car parking bays is then calculated by multiplying the anticipated percentage of parking demand for each land use with its theoretical parking requirements which are detailed in Table 1 and Table 2.

Accordingly, the estimated actual number of parking bays required is derived and shown in Table 3 and Table 4. The parking surplus (+)/ shortfall (-) for each land use and time period is estimated by subtracting the total anticipated parking demand from the proposed number of cars that can be accommodated on the subject site for the proposal (75 cars).

The results of the assessments are all detailed in Table 3 and Table 4.

Table 3: Actual parking demand temporal analysis – Typical weekday

TIME	Estimated Number of Parking Bays Required - Typical Weekday						
	Guzman Y Gomez	Take away tenancy 1 (100m2 GLA)	Take away tenancy 2 (100m2 GLA)	Take away tenancy 3 (92m2 GLA)	7- Eleven service station	Total	Surplus (+) / Shortfall (-)
6:00	0	0	0	0	24	24	51
7:00	0	0	0	0	24	24	51
8:00	3	0	0	0	22	25	50
9:00	6	1	1	1	19	30	45
10:00	10	3	3	3	12	30	45
11:00	16	7	7	7	12	49	26
12:00	16	14	14	13	12	70	5
13:00	16	14	14	13	12	70	5
14:00	13	11	11	10	17	63	12
15:00	13	9	9	8	24	62	13
16:00	16	7	7	7	24	61	14
17:00	16	7	7	7	19	56	19
18:00	16	11	11	10	12	61	14
19:00	16	11	11	10	12	61	14
20:00	16	11	11	10	7	57	18
21:00	10	7	7	7	5	35	40

Table 4: Actual parking demand temporal analysis – Typical weekend

TIME	Estimated Number of Parking Bays Required - Typical Weekend						
	Guzman Y Gomez	Take away tenancy 1 (100m2 GLA)	Take away tenancy 2 (100m2 GLA)	Take away tenancy 3 (92m2 GLA)	7- Eleven service station	Total	Surplus (+) / Shortfall (-)
6:00	0	0	0	0	17	17	58
7:00	0	0	0	0	17	17	58
8:00	3	0	0	0	14	18	57
9:00	6	1	1	1	14	25	50
10:00	10	3	3	3	12	30	45
11:00	16	7	7	7	12	49	26
12:00	16	14	14	13	16	73	2
13:00	16	14	14	13	16	73	2
14:00	16	14	14	12	17	72	3
15:00	16	10	10	9	24	69	6
16:00	16	9	9	8	24	65	10
17:00	16	9	9	8	19	60	15
18:00	16	14	14	12	12	68	7
19:00	16	14	14	13	12	70	5
20:00	16	14	14	13	7	65	10
21:00	16	13	13	12	5	58	17

As detailed in Table 3, the estimated maximum combined parking demand for a typical weekday is anticipated to occur at 12.00PM and 1.00PM with a peak demand of 70 cars for the entire site. The proposal offers 75 parking spaces

which equates to an estimated parking surplus of +5 during the weekday peak parking demand.

As detailed in Table 4, the estimated maximum combined parking demand for a typical weekend is anticipated to occur at 12.00PM and 1.00PM with a peak demand of 73 cars for the entire site. The proposal offers 75 parking spaces which equates to an estimated parking surplus of +2 during the weekend peak parking demand.

Accordingly, it is anticipated that the peak parking demand occurs on a weekend day at 12.00pm and 1.00pm.

The parking analysis outlined in this section suggests that, although the proposed parking provision may entail a theoretical shortfall based on City's requirements but in reality and when accounting for the reciprocal parking arrangements between different tenancies the parking provision is considered to be sufficient for the anticipated actual parking demands.

10.0 Conclusions

This Transport Impact Assessment has been prepared by Transcore on behalf of Joyress Pty Ltd with respect to the proposed commercial development at 104 Erindale Road, Balcatta in the City of Stirling (CoS).

As part of this proposal the existing left in/ left out crossover on Balcatta Road will be removed but the existing full movement crossover on Balcatta Road will be retained. The existing left in/ left out crossover on Erindale Road will also be retained as part of this proposal.

The proposed development has good accessibility to the existing roads, pedestrian and cyclist network and features good connectivity to the existing public transport services.

