

BANKSIA GROVE COMMERCIAL DEVELOPMENT

81 (LOT 140) GHOST GUM BOULEVARD, BANKSIA GROVE

DEVELOPMENT APPLICATION

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Project Team

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Introduction

This report has been prepared on behalf of Excel Plus Pty Ltd as trustee for the Arise Property Trust No 7 in support of a Development Assessment Panel (DAP) Application to develop part of Lot 140 (81) Ghost Gum Boulevard, Banksia Grove. Excel Plus Pty Ltd has an executed Contract for Sale to purchase the land from Fabcot Pty Ltd.

Lot 140 (81) Ghost Gum Boulevard is a parent lot that has received subdivision approval to create 4 lots. This application relates to the northeast corner of Lot 140, which is indicated as Lot 143 on the subdivision plan approved by the Western Australian Planning Commission. The site is located on the corner of Joondalup Drive and Joseph Banks Boulevard.

The proposed development involves the construction of a number of buildings centrally located on the site to accommodate a child care centre, a service station, showrooms, take-away food outlets and drive-through food outlets.

The site forms part of the Banksia Grove District Centre and is located partially within the 'Retail Core Precinct' and 'Interface Mixed Use' Precinct and partially within the 'Business Mixed Use Precinct'.

The proposed development seeks to establish uses on the site that reflect the sites location at the periphery of the District Centre with good vehicle access to the site from Joondalup Drive and Joseph Banks Boulevard.

The development proposes uses that respect and compliment, but do not undermine, the retail Main Street located along Ghost Gum Boulevard. The uses proposed are generally vehicle orientated, which is considered appropriate at the periphery of the centre.

The site design response takes into account the location of the site at a prominent corner while also providing pedestrian connections through the site linking to the remainder of the District Centre and surrounding areas.

The proposed development will deliver a vibrant mix of land uses, creating an activated and interesting urban environment.

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

We are seeking the City of Wanneroo's support for the proposed development and the approval of the Metropolitan North-West Joint Development Assessment Panel.

Planning Approvals Required

The applicant has elected to have the application determined by the Metro North-West Joint Development Assessment Panel as it has a development cost of \$8 million.

Subject Site

Site Location and Property Description

The subject site is Lot 140 (81) Ghost Gum Boulevard, Banksia Grove. Lot 140 is contained on Certificate of Title Volume 2812 Folio 94 and is 4.6 hectares in area (Appendix A - Certificate of Title). Lot 140 is owned by Fabcot Pty Ltd.

Lot 140 is subject to a restrictive covenant. The restrictive covenant, relevant to this application, is that vehicle access is not permitted from Joondalup Drive and the corner of Joseph Banks Boulevard (the restrictive covenant does not extend along Joseph Banks Boulevard as far as the proposed access to the site).

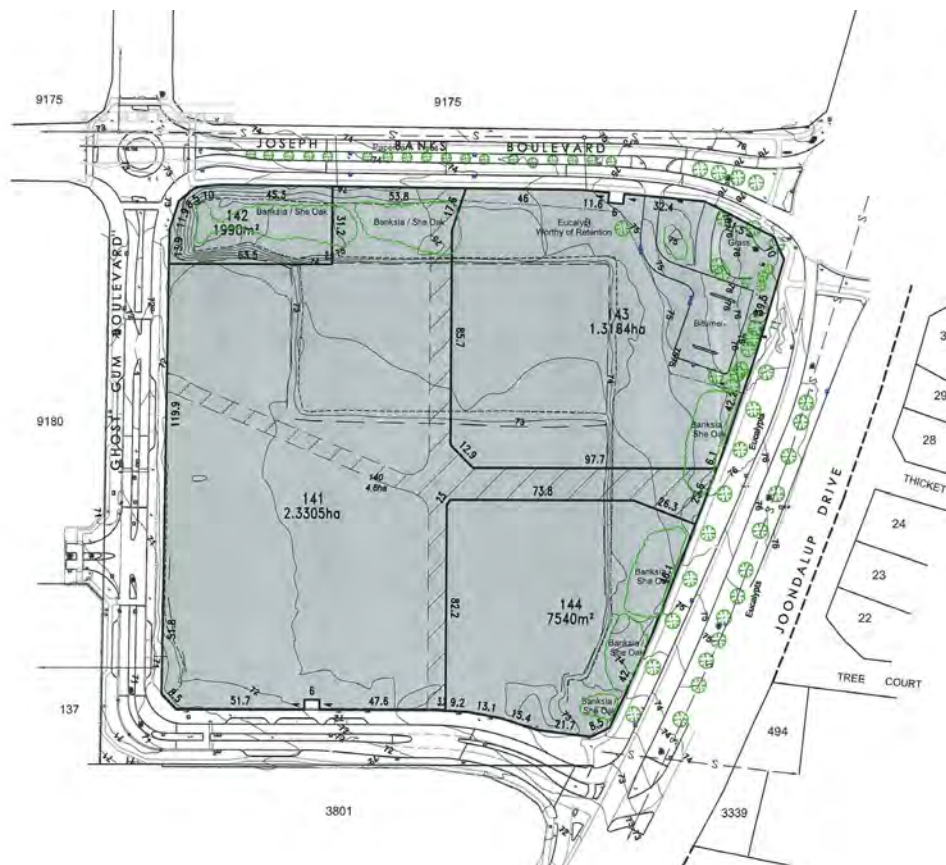
Approved Subdivision

The Western Australian Planning Commission granted subdivision approval on 8 March 2017 to subdivide Lot 140 into 4 lots, being Lots 141, 142, 143 and 144 (refer to plan below).

The lot the subject of this application is proposed Lot 143, which is located on the corner of Joondalup Drive and Joseph Banks Boulevard. Lot 143 is 1.3164 hectares in area. A copy of the draft Deposited Plan is provided in Appendix A.

Vehicle access along the southern and western boundaries of proposed Lot 143 is provided by a right of carriageway easement on Lot 141. The easement provides for vehicle access from Joseph Banks Boulevard along the western boundary of proposed Lot 143 and from Joondalup Drive along the southern boundary of proposed Lot 143.

Excel Plus Pty Ltd as trustee for the Arise Property Trust No 7 has an executed Contract for Sale to purchase proposed Lot 143.



Site Improvements

The site, being proposed Lot 143, has been cleared and is vacant. A break in the Joseph Banks Boulevard median is provided to the subject site and the rights of carriageway easements are located to the south and west of proposed Lot 143.



Site Context

The site is located within the Banksia Grove District Centre. A Woolworths Shopping Centre and car park is located on proposed Lot 141 to the west, with a development application lodged for a convenience store, car wash and drive-through food outlet to the south, on proposed Lot 144.

To the north of the site is vacant land, which is part of the Banksia Grove District Centre and was originally proposed as a mixed-use precinct, however, the proposed use will be residential under Amendment 3 to ASP65. The balance of the District Centre, including the retail core, is located to the south-west of the subject site and includes retail and commercial tenancies.

To the east of the site, on the opposite side of Joondalup Drive, is a residential suburb.

Bush Fire Prone Area

The subject site is identified as a bush fire prone area and therefore a BAL assessment has been undertaken, which is included in Appendix B. The BAL assessment identifies a Low BAL.

Planning Framework

Metropolitan Region Scheme (MRS)

The subject site is zoned 'Urban' under the Metropolitan Region Scheme (MRS).

Joondalup Drive is Reserved as an 'Other Regional Road, under the control of the WAPC (Category 1). The restrictive covenant on Lot 140 prevents access from Joondalup Drive adjacent to the subject site.

City of Wanneroo District Planning Scheme No. 2

The subject site is zoned 'Urban Development' under District Planning Scheme No. 2 (DPS2). The objectives of the 'Urban Development' zone are to:

- Designate land for future urban development;
- Provide for the orderly planning of large areas of land for residential and associated purposes through a comprehensive structure planning process;
- Enable planning to be flexible and responsive to changing circumstances throughout the developmental stages of the area.

The 'Urban Development' zone requires the preparation of a structure plan, which in this instance is the agreed Banksia Grove District Centre Local Structure Plan No. 65 (ASP65).

DPS2 identifies that the permissibility of uses in the 'Urban Development' zone is subject to Clause 27 of the Deemed Provisions and in accordance with the provisions of the relevant Structure Plan (ASP65).

Banksia Grove District Centre Local Structure Plan No. 65 (ASP65)

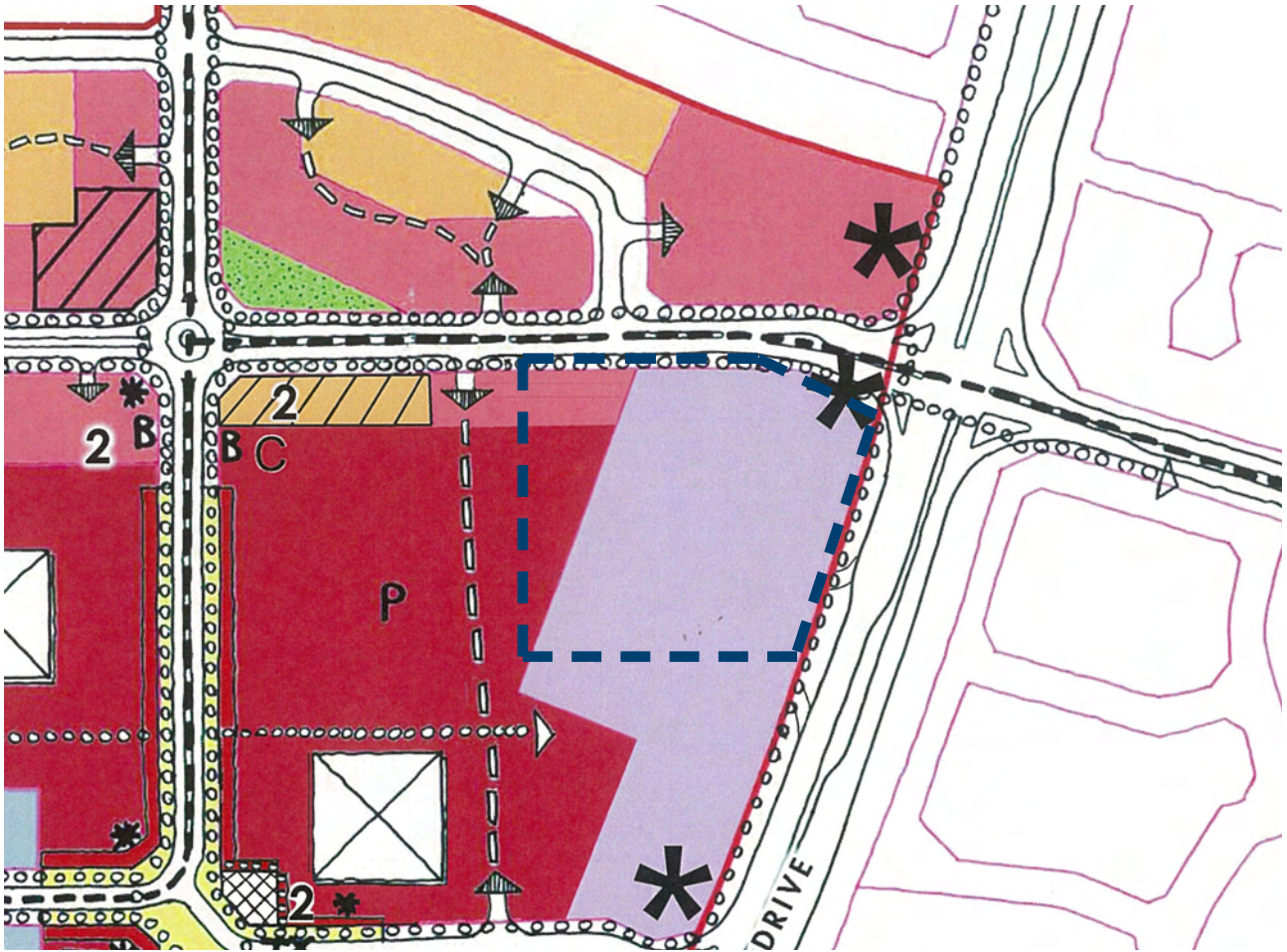
Under ASP65, the western portion of the site (approximately 20% of the site area) is located in the 'Retail Core Precinct' and the 'Interface Mixed Use Precinct' with the eastern portion (approximately 80% of the site area) located within the 'Business Mixed Use Precinct' (refer to following plan). For the purpose of practical planning, the 'Business Mixed Use Precinct' is considered to be the prevailing precinct with the 'Retail Core' precinct intended to relate to lots and activities with a frontage to the main street.

The principles of ASP65 include:

- A central north-south Main Street and Town Square providing an active public realm and a focus for commercial and community activity;
- A concentrated 'retail core' around the Main Street and Town Square providing for a range of street-based uses;
- Other commercial and mixed uses extending along the Main Street alignment and cross streets, complementing the Main Street function;
- Medium and high density residential uses fringing the north of the Centre;
- Landmark building elements and location of icon buildings at key entry points to assist in legibility and creating a memorable space.

The 'Retail Core' Precinct is to provide a range of retail, recreational, civic and commercial activity within the Retail Core, concentrated around the Main Street and Town Square.

The 'Business Mixed Use' Precinct is to provide a range of less intensive commercial activities such as showrooms and service stations along Joondalup Drive and Pinjar Road.



Amendment No 3 to ASP65 has been considered by the Western Australian Planning Commission and, subject to modifications, will be granted final approval. The amendment seeks a number of changes to the Local Structure Plan, however, the changes predominantly relate to the creation of the Residential Precinct to the north of the subject site.

There are other changes to Precinct names, uses etc, however, the changes do not substantially change the provisions of ASP65 relevant to the subject site.

Local Planning Policies

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

- LPP 2.3 - Child Care Centres;
- LPP 3.2 - Activity Centres
- LPP 4.6 - Signs Local Planning Policy.

Proposed Development

The proposed development involves the following:

- Two showroom tenancies located along the eastern frontage of the site. Showroom 1 is 481m² GFA with a 113m² GFA warehouse component and showroom 2 is 349m² GFA with a 280m² GFA warehouse component (includes mezzanine). Showroom 1 includes veterinary consulting rooms for 2 practitioners (157m² NLA).
- A child care centre with associated office (multipurpose room) located in the northwest corner of the site. The child care is located at ground level, with the office (multipurpose room) located above. The child care centre includes both internal (589m² NLA) and external areas (710m²). The multipurpose room, while identified as an office, may be used for meetings/community purposes as part of the tenant operations and is 124m² NLA .
- Two take-away food outlets located in the south west corner of the site (98m² NLA and 96m² NLA). The take away food outlets include an alfresco area located in front of the tenancies. Pedestrian access is maintained between the tenancy and the alfresco in a similar way to standard on-street alfresco dining.
- Two drive through food outlets located along the southern frontage of the site (118m² NLA and 198m² NLA). The drive through food outlets also include alfresco areas. Access to the drive through food outlets has been separated such that egress from the western tenancy is opposite to the ingress to the eastern tenancy.
- A service station located on the corner of Joondalup Drive and Joseph Banks Boulevard with access from Joseph Banks Boulevard. The service station involves three elements, being:
 - Convenience store (186m² NLA);
 - 8 Fuel pumps and canopy;
 - Vehicle Service bays, vehicle accessories and administration (316m² NLA).

The proposed buildings are generally located centrally on site with car parking and landscaping around the boundary of the lot. The proposed development provides 143 car parking bays.

The landmark feature, approved as part of the Woolworths Development Application on the corner of Joondalup Drive and Joseph Banks Boulevard, is not impacted by the proposed development and will remain in situ.

Vehicle access is provided from Joseph Banks Boulevard and two access points from the right of carriageway easement to the west of the site and one access point from the access easement to the south of the site.

A central service area is provided on site to service the adjacent tenancies, which includes provision for waste management. The service area is internal to the site and will not be viewed from the public domain. Secure colorbond roller doors are provided to the service area. The service station, takeaway and drive through tenancies are provided with service areas adjacent to the tenancies.

Pedestrian Access has been carefully considered on the site to provide access through the site to the wider locality.

The development plans are contained in Appendix C.

Signage

Centre and tenant signage is proposed as part of this application and the plans are provided in Appendix E. The signage includes:

- Centre identification signage 'Banksia Grove' as follows:
 - One sign located on the northern elevation of the showroom (sign 1);
 - Two signs located on the eastern elevation of the showrooms (signs 2 and 3). Sign 2 includes the tenancy names below

- the 'Banksia Grove';
 - One sign located on the southern elevation of the showroom (sign 4). Sign 4 includes the tenancy names below the 'Banksia Grove';
 - One sign located on the eastern elevation of the western drive-through food outlet (sign 5);
 - One sign located on the western elevation of the western take-away food outlet (sign 6);
 - One freestanding directional sign located along the southern boundary of the lot adjacent to the vehicle entrance (sign 7).
- Signage for the '7 Eleven' portion of the service station, including facade and canopy signage, as follows:
 - Two 7-Eleven price boards (pylon signs) located at the entrance to the site from Joseph Banks Boulevard and along the Joondalup Drive frontage (signs 8 and 9);
 - Two 7-Eleven facade signs facing east and north (signs 10 and 11);
 - Two 7-Eleven awning signs (sign 12 and 13);
 - A 7-Eleven window sign (sign 14);
 - Four 7-Eleven canopy signs on the four facades or the canopy (signs 15, 16, 17 and 18).

The plans also include signage zones on the facades of the other tenancies as part of a signage strategy to guide future tenant signage design and location.

Indicative Subdivision

It is proposed to subdivide Lot 143 into three lots, being

- A child care centre lot;
- A service station lot; and
- A balance lot.

The indicative subdivision boundaries are included on the site plan. It is acknowledged that the subdivision is subject to a separate process and does not form part of the development application consideration, however, is provided for information.

Architectural Design

The development comprises a double storey height shop front with concrete neutral piers introduced to break up the façade with horizontal banding that wraps around the elevations. This horizontal banding is then interrupted by the 3-sided framing around the shops. Cantilevered awnings separating the signage and the glazed shop front areas will provide the necessary weather protection to the public domain.

Corner feature pillar clad vertical steel wall panelling in dark grey are incorporated throughout the development. The vertical cladding will complement the similar architectural language that has been constructed adjacent to the development.

All the service laneways are either enclosed or connected among the buildings via wall panels over to improve the street elevations from all sides. A series of painted concrete panels with vertical joints and variation of colour pattern is proposed to the back of the showroom and childcare façade to offset the monotonous straight elevation.

The combination of the proposed architectural treatment, scale and mass, variation of height, colour and material will create appropriately scaled, architecturally designed buildings.

Landscape Design

The landscape plan is provided in Appendix D. The indicative landscape design has been prepared by Landscape Australia with the same design and species selection as the Woolworths Development to provide continuity throughout the precinct. A detailed landscape plan will be provided at building permit stage.



Planning Assessment

Land Use

Clause 7.1 of the Structure Plan confirms that the Precinct boundaries defined on the Structure Plan map are indicative only, to the extent that where development in any one precinct is proposed to encroach into another, it may be deemed acceptable by the City where it can be demonstrated that it will not detract from the objectives and intent for each Precinct and the overall Structure Plan.

The proposed development sits largely within the 'Business Mixed-Use Precinct' with a slight encroachment into the 'Retail Core'/Interface Mixed-Use Precinct'. However, the Retail Core provisions relate predominantly to the intent of a pedestrian-based retail environment along the Main Street, whereas the site has no direct relationship or frontage to the Main Street, but has a strong relationship to the adjacent arterial road network.

Therefore, it is appropriate to consider the site as if it were wholly within the 'Business Mixed-Use Precinct', given that the intent of the 'Business Mixed-Use Precinct' is for development that responds to the car-based environment associated with the surrounding arterial roads. This is consistent with LPP 3.2 Activity Centres, which indicates that car based developments should be located outside of the centre core.

The proposed development includes the following land uses:

- Service station 'D'
- Child care centre - Retail Core 'D', Interface Mixed-Use Precinct 'D' and Business Mixed Use Precinct 'P'.
- Office - Retail Core 'P' and Interface Mixed-Use Precinct 'P'
- Showroom 'P'
- Veterinary Consulting Room 'P'
- Drive-through food outlet 'X'.
- Take-away food outlet 'X'.

The majority of above uses are consistent with the land use permissibility, as well as the planning intent of each Precinct and the provision of non-retail floorspace.

The service station includes a convenience store, fuel pumps and vehicle servicing and accessories. These different elements of the service station may potentially be operated by different tenants. However, together, they form part of the overall service station use in accordance with the definition contained in DPS2. It is noted that the service station is proposed to be located on one future lot.

The structure plan identifies that as the drive-through food outlet and take-away food outlet uses are not identified as either permitted or discretionary use, they are determined to be 'X' uses.

Clause 27 (1) of the Deemed Provisions states that a '*A decision-maker for an application for development approval or subdivision approval in an area that is covered by a structure plan that has been approved by the Commission is to have due regard to, but is not bound by, the structure plan when deciding the application.*'

It is noted that Amendment 3 to ASP65 seeks to convert the structure plan to an activity centre plan. Clause 45 of the Deemed Provisions contains a similar clause to Clause 27 relating to activity centre plans in that '*A decision-maker for an application for development approval or subdivision approval in an area that is covered by an activity centre plan that has been approved by the Commission is to have due regard to, but is not bound by, the activity centre plan when deciding the application.*'

Therefore the determining authority has the ability to consider both the drive-through food outlets and take-away food outlets as it is not bound by the provisions of ASP65. It is considered that the drive-through food outlets and take-away food outlets are appropriate for the following reasons.

Drive-through and take-away outlets are an essential component of the contemporary urban environment and, whilst some members of the community might have personal prejudices about such uses, the reality is that they are a fundamental part of the urban economy and are utilised by the majority of the community. It is unreasonable for the planning framework to discriminate against them without strong planning reasons.

From a planning perspective, it is not the role of planning to dictate whether particular uses are 'good' for the community, but to identify where they should be best located. In the case of drive-through and take-away food outlets, they are inappropriate in wholly residential areas, arguably inappropriate in industrial areas, and drive-through outlets are inappropriate in main street precincts.

The most logical location for drive-through and take-away food outlets is in the frame precincts of activity centres where they are accessible, have a symbiotic relationship with other uses in the centre, and do not disrupt the main street with vehicle movements. This is consistent with LPP3.2 Activity Centres. In other words, and in the case of the Banksia Grove centre, the proposed site is the most logical location for them. To prohibit such uses from the most logical location will have the adverse impact of forcing them to seek other less appropriate locations to serve their markets.

In this respect, the proposed location of the drive-through food outlets and take-away food outlets do not detract from the principles of ASP65, and are consistent with LPP 3.2, in that the tenancies do not undermine the creation of the main street. In particular, drive-through food outlets should not be located in main streets and are more appropriately located at the periphery of centres given that the uses are vehicle-based and not pedestrian-based, which would undermine the urban design principles of a pedestrian main street.

It is noted that Restaurants are discretionary on the subject site provided they are located on the internal streets, which is the case, and, in principle, a take-away food outlet with seating provided, including in an alfresco format is essentially a restaurant. In this respect it should be further noted the distinction between restaurant dining and takeaway dining is becoming increasingly blurred with the advent of Uber Eats where just about every restaurant is now a takeaway outlet, and most take-away outlets offer in-situ dining.

Under DPS2 the only zones where a drive-through food outlet and take-away food outlet is discretionary is the Business and Commercial Zones. While we understand that the ASP65 zoning map is being removed under Amendment 3, this does not diminish the fact that these types of uses only have limited options to obtain approval, and in the context of the Banksia Grove District Centre, are more appropriately located on the fringe away from the pedestrian retail core.

The land area on the site located in the 'Retail Core' represents approximately 20% of the site area and the drive-through food outlets and take-away food outlets represent 18% of the site building area, therefore the areas are reflective of the intent of the Precinct boundaries.

Therefore, it is considered that the uses are appropriate for the subject site and specifically, the drive-through food outlets and take-away food outlets should be supported for the reasons outlined above, and that common sense in regard to orderly planning should prevail over a slavish application of, arguably outdated, policy provisions.

Shop Retail Floorspace Volume

The structure plan identifies that the 'Shopping Floorspace' shall be limited to 20,000m² NLA. We understand that the current retail floor area is approximately 11,000m²-12,000m², which includes the Coles Shopping Centre, Woolworths Shopping Centre and Aldi Centre.

The addition of 696m² shopping floorspace, being the drive-through food outlets, take-away food outlets and convenience store (service station), does not exceed the 20,000m² NLA.

