

# Application for Development Approval

PROPERTY DETAILS OF PROPOSED DEVELOPMENT		
Lot No: 18	House/Street No: 815	Location No:
Diagram or Plan No: 32338	Certificate of Title Vol. No: 1313	Folio: <b>35</b>
Title encumbrances (e.g easements, restrictive covenants):		
Street Name: South Western Highway		Suburb: <b>Byford</b>
Nearest Street Intersection: <b>South Western Highway / Pitman Way</b>		

PROPOSED DEVELOPMENT	
Nature of Development: <input type="checkbox"/> Works	
<input type="checkbox"/> Use	
<input checked="" type="checkbox"/> Works and Use	
Is an exemption from development claimed for part of the development? <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	
If yes, is the exemption for: <input type="checkbox"/> Works <input type="checkbox"/> Use	
Description of proposed works and/or land use: <b>Establishment of commercial buildings</b>	
Description of exemption claimed (if relevant):	
Nature of any existing buildings and/or land use: <b>Residential</b>	
Approximate cost of proposed development (Excluding GST): \$ <b>3.8 million</b>	
Estimated time of completion: <b>within two years of proposal</b>	

Office Use Only	
Fees Paid:	Date Received:
Receipt No:	Payment Method:
Application Number:	Acceptance Officers Initials:

## Contact Us

### Enquiries

Call: (08) 9526 1111  
Fax: (08) 9525 5441  
Email: [info@sjshire.wa.gov.au](mailto:info@sjshire.wa.gov.au)

### In Person

Shire of Serpentine Jarrahdale  
6 Paterson Street, Mundijong WA 6123  
Open Monday to Friday 8.30am-5pm (closed public holidays)



[www.sjshire.wa.gov.au](http://www.sjshire.wa.gov.au)

**OWNER DETAILS**

Name: Aidan Hughes-Odgers, Margaretha Hughes-Odgers, Wayne Hughes-Odgers,  
~~Mrs Martina Gysberdina~~

ABN (if applicable):

Address: 815 South Western Highway  
B4FORO

Post Code: 6122

Phone:

Email:

Mobile: 0419943386

margarethho3@bigpond.com

Contact Person for Correspondence: Margaretha Hughes-Odgers

Signature:

Date:

18-12-2019

Signature:

Date:

WAYNE HUGHES-ODGERS \* AIDAN HUGHES-ODGERS

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

**APPLICANT DETAILS (if different from owner)**

Name: Metrowest Special Projects c/- Urbis

Address: Level 14, 1 William Street, Perth

Post Code: 6000

Phone: 9346 0500

Email:

Mobile:

edunning@urbis.com.au

Contact Person for Correspondence: Emma Dunning

The information and plans provided with this application may be made available by the local government for public viewing in connection with the application. YES ☒ NO ☐

Signature:

Date:

7/2/20

Note: Decision letter will be sent to applicant.





# MRS

## Form 1 Application for Planning Approval

### Owner/s details

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

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

Full name Aidan Hughes-Odgers, Margaretha Hughes-Odgers, Wayne Hughes-Odgers, ~~Martina Gysberdina~~

Company/agency (if applicable)

ACN/ABN (if applicable)

Postal address

Town/suburb

815 South Western Highway ~~BT~~  
BYFORD

Postcode 6122

Signature

*[Signature]*

Date 18-12-2019

Print name and position

(if signing on behalf of a company or agency)

Margaretha Hughes-Odgers

Wayne Hughes-Odgers, Aidan Hughes-Odgers

### Applicant details

Name/company

Metrowest Special Projects c/- Urbis

Contact person

Emma Dunning

Postal address

Level 14, 1 William Street

Town/suburb

Perth

Postcode 6000

Phone

9346 0500

Email edunning@urbis.com.au

Applicant signature

*[Signature]*

Print name and position

(if signing on behalf of a company or agency)

PP Nathan Maas - Consultant

Date 7/2/20

### Property details

Certificate of title description of land:

Lot No 18

Location No

Plan or diagram 32338

Vol 1313

Folio 35

Certificate of title description of land:

Lot No

Location No

Plan or diagram

Vol

Folio

Title encumbrances (e.g. easements, restrictive covenants)

N/A

Locality of development (house no., street name, suburb, etc)

No. 815 South Western Highway, Byford

Nearest street intersection

Pitman Way / South Western Highway

Existing building/land use

Residential

Description of proposed development and/or use

Establishment of commercial buildings

Nature of any existing buildings and/or use

Residential dwelling

Approximate cost of proposed development (excl. gst) \$

3.8 million

Estimated time of completion

Within two years of approval

### Office use only

Acceptance officer's initials

Date received

Local government reference No.

Commission reference No.

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



# Application for Development Approval

PROPERTY DETAILS OF PROPOSED DEVELOPMENT		
Lot No: 22	House/Street No: 813	Location No:
Diagram or Plan No: 34957	Certificate of Title Vol. No: 1410	Folio: <b>934</b>
Title encumbrances (e.g easements, restrictive covenants):		
Street Name: South Western Highway	Suburb: <b>Byford</b>	
Nearest Street Intersection: <b>South Western Highway / Pitman Way</b>		

PROPOSED DEVELOPMENT
Nature of Development: <input type="checkbox"/> Works  <input type="checkbox"/> Use  <input checked="" type="checkbox"/> Works and Use
Is an exemption from development claimed for part of the development? <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO
If yes, is the exemption for: <input type="checkbox"/> Works <input type="checkbox"/> Use
Description of proposed works and/or land use: <b>Establishment of commercial buildings</b>
Description of exemption claimed (if relevant):
Nature of any existing buildings and/or land use: <b>Residential</b>
Approximate cost of proposed development (Excluding GST): \$ <b>3.8 million</b>
Estimated time of completion: <b>Within two years of approval</b>

Office Use Only	
Fees Paid:	Date Received:
Receipt No:	Payment Method:
Application Number:	Acceptance Officers Initials:

## Contact Us

### Enquiries

Call: (08) 9526 1111  
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6 Paterson Street, Mundijong WA 6123  
Open Monday to Friday 8.30am-5pm (closed public holidays)



[www.sjshire.wa.gov.au](http://www.sjshire.wa.gov.au)



**OWNER DETAILS**

Name: Premiere Holdings Pty Ltd

ABN (if applicable):

Address:

Post Code:

Phone:

Email:

Mobile:

Contact Person for Correspondence:

Signature:

Date:

18/12/19

Signature:

Date:

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

**APPLICANT DETAILS** (if different from owner)

Name: Metrowest Special Projects c/- Urbis

Address: Level 14, 1 William Street, Perth

Post Code: 6000

Phone: 9346 0500

Email:

Mobile:

edunning@urbis.com.au

Contact Person for Correspondence: Emma Dunning

The information and plans provided with this application may be made available by the local government for public viewing in connection with the application. YES ☒ NO ☐

Signature:

Date:

7/12/20

Note: Decision letter will be sent to applicant.

**MRS****Form 1**  
**Application for Planning Approval****Owner/s details**

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

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

Full name **Premiere Holdings Pty Ltd**

Company/agency (if applicable)

ACN/ABN (if applicable)

Postal address

Town/suburb

Postcode

Signature

The landowner/s or authorised agent consents to the applicant submitting this application

Date **18/12/19**

Print name and position

(if signing on behalf of a company or agency)

**Adrian Rodway - Director**

**Applicant details**

Name/company **Metrowest Special Projects c/- Urbis**

Contact person **Emma Dunning**

Postal address **Level 14, 1 William Street**

Town/suburb **Perth**

Postcode **6000**

Phone

**9346 0500**

Email **edunning@urbis.com.au**

Applicant signature

**PP Nathan Maas**

Print name and position

(if signing on behalf of a company or agency)

**PP Nathan Maas - Consultant**

Date **7/2/20**

**Property details**

Certificate of title description of land:

Lot No **22**

Location No

Plan or diagram **34957**

Vol **1410**

Folio **934**

Certificate of title description of land:

Lot No

Location No

Plan or diagram

Vol

Folio

Title encumbrances (e.g. easements, restrictive covenants)

**N/A**

Locality of development (house no., street name, suburb, etc)

**No. 813 South Western Highway, Byford**

Nearest street intersection

**Pitman Way / South Western Highway**

Existing building/land use

**Residential**

Description of proposed development and/or use

**Establishment of commercial buildings**

Nature of any existing buildings and/or use

**Residential dwelling**

Approximate cost of proposed development (excl. gst) \$

**3.8 million**

Estimated time of completion

**Within two years of approval**

**Office use only**

Acceptance officer's initials

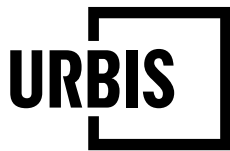
Date received

Local government reference No.

Commission reference No.

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





**LEVEL 14  
1 WILLIAM STREET  
PERTH WA 6000**

URBIS.COM.AU  
Urbis Pty Ltd  
ABN 50 105 256 228

07 January 2020

Chief Executive Officer  
Shire of Serpentine Jarrahdale  
Locked Bag 1  
Mundijong WA 6123

Attn: Planning Services

Dear Sir/ Madam,

**APPLICATION FOR DEVELOPMENT APPROVAL  
MIXED COMMERCIAL DEVELOPMENT  
LOTS 22 & 18 (813 & 815) SOUTH WESTERN HIGHWAY, BYFORD**

Urbis, on behalf of Metrowest Pty Ltd is pleased to submit the enclosed Development Application for a mixed commercial development at Lots 22 and 18 (813 and 815) South Western Highway, Byford.

We enclose the following documentation to support the Development Application:

- Application for Development Approval and MRS Form 1 forms.
- One (1) copy of the development plans prepared to the Shire's requirements.
- Development Application report outlining the site details, proposed development and planning assessment
- One (1) electronic copy of the application report, plans, and the signed forms.

We respectfully request that an invoice for the prescribed fee be issued to the undersigned of which will be paid via electronic payment on advice of the Shire.

We note pursuant to State Planning Policy 3.7 – Planning for Bushfire Prone Areas, as the subject site is identified as being bushfire prone, a BAL Assessment is to be lodged as part of the application. We note that a bushfire assessment is currently being undertaken and will be lodged under separate cover shortly.

We trust the enclosed is sufficient for the consideration the development application and as such we respectfully request that this matter is determined in a timely manner with reasonable and appropriate conditions.

Should additional information or clarification be required, Urbis and Metrowest are happy to discuss or meet with the Shire and will endeavour to provide any additional information within a timely manner.

If you have any queries relating to the above or the enclosed documentation, please do not hesitate to contact the undersigned or Kris Nolan on 9346 0500.

The logo for URBIS, featuring the word "URBIS" in a bold, white, sans-serif font. The letters are partially enclosed by a white square frame that is open on the right side. The background of the entire page is a vertical gradient from purple at the top to yellow at the bottom, with a white horizontal line intersecting the square frame.

**URBIS**

# **LOTS 22 & 18 (813 & 815) SOUTH WESTERN HIGHWAY, BYFORD**

## **PROPOSED MIXED COMMERCIAL DEVELOPMENT**

Prepared for  
**METROWEST**  
07 February 2020



**URBIS STAFF RESPONSIBLE FOR THIS REPORT WERE:**

Director	Kris Nolan
Senior Consultant	Emma Dunning
Consultant	Nathan Maas
Project Code	P0019596
Report Number	1.1

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# CONTENTS

<b>Introduction .....</b>	<b>1</b>
<b>1. Site Details and Context .....</b>	<b>2</b>
1.1. Location .....	2
1.2. Legal Description .....	2
1.3. Site Description .....	3
1.4. Access .....	4
1.5. Context .....	4
<b>2. Proposal .....</b>	<b>5</b>
2.1. Development Summary .....	5
2.2. Built Form and Urban Design .....	6
2.3. Landscaping and Water Sensitive Urban Design .....	6
2.4. Access and Parking .....	6
2.5. Servicing and Waste Management .....	7
<b>3. Planning Framework and Assessment .....</b>	<b>8</b>
3.1. Strategic Planning Framework .....	8
3.2. Metropolitan Region Scheme .....	9
3.3. State Planning Policies .....	10
3.3.1. State Planning Policy 3.7 Planning in Bushfire Prone Areas .....	10
3.3.2. Development Control Policy 5.1 Regional Roads (Vehicle Access) .....	10
3.4. Shire of Serpentine-Jarrahdale Town Planning Scheme No.2 .....	10
3.4.1. Zoning .....	10
3.4.2. Land Use and Permissibility .....	12
3.4.3. Development Standards .....	13
3.5. Byford Structure Plan .....	13
3.6. Byford Town Centre Local Structure Plan .....	13
3.7. Byford Town Centre Built Form Guidelines .....	14
3.8. Local Planning Policies .....	16
<b>4. Conclusion .....</b>	<b>19</b>
<b>Disclaimer .....</b>	<b>20</b>

<b>Appendix A</b>	<b>Certificates of Title</b>
<b>Appendix B</b>	<b>Development Plans</b>
<b>Appendix C</b>	<b>Transport Impact Statement</b>

## FIGURES

Figure 1 - Context Plan .....	2
Figure 2 - Bushfire Prone Map .....	3
Figure 3 - MRS Extract .....	9
Figure 4 - TPS2 Zone Extract .....	11
Figure 5 - Structure Plan Zone Extract .....	12

## TABLES

Table 1 Summary of Proposal .....	1
Table 2 Lot details .....	2
Table 3 Strategic planning framework assessment .....	8
Table 4 Assessment against the relevant provisions of the guidelines .....	14
Table 5 Assessment against relevant local planning policies .....	17



# INTRODUCTION

Urbis acts on behalf of Metrowest, the proponent of a proposed mixed commercial development at Lots 22 & 18 (813 & 815) South Western Highway, Byford (**subject site**). This application seeks approval for the development of a two-storey mixed commercial development comprising a gym, swim school and children's play centre with incidental café as well as associated landscaping, access, signage and parking on the subject site.

The development is suitably situated within the growing Byford town centre and has been designed in a contemporary-rural manner, sympathetic to its surrounds. The proposed centre will help support the growth and self-resilience of the community by providing a variety of educational, recreational and health uses and activities, of which are currently under supplied in the locality. In addition, the development will provide additional employment opportunities to support the continual establishment of the district centre.

This report considers the planning context of the proposed development and provides an assessment of the application against the relevant state and local planning frameworks. The information contained in this report confirms that the proposed development is an appropriate and consistent outcome that reflects the applicable planning framework, most specifically the Byford Town Centre Local Structure Plan and associated guidelines. In addition, the proposal has been demonstrated to be satisfactory from a bushfire, amenity and transport perspective.

The report has been set out in the following manner:

- **Site Details and Context:** a brief contextual discussion, analysis and description of the site.
- **Proposal:** a description of the proposed development.
- **Planning Framework and Assessment:** an assessment of the proposal against the applicable local and regional frameworks.

The following **Table 1** provides a summary of the site and proposal.

Table 1 Summary of Proposal

LGA and Scheme	Shire of Serpentine-Jarrahdale Town Planning Scheme No.2
MRS Zone	Urban
LPS Zone	Urban Development
District Structure Plan	Byford District Structure Plan
Local Structure Plan	Byford Town Centre Structure Plan
LSP Zone	Highway Commercial
Existing Land Use	Residential (single-detached dwellings)
Proposed Land Use	Private Recreation, Health Studio
Lot Size	Lot 22 - 1,437sq.m Lot 18 - 1,492sq.m

Copies of the required applications forms, fees, development plans and supporting technical reporting have been attached to this report.

Overall, the development will provide a valuable community service and amenity to the growing locality and is considered to be entirely suitable for establishment on the subject site. Accordingly, it is respectfully requested that the South Metro Joint Development Assessment Panel consider the merits of the proposal and approve the application.

# 1. SITE DETAILS AND CONTEXT

## 1.1. LOCATION

The subject site is situated within the municipality of the Shire of Serpentine-Jarrahdale (**Shire**) and comprises Lots 22 and 18 (813 & 815) South Western Highway, Byford (**subject site**). Located north east of the emerging Byford town centre, the subject site is situated approximately 32km south-east of the Perth city centre and approximately 8.5km south of the Armadale city centre.

The subject site fronts South Western Highway and George Street and is broadly surrounded by a variety of residential, commercial and civic land uses and activities as well as remnant and vacant land which will form part of the growing town centre. The South Western Railway is located adjacent to the subject site, on the opposite side of George Street.

Refer **Figure 1** below for the context plan, detailing the subject site and its surrounds.

Figure 1 - Context Plan



CONTEXT PLAN

## 1.2. LEGAL DESCRIPTION

Refer **Table 2** below for a description of the land subject to this application.

Table 2 Lot details

Lot	Diagram	Volume	Folio	Area (sq.m)
22	34957	1410	934	1,437

Lot	Diagram	Volume	Folio	Area (sq.m)
18	32338	1313	35	1,492
Total				2,929

Refer **Appendix A** for a copy of the Certificates of Title applicable to the subject site.

### 1.3. SITE DESCRIPTION

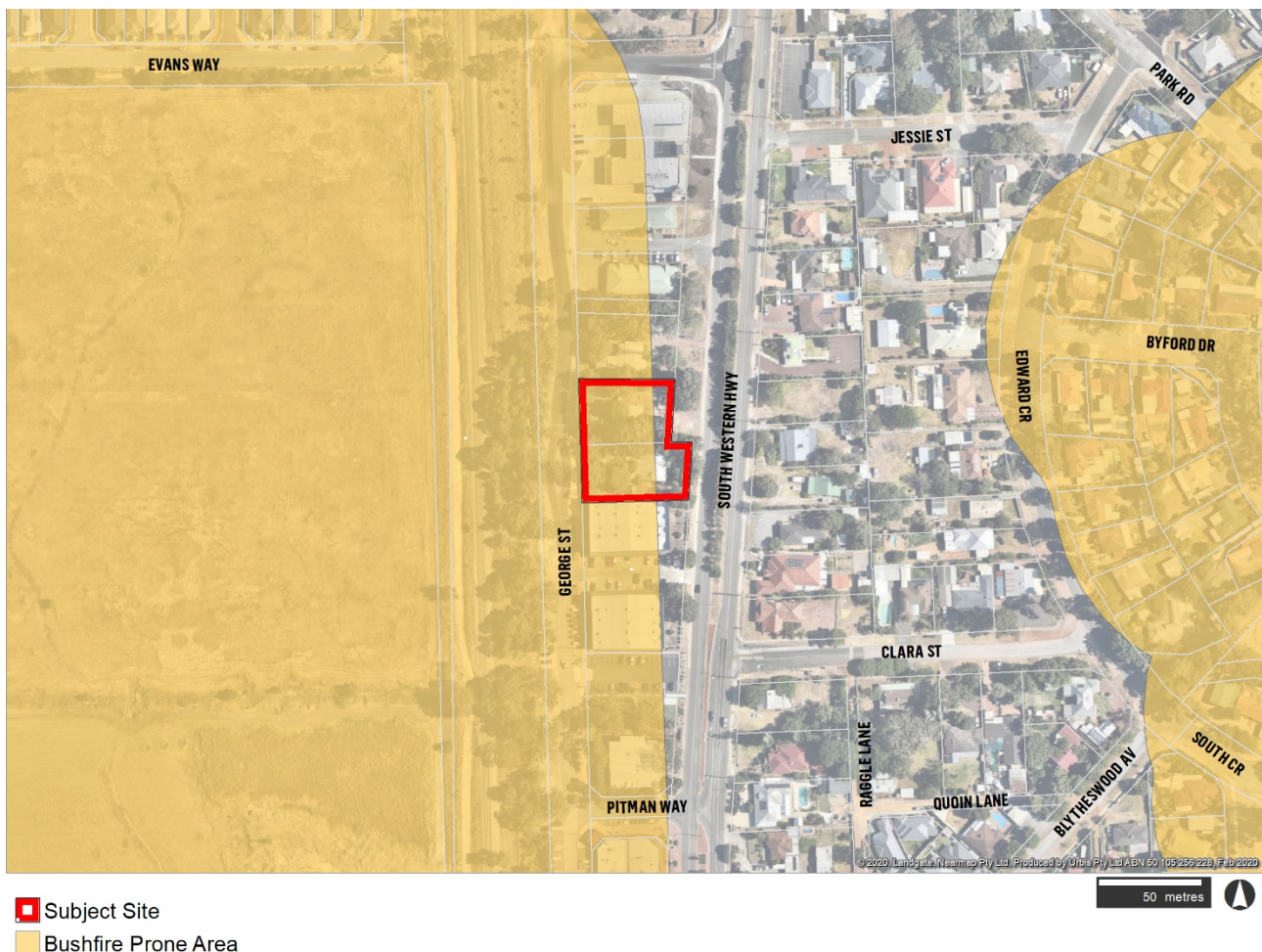
The subject site comprises two lots with a total site area of 2,929sq.m. Each lot currently contains a single-detached residential dwelling and associated landscaping and outbuildings. Each lot is of a regular shape and are respectively accessed via crossovers to South Western Highway.

