



Metro Central Joint Development Assessment Panel Agenda

Meeting Date and Time: 21 August 2017; 10:30am
Meeting Number: MCJDAP/253
Meeting Venue: Town of Bassendean
48 Old Perth Road
Bassendean

Attendance

DAP Members

Mr Charles Johnson (Presiding Member)
Ms Sheryl Chaffer (Deputy Presiding Member)
Mr Brett Lovett (A/Specialist Member)
Cr Gerry Pule (Local Government Member, Town of Bassendean)
Cr Renee McLennan (Local Government Member, Town of Bassendean)

Officers in attendance

Mr Dylan Stokes (Town of Bassendean)

Local Government Minute Secretary

Ms Amy Holmes (Town of Bassendean)

Applicants and Submitters

Mr Marc Re (Planning Solutions)

Members of the Public / Media

Nil

1. Declaration of Opening

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

2. Apologies

Mr Michael Hardy (Specialist Member)

3. Members on Leave of Absence

Panel member, Mr Michael Hardy has been granted leave of absence by the Director General for the period of 19 July 2017 to 25 August 2017 inclusive.



4. Noting of Minutes

Note the Minutes of Metro Central JDAP meeting No.250 held on the 27 July 2017.

The Minutes of Metro Central JDAP meeting No.252 held on 16 August 2017 were not available at time of Agenda preparation.

5. Declarations of Due Consideration

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

6. Disclosure of Interests

Nil

7. Deputations and Presentations

- 7.1** Mr Marc Re (Planning Solutions) presenting in support of the application at Item 8.1. The presentation will support the application.

8. Form 1 - Responsible Authority Reports – DAP Applications

- | | | |
|------------|------------------------|--|
| 8.1 | Property Location: | Lot 125 (No. 3/335) Collier Road, Bassendean |
| | Application Details: | Proposed Convenience Store |
| | Applicant: | Planning Solutions |
| | Owner: | Amtank PTY LTD |
| | Responsible authority: | Town of Bassendean |
| | DAP File No: | DAP/17/01224 |

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

Nil

10. Appeals to the State Administrative Tribunal

Nil

11. General Business / Meeting Closure

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



Minutes of the Metro Central Joint Development Assessment Panel

Meeting Date and Time: 27 July 2017; 3pm
Meeting Number: MCJDAP/250
Meeting Venue: Town of Victoria Park
99 Shepperton Road
Victoria Park

Attendance

DAP Members

Mr Charles Johnson (Presiding Member)
Mr Christopher Antill (Deputy Presiding Member)
Mr Luigi D'Alessandro (Specialist Member)
Cr Keith Hayes (Local Government Member, Town of Victoria Park)
Cr Vicki Potter (Local Government Member, Town of Victoria Park)

Officers in attendance

Ms Rochelle Lavery (Town of Victoria Park)
Mr Julio Gonzalez (Town of Victoria Park)

Local Government Minute Secretary

Ms Vanessa Frankson (Town of Victoria Park)

Applicants and Submitters

Mr Matt Evans (Celsius Developments)
Mr Tom Leatherbarrow (Hillam Architects)
Mr Dan Lees (TPG+PlaceMatch)
Mr Andrew Pierce (Celsius Developments)

Members of the Public / Media

Nil

1. Declaration of Opening

The Presiding Member declared the meeting open at 3pm on 27 July 2017 and acknowledged the past and present traditional owners and custodians of the land on which the meeting is being held.

Mr Charles Johnson
Presiding Member, Metro Central JDAP



The Presiding Member advised that the meeting is being audio recorded in accordance with Section 5.16 of the Standing Orders 2012; No Recording of Meeting, which states: "*A person must not use any electronic, visual or audio recording device or instrument to record the proceedings of the DAP minutes unless the Presiding Member has given permission to do so*". The Presiding Member granted permission for the minute taker to record proceedings for the purpose of the minutes only.

2. Apologies

Nil

3. Members on Leave of Absence

Nil

4. Noting of Minutes

Note the Minutes of Metro Central JDAP meeting No.246 held on the 7 July 2017 and meeting No.247 held on the 12 July 2017.

The Minutes of Metro Central JDAP meeting No.249 held on 20 July 2017 were not available at time of Agenda preparation.

5. Declarations of Due Consideration

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

6. Disclosure of Interests

Nil

7. Deputations and Presentations

7.1 Mr Andrew Pierce (Celsius Developments) addressed the DAP for the application at Item 10.1.

7.2 Mr Tom Leatherbarrow (Hillam Architects) addressed the DAP for the application at Item 10.1.

8. Form 1 - Responsible Authority Reports – DAP Applications

Nil

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

Nil

Mr Charles Johnson
Presiding Member, Metro Central JDAP



10. Appeals to the State Administrative Tribunal

10.1	Property Location:	646 - 660 Albany Highway and 1-3 Miller Street, Victoria Park
	Application Details:	Amendment to Development Approval – Additional Partial Seventh Storey with 4 Multiple Dwellings, to approved Mixed Use Development Comprising Shops, Restaurants, Offices, Tavern, 101 Multiple Dwellings & One (1) Grouped Dwelling
	Applicant:	Hillam Architects
	Owner:	FowlJeff Holdings Pty Ltd and Fowler Group Holdings Pty Ltd
	Responsible authority:	Town of Victoria Park
	DAP File No:	DAP/16/01046

REPORT RECOMMENDATION / PRIMARY MOTION

Moved by: Cr Vicki Potter

Seconded by: Cr Keith Hayes

That the Metro Central Joint Development Assessment Panel, pursuant to section 31 of the *State Administrative Tribunal Act 2004* in respect of SAT application DR 72 of 2017, resolves to:

1. **Reconsider** its decision dated 13 February 2017 and **refuse** the JDAP Application reference DAP/16/01046 and accompanying amended plans dated received 24 May 2017 in accordance with Deemed Clause 68 of the *Planning and Development (Local Planning Schemes) Regulations 2015* and Clause 30 of the Metropolitan Region Scheme, for the proposed Amendment to Development Approval – Additional Partial Seventh Storey with 4 Multiple Dwellings, to the approved Mixed Use Development Comprising Shops, Restaurants, Offices, Tavern, 101 Multiple Dwellings & One (1) Grouped Dwelling at 646 - 660 Albany Highway and 1-3 Miller Street, Victoria Park, for the following reasons:

Reasons

1. The proposal is non-compliant with Town Planning Scheme No. 1 Clause 29(3) 'Determination of Non-Complying Applications' as it is:
 - (i) inconsistent with:
 - the orderly and proper planning of the locality;
 - the conservation of the amenities of the locality;
 - the likely future development of the locality; and
 - (ii) would have an undue adverse affect on:
 - the occupiers or users of the development;
 - the property in, or the inhabitants of, the locality; and
 - the likely future development of the locality.

Mr Charles Johnson
Presiding Member, Metro Central JDAP



2. The development does not satisfy the relevant matters to be considered under Deemed Clause 67 of the *Planning and Development (Local Planning Schemes) Regulations 2015* as follows:
- a) The aims and provisions of this Scheme and any other local planning schemes operating within the Scheme area;
 - b) The requirements of orderly and proper planning including any proposed local planning scheme or amendment to this Scheme that has been advertised under the *Planning and Development (Local Planning Schemes) Regulations 2015* or any other proposed planning instrument that the local government is seriously considering adopting or approving;
 - g) Any local planning policy for the Scheme area;
 - m) The compatibility of the development with its setting including the relationship of the development to development on adjoining land or on other land in the locality including, but not limited to, the likely effect of the height, bulk, scale, orientation and appearance of the development;
 - n) The amenity of the locality including the following –
 - i. Environmental impacts of the development;
 - ii. The character of the locality;
 - iii. Social impacts of the development.
 - (y) any submissions received on the application;
 - (zb) Any other planning consideration the local government considers appropriate.
3. The approval of this development will set a precedent for future similar applications along Albany Highway contrary to the orderly and proper planning of the locality.

The Report Recommendation/Primary Motion was put and CARRIED (3/2)

For: Cr Vicki Potter
Cr Keith Hayes
Mr Christopher Antill

Against: Mr Charles Johnson
Mr Lou D'Alessandro

REASON: In accordance with details contained in the Responsible Authority Report.

Mr Charles Johnson
Presiding Member, Metro Central JDAP



11. General Business / Meeting Closure

The Presiding Member reminded the meeting that in accordance with Standing Order 7.3 only the Presiding Member may publicly comment on the operations or determinations of a DAP and other DAP members should not be approached to make comment.

There being no further business, The Presiding Member, Mr Charles Johnson declared the meeting closed at 3.37pm

A handwritten signature in black ink, appearing to read 'C Johnson', enclosed in a rectangular box.

Mr Charles Johnson
Presiding Member, Metro Central JDAP

Form 1 - Responsible Authority Report

(Regulation 12)

Property Location:	Lot 125 (No. 3/335) Collier Road, Bassendean
Development Description:	Proposed Convenience Store
DAP Name:	Metropolitan Central JDAP
Applicant:	Planning Solutions
Owner:	Amtank PTY LTD
Value of Development:	\$2.1 million
LG Reference:	DABC/BDVAPPS/2017-087
Responsible Authority:	Town of Bassendean
Authorising Officer:	Dylan Stokes, Planning Officer
Department of Planning File No:	DAP/17/01224
Report Due Date:	8 August 2017
Application Receipt Date:	25 May 2017
Application Process Days:	75 days
Attachment(s):	<ol style="list-style-type: none"> 1. Applicant's Development Application Report prepared by Planning Solutions submitted on 24 May 2017. 2. Final set of plans dated 12 July 2017 (Amendments made to plans that differ from plans incorporated as part of Planning Solutions initial report) 3. Correspondence on behalf of the Department of Planning dated 3 July 2017. 4. Correspondence on behalf of the Department of Environment Regulation dated 28 June 2017. 5. Town of Bassendean Local Planning policies: <ol style="list-style-type: none"> i. No. 6 – Industrial Zones Development Guidelines; ii. No. 8 – Parking Specifications; iii. No. 15 – Percent for Art Policy; iv. No. 16 – Control of Advertisements under the Local Planning Scheme No. 10; and v. No. 18 – Landscaping with Local Plants. 6. Turning template showing a right hand turn for 19m fuel vehicles from Collier Road prepared by the Town.

Officer Recommendation:

That the Metro Central JDAP resolves to:

Approve DAP Application reference DAP/17/01224 and accompanying plans:

Dwg No.	Drawing Name	Rev No.	Dwg Date
SK10	Site Plan – Car Bays	B	11 July 2017
SK08	Elevations	C	11 July 2017
T17.041.sk01b	Austroads 2013 – 19.0m Semitrailer	N/A	17 May 2017
T17.041.sk02b	Austroads 2013 – 8.8m Service Vehicle (Left turn into the site from Collier Road, accessing the fill point and right turn out onto Fairford Street)	N/A	17 May 2017
T17.041.sk03b	Austroads 2013 – 8.8m Service Vehicle (Exit the loading bay in forward gear and right turn out onto Fairford Street)	N/A	17 May 2017
T17.041.sk04b	Austroads 2013 – B99 Car (Entry from Fairford Street)	N/A	17 May 2017
T17.041.sk05b	Austroads 2013 – B99 Car (Exit to Fairford Street)	N/A	17 May 2017
Town of Bassendean Right Turn from Collier Road	Vehicle Manoeuvring Plan – 19m Semitrailer – Right hand turn (red) into the site from Collier Road	N/A	17 May 2017

In accordance with Clause 68 of the *Planning and Development (Local Planning Schemes) Regulations 2015* and the provisions of the Town of Bassendean Local Planning Scheme No. 10 subject to the following conditions as follows:

1. This approval is for the use of the building as a Convenience Store only. Any alternative use of the premises will require the submission of an application to the Town for a change of use.
2. Revised drawings shall be submitted in conjunction with the application for a building permit and such drawings shall demonstrate:
 - a. A reduced height to Price Board sign from 7m to a maximum height of 6m.
 - b. The bin area is to be masonry in construction and equipped with a hose cock. The floor must be graded to a floor waste and connected to sewer.
 - c. A replacement crossover to Fairford Street incorporating a 5m turning radius for both the crossover wings.
 - d. The median strip on Collier Road is to be modified to be flush for a length of 10m as shown on the approved turning template to allow fuel vehicles to turn right from Collier Road and adequately enter the site.

- e. Details of a sign to be added inside the lot adjoining the Fairford Street crossover preventing fuel vehicles from entering the site from Fairford Street.
 - f. Increase the length of car bay 2 to 5.9m whilst maintaining a car bay length of 6.2m for bay 1 and 3.
3. The applicant is responsible for all costs and works associated with modifying the kerbed median strip within Fairford Street and to the modification of the median strip within Collier Road. The works are to be completed to the satisfaction of the Western Australian Planning Commission and the Town of Bassendean prior to the occupation of the Convenience Store.
 4. A detailed and professionally prepared landscaping plan being submitted prior to or with the application for a Building Permit for the Town's approval which provides full detail of the scope of works to be undertaken in both the private and public realms adjoining the development site, including:
 - a. All the requirements listed under Local Planning Policy 18 including but not limited to: street frontages, contours, reticulation details, details of ground treatment and a plant legend showing:
 - i. quantity of plants,
 - ii. species name
 - iii. pot size of plants at the time of planting;
 - iv. height at full growth
 - b. Details of the location and type of proposed trees, shrubs, ground cover and lawn areas to be planted;
 - c. All plants to be of low water use;
 - d. Landscaping of the verge area adjacent to the development site, including the provision of 4 substantial street trees (2 x *Corymbia Ficifolia* to Collier Road and 2 x *Eucalyptus Todtiana* to Fairford Street) of a minimum 90L pot size in accordance with the Town's adopted Street Tree Master Plan;
 - e. Two additional shade trees located on site or in the verge with a minimum 90L pot size;
 - f. The total number of plants to be planted at a minimum rate of 4 per 1m²; and
 - g. Details of the proposed watering system to ensure the establishment of species and their survival during the hot, dry summer months.
 5. Landscaping shall be installed and subsequently maintained in accordance with the approved landscaping plan.
 6. No vehicle used for the delivery of fuel is permitted on site between 7:00am to 9:00am and 3:00pm to 7:00pm on weekdays.
 7. No products, goods or materials are to be stored outside of the building, unless in a designated area approved by the Town for this purpose.
 8. Fuel pumps are not permitted to the west side of the westernmost fuel bowser in accordance with the details shown on the approved drawings.
 9. Separate approval being sought from the Town for any proposed fencing in Strata Lot 3.

10. All storm water being contained on site. Details of the method of storm water being submitted for approval in conjunction with the application for a Building Permit.
11. The car parking spaces and access ways to be designed and constructed in accordance with Local Planning Policy No. 8 and AS 2890.1 and being maintained thereafter to the Town's satisfaction.
12. All building works carried out under this planning approval are required to be contained within the boundaries of the subject lot.
13. Any proposed signage not clearly shown on the plans as signage is subject to a separate development application.
14. Prior to the issue of a building permit, a development bond for the sum of \$42,000 being lodged with the Town to ensure the satisfactory completion of all works associated with landscaping, car parking, access ways, screen walls, and other associated works.
15. The incorporation of public art into the proposed development or a cash-in-lieu payment of \$21,000 (one per cent of development cost) in accordance with the Town's adopted Local Planning Policy No. 15 'Percent for Art Policy'. Detailed arrangements and agreement with respect to art to be provided on-site with a bond being provided to the Town for the full cost of the art or alternatively payment of the required fee shall be made prior to or in conjunction with the application for a Building Permit.
16. The building hereby approved shall not be occupied until all of the conditions of development approval have been complied with to the satisfaction of the Town, unless the applicant has entered into an agreement with the Town to comply with those conditions within a specified period.

Advice Notes

1. The issue of a Building Permit is required prior to the commencement of any on-site works.
2. Modifications or works done to the existing crossovers in the verge will require approval from the Town's Asset Services. The applicant is to notify the Town's Asset Services department and gain all necessary approvals prior to commencing construction in the verge.
3. Regarding the proposed modifications to the median strip to Collier Road, the applicant is to ensure that all necessary approvals as required have been provided by the Western Australian Planning Commission.
4. Any development on the site is required to comply with the relevant Sub-surface Management Plan as found in the Mandatory Auditors Report by the Australian Environmental Auditors released on 26 June 2014.
5. In regards the modification of the median strip on Fairford Street, the applicant is advised that:

- a. The length (L) of the splitter strip at the intersection of Fairford Street and Collier Road shall be minimum 10m in length as determined from Austroads - Guide to Road Design Part 4A (Oct, 2009) Section 6.2.2. Table 6.2.
 - b. All associated linemarking shall be approved by MRWA and cost shall be borne by the developer.
 - c. All construction works within the road reserve (central median strip) shall be at developers cost and to the Town of Bassendean specifications and satisfaction.
 - d. Asphalt shall be installed where the strip was, additional hatch linemarking (where the strip was) shall be installed.
6. The applicant is advised that they must submit an Application for Approval to Establish or Alter a Food Business, together with the required plans and prescribed fee to the Health Department at the Town of Bassendean. The plans must include details such as:
 - a. Finishes of all walls, floors and ceilings;
 - b. Position and type of fixtures and fittings; and
 - c. Location of sanitary conveniences, ventilating systems, grease trap and bin storage.
7. The applicant is advised to obtain approval from the Department of Mines and Petroleum for the storage of Chemicals/dangerous goods in accordance with the Dangerous Goods Safety Regulations 2007 and Dangerous Goods Safety Act 2004.
8. All fuels, oils and other liquids shall be appropriately stored within a bunded and covered area capable of trapping any discharges. The application is to comply with the requirements of the Environmental Protection (Unauthorised Discharges) Regulations 2004. The applicant shall give consideration to the proximity/location of on-site storm water drains and soak wells to areas where spillage of fuel may occur.
9. Any existing on-site effluent disposal system (septic tanks and leach drains/soak wells on the site shall be decommissioned in accordance with the Health (Treatment of Sewage and Disposal of Effluent and Liquid Waste) Regulations 1974.
10. The applicant is advised that noise generated by activities on site shall not exceed the levels as set under the Environmental Protection (Noise) Regulations 1997. All development works are to be carried out in accordance with control of noise practices set out in Section 6 of AS 2436-1981 or the equivalent current Australian Standard. No works shall commence prior to 7am.

Details: outline of development application

Insert Zoning	MRS:	Industrial
	TPS:	General Industry
Insert Use Class:		Convenience Store
Insert Strategy Policy:		Not applicable
Insert Development Scheme:		Town of Bassendean Local Planning Scheme No. 10 (District Zoning Scheme)

Insert Lot Size:	3383m ² for entire site, 1177m ² for the strata lot
Insert Existing Land Use:	Lunch Bar and Motor Vehicle Repair

The application proposes the development of a 'Convenience Store' in a general industrial area and includes:

- A 135m² retail building;
- 4 petrol bowsers (7 bowser bays) under a fuel canopy;
- Seven (7) dedicated parking bays for staff and customers including a disabled bay and an air and water bay;
- Signage associated with the Convenience Store;
- A proposed bin store with 2m high fencing;
- Modifications of the intersection at Collier Road and Fairford Street;

The Convenience Store will operate 24 hours a day, 7 days a week, will employ 2 staff members on-site at any given time and offer the retail sale of fuel and convenience goods.

Background:

Lot 125 (No. 335) Collier Road encompasses three strata lots. The total lot size is 3383m² split between the three strata lots with an area of 2617m² used as a common property for access, parking and landscaping. The Strata configuration is as follows:

Strata Lot 1 – Existing lunch bar of 147m²

Strata Lot 2 – Existing Factory and Workshop Addition with a combined area of 502m²

Strata Lot 3 – Previously used as a Service station until 2011 upon which the existing service station was demolished and the lot has since remained vacant. The existing strata lot is 1083m²

The proposed Convenience Store falls wholly within Strata Lot 3. There is no reference on the plans or in the report provided by Planning Solutions that the existing parking within the common property area forms part of the assessment. Besides a portion of the common property used for vehicle access to Collier Road, the application has been designed wholly within Strata Lot 3.

No. 335 Collier Road is zoned general industry under the Local Planning Scheme No. 10. The subject lot is adjoined by lots zoned general industry, with fringe light industry uses located to the north and east approximately 250m away and the closest residential lot located to the northeast approximately 350m away.

The subject site is a corner lot that fronts Collier Road to the south and Fairford Street to the east. Collier Road is a dual carriageway that is a Category 2 Other Regional Road (Blue Road) under the Metropolitan Region Scheme and a District Distributor A Road under the Main Roads Functional Road Hierarchy for Western Australia. Collier Road currently carries a weekday traffic flow of approximately 17,200 vehicles. Fairford Street is a single carriageway that terminates at a junction with Collier Road.

Plans for the Tonkin Highway Northlink project were finalised in April 2015. This project proposes large scale upgrades to interchanges along Tonkin Highway and includes upgrades to the interchange at Collier Road. The project will include an upgrade to the Gray Street/Jackson Street intersection with Collier Road

approximately 500m to the west of the subject site. However no upgrades will occur at the junction of Fairford Street and Collier Road.

Legislation & policy:

Legislation

- a) Planning & Development Act 2005
- b) Planning and Development (Local Planning Scheme) Regulations 2015
- c) Metropolitan Region Scheme

State Government Policies

- a) State Planning Policy 4.1 – State Industrial Buffer Policy
- b) Development Control Policy 5.1 – Regional Roads (Vehicular Access)

Local Policies

- a) Town of Bassendean Local Planning Scheme No. 10 including:
 - Clause 1.6: The Aims of the Scheme;
 - Clause 4.2.4: Objectives of the General Industry Zone;
 - Clause 5.7.2: Car parking
 - Clause 9.4: Advertising of Applications
 - Clause 10.1: Consultation with Other Authorities
 - Clause 10.2: Matters to be Considered by Local Government.

Local Planning Scheme No. 10 can be accessed via the following link:
http://www.bassendean.wa.gov.au/Profiles/bassendean/Assets/ClientData/Document-Centre/Local_Planning_Scheme_10_-_Gazetted/10-Lps-No10-gazetted.pdf

- b) Local Planning Policies:
 - Local Planning Policy No. 6 – Industrial Zones Development Guidelines
 - Local Planning Policy No. 8 – Parking Specifications
 - Local Planning Policy No. 15 – Percent for Art Policy
 - Local Planning Policy No. 16 – Control of Advertisements under the Local Planning Scheme No. 10
 - Local Planning Policy No. 18 – Landscaping with Local Plants
- c) Specification for the Construction of Crossovers

Consultation:

Public Consultation

Under the Zoning Table (Table 1) of the Town's Local Planning Scheme, a Convenience Store is a 'D' or discretionary use in the General Industry Zone, which does not generate a need for public advertising of the application.

Consultation with other Agencies or Consultants

The application was referred to the following agencies for comment:

- Department of Planning (DoP) – Other Regional Road Reservation

The proposal for a Convenience Store utilises an existing crossover to Collier Road, where the 19m delivery vehicles, 8.8m service vehicles and regular vehicles will enter the site. The Planning and Development Act 2005 – Instrument of Delegation that dictates when a referral is required to the Western Australian Planning Commission relating to development affecting Collier Road. Collier Road is a Category 2 Road and Table 2 of the Instrument of Delegation states that a referral is required when the development application meets certain ‘characteristics’. The application met the following characteristics:

- b) Development with potential for a significant increase in traffic on the regional road using any access, either directly or indirectly, onto the road reservation;*
- c) Development which involves the retention of more than one existing access, or additional, relocated or new access between the subject land and the road reservation;*
- d) Development, which proposes retention of an existing access between the subject land and the road reservation, where alternative access is or could be made available from side or rear streets or from rights of way;*
- f) Development on a lot affected by the regional road reservation where-*
 - None of the proposed development is within the regional road reservation; and*
 - Has a construction value greater than \$150,000.*

A referral response was received by the Department of Planning stating that the Department has no objection to the proposed development, but recommends conditions addressing the following:

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

The subject lot is associated with a Memorial for Lot 3 on Strata Plan 22003 in addition to the common property on the site. Under the Contaminated Sites Act 2003, the site is classified as ‘remediated for restricted use.’ The requirements under section 58(6)(b) of the Contaminated Sites Act 2003 states the following:

A responsible authority is not to grant approval under a scheme for any proposed development of that land, without seeking, and taking into account, the advice of the CEO as to the suitability of the land for the subdivision, amalgamation or development.

