

ATTACHMENTS

ORDINARY COUNCIL MEETING

25 JULY 2017

Attachment No. 1

Ordinary Council Minutes of 27 June 2017

Attachment No. 2

Special Council Minutes of 10 July 2017

Attachment No. 3

1 Garnsworthy Place, Bassendean – Unauthorised Carport

- Arrangement on site prior to current ownership;
- Aerial photography confirming date of build;
- Annotated photographs of unauthorised development identifying various planning conflicts; and
- Compliance letter to property owner.

Attachment No. 4

Lot 746 (No. 9) Broadway, Bassendean

- Altus Planning and Appeals 'Grounds for Review' (undated);
- Planning Bulletin 22/2017 (Jan 2017) Rights-of-way or laneways in established areas; and
- Altus Supplementary Submission dated (18 July 2017).

Attachment No. 5

Strata Lot 3, Lot 125 (No. 335) Collier Road, Bassendean,

- Development Application Report prepared by Planning Solutions dated May 2017.
- Final set of plans dated 12 July 2017.
- Correspondence on behalf of the Department of Planning dated 3 July 2017.
- Correspondence on behalf of the Department of Environmental Regulation dated 28 June 2017.
- Local Planning Policies No's 6, 8, 15, 16, 18.
- Right hand turning template prepared by the Town's Asset Services.

Attachment No. 6

- Information Sheet – Dog Behaviour in a Public Space and Dog Exercise areas;
- Community Consultation Feedback – Fenced Dog Exercise areas;
- Anzac Terrace Reserve & Palmerston Square Reserve –schematic plan for separated fenced areas and estimated costs;
- Bayside City Council (Victoria) - Fenced dog exercise areas;
- Perth Walkabout guide to fenced dog exercise areas; NS
- Publication - "Fenced Dog Parks – What you probably don't know but need to know".

Attachment No. 7

Correspondence from Casa Mia Montessori Community School

Attachment No. 8

- Correspondence from Department for Local Government, Sport and Cultural Industries.
- Powerpoint presentation made to Councillors.

Attachment No. 9

Quarterly Report

Attachment No. 10

Access and Inclusion Committee Minutes of 5 July 2017.

Attachment No. 11

List of Accounts

Attachment No. 12

Permissible Verge Treatment Information Sheet

Confidential Reports and Attachments

ATTACHMENT NO. 1

**TOWN OF BASSENDEAN
MINUTES
ORDINARY COUNCIL MEETING
27 JUNE 2017**

TABLE OF CONTENTS

	Page No.
1.0 Declaration of Opening/Announcement of Visitors	1
2.0 Public Question Time and Address by Members of the Public	1
3.0 Attendances, Apologies and Applications for Leave of Absence	5
4.0 Deputations	5
5.0 Confirmation of Minutes	6
5.1 Ordinary Council Meeting held on 23 May 2017	6
6.0 Announcements by the Presiding Person Without Discussion	6
7.0 Petitions	6
8.0 Declarations of Interest	6
9.0 Business Deferred from Previous Meeting	6
10.0 Reports	7
10.1 Adoption of Recommendations en bloc	7
10.2 Request to Name Right of Way No. 14 bounded by Guildford Road, Geraldine Street, Shackleton Street and Cyril Street, Bassendean	8
10.3 Proposed Amendment No. 17 to Town Planning Scheme No. 4A	9
10.4 Proposed Amendment No. 9 to Local Planning Scheme No. 10	10
10.5 Review of Works Approval by the Minister for Environment and Air monitoring of Proposed Concrete Batching Plant - Lot 105; 2 Clune Street, Bassendean	11
10.6 Third Party Appeal Rights in Planning – WALGA Discussion Paper	12
10.7 Review of Leadership and Governance Policies	12
10.8 RFT CO 063 2016-17 Supply, Preparation and Installation of Turf and Turf Renovation Services	13
10.9 RFT CO 062 2016-17 Provision of Brick Paving Services (Minor Works) for the Town of Bassendean	13

10.10	Bassendean Child Health Clinic	14
10.11	Variation to the Leasehold Area - Bassendean Men's Shed Association	14
10.12	Conducting the 2017 Council Elections by Postal Vote	16
10.13	Bassendean Youth Advisory Council Meetings - September 2016 to April 2017	16
10.14	Municipal Heritage Inventory Review Committee Meeting held on 6 June 2107	17
10.15	Bassendean Local Emergency Management Committee Meeting held on 7 June 2017	18
10.16	Audit & Risk Management Committee Meeting held on 7 June 2017	18
10.17	Liveable Town Advisory Committee Meeting held on 13 June 2017	20
10.18	Determinations Made by the Principal Building Surveyor	21
10.19	Determinations Made by Development Services	21
10.20	Use of the Common Seal	21
10.21	Calendar for July 2017	22
10.22	Implementation of Council Resolutions	22
10.23	Accounts for Payment – May 2017	22
10.24	Financial Statements – May 2017	23
11.0	Motions of Which Previous Notice has Been Given	23
11.1	Notice of Motion – Cr Pule: Recycle and produce food locally, Project Life Cykel	23
11.2	Notice of Motion – Cr Pule: Town of Bassendean Gets on board the War on Waste	23
11.3	Notice of Motion – Cr Brown: Intersection roundabouts and effective chicanes into which suitable large trees can be planted	24
11.4	Notice of Motion – Cr Brown: Spraying of Glyphosate on hard surfaces within the Town's boundaries	24
11.5	Notice of Motion – Cr Bridges: Motorist, Pedestrian and Cyclist Safety on Guildford Road	24

12.0	Announcements of Notices of Motion for the Next Meeting	25
13.0	Confidential Business	25
14.0	Closure	25

TOWN OF BASSENDEAN

MINUTES

ORDINARY COUNCIL MEETING

HELD IN THE COUNCIL CHAMBER, 48 OLD PERTH ROAD, BASSENDEAN

ON TUESDAY 27 JUNE 2017 AT 7.00PM

1.0 DECLARATION OF OPENING/ANNOUNCEMENT OF VISITORS

The Presiding Member declared the meeting open, welcomed all those in attendance and acknowledged the past and present traditional owners and custodians of the land on which the meeting was being held.

Sports Achievement Awards

The Mayor presented Sports Achievement Awards to Harry Gordon and Toby Digney.

2.0 PUBLIC QUESTION TIME & ADDRESS BY MEMBERS OF THE PUBLIC

2.1 Questions Taken on Notice

Mrs Jane Bremmer

At the 23 May 2017, Ordinary Council Meeting, Mrs Jane Bremmer raised a question during Public Question Time concerning the intended use of Turfmaster in the future.

The following response has been provided by the Director Operational Services to Mrs Bremmer:

"In accordance with contract RFQ CO 275 14-15 Provision of Chemical Spraying, Council previously appointed Turfmaster to treat footpaths and kerb lines etc. However, in April 2016 Council (OCM 12/04/16) resolved to suspend the use of Glyphosate herbicides on hard surfaces, and at the May 2017 Ordinary Council Meeting, Council (OCM – 8/05/17) resolved in part, to uphold the suspension of the use of glyphosate on hard surfaces in the urban environment.

As a result, Council Officers wrote to Turfmaster on 9 June 2017, advising them of the resolution to uphold the suspension of use of glyphosate to treat weeds that emerged from footpaths and kerb lines.

I trust this information with response to your questions, will be of assistance to you."

Mr Don Yates

At the 23 May 2017, Ordinary Council Meeting, Mr Don Yates raised the questions during Public Question Time and the CEO has provided the following response:

"I refer to the unconfirmed minutes of the Ordinary Council Meeting of the 23 May 2017 which provide the summary of the questions you asked at that meeting and that a response would be provided to you, as follows:

You referred to the Strategic Community Plan and asked if the Council is being open and inclusive by refusing to allow a powerpoint presentation.

A: This was the ruling of the Presiding Officer

You asked if after tonight's meeting will it be possible for the public to ask questions at an Audit and Risk Management Committee meeting.

A: This question has been asked of staff on a number of occasions and you have received written replies on each occasion.

You asked if the Town will examine the cost saving benefits of a GPS managed car fleet.

A: The Town leases its vehicles and does not intend to pay for the installation of GPS on those vehicles. You will be aware that Council has already resolved not to install GPS systems in its vehicles. A portable GPS and duress alarm system is being supplied to Rangers for safety purposes.

You asked if the report on the Tonkin Cell has been completed.

A: The report on the Tonkin Park Containment Cell has not been completed as yet. It has been established that the owners of the land are in the early process of investigating the feasibility of removing the containment cell to return the 4.5 hectare parcel of land to Commercial and Industrial use. The Town's officers still need to examine the results of the groundwater monitoring for the site."

2.2 Public Question Time

Ms Kathryn Hamilton, 53 Broadway Street, Bassendean

Ms Hamilton asked how long it takes for reports to be returned to Council for motions that have been passed by Council.

The Mayor advised that there is no definitive timeframe, it depends on how long it takes to prepare each individual report.

Ms Hamilton asked if the CEO could provide a complete list of motions passed by Council over the last four years that have not yet been actioned.

The CEO advised that the question would be taken on notice and a response provided.

Ms Hamilton referred to Item 10.5 and asked if the Town's Strategic Planner has the ability to lobby the State Government against the concrete batching plant.

The Director Strategic Planning responded that as the concrete batching plant has been approved, it can continue to operate in accordance with the conditions associated with that approval.

Ms Nonie Jekabsons, 6 Barton Parade, Bassendean

Ms Jekabsons asked about the recent tree lopping at Success Hill Reserve.

The Director Operational Services advised that tree lopping has been carried out at the request of the Department of Agriculture to remove dead wood from trees containing European borer wasp. The Town will continue to monitor the borer activity and lop the trees as required.

Ms Jekabsons referred to the concrete batching plant and asked if the water they intend to use for dust suppression is recycled water and could therefore be contaminated with dust.

The Mayor responded that the question would be taken on notice and a response provided.

Mrs Val Dreyer, 31 Naunton Crescent, Eden Hill

Mrs Dreyer requested that Council look at parks in other local government areas such as Woodbridge.

Mrs Dreyer commented on the new road works at the intersection of Ivanhoe Street and Anzac Terrace and that there was a gap between the road and footpath which was not completed.

The Director Operational Services advised that he will followed up the Engineering Supervisor and arrange for temporary signage to be erected, until works are completed.

Mrs Dreyer asked why the graffiti on the wall opposite the railway has still not been addressed.

The Director Operational Services advised that the Town had previously written to the property owner and request that they arrange for the removal of the graffiti from the privately owned fence, however they declined.

Ms Fran Phelan, 15 River Street, Bassendean

Ms Phelan commented that the playground design attached to Item 10.17 was too small to see properly.

The Mayor advised that a larger copy will be provided for public consultation.

Ms Phelan asked why the river hasn't been incorporated into the design, such as making a beach area for children to play.

The Director Community Development commented that they do not want to remove and disturb the acid sulphate soil.

2.3 Address by Members of the Public

It should be noted that public statements are not recorded in the minutes.

3.0 ATTENDANCES, APOLOGIES AND APPLICATIONS FOR LEAVE OF ABSENCE

Present

Councillors

Cr John Gangell, Mayor
Cr Mike Lewis, Deputy Mayor
Cr Gerry Pule
Cr Paul Bridges
Cr Bob Brown

Officers

Mr Bob Jarvis, Chief Executive Officer
Mr Michael Costarella, Director Corporate Services
Mr Graeme Haggart, Director Community Development
Mr Simon Stewert-Dawkins, Director Operational Services
Mr Anthony Dowling, Director Strategic Planning
Mr Christian Buttle, Acting Manager Development Services
Mrs Amy Holmes, Minute Secretary

Public

Approximately 30 members of the public were in attendance.

Press

One member of the press was in attendance.

Leave of Absence

Cr Renee McLennan

4.0 DEPUTATIONS

- 4.1 Mr Bruce Keay of 11 Earlsferry Court, Bassendean, addressed Council on Item 10.3.
- 4.2 Mr Clive Brown of the Bassendean Men's Shed, addressed the Council on Item 10.11.
- 4.3 Nathan Stewart of Rowe Group, on behalf of the landowner of 43 Old Perth Road, Bassendean, addressed Council on Item 10.14.

4.4 Mr George Christos of 1 Kathleen Street, Bassendean, addressed Council on Item 10.14.

4.5 Mr Ian Veale of 33 Bassendean Parade, Bassendean, addressed Council on Item 10.3.

5.0 CONFIRMATION OF MINUTES

5.1 Ordinary Council Meeting held on 23 May 2017

**COUNCIL RESOLUTION/OFFICER RECOMMENDATION –
ITEM 5.1(a)**

OCM – 1/06/17 MOVED Cr Lewis, Seconded Cr Pule, that the minutes of the Ordinary Council Meeting, held on 23 May 2017, be received.
CARRIED UNANIMOUSLY 5/0

**COUNCIL RESOLUTION/OFFICER RECOMMENDATION –
ITEM 5.1(b)**

OCM – 2/06/17 MOVED Cr Pule, Seconded Cr Bridges, that the minutes of the Ordinary Council Meeting, held on 23 May 2017, be confirmed as a true record.
CARRIED UNANIMOUSLY 5/0

**6.0 ANNOUNCEMENT BY THE PRESIDING PERSON WITHOUT
DISCUSSION**

Nil

7.0 PETITIONS

Nil

8.0 DECLARATIONS OF INTEREST

Nil

9.0 BUSINESS DEFERRED FROM PREVIOUS MEETING

Nil

10.0 REPORTS

10.1 Adoption of Recommendations En Bloc

It was agreed that items 10.2, 10.3, 10.4, 10.5, 10.14 & 10.17 be removed from the en-bloc table and considered separately.

COUNCIL RESOLUTION/OFFICER RECOMMENDATION – ITEM 10.1

OCM – 3/06/17 MOVED Cr Pule, Seconded Cr Bridges, that Council adopts en bloc the following Officer recommendations contained in the Ordinary Council Meeting Agenda of 27 June 2017:

Item	Report
10.6	Third Party Appeal Rights in Planning – WALGA Discussion Paper
10.10	Bassendean Child Health Clinic
10.13	Bassendean Youth Advisory Council Meetings - September 2016 to April 2017
10.15	Bassendean Local Emergency Management Committee Meeting held on 7 June 2017
10.18	Determinations Made by the Principal Building Surveyor
10.19	Determinations Made by Development Services
10.20	Use of the Common Seal
10.21	Calendar for July 2017
10.22	Implementation of Council Resolutions
10.23	Accounts for Payment - May 2017

CARRIED UNANIMOUSLY 5/0

Council was then requested to consider the balance of the Officer Recommendations independently.

Item	Report
10.2	Request to Name Right of Way No. 14 bounded by Guildford Road, Geraldine Street, Shackleton Street and Cyril Street, Bassendean
10.3	Proposed Amendment No. 17 to Town Planning Scheme No. 4A
10.4	Proposed Amendment No. 9 to Local Planning Scheme No. 10
10.5	Review of Works Approval by the Minister for Environment and Air monitoring of Proposed Concrete Batching Plant - Lot 105; 2 Clune Street, Bassendean
10.7	Review of Leadership and Governance Policies
10.8	RFT CO 063 2016-17 Supply, Preparation and Installation of Turf and Turf Renovation Services
10.9	RFT CO 062 2016-17 Provision of Brick Paving Services (Minor Works) for the Town of Bassendean
10.11	Variation to the Leasehold Area - Bassendean Men's Shed Association
10.12	Conducting the 2017 Council Elections by Postal Vote
10.14	Municipal Heritage Inventory Review Committee Meeting held on 6 June 2017
10.16	Audit & Risk Management Committee Meeting held on 7 June 2017
10.17	Liveable Town Advisory Committee (LTAC) 13 June 2017

10.24	Financial Statements – May 2017
11.1	Notice of Motion – Cr Pule: Recycle and produce food locally, Project Life Cykel
11.2	Notice of Motion – Cr Pule: Town of Bassendean Gets on board the War on Waste
11.3	Notice of Motion – Cr Brown: Intersection roundabouts and effective chicanes into which suitable large trees can be planted
11.4	Notice of Motion – Cr Brown: Spraying of Glyphosate on hard surfaces within the Town's boundaries
11.5	Notice of Motion – Cr Bridges: Motorist, Pedestrian and Cyclist Safety on Guildford Road

10.2 Request to Name Right of Way No. 14 bounded by Guildford Road, Geraldine Street, Shackleton Street and Cyril Street, Bassendean - Applicant: Jamie Strain and Toni Jackson - 131 Guildford Road, Bassendean (Ref: ROAD/STMNGT/4 - Brian Reed, Manager Development Services)

APPLICATION

The purpose of this report was for Council to consider a request to officially name the above right of way.

Cr Bridges moved the officer recommendation with an amendment as shown in bold.

COUNCIL RESOLUTION/OFFICER RECOMMENDATION — ITEM 10.2

OCM – 4/06/17 MOVED Cr Bridges, Seconded Cr Pule, that consultation be carried out by letter with the owners and occupiers of 105- 133 Guildford Road, Bassendean, to gauge the level of support for naming the right of way No. 14, bounded by Guildford Road, Geraldine Street, Shackleton Street and Cyril Street, to 'McKinlay Lane' as first preference and 'Swinbourn Lane' as second preference, and the results of this consultation be brought back to Council to allow a recommendation to be made to Landgate **and that the proposed consultation on the renaming of Clarke Way Reserve be done concurrently so that both may be submitted to Landgate at the same time.**
CARRIED UNANIMOUSLY 5/0

10.3 Proposed Amendment No. 17 to Town Planning Scheme No. 4A (Ref: DABC/BDVAPPS/TPS4A - 17- Brian Reed, Manager Development Services)

APPLICATION

The purpose of this report was for Council to make a recommendation to the Minister for Planning with a view to finalising the above amendment.

OFFICER RECOMMENDATION — ITEM 10.3

That Council supports Amendment No. 17 to the Town Planning Scheme No. 4A without modification.

COUNCIL RESOLUTION – ITEM 10.3(a)

OCM – 5/06/17 MOVED Cr Pule, Seconded Cr Gangell, that point 1(a)iv “Deleting Lots 162 and 163 Anstey Road from area ‘C’ and include the land within area ‘B’” be excluded.

LOST 2/3

Crs Pule & Gangell voted in favour of the motion. Crs Lewis, Bridges & Brown voted against the motion.

COUNCIL RESOLUTION – ITEM 10.3(b)

OCM – 6/06/17 MOVED Cr Lewis, Seconded Cr Gangell, that point 1(a)iv “Deleting Lots 162 and 163 Anstey Road from area ‘C’ and include the land within area ‘B’.” and point 1(a)v “Deleting a portion of Lot 271 Hamilton Street from area ‘C’ and include the land within area ‘B’.” be excluded.

LOST 2/3

Crs Lewis & Gangell voted in favour of the motion. Crs Pule, Bridges & Brown voted against the motion.

Cr Bridges moved the officer recommendation. The motion lapsed for want of a seconder.

COUNCIL RESOLUTION – ITEM 10.3(c)

OCM – 7/06/17 MOVED Cr Lewis, Seconded Cr Pule that motion OCM-5/06/17 which reads: “that point 1(a)iv “Deleting Lots 162 and 163 Anstey Road from area ‘C’ and include the land within area ‘B’ be excluded”, be revoked.

CARRIED BY AN ABSOLUTE MAJORITY 4/1

*Crs Lewis, Pule, Gangell & Brown voted in favour of the motion.
Cr Bridges voted against the motion.*

COUNCIL RESOLUTION — ITEM 10.3(d)

OCM – 8/06/17 MOVED Cr Lewis, Seconded Cr Pule, that Council supports Amendment No. 17 to the Town Planning Scheme No. 4A with modification by **excluding point 1(a)iv) “Deleting Lots 162 and 163 Anstey Road from area ‘C’ and include the land within area ‘B’.”**

CARRIED 4/1

*Crs Lewis, Pule, Gangell & Brown voted in favour of the motion.
Cr Bridges voted against the motion.*

10.4 **Proposed Amendment No. 9 to Local Planning Scheme No. 10 (Ref: DABC/BDVAPPS/LPS10.9 - Brian Reed, Manager Development Services)**

APPLICATION

The purpose of this report was for Council to make a recommendation to the Minister for Planning with a view to finalising the above amendment.

Cr Pule moved the officer recommendation with an amendment as shown in bold.

COUNCIL RESOLUTION/OFFICER RECOMMENDATION —
ITEM 10.4

OCM – 9/06/17 MOVED Cr Pule, Seconded Cr Lewis, that Council supports amendment No 9 to the Local Planning Scheme No. 10 with proposed modifications by deleting the proposal to rezone drainage reserves 178279, 29953, 29953 Reid Street from “Residential with a density code of R20” to “Parks and Recreation, and instead reserves those reserves for “Public Purposes - Drainage” to address issues raised in the submissions, **along with the exclusion of point 1.f. “Rezoning Lots 162 and 163 Anstey Road from ‘Residential with a density code of R25’ to ‘Parks and Recreation’.”**

CARRIED 4/1

*Crs Pule, Lewis, Gangell & Brown voted in favour of the motion.
Cr Bridges voted against the motion.*

10.5 Review of Works Approval by the Minister for Environment and Air monitoring of Proposed Concrete Batching Plant - Lot 105; 2 Clune Street, Bassendean (Ref: DABC/BDVAPPS 2015-246 Brian Reed, Manager Development Services)

APPLICATION

The purpose of this report was for Council:

- To consider the response received from the Honourable Stephen Dawson MLC, Minister for Environment, in response to Council's request for him to review the works approval granted by the Department of Environment Regulation (DER) for the proposed concrete batching plant at Lot 105 No 2 Clune Street Bassendean; and
- To consider whether Council wishes to proceed with the air monitoring of the concrete batching plant, having regard to the Minister's advice.

COUNCIL RESOLUTION/OFFICER RECOMMENDATION — ITEM 10.5

OCM – 10/06/17 MOVED Cr Gangell, Seconded Cr Lewis, that Council:

1. Notes the response received from the Minister of Environment stating that the Department of Environment Regulation (DER) did assess the risk associated with dust emissions, and found that the risk can be acceptably managed, and therefore it would not be appropriate for him to intervene in DER's regulatory functions; and
2. Does not proceed with independent air monitoring of the proposed concrete batching plant at Lot 105; No. 2 Clune Street, Bassendean, as conditions have been placed on the works approval issued by the DER that prevent the escape of visible dust from the premises, and that the DER will continue to monitor the premises to ensure compliance with the works approval and the Concrete Batching Regulations.

CARRIED 4/1

Crs Gangell, Lewis, Bridges & Brown voted in favour of the motion. Cr Pule voted against the motion.

10.6 Third Party Appeal Rights in Planning – WALGA Discussion Paper (Ref: DABC/LEGLTN/1 - Christian Buttle, Acting Manager Development Services)

APPLICATION

To give consideration to a discussion paper prepared by the Western Australian Local Government Association (WALGA) titled "Third Party Appeal Rights in Planning".

COUNCIL RESOLUTION/OFFICER RECOMMENDATION — ITEM 10.6

OCM – 11/06/17 MOVED Cr Pule, Seconded Cr Bridges, that in response to the invitation by WALGA to provide input into the topic of Third Party Appeals in Planning, Council advises WALGA that the Town of Bassendean supports in principle the introduction of some form of Third Party Appeal Right being introduced in Western Australia, subject to any such arrangement giving consideration to the following:

1. Excluding vexatious or commercial interest appeals, and any appeals made on none-genuine planning matters;
2. Degree of involvement (or exclusion) in the appeals by those parties who did not previously make a submission;
3. Excluding appeals where an application meets 'deemed-to-comply' requirements, and no discretion has been exercised;
4. Excluding appeals for some cases of minor development (to be determined); and
5. Having a short window in which to appeal (timeframe to be determined).

CARRIED UNANIMOUSLY BY EN BLOC RESOLUTION – OCM-3/06/17 5/0

10.7 Review of Leadership and Governance Policies (Ref: GOVR/POLCY/1 - Bob Jarvis, Chief Executive Officer and the Corporate Management Team)

APPLICATION

Council was requested to adopt the revised Leadership and Governance Policies which have been amended following a workshop held on 1 March 2017.

Cr Bridges moved the officer recommendation with amendments as shown in bold.

**COUNCIL RESOLUTION/OFFICER RECOMMENDATION -
ITEM 10.7**

OCM – 12/06/17 MOVED Cr Bridges, Seconded Cr Brown, that Council **endorses** the amendments and/or deletions to the Leadership and Governance policies as included in the Ordinary Council Agenda **attachments** of 27 June 2017, **for public comment prior to adoption.**

CARRIED BY AN ABSOLUTE MAJORITY 5/0

10.8 **RFT CO 063 2016-17 Supply, Preparation and Installation of Turf and Turf Renovation Services (PARE/TENDNG/64) – Mandy Godfrey, Contracts Support Officer**

APPLICATION

The purpose of this report was to present to Council a summary of tenders received against Request for Tender RFT CO 063 2016-17 Supply, Preparation and Installation of Turf and Turf Renovation Services and appoint the most appropriate contractor.

**COUNCIL RESOLUTION/OFFICER RECOMMENDATION –
ITEM 10.8**

OCM – 13/06/17 MOVED Cr Bridges, Seconded Cr Pule, that Council appoints Greenacres Turf Group to undertake the work as required RFT CO 063 2016-17 Supply, Preparation and Installation of Turf and Turf Renovation Services in accordance with the specifications and terms and conditions for a period of four (4) years.

CARRIED BY AN ABSOLUTE MAJORITY 5/0

10.9 **RFT CO 062 2016-17 Provision of Brick Paving Services (Minor Works) for the Town of Bassendean (ROAD/TENDNG/39) – Mandy Godfrey, Contracts Support Officer**

APPLICATION

The purpose of this report was to present to Council a summary of tenders received against Request for Tender RFT CO 062 2016-17 The Provision of Brick Paving Services (Minor Works) for the Town of Bassendean and appoint the most appropriate contractor.

COUNCIL RESOLUTION/OFFICER RECOMMENDATION –
ITEM 10.9

OCM – 14/06/17 MOVED Cr Pule, Seconded Cr Brown, that Council appoints Amazing Brick Paving to undertake the work as required in RFT CO 062 2016-17 - Provision of Brick Paving Services (Minor Works) for the Town of Bassendean in accordance with the specifications and terms and conditions for a period of five (5) years.

CARRIED BY AN ABSOLUTE MAJORITY 5/0

10.10 Bassendean Child Health Clinic (Ref: A46928 – Graeme Haggart, Director Community Development)

PURPOSE

The purpose of this report was for Council to determine what action to take in relation to the location of the Bassendean Child Health Clinic following a Council resolution to investigate alternate sites.

COUNCIL RESOLUTION/OFFICER RECOMMENDATION —
ITEM 10.10

OCM – 15/06/17 MOVED Cr Pule, Seconded Cr Bridges, that Council:

1. Does not proceed to rent premises in Old Perth Road as temporary premises for the Child Health Clinic; and
2. Investigates enhancing the existing facility to better meet client needs as an interim measure and as part of this process, refers the condition of the building to the Asset Management Working Group.

CARRIED UNANIMOUSLY BY EN BLOC RESOLUTION –
OCM-3/06/17 5/0

10.11 Variation to the Leasehold Area - Bassendean Men's Shed Association (Inc) (Ref: A4603 – Graeme Haggart, Director Community Development)

PURPOSE

The purpose of this report was for Council to approve a variation to the leasehold area in the draft Lease Agreement with the Bassendean Men's Shed Association (Inc.).

Cr Bridges foreshadowed the following alternative motion should the Officer Recommendation fail:

“That staff investigate an amended demised leasehold area for the Bassendean Men’s Shed Association with sufficient curtilage to include a rectangular shed of up to 400 square metres, adequate parking and truck turning area and not interfere adversely with the root systems of any adjacent trees and if necessary approve a discretionary reduction of the 13 metre building setback consistent with the existing adjacent depot building.”

OFFICER RECOMMENDATION - ITEM 10.11

That Council approves the demised leasehold area for the Bassendean Men’s Shed Association lease be amended in accordance with the map attached to the Ordinary Council Agenda of 27 June 2017.

LAPSED FOR WANT OF A MOVER

Cr Gangell added a point 2 to the foreshadowed motion:

“That Council write to the Minister for Emergency Services to request that the State Government support the Bassendean Men’s Shed use of the former Bassendean Fire Station as a temporary premises until their permanent shed is operational.”

COUNCIL RESOLUTION - ITEM 10.11

OCM – 16/06/17 The substantive motion which was by MOVED Cr Bridges and Seconded by Cr Gangell, that reads:

1. Staff investigate an amended demised leasehold area for the Bassendean Men’s Shed Association with sufficient curtilage to include a rectangular shed of up to 400 square metres, adequate parking and truck turning area and not interfere adversely with the root systems of any adjacent trees and if necessary approve a discretionary reduction of the 13 metre building setback consistent with the existing adjacent depot building.
2. Council write to the Minister for Emergency Services to request that the State Government support the Bassendean Men’s Shed use of the former Bassendean Fire Station as a temporary premises until their permanent shed is operational;

was put to the vote and **CARRIED BY AN ABSOLUTE MAJORITY** 5/0.

10.12 Conducting the 2017 Council Elections by Postal Vote (Ref: GOVN/ELEC/2 - Bob Jarvis, Chief Executive Officer)

APPLICATION

The purpose of this report was to determine whether the WA Electoral Commissioner (WAEC) will conduct the Town of Bassendean's 2017 Council elections, utilising the postal method of voting.

The amount listed to hold the 2017 Ordinary Elections was amended, as shown in bold below.

COUNCIL RESOLUTION/OFFICER RECOMMENDATION – ITEM 10.12

OCM – 17/06/17 MOVED Cr Pule, Seconded Cr Bridges, that:

1. Council declares, in accordance with section 4.20(4) of the Local Government Act 1995, the Electoral Commissioner be responsible for the conduct of the 21 October 2017 Ordinary Elections, together with any other elections or polls which may also be required;
2. Council decides, in accordance with section 4.61(2) of the Local Government Act 1995, that the method of conducting the election will be as a postal election;
3. An amount of **\$46,950** be listed for consideration in the 2017/18 Budget to hold the 2017 Ordinary Elections; and
4. The count for the 2017 Ordinary Elections be held at the Seniors' and Community Hall, 50 Old Perth Road, Bassendean.

CARRIED BY AN ABSOLUTE MAJORITY 5/0

10.13 Bassendean Youth Advisory Council Meetings - September 2016 to April 2017 (Ref: GOVN/MEETCCL/20 – Ayden Mackenzie – Youth Development Officer)

APPLICATION

The purpose of the report was for Council to receive the minutes of the Youth Advisory Council (YAC) meetings held from September 2016 through to April 2017.

COUNCIL RESOLUTION/OFFICER RECOMMENDATION —
ITEM 10.13

OCM – 18/06/17 MOVED Cr Pule, Seconded Cr Bridges, that Council receives the report on the Youth Advisory Council meetings held from September 2016 through to April 2017.
CARRIED UNANIMOUSLY BY EN BLOC RESOLUTION –
OCM-3/06/17 5/0

10.14 **Municipal Heritage Inventory Review Committee Meeting held on 6 June 2107 (Ref: GOVN/CCLMEET/30 – Brian Reed, Manager Development Services)**

APPLICATION

The purpose of the report was for Council to receive the report on a meeting of the Municipal Heritage Inventory (MHI) Review Committee held on 12 June 2017.

COUNCIL RESOLUTION/COMMITTEE RECOMMENDATION
– ITEM 10.14

OCM – 19/06/17 MOVED Cr Pule, Seconded Cr Bridges, that:

1. The report on a meeting of the Municipal Heritage Inventory Review Committee held on 12 June 2017, be received;
2. Place Record No. 104 – Kenny Street Precinct 1 and Place Record No. 105 – Kenny Street Precinct 2 be removed from the draft Municipal Heritage Inventory;
3. Council considers making an allocation of \$30,000 in the draft 2017/2018 Budget to engage heritage consultants to prepare guidelines for a Streetscape Protection Area that encompasses the Town Lots in Eileen, Kathleen, Kenny, Parker and Wilson Streets and any other appropriate adjacent lots, in consultation with the residents of these streets to protect the heritage values such that these can form part of the review of the Local Planning Strategy and be later included within the revised Local Planning Scheme;

4. Council considers making an allocation of \$40,000 in the draft 2017/2018 budget to prepare design guidelines for Streetscape Protection Areas throughout the Town and in consultation with affected residents to protect the heritage values such that these can form part of the review of the Local Planning Strategy and be later included within the revised Local Planning Scheme; and
5. Council endorses the other recommendations of the Planning Officer as contained in the schedule of submissions endorsed by the Committee at its meeting held on 6 June 2017.

CARRIED UNANIMOUSLY 5/0

10.15 Bassendean Local Emergency Management Committee Meeting held on 7 June 2017 (Ref: GOVN/CCLMEET/18 – Graeme Haggart, Director Community Development)

APPLICATION

The purpose of the report was for Council to receive the report on a meeting of the Bassendean Local Emergency Management Committee held on 7 June 2017.

COUNCIL RESOLUTION/OFFICER RECOMMENDATION – ITEM 10.15

OCM – 20/06/17 MOVED Cr Pule, Seconded Cr Bridges, that Council receives the report on a meeting of the Bassendean Local Emergency Management Committee held on 7 June 2017.

CARRIED UNANIMOUSLY BY EN BLOC RESOLUTION – OCM-3/06/17 5/0

10.16 Audit & Risk Management Committee Meeting held on 7 June 2017 (Ref: GOVNCCL/MEET/3 - Michael Costarella, Director Corporate Services)

APPLICATION

The purpose of this report was for Council to receive the report on a meeting of the Audit & Risk Management Committee held on 7 June 2017 and adopt the recommendations from the Committee.

Cr Bridges moved that point 3 of the Committee recommendation be amended as shown in bold:

COUNCIL RESOLUTION – ITEM 10.16(a)

OCM – 21/06/17 MOVED Cr Bridges, Seconded Cr Pule, that a procedure and risk matrix be developed for the background check of suppliers to the Town **and that risk matrices be included, where relevant, in staff reports made to Council.**

CARRIED 3/2

Crs Bridges, Pule & Brown voted in favour of the motion. Crs Gangell & Lewis voted against the motion.

COMMITTEE RECOMMENDATION – ITEM 10.16(b)

OCM – 22/06/17 MOVED Cr Pule, Seconded Cr Bridges, that:

1. Council receives the report on the meeting of the Audit and Risk Management Committee Meeting held on 7 June 2017;
2. Council receives the Internal Audit Report on Credit Card Usage;
3. A procedure and risk matrix be developed for the background check of suppliers to the Town **and that risk matrices be included, where relevant, in staff reports made to Council;**
4. Council receives the Interim Audit Report for the 2016/17 financial period, from Macri & Partners;
5. Council receives the statement on the Fraud and Error Assessment;
6. Council adopts the revised Investment Policy, as attached to the Audit and Risk Management Committee Agenda of 7 June 2017;
7. A policy and procedure be developed on Related Party Disclosures to be presented to Council for adoption;
8. Council receives the AASB124 Related Party Disclosures Procedure, as attached to the Audit and Risk Management Committee Agenda of 7 June 2017;
9. Council notes the annual CCTV Management and Operation report; and

10. Council writes off debtors of \$499.30 as listed in the Confidential Report to the Audit & Risk Management Committee Agenda of 7 June 2017.

CARRIED BY AN ABSOLUTE MAJORITY 5/0

10.17 Liveable Town Advisory Committee (LTAC) 13 June 2017
(Ref: GOVN/CCL/MEET/34 – Graeme Haggart, Director Community Development)

APPLICATION

The purpose of the report was for Council to receive the report on a meeting of the Liveable Town Advisory Committee held on Tuesday 13 June 2017.

Cr Bridges moved the officer recommendation with an amendment to point 1, as shown in bold.

COUNCIL RESOLUTION/OFFICER RECOMMENDATION – ITEM 10.17

OCM – 23/06/17 MOVED Cr Bridges, Seconded Cr Pule, that Council:

1. Endorses the Nature Based Regional Playground Concept Plan for public comment for a period of four weeks **that includes large format prints of the concept plans made available at key locations and that the designers do a presentation to Council after the community feedback is received and prior to adoption of the final plan;**
2. Provides donation of \$1,000 from the Council Donations Account (GL391392) to the St Mark's Anglican Church to assist with the staging of the Bassendean's Got Talent on Saturday 17 June 2017; and
3. Receives the report of the meeting of the Liveable Town Advisory Committee held on Tuesday 13 June 2017.

CARRIED UNANIMOUSLY 5/0

**10.18 Determinations Made by the Principal Building Surveyor
Ref: LUAP/PROCED/1 – Kallan Short, Principal Building
Surveyor)**

COUNCIL RESOLUTION/OFFICER RECOMMENDATION –
ITEM 10.18

OCM – 24/06/17 MOVED Cr Pule, Seconded Cr Bridges, that Council notes the decisions made under delegated authority by the Principal Building Surveyor.
CARRIED UNANIMOUSLY BY EN BLOC RESOLUTION –
OCM-3/06/17 5/0

**10.19 Determinations Made by Development Services (Ref:
LUAP/PROCED/1 – Christian Buttle, Acting Manager
Development Services)**

COUNCIL RESOLUTION/OFFICER RECOMMENDATION –
ITEM 10.19

OCM – 25/06/17 MOVED Cr Pule, Seconded Cr Bridges, that Council notes the decisions made under delegated authority by the Manager Development Services.
CARRIED UNANIMOUSLY BY EN BLOC RESOLUTION –
OCM-3/06/17 5/0

**10.20 Use of the Common Seal (Ref: INFM/INTPROP/1 – Sue
Perkins, Executive Assistant to the CEO)**

COUNCIL RESOLUTION/OFFICER RECOMMENDATION –
ITEM 10.20

OCM – 26/06/17 MOVED Cr Pule, Seconded Cr Bridges, that Council notes that the Common Seal was not attached to any documents during the reporting period.
CARRIED UNANIMOUSLY BY EN BLOC RESOLUTION –
OCM-3/06/17 5/0

10.21 Calendar for July 2017 (Ref: Sue Perkins, Executive Assistant)

COUNCIL RESOLUTION/OFFICER RECOMMENDATION - ITEM 10.21

OCM – 27/06/17 MOVED Cr Pule, Seconded Cr Bridges, that the Calendar for July 2017 be adopted.
CARRIED UNANIMOUSLY BY EN BLOC RESOLUTION – OCM-3/06/17 5/0

10.22 Implementation of Council Resolutions (Ref: GOVN/CCLMEET/1 - Sue Perkins, Executive Assistant)

COUNCIL RESOLUTION/OFFICER RECOMMENDATION - ITEM 10.22

OCM – 28/06/17 MOVED Cr Pule, Seconded Cr Bridges, that the outstanding Council resolutions detailed in the table listed in the Ordinary Council Meeting Agenda of 27 June 2017 be deleted from the Implementation of Council Resolutions list.
CARRIED UNANIMOUSLY BY EN BLOC RESOLUTION – OCM-3/06/17 5/0

10.23 Accounts for Payment – May 2017 (Ref: FINM/CREDTS/4 – Ken Lapham, Manager Corporate Services)

APPLICATION

The purpose of this report was for Council to receive the Accounts for Payment in accordance with Regulation 13 (3) of the Local Government (Financial Management) Regulations 1996.

COUNCIL RESOLUTION/OFFICER RECOMMENDATION - ITEM 10.23

OCM – 29/06/17 MOVED Cr Pule, Seconded Cr Bridges, that Council receives the List of Accounts paid for May 2017, as attached to the Ordinary Council Agenda of 27 June 2017.
CARRIED UNANIMOUSLY BY EN BLOC RESOLUTION – OCM-3/06/17 5/0

10.24 Financial Statements – May 2017 (Ref: FINM/AUD/1 – Ken Lapham, Manager Corporate Services)

APPLICATION

The Local Government Financial Management Regulations, Clause 34(1) requires that a monthly financial report be presented to Council. A Local Government is to prepare each month a statement of financial activity that clearly shows a comparison of the budget estimates with the actual revenue and expenditure figures for the year to date.

COUNCIL RESOLUTION/OFFICER RECOMMENDATION – ITEM 10.24

OCM – 30/06/17 MOVED Cr Pule, Seconded Cr Lewis, that the:

1. Financial Report for the period ending 31 May 2017, as attached to the Ordinary Council Agenda of 27 June 2017, be received; and
2. Budget amendments listed for adoption in the Financial Statements as attached to the Ordinary Council Agenda of 27 June 2017, be approved.

CARRIED BY AN ABSOLUTE MAJORITY 5/0

11.0 MOTIONS OF WHICH PREVIOUS NOTICE HAS BEEN GIVEN

The CEO left the Chamber the time being 8.22pm and returned at 8.23pm.

11.1 Notice of Motion – Cr Pule: Recycle and produce food locally, Project Life Cykel

This motion was withdrawn by Cr Pule.