Shop Retail Floorspace Location

Clause 8.2 of ASP65 states that shopping floorspace shall be contained within the 'Retail Core', however, can be considered outside of the retail core subject to the provisions of 8.2. The proposed shopping floorspace outside the core, being the drive-through food outlets and take-away food outlets do not meet the requirements of Clause 8.2, however, under Clause 27 or 45 of the Deemed Provisions can be approved. It is noted that we have not included the service station (convenience store) or showrooms as part of the shopping floorspace location as these are uses that can be approved within the Business Mixed Use Precinct.

We consider that approval should be granted for the following reasons:

- The site has an area within the 'Retail Core' Precinct, however, retail is not proposed within the retail core area by this application. Therefore there is no increase in shopping floor area for the site as retail can be located on site, just not in the configuration as proposed.
- The land area on the site located in the 'Retail Core' represents 20% of the site area and the drive-through food outlet and take-away food outlets represent 18% of the site building area, therefore the areas are reflective of the intent.
- The current shopping floorspace is significantly below the 20,000m² maximum permitted within the whole centre.
- The floorspace generally relates to food and beverage premises and not shops;
- The floorspace represents 510m², which is considered minor in the context of the 20,000m² centre limit and also less than the 2,500m² outside the retail core in any given year.
- The Business Mixed Use Precinct enables the approval of restaurants and a convenience store, which suggests that these types of uses can be approved outside of the retail core.

Therefore given the above, we consider that the minor variation to the shopping floorspace location for the proposed uses can and should be approved.

Vehicle Access

Vehicle access is provided from Joseph Banks Boulevard (existing break in median strip) and two access points from the access easement to the west of the site and one access point from the access easement to the south of the site.

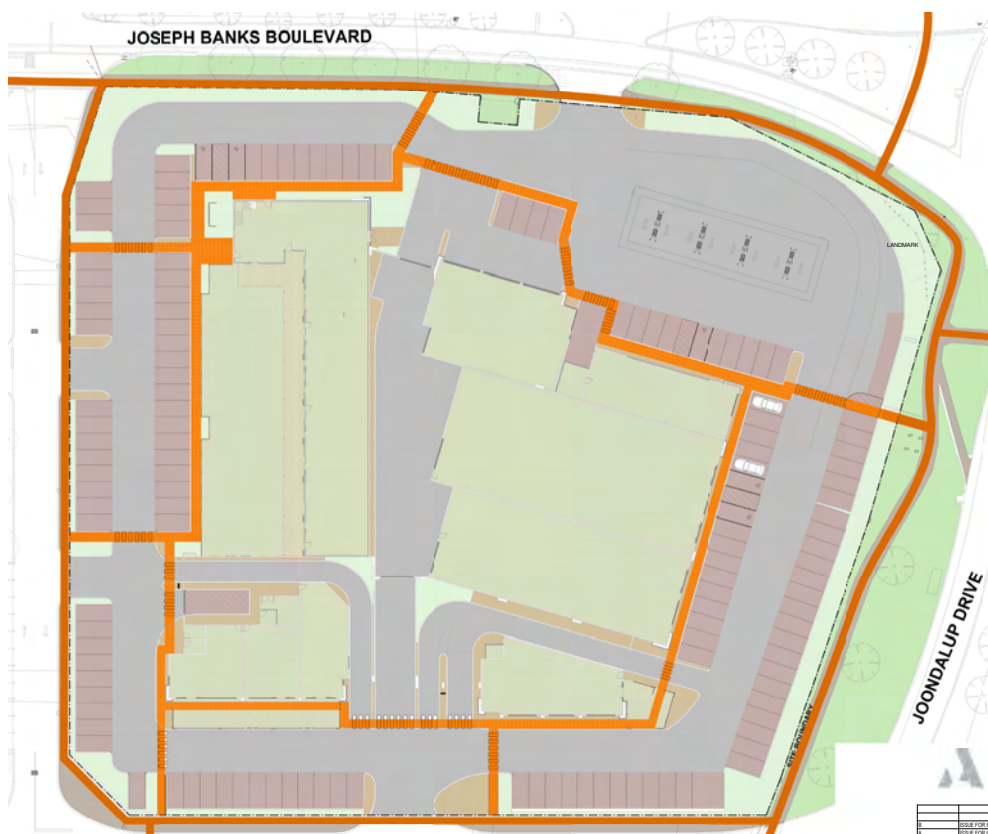
The access points are considered appropriate for a site with four frontages (refer to Traffic Statement Appendix F).

Pedestrian and Cyclist Access

Pedestrian connectivity, while not expressly identified for the subject site, has been considered as part of the site design to ensure connection through the site to the wider centre. The following plan identifies the pedestrian connections.

The DPS2 bicycle parking requirements is based on a superseded guide. Bicycle parking is provided on site adjacent to the child care centre and take away food outlets where there is the most demand for bicycle parking. As part of the owners sustainability initiatives, the owner proposes to provide bicycle storage areas for patrons and employees that reflect best practice standards. In this regard, the aim is to lower vehicle traffic congestion in and around the centre, reduce emissions and improve patron amenity.

The existing approval of the works to create the subdivision includes footpaths along all streets and abutting 'Internal Vehicle Connectivity' routes.



Car Parking

ASP65 identifies the car parking requirement in accordance with DPS2. The following table identifies the required car parking. ASP65 identifies that concessions may be approved where reciprocal use is provided.

Use	DPS2 Provision	Development (Note 1)	Required Car Parking
Child Care	9 plus 1 for every 7 children child over 72 1 per staff member	100 children- 13 bays 16 staff - 16 bays	29 bays
Office (multipurpose room)	1 per 30m ² NLA	124m ²	4 bays
Service Station	5 bays per service bay 7 per 100m ² non service bay NLA. Up to 50% of non service bays may be located in refuelling positions	3 service bays – 15 79m ² (excludes the service bay area) plus 186m ² - 19 50% refuelling positions - less 8 bays	26 bays
Drive Through Food Outlet (coffee)	1 per 4 guests in indoor and outdoor seated areas. 7 per 100m ² NLA for non seated areas. Up to 50% of non seated area parking may be located in drive through queue	8 seats indoor and 8 outdoor - 4 bays Non seat NLA - 80m ² - 6 bays 50% in drive through - less 3 bays	7 bays
Drive Through Food Outlet	1 per 4 guests in indoor and outdoor seated areas 7 per 100m ² NLA for non seated areas. Up to 50% of non seated area parking may be located in drive through queue.	14 seats indoor and 18 outdoor - 8 bays Non seat NLA - 110m ² - 8 bays 50% in drive through - less 4 bays	12 bays
Take Away Food Outlet (1)	1 per 4 guests in indoor and outdoor seated areas. 7 per 100m ² NLA for non seated areas.	24 seated - 6 bays Non seat NLA - 43m ² - 3 bays	9 bays
Take Away Food Outlet (2)	1 per 4 guests in indoor and outdoor seated areas 7 per 100m ² NLA for non seated areas.	24 seated - 6 bays Non seat NLA - 43m ² - 3 bays	9 bays
Veterinary Consulting Room	5 per practitioner	2 practitioners - 10 bays	10 bays
Showroom	1 per 30m ² GFA - showroom 1 per 50m ² GFA - warehouse	481m ² showroom - 16 bays (Note 2) 113m ² - warehouse - 2 bays (Note 2)	18 bays
Showroom	1 per 30m ² GFA - showroom 1 per 50m ² GFA - warehouse	349m ² showroom - 12 bays 280m ² warehouse - 6 bays	18 bays
Total			142 bays

Note 1: Car parking rounded to the nearest whole number.

Note 2: The showroom includes both the showroom and warehouse components of the showroom

The proposed development requires 142 bays with 143 bays provided.

While the proposed car parking is considered to meet the standards, ASP65 states that reciprocal car parking can be considered on the site. The proposed development includes a number of reciprocal car parking opportunities, including:

- The veterinary consulting rooms and the showroom;
- The take away tenancies and drive through tenancies with the other tenancies on the site; and
- The other car parking and tenancies within the District Centre.

In addition:

- The proposed development contains a range of uses that operate at different times of the day and week, and are expected to generate peak parking demand at different times; and
- The nature of the proposed development and its proximity to neighbouring residential lots means the surrounding residents can walk or cycle to the proposed development. This will reduce the dependency on cars as a mode of transport and reduce the demand for car parking.

Therefore it is considered that the 143 bays are appropriate for the site.

Landscape and Streetscape Design

ASP65 states that the DPS2 requirement of a minimum 8% of the site area to be landscaped does not apply within the Centre. Notwithstanding, the site includes approximately 8% landscaping as the owner wants to create a centre which has a high visual amenity from the public domain.

The proposed development includes a car parking area abutting Joondalup Drive, which is provided with a 3 metre wide landscape strip in accordance with DPS2 requirements. There is no car parking directly abutting Joseph Banks Boulevard and therefore the 3 metre landscape strip is not required, however, a 2.38 metre landscape strip is proposed to create amenity for the site. The internal rights of carriageway are not streets and therefore the 3 metre wide landscape does not apply to these frontages.

DPS2 requires shade trees to be planted and maintained in car parking areas at the rate of one tree for every four (4) car parking bays. The landscape plan includes the required number of trees (36 trees), however, the trees have been located in areas where it improves the visual amenity of the development from the street, which is consistent with the landscaping requirement, while also providing shade to the car parking bays.

Building Design

The proposed development address both the public streets and private rights of carriageway and provides pedestrian access from those streets to the tenancies and through the site.

The site includes two Precincts being the 'Retail Core' which requires nil front and side setbacks and the 'Business Mixed Use Precinct' that requires a minimum 16 metre and maximum 24 metre setback to Joondalup Drive. The development to Joondalup Drive generally complies with the minimum and maximum setback, noting that the building line is on the 24 metre maximum setback.

The development to the 'Retail Core' does not comply with the setbacks, however, given that the uses are located opposite an internal right of carriageway and opposite an open car park, it is not considered appropriate to require a nil setback to either the internal right of carriageway or Joseph Banks Boulevard. A nil setback is appropriate to the main street, however, the subject site does not form part of the main street.

Landmark Element

The landmark feature approved as part of the Woolworths Development on the corner of Joondalup Drive and Joseph Banks Boulevard achieves the ASP65 landmark element.

Noise Attenuation

The noise attenuation requirements of ASP65 are not applicable as the site does not include a residential component.

Servicing

The site servicing is to be undertaken via a central service driveway, which can access all adjacent tenancies for servicing, waste collection etc. The servicing area is secured by roller doors at each end and is located internally so is not visible from the public domain.

The service station, drive-through food outlets and take-away food outlets are provided with separate service areas and bin stores, generally located behind the buildings. The bin stores are enclosed.

Sustainability

ASP65 identifies that plumbing installations are to have a minimum 5 star water efficiency rating, incorporate provision for water harvesting and provide initiatives to reduce energy requirements and emissions. The owner intends to use 5 star water efficiency plumbing installations.

The owner is dedicated to the sustainable design of the centre and proposes to implement a number of initiatives and practices. These initiatives and practices have been developed in accordance with the owner's sustainability objectives that it has established for the centre, which include:

- Considering the life cycle of the centre and taking a holistic approach to the planning, design, costing, construction, maintenance and building management of the centre for future use;
- **Designing the centre for maximum future flexibility;**
- Developing the centre using best design practices to provide optimum comfort conditions with minimum energy input;
- Maximising the use of natural daylight and external views;
- **Minimising project construction waste disposed to landfill;**
- Minimising the energy consumption over the life of the centre;
- Minimising the air pollution and emissions (eg. ozone depleting gas) from the centre;
- Minimising the water and material consumption in the operation of the centre;
- Monitoring and reviewing the strategies established to minimise the environmental impact during the design and construction of the centre;
- Ensuring that energy and water consumed at the centre is metered to continually monitor consumption; and
- Implementing ongoing resource efficient practices with tenants through the development of a user guide for the centre.

Water Management

The owner intends to implement the following water sensitive initiatives and practices at the centre:

- Installation of water meters which are linked to the Building Management System (the BMS) which separately monitor all of the water using components at the centre to ensure an effective monitoring and recording system that is capable of providing an alarm in the event of a leak or significant change in consumption;
- Reducing the use of potable water for irrigation;
- Constructing footpaths using permeable paving surfaces and using green asphalt for car parking areas; and
- Planting native flora and a mixture of xeriscape landscaping features throughout the centre to reduce water consumption.

Energy Reduction

The owner intends to implement the following energy initiatives and practices at the centre:

- Implement LED lighting throughout the centre together with the appropriate controls (eg. night operation) to maximise energy efficiency and maintain the safety of people visiting the centre;
- Ensuring that there are no external light beams directed beyond or upwards of the boundary of the centre to eliminate the detrimental effect of light pollution;
- Using low VOC and heat reflective paint on the perimeter walls of the centre to minimise heat absorption;
- Using recycled materials (eg. timber) in the creation of bollards at the centre;
- Metering and monitoring of energy consumption at the centre to assist with maintaining sustainable operations and with making appropriate changes to operational procedures to promote a reduction in energy consumption;
- Reducing artificial lighting to a level which will save energy whilst maintaining safe and appropriate operational levels;
- Installing automatic HVAC controls which improve energy efficiency by ensuring that only occupied areas are conditioned and which will be programmed to ensure that the HVAC systems are not functioning outside of the operational hours of the centre; and
- Installing motion detectors that turn lights off when the areas are not occupied.

Bulk Earthworks and Drainage

The site levels are not proposed to be significantly altered from the existing levels.

The site will require retaining walls along the Joondalup Drive frontage extending into Joseph Banks Boulevard and the southern easement to address the height differences between the verge area and the subject site. The landscape area along Joondalup Drive will ramp down from the verge to the site level.

The stormwater management plan is contained in Appendix G.

Staging

The staging provisions require certain outcomes to be achieved upon 5,000m², 10,000m² and 15,000m² of retail NLA for the District Centre. We understand that the current retail NLA based on the approvals is approximately 11,000m² and therefore the threshold of 10,000m² has already been passed. Therefore there are no other staging thresholds to be applied until the floor area is 15,000m².

The proposed development, however, seeks to achieve one of the staging requirements through the increase in the non-retail floor area.

We understand that as a result of amendment 3 to ASP65, the City is more comfortable that the residential development floor area will be provided by the area to the north of Joseph Banks Boulevard. We do not consider it appropriate to impose any residential staging provision on this development, particularly when the retail NLA is so minor in the context of the centre.

Façade Design (DPS2)

The facade includes a number of materials, however, is predominantly concrete panels and compressed fibre cement panels which is consistent with the facade requirements of DPS2. The building does include steel panelling to the centre facade and the child care centre. The metal panelling provides an appropriate facade composition with the concrete panels and compressed fibre cement panels.

The elevations provide facade for proposed signage, which is discussed later in this report.

Child Care Centre

The child care centre has been designed for 100 children and 16 staff. The children ages generally range from 8 less than 1 year old, 12 less than 2 years old, 30 less than 3 years old and 50 older than 3 years of age.

The proposed child care centre is located on the corner of Joseph Banks Boulevard and the right of carriageway easement. Joseph Banks Boulevard is not a primary or district distributor.

The child care centre is located in the District Centre and therefore has a minimal impact on the established (and future) residential suburbs surrounding the centre.

The car parking access and location is convenient to the child care centre with the car parking located directly in front of the centre with disabled bays located near the entrance. The car parking area provides easy flow of traffic around the child care centre and the site in general, and the required number of car parking bays is provided.

Pedestrian access is provided from the car parking area directly to the child care centre via footpaths adjacent to the centre and pedestrian crossings from the car park.

The child care centre includes both internal and external areas and the site landscaping has been addressed previously in this report.

The Traffic Statement contained in Appendix F assesses the impact of traffic from the whole centre.

An acoustic statement is contained in Appendix H. The acoustic statement is brief given the location of the child care centre and the open air car parking opposite.

Signage

The proposed development is seeking approval for the following signs. In addition, future tenant signage locations have been identified for the tenancies where the signage is not currently known. The following signs are proposed:

Sign	Sign Type	Signage Policy	Proposed	Compliance
1, 2, 5, 6	Wall signs	One sign per tenancy per frontage Within wall surrounds 25% facade to maximum of 8m ² Be integrated with building design	Two signs to eastern facade (2 & 3) Within wall surrounds 4.4m ² per sign Integrated with building design	Complies with the exception that the eastern facade has two wall signs
3,4	Wall sign	One sign per tenancy per frontage Within wall surrounds 25% facade to maximum of 8m ² Be integrated with building design	Two signs to eastern facade (2 & 3) Within wall surrounds 8m ² per sign Integrated with building design	As above
7	Pylon sign	One per street frontage 6 metres in height 2.5 metre wide Located no closer than 3 metres to side setback	One on southern right of carriageway 2.4 metres in height 900mm in width Right of carriageway frontage	Complies with requirements based on right of carriageway being considered a street frontage
8	Pylon sign	One per street frontage 6 metres in height 2.5 metre wide Located no closer than 3 metres to side boundary	One on Joseph Banks Boulevard 6 metres in height 2 metres wide Centrally on site not next to side boundary	Complies
9	Pylon sign	One per street frontage 6 metres in height 2.5 metre wide Located no closer than 3 metres to side boundary	One along Joondalup Drive 9.487 metres in height 2 metres in width Centrally on site not next to side boundary	Complies other than maximum height
10, 11	Wall sign	One sign per tenancy per frontage Within wall surrounds 25% facade to maximum of 8m ² Be integrated with building design	One sign on each facade Within wall surrounds 9m ² Integrated with building design	Complies other than maximum size
12, 13	Verandah sign	2.4 metres in length 400mm in height Not project beyond edges of verandah	Greater than 2.4 metre in length 2170 high Does not project beyond verandah	Reflects the size of the awning
14	Window sign	Maximum 50% of window area or 10m ² in area	Less than 10m ² and 50% of window area	Complies
15-18	Wall sign	One sign per tenancy per frontage Within wall surrounds 25% facade to maximum of 8m ² Be integrated with building design	One sign per canopy frontage With canopy surrounds 1m ² Integrated with canopy design	Complies

In general the proposed signage reflects the provisions of the Local Planning Policy. There are variations to the policy with respect to the height and size of some of the signs, however, these either reflect the building form, ground level variations or tenant requirements.

The proposed signage will not impact the amenity of the surrounding area and are entirely consistent with the expectations of signage in the District Centre.

The elevations include facade zones for signage for the tenants. The following provisions will apply to tenants:

- Tenants will need to keep the surface area of their signs to within 8m² of the signage zone.
- The signage can include the tenancy and associated goods, but not third party advertising.
- Illuminated either through individual fabricated lettersets or company logos with internal LED illumination; or internally illuminated sign cabinets with minimum 20mm raised lettersets applied to the face.
- The signs cannot contain offensive materials or flash.

Any signage not located within the signage zones, will need to comply with the City of Wanneroo Signs Local Planning Policy.

Conclusion

The proposed development will deliver a vibrant mix of land uses, creating an activated and interesting urban environment through the provision of a child care centre, a service station, showrooms, take-away food outlets and drive-through food outlets.

The proposed development responds to the site location at the periphery of the District Centre with good vehicle access to the site from Joondalup Drive and Joseph Banks Boulevard.

The development comprises a double storey height and includes a range of materials to compliment the site, the location and the surrounding area. The proposed architectural treatment, scale and mass, variation of height, colour and material will create an appropriately scaled, architecturally designed built form.

The proposed development is consistent with the intent for the site as set out under applicable strategic and statutory planning framework and proposes uses that respect and compliment the retail Main Street located along Ghost Gum Boulevard.

We are seeking the City of Wanneroo's support for the proposed development and the approval of the Metropolitan North-West Joint Development Assessment Panel.

Appendix A

Certificates of Title and Draft Deposited Plan

WESTERN



AUSTRALIA

REGISTER NUMBER 140/DP75740	
DUPLICATE EDITION N/A	DATE DUPLICATE ISSUED N/A

RECORD OF CERTIFICATE OF TITLE
UNDER THE TRANSFER OF LAND ACT 1893

VOLUME **2812** FOLIO **94**

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 140 ON DEPOSITED PLAN 75740

REGISTERED PROPRIETOR:
(FIRST SCHEDULE)

FABCOT PTY LTD OF 1 WOOLWORTHS WAY BELLA VISTA NSW 2153

(T N435598) REGISTERED 15/9/2016

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

1. *COVENANT BURDEN CREATED UNDER SECTION 150 P&D ACT TO CITY OF WANNEROO - SEE DEPOSITED PLAN 75740
2. *M311065 RESTRICTIVE COVENANT TO CITY OF WANNEROO - SEE DEPOSITED PLAN 75740 REGISTERED 19/6/2013.

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

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

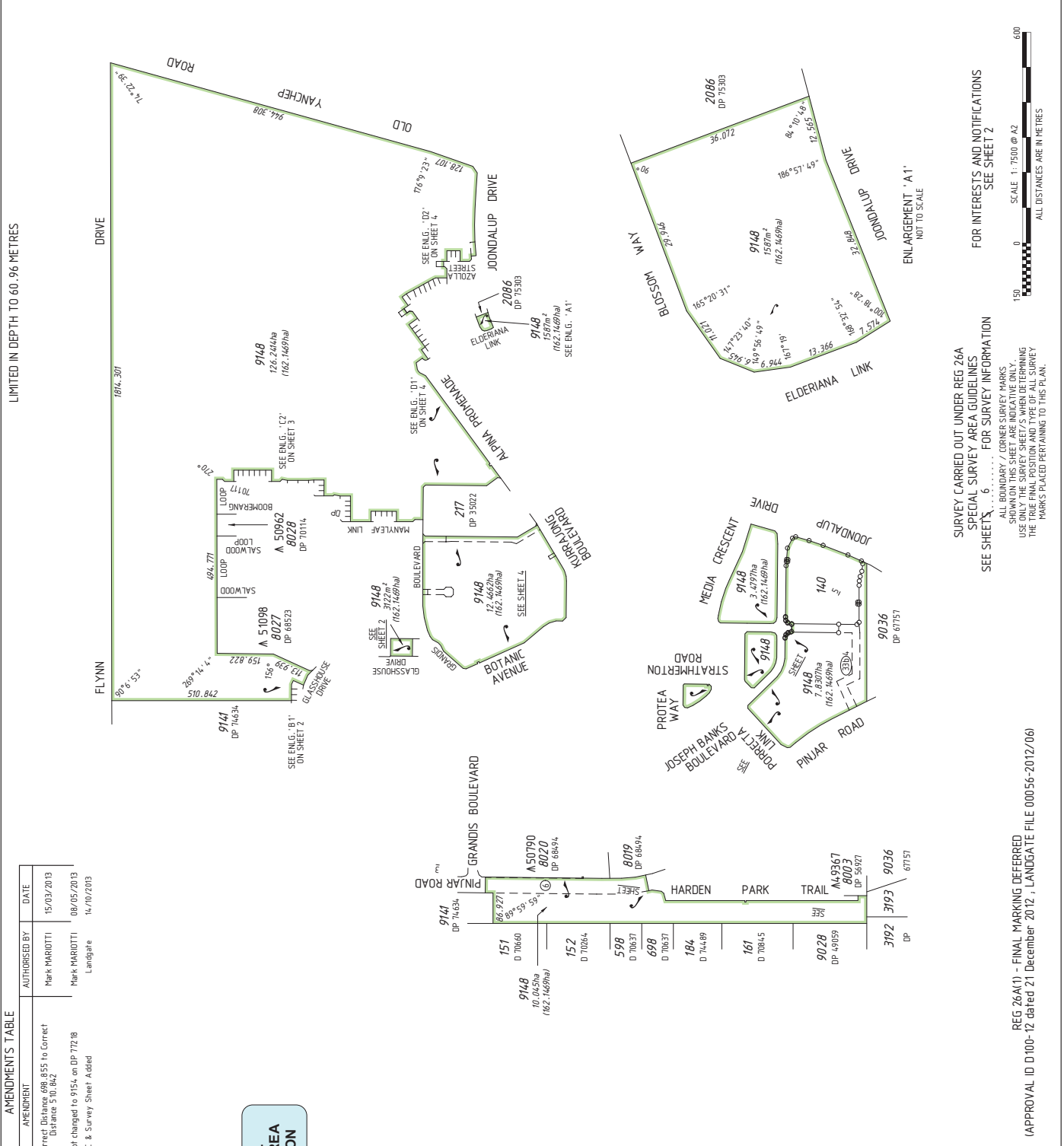
STATEMENTS:

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

SKETCH OF LAND: DP75740
PREVIOUS TITLE: 2812-93
PROPERTY STREET ADDRESS: 81 GHOST GUM BVD, BANKSIA GROVE.
LOCAL GOVERNMENT AUTHORITY: CITY OF WANNEROO

