

Metro Outer Development Assessment Panel Agenda

Meeting Date and Time: Tuesday, 13 October 2026; 1.00pm
Meeting Number: MODAP/164
Meeting Venue: 140 William Street, Perth

A live stream will be available at the time of the meeting, via the following link:
[MODAP/164 - 13 October 2026 - City of Swan - Shire of Serpentine Jarrahdale](#)

PART A – INTRODUCTION

1. Opening of Meeting, Welcome and Acknowledgement
2. Apologies
3. Noting of Minutes

PART B – CITY OF SWAN

1. Declarations of Due Consideration
2. Disclosure of Interests
3. Form 1 DAP Applications
4. Form 2 DAP Applications
 - 4.1 Lot 201 (No. 231) Morrison Road, Midvale - Mixed Commercial Development - Replacement of approved 600m² childcare building with proposed 417m² Motor Vehicle repair building with reduced setback and removal of boundary landscaping, Proposed use of approved 537m² Retail Building as Restaurant and Fast Food outlet and increase to 554m², Increase of approved Fast Food Outlet from 215m² to 311m², Modification to site carparking layout – DAP/22/02304
5. Section 31 SAT Reconsiderations

PART C – SHIRE OF SERPENTINE-JARRAHDAL

1. Declarations of Due Consideration
2. Disclosure of Interests
3. Form 1 DAP Applications
4. Form 2 DAP Applications
 - 4.1 Lot No.603 and No.605 (No.1537) Thomas Road, Oakford - Service Station - Proposed Extension of Commencement Timeframe for Approved Service Station – DAP/18/01394
5. Section 31 SAT Reconsiderations

PART D – OTHER BUSINESS

1. State Administrative Tribunal Applications and Supreme Court Appeals
2. Meeting Closure



DAP

Development
Assessment
Panels

OFFICIAL

Please note, presentations for each item will be invited prior to the items noted on the agenda and the presentation details will be contained within the related information documentation

DAP Members
Clayton Higham (Presiding Member)
Dale Page (Deputy Presiding Member)
John Syme
Cr Mel Congerton (Part B – City of Swan)
Cr Rod Henderson (Part B – City of Swan)
President Rob Coales (Part C – Shire of Serpentine-Jarrahdale)
Cr Nathan Bishop (Part C – Shire of Serpentine-Jarrahdale)

DAP Secretariat
Tenielle Brownfield
Ashlee Kelly

PART A – INTRODUCTION

- 1. Opening of Meeting, Welcome and Acknowledgement**
- 2. Apologies**
- 3. Noting of Minutes**

PART B – CITY OF SWAN

1. Declarations of Due Consideration

2. Disclosure of Interests

3. Form 1 DAP Applications

Nil

4. Form 2 DAP Applications

- 4.1 Lot 201 (No. 231) Morrison Road, Midvale - Mixed Commercial Development - Replacement of approved 600m² childcare building with proposed 417m² Motor Vehicle repair building with reduced setback and removal of boundary landscaping, Proposed use of approved 537m² Retail Building as Restaurant and Fast Food outlet and increase to 554m², Increase of approved Fast Food Outlet from 215m² to 311m², Modification to site carparking layout – DAP/22/02304

5. Section 31 SAT Reconsiderations

Nil

Part B – Item 4.1 - LOT 201 (NO.231) MORRISON ROAD, MIDVALE

RESPONSIBLE AUTHORITY REPORT – FORM 2	
DAP File No:	DAP/22/02304
LG Reference:	DA-495/2022/B
Approved Development	Mixed commercial development comprising of a Shop, Fast Food Outlet, Veterinary Centre and Child Care Premises
Proposed Amendments:	• Replacement of approved 600m² childcare building with proposed 417m² Motor Vehicle repair building with reduced setback and removal of boundary landscaping. • Proposed use of approved 537m² Retail Building as Restaurant and Fast Food outlet and increase to 554m². • Increase of approved Fast Food Outlet from 215m² to 311m². • Modification to site carparking layout
Owner:	Northstead Pty Ltd
Applicant:	Rise Urban
Local Government Area:	City of Swan
Responsible Authority:	City of Swan
Authorising Officer:	Manager - Statutory Planning
Date of Original DAP decision:	24 January 2023
Date(s) of previous amendments:	1 November 2023
Application Acceptance Date:	12 June 2026

LOCATION PLAN



RESPONSIBLE AUTHORITY RECOMMENDATION

That the Metro Outer Development Assessment Panel resolves to:

- A. **Not Accept** that the DAP Application reference DAP/22/02304 as detailed on the DAP Form 2 dated 12 June 2026 is appropriate for consideration in accordance with regulation 17 of the *Planning and Development (Development Assessment Panels) Regulations 2011* for the following reason:
1. *The proposal constitutes a substantial change to the development approved by way of:*
 - (i) *The replacement of a “childcare premises” use under the current approval with a proposed “motor vehicle repair” use;*
 - (ii) *The proposed introduction of a new building to accommodate the “motor vehicle repair” use to be sited with a nil setback to the adjoining reserve and entails the removal of the boundary landscaping under the current approval;*
 - (iii) *The replacement of the “shop” use of the retail building with a “restaurant” and “fast food outlet” use and an increase in building floorspace from 537m² to 554m²;*
 - (iv) *An increase in the approved “fast food outlet” building from 215m² to 311m²; and*
 - (v) *Modification to the layout and number of car parking bays provided onsite.*

PROPOSAL:

The applicant has submitted a MODAP Form 2 to consider a range of amendments to the previously approved Mixed Use Commercial development as below:

- (i) The replacement of a “childcare premises” use under the current approval with a proposed “motor vehicle repair” use;
- (ii) The proposed introduction of a new building to accommodate the “motor vehicle repair” use to be sited with a nil setback to the adjoining reserve and entails the removal of the boundary landscaping under the current approval;
- (iii) The replacement of the “shop” use of the retail building with a “restaurant” and “fast food outlet” use and an increase in building floorspace from 537m² to 554m²;
- (iv) An increase in the approved “fast food outlet” building from 215m² to 311m²; and
- (v) Modification to the layout and number of car parking bays provided onsite.

SUBJECT SITE AND SURROUNDS:

The subject site is located at Lot 201 (No.231) Morrison Road, Midvale on the corner of Farrall Road and Morrison Road. The subject land is zoned ‘Residential Development’ under the City of Swan Local Planning Scheme No.17 and ‘Urban’ under the Metropolitan Region Scheme.

The subject site is generally bound by the Woodbridge Creek foreshore reserve to the north, Service Commercial land uses to the east, a Neighbourhood Centre to the west and Morrison Road and the Shire of Mundaring ‘Service Commercial’ zone to the south.

The area north of Woodbridge Creek is subject to the Farrall Road Local Structure Plan and is in the process of being developed for medium density residential housing. The development site is within the Farrall Road Local Structure Plan, however, is identified as being ‘subject to future planning investigation’ through the preparation of a separate local structure plan.

BACKGROUND:

Conditional approval for the development of the subject site was granted by the Metro Outer DAP on 24 January 2023 (DAP/22/02304). The approval granted planning permission for the development of a mixed-use commercial development, which included a Child Care Premises, Shops, Veterinary Centre, and Fast Food Outlet.

A subsequent amendment was approved by the City of Swan on 1 November 2023 (DA-495/2022/A). The amendment related to the approved Fast Food Outlet, removal of one Shop tenancy, and associated changes to landscaping, car parking, and internal movement arrangements. This application is intended to supersede and replace the amendments approved under DA-495/2022/A. It is not intended to operate in addition to the November 2023 amendment.

ACCEPTANCE AS A FORM 2 APPLICATION

Regulation 17(1) of the *Planning and Development (Development Assessment Panels) Regulations 2011* states:

An owner of land in respect of which a development approval has been granted by a DAP pursuant to a DAP application may apply for the relevant DAP to do any or all of the following;

- (a) to amend the approval so as to extend the period within which any development approved must be substantially commenced under regulation 16A(2);*
- (b) to amend or deleted any condition to which the approval is subject;*
- (c) to amend an aspect of the development approved which, if amended, would not substantially change the development approved;*
- (d) to cancel the approval.*

City staff consider that the proposed changes to the current approval substantially change the development approved. The proposal changes two of the four land uses approved for the land, most significantly swapping the approved childcare premises for motor vehicle repair use. This is a materially different type of land use with significantly different permissibility across land use zones under the City's Local Planning Scheme No.17. Further the "shop" use subject of the approval is to be replaced for the most part with a new "restaurant" use.

Of themselves these land use change proposals are considered a significant change to the development approved but the extent of change is compounded by the proposed new building for the 'motor vehicle repair' use. This has an entirely different disposition within the site to the approved 'child care premises' building. That building incorporated setbacks from the eastern side boundary of the lot and the adjoining reserve and a landscaping treatment along that space. The proposed 'motor vehicle repair' building entails a 41 metre long and 7-metre-high parapet wall to this boundary, with no landscaping treatment at all.

Modifications to the floorspace of the approved retail building to accommodate its proposed alternative use for "restaurant" and "fast food outlet" tenancies and an increase in size of the approved "fast food outlet" building from 215m² to 311m² in conjunction with modification to the car parking areas further compound the differences from the development approved.

Taken as a whole the proposed changes are considered beyond the scope of change provided by Regulation 17 and consequently should be subject of a new Form 1 application.

PLANNING ASSESSMENT:

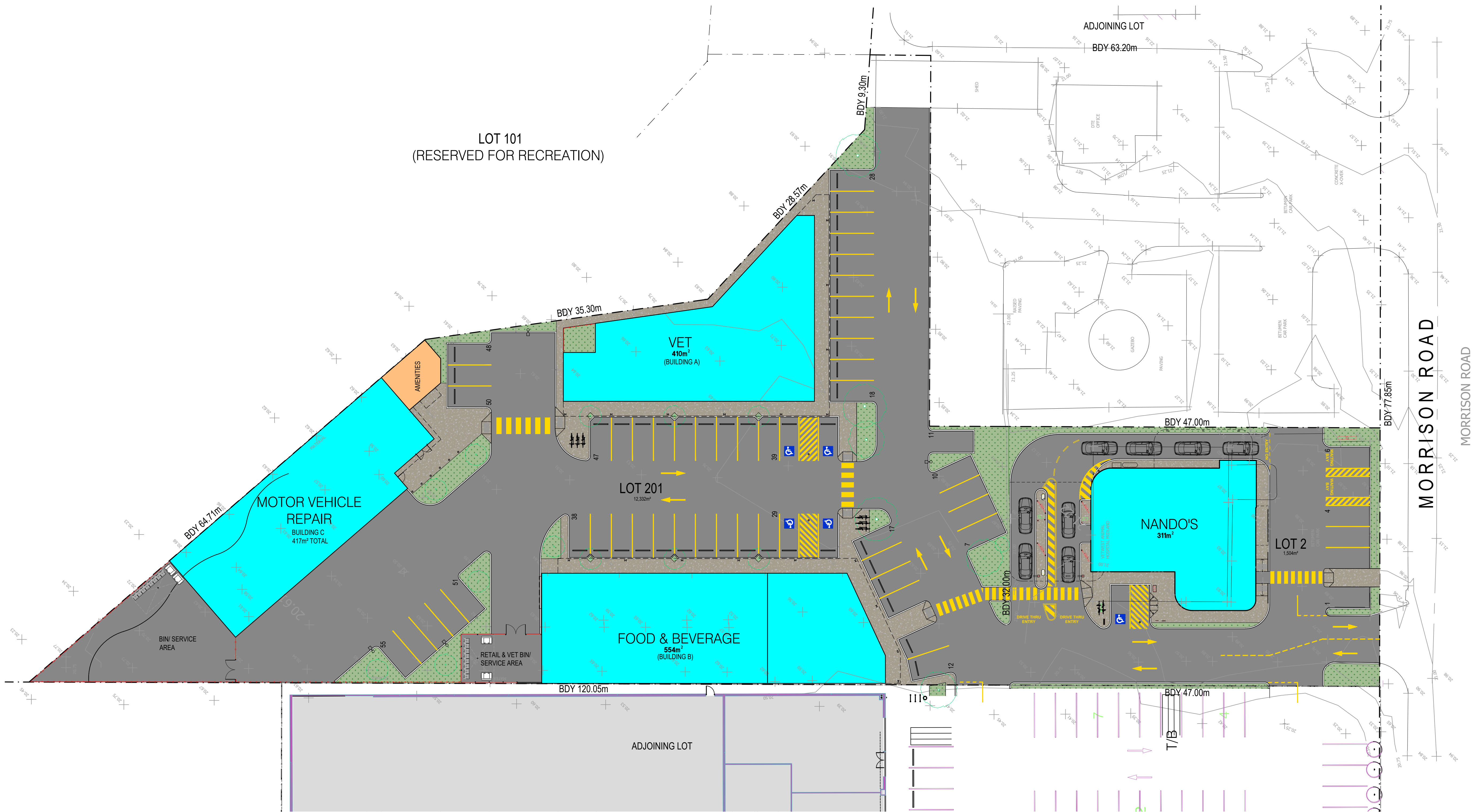
PLANNING FRAMEWORK	
Region Scheme	Metropolitan Region Scheme
Region Scheme - Zone/Reserve	Urban
Local Planning Scheme	City of Swan Local Planning Scheme No.17
Local Planning Scheme - Zone/Reserve	Residential Development
Structure Plan/Precinct Plan	Farrall Road Local Structure Plan
Structure Plan/Precinct Plan - Land Use Designation	Subject to future planning investigation
Lot Size:	6148m ²
Existing Land Use:	Veterinary Centre
Heritage Status	☒ N/A ☐ State Register of Heritage Places ☐ Heritage List ☐ Heritage Area
Bushfire Prone Area	No

Attachments

1. Development Plans
2. Cover Letter
3. Transport Technical Note – 13 August 2026
4. Design Review Panel Chair Review – 15 August 2026
5. Main Roads Referral Response – 14 September 2026



Attachment 3 –
Development Plan Set

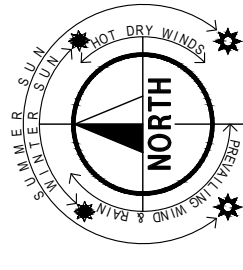


PROPOSED OVERALL SITE PLAN

SCALE: 1:250

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

NO:	DATE:	REVISION:	DRAWN:	CHECK:
C	06.03.26	REVISED NANDO'S LAYOUT	IJ	IJ
D	16.03.26	REVISED BUILDING B	IJ	IJ
E	30.03.26	REVISED BUILDING C	IJ	IJ
F	24.04.26	REVISED BUILDING C	IJ	IJ
G	29.04.26	REVISED BUILDING C	IJ	IJ
H	05.05.26	REVISED AS PER COMMENTS	IJ	IJ
I	13.05.26	REVISED AS PER COMMENTS	IJ	IJ
J	19.05.26	REVISED AS PER COMMENTS	IJ	IJ



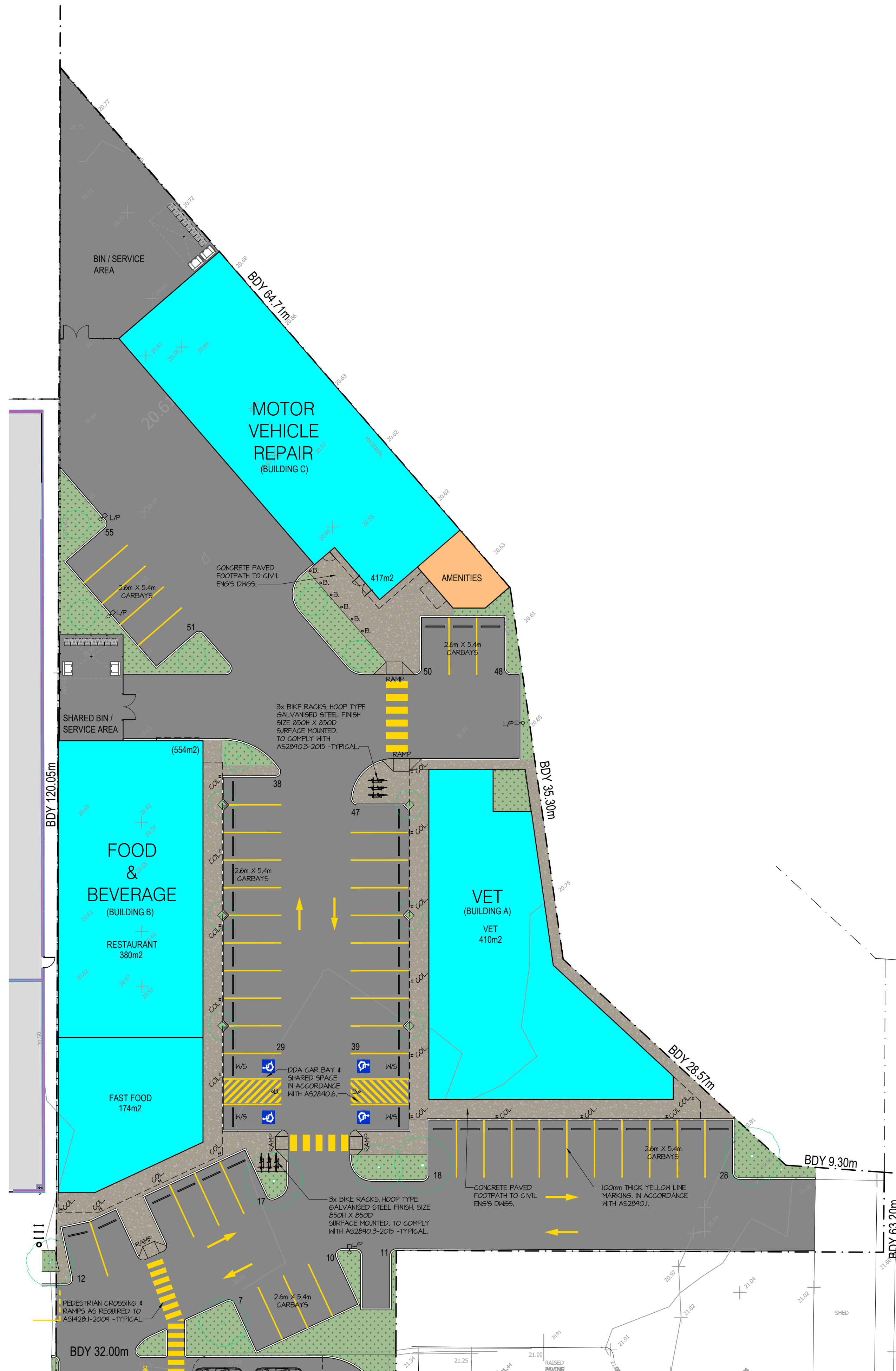
BUILDING LICENCE ISSUE
PRELIMINARY

PROPOSED COMMERCIAL DEVELOPMENT
LOT 201, 231 MORRISON ROAD
MIDVALE
for SARACEN PROPERTIES

A1 SHEET
Date: 30.11.23
Design: AJH
Drawn: AJH
Checked: 1/250
Scale: BBD27
Job No.:
Dwg - **A01**
Rev - **J**