11.2 Notice of Motion – Cr Pule: Town of Bassendean Gets on board the War on Waste

COUNCIL RESOLUTION – ITEM 11.2

OCM – 31/06/17 MOVED Cr Pule, Seconded Cr Bridges, that the Town partner with relevant community groups and advocates a sustainable waste strategy in partnership with community groups, residents and the EMRC. The first project to launch Bring your own Coffee Cup Project.

CARRIED UNANIMOUSLY 5/0

11.3 Notice of Motion – Cr Brown: Intersection roundabouts and effective chicanes into which suitable large trees can be planted

COUNCIL RESOLUTION – ITEM 11.3

OCM – 32/06/17 MOVED Cr Brown, Seconded Cr Pule, that the Town of Bassendean conduct an audit in order to identify main thoroughfare roads capable of modification to incorporate intersection roundabouts and effective chicanes into which suitable large trees can be planted.

CARRIED UNANIMOUSLY 5/0

11.4 Notice of Motion – Cr Brown: Spraying of Glyphosate on hard surfaces within the Town's boundaries

COUNCIL RESOLUTION – ITEM 11.4

OCM – 33/06/17 MOVED Cr Brown, Seconded Cr Pule, that the Town of Bassendean write to the WA State Government (the State), in particular the Minister for Water and the Minister responsible for Main Roads, seeking their support for the Town's ban on the spraying of the poison Glyphosate on hard surfaces within the Town's boundaries. The letter will ask that the State immediately cease the spraying of herbicides containing Glyphosate on hard surfaces associated with main roads and footpaths within the Town for which they, the State, have responsibility. Further, the State implements other non-chemical means of weed control for those roads and footpaths within the Town boundaries over which it has control.

CARRIED 3/2

Crs Brown, Pule & Bridges voted in favour of the motion. Crs Gangell & Lewis voted against the motion.

11.5 Notice of Motion – Cr Bridges: Motorist, Pedestrian and Cyclist Safety on Guildford Road

COUNCIL RESOLUTION – ITEM 11.5

OCM – 34/06/17 MOVED Cr Bridges, Seconded Cr Pule, that the CEO write to Main Roads WA requesting consideration be given to the provision of the following items to assist with motorist, pedestrian and cyclist safety on Guildford Road;

- (i) a pedestrian sanctuary on the median strip opposite Thompson Road;

- (ii) a slip lane for cyclists travelling east at the Guildford bridge enabling easy access to the protected pedestrian/cycle lane on the north side of the bridge;
- (iii) a slip lane at the end of Colstoun Rd to enable convenient access to traffic turning left onto Guildford Rd when there are cars attempting to turn right.

CARRIED UNANIMOUSLY 5/0

12.0 **ANNOUNCEMENTS OF NOTICES OF MOTION FOR THE NEXT MEETING**

Nil

13.0 **CONFIDENTIAL BUSINESS**

Nil

14.0 **CLOSURE**

The next Ordinary Council Meeting will be held on Tuesday 25 July 2017.

There being no further business, the Presiding Member declared the meeting closed, the time being 8.48pm.

ATTACHMENT NO. 2

TOWN OF BASSENDEAN

MINUTES

SPECIAL COUNCIL MEETING

HELD IN THE COUNCIL CHAMBER, 48 OLD PERTH ROAD, BASSENDEAN

ON MONDAY 10 JULY 2017 AT 5.30PM

1.0 DECLARATION OF OPENING/ANNOUNCEMENT OF VISITORS

The Mayor declared the meeting open, welcomed all those in attendance, and acknowledged the past and present traditional owners and custodians of the land on which the meeting was being held.

2.0 PUBLIC QUESTION TIME AND ADDRESS BY MEMBERS OF THE PUBLIC

2.1 Public Question Time

Nil

2.2 Address by Members of the Public

It should be noted that public statements are not recorded in the minutes.

3.0 ATTENDANCES, APOLOGIES & APPLICATIONS FOR LEAVE OF ABSENCE

Present

Councillors

Cr John Gangell, Mayor
Cr Mike Lewis, Deputy Mayor
Cr Gerry Pule
Cr Paul Bridges

Officers

Mr Bob Jarvis, Chief Executive Officer
Mr Michael Costarella, Director Corporate Services
Mr Graeme Haggart, Director Community Development
Mr Simon Stewert-Dawkins, Director Operational Services
Mr Anthony Dowling, Director Strategic Planning
Mr Ken Lapham, Manager Corporate Services
Mrs Amy Holmes, Minute Secretary

Public

Two members of the public were in attendance.

Press

One member of the press was in attendance.

Leave of Absence

Cr Renee McLennan

Apologies

Cr Bob Brown

4.0

REPORTS

- 4.1 **2017-2021 Corporate Business Plan (Ref - COMDEV/COMCONS/2 - Learning Horizons and Corporate Management Team)**

APPLICATION

Council was required to adopt a Corporate Business Plan which has been prepared following discussion with Councillors at a workshop held on 3 July 2017.

OFFICER RECOMMENDATION – ITEM 4.1

That Council adopts the 2017-2021 Corporate Business Plan as attached to the Special Council Meeting Agenda of 10 July 2017.

Cr Pule moved the officer recommendation with amendments to the Corporate Business Plan, as shown in bold:

Objective 1.1.3

Target – Completion of heritage architect's plans and securing of the Lotterywest grant in Year 1.

Objective 2.1.3

Projects – Develop Local Planning Policies and Guidelines for *sustainable* design of buildings.

Objective 2.2.3

Targets – Achievement of an Ashfield Flats Management Plan by the end of 2018/2019 financial year.

Objective 2.3.1

Targets – 2017 baseline tree canopy area maintained by ensuring the public realm increases exceed the private realm losses.

Projects – Develop an Urban Forest Strategy with canopy targets for the public and private realms and an Urban Forest Management Plan for approval by Council with community consultation.

COUNCIL RESOLUTION/OFFICER RECOMMENDATION –
ITEM 4.1

SCM – 1/7/17

MOVED Cr Pule, Seconded Cr Bridges, that Council adopts the 2017-2021 Corporate Business Plan as attached to the Special Council Meeting Agenda of 10 July 2017, with amendments as outlined above.

CARRIED BY AN ABSOLUTE MAJORITY 4/0

4.2 Adoption of the 2017/18 Draft Budget (Ref: FINM/BUGTG/1 - Mike Costarella, Director Corporate Services)

APPLICATION

Council was requested to adopt the 2017/18 Budget.

OFFICER RECOMMENDATION – ITEM 4.2

That:

1. Council sets a General Minimum Rate of \$1,085 for the year ending 30 June 2018;

2. Council sets a General Rate of 7.1650 cents in the dollar upon the Gross Rental Valuation of each rateable property in the district for the period 1 July 2017 to 30 June 2018;
3. An ICT (Communication) Allowance of \$3,500 per annum) for 2017/18 be paid quarterly in arrears to Councillors with their meeting fees;
4. Councillors' meeting fees of \$16,000 for 2017/18 be paid quarterly in arrears;
5. The Mayor's meeting fee of \$25,000 for 2017/18 be paid quarterly in arrears;
6. A Local Government Allowance of:
 - a) \$36,000 for 2017/18 be paid to the Mayor;
 - b) \$9,000 for 2017/18 be paid to the Deputy Mayor;
7. Council adopts the Fees and Charges included in the attachment to the 2017/18 draft Budget for the 2017/18 financial year;
8. Council approves:
 - a) A maximum administration fee of \$36 for ratepayers who elect to use the instalment payment option for their rates in the 2017/18 financial year;
 - b) An administration fee of \$50 be applied for those ratepayers who elect to use the "special payment arrangement";
9. An interest charge of 5.5% on the balance of rate instalment monies for ratepayers who elect to use the instalment payment option for their rates in the 2017/18 financial year;
10. Council approves the amendments to the Reserve Funds in the 2017/18 Budget, as follows:
 - Renaming of the Leave Entitlements to Employee Entitlement Reserve;
 - Closing the Self Insurance Reserve and Cultural Events Reserve and funds transferred to the Community Facilities Reserve (previously named Recreation Development Reserve);
 - Renaming of the Municipal Buildings and Town Planning Reserve to Land and Buildings Infrastructure Reserve;
 - Drainage Infrastructure and Reserve to Roads and Drainage Infrastructure;

11. Council approves the transfers to and from Reserve in the 2017/18 Budget;
12. Council sets the following dates as the due dates for payment of rates by instalments:

The rates can be paid either in full by 25 August 2017 or by 4 or 2 each instalments on the following dates:

- First Instalment - 25 August 2017;
 - Second Instalment - 27 October 2017;
 - Third Instalment - 5 January 2018;
 - Fourth Instalment – 9 March 2018;
13. A late payment interest rate be set in 2017/18 in accordance with the provision of Section 6.51(1) of the Local Government Act (1995) and the Local Government (Financial Management) Regulations No. 70, at 10%;
 14. A late payment interest rate be set in 2017/18 in accordance with the provision of Section 6.13(1) of the Local Government Act (1995) at 10%;
 15. Council adopts the Rates Concession and Prizes for the 2017/18 financial year Budget;
 16. Council adopts the 2017/18 Budget for the year ending 30 June 2018, as attached to the Special Council Agenda of 10 July 2017; and
 17. Council adopts a materiality threshold of \$5,000 or 10%, whichever is the greater, for the 2017/18 financial period, in accordance with Local Government (Financial Management) Regulation 34(5).

Cr Bridges moved that the following Point 18 be added to the officer recommendation:

18. *That the following wording changes be made to the Budget Projects & Consultancies:*

131479 **Consultant Pickering Park Boat Ramp**
151359 **Pensioner Guard Cottage - Architect**
211474 **Urban Forest Management Plan**
261362 **Streetscape Protection Area (Eileen to Wilson Streets)**
391361 **Review Community Consultation Policy & Corporate Business Plan**

LAPSED FOR WANT OF A SECONDER.

Cr Pule moved that an alternative Point 18 be added to the Officer Recommendation:

COUNCIL RESOLUTION – ITEM 4.2(a)

SCM – 2/7/17 MOVED Cr Pule, Seconded Cr Gangell, that:

18. The following wording changes be made to the Budget Projects & Consultancies:

- 131479 **Consultant Pickering Park Boat Ramp;**
- 151359 **Pensioner Guard Cottage – Architect;**
- 261362 **Streetscape Protection Area (Eileen to Wilson Streets); and**
- 391361 **Review Community Consultation Policy & Corporate Business Plan.**

LOST 2/2

Crs Pule & Gangell voted in favour of the motion. Crs Lewis & Bridges voted against the motion.

Cr Lewis moved that the meeting be closed to allow for a Councillor Workshop, followed by another Special Council Meeting.

LAPSED FOR WANT OF A SECONDER.

COUNCIL RESOLUTION

SCM – 3/7/17 MOVED Cr Pule, Seconded Cr Bridges, that Standing Orders be suspended, the time being 6.13pm.

CARRIED UNANIMOUSLY 4/0

COUNCIL RESOLUTION

SCM – 4/7/17 MOVED Cr Pule, Seconded Cr Lewis, that Standing Orders be resumed, the time being 6.40pm.

CARRIED UNANIMOUSLY 4/0

COUNCIL RESOLUTION – ITEM 4.2 (b)

SCM – 5/7/17 MOVED Cr Lewis, Seconded Cr Bridges, that the lost motion SCM-2/7/17, be reinstated, which reads:

“That:

18. *The following wording changes be made to the Budget Projects & Consultancies:*

- 131479 **Consultant Pickering Park Boat Ramp;**
- 151359 **Pensioner Guard Cottage – Architect;**
- 261362 **Streetscape Protection Area (Eileen to Wilson Streets); and**
- 391361 **Review Community Consultation Policy & Corporate Business Plan.”**

CARRIED UNANIMOUSLY 4/0

It was noted that the additional Point 18 would require an Absolute Majority vote.

COUNCIL RESOLUTION/OFFICER RECOMMENDATION – ITEM 4.2(c)

SCM – 6/7/17 The substantive motion which was Moved by Cr Pule and Seconded by Cr Gangell, which reads:

That:

1. Council sets a General Minimum Rate of \$1,085 for the year ending 30 June 2018;
2. Council sets a General Rate of 7.1650 cents in the dollar upon the Gross Rental Valuation of each rateable property in the district for the period 1 July 2017 to 30 June 2018;
3. An ICT (Communication) Allowance of \$3,500 per annum for 2017/18 be paid quarterly in arrears to Councillors with their meeting fees;
4. Councillors' meeting fees of \$16,000 for 2017/18 be paid quarterly in arrears;
5. The Mayor's meeting fee of \$25,000 for 2017/18 be paid quarterly in arrears;
6. A Local Government Allowance of:
 - a) \$36,000 for 2017/18 be paid to the Mayor;
 - b) \$9,000 for 2017/18 be paid to the Deputy Mayor;

7. Council adopts the Fees and Charges included in the attachment to the 2017/18 draft Budget for the 2017/18 financial year;
8. Council approves:
 - a) A maximum administration fee of \$36 for ratepayers who elect to use the instalment payment option for their rates in the 2017/18 financial year;
 - b) An administration fee of \$50 be applied for those ratepayers who elect to use the "special payment arrangement";
9. An interest charge of 5.5% on the balance of rate instalment monies for ratepayers who elect to use the instalment payment option for their rates in the 2017/18 financial year;
10. Council approves the amendments to the Reserve Funds in the 2017/18 Budget, as follows:
 - Renaming of the Leave Entitlements to Employee Entitlement Reserve;
 - Closing the Self Insurance Reserve and Cultural Events Reserve and funds transferred to the Community Facilities Reserve (previously named Recreation Development Reserve);
 - Renaming of the Municipal Buildings and Town Planning Reserve to Land and Buildings Infrastructure Reserve;
 - Drainage Infrastructure and Reserve to Roads and Drainage Infrastructure;
11. Council approves the transfers to and from Reserve in the 2017/18 Budget;
12. Council sets the following dates as the due dates for payment of rates by instalments:

The rates can be paid either in full by 25 August 2017 or by 4 or 2 each instalments on the following dates:

- First Instalment - 25 August 2017;
- Second Instalment - 27 October 2017;
- Third Instalment - 5 January 2018;
- Fourth Instalment – 9 March 2018;

13. A late payment interest rate be set in 2017/18 in accordance with the provision of Section 6.51(1) of the Local Government Act (1995) and the Local Government (Financial Management) Regulations No. 70, at 10%;
14. A late payment interest rate be set in 2017/18 in accordance with the provision of Section 6.13(1) of the Local Government Act (1995) at 10%;
15. Council adopts the Rates Concession and Prizes for the 2017/18 financial year Budget;
16. Council adopts the 2017/18 Budget for the year ending 30 June 2018, as attached to the Special Council Agenda of 10 July 2017;
17. Council adopts a materiality threshold of \$5,000 or 10%, whichever is the greater, for the 2017/18 financial period, in accordance with Local Government (Financial Management) Regulation 34(5); and
18. The following wording changes (in bold type) be made to the Budget Projects & Consultancies:
 - 131479 **Consultant Pickering Park Boat Ramp;**
 - 151359 Pensioner Guard Cottage – **Architect;**
 - 261362 **Streetscape Protection Area (Eileen to Wilson Streets);**
 - 391361 **Review Community Consultation Policy & Corporate Business Plan;**

was put to the vote and CARRIED BY AN ABSOLUTE MAJORITY 4/0.

5.0 CLOSURE

There being no further business, the Presiding Member declared the meeting closed, the time being 6.45pm.

ATTACHMENT NO. 3



	17/07/2017	AERIAL PHOTOGRAPH SEPTEMBER 2015	<p>Disclaimer: The Town Of Bassendean accepts no responsibility for the accuracy of this image or the results of any actions taken when using this image. This map is based on information provided by and with the permission of the Western Australian Land Information Authority.</p>	<p>Town of Bassendean 35 Old Perth Road Bassendean WA 6054 Phone: 9377 8000 Fax: 9279 4257 Email: mail@bassendean.wa.gov.au</p>
	Scale: 1:435			



	17/07/2017	AERIAL PHOTOGRAPH FEBRUARY 2016.	<p>Disclaimer: The Town Of Bassendean accepts no responsibility for the accuracy of this image or the results of any actions taken when using this image. This map is based on information provided by and with the permission of the Western Australian Land Information Authority.</p>	<p>Town of Bassendean 35 Old Perth Road Bassendean WA 6054 Phone: 9377 8000 Fax: 9279 4257 Email: mail@bassendean.wa.gov.au</p>
	Scale: 1:435			



The unauthorised carport at Lot 56 (No. 1) Garnsworthy Place, Bassendean in relation to the existing dwelling and street tree.

12 07 2017



The setback of the unauthorised carport from Garnsworthy Place is non-compliant with the deemed-to-comply principles of the R-Codes and does not satisfactorily address the relevant design principles.

12 07 2017



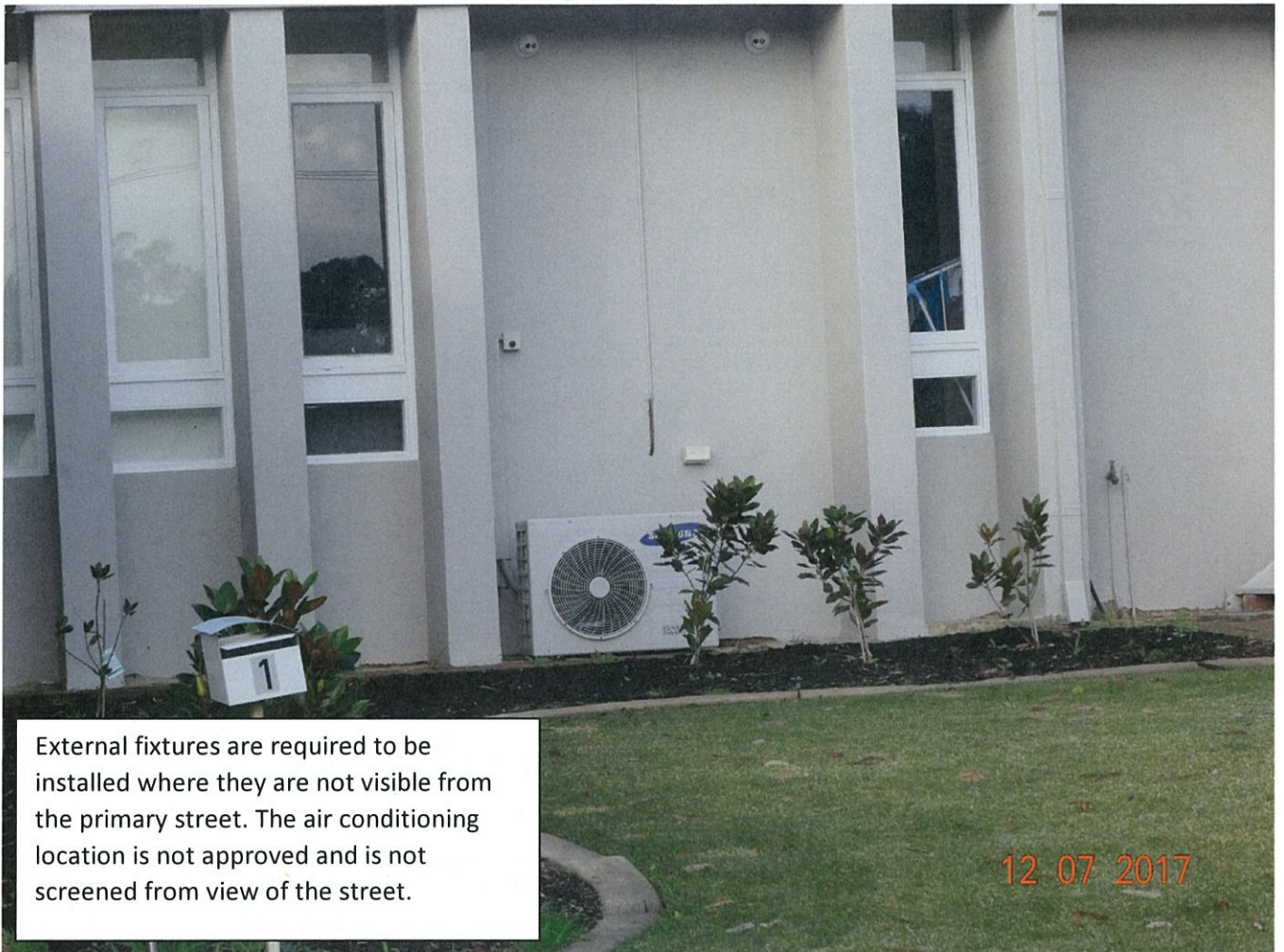
The internal driveway underneath the unauthorised carport is not adequately paved & drained. The width does not align with the existing crossover & therefore does not meet the Town's specifications.

12 07 2017



Stormwater requirements are not adequately addressed by the unauthorised development. All stormwater is required to be contained solely within the development site.

12 07 2017



External fixtures are required to be installed where they are not visible from the primary street. The air conditioning location is not approved and is not screened from view of the street.

12 07 2017



Local Planning Policy No. 12 requires the roof form, pitch and colour of any carport to match that of the existing dwelling. Adequate support columns have also not been provided by this development.

12 07 2017

Google Maps 1 Garnsworthy Pl



Image capture: Feb 2015 © 2017 Google Australia

Our Ref: DABC/POLCY/3/A1939

Bertrand & Kellie Pierre
1 Garnsworthy Place
BASSENDEAN WA 6054

Dear Sir/Madam

1 GARNSWORTHY PLACE, BASSENDEAN – UNAUTHORISED DEVELOPMENT

We note that you are the registered proprietor of the property at 1 Garnsworthy Place, Bassendean. It has recently come to the Town's attention that development (a double carport) has been carried out at this property without the requisite approvals of the Town first having been obtained.

Section 218 of the *Planning and Development Act* provides that a person who contravenes or fails to comply with the provisions of a local planning scheme or commences development which is required to comply with a local planning scheme otherwise than in accordance with that scheme commits an offence.

Please note that the maximum penalty for an offence under section 218 of the *Planning and Development Act 2005* is \$200,000, along with a maximum daily penalty of \$25,000 for each day during which the offence continues.

As the owner of the land, you are hereby advised that this matter will be the subject of a report to the Town's July Ordinary Council Meeting with a recommendation that Council instruct the removal of the unauthorised double carport. The report will also recommend that in the event of the carport not being removed within a specified time, that formal prosecution action be commenced. You will shortly receive further advice regarding the Council meeting and associated procedures.

We look forward to your prompt cooperation in having the unauthorised development removed in order to prevent the need for formalised compliance action to be undertaken. In the meantime, if you have any queries in relation to this matter, please contact Timothy Roberts within the Town's Planning Department on 9377 8024.

Yours faithfully,



CHRISTIAN BUTTLE
ACTING MANAGER, DEVELOPMENT SERVICES

18 July 2017

ATTACHMENT NO. 4



GROUNDS FOR REVIEW

Attachment 1	Original application for approval to commence development form dated 12 December 2013
Attachment 2	Town of Bassendean notice of determination with approved development plans dated 25 November 2014
Attachment 3	Town of Bassendean correspondence to the Applicant dated 25 August 2016
Attachment 4	Applicant letter to the Town of Bassendean dated 13 March 2017
Attachment 5	Town of Bassendean Ordinary Council Meeting agenda and minutes dated 26 April 2017
Attachment 6	Town of Bassendean notice of determination dated 28 April 2017

1. The following is provided as the relevant background and the basis for the review of a condition of planning approval for three grouped dwellings ('proposed development' or 'proposal') at Lot 746 (No. 9) Broadway, Bassendean ('the subject land').
2. The subject land is zoned 'Residential' with a density code of 'R20/40' under the Town of Bassendean's ('the Town') Local Planning Scheme No. 10 ('LPS10').
3. The subject land is owned by Balraj Singh Hansra ('the Applicant') and measures an area of approximately 792m².

The Application Background

4. The original development application was lodged with the Town on 6 January 2014 (**Attachment 1**). The application sought planning approval for three grouped dwellings at the subject land.
5. All three grouped dwellings were designed to obtain access from the existing right-of-way at the rear of the property, in accordance with C5.1 of clause 5.3.5 of the Residential Design Codes ('R-Codes').
6. The application was considered by Council and was granted conditional approval on 25 November 2014 (see **Attachment 2**).

7. Following the conditional approval, the development was commenced and ultimately completed in February 2017. In discussions with the Town during the development period, the Applicant was made aware of the full extent of the Town's requirements for Condition No. 12 to be fulfilled. Correspondence from the Town's planning department is enclosed as **Attachment 3**.
8. Subsequently, on 13 March 2017, the Applicant wrote to the Town requesting that Condition No. 12 of the approval be amended pursuant to clause 77(1)(b) of the Planning and Development (Local Planning Schemes) Regulations 2015 ('Regulations') (refer to Applicant letter enclosed as **Attachment 4**).
9. The original wording of Condition No. 12 as per the approval letter stated:

'The car parking spaces and driveways on site being connected to Railway Parade by the provision of an adequately paved, drained and kerbed right-of-way, constructed to the Town's specifications.'

10. The Applicant's proposed revised condition stated the following:

'The applicant is required to seal, kerb, and drain the full frontage of their property to the laneway, for their half of the laneway (i.e. in our case 2.75 x full frontage of 9 Broadway to the right- of- way.'

11. The request was considered at the Town's Ordinary Council Meeting on 26 April 2017 (refer to minutes and agenda at **Attachment 5**), where the Council refused the proposed amendment citing the following refusal reasons:

- 1) *The means of access to the site would be contrary to Clause C5.1 of the Residential Design Codes which requires that where access is taken from a right-of-way, the right-of-way is required to be paved and drained from the property boundary to a constructed street; and*
- 2) *The proposed means of access to and egress from the site are considered to be inadequate in accordance with clause 67(s) of the deemed provisions for local planning schemes which are incorporated into the Local Planning Scheme No. 10.*

12. The Town's notice of determination is enclosed as **Attachment 6** and forms the basis of the application for review to the State Administrative Tribunal ('SAT' or 'Tribunal').

Grounds for Review

Refusal Reason 1

13. In response to the Town's refusal reason 1, clause C5.1 of the R-Codes identifies the following:

'Access to on site car parking spaces to be provided:

- *Where available, from a **right-of-way** available for lawful use to access the relevant lot and which is adequately paved and drained from the property boundary to a constructed street;*
- *From a **secondary street** where not right-of-way exists; or*
- *From the **primary street frontage** where no secondary street or right-of-way exists.'*

14. There is no contention in respect to the development obtaining access from the public right-of-way. However, clause C5.1 does not indicate or provide any guidance as to whether the developer is solely responsible for the entire costs of paving and draining the right-of-way from the property boundary to the nearest constructed street as identified in Condition No. 12 of the original approval.

15. The Respondent, as acknowledged in the report to Council (**Attachment 4**), has no policy to provide guidance on such matters for this or any other right-of-way within the municipality. If a specific planning policy or similar planning instrument were to be developed, the Town would need to prepare such a document in accordance with section 6.3 of the Western Australian Planning Commission's ('WAPC') Planning Bulletin No. 33 – Right-of-way or Laneways in Established Areas ('PB33'), which states the following:

'It is considered appropriate for individual local governments to refine these guidelines to take into consideration local circumstances.'

16. In addition to this, PB33 also identifies the following with respect to upgrading of a right-of-way under section 4:

'The upgrading of rights-of-way to a sealed and drained standard should be required in areas of intensification of residential and commercial development. It is suggested that proponents of development with sole vehicular access via the right-of-way should be required to seal and drain the portion of right-of-way abutting the subject property (if not already constructed to that standard) and make trafficable (to the satisfaction of the local government) the rest of the right-of-way to the closest public street.'

17. It is submitted that to '*make trafficable the rest of the right-of-way to the closest public street*' is not considered to have the same meaning as to pave, drain and kerb the right-of-way to the closest public street as identified in Condition No. 12 of the Town's original approval.

Refusal Reason 2

18. In response to the Town's refusal reason 2, clause 67(s) of the deemed provision of the Regulations identifies the following:

'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;*

19. Clause 67(s) of the deemed provisions also does not indicate or provide any guidance as to whether the developer is solely responsible for the entire costs of paving and draining the right-of-way from the property boundary to the nearest constructed street.

Conclusion

20. In the absence of any local planning policy or instrument outlining specific details regarding cost contributions to the upgrading of right-of-way's within the Town of Bassendean scheme area, it is our view that Condition No. 12 of the City's approval granted on 6 January 2014 should be amended in accordance with the revised condition outlined in paragraph 10 of these grounds.

21. Notwithstanding this, we would like to request that this matter be programmed to a mediation in order for both parties to discuss the condition and its relevance.

Altus Planning & Appeals, for the Applicant

1. Purpose

This Planning Bulletin establishes the Western Australian Planning Commission's (WAPC) policy, practice and procedures regarding residential and commercial development and subdivision (including strata and survey-strata) adjoining existing rights-of-way (or laneways).

The development of rights-of-way in "greenfield" subdivisions in new urban areas, or on large urban infill sites within developed areas, is addressed in the WAPC's Development Control Policy 1.7 - General Road Planning (DC 1.7) and Liveable Neighbourhoods.

2. Background

Private rights-of-way are separate parcels of land which were generally created in subdivisions around the turn of the century to facilitate sanitary collections from the rear of properties prior to the installation of reticulated sewerage. They usually remained in the ownership of the original subdivider after the lots shown on the Plan or Diagram of Survey were sold off. Private rights-of-way are nowadays often the 'balance of title' contained in a Certificate of Title still registered in the name of the original subdivider, perhaps a deceased person or a defunct company. However, these private rights-of-way are often used by the public for a range of purposes and in established areas are increasingly relied upon for access. Sometimes these rights-of-way have been acquired by the local government and, in many cases, dedicated as public roads.

There are a range of approaches which have been adopted for the management of private rights-of-way. These range from upgrading their status to a minor public street with public utilities, lighting, postal services, landscaping and parking bays, to paving and draining, to

restricting access by installation of bollards, to complete closure and division between adjacent owners. This Planning Bulletin encourages the adoption of a coordinated long-term approach to the use and upgrading of rights-of-way in areas undergoing redevelopment and outlines some of the key issues and approaches to be generally applied. It is recognised that management approaches should reflect local circumstances.

3. Definitions

"Dedication" means the acquisition as Crown land of any alienated land or private road which has been used by the public, following a request from a local government to the Minister for Lands under Section 56 of the *Land Administration Act 1997*.

"Laneway" means a narrow local street type without a verge located along the rear and/or side property boundary, typically used in more dense residential areas when smaller lot layouts justify rear garaging, and where alternative vehicle access is needed for lots fronting busy streets or parks.

"Private road" means alley, court, lane, road, street, thoroughfare or yard on alienated land which is shown on a Plan or Diagram of Survey deposited with the Registrar of Titles and which:

- (a) is not dedicated, whether under a written law or at common law, for use by the public;
- (b) forms a common access to the land, or premises, separately occupied; or
- (c) is accessible from an alley, court, lane, road, street, thoroughfare, yard or public place that is dedicated, whether under a written law or at common law, to use as such by the public (Section 3 of the *Land Administration Act 1997*).

"Private right-of-way" means the balance of title from a subdivision held in private ownership over which adjacent owners have an implied right of access under Section 167A of the *Transfer of Land Act 1893*.

"Public right-of-way" means land vested in the Crown under the *Transfer of Land Act 1893* for public use. These can be ceded to the Crown on subdivision under Section 152 of the *Planning and Development Act 2005*.

"Public road" means a public thoroughfare for vehicles (as defined in the *Road Traffic (Administration) Act 2008* section 4) or pedestrians, and includes structures or other things appurtenant to the road that are within its limits, and a thoroughfare is not prevented from being a road only because it is not open at each end.

4. Who has the right to use private rights-of-way?

Section 167A of the *Transfer of Land Act 1893* indicates that the registered proprietors of the original lots, which were included in the Plan or Diagram of Survey creating that private right-of-way, have an 'implied right' easement to use them provided it is shown as a 'right-of-way' on the Land Titles Office Plan or Diagram of Survey.

The present owners of abutting lots (providing the lots, or lots from which they were created, were included on the Plan or Diagram of Survey in which the right-of-way was created) have the right to upgrade, seal and drain and to use, along with guests and invitees, the right-of-way for vehicular and pedestrian access.

Sometimes lots which abut a right-of-way do not have a section 167A easement because they were not created on the same Plan or Diagram of Survey as the right-of-way. Landowners in these cases may, nonetheless, still have rights to use

a right-of-way at Common Law or under the *Prescription Act 1832*, but investigation of this would need to be undertaken.

5. What should be done to rights-of-way in established areas?

5.1 Redevelopment adjacent to rights-of-way

Access via rights-of-way facilitates the development of infill dwellings at the rear of existing residences which utilise rights-of-way as their sole vehicular access to the dedicated street network or for rear access to new narrow lots. This may facilitate the greater use of urban land without detrimentally affecting the streetscape particularly in heritage areas. The use of rights-of-way is considered to provide a superior living environment to battleaxe development. In particular it is considered preferable for houses to face streets and laneways rather than be enclosed in backyards. It also contributes to personal safety through surveillance.

However, redevelopment adjacent to unmade private rights-of-way may increase vehicular usage and create management problems for which there is no identifiable responsible authority.

Where sole vehicular access via a right-of-way is proposed for residential subdivision and/or development and the right-of-way is not a public road, applicants should be required to demonstrate (by submission of copies of the Certificate of Title and original Plan or Diagram of Survey or other documentation) that they have a right to use the right-of-way.

Where sole vehicular access is via a right-of-way and one of the lots does not have a frontage to the public street then there will generally be

a requirement to provide a pedestrian access leg to the public street for postal, visitor, rubbish collection and public utilities (e.g. water, gas, electricity and telephone). This can be in the form of a portion of the rear lot or as common property in the case of a strata title or survey strata subdivision. While one metre access legs may be accepted where a site is constrained by existing buildings worthy of retention being set back less than 1.5 metres from the boundary, generally a 1.5 metre width is favoured as providing sufficient space for services and to avoid visually unattractive narrow alleyways.

5.2 Upgrading of rights-of-way

The upgrading of rights-of-way to a sealed and drained standard should be required in areas of intensification of residential and commercial development. It is suggested that proponents of development with sole vehicular access via the right-of-way should be required to seal and drain the portion of right-of-way abutting the subject property (if not already constructed to that standard) and make trafficable (to the satisfaction of the local government) the rest of the right-of-way to the closest public street. In other cases contributions towards right-of-way upgrading may be required as a condition of subdivision or development approval. Such contributions may follow the principles and considerations set in the WAPC's *State Planning Policy 3.6 Development contributions for provision of infrastructure*.

In order to provide for the upgrading of a right-of-way to facilitate adjacent development, a more coordinated approach may be required. The preparation of plan for a whole street

block in which widening, parking, lighting and other services are provided for may be desirable. Such a plan was successfully implemented on Easton Lane, off Sackville Terrace, Doubleview.

It is desirable for the local government to seek the dedication of the right-of-way as a public road or to acquire ownership of the right-of-way.

6. What are the appropriate design standards for rights-of-way?

Some of the design solutions associated with 5 or 6 metre wide rights-of-way in established areas are illustrated on the attached diagrams.

6.1 Width of rights-of-way

Rights-of-way were not designed to carry frequent vehicular traffic. The narrow width of some rights-of-way coupled with increased vehicular traffic could lead to property damage and accidents due to the insufficient space for the manoeuvring of vehicles around bends and into and out of properties. The narrow width of many rights-of-way can leave insufficient space for passing either oncoming or parked vehicles and is potentially unsafe for pedestrians. Before comprehensive development occurs adjacent to rights-of-way there may be a need for widening.

Liveable Neighbourhoods requires a minimum width of 6 metres for a right-of-way for vehicular access. This is based upon the minimum space required to manoeuvre a car into or out of a garage, carport or parking space at right angles to the right-of-way.

It is recognised that vehicles can pass safely (at low speed) in a 5 metre wide right-of-way. Therefore, existing 5 metre wide rights-of-way may not require widening if

they only provide (vehicular) access to garages, and are not the main (pedestrian access to dwellings or commercial premises adjoining the rights-of-way. For example, where a pedestrian access leg to the public street is provided (as in paragraph 4.1 above) pedestrians, emergency, postal and other services and rubbish collectors have alternative access to the rear development and to on-street parking, and so the requirement to widen the right-of-way may be waived where all development in the street block is likely to follow this pattern.

The WAPC will not normally support dedication where the width is less than 5 metres, and where the right-of way is the sole frontage for the proposed lots.

It should be noted that with a 5 metre right-of-way the garages (at right angles to the right-of-way) should be set back at least one metre from the property boundary to achieve the required manoeuvring space for a vehicle to reverse into or out of the garage. Where garages are set back behind the property boundary it is recommended that a 45 degree visibility splay either side of the garage entrance should also be kept clear of development to improve visibility and make turning manoeuvres easier. Alternatives to the one metre garage set back could include wider garages (which allow the turning manoeuvre to commence within the garage) or garages aligned at less than 90 degrees to the right-of-way (which reduces the width of the turning path). It is recognised that some local governments already have more restrictive requirements in this regard.

Where particular constraints preclude the widening of a right-of-way for residential developments, the following alternative design solutions may be acceptable:-

- one-way traffic operation on a right-of-way less than 5 metres wide;
- on-site parking bays constructed immediately adjacent and parallel to the right-of-way (not within the right-of-way);
- narrow one-lane sections of right-of-way with wider sections for vehicles to pass at appropriate locations, and other similar approaches.

Any such proposal needs to be carefully considered in relation to the operation of the surrounding street network and must be endorsed by the relevant local government before a subdivision or development application is approved.

6.2 Length of rights-of-way

The WAPC will generally not support dedication where rights-of-way are of excessive length (in excess of 140 metres) and where there is no alternative pedestrian access to the street. Having such long or narrow streets as the sole access (both for vehicles and pedestrians) to properties is considered undesirable and may result in excessive walking distances to visitor parking in the surrounding streets and result in visitors parking in the right-of-way.

Where a length of right-of-way longer than 140 metres is dictated by the existing street network then it may require special treatment to restrict traffic volumes and speeds.

Some possible treatments for long rights-of-way could include the use of traffic calming devices to slow traffic, intermediate connections to the local

street network, and wider sections of right-of-way to allow for the installation of visitor parking.

6.3 Traffic flow and design speed

Liveable Neighbourhoods recommends an indicative maximum traffic volume of 300 vehicles per day (vpd) and target maximum speed of 15 km/h.

6.4 Truncations

DC 1.7 recommends that a 2.8 metre truncation (2 m x 2 m) may be required where two private streets (i.e. rights-of-way) meet or where a private street meets a public street.

Liveable Neighbourhoods is silent on the need for truncations for rights-of-way but provides guidance for truncations in laneways. An acceptable alternative to truncations could be to reduce the width of the pavement at the neck of the laneway.

To improve sight lines and turning radii, it is recommended that appropriate truncations be required where two rights-of-way meet (or at any bend in a right-of-way of 60 degrees or more). A 2.8 metre truncation (2 m x 2 m) would improve sight lines and turning radii for cars and, in 6 metre rights-of-way, may be adequate for most rubbish trucks (this should be confirmed with the relevant local government). For larger vehicles, such as furniture removal vans and fire engines, larger truncations may be required upon the recommendation of local government. If rubbish trucks are required to access the right-of-way they should not have to reverse into or out of the right-of-way. As other larger vehicles will be much less frequent it may be acceptable for them to reverse in or out of the right-of-way.

Where the right-of-way connects to a public street the need for a truncation is related to sight lines between vehicles in the right-of-way and pedestrians or cyclists on paths in the street verge. Where a path is located close to the property boundary a truncation should be applied or the pavement reduced in width at the neck of the laneway, but if there is no path, or if the path is located away from the property boundary, the truncation could be reduced in size or not required.

6.5 Parking provision

The parking needs of residents should be accommodated on-site or, in some cases, by an appropriate cash-in-lieu arrangement for the local government to provide public parking facilities. In determining parking requirements for developments no allowance or credit should be given for parking within the right-of-way.

Wherever possible, visitor parking (in excess of the local government requirements for on-site parking provision) should occur on the surrounding streets with access to residences along the right-of-way or through the property (e.g. where a pedestrian access leg is provided, or common property in a strata titled or survey-strata development). Where this is not possible then visitor parking should be provided on site.

6.6 Lighting

Where there is a reasonable expectation that pedestrians will use the right-of-way (especially in the case where residences do not have alternative pedestrian access to the public street) lighting should be provided at appropriate intervals (to the satisfaction of the local government) as an essential

component of the right-of-way design. This could be provided, for example, by attaching lighting to adjoining buildings with the owners' consent to a long-term lease at peppercorn rental, with the local government funding the installation, maintenance and tariff.

Where there is not a reasonable expectation that pedestrians will use the right-of-way (e.g. where the right-of-way only provides vehicular access to garages) the requirement for provision of lighting would be at the discretion of the local government but should usually be encouraged for improved security.

6.7 Surveillance of rights-of-way

Building design which allows for the overlooking of rights-of-way from facing buildings should be encouraged. Potential for surveillance from windows provides greater security for the users of the rights-of-way and adjacent properties.