The land slopes west to east from a low of 52 AHD to a high of 55 AHD.

A review of the Department of Water and Environment Regulation's online contaminated database reveals that the site does not have contaminated soils.

A review of the Department of Fire and Emergency Services reveals that the western portion of the site is identified as being bushfire prone. Refer **Figure 2** for a exert of the bushfire prone mapping.

Figure 2 - Bushfire Prone Map



#### BUSHFIRE PRONE AREAS



## 1.4. ACCESS

The subject site fronts both South Western Highway and George Street, linking the subject site to the Perth metropolitan area and broader Byford locality. South Western Highway is classified as a 'Primary Distributor' road under the Main Roads WA Function Road Hierarchy and a 'Primary Regional Road' under the Metropolitan Region Scheme. Access to this road is proposed to be removed.

The Byford Railway Station is located approximately 900 metres south west of the subject site. Bus services are provided along South Western Highway, adjacent to the subject site.

Pedestrian and cycling paths are provided along both frontages, linking the subject site to the surrounding locality.

## 1.5. CONTEXT

The subject site is located within the north eastern portion of the emerging Byford town centre and is immediately bound by a single residential dwelling to the north, South Western Highway to the east, a single storey commercial building to the south and George Street to the west.

Situated on the peri-urban fringe, the historic town is undergoing rapid urbanisation with growing residential and commercial uses and activities. The town centre is rapidly transforming with older residential and commercial buildings making way for larger mixed use and commercial developments, evident in the subject sites' immediate surrounds. Whilst undergoing transformation, Byford is still characterised by its rural identity and setting with the town still acting as an important strategic centre to the surrounding region.

## 2. PROPOSAL

This application seeks approval for the development of a two-storey mixed commercial development on the subject site. The development comprises a swim school, children's play centre with incidental café and gym as well as associated landscaping, access, signage and parking.

The development is suitably situated within the growing Byford town centre and has been designed in a contemporary rural manner, sympathetic to its surrounds. The built form, materiality and landscaping treatment is contextual to the site, ensuring the development provides a positive response and relationship to the immediate and broader locality.

The proposed centre will help support the growth and self-resilience of the community by providing a variety of educational, recreational and health uses and activities, of which are currently under supplied in the locality. The centre is proposed to operate 24/7 and will provide additional employment opportunities to support the continual establishment of the district centre.

Refer section 2.1 below for a summary of the proposal. Additional details are provided in the following sub-sections.

Refer **Appendix B** for a copy of the development plans.

### 2.1. DEVELOPMENT SUMMARY

Specifically, the development comprises:

- A single two-storey structure with integrated internal parking, setback:
  - Minimum 5 metres from South Western Highway.
  - Nil from George Street.
  - Nil from the southern boundary.
  - Nil from the northern boundary.
- The lower floor comprises:
  - Internal lobby with lift.
  - 300sq.m swim school, accessed via two entrances.
  - 927sq.m child play centre, accessed via an internal lobby from the internal car parking area. The centre contains an incidental café as well as associated plays spaces, amenities, staff areas and storerooms.
  - 36 parking bays, comprising:
    - 22 standard bays.
    - One accessible bay and associated shared space.
    - 13 staff bays in tandem.
  - 10 bicycle bays, situated along the George Street frontage.
  - 27sq.m bin store, appropriately screened from public view.
  - Escape stairs, accessed via the internal car parking area.
  - Ramp and pedestrian stairs to the upper level, accessed via George Street.
- The upper floor comprises:
  - Internal lobby with lift.
  - 802sq.m gym, accessed via the internal lobby.
  - 25 parking bays, comprising:

- 24 standard bays.
- One accessible bay and associated shared space.
- Eight bicycle bays.
- Single bin store.
- Vehicle access to the subject site via two crossovers, specifically:
  - Single 6 metre full movement crossover from George Street direct to the lower floor carpark.
  - Single 6.1 metre full movement crossover from George Street direct to the upper floor ramp.
- Pedestrian/ cycling access to the subject site via a direct path from South Western Highway and direct from George Street.
- 343.5sq.m of landscaping, including five shade trees along George Street.

## 2.2. BUILT FORM AND URBAN DESIGN

The development has been designed in a manner sympathetic to its surrounds, with the built form and materiality reflecting the contemporary-rural character of the locality. The development responds to the Byford vernacular with the use of soft and neutral tones, with a simple architectural style. The building is articulated along the two street frontages to ensure visual interest with the use of glazing to ensure permeability.

Whilst the development has an overall nil setback to three boundaries, it is appropriately massed with the form being broken up at regular intervals with the use of articulation, various materials and colours. The use of a parapet roof ensures clean lines are maintained.

Signage is integrated into the façade of the development at an appropriate scale.

All car parking areas are appropriately screened from the street, with extensive landscaping proposed to both street frontages.

The development is characterised by the use of articulated pre-cast concrete panels and glazing, consistent with highway commercial development, this ensures the built form is fit for purpose whilst acknowledging the Byford character. A full schedule of colours and materials will be provided as part of the building permit process and we anticipate and accept any conditions of approval requiring this.

## 2.3. LANDSCAPING AND WATER SENSITIVE URBAN DESIGN

The development proposes 343.5sq.m of landscaping over the total site area and comprises shade trees along George Street and extensive verge landscaping to South Western Highway. Whilst existing mature vegetation will be lost as part of this proposal, the development will provide a variety of endemic, mature trees where appropriate.

Landscaping areas have been shown on the site plan and it is anticipated and accepted that a detailed Landscaping Plan will be required as a condition of approval.

## 2.4. ACCESS AND PARKING

The development has been designed to provide suitable pedestrian, bicycle and vehicle access via George Street, with an additional pedestrian entrance off South Western Highway. Pedestrians access the site via a path from George Street and South Western Highway into the internal parking area. The upper floor is subsequently accessed via an internal lobby (lift) or external staircase of George Street.

Vehicles access the site via two full movement crossovers to George Street with all existing access to South Western Highway proposed to be removed. The southern crossover provides access to the ground floor parking area with the northern crossover providing access to the ramp to the upper floor carpark.

A total of 61 parking bays are proposed. This comprises 46 standard bays, 13 tandem staff bays and two assessable bays with associated shared space. A total of 18 bicycle bays are proposed over the two floors.



The parking areas have been designed to ensure safe and efficient ingress, egress and circulation with a logical grid layout proposed. A turn around bay is provided on the ground floor parking aisle to allow appropriate circulation.

Refer **Appendix C** for a copy of the Transport Impact Statement.

## **2.5. SERVICING AND WASTE MANAGEMENT**

A 27sq.m bin store is proposed on the ground floor, adjacent to the George Street vehicle crossover.

Waste will be collected as per the Shire of Serpentine Jarrahdale requirements for kerbside collection.

## 3. PLANNING FRAMEWORK AND ASSESSMENT

### 3.1. STRATEGIC PLANNING FRAMEWORK

Refer **Table 3** below for an assessment against the relevant strategic planning framework.

Table 3 Strategic planning framework assessment

Documents	Relevant Provision/ Objective	Compliance
<b>Directions 2031 and Beyond</b> <i>High level strategic spatial plan which sets the vision for the future expansion of the Perth and Peel area.</i>	<p>This high-level spatial framework establishes a vision for the future expansion of Perth and a population of 3.5 million people by 2031.</p> <p>Directions 2031 estimates that the population of the south-east subregion will grow by approximately 34% by 2031. In addition, the document identifies that the region has a low rate of employment self-sufficiency and introduces an employment sufficiency target of 55% (or 31,000) new jobs by 2031.</p>	<p>The proposed mixed commercial development is consistent with the strategic intentions of Directions 2031 by providing necessary services within the Byford locality. The proposed commercial uses will contribute to the area's employment sufficiency target with the creation of a number of new, ongoing jobs.</p>
<b>Perth and Peel @ 3.5 Million</b> <i>Perth and Peel @ 3.5million is an overarching document that buildings on the objectives of Directions 2031 and Beyond and provides a common link between the four sub-regional planning frameworks.</i>	<p>Perth and Peel @ 3.5million is an overarching document that buildings on the objectives of Directions 2031 and Beyond and provides a common link between the four sub-regional planning frameworks.</p> <p>The subject site has been zoned 'Urban - Developed' under the Perth and Peel @ 3.5million spatial plan. The 'Urban - Developed' zoning refers to areas that are currently zoned 'Urban' and have been developed.</p>	<p>The proposal will have no implications on the zoning of the subject site under the Perth and Peel @ 3.5million. Nor will the proposal have any implications on the indicative future locations of regional roads and public infrastructure.</p>
<b>South-Metro-Peel-Sub-Regional Planning Framework (May 2015)</b> <i>The draft framework considers where future homes and jobs will be located and provides the spatial plan of the Perth and Peel regions for the next 35 – 40 years.</i>	<p>The Framework identifies the Byford Town Centre as an emerging District Activity Centre and identifies the South Western Highway as a Proposed Transit Priority Route for the future Byford Station, which is anticipated to be delivered post 2025.</p>	<p>The proposed mixed commercial development will add to the Byford town centre's existing and emerging commercial stock, which will assist in developing the area as a successful district centre. In addition, the proposal will have no adverse effects of the long-term strategic</p>

Documents	Relevant Provision/ Objective	Compliance
		development of the area or the placement of infrastructure such as the future Byford Railway Station.
<b>Strategic Community Plan 2013-2022</b> <i>Provides the strategic direction for the future growth and development of the Shire.</i>	<p>Encourage commercial investment in the Shire that positively impacts the natural environment.</p> <p>Maintain the area's distinct rural character, create village environments and provide facilities that serve the community's needs, and encourage social interaction.</p>	The proposal will provide for the establishment of uses which provide for the community needs and will see ongoing commercial investment into the Shire.

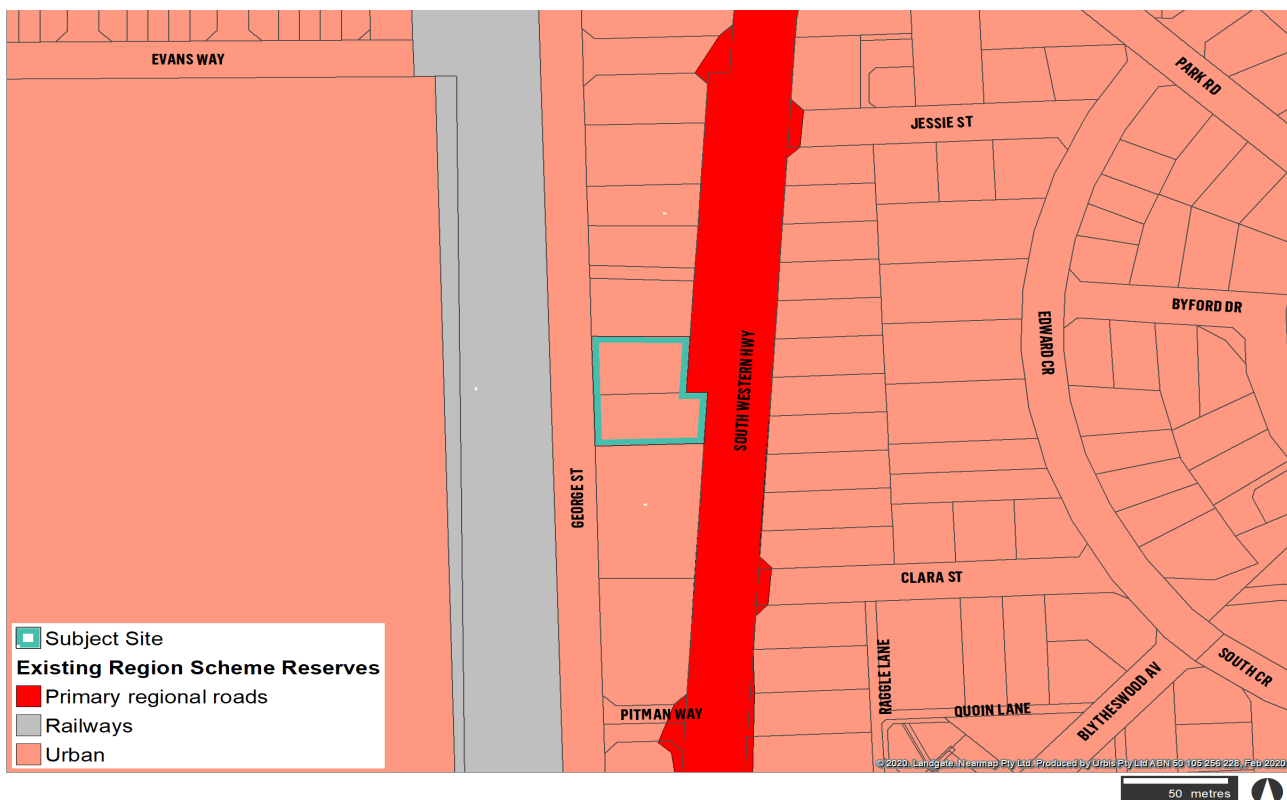
## 3.2. METROPOLITAN REGION SCHEME

The subject site is zoned Urban under the provisions of the Metropolitan Region Scheme (**MRS**). Refer **Figure 3** below for a copy of the MRS zoning map.

Additionally, the subject site fronts South Western Highway, which is reserved 'Primary Regional Road' under the MRS. The proposed development does not impact this reservation.

The proposed development is compliant with the provisions of the MRS and may be approved accordingly.

Figure 3 - MRS Extract



## METROPOLITAN REGION SCHEME



### 3.3. STATE PLANNING POLICIES

#### 3.3.1. State Planning Policy 3.7 Planning in Bushfire Prone Areas

*State Planning Policy 3.7 – Planning in Bushfire Prone Areas (SPP3.7)* provides the requirements and guidelines for development within areas identified as bushfire prone.

The western portion of the subject site is identified as being bushfire prone in accordance with the Department of Fire and Emergency Services Map of Bushfire Prone Areas. Refer **Figure 2** above for an extract of the bushfire prone map as applicable to the subject site.

Pursuant to the provisions of SPP3.7, a Bushfire Attack Level (**BAL**) Assessment was undertaken for the subject site. The BAL Assessment identified the site as being within BAL-29, meaning a Bushfire Management Plan is required to ensure compliance with fuel loads and emergency evacuation procedures. The built form for commercial developments is noted to be compliant with the BCA requirements for BAL 29.

A Bushfire Management Plan is currently being prepared by Strategen JBSI who have begun conversations with DFES, Department of Transport and the Shire in regard to the management of fuel loads within the George Street reserve and the railway reserve beyond. A copy of the final report will be provided to the Shire upon completion.

#### 3.3.2. Development Control Policy 5.1 Regional Roads (Vehicle Access)

*Development Control Policy 5.1 Regional Roads (Vehicle Access) (DC5.1)* sets out the provisions and requirements for development involving vehicle access to regional roads. As the subject site fronts South Western Highway, the development has been assessed against the relevant provisions of DC5.1.

The development proposes the rationalisation of access by removing all existing crossovers to South Western Highway, with the development to be entirely accessed via George Street.

As such, the development is compliant with the provisions of DC5.1.

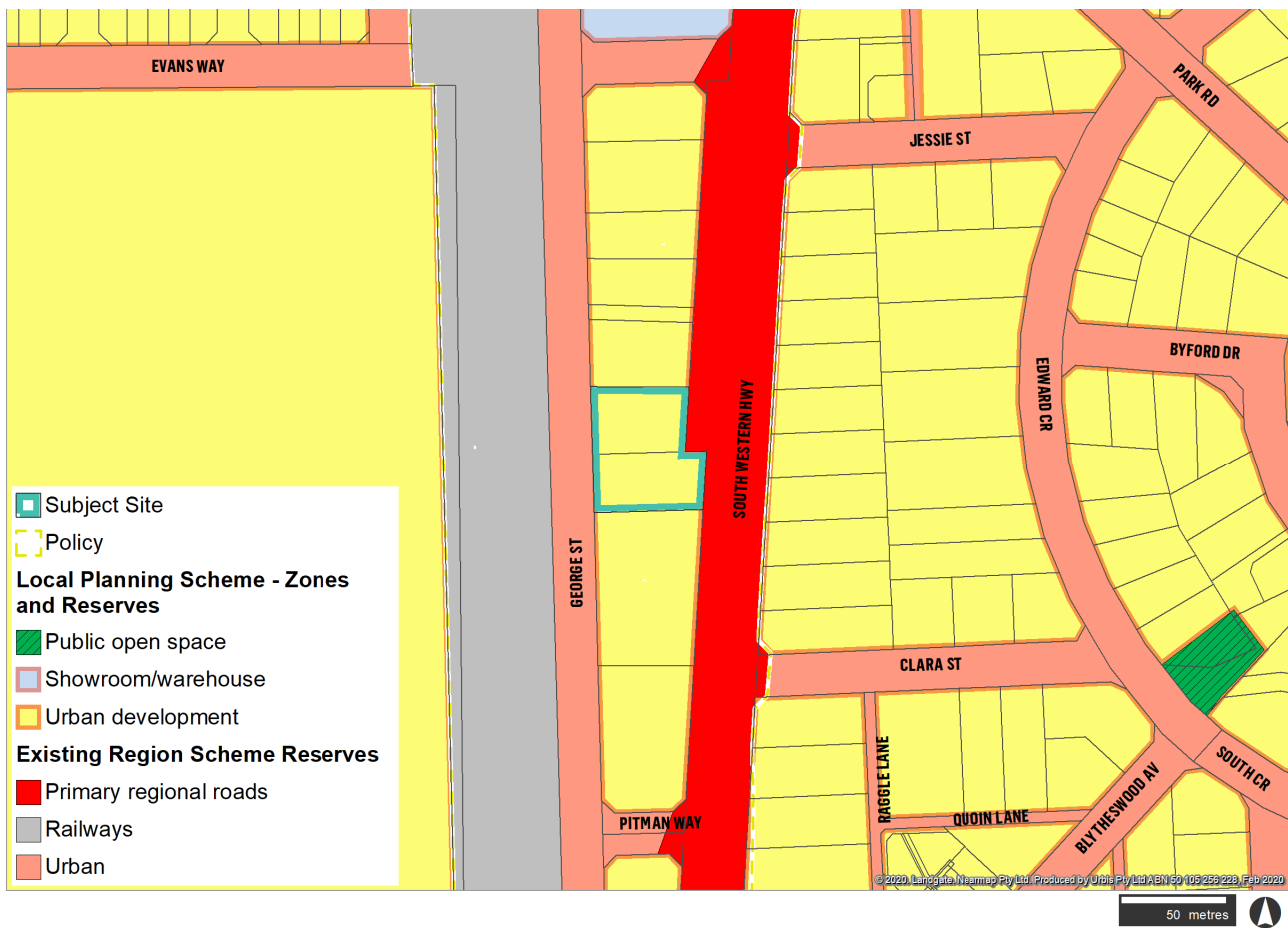
### 3.4. SHIRE OF SERPENTINE-JARRAHDAL TOWN PLANNING SCHEME NO.2

#### 3.4.1. Zoning

The subject site is located within the Shire of Serpentine-Jarrahdale (**Shire**) and is subject to the provisions of the Shire's Town Planning Scheme No. 2 (**TPS2**). Pursuant to TPS2, the subject site is zoned 'Urban Development'.

Refer **Figure 4** for a copy of the TPS2 zoning map.

Figure 4 - TPS2 Zone Extract



## LOCAL PLANNING SCHEME

Under the provisions of TPS2, development within land zoned 'Urban Development' is to have due regard to an approved structure plan. The Byford Structure Plan (**structure plan**) and Byford Town Centre Local Structure Plan (**LSP**) provide the relevant land use permissibility, zoning and development/ design standards applicable to the subject site.

Pursuant to the structure plan and LSP, the subject site is identified as being Highway Commercial. Refer **Figure 5** for a copy of the structure plan zoning map.

Figure 5 - Structure Plan Zone Extract



## BYFORD TOWN CENTRE STRUCTURE PLAN

Pursuant to Clause 5.23.1 of TPS2, the intent of the Highway Commercial Zone is

*to provide for a range of commercial development, including particularly bulk retailing and open air display, showrooms, bulky goods, offices, medical centres and consulting rooms which may not be suitable for an activity centre but be suitable for a highway frontage location*

The development of a mixed commercial development with educational, recreational and health uses and activities is considered consistent with the intent of the Highway Commercial zone and warrants approval accordingly.

### 3.4.2. Land Use and Permissibility

In accordance with the structure plan, the permissibility of land uses is to be guided by the TPS2 Zoning Table (as if the land was zoned under the TPS2).

The propose development is best classified as a Health Studio and Private Recreation, defined under TPS2 respectively as:

**Health Studio** means land and buildings designed and equipped for physical exercise, recreation and sporting activities including outdoor recreation

**Private Recreation** means land used for parks, gardens, playgrounds, sports arenas or other grounds for recreation which are not normally open to the public without charge

The Health Studio and Private Recreation uses are 'AA' Advertised meaning the uses are not permitted unless the decision maker has exercised their discretion and approved the development following public advertising.