LEGEND:

- BUILDING FOOTPRINT.
- AMENITIES FOOTPRINT.
- CONCRETE PAVING TO CIVIL ENG'S DWGS - BLACK OBSIDIAN.
- CONCRETE PAVING TO CIVIL ENG'S DWGS - NATURAL GREY.
- +B. BOLLARD, REFER TO DETAILS FOR BOLLARD TYPE.
- DO L/P LIGHT POLE TO ELECTRICAL ENG'S DWGS.
- CONCRETE KERB TO CIVIL ENGINEERS DETAIL. TIE INTO EXISTING ROAD KERB AS REQUIRED.
- NEW RAMP WITH TACTILE STRIPS. CONSTRUCTION TO BE IN ACCORDANCE WITH AS14281-2009.
- PROVIDE YELLOW LINEMARKING WITH DIRECTIONAL ARROWS TO ALL DRIVEWAYS, LOADING BAYS AND CROSSEOVERS AS SHOWN ON PLAN IN ACCORDANCE WITH RELEVANT CODES AND STANDARDS (AS2840.1)



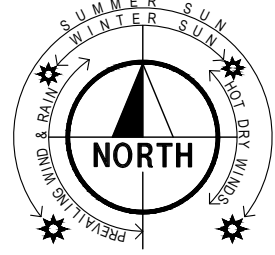
PROPOSED SITE PLAN
SCALE: 1:250

NOTES:

- BUILDER IS TO ENSURE RELEVANT APPLICATIONS AND FEES ARE SUBMITTED TO LOCAL COUNCIL PRIOR TO ANY WORKS ASSOCIATED WITH - VERGE TREATMENTS, MORRISON ROAD UPGRADES.
- SOAKWELLS ARE SHOWN INDICATIVELY. PLEASE REFER TO CIVIL ENGINEERS DRAWINGS FOR DETAILED STORMWATER LAYOUT.
- ENTRY/EXIT SIGN IS TO BE INSTALLED BY RETAILER. BUILDER IS TO PROVIDE CONCRETE PAD FOOTINGS AND ELECTRICAL CONDUITS TO SIGN LOCATIONS. REFER TO ENGINEERS DRAWINGS & SIGNAGE PLAN FOR ALL RELEVANT DETAILS.
- ALL FORECOURT LINEMARKING AND PAINTED KERB FINISHES ARE TO BE NON-SLIP PAINT WITH GLASS BEAD ADDITIVE (2 COATS).
- ALL FORECOURT PAVEMENT TO HAVE BROOM FINISH TO IMPROVE SLIP RESISTANCE.

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NO:	DATE:	REVISION:	DRAWN:	CHECK:
A	08.12.23	CHILDCARE AMENDED	AJH	AJH
B	05.02.26	REVISED LAYOUT (RETAIL C)	IJ	IJ
C	16.03.26	REVISED BUILDING B	IJ	IJ
D	30.03.26	REVISED BUILDING C	IJ	IJ
E	17.04.26	REVISED BUILDINGS B & C	IJ	IJ
F	20.04.26	REVISED C, SHOP ADDED	IJ	IJ
G	20.04.26	REVISED BUILDING C	IJ	IJ
H	05.05.26	REVISED AS PER COMMENTS	IJ	IJ
I	19.05.26	REVISED AS PER COMMENTS	IJ	IJ

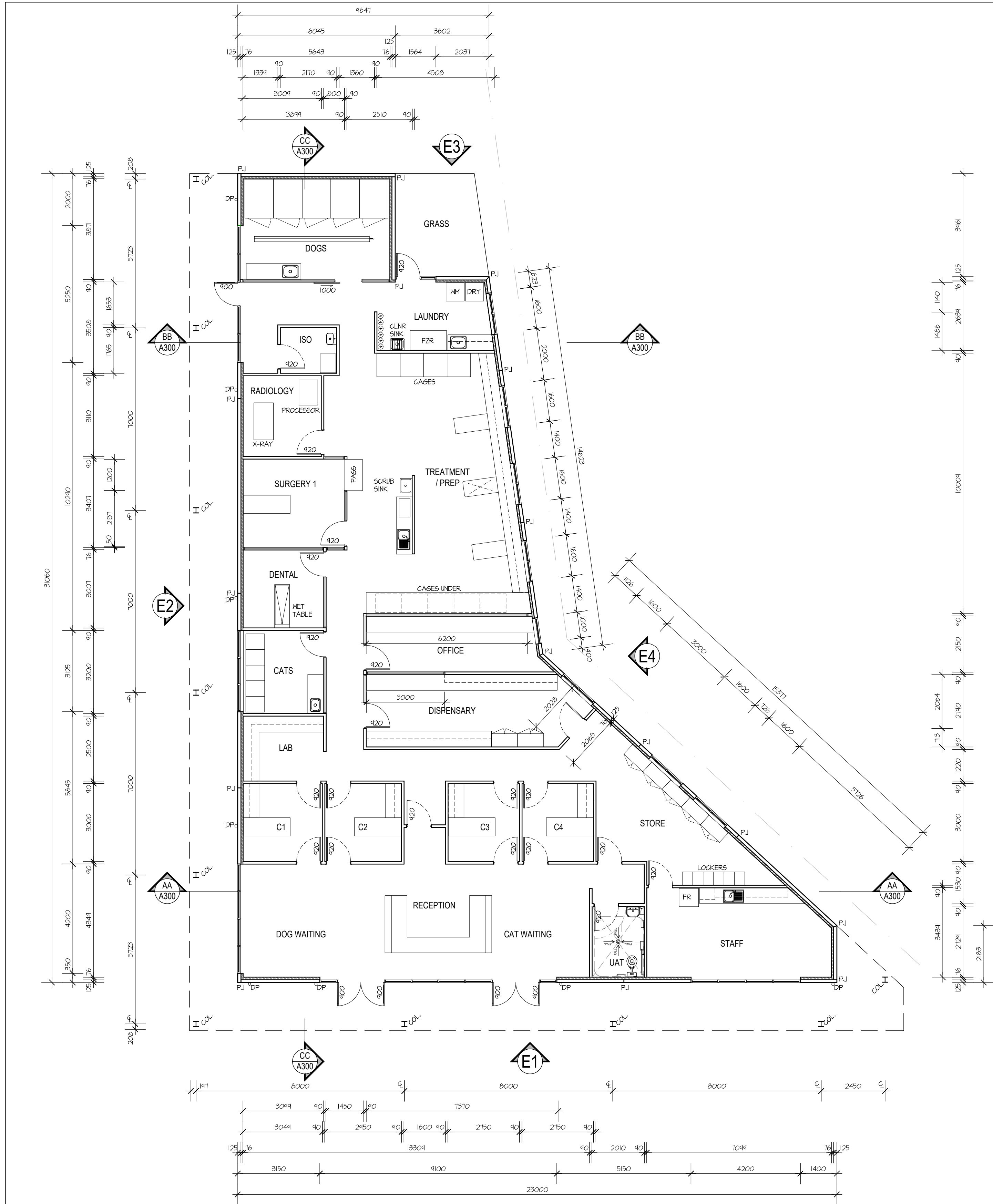


BUILDING LICENCE ISSUE
PRELIMINARY

PROPOSED COMMERCIAL DEVELOPMENT
LOT 201, 231 MORRISON ROAD
MIDVALE
for SARACEN PROPERTIES

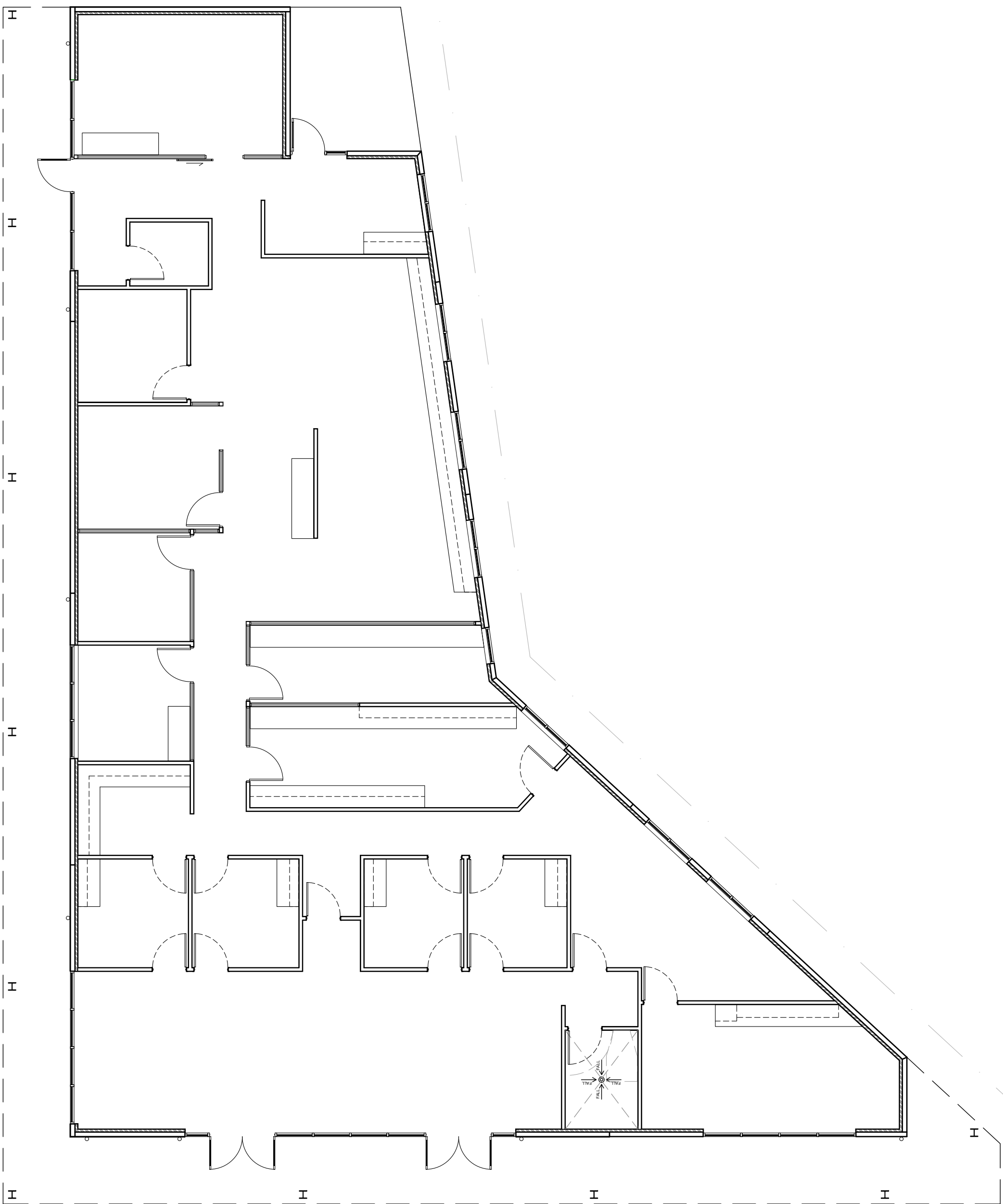
A1 SHEET

Date 30.11.23
Design AJH
Drawn AJH
Checked 1:200
Scale Job No. BBD27
Dwg - **A02**
Rev - **I**



FLOOR PLAN - VET

SCALE: 1:100



FLOOR FINISHES PLAN - VET

SCALE: 1:100

FLOORING LEGEND

- FT1 - REFER INTERNAL FINISHES SCHEDULE R12 SLIP RATING MINIMUM. APPROXIMATE AREA - 65.5m²
- FT2 - REFER INTERNAL FINISHES SCHEDULE R12 SLIP RATING MINIMUM. APPROXIMATE AREA - 88.5m²
- FREESTER AND COOLROOM CONCRETE TOPPING WITH BROOM FINISH (BY OTHERS) BUILDER TO ALLOW SETDOWN AND UNDER FLOOR FREEZER/COOLROOM PANELING. APPROXIMATE AREA - 12.5m²
- 100mm PLINTH WITH CONCRETE OR FOAM FILL IN ACCORDANCE WITH COUNCIL'S HEALTH REGULATIONS.

LEGEND

- WINDOW / DOOR SCHEDULE NUMBER. OPENING NUMBER.
- ELECTRIC DISTRIBUTION BOARD
- PORTABLE FIRE EXTINGUISHER T.B.C.

WALL TYPE LEGEND:

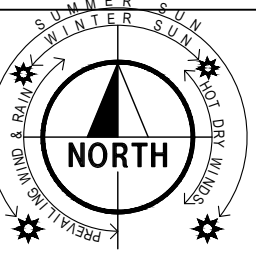
- 125mm THICK PRECAST CONCRETE WALL PANELS CLASS 2 FORM FINISH (EXTERNAL FACE) CONCRETE TONER TO BE 150mm THICK AND HAVE CLASS 1 FORM FINISH (EXTERNAL FACE). 12mm GAP BETWEEN PANELS (REFER TO ENGINEER'S DRAWINGS). 13mm PLASTERBOARD LINING INTERNALLY (NET AREA PLASTERBOARD TO FOOD PREP & NET AREAS) ON 61mm TOP HAT CHANNEL WITH R15 WALL INSULATION.
- WALL CONSTRUCTION TO RELEVANT AUTHORITY'S REQUIREMENTS TO ACHIEVE 'CLASS 2' FOOD REGISTRATION COMPLIANCE. STEEL STUD WALLS LINED AS FOLLOWS (DRY AREAS): 13mm THICK PLASTERBOARD TO EXPOSED SIDES, LINING (NET AREAS). 13mm AQUAGUARD SHEET. ALL EXPOSED FACES TO HAVE PAINT FINISH UNLESS NOTED OTHERWISE. ENSURE ALL PENETRATIONS TO WALL CONSTRUCTION INCLUDING TOP PLATE ARE FULLY SEALED.
- COMMERCIAL ALUMINIUM FRAMED WINDOWS WITH SELECTED POWDERCOAT FINISH - REFER WINDOW SCHEDULE.

GENERAL NOTES

1. PREPARE FLOOR SLAB THROUGHOUT AS PER FLOORING SUPPLIER'S RECOMMENDATIONS.
2. ENSURE FLOOR FINISHES THROUGHOUT ENTIRE BUILDING ARE LEVEL.
3. REFER TO HYDRAULIC ENGINEER'S DWGS FOR FULL DETAILS OF HYDRAULICS.
4. REFER TO ELECTRICAL DWGS FOR FULL DETAILS OF ELECTRICAL.
5. ALL FLOOR FINISHES TO BE GRADED TO FALL TO FLOOR WASTES UNO.
6. ALL FLOOR FINISHES TO COMPLY WITH RELEVANT STATUTORY SLIP RESISTANCE RATINGS