7. How should improvements to rights-of-way be implemented?

7.1 Dedication of rights-of-way

Dedication of private rights-of-way (or acquisition of the private street by the local government) is often considered desirable to enable management and maintenance by the local government, particularly where redevelopment is taking place adjacent to the private right-of-way. Even where upgrading is not envisaged, it is considered appropriate that rights-of-way be considered as public areas for which local government should be the responsible authority. Dedication of rights-of-way also resolves the legal question of who has a right to use the right-of-way.

Where the private right-of-way is dedicated and provides the only way of accessing individual dwellings or commercial premises, it becomes a street in function and would need to provide the normal services of a street such as public utilities, access for emergency vehicles, postal services, refuse collection, street name and numbering. Dedication means that the general public and various public utility authorities have the right to use the right-of-way, in addition to the adjoining residents.

Section 52 of the *Land Administration Act 1997* provides for a local government to request the Minister for Lands to close a right-of-way by acquiring the land as Crown land where the land is designated for a public purpose on a plan of survey or sketch plan. The procedure requires the local government to notify the holder of the freehold land, the adjacent owners and suppliers of public utilities to the land. The local government is also required to advertise its intention in a daily newspaper circulating throughout the State and to provide at least 30 days within which objections may be lodged.

Under Section 56 of the *Land Administration Act 1997* the local government may request the Minister for Lands to dedicate the land as a road. Under this section the owner of the freehold land on which a right-of-way had been used by the public for over ten years is not entitled to claim compensation.

7.2 Securing land for widening of rights-of-way

Sections 168 or 152 of the *Planning and Development Act 2005* can be used to require private right-of-way or narrow dedicated laneway widening. Section 168 can

be used to dedicate the widening as a public street where the widening connects to the existing dedicated street network, or Section 152 can be used to create a reserve for public right-of-way in the event that the widening will not connect to the existing dedicated public street system. Section 168 may also be used to create an addition or truncation to a public street by showing it on a strata or survey-strata plan. This would administratively simplify the widening of public rights-of-way where strata titles development is occurring as once the widening is shown on the strata plan it automatically vests without requiring formal subdivisional approval.

Wherever a subdivision (including strata title or survey strata) or development gains access from a right-of-way less than 6 metres wide (or 5 metres, if appropriate), the approval may require that the land required to widen the laneway to 6 metres (assuming equal widening on both sides of the right-of-way, where appropriate) will be given up free of cost to be dedicated to public use. While this could leave the right-of-way at less than the desired width for much of its length until redevelopment occurred on the other adjacent properties, a long-term view needs to be taken. This reflects the increasing need for greater width (improved vehicle passing opportunities, etc.) as the number of developments accessing the right-of-way grows.

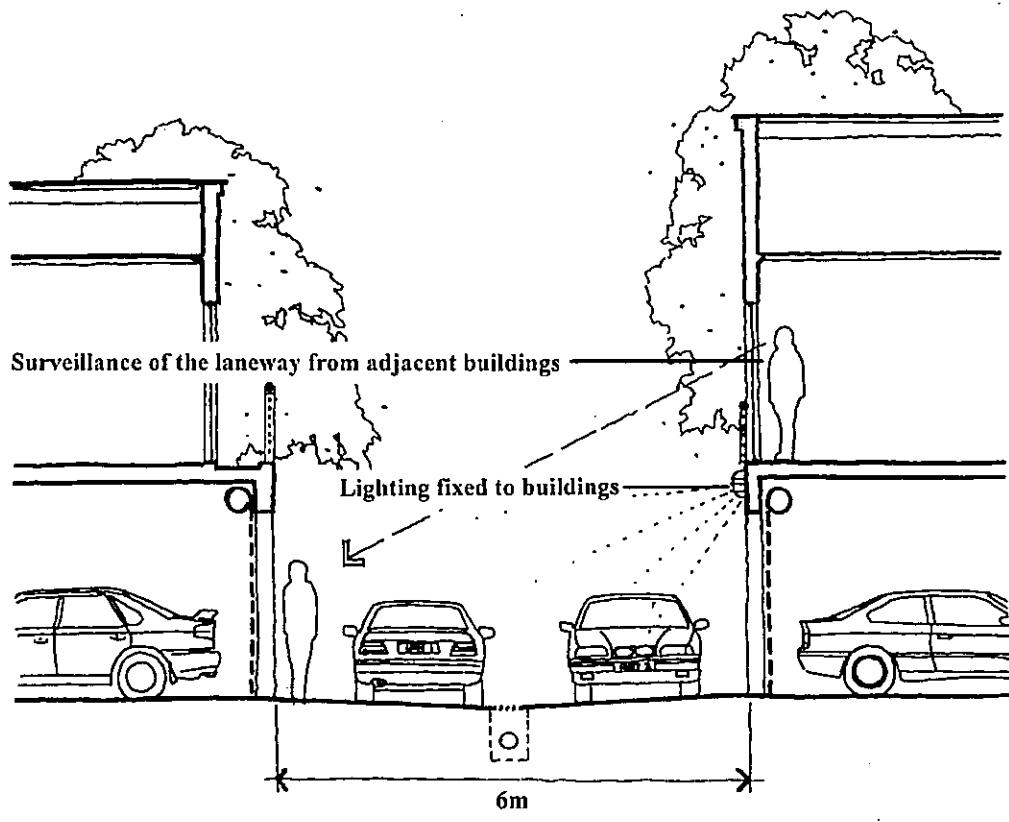
For development applications the requirement to give up land for widening the right-of-way will necessitate a subdivision or strata application, although such an application is usually sought by developers to provide separate titles for new units.

Where a subdivision or development is adjacent to a right-of-way less than 6 metres wide (or 5 metres, if appropriate) but does not, or is not required to, make use of the right-of-way for access, it may not be considered equitable to require land for widening the right-of-way to be given up free of cost. However, development on such properties should be encouraged to be set back by an extra amount equal to any widening required so that the local government has the option to purchase land to widen the right-of-way in the future if this is allowed for as part of a comprehensive development plan for the right-of-way.

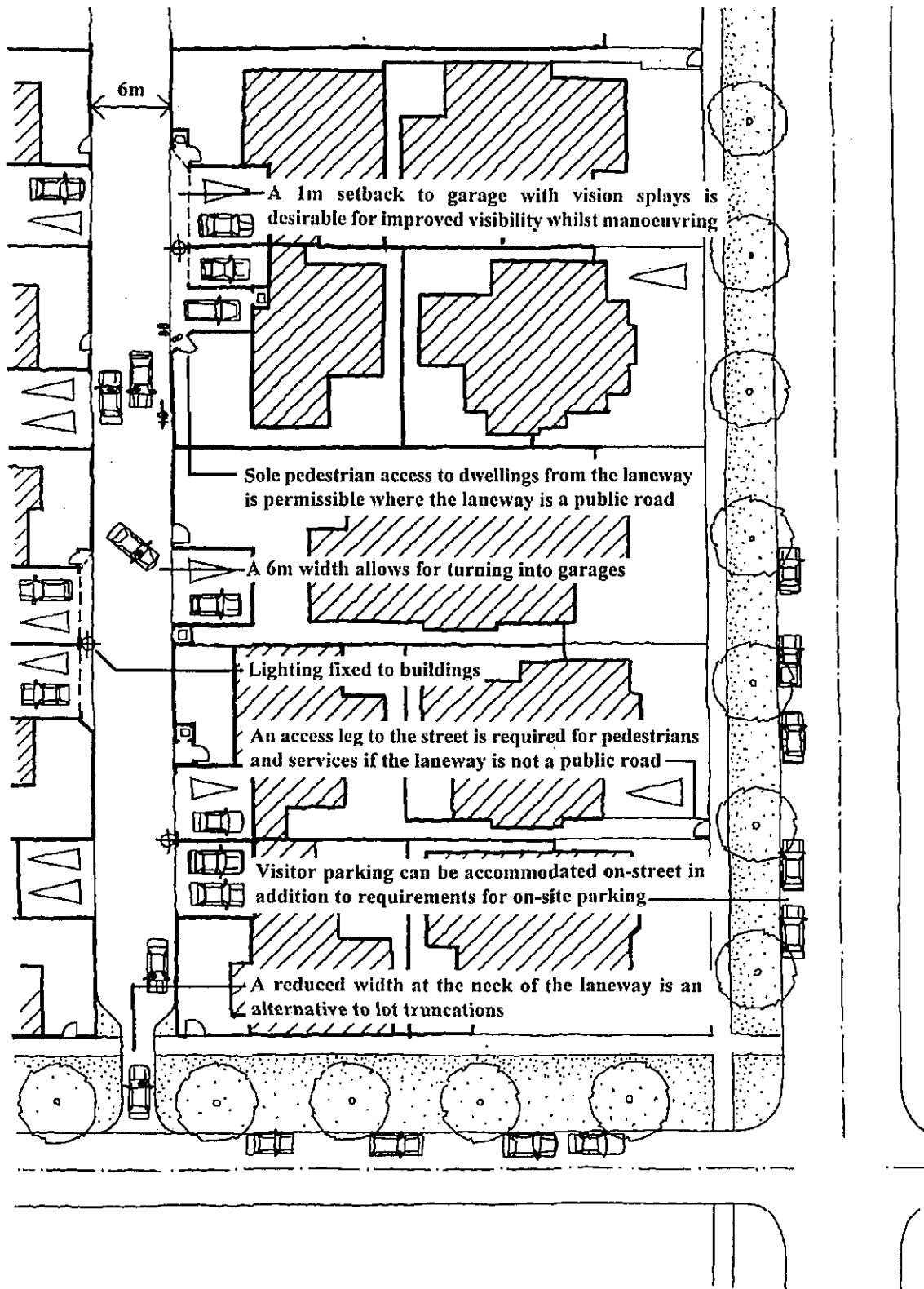
7.3 Local government policies

It is considered appropriate for individual local governments to refine these guidelines to take into consideration local circumstances. Local governments are requested to notify the Department of Planning of any adopted rights-of-way policy to ensure that in the Department's advice to the WAPC on individual subdivision and strata applications local requirements are taken into account.

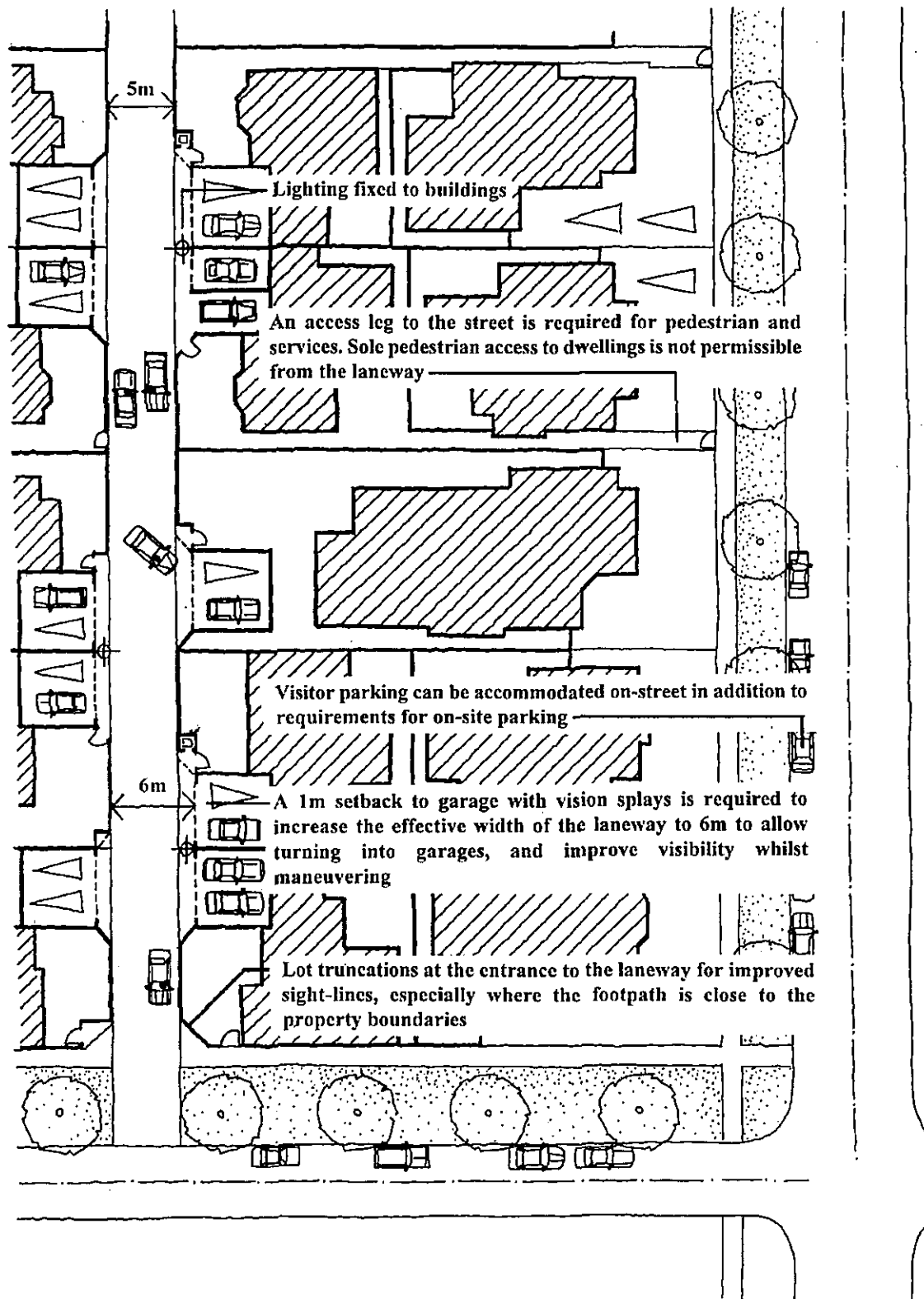
Developers are encouraged to contact the relevant local government before lodging applications to determine whether the local government has additional requirements to those set out above.



Typical cross section of a 6m laneway



Typical 6m laneway in an established residential area



Typical 5m laneway in an established residential area

18 July 2017

Attention: Christian Buttle – Senior Planning Officer

Via email: cbuttle@bassendean.wa.gov.au

Dear Christian,

**SUPPLEMENTARY SUBMISSION FOR COUNCIL RECONSIDERATION IN THE MATTER OF HANSRA V
TOWN OF BASSENDEAN (DR158/2017) – 9 BROADWAY, BASSENDEAN**

The following submission has been prepared on behalf of the Applicant, Mr Balraj Hansra, in response to your email dated 11 July 2017, which contained two (2) quotations for the construction of the right-of-way ('ROW') at the rear of No. 9 Broadway, Bassendean ('subject land' or 'site').

We have now given careful consideration as to a fair and reasonable contribution that should be made to the construction of the ROW as we discussed in mediation, given the absence of a dedicated policy or other regime.

For completeness, I will quickly summarise the background to this issue. The Applicant received development approval from the Town to build three (3) grouped dwellings at the subject land on 25 November 2014. After construction of the grouped dwellings the Applicant became aware of the full extent of Condition No. 12, which stated the following:

'The car parking spaces and driveways on site being connected to Railway Parade by the provision of an adequately paved, drained and kerbed right-of-way, constructed to the Town's specifications.'

Subsequently, on 13 March 2017, the Applicant requested that Condition No. 12 of the development approval be amended pursuant to clause 77(1)(b) of the Planning and Development (Local Planning Schemes) Regulations 2015 ('Regulations') to the following:

'The applicant is required to seal, kerb, and drain the full frontage of their property to the laneway, for their half of the laneway (i.e. in our case 2.75 x full frontage of 9 Broadway to the right-of-way.'

This request was considered at the Town's Ordinary Council Meeting on 26 April 2017 and was refused, this then formed the basis for the application for review to the State Administrative Tribunal ('SAT' or 'Tribunal').

At the mediation held on 29 June 2017 we discussed the impracticalities and increased costs associated with piecemeal construction of individual ROW portions. Furthermore, we were made aware that No. 3 Broadway, was also in similar contribution scenario as a result of a recent development approval.

We wish to highlight that it will be impractical and difficult for us to negotiate and coordinate a shared construction arrangement with the owners of No. 3 Broadway. In the absence of a dedicated Council policy or regime, we therefore believe that it is optimal for the Town to undertake the works (to their specifications) and for a contribution to be levied to the two current applicants (No. 3 and No. 9 Broadway).

Accordingly, it was agreed that the Town would seek quotes for the construction of the ROW at the rear of the subject land from the western boundary of No. 9 to Railway Parade at the east of the site. In response to these quotations, the Applicant would then provide this submission outlining their position to a contribution to this construction.

Image 1 below outlines the following cost contribution that would be made to the construction of the ROW by the Applicant (indicated in blue).

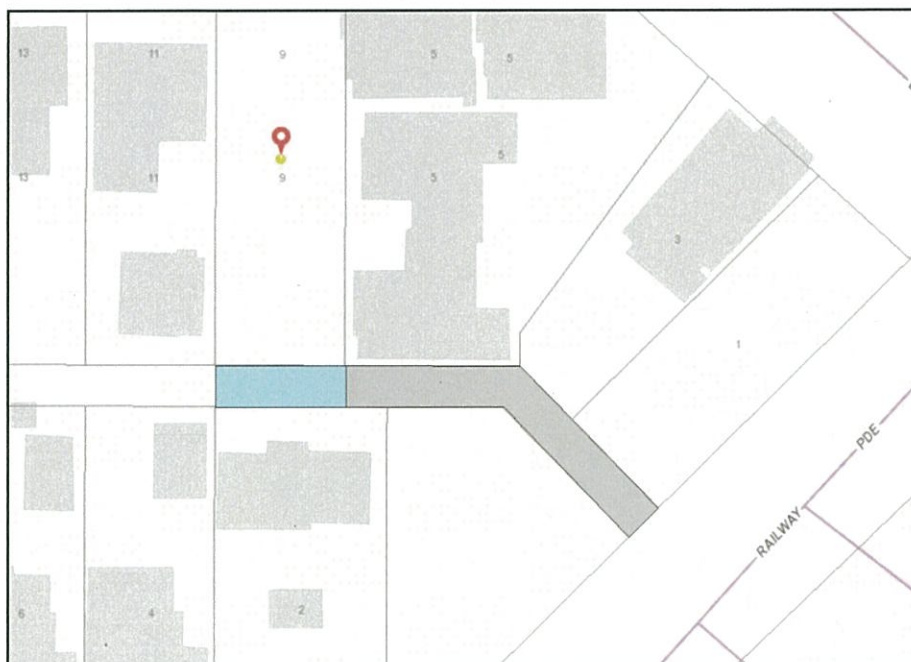


Image 1 – Areas indicating the separate cost contributions made to the construction of the ROW (source: PlanWA 2017)

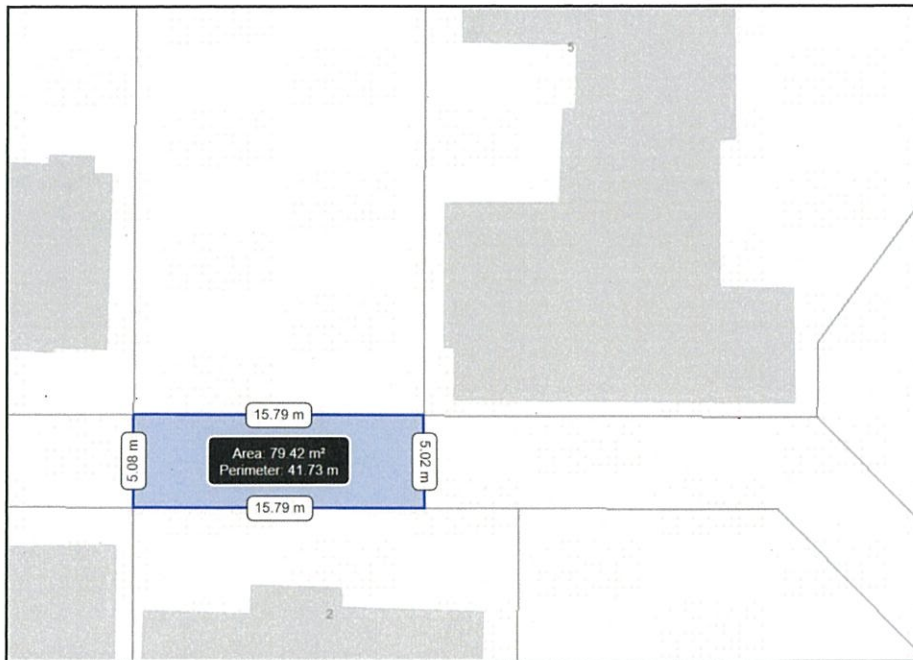


Image 2 – Area of Right of Way that the Applicant is willing to contribute (source: PlanWA 2017)

More specifically, Image 2 above shows the exact dimensions and area of the section of the ROW directly abutting the subject land and to which the Applicant would contribute costs towards the construction of the ROW.

The quotations that were emailed through were from Merger Contracting Pty Ltd and MMM WA Pty Ltd. As Merger Contracting Pty Ltd provided a considerably lower quotation for the same services, the cost contribution calculations have been based on this quotation as opposed to MMM WA Pty Ltd. The complete quoted cost for construction was \$37,794.42 (including GST) based on an area of 320m² (being the entire area of the ROW from the western boundary of the subject land).

As per image 1 and 2 above, the Applicant would be willing to pay for the cost of the development of the ROW from the western boundary to the eastern boundary of No. 9 Broadway, for the full width of the ROW. The proposed area that the Applicant will pay for is 79.42m² for the ROW. In addition to this, it is also noted that a 0.5m strip of the subject land abutting the ROW is to be ceded to the Town and incorporated within the constructed ROW. The following cost contribution calculations are provided:

$$(79.42 + (0.5 \times 15.9)) / 320 = 0.2730312$$

$$0.2730312 \times 37794.42 = 10319.055 \sim \$10,319.05$$

Total cost contribution from the Applicant = \$10,319.05 (including GST)

The Town can then make its own arrangements for the contribution from the owners of No. 3 Broadway. Assuming that there will still be a shortfall after contributions from both No. 9 and No. 3,

we submit that additional contributions can potentially be recouped under a properly prepared policy that outlines the parameters of construction and/or contributions from other future developments.

We again re-iterate that as the Town has no planning policy outlining the parameters and cost contributions required for the construction or upgrading of laneways or ROW's within the Town, any assessment of this matter should revert to State Government guidelines and framework. The Western Australian Planning Commissions ('WAPC') Planning Bulletin No. 33 - Right-of-way or Laneways in Established Areas ('PB33'), states the following under section 4 with respect to the upgrading of a ROW:

'The upgrading of rights-of-way to a sealed and drained standard should be required in areas of intensification of residential and commercial development. It is suggested that proponents of development with sole vehicular access via the right-of-way should be required to seal and drain the portion of right-of-way abutting the subject property (if not already constructed to that standard) and make trafficable (to the satisfaction of the local government) the rest of the right-of-way to the closest public street.' [emphasis added]

It is submitted that the contribution outlined within this submission is in accordance with the above extract from PB33 and it is considered that the proposed contribution from the Applicant is fair and equitable. In addition to this, under section 6 of the PBB33, the following is stated:

'It is considered appropriate for individual local governments to refine these guidelines to take into consideration local circumstances.'

As there is no local planning policy in final or draft form to identify otherwise, any requirement for the upgrading of the ROW should be in accordance with that outlined under PB33. In light of the above, the Applicant provides the following amended condition to replace Condition No. 12 of the original approval of 25 November 2014:

'The Applicant is to make a contribution of \$10,319.05 to the Town for the provision of an adequately paved, drained and kerbed right-of-way being constructed to Railway Parade by the Town.'

Should you have any queries or wish to discuss the above further, please do not hesitate to contact this office on the details provided below. This offer is being in good-faith within the parameters of the mediation process and we trust it will have the Town's careful consideration.

Yours sincerely,



JOE ALGERI

Director - Altus Planning

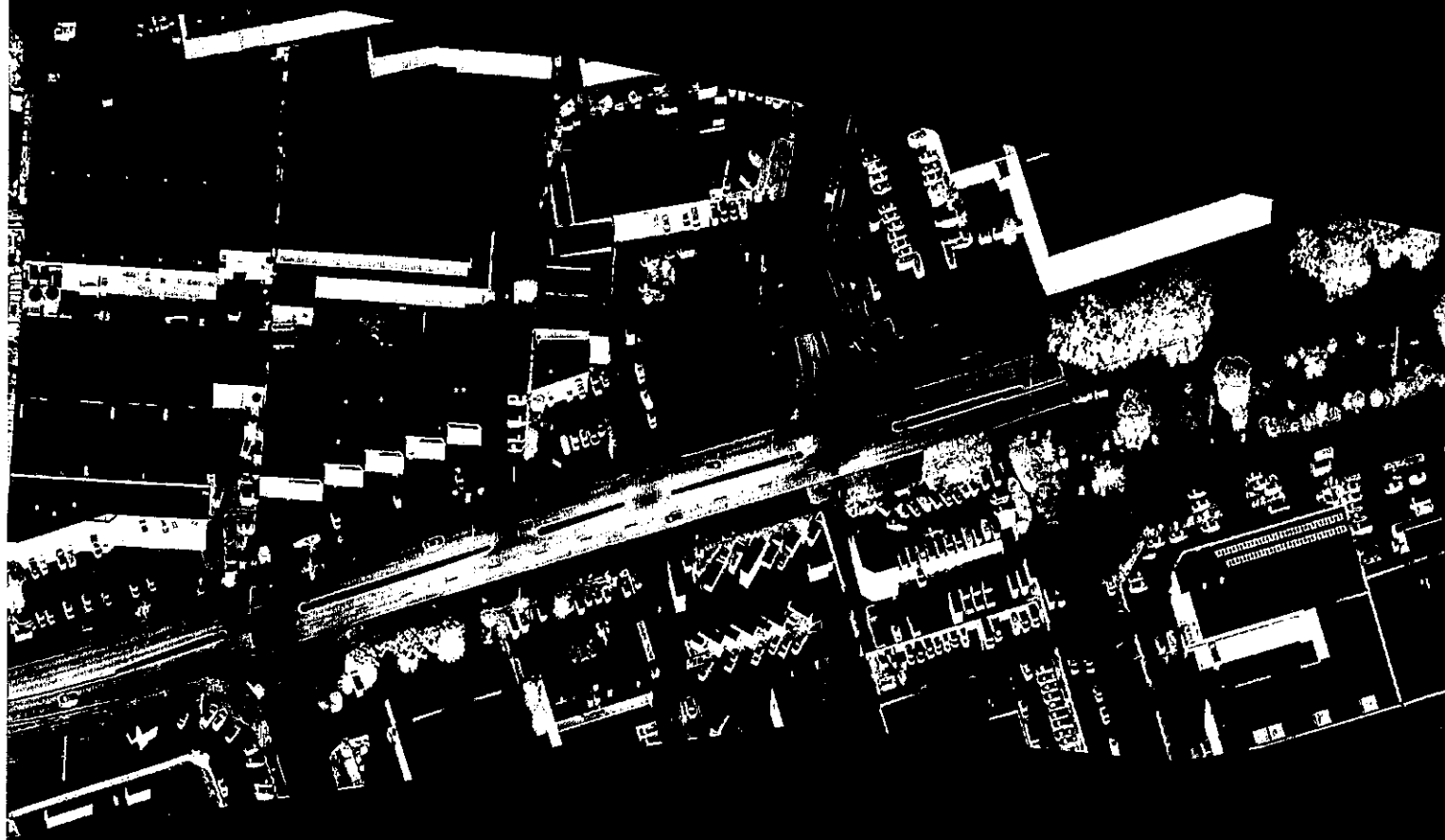
On behalf of Balraj Hansra (Applicant)

ATTACHMENT NO. 5

Development Application Report

Proposed Convenience Store

Lot 3 (Unit 3, 335) Collier Road, Bassendean



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Direct all inquiries to:

Planning Solutions
Level 1
251 St Georges Terrace
Perth WA 6000

All correspondence to:
GPO Box 2709
Cloisters Square PO 6850

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

Project details

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Prepared by	Planning Solutions	
Consultant Team	Town Planning Architect Traffic Engineering Civil Engineering	Planning Solutions Hodge Collard Preston Transcore Pritchard Francis

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Contents

1	Preliminary.....	1
1.1	Introduction	1
2	Site details	2
2.1	Land description.....	2
2.2	Encumbrances	2
2.3	Location.....	2
2.3.1	Regional context	2
2.3.2	Local context, land use and topography.....	3
3	Proposed development.....	7
3.1	Convenience store	7
3.2	Access.....	8
3.3	Servicing	8
3.4	Stormwater management.....	8
3.5	Signage.....	9
4	Statutory planning framework	10
4.1	Metropolitan Region Scheme	10
4.2	WAPC Development Control Policy 5.1 – Regional Roads (Vehicular Access)	10
4.3	Town of Bassendean Local Planning Scheme No. 10.....	11
4.3.1	Zoning	11
4.3.2	Land use	12
4.3.3	Development standards	14
4.3.4	Exempted Advertisements	16
4.4	Local Planning Policy No. 6 – Industrial Zones Development Design Guidelines	16
4.5	Local Planning Policy No. 16 – Control of Advertisements Under the Local Planning Scheme No. 10	20
4.6	Local Planning Policy No. 15 – Percentage for Art Policy	20
4.7	Local Planning Policy No. 18 – Landscaping with Local Plants.....	21
5	Conclusion.....	22

Figures

- Figure 1: Aerial Photograph
Figure 2: Zoning Map

Appendices

- Appendix 1: Certificate of Title and Strata Plan
Appendix 2: Memorial Documentation
Appendix 3: Development Plans
Appendix 4: Transport Impact Statement
Appendix 5: Stormwater Management Plan
-

1 Preliminary

1.1 Introduction

Planning Solutions acts on behalf of Quick Service Retail Pty Ltd, the proponent of the proposed convenience store at Lot 3 (Unit 3, 335) Collier Road, Bassendean (**subject site**). Planning Solutions has prepared the following report in support of an Application for Development Approval for a fuel retailing convenience store on the subject site.

This report will discuss various matters pertinent to the proposal, including:

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

The application seeks to develop a convenience store and associated infrastructure on a 1,177m² portion of the subject lot, which will provide for the retail sale of fuel and goods of a convenience/retail nature. The proposed convenience store is suitably located to provide key services to the surrounding industrial area and patrons travelling along Collier Road.

We respectfully request the Metro Central Joint Development Assessment Panel (**JDAP**) grant approval to the proposed use and development.

2 Site details

2.1 Land description

Refer to **Table 1** below for a description of the land subject to this development application.

Table 1 – Lot details

Lot	Strata Plan	Volume	Folio	Area (m ²)
3	22003	1918	51	1,177m ²

The subject lot is on Strata Plan 22003 which contains three (3) strata lots and a common property area. The common property includes car parking, access way and landscaping areas.

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

2.2 Encumbrances

The subject site contains a Memorial (document M815765) pursuant to the *Contaminated Sites Act 2003* and classifies the site as 'remediated for restricted use'. The subject site has historically been used as a service station, from 1992 to 2004. The Department of Environment Regulation's Basic Summary of Records Search Response states that:

The site is suitable for the current commercial/industrial land use provided that management of any excavation below 5.0m below ground level are undertaken as set out in the Sub-surface Management Plan (Coffey, November 2013).

The proposed fuel retailing convenience store is consistent with the current commercial/industrial land use. Excavation works will be undertaken in accordance with the relevant legislation and approved management plans.

Refer **Appendix 2** for a copy of memorial documentation, including DER's Basic Summary of Records Search Response.

2.3 Location

2.3.1 Regional context

The subject site is located approximately 8.5km north-east of the Perth CBD, 3km south-east of the Morley strategic metropolitan centre, and 5km north-west of the Perth Airport.

The subject site fronts Collier Road, an 'Other Regional Road' under the MRS. Collier Road links the site to Tonkin Highway, a major north-south regional road link through the Metropolitan Region. Collier Road also links to Guildford Road, which provides access to both the Perth CBD and Midland.

The subject site is situated within the municipality of the Town of Bassendean (**Town**).

2.3.2 Local context, land use and topography

The subject site is bounded by Collier Road to the south and Fairford Street to the east. The subject site adjoins existing industrial land uses to the north and west.

The subject site is surrounded by industrial land uses on relatively large lots generally comprising:

- Transport depots.
- Factories and warehouses.
- Fast food and lunch bars.
- Light industry.

Collier Road is dual carriageway and according to Main Road WA traffic counts (as at May 2015), Collier Road east of Fairford Street carries average weekday traffic flows in order of approximately 10,000 vehicles per day.

The subject site is currently vacant, however, was historically used as a service station for approximately 12 years, from 1992 to 2004. The other strata lots contain existing single storey buildings, with the existing uses a 'Lunch Bar' (s/lot 1) and 'Motor Vehicle Repair' (s/lot 2). The subject site is relatively flat and contains no vegetation.

Refer **Figure 1**, aerial photograph.

Photographs 1 to 4 depict the subject site and surrounds



Photograph 1 – The subject site, viewed from Collier Road.



Photograph 2 – The subject site viewed from Fairford Street



Photograph 3 – The dual-lane carriageway of Collier Road.



Photograph 4 – Photo showing other land uses in strata and established landscaped areas, viewed from Collier Rd.



LEGEND

----- Subject Site



3 Proposed development

The application seeks to develop a convenience store on a 1,177m² portion of the subject lot with associated parking areas and signage. The proposed convenience store is suitably located to provide key services to the surrounding industrial area and patrons travelling along Collier Road.

3.1 Convenience store

The proposed convenience store will provide for the retail sale of fuel and other goods of a retail/convenience nature. Specifically, the proposed development comprises:

- A retail building of 135m² gross floor area (**GFA**).
- A fuel canopy comprising an overall height of 6.35m.
- Three fuel bowsers, with six refuelling spaces (two per bower).
- Two underground fuel storage tanks, with the filling point located south of the fuel canopy.
- Seven additional (non-refuelling) car parking bays for customers and staff, including an accessible bay.
- Bin storage and servicing areas at the eastern side of the retail building with an associated loading zone for service vehicles.
- Landscaping along street frontages within the site and on the verge.
- A 7m high illuminated pylon sign, associated with the convenience store, and located near the Collier Road lot boundary.

The retail building is set back approximately 29.8m from Collier Road and 6.085m from Fairford Street. The proposed fuel canopy has a setback of 15.835m from Collier Road, and a setback of 7m from Fairford Street. The fuel canopy is a visually permeable structure, supported by structural beams integrated into the bowsers (located centrally within the canopy itself).

The proposed convenience store is orientated towards Collier Road and a pylon sign is proposed at the subject site's southern boundary. This arrangement allows sufficient exposure for east and westbound vehicles travelling along Collier Road to enter the site in a safe and coordinated manner. The proposed retail building shop front incorporates substantial glazing and high quality materials which result in a visually permeable and well-presented built form.

The proposed convenience store provides 7 car parking bays for the use of customers and staff, 1 loading bay and 6 refuelling bays adjacent to petrol bowsers (two each side).

The bin storage area is located at the eastern side of the retail building, enclosed with 2m high screen fencing, accessed by a loading zone which allows for the access and temporary stopping of service vehicles.

The proposed convenience store will operate 24 hours per day, 7 days per week and accommodate two staff on site at any one time.

Refer to **Appendix 3** for the development plans.

3.2 Access

The proposed convenience store will gain access via an existing communal crossover to Collier Road and an existing crossover to Fairford Street. The convenience store is designed such that vehicles can access the convenience store via either crossover and safely navigate/egress the site in a coordinated manner.

The access arrangements are supported by a Transport Impact Statement (TIS) prepared by Transcore (refer **Appendix 4**).

3.3 Servicing

The proposed convenience store has been designed to facilitate the safe and efficient movements of fuel tankers and service vehicles (i.e. delivery and waste collection trucks).

A plan depicting the swept path movements of a 19.0m fuel tanker and 8.8m service vehicle is contained in **Appendix 4**, refer to Figures 4 - 6. The TIS identifies that the northern section of the existing solid median along Fairford Street will need to be removed and replaced with appropriate road line-markings.

Fuel tankers will access the site in the following manner:

- Ingress via the Collier Road crossover.
- Navigate along southern portion of the site towards the underground fuel tank filling point.
- Egress via the Fairford Street crossover, with vehicles to turn right or left onto Collier Road.

Fuel tankers are anticipated to make up to 2-3 deliveries per week, depending on retail fuel consumption and general demand. Fuel deliveries will generally take place outside of peak traffic periods to ensure minimal disturbance to the site's operations and external traffic, and will be appropriately managed by the operator.

Service vehicles will access the site in the following manner:

- Ingress via the Collier Road crossover.
- Navigate across the site to the dedicated loading bay.
- Egress via the Fairford Street crossover, with vehicles to turn right onto Collier Road.

General stock deliveries and bin servicing will take place 1-2 times per week, although this may fluctuate depending on the time of year and demand for certain products. As depicted on the site plan, the loading area is situated at the eastern side of the retail building, away from the traffic flow of patrons and fuel tankers.

Refer to **Appendix 4** for the Transport Impact Statement.

3.4 Stormwater management

A Stormwater Management Plan has been prepared in support of the proposed development to demonstrate how stormwater will be managed onsite.

The onsite stormwater management for the proposed development is designed to comply with the City's stormwater requirements. The current design of the site allows for grated and below ground soakwells to be the primary method of storage and infiltration.

Refer **Appendix 5**, Stormwater Management Plan.

3.5 Signage

This application seeks approval for a 7m high illuminated pylon sign, associated with the convenience store fronting Collier Road.

The application also proposes the following signage which are considered to be exempt under Schedule 5 of Town's Local Planning Scheme No. 10 (**LPS10**):

- Three (3) fascia signs with a sign face area of 1.6m² per sign affixed to the fuel canopy on north-east, north-west and south-east elevation.
- One (1) wall sign with a sign face area of 3.7m² affixed to convenience store building.

Please refer to **Appendix 3** for the development plans, which contains details of the signage locations and size.

4 Statutory planning framework

4.1 Metropolitan Region Scheme

The subject site is zoned Industrial under the Metropolitan Region Scheme (**MRS**). The subject site fronts Collier Road, which is reserved Other Regional Roads under the MRS. The proposal is consistent with the provisions of the MRS and may be approved accordingly.

4.2 WAPC Development Control Policy 5.1 – Regional Roads (Vehicular Access)

The WAPC Development Control Policy 5.1 – Regional Roads (Vehicular Access) (**DCP 5.1**) sets out the planning framework controlling access to regional roads. Section 3.3 of DCP 5.1 stipulates the development requirements to control access to regional roads. **Table 2** below provides an assessment against the relevant requirements of Section 3.3 of DCP 5.1.

Table 2 – assessment of DCP 5.1 requirements

Requirement	Comment
<p>3.3.1</p> <p><i>In considering applications for access on regional roads, the effects of the proposals on traffic flow and road safety will be the primary consideration. The more important the regional road, the greater the importance attached to these factors. In general, the Commission will seek to minimise the creation of new driveways on regional roads and rationalise existing access arrangements.</i></p>	<p>The proposal seeks to utilise an existing communal crossover to Collier Road, which is reserved as 'Other Regional Roads' under the MRS.</p> <p>A transport impact statement (Appendix 4) has been prepared for the proposed development. The transport impact statement demonstrates the proposal is satisfactory from a traffic engineering perspective, and that the proposed access arrangements are safe and acceptable.</p>
<p>3.3.2</p> <p><i>Where regional roads are constructed or planned to freeway standards, no access to frontage development is permitted. On regional roads not constructed or planned to freeway standards, there is a general presumption on traffic and safety grounds against the creation of new driveways or increased use of existing accesses to these roads. Where alternative access is or could be made available from side or rear streets or from rights of way, no access shall be permitted to the regional road unless special circumstances apply.</i></p>	<p>The development site is located at the corner of Collier Road and Fairford Street. Collier Road is reserved as 'Other Regional Roads' under the MRS and not planned to be upgraded to freeway standard.</p> <p>The proposed convenience store requires a crossover to both of its frontages to function effectively. Transcore's transport impact statement (Appendix 4) undertakes a detailed analysis of the proposed access.</p> <p>The development site has been specifically designed to accommodate a convenience store. 19.0m fuel tankers can comfortably and safely access via Collier Road, navigate and egress the site via the site's Fairford Street, as demonstrated by swept path modelling.</p>
<p>3.3.3</p> <p><i>An arrangement whereby adjoining owners enter into cross-easement agreements to provide reciprocal rights of access across adjacent lots may be required as a means of rationalising access to the regional road.</i></p>	<p>The proposal seeks to utilise an existing communal crossover to Collier Road, which is reserved as 'Other Regional Roads' under the MRS.</p> <p>The communal crossover is in common property on Strata Plan 22003, which allows for rights of access.</p>

<p>3.3.4</p> <p><i>The types of development that would be allowed access to a regional road include large traffic generators such as major shopping, recreation or community centres. These would justify either a local distributor or access road, leading from a junction with the regional road to car parks servicing the centre.</i></p>	<p>A fuel retailing convenience store in this location requires direct access to the regional road to achieve safe and efficient movement of all vehicles using the site (including fuel tankers).</p> <p>Notwithstanding this, the proposal utilises an existing communal crossover to Collier Road to access the subject site.</p>
<p>3.3.5</p> <p><i>In determining applications for development involving the formation, laying out or alteration of a means of access to regional roads, the following must be considered:</i></p> <p><i>i) the effects of the development on traffic flow and safety, the character and function of the road, the volume and speed of traffic, the width of the carriageway and visibility; and</i></p> <p><i>ii) the volume and type of traffic generated by the development.</i></p>	<p>The existing communal crossover to Collier Road will not be altered as a result of this application.</p> <p>The proposed convenience store is appropriately located to provide key services to the relatively high number of daily vehicles utilising Collier Road, which has a speed limit of 70km/h.</p> <p>Furthermore, the surrounding area is zoned for industrial purposes and contains a variety of operational industrial activities. The transport impact statement confirms that the proposed access to Collier Road will function effectively and will not have any negative effects on the character or function of Collier Road.</p>
<p>3.3.6 <i>Where access is permitted, conditions may be imposed prescribing the location and width of the junction or driveway to ensure adequate visibility and to provide for the safe and convenient movement of vehicles both entering and leaving the traffic stream. In determining design requirements for junctions and driveways, the Commission has regard to standards recommended by both the National Association of State Road Authorities and Main Roads Western Australia.</i></p>	<p>The existing communal crossover to Collier Road will not be altered as a result of this application.</p>

The proposal seeks to utilise an existing communal crossover to Collier Road, which is reserved as 'Other Regional Roads' under the MRS. Having regard to **Table 2** above, the proposal is consistent with DCP 5.1 and warrants approval accordingly.