The proposed uses are considered appropriate for establishment on the subject site for the following reasons:

- The development is suitably located within the Byford town centre and has synergies with surrounding uses and activities.
- The proposed uses will provide a valuable community service and amenity to the growing locality. Byford has a higher proportion of families at 52.2%, higher than the WA average of 45.3%<sup>1</sup>.
- The development is situated along South Western Highway and in close proximity to public transport and cycling routes, ensuring sufficient accessibility.

Accordingly, it is considered that the proposed uses are appropriate and warrant approval.

### 3.4.3. Development Standards

Pursuant to TPS2, the relevant development and design standards are provided by an approved structure plan. Accordingly, refer section 3.5-3.7 for an assessment against the relevant development standards, as applicable to the proposal.

No further development standards contained within TPS2 are applicable to the proposed development.

## 3.5. BYFORD STRUCTURE PLAN

Pursuant to TPS2, the Byford Structure Plan (**structure plan**) provides the zoning and broad development standards for development within the Byford district.

Pursuant to the structure plan, the subject site is zoned 'Highway Commercial' and is located at the north-eastern extent of the Local Structure Plan area, at the periphery of the 400m walkable catchment to the central retail core. Refer section 3.4.2 above for an assessment against the proposed use classes.

Pursuant to Clause 3, a Local Structure Plan is to be prepared prior to the development of any land. The Byford Town Centre Local Structure Plan is the applicable LSP and is assessed in section 3.6 below.

No further development standards or provisions are applicable to the proposed development.

## 3.6. BYFORD TOWN CENTRE LOCAL STRUCTURE PLAN

The Byford Town Centre Local Structure Plan (**LSP**) provides more specific requirements and provisions for the development of the town centre and is established under the structure plan.

Generally, the LSP reverts development and design standards to the Byford Town Centre Built Form Guidelines. Refer section 3.7 below for an assessment against these guidelines.

Notwithstanding, parking is to be in accordance with the following rate:

*One bay for every 20sq.m gross leasable area (GLA), less any on-street parking adjoining the site.*

The proposed development comprises a total GLA of approximately 1,725sq.m which results in a requirement for 87 bays. The development proposes 61 bays. Accordingly, there is a 26 bay shortfall on the subject site.

The shortfall is considered acceptable for the following reasons:

- The development comprises two distinct uses over three tenancies, each with the following unique peak period:
  - Gym: Pre-0900, Post-1700.
  - Children's Play Centre/ Swim School: 0900-1700 (with a mid-morning to mid-afternoon peak period). The swim school also has staggered lesson times resulting in a high turn-over.

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<sup>1</sup> [https://quickstats.censusdata.abs.gov.au/census\\_services/getproduct/census/2016/quickstat/SSC50229?opendocument](https://quickstats.censusdata.abs.gov.au/census_services/getproduct/census/2016/quickstat/SSC50229?opendocument)

With differing peak periods, it is not considered that the parking area will reach maximum occupancy as required by the rate. As such, it is considered that the provided number of bays will adequately accommodate the reciprocity between uses.


- The children's play centre and swim school both contain a large floor area relative to their occupancy, with both being frequented with a stronger proportion of children and families who would utilise a single car. Similar to a modern warehouse with a large floor area relative to employees, the two centres contain a large play space and pool respectively, which occupies a substantial amount of the overall floor area. As such, it is considered reasonable to assume a smaller demand for parking.
- In accordance with studies undertaken on gym land uses, there are no valid relationships between peak parking demand and membership or GFA. Rather the surrounding land uses and availability of public transit will impact use. The subject site has access to public transit and is situated within the Byford town centre, based on these factors, and as demonstrated in the TIS (**Appendix C**) the number of parking bays required is reduced.
- In addition, it is noted that there is are 149 public parking bays within 500 metres of the subject site with utilisation of between 34-40% at peak. As such, in the unlikely event that the subject site is at capacity, there is adequate public parking within close proximity to the subject site.








No further development standards or provisions are applicable to the proposed development.


### 3.7. BYFORD TOWN CENTRE BUILT FORM GUIDELINES

The Byford Town Centre Design Guidelines (**guidelines**) have been prepared as a Local Planning Policy (Local Planning Policy 31). The guidelines seek to control the future built form within the town centre. Under the guidelines, the subject site is located within the 'Highway Commercial Precinct.' Table 46 provides a summary of the preferred design outcomes as applicable to the subject site. As shown in Table 4, the proposed development offers a design outcome that is consistent with the design intentions of the Highway Commercial Precinct.

Table 4 Assessment against the relevant provisions of the guidelines

Provision	Requirement	Assessment	Compliance
Land Use	Highway Commercial Office Consulting rooms/medical suites Showrooms Drive Throughs <i>It is noted that these uses are 'preferred' with land use permissibility to be in accordance with TPS2.</i>	The following uses are proposed: <ul style="list-style-type: none"> <li>▪ Private Recreation</li> <li>▪ Health Studio</li> </ul>	Whilst not preferred land uses under the guidelines, land use permissibility to be in accordance with TPS2. As discussed in section 3.4.2, the proposed uses are capable of approval on the subject site.
Building Height	1-2 storeys	The proposed development is two storeys.	

Provision	Requirement	Assessment	Compliance
Setbacks	A maximum setback of 5m to South Western Highway and the initial return along Evans Way	The development is setback a maximum of 5 metres from South Western Highway.	
Architectural character	Achieve a high standard of architectural design that responds innovatively to Byford's rural atmosphere whilst contributing to an attractive streetscape.	The development has been designed with a simple architectural style as to not distract from the rural character of the locality. The development proposes a soft neutral palette and is articulated with a variety of materials and colours, including glazing to ensure a positive streetscape response.	
Building articulation and materials.	Provide built form of architectural quality and visual interest with appropriate massing, contextual architectural design and contribute to the streetscape.	Whilst defined with a simple architectural style, the building is appropriately articulated through the use of differing materials and colour tones as well as architectural elements.	
Roofscape	Integrate the design of the roof into the overall façade, building composition and desired streetscape	The development proposes a parapet roof, creating a clean roofline.	
Entrance and pedestrian access	Create entrances which provide a desirable identity for the development and contribute positively to the streetscape.  Car park and services should not detract from the street.	The development provides pedestrian access via an internal pathway from George Street to the internal lobby area adjacent to the southern crossover. The entrance is easily identifiable.  All parking and service areas are hidden from public view.	
Building orientation	Development shall address South Western Highway.	The development addresses South Western Highway with the use of appropriate glazing and articulation.	
Weather protection	Provide weather shelter where buildings abut a street sidewalk to encourage pedestrian amenity	The development proposes awnings over the George Street verge.	

Provision	Requirement	Assessment	Compliance
Signage	Provision of signage which is informative and contributes positively to the overall streetscape and is not excessive or obtrusive.	<p>The development proposes a total of seven wall signs, integrated into the façade of the development.</p> <p>It is anticipated a condition relating to the provision of a signage strategy will be placed on the approval.</p>	<b>Discretion required.</b>
Parking	On-site car parking spaces shall be provided for all new developments at the rates set out in the Byford Town Centre LSP.	Refer section 3.6 of this report for a parking assessment.	<b>Discretion required.</b>
Site facilities	Ensure site facilities are accessible, functional and unobtrusive.	The bin store is appropriately situated within the car parking area, adjacent to the southern crossover.	
Crime prevention	Create an environment which is safe and secure for residents and visitors.	<p>The proposed development has been designed with active frontages and open spaces to facilitate the passive surveillance of the surrounding roads and internal car parking areas. Further, the commercial nature of the development will ensure appropriate security and management practices will be undertaken.</p> <p>The centre will be adequately lit, with the gym operating 24/7 ensuring a consent level of surveillance.</p>	
Landscaping	Provision of landscaped areas which area compliments the surrounding developments.	<p>Extensive landscaping is proposed to be provided on the site, including the provision of five shade trees along George Street.</p> <p>Notwithstanding, it is anticipated a condition relating to the provision of a landscaping plan will be placed on the approval.</p>	<b>Discretion required.</b>



As demonstrated in Table 4 above, the proposed development is compliant with the overall intent and applicable provisions of the guidelines and warrants approval accordingly.


### 3.8. LOCAL PLANNING POLICIES

Refer **Table 5** below for an assessment against the relevant local planning policies.



Table 5 Assessment against relevant local planning policies

Policy	Relevant provision/ objective	Assessment	Compliance
<b>Local Planning Policy 1.6: Public Art</b> <i>For the provision of public art</i>	Development over \$1 million to allocate 1% of the construction cost towards public art.	It is anticipated a condition relating to the provision of public art will be placed on the approval.	
<b>Local Planning Policy 2.3: Development Standards for Development Applications</b> <i>Encouragement of the use of local native flora for revegetation and landscaping.</i>	Revegetation is to occur where vegetation is proposed to be removed.	<p>This proposal includes the removal of vegetation on site to facilitate functional and high-quality outcomes on the site. Without the removal of the existing vegetation the site cannot be utilised for the intended commercial purposes.</p> <p>Landscaping of the site will be in alignment with the direction of LPP 4 and be designed to mitigate the loss of the existing vegetation.</p>	
<b>Local Planning Policy 2.4: Water Sensitive Design</b> <i>Encouragement of water sensitive urban design principles in development</i>	All development is to demonstrate best water sensitive urban design principles. In addition, a Stormwater Management Plan is to be lodged.	It is anticipated a condition relating to the provision of landscaping and stormwater management plans will be placed on the approval.	<b>Discretion required.</b>
<b>Local Planning Policy 4.15: Bicycle Facilities</b> <i>Encourage cycling and improve conditions for bike riders in proposed urban development.</i>	<p>Health Studio</p> <ul style="list-style-type: none"> <li>Long term minimum - 1 space per 400sq.m NLA</li> <li>Short term minimum – 1 space per 20sq.m NLA</li> </ul> <p>Swimming Pool</p> <ul style="list-style-type: none"> <li>Long term minimum - 1 space per 200sq.m pool area</li> <li>Short term minimum – 2 spaces per 20sq.m pool area</li> </ul> <p>Recreation Centre</p>	<p>The nature of the proposal is that the location and uses are largely car dominated due to the location with the Byford Town Centre, and the swim school and Crocs Playcentre being child dominated.</p> <p>The provision of bicycle parking and amenities has been assessed for the proposal and on the merits of likelihood of bicycle visits to such uses. It is considered the bicycle parking and amenities provided are appropriate for the proposed use.</p>	<b>Discretion required.</b>

Policy	Relevant provision/ objective	Assessment	Compliance
	<ul style="list-style-type: none"> <li>Long term minimum - 1 space per 4 employees</li> <li>Short term minimum – 1 space per 200sq.m NLA</li> </ul>		
<b>Local Planning Policy 24: Designing Out Crime</b> <i>Establishes a set of key principles in which all applications and proposals are assessed.</i>	New developments are to be designed with regard to the principles of surveillance, access control, territorial reinforcement, measures, security and management and maintenance.	<p>The proposed development has been designed with active frontages and open spaces to facilitate the passive surveillance of the surrounding roads and internal car parking areas. Further, the commercial nature of the development will ensure appropriate security and management practices will be undertaken.</p> <p>The centre will be adequately lit, with the gym operating 24/7 ensuring a consent level of surveillance.</p>	

## 4. CONCLUSION

This application seeks approval for the development of a mixed commercial centre comprising a gym, children's play centre with incidental café and swim school with associated access, landscaping, signage and parking at Lots 22 & 18 (813 & 815) South Western Highway, Byford.

The development is suitably situated within the growing Byford town centre and has been designed in a contemporary-rural manner, sympathetic to its surrounds. The proposed centre will help support the growth and self-resilience of the community, providing a variety of educational, recreational and health uses and activities, of which are currently under supplied in the locality. In addition, the development will provide additional employment opportunities to support the continual establishment of the district centre.

The proposed development is compliant with the Shire's Town Planning Scheme No. 2 as well as the relevant planning frameworks, including the Byford Town Centre Local Structure Plan and associated guidelines. In addition, the proposal has been demonstrated to be satisfactory from a bushfire, amenity and transport perspective.

Overall, the development will provide a valuable community service and amenity to the growing locality and is considered to be entirely suitable for establishment on the subject site. Accordingly, it is respectfully requested that the South Metro Joint Development Assessment Panel consider the merits of the proposal and approve the application.

# DISCLAIMER

This report is dated 15 January 2020 and incorporates information and events up to that date only and excludes any information arising, or event occurring, after that date which may affect the validity of Urbis Pty Ltd (**Urbis**) opinion in this report. Urbis prepared this report on the instructions, and for the benefit only, of Metrowest (**Instructing Party**) for the purpose of Development Application (**Purpose**) and not for any other purpose or use. To the extent permitted by applicable law, Urbis expressly disclaims all liability, whether direct or indirect, to the Instructing Party which relies or purports to rely on this report for any purpose other than the Purpose, and to any other person which relies or purports to rely on this report for any purpose whatsoever (including the Purpose).

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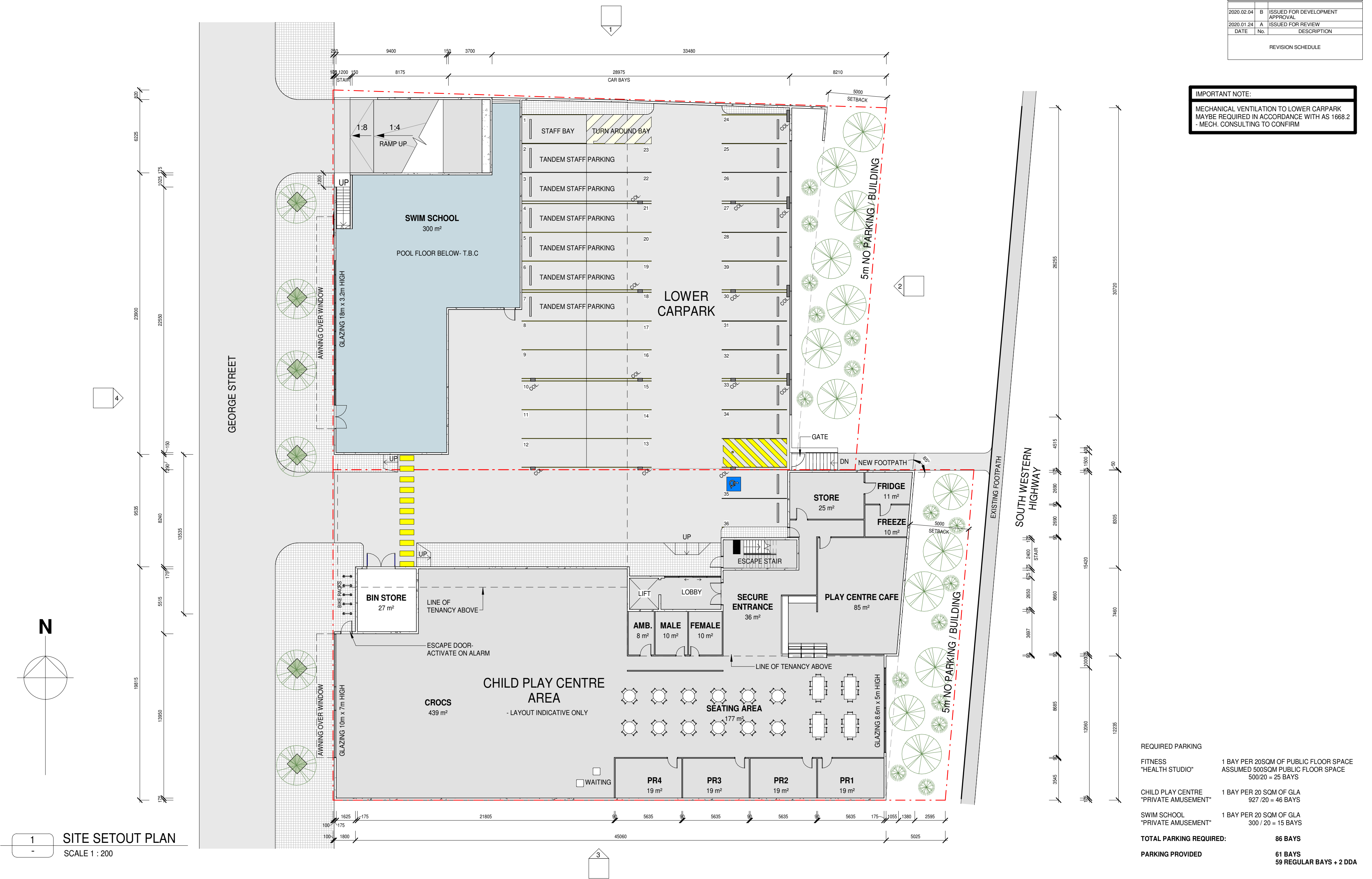
## **APPENDIX B**

## **DEVELOPMENT PLANS**



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2020.02.04	B	ISSUED FOR DEVELOPMENT APPROVAL	
2020.01.24	A	ISSUED FOR REVIEW	
DATE	No.	DESCRIPTION	
REVISION SCHEDULE			

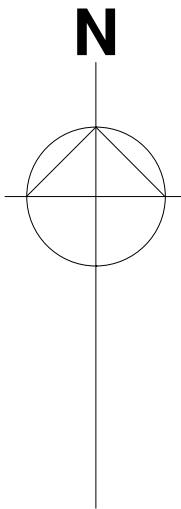
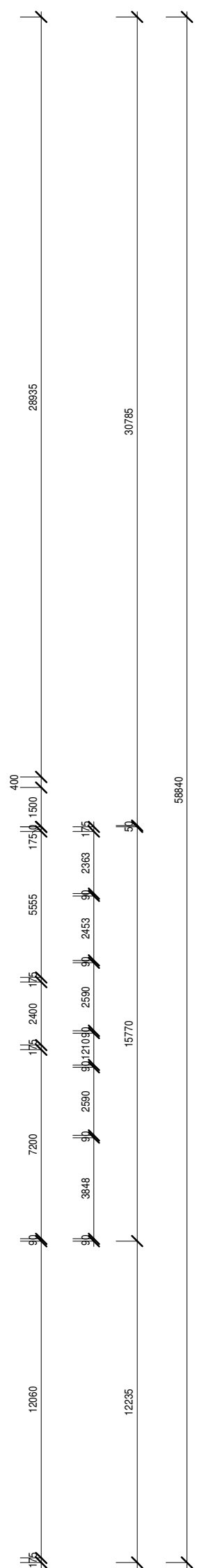
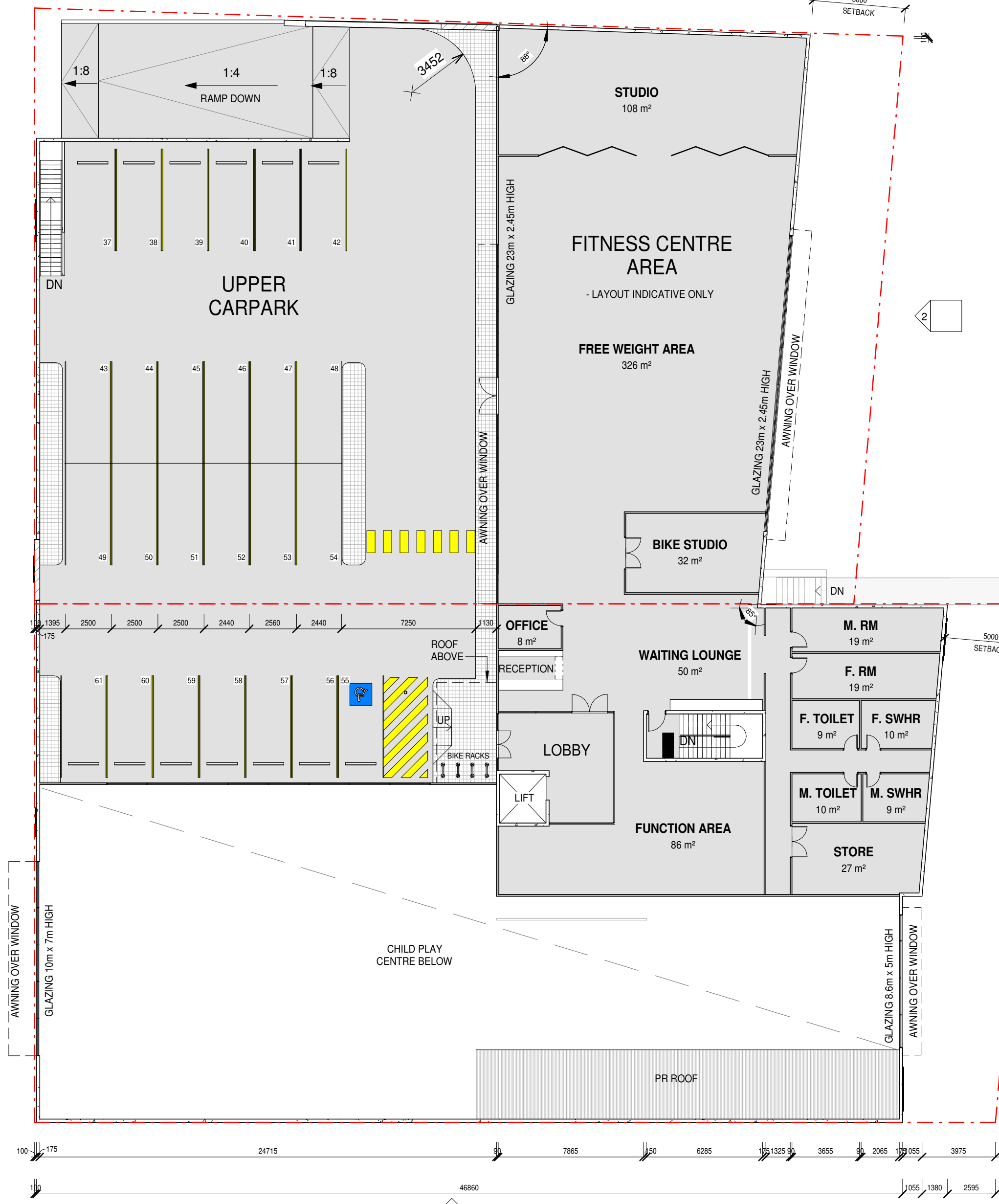
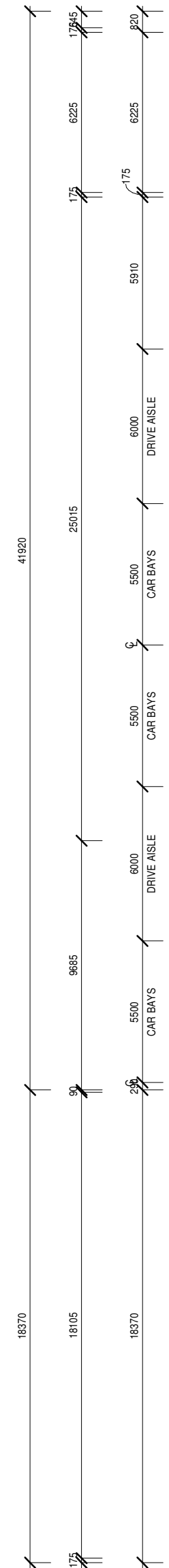
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MAYBE REQUIRED IN ACCORDANCE WITH AS 1668.2  
- MECH. CONSULTING TO CONFIRM