The traffic modelling and analysis undertaken demonstrates that the traffic from the proposed development will have insignificant impact on the surrounding road network.

SIDRA analysis undertaken for the proposed development confirms that the signalised intersection of Balcatta Road/ Erindale Road will continue to operate as per its existing LoS with only minimal increase in degree of saturation.

Turn path analysis undertaken, indicates satisfactory movements of different service vehicles for each of the proposed tenancies on the subject site.

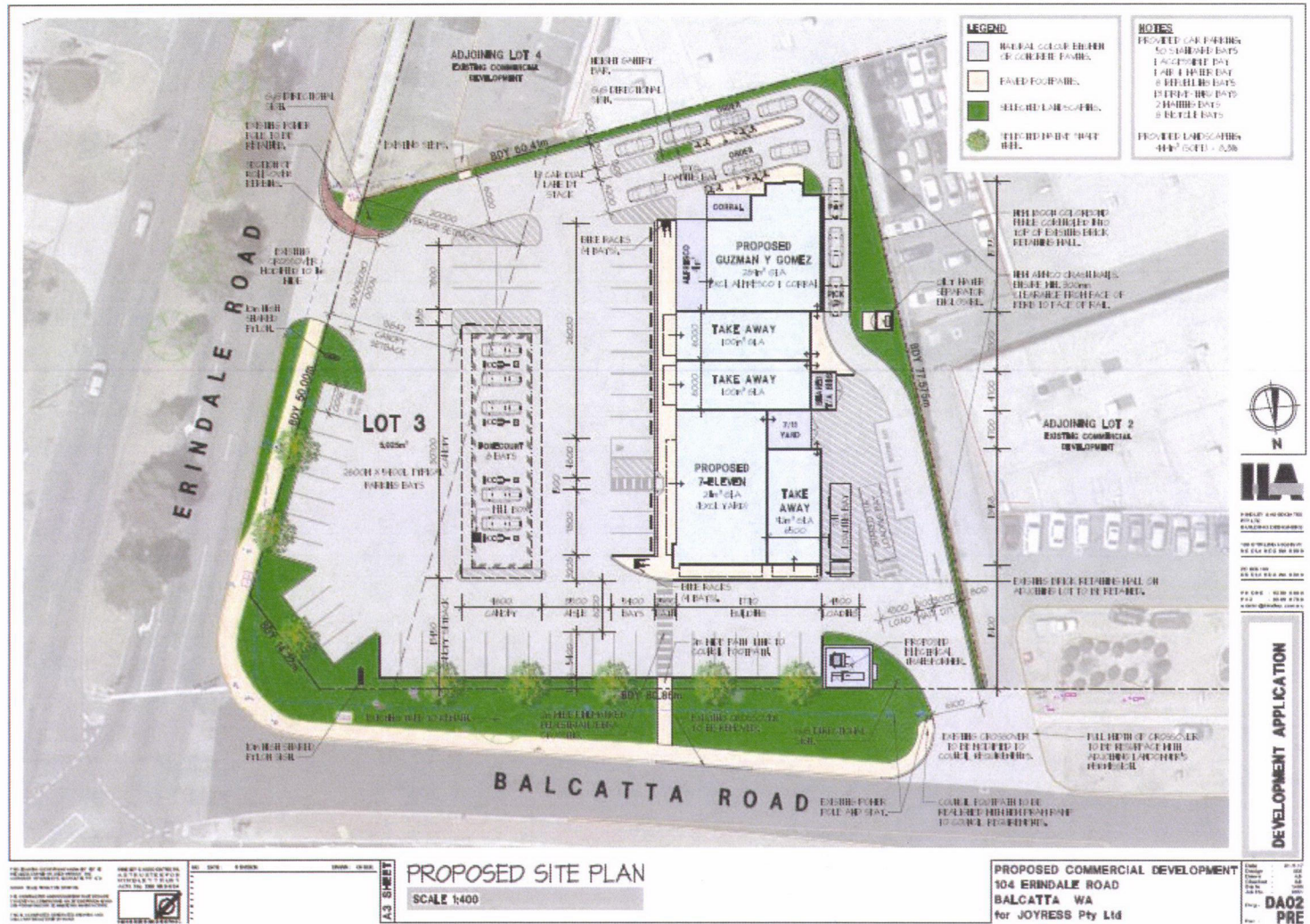
Turn path analysis undertaken, indicates satisfactory movements for a 19.0m fuel tanker associated with the proposed 7- Eleven on the subject site.