4.3 Town of Bassendean Local Planning Scheme No. 10

4.3.1 Zoning

The subject site is zoned General Industry under the Town's Local Planning Scheme No. 10 (**LPS10**). Clause 4.2.4 of LPS10 sets out the objectives of the General Industry zone. The relevant objectives are as follows:

- (c) *To accommodate a range of manufacturing and associated service activities which will not, by the nature of their operations, detrimentally affect the amenity of the adjoining or nearby land.*
- (d) *To achieve safety and efficiency in traffic circulation, and also recognise the function of Collier Road as a regional road.*
- (e) *To provide car parking and landscaping appropriate to the scale of development.*

The proposal seeks to develop a convenience store on the development site (including parking and landscaping), which will provide the retail sale of fuel and goods of a retail/convenience nature. The convenience store will complement the surrounding industrial businesses and service the relatively high number of daily vehicles travelling along Collier Road. The proposed convenience store is supported by a transport impact statement.

The proposed convenience store is suitably located to provide key services to the surrounding area and is consistent with the objectives of the General Industry zone.

Refer **Figure 2**, zoning map.

4.3.2 Land use

The proposal involves the use and development of a 'convenience store' on the site subject. A 'convenience store' is defined under *Schedule 1 – Dictionary of Defined Words and Expressions* of LPS10 as:

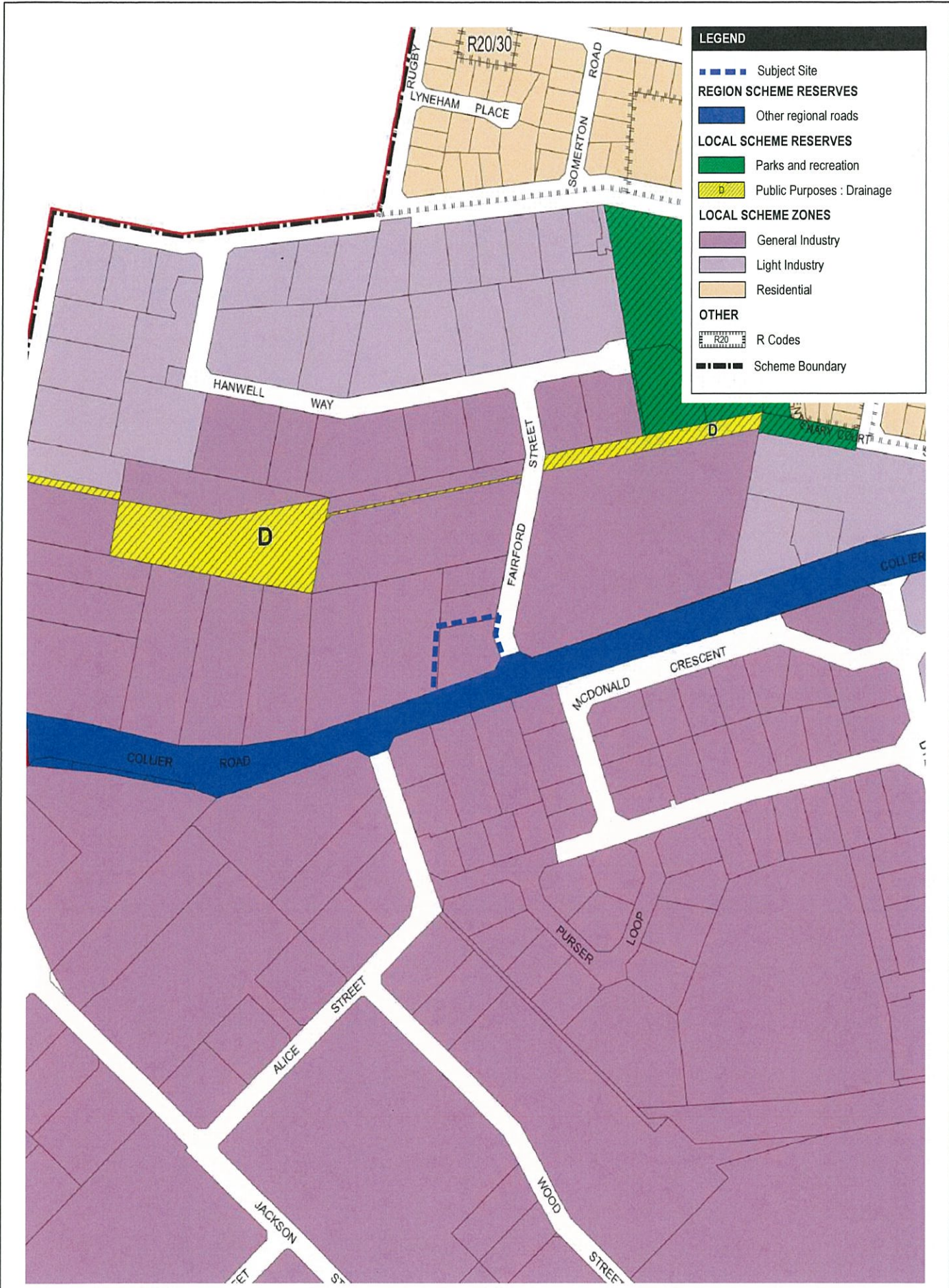
"convenience store" means premises -

- (a) used for the retail sale of convenience goods commonly sold in supermarkets, delicatessens or newsagents, or the retail sale of petrol and those convenience goods;*
- (b) operated during hours which include, but may extend beyond, normal trading hours;*
- (c) which provide associated parking; and*
- (d) the floor area of which does not exceed 300 square metres net lettable area;*

As described in section 3.1 of this report, the proposed convenience store will:

- provide for the retail sale of fuel and convenience goods.
- operate 24 hours per day, 7 days per week.
- provide parking for customers and staff.
- provide a retail building of 135m² GFA.

The proposed development, by nature of its use, function and layout, is properly classified as 'convenience store' under LPS10. A convenience store is a 'D' discretionary use in the 'General Industry' zone and is therefore capable of approval, subject to discretion of the decision-maker.



LEGEND

- Subject Site
- REGION SCHEME RESERVES**
- Other regional roads
- LOCAL SCHEME RESERVES**
- Parks and recreation
- D Public Purposes : Drainage
- LOCAL SCHEME ZONES**
- General Industry
- Light Industry
- Residential
- OTHER**
- R20 R Codes
- Scheme Boundary

4.3.3 Development standards

Section 5.7 of LPS10 sets out general development requirements applicable to all development applications within the scheme area. An assessment against the relevant requirements is provided in **Table 3** below.

Table 3 – general development requirements

Development requirement	Provided/Comment
5.7.2 Car parking	
5.7.2.1 General	<u>Subject site (strata lot 3)</u>
<p><i>A person shall not develop or use land or erect, use or adapt any building for use for the purpose indicated in Table 1 of the Scheme, unless car parking spaces of the numbers specified in Table 2 are provided and such spaces are constructed, marked and maintained in accordance with the provisions of the Scheme.</i></p>	<p>There is no specified parking rate for a convenience store (or service station, in the absence of convenience store) under LPS10.</p> <p>As a guide, an assessment is provided against the recommended parking rates under the RTA <i>Guide to Traffic Generating Developments</i>.</p>
<p><i>Where an application is made for planning approval and the purpose for which the land or building is to be used is not specified in Table 2, the local government shall determine the number of car parking spaces to be provided on the land having regard to the nature of the proposed development, the number of employees likely to be on the site, the prevention of the obstruction of roads and streets, and the orderly and proper planning of the locality and the preservation of its amenities.</i></p>	<p>Rate: Convenience store (associated with a service station): 5 bays/100m² GFA</p> <p>The convenience store comprises a GFA of 135m², requiring approximately 7 parking bays under the RTA's guidelines.</p> <p>The proposed development provides 7 bays for customers and staff (including an accessible bay), 6 refuelling spaces and 1 loading bay. A minimum of 14 vehicles can therefore be comfortably accommodated on site.</p>
	<u>Strata lot 1</u>
	<p>The existing use of strata lot 1 is a lunch bar. LPS10 at Table 2 sets out the minimum number of car parking spaces for a lunch Bar use as follows:</p>
	Rate: Lunch Bar: 1 bay/20m ² GFA
	<p>The lunch bar comprises a GFA of 147m², requiring approximately 8 parking bays under the LPS10 minimum requirements.</p>
	<p>There is an existing car parking area of 14 bays adjacent to the lunch bar premises, which meets the car parking rate.</p>
	<u>Strata lot 2</u>
	<p>There is no specified parking rate for a motor vehicle repair use under LPS10.</p>
	<p>Notwithstanding this there are 14 bays in the vicinity of s/lot 2 which is considered to adequately meet the use.</p>
	<p>Having regard to the above, existing and proposed car parking suitably accommodates the proposed land use of convenience store. The proposed car parking located on the subject site meets the demand of the convenience store and does not require the use of the other shared car bays in the strata.</p>

5.7.2.6 Landscaping Construction and Maintenance

The owner and occupier of premises on which car parking spaces are provided shall ensure that:

(a) the car parking area is landscaped with shade trees, laid out, constructed, drained and maintained in accordance with the approved plan;

(b) the car parking spaces are sealed and clearly marked out at all times to the satisfaction of the local government; and

(c) all trafficable areas to be sealed to the satisfaction of the local government.

Various landscaping is provided throughout the site, including around car parking areas.

Landscape planting will be provided in accordance with Council requirements, as annotated on the development plans.

5.7.2.7 Landscaping for Off-Street Parking

Boundary landscaping shall be provided for parking areas with more than 5 parking spaces and interior landscaping shall be provided for open parking areas with 21 or more parking spaces. Landscaping shall comply with the following requirements:

(a) all areas between parking areas and adjoining streets shall have a minimum of 2.0 metres wide permanent landscape area, except in the instance of corner lots, where minimum width of 1.0 m shall apply. In addition, the local government may also require permanent landscaping between the parking area and all other side and rear property lines; and

(b) for open parking areas, with 21 or more parking spaces, there shall be provided a minimum of 1 square metre of permanent landscaping for every 10 Square metres of parking bay area. Such landscaping shall not be in addition to any other landscaping required by this Scheme.

A 2m wide landscaping strip is provided between the proposed street boundary and parallel parking bays, which exceeds the minimum landscaping strip width required for a corner lot.

Having regard to **Table 3**, the proposal is consistent with the general development requirements of LPS10.

Section 5.9 of LPS10 sets out further development requirements for the Town's industrial zones. **Table 4** provides an assessment against the relevant requirements.

Table 4 –development requirements for industrial zones

Development requirement	Provided/Comment
5.9.3 Use of Setback Areas	
<i>The land between the street alignment and the building setback shall not be used for any purpose except one or more of the following:</i>	Primary and secondary street setback areas of the proposed convenience store are used for the following purposes:
(a) <i>a means of access and egress;</i>	- Access and egress.
(b) <i>the parking of vehicles used by customers and employees;</i>	- Parking of vehicles.
(c) <i>the loading and unloading of vehicles (refer to 9.4)</i>	- Loading bay.
(d) <i>open air display of goods, provided such area does not cover more than 20% of the setback area, is not within 3 metres of the street alignment and does not reduce the area set aside for landscaping;</i>	- Landscaping.

(e) landscaping; and

(f) the display and sale of motor vehicles where the local government's approval has been granted.

Having regard to **Table 4**, the proposal is consistent with the relevant development requirements for industrial zones of LPS10. The proposal is consistent with the specific requirements set out by LPS10 and warrants approval.

4.3.4 Exempted Advertisements

Schedule 5 of LPS10 sets out requirements for signage exempted from development approval. It is considered that the following proposed signs are from planning approval:

- Three (3) fascia signs with a sign face area of 1.6m² per sign affixed to the fuel canopy on north-east, north-west and south-east elevation.
- One (1) wall sign with a sign face area of 3.7m² affixed to convenience store building.

Schedule 5 states that for Industrial Premises, a maximum of 4 advertisement affixed to the building, with a total area of 10m² and not exceeding 6m² for an individual signage.

The proposed wall and fascia signage complies with the above requirements. Specifically, a total of four (4) signs, a combined sign face area of 8.5m² and maximum individual sign face area of 3.7m².

4.4 Local Planning Policy No. 6 – Industrial Zones Development Design Guidelines

The Town's Local Planning Policy No. 6 – Industrial Zones Development Design Guidelines (**LPP6**) sets out various development requirements specific to the Town's industrial zones.

Table 5 below provides an assessment against the requirements of LPP6.

Table 5 – assessment against LPP6.

Development requirement	Provided/Comment
Building Setbacks	
<i>The minimum setback requirements for all buildings within these zones shall be in accordance with those prescribed as follows:</i>	The proposal's buildings and structures are set back as follows:
<i>Front</i> 13.00m	<u>Retail building</u> Front: (Collier Road): 29.8m.
<i>Rear</i> Nil	Secondary: (Fairford Street): 6.085m.
<i>Side</i> 4.50m one side	Rear: 12.2m (parent lot boundary) 0.35m – 1.2m (strata lot boundary)
<i>Secondary Street</i> 6.00m	Side: 36.5m (parent lot boundary) 0.5m (strata lot boundary)
	<u>Fuel canopy</u>
	Front (Collier Road): 15.8m.
	Secondary (Fairford Street): 7m.
	Side: 34.3m (parent lot boundary)

4.5m (strata lot boundary)

The proposed retail building and fuel canopy is compliant with LPP6 minimum setbacks.

Plot Ratio Limit and Definition

The maximum plot ratio for a site is 0.75.

Plot ratio is defined as the ratio of the gross total of the areas of all the floor to the land within the site boundaries. In calculating the gross total of the areas of all floors the areas shall be measured over any walls provided that lift shafts, stairs, toilets and amenities, external wall thicknesses, plant rooms and the gross floor area of any floor space used for the parking of wheeled vehicles, including access to and from that space within the building, shall not be included.

The proposed convenience store retail building has an area of 135m². The other buildings on the lot has a total floor area of 486m² (existing motor vehicle repair use) and 147m² (existing lunch bar use). This equates to a total plot ratio of 0.23 when measured against the total site area of 3,383m².

This is an increase of 0.04 with the convenience store addition.

Site Cover

The maximum site coverage permitted to any development excluding loading bay awnings is 50%.

Site coverage equates to 768m² (22.7%) when measured against the total site area of 3,383m².

Vehicle Parking

Car parking spaces shall be provided, constructed and maintained in accordance with the provisions of Part 5 of the Scheme, Local Planning Policy No. 8 (Parking Specifications) and the approved plan relating thereto.

A parking assessment is provided in section 4.3.3 of this report, which demonstrates the proposed parking provisions are acceptable and can sufficiently cater for the proposed convenience store development.

Landscaping

All development within these zones shall be landscaped in accordance with the following requirements

a) the minimum width of front boundary landscaping shall be 2 metres, except in the case of a corner lot, in which case the minimum shall be 1.0 metres on the secondary street as nominated by Council;

b) the minimum width of side boundary landscaping (excluding side street boundaries) shall be 1 metre, to be provided from the front boundary to the setback line;

c) landscaping is to be provided in accordance with Councils landscaping policy as amended from time to time, and shall be maintained by the owner of the lot thereafter.

d) Shade trees in car parking areas shall be provided at a ratio of 1 per six car parking bays recommended in the Councils' landscaping policy.

A 2m wide landscaping strip is provided along the site's primary street boundary, which exceeds the minimum landscaping strip width required for a corner lot.

A 1m wide landscaping strip is provided along the site's secondary street boundary, which meets the LPP6 requirement,

An existing grassed area is provided at side boundary between the subject lot and adjoining Lot 124 (329) Collier Road, Bassendean.

No shade trees can be provided along the site's shopfront parking bays, as this would detrimentally affect visibility of the retail building and reduce opportunities for passive surveillance. Notwithstanding, shade is provided for vehicles by the proposed fuel canopy.

All landscape planting will be provided in accordance with Council requirements at the detailed design stage.

Security Fencing

Where a security fence is proposed on a street lot boundary, it shall be of an open style either mesh fencing or palisade style fencing and setback 2-metres behind the street alignment.

Solid screen fences on industrial sites are only acceptable where located at or behind the 13-metre building line to the front setback area. In the case of corner lots solid screen fencing must be setback 6-metres from the secondary street.

No security fencing is proposed along any street lot boundary.

Service Access

Provision shall be made for service access in the following manner:

- a) a paved accessway shall be provided for vehicles from the street to the rear of and to any other part of the building where provision is made in the external walls of the building for the entry of or the loading or unloading of vehicles;
- b) the access way shall be so constructed that all vehicles using it can enter from and return to a street in forward gear without reversing any part of the vehicle onto a street; and
- c) except as hereinafter mentioned, the access way shall not be less than 4.5 metres in width, unless the size of the lot makes the provision of such an access way impracticable or unreasonable the Council may permit an access way of a narrower width but in no case less than 3.0 metres in width.

d) the provision of on-site delivery manoeuvring areas where large single axle commercial vehicles can enter and leave the site in forward gear. The manoeuvring area shall be exclusive of car parking bays and the interior of the building.

Storage and Refuse

The Council may require the provision of one or more areas for the storage of refuse in a development. This area shall be:

- a) screened from view from any public street, and enclosed by a wall of masonry or other approved building material, and being of not less than 1.8 metres in height; and
- b) accessible to service vehicles.

Irrespective of whether a storage area is required for a development, no land shall be used for open storage purposes unless it is screened from view of any public street by a fence or wall built to the specifications and satisfaction of the Council.

Building Materials

The facades of all buildings facing public streets shall be constructed of brick, glass, stone, masonry or concrete in respect of the ground floor level. The second floor level, or its equivalent, may be constructed of other material in accordance with the Building Code of Australia.

The use of zincalume sheeting for construction of industrial buildings is prohibited, unless such buildings or parts of buildings are not visible from any public street, or Council approval is granted to vary this requirement.

Floor Area

A factory or factory unit shall have a floor area of not less than 100m² and each the length and width shall not be less than 6 metres clear between the internal wall surfaces.

A loading bay is provided at the eastern side of the retail building, which provides access to the site's bin area and delivery area. The loading bay is segregated from areas used by patrons and fuel tankers.

The loading bay is 4m in width, which allows service vehicles up to 8.8m to access the bay and return to the street in forward gear, as demonstrated in the swept path modelling contained within the Transport Impact Statement at **Appendix 4**.

This is appropriate for the nature and scale of the development proposed, given it will only be used for the collection of waste and the delivery of stock.

The proposed bin area is located at the eastern side of the retail building. The bin area is screened by proposed 2m high fencing. As noted above, the bin area is accessible to service vehicles.

If it is determined that a waste management plan is required for the site, we request that this is dealt with as a condition of planning approval and provided at detailed design stage.

The retail building will be constructed of concrete panels, with other materials incorporated into the design to achieve a high quality built form.

No zincalume will be used for the external building materials.

All materials use for the proposed development will be in accordance with the BCA.

N/A – no factory or factory unit is proposed.

Factory Units

Multiple factory units on one lot shall not be permitted unless the following requirements are complied with: N/A – no factory or factory unit is proposed.

- a) each factory unit shall have a visually screened service yard of not less than 16m² with a minimum depth of 2m adjoining and having connecting access to each unit; and*
- b) the internal partition walls between factory units shall be constructed of brick, stone or concrete or other material approved by Council.*

Having regard to **Table 5**, the proposed convenience store is consistent with the provisions of LPP6 and is compatible with the existing industrial amenity of the locality.

4.5 Local Planning Policy No. 16 – Control of Advertisements Under the Local Planning Scheme No. 10

The Town's Local Planning Policy No. 16 – Control of Advertisements under the Local Planning Scheme No. 10 (**LPP16**) sets out various standards for signage proposed within the scheme area. **Table 6** provides an assessment against the relevant requirements of LPP16.

Table 6 – assessment against LPP16.

Pylon sign	
Max height – 6m.	Proposed height – 7m.
Max length/width – 2m.	Proposed width – 2m.
Max area – 4m ² .	Proposed area (of advertising panels) – 5.6m ² per side (including fuel price panels).
Max headroom – 2.4m.	The proposed pylon sign exceeds the prescribed height and area requirements set out by LPP16. The proposed pylon sign warrants approval for the following reasons:
Max height above ground – 6m.	
	<ul style="list-style-type: none">- The subject site is situated within an established industrial area, which is comprised of industrial uses situated on large lots of land. The size and scale of the sign is consistent with this established amenity.- The pylon sign is required to appropriately identify the site to passing motorists.- The sign face area of the pylon signs includes the changeable fuel price panels, which is a characterising feature of pylon signs for fuel retailers to advise passing motorists of fuel prices.- The proposed pylon sign is constructed of high quality materials and designed to a high standard. The sign will not detrimentally affect the visual amenity of the area.

Having regard to **Table 6**, the proposed pylon sign is consistent with the Town's LPP16 and warrants approval accordingly.

4.6 Local Planning Policy No. 15 – Percentage for Art Policy

The Town's Local Planning Policy No.15 – Percent for Art Policy (**LPP15**) stipulates requirements relating to the provision of public art for developments with an estimated construction cost of over \$1 million.

As the proposed convenience store has an estimated cost of development in the order of \$2.1 million, it may be considered an eligible proposal.

LPP15 at provision 3.1.3 Location of Public Art Contribution states:

Public Art provided in-kind pursuant to this Policy shall be provided on site, or on crown land immediately adjacent to the site.

It is considered, however, that a public contribution should not be required for this particular proposal, which seeks approval for a commercial use on a general industrial site. It is not considered appropriate to require public art be provided on-site, nor on any adjacent land crown land immediately adjacent to the site.

4.7 Local Planning Policy No. 18 – Landscaping with Local Plants

The Town's Local Planning Policy No.18 – Landscaping with Local Plants (**LPP18**) provides guidance on matters to be considered for the preparation of detailed landscaping plans.

In accordance with section 1.6 of LPP18, a landscaping concept is provided which depicts existing/proposed levels and associated height of structures, and the nature/extent of open space and landscaping proposed.

Refer to **Appendix 3** for the development plans, for the landscaping concept plan which sets out the landscaping areas to be provided on-site and on the adjacent verge, the proposed plant species selection, quantity and minimum size.

5 Conclusion

The proposed convenience store will comprise modern, attractive buildings and will conveniently provide key services to the surrounding area.

In summary, the proposed development responds to the planning framework and warrants the Town's support for the following reasons:

- The proposal seeks to develop vacant land, which was historically used as a service station, from 1992 to 2004.
- The proposed convenience store will have no detrimental impacts on the existing industrial amenity of the area.
- The proposed development is in general compliance with the relevant State and Local planning requirements.
- The proposal is supported by a Transport Impact Statement, which demonstrates its acceptability from a traffic engineering perspective.
- The proposed convenience store will result in an attractive built form outcome for the site, which is currently vacant.

Having regard to the above, the proposal clearly demonstrates to suitability of the proposed convenience store for the development site.

Accordingly, we respectfully request the Application for Development Approval is approved by the Metro Central Joint Development Assessment Panel.

Appendix 1 Certificate of Title and Strata Plan

WESTERN



AUSTRALIA

REGISTER NUMBER

3/SP22003

DUPLICATE EDITION

1

DATE DUPLICATE ISSUED

11/11/2006

VOLUME

1918

FOLIO

51

**RECORD OF CERTIFICATE OF TITLE
UNDER THE TRANSFER OF LAND ACT 1893 AND THE
STRATA TITLES ACT OF 1985**

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



REGISTRAR OF TITLES

LAND DESCRIPTION:

LOT 3 ON STRATA PLAN 22003
TOGETHER WITH A SHARE IN ANY COMMON PROPERTY AS SET OUT ON THE STRATA PLAN

**REGISTERED PROPRIETOR:
(FIRST SCHEDULE)**

AMTANK PTY LTD OF CORNER PATTERSON AND KWINANA BEACH ROADS KWINANA
(T H903645) REGISTERED 10/6/1992

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

1. INTERESTS NOTIFIED ON THE STRATA PLAN AND ANY AMENDMENTS TO LOTS OR COMMON PROPERTY NOTIFIED THEREON BY VIRTUE OF THE PROVISIONS OF THE STRATA TITLES ACT NO.33 OF 1985 AS AMENDED.
2. *M815765 MEMORIAL CONTAMINATED SITES ACT 2003 REGISTERED 4/11/2014.

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

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

STATEMENTS:

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

SKETCH OF LAND: SP22003
PREVIOUS TITLE: SP22003
PROPERTY STREET ADDRESS: UNIT 3 335 COLLIER RD, BASSENDEAN.
LOCAL GOVERNMENT AUTHORITY: TOWN OF BASSENDEAN

NOTE 1: N529650 DUP CT NOT PRODUCED FOR DOCUMENT N529650

STRATA PLAN 22003



PLAN OF PORTION OF SHAN LOCATION Q1 AND BEING LOT 125
 ON PLAN 17160
 CERTIFICATE OF TITLE VOL. 1875 FOL. 347
 LOCAL AUTHORITY TOWN OF BASSENDEAN
 LOCALITY BASSENDEAN INDEX PLAN PERTH 2000 17-30
 NAME OF BUILDING "335 COLLIER ROAD, BASSENDEAN"
 NAME OF BODY CORPORATE
 (IF STRATA PLAN OF SUBDIVISION
 OR CONSOLIDATION)
 ADDRESS FOR SERVING OF 335 COLLIER ROAD
 NOTICES ON COMPANY BASSENDEAN, 6054
 PURPOSE

LODGED 4. 11. 91 3730
 EXAMINED 11. 11. 91 G.F.
 REGISTERED 25. 11. 91 App. E. 751652



S. J. Anderson
 1991

REGISTRAR OF TITLES

SAVE AND EXCEPT THE RIGHT TO MINES OF COAL OR OTHER MINERALS

SEE ANNEXURE 'A'

Scale

SCHEDULE OF UNIT ENTITLEMENT		OFFICE USE ONLY	
LOT No.	UNIT ENTITLEMENT	CURRENT Cs. of TITLE	
		VOL.	FOL.
1	21	1918-49	
2	26	1918-50	
3	53	1918-51	
AGGREGATE	100		

CERTIFICATE OF LICENSED VALUER

I, MARIUS DUTRY being a Licensed Valuer licensed under the Land Valuers Licensing Act 1978 do hereby certify that the unit entitlement of each Lot, as stated in the schedule bears in relation to the aggregate unit entitlement of all Lots delineated on the strata plan a proportion not greater than 5 per cent more or 5 per cent less than the proportion that the capital value of that Lot bears to the aggregate capital value of all the Lots delineated on the plan.

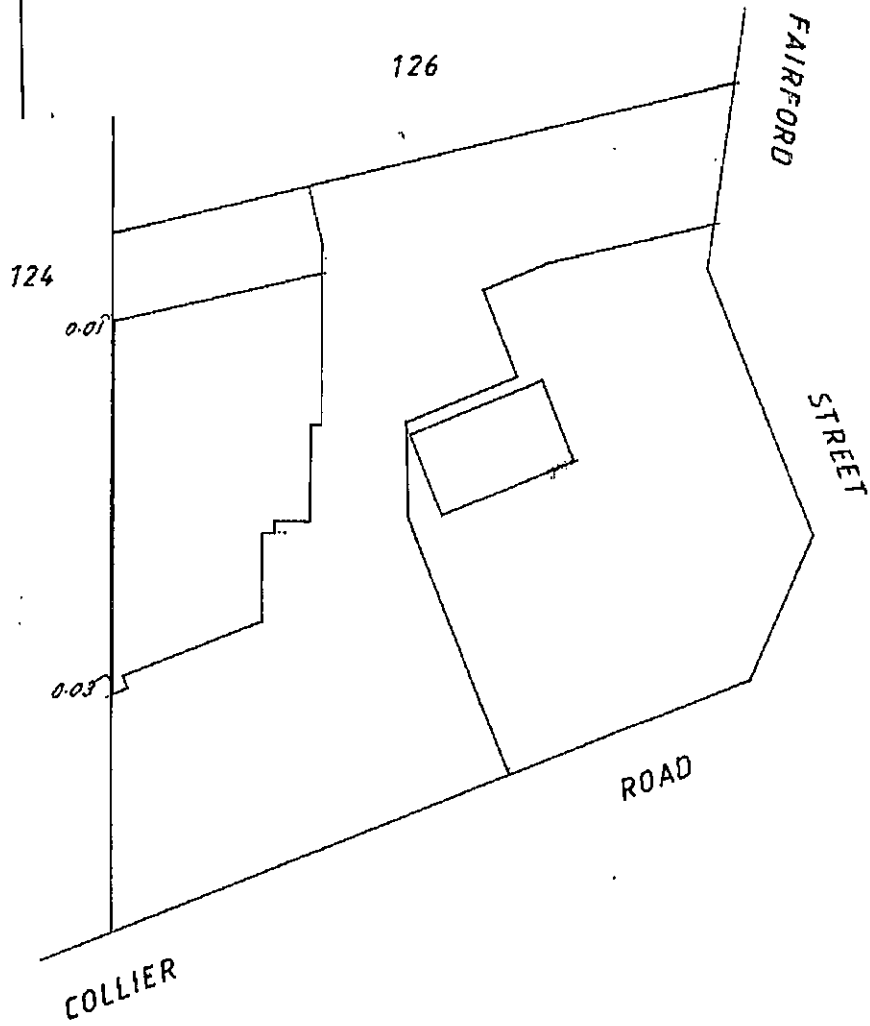
1st. November 1991.
 Date

Marius Dutry
 Signed

ES6747/1/88-2M-S/7652

ANNEXURE A OF STRATA PLAN No. 22003

LOCATION PLAN



Scale 1:500

E88972/5/89-1M-S/7657

STRATA PLAN No. 22003

DESCRIPTION OF PARCEL AND BUILDING

A SINGLE STOREY, COMMERCIAL TRIPLEX ERECTED ON THAT PORTION OF SWAN LOCATION Q1 SHOWN AS LOT 125 ON PLAN 17160.

THE PROPERTY IS KNOWN BY ITS POSTAL ADDRESS OF "335 COLLIER ROAD, BASSENDEAN" POSTCODE 6054.

CERTIFICATE OF SURVEYOR

I, JAMES HENRY KELLY, being a licensed surveyor registered under the Licensed Surveyors Act 1909, as amended, hereby certify that:—

- (a) each lot that is not wholly within a building shown on the plan is within the external surface boundaries of the parcel; and either
- (b) each building referred to above is within the external surface boundaries of the parcel; or
- (c) ~~in a case where a part of a wall or building, or material attached thereto, encroaches beyond the external surface boundaries of the parcel—~~
- JK* (i) ~~all lots shown on the plan are within the external surface boundaries of the parcel;~~
- (ii) ~~the plan clearly indicates the existence of the encroachment and its nature and extent; and~~
- (iii) ~~where the encroachment is not on to a public road, street or way, that an appropriate easement has been granted and registered as an appurtenance of the parcel.~~ *JK*

2. 10. 91

Date

Delete whichever is inapplicable

James Kelly
Licensed Surveyor

CERTIFICATE OF LOCAL AUTHORITY

TOWN OF BASSENDEAN the local authority hereby certifies that—

- (1) (a) the building and the parcel referred to above has been inspected and that it is consistent with the building plans and specifications in respect of the building thereof that have been approved by the local authority; or
- J* (b) ~~the building has been inspected and the modification is consistent with the approved building plans and specifications relating to the modification;~~
- (2) the building, in the opinion of the local authority, is of sufficient standard and suitable to be divided into lots pursuant to the Strata Titles Act 1985;
- J* (3) ~~where a part of a wall or building or material attached thereto encroaches beyond the external surface boundaries of the parcel on to a public road, street or way the Local authority is of the opinion that retention of the encroachment in its existing state will not endanger public safety or unreasonably interfere with the amenity of the neighbourhood and the local authority does not object to the encroachment;~~
- J* (4) (a) any conditions imposed by the State Planning Commission have been complied with;
- (b) ~~the within strata scheme is exempt from the requirement of approval by the State Planning Commission.~~

24th October 1991

Date

Delete whichever is inapplicable

Shirley
Town/Shire Clerk

E76027/16/90-2M-57654

STRATA PLAN No. 22003

STRATA TITLES ACT 1985

**CERTIFICATE OF APPROVAL BY STATE PLANNING COMMISSION
TO A STRATA PLAN**

It is hereby certified that the approval of the State Planning Commission has been granted pursuant to the provisions of abovementioned Act to:

* 9 OCT 1991

(i) the Strata Plan submitted on
..... and relating to the property described
below;

(ii) to the sketch submitted on
of the proposed subdivision of the property described below into lots on a Strata
Plan subject to the following conditions:

Property Description: Whole/Part Lot(s) 125 ON PLAN 17160
Location(s) SWAN Q1
Town BASSENDEAN
Local Authority District TOWN OF BASSENDEAN
Property Owner MORTLAKE HOLDINGS PTY LTD

NOTE: Your attention is drawn to the fact that approval to this Strata Scheme is also required from the local government authority. Because the Commission has granted its Certificate of Approval having examined the proposal with general planning considerations in mind, it should not be assumed that the proposal is acceptable from a local planning viewpoint or that the local government authority's approval will be forthcoming.



For Chairman,
STATE PLANNING COMMISSION

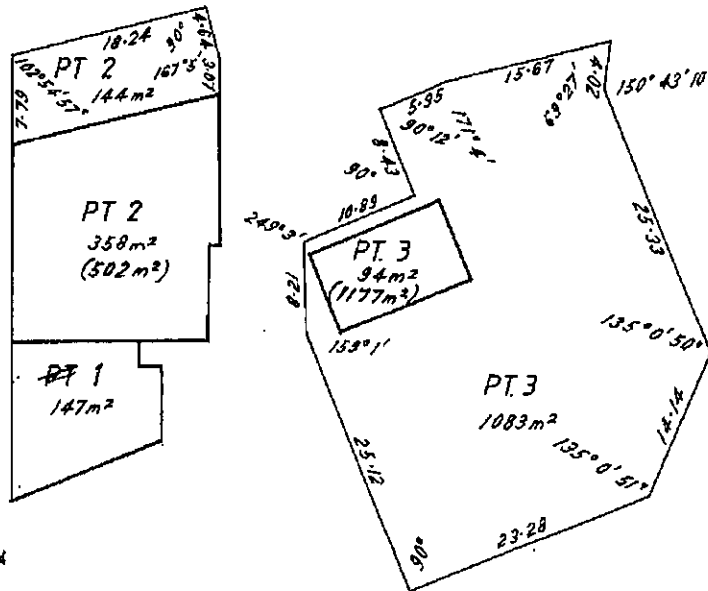
* 29 OCT 1991

Date

(*To be deleted as appropriate)

STRATA PLAN No. 22003

GROUND FLOOR



See Doc. K954-84
 21.2.07
 Assist. Registrar of Titles

THE STRATA OF THE PARTS OF LOTS
 EXTERNAL TO THE BUILDINGS EXTENDS
 BETWEEN 8 METRES BELOW AND
 6 METRES ABOVE THE UPPER SURFACE
 OF THE GROUND FLOOR OF THE
 RESPECTIVE ADJOINING LOT

As at 20th July 1997 unless a notice of resolution under section 21H or an objection under 21O has been recorded on the strata plan -

The boundaries of the lots or parts of the lots which are buildings shown on the strata plan are the external surfaces of those buildings, as provided by section 3A5 of the Strata Titles Act 1985;

The scheme may not be a single tier scheme, as defined in section 3(1) of the Strata Titles Act 1985;

The areas of the lots shown on the strata plan may have changed;

Where 2 lots have a common or party wall, or have buildings on them which are joined, the centre plane of that wall or the plane at which they are joined, is the boundary;

The horizontal boundaries of the lots or parts of the lots which are not buildings shown on the plan (if any) remain as provided on this strata plan.

Scale. 1 : 500

41445/0/85-1M-S/7858

Appendix 2

Memorial Documentation

APPROVAL NUMBER

DEPARTMENT OF ENVIRONMENT
REGULATION
Client ID 975

WESTERN AUSTRALIA
TRANSFER OF LAND ACT 1893 AS AMENDED

MEMORIAL

CONTAMINATED SITES ACT 2003

SECTION 58(1) (a) (i) (I) (II) (III) (IV)

DESCRIPTION OF LAND (Note 1)

LOT 3 ON STRATA PLAN 22003
TOGETHER WITH A SHARE IN ANY COMMON PROPERTY AS SET OUT ON THE
STRATA PLAN

EXTENT	VOLUME	FOLIO
Whole	1918	51

REGISTERED PROPRIETOR (Note 2)


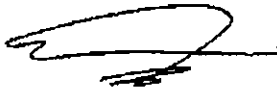
AMTANK PTY LTD OF CORNER PATTERSON AND KWINANA BEACH ROADS KWINANA

INFORMATION CONCERNING SITE CLASSIFICATION (Note 3)

Under the Contaminated Sites Act 2003, this site has been classified as "remediated for restricted use". For further information on the contamination status of this site, please contact the Contaminated Sites Branch of the Department of Environment Regulation.

Dated this Twenty-fourth day of October Year 2014

CHIEF EXECUTIVE OFFICER'S ATTESTATION (Note 4)

	
Paul Newell, A/MANAGER	SIGNATURE OF WITNESS
DELEGATE OF THE CHIEF EXECUTIVE OFFICER DEPARTMENT OF ENVIRONMENT REGULATION UNDER SECTION 91 OF THE CONTAMINATED SITES ACT 2003	FULL NAME: Trin-Lis Hanna ADDRESS: 188 St Georges Tce, PERTH WA 6000 OCCUPATION: Business Systems Admin Officer

INSTRUCTIONS

1. If insufficient space in any section, Additional Sheet Form B1, should be used with appropriate headings. The boxed sections should only contain the words "see page....."
2. Additional Sheets shall be numbered consecutively and bound to this document by staples along the left margin prior to execution by the parties.
3. No alteration should be made by erasure. The words rejected should be scored through and those substituted typed or written above them, the alteration being initialed by the persons signing this document and their witnesses.

NOTES

1. **DESCRIPTION OF LAND**
Lot and Diagram/Plan/Strata/Survey-Strata Plan number or Location name and number to be stated.
Extent - Whole, part or balance of the land comprised in the Certificate of Title to be stated. If this document relates to only part of the land comprised in the Certificate of Title further narrative or graphic description may be necessary. The volume and folio number to be stated.
2. **REGISTERED PROPRIETOR**
State full name and address of the Registered Proprietors as shown on the Certificate of Title and the address / addresses to which future notices can be sent.
3. **INFORMATION CONCERNING SITE CLASSIFICATION**
Include information concerning site classification as either: contaminated - restricted use, contamination - remediation required, remediated for restricted use or possibly contaminated - investigation required.
4. **CHIEF EXECUTIVE OFFICER'S ATTESTATION**
This document must be signed by or on behalf of the Chief Executive Officer, Department of Environment Regulation under Section 91 of Contaminated Sites Act 2003. An Adult Person should witness this signature. The address and occupation of the witness must be stated.

EXAMINED

M815765 ML

04 Nov 2014 09:24:23 Midland



REQ # 180.00

**MEMORIAL
CONTAMINATED SITES ACT 2003**

LODGED BY
Department of Environment Regulation

ADDRESS
Level 4, 168 St Georges Terrace
Perth, WA 6000

PHONE No. 1300 762 982

FAX No. (08) 9333 7575

REFERENCE No. 62622

ISSUING BOX No. 888V

PREPARED BY
Contaminated Sites
Department of Environment Regulation

ADDRESS
Level 4, 168 St Georges Terrace
Perth, WA 6000

PHONE No. 1300 762 982 FAX No. (08) 9333 7575

INSTRUCT IF ANY DOCUMENTS ARE TO ISSUE TO OTHER THAN LODGING PARTY

2/2

TITLES, LEASES, DECLARATIONS ETC LODGED HERewith

1. _____	Received Items Nos. <u>0</u>
2. _____	
3. _____	
4. _____	
5. _____	
6. _____	
	Receiving Clerk <u>NO.</u>

Lodged pursuant to the provisions of the TRANSFER OF LAND ACT 1893 as amended on the day and time shown above and particulars entered in the Register.