REQUIRED PARKING	
FITNESS "HEALTH STUDIO"	1 BAY PER 20SQM OF PUBLIC FLOOR SPACE ASSUMED 500SQM PUBLIC FLOOR SPACE 500/20 = 25 BAYS
CHILD PLAY CENTRE "PRIVATE AMUSEMENT"	1 BAY PER 20 SQM OF GLA 927 / 20 = 46 BAYS
SWIM SCHOOL "PRIVATE AMUSEMENT"	1 BAY PER 20 SQM OF GLA 300 / 20 = 15 BAYS
<b>TOTAL PARKING REQUIRED:</b>	<b>86 BAYS</b>
<b>PARKING PROVIDED</b>	<b>61 BAYS</b> <b>59 REGULAR BAYS + 2 DDA</b>

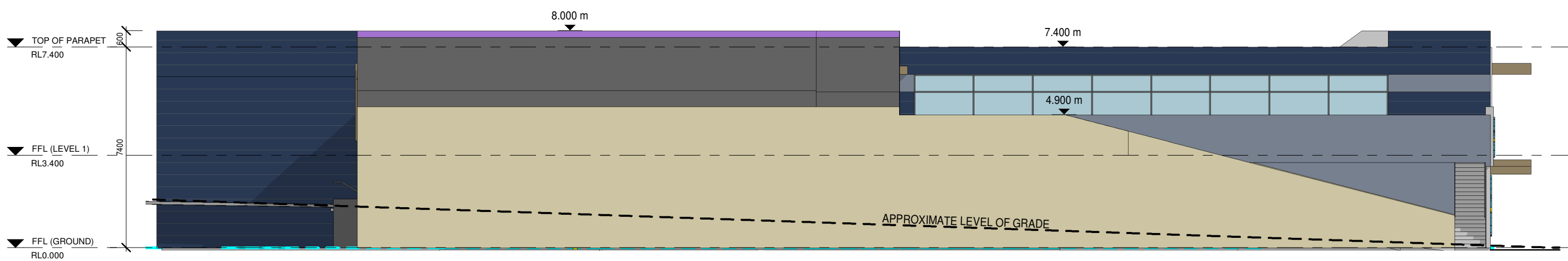
1 SITE SETOUT PLAN  
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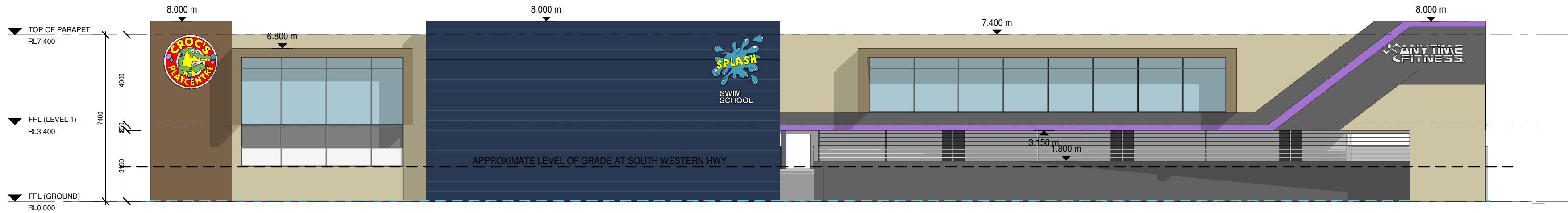


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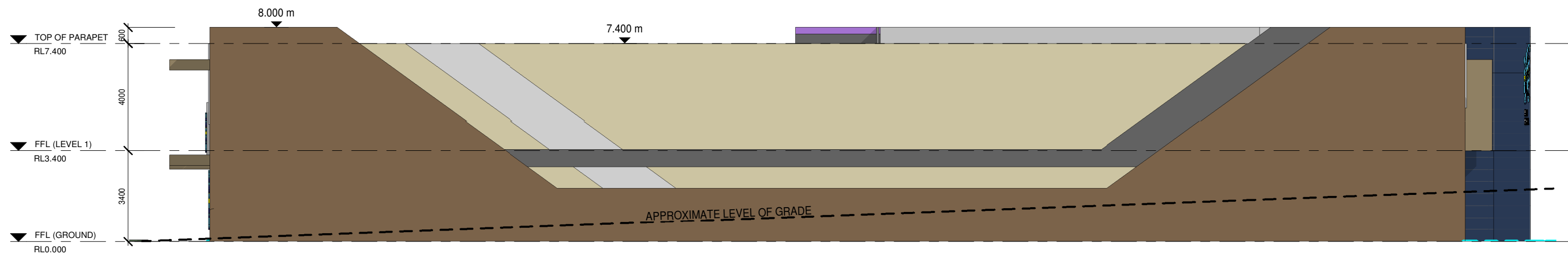
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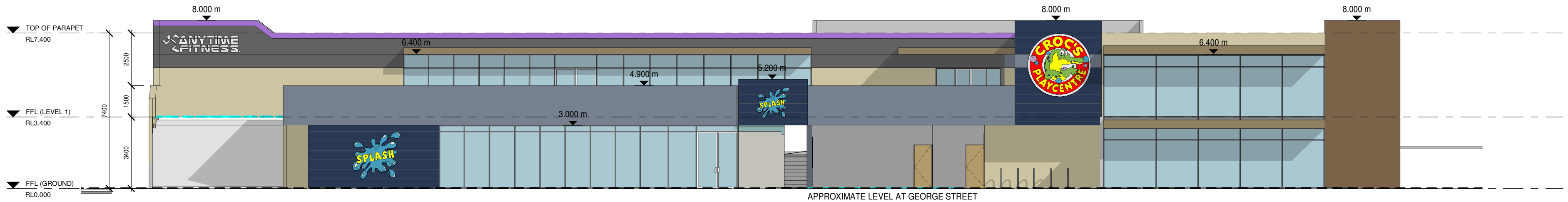
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2 EAST ELEVATION - SOUTH WESTERN HWY  
- SCALE1 : 150



3 SOUTH ELEVATION  
- SCALE1 : 150



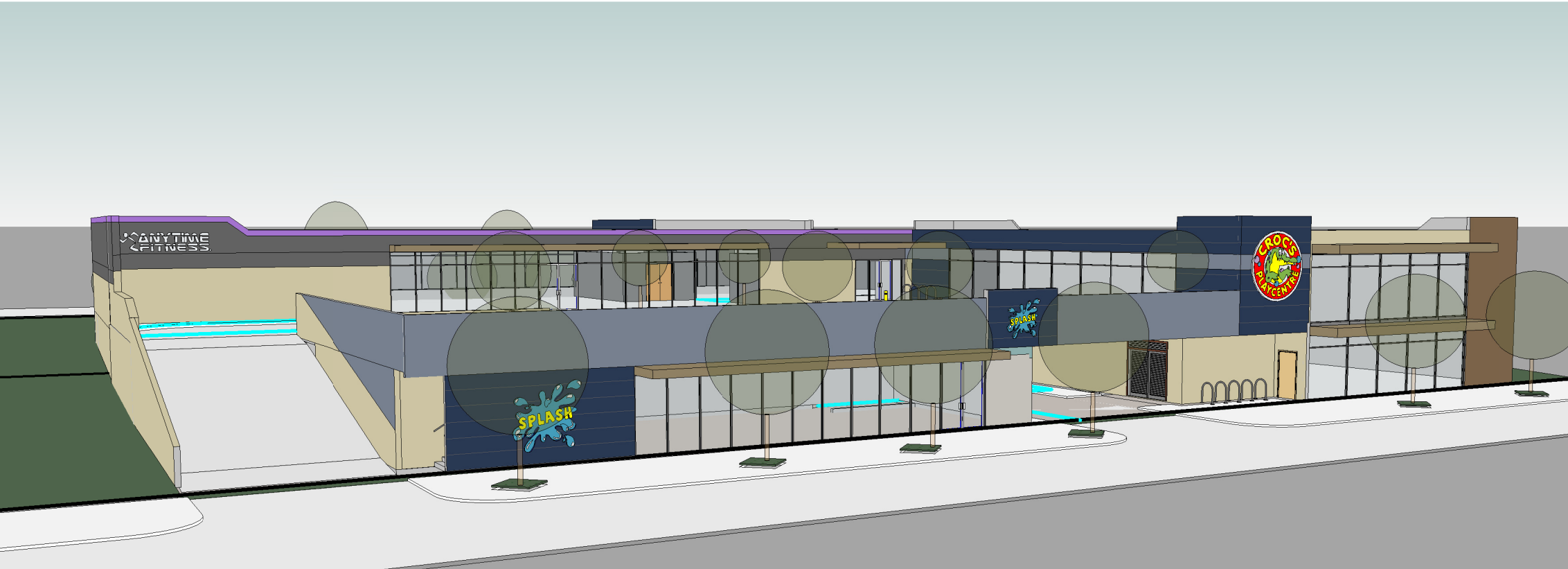
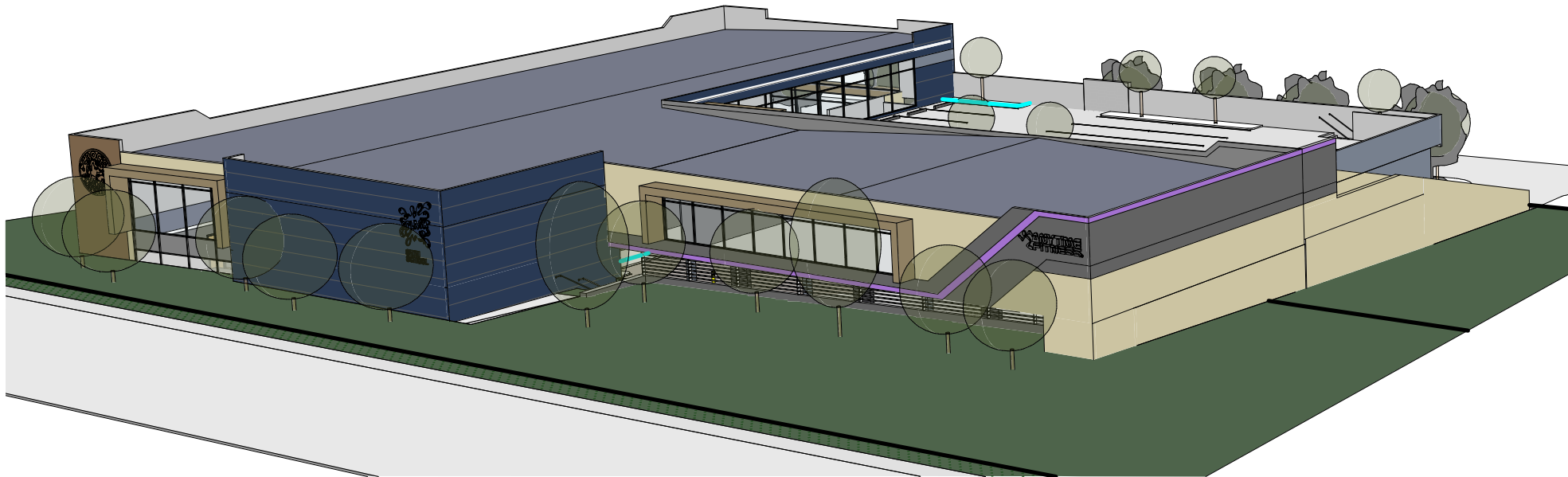
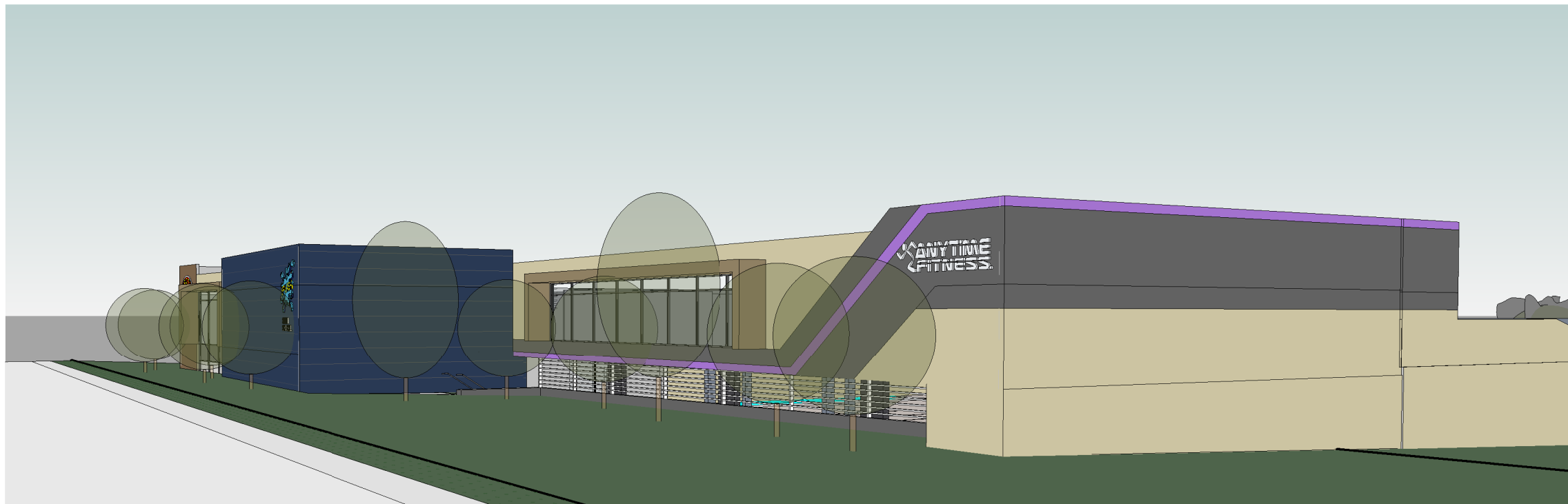
4 WEST ELEVATION - GEORGE STREET  
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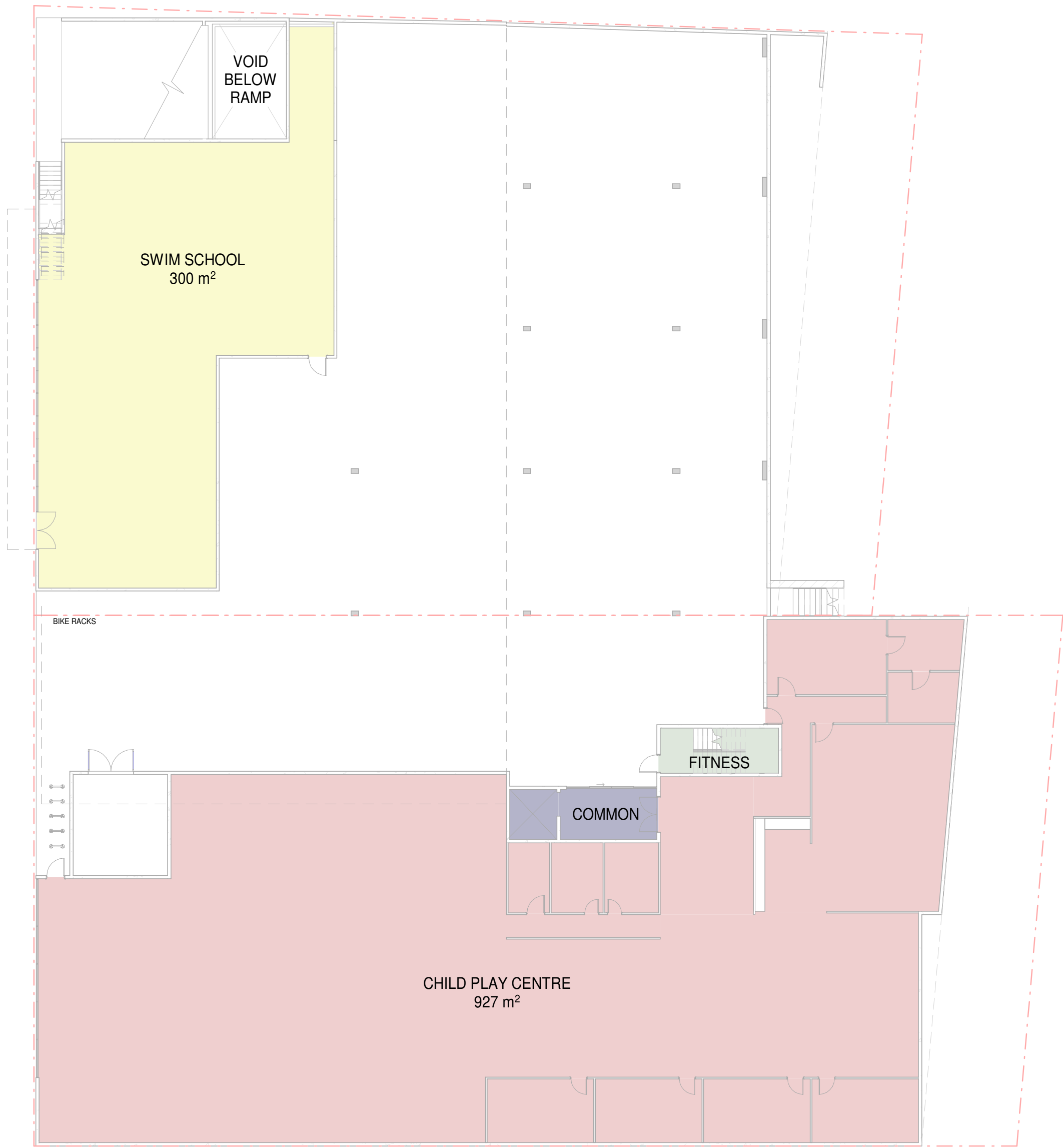
EXTERIOR FINISHES TO BE CONCRETE TILT PANEL WITH FEATURE COLOUR AND SCRIBING AS INDICATED



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AREA LEGEND	
SWIM SCHOOL	300 m²
CHILD PLAY CENTRE	927 m²
COMMON AREA	57 m²
FITNESS CENTRE	802 m²

1 GROUND FLOOR PLAN  
- SCALE 1 : 200



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AREA LEGEND	
SWIM SCHOOL	300 m²
CHILD PLAY CENTRE	927 m²
COMMON AREA	57 m²
FITNESS CENTRE	802 m²