Guzman Y Gomez drive through queueing analysis undertaken in this TIA confirms that the queue back from the drive through during a typical PM peak period would be contained on site without impacting on the subject site's crossover.

The temporal parking assessment undertaken as part of this TIA illustrates that the proposed parking supply is sufficient to satisfy the actual anticipated demand for the proposed development.

Appendix A

PROPOSED DEVELOPMENT PLAN



Appendix B

SIDRA RESULTS

Table 5. SIDRA Results – Existing Balcatta Road/ Erindale Road signalised intersection

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Erindale Rd - South											
1	L2	119	12.0	0.871	41.1	LOS D	18.1	137.6	1.00	1.07	36.6
2	T1	798	9.0	0.871	35.3	LOS D	18.5	139.2	1.00	1.07	37.9
3	R2	284	12.0	0.885	47.0	LOS D	11.8	90.9	1.00	1.05	33.5
Approach		1201	10.0	0.885	38.7	LOS D	18.5	139.2	1.00	1.07	36.6
East: Balcatta Rd - East											
4	L2	171	9.0	0.153	9.6	LOS A	1.9	14.6	0.43	0.66	50.9
5	T1	325	12.0	0.654	28.6	LOS C	8.0	61.5	0.95	0.79	41.0
6	R2	199	9.0	0.878	48.0	LOS D	8.1	61.4	1.00	1.05	33.3
Approach		695	10.4	0.878	29.5	LOS C	8.1	61.5	0.84	0.83	40.2
North: Erindale Rd - North											
7	L2	156	12.0	0.160	10.8	LOS B	2.1	15.9	0.48	0.67	50.0
8	T1	624	9.0	0.903	43.0	LOS D	13.3	100.0	1.00	1.11	35.3
9	R2	84	12.0	0.567	42.1	LOS D	3.0	23.4	1.00	0.79	35.0
Approach		864	9.8	0.903	37.1	LOS D	13.3	100.0	0.91	1.00	37.2
West: Balcatta Road - West											
10	L2	85	9.0	0.634	35.8	LOS D	6.8	52.0	0.97	0.83	38.3
11	T1	300	12.0	0.634	31.2	LOS C	6.8	52.0	0.98	0.83	39.4
12	R2	84	9.0	0.556	41.9	LOS D	3.0	22.7	1.00	0.79	35.1
Approach		469	10.9	0.634	33.9	LOS C	6.8	52.0	0.98	0.82	38.3
All Vehicles		3229	10.2	0.903	35.6	LOS D	18.5	139.2	0.94	0.96	37.8

**Table 6: SIDRA Results – Post development scenario for Balcatta Road/
Erindale Road signalised intersection**

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Erindale Rd - South											
1	L2	124	12.0	0.876	41.7	LOS D	18.4	139.8	1.00	1.08	20.5
2	T1	798	9.0	0.876	35.9	LOS D	18.8	141.4	1.00	1.08	37.6
3	R2	297	12.0	0.925	53.3	LOS D	13.4	103.4	1.00	1.13	31.7
Approach		1219	10.0	0.925	40.8	LOS D	18.8	141.4	1.00	1.09	34.2
East: Balcatta Rd - East											
4	L2	171	9.0	0.153	9.6	LOS A	1.9	14.6	0.43	0.66	50.9
5	T1	333	12.0	0.670	28.8	LOS C	8.2	63.5	0.95	0.80	33.6
6	R2	199	9.0	0.878	48.0	LOS D	8.1	61.4	1.00	1.05	33.3
Approach		703	10.4	0.878	29.6	LOS C	8.2	63.5	0.84	0.84	37.3
North: Erindale Rd - North											
7	L2	156	12.0	0.162	11.2	LOS B	2.1	16.5	0.50	0.68	49.7
8	T1	624	9.0	0.903	43.0	LOS D	13.3	100.0	1.00	1.11	35.3
9	R2	88	12.0	0.594	42.3	LOS D	3.2	24.6	1.00	0.80	26.9
Approach		868	9.8	0.903	37.2	LOS D	13.3	100.0	0.91	1.00	36.6
West: Balcatta Road - West											
10	L2	89	9.0	0.639	35.7	LOS D	6.9	52.7	0.97	0.83	30.7
11	T1	300	12.0	0.639	31.2	LOS C	6.9	52.7	0.98	0.83	32.0
12	R2	84	9.0	0.556	41.7	LOS D	3.0	22.7	1.00	0.79	27.4
Approach		473	10.9	0.639	33.9	LOS C	6.9	52.7	0.98	0.82	30.8
All Vehicles		3263	10.2	0.925	36.4	LOS D	18.8	141.4	0.94	0.97	35.1