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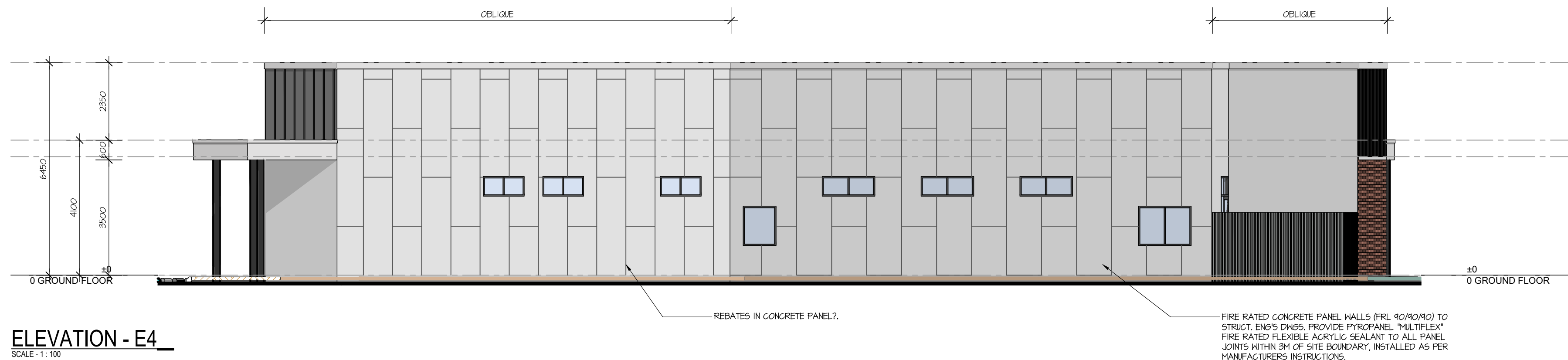
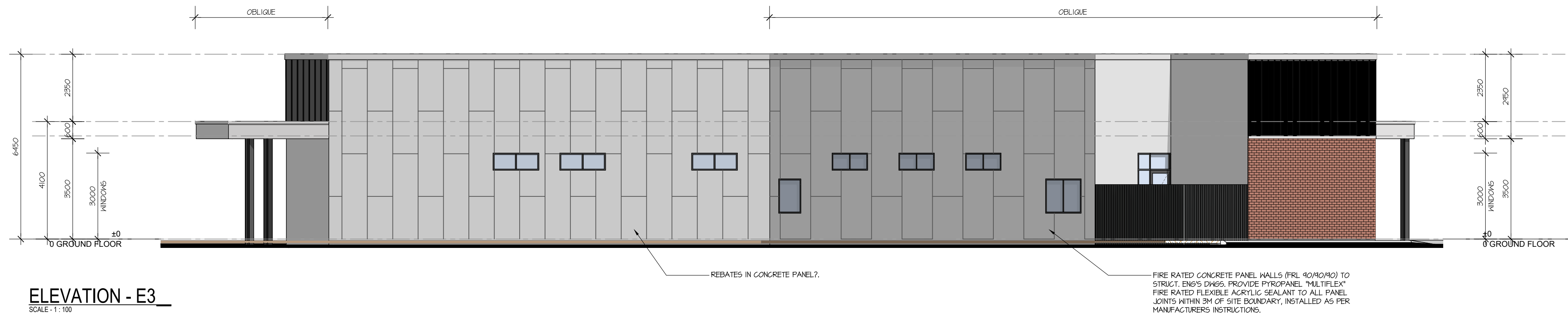
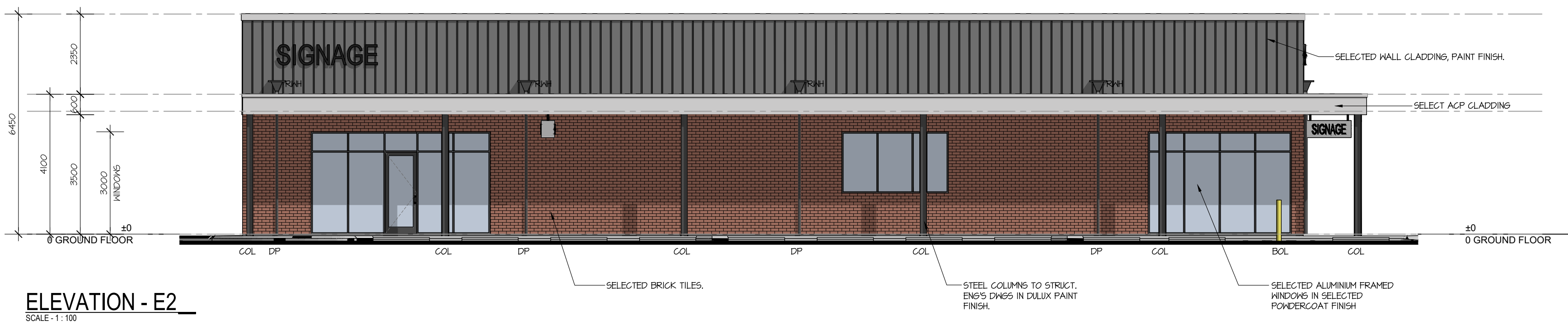
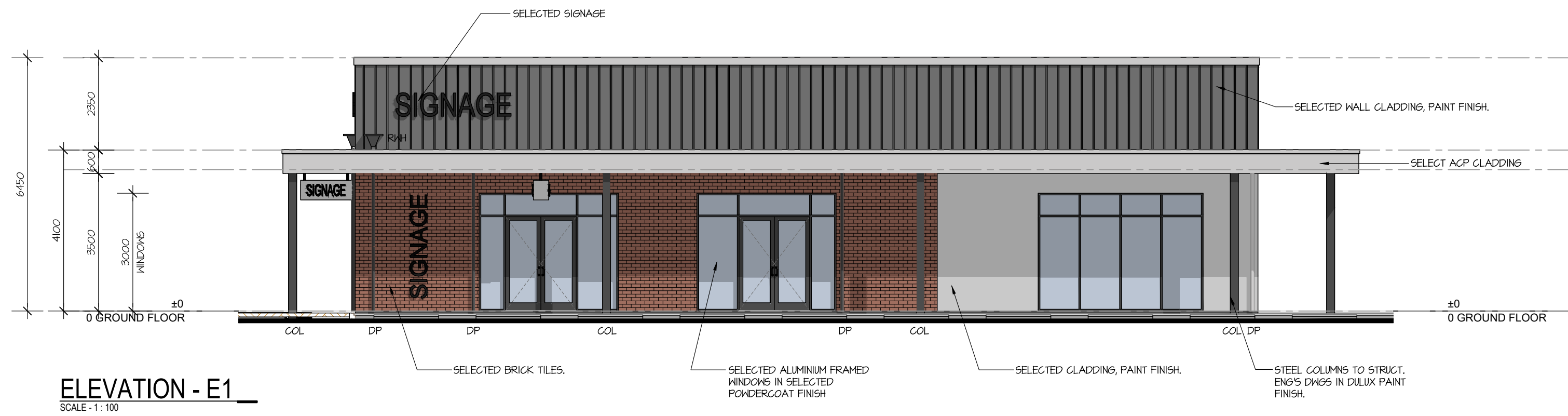
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BUILDING LICENCE ISSUE
PRELIMINARY

PROPOSED COMMERCIAL DEVELOPMENT
LOT 201, 231 MORRISON ROAD
MIDVALE
for SARACEN PROPERTIES

A1 SHEET
Date 01.12.23
Design AJH
Drawn AJH
Checked 1:100
Scale BBD27
Job No.
Dwg - A100
Rev -



PROPOSED ELEVATIONS

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NO:	DATE:	REVISION:	DRAWN:	CHECK:
A	06.03.26	ISSUED FOR COMMENT / REVIEW	IJ	-
B	17.03.23	REVISED AS PER COMMENTS	IJ	-



BUILDING LICENCE ISSUE
PRELIMINARY

PROPOSED COMMERCIAL DEVELOPMENT
LOT 201, 231 MORRISON ROAD
MIDVALE
for SARACEN PROPERTIES

A1 SHEET
Date 01.12.23
Design AJH
Drawn AJH
Checked 1:100
Scale BBD27
Job No.
Dwg - A200
Rev - B



PROPOSED PERSPECTIVES

SCALE: 1:100

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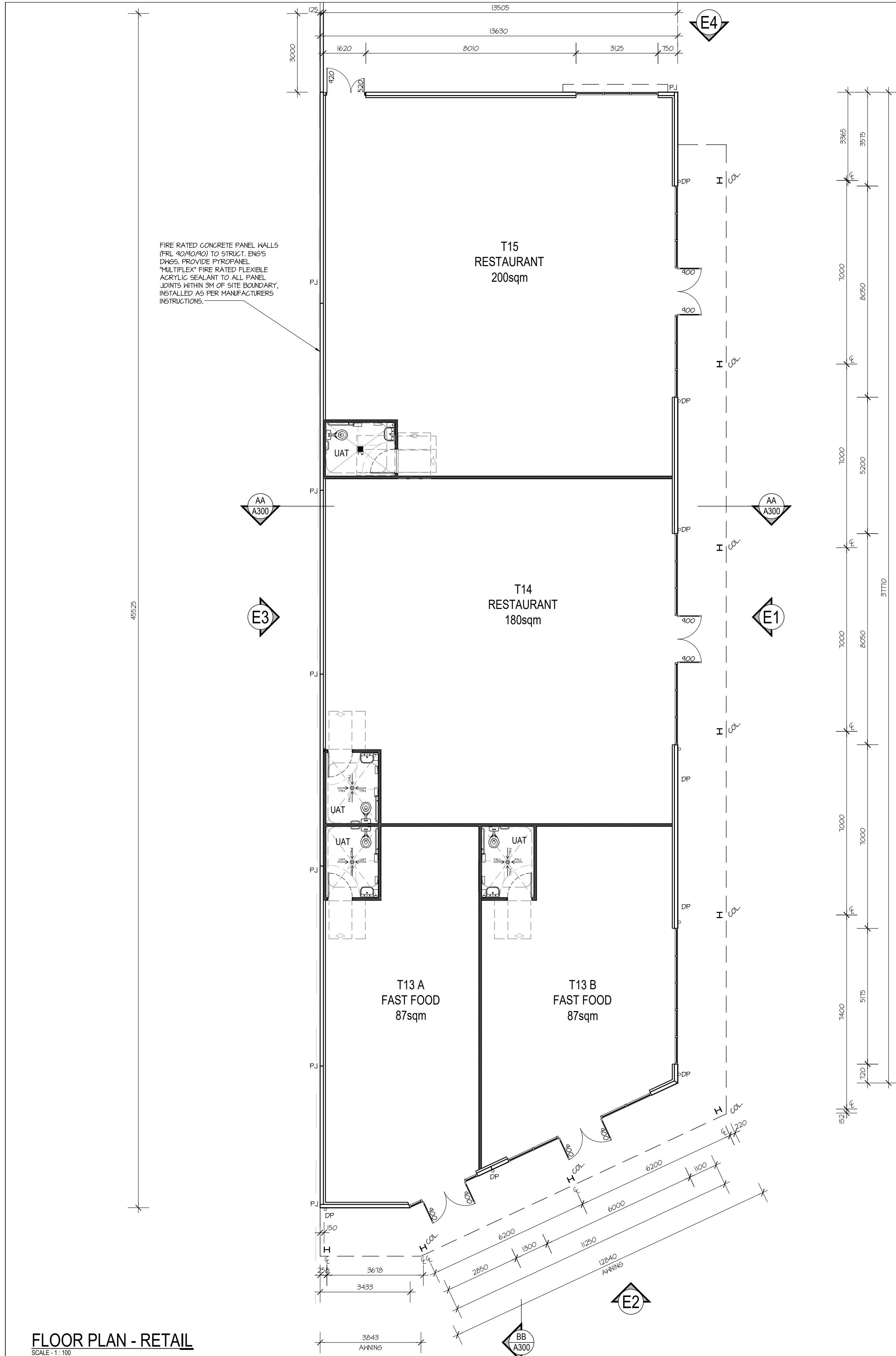
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A	06.03.26	ISSUED FOR COMMENT / REVIEW	IJ	-
B	17.03.23	REVISED AS PER COMMENTS	IJ	-
C	29.04.26	REVISED BUILDING C	IJ	-
D	05.05.26	BUILDING C REVISED	IJ	-
-	-	-	-	-
-	-	-	-	-



BUILDING LICENCE ISSUE
PRELIMINARY

PROPOSED COMMERCIAL DEVELOPMENT
LOT 201, 231 MORRISON ROAD
MIDVALE
for SARACEN PROPERTIES

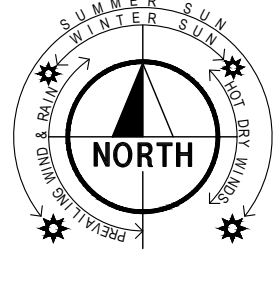
A1 SHEET
Date 01.12.23
Design AJH
Drawn AJH
Checked 1:100
Scale BB027
Job No.
Dwg - A201
Rev - D



FLOOR PLAN - RETAIL
SCALE: 1:100

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NO:	DATE:	REVISION:	DRAWN:	CHECK:
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B	16.03.26	REVISED LAYOUT	IJ	IJ
C	30.03.26	REVISED LAYOUT	IJ	IJ
D	05.05.26	REVISED AS PER COMMENTS	IJ	IJ
E	13.05.26	REVISED AS PER COMMENTS	IJ	IJ
F	19.05.26	REVISED AS PER COMMENTS	IJ	IJ
-	-	-	-	-



FLOOR FINISHES PLAN - RETAIL
SCALE: 1:100

BUILDING LICENCE ISSUE
PRELIMINARY

PROPOSED COMMERCIAL DEVELOPMENT
LOT 201, 231 MORRISON ROAD
MIDVALE
for SARACEN PROPERTIES

A1 SHEET
Date 01.12.23
Design AJH
Drawn AJH
Checked AJH
Scale 1:100
Job No. BBD27
Dwg - B100
Rev - F

WALL LEGEND

- 125mm NOM. CONCRETE TILT PANEL
- DIRECT FIX BRICK TILE CLADDING
- 65mm STEEL STUD WITH 13mm THICK IMPACTCHECK LINING - U.O.N.
- 10mm NOM. INTERNAL STEEL FRAMED WALL
- 15mm THICK IMPACTCHECK LINING EACH SIDE - U.O.N.

FLOORING LEGEND

- FT1 - REFER INTERNAL FINISHES SCHEDULE
R12 SLIP RATING MINIMUM.
APPROXIMATE AREA - 65.5m²
- FT2 - REFER INTERNAL FINISHES SCHEDULE
R12 SLIP RATING MINIMUM.
APPROXIMATE AREA - 86.5m²
- FREEZER AND COOLROOM CONCRETE TOPPING WITH BROOM FINISH (BY OTHERS)
BUILDER TO ALLOW SETDOWN AND UNDER FLOOR FREEZER/COOLROOM PANELING.
APPROXIMATE AREA - 12.5m²
- 100mmH PLYWOOD PLINths WITH CONCRETE OR FOAM FILL IN ACCORDANCE WITH COUNCIL'S HEALTH REGULATIONS.

GENERAL NOTES

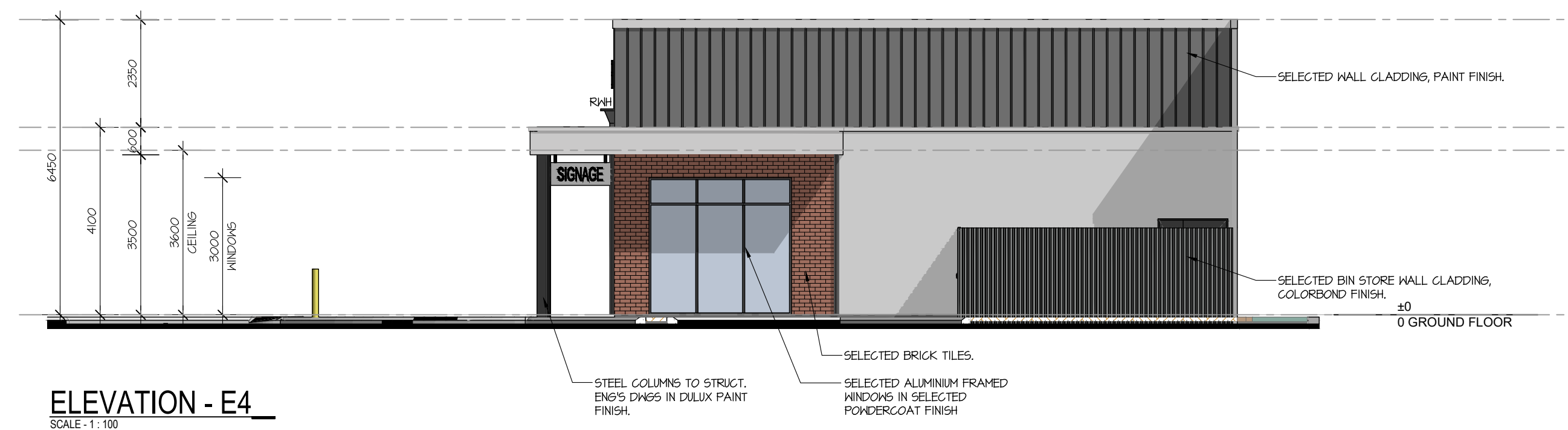
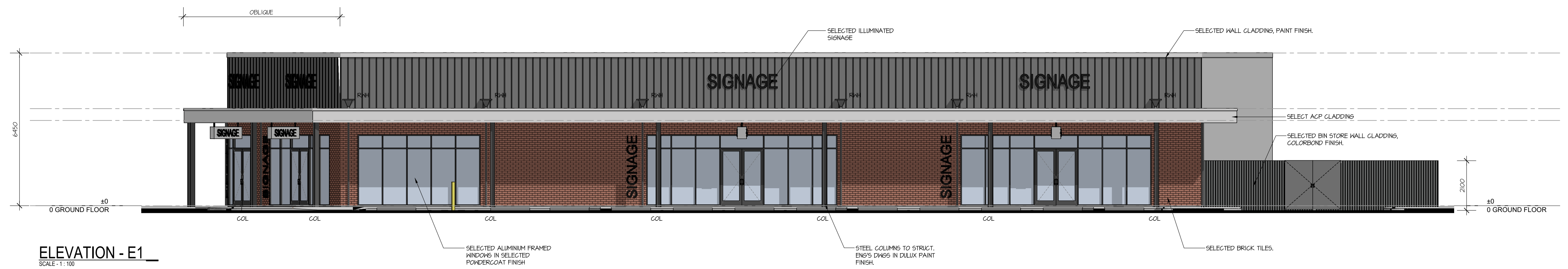
1. PREPARE FLOOR SLAB THROUGHOUT AS PER FLOORING SUPPLIER'S RECOMMENDATIONS.
2. ENSURE FLOOR FINISHES THROUGHOUT ENTIRE BUILDING ARE LEVEL.
3. REFER TO HYDRAULIC ENGINEER'S DWGS FOR FULL DETAILS OF HYDRAULICS.
4. REFER TO ELECTRICAL DWGS FOR FULL DETAILS OF ELECTRICAL.
5. ALL FLOOR FINISHES TO BE GRADED TO FALL TO FLOOR WASTES UNO.
6. ALL FLOOR FINISHES TO COMPLY WITH RELEVANT STATUTORY SLIP RESISTANCE RATINGS

LEGEND

- WINDOW / DOOR SCHEDULE NUMBER, OPENING NUMBER.
- ELECTRIC DISTRIBUTION BOARD
- PORTABLE FIRE EXTINGUISHER T.B.C.

WALL TYPE LEGEND:

- 125mm THICK PRECAST CONCRETE WALL PANELS (CLASS 2 FORM FINISH (EXTERNAL FACE) CONCRETE TONER TO BE 150mm THICK AND HAVE CLASS 1 FORM FINISH (EXTERNAL FACE). 12mm GAP BETWEEN PANELS (REFER TO ENGINEER'S DRAWINGS). 13mm PLASTERBOARD LINING INTERNALLY (NET AREA PLASTERBOARD TO FOOD PREP & NET AREAS) ON 61 mm TOP HAT CHANNEL WITH R15 WALL INSULATION.
- WALL CONSTRUCTION TO RELEVANT AUTHORITY'S REQUIREMENTS TO ACHIEVE 'CLASS 2' FOOD REGISTRATION COMPLIANCE. STEEL STUD WALLS LINED AS FOLLOWS (DRY AREAS): 13mm THICK PLASTERBOARD TO EXPOSED SIDES, LINING (NET AREAS); 13mm AQUACHECK SHEET, ALL EXPOSED FACES TO HAVE PAINT FINISH UNLESS NOTED OTHERWISE. ENSURE ALL PENETRATIONS TO WALL CONSTRUCTION INCLUDING TOP PLATE ARE FULLY SEALED.
- COMMERCIAL ALUMINIUM FRAMED WINDOWS WITH SELECTED POWDERCOAT FINISH - REFER WINDOW SCHEDULE.