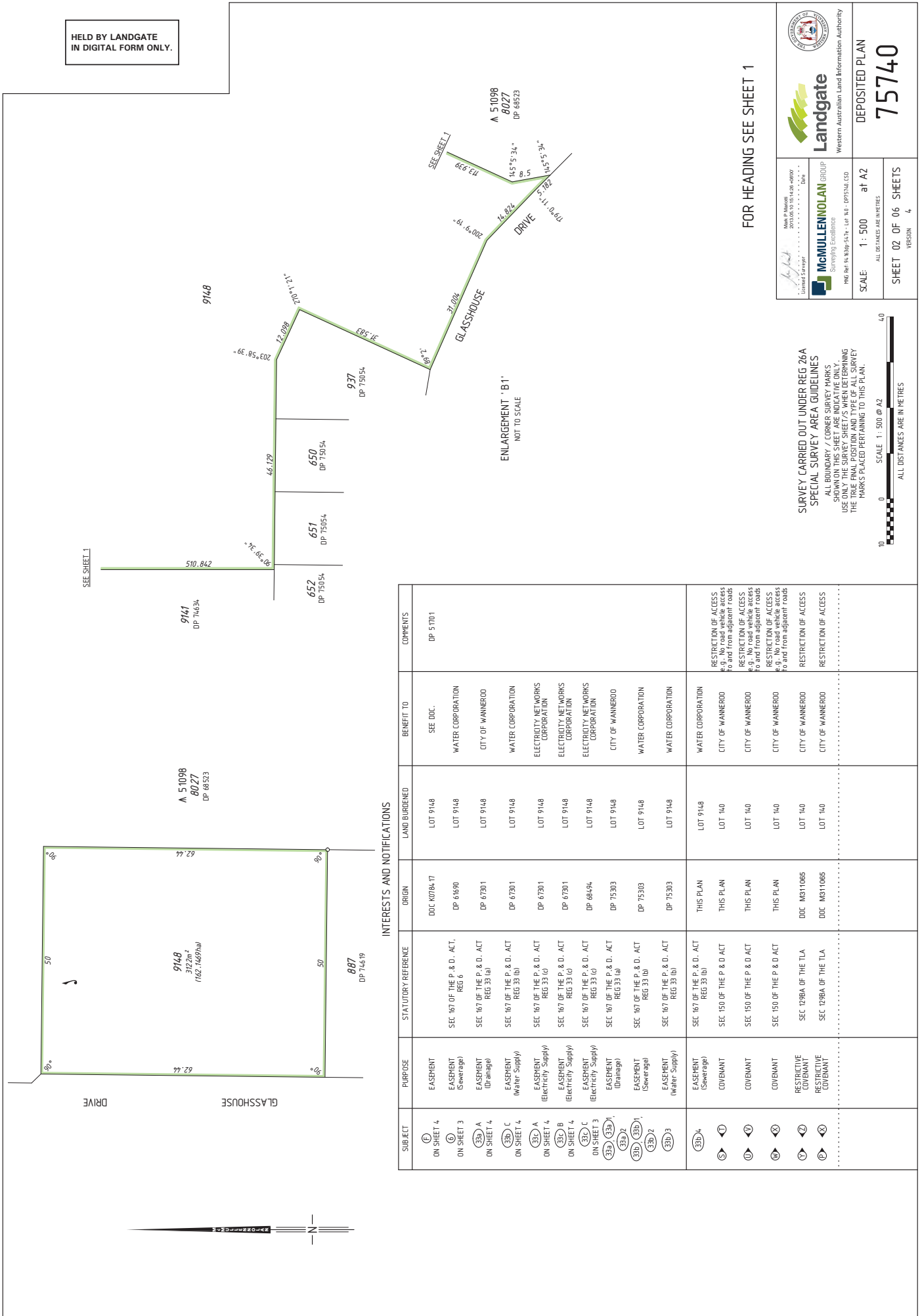
NOTE 1: DUPLICATE CERTIFICATE OF TITLE NOT ISSUED AS REQUESTED BY DEALING L404387

TYPE	FREEHOLD
PURPOSE	SUBDIVISION
PLAN OF	
LOTS 140, 9148, ROAD, ROAD WIDENINGS, EASEMENTS AND COVENANTS	
DISTRICT	SWAN
TOWNSITE	
R.D.L. FILE No.	S.S.A. YES
LOCALITY	FORMER TENURE
LOCAL AUTHORITY	LOT 9154 ON DP 77218 C.T. 2812-93
FIELD BOOK	ON
100554	INDEX
108052	SEE SPURTPLAN
<p>SURVEYOR'S CERTIFICATE - Reg 54</p> <p>Mark P. MAROTTI</p> <p>I, the undersigned, being a duly qualified and licensed Surveyor, hereby certify that this plan is accurate and is a correct representation of the land shown thereon, and that I have taken all necessary precautions to ensure its accuracy, and that I have complied with the relevant provisions of the Survey Act 1988 and the Survey Regulations 2012.</p> <p>Mark P. Marotti 2015.05.10 15:14:11 +08'00'</p> <p>Licensed Surveyor</p>	
<p>McMULLENOLAN GROUP</p> <p>151 BROADWAY, SUITE 101, PERTH WA 6000 Phone: (08) 9448 1500 Fax: (08) 9448 1500 Email: info@mcmlenolan.com.au</p> <p>SCALE: 1:7500 at A2</p> <p>PLANNING Ref: 96.1030P-547e LOT 140 - DP73140.LSD</p>	
<p>LOGGED</p> <p>DATE: 11-Feb-13</p> <p>FILE NO.: 5374.00</p> <p>ASSESS NO.: 12175790</p>	
<p>TYPE OF VALIDATION</p> <p>HILLIARDT: 17.0.2013</p> <p>REF: 26.3.2013</p> <p>DATE: 26.3.2013</p> <p>TRIM: F.S.C.</p>	
<p>APPROVED BY</p> <p>WESTERN AUSTRALIAN PLANNING COMMISSION</p> <p>IN 142352</p> <p>3/4/2013 DATE</p>	
<p>SUBJECT TO</p> <p>IN ORDER FOR DEALINGS</p> <p>Dealing on DP 77218</p> <p>Sections 150, 167 and 168(1)(2)(3) P & D Act</p> <p>Section 129BA T.L.A.</p> <p>5-June-2013 DATE</p> <p>FOR DIRECTOR OF PLANS & SURVEYS / APPROVED LAND OFFICER</p>	
<p>APPROVED: REG26A (1), (4)</p> <p>19-6-2013 DATE</p>	
<p>WESTERN AUSTRALIAN PLANNING COMMISSION</p>	



VERSION	AMENDMENT	AUTHORISED BY	DATE
2	Amend Income, Districts, 689, 855 to Correct Distance 5.01.862	Mark MAROTTI	15/03/2013
3	Parent lot changed to 9154, on DP 77218	Mark MAROTTI	08/05/2013
4	FSC & Survey Sheet Added	Landgate	14/10/2013

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IN DIGITAL FORM ONLY.



INTERESTS AND NOTIFICATIONS

SUBJECT	PURPOSE	STATUTORY REFERENCE	ORIGIN	LAND BURDENED	BENEFIT TO	COMMENTS
(4) ON SHEET 4	EASEMENT (Sewerage)	SEC 167 OF THE P. & D. ACT, REG 6	DOC K0784/17	LOT 9148	SEE DOC.	DP 5170 1
(6) ON SHEET 3	EASEMENT (Sewerage)	SEC 167 OF THE P. & D. ACT, REG 6	DP 61690	LOT 9148	WATER CORPORATION	
(35) A ON SHEET 4	EASEMENT (Drainage)	SEC 167 OF THE P. & D. ACT REG 33 (a)	DP 6730 1	LOT 9148	CITY OF WANNEROO	
(38) C ON SHEET 4	EASEMENT (Water Supply)	SEC 167 OF THE P. & D. ACT REG 33 (b)	DP 6730 1	LOT 9148	WATER CORPORATION	
(31) A ON SHEET 4	EASEMENT (Electricity Supply)	SEC 167 OF THE P. & D. ACT REG 33 (c)	DP 6730 1	LOT 9148	ELECTRICITY NETWORKS CORPORATION	
(32) B ON SHEET 4	EASEMENT (Electricity Supply)	SEC 167 OF THE P. & D. ACT REG 33 (c)	DP 6730 1	LOT 9148	ELECTRICITY NETWORKS CORPORATION	
(32) C ON SHEET 3	EASEMENT (Electricity Supply)	SEC 167 OF THE P. & D. ACT REG 33 (c)	DP 68494	LOT 9148	ELECTRICITY NETWORKS CORPORATION	
(33) 1 ON SHEET 1	EASEMENT (Drainage)	SEC 167 OF THE P. & D. ACT REG 33 (a)	DP 75303	LOT 9148	CITY OF WANNEROO	
(33) 2 ON SHEET 1	EASEMENT (Sewerage)	SEC 167 OF THE P. & D. ACT REG 33 (b)	DP 75303	LOT 9148	WATER CORPORATION	
(33) 3 ON SHEET 1	EASEMENT (Water Supply)	SEC 167 OF THE P. & D. ACT REG 33 (b)	DP 75303	LOT 9148	WATER CORPORATION	
(33) 4 ON SHEET 1	EASEMENT (Sewerage)	SEC 167 OF THE P. & D. ACT REG 33 (b)	THIS PLAN	LOT 9148	WATER CORPORATION	RESTRICTION OF ACCESS e.g. No road vehicle access to and from adjacent roads
(6) ON SHEET 1	COVENANT	SEC 150 OF THE P & D ACT	THIS PLAN	LOT 140	CITY OF WANNEROO	RESTRICTION OF ACCESS e.g. No road vehicle access to and from adjacent roads
(7) ON SHEET 1	COVENANT	SEC 150 OF THE P & D ACT	THIS PLAN	LOT 140	CITY OF WANNEROO	RESTRICTION OF ACCESS e.g. No road vehicle access to and from adjacent roads
(8) ON SHEET 1	COVENANT	SEC 150 OF THE P & D ACT	THIS PLAN	LOT 140	CITY OF WANNEROO	RESTRICTION OF ACCESS e.g. No road vehicle access to and from adjacent roads
(9) ON SHEET 1	RESTRICTIVE COVENANT	SEC 1296A OF THE TLA	DOC M311065	LOT 140	CITY OF WANNEROO	RESTRICTION OF ACCESS
(10) ON SHEET 1	RESTRICTIVE COVENANT	SEC 1296A OF THE TLA	DOC M311065	LOT 140	CITY OF WANNEROO	RESTRICTION OF ACCESS

FOR HEADING SEE SHEET 1



Landgate
Western Australian Land Information Authority

McMULLENOLAN GROUP
Surveying Excellence
Mark P. Mulvenon
2015.05.05 09:14:00 AM
Landed Surveyor
MIG No: 1939-5474 - Lot: N.O. DP95740.CSD

DEPOSITED PLAN
75740

SCALE: 1: 500 at A2
ALL DISTANCES ARE IN METRES
SHEET 02 OF 06 SHEETS
VERSION 4

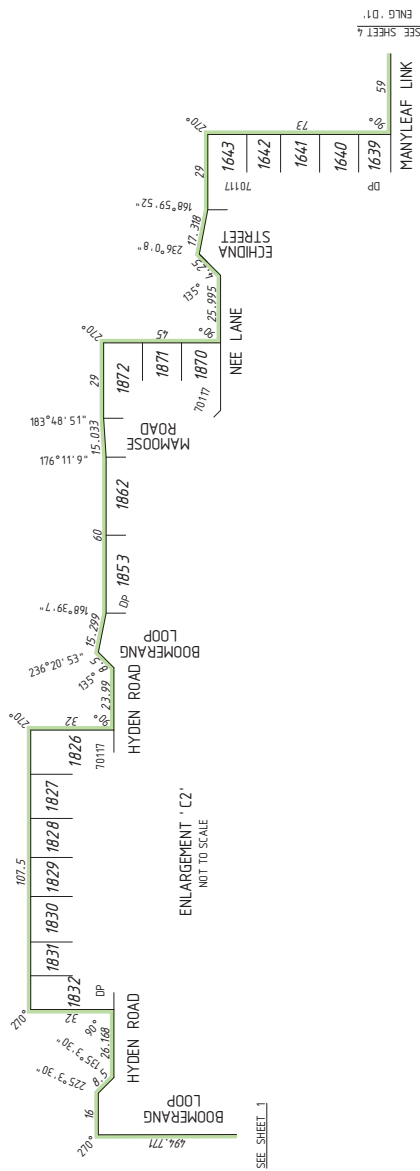
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SPECIAL SURVEY AREA GUIDELINES
ALL BOUNDARY / CORNER SURVEY MARKS
SHOWN ON THIS SHEET ARE INDICATIVE ONLY.
USE ONLY THE SURVEY SHEET/S WHEN DETERMINING
THE TRUE FINAL POSITION AND TYPE OF ALL SURVEY
MARKS PLACED PERTAINING TO THIS PLAN.



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IN DIGITAL FORM ONLY.

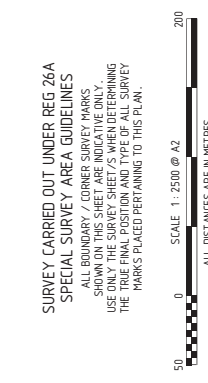
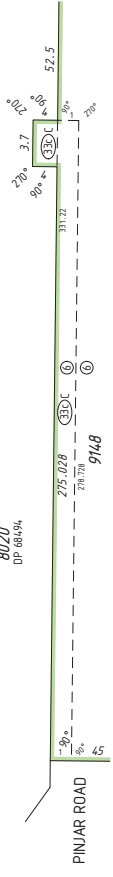
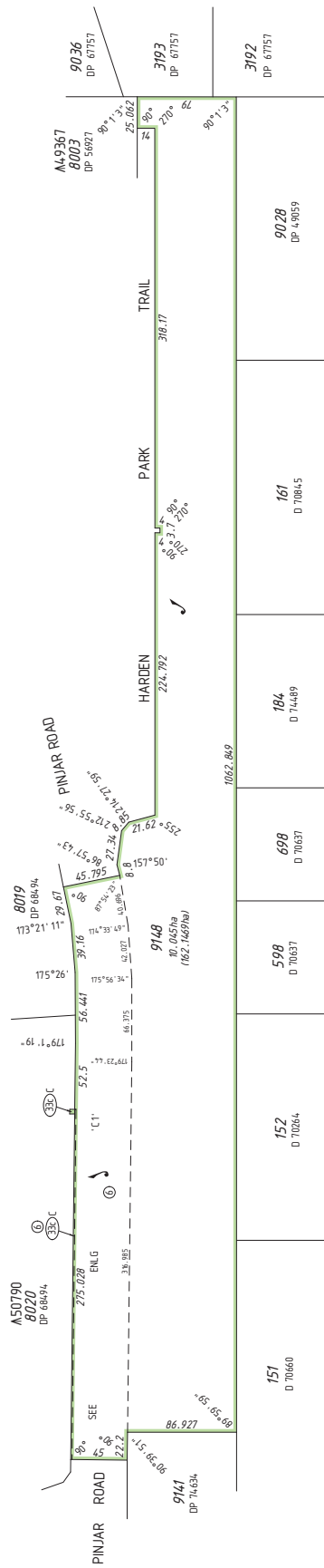


9148



SEE SHEET 1

ENL. D.I.
SEE SHEET 4



SURVEY CARRIED OUT UNDER REG 26A
SPECIAL SURVEY AREA GUIDELINES
ALL BOUNDARY / CORNER SURVEY MARKS
SHOWN ON THIS SHEET ARE INDICATIVE ONLY.
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THE TRUE FINAL POSITION AND TYPE OF ALL SURVEY
MARKS PLACED PERTAINING TO THIS PLAN.

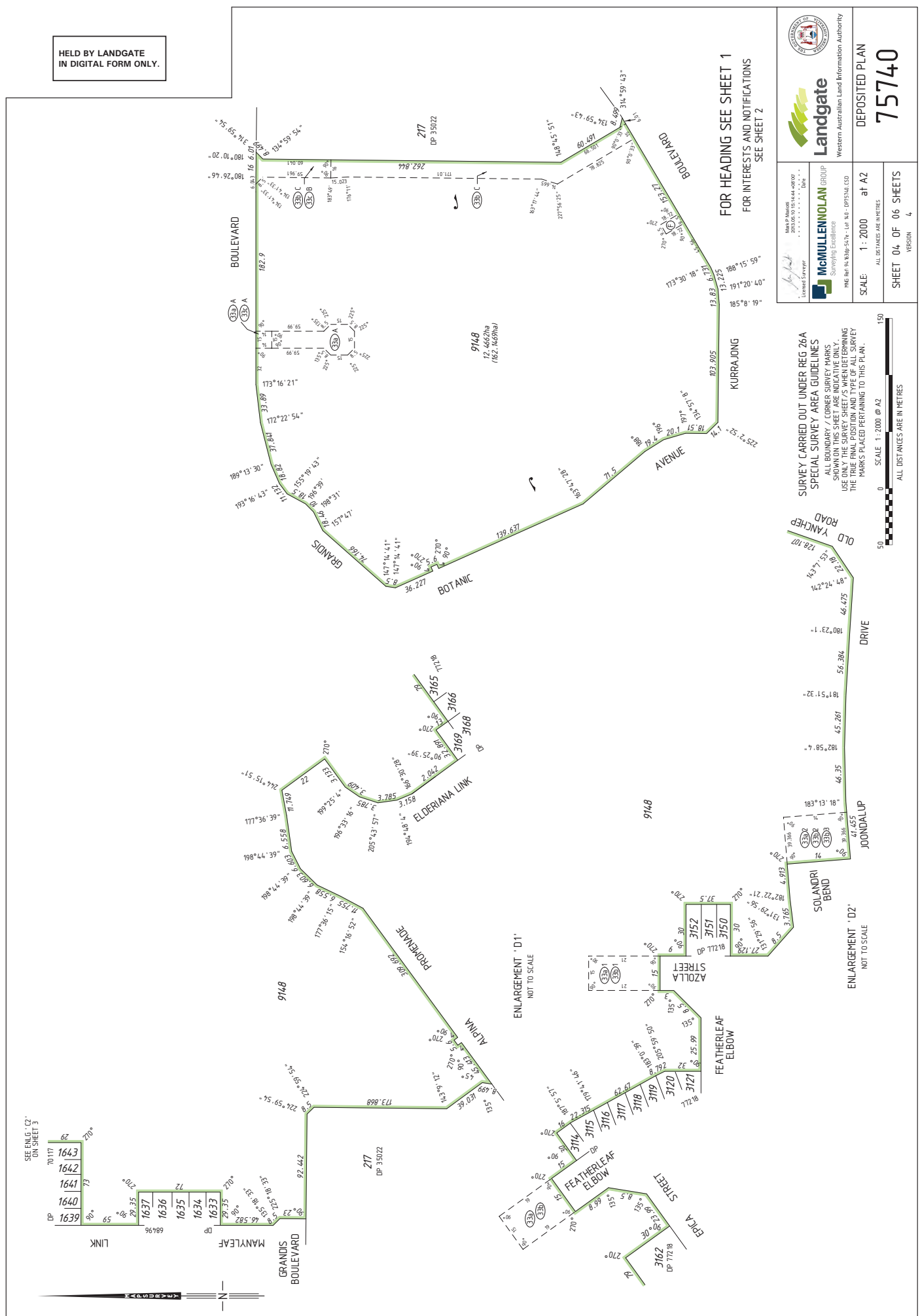
FOR HEADING SEE SHEET 1
FOR INTERESTS AND NOTIFICATIONS
SEE SHEET 2



DEPOSITED PLAN
75740
SCALE: 1:2500 at A2
ALL DISTANCES ARE IN METRES
SHEET 03 OF 06 SHEETS
VERSION 4

McMULLENOLIAN GROUP
Surveying Excellence
MIG Pty Ltd ABN 5476011476 Lot 141 DPM5740.CLD
MIG 19th Floor 5476011476 Lot 141 DPM5740.CLD
MIG 19th Floor 5476011476 Lot 141 DPM5740.CLD

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IN DIGITAL FORM ONLY.



Landgate
Western Australian Land Information Authority

MARK PASKOBY
2003.05.15 TO 15.04.16 (0607)
L. 13.1.17 (L. 13.1.17) - Tube
L. 13.1.17 (L. 13.1.17) - Tube

McMULLENOLIAN GROUP
Surveying Excellence

MRS BRYAN BRIDGES - Lic. N.O. 0195760.CLD

SCALE: 1:2000 at A2
ALL DISTANCES ARE IN METRES

DEPOSITED PLAN
75740

SHEET 04 OF 06 SHEETS
VERSION 4

SURVEY CARRIED OUT UNDER REG 26A
SPECIAL SURVEY AREA GUIDELINES

ALL BOUNDARY / CORNER SURVEY MARKS
SHOWN ON THIS SHEET ARE INDICATIVE ONLY.
USE ONLY THE SURVEY SHEETS WHEN DETERMINING
THE TRUE POSITION AND TYPE OF ALL SURVEY
MARKS PLACED PERTAINING TO THIS PLAN.



SEE ENL. 'C2'
ON SHEET 3

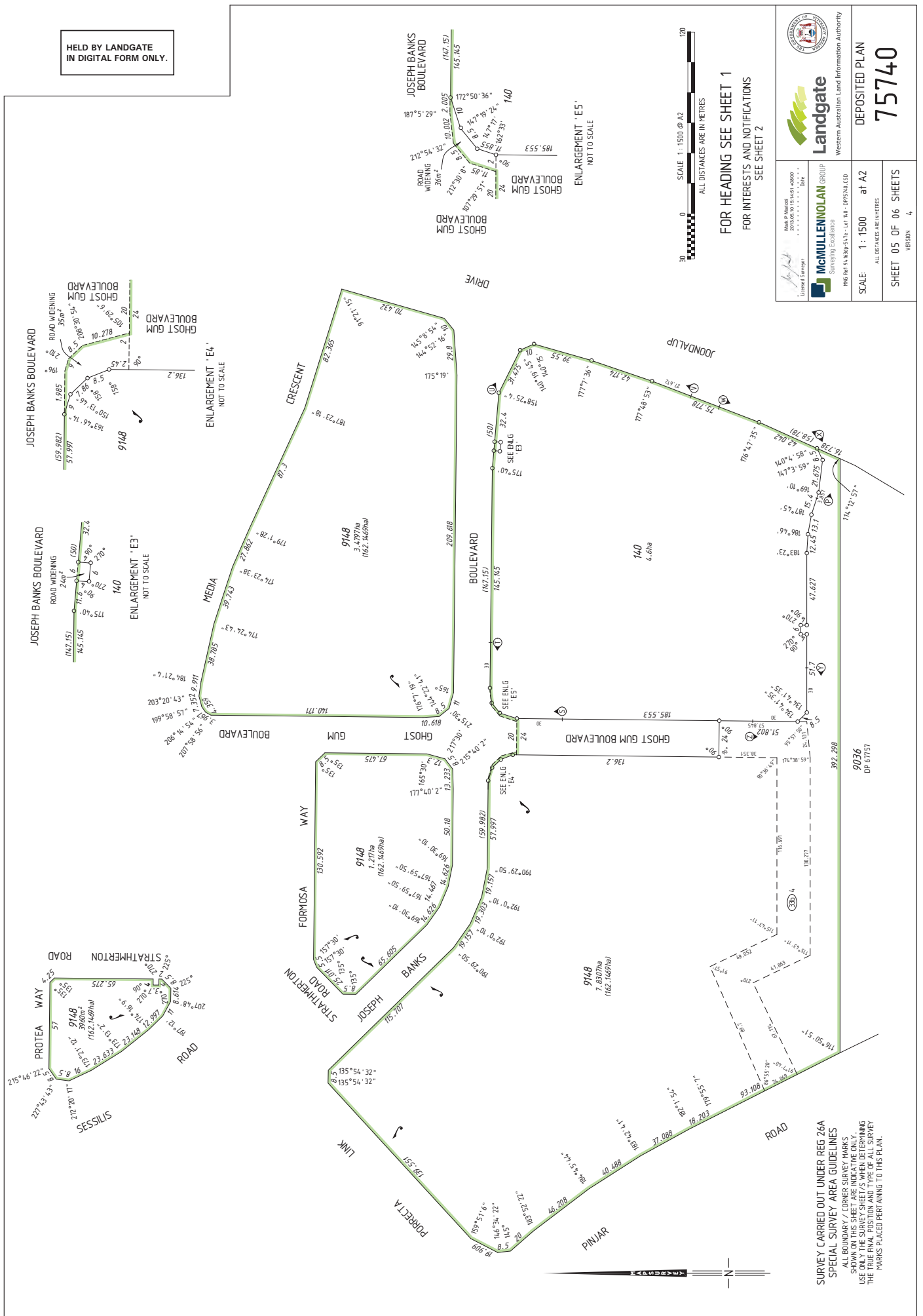
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LINK

DP 1637 20.35
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1631 20.35
LINK

MANYLEAF

ENLARGEMENT 'D2'
NOT TO SCALE

HELD BY LANDGATE
IN DIGITAL FORM ONLY.