Table 7: Balcatta Road crossover – Post development scenario

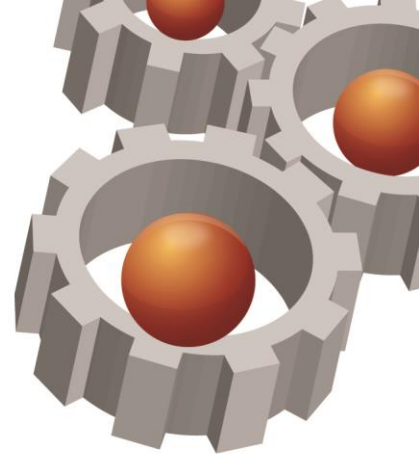
Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Crossover											
1	L2	41	0.0	0.074	7.5	LOS A	0.3	1.8	0.55	0.73	50.9
3	R2	10	0.0	0.074	16.3	LOS C	0.3	1.8	0.55	0.73	45.0
Approach		51	0.0	0.074	9.2	LOS A	0.3	1.8	0.55	0.73	50.0
East: Balcatta Road - East											
4	L2	36	0.0	0.258	5.5	LOS A	0.0	0.0	0.00	0.04	56.7
5	T1	509	0.0	0.258	0.0	LOS A	0.0	0.0	0.00	0.04	59.4
Approach		545	0.0	0.258	0.4	NA	0.0	0.0	0.00	0.04	59.2
West: Balcatta Road - West											
11	T1	463	0.0	0.124	0.1	LOS A	0.1	1.0	0.04	0.02	59.5
12	R2	12	0.0	0.124	8.1	LOS A	0.1	1.0	0.08	0.03	57.9
Approach		475	0.0	0.124	0.3	NA	0.1	1.0	0.04	0.02	59.4
All Vehicles		1071	0.0	0.258	0.8	NA	0.3	1.8	0.04	0.06	58.5

Appendix C

Drive Through QUEUE ANALYSIS

M/M/s - Drive Through Queuing Analysis (Poisson Arrival and Service Rates)

M/M/s	vph	vps
Arrival rate	9	0.0025
Service rate	60	0.016667
Number of servers	1	1
Utilization	15.00%	15.00%
P(0), probability that the system is empty	0.8500	0.8500
Lq, expected queue length	0.0265 (cars)	6.0000 (metres)
L, expected number in system	0.1765 (cars)	6.0000 (metres)
Wq, expected time in queue	0.0029 (hours)	10.5882 (seconds)
W, expected total time in system	0.0196 (hours)	70.5882 (seconds)
Probability that a customer waits	0.1500	0.1500
95% Queue	1.0000 (cars)	6.0000 (metres)



Our Ref: 743
City Ref: DA17/2376

16 March 2018

Chief Executive Officer
City of Stirling
PO Box 1533
Osborne Park WA 6916

ATTN: Kate Miller – Planning Officer

Dear Madam,

LOT 3 (NO. 104) ERINDALE ROAD, BALCATT
SUBMISSION OF REVISED PLANS

Dynamic Planning and Developments Pty Ltd acts on behalf of the registered proprietor of Lot 3 (No. 104) Erindale Road, Balcatta (herein referred to as the 'subject site') in support of an Application for Approval to Commence Development for a Service Station, a Drive Through Fast Food Outlet and Restaurant and three (3) Fast Food Outlets

In light of the recent City of Stirling 'Request for Further Information' letter dated 27 February, we offer this concise covering letter that details any changes made the relevant plans and provides any additional justification in order to address the City's concerns. Attached to this letter is a revised set of development plans.