A referral response was received by the DER and detailed the following:

- The subject lot was classified under section 13 of the CS Act as remediated for restricted use on 4 October 2016 and a memorial was placed on the certificate of title.

- In 2012 there were remedial works that included excavation to 5.5m below ground level. Further investigations in 2013 identified that hydrocarbon, impacted soil and groundwater still remain beneath the site at approximately 5.5m below ground level.
- The site is considered suitable for commercial and industrial uses provided that the groundwater is not abstracted and the site is subject to the Sub-surface Management Plan for the area as found in the Auditors Report on 26 June 2014.
- It was acknowledged by the DER that the details relating to the depth of the fuel storage tanks have not been finalised, but notes that the report prepared by Planning Solutions states that the works will be undertaken in accordance with the relevant legislation and approved management plans.
- The DER recommends that the approval should not include a contamination related condition.

Planning assessment:

Local Planning Scheme

- Zoning, Classification of Use and Permissibility of Use

The subject land is zoned 'Industrial' under the Metropolitan Region Scheme and 'General Industry' under the Town of Bassendean Local Planning Scheme No. 10 (LPS 10). In accordance with Table 1 under Clause 4.3 of LPS 10, the proposed Convenience Store is a 'D' use. Clause 4.3.2 of LPS 10 states that a 'D' use is 'not permitted unless the local government has exercised its discretion by granting planning approval'.

Under the LPS 10, there is a separate use class for Service Station that is an 'A' use and would require advertising. A Convenience Store is defined below:

"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"*

The application is deemed to meet the definition in regards to the following:

- Goods to be sold of a 'retail/convenience nature' in addition to the sale of petrol as detailed in the applicants report;
- The Convenience Store will operate in addition to normal trading hours, being a 24/7 operation, 7 days a week;
- Parking is provided on site within the strata lot boundaries; and
- The total net lettable area of the Convenience Store is 135m².

On this basis, the application is considered to meet all aspects of the Convenience Store definition.

- Car parking

Clause 5.7.2.1 of LPS 10 requires that for any use indicated in Table 1 of LPS 10 that sufficient parking bays are provided under Table 2. Despite a Convenience Store being listed as a use under Table 1, there is no corresponding car parking requirement under Table 2. In the event that no parking requirement is specified, LPS 10 goes on to state that *“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 street, and the orderly and proper planning of the locality and the preservation of its amenities.”*

The proposal incorporates the following in regards to parking

- 7 bays (including 1 disabled bay and 1 air and water bay) with 2 of the bays adjoining the front of the Convenience Store and the remainder abutting the southern lot boundary; and
- 7 bays for fuelling purposes.

The report provided by Planning Solutions referenced a Roads and Traffic Authority (NSW) report titled *“Guide to Traffic Generating Developments”* which references 5 bays being required per 100m². With a net lettable area of 135m², a total of 6.75 (rounded to 7) bays would be required, with 7 bays being provided. On this basis sufficient car parking bays has been provided for the proposed development. Additional surplus car parking bays (10) also exist within the area of common property.

Local Planning Policies

- Local Planning Policy 6 (LPP6) – Industrial Zones Development Design Guidelines

Item	Requirement	Proposal	Compliance
Building Setbacks	Minimum setback requirements for buildings shall be in accordance with the following: Front: 13.0m Rear: Nil Side: 4.5m Secondary Street: 6.0m	Front: 13m to roof of fuel canopy. Rear: Nil at the closest point to strata lot boundary, 12m to lot boundary. Side: Nil at the closest point to strata lot boundary, 34m to lot boundary. Secondary Street: 6.0m to canopy roof and Convenience Store (bin enclosure not considered a building).	All setbacks comply when measuring to the boundaries of the parent lot.
Plot Ratio	Maximum of 0.75	Strata Lot: $135\text{m}^2/1177\text{m}^2 = 0.11$ Parent Lot: $784\text{m}^2/3383\text{m}^2 = 0.23$	Complies.
Site Cover	Maximum of 50%	Strata Lot: $621\text{m}^2/1177\text{m}^2 = 52\%$ Parent Lot: $1270\text{m}^2/3383\text{m}^2 = 37.5\%$	Complies when incorporating the parent lot.
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.	Bay 1 and 3 (Parallel) Width of Bay: 2.6m Aisle Width: Approximately 11.8m Length of Bay: 6.2m Bay 2 (Parallel) Width of Bay: 2.6m	Bay 2 does not comply with the Australian Standards or the Town's policy (5.4m proposed in lieu of prescribed 5.9m length).

	<p>Local Planning Policy 8 Requirements:</p> <p>Parallel bays: Width of Bays: 2.5m Aisle Width: 3.6m Length of Bay: 5.9m (Note: Australian Standards 2890.1 calls for 6.2m Length of Bay for User Class 3A when the end of the bay is obstructed)</p> <p>90 degree bays: Bays Width: 2.5m (Note: Australian Standards 2890.1 calls for 2.7m width bays for User Class 3A) Depth of Bay: 5.4m Aisle Width: 6.2m (Note: Australian Standards 2890.1 calls for 6.2m aisle width for bays with 2.7m width for User Class 3A)</p>	<p>Aisle Width: Approximately 11.8m Length of Bay: 5.4m</p> <p>Bay 4 and 5 (Parallel) Width of Bay: 2.6m Aisle Width: Approximately 13.0m Length of Bay: 6.2m</p> <p>Bay 6 (90 Degree) Width of Bay: 2.7m Depth of Bay: 5.5m Aisle Width: 6.2m</p> <p>Bay 7 (90 Degree) Width of Bay: 2.4m Depth of Bay: 5.5m Aisle Width: 6.2m</p> <p>Single Disabled Bay provided in accordance with specifications under the Australian Standards 2890.6:2009.</p> <p>No detail provided of materials for paving. Condition recommended to ensure paving is consistent with policy material type.</p>	<p>The remainder of the bays comply with both the Australian Standards and the Town's Policy.</p>
Landscaping	<p>All development within these zones shall be landscaped in accordance with the following requirements:</p> <p>a) Minimum width of landscaping to front setback of 2m. b) Minimum width of landscaping to</p>	<p>a) Front landscaping: 2.0m b) Secondary street landscaping: 1.0m c) Insufficient details provided on landscaping plan. d) No shade trees provided.</p>	<p>Landscaping in front and secondary street complies. Details on landscaping plan and shade trees do not comply. Landscaping plan requested by way of condition to meet this</p>

	<p>secondary street of 1m.</p> <p>c) Landscaping to be provided in accordance with Local Planning Policy 18</p> <p>d) Shade trees provided in parking areas at a ratio of one per six car parking bays.</p>		policy.
Security Fencing	<p>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.</p> <p>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.</p>	No security fencing proposed.	Complies. A condition is recommended that the applicant shall submit a planning application for any proposed fencing.
Service Access	<p>Provision shall be made for service access in the following manner:</p> <p>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;</p> <p>b) the access way shall be so</p>	<p>a) Vehicle access and loading bay provided on the eastern side of the lot.</p> <p>b) Delivery vehicle can enter from Collier Road and exit to Fairford Street.</p> <p>There is sufficient manoeuvring for a 19m fuel vehicle if the median strip is modified.</p>	Complies subject to modification of median strips as detailed elsewhere within this report.

	<p>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;</p> <p>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;</p> <p>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.</p>	<p>c) Manoeuvring paths for delivery vehicles and 19m fuel trucks achieves 4.5m width. Loading bay has a width of 4.0m</p> <p>d) Vehicle movements exclusive of car parking bays.</p>	
Storage and Refuse Areas	<p>The Council may require the provision of one or more areas for the storage of refuse in a development. This area shall be:</p> <p>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</p>	<p>a) Not of masonry construction but does exceed 1.8m height. Bin area is of size 2.5m x 5m and is exclusive of the loading bay.</p> <p>b) Adequate access provided for service vehicles.</p>	<p>Does not comply with the required materials. Condition recommended requiring different materials.</p> <p>Condition imposed relating to open storage.</p>

	<p>b) accessible to service vehicles.</p> <p>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.</p>		
Building Materials	<p>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.</p> <p>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.</p>	The report states that concrete panels will be used as part of construction and the plans show glass to the front of the Convenience Store building façade.	Complies

- Local Planning Policy 16 (LPP16) – Control of Advertisements under the Local Planning Scheme No. 10

Item	Requirement	Proposal	Compliance
Pylon Sign	<p>Max height of device: 6m</p> <p>Max width of device: 2m</p> <p>Max area: 4m²</p> <p>Minimum headroom: 2.4m</p>	<p>Pylon Sign (Price Board)</p> <p>Max height of device: 7m</p> <p>Max width of device: 2m</p>	<p>Variations to Pylon Sign</p> <ul style="list-style-type: none"> - Max height - Max area - Max height above

	<p>Max height above ground: 6m Projection maximum: 900mm Setbacks front: 1m Setbacks side: 2m Other setbacks: 6m Location: Minimum 6m clearance of another sign.</p>	<p>Max area: 14m² Minimum headroom: N/A Max height above ground: 7m Projection maximum: 480mm Setbacks front: Approximately 200mm Setbacks side: Approximately 750mm (to strata lot boundary) Other setbacks: >6m Location: >6m separation distance</p>	<p>ground</p> <ul style="list-style-type: none"> - Front setback - Side setback <p>Condition recommended calling for height of pylon sign to be amended from 7m to 6m.</p>
Roof Sign	<p>Height of main building above ground level:</p> <ul style="list-style-type: none"> - 3.7m to 4.5m requires a maximum height of 0.9m for the sign. - 4.5m to 6.0m requires a maximum height of 1.2m for the sign. - 6.0m to 12.0m requires a maximum height of 2.0m for the sign. 	<p>Roof Sign (Convenience Store) Height of Roof: 3.7m to 4.5m Height of Sign: 1.0m</p> <p>3 x Roof Sign (Fuel Canopy) Height of Roof: 6.35m Height of Sign: 1.0m</p>	<p>Variations to Roof Sign (Convenience Store)</p> <ul style="list-style-type: none"> - Max height



- **Local Planning Policy 15 (LPP15) – Percent for Art Policy**

LPP 15 details requirements relating to contribution towards the Town for public art either on the subject site or on crown land. The policy applies throughout the entirety of Bassendean for *“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.”*

The value of the contribution must be provided at 1% the value of the eligible proposal. For the proposed \$2,100,000 Convenience Store this would equate to a contribution of \$21,000. The applicant can elect to either pay the contribution directly to the Town or instead provide the public art on site at the applicant's expense.

- **Specification for the Construction of Crossovers**

The Town of Bassendean's Specification for the Construction of Crossovers details requirements to ensure the adequate construction of Crossovers and access throughout the Town of Bassendean. The document incorporates a table that specifies maximum crossover sizes for industrial properties. The table specifies a maximum width of the crossover at the property boundary as being 10.7m and maximum width of the crossover at the kerb line of 21.7m with a 5m turning radius.

The existing crossover to Collier Road is non-symmetrical with a 12m width at the property boundary and 20.2m width at the kerb line. The turning radius is approximately 4m on the western side and 2.5m on the eastern side.

The existing eastern crossover to Fairford Street is 9.3m in width at the property boundary and 15.5m in width at the kerb line. The turning radius for both wings are inconsistent with approximately 2.8m on the northern side and 2m on the southern side.

State Planning Legislation

- **State Planning Policy 4.1 – State Industrial Buffer Policy**

State Planning Policy 4.1 – State Industrial Buffer Policy (SPP 4.1) identifies the need for land uses commonly associated with off-site amenity impacts (noise, dust, odour, risk and particulate emissions) to be separated from sensitive land uses to ensure acceptable environmental criteria can be achieved at nearby sensitive receivers.

The Environmental Protection Authority's - Guidance for the Assessment of Environment Factors - Separation Distances between Industrial and Sensitive Land Uses compliments, and provides guidance on, the implementation of SPP 4.1. As outlined in this framework, there is no direct guidance specifically regarding Convenience Stores and required separation distances. Regarding 24-hour service stations it is recommended that a minimum separation distance of 200m be provided from sensitive land uses in order to mitigate impacts of gas emissions, noise, odour and risk. The subject site is surrounded by general industrial and light industrial land uses, with the nearest residential lot approximately 350m from the subject site. On this basis, the application is considered a sufficient distance from adjoining sensitive land uses.

- **Development Control Policy 5.1 – Regional Roads (Vehicular Access)**

Development Control Policy 5.1 – Regional Roads (Vehicular Access) (DCP 5.1) addresses matters relating to the control of development adjacent to regional roads. Clause 3.3.1 of DCP 5.1 requires states that the Commission will seek to minimise the creation of new driveways on regional roads. Clause 3.3.1 states that *“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.”*

Due to the confined nature of the site, access is required from Collier Road to allow the 19.0m fuel trucks to adequately access the site and exit in forward gear. The Department of Planning have indicated in their correspondence that they support the retention of the existing access arrangement to Collier Road, subject to recommended conditions.

- Contaminated Sites Act 2003

The site is recognised as being a contaminated site under the Contaminated Sites Act 2003. Under Section 58(6)(b) of the Contaminated Sites Act 2003, the Department of Environment Regulation must provide comment before a decision can be made in regards to the suitability of land for development. The referral provided by the DER stated that the site is considered to be suitable for the proposed convenience store land use, provided that the relevant Site Management Plan is followed. The Town recommends following the DER's recommendation that no contamination condition shall be added to the approval, but a footnote has been recommended advising the applicant to comply with the Site Management Plan.

Officer Comments

Assessment Under Local Planning Scheme:

- Car Parking (Number of Bays)

The Scheme permits discretion in regards to applying an acceptable amount of bays on site. The fuelling bays will likely be the most utilised bays on the site, with cars waiting in the manoeuvring areas to access the fuelling bays during peak times. In this regard, enforcing more dedicated parking bays on site than is proposed would be considered unnecessary, as the primary demand on site would be for the fuel bays.

On this basis, the 7 dedicated customer bays (including the air and water bay included as part of the amended plans) would be considered sufficient to provide for the retail needs of the Convenience Store in addition to the two staff members on site at any given time. Furthermore, in the unusual circumstance that all 7 of the customer bays are occupied, the fuel bays can cater for overflow parking if they are not otherwise occupied.

- Local Planning Policy 6 – Industrial Zones Development Design Guidelines (LPP 6) Variations and Recommended Conditions

Vehicle Parking (Dimensions and Access):

Regarding vehicle dimensions and parking requirements relating to aisle width, there are two forms of assessment. LPP6 refers to compliance Local Planning Policy 8 (LPP 8), a separate policy which specifies general requirements for parking. The Australian Standards 2890.1 (AS2890.1) has requirements that caters to user classes, which defines dimensions based upon how regularly the bays are being utilised and the turnover of cars on the site. Generally the AS2890.1 is a more specific tool of assessment and is more relevant given the high turnover of cars on the site. Due to the high turnover of vehicles, the site was assessed against the User Class 3A requirements.

The initial submission incorporated numerous variations to both the LPP8 and AS2890.1. The Town corresponded with the applicant who sought to modify the plans in to achieve compliance with AS2890.1. However as a result of the modifications, a reduction in bay length occurred to Bay 2 which does not meet either AS2890.1 or the Town's LPP 8. As such a condition is recommended that calls for this bay to be increased to a length of 5.9m, whilst retaining the 6.2m bay length for Bays 1 and 3.

Landscaping:

As part of the provided plans, a landscaping plan was provided with limited details. LPP 6 requires that landscaping is provided in accordance with the Town's Local Planning Policy No 18 – Landscaping with Local Plants (LPP 18). In order to achieve sufficient landscaping on site and address all points within both policies (LPP 6 and LPP 18) in addition to the Town's Street Tree Master Plan, a condition should be applied to the approval that suitably addresses all policy requirements.

Storage and Refuse:

The policy requires that the storage and refuse area be constructed from masonry or other approved building material. The bin store is located in a prominent location that will be apparent from both Collier Road and Fairford Street. Furthermore, masonry construction is much more suited to a bin store area (superior impact resistance compared to metal sheeting) and will not deteriorate over the lifespan of the development as the proposed metal walled bin storage area would.

The Town therefore recommends a condition to ensure that the bin area will be constructed from masonry. The Town also recommends through this condition that the bin store be fitted with a hose cock and that the floor shall be graded to a floor waste and connected to sewer.

- Local Planning Policy 16 – Control of Advertisements under the Local Planning Scheme No. 10 (LPP 16) Variations and Recommended Conditions

There are multiple variations to Local Planning Policy 16 in regards to the proposed signage incorporated as part of application for the Convenience Store. The Town recognises the minimal impact of many of these signs considering the surrounding general industrial land uses.

However, the proposed Price Board signage is considered excessive in regards to its height within a close proximity to the front boundary. There are no precedents along the length of Collier Road where pylon signage exceeds a 6m height. Allowing a variation in this instance would set a precedence for the area and undermine the Town's policy. A similar DAP application for a 7-Eleven Convenience Store at 300 Collier Road was approved (May 2017) 100m to the west where the DAP previously

made a decision to reduce signage from 8m to 6m in accordance with the policy. To ensure consistency the Town recommends a similar condition to reduce the height from 7m to 6m.

The specific details of the signage was not made clear as part of the provided plans. The Town therefore requests that the specific details of the signage be provided at the building permit stage. Furthermore the Town recommends imposing a condition requiring any signage that is not clearly marked as signage on the proposed plans to be part of a separate application to the Town.

- Access Arrangements onto Collier Road, Vehicle Manoeuvring and Service Access

The application incorporates two existing crossovers for access throughout the site. The turning templates provided in the Transcore document demonstrate manoeuvring of the 19m vehicle entering from Collier Road and exiting through Fairford Street. The transport report was silent on the fuel vehicles gaining access from Fairford Street. The delivery vehicle and regular cars were demonstrated to adequately manoeuvre through the site from either crossover.

An existing crossover is located to the south of the subject lot (Collier Road frontage) and is used for vehicle access by all the tenancies on the overall site. The existing crossover to Fairford Street was utilised as part of the former service station and is not used for access by other tenancies. This crossover will have to be reconstructed as it is damaged and not constructed to the Town's specifications. Therefore a condition of approval has been recommended seeking a replacement crossover with a 5m wing radius for the easternmost crossover to facilitate access.

In order to permit the fuel vehicle to exit from the Fairford Street crossover, modifications will be required to the existing median strip in Fairford Street. The Town supports the modifications of the median strip on Fairford Street as shown on the plans at the full expense of the applicant. A condition of approval has been recommended to this effect.

The proposed turning movements associated with fuel tankers entering and exiting the site do raise some concerns especially in relation to the 19m fuel vehicles, which were not adequately addressed as part of the Transcore report. These issues are summarised as follows:

- The fuel vehicle turning left into the site from Collier road will only be possible if there are no cars waiting in the crossover trying to exit.
- If the truck attempts to stop on Collier Road to allow cars to exit, there is the potential for a collision, particularly where a vehicle is exiting the site in a westbound direction, due to the blocked sightlines resulting from the length, height and width of the fuel vehicle .
- No turning template has been provided of the 19m fuel vehicle turning left into the site from Fairford Street as an alternative entry point and it is assumed that from the angles of the crossover, median strip and fuel bowsers that this turn would not be possible as a second point of entrance.
- No turning template was provided of a 19m fuel vehicle turning right from Collier Road to enter the site. The existing median strip does not lend itself to this movement. The Town's Asset Services have prepared a turning template diagram that shows the required modifications to the median to achieve a satisfactory right hand turn into the site.

It is recognised by the Town that the turning arrangements on the site are not ideal and there are no alternative design options available to achieve ideal turning arrangements for the 19m fuel vehicle given the size and orientation of the strata lot. Therefore in accordance with the recommendations made by the Western Australian Planning Commission, the Town recommends the following conditions regarding vehicle safety:

- Restricted hours that the fuel vehicles may attend the site. A similar condition to that implemented as part of the approval at 300 Collier Road restricting vehicles during the peak periods.
- A condition to modify the median strip on Collier Road to be flush for a length of 10m to allow fuel vehicles to enter the site if turning right from Collier Road.
- Condition that a sign be installed adjacent to the Fairford Street crossover preventing fuel vehicles from entering to the east of the site.

- **Percentage for Art Policy**

The policy states that all development proposals that are commercial in nature with a value that exceeds \$1,000,000 requires a contribution. Whilst the application falls within the industrial zone, the use is considered commercial in nature. On this basis, the Town recommends implementing a condition for the public art contribution prior to submission of a building permit. The previous DAP application for the 7-Eleven Convenience Store at 300 Collier Road was approved with this condition.

Council Recommendation:

At the Council Meeting held on 25 July 2017, Council opted to endorse the officer's recommendation without any modifications.

Alternate Recommendation:

Not applicable.

Conclusion:

The application proposes a Convenience Store at Lot 125 (No. 3/335) Collier Road, Bassendean. As identified within this report, the proposed development satisfactorily addresses requirements contained within the Town's policies and LPS10 with the exception of the variations identified. Where Council Officers are of the view that a variation should not be accepted or have concerns regarding the proposal, conditions have been recommended to address the identified issues. The Town recommends that the application be approved subject to the conditions identified within the report.

Development Application Report

Proposed Convenience Store

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



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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.