5



Contaminated Sites Act 2003
Basic Summary of Records Search Response

Report Generated at: 1:50:01PM, 12/05/2017

Search Results

This response relates to a search request received for:

3/335 Collier Rd
Bassendean WA 6054

Approximate spatial representation of LOT 3 ON STRATA PLAN 22003, as shown on certificate of title 1918/51 known as 3/335 Collier Rd, Bassendean

This parcel belongs to a site that contains 1 parcel(s).

According to Department of Environment Regulation records, this land has been reported as a known or suspected contaminated site.

Address	3/335 Collier Rd Bassendean WA 6054 Approximate spatial representation of LOT 3 ON STRATA PLAN 22003, as shown on certificate of title 1918/51 known as 3/335 Collier Rd, Bassendean
Lot on Plan Address	
Parcel Status	<p>Classification: 04/10/2016 - Remediated for restricted use</p> <p>Nature and Extent of Contamination: Hydrocarbon (such as from petrol and diesel) impacted soil and groundwater remains beneath the site at approximately 5.5 metres below ground level.</p> <p>Restrictions on Use: Other than for analytical testing or remediation, groundwater abstraction is not permitted at this site because of the nature and extent of groundwater contamination.</p> <p>The site is subject to management of any excavation below 5.0m below ground level are undertaken as set out in the Sub-surface Management Plan (Coffey, 8 November 2013), as found in Mandatory Auditor's Report (Australian Environmental Auditors, 26 June 2014).</p> <p>Reason for Classification: This site was reported to the Department of Environment Regulation (DER) prior to the commencement of the 'Contaminated Sites Act 2003' (the Act). The site classification is based on information submitted to DER by May 2016.</p> <p>This site is part of a Strata Title. This portion of the Strata (3/335 Collier Road, Bassendean) was historically used as a service station, for approximately 12 years, from 1992 to 2004. This is a land use that has the potential to cause contamination, as specified in the guideline 'Potentially Contaminating Activities, Industries and Landuses' (Department</p>

Disclaimer

This Summary of Records has been prepared by Department of Environment Regulation (DER) as a requirement of the *Contaminated Sites Act 2003*. DER makes every effort to ensure the accuracy, currency and reliability of this information at the time it was prepared, however advises that due to the ability of contamination to potentially change in nature and extent over time, circumstances may have changed since the information was originally provided. Users must exercise their own skill and care when interpreting the information contained within this Summary of Records and, where applicable, obtain independent professional advice appropriate to their circumstances. In no event will DER, its agents or employees be held responsible for any loss or damage arising from any use of or reliance on this information. Additionally, the Summary of Records must not be reproduced or supplied to third parties except in full and unabridged form.



Contaminated Sites Act 2003 **Basic Summary of Records Search Response**

Report Generated at: 1:50:01PM, 12/05/2017

of Environment, 2004). The other units are used as a mechanical workshop and a lunch bar.

Several investigations were conducted prior to and following decommissioning of the site in 2007. The site was classified in October 2008 following the submission of groundwater investigations which identified a contaminated groundwater plume migrating off-site and affecting adjacent sites.

Remedial works comprising soil vapour extraction and in-situ air sparging have been carried out on the site between January 2005 and September 2007.

Soil investigations were conducted between 1995 and 2012 and identified hydrocarbons (such as from petrol, diesel and oil) in soils at concentrations potentially exceeding Health-based Investigation Levels for commercial and industrial sites and Ecological Investigation Levels, as published in 'Assessment Levels for Soil, Sediment and Water' (Department of Environment and Conservation, 2010), which were the relevant guidelines at the time.

Further remedial works were carried out between 2007 and 2012 comprising excavation and off-site disposal of impacted soils. The bulk of soil remediation conducted between March and July 2012 involved excavation of soil within the sheet-piled area to within 1 m of the site boundary. Validation sampling was undertaken between June 2012 and August 2012. Validation samples indicated that all excavated material within the sheet-piled area has been successfully remediated to 5.5 m below ground level (bgl). Potentially impacted soil to a depth of 5.0 m bgl around the outside of the sheet-piled area could not be excavated, and therefore some impacted soils may remain on the site.

Groundwater investigations were conducted on the site between 1995 and 2013. Hydrocarbons (such as from petrol/diesel) were present in groundwater at concentrations exceeding the relevant groundwater Health Screening Levels for vapour intrusion for commercial/industrial land use (HSL-D), as published in 'Health screening levels for petroleum hydrocarbons in soil and groundwater' (CRCCARE, 2011).

Soil vapour bores were installed in November 2013 adjacent to groundwater wells in which hydrocarbon contamination has exceeded HSL-D criteria in October 2013. Soil vapour samples collected from these bores in November 2013 were below the relevant soil gas Health Screening Levels for vapour intrusion for commercial/industrial land use (HSL-D), as published in 'Health screening levels for petroleum hydrocarbons in soil and groundwater' (CRCCARE, 2011).

Soil vapour investigations were conducted on the site between June 2013 and November 2013, and on land occupied by units 1 and 2, 335 Collier Road, Bassendean between September 2011 and November 2013. Soil vapour results from the November 2013 site investigation did not identify hydrocarbon vapours in soil at concentrations exceeding the relevant soil gas Health Screening Levels for vapour intrusion for commercial/industrial land

Disclaimer

This Summary of Records has been prepared by Department of Environment Regulation (DER) as a requirement of the *Contaminated Sites Act 2003*. DER makes every effort to ensure the accuracy, currency and reliability of this information at the time it was prepared, however advises that due to the ability of contamination to potentially change in nature and extent over time, circumstances may have changed since the information was originally provided. Users must exercise their own skill and care when interpreting the information contained within this Summary of Records and, where applicable, obtain independent professional advice appropriate to their circumstances. In no event will DER, its agents or employees be held responsible for any loss or damage arising from any use of or reliance on this information. Additionally, the Summary of Records must not be reproduced or supplied to third parties except in full and unabridged form.



Contaminated Sites Act 2003

Basic Summary of Records Search Response

Report Generated at: 1:50:01PM, 12/05/2017

use (HSL D), as published in 'Health screening levels for petroleum hydrocarbons in soil and groundwater' (Friebel and Nadebaum, Cooperative Research Centre for Contamination Assessment and Remediation of the Environment (CRCCARE), 2011).

A soil management plan has been developed to inform future site owners of the remaining contaminated soil, and to prevent the uncontrolled exposure to contaminated soil. The management plan is entitled 'Subsurface Management Plan - Former Mobil Bassendean Service Station 335 Collier Road Bassendean WA (Coffey Environments, November 2013).

A groundwater management plan, entitled 'Long Term Groundwater Management Plan - Former Mobil Bassendean Service Station 335 Collier Road Bassendean WA (Coffey Environments, June 2014), was developed in 2014 to assess the need for ongoing monitoring and management of hydrocarbon impacted groundwater beneath the site. The groundwater management plan was reassessed in 2016 and further information was presented to DER in May 2016. Based on the information provided to DER, it appears that continued groundwater monitoring of the site is not necessary, and the site is suitable for continued commercial/industrial use. However, groundwater may not be abstracted for any other use other than for analytical testing or remediation.

An intermediate risk assessment has indicated that the contamination present on the site does not currently pose an unacceptable risk to human health, the environment or environmental values under the current land use, provided that the Subsurface Management Plan is implemented for any soil disturbance below 5.0 m below ground level (bgl).

The investigations and risk assessment works were the subject of an independent review by an accredited contaminated sites auditor who originally provided a Mandatory Auditor's Report (MAR) dated 26 June 2014. An amended MAR was provided to DER in May 2016 and recommended that the site is suitable for the current commercial/industrial land use. The Department of Health and DER accepts the findings of the MAR.

Based on the information provided, the site is suitable for the current commercial/industrial land use provided that the Subsurface Management Plans are implemented, including management of any excavation below 5.0m bgl.

As the site is contaminated and has been remediated such that it is suitable for the current land use, subject to implementation of the Subsurface Management Plan, the site is classified as 'remediated for restricted use'.

DER, in consultation with the Department of Health, has classified this site based on the information available to DER at the time of classification. It is acknowledged that the contamination status of the site may have changed since the information was collated and/or submitted to DER, and as such, the usefulness of this information may be limited.

Disclaimer

This Summary of Records has been prepared by Department of Environment Regulation (DER) as a requirement of the *Contaminated Sites Act 2003*. DER makes every effort to ensure the accuracy, currency and reliability of this information at the time it was prepared, however advises that due to the ability of contamination to potentially change in nature and extent over time, circumstances may have changed since the information was originally provided. Users must exercise their own skill and care when interpreting the information contained within this Summary of Records and, where applicable, obtain independent professional advice appropriate to their circumstances. In no event will DER, its agents or employees be held responsible for any loss or damage arising from any use of or reliance on this information. Additionally, the Summary of Records must not be reproduced or supplied to third parties except in full and unabridged form.



Contaminated Sites Act 2003
Basic Summary of Records Search Response

Report Generated at: 1:50:01PM, 12/05/2017

Certificate of Title Memorial
Current Regulatory Notice Issued
General

Action Required:

The site is suitable for the current commercial/industrial land use provided that management of any excavation below 5.0m below ground level are undertaken as set out in the Sub-surface Management Plan (Coffey, 8 November 2013).

Under the Contaminated Sites Act 2003, this site has been classified as "remediated for restricted use". For further information on the contamination status of this site, please contact the Contaminated Sites Branch of the Department of Environment Regulation.

Type of Regulatory Notice: Nil

Date Issued: Nil

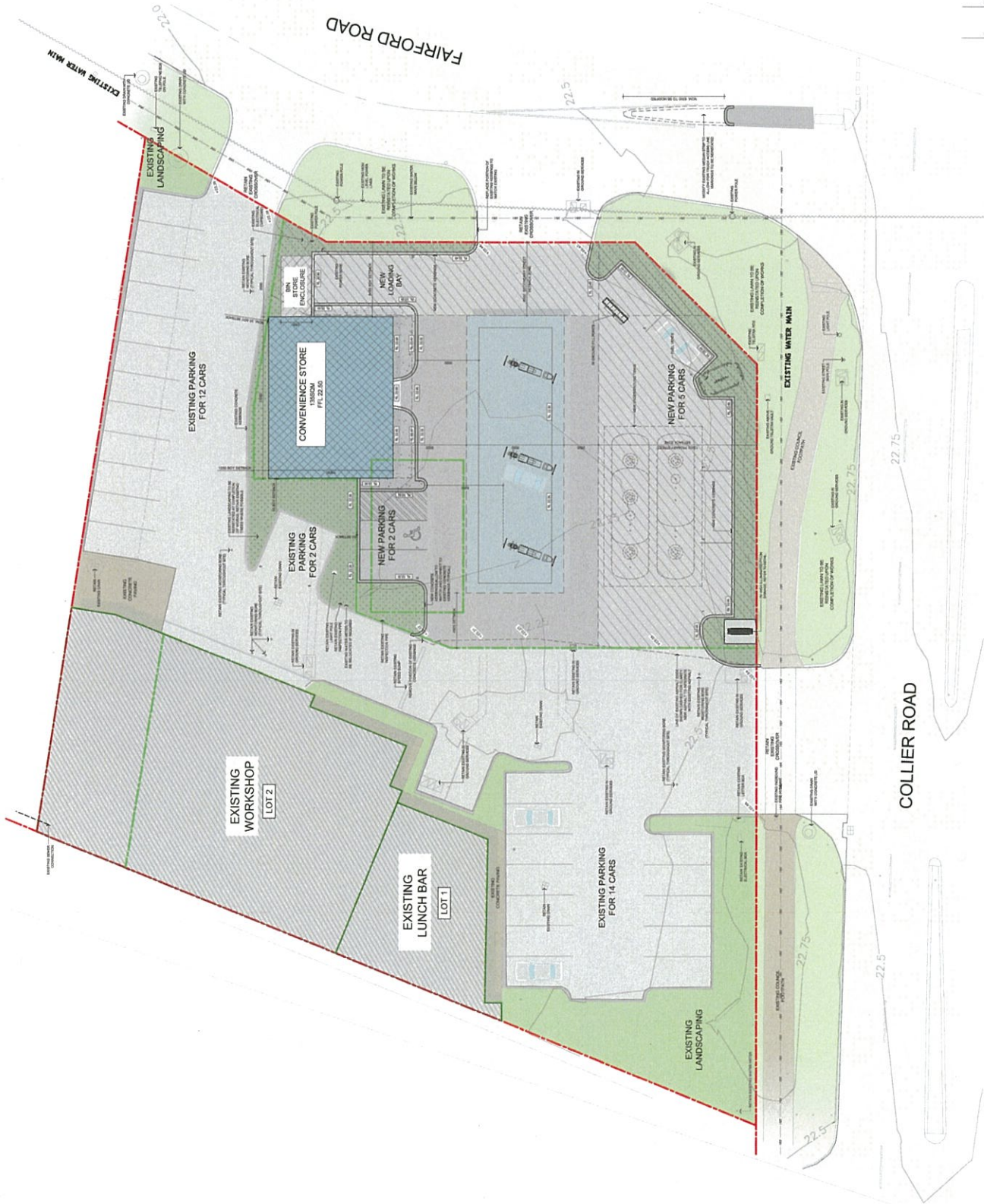
No other information relating to this parcel.

Disclaimer

This Summary of Records has been prepared by Department of Environment Regulation (DER) as a requirement of the *Contaminated Sites Act 2003*. DER makes every effort to ensure the accuracy, currency and reliability of this information at the time it was prepared, however advises that due to the ability of contamination to potentially change in nature and extent over time, circumstances may have changed since the information was originally provided. Users must exercise their own skill and care when interpreting the information contained within this Summary of Records and, where applicable, obtain independent professional advice appropriate to their circumstances. In no event will DER, its agents or employees be held responsible for any loss or damage arising from any use of or reliance on this information. Additionally, the Summary of Records must not be reproduced or supplied to third parties except in full and unabridged form.

Appendix 3 Development Plans

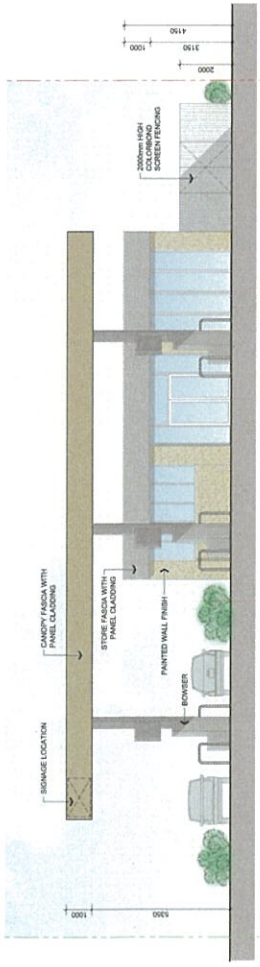
- LEGEND:**
-  NEW BUILDING
 -  NEW LANDSCAPING
 -  SETBACK ZONE
 -  EXISTING HIGH LEVEL POWER LINE
 -  EXISTING WATER MAIN UNDERGROUND
 -  CADASTRAL LOT BOUNDARY
 -  STRATA LOT BOUNDARY



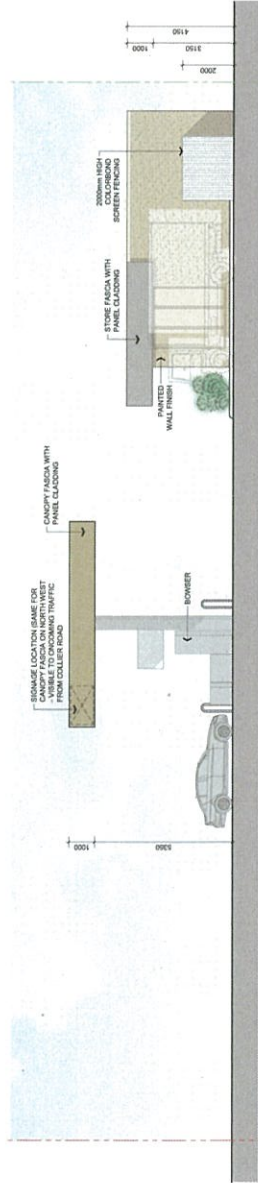
PROPOSED SITE PLAN



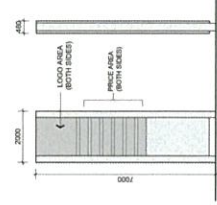
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	DA Submission	12.04.2017	12.04.2017
REVISED FOR DA B	REVISED FOR DA	17.05.2017	17.05.2017
	DA Submission	12.04.2017	12.04.2017
PROJECT INFORMATION		PROJECT NO.	03.17
PROJECT NAME		PROJECT NAME	SK07
PROJECT ADDRESS		PROJECT ADDRESS	335 COLLIER ROAD, BASSENDEAN
PROJECT CONTACT		PROJECT CONTACT	Hodge Collard Preston
PROJECT PHONE		PROJECT PHONE	(08) 9322 2700
PROJECT EMAIL		PROJECT EMAIL	hodgecollard@hodgecollard.com.au
PROJECT WEBSITE		PROJECT WEBSITE	www.hodgecollard.com.au
PROJECT DESCRIPTION		PROJECT DESCRIPTION	SERVICE STATION & CONVENIENCE STORE
PROJECT LOCATION		PROJECT LOCATION	335 COLLIER ROAD, BASSENDEAN
PROJECT DATE		PROJECT DATE	12.04.2017
PROJECT DRAWING NO.		PROJECT DRAWING NO.	SK07
PROJECT DRAWING TITLE		PROJECT DRAWING TITLE	SITE PLAN
PROJECT DRAWING SCALE		PROJECT DRAWING SCALE	1:100
PROJECT DRAWING AUTHOR		PROJECT DRAWING AUTHOR	SK07
PROJECT DRAWING CHECKED BY		PROJECT DRAWING CHECKED BY	SK07
PROJECT DRAWING APPROVED BY		PROJECT DRAWING APPROVED BY	SK07



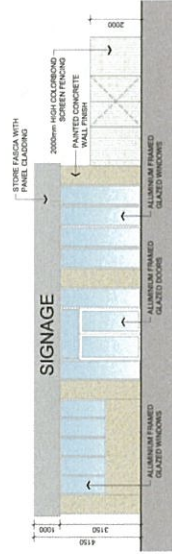
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SCALE 1:100



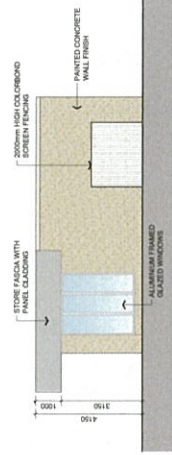
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SCALE 1:100



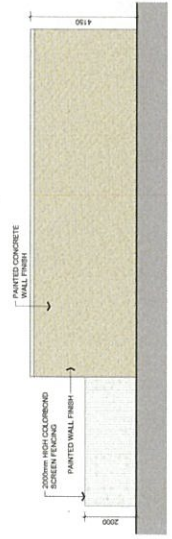
PROPOSED ILLUMINATED PYLON SIGNAGE
SCALE 1:100



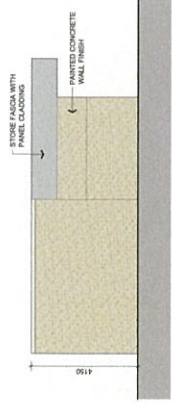
SOUTH EASTERN BUILDING ELEVATION (FRONT)
SCALE 1:100



NORTH EASTERN BUILDING ELEVATION (SIDE)
SCALE 1:100






NORTH WESTERN BUILDING ELEVATION (REAR)
SCALE 1:100



SOUTH WESTERN BUILDING ELEVATION (SIDE)
SCALE 1:100

B	REVISED FOR DA SUBMISSION	LT	17.05.2017	NO	17.05.2017	NO	17.05.2017
B	REVISED FOR DA SUBMISSION	LT	17.05.2017	NO	17.05.2017	NO	17.05.2017
PROJECT / DRAWING NO.		PROJECT NO.		DATE		SCALE	
SERVICE STATION & CONVENIENCE STORE		335 COLLIER ROAD, BASSENDEAN		12.04.2017		1:100	
Hodgson Collard Preston		335 COLLIER ROAD, BASSENDEAN		03.17		SK08	
ARCHITECT		PROJECT NO.		DATE		SCALE	
335 COLLIER ROAD, BASSENDEAN		12.04.2017		1:100		SK08	
ARCHITECT		PROJECT NO.		DATE		SCALE	
335 COLLIER ROAD, BASSENDEAN		12.04.2017		1:100		SK08	

PLANT SPECIES:

-  ELEGANT BEAUFORTIA
MIN. SIZE: 200mm
-  YELLOW STARFLOWER
MIN. SIZE: 200mm
-  75MM MULCH COVER

TOTAL LANDSCAPING AREA WITHIN STRATA LOT : 120 SQM



PROPOSED LANDSCAPING PLAN



PROPOSED LANDSCAPING PLAN



PROJECT	REVISIONS FOR DA	DATE	17.05.2017
DESIGNER	LANDSCAPING	DATE	17.05.2017
CHECKED	LY	DATE	17.05.2017
APPROVED	NP	DATE	17.05.2017
PROJECT NO.	335 COLLIER ROAD, BASSENDEAN	DATE	12.04.2017
SCALE	NTS	DATE	03.17
DRAWN BY	SK09	DATE	03.17
CHECKED BY		DATE	
APPROVED BY		DATE	

Service Station & Convenience Store
335 COLLIER ROAD, BASSENDEAN

Hodge Collard Preston
 A B C D E F G H I J K L M N O P Q R S T U V W X Y Z

Head Office: 18 Robinson Street, West Perth, WA 6005, Ph: (08) 9427 1111, Fax: (08) 9427 1144, Email: info@hodge.com.au

Appendix 4 Transport Impact Statement



Proposed Convenience Store - Cnr Collier Rd & Fairford Street, Bassendean

Transport Impact Statement

PREPARED FOR:
Quick Service Retail Pty Ltd

March 2017

Document history and status

Author	Revision	Approved by	Date approved	Revision type
A Rasouli	r01	B Bordbar	14/03/17	Draft
A Rasouli	r01a	B Bordbar	04/03/17	Final
A Rasouli	r01b	B Bordbar	18/05/17	Revised Final
A Rasouli	r01c	B Bordbar	18/05/17	2 nd Revised Final

File name: t17.041arr01c.docx

Author: A Rasouli

Project manager: Behnam Bordbar

Client: Quick Service Retail Pty Ltd

Project: Lot 3 (335) Collier Road, Bassendean

Document revision: r01c

Project number: t17.041

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TABLE OF CONTENTS

1.0	INTRODUCTION	1
2.0	PROPOSED DEVELOPMENT	4
3.0	VEHICLE ACCESS AND PARKING	5
3.1	ACCESS.....	5
3.2	PARKING.....	5
4.0	PROVISION FOR SERVICE VEHICLES	6
4.1	FUEL TANKER ACCESS	6
4.2	DELIVERY AND WASTE COLLECTION TRUCKS	8
5.0	HOURS OF OPERATION	14
6.0	DAILY TRAFFIC VOLUMES AND VEHICLE TYPES	15
6.1	ASSESSMENT PERIOD	15
6.2	TRIP GENERATION AND DISTRIBUTION.....	15
6.2.1	<i>POST-DEVELOPMENT TRIP GENERATION</i>	15
6.2.2	<i>TRIP DISTRIBUTION</i>	16
6.3	TRAFFIC FLOWS.....	18
6.4	IMPACT ON THE SURROUNDING ROAD NETWORK	19
7.0	TRAFFIC MANAGEMENT ON THE FRONTAGE STREETS	20
8.0	PUBLIC TRANSPORT	24
9.0	PEDESTRIAN ACCESS	26
10.0	CYCLE ACCESS	27
11.0	SITE SPECIFIC ISSUES	28
12.0	SAFETY ISSUES	29
13.0	CONCLUSIONS	30
APPENDIX A – TABLE 1 OF TRANSPORT IMPACT ASSESSMENT GUIDELINES – VOLUME 4		
APPENDIX B – PROPOSED DEVELOPMENT SITE PLAN		

REPORT FIGURES

Figure 1: Location of the development site	2
Figure 2: Development Site – Looking west from Fairford Street	2
Figure 3: Access and egress arrangement for the subject site	3
Figure 4: Fuel tanker turn path analysis	7
Figure 5: 8.8m service vehicle accessing the site from Collier Road	9
Figure 6: 8.8m service vehicle exiting the site onto Fairford Street.....	10
Figure 7: Turn path for a B99 Car – Accessing the easternmost bowser from Fairford Street	12
Figure 8: Turn path for a B99 Car – Exiting the site onto Fairford Street	13
Figure 9: Passing trade weekday AM and PM peak hour traffic for the proposed service station	17
Figure 10: Additional (non-passing trade) weekday AM and PM peak hour traffic generated by the proposed service station.....	17
Figure 11: Net change in AM and PM peak hour traffic generated by the proposed service station	17
Figure 12: Existing traffic volumes on Collier Road and Fairford Street and the existing Collier Road crossover – Friday 28 February 2017	18
Figure 13: Total post development AM and PM peak hour traffic volumes on the surrounding road network	19
Figure 14: Collier Road looking west in the vicinity of the development site	20
Figure 15: Collier Road looking east in the vicinity of the development site	20
Figure 16: MRS Map.....	21
Figure 17: Fairford Street adjacent to the development site - looking north	22
Figure 18: Fairford Street adjacent to the development site - looking south.....	22
Figure 19: Collier Road/ Fairford Street –Give Way T-Intersection	23
Figure 20: Existing Public Transport Routes.....	24
Figure 21: Bus stop on Collier Road – Close to the development site	25
Figure 22: Bike map (source: Department of Transport).....	27

1.0 Introduction

This Transport Impact Statement (TIS) is prepared with respect to the proposed service station and convenience store to be located at Lot 3 (335) Collier Road in Bassendean. A map showing the development site in context of the surrounding area is included in Figure 1.

The development site as shown in Figure 1 and Figure 2 forms portion of No. 335 Collier Road and is zoned "*General Industry*" in the Town of Bassendean Local Planning Scheme. The development site is currently a vacant land and is located at the north-western corner of the intersection of Collier Road and Fairford Street. According to the information provided to Transcore this site accommodated a service station for a number of years. Other current land uses on this Lot include a lunch bar and a Mechanical and Automotive service uses.

The existing access and egress system for No 335 comprises one full movement crossover on Collier Road (Crossover 1 in Figure 3) and two full movement crossovers on Fairford Street (Crossovers 2 and 3 in Figure 3). These crossovers are currently shared and will continue to be shared between different uses on No. 335. It is proposed to retain the existing access and egress system to service the proposed service station.

The Transport Assessment Guidelines for Developments (WAPC, Vol 4 – Individual Developments, August 2016) states: "*A Transport Impact Statement is required for those developments that would be likely to generate moderate volumes of traffic¹ and therefore would have a moderate overall impact on the surrounding land uses and transport networks*". Section 6.0 of Transcore's report provides details of the estimated trip generation for the proposed development. Accordingly, as the total peak hour vehicular trips are estimated to be less than 100 trips, a Transport Statement is deemed appropriate for this development.

Furthermore, Table 1² of the Transport Impact Assessment Guidelines (WAPC, Vol 4 – Individual Developments, August 2016) notes that service stations containing 1-7 refuelling positions would have moderate traffic impact on the surrounding road network and as such a Transport Impact Statement is required for their Development Applications. A copy of Table 1 is attached in Appendix A of this report.

¹ *Between 10 and 100 vehicular trips*

² Level of TIA required by land uses and size



Figure 1: Location of the development site

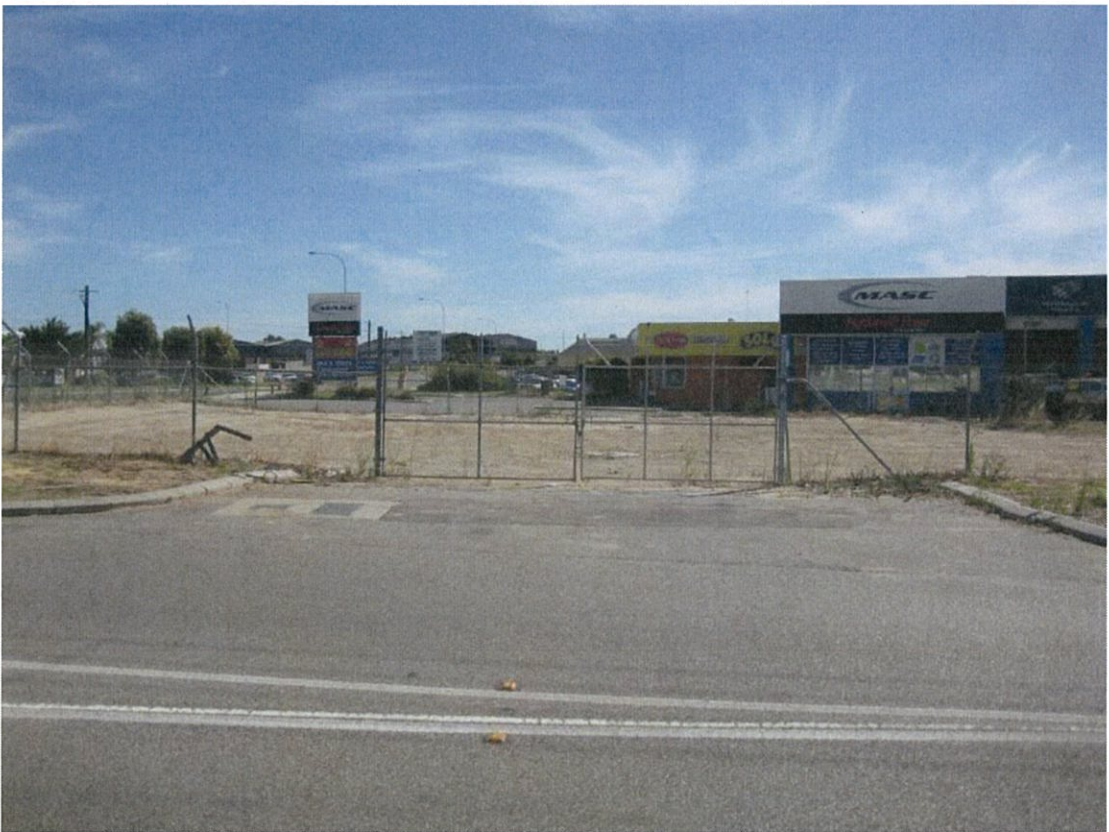


Figure 2: Development Site – Looking west from Fairford Street



Figure 3: Access and egress arrangement for the subject site

Key issues that will be addressed in this report include the traffic generation and distribution of the proposed development, proposed access and egress arrangement and fuel tanker and service vehicle movements.

2.0 Proposed Development

According to the proposed development plan Attached in Appendix B the proposal includes a service station and convenience store comprising:

- ✦ 6 refuelling positions for private vehicles;
- ✦ A convenience store building of 135m²;
- ✦ 8 car parking bays; and,
- ✦ A loading bay.

It is proposed to retain the existing access and egress arrangement for the No 335 which includes a full movement crossover on Collier Road and two full movement crossovers on Fairford Street.

Based on the advice provided to Transcore 19.0m fuel tankers will be used for fuel delivery to this site. Tankers would enter the site from Collier Road crossover, access the fill point and then exit the site onto Fairford Street via a right turn movement from crossover 2.

Deliveries and waste collections will also be accommodated within the development site. The proposed loading bay provided at the eastern end of the proposed convenience store building will accommodate the delivery vehicles and waste collection trucks. Deliveries and waste collection trucks of up to 8.8m in length are expected to access the site from Collier Road (crossover 1), reverse into the loading bay and leave the site in forward gear onto Fairford Street via crossover 2. Turn path analysis has been undertaken to review the movements of service vehicles.

Pedestrian will access the proposed service station via the existing footpaths provided along Collier Road.

3.0 Vehicle Access and Parking

3.1 Access

The existing access and egress system for No. 335 comprises one full movement crossover on Collier Road (Crossover 1 in Figure 3) and two full movement crossovers on Fairford Street (Crossover 2 and 3 in Figure 3). It is proposed to retain the existing access and egress arrangement for the development site. However, due to the proposed positioning and alignment of the bowsers it is anticipated that the majority of the customers will access the development via Collier Road crossover (Crossover 1) and exit via the Fairford Street southern crossover (Crossover 2). The use of Collier Road crossover is essential for the proposed service station for convenient accessibility and fuel tanker movements.

As Collier Road is a *Blue Road* therefore WAPC Policy DC 5.1 Regional Roads (Vehicular Access) should be considered for this site and the proposed development. According to this policy where alternative access is or could be made available from side or near streets or from rights of way, no access shall be permitted to the Regional Road unless *special circumstances* apply. These special circumstances usually relates to types of developments. Therefore, consideration of the '*special circumstances*' needs to consider the type of the development proposed for this site and the fact that the Collier Road crossover is an existing full movement crossover which has been servicing the entire No. 335 and businesses operating on it for a number of years. Furthermore, it is important to note that Lot 3 has historically been used as a service station with Collier Road crossover.

The need for the Collier Road crossover as it relates to the type of development is evident from Main Roads WA Driveway Policy and specifically section 3.3.5 of this policy under the heading of '**Service Station Specific Conditions**'. Section 3.3.5 states that: "*Service stations on a corner lot may have one driveway up to 11.0m wide to a State road and another to the minor road. As a general rule, median openings solely to service station driveways shall not be provided*".

Accordingly, the access/egress system of the proposed development is in-line with MRWA's Driveway Policy for a service station and does not undermine the objectives of WAPC Policy DC 5.1.

3.2 Parking

It is proposed to provide 8 on-site car parking bays and a loading bay (total of 9 bays on-site). 6 vehicles can use the fuel bowsers simultaneously. Therefore, minimum of 15 vehicles can comfortably be accommodated on-site.

4.0 Provision for Service Vehicles

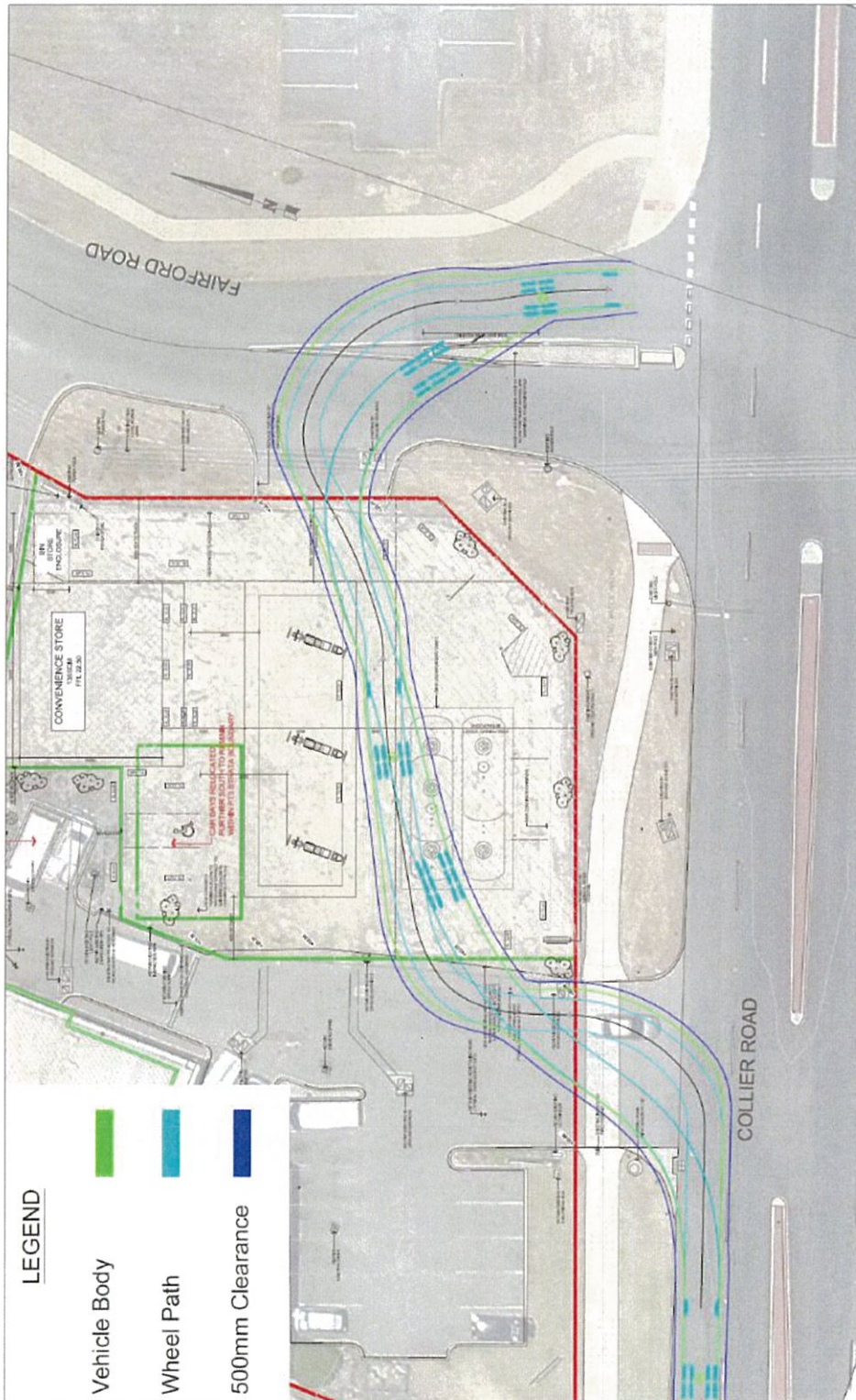
4.1 Fuel Tanker Access

Based on the advice provided to Transcore 19.0m fuel tankers will be used for the proposed service station on this site.

As shown in Figure 4, the fuel tankers are expected to turn left into the site from Collier Road and traverse within the southern aisle towards the fill point. After the filling operation the fuel tankers are expected to leave the site via a right turn out onto Fairford Street towards Collier Road. According to Figure 4 the northern section of the existing solid median along Fairford Street should be trimmed to accommodate the proposed right turn out movement of the fuel tankers.

The proposed development site plans attached in Appendix B of this report acknowledges the required modification to the existing solid median and allows for reinstating of an appropriate pavement marking in lieu of this modification.

Figure 4, also confirms that when a fuel tanker is at the fill point the Collier Road crossover will not be impacted and cars can still access the bowsters from Collier Road by driving towards the northern aisle and reversing to the bowsters.