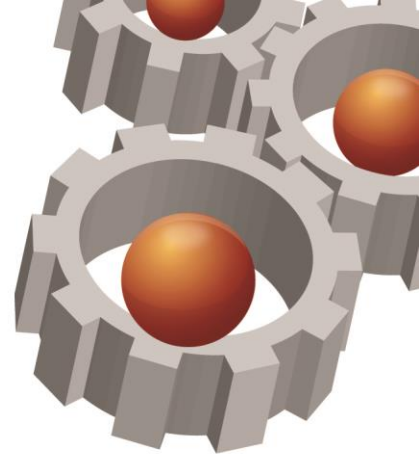
For ease of reference we have highlighted the aspects of the proposed development that required attention and provided a response that details the changes made and/or justifies the variation sought.

- **Setbacks:**

As stated in the letter from the City, our previous justification for the proposed setback variations has been noted.

- **Fencing and Gates:**

The Colorbond dividing fence is not located within the street setback area as it stops in line with proposed buildings. There is an ARMCO crash railing that extends to the property boundary however, this is considered to be an important safety measure due to the level change between the subject site and the adjoining lot. It is also considered that, due the height and the visually permeable nature of the crash railing, this will not obstruct any driver sightlines.



Please see the attached site plan and elevations plan depicting both the Colourbond fence and the ARMCO crash railing.

- **Advertising Signage:**

The proposed signage plan, elevation plan and perspectives have been revised with the following changes being made:

1. The proposed monolith sign on Erindale Road has been reduced to 7.5m in height;
2. The proposed monolith sign on Balcatta Road has been reduced to 9m in height; and
3. The proposed directional signage has been removed from the Erindale Road crossover.

With regard to the other ground based signs and created roof signs, we consider that they do not result in the proliferation of signage and are considered justifiable for the following reasons:

1. It is considered that, due to the dual frontage afforded to this lot, exposure on both street frontages is important for the businesses that will operate at the subject site as it provides divers fair warning when they are approaching the site. Particularly drivers travelling west bound on Balcatta Road as if they miss the entry on Balcatta Road, there is no other opportunity to enter the site.
2. As the proposed signage is spread across two (2) frontages it is considered that the impact of the signage is reduced and the amenity of each streetscape is preserved.
3. A number of the proposed ground based signs contribute to the functionality of the drive through fast food outlet and are required to direct traffic. As such, removing these would have a negative impact on the functionality of the site.

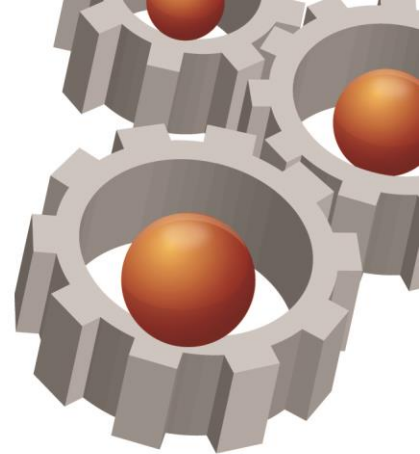
- **Landscaping:**

The proposed landscaping plan and site plan have been revised with the following changes being made:

1. Additional shade trees have been provided to increase the number of shade trees along both road frontages.
2. An additional 107m² of landscaping has been provided long the Erindale Road frontage to bring the total landscaping to 525m² or 10.4% of the site area.
3. The parking layout has been altered to increase the landscaping strip along Erindale Road whilst also maintaining the total number of car bays. The result provides a landscaping strip that achieves a 6m average width along the Erindale Road frontage. Figure 1 below illustrates this point, with the required 6m landscaping setback illustrated by the red line. As a result of the increase the landscaping strip, extra prominence has been given to the Erindale/Balcatta Road corner.
4. Street trees will be retained.
5. An additional landscaping plan will be provided to include the verge area as the developer is happy to maintain the verge to ensure that the landscaping harmonises with what is going to

- **Parking:**

- In addition to the above, most of the patrons visiting the site will only do so for very short periods of time which reduces the pressure on the available parking bays.
- The site is well serviced by pedestrian and cyclist infrastructure including 8 bicycle bays and pedestrian footpaths which will encourage alternative means of transport.
- Erindale Road is serviced by three (3) separate bus routes being the 387, 427 and 428 with the closest stop being 180m away. Therefore, it is expected that a number of patrons will visit the site via bus.
- A recent JDAP decision (DAP/16/01082) for a similar development approved a 19% parking shortfall (including fuel refill and drive through bays). In consideration of this decision the 7 bay or 8.6% car parking shortfall as a result of this proposal is considered appropriate.