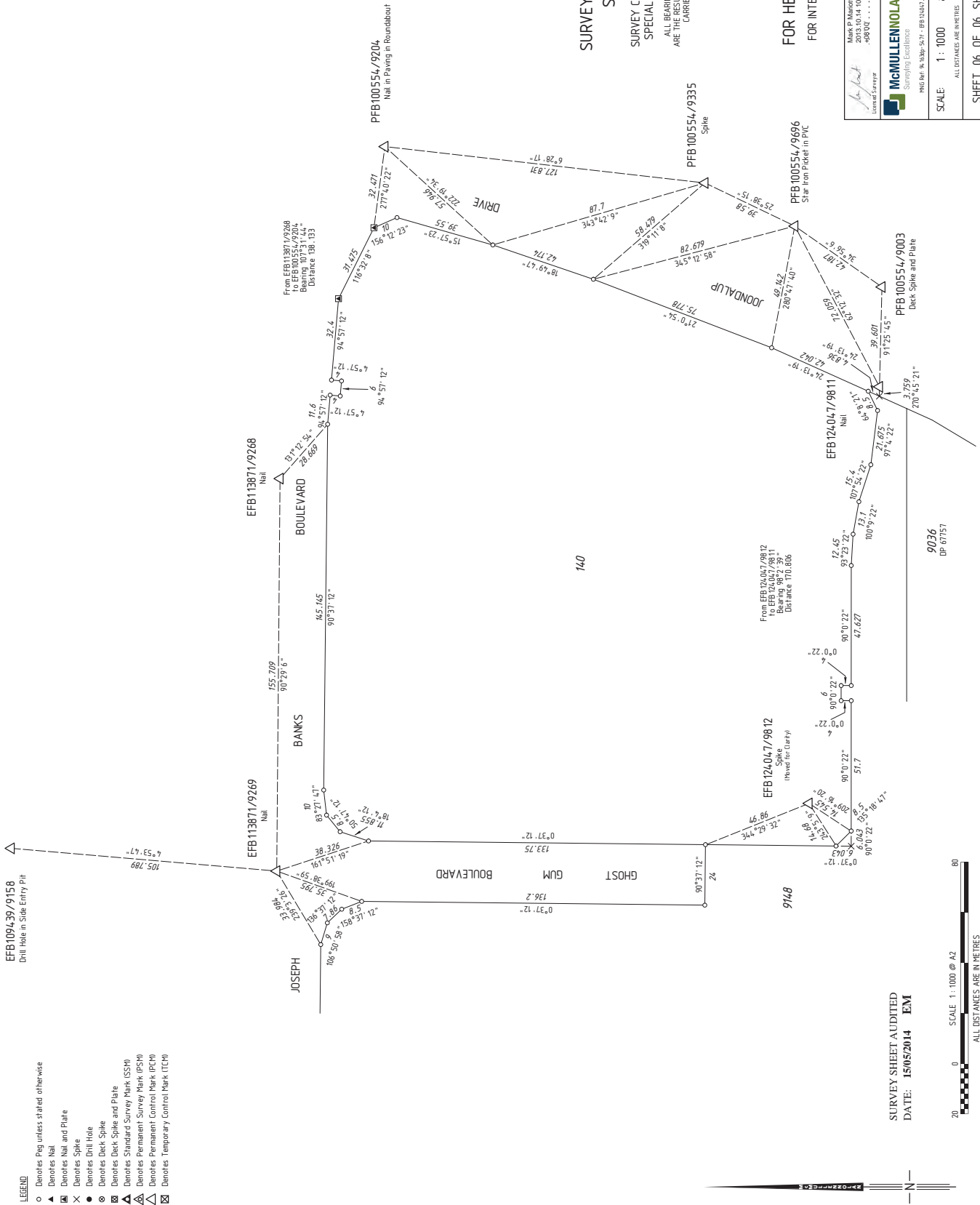
Landgate
Western Australian Land Information Authority

McMullenNolan GROUP
Surveying Excellence

DEPOSITED PLAN <h1>75740</h1>	
SCALE: 1:1500 at A2 ALL DISTANCES ARE IN METRES	SHEET 05 OF 06 SHEETS VERSION 4

SURVEY CARRIED OUT UNDER REG 26A
SPECIAL SURVEY AREA GUIDELINES
ALL BOUNDARY / CORNER SURVEY MARKS
SHOWN ON THIS SHEET ARE INDICATIVE ONLY.
USE THESE MARKS AS A GUIDE TO THE TRUE
THE TRUE FINAL POSITION AND TYPE OF ALL SURVEY
MARKS PLACED PERTAINING TO THIS PLAN.

HELD BY LANDGATE
IN DIGITAL FORM ONLY.



**SURVEY INFORMATION ONLY
SURVEY SHEET**

SURVEY CARRIED OUT UNDER REG 26A
SPECIAL SURVEY AREA GUIDELINES

ALL BEARINGS AND DISTANCES ON THIS SHEET
ARE THE RESULT OF LEAST SQUARES ADJUSTMENTS
CARRIED OUT ON FIELD OBSERVATIONS

GRID DATUM IS PG94

**FOR HEADING SEE SHEET 1
FOR INTERESTS AND NOTIFICATIONS
SEE SHEET 2**

<p>Landgate Western Australian Land Information Authority</p>	<p>McMULLENOLAN GROUP Surveying Excellence</p>	<p>DEPOSITED PLAN 75740</p>
	<p>Mark P Minotti 10/01/2014 48902</p>	<p>SCALE: 1 : 1000 at A2 ALL DISTANCES ARE IN METRES</p>
<p>SURVEY SHEET AUDITED DATE: 15/05/2014 EM</p>		<p>SHEET 06 OF 06 SHEETS VFBSN 4</p>

- LEGEND**
- Denotes Peg unless stated otherwise
 - ▲ Denotes Nail
 - ▣ Denotes Nail and Plate
 - × Denotes Spike
 - Denotes Drill Hole
 - ⊗ Denotes Deck Spike
 - ⊕ Denotes Deck Spike and Plate
 - △ Denotes Standard Survey Mark (SSM)
 - ▴ Denotes Permanent Survey Mark (PSM)
 - ▽ Denotes Permanent Control Mark (PCM)
 - ◻ Denotes Temporary Control Mark (TCM)



AMENDMENTS TABLE (PLAN GRAPHICS ONLY)

VER.	AMENDMENT	AUTHORISED BY	DATE



P (08) 9582 7655
 10 Vivaldi Drive, Mandurah Ocean Marina
 www.avalonsurveys.com.au

REF- Fabc-Ghos-L140-P81-S4

TYPE FREEHOLD S.S.A. YES

PURPOSE SUBDIVISION

PLAN OF

LOTS 141 - 144 INCL.

FORMER TENURE

LOT 140 ON DP 75740
 C/T 2812/94
 LOCAL AUTHORITY

CITY OF WANNEROO

LOCALITY

BANKSIA GROVE

BOULDER FILE

FIELD RECORD 131329

SURVEYOR'S CERTIFICATE - REG 54

I, BRAD REED
 hereby certify that this plan is accurate and is a correct
 representation of the -
 (a) *survey; and/or
 (b) *calculations from measurements recorded in the field
 records,
 [* delete if inapplicable]
 undertaken for the purposes of this plan and that it
 complies with the relevant written law(s) in relation to
 which it is lodged.

LICENSED SURVEYOR DATE

LOGGED

DATE FEE PAID ASSESS No.

I.S.C.

EXAMINED

DATE

WESTERN AUSTRALIAN PLANNING COMMISSION
 FILE DAP/15/00942

Delegated under S.16 P&D Act 2005 DATE

IN ORDER FOR DEALINGS

SUBJECT TO

INSPECTOR OF PLANS & SURVEYS / AUTHORISED LAND OFFICER DATE

APPROVED REG 26A (4)

INSPECTOR OF PLANS AND SURVEYS DATE
 (S. 18 Licensed Surveyors Act 1909)



DEPOSITED PLAN
406014
 SHEET 1 OF 1 SHEET
 (PLUS SURVEY SHEET A)
 VERSION 1

SURVEY CARRIED OUT UNDER REGULATION 26A
 SPECIAL SURVEY AREA GUIDELINES.

LIMITED IN DEPTH TO 60.96 METRES

GHOST GUM BOULEVARD

JOSEPH BANKS BOULEVARD

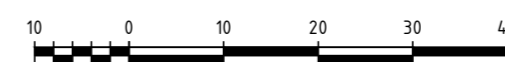
DRIVE

JOONDALUP

Note these
 access
 restrictive
 covenants are in
 the process of
 modification.
 These are
 carried forward
 from existing.

INTERESTS AND NOTIFICATIONS

SUBJECT	PURPOSE	STATUTORY REFERENCE	ORIGIN	LAND BURDENED	BENEFIT TO	COMMENTS
(S) to (T)	COVENANT	SEC 150 OF THE P & D ACT	DP 75740	LOTS 141 & 142	CITY OF WANNEROO	No road vehicle access to and from adjacent roads
(U) to (V)	COVENANT	SEC 150 OF THE P & D ACT	DP 75740	LOTS 141 & 143	CITY OF WANNEROO	No road vehicle access to and from adjacent roads
(W) to (X)	COVENANT	SEC 150 OF THE P & D ACT	DP 75740	LOT 144	CITY OF WANNEROO	No road vehicle access to and from adjacent roads
(Y) to (Z)	RESTRICTIVE COVENANT	SEC 129BA OF THE TLA	DOC M311065	LOT 141	CITY OF WANNEROO	No road vehicle access to and from adjacent roads
(P) to (X)	RESTRICTIVE COVENANT	SEC 129BA OF THE TLA	DOC M311065	LOT 144	CITY OF WANNEROO	No road vehicle access to and from adjacent roads
(E)	EASEMENT	SECTION 195 & 196 OF THE LAA	DOC	LOT 141	CITY OF WANNEROO AND THE PUBLIC AT LARGE	RIGHT OF CARRIAGEWAY



1:800 @ A2

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Appendix B

BAL Assessment

Bushfire Attack Level Assessment Report

Prepared by a BPAD Accredited Practitioner



Fire Protection Association Australia Life Property Environment



AS 3959 BAL Assessment Report

This report has been prepared by an Accredited BPAD Practitioner using the Simplified Procedure (Method 1) as detailed in Section 2 of AS 3959 – 2009 (Incorporating Amendment Nos 1, 2 and 3). FPA Australia makes no warranties as to the accuracy of the information provided in the report. All enquiries related to the information and conclusions presented in this report must be made to the BPAD Accredited Practitioner.

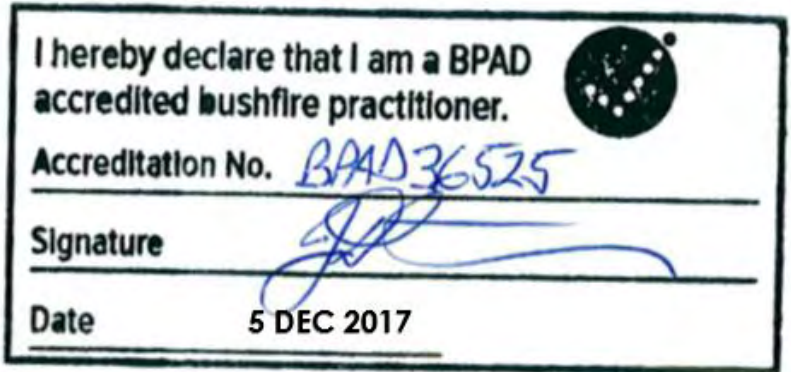
Property Details and Description of Works

Address Details	Unit no	Street no	Lot no	Street name / Plan Reference	
			143	Cnr of Joondalup Dr & Joseph Banks Bvd	
Local government area	Suburb		State	Postcode	
	Banksia Grove		WA	6031	
Main BCA class of the building	Use(s) of the buildings		Fast food, showrooms, convenience store and child care.		
Description of the building or works	Construction of new commercial buildings.				

Report Details

Report / Job Number 1712-2	Report Version 1.0	Assessment Date 2 August 2017	Report Date 5 December 2017
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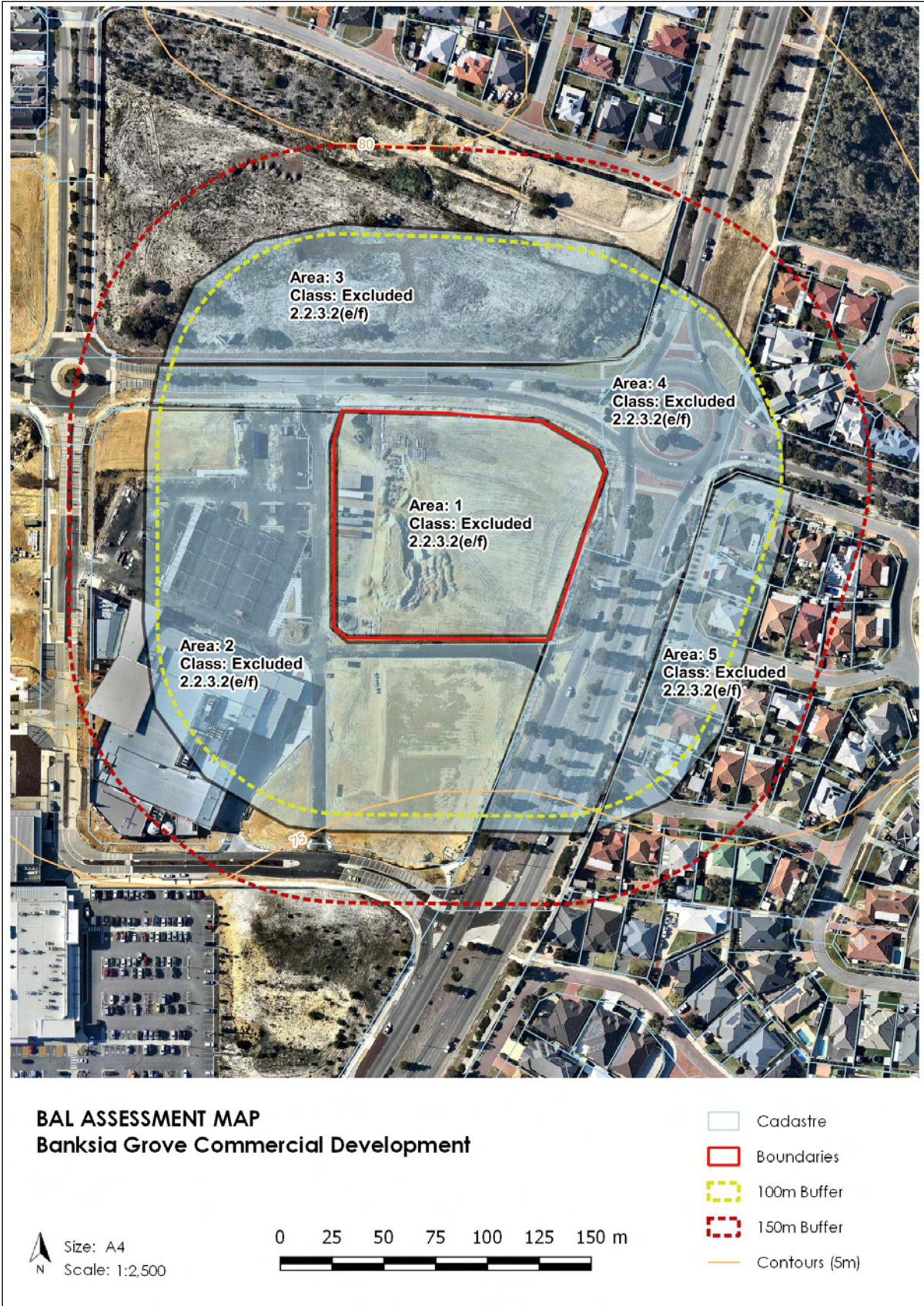
BPAD Accredited Practitioner Details

Name Jeremy Durston (BPAD36525)	 <p>I hereby declare that I am a BPAD accredited bushfire practitioner. Accreditation No. <u>BPAD36525</u> Signature <u>[Signature]</u> Date <u>5 DEC 2017</u></p> <p>Authorised Practitioner Stamp</p>
Company Details Trading as Bushfire West	

Reliance on the assessment and determination of the Bushfire Attack Level contained in this report should not extend beyond a period of 12 months from the date of issue of the report. If this report was issued more than 12 months ago, it is recommended that the validity of the determination be confirmed with the Accredited Practitioner and where required an updated report issued.

Site Assessment & Site Plans

The assessment of this development was undertaken on 2 August 2017 by a BPAD Accredited Practitioner for the purpose of determining the Bushfire Attack Level in accordance with AS 3959 - 2009 Simplified Procedure (Method 1).



Vegetation Classification

All vegetation within 100m of the proposed development was classified in accordance with Clause 2.2.3 of AS 3959-2009. Each distinguishable vegetation plot with the potential to determine the Bushfire Attack Level is identified below.



Photo ID: 1 Plot: 1	<div style="background-color: #003366; color: white; padding: 2px;"> DIRECTION 202 deg(T) 31.70319°S 115.80422°E ACCURACY 5 m DATUM WGS84 </div>  <div style="background-color: #003366; color: white; padding: 2px;"> BAL f 2/8/17, 8:56:56 am Joseph Banks Blvd Banksia Grove </div>
Vegetation Classification or Exclusion Clause	
Exclusion 2.2.3.2 (e/f)	
Description / Justification for Classification	
Subject site substantially cleared for development and managed for low threat in accordance with the approved Bushfire Management Plan (Milestone Certifiers, 2016).	
Photo ID: 2a Plot: 2	<div style="background-color: #003366; color: white; padding: 2px;"> DIRECTION 144 deg(T) 31.70315°S 115.80279°E ACCURACY 5 m DATUM WGS84 </div>  <div style="background-color: #003366; color: white; padding: 2px;"> BAL f 2/8/17, 8:41:41 am Joseph Banks Blvd Banksia Grove </div>
Vegetation Classification or Exclusion Clause	
Exclusion 2.2.3.2 (e/f)	
Description / Justification for Classification	
Development area cleared of vegetation and managed for low threat in accordance with the approved Bushfire Management Plan (Milestone Certifiers, 2016).	




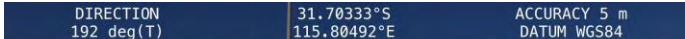

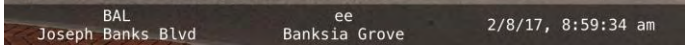

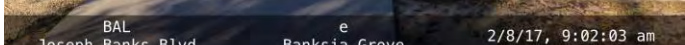
Photo ID: 2b Plot: 2	<div style="display: flex; justify-content: space-between; font-size: 8px;"> DIRECTION 166 deg(T) 31.70313°S 115.80231°E ACCURACY 5 m DATUM WGS84 </div>  <div style="display: flex; justify-content: space-between; font-size: 8px;"> BAL Joseph Banks Blvd f Banksia Grove 2/8/17, 8:41:08 am </div>
Vegetation Classification or Exclusion Clause	
Exclusion 2.2.3.2 (e/f)	
Description / Justification for Classification	
Development area cleared of vegetation and managed for low threat in accordance with the approved Bushfire Management Plan (Milestone Certifiers, 2016).	
Photo ID: 3a Plot: 3	<div style="display: flex; justify-content: space-between; font-size: 8px;"> DIRECTION 4 deg(T) 31.70306°S 115.80308°E ACCURACY 5 m DATUM WGS84 </div>  <div style="display: flex; justify-content: space-between; font-size: 8px;"> BAL Joseph Banks Blvd bb Banksia Grove 2/8/17, 8:42:34 am </div>
Vegetation Classification or Exclusion Clause	
Exclusion 2.2.3.2 (e/f)	
Description / Justification for Classification	
Development area substantially cleared and managed for low threat in accordance with the approved Bushfire Management Plan (Milestone Certifiers, 2016).	
Photo ID: 3b Plot: 3	<div style="display: flex; justify-content: space-between; font-size: 8px;"> DIRECTION 165 deg(T) 31.70215°S 115.80331°E ACCURACY 5 m DATUM WGS84 </div>  <div style="display: flex; justify-content: space-between; font-size: 8px;"> BAL Joseph Banks Blvd aa Banksia Grove 2/8/17, 8:25:10 am </div>
Vegetation Classification or Exclusion Clause	
Exclusion 2.2.3.2 (e/f)	
Description / Justification for Classification	
Development area substantially cleared and managed for low threat in accordance with the approved Bushfire Management Plan (Milestone Certifiers, 2016).	

Photo ID: 4 Plot: 4	
Vegetation Classification or Exclusion Clause	
Exclusion 2.2.3.2 (e/f)	
Description / Justification for Classification	
Road reserves managed for low threat.	
Photo ID: 5a Plot: 5	
Vegetation Classification or Exclusion Clause	
Exclusion 2.2.3.2 (e/f)	
Description / Justification for Classification	
Existing area of residential development with lawns, gardens and road reserves managed for low threat.	
Photo ID: 5b Plot: 5	
Vegetation Classification or Exclusion Clause	
Exclusion 2.2.3.2 (e/f)	
Description / Justification for Classification	
Existing area of residential development with lawns, gardens and road reserves managed for low threat.	

Relevant Fire Danger Index

The fire danger index for this site has been determined in accordance with Table 2.1 or otherwise determined in accordance with a jurisdictional variation applicable to the site.

Fire Danger Index

FDI 40

Table 2.4.5

FDI 50

Table 2.4.4

FDI 80

Table 2.4.3

FDI 100

Table 2.4.2

Potential Bushfire Impacts

The potential bushfire impact to the proposed development from each of the identified vegetation plots are identified below.

Plots	Vegetation Classification	Effective Slope	Separation (m)	BAL
1	Exclusion – Clause 2.2.3.2(e/f)	n/a	n/a	BAL – LOW
2	Exclusion – Clause 2.2.3.2(e/f)	n/a	n/a	BAL – LOW
3	Exclusion – Clause 2.2.3.2(e/f)	n/a	n/a	BAL – LOW
4	Exclusion – Clause 2.2.3.2(e/f)	n/a	n/a	BAL – LOW
5	Exclusion – Clause 2.2.3.2(e/f)	n/a	n/a	BAL – LOW

Table 1: BAL Analysis

Determined Bushfire Attack Level (BAL)

The Determined Bushfire Attack Level (highest BAL) for the proposed development has been determined in accordance with clause 2.2.6 of AS 3959-2009 using the above analysis.