1 FIRST FLOOR PLAN  
- SCALE 1 : 200

## **APPENDIX C**

## **TRANSPORT IMPACT STATEMENT**



# **Proposed Mixed Commercial Development**

**813 - 815 South Western Highway,  
Byford**

**Transport Impact Statement**

**PREPARED FOR:  
Metrowest**

**February 2020**

## Document history and status

Author	Revision	Approved by	Date approved	Revision type
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# TABLE OF CONTENTS

<b>1.0</b>	<b>INTRODUCTION.....</b>	<b>1</b>
<b>2.0</b>	<b>PROPOSED DEVELOPMENT .....</b>	<b>3</b>
<b>3.0</b>	<b>VEHICLE ACCESS AND PARKING.....</b>	<b>4</b>
3.1	ACCESS.....	4
3.2	PARKING DEMAND AND SUPPLY.....	5
3.2.1	<i>PARKING DEMAND STUDY.....</i>	<i>5</i>
3.2.2	<i>EXISTING PARKING UTILISATION.....</i>	<i>6</i>
<b>4.0</b>	<b>PROVISION FOR SERVICE VEHICLES .....</b>	<b>10</b>
<b>5.0</b>	<b>DAILY TRAFFIC VOLUMES AND VEHICLE TYPES .....</b>	<b>11</b>
5.1	EXISTING DEVELOPMENT TRIP GENERATION.....	11
5.2	PROPOSED DEVELOPMENT TRIP GENERATION .....	11
5.3	IMPACT ON SURROUNDING ROAD NETWORK.....	14
<b>6.0</b>	<b>TRAFFIC MANAGEMENT ON THE FRONTAGE STREETS.....</b>	<b>16</b>
<b>7.0</b>	<b>PUBLIC TRANSPORT ACCESS.....</b>	<b>20</b>
<b>8.0</b>	<b>PEDESTRIAN ACCESS.....</b>	<b>22</b>
<b>9.0</b>	<b>CYCLE ACCESS .....</b>	<b>23</b>
<b>10.0</b>	<b>SITE SPECIFIC ISSUES .....</b>	<b>24</b>
<b>11.0</b>	<b>SAFETY ISSUES.....</b>	<b>25</b>
<b>12.0</b>	<b>CONCLUSIONS.....</b>	<b>26</b>

## APPENDIX A: PROPOSED DEVELOPMENT PLANS



## REPORT FIGURES

Figure 1. Location of the subject site .....	1
Figure 2: Proposed development crossovers.....	4
Figure 3: Parking assessment zones .....	7
Figure 4: Saturday 1 February 2020 – parking utilisation .....	8
Figure 5: Monday 3 February 2020 – parking utilisation .....	9
Figure 6. Estimated traffic movements for the subject development – morning and afternoon peak .....	13
Figure 7. Estimated traffic movements for the subject development – morning, afternoon peak and total daily trips.....	14
Figure 8. Northbound view along George Street .....	16
Figure 9. Eastbound view along Evans Way .....	17
Figure 10. Westbound view along Pitman.....	18
Figure 11. Northbound view along South Western Highway .....	19
Figure 12. Local bus map (Source: Transperth) .....	21
Figure 13. Perth bike map series – local area (source: Department of Transport) .....	23

## REPORT TABLES

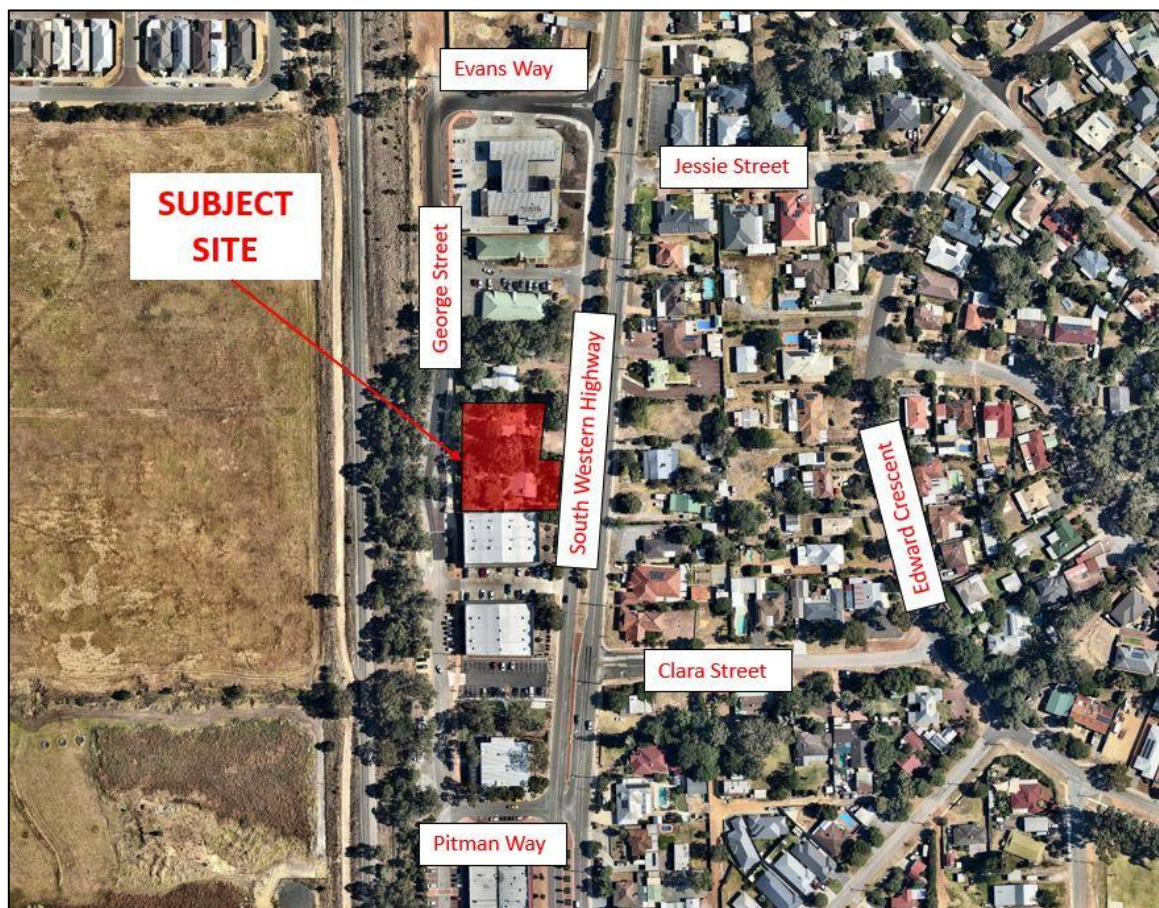
Table 1. Land Use Schedule .....	3
Table 2: Land use and availability of public transport (PDS).....	6
Table 3: Surveyed parking inventory .....	8
Table 4. Estimated peak hour trips for the proposed development .....	12
Table 5. Bus services available within the locality.....	20

# 1.0 Introduction

This Transport Impact Statement has been prepared by Transcore on behalf of Metrowest with regard to the proposed mixed commercial development to be located at 813 – 815 South Western Highway, Byford in the Shire of Serpentine-Jarrahdale.

The Transport Impact Assessment Guidelines (WAPC, Vol 4 – Individual Developments, August 2016) states: “A Transport Impact Statement is required for those developments that would be likely to generate moderate volumes of traffic<sup>1</sup> and therefore would have a moderate overall impact on the surrounding land uses and transport networks”. **Section 5.0** of Transcore’s report provides details of the estimated trip generation for the proposed development. Accordingly, as the total peak hour vehicular trips are estimated to be less than 100 trips, a Transport Impact Statement is deemed appropriate for this development.

The subject site of approximately 2,950m<sup>2</sup> total site area is located between South Western Highway and George Street as shown in **Figure 1**.



**Figure 1. Location of the subject site**

<sup>1</sup> Between 10 and 100 vehicular trips per hour

The subject site is bound by South Western Highway to the east, George Street to the west, existing residential development to the immediate north and commercial development to the immediate south. Unpaved vehicle accesses to the site are currently available from South Western Highway.

The subject site is presently occupied by two residential houses and is located within an area comprising predominantly residential and commercial developments with some retail developments mostly along South Western Highway.

Pedestrians currently access the subject site via existing pedestrian footpaths along South Western Highway. It is anticipated that the pedestrian footpath network will also be connected along George Street in future.

Key issues that will be addressed in this report include the traffic generation and distribution of the proposed development, parking and access.

## 2.0 Proposed Development

The Development Application (DA) for the subject site proposes replacement of the existing uses at the site with mixed commercial development including swimming school, child play centre and play centre café with associated car park on the ground floor and fitness centre with associated car park on the first floor. The breakdown of floorspace for each land use component is detailed in **Table 1**:

**Table 1. Land Use Schedule**

Level	Facility	Area (m <sup>2</sup> )
Ground floor	Swimming School	300
	Child Play Centre	927
Common Area		57
First floor	Fitness Centre	802
Total		2,086

Vehicle access to the parking areas will be provided by two driveway crossovers on George Street, as detailed in **Section 3.1** of this report.

A total of nine bicycle racks (18 bicycle spaces) have been provided for the patrons of the development. The bicycle storage areas are located adjacent to the fitness centre on level 1 and adjacent to child play centre on the ground floor for convenience. Therefore, patrons can easily access the fitness centre after securely parking their bikes.

The bin storage area is located on the ground floor at the northwest corner of the child play centre. It is anticipated that the waste collection will take place on George Street.

Refer to **Appendix A** for plans of the proposed development.



## 3.0 Vehicle Access and Parking

### 3.1 Access

According to the plans prepared by Modus Design, the proposed development will be served by two full-movement driveway crossovers on George Street. **Figure 2** illustrates the locations of the proposed crossovers. The northern crossover will provide access for the first floor car park and the southern crossover will provide access to the ground floor car park.

The proposed crossovers on George Street have been assessed in accordance with *Australian Standard AS 2890.1 Parking facilities – Part 1: Off-street car parking*. The proposed crossovers satisfy the requirements of *Figure 2.8: Circulation roadway and ramp cross sections* and *Table 3.1: Selection of access facility category* and *Table 3.2: Access driveway widths* of the Standard. The proposed northern crossover provides 6.2m driveway width with approximately 175mm wide walls on both sides of the driveway. The proposed southern crossover also provides 6m driveway width with adequate 1.2m path width on both sides of the crossover and driveway.

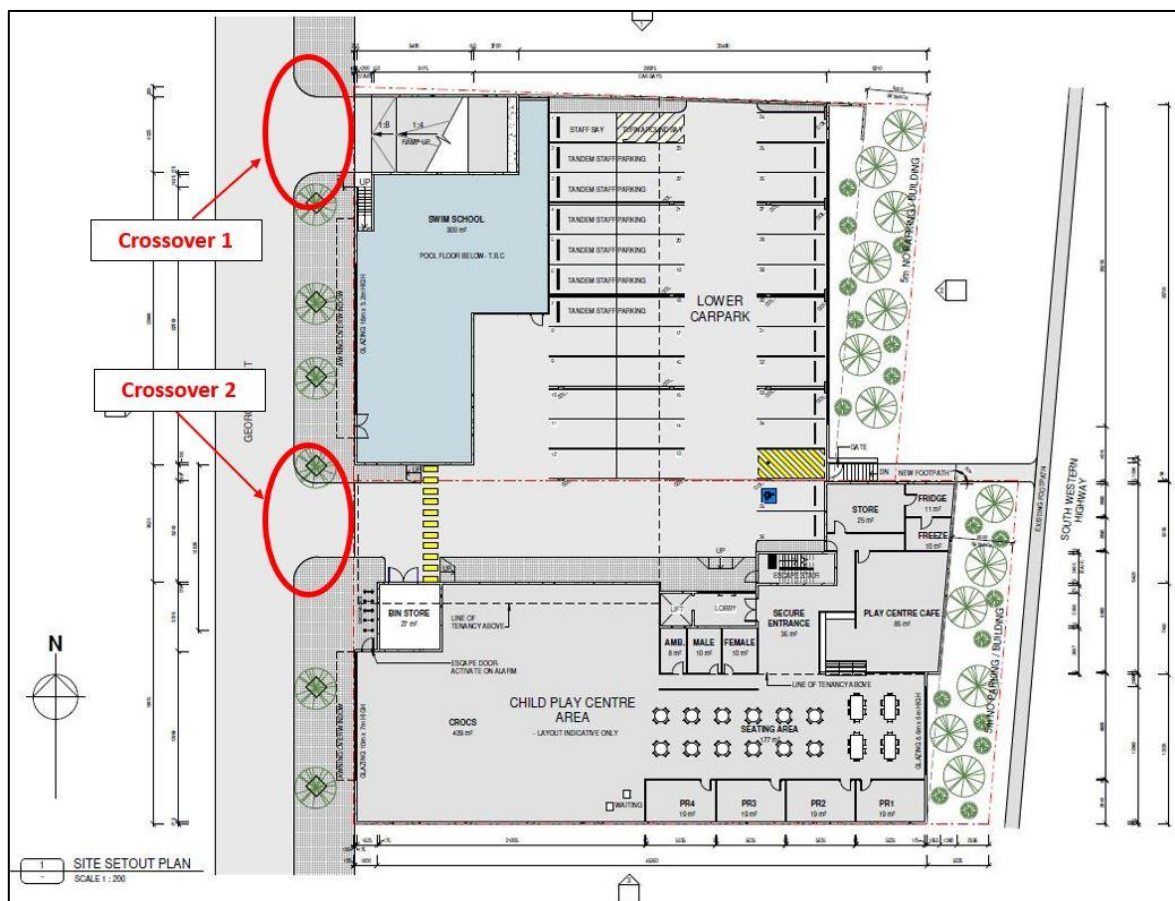


Figure 2: Proposed development crossovers

### 3.2 ***Parking Demand and Supply***

As part of the development proposal a total of 61 parking bays (including two ACROD parking bays and 12 tandem staff parking bays) and one turn around bay are proposed to address the parking demand. This will include 36 parking bays at ground floor level and 25 parking bays at first floor level.

The car parking bays can be directly accessed from two proposed crossovers on George Street. The access for the first-floor car park is proposed at the northern crossover via a proposed ramp and the access for the ground floor car park is proposed at the southern crossover.

The Site Plan prepared by Modus Design at **Appendix A** includes parking calculations indicating a total requirement of 86 parking bays. Based on the advice to Transcore from Urbis, the appropriate parking rate for this site is provided by the Local Structure Plan in lieu of the Local Planning Strategy. The rate is applied irrespective of the use and is as follows:

*“One bay for every 20.sq.m gross leasable area (GLA), less any on-street parking adjoining the site.”*

Therefore, for a total GLA of approximately 1,725 sq.m, there is a requirement for 87 bays. The development proposes 61 bays. Accordingly, there is a 26 bays shortfall on the subject site.

#### 3.2.1 **Parking Demand Study**

Since the land use of the proposed development is primarily a fitness centre, a *Plus Fitness Studios Parking Demand Study* report prepared by Gennaoui Consulting Pty Ltd was referenced to provide a realistic estimate of actual parking demand for the proposed development.

The Parking Demand Study for Plus Fitness Studios (hereafter PDS) states that *“An analysis of the results indicated that there is no statistically valid relationship between the peak parking demand and the gross floor area of studios. Similarly, there is no statically valid relationship between the peak parking demand and the total membership of a studio.*

*However when including both the gross floor area and the total membership levels together with the land use of the surrounding area and the availability of public transport with the land use of the surrounding area and the availability of public transport, the strong relationships (high correlation coefficient) were determined from a regression analysis of the data included in Table 8” (of the document).*

The study further states that:

*“For new studios, it may be difficult to estimate the future number of members. In this situation, the following relationship (very high correlation coefficient) was determined from a regression analysis of the data excluding the membership levels:*



$\text{Peak Parking demand} = 9.108 + 0.0368 X_2 - 2.842 X_3 - 2.967 X_4$   
 With  $R^2 = 0.93$  and where  
 $X_2 = \text{Gross Floor area GFA m}^2$   
 $X_3 = \text{Land use}$   
 $X_4 = \text{Availability of Public Transport''}$

**Table 2: Land use and availability of public transport (PDS)**

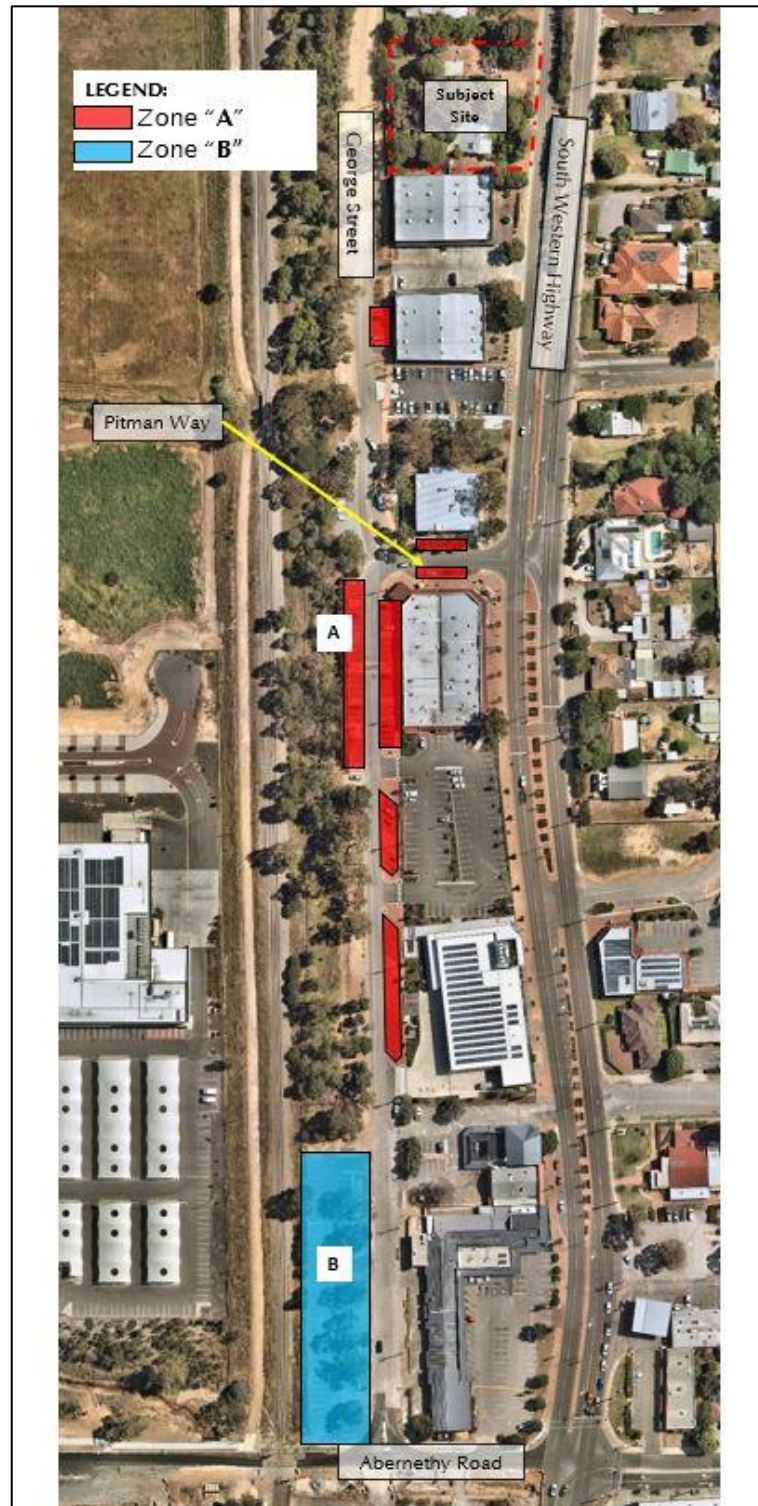
Land Use		Public Transport	
Shopping Centre/ Commercial	1	NIL	0
Industrial	2	Bus	1
Residential	3	Bus Train	2
Industrial Commercial	4		
Residential Commercial	5		

Therefore, it is calculated that the total of 67 parking bays are required for the proposed mixed commercial development. The proposed development provides a total of 61 parking spaces with a parking shortfall of **6** bays.

### 3.2.2 Existing Parking Utilisation

To address the issue of on site parking shortfall, Transcore has undertaken a detailed parking inventory and utilisation survey of the area within 500m walking distance from the subject site to establish the existing public parking supply and demand within the immediate locality.

The parking survey area was divided into two discrete zones labelled A and B, as detailed in **Figure 3**. The parking inventory survey area includes on-street parking on both sides of George Street between the subject site and Abernethy Road.



**Figure 3: Parking assessment zones**

Two parking utilisation surveys of the parking zones were then undertaken on a weekday and a weekend as follows:

- ✚ Survey 1: Saturday 1 February 2020: 10:00am to 1:00pm; and
- ✚ Survey 2: Monday 3 February 2020: 4:00pm to 7:00pm.