Crossovers:

The proposed site plan has been revised with the following changes being made to address the City's concerns with regard to both crossovers:

Balcatta Road Crossover

- Increased separation has been provided between the proposed crossover and the adjoining lots crossover in the form of kerbing and also line marking. This is expected to reduce the conflict between the two sites.
- The median island on Balcatta Road will be reduced to accommodate the necessary vehicle movements in and out of the site.
- Vehicle swept paths have been provided to demonstrate that the vehicle movements are possible.

Erindale Road Crossover

- The proposed crossover width has been reduced to 10m in order to comply with the City's requirements. This was done on the basis that the fuel tankers can use the full extent of the crossover when entering the site.
- The proposed rollover kerbing has been removed.

Conclusion

We trust that the modifications made to the relevant plans and any justification that has been provided appropriately address the concerns of the City and we trust that this will facilitate a positive RAR report being submitted to the Metro North West JDAP.

Should you have any queries or require any clarification in regard to the matters raised, please do not hesitate to contact the undersigned on 9275-4433.

Yours faithfully,



Reagan Cake
Planner

Enc.

File Ref: 180316 743 Revised Plans Letter.doc



Your ref: DA17/2483

File ref: RF39-07

PA ref: 19067

Enquiries: Bree Lyons

Tel: 6250 8035

City of Stirling
25 Cedric Street
STIRLING WA 6021

Via email – kate.miller@stirling.wa.gov.au

Attention: Kate Miller - Planning Officer

Dear Sir/Madam,

Re: Mixed Use Commercial Development - 104 Erindale Road, Balcatta

Thank you for the above referral dated 22 February 2018. The Department of Water and Environmental Regulation (DWER) has assessed the proposal and would like to provide the following advice:

The proposal is located within the Priority 3 (P3) area of the Gnangara Underground Water Pollution Control Area. P3 areas are defined and managed to maintain the quality of the drinking water source for as long as possible with the objective of risk management. P3 areas occur within Public Drinking Water Source Areas (PDWSA) where the land is zoned for urban and commercial or light industrial uses. Within P3 areas, drinking water sources need to co-exist with higher intensity land uses compared to P1 and P2 areas. Key elements in the protection of P3 areas include the need for deep sewerage and implementing best management practices.

According to *Water Quality Protection Note (WQPN) 25: Land use compatibility tables for Public Drinking Water Source Areas* (DWER, 2016), service stations are considered to be compatible with conditions in P3 areas.

Hydrocarbons, chemicals and other toxic or hazardous substances should be stored so there is no discernible contamination of groundwater or surface water. This should include effective secondary barriers to contain the system. The best management practices in the following water quality protection notes (WQPN) (available from the DWER's website) should be taken into consideration:

- *WQPN no. 49: Service stations;*

- *WQPN 56 Tanks for elevated chemical storage*
- *WQPN 62: Tanks for underground chemical storage;*
- *WQPN 65: Toxic and hazardous substances;*
- *WQPN 10: Contaminant spills – emergency response.*

Water Resource Advice Only

The Department of Water has recently merged with the Department of Environment Regulation and Office of the Environmental Protection Authority to create the new agency Department of Water and Environmental Regulation.

The former agencies are in the process of amalgamating their functions. Until this fully occurs, please note that the advice in this correspondence pertains only to water resource matters previously dealt with by the Department of Water.

If you wish to discuss the matter further, please contact Bree Lyons on 6250 8035 or bree.lyons@dwer.wa.gov.au.

Yours sincerely,

A handwritten signature in black ink, appearing to read 'Slodecki', with a stylized flourish at the end.

Carlie Slodecki
Senior Natural Resource Management Officer
Land Use Planning
Swan Avon Region

8 March 2018