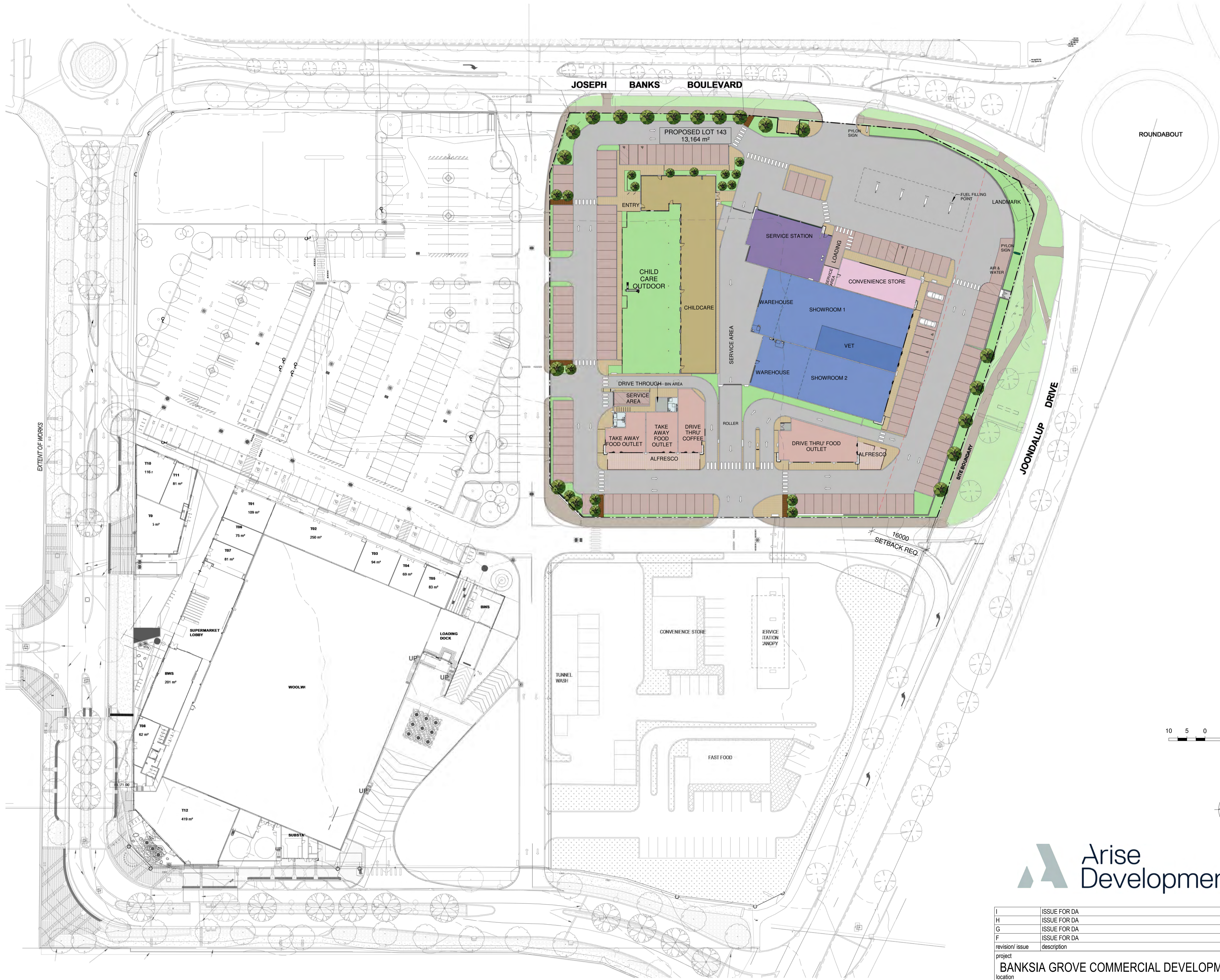
Determined Bushfire Attack Levels	
Tenancy 1	BAL – LOW
Tenancy 2, including fuel filling area	BAL – LOW
Tenancy 3	BAL – LOW
Tenancy 4	BAL – LOW
Tenancy 5, including alfresco area	BAL – LOW
Tenancy 6, including alfresco area	BAL – LOW
Tenancy 7, including alfresco area	BAL – LOW
Tenancy 8, including alfresco area	BAL – LOW
Tenancy 9, including outdoor care area	BAL – LOW

Appendix 1: Development Plans assessed

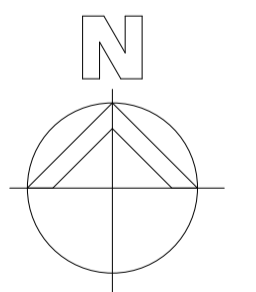


Appendix C

Development Plans



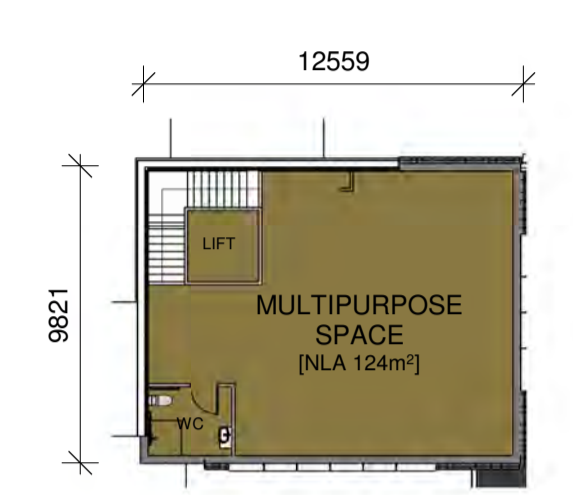
SCALE 1: 500



1 OVERALL SITE PLAN
SK60 1: 500

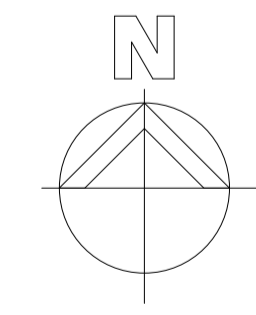
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H	ISSUE FOR DA	RT	NP	14 DEC 2017
G	ISSUE FOR DA	RT	NP	13 DEC 2017
F	ISSUE FOR DA	RT	NP	11 DEC 2017
revision/ issue	description	drawn by	check by	date
project	BANKSIA GROVE COMMERCIAL DEVELOPMENT	drawn by	description	
location	CNR JOONDALUP DR & JOSEPH BVD	Author	OVERALL SITE PLAN	
checked		Checker		
scale	1: 500	date	20 DEC 2017	
project no	131.16	dwg no	SK58	
rev		rev		

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2 MULTIPURPOSE ROOM FLOOR PLAN
SK78 1:250

- LEGEND**
- RL 72.50 PROPOSED LEVEL
 - FFL 72.50
 - RL 72.50 EXISTING GROUND LEVEL
 - TOTAL NUMBER OF CAR BAYS = 143
 - TOTAL NUMBER OF PROPOSED TREES = 36
 - 1053m² LANDSCAPING AREA (8% OF SITE AREA)

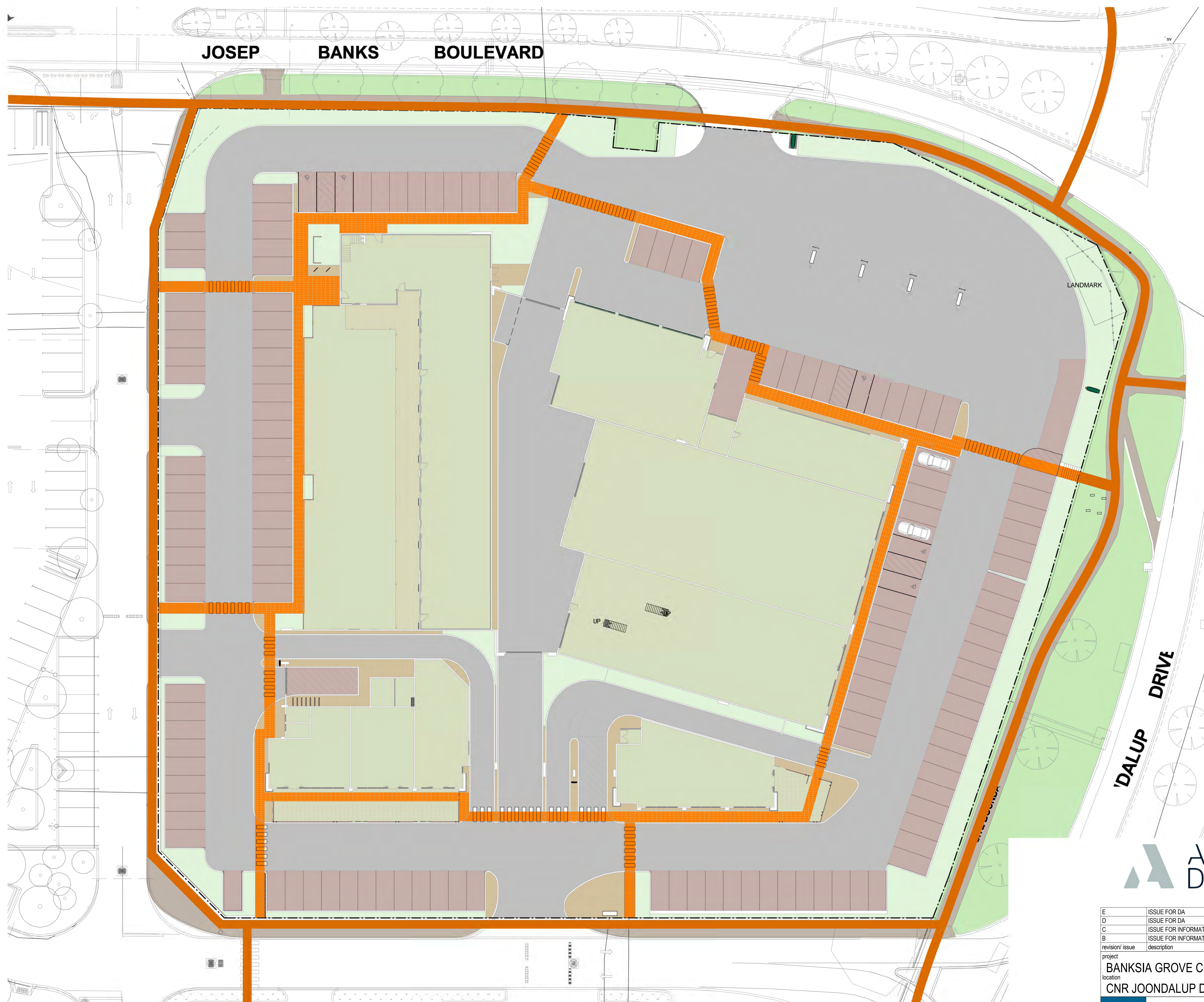



Arise Developments

G	ISSUE FOR DA	RT	NP	20 DEC 2017
F	ISSUE FOR DA	RT	NP	14 DEC 2017
E	ISSUE FOR DA	RT	NP	11 DEC 2017
D	ISSUE FOR INFORMATION	RT	NP	05 DEC 2017
revision/issue	description	drawn by	check by	date
project	BANKSIA GROVE COMMERCIAL DEVELOPMENT	drawn	description	
location	CNR JOONDALUP DR & JOSEPH BVD	RT	SITE PLAN - DA	
checked	NP			
scale	1:250	date	20 DEC 2017	
		project no	131.16	dwg no SK78
				rev G

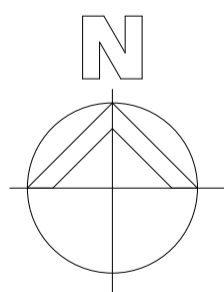
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LEGEND
 PEDESTRIAN CIRCULATION

5 3 0 5 10 15 Metres
SCALE 1: 250



INTERIM ISSUE ONLY
 DATE: 20 DEC 2017

Arise
 Developments

E	ISSUE FOR DA	RT	NP	20 DEC 2017
D	ISSUE FOR DA	RT	NP	11 DEC 2017
C	ISSUE FOR INFORMATION	RT	NP	30 NOV 2017
B	ISSUE FOR INFORMATION	RT	NP	15 NOV 2017
revision/ issue	description	drawn by	check by	date
project	BANKSIA GROVE COMMERCIAL DEVELOPMENT	drawn	description	
location	CNR JOONDALUP DR & JOSEPH BVD	RT	PEDESTRIAN NETWORK PLAN	
checked	NP	NP		
scale	1: 250	date	20 DEC 2017	project no
		131.16		dwg no
				SK74
				rev
				E

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1 SITE PLAN
 SK60 1: 250



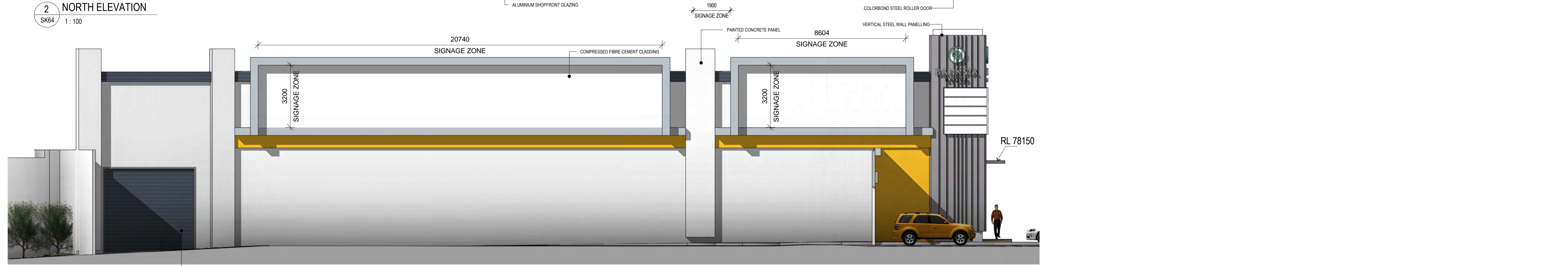
1 EAST ELEVATION

SK64 1:100



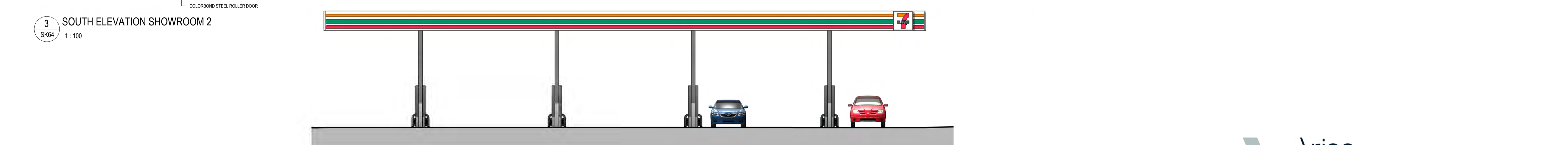
2 NORTH ELEVATION

SK64 1:100



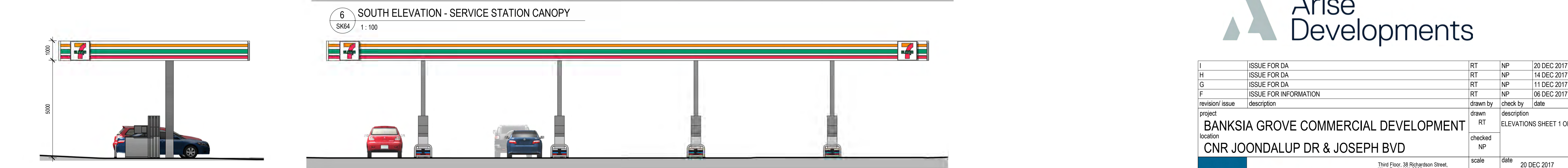
3 SOUTH ELEVATION SHOWROOM 2

SK64 1:100



6 SOUTH ELEVATION - SERVICE STATION CANOPY

SK64 1:100



5 WEST ELEVATION - SERVICE STATION CANOPY

SK64 1:100



4 NORTH ELEVATION - SERVICE STATION CANOPY

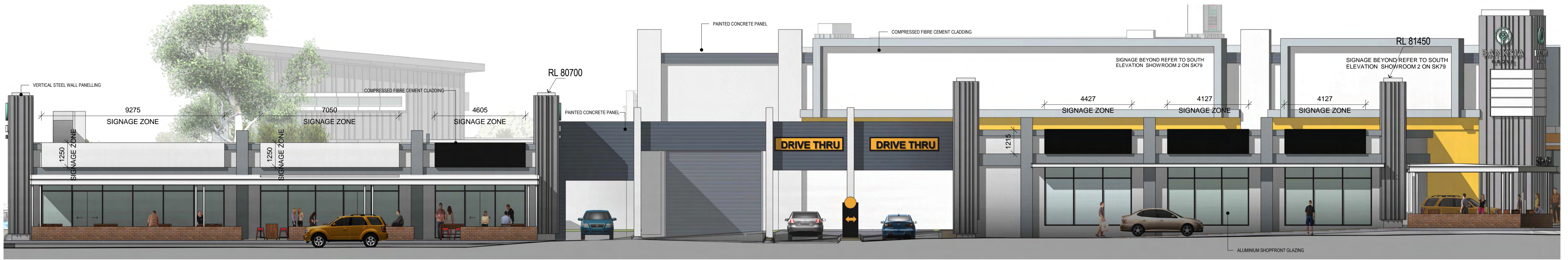
SK64 1:100



I	ISSUE FOR DA	RT	NP	20 DEC 2017
H	ISSUE FOR DA	RT	NP	14 DEC 2017
G	ISSUE FOR DA	RT	NP	11 DEC 2017
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project	BANKSIA GROVE COMMERCIAL DEVELOPMENT	drawn	RT	description
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		dwg no	131.16	SK79
		rev		1

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1 SOUTH ELEVATION
SK64 1:100



2 NORTH ELEVATION - TENANCY 9
SK64 1:100



3 SOUTH ELEVATION PART 2
SK64 1:100



4 CONVENIENCE STORE SIGNAGE
1:100



5 WEST ELEVATION - PART ONE
SK64 1:100



6 WEST ELEVATION - PART TWO
SK64 1:100



I	ISSUE FOR DA	RT	NP	20 DEC 2017
H	ISSUE FOR DA	RT	NP	14 DEC 2017
G	ISSUE FOR DA	RT	NP	11 DEC 2017
F	ISSUE FOR INFORMATION	RT	NP	06 DEC 2017
revision/ issue	description	drawn by	check by	date
project	BANKSIA GROVE COMMERCIAL DEVELOPMENT	RT	NP	ELEVATIONS SHEET 2 OF 2
location	CNR JOONDALUP DR & JOSEPH BVD	checked	NP	
scale	1:100	date	20 DEC 2017	dwg no
		project no	131.16	SK80
		rev		1

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1 VIEW FROM NORTH-EAST



2 VIEW FROM NORTH-WEST



3 VIEW FROM SOUTH-WEST

revision/ issue	description	drawn by	check by	date
L	ISSUE FOR DA			14.12.2017
H	ISSUE FOR INFORMATION			16.11.2017
project	description		drawn by	check by
	BANKSIA GROVE - CHILDCARE CENTRE		RT	3D VIEWS
location	CNR JOONDALUP DR & JOSEPH BANKS BVD		checked	NP
scale	date	14.12.2017	project no	92.17
		Third Floor, 38 Richardson Street, West Perth, WA 6005 PO Box 743, West Perth, WA 6872 Ph: (08) 9322 5144 Fax: (08) 9322 5140 Email: admin@hpcparoh.com		dwg no SK64 rev L



1 VIEW FROM SOUTH



2 VIEW FROM NE JOONDALUP DRIVE

 Arise
Developments

E	ISSUE FOR DA	RT	NP	20 DEC 2017
D	ISSUE FOR DA	RT	NP	11 DEC 2017
C	ISSUE FOR INFORMATION	RT	NP	05 DEC 2017
B	ISSUE FOR INFORMATION	RT	NP	01 DEC 2017
revision/ issue	description	drawn by	check by	date
project	BANKSIA GROVE COMMERCIAL DEVELOPMENT	drawn	description	
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scale	131.16	checked	NP	
		date	20 DEC 2017	
		project no	131.16	dwg no
		rev	E	SK75

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3 VIEW FROM SOUTH TO TENANCIES 6, 7 & 8



4 VIEW FROM SOUTH WEST

 Arise
Developments

E	ISSUE FOR DA	RT	NP	20 DEC 2017
D	ISSUE FOR DA	RT	NP	11 DEC 2017
C	ISSUE FOR INFORMATION	RT	NP	05 DEC 2017
B	ISSUE FOR INFORMATION	RT	NP	01 DEC 2017
revision/ issue	description	drawn by	check by	date
project	BANKSIA GROVE COMMERCIAL DEVELOPMENT	drawn	description	
location	CNR JOONDALUP DR & JOSEPH BVD	RT	3D VIEWS SHEET 2 OF 3	
checked		NP		
scale		date	20 DEC 2017	
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<small>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</small>		rev	E	



5 VIEW FROM SE JOONDALUP DRIVE



6 VIEW FROM NW JOSEPH BANKS BOULEVARD

 Arise
Developments

E	ISSUE FOR DA	RT	NP	20 DEC 2017
D	ISSUE FOR DA	RT	NP	11 DEC 2017
C	ISSUE FOR INFORMATION	RT	NP	05 DEC 2017
B	ISSUE FOR INFORMATION	RT	NP	01 DEC 2017
revision/ issue	description	drawn by	check by	date
project	BANKSIA GROVE COMMERCIAL DEVELOPMENT	drawn	description	
location	CNR JOONDALUP DR & JOSEPH BVD	RT	3D VIEWS SHEET 3 OF 3	
		checked	NP	
		scale	date	20 DEC 2017
		project no	131.16	dwg no SK77
		rev	E	

Hodge Collard Preston
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Appendix D

Landscape Plan

JOSEPH BANKS BOULEVARD

SITE BOUNDARY

WORKS BY OTHERS

SITE BOUNDARY

SITE BOUNDARY

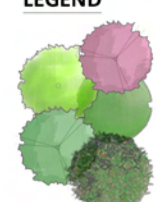
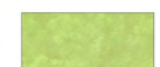
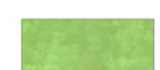

JOONDALUP DRIVE

PLANTING MIX C

PLANTING MIX B

PLANTING MIX A

LEGEND

-  PROPOSED TREES
-  PLANTING MIX A
-  PLANTING MIX B
-  PLANTING MIX C

PLANT SCHEDULE

SYMBOL	SPECIES	STOCK SIZE	QTY
Trees			
	Agonis flexuosa	TBC	4
	Cupaniopsis anacardioides	TBC	4
	Hymenosporum flavum	TBC	7
	Platanus acerifolia	TBC	17
	Prunus cerasifera 'Nigra'	TBC	4
Planting Mix A			
	Anigozanthos flavidus	TBC	TBC
	Dianella tasmanica	TBC	TBC
	Grevillea 'Ellendale Pool'	TBC	TBC
	Patersonia occidentalis	TBC	TBC
	Scaevola crassifolia 'Flat Fred'	TBC	TBC
Planting Mix B			
	Dianella tasmanica	TBC	TBC
	Eremophila glabra 'Kalbarri Carpet'	TBC	TBC
	Ficinia nodosa	TBC	TBC
	Grevillea 'Gin Gin Gem'	TBC	TBC
	Hibbertia scandens	TBC	TBC
	Scaevola crassifolia 'Flat Fred'	TBC	TBC
Planting Mix C			
	Eremophila glabra 'Kalbarri Carpet'	TBC	TBC
	Grevillea 'Gin Gin Gem'	TBC	TBC
	Hibbertia scandens	TBC	TBC
	Scaevola crassifolia 'Flat Fred'	TBC	TBC



PROJECT:
**Banksia Drove Commercial Development,
 Cnr Joondalup Dr & Joseph Blvd**

STAGE OR PHASE:
 -

DRAWING TITLE:
Landscape Concept Plan

DATE: **4th December 2017**

SCALE: **1:250 @ A1**



Total Eden Pty Ltd A.B.N 470 1011 8895
 1 Altona Street, Bibra Lake, WA 6163
 Telephone (08) 9434 7520 Facsimile (08) 9434 7501
 Email: louise@landscapeaust.com.au

L.N.