The survey days and times are selected as representative of the peak parking demand periods for the particular type of land use. Parking utilisation surveys were undertaken in 15 minutes intervals.

The parking inventory recorded a total public parking supply of 149 spaces in the survey area within 500m walking distance, between the subject site and Abernethy Road. The surveyed parking inventory is detailed in **Table 3**.

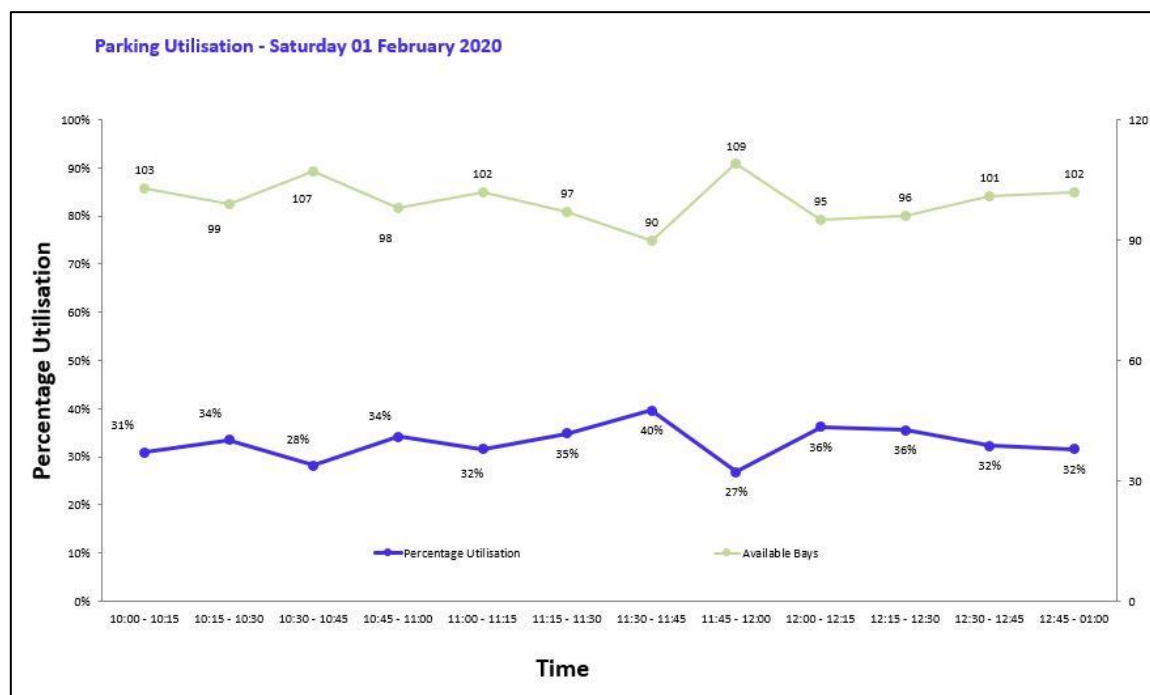
**Table 3: Surveyed parking inventory**

Zone	Car Parking Supply
A	72 spaces
B	77 spaces
<b>Total</b>	<b>149 spaces</b>

### **Survey 1: 1 February 2020 Survey Results**

The total parking utilisation over the weekend (Saturday) survey period is summarised graphically in **Figure 4** and outlined below:

- + Based on the survey results, between 34% and 40% utilisation was recorded between 11:00am and 12:00pm on Saturday morning;
- + Peak utilisation was recorded between 11:30am to 11:45am when there were 59 cars parked at the surveyed zones with 40% occupancy; and,
- + There were at least 90 car bays available at any time during the survey period.

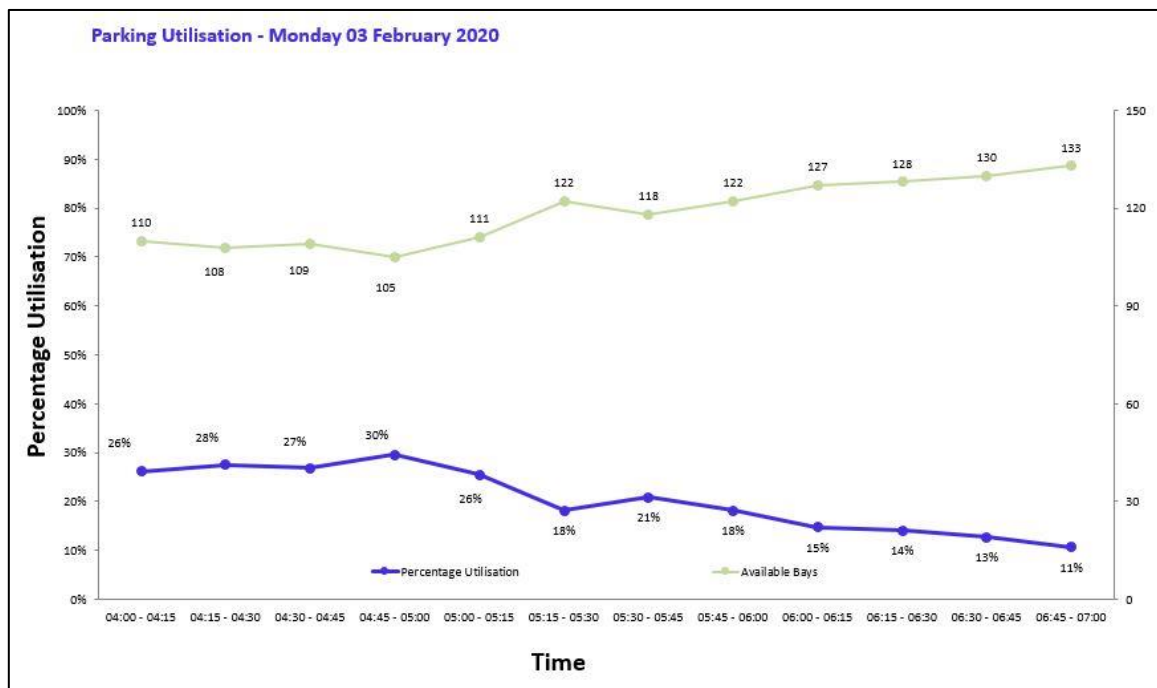


**Figure 4: Saturday 1 February 2020 – parking utilisation**

## Survey 2: 3 February 2020 Survey Results

The total parking utilisation over the weekday (Monday) survey period is summarised graphically in **Figure 5** and outlined below:

- ✚ Based on the survey results, between 28% and 30% utilisation was recorded between 4:00pm and 5:00pm on Monday evening;
- ✚ Peak utilisation was recorded between 4:45pm to 5:00pm when there were 44 cars parked at the surveyed zones with 30% occupancy; and,
- ✚ There were at least 105 car bays available at any time during the survey period.



**Figure 5: Monday 3 February 2020 – parking utilisation**

Overall the peak parking demand was recorded between 11:00am to 12:00pm on Saturday with 59 bays occupied and 90 bays available within comfortable walking distance from the subject site. Therefore, it is concluded that the available free public parking opportunities within the surveyed parking area would more than compensate for the Local Structure Plan car parking shortfall of 26 bays for the proposed development.

The actual anticipated shortfall of only 6 bays would clearly be more than adequately served by available on-street public parking within a short walk from the subject site.

## **4.0 Provision for Service Vehicles**

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A bin storage area is proposed on the ground floor at the northwest corner of the child play centre. The waste collection for the proposed development is anticipated to take place on George Street. The rubbish bins will be wheeled out from the bin store and lined up along George Street for pick up on designated collection days.

## 5.0 Daily Traffic Volumes and Vehicle Types

### 5.1 Existing Development Trip Generation

The subject site currently consists of two existing residential lots, so it can be assumed as minimal traffic generation.

### 5.2 Proposed Development Trip Generation

The traffic volumes likely to be generated by the proposed mixed commercial development have been estimated based on the proposed land uses in accordance with the *ITE Trip Generation Manual (10<sup>th</sup> Edition)* which provides peak hour trip rates and directional traffic split for different types of land uses.

In this particular case, child play centre and swimming pool are assumed conservatively as part of the overall health/ fitness club. Some parents/ guardians who go to the fitness centre or swimming school will leave their children at the child play centre while attending the fitness centre or swimming school. The play centre café operation will mostly be reserved only for patrons of the proposed development, so the trip rate for play centre café is also assumed as health/ fitness club.

The adopted trip rates are conservative resulting in a robust assessment considering the site location, surrounding land uses and adjacent roads traffic.

Accordingly, the trip rates which were used to estimate the proposed development traffic generation are as follows:

#### Health/ Fitness Club (492) – 1000 Sq. Ft. GFA

- ✚ Weekday AM peak hour:  $1.4\text{vph per }1000\text{sqft GFA} / 0.929 = 1.51\text{vph} / 100\text{m}^2\text{ GFA}$ ; and,
- ✚ Weekday PM peak hour:  $3.92\text{vph per }1000\text{sqft GFA} / 0.929 = 4.22\text{vph} / 100\text{m}^2\text{ GFA}$ .

Accordingly, it is estimated that the traffic generations for health/ fitness club are:

- ✚ Weekday AM peak hour:  $[1.51 \times 2086/100 \text{ (GFA)}] = 32 \text{ vph}$ ; and,
- ✚ Weekday PM peak hour:  $[4.22 \times 2086/100 \text{ (GFA)}] = 88 \text{ vph}$ .

For commercial developments of various types, the peak hour traffic generation is typically in the order of 10% to 20% of total daily traffic generation. This would indicate daily traffic generation in the range of 5 to 10 times the afternoon peak traffic generation. Assuming conservatively that daily traffic generation is 10 times the afternoon peak hour traffic generation indicates an upper estimate of daily trip generation of  $(88 \times 10 = 880)$  trips.



Accordingly, it is estimated that the proposed development would generate a total of approximate **880** vehicular trips per regular weekday with about **32** trips during the typical weekday AM peak hour and **88** trips during the typical weekday PM peak hour. These totals include both inbound and outbound vehicle movements.

The traffic generation and peak hour split detailed in **Table 4** was based on the following directional split assumptions for peak hour periods referenced from ITE Trip Generation Manual:

- ✚ Morning (AM) peak split estimated at 46%/54% for inbound/outbound trips associated with health/ fitness club; and,
- ✚ Afternoon (PM) peak split estimated at 52%/48%, for inbound/outbound trips associated with health/ fitness club.

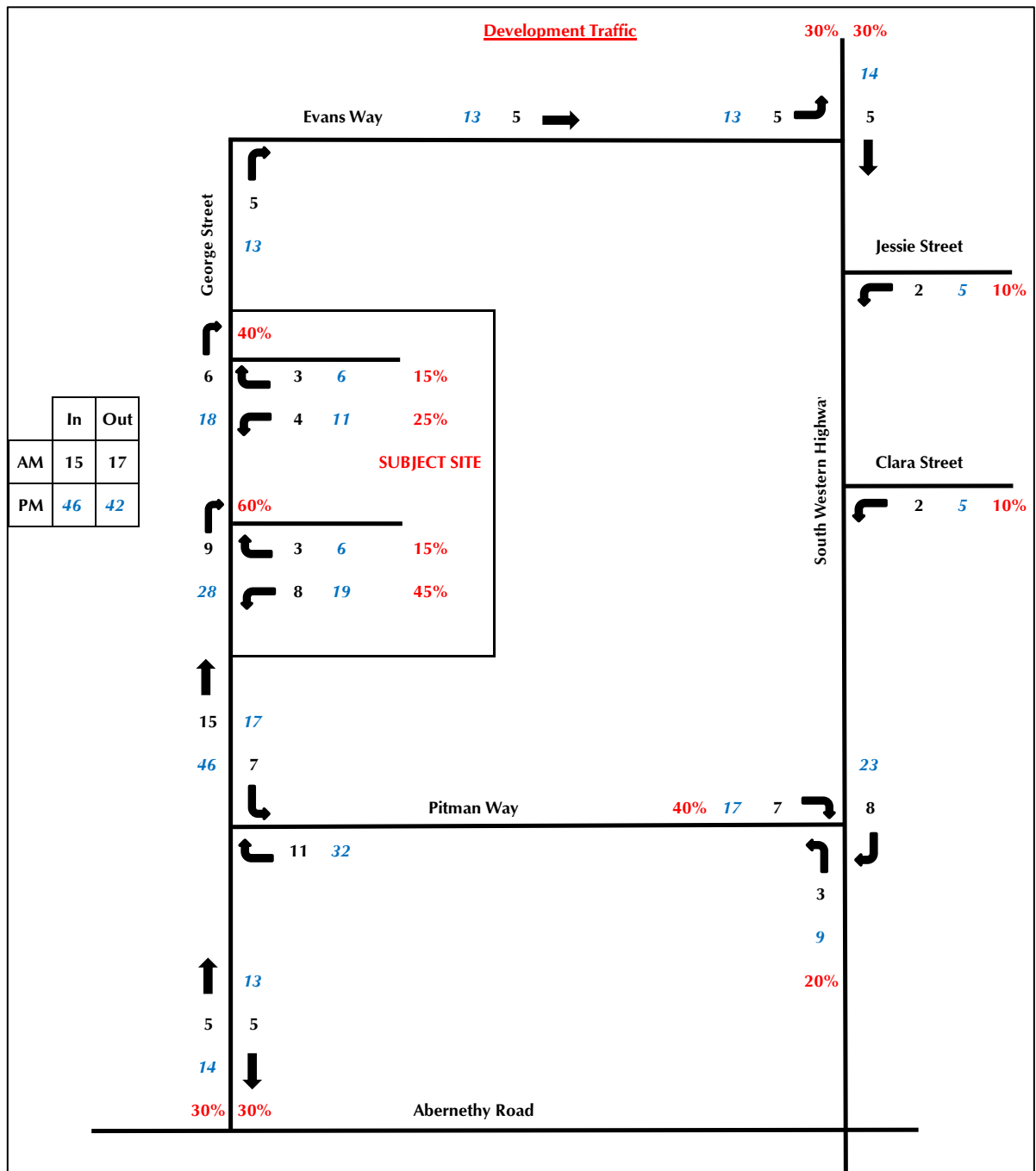
**Table 4. Estimated peak hour trips for the proposed development**

Land Use	AM Peak			PM Peak		
	Traffic Split	In	Out	Traffic Split	In	Out
Health/ Fitness Club, Swimming Pool & Child Play Centre	46% in	15		52% in	46	
	54% out		17	48% out		42
Total		32			88	

With respect to the location of the development, permeability and layout of the surrounding road network and the actual traffic operation conditions at local intersections, the assumed distribution for traffic arriving to the site is assumed as follows:

- ✚ 30% from South Western Highway north;
- ✚ 20% from South Western Highway south;
- ✚ 10% from Jessie Street;
- ✚ 10% from Clara Street; and,
- ✚ 30% from George Street south.

The directional morning, afternoon and total daily trip distribution of the development-generated traffic is illustrated in **Figure 6** and **Figure 7**.



**Figure 6. Estimated traffic movements for the subject development – morning and afternoon peak**



**Figure 7. Estimated traffic movements for the subject development – morning, afternoon peak and total daily trips**

### 5.3 Impact on Surrounding Road Network

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

*“As a general guide, an increase in traffic of less than 10 percent of capacity would not normally be likely to have a material impact on any particular section of road but increases over 10 percent may. All sections of road with an increase greater than 10 percent of capacity should therefore be included in the analysis. For ease of assessment, an increase of 100 vehicles per hour for any lane can be considered as equating to around 10 percent of capacity. Therefore, any section of road where the*

*development traffic would increase flows by more than 100 vehicles per hour for any lane should be included in the analysis."*

It is clear that the traffic increase from the proposed development would be significantly less than the critical threshold (100vph per lane) with the most pronounced traffic increases being 46vph on George Street (south of the development) and 13vph on George Street (north of the development) during the afternoon peak hour, hence the impact on the surrounding road network is not considered to be significant and does not require further analysis.



## 6.0 Traffic Management on the Frontage Streets

**George Street** is a newly constructed, approximately 7.0m wide, single-carriageway, two-lane trafficable road with a pedestrian footpath on the eastern side of the road in this vicinity. Refer to **Figure 8** for more details. George Street operates under the default 50km/h built-up area speed limit. George Street is classified as an *Access Road* in the *Main Roads WA Functional Road Hierarchy*. There are no formal traffic counts available for this road, however, based on its function and the type of land uses it serves, it is estimated that George Street currently carries significantly less than a thousand vehicles per day.

Formal 90-degree on-street parking is currently provided along both sides of George Street south of Pitman Way. The 90-degree parking is paved with red asphalt treatment. Speed humps and a sign posted 20km/h advisory speed limit is provided to calm traffic through the parking area.

George Street continues around a 90-degree bend to become Evans Way which connects to South Western Highway. It is anticipated that sealed pavement of George Street will be extended and a complete link between Abernethy Road and Larsen Road will be constructed in the near future.



**Figure 8. Northbound view along George Street**

**Evans Way** is constructed as approximately 9.0m wide, single-carriageway, two-lane road with total length of approximately 85m. A pedestrian footpath is available on the southern side of the road. Refer to **Figure 9** for details.

Evans Way is classified as an *Access Road* in the *Main Roads WA Functional Road Hierarchy*. Evans Way operates under the default 50km/h built-up area speed limit. There are no formal traffic counts available for this road, however, based on its function and the type of land uses it serves, it is estimated that Evans Way currently carries significantly less than a thousand vehicles per day. Evans Way forms a left in / left out 'T' intersection at South Western Highway, controlled by give way sign on Evans Way.



**Figure 9. Eastbound view along Evans Way**

**Pitman Way** is also constructed as approximately 7.0m wide, single-carriageway, two-lane road with total length of approximately 50m. Pedestrian footpaths are in place on both sides of the road. Four on-street parking bays including one ACROD bay are in place along the kerbside on the southern side of the road and one on-street parking bay with loading bay on the northern side of the road. Refer to **Figure 10** for details.

Pitman Way is classified as an *Access Road* in the *Main Roads WA Functional Road Hierarchy*. Pitman Way operates under the default 50km/h built-up area speed limit. There are no formal traffic counts available for this road however, based on its function and the type of land uses it serves, it is estimated that Pitman Way currently



carries significantly less than a thousand vehicles per day. Pitman Way forms a full-movement 'T' intersection at South Western Highway, controlled by give way sign on Pitman Way.



**Figure 10. Westbound view along Pitman**

**South Western Highway** near the subject site is an approximately 20m wide, four-lane road with an approximately 6m wide raised and kerbed median. Concrete pedestrian footpaths are provided along on both sides of South Western Highway. Refer to **Figure 11** for details.

South Western Highway is classified as a *Primary Distributor* in the Main Roads WA *Functional Road Hierarchy* with a 60km/h posted speed limit in this area.

Based on the available traffic count information sourced from Main Roads WA it is estimated that South Western Highway, south of Jessie Street, carries about 18,234vpd vehicles on a regular weekday (2017/18). The morning and afternoon peaks are between 8:00am – 9:00am and 3:00 – 4:00pm with traffic volumes of 1,373vph and 1,558vph respectively.



**Figure 11. Northbound view along South Western Highway**

## 7.0 Public Transport Access

The WAPC Development Control Policy 1.6 – *Planning to Support Transit Use and Transit Oriented Development (January 2006)* indicates that the use of transit facilities is dependent on the walking distance to these facilities. In particular, about 10-15 minutes walking time (800m) would be the ideal walking distance threshold for rail station, transit interchanges or major bus transfer stations/terminals, and about 5 – 7 minutes walking time, or 400m, would be the threshold for bus stops located on bus routes with multiple bus services that are high frequency of 15 minutes or less during peak periods.

The subject site is well served by bus services 251, 252 and 253 operating along on South Western Highway to the east of the subject site. The nearest bus stop is located on South Western Highway approximately 30m to the south of the subject site. The nearest bus stop is accessible from the subject site via existing formal footpaths and pedestrian crossing facilities.

The public transport services available within walking distance of the subject site are listed in **Table 5** and illustrated in the relevant TransPerth service map (see **Figure 12**).