PROPOSED ELEVATIONS

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NO:	DATE:	REVISION:	DRAWN:	CHECK:
A	06.03.26	ISSUED FOR COMMENT / REVIEW	IJ	-
B	17.03.23	REVISED AS PER COMMENTS	IJ	-



BUILDING LICENCE ISSUE
PRELIMINARY

PROPOSED COMMERCIAL DEVELOPMENT
LOT 201, 231 MORRISON ROAD
MIDVALE
for SARACEN PROPERTIES

A1 SHEET
Date 01.12.23
Design AJH
Drawn AJH
Checked 1:100
Scale BBD27
Job No. B200
Dwg - B
Rev -



PROPOSED PERSPECTIVES

SCALE: 1:100

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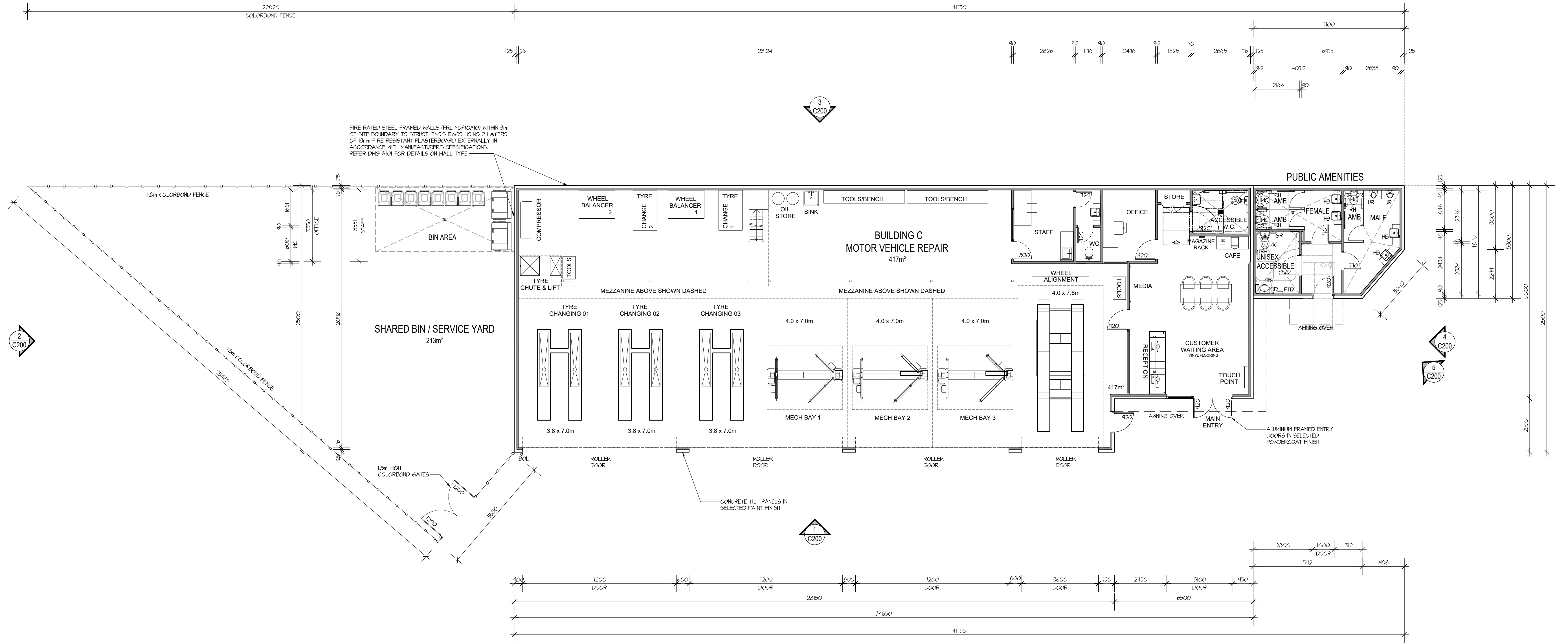
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B	17.03.23	REVISED AS PER COMMENTS	IJ	-
C	29.04.26	REVISED AS PER COMMENTS	IJ	-
D	05.05.26	BUILDING C REVISED	IJ	-
-	-	-	-	-
-	-	-	-	-



BUILDING LICENCE ISSUE
PRELIMINARY

PROPOSED COMMERCIAL DEVELOPMENT
LOT 201, 231 MORRISON ROAD
MIDVALE
for SARACEN PROPERTIES

A1 SHEET
Date 01.12.23
Design AJH
Drawn AJH
Checked 1:100
Scale BBD27
Job No.
Dwg - **B201**
Rev - **D**



FLOOR PLAN

SCALE - 1:100

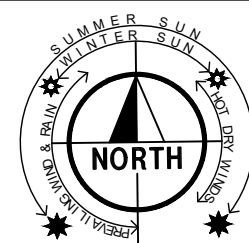
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NO:	DATE:	REVISION:	DRAWN:	CHECK:
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B	05.02.26	REVISED LAYOUT	IJ	-
C	16.02.26	REVISED LAYOUT	IJ	-
D	30.03.26	REVISED LAYOUT	IJ	-
E	20.04.26	REVISED LAYOUT, SHOP ADDED	IJ	-
F	29.04.26	REVISED LAYOUT	IJ	-
G	05.05.26	REVISED AS PER COMMENTS	IJ	-



BUILDING LICENCE ISSUE
PRELIMINARY

PROPOSED COMMERCIAL DEVELOPMENT
LOT 201, 231 MORRISON ROAD
MIDVALE
for SARACEN PROPERTIES

A1 SHEET
Date 24.11.23
Design IJ
Drawn IJ
Checked AJH
Scale 1:100
Job No. BBD0027
Dwg - **C100**
Rev - **G**

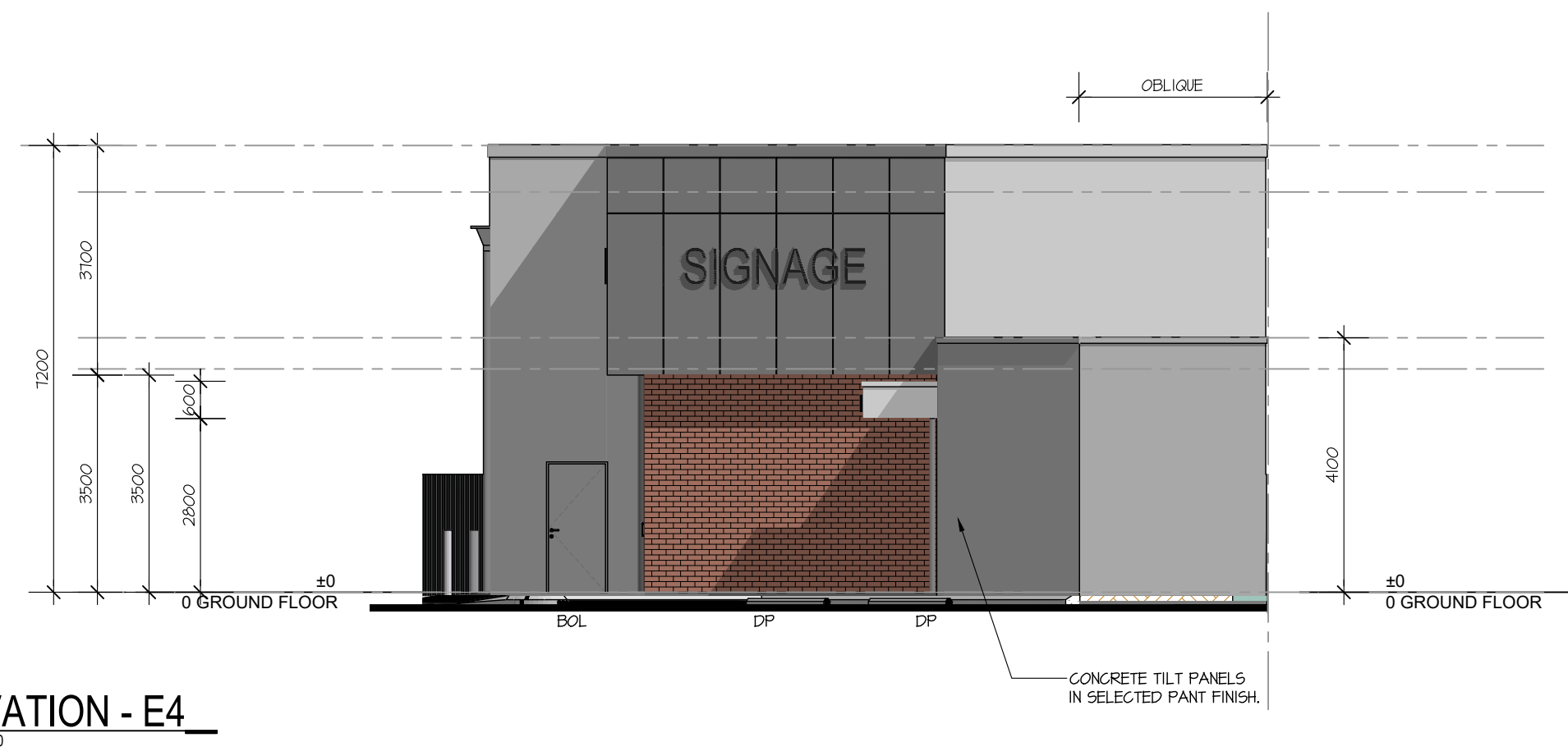
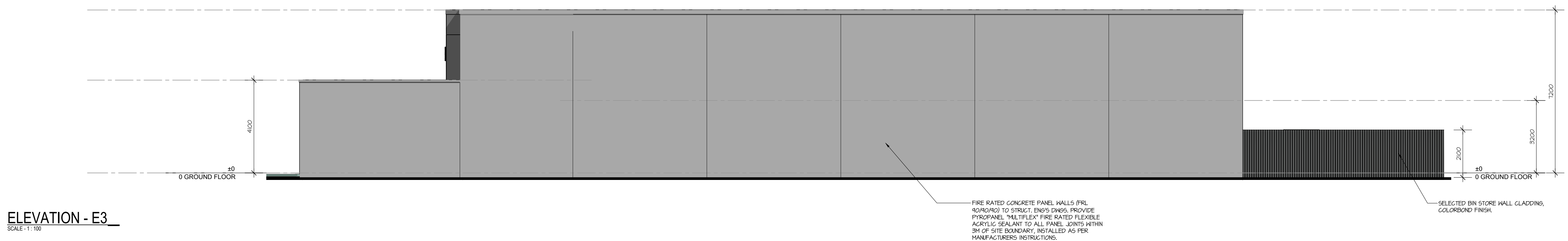
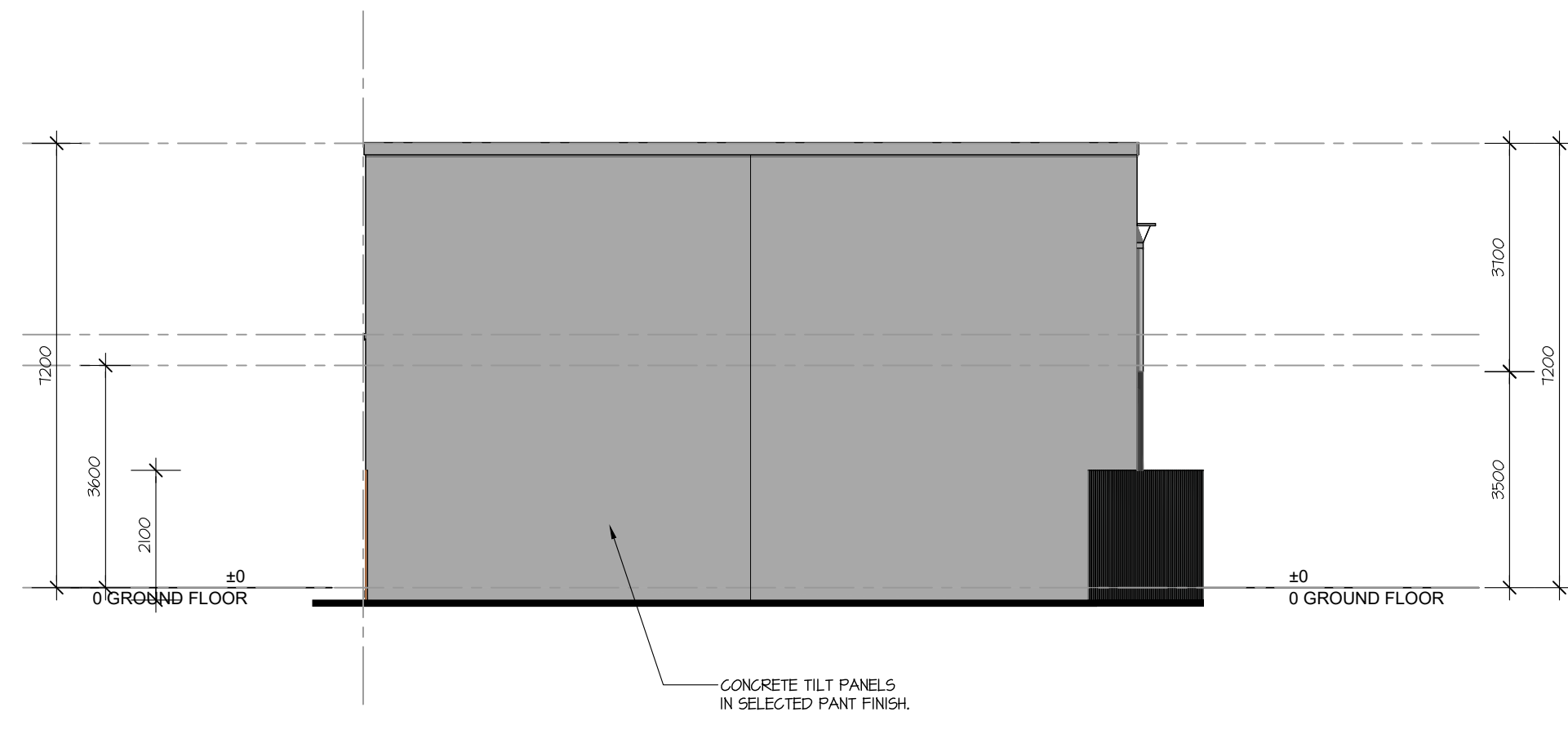
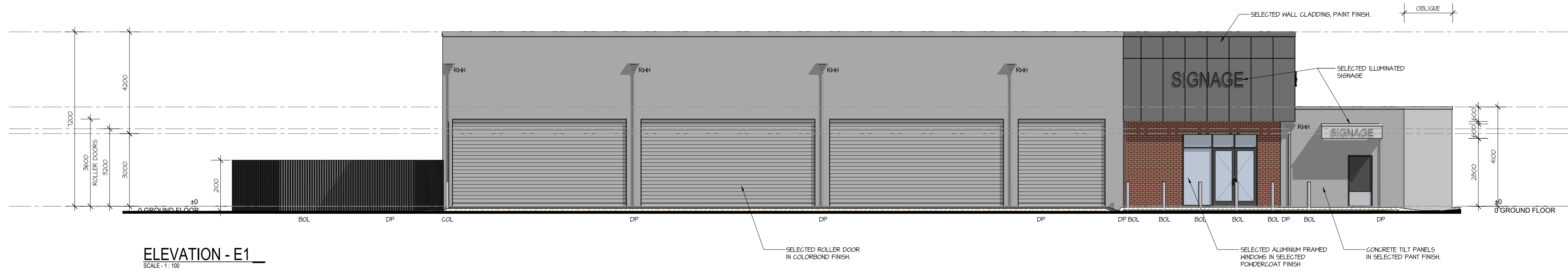
NOTES

PROVIDE FIRE EXTINGUISHERS AND FIRE FIGHTING SIGNAGE AT BUILDING ENTRY AND ON SITE HYDRANT AS PER WARRINGTONFIRE REPORT (REFER SECTION 5.2)

NOTES

PROVIDE BRADFORD WALL INSULATION TO EXTERNAL WALLS - MIN R2.0 WITH R0.2 THERMAL BREAK INSULATION BETWEEN EXTERNAL CLADDING & STEEL FRAMES

RECESSED DOOR THRESHOLD TO EXTERNAL SLIDING DOORS, REFER DOOR SCHEDULE



PROPOSED ELEVATIONS

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C	29.04.26	REVISED AS PER COMMENTS	IJ	-
D	05.05.26	REVISED AS PER COMMENTS	IJ	-



BUILDING LICENCE ISSUE
PRELIMINARY

PROPOSED COMMERCIAL DEVELOPMENT
LOT 201, 231 MORRISON ROAD
MIDVALE
for SARACEN PROPERTIES

A1 SHEET
Date 01.12.23
Design AJH
Drawn AJH
Checked 1:100
Scale BBD27
Job No.
Dwg - **C200**
Rev - **D**



PROPOSED PERSPECTIVES

SCALE: 1:100

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C	29.04.26	REVISED AS PER COMMENTS	IJ	-
D	05.05.26	REVISED AS PER COMMENTS	IJ	-
-	-	-	-	-
-	-	-	-	-



BUILDING LICENCE ISSUE
PRELIMINARY

PROPOSED COMMERCIAL DEVELOPMENT
LOT 201, 231 MORRISON ROAD
MIDVALE
for SARACEN PROPERTIES

A1 SHEET	Date	01.12.23
	Design	AJH
	Drawn	AJH
	Checked	AJH
	Scale	1:100
	Job No.	BBD27
	Dwg -	C201
	Rev -	D



NORTH EAST PERSPECTIVE



NORTH WEST PERSPECTIVE



SOUTH EAST PERSPECTIVE

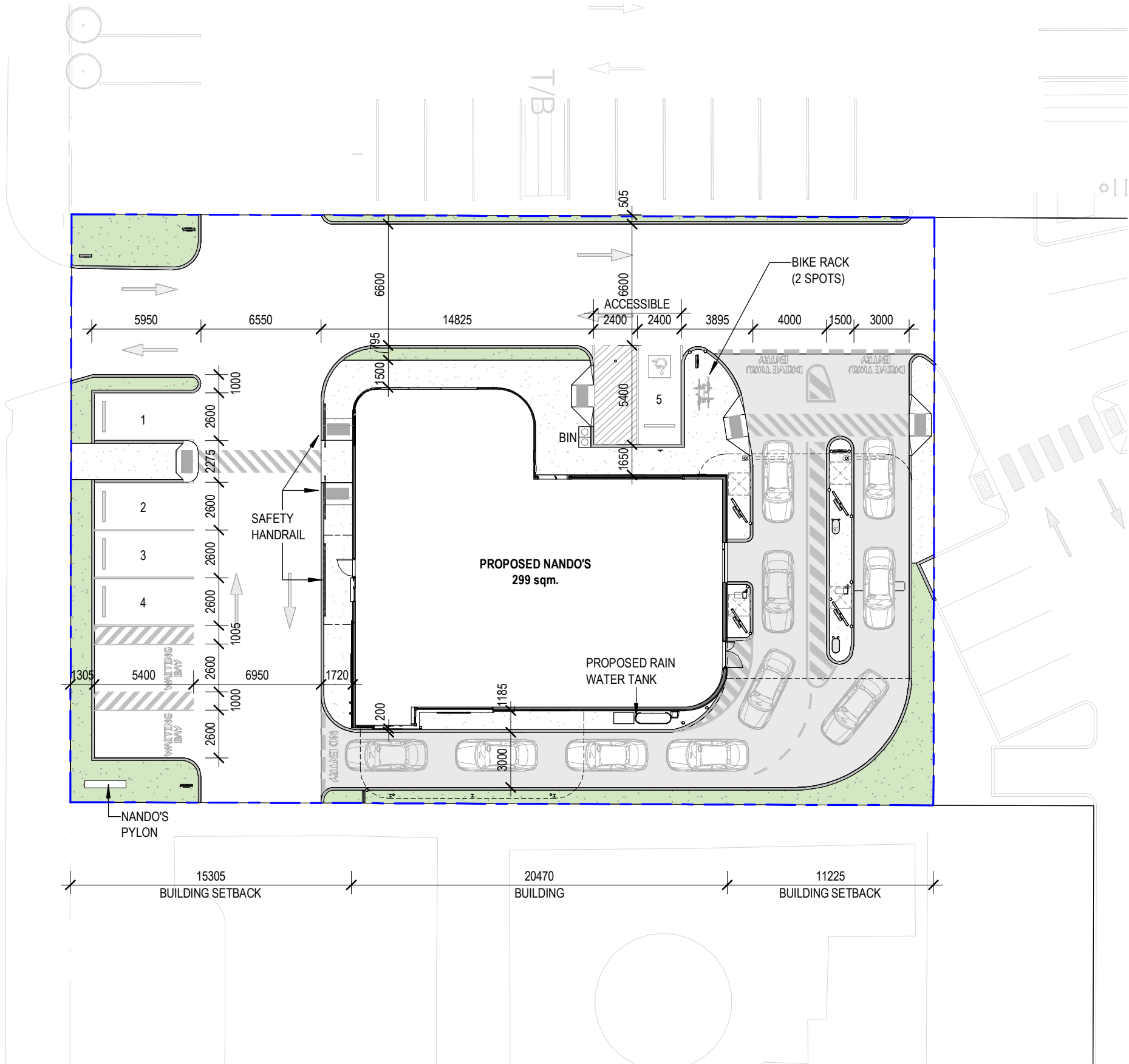


SOUTH WEST PERSPECTIVE

Revisions					General Notes		Drawing Notes		FOR DA NOT TO BE USED DURING CONSTRUCTION		Architect Richmond+Ross CONSULTING ENGINEERS AND PROJECT LEADERS Suite 2.02, 1 Chandos Street St Leonards NSW 2065 TEL: (02) 9490 9600 FAX: (02) 94381224 Nominated Architect: Stuart Piper ARB NSW 12402		Client 		Project NANDO'S MIDVALE		Scale @ A3	
B DA																		