REVISION
A

Date: 13/12/2017
 Ref No:



NORTH

Appendix E

Signage Plans



- 1 Centre Logo
- 2 Centre Logo
- 3 Centre Logo & Tenancy Cabinet
- 4 Centre Logo & Tenancy Cabinet
- 5 Centre Logo
- 6 Centre Logo
- 7 Freestanding Directional
- 8 7-Eleven Price board 6m
- 9 7-Eleven Price board 9.487m
- 10 7-Eleven Tower Sign
- 11 7-Eleven Tower Sign
- 12 7-Eleven Awning Sign
- 13 7-Eleven Awning Sign
- 14 7-Eleven Window Graphics
- 15 7-Eleven Canopy Sign
- 16 7-Eleven Canopy Sign
- 17 7-Eleven Canopy Sign
- 18 7-Eleven Canopy Sign



1 SOUTH ELEVATION
SK84 1:100



2 NORTH ELEVATION - TENANCY 9
SK84 1:100



3 SOUTH ELEVATION PART 2
SK84 1:100



4 CONVENIENCE STORE SIGNAGE
1:100



5 WEST ELEVATION - PART ONE
SK84 1:100



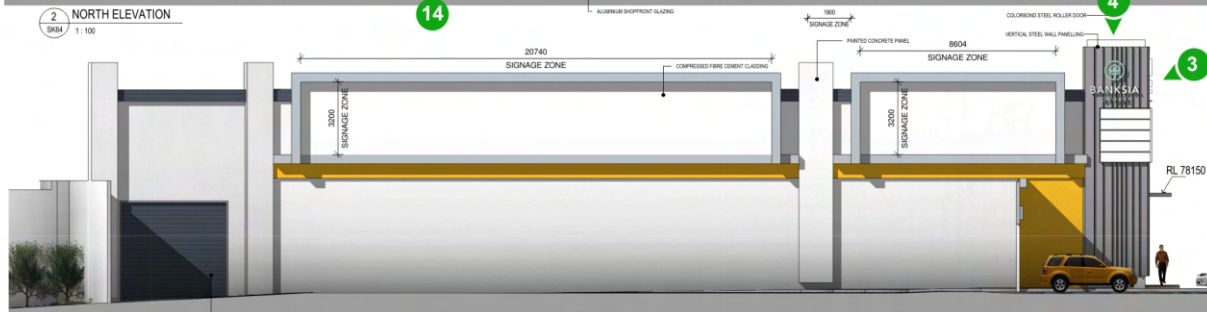
6 WEST ELEVATION - PART TWO
SK84 1:100



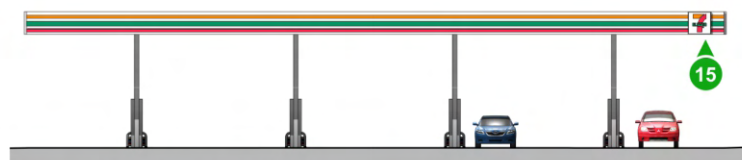
1 EAST ELEVATION
SK84 / 1:100



2 NORTH ELEVATION
SK84 / 1:100



3 SOUTH ELEVATION SHOWROOM 2
SK84 / 1:100



6 SOUTH ELEVATION - SERVICE STATION CANOPY
SK84 / 1:100



5 WEST ELEVATION - SERVICE STATION CANOPY
SK84 / 1:100



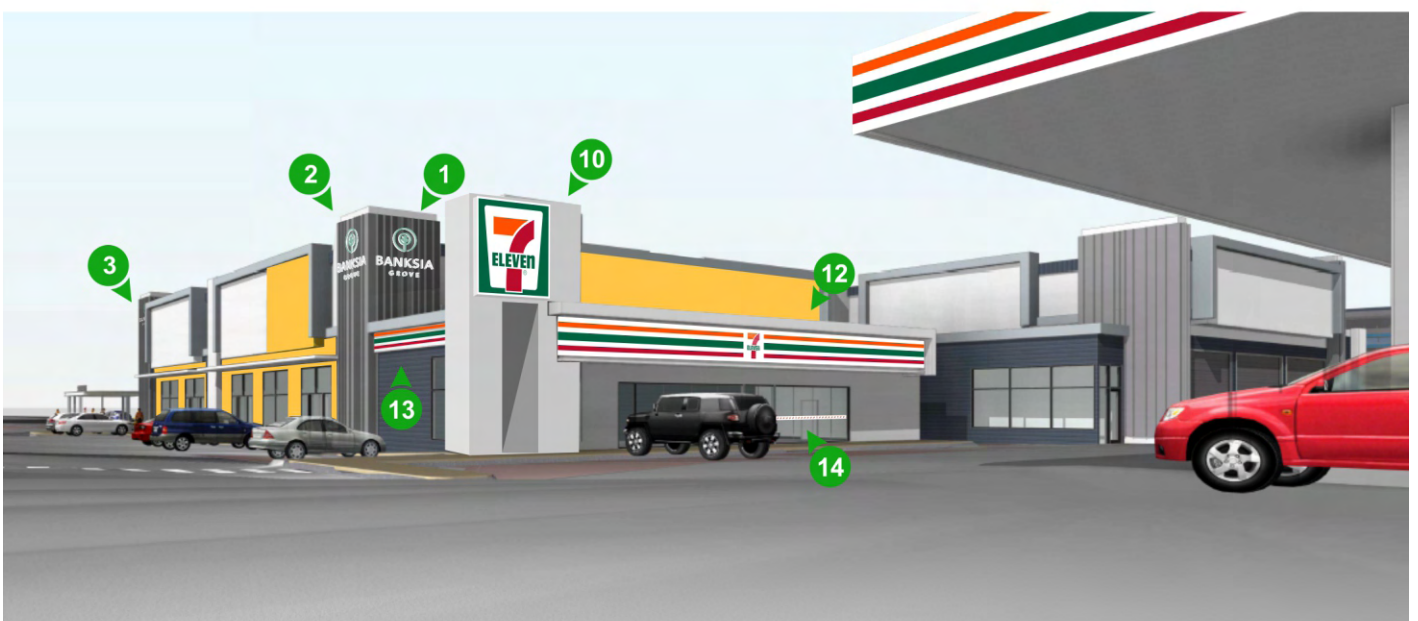
4 NORTH ELEVATION - SERVICE STATION CANOPY
SK84 / 1:100



View from SE Joondalup Drive



View from NW Joseph Banks Blvd



View from NE



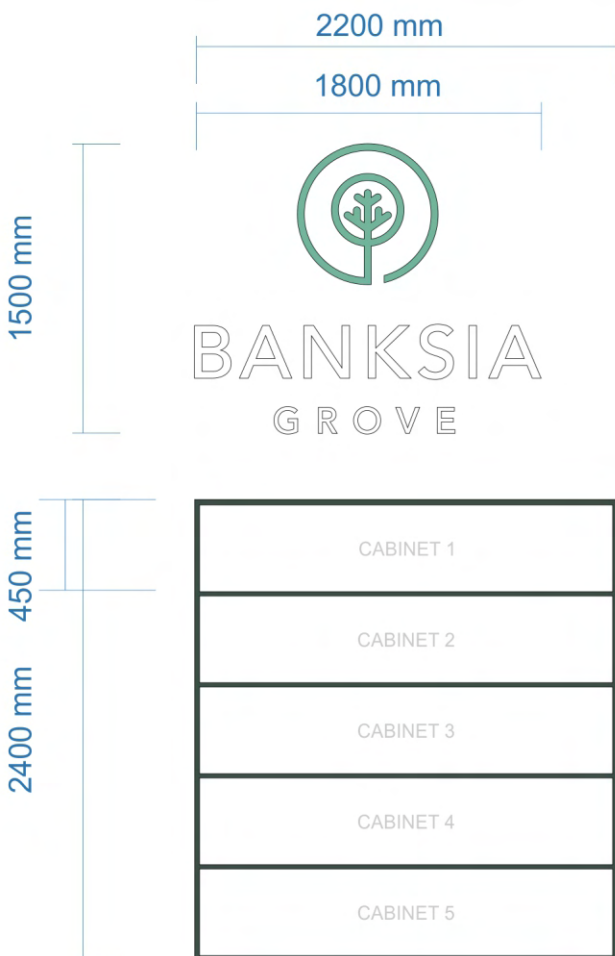
SIGN 1,2,5,6 LOGO

Internally illuminated fabricated letterset and icon with opal acrylic returns.

Translucent vinyl to face of icon, cast white vinyl to face of letterset (only returns illuminate)

Size: 2200 x 2000 x 150mm

Total Area 4.4m²



SIGN 3, 4

LOGO

Internally illuminated fabricated letterset and icon with opal acrylic returns.

Translucent vinyl to face of icon, cast white vinyl to face of letterset (only returns illuminate)

Size: 1800 x 1500 x 150mm

TENANCY CABINET

Internally illuminated
Fabricated cabinet with space for 9 tenancies.

Opal acrylic faces with translucent vinyl to face.

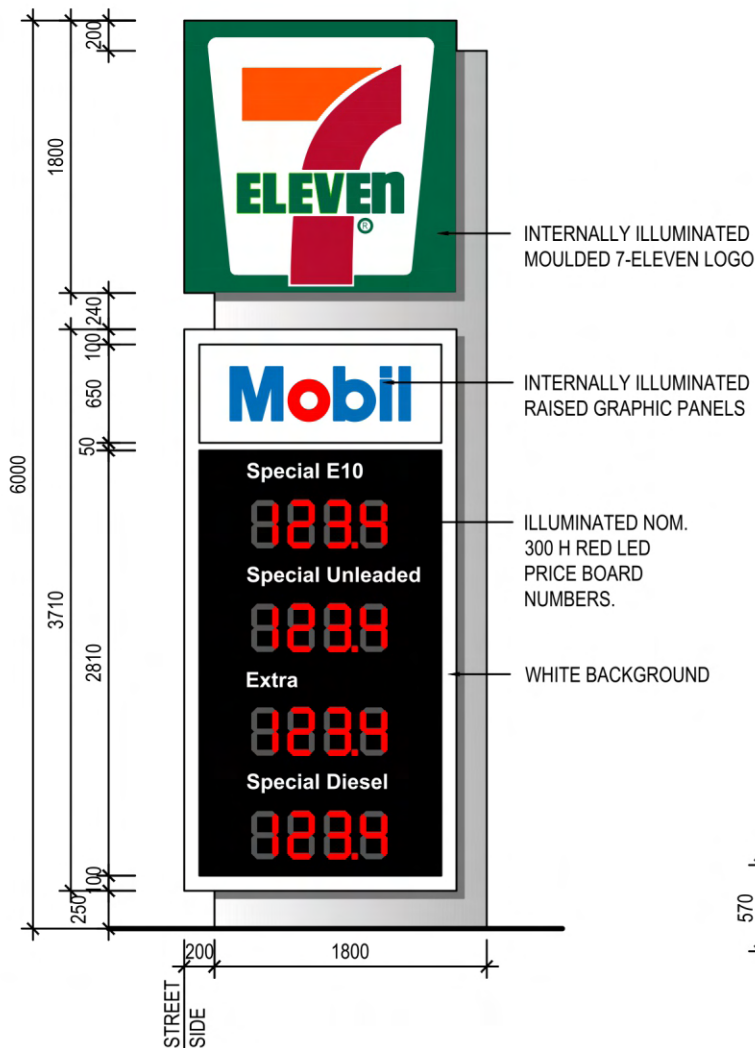
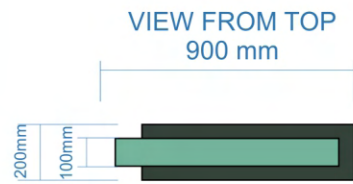
Total Cabinet Size: 2400 x 2200mm

Individual tenants: 2150 x 450mm

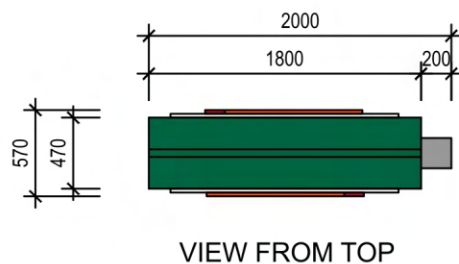
Total Area 8m²



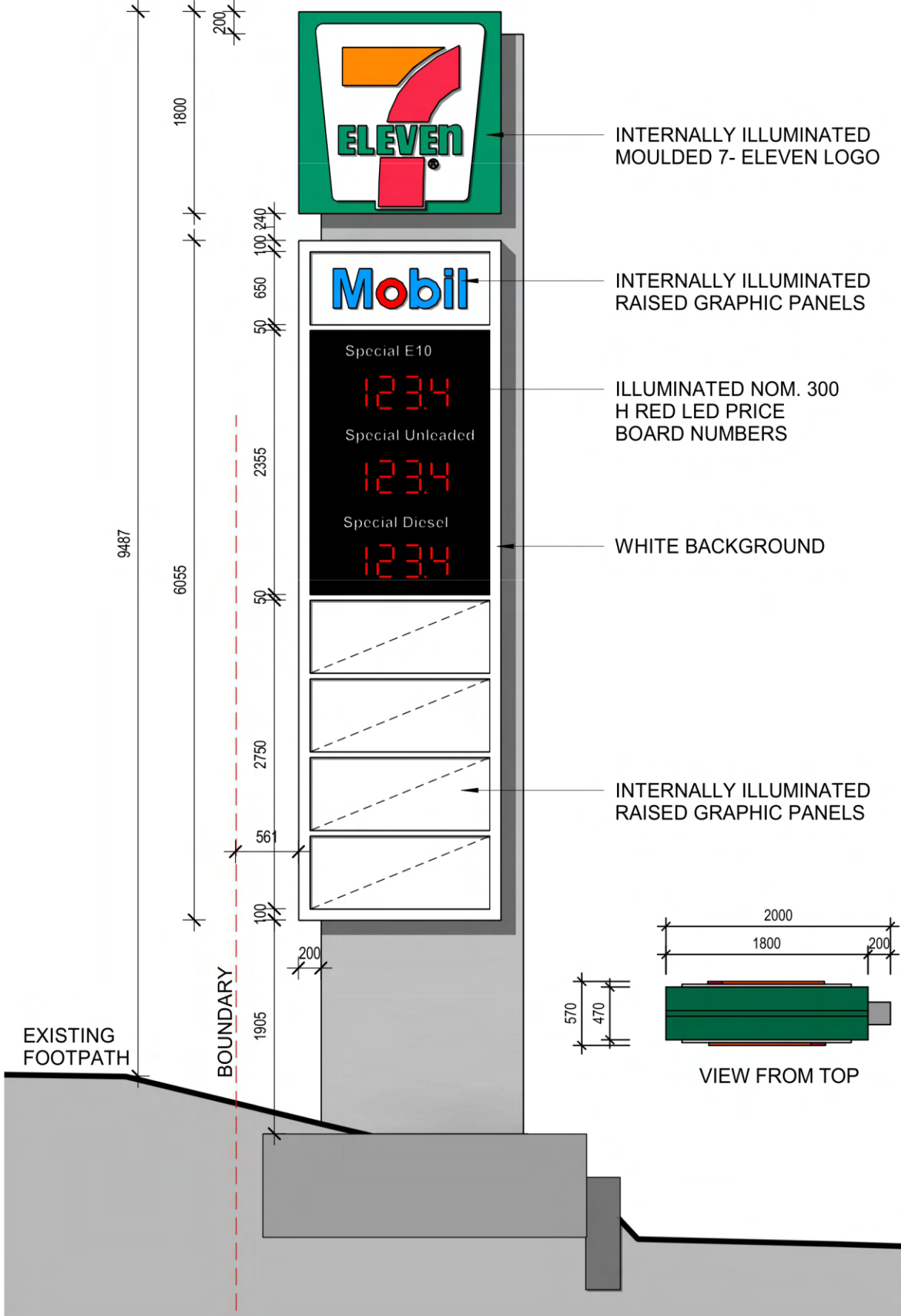
SIGN 7 - DIRECTIONAL
 Freestanding fabricated ACM
 pylon
 Size: 2400 x 900 x 200mm

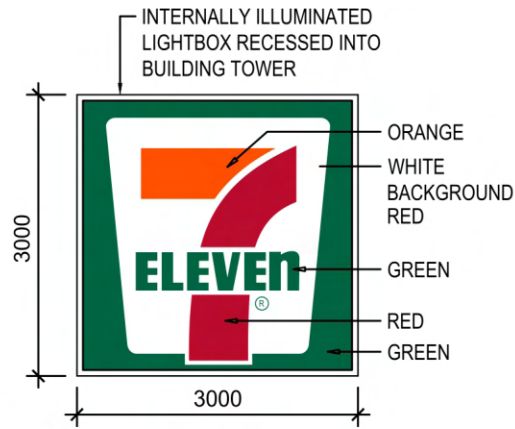


SIGN 8 - PRICE BOARD 6m
 Freestanding internally illuminated
 pylon
 Size: 6000 x 2000 x 570mm



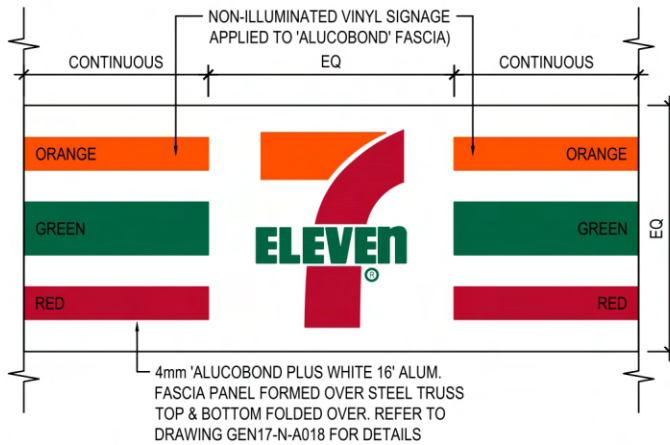
SIGN 9 - PRICE BOARD 9.487m
 Freestanding internally illuminated
 pylon
 Size: 9487 x 2000 x 570mm





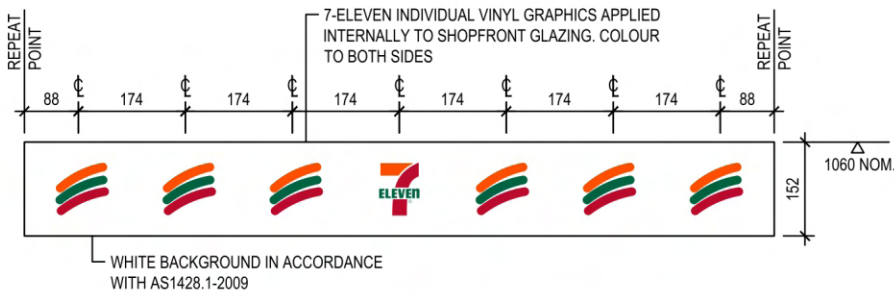
SIGN 10 & 11 - TOWER SIGN

Internally illuminated cabinet
Size: 3000 x 3000 x 200mm



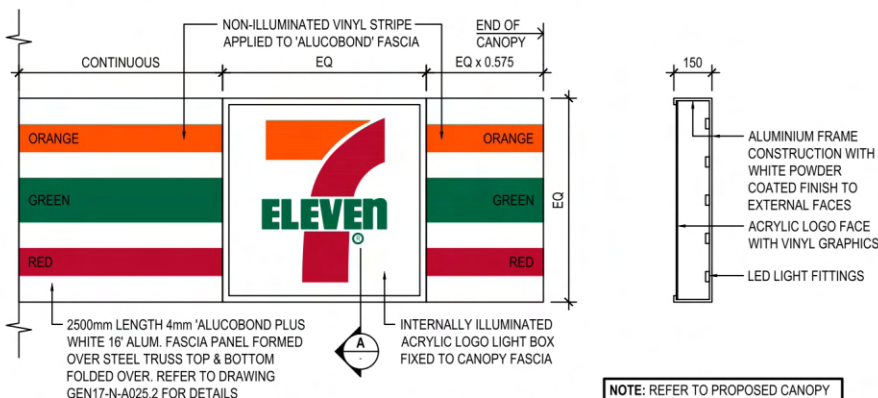
SIGN 12 & 13 - AWNING SIGN

Non illuminated 4mm ACM panels with cast vinyl to face applied to canopy
Size: 2170mm high



SIGN 14 - WINDOW SIGN

Cast vinyl applied directly to both sides of glazing
Size: 152mm high



SIGN 15-18 - CANOPY SIGN

Non illuminated 4mm ACM panels with cast vinyl to face applied to canopy.
150mm deep illuminated lightbox with translucent vinyl graphics to opal acrylic face
Size: 1000mm high

Total:
4 x ACM Fascias
5 x illuminated light cabinets

Appendix F

Traffic Statement

ARISE
PROPOSED SERVICE STATION AND COMMERCIAL
USES AT BANKSIA GROVE SHOPPING CENTRE

JOONDALUP DRIVE, BANKSIA GROVE

TRAFFIC STATEMENT

December 2017



Riley Consulting (WA) Pty Ltd

PO BOX Z5578

Perth WA 6831

0413 607 779 Mobile

Issued on	1 December 2017	Amendments	Date
Version	V2	A) Plan amendment	28/11/17
Reference	940	2 Pedestrian plan amended	1/12/17

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1. EXECUTIVE SUMMARY

- 1.1. Riley Consulting has been commissioned through Arise to consider the traffic and transport impacts of developing a mixture of land uses on Lot 143, Ghost Gum Boulevard, Banksia Grove. The site falls within the Banksia Grove district centre structure plan. The key findings of the traffic review are:
 - 1.1.1. The site is located on Lot 143 to the north east corner of the Banksia Grove district centre. The Lot has been sub-divided from the original Lot 140 that proposed a supermarket, major brand hardware outlet and commercial tenancies. Lot 140 was forecast to generate 10,623 vehicle movements per day to the external road network. The proposed supermarket has been constructed and is forecast to generate 6,178 movements per day.
 - 1.1.2. Lot 143 is proposed to provide for a mixture of land uses and in isolation the land uses would be forecast to generate 4,095 vehicle movements per day. Applying the reciprocal use and pass-by factors used in the structure plan traffic report, the proposed development is forecast to increase traffic on the external road network by 2,088 movements per day.
 - 1.1.3. When considered against the structure plan, the proposed development will not result in more traffic than forecast for the subject land. It can be concluded that the proposed land uses will not affect current road network planning. On this basis, the proposed development would be deemed to cause no material impact to the local road network.
 - 1.1.4. Access to the subject land will utilise the existing left-in / left-out access to Joondalup Drive, an historical cross over to Joseph Banks Boulevard to be reinstated as indicated in the structure plan (the median gap exists) and new cross overs to Ghost Gum Boulevard. Assessment of the access points indicates that acceptable operation can be expected.
 - 1.1.5. Appropriate levels of car parking are provided on the site in accordance with the City of Wanneroo's Town Planning Scheme.

2. CHECKLIST

Item	Comments/Proposals
Proposed development	
proposed land uses	Mixed use refer section 5
existing land uses	Vacant
context with surrounds	Within district centre
Vehicular access and parking	
access arrangements	In accordance with structure plan
public, private, disabled parking set down / pick up	Disabled parking provided
Service vehicles	
access arrangements	On site
rubbish collection and emergency vehicle access	On site
Hours of operation (non-residential only)	Service station 24 hours a day, 7 days per week. Other typically varies between 7am – 10pm
Traffic volumes	
daily or peak traffic volumes	4,095 trips, of which 2,087vpd expected to be new trips
type of vehicles (eg cars, trucks)	Predominantly cars
Traffic management on frontage streets	None required
Public transport access	
nearest bus stops/train stations	Within 200m
pedestrian/cycle links to bus stops/train station	Pedestrian and cycle links to nearby public transport station
Pedestrian access/facilities	
existing pedestrian facilities within the development (if any)	N/A
proposed pedestrian facilities within development	As per structure plan
existing pedestrian facilities on surrounding roads	Developing precinct
proposals to improve pedestrian access	Refer to pedestrian network map in section 15
Cycle access/facilities	
existing cycle facilities within the development (if any)	N/A
proposed cycle facilities within development	Cycle racks to be provided
existing cycle facilities on surrounding roads	As set out in structure plan
proposals to improve cycle access	Cyclists will be able to cycle to the development using existing cycle paths and then dismount and use the pedestrian walkways provided in the development to access the cycle racks provided
Site specific issues	None identified
Safety issues	None identified

3. THE LOCAL ROAD NETWORK

- 3.1. The subject site is located to the corner of Joondalup Drive and Joseph Banks Boulevard within the Banksia Grove shopping centre. A structure plan for the shopping centre has already been prepared and development has commenced. The proposed development is situated to the north-eastern corner of the precinct and is notated as Lot 143.
- 3.2. Roads affected by the proposed development are discussed below.

Joondalup Drive

- 3.3. Joondalup Drive is classified as a district distributor A road in the Main Roads *Functional Road Hierarchy*. It is constructed as a dual carriageway with a central median. Two lanes are provided in each direction between Wanneroo Road and Joseph Banks Boulevard (approximately), where a single lane in each direction is currently provided.
- 3.4. A 70kph posted speed limit applies to Joondalup Drive.
- 3.5. Roundabouts control the intersection of Joondalup Drive with Joseph Banks Boulevard and Pinjar Road.
- 3.6. Traffic data sourced from Main Roads Western Australia shows 22,330vpd-using Joondalup Drive to the west of Pinjar Road. Traffic data sourced from the City of Wanneroo shows 18,171 vehicles per day (vpd) to the north of Pinjar Road (recorded in 2016). Peak hour demands are shown in Table 1.

Table 1 Joondalup Drive Peak Hour Traffic Demands

Direction	North	South
AM Peak (8am-9am)	547	875
PM Peak (4pm-5pm)	853	641
PM Peak (5pm-6pm)	865	599

- 3.7. Analysis of the current traffic demands based on Appendix A indicates that Joondalup Drive is operating within capacity with Level of Service A during all peak periods. However, adjacent to Joseph Banks Boulevard, lower Levels of Service may be experienced where the road pavement reduces to a single lane.

Joseph Banks Boulevard

- 3.8. Joseph Banks Boulevard is classified as an Access Street in the Main Roads *Functional Road Hierarchy*. It is constructed as a boulevard type road with a single traffic lane in each direction. The traffic lanes are typically 3.5 metres

wide with a 1.2 metre cycle lane provided. The median is typically 4 metres wide.

- 3.9. Traffic data sourced from the City of Wanneroo recorded in 2012 shows 1,906 vpd to the west of Porrecta Link (west of the shopping centre). A later count from 2016 shows 2,033vpd to the north of Splendens Avenue (west of the shopping centre)
- 3.10. An evening peak hour traffic survey has been undertaken to identify the present day traffic demands. The survey recorded 78 vehicles heading west and 147 vehicles heading east. Based on the City of Wanneroo traffic data, the derived peak hour and daily demands are shown in Table 2.