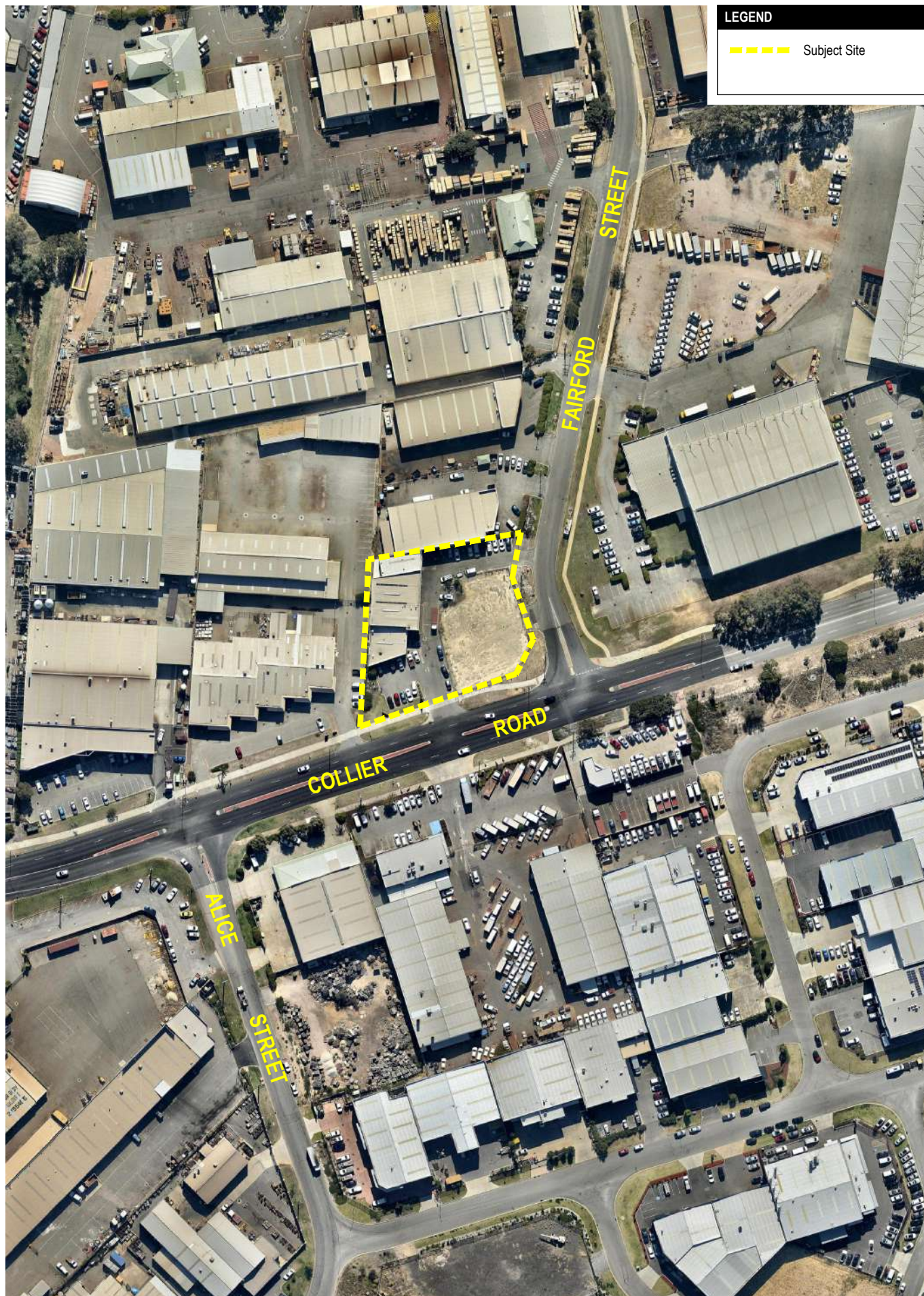
Photograph 2 – The subject site viewed from Fairford Street



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:

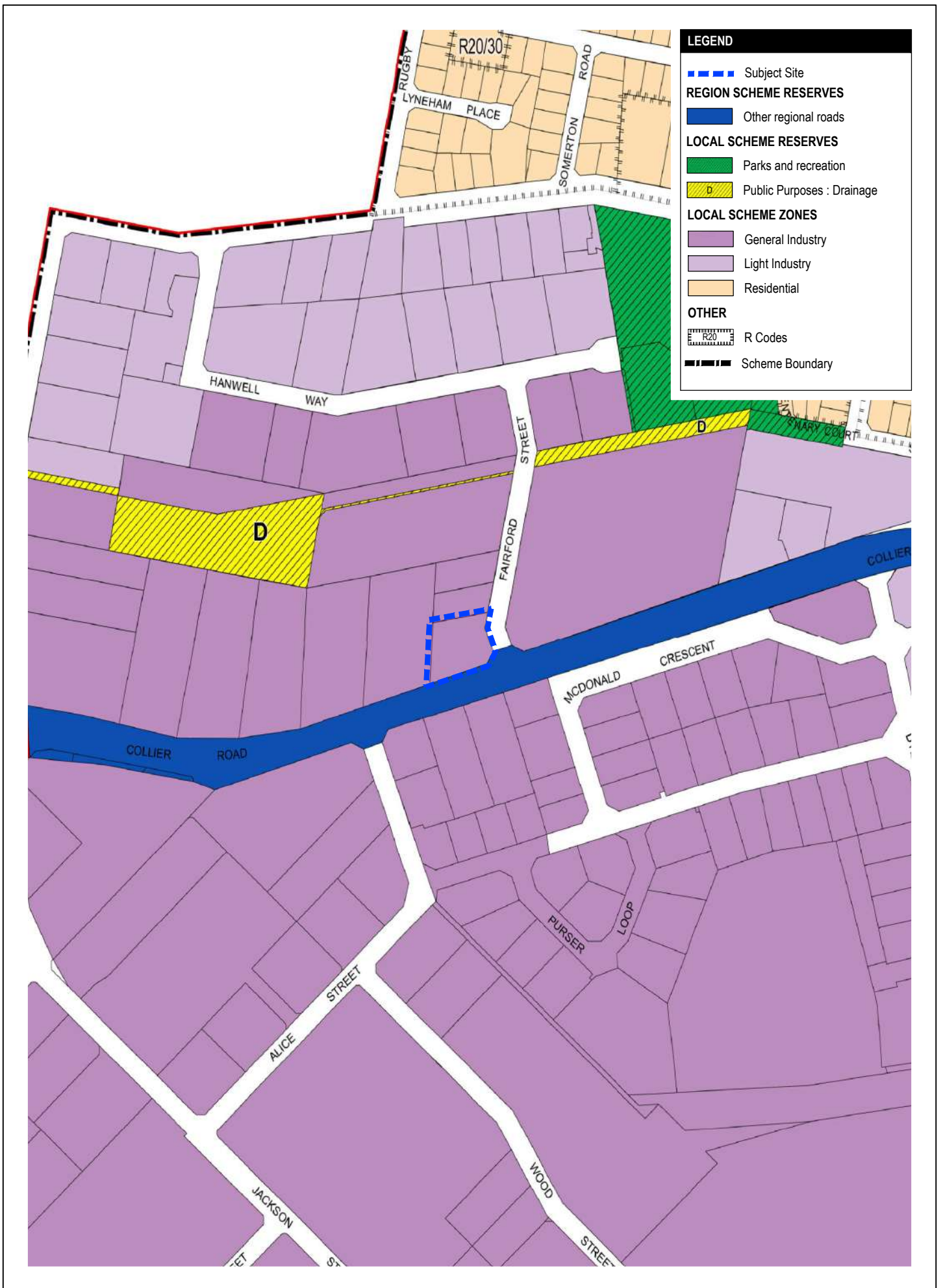
"convenience store" means premises -

- (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.



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	
<p>5.7.2.1 General</p> <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><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><u>Subject site (strata lot 3)</u></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>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> <p><u>Strata lot 1</u></p> <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> <p>Rate: Lunch Bar: 1 bay/20m² GFA</p> <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> <p><u>Strata lot 2</u></p> <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>

<p>5.7.2.6 Landscaping Construction and Maintenance</p> <p><i>The owner and occupier of premises on which car parking spaces are provided shall ensure that:</i></p> <p><i>(a) the car parking area is landscaped with shade trees, laid out, constructed, drained and maintained in accordance with the approved plan;</i></p> <p><i>(b) the car parking spaces are sealed and clearly marked out at all times to the satisfaction of the local government; and</i></p> <p><i>(c) all trafficable areas to be sealed to the satisfaction of the local government.</i></p>	<p>Various landscaping is provided throughout the site, including around car parking areas.</p> <p>Landscape planting will be provided in accordance with Council requirements, as annotated on the development plans.</p>
<p>5.7.2.7 Landscaping for Off-Street Parking</p> <p><i>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:</i></p> <p><i>(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</i></p> <p><i>(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.</i></p>	<p>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.</p>

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	
<p><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></p> <p><i>(a) a means of access and egress;</i></p> <p><i>(b) the parking of vehicles used by customers and employees;</i></p> <p><i>(c) the loading and unloading of vehicles (refer to 9.4)</i></p> <p><i>(d) 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></p>	<p>Primary and secondary street setback areas of the proposed convenience store are used for the following purposes:</p> <ul style="list-style-type: none"> - Access and egress. - Parking of vehicles. - Loading bay. - 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:
Front 13.00m	<u>Retail building</u>
Rear Nil	Front (Collier Road): 29.8m.
Side 4.50m one side	Secondary (Fairford Street): 6.085m.
Secondary Street 6.00m	Rear: 12.2m (parent lot boundary) 0.35m – 1.2m (strata lot boundary)
	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)

	<p>4.5m (strata lot boundary)</p> <p>The proposed retail building and fuel canopy is compliant with LPP6 minimum setbacks.</p>
Plot Ratio Limit and Definition	
<p>The maximum plot ratio for a site is 0.75.</p> <p>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.</p>	<p>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.</p> <p>This is an increase of 0.04 with the convenience store addition.</p>
Site Cover	
<p>The maximum site coverage permitted to any development excluding loading bay awnings is 50%.</p>	<p>Site coverage equates to 768m² (22.7%) when measured against the total site area of 3,383m².</p>
Vehicle Parking	
<p>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.</p>	<p>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.</p>
Landscaping	
<p>All development within these zones shall be landscaped in accordance with the following requirements</p> <p>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;</p> <p>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;</p> <p>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.</p> <p>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.</p>	<p>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.</p> <p>A 1m wide landscaping strip is provided along the site's secondary street boundary, which meets the LPP6 requirement,</p> <p>An existing grassed area is provided at side boundary between the subject lot and adjoining Lot 124 (329) Collier Road, Bassendean.</p> <p>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.</p> <p>All landscape planting will be provided in accordance with Council requirements at the detailed design stage.</p>
Security Fencing	
<p>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.</p> <p>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.</p>	<p>No security fencing is proposed along any street lot boundary.</p>

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.

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.

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.

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.

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 zinalume 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.

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

No zinalume will be used for the external building materials.

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

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.

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:

- 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.*

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

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: <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.
Max height above ground – 6m.	

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/SP22003DUPLICATE
EDITION
1

DATE DUPLICATE ISSUED

11/11/2006VOLUME
1918FOLIO
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 E903645) 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



PLAN OF PORTION OF SWAN 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. M. M. M. M. M.

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

CERTIFICATE OF LICENSED VALUER

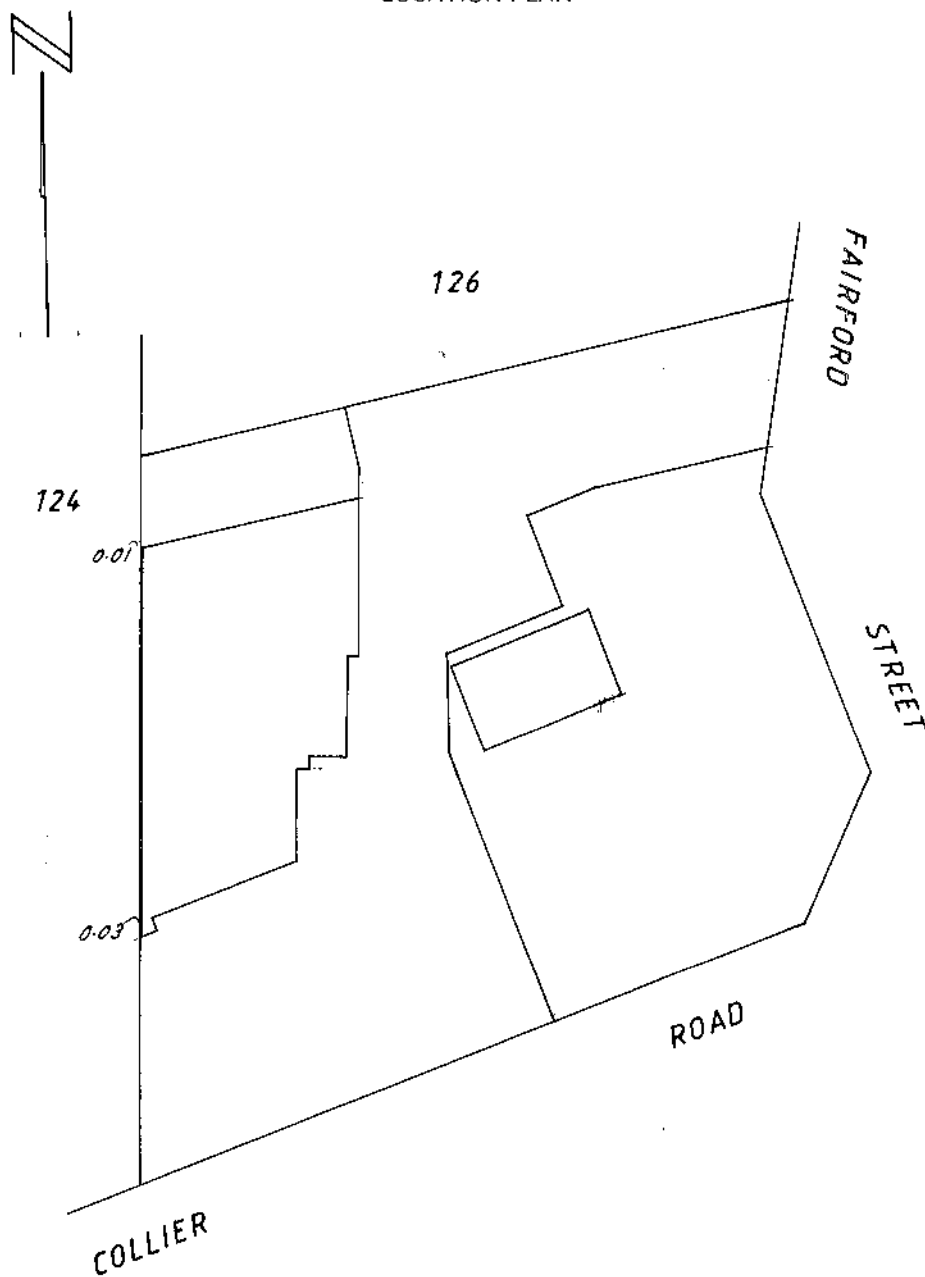
I, MARIUS DUTRY being a Licensed Valuer licensed under the Land Valuers Licensing Act 1978 do hereby certify that the unit entitlement of each Lot, as stated in the schedule bears in relation to the aggregate unit entitlement of all Lots delineated on the strata plan a proportion not greater than 5 per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

ANNEXURE A OF STRATA PLAN No. 22003

LOCATION PLAN



Scale 1:500

E86972/5/89-1M-S/7657

STRATA PLAN No. 22003

DESCRIPTION OF PARCEL AND BUILDING

A SINGLE STOREY, COMMERCIAL TRIPLEX ERRECTED 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—~~
 - (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.~~

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
- ~~(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;
- ~~(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;~~
- (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

Stade
Town/Shire Clerk

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

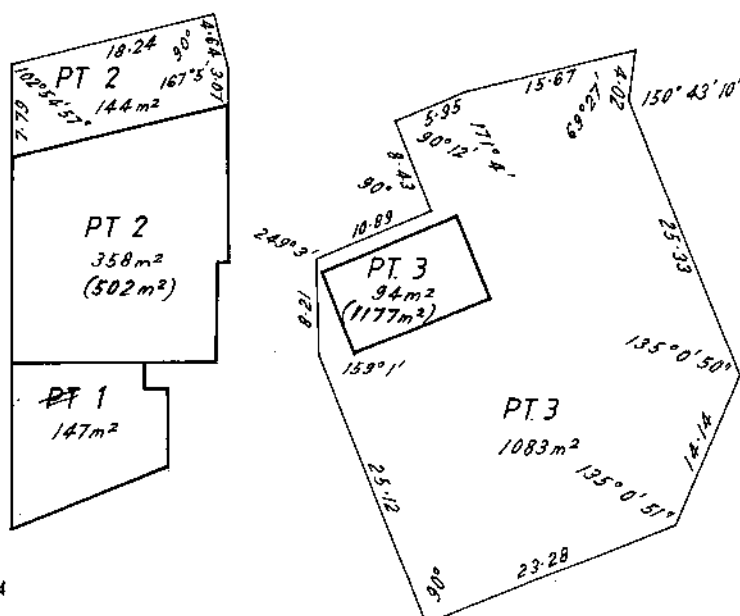
29 OCT 1991

Date

(*To be deleted as appropriate)

STRATA PLAN No. 22003

GROUND FLOOR



See Doc. K95484

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
3AB 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

41445/6/85-1M-S/7658

[illegible]

1440 0 05--1M-5 7559

NOTE: ENTRIES RULED THROUGH AND AUTHENTICATED BY THE SIGNATURE OF THE REGISTRAR OF TITLES ARE CANCELLED

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**

Whole

VOLUME

1918

FOLIO

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

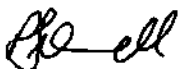
Twenty-fourth

day of

October

Year

2014

CHIEF EXECUTIVE OFFICER'S ATTESTATION (Note 4)

Paul Newell, A/MANAGER

DELEGATE OF THE CHIEF EXECUTIVE OFFICER
DEPARTMENT OF ENVIRONMENT REGULATION
UNDER SECTION 91 OF THE
CONTAMINATED SITES ACT 2003**SIGNATURE OF WITNESS**

FULL NAME:

Trlin-Liis Harna

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 initialled 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
2. _____	Nos. 0
3. _____	
4. _____	
5. _____	
6. _____	Receiving Clerk

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.



6



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:</p> <p>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:</p> <p>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:</p> <p>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

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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

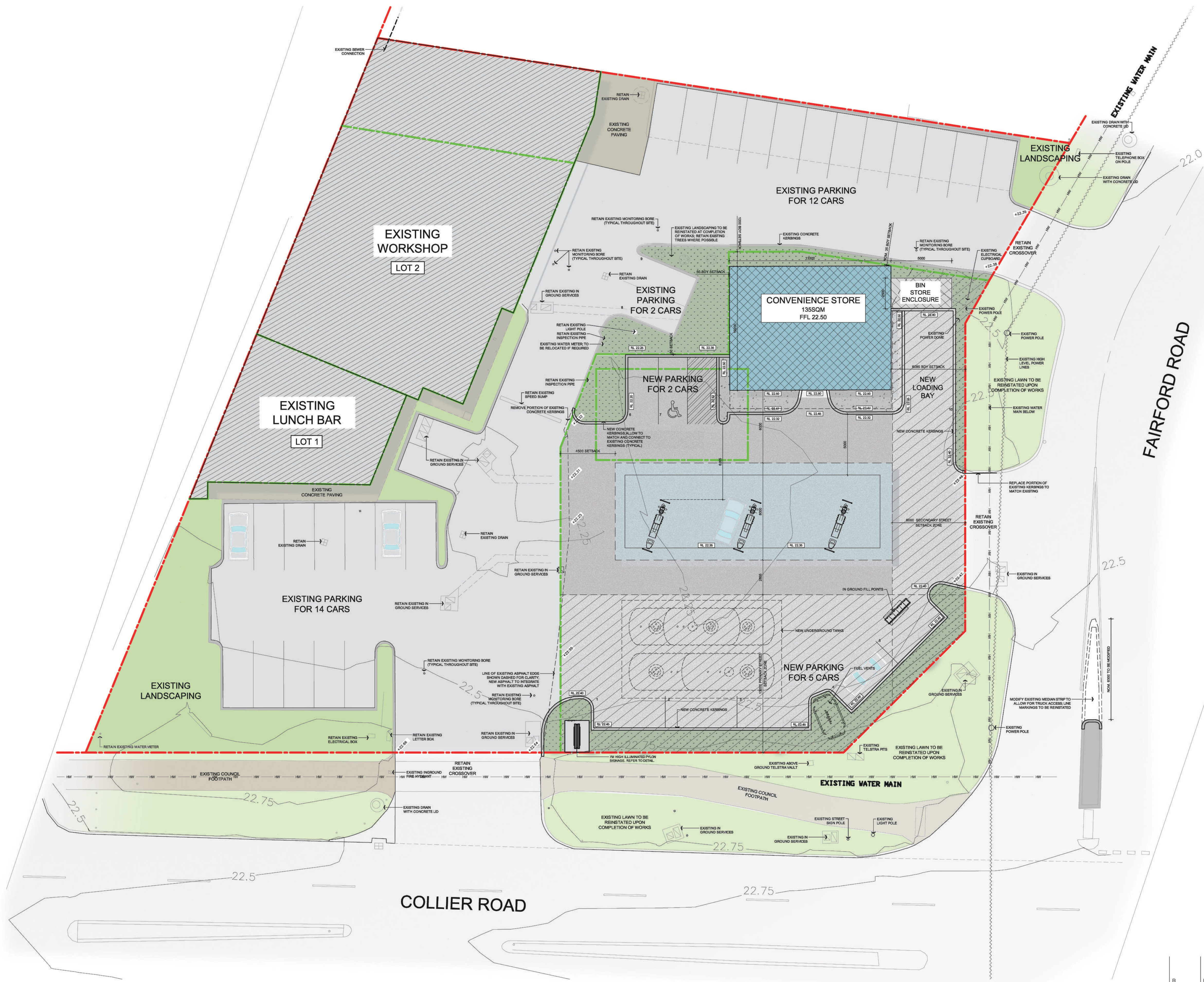
Report Generated at: 1:50:01PM, 12/05/2017

	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).
Certificate of Title Memorial	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.
Current Regulatory Notice Issued	Type of Regulatory Notice: Nil
General	Date Issued: Nil No other information relating to this parcel.