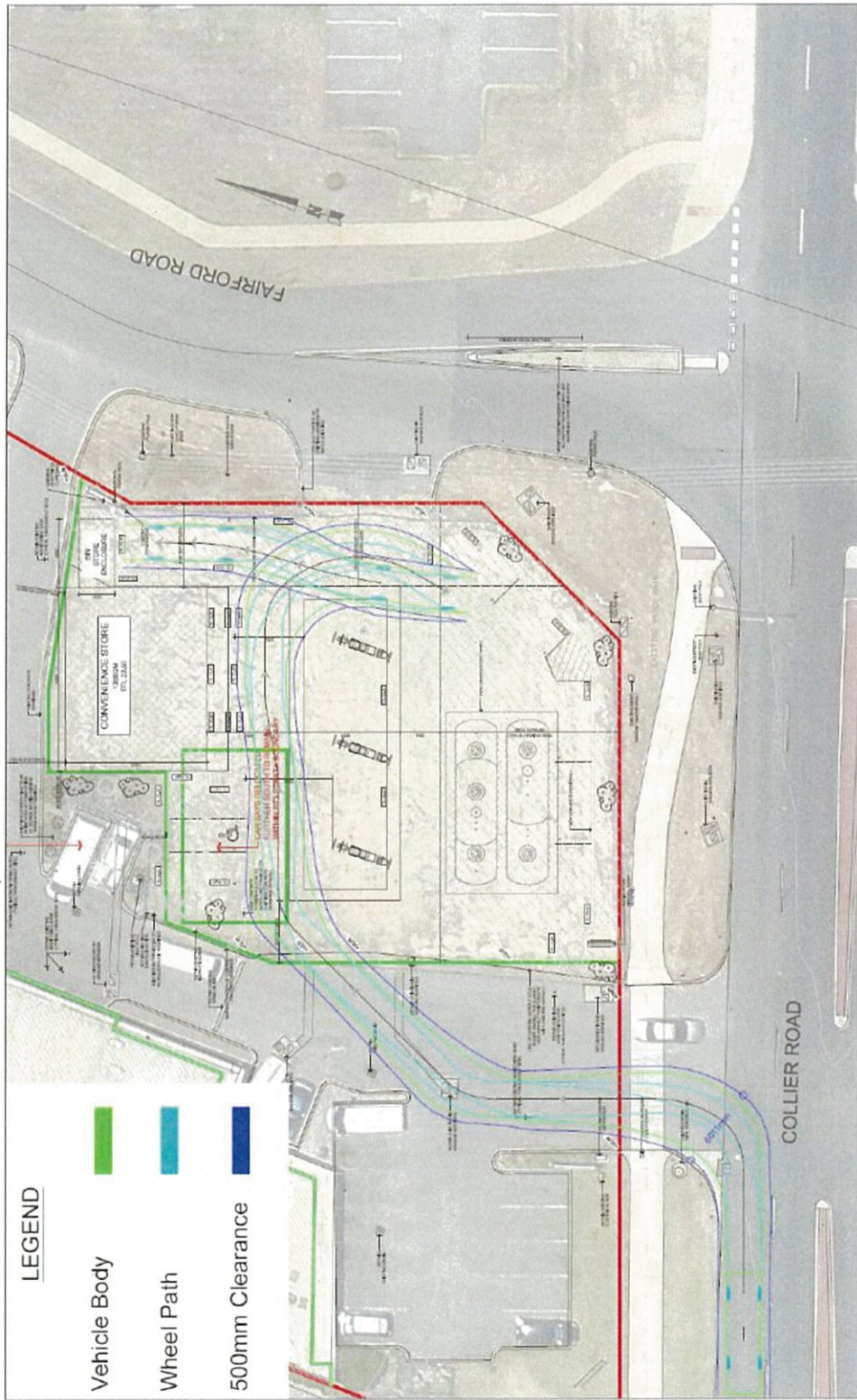
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335 Collier Rd, Bassendean
 Austroads 2013 - 19.0m Semitrailer
 Left turn into the site from Collier Road, accessing the fill point and right turn out onto Fairford Street

Figure 4: Fuel tanker turn path analysis

4.2 Delivery and waste collection trucks

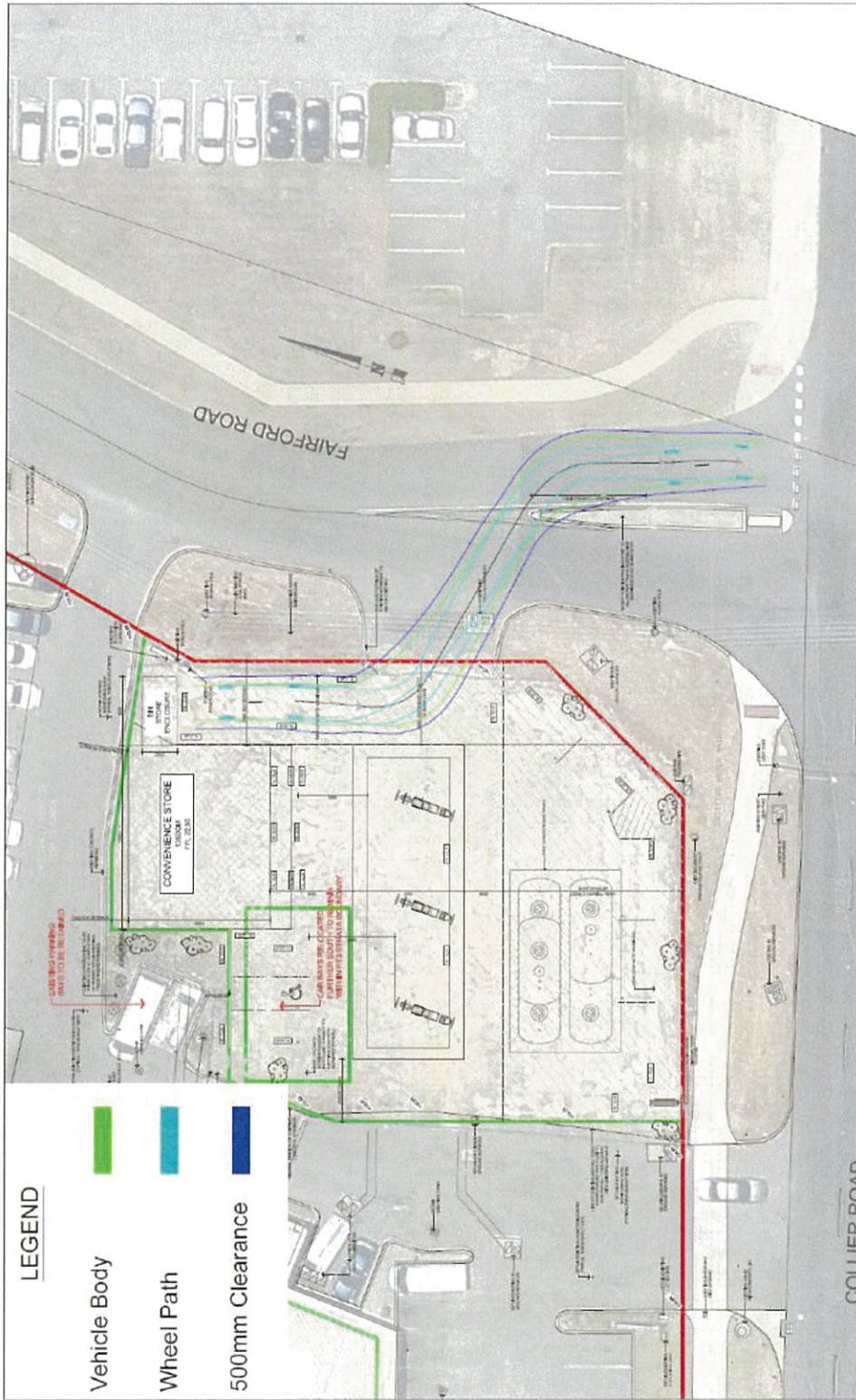
Deliveries and rubbish collection trucks are anticipated to access the site via Collier Road crossover, traverse within the northern aisle and reverse into the loading bay. The delivery and waste collection trucks may then leave the site onto Fairford Street via crossover 2 in a forward gear. The results of the turn path analysis for an 8.8 m service truck shown in Figure 5 and Figure 6 confirm satisfactory movements of the service vehicles to and from the proposed development.



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335 Collier Rd, Bassendean
Austrorads 2013 - 8.8m Service vehicle
Left turn into the site from Collier Road and accessing the loading bay in reverse gear

Figure 5: 8.8m service vehicle accessing the site from Collier Road



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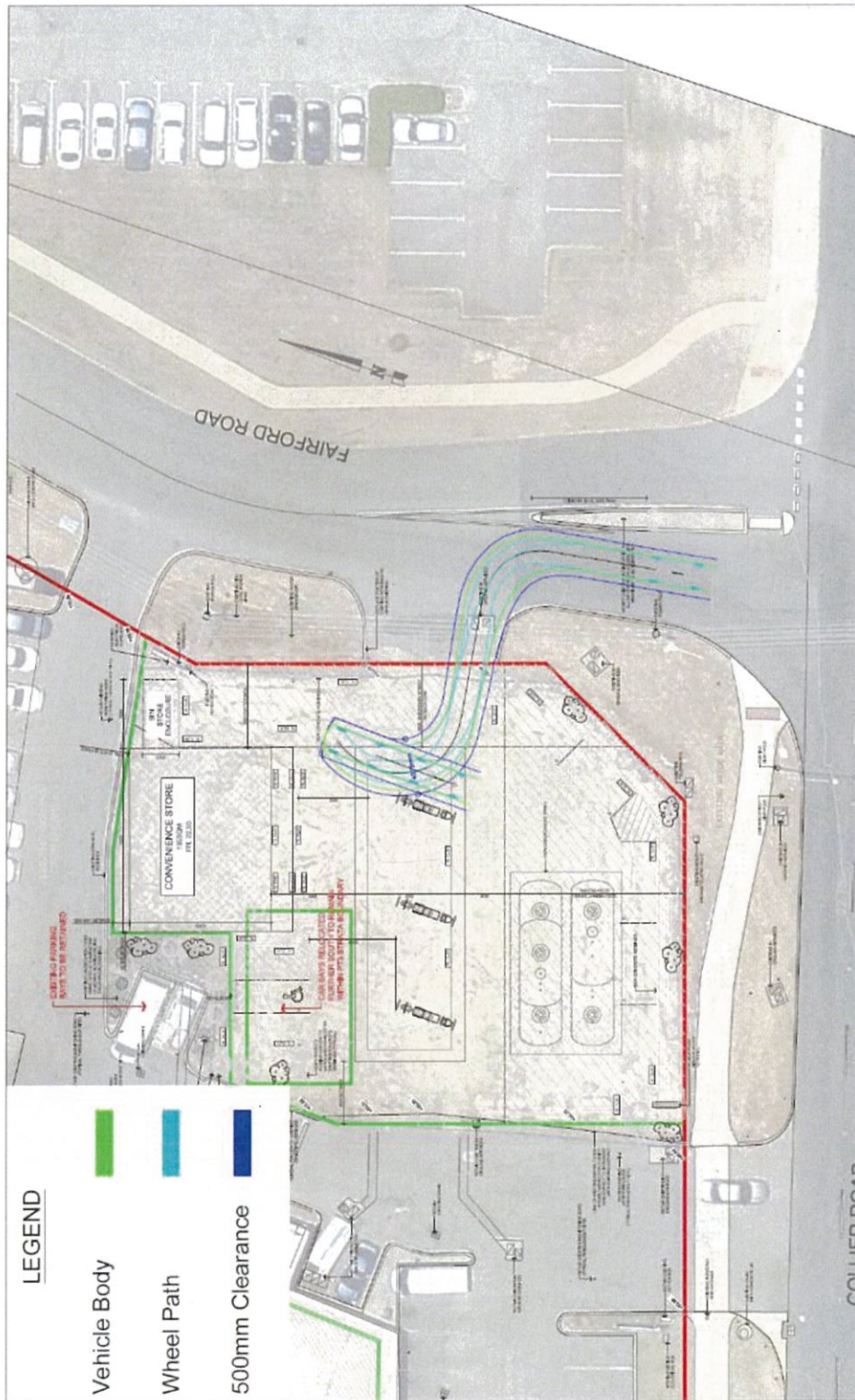


335 Collier Rd, Bassendean
 Austrorads 2013 - 8.8m Service vehicle
 Exit the loading bay in forward gear and right turn out onto Fairford Street

Figure 6: 8.8m service vehicle exiting the site onto Fairford Street

Fuel tankers and service vehicles are expected to access the site no more than 3-4 times a week and generally outside the peak road network and peak site activity periods. As fuel tankers and service vehicles are expected to access the site outside the peak operating times, no traffic conflicts between customer, employee and service vehicles are expected.

Turn path analysis for the easternmost bowser have also been undertaken for a B99 car. Figure 7, shows a B99 car accessing the easternmost bowser from Fairford Street and Figure 8 shows a B99 car exiting the easternmost bowser onto Fairford Street.

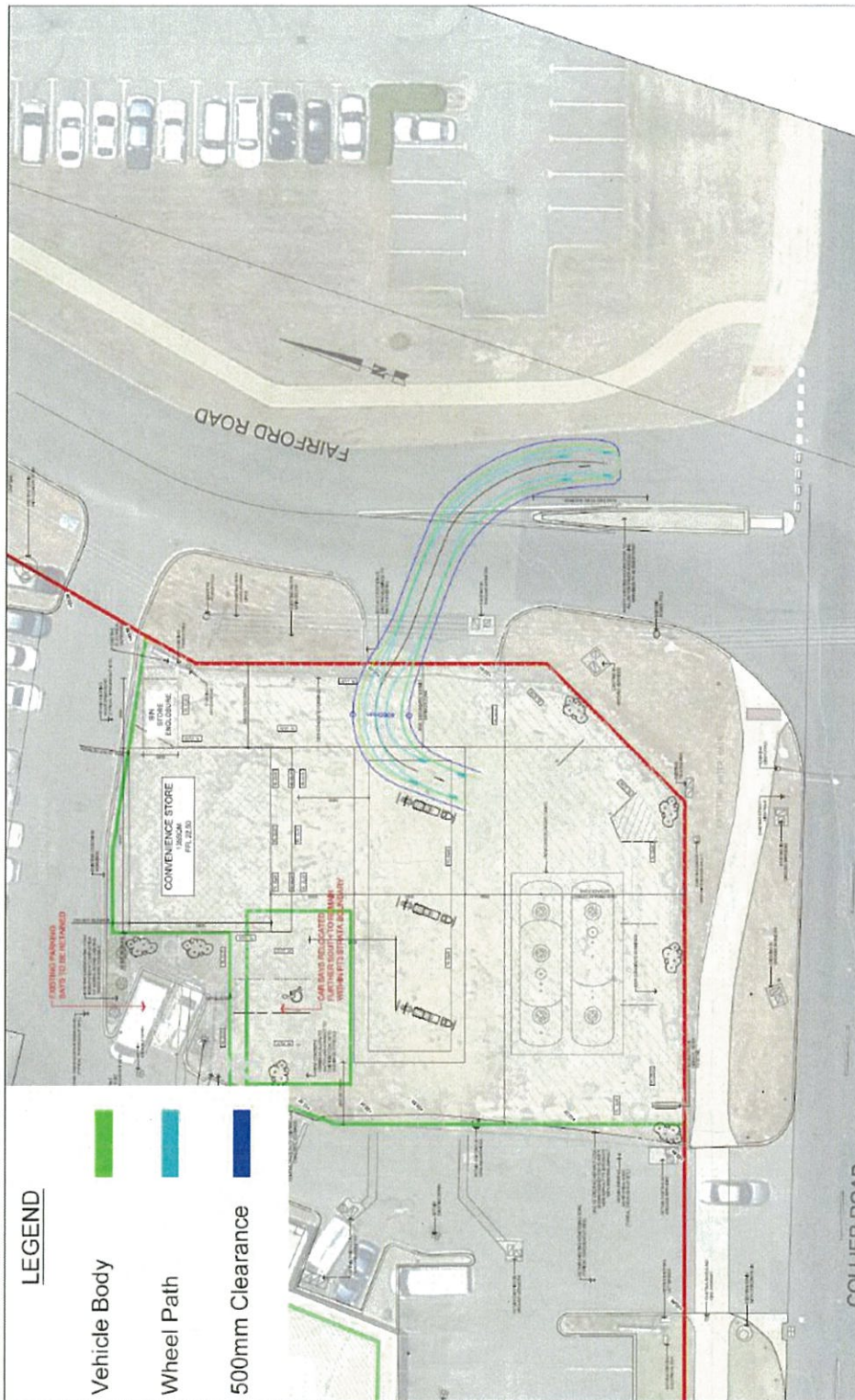


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335 Collier Rd, Bassendean
 Austrads 2013 - B99 Car
 Entry from Fairford Road

Figure 7: Turn path analysis for a B99 Car – Accessing the easternmost bowser from Fairford Street



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335 Collier Rd, Bassendean
Austroads 2013 - B99 Car
Exit to Fairford Road

Figure 8: Turn path analysis for a B99 Car – Exiting the site onto Fairford Street

5.0 Hours of Operation

The proposed service station is expected to operate 24/7.

6.0 Daily Traffic Volumes and Vehicle Types

6.1 Assessment Period

The proposed development is expected to generate highest traffic movements during the weekday AM and PM peak hour period of the adjacent road network.

Review of the Main Roads WA traffic count data (for several locations along Collier Road in the close proximity) indicates that the weekday AM and PM peak hour on Collier Road occur between 8:00 – 9:00 AM in the morning and 3:00 - 4:00 PM in the afternoon (the existing traffic along Collier Road and Fairford Street will be discussed in further details in section 7.0).

6.2 Trip Generation and Distribution

The development site is vacant and does not currently generate any traffic. The previous trip generation of the site as it was used as a service station is not considered for the purpose of a robust assessment.

6.2.1 Post-development trip generation

The traffic volumes that would be generated by the proposed service station and its associated convenience store 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 service station traffic generation are:

Gasoline/Service Station with Convenience Market (945)

- + AM peak hour: 10.16 trips per fuelling point.
- + PM peak hour: 13.51 trips per fuelling point.
- + Weekday: 163 trips per fuelling point.

Accordingly, it is estimated that the proposed development would generate approximately 978 trips per day (both inbound and outbound) with approximately 62 and 82 trips (both inbound and outbound) during the weekday AM and PM peak hours respectively.

A significant component of the proposed development traffic will be passing trade on Collier Road. The ITE Manual provides a range of passing trade percentages for various surveyed sites. A 70% passing trade was assumed for this site, which is within the ranges specified in the ITE Manual. Accordingly and when accounting for the passing trade it is estimated that the proposed development would approximately generate 293 additional daily trips of which **+18 trips (9 in and 9 out)** would be during the AM peak hour and **+24 (12 in and 12 out)** trips would be during the PM peak hour.

6.2.2 Trip Distribution

These trips include both inbound and outbound vehicle movements. The directional split of inbound and outbound trips for the proposed development is estimated to be about **50/50** for inbound/outbound trips during the weekday AM and PM peak hour.

The distribution of traffic to and from the proposed development has been established by considering the catchment area of the proposed development and the identified key traffic routes. The majority of the patrons to this service station are expected to be from the westbound traffic along Collier Road with minimal traffic accessing the site from the eastbound.

Two traffic distributions have been modelled for the weekday AM and PM peak hours:

- ✦ Passing trade traffic as detailed in Figure 9 (22vph in/ 22vph out during the AM peak hour and **29vph in/ 29vph out** during the **PM** peak hour); and,
- ✦ Non passing trade traffic as detailed in Figure 10 (9vph in/ 9vph out during the AM peak hour and **12vph in/ 12vph out** during the **PM** peak hour).

The combined net change in traffic modelled for the post development scenario is detailed in Figure 11.

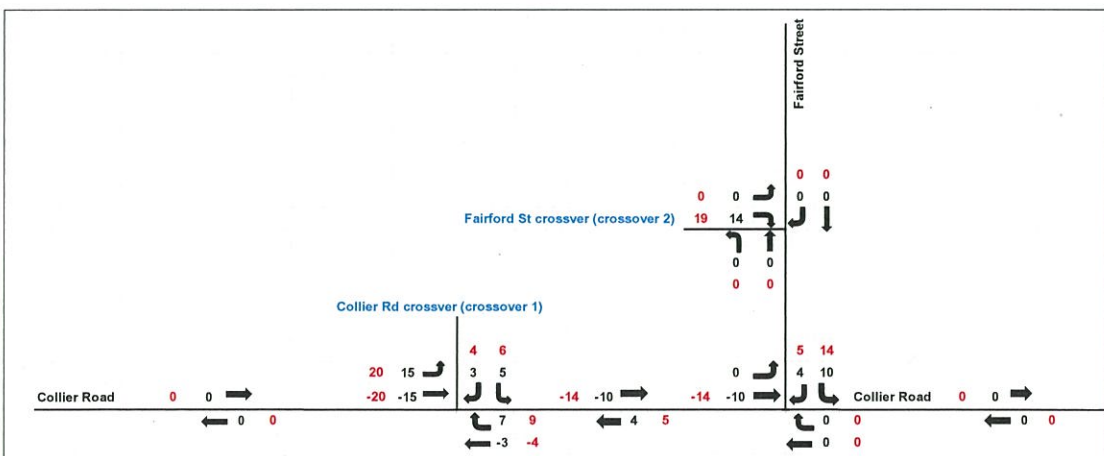


Figure 9: Passing trade weekday AM and PM peak hour traffic for the proposed service station

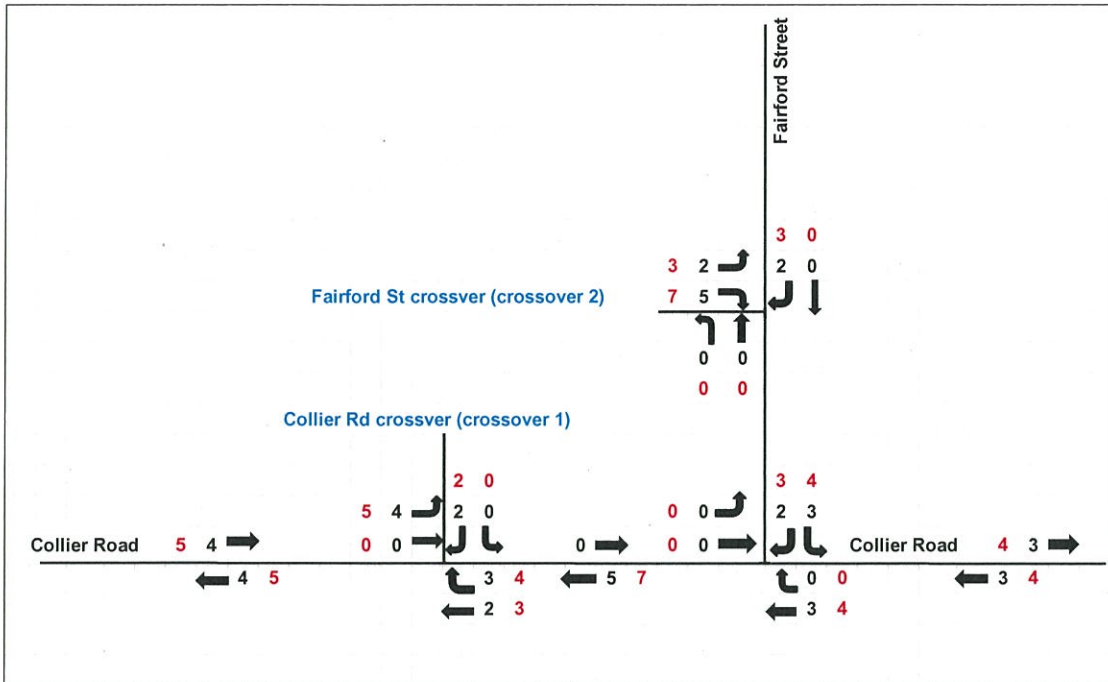


Figure 10: Additional (non-passing trade) weekday AM and PM peak hour traffic generated by the proposed service station

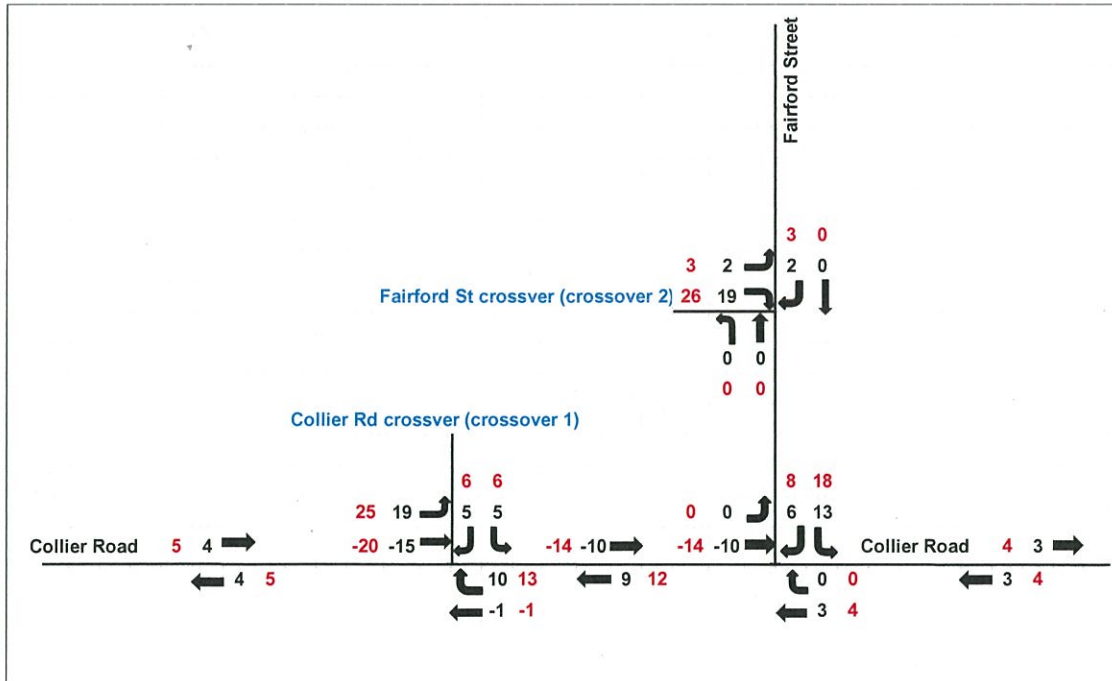


Figure 11: Net change in AM and PM peak hour traffic generated by the proposed service station

6.3 Traffic Flows

Through traffic on Collier Road was sourced from the latest available traffic count data provided by Main Roads WA. A manual traffic count survey was also undertaken by Transcore on Friday 28th February 2017 from 8:00 – 9:00AM and 3:00 – 4:00PM to establish the existing turning traffic volumes at the intersection of Collier Road and Fairford Street and the existing Collier Road crossover (crossover 1). The survey results and the existing through traffic on Collier Road are detailed in Figure 12.

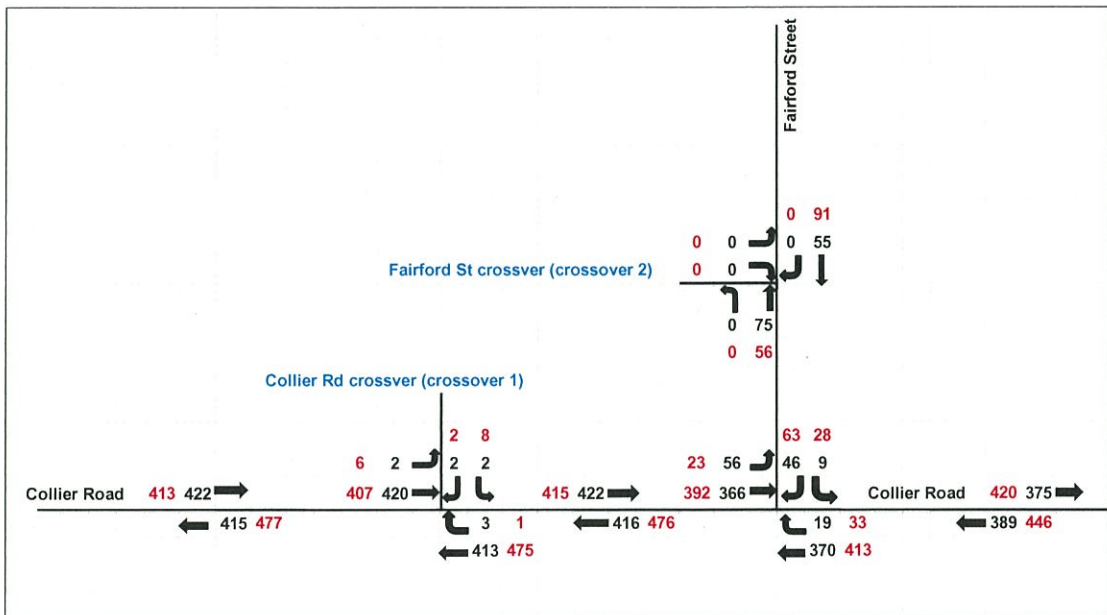


Figure 12: Existing traffic volumes on Collier Road and Fairford Street and the existing Collier Road crossover – Friday 28 February 2017

The total post development AM and PM peak hour traffic flows are detailed in Figure 13.

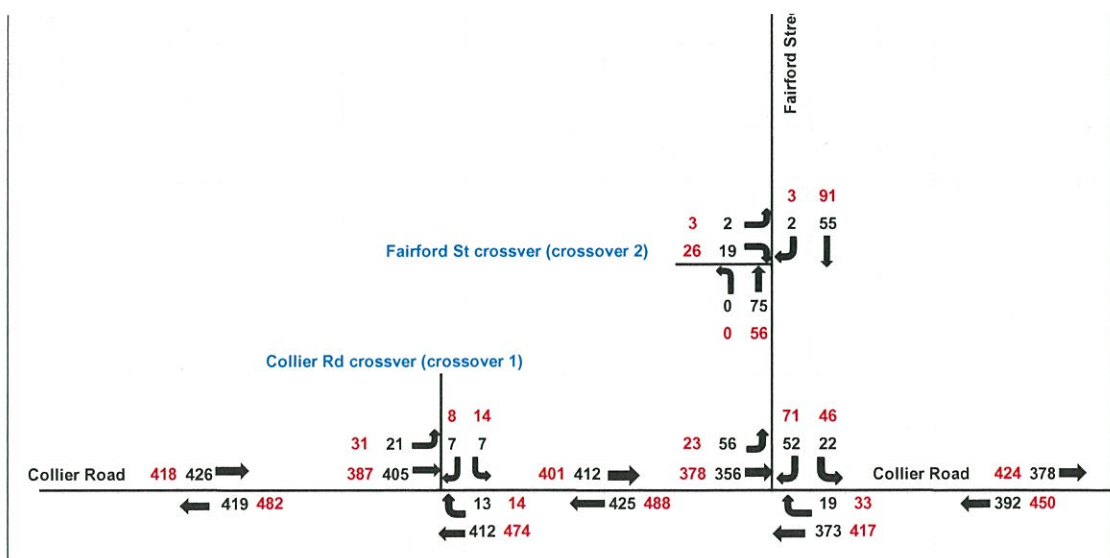


Figure 13: Total post development AM and PM peak hour traffic volumes on the surrounding road network

6.4 Impact on the Surrounding Road Network

The WAPC *Transport 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 percent of capacity would not normally be likely to have a material impact on any particular section of road, but increases over 10 percent may. All sections of road with an increase greater than 10 percent of capacity should therefore be included in the analysis. For ease of assessment, an increase of 100 vehicles per hour for any lane can be considered as equating to around 10 percent of capacity. Therefore any section of road where 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 on Collier Road and Fairford Street near the quoted WAPC threshold to warrant further detailed analysis. Therefore the impact on the surrounding road network is considered to be insignificant.

As shown in Figure 11, the anticipated additional **non-passing** traffic which would be generated by the proposed development is not significant (18vph during the AM and 24vph during the PM peak hour respectively) and can easily be accommodated by the surrounding road network. Accordingly the impact of the development traffic on the surrounding road network is expected to be **insignificant**.

7.0 Traffic Management on the Frontage Streets

Collier Road is a dual divided carriageway and operates under a speed limit of 70km/hr in this vicinity (refer Figure 14 and Figure 15).



Figure 14: Collier Road looking west in the vicinity of the development site



Figure 15: Collier Road looking east in the vicinity of the development site

Collier Road is classified as a *Distributor A* road in the Main Roads WA Metropolitan Functional Road Hierarchy. It is covered by *Other Regional Road (ORR – Blue Road)* reservation in the MRS. A copy of the MRS map for this vicinity is shown in Figure 16.

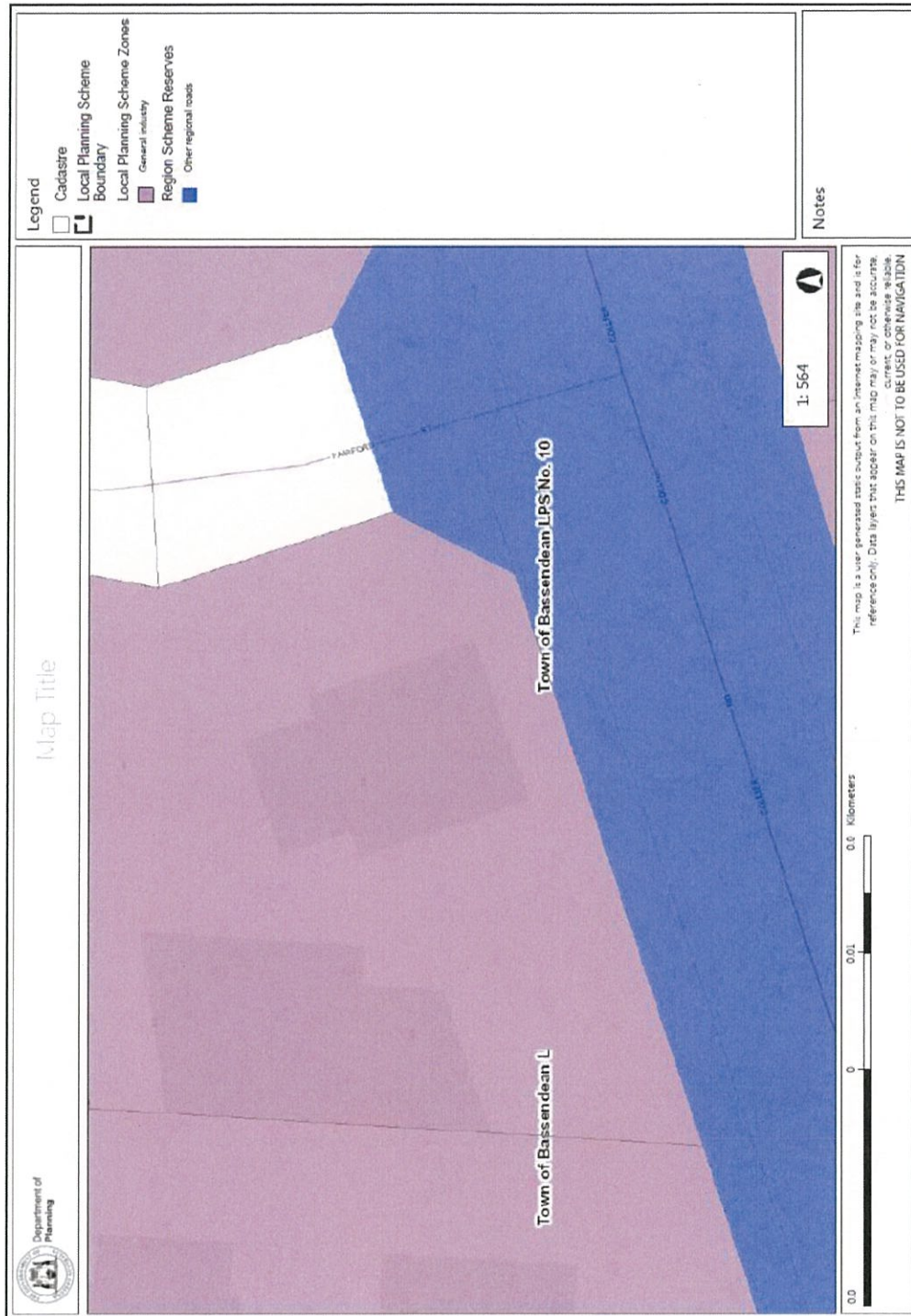


Figure 16: MRS Map

According to Main Roads WA traffic counts, Collier Road east of Fairford Street carried an Average Weekday Traffic flow of about 10,000vpd with about 13% heavy vehicle in May 2015. The AM peak hour for Collier Road in this vicinity is recorded between 8:00AM to 9:00AM with 764vph and the PM peak hour is recorded between 3:00PM – 4:00PM with 866vph.

Fairford Street in the vicinity of the development site is a 12m two lane undivided road with a footpath available within the eastern verge (refer to Figure 17 and Figure 18).

Fairford Street is classified as *Access Road* in the *Main Roads WA Metropolitan Functional Road Hierarchy* and operates under a default speed limit of 50km/h.

Traffic count surveys undertaken by Transcore at the intersection of Collier Road/ Fairford Street indicate that Fairford Street carried 130vph and 147vph during the AM and PM peak hours respectively on the day of the survey (28 February 2017). This translates into approximately 1,500 daily vehicles.



Figure 17: Fairford Street adjacent to the development site - looking north



Figure 18: Fairford Street adjacent to the development site - looking south

Collier Road and Fairford Street form a give way controlled T-intersection in the vicinity of the development site (Figure 19).



Figure 19: Collier Road/ Fairford Street –Give Way T-Intersection

8.0 Public Transport

The development site enjoys good accessibility to public transport via bus route and nearby train and bus stations in this vicinity. Bus route 955 along Collier Road runs in proximity of the development site and provides connectivity to nearby train and bus stations including Bassendean Train Station to the east and Morley Bus Station to the west. Furthermore, the development site is also located close to Ashfield Train Station and enjoys good connectivity to Perth CBD via Midland Train Line. Nearby public transport services are shown in Figure 20.

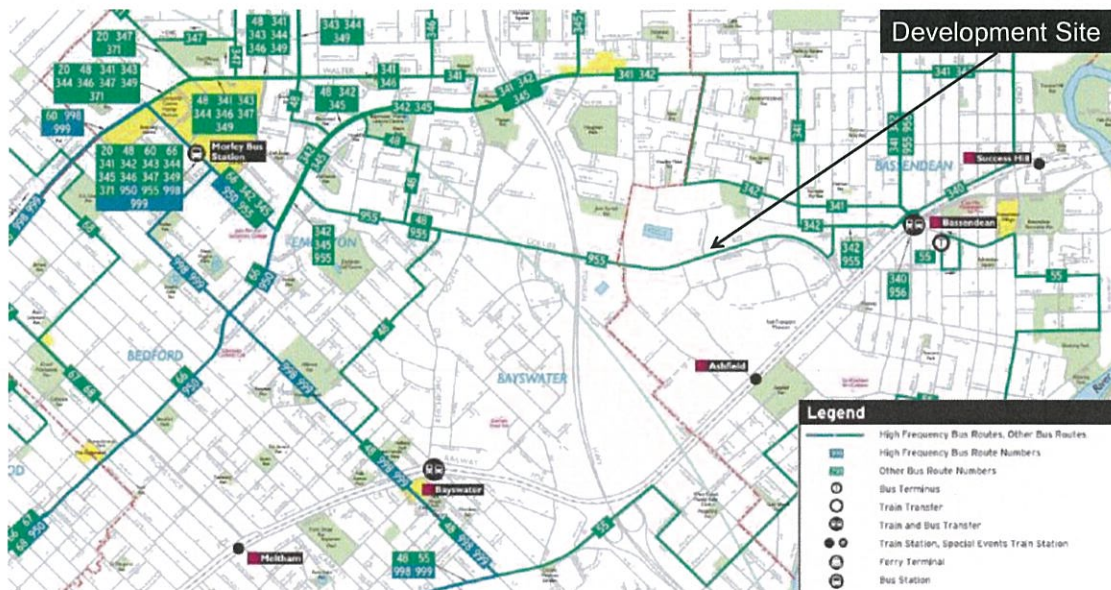


Figure 20: Existing Public Transport Routes

The closest bus stop is located on Collier Road about 100m to the west of the intersection of Collier Road/ Fairford Street as shown in Figure 21.

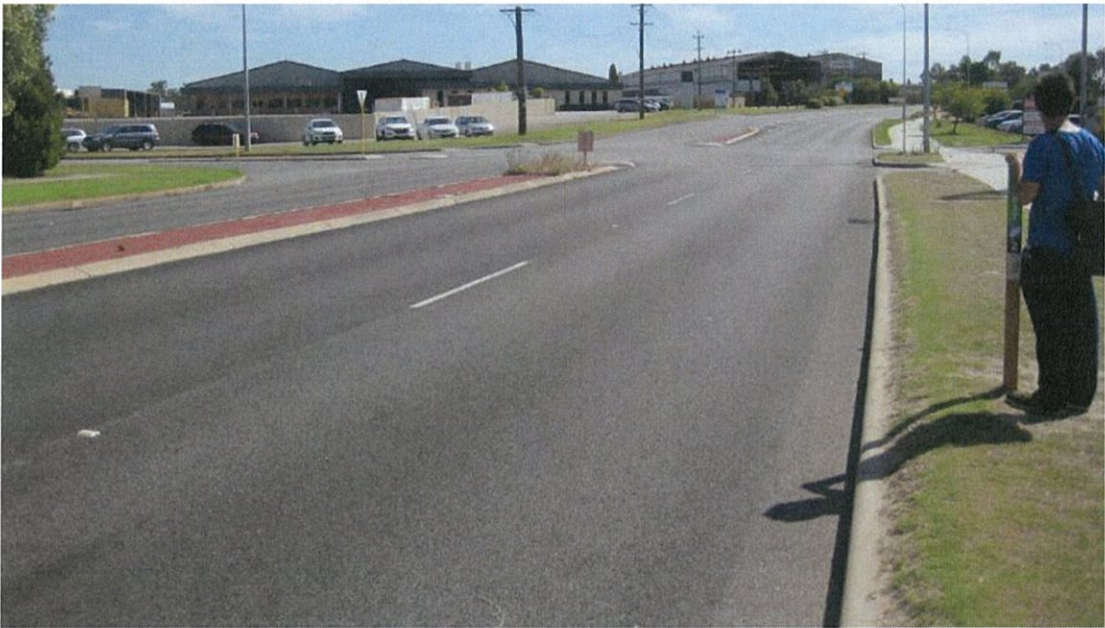


Figure 21: Bus stop on Collier Road – Close to the development site

9.0 Pedestrian Access

Pedestrians can access the proposed development from the existing external footpath provided along Collier Road fronting the subject site and the footpath within the eastern verge of Fairford Street.

10.0 Cycle Access

The Department of Transport's *Perth Bike Map* series (see Figure 22) indicates that Tonkin Highway and Guildford Road are both classified as *Principal Shared Path (PSP)* routes in the vicinity of the development site.

This map also shows that Collier Road to the south of the development site entails a shared path and Railway Parade in a close proximity to the development site is classified as *Good Riding Environment*. Jackson Street to the west of the development site is also identified as a Continuous Signed Route within the Perth Bicycle Network (PBN).