MORRISON ROAD

9435
SETBACK
18565
BUILDING
4000
SETBACK



SITE AREA

NAME	AREA
SITE	1504 m ²

BUILDING GFA

NAME	AREA
INDOOR GFA	299 m ²
Grand total: 1	299 m ²

PARKING SCHEDULE

DESCRIPTION	QTY.
CAR SPACE 1X2400 X 5400 ACCESSIBLE SPACE WITH 1 X 2400 X 5400 CLEAR ADJACENT SPACE.	1
CAR SPACE 2600x5400mm WITH WHEELSTOP	4
TOTAL CAR SPACES: 5	

Revisions

B	DA	11.03.2026	MW	NB
A	DA	06.03.2026	MW	NB
P4	PRELIMINARY	25.02.2026	MW	NB
P2	PRELIMINARY	03.02.2026	MW	NB
P1	PRELIMINARY	28.01.2026	MW	NB

Issue Description	Date	Chk	Int
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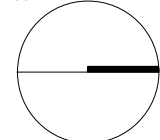
General Notes

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Drawing Notes

FOR DA
NOT TO BE USED DURING CONSTRUCTION

North



Architect

Richmond+Ross
CONSULTING ENGINEERS AND PROJECT LEADERS
Suite 2.02, 1 Chandos Street St Leonards NSW 2065
TEL: (02) 9490 9600 FAX: (02) 94381224
Nominated Architect: Stuart Piper ARB NSW 12402

ABN 34 001 485 436

Client



Project

NANDO'S MIDVALE

Location

235 MORRISON ROAD, MIDVALE, WA, 6056

Scale

1 : 250 @ A3

Drawing

SITE PLAN

Project Number

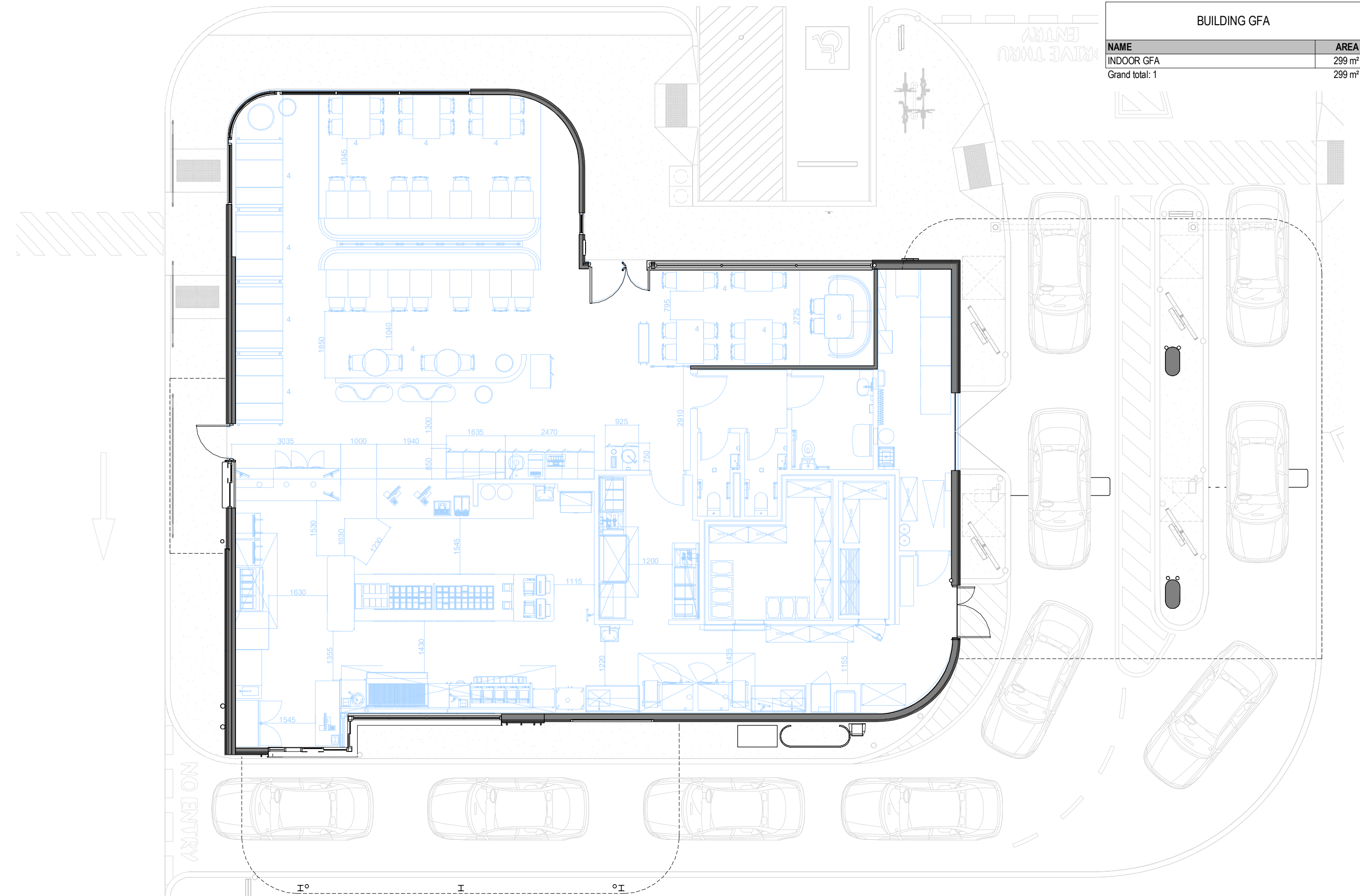
260008

Drawing Number

DA.004b

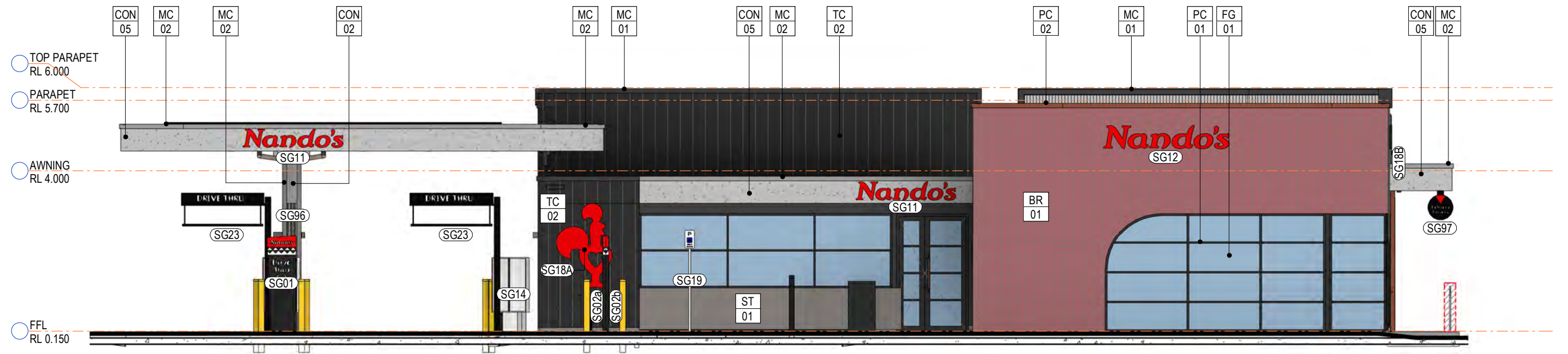
Issue

B

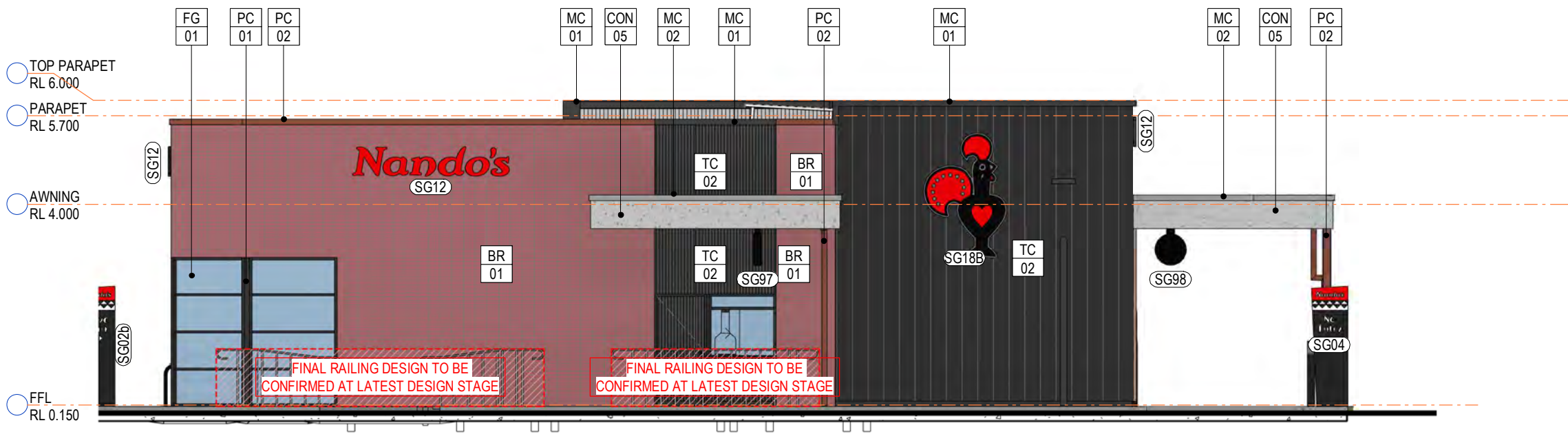


BUILDING GFA	
NAME	AREA
INDOOR GFA	299 m ²
Grand total: 1	299 m ²

Revisions					General Notes					Drawing Notes					FOR DA NOT TO BE USED DURING CONSTRUCTION					North					Architect					ABN 34 001 485 436					Client					Project					Scale														
					Do not scale this drawing. The drawing shows design intent only. All dimensions to be checked on site prior to construction or production. Construction details to be confirmed by contractor/manufacturer. This is a computer generated drawing. Do not amend by hand. Figure dimensions are to be used. Contact architect for clarification if dimensions are not clear. All dimensions are in millimeters. All discrepancies and omissions on site must be reported to the architect for their comments or approval prior to commencing work.																									Suite 2.02, 1 Chandos Street St Leonards NSW 2065 TEL: (02) 9490 9600 FAX: (02) 94381224 Nominated Architect: Stuart Piper ARB NSW 12402										NANDO'S MIDVALE					1 : 100 @ A3														
B DA 11.03.2026 MW NB																																			Drawing					FLOOR PLAN																			
A DA 06.03.2026 MW NB																																			Location					Project Number					Drawing Number														
P4 PRELIMINARY 25.02.2026 MW NB																																			235 MORRISON ROAD, MIDVALE, WA, 6056					260008					DA.005														
P1 PRELIMINARY 28.01.2026 MW NB																																																											
Issue Description					Date					Chk					Int																																												

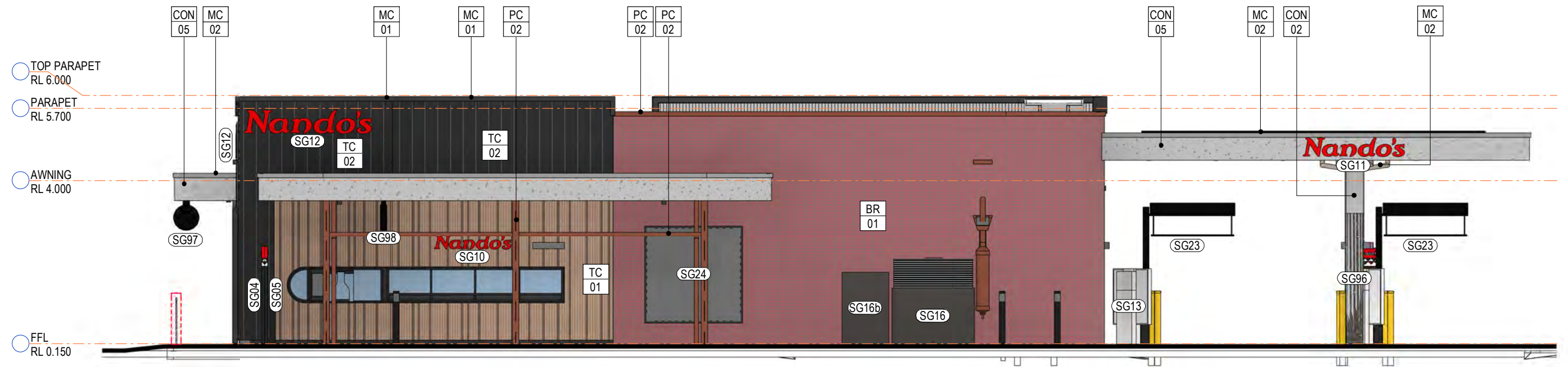


1 BUILDING ELEVATION - NORTH
1 : 100

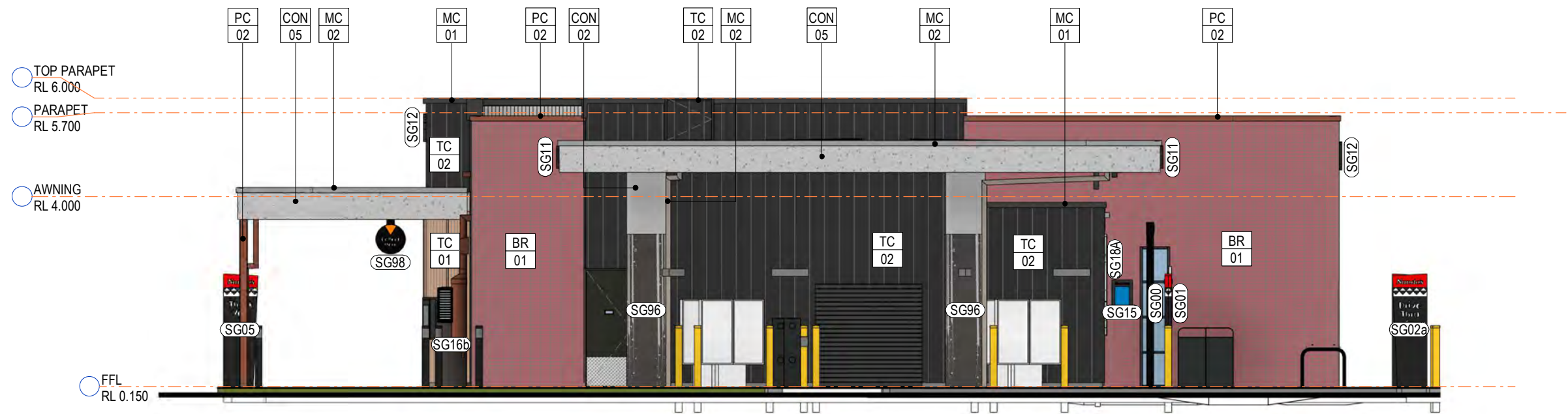


2 BUILDING ELEVATION - WEST
1 : 100

Revisions	General Notes	Drawing Notes	FOR DA NOT TO BE USED DURING CONSTRUCTION	Architect Richmond+Ross CONSULTING ENGINEERS AND PROJECT LEADERS Suite 2.02, 1 Chandos Street St Leonards NSW 2065 TEL: (02) 9490 9600 FAX: (02) 94381224 Nominated Architect: Stuart Piper ARB NSW 12402	Client Nando's	Project NANDO'S MIDVALE Location 235 MORRISON ROAD, MIDVALE, WA, 6056	Scale 1:100 @ A3 Drawing BUILDING ELEVATIONS Project Number 260008 Drawing Number DA.010 Issue B
B DA 11.03.2026 MW NB A DA 06.03.2026 MW NB P4 PRELIMINARY 25.02.2026 MW NB P3 PRELIMINARY 13.02.2026 MW NB P1 PRELIMINARY 28.01.2026 MW NB Issue Description Date Chk Int	Do not scale this drawing. The drawing shows design intent only. All dimensions to be checked on site prior to construction or production. Construction details to be confirmed by contractor/manufacturer. This is a computer generated drawing. Do not amend by hand. Figure dimensions are to be used. Contact architect for clarification if dimensions are not clear. All dimensions are in millimeters. All discrepancies and omissions on site must be reported to the architect for their comments or approval prior to commencing work.						