Disclaimer

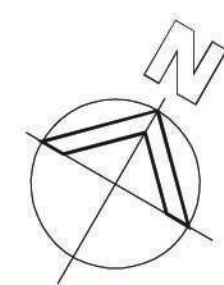
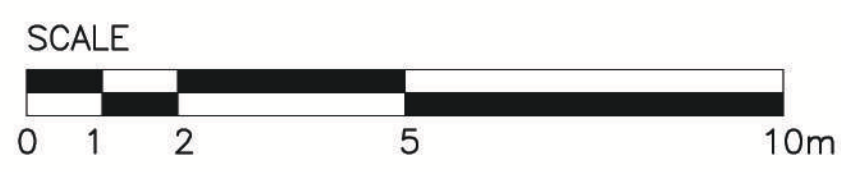
This Summary of Records has been prepared by Department of Environment Regulation (DER) as a requirement of the *Contaminated Sites Act 2003*. DER makes every effort to ensure the accuracy, currency and reliability of this information at the time it was prepared, however advises that due to the ability 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

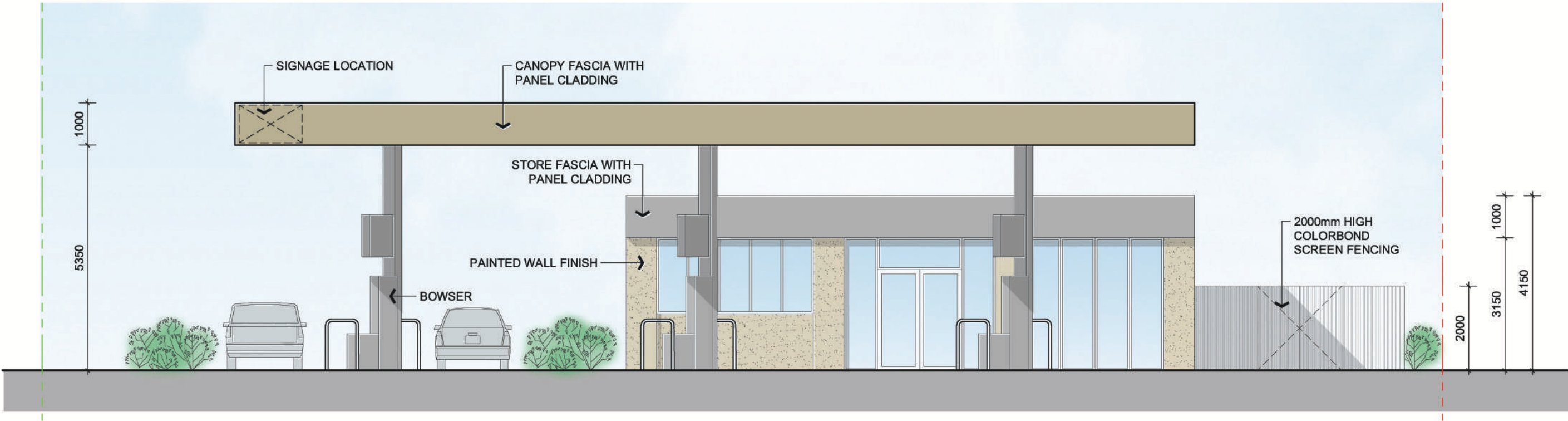


B	REISSUED FOR DA	LY	NP	17.05.2017
A	DA Submission	RD	NP	12.04.2017
revision/	description	drawn	checked	date
issue				
project	SERVICE STATION & CONVENIENCE STORE	drawn	description	
location	335 COLLIER ROAD, BASSENDEAN	LY	NP	SITE PLAN
		checked	NP	
scale		date	12.04.2017	
NTS		project no	03.17	dwg no
		rev	SK07	B

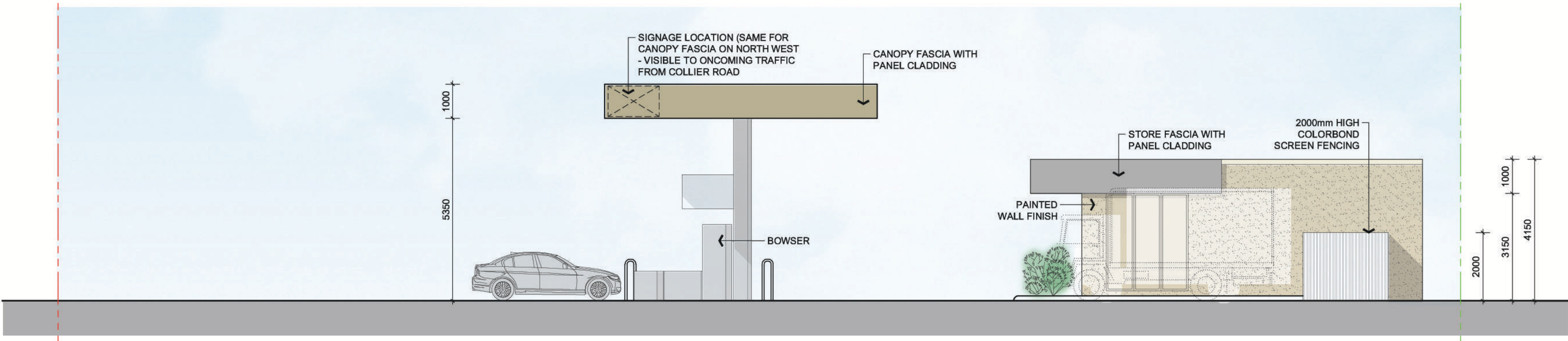
HodgeCollardPreston

ARCHITECTS

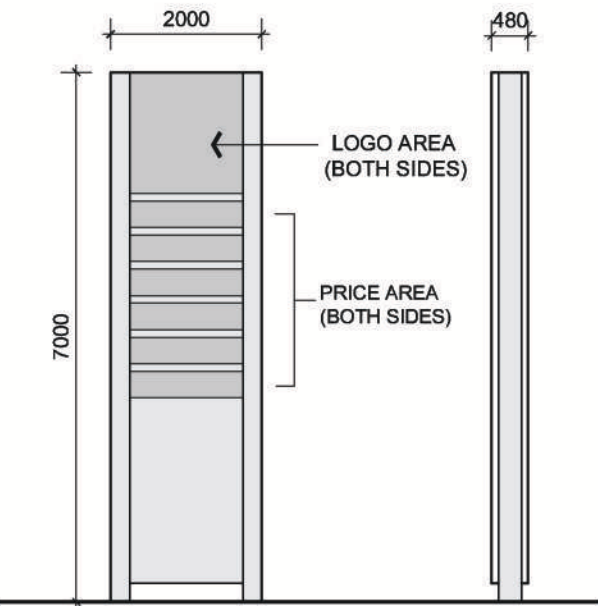
Third Floor, 38 Richardson Street,
West Perth, WA 6005
PO Box 743, West Perth, WA 6872
Ph: (08) 9322 5144
Fax: (08) 9322 5740
Email: admin@hpcarch.com



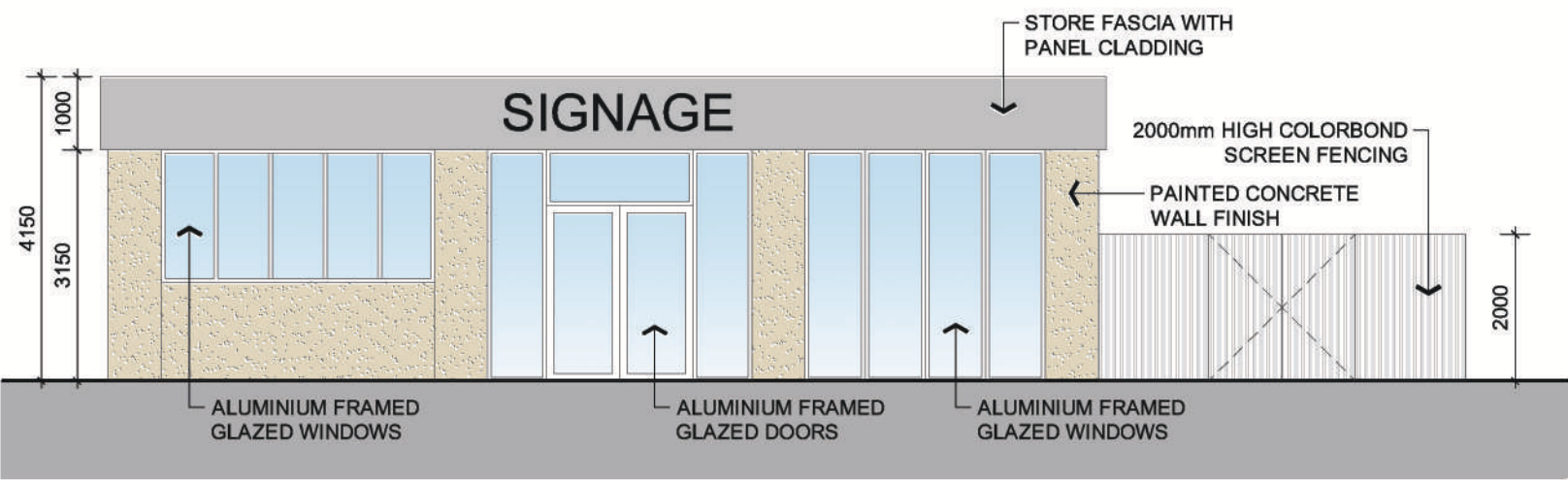
PROPOSED SOUTH EASTERN ELEVATION (COLLIER ROAD)
SCALE 1:100



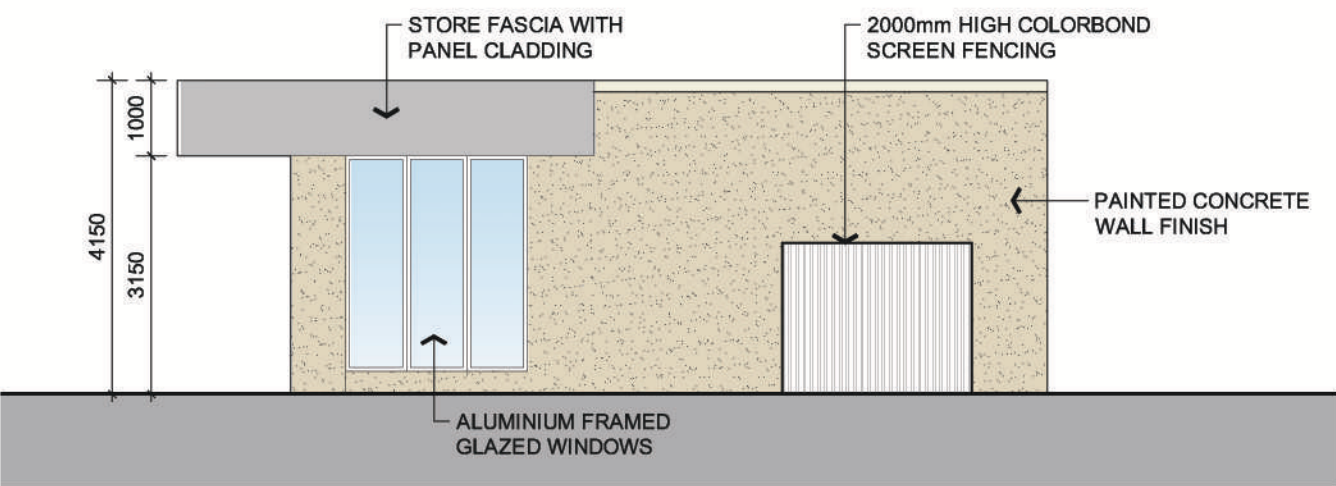
PROPOSED NORTH EASTERN ELEVATION (FAIRFORD ROAD)
SCALE 1:100



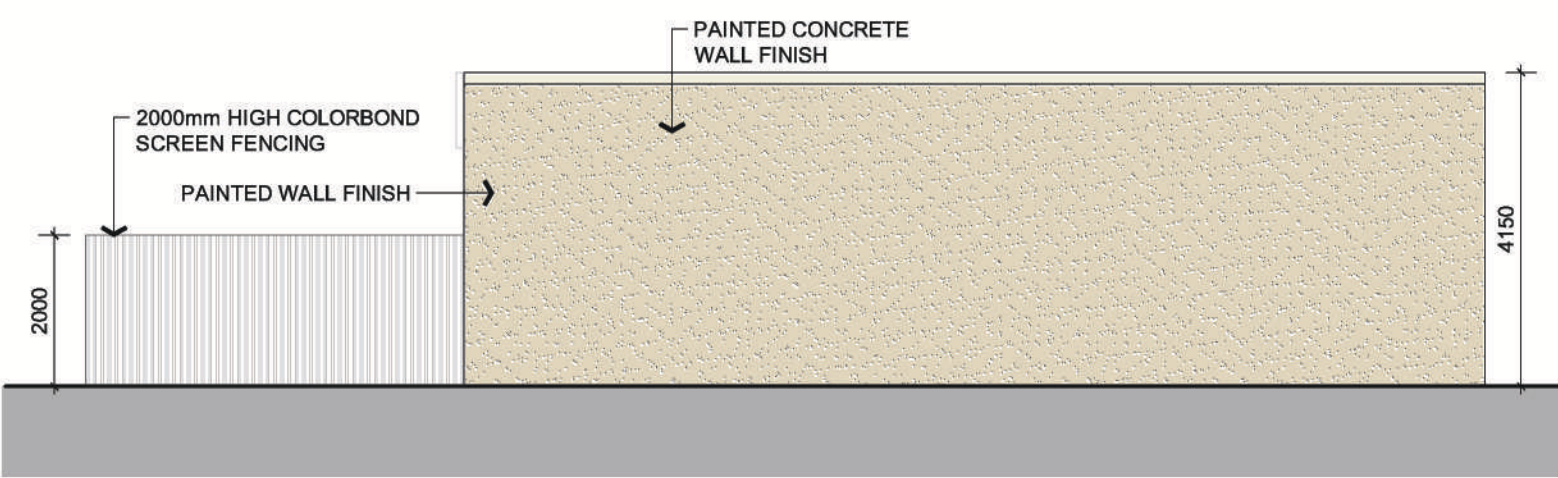
PROPOSED ILLUMINATED PYLON SIGNAGE
SCALE 1:100



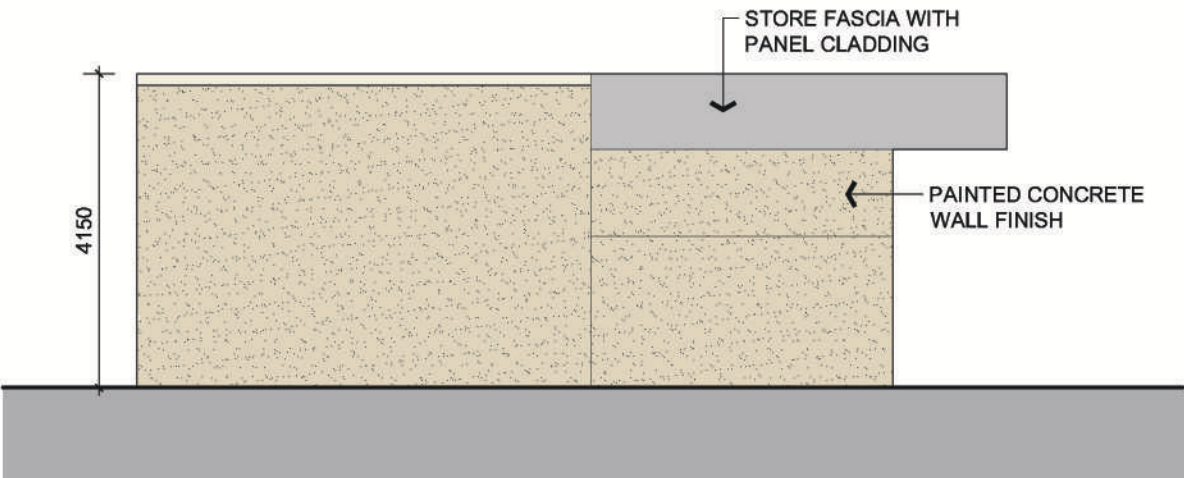
SOUTH EASTERN BUILDING ELEVATION (FRONT)
SCALE 1:100



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 A	REISSUED FOR DA DA Submission	LY RD	NP NP	17.05.2017 12.04.2017
revision/ issue	description	drawn	checked	date
project	SERVICE STATION & CONVENIENCE STORE location 335 COLLIER ROAD, BASSENDEAN	drawn	description	
		LY	ELEVATIONS	
		checked		
		NP		
		scale	date	
		1:100	12.04.2017	
		project no	dwg no	
		03.17	SK08	
		rev	B	



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



B	REISSUED FOR DA	LY	NP	17.05.2017
revision/ issue	description	drawn	checked	date
project	SERVICE STATION & CONVENIENCE STORE location 335 COLLIER ROAD, BASSENDEAN	drawn LY	description LANDSCAPING PLAN	
		checked NP		
		scale NTS	date 12.04.2017	project no 03.17
		Third Floor, 38 Richardson Street, West Perth, WA 6005 PO Box 743, West Perth, WA 6872 Ph: (08) 9322 5144 Fax: (08) 9322 5740 Email: admin@hpcparh.com		
		rev B		

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

TABLE OF CONTENTS

1.0	INTRODUCTION	1
2.0	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	POST-DEVELOPMENT TRIP GENERATION	15
6.2.2	TRIP DISTRIBUTION	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 bowzers 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 bowzers 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 bowzers from Collier Road by driving towards the northern aisle and reversing to the bowzers.

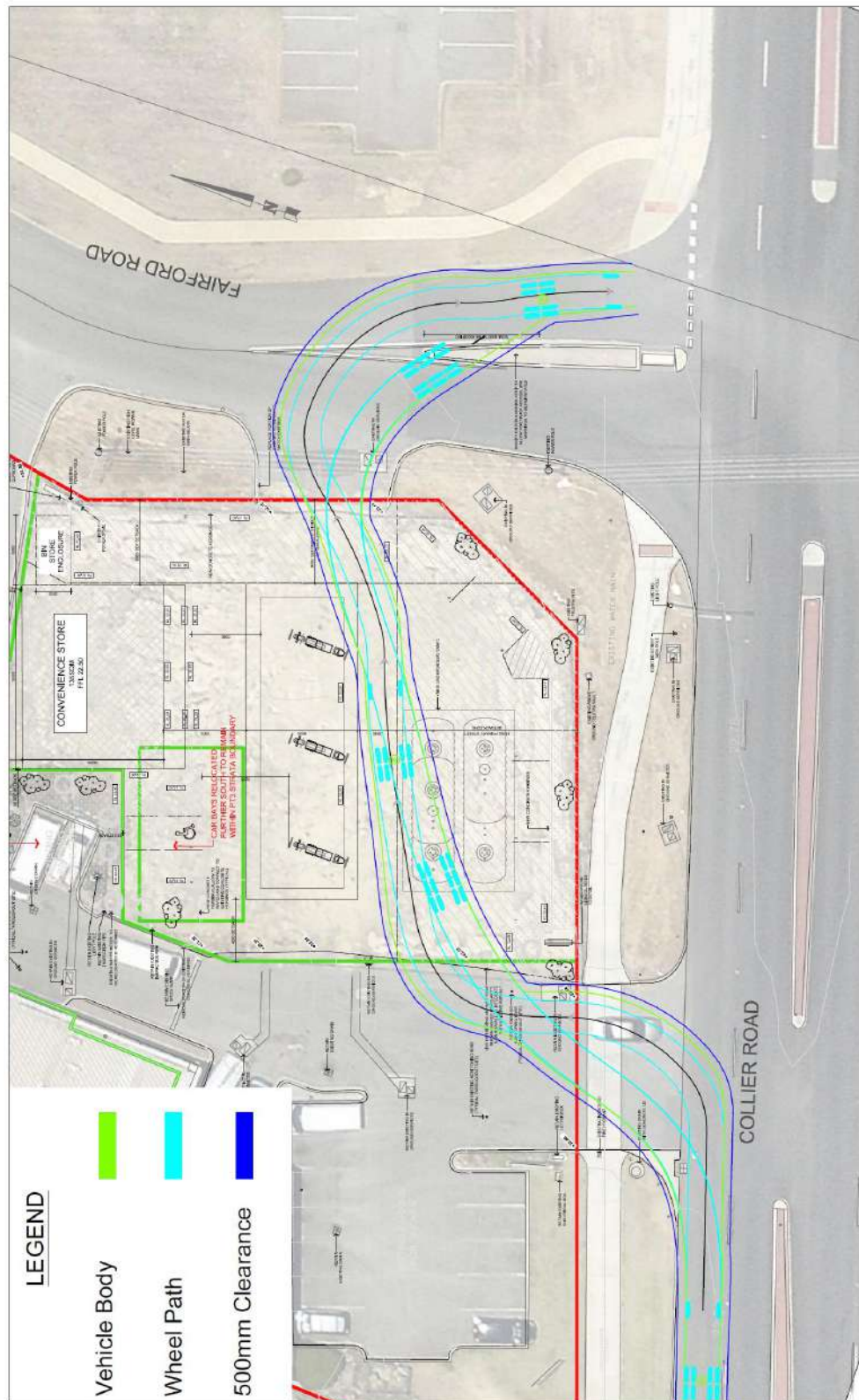


Figure 4: Fuel tanker turn path analysis

335 Collier Rd, Bassendean

Austrroads 2013 - 19.0m Semitrailer

Left turn into the site from Collier Road, accessing the fill point and right turn out onto Fairfield Street

t17.041.sk01b

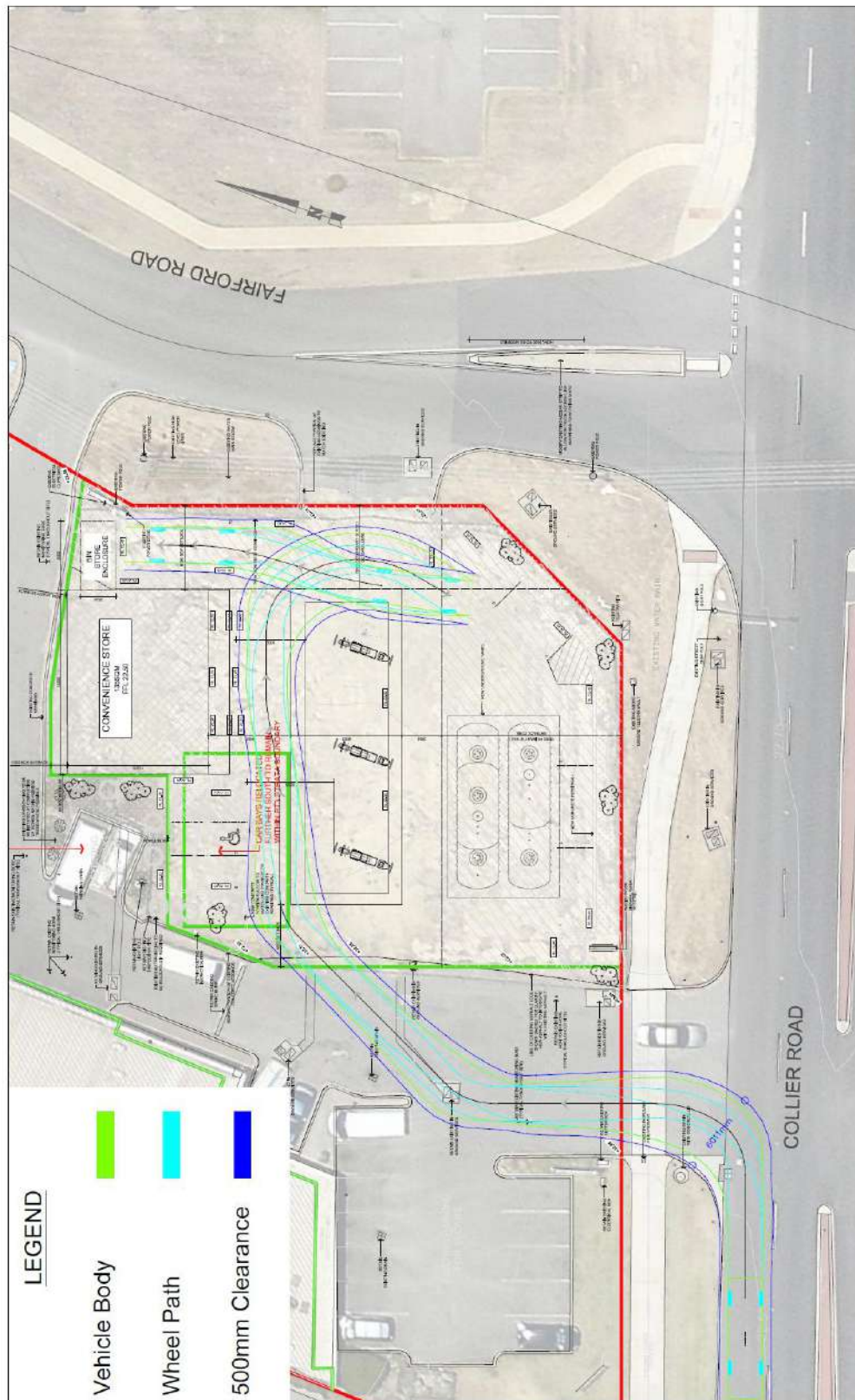
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4.2 *Delivery and waste collection trucks*