Figure 22: Bike map (source: Department of Transport)

11.0 Site Specific Issues

No specific issues were identified for the site within the scope of this assessment.

12.0 Safety Issues

No safety issues were identified within the scope of this assessment.

13.0 Conclusions

This Transport Impact Statement (TIS) is prepared with respect to the proposed service station and convenience store to be located at Lot 3 (335) Collier Road in the Town of Bassendean.

The proposal includes retention of the existing shared full movement crossovers along Collier Road and Fairford Street to provide access and egress to and from the proposed service station.

The site features good connectivity to the surrounding areas through existing bus and cycle routes. Pedestrian can also access the site via external footpaths along Collier Road and Fairford Street.

Desktop traffic modelling and analysis undertaken in this report shows that the traffic generated as a result of the proposed development is relatively minimal and as such would have insignificant impact on the surrounding road network.

Turn path analysis undertaken indicates that 19m fuel tankers can access and egress the site. The fuel tanker turn path analysis indicates that the existing solid median on Fairford Street requires some modification to accommodate the exit movements of the 19.0m tankers.

The 8.8m service vehicles can access the site from Collier Road, reverse into the loading bay and leave the site onto Fairford Street in forward gear with no specific issues.

Overall the findings of this TIS are supportive of the proposed service station at Lot 3 (335) Collier Road.

Appendix A








TABLE 1 OF TRANSPORT IMPACT ASSESSMENT GUIDELINES – VOLUME 4

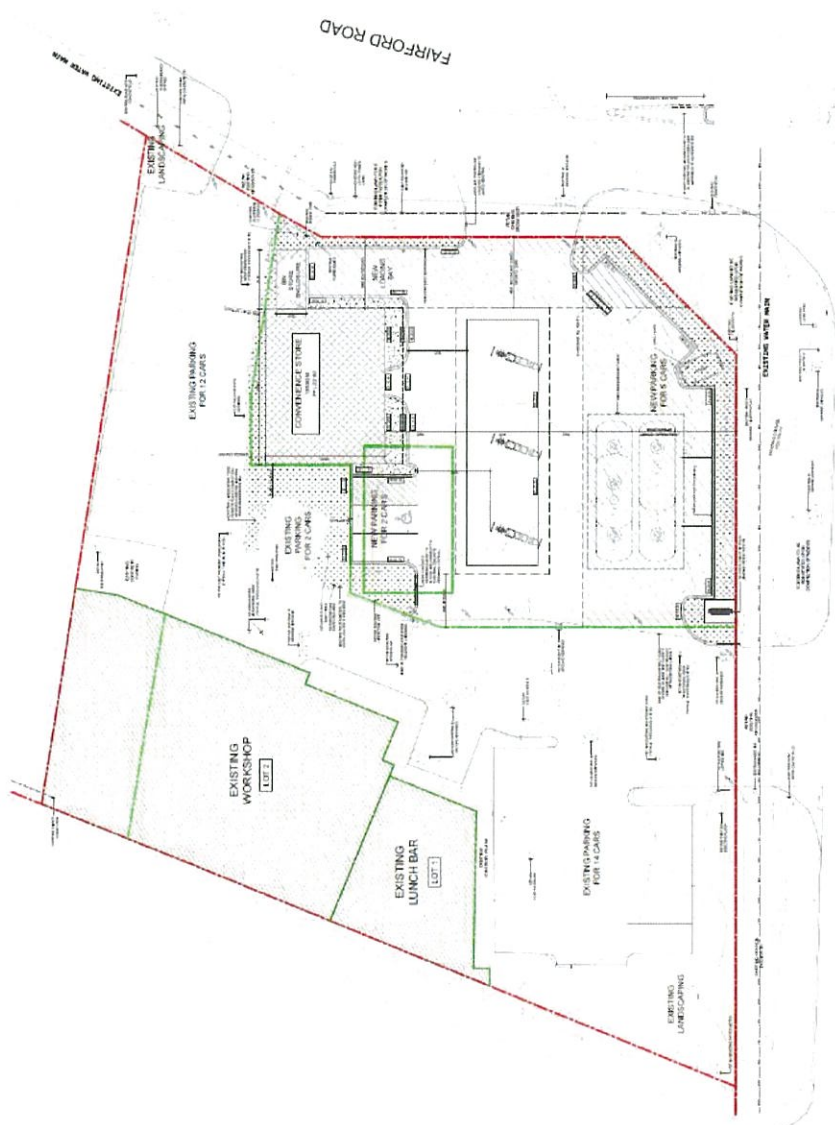
Table 1: Level of TIA required by land use and size

LAND USE	MODERATE IMPACT	HIGH IMPACT
	Transport Impact Statement required	Transport Impact Assessment required
	10 – 100 vehicle trips in the peak hour	> 100 vehicle trips in the peak hour
Residential	10–100 dwellings	> 100 dwellings
Schools	10–100 students	> 100 students
Entertainment venues, restaurants, etc.	100–1000 persons (seats) OR 200–2000 m ² gross floor area	> 1000 persons (seats) OR >2000 m ² gross floor area
Fast food restaurants	50–500 m ² gross floor area	>500 m ² gross floor area
Food retail /Shopping centres with a significant food retail content	100–1000 m ² gross floor area	>1000 m ² gross floor area
Non-food retail	250–2500 m ² gross floor area	>2500 m ² gross floor area
Offices	500–5000 m ² gross floor area	>5000 m ² gross floor area
Service Station	1–7 refuelling positions	>7 refuelling positions
Industrial/Warehouse	1000–10,000 m ² gross floor area	>10,000 m ² gross floor area
Other Uses	Discuss with approving authority	Discuss with approving authority

Appendix B

PROPOSED DEVELOPMENT SITE PLAN

- LEGEND:**
-  NEW BUILDING
 -  NEW LANDSCAPING
 -  SETBACK ZONE
 -  EXISTING HIGH LEVEL POWER LINE
 -  EXISTING WATER MAIN UNDERGROUND
 -  CALADISTRAL LOT BOUNDARY
 -  STRATA LOT BOUNDARY



COLLIER ROAD

PROPOSED SITE PLAN
SCALE 1:100 @ A1



DATE	NO.	BY	REVISION
15/08/2017	1	W.P.	PRELIMINARY
15/08/2017	2	W.P.	REVISED
15/08/2017	3	W.P.	REVISED
15/08/2017	4	W.P.	REVISED
15/08/2017	5	W.P.	REVISED
15/08/2017	6	W.P.	REVISED
15/08/2017	7	W.P.	REVISED
15/08/2017	8	W.P.	REVISED
15/08/2017	9	W.P.	REVISED
15/08/2017	10	W.P.	REVISED
15/08/2017	11	W.P.	REVISED
15/08/2017	12	W.P.	REVISED
15/08/2017	13	W.P.	REVISED
15/08/2017	14	W.P.	REVISED
15/08/2017	15	W.P.	REVISED
15/08/2017	16	W.P.	REVISED
15/08/2017	17	W.P.	REVISED
15/08/2017	18	W.P.	REVISED
15/08/2017	19	W.P.	REVISED
15/08/2017	20	W.P.	REVISED
15/08/2017	21	W.P.	REVISED
15/08/2017	22	W.P.	REVISED
15/08/2017	23	W.P.	REVISED
15/08/2017	24	W.P.	REVISED
15/08/2017	25	W.P.	REVISED
15/08/2017	26	W.P.	REVISED
15/08/2017	27	W.P.	REVISED
15/08/2017	28	W.P.	REVISED
15/08/2017	29	W.P.	REVISED
15/08/2017	30	W.P.	REVISED
15/08/2017	31	W.P.	REVISED
15/08/2017	32	W.P.	REVISED
15/08/2017	33	W.P.	REVISED
15/08/2017	34	W.P.	REVISED
15/08/2017	35	W.P.	REVISED
15/08/2017	36	W.P.	REVISED
15/08/2017	37	W.P.	REVISED
15/08/2017	38	W.P.	REVISED
15/08/2017	39	W.P.	REVISED
15/08/2017	40	W.P.	REVISED
15/08/2017	41	W.P.	REVISED
15/08/2017	42	W.P.	REVISED
15/08/2017	43	W.P.	REVISED
15/08/2017	44	W.P.	REVISED
15/08/2017	45	W.P.	REVISED
15/08/2017	46	W.P.	REVISED
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15/08/2017	49	W.P.	REVISED
15/08/2017	50	W.P.	REVISED
15/08/2017	51	W.P.	REVISED
15/08/2017	52	W.P.	REVISED
15/08/2017	53	W.P.	REVISED
15/08/2017	54	W.P.	REVISED
15/08/2017	55	W.P.	REVISED
15/08/2017	56	W.P.	REVISED
15/08/2017	57	W.P.	REVISED
15/08/2017	58	W.P.	REVISED
15/08/2017	59	W.P.	REVISED
15/08/2017	60	W.P.	REVISED
15/08/2017	61	W.P.	REVISED
15/08/2017	62	W.P.	REVISED
15/08/2017	63	W.P.	REVISED
15/08/2017	64	W.P.	REVISED
15/08/2017	65	W.P.	REVISED
15/08/2017	66	W.P.	REVISED
15/08/2017	67	W.P.	REVISED
15/08/2017	68	W.P.	REVISED
15/08/2017	69	W.P.	REVISED
15/08/2017	70	W.P.	REVISED
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15/08/2017	86	W.P.	REVISED
15/08/2017	87	W.P.	REVISED
15/08/2017	88	W.P.	REVISED
15/08/2017	89	W.P.	REVISED
15/08/2017	90	W.P.	REVISED
15/08/2017	91	W.P.	REVISED
15/08/2017	92	W.P.	REVISED
15/08/2017	93	W.P.	REVISED
15/08/2017	94	W.P.	REVISED
15/08/2017	95	W.P.	REVISED
15/08/2017	96	W.P.	REVISED
15/08/2017	97	W.P.	REVISED
15/08/2017	98	W.P.	REVISED
15/08/2017	99	W.P.	REVISED
15/08/2017	100	W.P.	REVISED



Appendix 5 Stormwater Management Plan



- LEGEND:**
- NEW BUILDING
 - NEW LANDSCAPING
 - SETBACK ZONE
 - EXISTING HIGH LEVEL POWER LINE
 - EXISTING WATER MAIN UNDERGROUND
 - CADASTRAL LOT BOUNDARY
 - STRATA LOT BOUNDARY

Stormwater Management Plan

Max Groundwater Level = 19.7m AHD
 Min Design Level = 22.40
 Soakwell Depth = 1.6m
 Clearance to Groundwater = 900mm
 Site Area = 1184m²
 Hardstand Area = 1067m²
 20 Year Event Storage Required = 17.31m³
 Outlet Orifice Diameter = 81mm
 (Refer Town of Bassendean Spreadsheet)
 1.8m dia x 1.8m Deep Soakwell = 4.58m³
 -4 Soakwells Required

- 225mm HDPE Grease Waste Pipe
- 225mm Floor Waste Grate
- 1.8m x 1.8m Soakwell
- 225mm PVC Drainage Pipe

PROPOSED SITE PLAN
 SCALE 1:100 @ A1



A	APPROVED FOR I.A.	17.05.2017	checked	date
	DATE SUBMISSION	17.04.2017	NP	
LY	description	17.04.2017	checked	date
	description	Stormwater Management Plan	NP	
NP	description	17.04.2017	checked	date
	description	Stormwater Management Plan	NP	
A1	description	17.04.2017	checked	date
	description	Stormwater Management Plan	NP	

project: SERVICE STATION & CONVENIENCE STORE
 location: 335 COLLIER ROAD, BASSENDEAN
 scale: 1:100
 sheet: A1
 Rev: B
 18.05.17

Hodge Collard Preston
 335 Collier Road, Bassendean WA 6072
 Ph: (08) 9437 2146
 Fax: (08) 9437 2146
 Email: info@hodgepreston.com.au

MODIFIED COPAS EQUATION FOR STORMWATER RETENTION

Town of Bassendean

Lot Area (ha) = 0.1184
 Roof & Paved Area (ha) = 0.1167
 Time of Concentration (mins) = 5
 Predevelopment Flow (l/s) = 7.4592
 Orifice diameter (mm) = 81

	1 in 2yr cu.m	1 in 5yr cu.m	1 in 10yr cu.m	1 in 20yr cu.m	1 in 50 yr cu.m	1 in 100yr cu.m
Maximum Storage Required	5.77	9.88	12.86	17.31	24.37	30.34
T I M E						
minutes/hours						
5	5	3.79	6.04	7.72	10.08	13.70
6	6	4.29	6.83	8.72	11.33	15.33
10	10	5.46	8.71	11.06	14.39	19.35
20	20	5.77	9.88	12.86	17.12	23.40
30	30	4.51	9.18	12.52	17.31	24.37
1	60	-2.45	3.23	7.19	12.89	21.38
2	120	-21.03	-14.53	-9.76	-2.92	6.95
3	180	-42.04	-34.92	-29.78	-22.24	-11.21
6	360	-109.92	-101.46	-95.51	-86.89	-73.71
12	720	-253.84	-243.68	-236.49	-225.53	-209.69
24	1440	-552.65	-539.84	-530.62	-516.82	-496.11
48	2880	-1166.81	-1150.80	-1139.04	-1121.36	-1093.80
72	4320	-1789.95	-1773.45	-1760.54	-1740.44	-1710.29



Department of **Planning,**
Lands and Heritage

Dylan Stokes
Town of Bassendean
PO Box 87
Bassendean
WA 6934

Your ref: 2017-087
Our ref: 808/02012/004P
Enquiries: Jane Maynard (08) 6551 9259
Jane.maynard@planning.wa.gov.au
Date: 3 July 2017

Dear Mr Stokes

LOT 3 (335) COLLIER ROAD, BASSENDEAN – DEVELOPMENT
PROPOSED SERVICE STATION AND CONVENIENCE STORE

I refer to your email dated 27th June 2017 regarding the above application. In accordance with the Western Australian Planning Commission's (WAPC) Instrument of Delegation dated 30th May 2017, the following transport comments are provided by the Department of Planning, Lands and Heritage.

Proposal

The subject lot is currently occupied by a lunch bar and motor vehicle repair shop, as shown in **Figure 1**, and the proposed development would see a service station and convenience store constructed within a vacant area of the site, as shown in **Figure 2**.

Land Requirements

The subject property abuts Collier Rd, which is reserved as an Other Regional Road (ORR) in the Metropolitan Region Scheme (MRS), and a Category 2 ORR¹ in WAPC Plan No. SP 694/4. Lot 3 is not affected by the ORR reservation for Collier Rd as shown in **Figure 1**.

¹ **ORR Categories:** WAPC Plan No. SP 694/4 uses the following ORR categories; **Category 1:** frontage access is not allowed (control of access). **Category 2:** frontage access may be allowed subject to approval. **Category 3:** road reservation not accurately defined or under review. http://www.planning.wa.gov.au/dop_pub_pdf/devwapca_2_2A0.pdf



Transport Impact Statement

A Transport Impact Assessment (TIS) was prepared by Transcore (revision r01c) on 18th May 2018 in support of the proposal. The following comments relate to Transcore's TIS.

Traffic Generation Estimates

The TIA estimates the development will see 81 vehicle trips in the peak hour, of which 70% will be from passing traffic.

Vehicular access

Vehicle access to Lot 3 is currently provided via three full movement crossovers, as shown in **Figure 2**. No changes are proposed to the existing access arrangements.

Fuel Tanker access and parking

19m long vehicles will be used to deliver fuel, and will enter via Collier Rd, and exit onto Fairford St, as shown in **Figure 4**.

Conclusion

The Department has no objection to the proposed development, but recommends the following:

- Restrict fuel tanker access to times outside peak hours;
- Reduce the size of the median on Fairford St to allow for the movement of fuel tankers exiting the site;
- Upgrade the median strips along Collier Rd (on both sides of the crossover) if required, to provide them with mountable edges;
- Take measures to ensure fuel tankers do not attempt to access the site via Fairford St;
- Consideration should be given to any measures which might be taken to improve safe access for pedestrians and cyclists (particularly crossing Fairford St to and from the site).

Sincerely

Mohsin Muttaqui
Planning Manager
Infrastructure & Land Use Coordination

Figure 1. MRS and aerial maps of subject lot

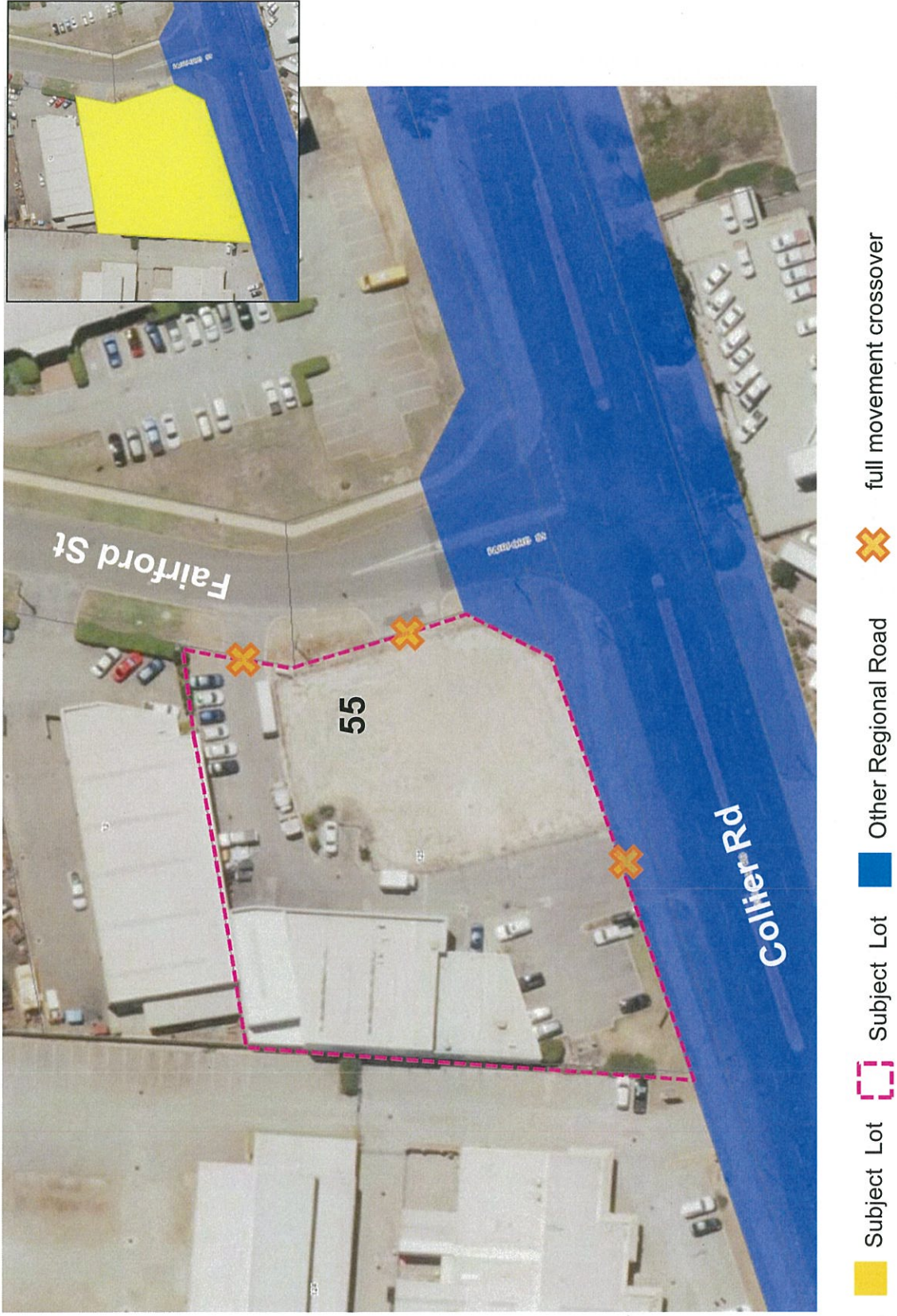


Figure 2. Proposed development

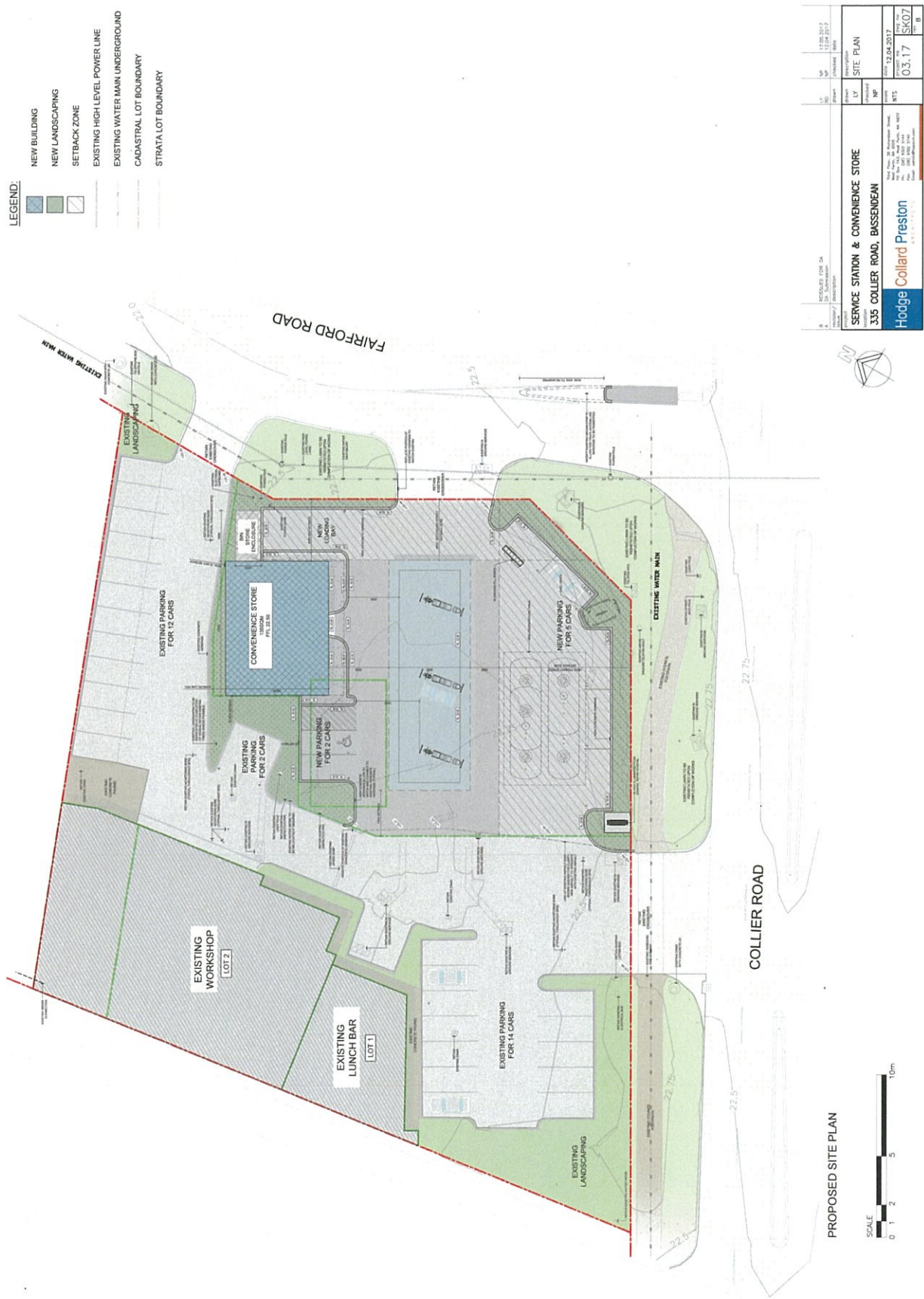
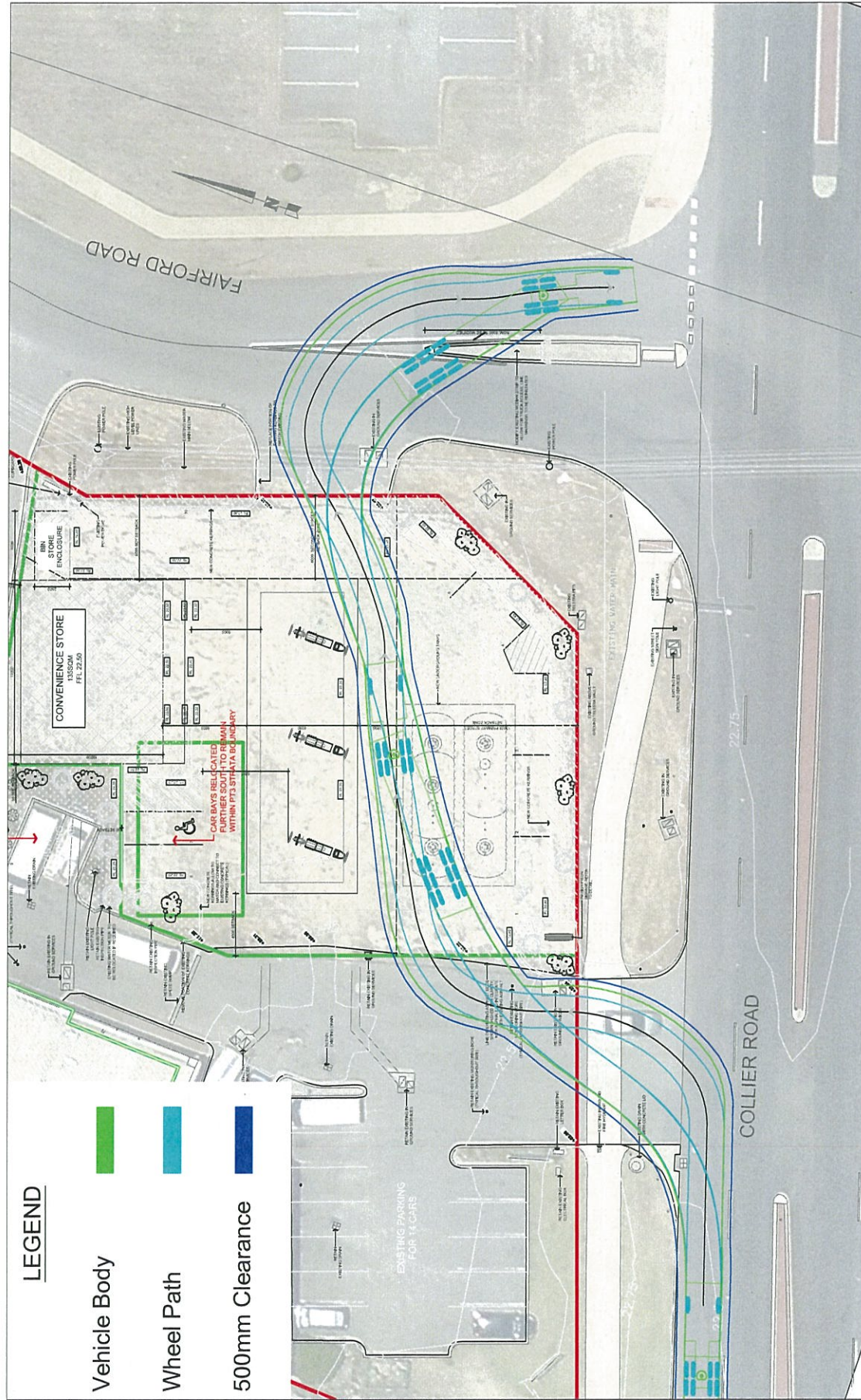


Figure 3 - Fuel Tanker movement



335 Collier Rd, Bassendean
 Austrads 2013 - 19.0m Semitrailer
 Left turn into the site from Collier Road, accessing the fill point and right turn onto Fairford Street

t17.041.sk01b
 17/05/2017
 Scale: 1:250 @ A3





Government of **Western Australia**
Department of **Environment Regulation**

Your ref DA2017/087
Our ref DER2014/2447, DMO975
Enquiries Justin Ritchie
Phone 9333 7579
Fax 9333 7575
Email Justin.Ritchie@der.wa.gov.au

Dylan Stokes
Planning Officer
Town of Bassendean
PO Box 87,
BASSENDEAN, WA, 6934

Dear Mr Stokes

**DEVELOPMENT APPLICATION NUMBER 2017/087 LOT 3 ON STRATA PLAN 22003
COLLIER ROAD, BASSENDEAN**

I refer to your email dated 29 May 2017 to the Department of Environment Regulation (DER) regarding an application to the Town of Bassendean (the Town) for the proposed development of the above-mentioned lot as a service station and convenience store.

As per the requirements under section 58(6)(b) of the *Contaminated Sites Act 2003* (CS Act), advice is required as to the suitability of the land for the proposed development. Lot 3 on Strata Plan 22003 is currently zoned "general industry" under the Town of Bassendean's Town Planning Scheme No. 10.

Land at Lot 3 on Strata Plan 22003, as shown on certificate of title 1918/51, was classified under section 13 of the CS Act as *remediated for restricted use* on 4 October 2016 and a memorial (reference number M815765 ML) was placed on the certificate of title.

The site was formerly used as a service station. Remedial works were undertaken in 2012 and included successful excavation of hydrocarbon-impacted material within a sheet-piled area to 5.5 m below ground level (bgl). Soil and groundwater investigations carried out up to 2013 identified concluded that hydrocarbon (such as from petrol and diesel) impacted soil and groundwater remains beneath the site at approximately 5.5 metres below ground level.

The site is considered suitable for continued commercial/industrial use provided that groundwater is not abstracted other than for analytical testing or remediation, and the site is subject to management of any excavation below 5.0m below ground level are undertaken as set out in the Sub-surface Management Plan (Coffey, 8 November 2013), as found in Mandatory Auditor's Report (Australian Environmental Auditors, 26 June 2014).

Please refer to the attached Basic Summary of Records (attachment 1) for further detail on the historic assessment and current restrictions on use.

DER understands that the construction details have not been finalised including the proposed depth to which underground fuel storage tanks will be installed. However, it has been stated in section 2.2 of the report entitled 'Development Application Report, proposed Convenience Store – Lot 3 (Unit 3, 335) Collier Road, Bassendean' (Planning Solutions, May 2017) that the proposed excavation works will be undertaken in accordance with the relevant legislation and approved management plans.

Department of Environment Regulation
Locked Bag 33, Cloisters Square, Western Australia 6850
Phone: 1300 762 982 Fax: (08) 9333 7575
www.der.wa.gov.au

Based on available information, and consistent with historical advice from DER, the site is considered to be suitable for the proposed commercial/industrial land use.

Therefore, DER has no objection to the proposed development of Lot 3 on Strata Plan 22003 for use as a service station and convenience store provided it is carried out in accordance with the Site Management Plan. DER recommends that the approval should not include a contamination condition.

Please note that this advice relates to potential contamination and acid sulfate soil issues only. If additional advice is required in relation to other factors within the jurisdiction of DER, please contact the Planning and Advice Coordinator on advice.coordinator@der.wa.gov.au.

If you have any further queries, please contact Contaminated Sites Officer, Justin Ritchie, on 9333 7579.

Yours sincerely



Andrew Miller
SENIOR MANAGER
CONTAMINATED SITES
Delegated Officer under section 91
of the *Contaminated Sites Act 2003*

28 June 2017



Contaminated Sites Act 2003
Basic Summary of Records Search Response

Report Generated at: 12:01:18PM, 28/06/2017

Search Results

This response relates to a search request received for:

3/335 Collier Rd
Bassendean WA 6054
Approximate spatial representation of LOT 3 ON STRATA PLAN 22003, as shown on certificate of title 1918/51 known as 3/335 Collier Rd, Bassendean

This parcel belongs to a site that contains 1 parcel(s).

According to Department of Environment Regulation records, this land has been reported as a known or suspected contaminated site.

Address	3/335 Collier Rd Bassendean WA 6054 Approximate spatial representation of LOT 3 ON STRATA PLAN 22003, as shown on certificate of title 1918/51 known as 3/335 Collier Rd, Bassendean
Lot on Plan Address	
Parcel Status	<p>Classification: 04/10/2016 - Remediated for restricted use</p> <p>Nature and Extent of Contamination: Hydrocarbon (such as from petrol and diesel) impacted soil and groundwater remains beneath the site at approximately 5.5 metres below ground level.</p> <p>Restrictions on Use: Other than for analytical testing or remediation, groundwater abstraction is not permitted at this site because of the nature and extent of groundwater contamination.</p> <p>The site is subject to management of any excavation below 5.0m below ground level are undertaken as set out in the Sub-surface Management Plan (Coffey, 8 November 2013), as found in Mandatory Auditor's Report (Australian Environmental Auditors, 26 June 2014).</p> <p>Reason for Classification: This site was reported to the Department of Environment Regulation (DER) prior to the commencement of the 'Contaminated Sites Act 2003' (the Act). The site classification is based on information submitted to DER by May 2016.</p> <p>This site is part of a Strata Title. This portion of the Strata (3/335 Collier Road, Bassendean) was historically used as a service station, for approximately 12 years, from 1992 to 2004. This is a land use that has the potential to cause contamination, as specified in the guideline 'Potentially Contaminating Activities, Industries and Landuses' (Department</p>

Disclaimer

This Summary of Records has been prepared by Department of Environment Regulation (DER) as a requirement of the *Contaminated Sites Act 2003*. DER makes every effort to ensure the accuracy, currency and reliability of this information at the time it was prepared, however advises that due to the ability of contamination to potentially change in nature and extent over time, circumstances may have changed since the information was originally provided. Users must exercise their own skill and care when interpreting the information contained within this Summary of Records and, where applicable, obtain independent professional advice appropriate to their circumstances. In no event will DER, its agents or employees be held responsible for any loss or damage arising from any use of or reliance on this information. Additionally, the Summary of Records must not be reproduced or supplied to third parties except in full and unabridged form.



Contaminated Sites Act 2003 Basic Summary of Records Search Response

Report Generated at: 12:01:18PM, 28/06/2017

of Environment, 2004). The other units are used as a mechanical workshop and a lunch bar.

Several investigations were conducted prior to and following decommissioning of the site in 2007. The site was classified in October 2008 following the submission of groundwater investigations which identified a contaminated groundwater plume migrating off-site and affecting adjacent sites.

Remedial works comprising soil vapour extraction and in-situ air sparging have been carried out on the site between January 2005 and September 2007.

Soil investigations were conducted between 1995 and 2012 and identified hydrocarbons (such as from petrol, diesel and oil) in soils at concentrations potentially exceeding Health-based Investigation Levels for commercial and industrial sites and Ecological Investigation Levels, as published in 'Assessment Levels for Soil, Sediment and Water' (Department of Environment and Conservation, 2010), which were the relevant guidelines at the time.

Further remedial works were carried out between 2007 and 2012 comprising excavation and off-site disposal of impacted soils. The bulk of soil remediation conducted between March and July 2012 involved excavation of soil within the sheet-piled area to within 1 m of the site boundary. Validation sampling was undertaken between June 2012 and August 2012. Validation samples indicated that all excavated material within the sheet-piled area has been successfully remediated to 5.5 m below ground level (bgl). Potentially impacted soil to a depth of 5.0 m bgl around the outside of the sheet-piled area could not be excavated, and therefore some impacted soils may remain on the site.

Groundwater investigations were conducted on the site between 1995 and 2013. Hydrocarbons (such as from petrol/diesel) were present in groundwater at concentrations exceeding the relevant groundwater Health Screening Levels for vapour intrusion for commercial/industrial land use (HSL-D), as published in 'Health screening levels for petroleum hydrocarbons in soil and groundwater' (CRCCARE, 2011).

Soil vapour bores were installed in November 2013 adjacent to groundwater wells in which hydrocarbon contamination has exceeded HSL-D criteria in October 2013. Soil vapour samples collected from these bores in November 2013 were below the relevant soil gas Health Screening Levels for vapour intrusion for commercial/industrial land use (HSL-D), as published in 'Health screening levels for petroleum hydrocarbons in soil and groundwater' (CRCCARE), 2011).

Soil vapour investigations were conducted on the site between June 2013 and November 2013, and on land occupied by units 1 and 2, 335 Collier Road, Bassendean between September 2011 and November 2013. Soil vapour results from the November 2013 site investigation did not identify hydrocarbon vapours in soil at concentrations exceeding the relevant soil gas Health Screening Levels for vapour intrusion for commercial/industrial land

Disclaimer

This Summary of Records has been prepared by Department of Environment Regulation (DER) as a requirement of the *Contaminated Sites Act 2003*. DER makes every effort to ensure the accuracy, currency and reliability of this information at the time it was prepared, however advises that due to the ability of contamination to potentially change in nature and extent over time, circumstances may have changed since the information was originally provided. Users must exercise their own skill and care when interpreting the information contained within this Summary of Records and, where applicable, obtain independent professional advice appropriate to their circumstances. In no event will DER, its agents or employees be held responsible for any loss or damage arising from any use of or reliance on this information. Additionally, the Summary of Records must not be reproduced or supplied to third parties except in full and unabridged form.



Contaminated Sites Act 2003

Basic Summary of Records Search Response

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use (HSL D), as published in 'Health screening levels for petroleum hydrocarbons in soil and groundwater' (Friebel and Nadebaum, Cooperative Research Centre for Contamination Assessment and Remediation of the Environment (CRCCARE), 2011).

A soil management plan has been developed to inform future site owners of the remaining contaminated soil, and to prevent the uncontrolled exposure to contaminated soil. The management plan is entitled 'Subsurface Management Plan - Former Mobil Bassendean Service Station 335 Collier Road Bassendean WA (Coffey Environments, November 2013).

A groundwater management plan, entitled 'Long Term Groundwater Management Plan - Former Mobil Bassendean Service Station 335 Collier Road Bassendean WA (Coffey Environments, June 2014), was developed in 2014 to assess the need for ongoing monitoring and management of hydrocarbon impacted groundwater beneath the site. The groundwater management plan was reassessed in 2016 and further information was presented to DER in May 2016. Based on the information provided to DER, it appears that continued groundwater monitoring of the site is not necessary, and the site is suitable for continued commercial/industrial use. However, groundwater may not be abstracted for any other use other than for analytical testing or remediation.

An intermediate risk assessment has indicated that the contamination present on the site does not currently pose an unacceptable risk to human health, the environment or environmental values under the current land use, provided that the Subsurface Management Plan is implemented for any soil disturbance below 5.0 m below ground level (bgl).

The investigations and risk assessment works were the subject of an independent review by an accredited contaminated sites auditor who originally provided a Mandatory Auditor's Report (MAR) dated 26 June 2014. An amended MAR was provided to DER in May 2016 and recommended that the site is suitable for the current commercial/industrial land use. The Department of Health and DER accepts the findings of the MAR.

Based on the information provided, the site is suitable for the current commercial/industrial land use provided that the Subsurface Management Plans are implemented, including management of any excavation below 5.0m bgl.

As the site is contaminated and has been remediated such that it is suitable for the current land use, subject to implementation of the Subsurface Management Plan, the site is classified as 'remediated for restricted use'.

DER, in consultation with the Department of Health, has classified this site based on the information available to DER at the time of classification. It is acknowledged that the contamination status of the site may have changed since the information was collated and/or submitted to DER, and as such, the usefulness of this information may be limited.

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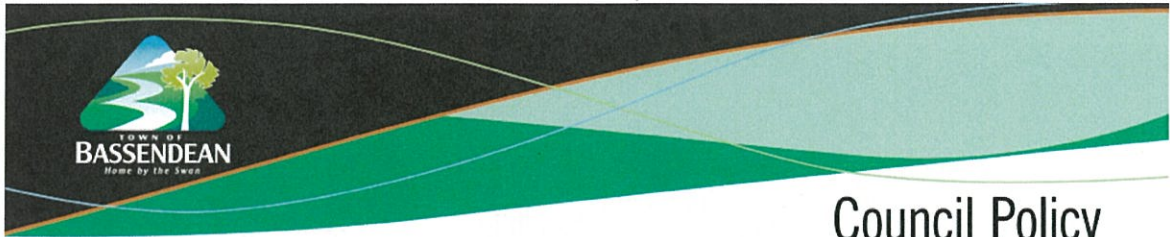
Contaminated Sites Act 2003
Basic Summary of Records Search Response

Report Generated at: 12:01:18PM, 28/06/2017

	<p>Action Required:</p> <p>The site is suitable for the current commercial/industrial land use provided that management of any excavation below 5.0m below ground level are undertaken as set out in the Sub-surface Management Plan (Coffey, 8 November 2013).</p>
Certificate of Title Memorial	<p>Under the Contaminated Sites Act 2003, this site has been classified as "remediated for restricted use". For further information on the contamination status of this site, please contact the Contaminated Sites Branch of the Department of Environment Regulation.</p>
Current Regulatory Notice Issued	<p>Type of Regulatory Notice: Nil</p>
General	<p>Date Issued: Nil</p> <p>No other information relating to this parcel.</p>

Disclaimer

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LOCAL PLANNING SCHEME NO. 10

LOCAL PLANNING POLICY NO. 6 - INDUSTRIAL ZONES DEVELOPMENT DESIGN GUIDELINES

OBJECTIVE

To ensure a high standard of industrial development, in terms of appearance, landscaping, provision of parking and access.