Table 2 Joseph Banks Boulevard Peak Hour Traffic Demands

Direction	Two-way	Daily
AM Peak (8am-9am)	194*	2,528vpd*
PM Peak (5pm-6pm)	225	

*derived flow

Ghost Gum Boulevard

- 3.11. Ghost Gum Boulevard is classified as a local distributor road in the Main Roads *Functional Road Hierarchy*. It is constructed as a dual carriageway with a single lane in each direction. The pavements are in the order of 4.5 metres.
- 3.12. To the south of Joseph Banks Boulevard, Ghost Gum Boulevard provides access to the Banksia Grove shopping centre and is yet to be fully constructed. Its future connection to Joondalup Drive will be restricted to left-in / left-out movements.
- 3.13. Figure 1 shows the location of the subject site and Figure 2 shows an aerial image of the site.

Long Term Traffic Demands

- 3.14. Structure planning for the Banksia Grove locality has been undertaken¹ and provides the forecast full development traffic demands:

- Joondalup Drive north 16,761vpd
- Joondalup Drive adjacent 19,414vpd
- Joondalup Drive south 23,906vpd
- Joseph Banks Boulevard 2,140vpd
- Ghost Gum Boulevard north 2,053vpd
- Ghost Gum Boulevard south 3,574vpd

¹ By Bruce Aulabaugh

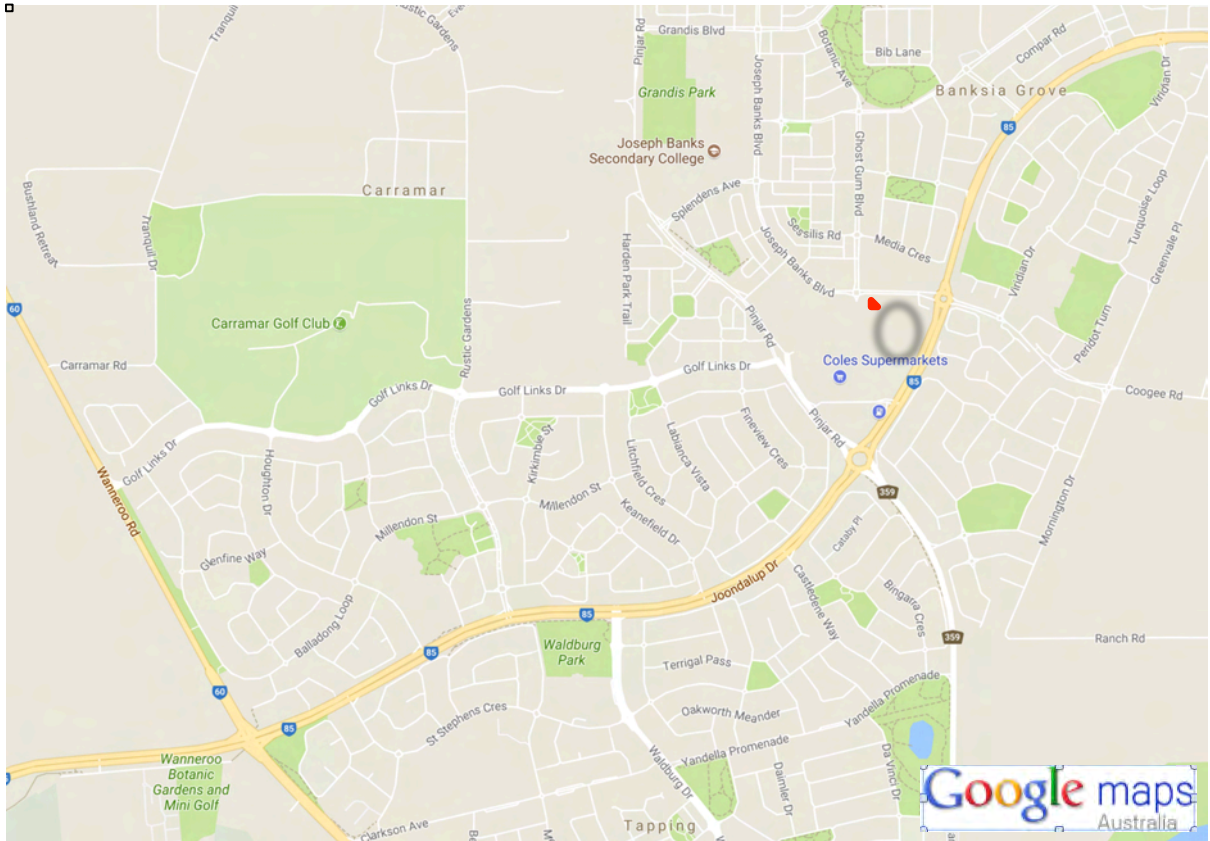


Figure 1 Subject Site Location



Figure 2 Aerial Imagery (Site area indicative)

4. BANKSIA GROVE STRUCTURE PLAN FORECAST TRAFFIC GENERATION

- 4.1. The subject land falls within the Banksia Grove district centre and structure planning of the precinct has already been undertaken.
- 4.2. The structure plan traffic report (Kctt April 2014) identified that Lot 140 would generate 10,623 vehicle movements per day and comprise of a Woolworths supermarket / speciality retail, a Masters hardware store, petrol station and commercial uses.
- 4.3. The land area formally identified as Lot 140 was sub-divided in November 2016 into four separate lots (Lot 141 Woolworths site, Lot 142 vacant, Lot 143 the subject site and 144 vacant).
- 4.4. Lot 141 has already been developed to provide a Woolworths supermarket and 962m² of speciality and associated car parking. The structure plan traffic report dated April 2015 identified that the land uses on Lot 141 (Woolworths) would generate 4,371vpd. However reference to the JDAP approval 8 July 2016 indicates that 5,106m² of retail use has been permitted. On this basis the structure plan report would have been updated to forecast 6,178 vehicle movements per day.
- 4.5. It can be calculated that the remaining lots to be developed (142, 143 and 144) can generate (10,623vpd – 6,178vpd) 4,445 vehicle movements per day without impact to the structure plan traffic planning for Banksia Grove.

5. PROPOSED DEVELOPMENT

- 5.1. The proposed development is shown to provide for:
 - Service station (8 pumps) with convenience store and service centre
 - Child care centre (100 places)
 - Bulky good tenancies (760m² and 600m²)
 - Drive through food outlets (241m² and 125m²)
 - Take-away food outlets (104m² and 100m²)
 - Multi-purpose room (100m²)
- 5.2. The existing land area is presently vacant. Figure 3 shows the site concept plan.



Figure 3 Site Concept Plan (refer to Architect's plans for detail)

6. DAILY TRAFFIC VOLUMES AND VEHICLE TYPES

6.1. The traffic generation of the proposed development is calculated from the RTA *Guide to Traffic Generating Developments* which suggests the following trip rates:

- Service Station Inconclusive data see below
- Vehicle service 30 trips per 100m²
- Bulky good retail 21 trips per 100m² (2.5 peak)
- Food outlets 60 trips per 100m² (5 PM peak)
- Drive-through fast food 500 trips per 100m²
- Child care See below
- Office 10 trips per 100m²

6.2. The trip rate shown in the RTA *Guide to Traffic Generating Developments* for service stations is considered unreliable as it uses the gross site area. The most reliable trip rate source for service stations with convenience store is the ITE Trip Generation manual (USA)². The source suggests an AM peak hour trip rate of 12.07 trips per pump³, a PM peak hour trip rate of 13.86 trips per pump and a daily rate of 168.56 trips per pump.

6.3. The ITE trip rate fits well with surveys of service station adjacent to Marmion Avenue and is considered appropriate for this report.

6.4. Reference to the RTA *Guide to Traffic Generating Developments* sets out trip rates for child care centres for long day care of 0.8 trips per child between 7am-9am, 0.3 trips per child between 2:30-4:00 and 0.7 trips per child between 4pm-6pm. It is noted that the trips rates stated are for more than a single hour.

6.5. The child care centre will provide for up to 100 children. For the purpose of this report all children are considered to be long day care, as local parents would drop children off before work and pick up after work.

6.6. Based on the RTA trip rates, the proposed centre could be expected to generate:

7am - 9am	(100 x 0.8)	80 vehicle movements
2:30 - 4pm	(100 x 0.3)	30 vehicle movements
4pm – 6pm	(100 x 0.7)	70 vehicle movements

6.7. The maximum daily traffic demand can be found from the number of staff and children. It is understood there will be up to 19 staff on site that would generate 1 trip in the morning and evening (assuming all arrive by own vehicle). 100

² Surveys of service stations on Marmion Avenue recorded and average of 12 PM peak hour trips per filling position

³ Where pump refers to a filling position

children can be expected to generate 3 trips per child accounting for siblings using the centre. Therefore the daily demand could be 338 movements per day.

- 6.8. Table 1 provides a breakdown of the forecast traffic generation based on isolated land uses.

Table 1 Forecast Traffic Generation

Land Use	Area / No	Daily Trips	AM Peak	PM Peak
Service station	8 pumps	1,348	97	111
Vehicle service	330m ²	99	11	13
Bulky goods	1,360m ²	286	7	34
Take away food	204m ²	122	0	8
Drive-through food	366m ²	1,830	140	100
Child care	100	400	100	70
Office`	100m ²	10	2	2
Total		4,095	357	338

Pass-by and Reciprocal Trips

- 6.9. The proposed development provides a mixture of land uses closely associated with the Banksia Grove shopping centre. It is evident that the location of the subject site will attract traffic already passing the site (pass-by trips) and trips to adjacent facilities (reciprocal trips).
- 6.10. Reference to the Kctt structure plan traffic report shows a pass-by trip rate of 75% for the proposed service station. This is higher than commonly used, but is used in this report for consistency.
- 6.11. The RTA *Guide to Traffic Generating Developments* identifies that fast food land uses can be expected to attract 50% of trade from local land uses / passing by.
- 6.12. The ITE *Trip Generation* manual suggest pass-by / reciprocal use reductions for warehouse type store of 20%.
- 6.13. Table 2 applies the reduction factors to the proposed land uses to determine the expected traffic increases arising from the site.

Table 2 Forecast External Trips

Land Use	Factor	Daily Trips	AM Peak	PM Peak
Service station	-75%	337	24	28
Vehicle service	0	99	11	13
Bulky goods	-20%	228	27	27
Restaurants	-20%	98	0	8
Drive-through food	-50%	915	70	100
Child care	0	400	100	70
Office	0	10	2	2
Total		2,087	234	248

7. TRAFFIC IMPACTS

- 7.1. Reference to the WAPC Transport Assessment Guidelines for Developments states that:

“As a general guide, an increase in traffic of less than 10% of capacity would not normally be likely to have a material impact on any particular section of road, but increases over 10% may. All sections of road with an increase greater than 10% of capacity should therefore be included in the analysis. For ease of assessment, an increase of 100 vehicles per hour for any lane can be considered as equating to around 10% of capacity. Therefore any section of road where traffic would increase flows by more than 100 vehicles per hour for any lane should be included in the analysis. An intersection may be considered materially affected if flows on any leg increase by more than 10% or any individual movement by more than 20%”.

- 7.2. It can be seen from Table 2 that the proposed development can be expected to increase local traffic demands by about 2,087 vehicle movements per day. During the peak periods an increase up to 248 vehicle movements is forecast.
- 7.3. Reference to the structure plan indicates that the subject land area was forecast to generate 10,623 vehicle movements per day, of which the recently developed Woolworths is calculated to generate 6,178 movements per day.
- 7.4. The residual traffic forecast of 4,445 movements per day, proportionately split over the remaining lots (proportional by land area) would indicate that Lot 143 (the subject site) could generate 2,622 additional movements per day before an impact to current structure planning would be realised.
- 7.5. It can be seen that the forecast increase to external traffic movements of 2,087 trips per day is less than the proportional expectations of the subject site.

Therefore the proposed development will have no impact to current traffic planning set out in the structure plan.

- 7.6. Appendix B shows the forecast daily traffic movements distributed to the surrounding road network in the same manner as set out in the structure plan traffic report. Appendix C shows the evening peak forecast traffic movements at the site access points and the forecast traffic increases to local intersections.
- 7.7. Appendix C shows that the maximum forecast traffic demand to any traffic lane is 75 vehicles turning left from Joondalup Drive into the site. Of the forecast demand up to 50% of the traffic movement could be traffic already passing the site.
- 7.8. It can be seen that the maximum forecast increase is less than 100 vehicles to any traffic lane and therefore, under the WAPC guidelines, the development would be deemed to have no material traffic impact.
- 7.9. Further, it should be noted that the proposed development is part of the Banksia Grove district centre and the forecast traffic increases do not increase local traffic demands outlined in the district centre structure plan traffic report. The proposed development will not therefore impact current road network planning.

8. VEHICLE ACCESS

- 8.1. Two external access points are proposed for Lot 143. A full movement access is to be reinstated to Joseph Banks Boulevard and a left-in / left-out access to Joondalup Drive (already constructed).
- 8.2. The access to Joseph Banks Boulevard is located 50 metres west of the roundabout at Joondalup Drive and meets current location requirements of Main Roads and AS2890.1. The median gap required for the right turn movements has already been constructed and provides a width of 5.6m for vehicle to pause. The width is adequate for a standard car. An appropriate width cross over will be used. Good visibility is provided at the access and accords to current standards.
- 8.3. Joseph Banks Boulevard has a peak demand of about 225 vehicles. The proposed access has a forecast demand of about 109 vehicles egressing the development site. Reference to Austroads Table 4.1 (refer Appendix D) indicates the forecast traffic demands would result in uninterrupted flow conditions. In such circumstances Austroads states that no further assessment is warranted.

- 8.4. A left-in / left-out access to Joondalup Drive has already been constructed and is provided as a shared access for Lots 141 – 144. The location of the access is as per the district centre structure plan.
- 8.5. A traffic flow of 865 vehicles has been recorded for Joondalup Drive northbound. The proposed access is forecast to generate about 35 movements from the subject site. Reference to Austroads table 4.1 indicates that uninterrupted flow conditions would be expected. Under such conditions Austroads advises that no further assessment is warranted.
- 8.6. The proposed development is calculated to generate no additional traffic to the surrounding road network than identified in the structure plan traffic report. The structure plan traffic report undertook peak hour assessment of the surrounding road network to determine intersection requirements. The proposed development will not affect current planning for the road network.
- 8.7. Internally access to each tenancy is provided in an appropriate manner.
- 8.8. The child care centre is primarily accessed from the internal access road to Joseph Banks Boulevard and has its own designated access. This will provide a recognisable circulation for traffic accessing the centre and should provide for safe movement of traffic in proximity to the centre entrance.
- 8.9. Opposite the southern access there are several access points to different tenancies. Tenancy 6 has a drive-through exit located to the western side of the service area access. To the east is the dual entry to tenancy five's drive-through. The drive-through restaurants will experience peak operation at different times to the service area, so minimal interaction would be anticipated.
- 8.10. The layout tends to suggest crossing movements, however, good visibility is provided and entering traffic will take priority to traffic leaving the tenancies. With a slow speed environment, there is no reason to indicate that the access layout would be problematic.

9. TRAFFIC MANAGEMENT OF FRONTAGE STREETS

- 9.1. The proposed development forms part of the Banksia Grove district centre and the surrounding road network has been planned cognisant of the development of Lot 143.
- 9.2. The car park access road between Ghost Gum Boulevard and the child care centre may require some traffic management to control vehicle speeds if this becomes an issue. The road layout is not considered to result in an inappropriate speed issue likely to occur, however, it is recommended that this matter be reviewed once full development is complete.

- 9.3. Internal traffic management for the drive-through outlets will be required to advise patrons how to access. This can be achieved through appropriate signage.

10. PARKING

- 10.1. The architect has developed a parking schedule attached at Appendix E to identify the car parking requirement as per the City of Wanneroo's Town Planning Scheme.
- 10.2. The Schedule identifies that a total of 136 car parking bays are required to be provided for the proposed development. In total 143 bays are shown on the concept plan.
- 10.3. The parking schedule is based on isolated use of the proposed land uses. However, in reality there will be different times of peak activity and much of the car parking would operate in a reciprocal manner to other land uses on the site and on adjacent sites.
- 10.4. The child care centre will only require 19 staff bays throughout the day, with the majority of these bays being vacant by 5pm. Also the majority of commercial tenancies will close by 5pm and parking allocated to these uses will also be vacant. Therefore the fast food / restaurant uses would have access to additional parking. As the level of car parking provided meets the City's minimum requirement, no assessment of reciprocal use is required.

11. PARKING MANAGEMENT

- 11.1. Ample car parking is provided to cater for the proposed development and no management of the car park is considered to be required.
- 11.2. Some speed reduction measures may be installed adjacent to the child care centre should this be considered necessary. However, entry to the child care centre park is from internal roads that would operate with slower speeds.

12. PROVISION FOR SERVICE VEHICLES

- 12.1. The largest vehicle to enter the site will be a 19 metre articulated petrol tanker. The swept path of the tanker is shown in Appendix F.
- 12.2. Delivery vehicles to the convenience store are expected to be transit van type vehicles potentially arriving on a daily basis. These vehicles have turning capabilities similar to a large car.
- 12.3. Refuse vehicles will also enter the site and may utilise a 12 metre rigid vehicle. Ample space is provided for these vehicles to access the bin area.

- 12.4. A service area between the tenancies is provided to segregate services vehicles from site traffic. The service area is gated to the north and south to prohibit public access.

13. HOURS OF OPERATION

- 13.1. The proposed service station can be expected to operate 24 hours a day for 7 days per week.
- 13.2. The child care centre will operate from about 7am to about 6pm.
- 13.3. The fast food outlets would be expected to operate from about 10am through to about 10pm, depending upon the operator.
- 13.4. The drive-thorough coffee shop would operate from about 6am to about 3pm. Although later closing may occur if demand exists.

14. PUBLIC TRANSPORT ACCESS

- 14.1. There are two bus services passing the site that provide a connection through to Joondalup railway station and Joondalup town centre.
- 14.2. Route 390 passes the site on Joondalup Drive and provides 3 services during peak periods.
- 14.3. Route 391 also provides 3 services during the peak period and is accessed from the west side of Banksia Grove Shopping centre.
- 14.4. Figure 4 shows the current public transport map.

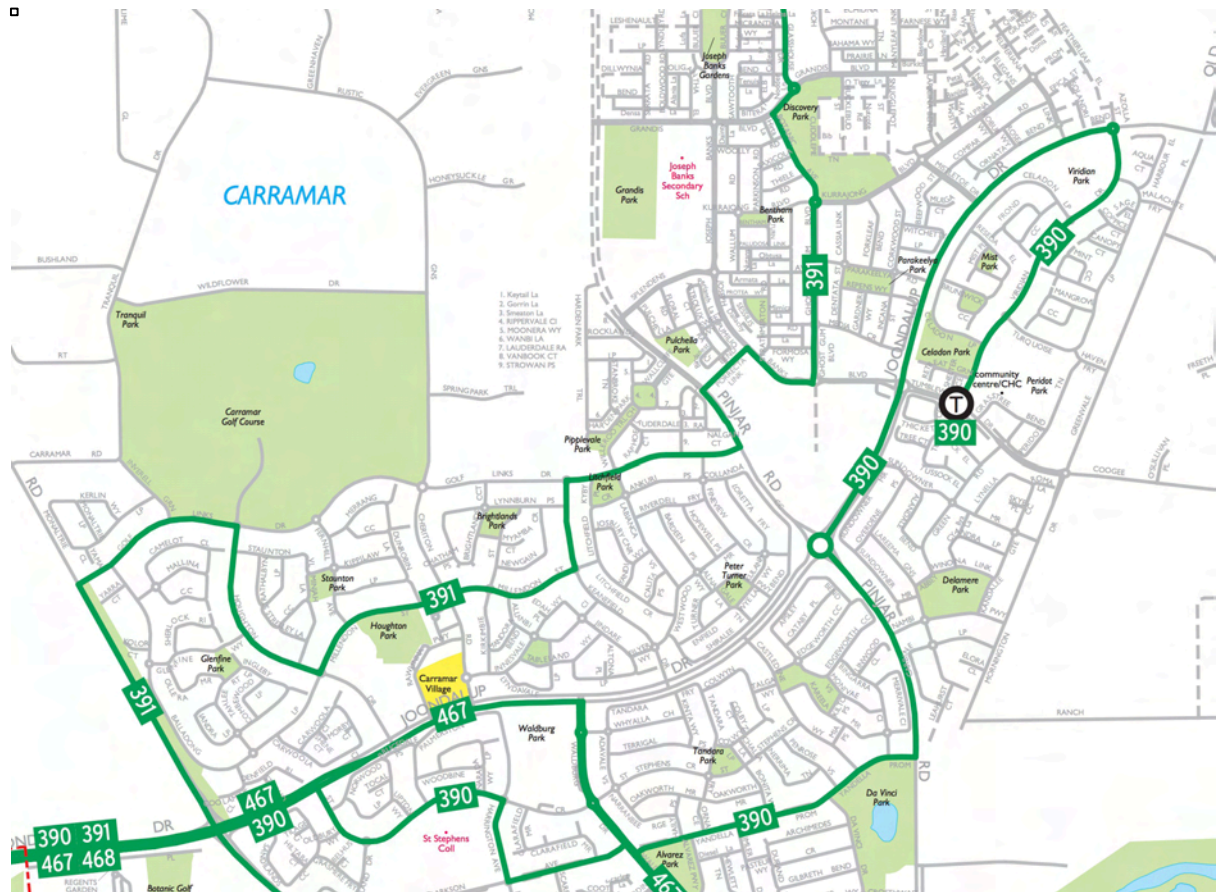
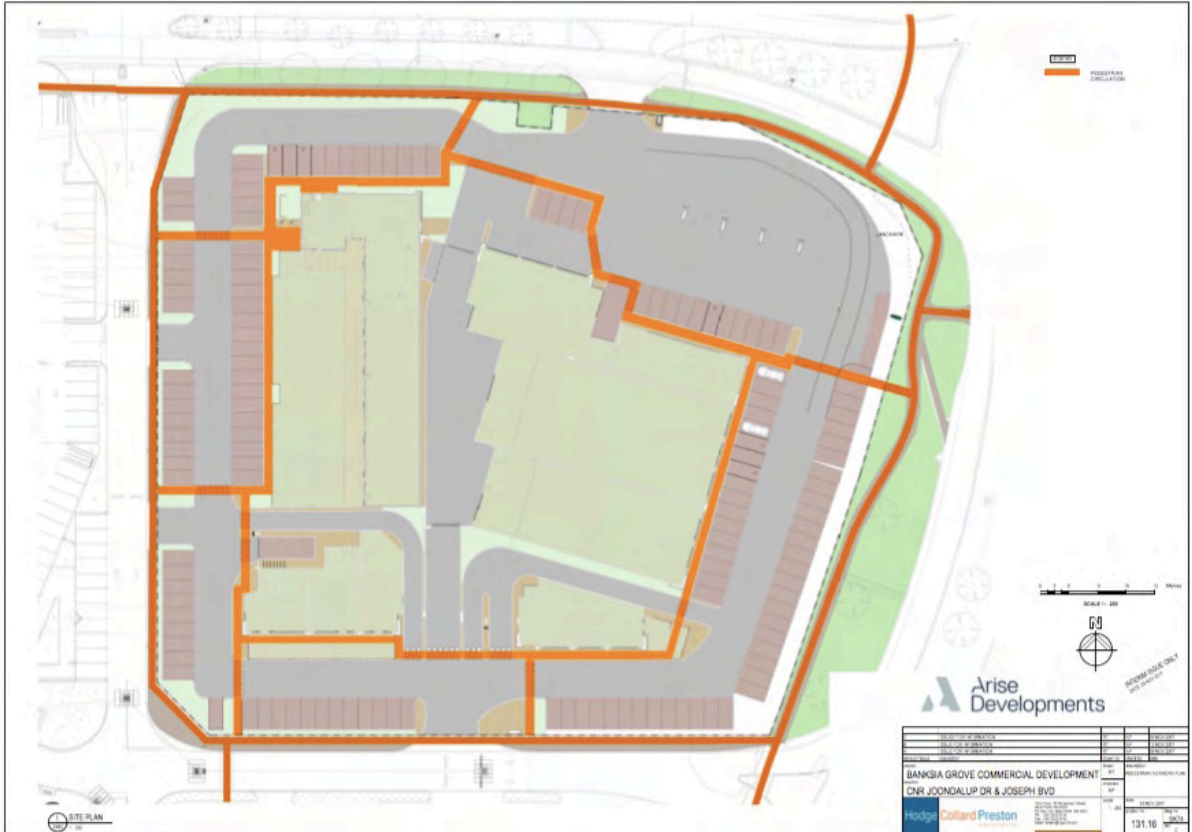


Figure 4 Public Transport

15. PEDESTRIAN AND CYCLE ACCESS

- 15.1. Footpaths / cycle paths to all local roads are be provided as per the local structure plan.
- 15.2. Internally paths are provided adjacent to the commercial tenancies and parking. Pedestrian crossing markings are shown to be provided to both sides of the child care access and crossing the drive-through entry. Figure 5 shows the internal pedestrian network.
- 15.3. Pedestrian activity can be expected between the food and commercial tenancies and appropriate walking paths are provided. As children will be delivered by cars to the child care centre, there is not expected to any significant pedestrian activity between the child care centre and other uses on the site. However, parents may choose to park closer to the supermarket and walk their children to the care centre (or vice versa). Appropriate paths are provided on site to cater for this possible pedestrian movement.