1 BUILDING ELEVATION - SOUTH
1 : 100



2 BUILDING ELEVATION - EAST
1 : 100

Revisions	General Notes	Drawing Notes	FOR DA NOT TO BE USED DURING CONSTRUCTION	Architect	Client	Project	Scale
B DA A DA P4 PRELIMINARY P3 PRELIMINARY P1 PRELIMINARY Issue Description	11.03.2026 MW NB 06.03.2026 MW NB 25.02.2026 MW NB 13.02.2026 MW NB 28.01.2026 MW NB Date Chk Int	Do not scale this drawing. The drawing shows design intent only. All dimensions to be checked on site prior to construction or production. Construction details to be confirmed by contractor/manufacturer. This is a computer generated drawing. Do not amend by hand. Figure dimensions are to be used. Contact architect for clarification if dimensions are not clear. All dimensions are in millimeters. All discrepancies and omissions on site must be reported to the architect for their comments or approval prior to commencing work.		Suite 2.02, 1 Chandos Street St Leonards NSW 2065 TEL: (02) 9490 9600 FAX: (02) 94381224 Nominated Architect: Stuart Piper ARB NSW 12402	Nando's	NANDO'S MIDVALE Location 235 MORRISON ROAD, MIDVALE, WA, 6056	1 : 100 @ A3 Drawing BUILDING ELEVATIONS Project Number Drawing Number Issue 260008 DA.011 B



Our reference: Ltr01-0572021
Enquiries: Monique Thompson

29 May 2026

City of Swan
PO BOX 196
Midland WA 6936

Attention: Philip Russell – Manager – Statutory Planning

Dear Philip,

**RE: APPLICATION FOR DEVELOPMENT APPROVAL – DAP FORM 2 – MIXED USE
COMMERCIAL – LOT 201 (NO. 231) MORRISON ROAD, MIDVALE**

Rise Urban, on behalf of Northstead Pty Ltd, seeks approval from the relevant Development Assessment Panel ("**DAP**") for proposed amendments to the existing Development Approval (City Ref.: DA-495/2023; DAP Ref.: DAP/22/02304) for Lot 201 (No. 231) Morrison Road, Midvale ("**subject site**").

The subject site benefits from an existing approval for a mixed-use commercial development comprising a Child Care Premises, Shop, Veterinary Centre, and Fast Food Outlet. Since approval was granted in 2023, the landowner and project team have continued to progress tenant negotiations to ensure the development can be delivered in a commercially viable and operationally functional form.

The amendments proposed under this application are a direct response to these tenant requirements. They retain the approved mixed-use commercial intent of the development, while modifying the tenancy mix, built form, and internal site layout to improve functionality, deliverability and long-term activation of the Midvale Neighbourhood Centre.

This application is made under r.17(1)(c) of the *Planning and Development (Development Assessment Panel) Regulations 2011* ("**DAP Regulations**"), which allows an owner to apply to amend an aspect of a DAP approval where the amendment would not substantially change the approved development.

Importantly, the amended proposal does not seek to establish a different planning purpose for the site. Rather, it maintains the approved mixed-use commercial function, reduces the overall developable floor area, removes the previously approved Child Care Premises, retains the Veterinary Centre, and makes targeted amendments to the approved food and beverage components.

1. Site Description & Context

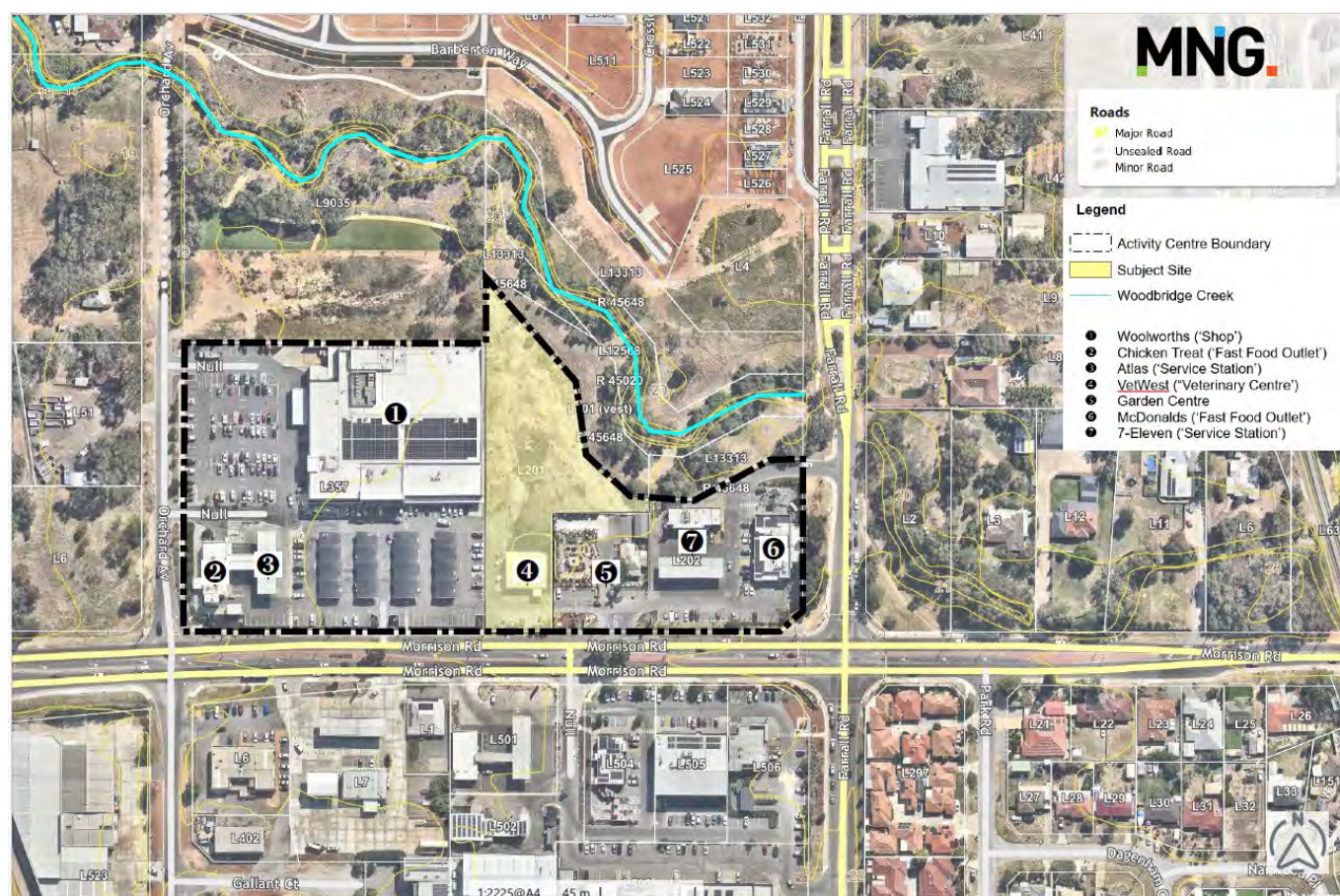
The Midvale Neighbourhood Centre is located at the corner of Morrison Road and Farrall Road, Midvale, comprising Lot 201 Morrison Road, Midvale, as shown in **Figure 1**. It forms part of the existing

Neighbourhood Centre, with direct frontage to Morrison Road. A legal description of the landholding is provided in **Table 1**.

Table 1 Particulars of Certificates of Title

Lot	Diagram	Volume	Folio	Area	Registered Proprietor
201	419058	4039	708	6,151m ²	Northstead Pty Ltd

Figure 1 Site Context



2. Background

Conditional approval for the development of the subject site was granted by the Metro Outer DAP on 24 January 2023 (DAP Ref.: DAP/22/02304) (see **Attachment 1**). The approval granted planning permission for the development of a mixed-use commercial development, which included a Child Care Premises, Shops, Veterinary Centre, and Fast Food Outlet.

A subsequent amendment was approved by the City of Swan ("**City**") on 1 November 2023 (City Ref.: DA-495/2022/A) (see **Attachment 2**). That amendment related to the approved Fast Food Outlet, removal of one Shop tenancy, and associated changes to landscaping, car parking, and internal movement arrangements.

M 0427 058 484

E cameron@riseurban.com.au

riseurban.com.au

ABOVE AND BEYOND TOWN PLANNING

This application is intended to supersede and replace the amendments approved under DA-495/2022/A. It is not intended to operate in addition to the November 2023 amendment.

The current amendment proposal reflects the continued refinement of the approved development in response to tenant commitments and market demand. This is typical for multi-tenancy commercial developments, where final tenancy composition and layout are often refined after planning approval to respond to operator requirements and changes in market drivers.

3. The Proposal

The proposed amendment retains the approved mixed-use commercial character of the development, while modifying the tenancy mix and overall site layout to support the ultimate build-out of the Midvale Neighbourhood Centre.

The previously approved development comprises approximately 1,757m² of developable floor area, including a Child Care Premises, Shop, Veterinary Centre, and Fast Food Outlet. The amended proposal comprises approximately 1,692m² of developable floor area and includes a broader mix of commercial tenancies, including food and beverage uses (Fast Food Outlets and Restaurants), a Veterinary Centre, and a contemporary Vehicle Repair Workshop.

The amended proposal therefore results in a modest reduction in total developable floor area and a redistribution of floorspace across uses that are consistent with the commercial role of the site and complementary to existing uses on adjoining lots.

A copy of the proposed Development Plans are enclosed as **Attachment 3**, and a summary of the key amendments are outlined in **Table 2** for ease of reference.

Table 2 Overview of Proposed Amendments

Land Use	Gross Developable Area		
	Original	DA-Amdt-1	Proposed
Child Care Premises	600m ²	600m ²	--
Fast Food Outlet, with drive-thru	43m ²	220m ²	311m ²
Fast Food Outlet, without drive-thru	--	--	174m ²
Motor Vehicle Repair	--	--	417m ²
Restaurant	--	--	380m ²
Shop	638m ²	537m ²	--
Veterinary Centre	400m ²	400m ²	410m ² ⁽¹⁾
Total	1,681m²	1,757m²	1,692m²

Note:

(1). The floor space of the Veterinary Centre is materially unchanged from the original approval. The difference of 10m² accounts for the small outdoor exercise area. As such, no variation is sought in relation to the Veterinary Centre.

3.1. Operating Details

The details of the operation of the tenancies are set out in **Table 3**.

Table 3 Overview of Hours of Operation

Tenancy	Proposed Hours of Operation	Number of Staff
Fast Food Outlet 1	4:00PM – 1:00AM, Mon – Thurs 12:00PM – 2:00AM, Fri – Sun	Max. 6
Fast Food Outlet 2	10:00AM – Midnight, Mon – Sun	Max. 6
Fast Food Outlet (Nando's)	10:00AM – Midnight, Mon – Sun	Max. 8
Motor Vehicle Repair	7:00AM – 5:00PM, Weekdays 8:00AM – 12:00PM, Saturday	Max. 8
Veterinary Centre	7:30AM – 7:00PM, Weekdays 8:00AM – 5:00PM, Weekends	Max. 10

3.2. Building Form and Layout

The amended plans retain the approved multi-building development format and continue to present a coordinated mixed-use commercial development within the broader Midvale Neighbourhood Centre.

The amended built form has also been designed to visually integrate with the adjoining neighbourhood centre development to the west, including through complementary materiality and façade treatment. In particular, the use of red-brick elements provides a deliberate visual reference to the established Woolworths-anchored centre, helping to create a more cohesive streetscape presentation across the broader site area.

The main built form change is the replacement of the previously approved Child Care Premises with the proposed Motor Vehicle Repair building (i.e., Building C). This modification maintains the commercial function and centre-based character of the approved development, while introducing a service-commercial tenancy that complements the broader neighbourhood centre offer, and supports timely delivery and activation of the site.

The proposal also includes minor amendments to the food and beverage offerings. These amendments are principally driven by tenant-specific layout, servicing, and operational requirements, and are typical of the design refinement process for multi-tenancy commercial developments.

The built form remains low-scale, commercial in character and compatible with the site's role within the Midvale Neighbourhood Centre. The amended layout maintains an integrated site planning approach, with coordinated vehicle access, internal circulation, car parking, pedestrian connections, landscaping and servicing arrangements.

Overall, the proposal preserves the planning intent of the approved development, while improving its functionality, tenant suitability and relationship with adjoining commercial tenancies.

3.3. Access, Parking and Movement

The amended proposal generally retains the approved access strategy and continues to provide on-site car parking and internal circulation to support the proposed tenancy mix.

The most important transport planning change is the removal of the Child Care Premises, which was a key contributor to peak-period parking and traffic demand in the original approval. The replacement land uses are more distributed in their parking demand characteristics, with food and beverage, retail, veterinary and service industry uses generally operating across broader daily trading periods.

The City's Vehicle Parking Standards (POL-TP-129) require parking to be provided in accordance with land use ratios and also recognise reciprocal parking rights where peak operating periods differ and do not substantially overlap. This is an important consideration for the amended proposal, given the mix of food and beverage, retail, veterinary and service industry tenancies.

The Transport Technical Note, prepared by PJA, is enclosed as **Attachment 4** and confirms that the amended proposal is capable of being accommodated within the proposed parking and access arrangements. In particular, the Technical Note demonstrates that:

- The amended land use mix results in an acceptable parking outcome;
- The removal of the Child Care Premises reduces peak-period parking pressure;
- The internal circulation network can safely accommodate vehicle and pedestrian movements;
- Access arrangements remain suitable; and
- The amended development will not result in unacceptable impacts on the surrounding road network.

3.4. Servicing and Waste Management

The amended proposal retains the ability for each tenancy to be serviced safely and efficiently within the subject site.

Waste storage areas will be screened from public view and integrated into the development in a manner consistent with the City's commercial standards, which require refuse and storage areas to be screened, accessible to service vehicles, and appropriately separated or enclosed where relevant.

4. Planning Framework

The following Table summarises the relevant planning and environmental considerations considered in support of this application for development approval.

Table 4 Overview of the Planning Framework

Planning Instrument	Description
Local Government Area	City of Swan
Region Scheme Zoning	Metropolitan Region Scheme ("MRS")

Planning Instrument	Description
	Urban
Local Planning Scheme Zoning	Local Planning Scheme No. 17 (“ LPS 17 ”) Residential Development
Structure Plan(s)	Farrall Road Local Structure Plan (SPN/0769)
State Planning Policy	- SPP4.2 Activity Centres - SPP5.4 Road and Rail Noise - SPP7.0 Design of the Built Environment
Local Planning Policy	- POL-TP-15 Building and Development Standards – Commercial Zones - POL-TP-129 Vehicle Parking Standards - POL-LP-1.13 Design Review

The following sections demonstrate how the proposal satisfies key components of the planning framework.

5. Planning Assessment

5.1. Substantiality of Proposed Amendment

The proposed amendments do not substantially change the development approved by the Metro Outer DAP. The amended proposal remains a mixed-use commercial development in the same location, with the same overall planning purpose and activity centre-based function.

This application is capable of being progressed as an amendment to the original development approval for the following reasons:

- **The approved commercial intent is retained.** The proposal continues to deliver a multi-tenancy commercial centre comprising food and beverage, veterinary and service industry uses.
- **The overall scale is reduced.** The total developable area decreased from 1,757m² to approximately 1,692m².
- **The core components remain unchanged.** The veterinary centre is retained in substantially the same form, and the broader food and beverage function remains consistent with the approved commercial character of the subject site.
- **The Motor Vehicle Repair is a more compatible commercial tenancy.** The removal of the Child Care Premises does not alter the approved centre function. Rather, it replaces one commercial/community-oriented tenancy with a service industry/retail building that remains consistent with Neighbourhood Centre’s overall role and function.
- **The amendments improve operational feasibility.** The changes respond to tenant requirements and improve the likelihood that the approved centre will be delivered and activated in a timely manner.

- **The overall transport impact is reduced.** The removal of the Child Care Premises reduces peak-period car parking demand, and the amended parking and access arrangements are supported by qualified technical analysis.

Accordingly, the proposal is properly characterised as an amendment to the existing approval under r.17(1)(c) of the DAP Regulations.

5.2. Principles of Good Design

The City's *POL-LP-1.13 Design Review* ("**POL-LP-1.13**") provides that amendments to JDAP approvals are only required to be referred to the Design Review Panel ("**DRP**") where, in the opinion of the City, the amendment would benefit from review.

The previous amendment proposal (DA-495/2022/A) was presented to the City's DRP on 29 August 2023 for independent design review and feedback. The panel expressed overall support for the proposal, subject to further attention being given to a number of design matters being addressed through conditions of approval. A copy of the written DRP advice is enclosed as **Attachment 5**.

Since that meeting, the design and planning for the subject site has been further progressed. In turn, the amended proposal has responded to the key matters raised by the DRP and has materially advanced the design resolution of the development. The proposal is now therefore sufficiently resolved to enable assessment through the development application process, without the need for further full-panel design review.

It is also relevant that the DRP Chair noted that a further full-panel design review was not required, and that any further review, if considered necessary, could be undertaken by the Chair only. This confirms that the matters raised by the DRP are capable of being addressed through further design development, technical reporting and standard conditions of approval.

The following Table summarises the key design matters raised by the DRP and the proposals response.

Table 5 Key Matters Addressed in Design Review Panel Feedback

Summary	Design Recommendations	Applicant Response
Landscape Quality	Review the site planning and landscape design to find more space for landscape. Ensure landscape has a better chance of being viable with sufficient area, density and reticulation.	Landscaping areas are largely unchanged from the previous approval and have been dispersed across the subject site. The amended proposal will be supported by a detailed Landscape Plan. It is anticipated that this requirement can be secured by a condition of approval prior to submission of a building permit. This approach is consistent with the original development approval, which allowed detailed landscaping to be addressed by a condition (see Condition 16 of DAP/22/02304).

Summary	Design Recommendations	Applicant Response
Functionality and Build Quality	Expand the traffic and parking report to include parking management initiatives. Review the relationship between the server and the waiting bays.	The amended proposal is supported by updated transport advice prepared by PJA (see Attachment 4). The technical assessment considers the revised tenancy mix, parking demand, circulation, drive-through operation and internal movement arrangements. Importantly, it concludes that a formal Parking Management Plan is not required. The amended layout has also been refined to improve operational functionality across the site, including customer movement, access to tenancies and vehicle circulation.
Sustainability	Engage a sustainability consultant and identify a range of committed initiatives to improve the sustainability of the design.	It is anticipated that a condition of approval will require a Statement of Sustainability to be prepared and submitted to the satisfaction of the City. The Statement is expected to address sustainable construction materials, recycling, good waste management practices, re-use of materials and existing structures (where practical), harnessing of renewable energy sources and total water cycle management. This approach is consistent with the original development approval, which allowed sustainability matters to be addressed by a condition (see Condition 23 of DAP/22/02304).
Amenity	Consider how pedestrian amenity could be improved through the landscape plan. Consider how more landscaping could be introduced in and around the alfresco dining area.	The amended proposal maintains and rationalises pedestrian connections throughout the site. It provides opportunities for landscaping to improve the pedestrian environment, particularly around customer areas and alfresco spaces. These matters can be further resolved through the detailed Landscape Plan required as a condition of approval.