**Table 5. Bus services available within the locality**

Service #	Facility
251	Armadale Station – Clondyke Dr/ Burgess Dr
252	Armadale Station – Paterson Rd/ Whitby St
253	Armadale Station – Kingsbury Dr/ Jacaranda Ave

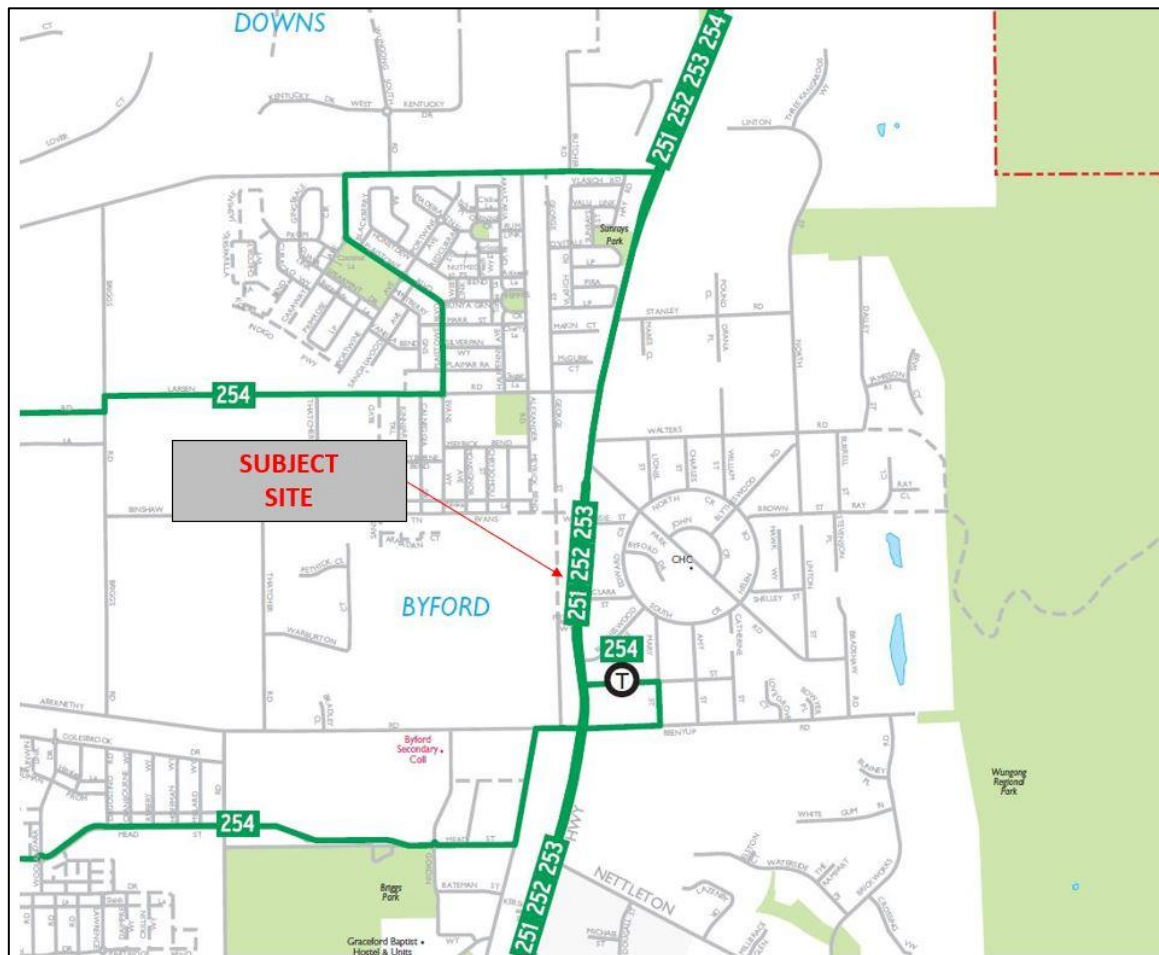


Figure 12. Local bus map (Source: Transperth)

## 8.0 Pedestrian Access

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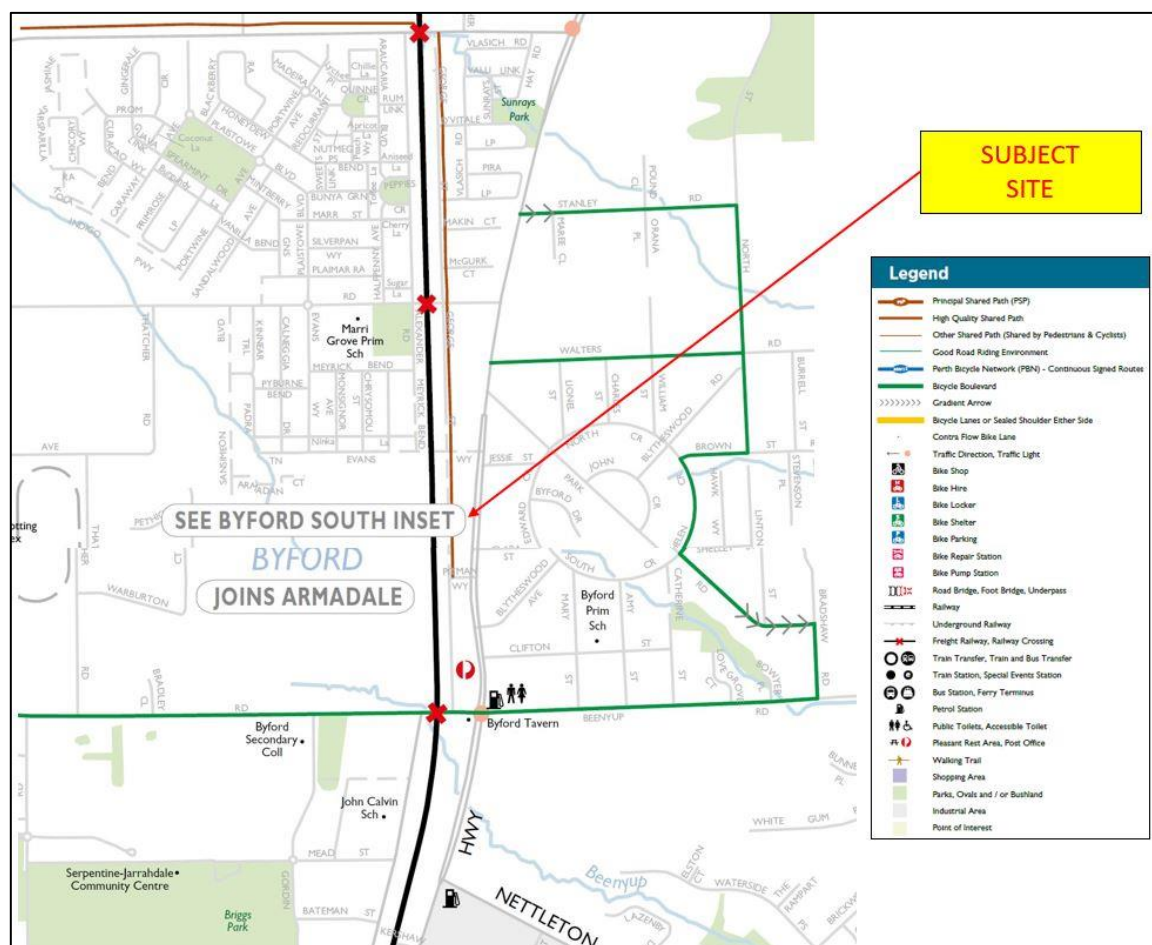
Pedestrian access to the proposed development is available directly from the existing footpath network on George Street, Pitman Way, South Western Highway and other adjacent streets within the locality. Pedestrian crossing facilities including drop kerb are provided on South Western Highway approximately 140m south of the subject site.

The existing path network within the locality provides direct and convenient access to and from the key local retail, office, commercial, food and beverage places, recreational and other major local attractors.



## 9.0 Cycle Access

According to the current Department of Transport Bike Maps, the subject site has direct access to the existing bike path network within the locality via the “other shared path” on George Street. This provides further links to a number of recreational paths within the adjacent streets including a link to Abernethy Road which is classified as “good road riding environment”. **Figure 13** shows existing cyclist connectivity to the subject site.



**Figure 13. Perth bike map series – local area (source: Department of Transport)**



## 10.0 Site Specific Issues

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No particular site-specific issues have been identified for this proposed development.

## 11.0 Safety Issues

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No particular traffic related safety issues have been identified for the proposed development.

## 12.0 Conclusions

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This Transport Impact Statement provides information on the proposed mixed commercial development to be located at 813 – 815 South Western Highway, Byford in the Shire of Serpentine-Jarrahdale. The proposed development comprises fitness centre, swimming pool and child play centre.

A total of 61 parking bays (36 parking bays at ground floor and 25 parking bays at first floor) including two ACROD parking bays and 12 tandem staff parking bays and one turn around bay are provided on site for the use of patrons and employees. The car parking bays can be directly accessed from two proposed driveway crossovers at George Street. The first floor car park will be accessed via a ramp from the northern crossover and the ground floor car park will be accessed via the southern crossover.

The subject site has good accessibility by the existing road network, pedestrian paths and cyclist network and enjoys very good transport coverage through existing bus services operating in close proximity to the subject site.

The traffic analysis undertaken in this report shows that the traffic generation of the proposed development is estimated to be in the order of 880 daily and 32 and 88 morning and afternoon peak hour trips (total of both inbound and outbound movements), respectively. Accordingly, the traffic impact of the proposal on the surrounding road network will not be significant.

No particular transport or safety issues have been identified for the proposed development.

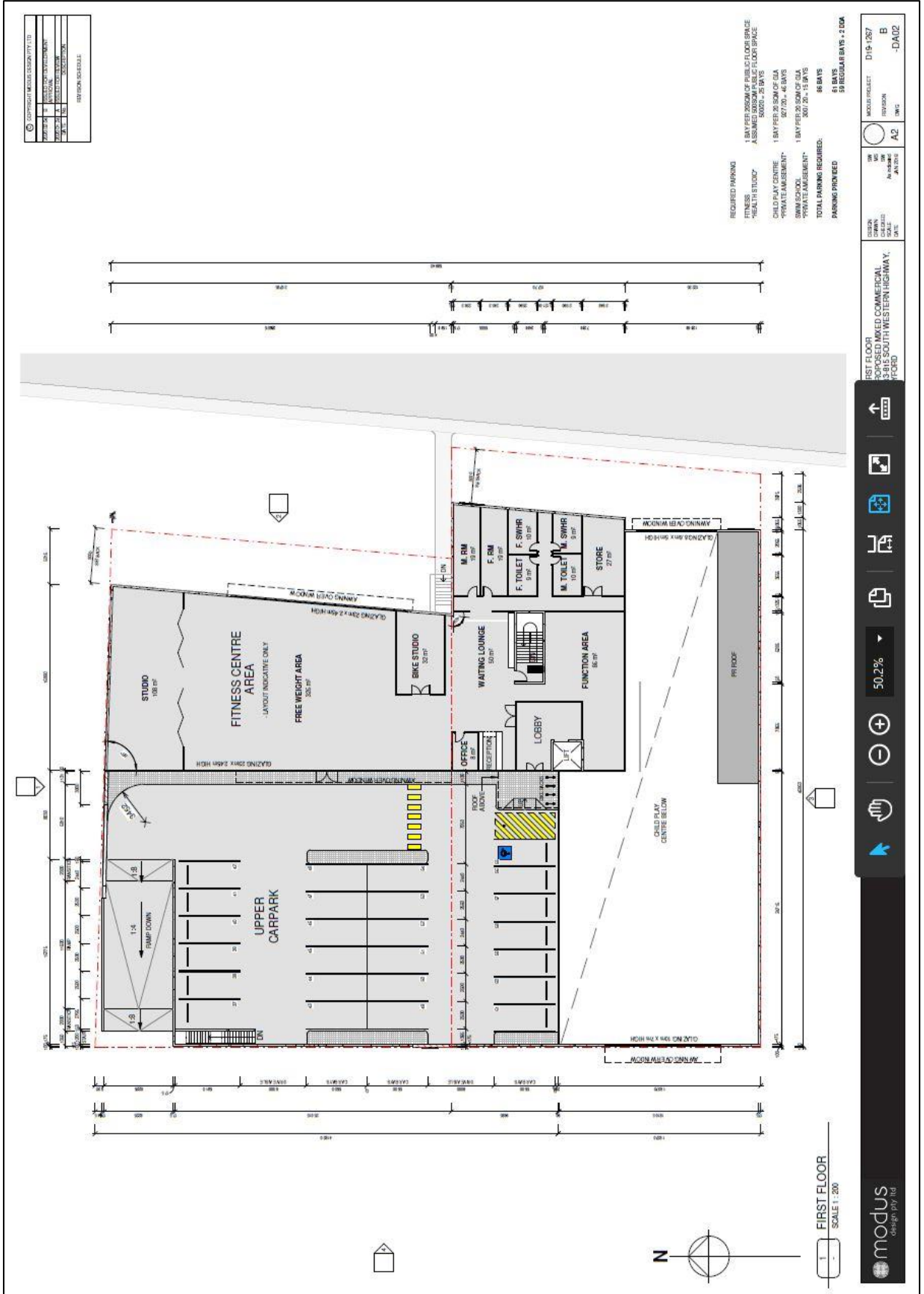
Finally, it is concluded that traffic-related issues should not form an impediment to the approval of the proposed development.

# Appendix A

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## PROPOSED DEVELOPMENT PLANS

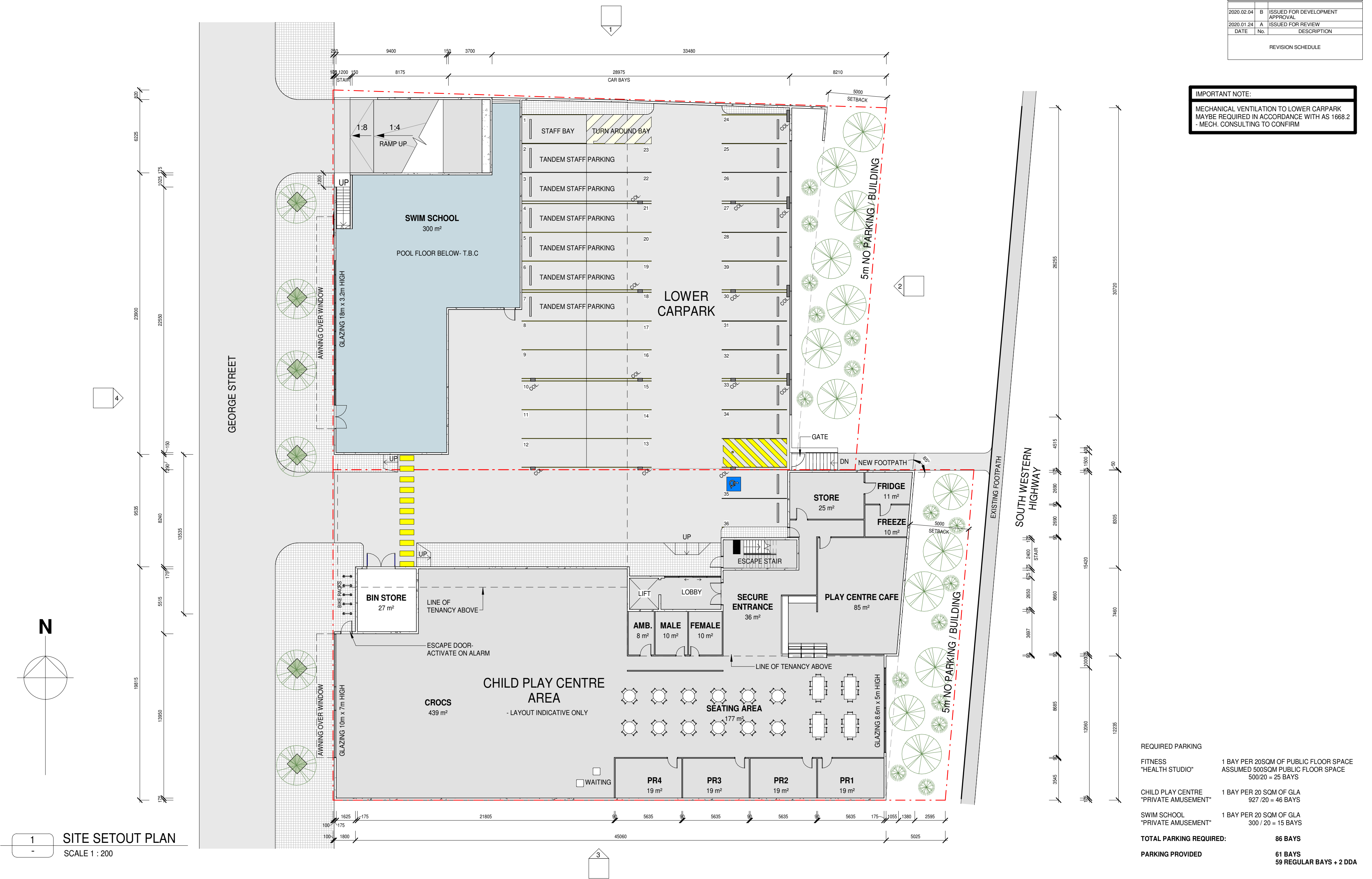






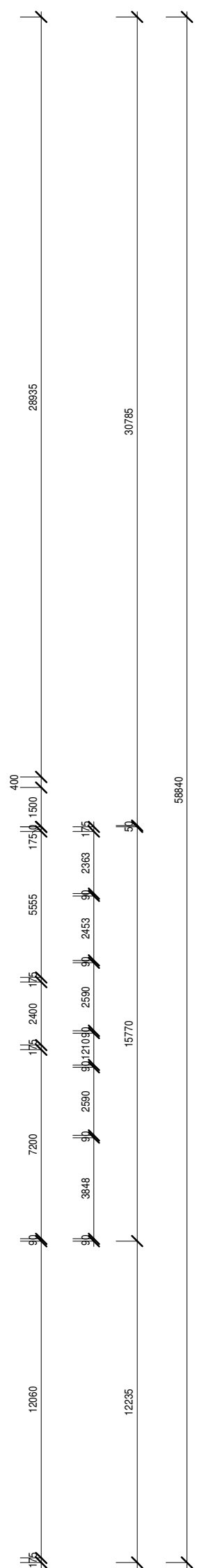
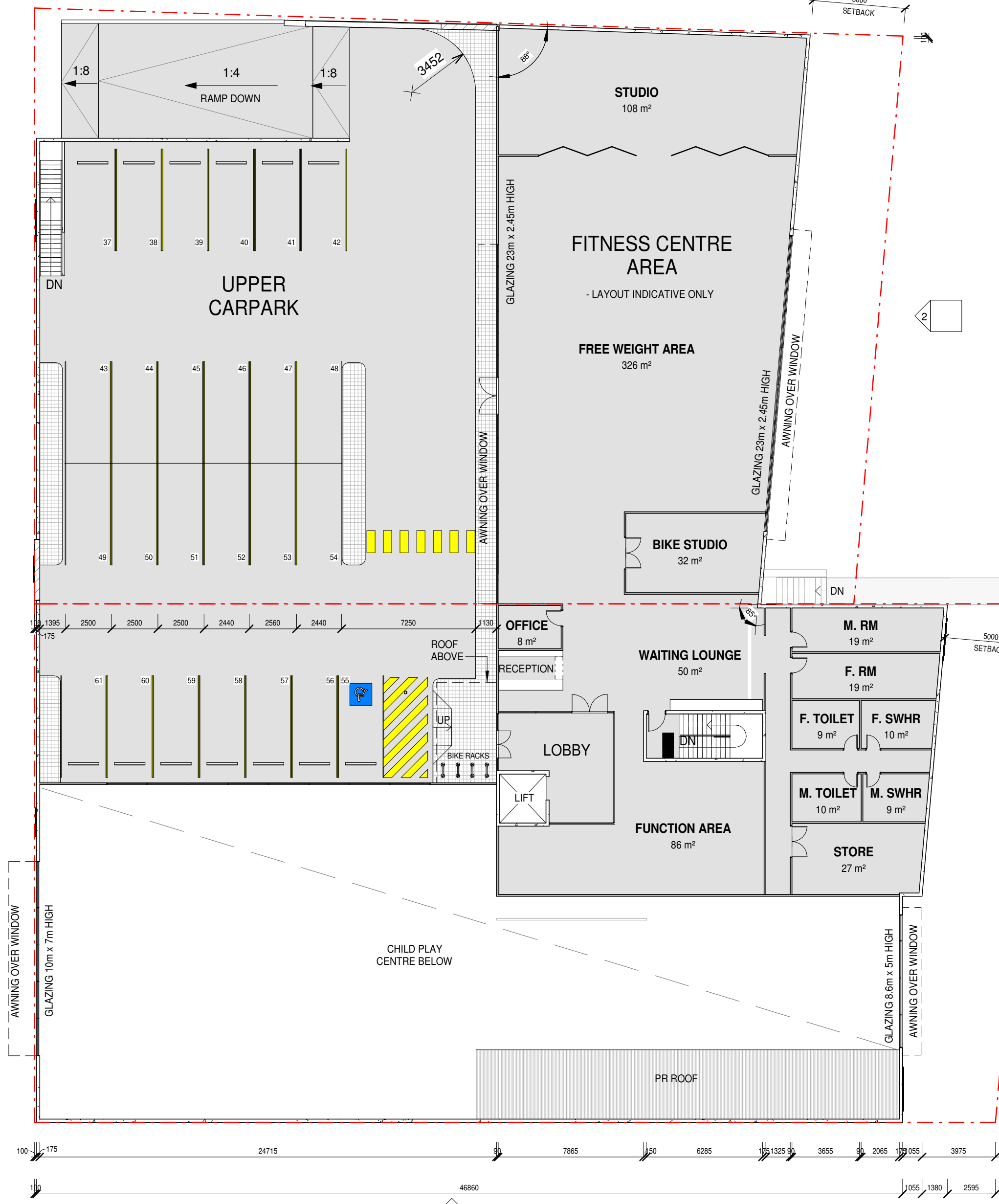
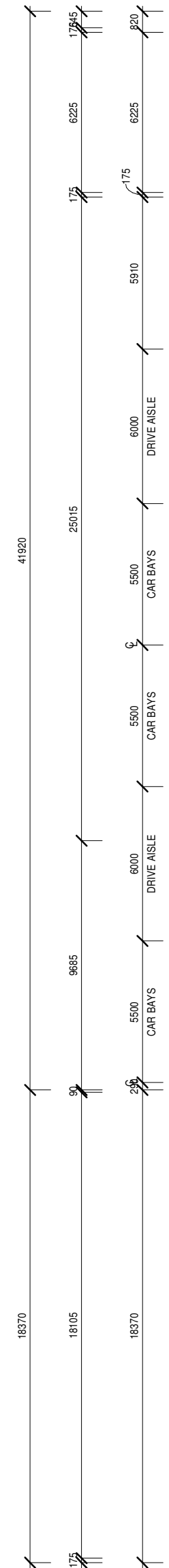
© COPYRIGHT MODUS DESIGN PTY LTD		
2020.02.04	B	ISSUED FOR DEVELOPMENT APPROVAL
2020.01.24	A	ISSUED FOR REVIEW
DATE	No.	DESCRIPTION
REVISION SCHEDULE		