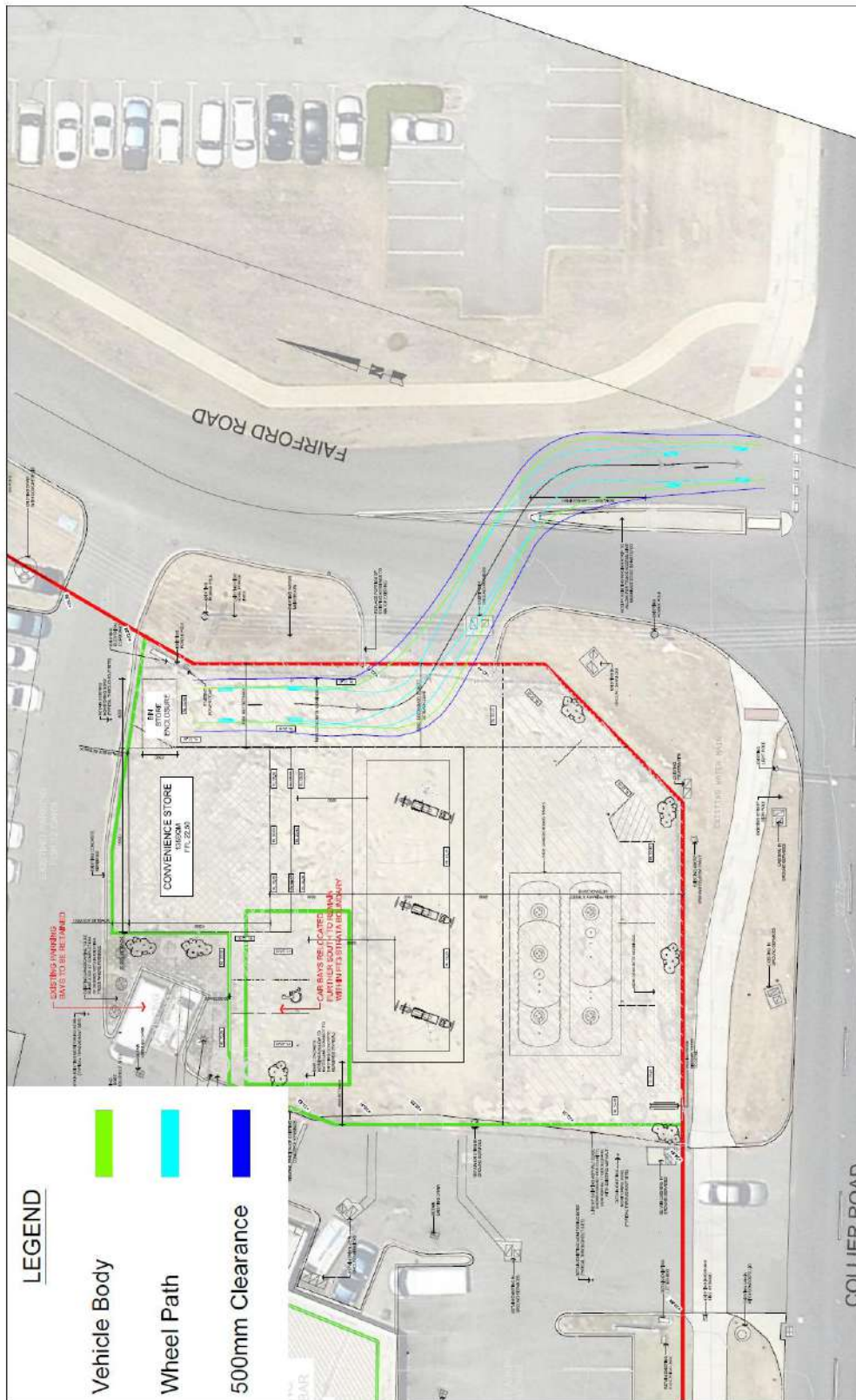
Deliveries and rubbish collection trucks are anticipated to access the site via Collier Road crossover, traverse within the northern aisle and reverse into the loading bay. The delivery and waste collection trucks may then leave the site onto Fairford Street via crossover 2 in a forward gear. The results 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
Austroads 2013 - 8.8m Service vehicle
Left turn into the site from Collier Road and accessing the loading bay in reverse gear





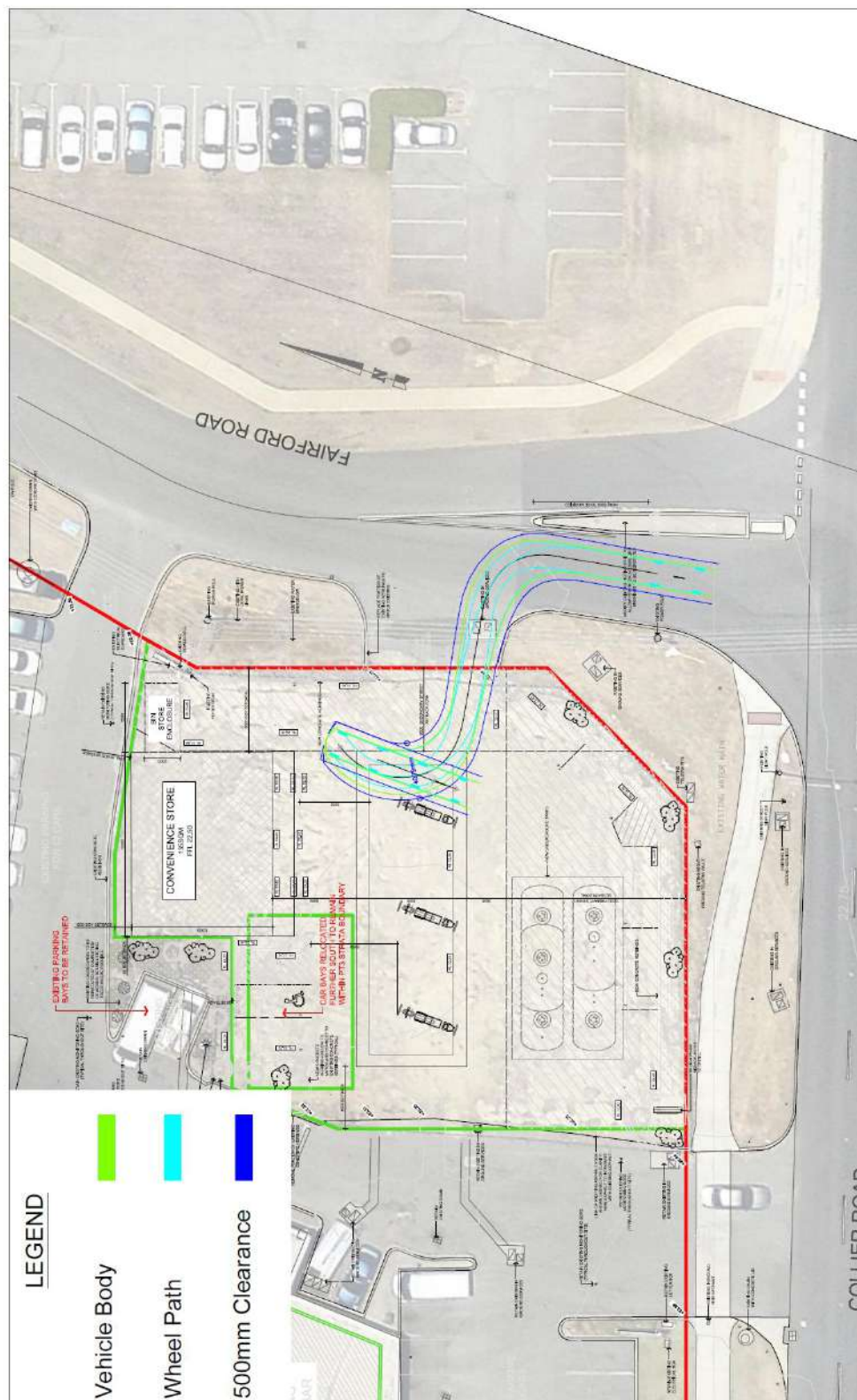
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Figure 6: 8.8m service vehicle exiting the site onto Fairford Street

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.

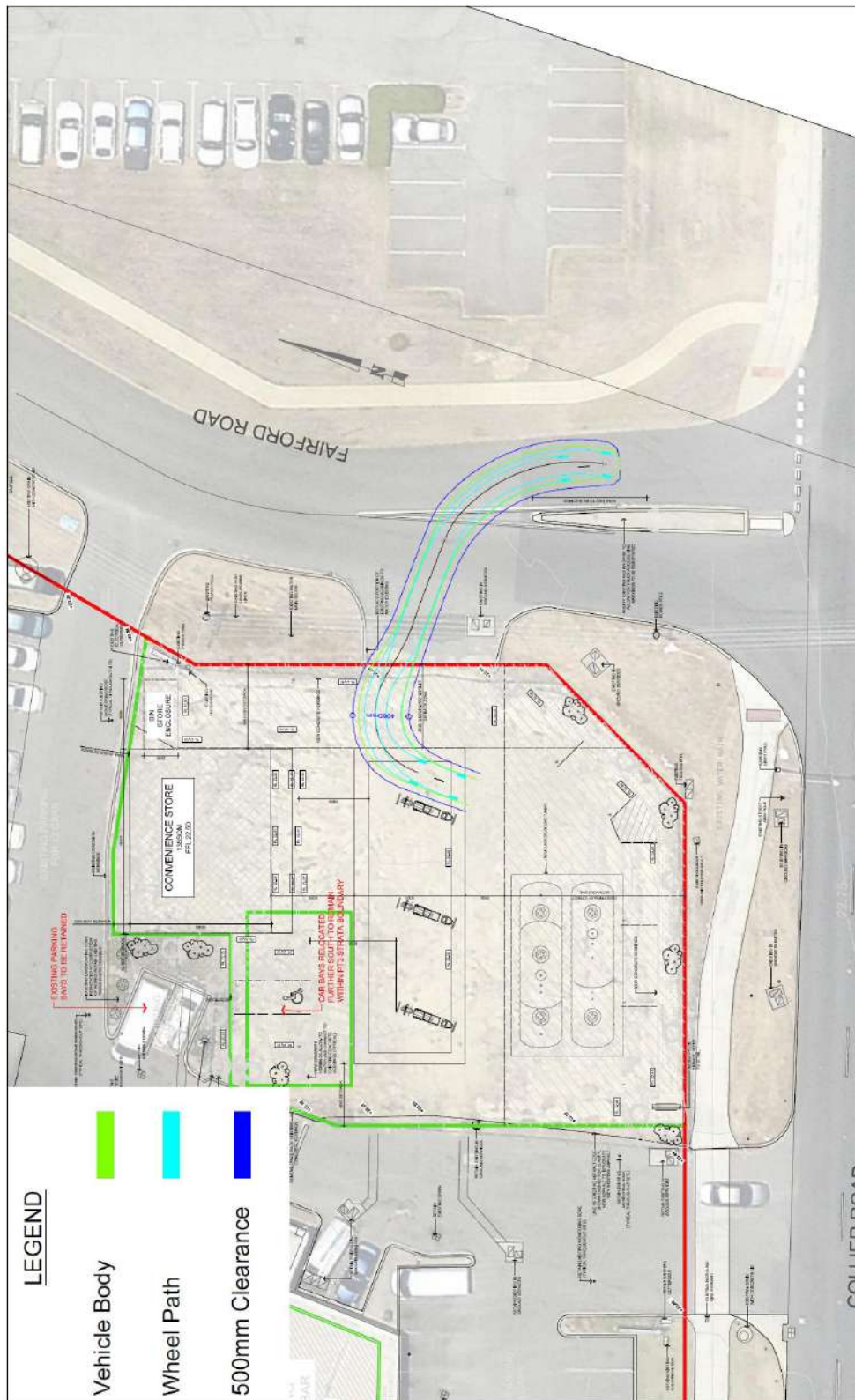


335 Collier Rd, Bassendean
Austroads 2013 - B99 Car
Entry from Fairford Road

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17/05/2017
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Figure 7: Turn path analysis for a B99 Car – Accessing the easternmost bowser from Fairford Street



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

t17.041.sk05
17/05/2017
Scale: 1:250 @ A3



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.

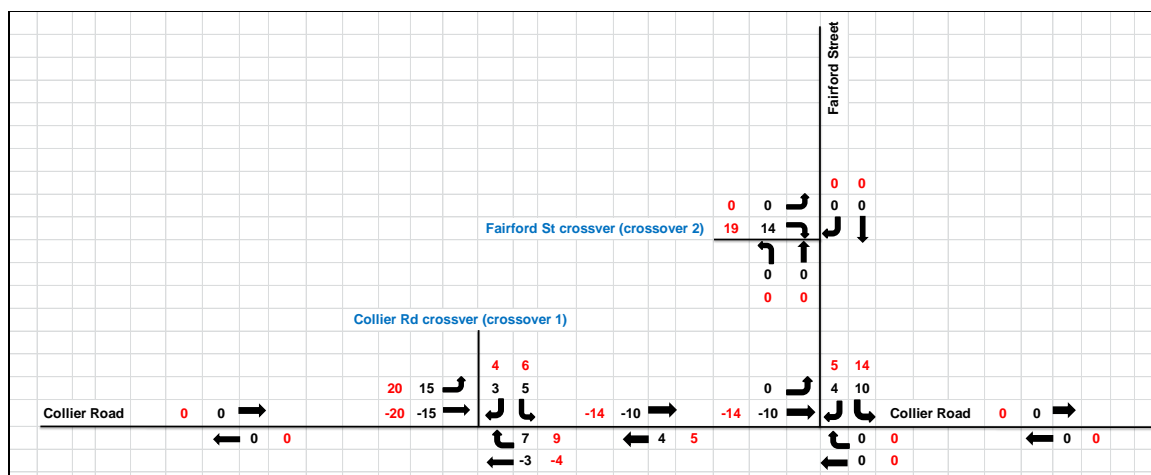


Figure 9: Passing trade weekday AM and **PM** peak hour traffic for the proposed service station

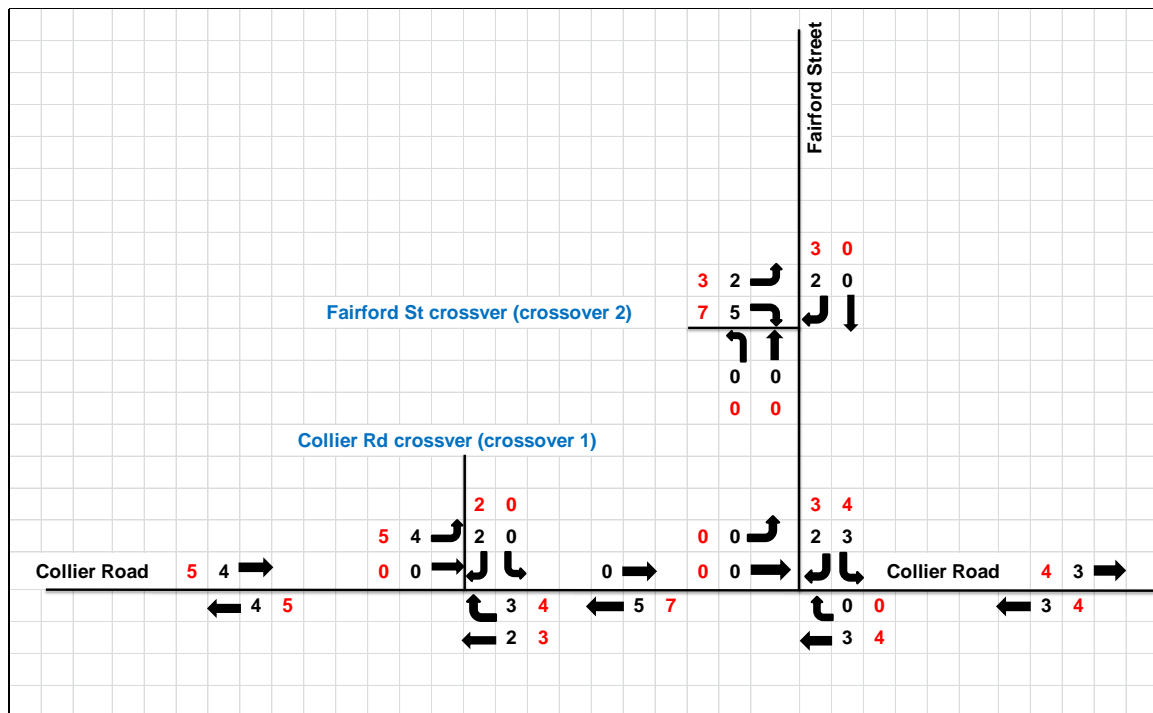


Figure 10: Additional (non-passing trade) weekday AM and **PM** peak hour traffic generated by the proposed service station

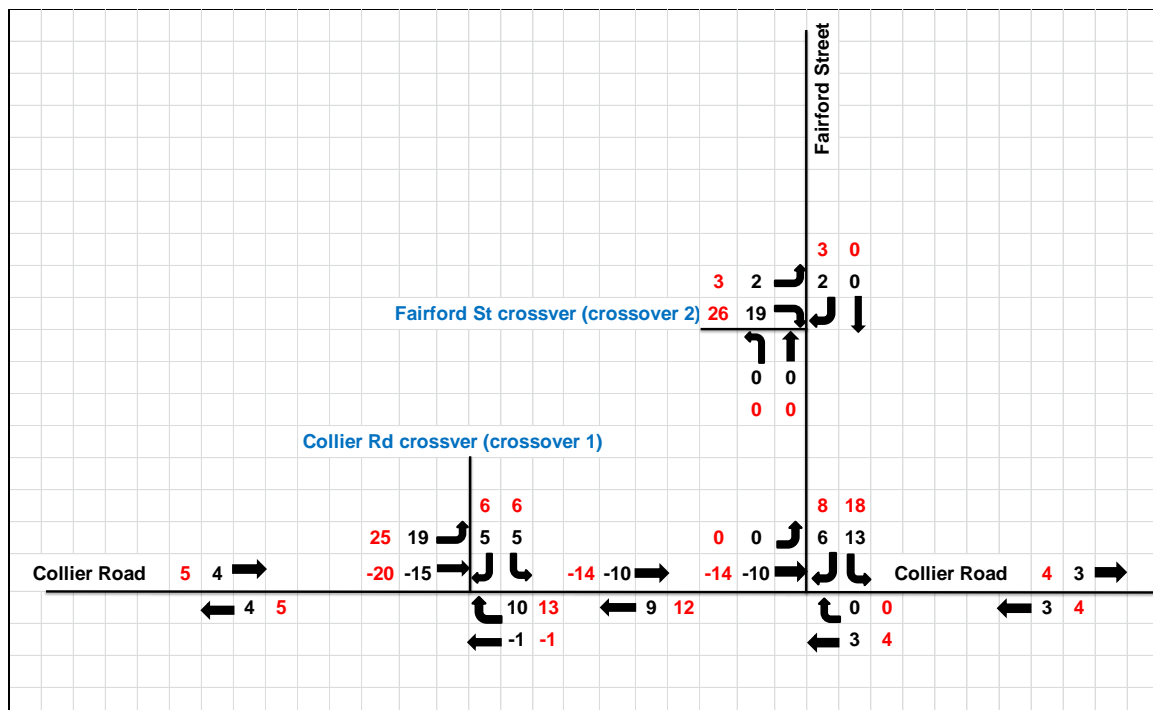


Figure 11: Net change in AM and **PM** peak hour traffic generated by the proposed service station

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.

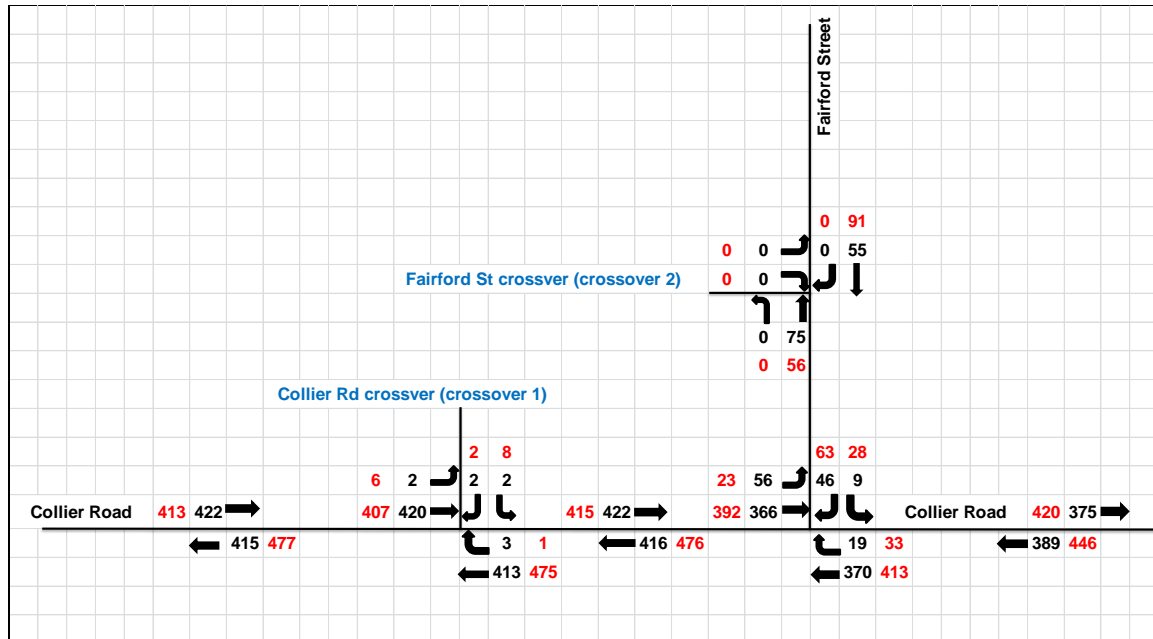


Figure 12: Existing traffic volumes on Collier Road and Fairford Street and the existing Collier Road crossover – Friday 28 February 2017

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

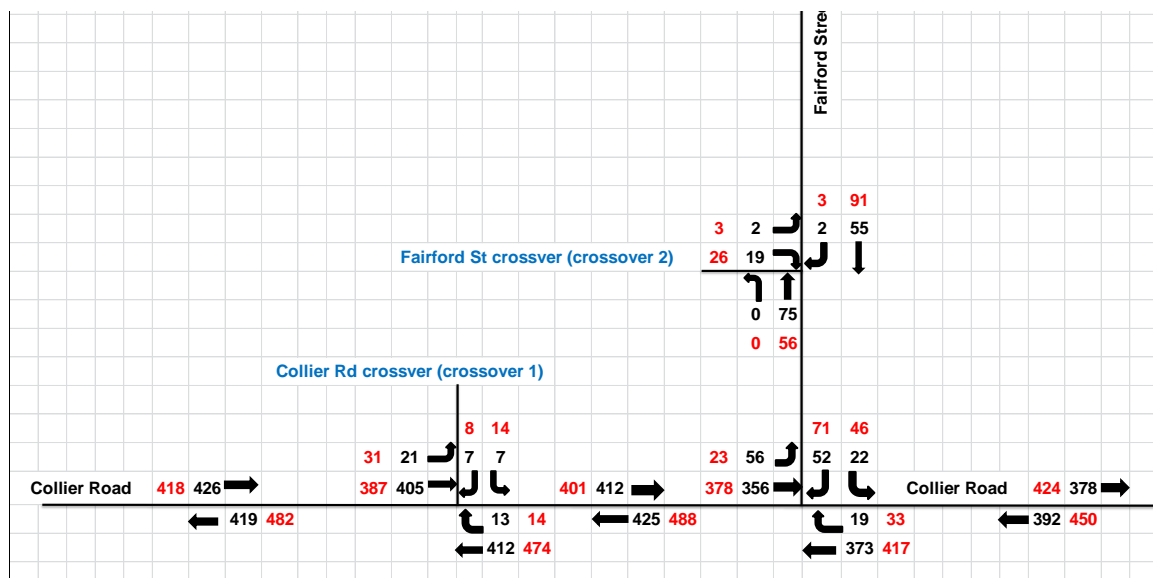


Figure 13: Total post development AM and PM peak hour traffic volumes on the surrounding road network

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.