16. SAFETY ISSUES

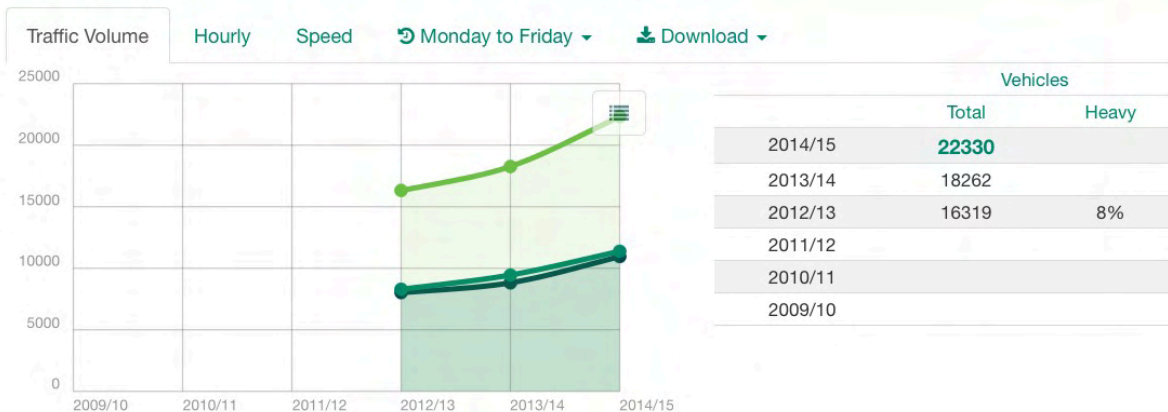
- 16.1. The traffic assessment has not identified any road safety issues as a result of the proposed development.

APPENDIX A

MRWA Traffic Data

Joondalup Dr SITE 8424

West of Pinjar Rd

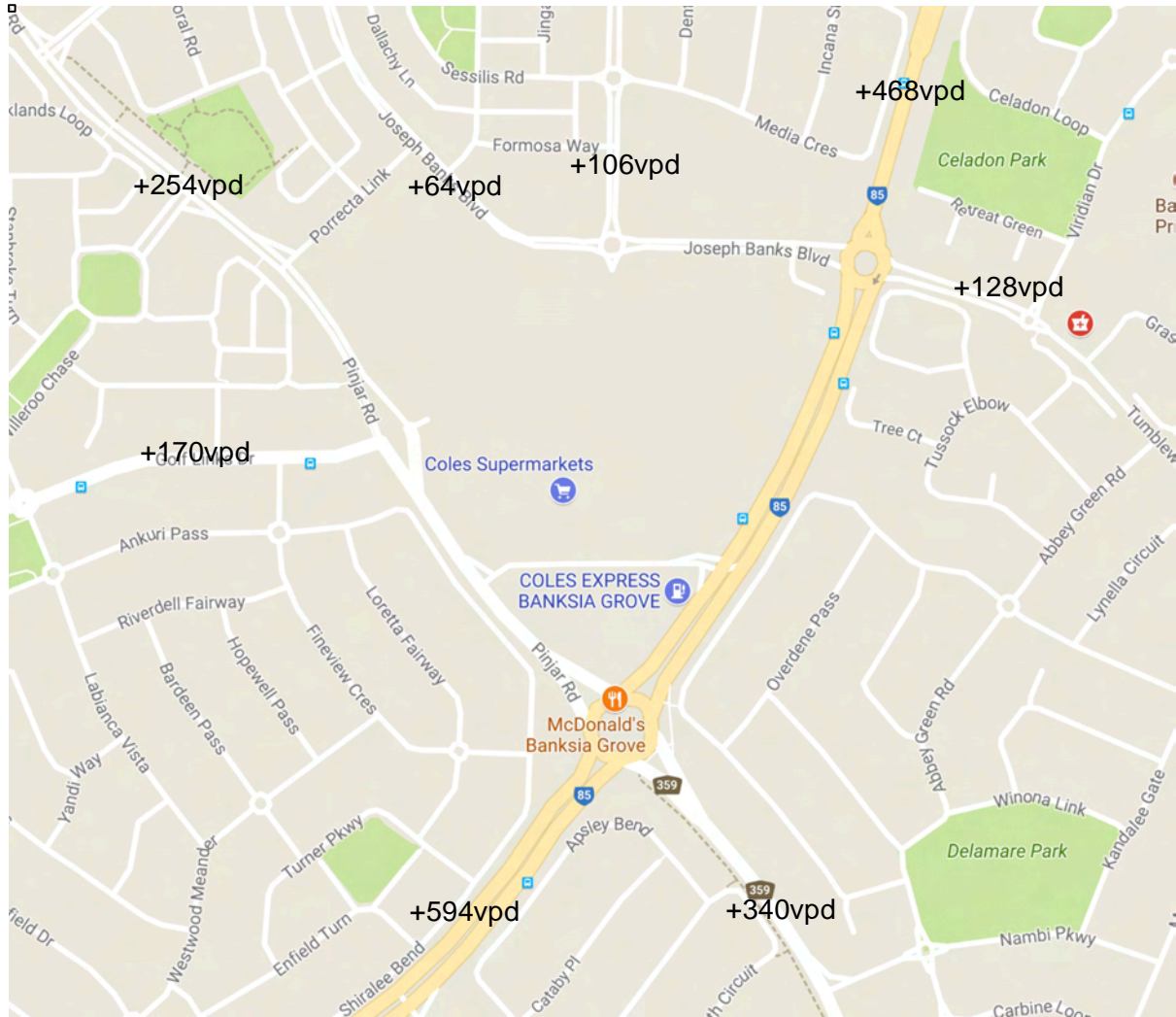


Typical Levels of Service for urban arterial roads by direction

Road Type	Upper limits of traffic flow per direction for level of service				
	A	B	C	D	E
2-lane undivided road	510	595	680	765	850
2-lane divided road	570	665	760	855	950
4-lane undivided road	1,050	1,225	1,400	1,575	1,750
4-lane divided road	1,320	1,540	1,760	1,980	2,200
6-lane divided road	1,980	2,310	2,640	2,970	3,300
4-lane expressway	1,560	1,820	2,080	2,340	2,600
4-lane freeway	1,200	2,000	2,800	3,600	4,000
6-lane freeway	1,800	3,000	4,200	5,400	6,000

Based on Austroads and RTUA (UK)

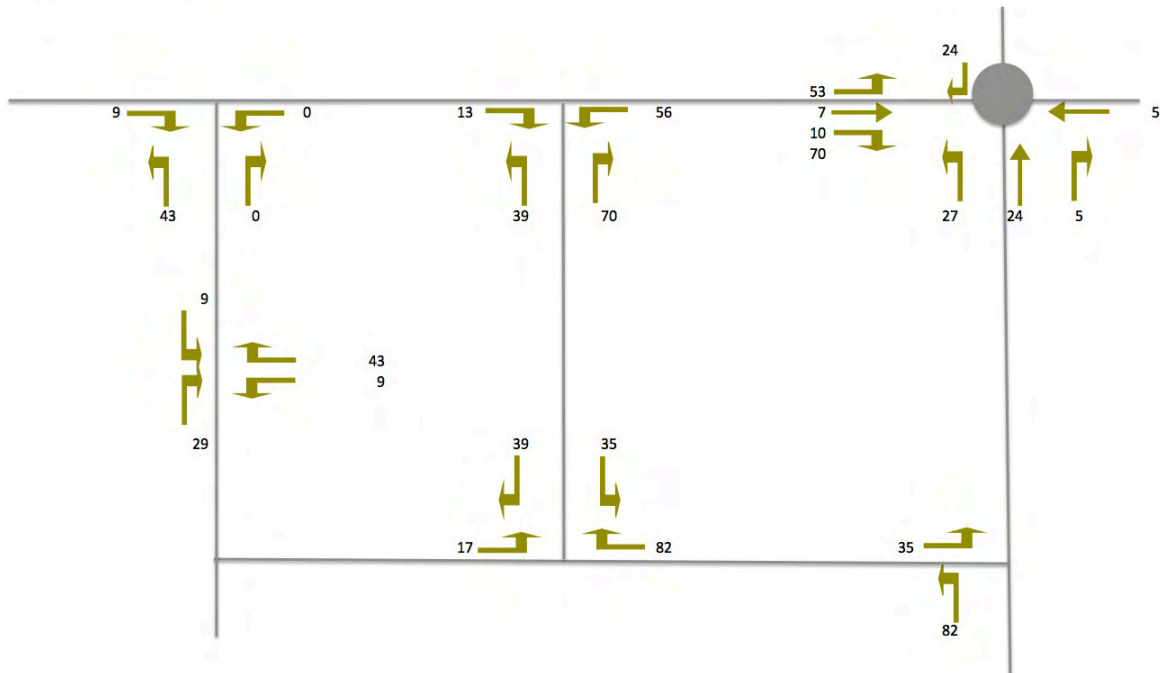
APPENDIX B Daily Traffic Demands



Forecast traffic increases of the proposed development
The forecast traffic increase accord with the structure plan traffic forecasts.

APPENDIX C Evening Peak Hour Traffic Demands

PM Peak Hour All Trips



Excludes pass-by traffic

APPENDIX D AUSTRROADS TABLE 4.1
Table 4.1 — Intersection Capacity - Uninterrupted Flow Conditions

Major Road Type ¹	Major Road Flow (vph) ²	Minor Road Flow (vph) ³
Two-lane	400	250
	500	200
	650	100
Four-lane	1000	100
	1500	50
	2000	25

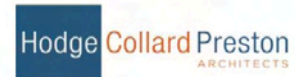
Notes:

1. Major road is through road (i.e. has priority).
2. Major road design volumes include through and turning movements.
3. Minor road design volumes include through and turning volumes.

APPENDIX E PARKING SCHEDULE

Project No: 131.16
Date: 01 Dec 2017

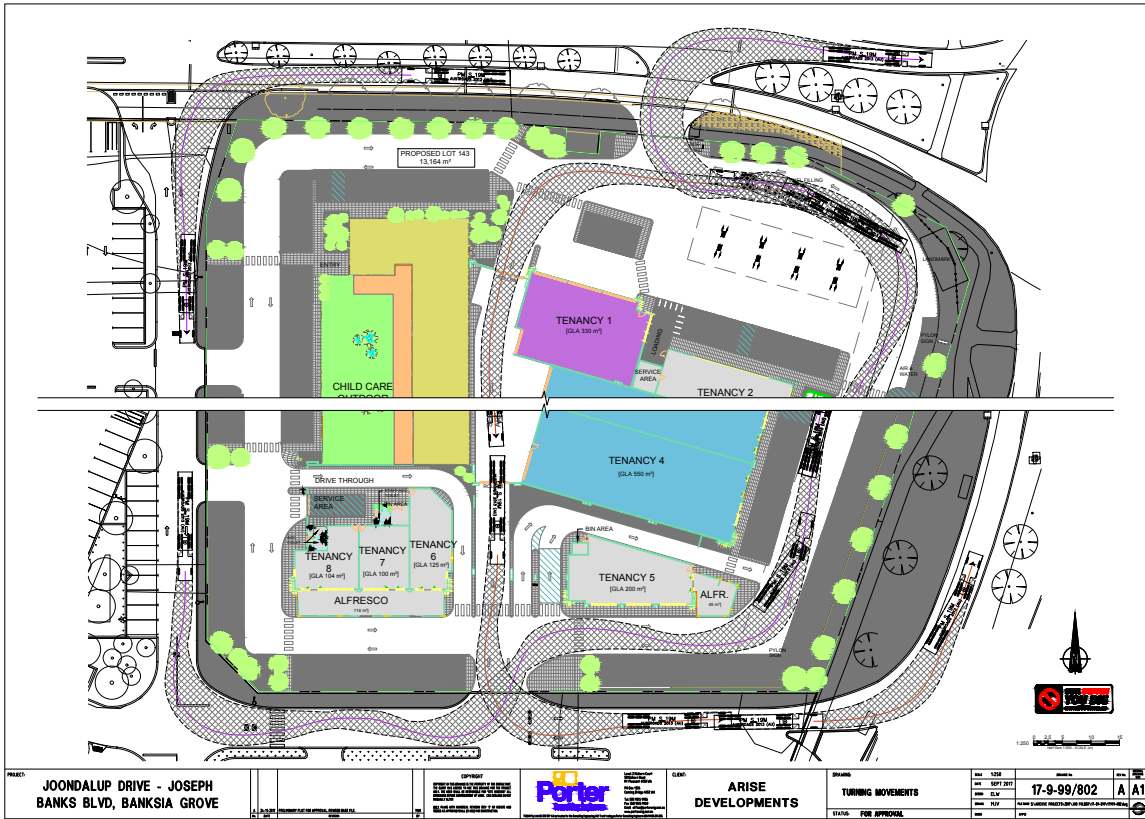
Banksia Grove Commercial Development
Cnr Joondalup Dr Joseph Banks Bvd



SCHEDULE OF PARKING

CHILDCARE (Tenancy 9)	No. of Child	No. of Educator
0 - 1 years old	8	2
1 - 2 years old	12	3
Older than 24 months but below 36 months	30	6
Older than 36 months but before pre-school	50	5
Total of Occupants	100	16
CARPARKING		No. of Car Bays Required
Child care		
staff (1 car / staff)	16	
greater than 72 children (9 bays plus 1 per 7 children over 72)	13	
Multipurpose (Upper Floor - NLA 124m²)		
1 per 30m ² NLA		
124m ² provided	4.13	
Service Station (Convenience Store)		
<i>7 per 100m² NLA. Up to 50% of bays may be located in refuelling positions</i>		
Provided 186m ² + 79m ² (non service bay area) NLA.	10.55	8 (refuelling positions)
5 bays per service bay plus 7 per 100m ² non service bay NLA. Up to 50% of non service bays may be located in refuelling positions		
provided 3 service bays	15	
Drive Through Food Outlet (NLA 198m² + 45m² Alfresco)		
<i>1 per 4 guests in indoor and outdoor seated areas plus 7 per 100m² NLA for non seated areas. Up to 50% of non seated area parking may be located in drive through queue</i>		
Provided 18 (OUTDOOR) + 14 (INDOOR) seated guests	8	
Non seated area NLA of 50m ²	1.75	50% car parking in drive through queue
Take-Away Food Outlet 1 & 2 (NLA 98m² + Alfresco 40m² & NLA 96m² + Alfresco 48m²)		
<i>1 per 4 guests in indoor and outdoor seated areas plus 7 per 100m² NLA for non seated areas.</i>		
provided 48 people + non seated area of 22m ² + 18m ²	16.8	
Drive Thru Coffee (NLA- 118m² + Alfresco - 27m²)		
<i>1 per 4 guests in indoor and outdoor seated areas plus 7 per 100m² NLA for non seated areas. Up to 50% of non seated area parking may be located in drive through queue</i>		
Provided 8 (OUTDOOR) + 8 (INDOOR) seated guests	4	
Non seated area NLA of 22m ²	0.77	50% car parking in drive through queue
Showroom Tenancies (Showroom 1 & 2)		
1 per 30 m ² GFA Showroom component		
provided 473m ² + 342m ²	27.17	
1 per 50 m ² GFA for warehouse component		
provided 196m ² + 116m ² + 85m ² (mezzanine)	7.94	
Veterinary Consulting Rooms		
5 per practitioner		
provided 2 practitioners	10	
Total Car Parking Required		135.11
Total Car Parking Required Round Up		136
Total Car Parking Provided		143

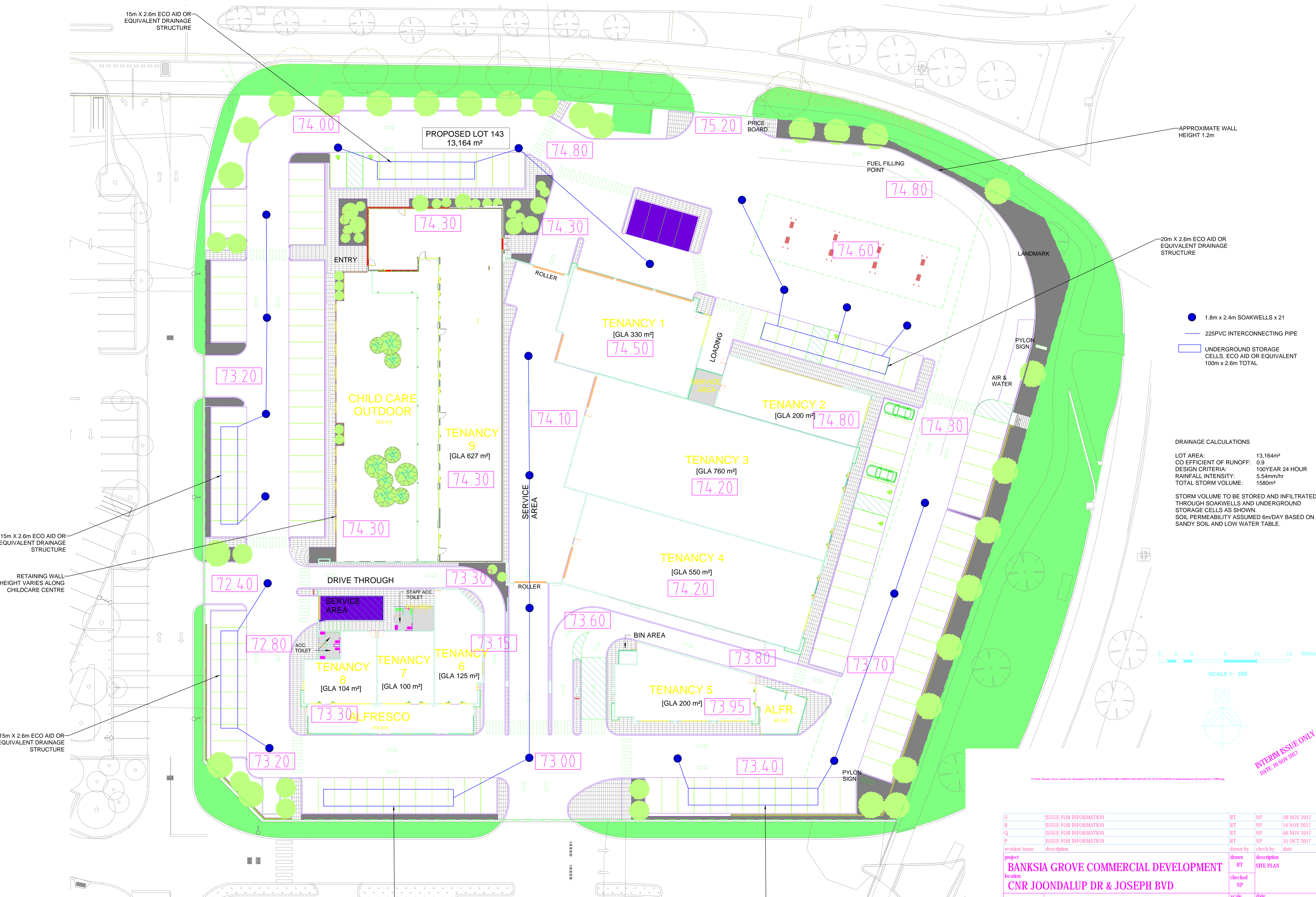
APPENDIX F SWEEP PATHS



PROJECT JOONDALUP DRIVE - JOSEPH BANKS BLVD, BANKSIA GROVE	CLIENT ARISE DEVELOPMENTS	DRAWING TURNING MOVEMENTS	DATE 17-9-99/802	SHEET A A1
			STATUS FOR APPROVAL	SCALE 1:100

Appendix G

Stormwater Plan



15m X 2.6m ECO AID OR EQUIVALENT DRAINAGE STRUCTURE

PROPOSED LOT 143
13,164 m²

PRICE BOARD

APPROXIMATE WALL HEIGHT 1.2m

20m X 2.6m ECO AID OR EQUIVALENT DRAINAGE STRUCTURE

- 1.8m x 2.4m SOAKWELLS x 21
- 225PVC INTERCONNECTING PIPE
- UNDERGROUND STORAGE CELLS, ECO AID OR EQUIVALENT 100m x 2.6m TOTAL

DRAINAGE CALCULATIONS

LOT AREA:	13,164m ²
CO EFFICIENT OF RUNOFF:	0.9
DESIGN CRITERIA:	100YEAR 24 HOUR
RAINFALL INTENSITY:	5.54mm/hr
TOTAL STORM VOLUME:	1580m ³

STORM VOLUME TO BE STORED AND INFILTRATED THROUGH SOAKWELLS AND UNDERGROUND STORAGE CELLS AS SHOWN. SOIL PERMEABILITY ASSUMED 6m/DAY BASED ON SANDY SOIL AND LOW WATER TABLE.

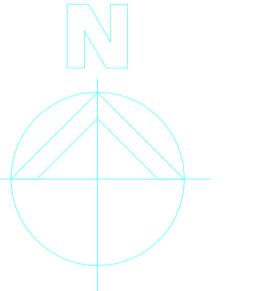
15m X 2.6m ECO AID OR EQUIVALENT DRAINAGE STRUCTURE

RETAINING WALL HEIGHT VARIES ALONG CHILDCARE CENTRE

15m X 2.6m ECO AID OR EQUIVALENT DRAINAGE STRUCTURE



SCALE 1: 250



INTERIM ISSUE ONLY
DATE: 20 NOV 2017

1 SITE PLAN
SK00 1: 250

20m X 2.6m ECO AID OR EQUIVALENT DRAINAGE STRUCTURE

20m X 2.6m ECO AID OR EQUIVALENT DRAINAGE STRUCTURE

revision/ issue	description	drawn by	checked by	date
S	ISSUE FOR INFORMATION	RT	NP	20 NOV 2017
R	ISSUE FOR INFORMATION	RT	NP	14 NOV 2017
Q	ISSUE FOR INFORMATION	RT	NP	06 NOV 2017
P	ISSUE FOR INFORMATION	RT	NP	31 OCT 2017

project	BANKSIA GROVE COMMERCIAL DEVELOPMENT		
location	CNR JOONDALUP DR & JOSEPH BVD		
checked	NP	description	SITE PLAN

scale	1: 250	date	20 NOV 2017
project no	131.16	dwg no	SK59
rev		rev	S

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Appendix H

Acoustic Statement

Wednesday, 13 December 2017

Project number: P171033
Letter reference: P171033LT1

Geoff Loxton
Property Development Solutions
Unit 9, 69 Hay Street, Subiaco East WA 6008

Dear Geoff,

**Childcare Centre, Lot 143 Joseph Banks Blvd, Banksia Grove
Acoustic Requirements**

We refer to the acoustic requirements for the Childcare centre. This site is to comply with State legislation and with State and local Policies.

State legislation requires that an acoustical report be submitted that demonstrates that the development will comply with the requirements of the Environmental Protection Act 1986 and its subsidiary legislation, the Environmental Protection (Noise) Regulations 1997.

The nearest residential property to the site is located approximately 150 m East of the proposed childcare centre. There is also land 40 m to the North of the site which is zoned "*Centre/Mixed Use/Residential*". It is our considered opinion that the forecast noise levels at both sites would be compliant with Environmental Protection (Noise) Regulations 1997 due to the buffer distances, and provided that typical noise barriers/fences are used to shield the Childcare.

The immediate neighbours to the Childcare Centre are zoned "*Centre/Commercial/Mixed Use*". It is our opinion that the location of a noise sensitive building, such as a school, health care facility or religious institution would be unlikely at this point, and that other commercial facilities would be less sensitive to Childcare noise. On this basis, we recommend that a detailed noise assessment would not be required for environmental noise emission.

Traffic noise intrusion, on the other hand, from Joondalup Drive should be considered. Joondalup Drive has historically recorded 22,000 vehicles per day (DMR 2014/15) and is 90 m from the childcare centre. We recommend that treatments in the form of barriers/shielding or façade treatments would be required to control noise intrusion into the site.

Yours sincerely,



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