APPLICATION

This policy applies to all the land zoned 'Light Industrial' and 'General Industrial' under Local Planning Scheme No. 10.

POLICY

All development within the 'Light Industrial' and 'General Industrial' zones shall comply with the following requirements:

Building Setbacks

The minimum setback requirements for all buildings within these zones shall be in accordance with those prescribed as follows:

Front	13-00m
Rear	Nil
Side	4.50m one side
Secondary Street	6.00m

Plot Ratio Limit and Definition

The maximum plot ratio for a site is 0.75.

Plot ratio is defined as the ratio of the gross total of the areas of all the floor to the land within the site boundaries. In calculating the gross total of the areas of all floors the areas shall be measured over any walls provided that lift shafts, stairs, toilets and amenities, external wall thicknesses, plant rooms and the gross floor area of any floor space used for the parking of wheeled vehicles, including access to and from that space within the building, shall not be included.

Site Cover

The maximum site coverage permitted to any development excluding loading bay awnings is 50%.

Vehicle parking

Car parking spaces shall be provided, constructed and maintained in accordance with the provisions of Part 5 of the Scheme, Local Planning Policy No. 8 (Parking Specifications) and the approved plan relating thereto.

Landscaping

All development within these zones shall be landscaped in accordance with the following requirements

- a) the minimum width of front boundary landscaping shall be 2 metres, except in the case of a corner lot, in which case the minimum shall be 1.0 metres on the secondary street as nominated by Council;
- b) the minimum width of side boundary landscaping (excluding side street boundaries) shall be 1 metre, to be provided from the front boundary to the setback line;
- c) landscaping is to be provided in accordance with Councils landscaping policy as amended from time to time, and shall be maintained by the owner of the lot thereafter.
- d) Shade trees in car parking areas shall be provided at a ratio of 1 per six car parking bays recommended in the Councils' landscaping policy.

Security Fencing

Where a security fence is proposed on a street lot boundary, it shall be of an open style either mesh fencing or palisade style fencing and setback 2-metres behind the street alignment.

Solid screen fences on industrial sites are only acceptable where located at or behind the 13-metre building line to the front setback area. In the case of corner lots solid screen fencing must be setback 6-metres from the secondary street.

Service Access

Provision shall be made for service access in the following manner:

- a) a paved accessway shall be provided for vehicles from the street to the rear of and to any other part of the building where provision is made in the external walls of the building for the entry of or the loading or unloading of vehicles;

- b) the access way shall be so constructed that all vehicles using it can enter from and return to a street in forward gear without reversing any part of the vehicle onto a street; and
- c) except as hereinafter mentioned, the access way shall not be less than 4.5 metres in width, unless the size of the lot makes the provision of such an access way impracticable or unreasonable the Council may permit an access way of a narrower width but in no case less than 3.0 metres in width.
- d) the provision of on-site delivery manoeuvring areas where large single axle commercial vehicles can enter and leave the site in forward gear. The manoeuvring area shall be exclusive of car parking bays and the interior of the building.

Storage and Refuse areas

The Council may require the provision of one or more areas for the storage of refuse in a development. This area shall be:

- a) screened from view from any public street, and enclosed by a wall of masonry or other approved building material, and being of not less than 1.8 metres in height; and
- b) accessible to service vehicles.

Irrespective of whether a storage area is required for a development, no land shall be used for open storage purposes unless it is screened from view of any public street by a fence or wall built to the specifications and satisfaction of the Council.

Building Materials

The facades of all buildings facing public streets shall be constructed of brick, glass, stone, masonry or concrete in respect of the ground floor level. The second floor level, or its equivalent, may be constructed of other material in accordance with the Building Code of Australia.

The use of zincalume sheeting for construction of Industrial buildings is prohibited, unless such buildings or parts of buildings are not visible from any public street, or Council approval is granted to vary this requirement.

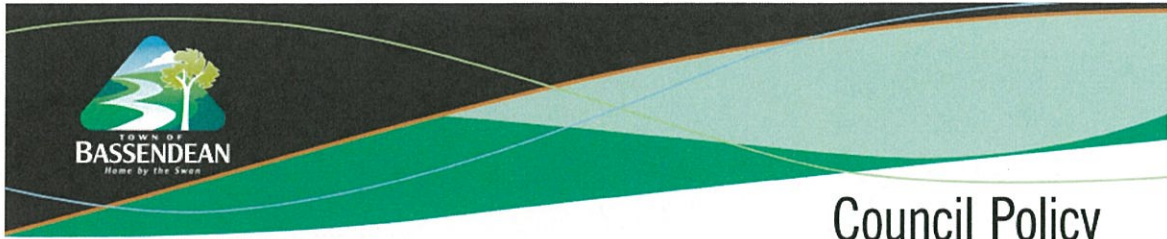
Floor Area

A factory or factory unit shall have a floor area of not less than 100m² and each the length and width shall not be less than 6 metres clear between the internal wall surfaces.

Factory Units

Multiple factory units on one lot shall not be permitted unless the following requirements are complied with:

- a) each factory unit shall have a visually screened service yard of not less than 16m² with a minimum depth of 2m adjoining and having connecting access to each unit; and
- b) the internal partition walls between factory units shall be constructed of brick, stone or concrete or other material approved by Council.



Council Policy

LOCAL PLANNING SCHEME NO. 10

LOCAL PLANNING POLICY NO 8

PARKING SPECIFICATIONS

OBJECTIVE

To ensure a high standard of construction of car parking bays in all developments within the Town, and to ensure that all parking bays and manoeuvre areas are constructed to an adequate size.

APPLICATION

This policy applies to all land within the Local Planning Scheme No. 10 area.

POLICY

Where provision of parking bays is required as a condition of planning approval, the following minimum construction requirements shall apply:

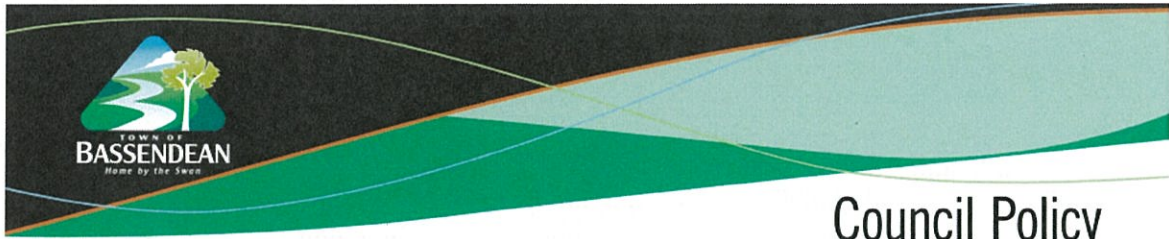
Material Type	DEVELOPMENT TYPE	
	Residential	Other
Asphalt	25mm of 7mm high bitumen asphalt over: a) 150mm crushed rock roadbase (CRRB); or b) 50mm CRRB above 150mm crushed limestone.	1. 25mm of 10mm asphalt over: a) 200mm CRRB or b) 75mm CRRB above 200mm crushed limestone. 2. 50mm of 14mm asphalt over 250mm crushed limestone.
Concrete	100mm (preferably reinforced with one layer of F63 mesh) over a minimum thickness of 150mm compacted clean sand.	125mm reinforced with F62 mesh over a minimum thickness of 150mm compacted clean sand.
Brick-paving	50mm (minimum) thick solid paving bricks over 25mm bedding sand and 100mm CRRB or crushed limestone. All 'free' edges to be supported by a header course on a 250mm x 50mm mortar bed.	80mm thick solid paving bricks laid in accordance with manufacturer's specifications (to be supplied with a Building Licence Application).

The dimension of car parking bays and manoeuvre areas shall be as follows:

Parking Angle	Width of Bay metres	Depth of Bay metres	Aisle Width metres		Distance Along Kerb metres	Kerb Overhang metres	Total Depth metres	
			1 Way	2 Way			1 Way	2 Way
90°	2.5	5.4	6.2	6.2	2.5	0.7	11.6	11.6
	2.7	5.4	5.8	5.8	2.7	0.7	11.2	11.2
	2.9	5.4	5.4	5.8	2.9	0.7	10.8	11.2
60°	2.5	5.7	4.6	5.8	2.9	0.6	10.3	11.5
	2.7	5.7	4.2	5.8	3.1	0.6	9.9	11.5
	2.9	5.7	4.0	5.8	3.3	0.6	9.7	11.5
45°	2.5	5.3	3.7	5.8	3.5	0.5	9.0	11.1
	2.7	5.3	3.3	5.8	3.8	0.5	8.6	11.1
	2.9	5.3	2.9	5.8	4.1	0.5	8.2	11.1
30°	2.5	4.4	2.9	5.8	5.0	0.3	7.3	10.2
	2.7	4.4	2.9	5.8	5.4	0.3	7.3	10.2
	2.9	4.4	2.9	5.8	5.8	0.3	7.3	10.2
0°	2.5	2.5	3.0	5.8	6.3	0.0	5.4	8.3
	2.5	2.5	3.3	5.8	6.1	0.0	5.8	8.3
	2.5	2.5	3.6	5.8	5.9	0.0	6.1	8.3

Requirements

1. Bays situated adjacent to walls or other obstructions which affects door opening, shall be increased in width by 0.3 metres on the side of the obstruction.
2. The length of parallel parking bays may be reduced to 5.4 metres for end bays where free access is available.
3. For dead-end aisles, an aisle extension of 2 metres shall be provided to facilitate access.
4. Where access aisles intersect, adequate truncations shall be provided to facilitate the simultaneous movement of vehicles to and from the access aisles (Refer AS 2890.1 - 85 percent to vehicle swept path with 300mm clearances each side).



Council Policy

Local Planning Policy No 15

Percent for Art Policy

1.0 Preliminary

1.1 Citation

This Policy is adopted by the Town of Bassendean as a Planning Policy pursuant to Section 2.4 of Local Planning Scheme No .10.

1.2 Purpose

The Town of Bassendean considers there is a need to protect and enhance the utility, amenity and identity of the public domain of places such as centres, main streets, squares and parks within its municipality.

The purpose of this Policy is to assist in achieving the following objectives:

- a) improving legibility by introducing public art which assists in making streets, open spaces and buildings more identifiable,
- b) enhancing a sense of place by encouraging public art forms which provide an interpretation and expression of the local area's natural physical characteristics and social values,
- c) improving interpretation of cultural, environmental and built heritage,
- d) improving visual amenity by use of public art to screen unattractive views and improve the appearance of places, and
- e) improving the functionality of the public domain through the use of public art to provide appropriate street furniture functions

1.3 Guidelines

Interpretation and implementation of this Policy shall be in accordance with the guidelines for Percent for Art Policy which is provided in Appendix A to this document)

2.0 Application

2.1 Public Art to be Required

The Town of Bassendean shall require eligible proposals to provide public art in accordance with the described method for determining Public Art contributions described hereunder.

2.2 Proposals Eligible for Public Art Contributions

2.2.1 Projects Eligible

All development proposals for multiple dwellings, mixed use, commercial, civic, institutional, educational projects or public works with a value greater than \$1,000,000* shall be regarded as eligible proposals under this Policy.

* Value as used for determining Building Licence fees

2.2.2 Area of Application

This Policy applies throughout the Town.

The Policy should be read in conjunction with Planning Policy No 1 – Bassendean Town Centre Area Strategy and Guidelines which requires a public realm contribution of 2% of building construction costs for all development in the Town Centre which includes provision for Public Art.

2.2.3 Proponents

This Policy shall apply to all proponents, with the exception of those exempt from obtaining Local Authority planning approval under other legislation. Those proponents/projects so exempted should utilise this Policy and associated Guidelines as a guide for the implementation of their respective Percent for Art Policy obligations where applicable.

3.0 Method of Determining Public Art Contribution

3.1.1 Method of determining Public Art Contribution

The cost of any Public Art provided under this Policy shall be no less than one percent of the value of the eligible proposal.

3.1.2 Form of Public Art Contribution

Public Art required pursuant to this policy shall be provided in kind. Where requested by the proponent, the Council may alternatively accept a cash-in-lieu payment in accordance with the Town of Bassendean guidelines for Percent for Art Policy.

3.1.3 Location of Public Art Contribution

Public Art provided in-kind pursuant to this Policy shall be provided on site, or on crown land immediately adjacent to the site.

3.1.4 Separate Approval Generally Not Required for Public Art

Public Art provided under this Policy, in fulfillment of a condition of Planning Approval, shall not require a further Development Application.

TOWN OF BASSENDEAN GUIDELINES FOR PERCENT FOR ART POLICY

1.0 Operation and Intent

These Guidelines are adopted by the Town of Bassendean for the purpose of direction for the interpretation and implementation of the Town's Percent for Art Policy.

2.0 Implementation of Universal Percent for Art

2.1 Prescribed Areas

The Town of Bassendean has prepared a Public Art Master Plan which divides the Town into precincts, and shows the location of proposed public art works.

2.2 Cash In Lieu

Where the proponent elects, the public art contribution may alternatively be cash-in-lieu based on the rate described in the Town of Bassendean's Universal Percent for Art Policy. Such cash-in-lieu are to be:

- a) paid to the Town of Bassendean's Public Arts Fund (Percent for Public Art); and
- b) expended on a public art project within the prescribed area in the Public Art Master Plan within which proposal is situated.

Individual funds contributed within a prescribed area may be accrued for more comprehensive or detailed art projects and/or areas as outlined in the Town of Bassendean's Public Art Master Plan.

2.3 Eligible Costs

For the purpose of cash in lieu contributions, costs associated with the production of an art project may include:

- i) professional artist's budget, including artist fees, Request for Proposal, material, assistants' labour costs, insurance, permits, taxes, business and legal expenses, operating costs, and art consultant's fees if these are necessary and reasonable.
- ii) Fabrication and installation of artwork,
- iii) Site preparation,
- iv) Structures enabling the artist to display the artwork,
- v) Documentation of the artwork, and
- vi) Acknowledgment plaque identifying the artist, artwork and development.

2.4 Equity, Safety and Universal Access

Public art should be made accessible to all members of the community, irrespective of their age and abilities. While art in public spaces might be considered primarily a visual experience, it can provide a range of sensory experiences for people with disabilities - artwork can be tactile, aural and give off pleasant smells as well as being visual. Artwork need not be monumental, but can be at heights suitable for people in wheelchairs to touch, move through and explore. Artwork can be interactive play objects for family groups and children. Interpretive signage in an easy to read format, including Braille, will ensure that artworks are inclusive of all members of the community. Where feasible and appropriate to the site and community, the Authority will commission artworks that can be enjoyed as an interactive experience, irrespective of age, mobility or ability.

2.5 Exclusions to Public Art

Art projects ineligible for consideration include:

- i) Business logo.
- ii) Directional elements such as supergraphics, signage or colour coding.
- iii) 'Art objects' which are mass produced such as fountains, statuary or playground equipment.
- iv) most art reproductions.
- v) landscaping or generic hardscaping elements which would normally be associated with the project.
- vi) services or utilities necessary to operate or maintain artworks.

2.6 Design Documentation

The artist will be required to prepare detailed documentation of the artwork at various stages of the commission, design, fabrication and implementation processes. Depending upon the project, the documentation may include concept drawings, maquettes, structural and other engineering drawings, photographic images of works in progress, photographic images of completed and installed work and a maintenance schedule.

2.7 Approval of Artwork

The approval of the Council shall be required prior to the creation and installation of the Public Art. It is preferable that the Council delegate authority to grant approval to the Public Art to an appropriate Officer, or duly appointed panel.

2.8 Clearance Process

The public artwork must be completed and installed prior to the first occupation of the new development, and maintained thereafter by the owner(s)/occupier(s).

Alternatively, Council may accept a suitable agreement prepared at the applicant's expense binding the proponent to complete the works within a specified timeframe.

3.0 Maintenance

3.1 Maintenance and Resistance to Vandalism

Artworks that are low maintenance, robust, durable and resistant to Vandalism will be encouraged. Artists will be required to present the Town with a maintenance schedule at the completion of the commission.

3.2 Recording

The public artwork will be registered in the Town's Public Art Inventory once the artwork is completed.

3.3 Decommissioning

The proponent (or Town where the public art is situated on Crown Land) may decide to remove an artwork because it is in an advanced state of disrepair or damage, because the artwork is no longer considered suitable for the location or for other reasons. In such cases, the Town will prepare a documented archival record of the artwork prior to its removal.

The proponent (or Town where the public art is situated on Crown Land) must make a reasonable attempt to contact the artist at least 28 days ahead of any relocation, sale, alteration or removal of an artwork.

4.0 Creative Development Process

4.1 Creative Design Process

The proponent will commission artists and coordinate and manage the process by which they work alongside architects, landscape architects, planners and engineers. There will be a variety of approaches resulting in some easily identifiable artworks, and others that will be merged as an integral part of construction. While there is certainly a place for sculpture and civic landmark, there is also room for colour, movement, whimsy and theatre. This policy gives equal value to the purely aesthetic and to the functional.

4.2 Consultation with Stakeholders

Where appropriate, an invitation should be extended to community members to participate in the artwork process.

Some groups in the community are not comfortable with the expression of interest and tender processes, and will not enter into them without assistance. While artists from these groups will be encouraged to apply for all publicly advertised commissions, there may be opportunities for designating specific commissions for them. In such cases, the selection processes outlined above may be modified and more assistance given to the artists submitting Expressions of Interest or Requests for Proposals.

4.3 Collaboration

There is an expectation that commissioned artists will work in collaboration with other consultants engaged by the Proponent (most commonly, but not exclusively, landscape architects, urban planners and engineers) and that the conceptual and technical requirements of these professionals will be duly regarded by the artist when designing and installing the artwork.

There is an equal expectation that the artists' aesthetic judgement will be respected by other consultants engaged by the proponent. Changes to an artwork, even at concept stage, can only be made with the full knowledge and approval of the artist.

5.0 Artists Rights

5.1 Definition of Artist

Only professional artists will be eligible to carry out public art commissions. As the term 'artist' is self-referencing, for the purposes of this policy a professional visual artist can be defined as a person who fits into at least two of the following categories:

- A person who has a university degree or minimum 3 year full time TAFE Diploma in visual arts, or when the brief calls for it, other art forms such as multi media;
- A person who has a track record of exhibiting their artwork at reputable art galleries that sell the work of professional artists;
- A person who has had work purchased by major public collections, including (but not limited to) the Art Gallery of Western Australia, any of the university collections or Artbank;
- A person who earns more than 50% of their income from arts related activities, such as teaching, selling artwork or undertaking public art commissions.

Sometimes it will be appropriate to be more flexible and seek people other than professional artists to carry out artwork commissions. This may apply in instances when young, emerging and indigenous artists or students may be considered appropriate.

5.2 Artist Contract

The proponent will be required to forward copies of the artist's contract, maintenance schedule and artist contact details to the Town at the commencement of the project. In the case where the proponent is the Town, it shall satisfy itself that these requisites have been satisfied.

5.3 Moral Rights

Since 2000 moral rights legislation has protected artists. In brief, an artist's moral rights are infringed if:

- Their work is not attributed or credited;
- Their work is falsely attributed to someone else; or
- Their work is treated in a derogatory way by distorting, modifying or removing it without their knowledge or consent.

In practical terms this means that all artworks should have the artist's name on or attached to it, that the Town cannot change an artwork in any way without seeking the artist's permission; likewise, cannot remove or re-locate the artwork without seeking the artist's permission. It may be that an artist has moved and the Town cannot find them, but evidence that a reasonable attempt to find the artist must be provided.

The Town will take special care to ensure that acts of restoration or preservation (of artworks) will be conducted in a sensitive manner with prior consultation with the artists. Wherever possible, preservation or restorative works should be carried out by professional conservators.

Special care will also be taken with the moral rights associated with works created by more than one artist, in that it is acknowledged that collaborators on artistic creations can take different views on issues such as relocation and restoration.

5.4 Acknowledgement of Artwork

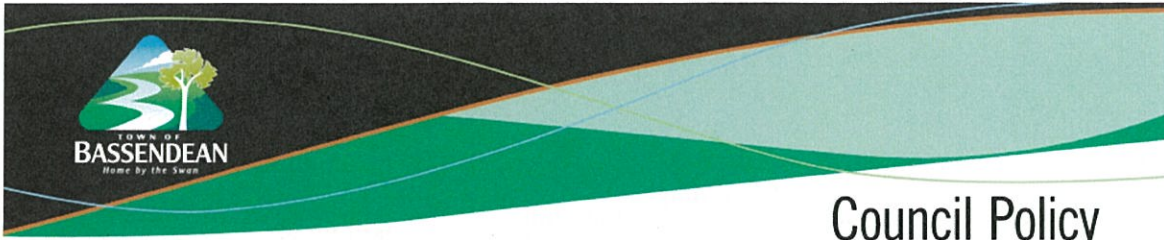
In line with moral rights legislation, the proponent will install a plaque or plate near each artwork, acknowledging the name of the artist, and the name of the person, agency or company who funded the artwork.

5.5 Copyright of Artwork

Once an artwork has been completed and accepted by the Town, copyright will be held jointly by the Town and the artist. In practical terms this means that the Town has the right to reproduce extracts from the design documentation and photographic images of the artwork for non-commercial purposes, such as annual reports, information brochures about the Authority and information brochures about the artwork. The artist will have the right to reproduce extracts from the design documentation or photographic images of the artwork in books or other publications associated with the artist or artwork.

5.6 Fees to Artists

A fee may be paid to artists invited to submit a Request for Proposal (RFP) and this may be credited to the value of the Public Art required under the Policy. The amount will be at the discretion of the proponent and in proportion to the overall artwork budget. The fee will be paid after the proposal had been submitted, deemed to comply with the requirements and the artist has attended their interview.



Council Policy

LOCAL PLANNING POLICY NO. 16 CONTROL OF ADVERTISEMENTS UNDER THE LOCAL PLANNING SCHEME NO. 10

1. PURPOSE OF POLICY

The principal purpose of this Policy is to provide assistance to the local government when determining an application for planning approval to erect, place or display an advertisement under the Town of Bassendean Local Planning Scheme no 10 (the "Scheme"). The Policy provides this assistance by setting out the standards which apply to different types of advertisement, the considerations which the local government should have regard to in determining an application for planning approval for an advertisement and the conditions which may be appropriately imposed on the approval of an application for planning approval for an advertisement.

This policy has been made in accordance with clause 2.2 of the Scheme. The Policy does not bind the local government in respect of any application for development approval but the local government is to have due regard to the provisions of the Policy and the objectives which the Policy is designed to achieve before making it's determination.

2. CONSIDERATIONS IN DETERMINING APPLICATION FOR PLANNING APPROVAL

Considerations relevant to the determination of an application for development approval for an advertisement include:

- the category of advertisement;
- the standard specifications for the category of advertisement;
- the acceptable deviation from the standard specifications;
- the matters which the local government is directed to have regard to under the Scheme; and
- the manner of and the position in which the advertisement is to be displayed.

2.1 Categories of Advertisements

An advertisement is to be classified according to the following categories:

Animated sign - an advertisement which moves or is capable of moving, or contains moving parts or which changes its message, flashes on and off, chases, scintillates or has a moving, flashing or scintillating border or emblem, and includes a light display for the advertisement.

Development sign - an advertisement displayed on a lot which has been approved by the Western Australian Planning Commission for subdivision, advertising the lots for sale but upon which no work has taken place at the time of the application for planning approval of the device.

Fence sign - means an advertisement affixed to a fence on land, which advertisement will be visible from outside that land.

Hoarding - a detached or detachable structure, other than a pylon sign, that is erected for the sole purpose of displaying an advertisement and includes a wall panel or an illuminated panel but does not include a hoarding within the meaning of section 377 of the *Local Government (Miscellaneous Provisions) Act 1960*.

Horizontal sign - an advertisement attached to a building with its largest dimension horizontal.

Illuminated panel - a posted or painted advertisement externally illuminated by an artificial source of light.

Illuminated sign - an advertisement that is so arranged as to be capable of being lighted either from within or without the advertisement by artificial light provided, or mainly provided, for that purpose.

Institutional sign - an advertisement displayed on any land or building used as a surgery, clinic, hospital, rest home, home for the aged, or other place of a similar nature.

Other advertisement - an advertisement which is not described by any other category of advertisement referred to in clause 2.1 of this Policy.

Portable sign - means a portable free standing sign that only advertises a product or service available on the land on which it is erected, and includes a sandwich board sign consisting of two sign boards attached to each other at the top by hinges or other means, with a sign face not exceeding 1m² on each side.

Projection sign - an advertisement that is made by the projection of artificial light on a structure.

Property transaction sign - an advertisement indicating that the premises on which it is displayed are for sale or for lease or are to be auctioned.

Pylon sign - an advertisement supported by one or more piers and which is not attached to a building, and includes a detached sign framework supported on one or more piers to which sign infills may be added.

Roof sign - an advertisement displayed on the roof of a building.

Rural producer's sign - an advertisement displayed on land used for horticultural purposes and which advertises products produced or manufactured upon the land and includes the property owner's or occupier's name.

Semaphore sign - an advertisement supported at one of its ends only.

Sign infill - a panel which can be fitted into a pylon sign framework.

Tower sign - an advertisement displayed on a mast, tower, chimney stack or similar structure.

Verandah sign - an advertisement above, on or under a verandah, cantilever awning, cantilever verandah and balcony whether over a public thoroughfare or private land.

Vertical sign - an advertisement attached to a building with its largest dimension vertical.

Wall panel - a panel used for displaying a posted or painted advertisement.

Wall sign - an advertisement which is a sign painted on or directly affixed to the fabric of a wall.

2.2 Standard specifications

In addition to the specifications contained in Table 1, the specifications and requirements for each category of advertisement referred to in clause 2.1 follow.

2.2.1 Development signs

A development sign is to be removed from the site within 2 years of the grant of planning approval for the sign or when all of the lots, by number, in the subdivision being advertised have been sold, whichever is the sooner.

2.2.2 Hoardings

Hoardings should not –

- (a) be displayed in a Residential Zone be displayed any closer than its own height to a thoroughfare or a public place; and
- (b) have any part of it closer than 15 metres to any other advertisement displayed on the same lot.

2.2.3 Projection sign

An application for approval for a projection sign should not be approved if, upon the sign being projected onto a structure, it exceeds the specifications stated in columns 2, 3 and 4 of Table 1.

2.2.4 Property transaction sign

- (1) A property transaction sign advertising an auction shall, if approved -
 - (a) not be erected more than 28 days before the proposed date of the auction;
 - (b) be removed no later than 14 days after the auction, subject property has been sold, or at the direction of the local government whichever is the sooner; and

- (c) where such a sign is erected on land having a frontage to a road that is a main road within the meaning of the *Main Roads Act 1982*, consist of letters not less than 150 mm in height.
- (2) A property transaction sign advertising that flats and dwelling units in a building erected, or to be erected, are, or will be available for letting or for purchase shall, if approved -
 - (a) not be erected before the issue of a building licence for any such building; and
 - (b) not be erected or maintained for a period exceeding three months following completion of any such building, without the prior approval of the local government.
- (3) Any property transaction sign of any description shall be erected on the land to which it relates and not elsewhere.

2.2.5 Roof sign

A roof sign should not extend laterally beyond the external wall of the structure or building on which it is erected or displayed.

2.2.6 Semaphore sign

- (1) A semaphore sign should be fixed -
 - (a) at right angles to the wall or structure to which it is to be attached; and
 - (b) over or adjacent to the entrance to a building.
- (2) No more than one semaphore sign should be fixed over or adjacent to any one entrance to a building.

2.2.7 Verandah sign - verandah facia

A verandah sign fixed to the outer or facia of a verandah shall not project beyond the outer frame or surround of the facia.

2.2.8 Verandah sign - under verandah

A verandah sign under a verandah should be fixed at right-angles to the front wall of the building to which it is to be affixed except on a corner of a building at a thoroughfare intersection where the sign may be placed at an angle with the wall so as to be visible from both thoroughfares.

2.2.9 Vertical sign

A vertical sign where placed on a corner of a building at a thoroughfare intersection, may be placed at an angle with the wall so as to be visible from both thoroughfares.

2.2.10 Wall panel

A wall panel should comprise a framework surround with a lockable transparent cover behind which separate notices may be pinned affixed or painted.

2.3 Acceptable deviation

The local government may exercise its discretion to approve a deviation from the specific standards subject to the applicant demonstrating that the likely affect of the location, height, bulk, scale, orientation and appearance of the advertisement will not:

- (a) conflict with or detrimentally affect the amenity of the locality;
- (b) interfere with traffic safety; and
- (c) create visual pollution.

2.4 Proposed placement of advertisement

An advertisement should not be displayed where -

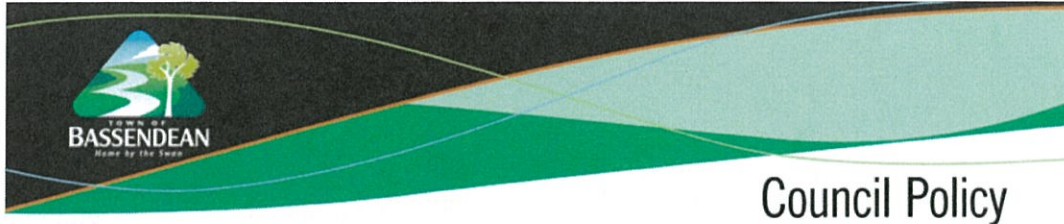
- (a) it would detract from the aesthetic environment of a park or other land used by the public for recreation;
- (b) in the case of an internally illuminated advertisement, its display would cause glare or dazzle or would otherwise distract the driver of any vehicle;

- (c) in the case of an externally illuminated advertisement, the light would not be directed solely onto the device and its structural surround and the light source be so shielded that glare would not occur or extend beyond the advertisement and cause the driver of any vehicle to be distracted;
- (d) it would be likely to interfere with, or cause risk or danger to traffic on a thoroughfare by virtue of the fact that it
 - (i) may be mistaken or confused with, or obstruct or reduce the effectiveness of any traffic control device;
 - (ii) would invite traffic to turn and would be sited so close to the turning point that there would not be reasonable time for a driver of a vehicle to signal and turn safely;
 - (iii) would invite traffic to move contrary to any traffic control device;
 - (iv) would invite traffic to turn where there is fast moving traffic and no turning lane;
 - (v) may obscure the vision of a person driving a vehicle.
- (e) in the case of an illuminated advertisement, it may be confused with or mistaken for the stop or tail light of a vehicle or vehicles;
- (f) it significantly obstructs or obscures the view of a river, the sea or any other natural feature of beauty; or
- (g) it would detrimentally affect the amenity of the area.
- (h) It would detrimentally affect the significance and aesthetics of a Heritage Area or a place on the Heritage List.

TABLE 1 - STANDARD SPECIFICATIONS

Advertisement	Max height of device M	Max length/width of device m	Max area.m ²	Min Headroom m	Max height above ground m	Projection max mm	Setbacks front m	Setbacks side M	Other Setbacks M	Minimum distance between ads	Location
Animated signs	1.5	1	3	2.4	6.0		2	1	6		
Development sign	4	5	20	1.0	5.0		15	10	15-		Development sites
Fence sign	1	20					2 x height	1			On fence
Hoarding			36	1.0			15				Non residential sites
Horizontal sign				2.4		0.6		1			Fixed on wall
Height above thoroughfare											Not to be fixed within 0.6m of end of wall
Less than 7.6	0.6										
7.6 to 9.0	0.7										
9.1 to 12	0.9										
More than 12 (if there is no roof sign on the building)	4.5										
Illuminated sign	5	3	5	2.4	6.0	900	2	1	36		
Institutional sign			3								
Other advertisement	6	8	30	-	6.0		6	3	6		As approved
Portable sign	1										A business may erect not more than one portable sign that does not project into the thoroughfare and is displayed during normal hours of business.
Projection sign	12	12	90	-	12.0						
Property transaction sign											- Transaction site
(a) Dwellings	3	4	5								
(b) multiple dwellings, shops, etc	4	5	20		5.0						
(c) large properties	6	8	30		6.0						
Pylon sign	6	2	4	2.4	6	900	1	2	6		Min 6m clearance of another sign

Advertisement	Max height of device M	Max length/width of device m	Max area.m ²	Min Headroom m	Max height above ground m	Projection max mm	Setbacks front m	Setbacks side M	Other Setbacks M	Minimum distance between ads	Location
Roof sign				-					-		Not to extend beyond walls of buildings Roof signs will be subject to a structural engineers certificate Maximum height of roof sign 30m
Height of main building above ground level	0.9 1.2 2.0 3.0 4.0										
Semaphore sign	0.6	0.9		2.4	3.6	900	-	1	-		
Tower sign	20% of mast, tower or chimney	width of mast, tower, chimney, or structure where sign affixed		2.4							
Verandah sign	0.8	4	3	-	5	Nil	-		-		
-above facia	-	6	4	-	-	Nil					
-on facia		2.4		2.7	-	Nil					
-below facia	0.3										
Vertical sign				0.3		600				3.6	Not to be fixed within 1,8m of end of wall, or project more than 1.0m above the wall to which it is affixed
Wall panel	1.5	1.5	3	-	3.0	100	-		-		
Wall sign	3	8	12	1.0	5.0	100	-		-		



LOCAL PLANNING POLICY NO. 18 LANDSCAPING WITH LOCAL PLANTS

Background

Landscaping is the term used to describe any vegetation and associated structures such as rockeries, ponds, sleepers and walls. It includes turf and grasses. Landscaping can enhance privacy, act as a natural cooling system for homes, soften the built form, create visual relief and generally improve the aesthetic appeal of new and existing developments. In addition to this, landscaping with local native vegetation can help to protect biodiversity and natural heritage values and contribute to a 'sense of place' for the area.

Landscaping can be a major component of urban renewal programs providing a boost for the local economy by stimulating business. Local plant themes can be incorporated into the landscaping of major roads, shopping centres, public transport routes, civic buildings and new developments.

The replacement of local native vegetation with exotic landscaping, coupled with the associated increase in water and fertiliser use, has an impact on water quality and the health of the Swan-Canning catchment.

1.1 Citation

This policy is adopted by the Town of Bassendean as a Planning Policy pursuant to Section 2.4 of Local Planning Scheme No. 10.

1.2 Purpose

The purpose of this policy is to assist the Town of Bassendean to promote the protection and enhancement of natural resources within the region by prescribing minimum standards for landscaping with local native plants.

1.3 Application of this policy

This policy applies to all applications that require planning consent under the Local Planning Scheme and require landscaping to be provided.

This policy has limited effect to applications based on Council's Energy Efficient Design Policy which encourages deciduous trees and plants to be provided in certain circumstances to aid summer shading.

1.4 Objectives

The objectives of the Town of Bassendean's 'Landscaping with Local Plants Policy' are to:

- provide development applicants with guidance as to the standard of landscaping expected by Council;
- build pride in the Town of Bassendean's natural environment and foster a 'sense of place' in the community through appropriate landscaping;
- Reduce threats to biodiversity by avoiding plant selection that may lead to future environmental weed problems;
- create visual stimulus and contrast between natural and built features;
- soften the impact of the built form;
- maintain and further promote the amenity and resultant quality of life provided for residents of the Town of Bassendean;
- promote better utilisation of water resources and the development of practices which conserve water; and
- minimise the extent of fertilisers leaching into drains and waterways, and in turn maintaining water quality within the Town.

1.5 Requirements

Landscape plans illustrating all landscaped areas must be prepared ideally by a professional landscape designer or qualified horticulturalist or landscape architect and submitted for Council's approval. Plans must focus on the use of local species and are to be prepared to a scale of not less than 1:200 and should show:

- street frontages, neighbouring buildings and fence lines;
- contours – both within the site and for the adjoining verge;
- reticulation details (type and method of operation);
- details of ground treatment for all common areas (for example; grass, paving, ground covers, mulch);
- plant legend, including the number of plants and species name including pot-size of plants at the time of planting; and
- accurate details of existing tree positions, with further detail for trees over 2m in height (species, trunk diameter, drip line and crown height).

Vegetation should be of sufficient size and spacing to meet the objectives of the policy within two years and landscaped areas must be developed in accordance with the approved plan and maintained thereafter for a period of twenty-four months

The following web site is one useful resource that shows local plants that are endemic to the area <http://www.apacewa.org.au/nursery>.

1.6 Relationship to LPS

This policy complements the Local Planning Scheme No. 10, the Residential Design Codes of Western Australia. This policy should be read in connection with:

1. Council's Street Tree Removal and Replacement Policy, Amenity Tree Evaluation Policy which controls trees within the verge area adjoining development sites;
2. Council's Verge treatment policy; and
3. Council's policy on the Retention of Trees on Development Sites.

Under the Local Planning Scheme No. 10, each application for planning approval is to be accompanied by:

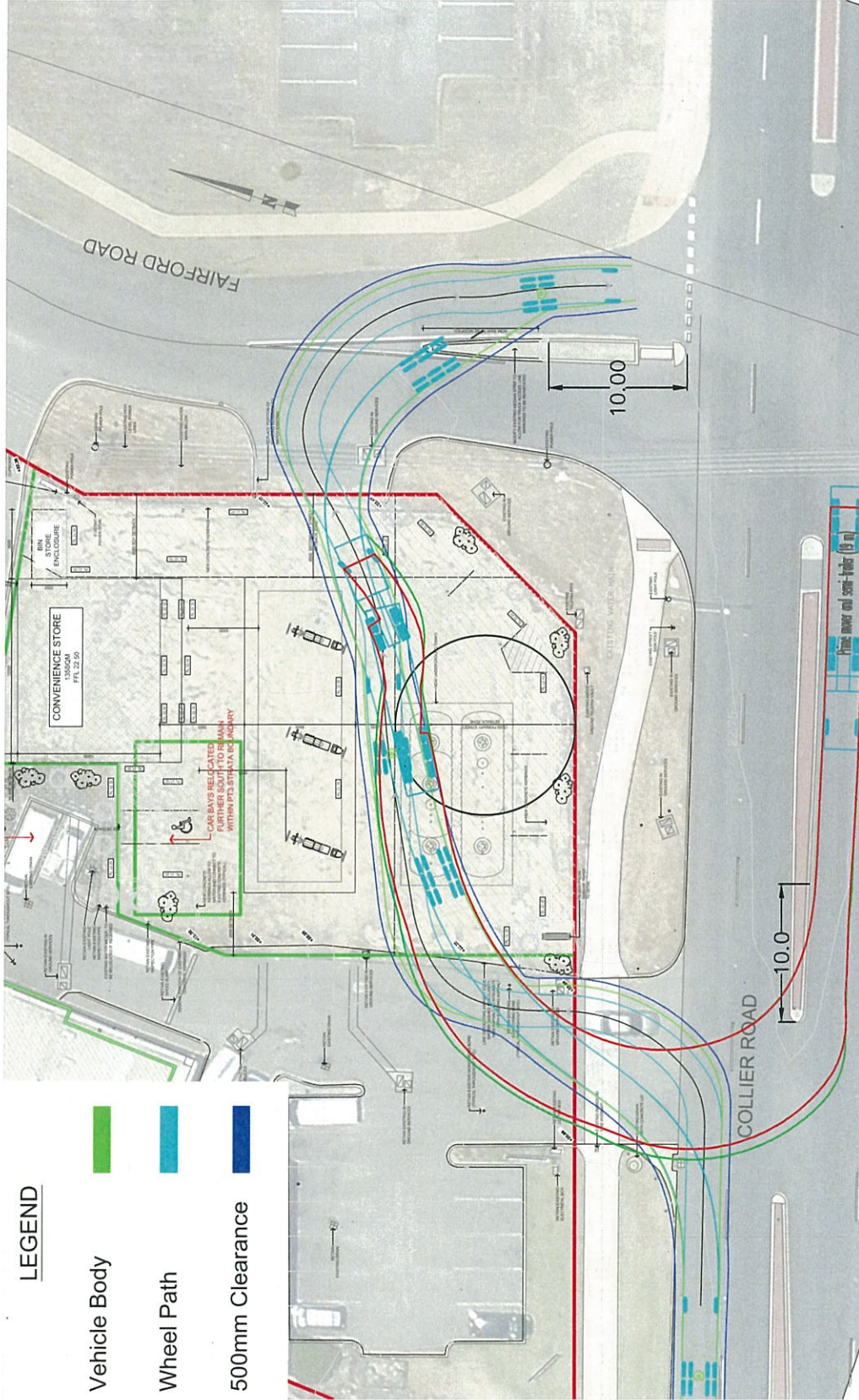
1. The existing and proposed ground levels over the whole of the land the subject of the application and the location, height and type of all existing structures, and both the structures and vegetation proposed to be removed; and
2. The nature and extent of any open space and landscaping proposed for the site.

Under the Residential Design Codes each application for planning approval is required to be accompanied by an existing site analysis plan showing:

1. The position, type and size of any tree exceeding 3m in height; and
2. The street verge, including footpaths, street trees, crossovers, power poles and any service such as telephone, gas, water and sewerage in the verge.

LEGEND

- Vehicle Body
- Wheel Path
- 500mm Clearance



335 Collier Rd, Bassendean

Vehicle Maneuvering Plan - 19m Semitrailer - Right hand turn (red) into the site from Collier Road

17/05/2017
Scale: 1:250 @ A3