Summary	Design Recommendations	Applicant Response
Community	Review opportunities to integrate public art into the development.	Opportunities for public art can be addressed through the development approval conditions. This approach is consistent with the original development approval, which allowed public art to be addressed by a condition (see Condition 21 of DAP/22/02304).

Having regard to the above, the proposed amendment would not benefit from review of the DRP for the following reasons:

- The site already benefits from approval for a mixed-use commercial development.
- The amended proposal retains the same overall development intent and commercial character.
- The development remains low-scale and compatible with its approved neighbourhood centre-based context.
- The amendments are primarily tenancy, layout, access, parking and operational refinements.
- The amendments are mostly limited to the rear of the site, which is not meaningfully visible from the street.
- The amended plans and supporting material respond to the relevant matters previously raised by the DRP.
- The outstanding matters are capable of being addressed through standard and appropriate conditions of approval that already apply, including landscaping, sustainability and public art.
- The DRP Chair previously indicated that a further full-panel review was not required.

On this basis, the proposal has been sufficiently advanced and refined since the previous DRP review. Further referral to the full review panel would be unlikely to materially assist the City's assessment or the DAP's determination of the application. The amended proposal can be appropriately addressed through the standard development assessment process, having regard to the information supporting this application and recommended conditions of approval.

5.3. Land Use Permissibility

The Farrall Road Local Structure Plan ("**Structure Plan**") identifies the subject site as "Area Subject to Future Planning Justification". In the absence of a specific land use designation for the subject site under the Structure Plan, land use permissibility cannot be determined by simply applying a conventional zoning table interpretation.

As such, the proposal must be assessed having regard to the broader planning context, the approved development history of the site and adjoining land, and the intended function of the Midvale Neighbourhood Centre. In this context, the assessment of land use permissibility has been undertaken having regard to:

- The existing approval for a mixed-use commercial development on the subject site;
- The approved and established commercial development pattern on adjoining and nearby land;
- The purpose and intended function of the Midvale Neighbourhood Centre;
- The role of Neighbourhood Centres under the City's Local Commercial and Activity Centre Strategy; and
- The objectives of State Planning Policy 4.2 Activity Centres ("**SPP4.2**").

The proposed tenancy mix includes Restaurant, Fast Food Outlet, Veterinary Centre and Motor Vehicle Repair. Collectively, these uses will provide a practical and complementary mix of day-to-day services for the surrounding catchment. This is consistent with the City's Local Commercial and Activity Centre Strategy (2017) ("**LCACS**"), which recognises that Neighbourhood Centres typically provide day-to-day and weekly shopping and other services to their surrounding communities.

The proposed land use mix also supports the broader objectives of SPP4.2 by encouraging multi-purpose trips, local employment, and customer convenience. The amended proposal maintains a diverse mix of commercial, food and beverage, veterinary and service industry based activities that will contribute to the vitality and viability of the Midvale Neighbourhood Centre.

A land use compatibility assessment is outlined in **Table 7** below.

Table 6 Land Use Compatibility

Land Use	LPS17 Definition	Applicant Response
Fast Food Outlet	means premises used for the preparation, sale and serving of food to customers in a form ready to be eaten without further preparation, primarily off the premises, but does not include a lunch bar.	Consistent with the original approval and the established vehicle-oriented commercial context along Morrison Road. The proposed fast food tenancies support convenience and passing-trade activity.
Motor Vehicle Repair	means premises used for or in connection with – a) electrical and mechanical repairs, or overhauls, to vehicles; or b) repairs to tyres, but does not include premises used for recapping or retreading of tyres, panel beating, spray painting or chassis reshaping.	Capable of support as a small-scale, service industry use that complements the existing service station to the east (7-Eleven) and west (Atlas). In addition, the use will provide local employment and a day-to-day service, while operational impacts have been managed through design and siting, and can be further managed with conditions of approval.
Restaurant	means premises where the predominant use is the sale and consumption of food and drinks on the premises and where seating is provided for patrons, and includes a restaurant licensed under the <i>Liquor Licensing Act 1988</i> .	Supports activity, choice and extended trading within the centre. The use is complementary to the approved food and beverage function and contributes to centre vitality and 'after-hours' activation.

Land Use	LPS17 Definition	Applicant Response
Veterinary Centre	means premises used to diagnose animal diseases or disorders, to surgically or medically treat animals, or for the prevention of animal diseases or disorders.	The Veterinary Centre is materially unchanged from the original approval. The difference of 10m ² accounts for the small outdoor exercise area. As such, no variation is sought in relation to the Veterinary Centre.

Motor Vehicle Repair

The amended proposal includes a Motor Vehicle Repair tenancy, comprising a light vehicle servicing and repair workshop of less than 500m². The use is capable of support having regard to its nature, scale, activity centre context and contribution to local employment and customer convenience.

Importantly, SPP4.2 expressly contemplates Motor Vehicle Repair as an activity centre land use. Section 8 (Definitions) of SPP4.2 identifies Motor Vehicle Repair as a Category B – Service Industry land use. This recognises that Motor Vehicle Repair tenancies may appropriately form part of activity centre environments where they support the role, function and needs of the centre.

The proposed Motor Vehicle Repair tenancy is complementary to and supportive of the established and approved Service Station uses within the Midvale Neighbourhood Centre. A Service Station is defined as a premises used for –

(a) the retail sale of petroleum products, motor vehicle accessories and goods of an incidental/convenience retail nature; and

(b) the carrying out of greasing, tyre repairs and minor mechanical repairs to motor vehicles

but does not include premises used for a transport depot, panel beating, spray painting, major repairs or wrecking.

This definition is relevant because it demonstrates that minor vehicle servicing and repair activities are already contemplated within service-oriented activity centre environments, including within the Midvale Neighbourhood Centre. The proposed Motor Vehicle Repair land use shares and supports this function by focusing on light vehicle servicing and tyre repair, rather than heavy industrial vehicle repair, panel beating, spray painting, wrecking or dismantling.

In this way, the proposed tenancy will operate as a customer-facing service that complements the adjoining Service Station function, broadens the range of existing local services available to residents and passing motorists, and supports the practical day-to-day role of the activity centre.

SPP4.2 also identifies that activity centres should provide an appropriate land use mix that supports their role and function, promotes economic growth, provides employment opportunities and enhances consumer choice. The proposed Motor Vehicle Repair is consistent with this policy intent for the following reasons:

- **The use provides local convenience.** It is intended to operate strictly as a light vehicle servicing and repair tenancy within an integrated commercial centre environment. It is not proposed as a heavy industrial, panel beating, spray painting, vehicle wrecking or outdoor dismantling use. Its operational

character is therefore compatible with a service-industry activity centre setting, and is a commonly found use in integrated commercial / retail centres throughout Perth.

- **The use will support local employment opportunities.** SPP4.2 identifies activity centres as locations where employment, goods and services should be located close to the communities they serve, and recognises the need for activity centres to provide a diversity of employment opportunities and promote business clustering. The Motor Vehicle Repair tenancy will generate ongoing employment in a trade/service industry sector, broadening the local employment base of the centre beyond retail and food and beverage roles.
- **The use is complementary to the broader neighbourhood centre.** A light vehicle servicing tenancy provides a day-to-day service to surrounding residents, workers and passing motorists. It will sit alongside retail, food and beverage, veterinary and other commercial tenancies, reinforcing the centre's role as a practical local service destination rather than a single-purpose retail development.
- **The use will support multi-purpose trips.** Customers may leave a vehicle for servicing while accessing food, beverage, retail or other services within the broader centre. This directly supports the activity centre objective of consolidating trips and improving access to goods and services. The site's proximity to existing bus services (Routes: 313 – 315, 323 – 325, and 327) further supports access by customers who may leave their vehicle for servicing and continue their journey by public transport.
- **The tenancy is modest in scale.** Measuring less than 500m², the Motor Vehicle Repair tenancy will form a minor component of the broader neighbourhood centre development. It will not dominate the development, change the overall commercial character of the centre, or undermine the intended neighbourhood centre function.
- **The use is contextually appropriate.** Morrison Road has an established commercial and vehicle-oriented land use pattern, and the subject site is situated between an approved neighbourhood centre development (west) and an existing fast food and service station (east). The Motor Vehicle Repair tenancy provides a logical service-industry transition within this broader activity node and complements the existing service station function without displacing the centre's retail, food and beverage or community serving role.

In addition, any potential amenity considerations relating to the operation of the Motor Vehicle Repair can be appropriately addressed through conditions of approval.

The proposed Motor Vehicle Repair tenancy is thereby capable of being supported as a modest, service-industry activity centre use that will contribute to local employment, broaden consumer choice, support multi-purpose trips and complement the broader neighbourhood centre function.

5.4. Building and Development Standards – Commercial Zones

The City's *POL-TP-125 Building and Development Standards – Commercial Zones* ("POL-TP-125") seeks to ensure that development in commercial areas is consistent with orderly and proper planning and furthers the objectives of the relevant zone. Although the site is zoned 'Residential Development', we recognise that the

proposal performs a commercial centre function and so has been assessed with regard to the City's relevant commercial development standards.

The policy sets out several development standards, including setbacks, parking, landscaping, servicing, refuse storage and site development requirements. Those relevant to the proposal are assessed in **Table 5** below.

Table 7 Assessment of POL-TP-125

Development Standard	Applicant Response
Off-Street Parking Provision shall be made for the off-street parking of motor vehicles in accordance with the <i>Vehicle Parking Standards</i> policy, except as otherwise provided for in this policy.	See Transport, Access and Parking section, below.
Plot Ratio and Site Coverage - Fast Food Outlet: 0.5:1 - Restaurant: N/A - Shop: N/A - Other: To be negotiated.	Based on a Site Area of 6,151m ² , and Gross Floor Area of 1,692m ² , the proposal has a plot ratio of 0.28:1. The proposal is thereby compliant with the maximum 0.5:1 plot ratio provision.
Setback Requirements - Fast Food Outlet: 9m - Restaurant: N/A - Shop: N/A - Other: To be negotiated.	The closest tenancy (Fast Food Outlet – Nando's) to Morrison Road is setback approximately 15.4m from the front boundary, with landscaping provided between the car parking and verge to soften the interface along Morrison Road.
Use of Setbacks Use of land between a building setback line and a street alignment is limited to: access, loading/unloading of vehicles, landscaping, trade display, and/or vehicle parking.	Land within the front setback area is proposed to be used for a combination of car parking, access, and landscaping.
Landscaping Requirements Minimum 10% landscaping of the total area in a form approved by the Council.	Landscaping areas are largely unchanged from the previous approval and have been dispersed across the subject site, within the following locations: - A landscaping strip along the front of the site, fronting Morrison Road; - An area behind the Nando's, and along the drive-through aisle; - The entry to the Motor Vehicle Repair to help soften its presence; and - Planting areas at the corners of circulation aisles/car parking areas. It is anticipated that a condition of approval will be imposed requiring the preparation and approval of a Landscape Plan prior to submission of a building permit. This approach is consistent with the approach adopted for the original development approval (see Condition 16 of DAP/22/02304).

Development Standard	Applicant Response
Service Areas Situated behind a commercial building for the purpose of loading and unloading goods.	Service, refuse and storage areas have been located behind the respective buildings and/or incorporated into the design, such that they are secure from public access and screened from view.
Refuse and Storage Areas One or more areas for the storage of cartons, containers or refuse. Refuse or storage areas are to be screened from view, accessible to service vehicles and not less than 9m ²	

5.5. Transport, Access and Parking

The City's *POL-TP-129 Vehicle Parking Standards* policy ("**POL-TP-129**") seeks to ensure that adequate provision is made for the parking of vehicles. However, it is important to recognise that the City's POL-TP-129 was last modified in 2017.

Since then, current best practice for non-residential development has been to adopt the WAPC *Planning Manual – Non-Residential Car Parking Rates in Perth and Peel* (November 2024) ("**Planning Manual**"). The Planning Manual establishes minimum and maximum parking rates for developments in various zones and/or precincts.

As such, assessment of the car parking provision for this proposal has been undertaken in accordance with the Planning Manual, as generally outlined in **Table 7**.

Table 8 Land Use Parking Requirements (Planning Manual, Appendix A)

Parking Ratio					Assessment	
	Fast Food Outlet 291m ² NLA ⁽¹⁾	Restaurant 170 pax.	Veterinary Centre 4 vets	Motor Vehicle Repair 417m ² GFA	Total Required	Total Proposed
Min.	1 per 50m ² NLA	1 per 10 people	2 per vet	1 per 100m ²		
Max.	1 per 10m ² NLA	1 per 3 people	4 per vet	1 per 30m ²		
Min.	6	17	8	5	36	
Max.	30	57	16	14	117	73 ⁽²⁾

Notes:

(1): Assumes: 60% of GFA.

(2): Includes: 55 standard car parking bays, 5 ACROD bays, and 13 queued drive-through bays.

The above assessment is supported by the Transport Technical Note (see **Attachment 4**), which confirms:

- The proposed amendment has a lower or comparable peak parking demand relative to the development approved under the June 2023 Transport Impact Assessment;

- The total parking provision, including on-site bays and drive-through queueing, remains sufficient to meet expected demand; and
- The amendment development remains consistent with the assumptions and conclusions of the approved parking assessment.

5.6. Activity Centre Development

The proposed amendment is consistent with the activity centre planning framework established by SPP4.2 and the City's LCACS, as generally outlined below.

Local Commercial and Activity Centres Strategy

The City's LCACS establishes five core principles for activity centres throughout the local government area:

1. Support a viable activity centre hierarchy.
2. Encourage a genuine mix of land uses in centres.
3. Drive local economic development opportunities.
4. Support new opportunities which complement the activity centre hierarchy.
5. Support Midland as the Strategic Metropolitan Centre serving the region.

The amended proposal supports these principles by maintaining and refining an approved mixed-use commercial development within an identified Neighbourhood Centre context. It will provide additional employment generating opportunities, support local access to goods and services, and contribute to the completion of the Morrison Road commercial frontage.

The LCACS identifies the Midvale/Swan View locality as an area requiring improved Neighbourhood Centre provisions. It notes that residents in the Swan View Local Planning Area (inc., Jane Brook, Stratton Park and future residents within the Farrall Road Structure Plan area), are under-served in relation to quality neighbourhood centres, and thereby recognises potential for additional neighbourhood centre facilities within the area. It was for this reason that the development of land west and east of the subject site was formally approved.

The amended proposal is consistent with this strategic direction, as it continues to support the delivery of a diversity of local commercial services in an area where the City has identified a need for improved neighbourhood centre provision.

Land Use Diversity and Centre Function

SPP4.2 recognises that a diversity of land uses is essential to the vitality and viability of activity centres. A diverse land use mix promotes a more equitable distribution of services, activities and employment for the community, including at different times of the day. It is also expected that activity centres develop in a manner that avoids becoming predominantly single-purpose.

The amended proposal responds positively to this policy direction. The development will include:



- a diverse mix of food and beverage tenancies;
- a veterinary centre;
- a light vehicle servicing and repair tenancy; and
- associated customer parking, access, landscaping and servicing infrastructure.

This tenancy mix will support different customer needs, trading patterns and employment types as well as complementing (rather than competing with) the established commercial uses on either side. The food and beverage uses will provide convenience and activation; the veterinary centre will provide a community-serving health-related service; and the Motor Vehicle Repair tenancy will provide a practical service that complements the surrounding commercial catchment.

6. Conclusion

The proposed amendment represents a logical, orderly and commercially necessary refinement to the approved development at Lot 201 Morrison Road, Midvale.

The amendment does not substantially change the development originally approved by the Metro Outer DAP as it: retains the approved mixed-use commercial intent; reduces the total developable floor area; maintains key approved uses; removes the child care premises; and introduces a complementary mix of retail, food and beverage, veterinary and light service-commercial tenancies.

The proposal is consistent with the site's role within the broader Midvale Neighbourhood Centre and supports the objectives of SPP4.2, SPP7.0 and the City's local planning framework. It will contribute to local employment, improve access to services, support activation of the centre and facilitate delivery of a development that is responsive to tenant and market requirements.

Should you wish to discuss this application further, please contact Monique Thompson of this office at monique@riseurban.com.au.

Yours sincerely

A handwritten signature in black ink, appearing to read "Cameron Leckey".

Cameron Leckey
Director
Rise Urban Pty Ltd

cc: Nick Grindrod, Development Manager, Saracen Properties

Technical Note

Project: Lot 201 (231) Morrison Road, Midvale

Subject: TIA Update for New Land Use Yields

Client:	Saracen Properties	Version:	E - Updated Final
Project No:	10250	Author:	Rodney Ding
Date:	13/08/2026	Approved:	Simon Davies

I Introduction

This technical note has been prepared to update the expectations of parking demand and traffic generation for the amended development at Lot 201 (231) Morrison Road, Midvale, relative to the development assessed in the approved Traffic Impact Assessment (TIA) dated June 2023.

Parking demand has been assessed primarily with reference to the City of Swan Local Planning Policy POL-TP-129 – Vehicle Parking Standards (2017), consistent with the approach adopted in the approved TIA.

The WA Planning Manual – Non-Residential Car Parking Rates in Perth and Peel (November 2024) has been referenced for context and contemporary best-practice.

This technical note is considered appropriate as it serves to show the differential development impacts of the amended land uses, which are less than what was assessed in the June 2023 TIA and subsequently approved and with resultant less impact.

2 Comparison with Previously Approved Development

The previously approved development (June 2023 TIA) comprised a total developable area of approximately 1,757m² and included a childcare centre, retail, veterinary clinic, and fast food with drive-through:

- 600m² childcare centre
- 537m² retail/shop
- 400m² vet centre
- 220m² fast food with a drive-through

That development was assessed to generate a peak parking demand of approximately 62 vehicles, compared to a provision of 67 parking bays plus 11 drive-through queuing spaces, and was found to be acceptable based on temporal parking demand patterns.