IMPORTANT NOTE:  
MECHANICAL VENTILATION TO LOWER CARPARK  
MAYBE REQUIRED IN ACCORDANCE WITH AS 1668.2  
- MECH. CONSULTING TO CONFIRM



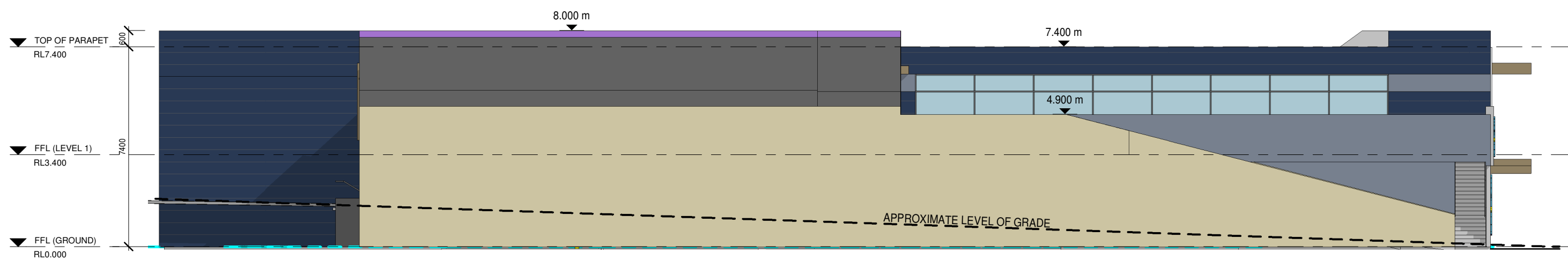
REQUIRED PARKING	
FITNESS "HEALTH STUDIO"	1 BAY PER 20SQM OF PUBLIC FLOOR SPACE ASSUMED 500SQM PUBLIC FLOOR SPACE 500/20 = 25 BAYS
CHILD PLAY CENTRE "PRIVATE AMUSEMENT"	1 BAY PER 20 SQM OF GLA 927 / 20 = 46 BAYS
SWIM SCHOOL "PRIVATE AMUSEMENT"	1 BAY PER 20 SQM OF GLA 300 / 20 = 15 BAYS
<b>TOTAL PARKING REQUIRED:</b>	<b>86 BAYS</b>
<b>PARKING PROVIDED</b>	<b>61 BAYS</b> <b>59 REGULAR BAYS + 2 DDA</b>

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2020.01.24	A	ISSUED FOR REVIEW	
DATE	No.	DESCRIPTION	
REVISION SCHEDULE			

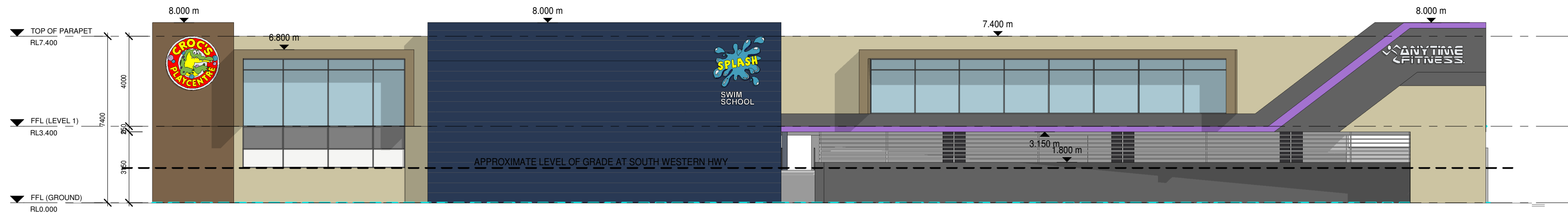


1 FIRST FLOOR  
SCALE 1 : 200

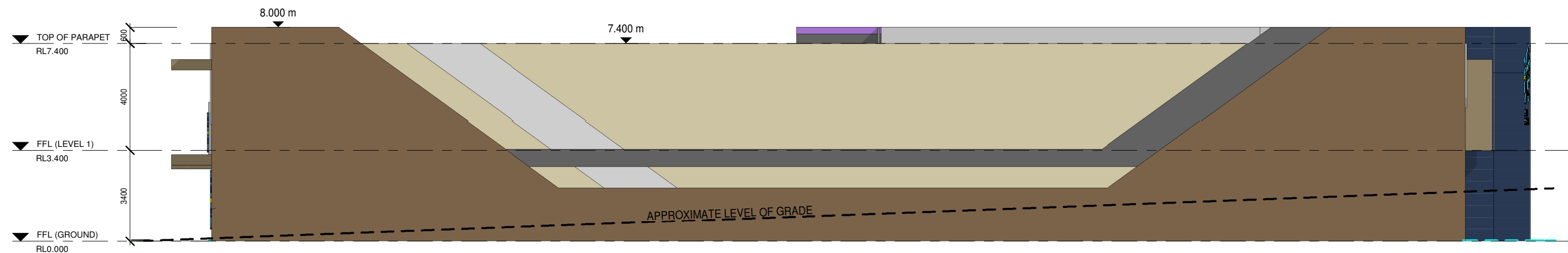
REQUIRED PARKING	
FITNESS "HEALTH STUDIO"	1 BAY PER 20SQM OF PUBLIC FLOOR SPACE ASSUMED 500SQM PUBLIC FLOOR SPACE 500/20 = 25 BAYS
CHILD PLAY CENTRE "PRIVATE AMUSEMENT"	1 BAY PER 20 SQM OF GLA 927 / 20 = 46 BAYS
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<b>PARKING PROVIDED</b>	<b>61 BAYS</b> <b>59 REGULAR BAYS + 2 DDA</b>



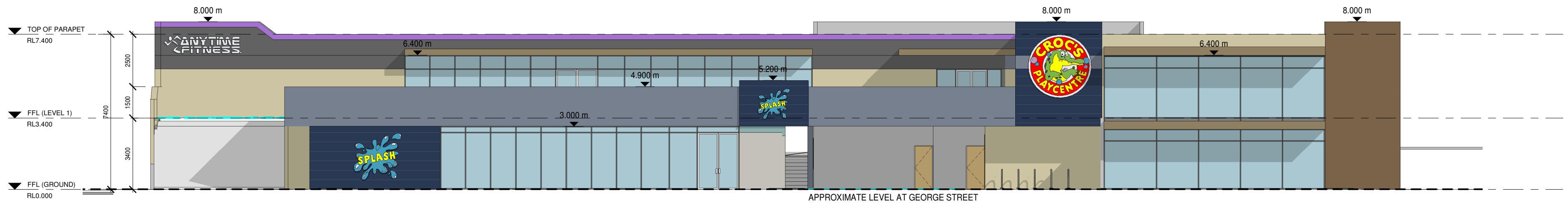
1 NORTH ELEVATION  
- SCALE1 : 150



2 EAST ELEVATION - SOUTH WESTERN HWY  
- SCALE1 : 150



3 SOUTH ELEVATION  
- SCALE1 : 150



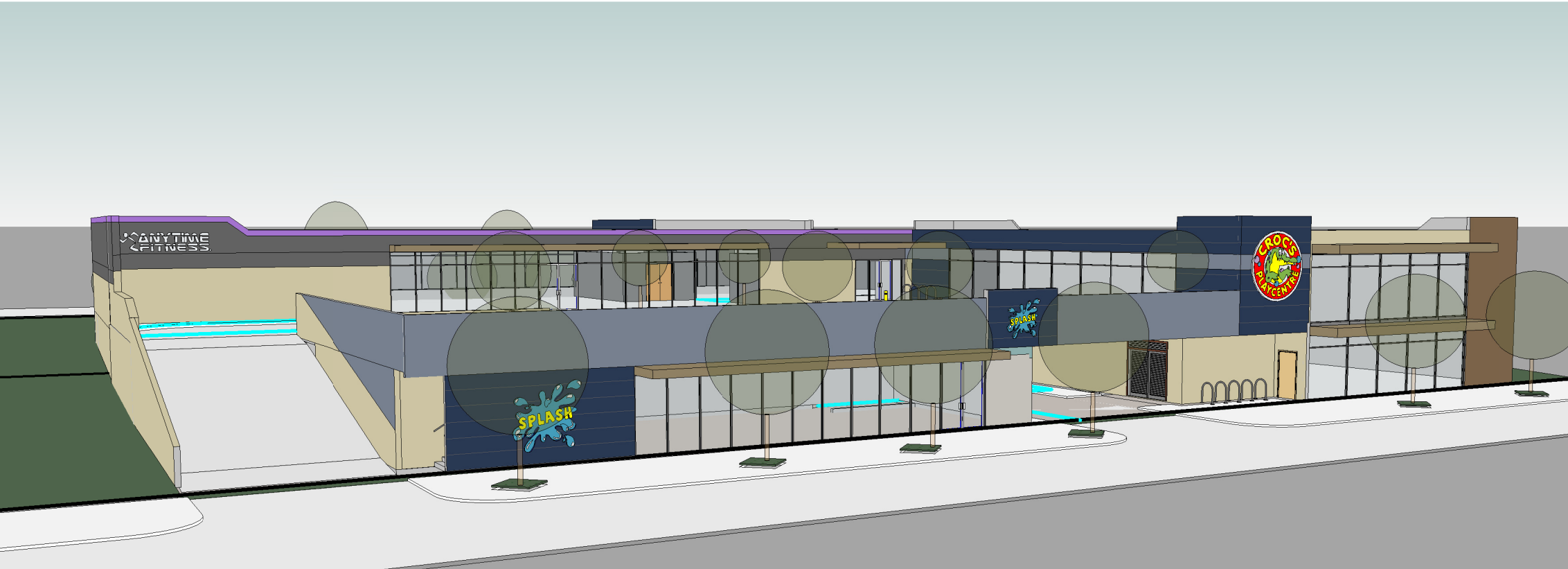
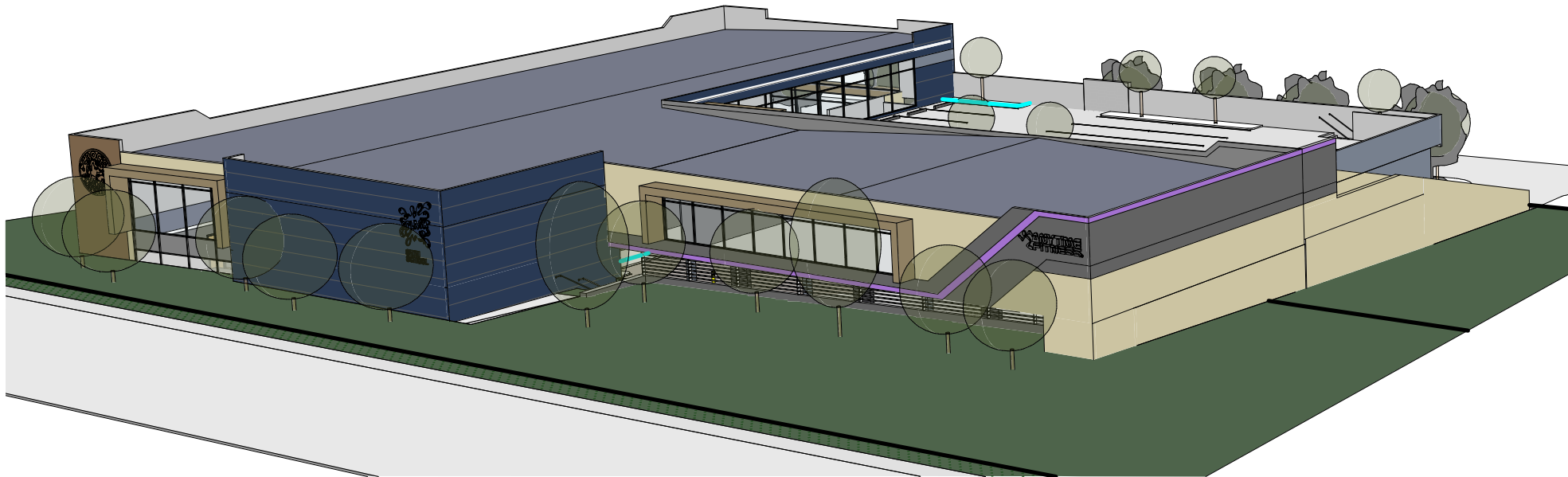
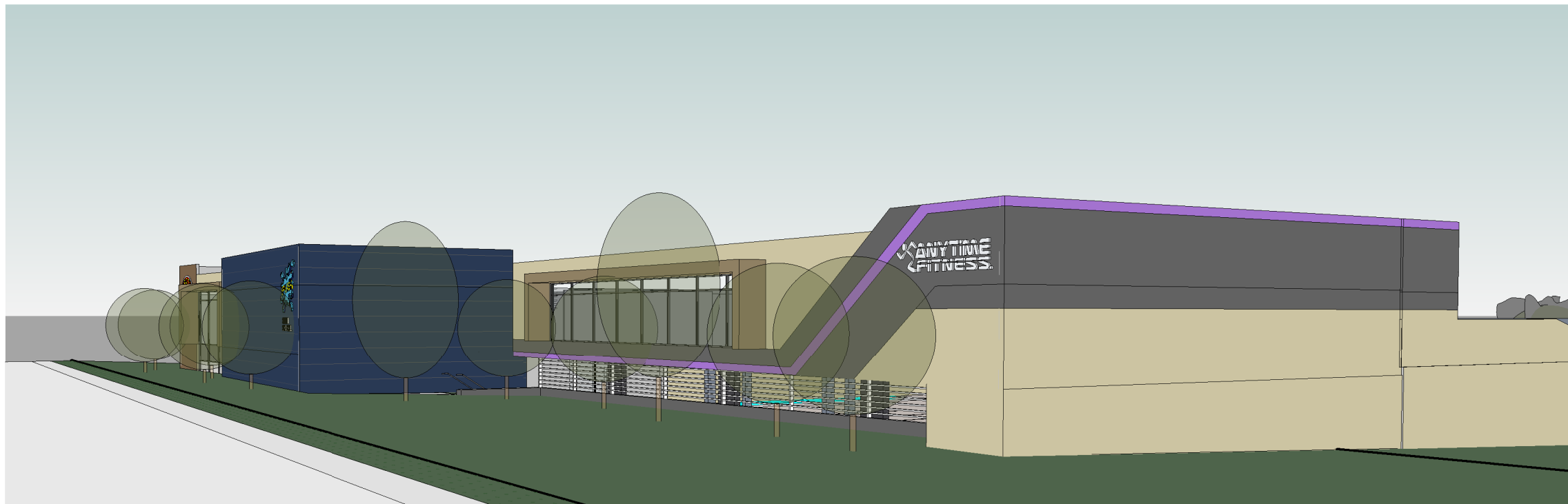
4 WEST ELEVATION - GEORGE STREET  
- SCALE1 : 150

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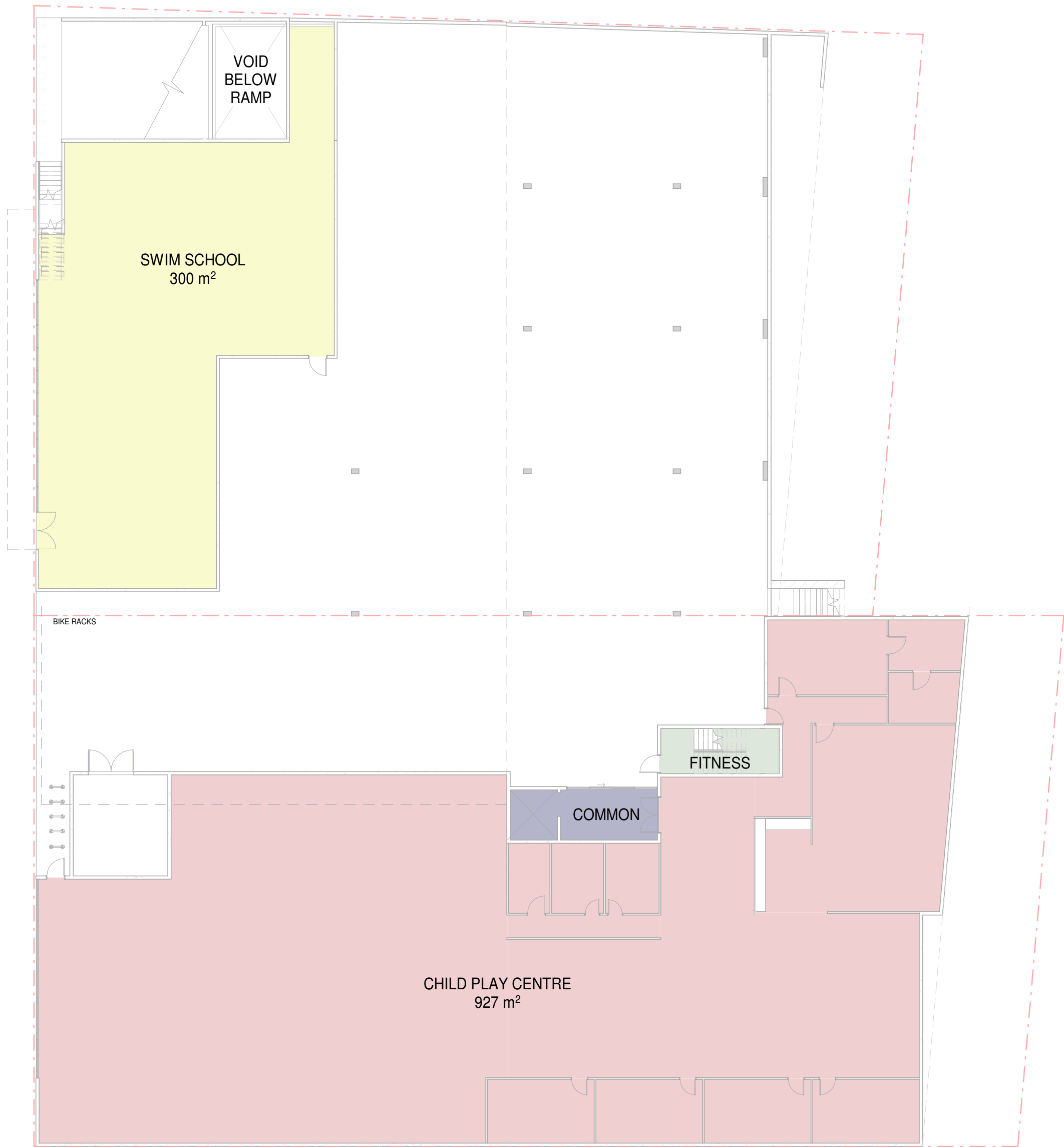
EXTERIOR FINISHES TO BE CONCRETE TILT PANEL WITH FEATURE COLOUR AND SCRIBING AS INDICATED



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AREA LEGEND	
SWIM SCHOOL	300 m²
CHILD PLAY CENTRE	927 m²
COMMON AREA	57 m²
FITNESS CENTRE	802 m²

1 GROUND FLOOR PLAN  
- SCALE 1 : 200

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AREA LEGEND	
SWIM SCHOOL	300 m²
CHILD PLAY CENTRE	927 m²
COMMON AREA	57 m²
FITNESS CENTRE	802 m²

1 FIRST FLOOR PLAN  
- SCALE 1 : 200