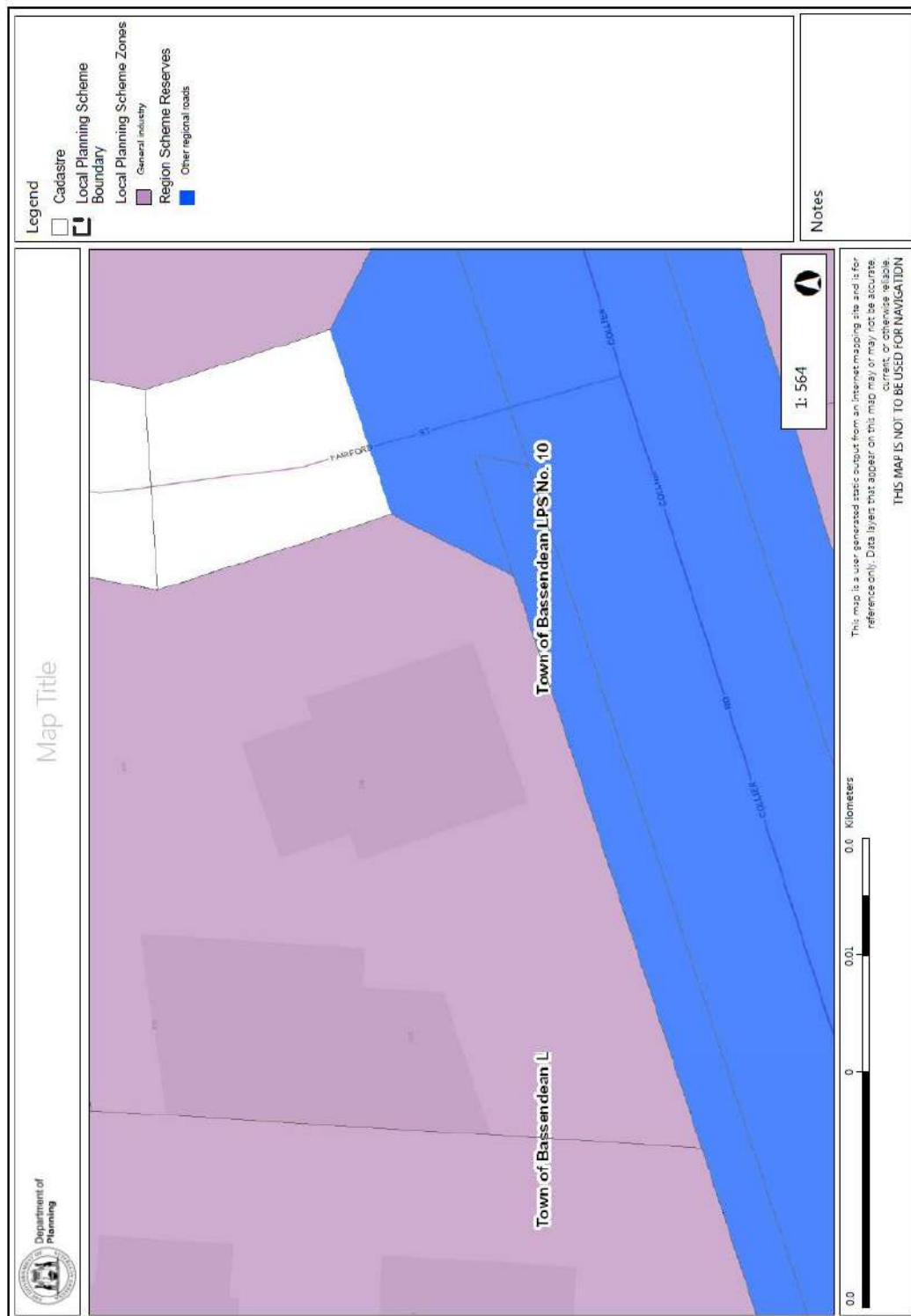


Figure 16: MRS Map

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.

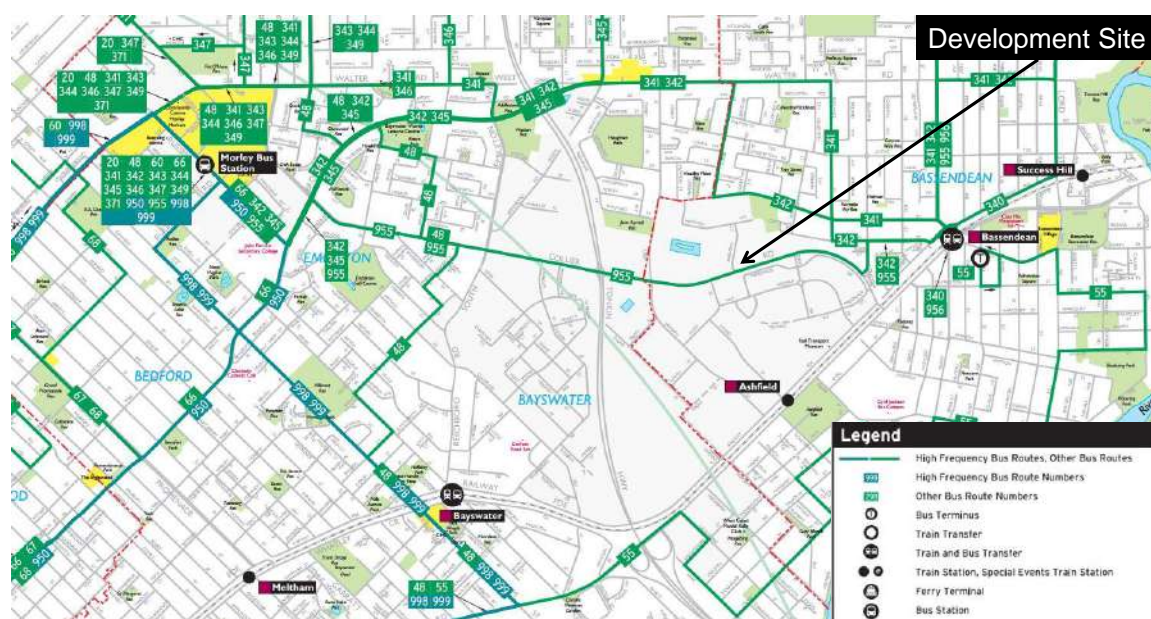


Figure 20: Existing Public Transport Routes

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).

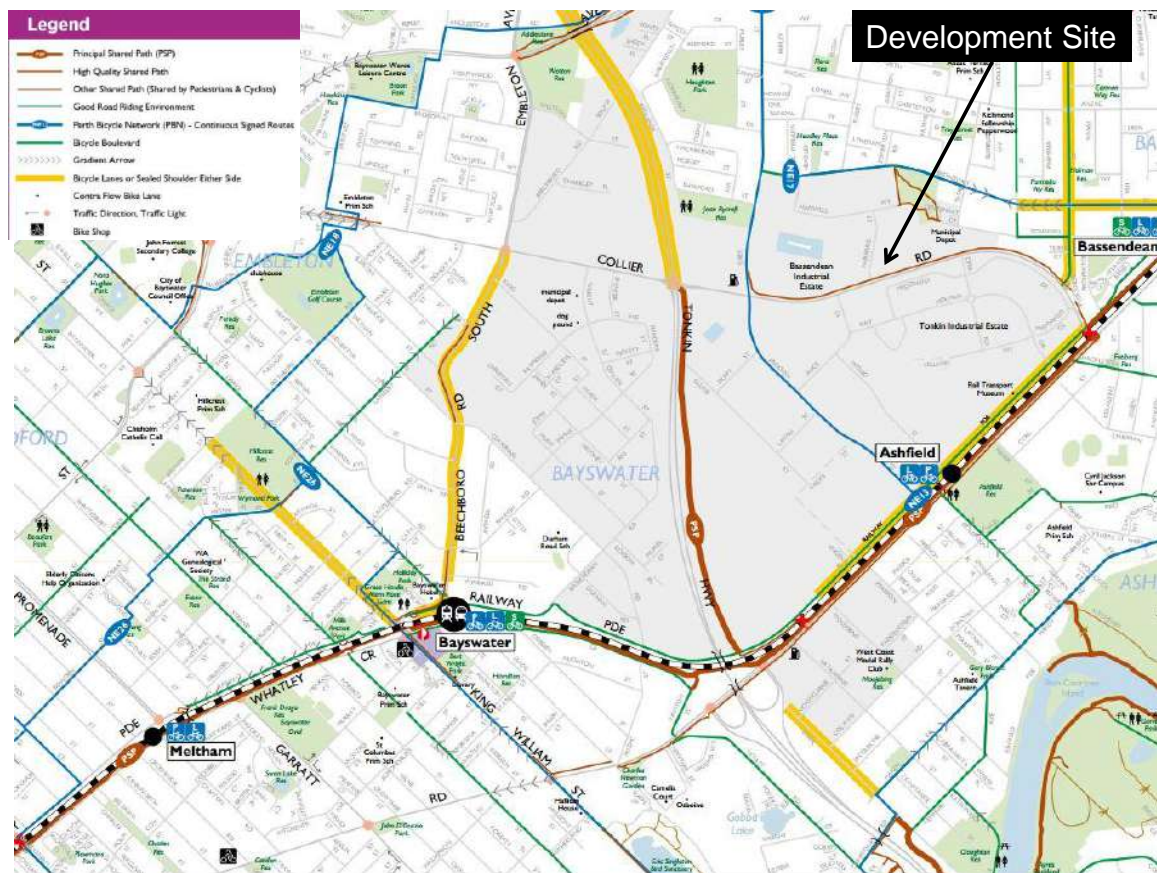


Figure 22: Bike map (source: Department of Transport)

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
 -  CADASTRAL LOT BOUNDARY
 -  STRATA LOT BOUNDARY



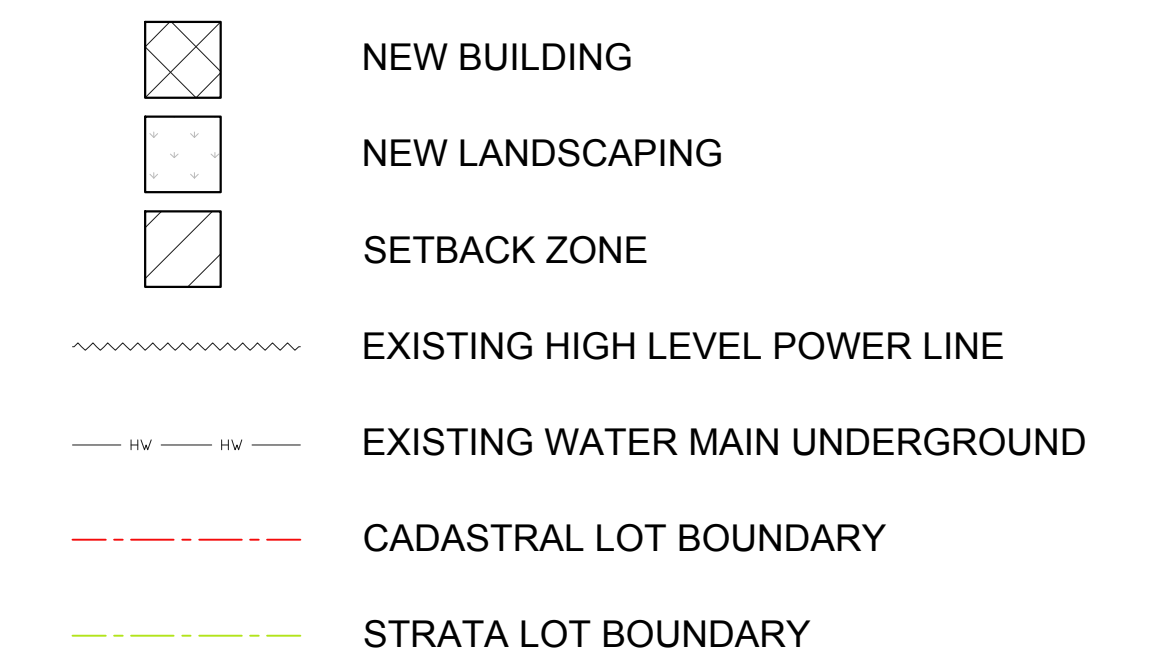
PROPOSED SITE PLAN
SCALE 1:100 @ A1
0 1 2 3 4m



Project Name		Service Station & Convenience Store	
Address		155 COLLIER ROAD, BASSENEAU	
Client		Kingsley Colliard Preston	
Project No.		155/2019/0012	
Scale		1:100 @ A1	
Date		03.17.2020	
Sheet No.		3 of 3	





Appendix 5

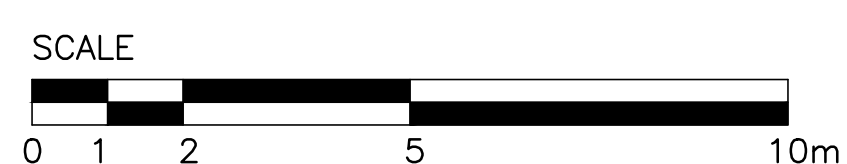
Stormwater Management Plan




Max Groundwater Level = 19.7m AHD
Min Design Level = 22.40
Soakwell Depth = 1.8m
Clearance to Groundwater = 900mm

20 Year Event Storage Required = 17.31m3
Outlet Orifice Diameter = 81mm
(Refer Town of Bassendean Spreadsheet)

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



B A	REISSUED FOR DA DA Submission	LY RD	NP NP	17.05.2017 12.04.2017
revision/ issue	description	drawn	checked	date
project SERVICE STATION & CONVENIENCE STORE		drawn LY	description Stormwater Management Plan	
location 335 COLLIER ROAD, BASSEDEAN		checked NP		
		Third Floor, 38 Richardson Street, West Perth, WA 6005 PO Box 743, West Perth, WA 6872 Ph: (08) 9322 5144 Fax: (08) 9322 5740 Email: admin@hpcparch.com	scale 1:100 @ A1	Pritchard Francis Rev B 18.05.17

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

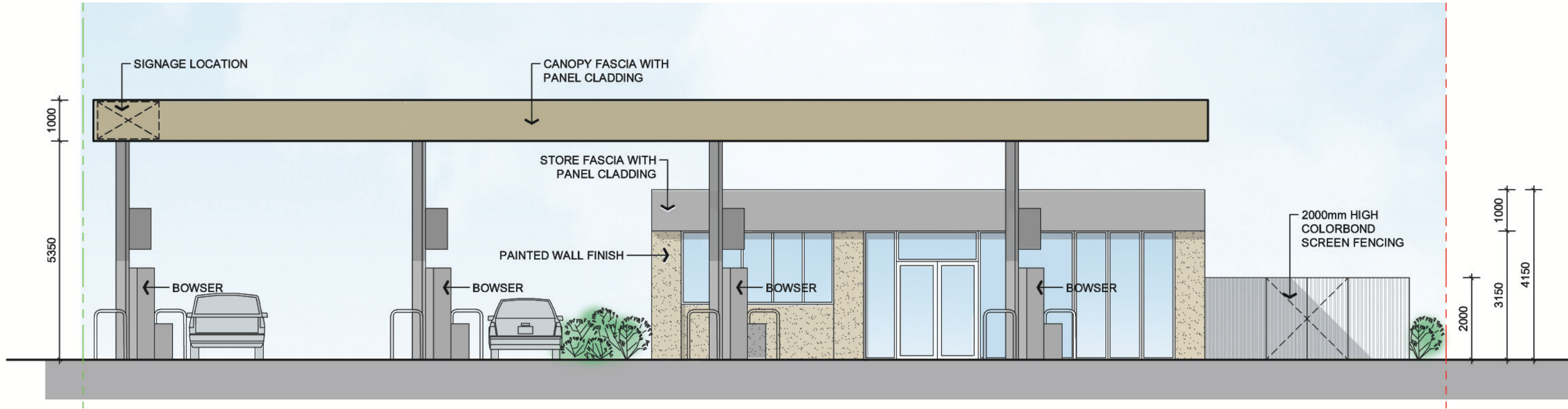
Orifice diameter (mm) = 81

	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

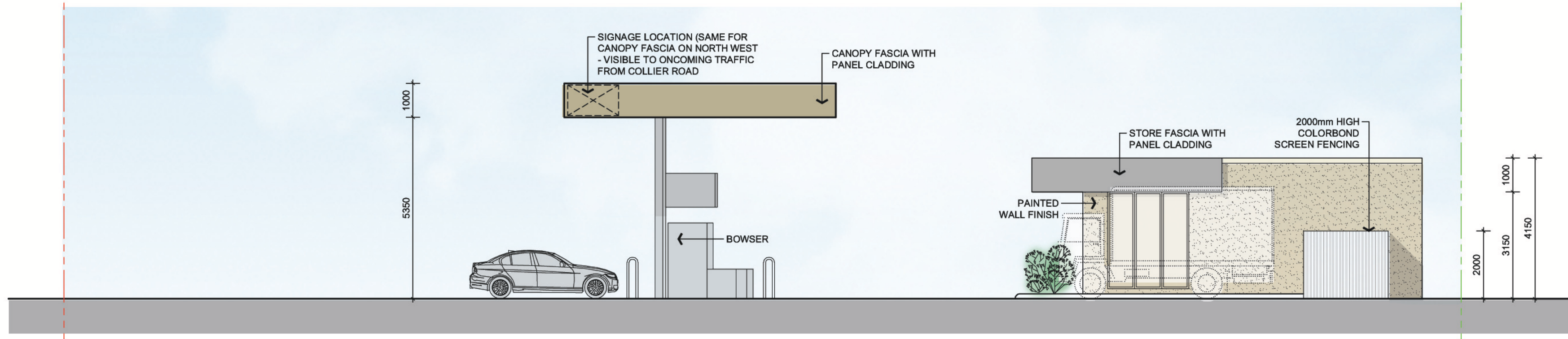
T I M E

minutes/hours

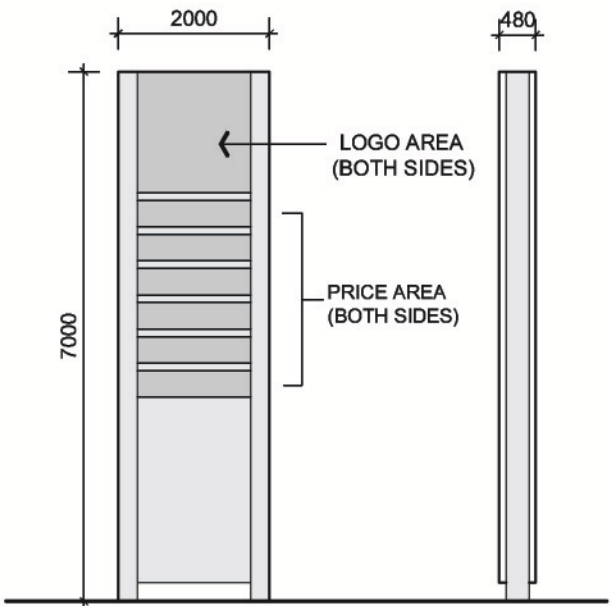
5	5	3.79	6.04	7.72	10.08	13.70	16.77
6	6	4.29	6.83	8.72	11.33	15.33	18.67
10	10	5.46	8.71	11.06	14.39	19.35	23.77
20	20	5.77	9.88	12.86	17.12	23.40	28.61
30	30	4.51	9.18	12.52	17.31	24.37	30.34
1	60	-2.45	3.23	7.19	12.89	21.38	28.57
2	120	-21.03	-14.53	-9.76	-2.92	6.95	15.34
3	180	-42.04	-34.92	-29.78	-22.24	-11.21	-2.08
6	360	-109.92	-101.46	-95.51	-86.89	-73.71	-63.00
12	720	-253.84	-243.68	-236.49	-225.53	-209.69	-196.19
24	1440	-552.65	-539.84	-530.62	-516.82	-496.11	-479.09
48	2880	-1166.81	-1150.80	-1139.04	-1121.36	-1093.80	-1071.06
72	4320	-1789.95	-1773.45	-1760.54	-1740.44	-1710.29	-1683.55



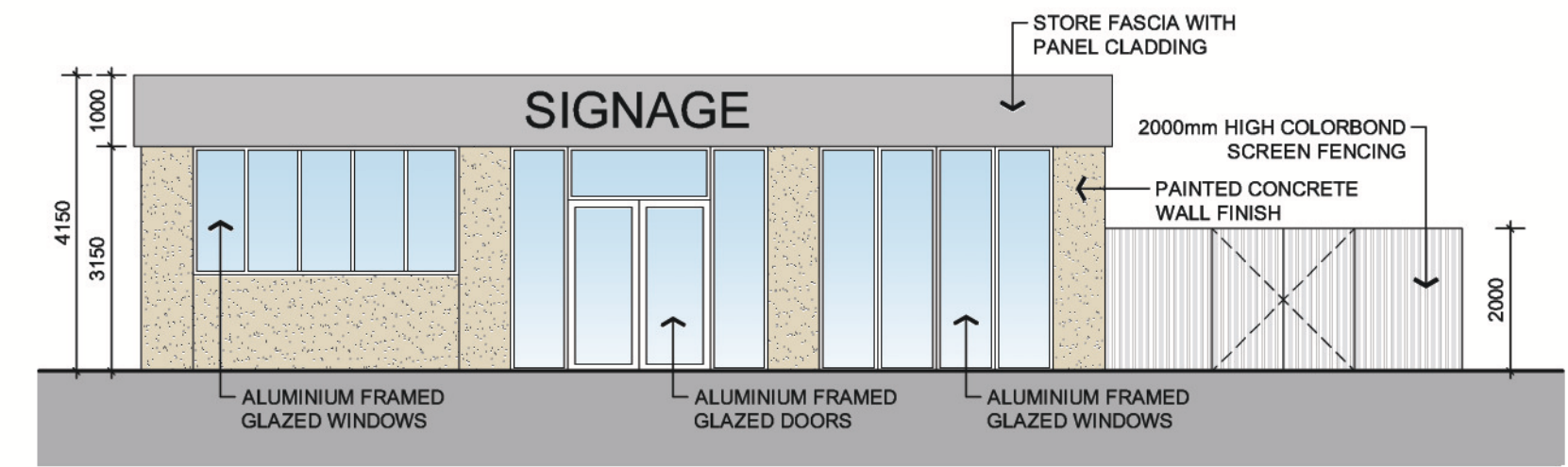
PROPOSED SOUTH EASTERN ELEVATION (COLLIER ROAD)
SCALE 1:100



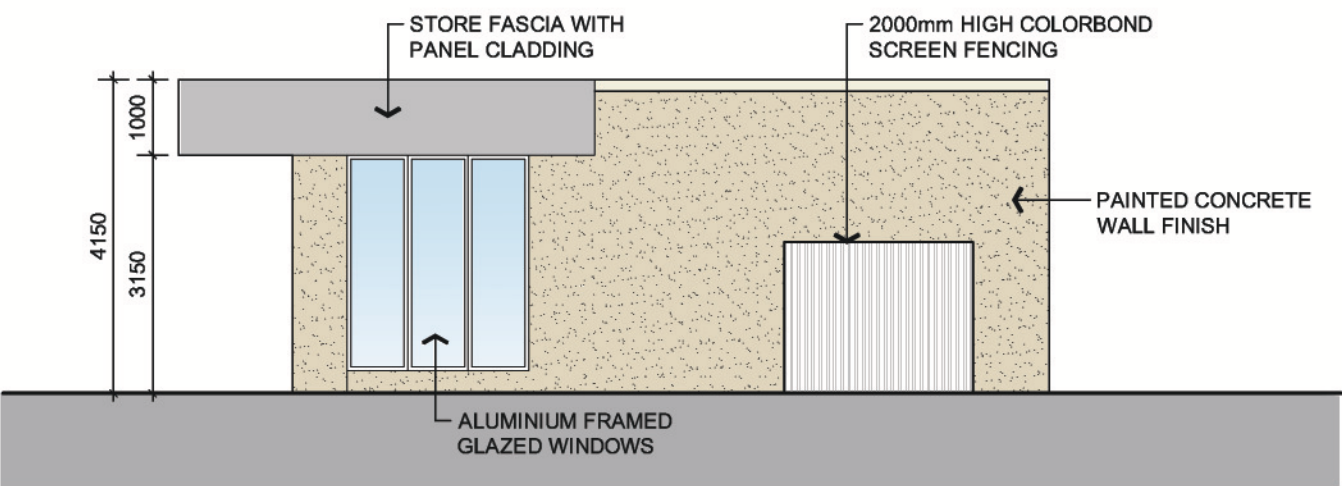
PROPOSED NORTH EASTERN ELEVATION (FAIRFORD ROAD)
SCALE 1:100



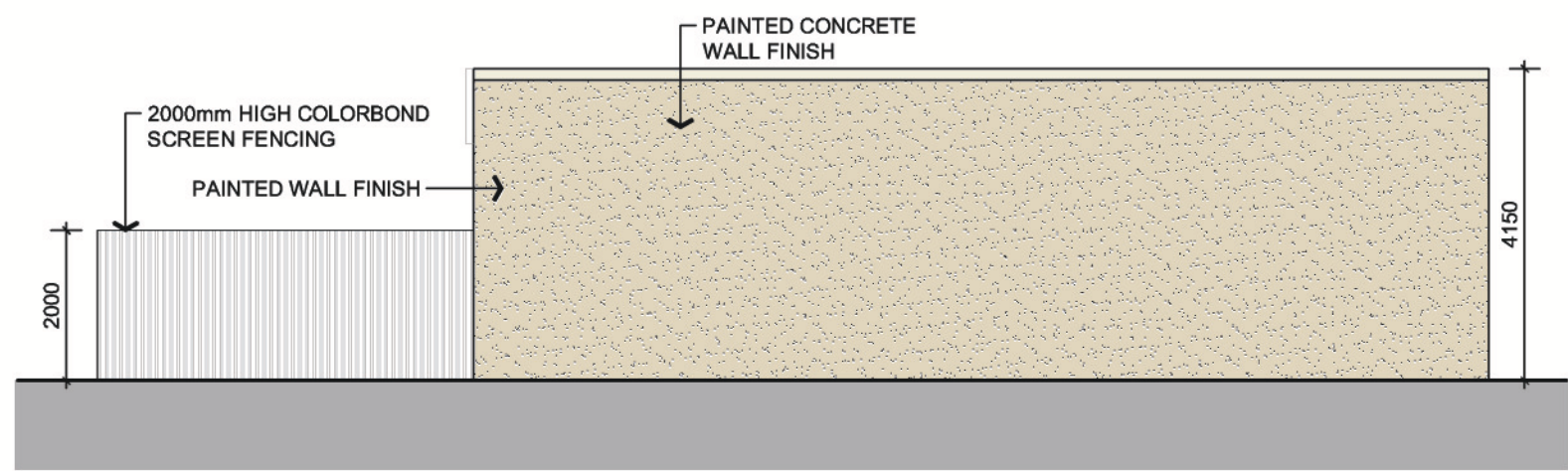
PROPOSED ILLUMINATED PYLON SIGNAGE
SCALE 1:100



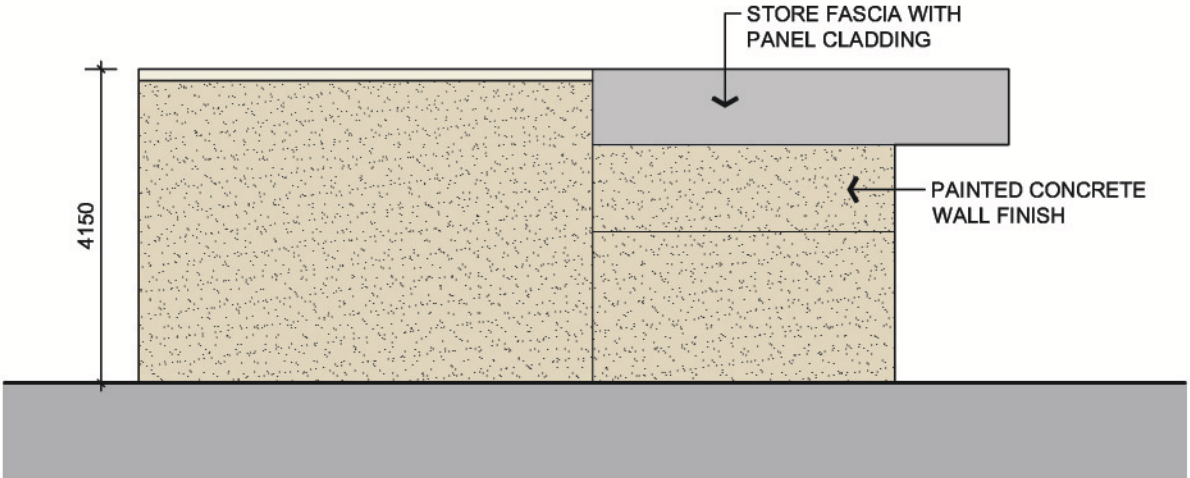
SOUTH EASTERN BUILDING ELEVATION (FRONT)
SCALE 1:100



NORTH EASTERN BUILDING ELEVATION (SIDE)
SCALE 1:100



NORTH WESTERN BUILDING ELEVATION (REAR)
SCALE 1:100



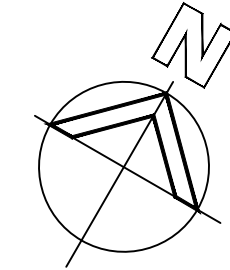
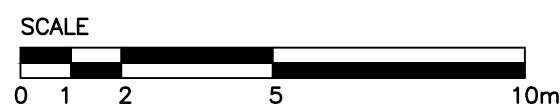
SOUTH WESTERN BUILDING ELEVATION (SIDE)
SCALE 1:100

C B A	REISSUED	LY	NP	11.07.2017	
	REISSUED FOR DA	LY	NP	17.05.2017	
	DA Submission	RD	NP	12.04.2017	
revision/ issue	description		drawn	checked	date
project			drawn	description	
SERVICE STATION & CONVENIENCE STORE			LY	ELEVATIONS	
			checked		
			NP		
location			scale	date	
335 COLLIER ROAD, BASSENDEAN			1:100	12.04.2017	
<div><div>HodgeCollardPreston</div><div>ARCHITECTS</div></div>			A1	project no	dwg no
				03.17	SK08
			rev	C	
			<div>Third Floor, 38 Richardson Street, West Perth, WA 6005 PO Box 743, West Perth, WA 6872 Ph: (08) 9322 5144 Fax: (08) 9322 5740 Email: admin@hpcperch.com</div>		



- 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
SCALE 1:150 @ A1



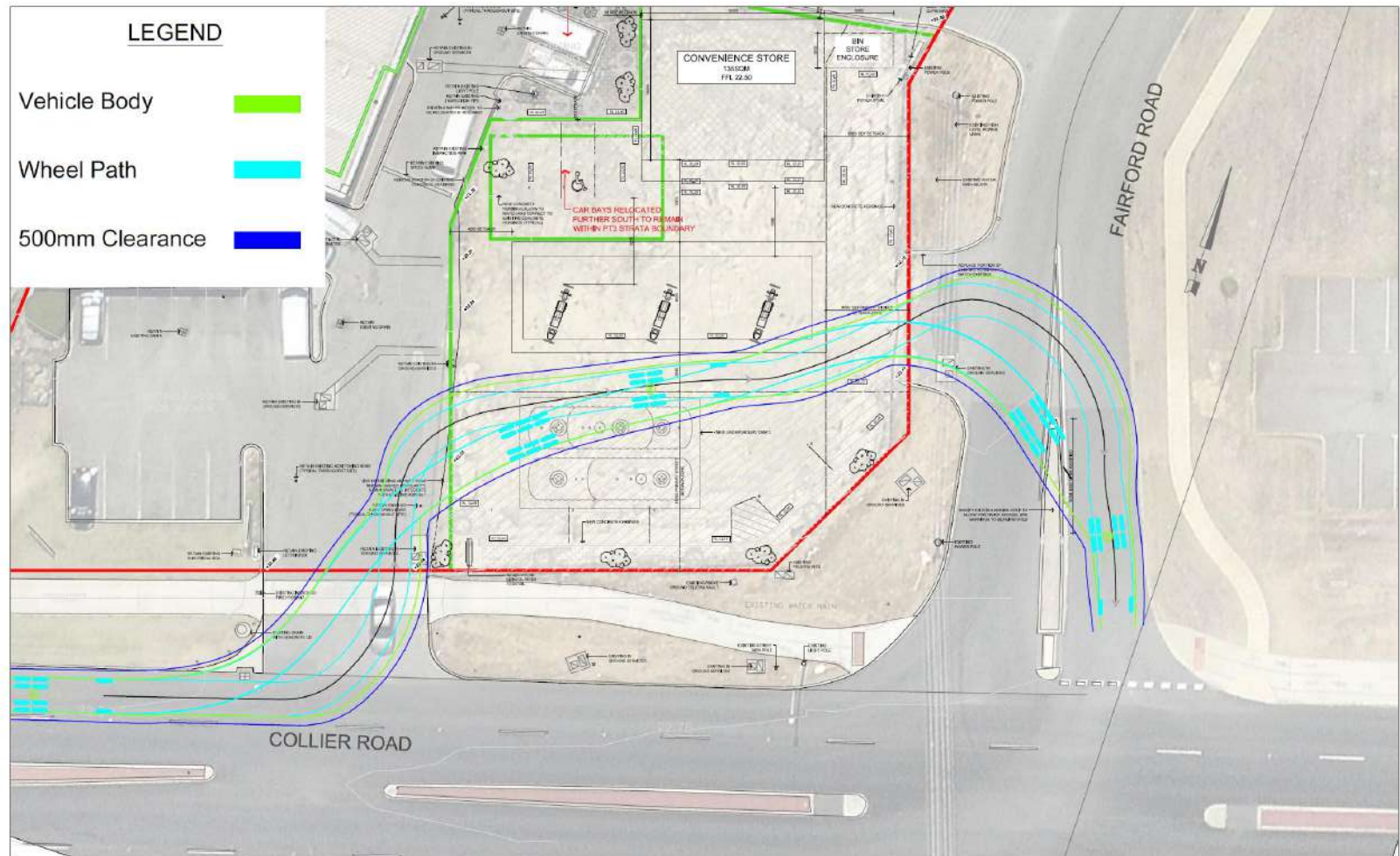
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A	ISSUED FOR DA	LY	NP	15.06.2017
revision/	description	drawn	checked	date
issue				
project	SERVICE STATION & CONVENIENCE STORE	drawn	description	
location	335 COLLIER ROAD, BASSEMAN	LY	SITE PLAN -	
		checked	CAR BAYS	
		NP		
scale	1:150	date	JUNE 2017	
project no	03.17	dwg no	SK10	
rev	B			

HodgeCollardPreston

ARCHITECTS

Third Floor, 38 Richardson Street,
West Perth, WA 6005
PO Box 743, West Perth, WA 6872
Ph: (08) 9322 5144
Fax: (08) 9322 5740
Email: admin@hpcarch.com

Figure 4: Fuel tanker turn path analysis



335 Collier Rd, Bassendean

Austrorads 2013 - 19.0m Semitrailer

Left turn into the site from Collier Road, accessing the fill point and right turn out onto Fairford Street

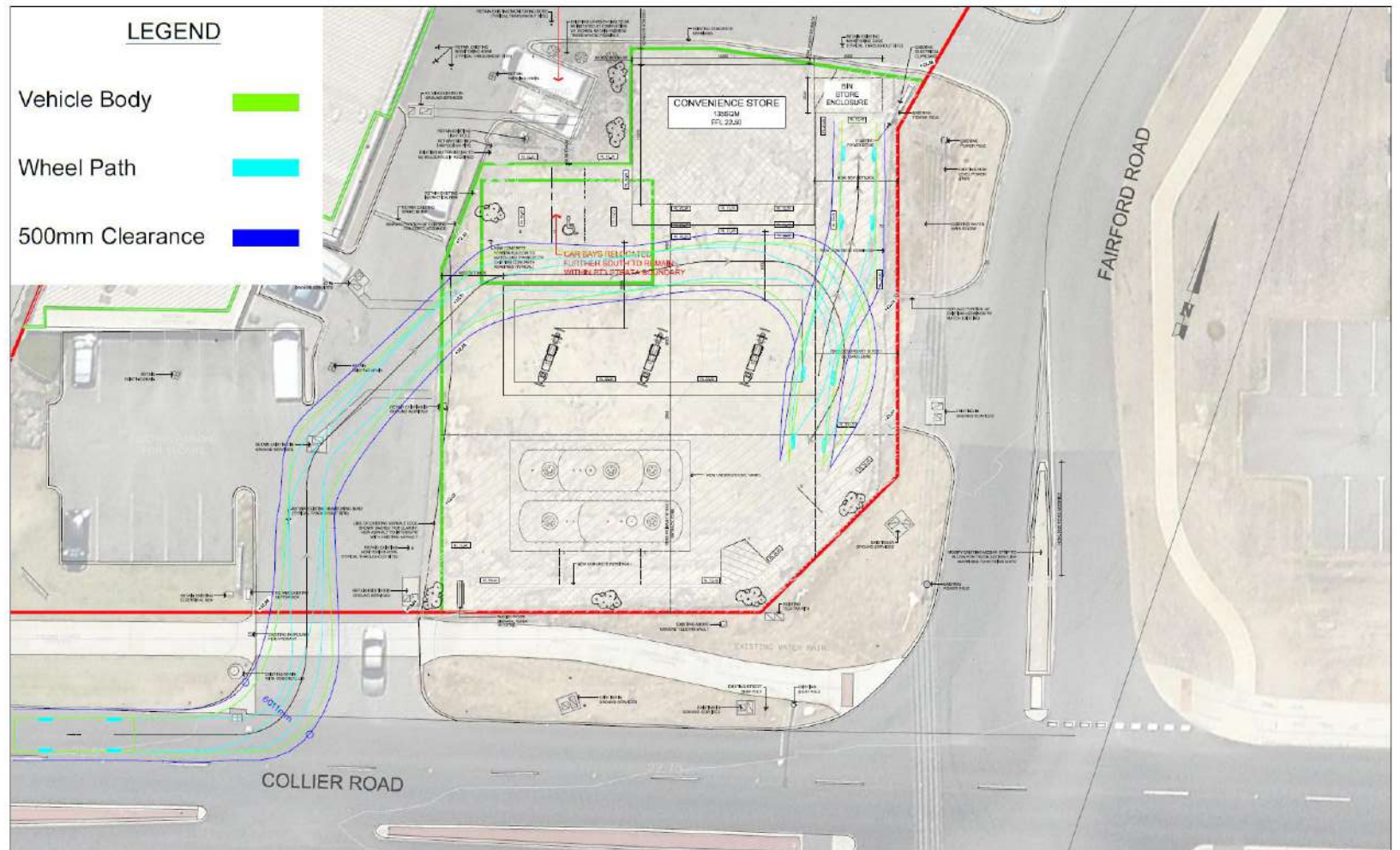
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17/05/2017

Scale: 1:250 @ A3



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



335 Collier Rd, Bassendean

Austrroads 2013 - 8.8m Service vehicle

Left turn into the site from Collier Road and accessing the loading bay in reverse gear

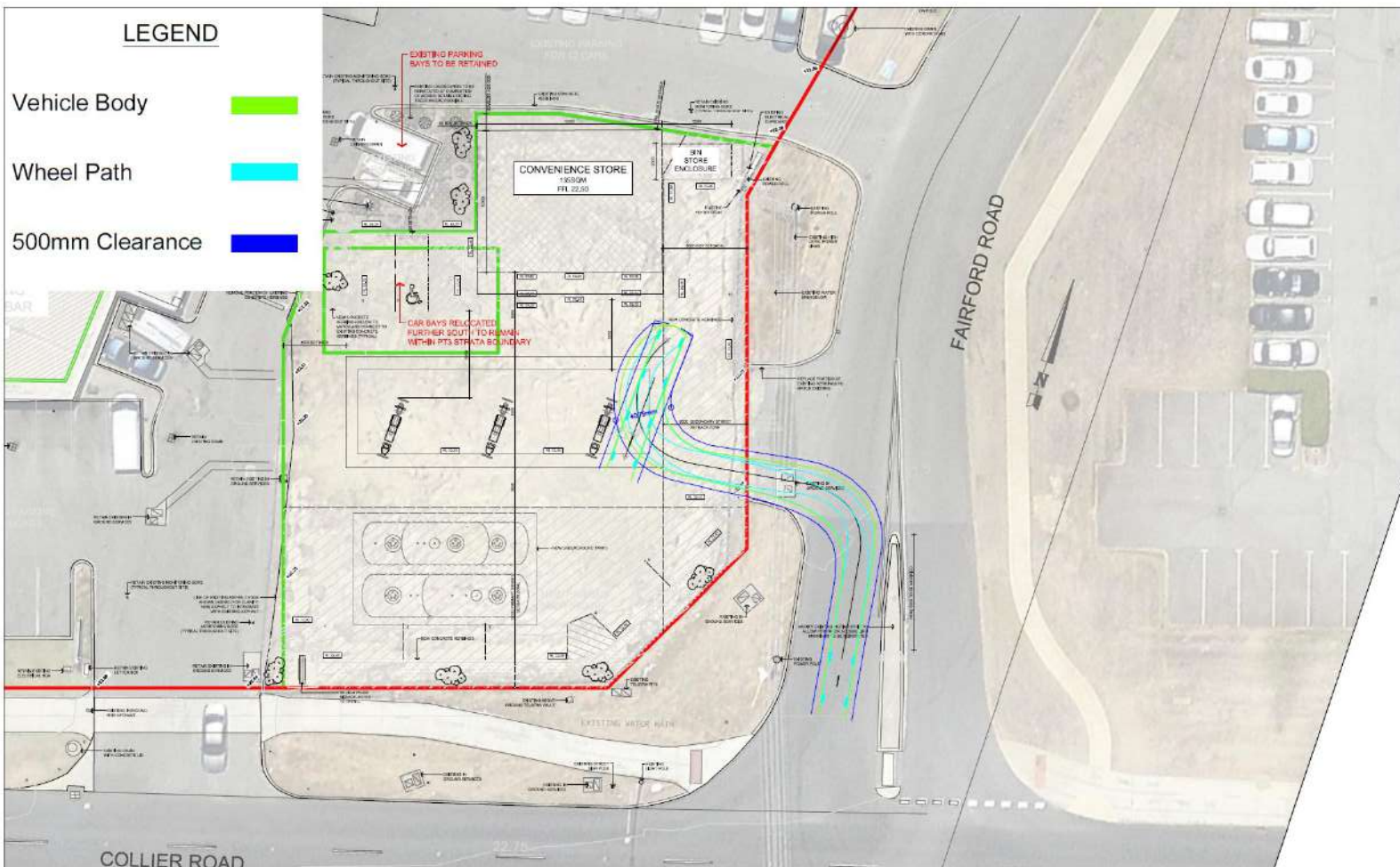
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17/05/2017

Scale: 1:250 @ A3



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



335 Collier Rd, Bassendean

Austrroads 2013 - B99 Car

Entry from Fairford Road

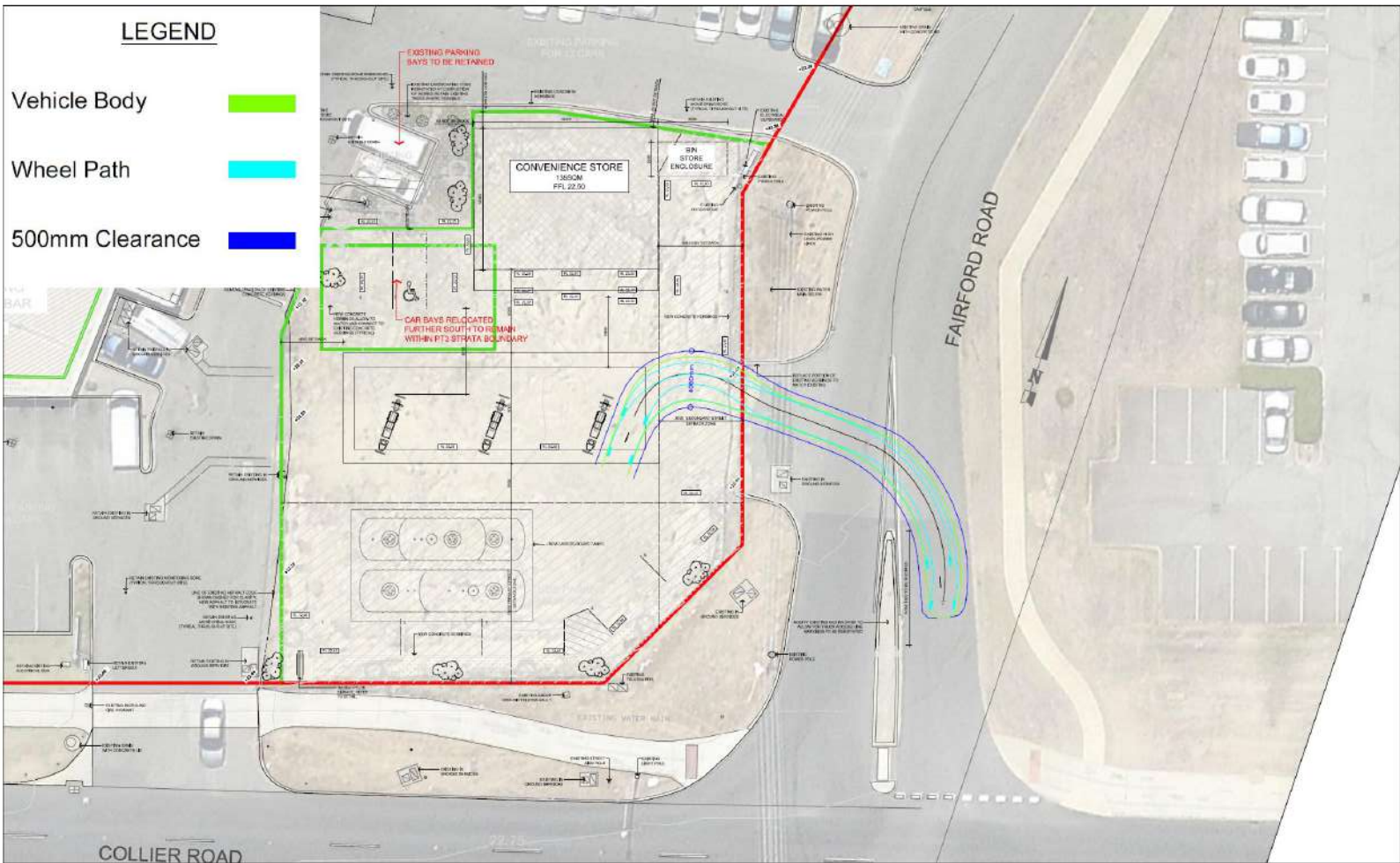
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17/05/2017

Scale: 1:250 @ A3



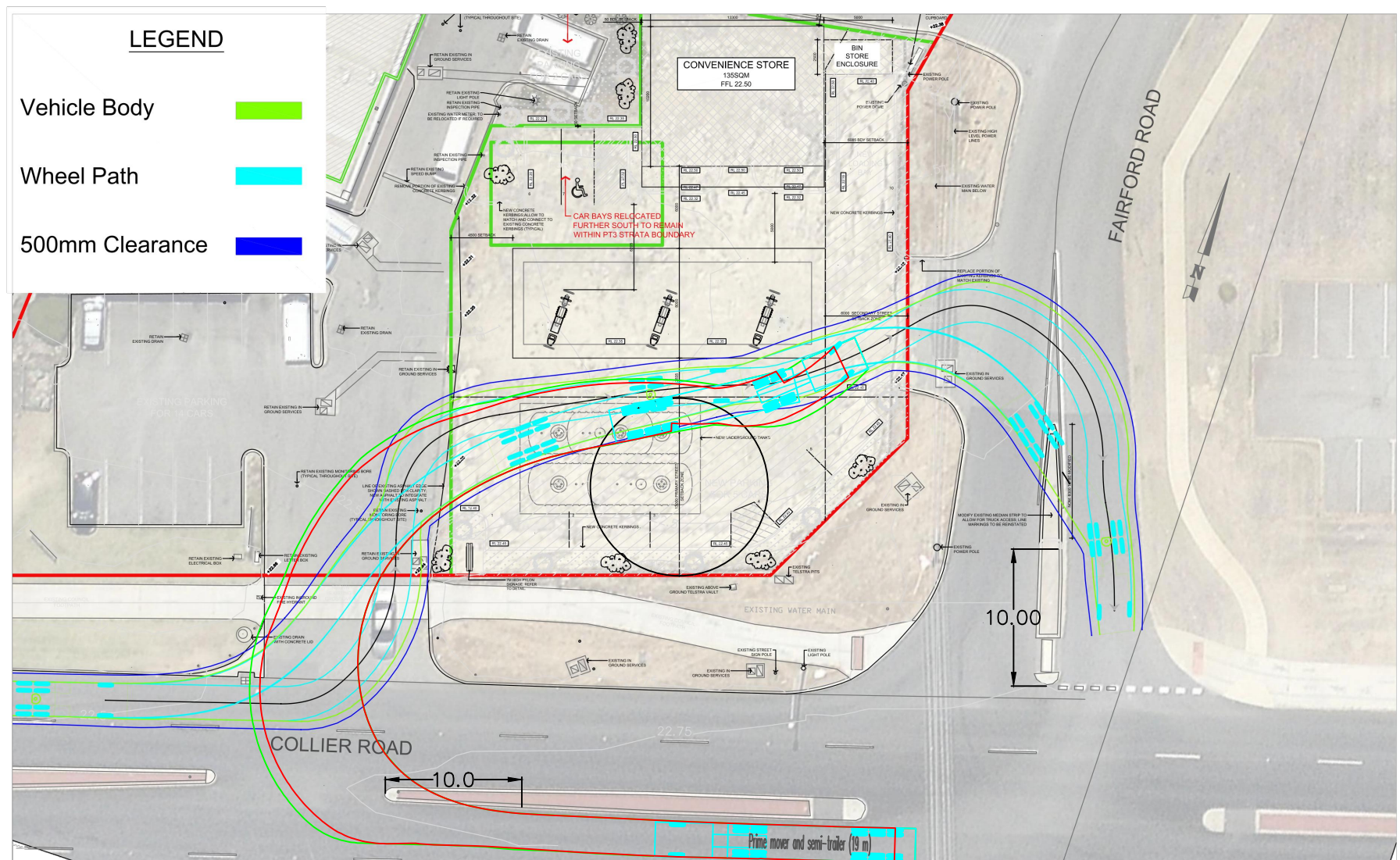
Figure 8: Turn path analysis for a B99 Car – Exiting the site onto Fairford Street



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

t17.041.sk05
17/05/2017
Scale: 1:250 @ A3





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





Department of **Planning,**
Lands and Heritage

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

Dylan Stokes
Town of Bassendean
PO Box 87
Bassendean
WA 6934

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

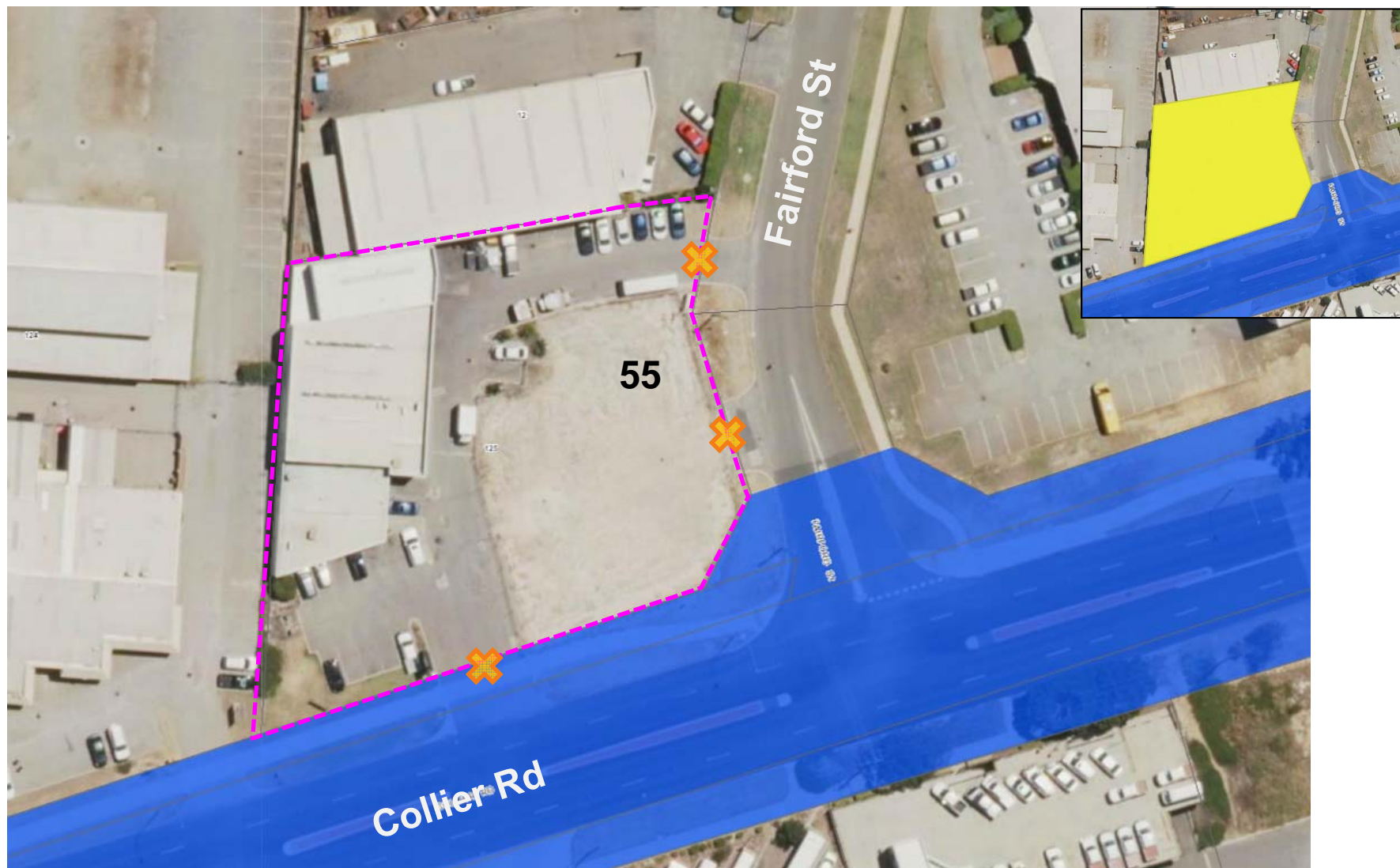
The Department has no objection to the proposed development, but recommends the following:

- 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



-  Subject Lot  Subject Lot  Other Regional Road  full movement crossover

Figure 2. Proposed development

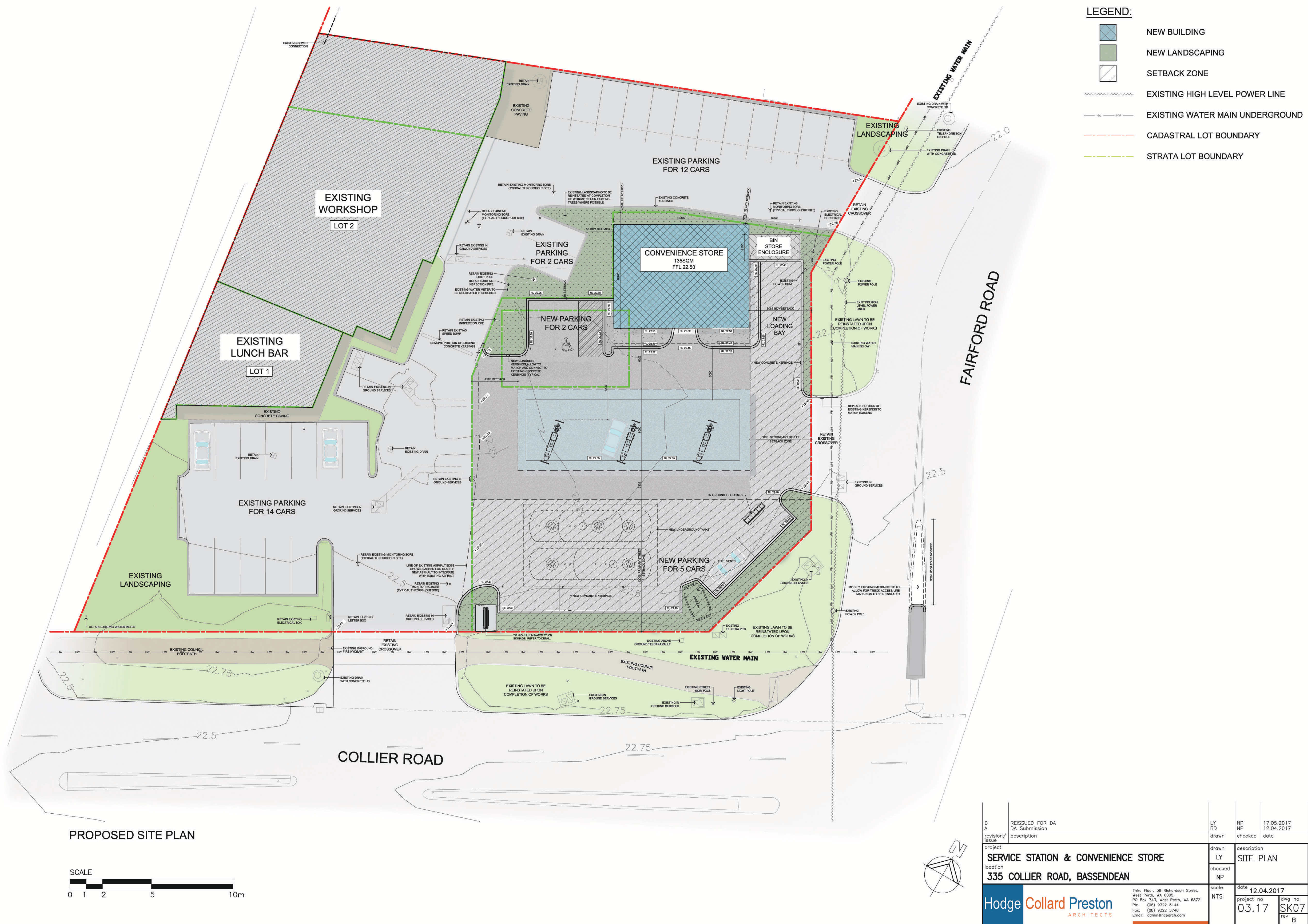
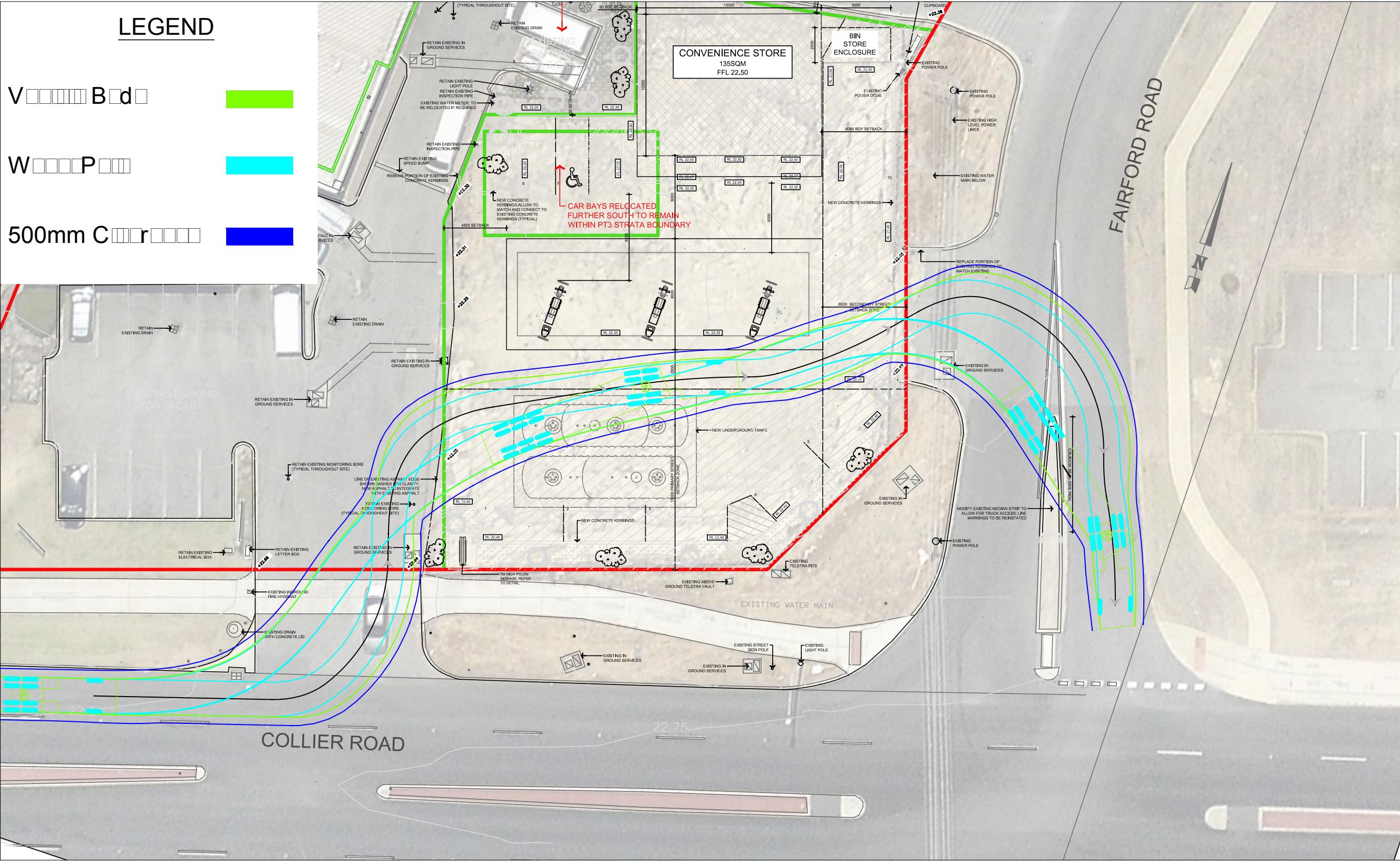


Figure 3 - Fuel Tanker movement



335 C r Rd B d

A r d 2013 19.0m S m r

L m C r R d F r r d S r

17.041. 01

17 05 2017

S : 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.

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

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

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:</p> <p>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:</p> <p>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:</p> <p>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

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

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

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

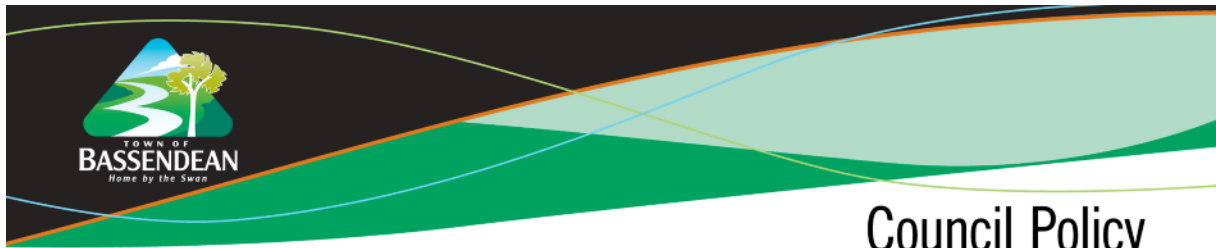
Basic Summary of Records Search Response

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

	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).
Certificate of Title Memorial	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.
Current Regulatory Notice Issued	Type of Regulatory Notice: Nil Date Issued: Nil
General	No other information relating to this parcel.

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.

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:

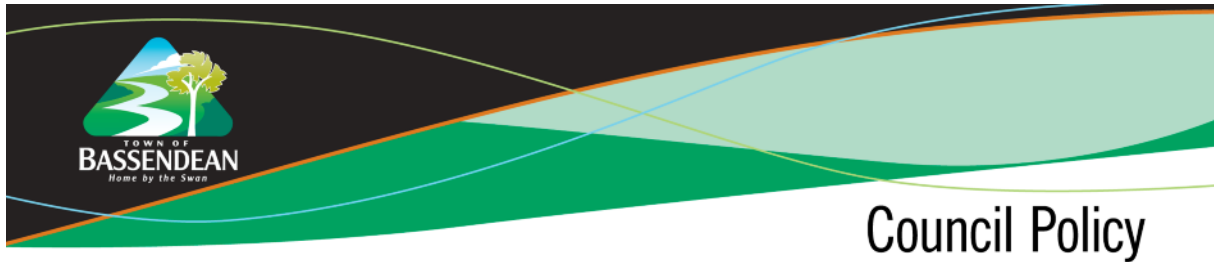
Material Type	DEVELOPMENT TYPE	
	Residential	Other
Asphalt	25mm of 7mm high bitumen asphalt over: a) 150mm crushed rock roadbase (CRRB); or b) 50mm CRRB above 150mm crushed limestone.	1. 25mm of 10mm asphalt over: a) 200mm CRRB or b) 75mm CRRB above 200mm crushed limestone. 2. 50mm of 14mm asphalt over 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 1 Way 2 Way metres		Distance Along Kerb metres	Kerb Overhang metres	Total Depth 1 Way 2 Way metres	
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).



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 by 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 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

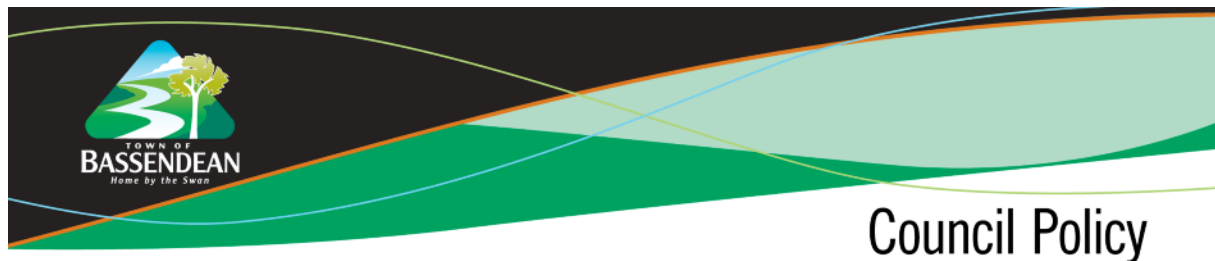
In line with moral rights legislation, the proponent will install a plaque or plate near each artwork, acknowledging the name of the artist, and the name of the person, agency or company who funded the artwork.

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.



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 its 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 -

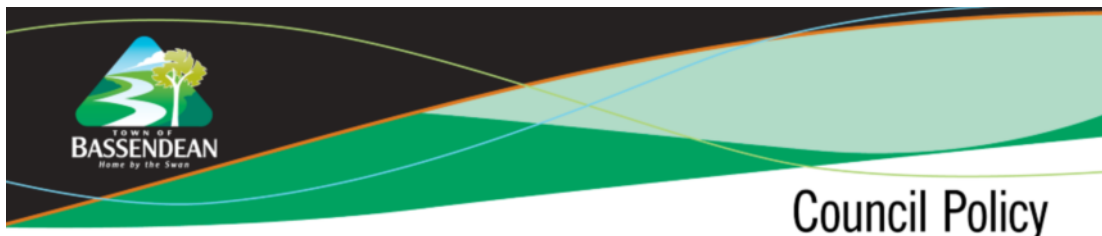
- (a) it would detract from the aesthetic environment of a park or other land used by the public for recreation;
- (b) in the case of an internally illuminated advertisement, its display would cause glare or dazzle or would otherwise distract the driver of any vehicle;

- (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 Height above thoroughfare				2.4		0.6		1			Fixed on wall 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 Height of main building above ground level 3.7 to 4.5 4.5 to 6.0 6.0 to 12 12 to 18 18m+	0.9 1.2 2.0 3.0 4.0			-					-		Not to extend beyond walls of buildings Roof signs will be subject to a structural engineers certificate Maximum height of roof sign 30m
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 -above fascia -on fascia -below fascia	0.8 - 0.3	4 6 2.4	3 4	- - 2.7	5 - -	Nil Nil Nil	-	-	-		-
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:

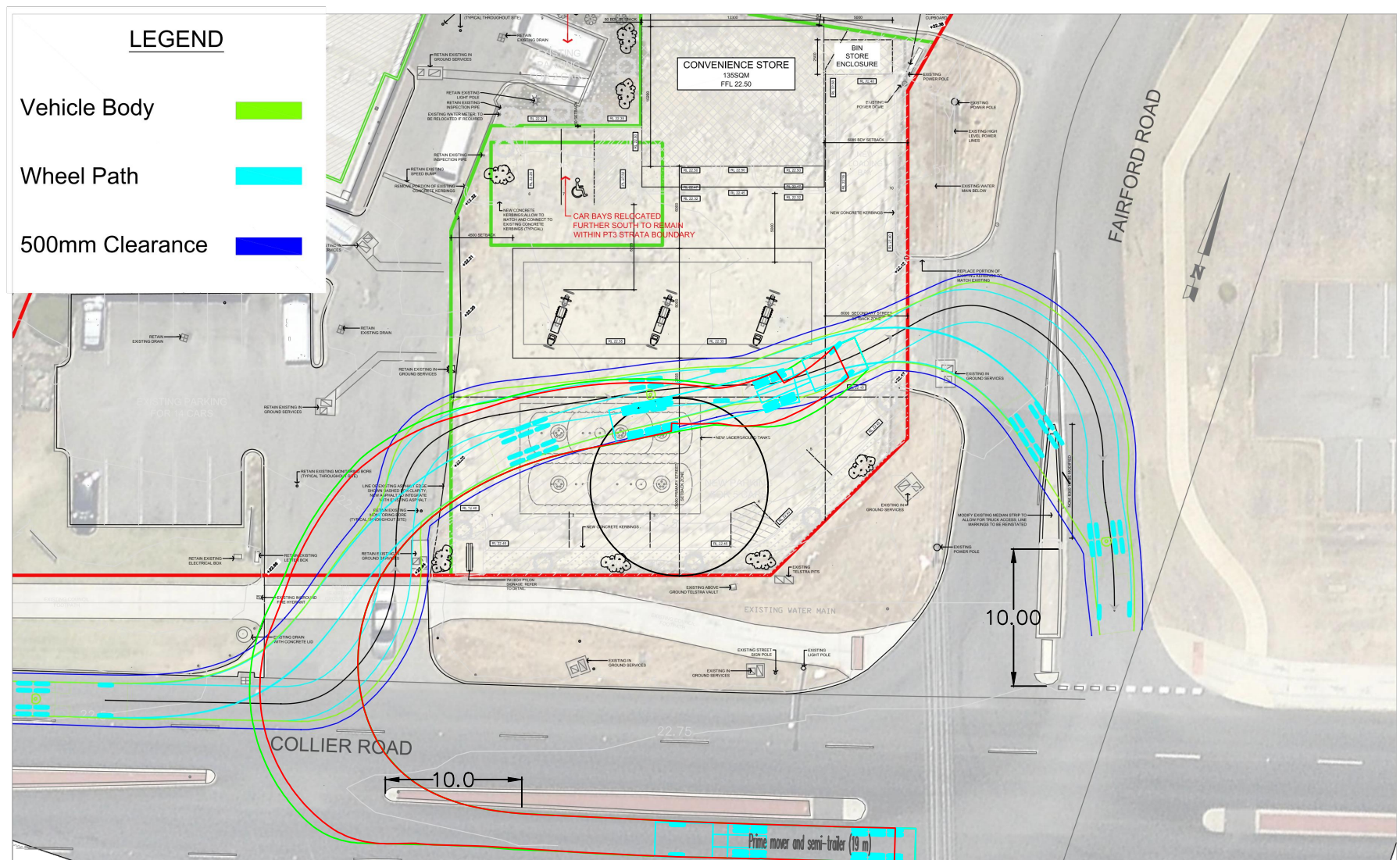
1. Council's Street Tree Removal and Replacement Policy, Amenity Tree Evaluation Policy which controls trees within the verge area adjoining development sites;
2. Council's Verge treatment policy; and
3. Council's policy on the Retention of Trees on Development Sites.

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.



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