The current amended development (as shown on drawing A01 Revision J dated 19/5/26 prepared by BBD) has a reduced total developable area of approximately 1,692m², removes the childcare centre which was identified in the approved TIA as a key contributor to peak daytime parking demand, and slightly increases the size of the proposed vet centre, as follows:

- 417m² auto service workshop
- 410m² vet centre (previously 400m²)
- 174m² fast food
- 311m² fast food with a drive-through (Nandos)
- 380m² restaurant with seating for up to approximately 170 pax

The proposed development now includes 60 parking spaces and queuing area including the following:

- 5 ACROD bays spread across 3 locations
- 55 parking spaces
- Up to 13 spaces available for queueing within the drive-through

2.1 Parking Demand Assessment – City of Swan LPP

Parking demand for the amended development was assessed using City of Swan LPP parking rates, with temporal demand patterns across the day considered in a manner consistent with the approved TIA.

Peak parking demand was assessed across the following periods:

- 6:30am–9:00am
- 9:00am–4:00pm
- 4:00pm–6:00pm
- Post-6:00pm

A summary of the expected demands during the day is shown below in Table 1 :

Table 1: LPP Rates Parking Assessment

Use	6:30am-9am	9am-4pm	4pm-6pm	6pm+
Workshop	32	32	16	0
Vet	11	22	11	0
Fast Food	3	5	10	10
Nandos	2	9	19	19
Restaurant	0	21	11	43
no internal recip	47	90	67	72
less 10% internal recip	43	84	64	72
less 10% cross site recip	38	75	52	59
provided inc drive-through	73	73	73	73
surplus	35	-2	21	14

The assessment demonstrates that:

- The highest potential parking demand occurs during the daytime (9:00am–4:00pm) period, driven by overlapping retail, veterinary, and workshop uses.
- During this period, if all land-use peak rates are assumed to occur concurrently, a theoretical shortfall of approximately 2 spaces may occur relative to the site's total parking provision including drive-through queuing.
- This scenario represents a highly conservative assumption, as it does not reflect observed or expected staggered peak demand across land uses.

The removal of the childcare centre significantly reduces short-stay, high-turnover parking demand during both the morning and afternoon peaks, which were previously the dominant parking periods.

Indeed, the approved development generated total peak parking requirement of 111 spaces (assuming no reciprocal demand) compared to the proposed provision of 67 spaces and 11 drive-through spaces thereby equating to a theoretical shortfall of 33 spaces.

The amended application generates a total peak parking requirement of 90 spaces (with no consideration of reciprocity) compared to the proposed provision of 60 spaces and 13 drive-through spaces thereby equating to a theoretical shortfall of 17 spaces.

As such the amended application has a reduced theoretical parking shortfall compared to the currently approved development.

Of note is that the workshop is proposed to have 6 service bays and these have not been included in the above assessment. The inclusion of these bays would result in the site having surplus parking throughout the day.

2.2 Temporal and Reciprocal Parking Considerations

Consistent with the approved TIA, the amended development benefits from:

- differing peak demand periods across land uses, and
- internal circulation that allows shared use of parking spaces throughout the day.

Internal reciprocal parking has therefore been considered conservatively at 10%, consistent with accepted industry practice for multi-tenanted commercial sites.

Cross-site reciprocal parking with the adjacent shopping centre has been examined for robustness only, noting that:

- parking adequacy has been demonstrated primarily within the site boundary and allocated drive-through queuing, and
- adjacent parking availability is considered a resilience factor rather than a relied-upon supply.

Even without reliance on cross-site parking, the amended development has a parking demand envelope that is comparable to or lower than the previously approved development.

Based on these considerations, the site is expected to have a minor shortfall of 2 spaces at peak parking times of 9am to 4pm.

It should be noted that the assessment of the parking demands based on temporal variances during the day using crude rates required from planning schemes will not tend to align with expected traffic generation during similar periods as assessed in Section 3. Parking rates and industry traffic generation rates will typically not have any strong correlation and thus there may be apparent discrepancies in the amount of parking provided for the expected traffic generation at that time. This is not by design but is a quirk of the different generation rates and requirements for parking and traffic generation.

2.3 Review Against WA Planning Manual Rates (Benchmarking)

For completeness, parking demand was also benchmarked against both the lower and upper recommended rates in the WA Planning Manual (November 2024). Summaries of the minimum and maximum parking demand profiles are shown below in Table 2 and Table 3.

Table 2: WA Planning Manual Minimum Rates Parking Assessment

Use	6:30am-9am	9am-4pm	4pm-6pm	6pm+
Workshop	4	4	2	0
Vet	4	8	4	0
Fast Food	1	1	2	2
Nandos	0	2	4	4
Restaurant	0	9	4	17
no internal recip	9	24	16	23
less 10% internal recip	8	22	16	23
less 10% cross site recip	7	20	13	19
provided inc drive-through	73	73	73	73
surplus	66	53	60	54

Table 3: WA Planning Maximum Rates Parking Assessment

Use	6:30am-9am	9am-4pm	4pm-6pm	6pm+
Workshop	14	14	7	0
Vet	8	16	8	0
Fast Food	4	9	17	17
Nandos	2	9	19	19
Restaurant	0	28	14	57
no internal recip	26	73	58	86
less 10% internal recip	24	70	57	86
less 10% cross site recip	21	63	45	72
provided inc drive-through	73	73	73	73
surplus	52	10	28	1

Of note is that the workshop is proposed to have 6 service bays and these have not been included in the above assessment. The inclusion of these bays would result in the site having more surplus parking throughout the day.

This benchmarking confirms that:

- Under lower-rate assumptions, the site provides a significant surplus of parking at all times.
- Under upper-rate assumptions, the site is generally capable of accommodating peak demands when temporal demand patterns are considered.

This benchmarking does not alter the primary conclusion based on City of Swan policy.

2.4 Parking Conclusion

On the basis of the above:

- The amended development has a lower or comparable peak parking demand relative to the development approved under the June 2023 TIA.
- The total parking provision, including on-site bays and drive-through queuing, remains sufficient to meet expected demand.
- The amended development remains consistent with the assumptions and conclusions of the approved parking assessment.

Given the reduced intensity and removal of the childcare use, a formal Parking Management Plan is not considered necessary at this stage. Indeed, car parking is used most efficiently when it is communal and shared between various uses rather than being allocated to individual tenancies.

3 Traffic Impacts

3.1 Traffic Generation of Amended Development

Traffic generation for the amended development has been estimated using the same principles adopted in the approved June 2023 TIA, with reference to WAPC Transport Assessment Guidelines and established industry rates.

Traffic generation has been assessed relative to the existing veterinary clinic, consistent with the approved assessment approach.

The Generation rates assumed for the land uses in the 7:00-8:00am peak and 4:00-5:00pm peak, aligning with June 2023 TIA peak flows, are as follows.

Table 4: Adopted Generation Rates

Land Use	AM Rate (7am-8am)	PM Rate (4pm-5pm)	Source
Vet Clinic	Nil	5.08 per 100m ²	2023 TIA, metric ITE
Workshop	3.16 per 100m ²	3.64 per 100m ²	metric ITE
Fast Food	1.88* per 100m ²	10 per 100m ²	WAPC TIA GLs
Restaurant	0.25* per 100m ²	5* per 100m ²	WAPC TIA GLs

* typical rates adjusted, see below

The WAPC AM generation rate for the Fast Food was reduced by 25% as the proposed development is not a Fast-Food restaurant with a typical AM peak compared to a typical burger chain fast food restaurant. Indeed, Nando's typically does not open until 10am. This also accounts for some trip linking with the adjacent developments. Similarly for the restaurant the AM peak was reduced by 90% as the restaurant will cater for more formal sit down lunch and dinner offerings with little to no AM traffic generation. The PM rate was discounted by 50% to reflect the slower turnover of the site and that the generation is expected to be higher in the evenings after the PM peak compared to a high turnover fast food restaurant. There was no traffic generation assessed for the Vet Clinic in the AM peak as the June 2023 TIA assessed traffic generation occurring from 9am, this occurring after the typical morning peak.

Based on these adopted generation rates the site is expected to generate the following traffic flows in the AM and PM peaks with approximately 23 trips in the AM peak and 104 in the PM peak as noted on the following page.

Table 5: Expected Traffic Generation

Land Use	AM	PM
Vet Clinic	0	21
Workshop	13	15
Fast Food	9	49
Restaurant	1	19
Total	23	104

Based on the current 320m² vet clinic (which will be replaced by the new vet clinic) this current vet clinic expected to generate no traffic flows in the 7-8am peak with approximately 16 trips in the 4-5pm peak.

The amended development is expected to generate the following additional traffic over and above the current traffic generated with the current vet clinic:

- AM Peak (7:00am–8:00am): approximately 23 additional trips
- PM Peak (4:00pm–5:00pm): approximately 88 additional trips (104 expected, less 16 currently from the existing vet clinic that will be replaced).

3.2 Comparison with Approved Traffic Generation

From the previous TIA, the site was assessed to generate the following traffic flows. This assessment expected a total of approximately 113 trips in the AM peak and 124 trips in the PM, this including some trips to and from the existing vet clinic on the site.

Figure 1: Traffic Generation Excerpt from Previous TIA

Table 6: Subject Site Peak Traffic Generation by Hour⁷

Use	AM Peak Period (In/Out)			PM Peak Period (In/Out)	
	7am – 8am	8am – 9am	9am – 10am	4pm – 5pm	5pm – 6pm
Child Care	61 (31/31)	61 (31/31)		53 (27/27)	53 (27/27)
Vet Clinic			19 (14/6)	22 (9/14)	
Retail	8 (2/7)			27 (14/14)	
Café/Fast food ⁸	44 (22/22)			22 (11/11)	
Total	113 (55/60)	61 (31/31)	19 (14/6)	124 (61/66)	53 (27/27)

Source: 2023 TIA

The previously approved development was therefore expected to generate the following additional traffic over and above the existing vet clinic:

- approximately 113 additional trips in the AM peak, and
- approximately 108 additional trips in the PM peak (124 expected, less 16 currently from the vet clinic).

The comparison of the approved TIA and this amendment is summarised below in Table 6.

Table 6: Expected Traffic Generation

Land Use	Rate	Source	Appr. Yield (m ²)	Amend. Yield (m ²)	Approved TIA Gen Trips	Amend. Gen Trips	Diff
Vet Clinic	Nil (AM) 5.08/100m ² (PM)	2023 TIA, metric ITE	400	410	0 (AM) 22 (PM)	0 (AM) 21 (PM)	0 (AM) -1 (PM)
Retail/Work	3.16/100m ² (AM) 3.64/100m ² (PM)	metric ITE	537	417	8 (AM) 27 (PM)	13 (AM) 15 (PM)	+5 (AM) -12 (PM)
Fast Food	1.88*/100m ² (AM) 10/100m ² (PM)	WAPC TIA GLs	220	485	44 (AM) 22 (PM)	9 (AM) 49 (PM)	-35 (AM) +27 (PM)
Restaurant	0.25*/100m ² (AM) 5*/100m ² (PM)	WAPC TIA GLs	0	380	NIL	1 (AM) 19 (PM)	+1 (AM) +19 (PM)
Child Care	0.8/child (AM) 0.7/child (PM)	RTA	600 76 children	0	61 (AM) 53 (PM)	NIL	-61 (AM) -53 (PM)
Total			1,757	1,692	113 (AM) 124 (PM)	23 (AM) 104 (PM)	-90 (AM) -20 (PM)

* typical rates adjusted, see Section 3.1

The Child Care centre is included in the table above for completeness and comparison purposes only. This has been removed from the site and is not part of this amended submission. The Approved TIA trips are taken verbatim from the June 2023 TIA and it is noted that the previous TIA assessed the 400m² (the proposed size of the vet at that time) vet as generating 22 trips in the PM peak, which is not correct as this should have been 20 based on the generation rate of 5.08 trips per 100m².

Nonetheless, based on the reported rates from that previous TIA, this amendment is expected to have a decrease in expected traffic generation compared to the previously approved TIA.

The amended development therefore represents:

- An estimated net decrease of 90 trips per hour compared to the approved development in the AM peak.
- An estimated net decrease of 20 trips per hour compared to the approved development in the PM peak.

The significant reduction in expected AM peak traffic is primarily attributable to the removal of the childcare centre, which was the dominant AM peak traffic generator in the approved assessment and the change in fast food type in the fast food restaurant from a burger chain to an expected fast food chicken chain which does not serve breakfast.

3.3 Road Network and Access Impacts

The June 2023 TIA demonstrated that:

- access via Morrison Road and Farrall Road would operate acceptably, and
- the surrounding road network could accommodate the approved development traffic.

The amended development:

- does not introduce new access points,
- does not intensify peak traffic demand, and
- remains within the traffic generation envelope previously assessed.

Given the amended development application is expected to generate less traffic than the currently approved development, all conclusions of the approved TIA regarding access performance and network operation remain valid.

3.4 Traffic Impacts Conclusion

Given that the amended development is expected to generate lower peak traffic volumes than the previously approved development:

- the surrounding road network will continue to operate within acceptable performance levels as currently approved;
- access arrangements previously assessed and approved remain appropriate; and
- no additional traffic modelling or mitigation measures are required.

4 Conclusion

This Technical Note has been prepared to assess the transport and parking implications of an amended development proposal at Lot 201 (231) Morrison Road, Midvale, relative to the development assessed in the approved Traffic Impact Assessment (TIA) dated June 2023.

The amended development supersedes the previously approved land uses, most notably through the removal of the childcare centre, which was identified in the approved TIA as the dominant contributor to morning and afternoon peak traffic and parking demand. The amended proposal comprises a mix of veterinary, retail, and food and beverage uses, broadly consistent with the commercial context of the surrounding precinct.

Based on the assessment undertaken, the following conclusions are drawn:

- The amended development is expected to generate lower peak-hour traffic volumes than the development approved under the June 2023 TIA, with substantial reductions in the AM peak and a measurable reduction in the PM peak.
- All site access arrangements, internal circulation, and external road network interfaces remain unchanged from those previously assessed and approved.
- The traffic impacts of the amended development remain within the envelope of impacts already demonstrated to be acceptable under the approved TIA.
- The removal of the childcare centre significantly reduces peak parking demand, particularly during weekday daytime periods.
- When assessed using the City of Swan Local Planning Policy parking framework, and taking into account realistic temporal demand patterns, the amended development is expected to provide sufficient parking to meet anticipated peak demands.
- Benchmarking against the WA Planning Manual confirms that the proposed parking provision is reasonable and proportionate for the amended land-use mix.
- The availability of substantial surplus parking within the immediately adjacent shopping centre provides additional network resilience, but the parking assessment does not rely on this capacity to demonstrate acceptability.

In summary, the amended development represents a reduction in transport and parking intensity relative to the previously approved proposal. The conclusions of the June 2023 Traffic Impact Assessment remain valid, conservative, and applicable to the amended development.

No additional traffic modelling, access modifications, or parking mitigation measures are required beyond those already identified and agreed under the approved TIA.



Design Review Panel Report

**Mixed-commercial use development: Lot 2 (No.231)
Morrison Road & Lot 100 (No.83) Farrall Road, Midvale**

Chair review
15th August 2026

DA-495/2022/B



Review Attendance		
Subject	Mixed-commercial use development: Lot 2 (No.231) Morrison Road & Lot 100 (No.83) Farrall Road, Midvale	
Date	15 th August 2026	
Time	N/A	
Location	N / A	
Design Reviewers	Malcolm Mackay - Chairperson (Mackay Urban Design)	
Proponent Team	Rise Urban	
Local Government Staff	Celina da Costa Gabby Popovski	Coordinator Development Assessment & Appeals Statutory Planning Senior Planning Officer
Stakeholders (if applicable)		
Observers (if applicable)		
Declarations		
None.		
Briefings		
None.		

Executive Summary

Summary:	The Panel understands that the proposal is an updated version of a previous approval, which itself was an amendment to an earlier approval. However, it is worth noting that, in this respect, the previous DRP commentary applied to the proposed fast-food outlet, being the only building for which information was provided. This time around, information has been provided for all the buildings on site (two of which are completely different and one of which appears to be an amendment to a previous design). Therefore, the scope of the design review has necessarily been expanded. The design for the whole of the site could be considered an example of 'business as usual'. However, just because there is a precedent for this, does not make it good design, and there are clearly areas where the design can be improved, and backed up with more information where the DA package is lacking. However, some of the concerns raised can be addressed with conditions of approval. This does not imply that the current design is acceptable in these respects, merely that the shortcomings need to be addressed later. The limited amount of information in the DA package, and the unwillingness of the Applicant to address design shortcomings that can be readily fixed is a concern and could be interpreted as a lack of respect for design quality and the planning framework.
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In summary, the proposed development does not constitute good design, but it has the potential to at least be improved to some extent through appropriate conditions of approval.

Design Review progress				
	Supported			
	Pending further attention			
	Not yet supported			
YTBA	Yet to be addressed			
	DRP Meeting 1 29/08/2023	Chair review 20/07/2026	DRP Meeting 3 15/8/2026	DRP Meeting 4
Principle 1 - Context and character				
Principle 2 - Landscape quality				
Principle 3 - Built form and scale				
Principle 4 - Functionality and build quality				
Principle 5 - Sustainability		YTBA	YTBA	
Principle 6 - Amenity				
Principle 7 - Legibility				
Principle 8 - Safety				
Principle 9 - Community				
Principle 10 - Aesthetics				

Is the proposal required to go back to a future Design Review Panel Meeting?

- ☐ Yes – future full panel design review
☐ No – future chair review only
☒ No – supported pending further attention and/or conditions to be imposed – no further review required

Is the proposal supported?

Please tick one of the following:

- ☐ Yes - Supported
☒ Yes - Supported – pending further attention and/or conditions to be imposed
☐ No - Not yet supported

Design Review Report endorsement & DRP Recommendation



Malcolm Mackay
DRP Chair



Design Quality Evaluation

Principle 1: Context and character. *Good design responds to and enhances the distinctive characteristics of a local area, contributing to a sense of place.*

Strengths

- a) A modest variation to an existing proposal, with the largest change being to the rear of the site.
- b) The colour and material palette appears to have some local precedence.

Areas for improvement

- c) The typology not a preferred urban design outcome but it is consistent with the immediate locality on both sides of Morrison Road and is a reasonable expectation.
- d) Clarify the finish to the rear of the auto repairer tenancy, noting that unpainted concrete is an unacceptable address to public space.
- e) The solid Colourbond fencing is a poor interface with public open space (no matter how infrequently used) especially in the context of no opportunities for passive surveillance from the building on the boundary.

Recommendations

1. **Clarify the finish to the rear of the auto repair tenancy (unfinished concrete is unacceptable). Alternatively, the City may wish to consider a condition of approval that requires a specified finish and colour to the satisfaction of the City prior to Building Permit.**
2. **Provide some visually permeable portion of fencing – see Principle: Safety.**

Principle 2: Landscape quality. *Good design recognises that together landscape and buildings operate as an integrated and sustainable system, within a broader ecological context*

Strengths

- a) None.

Areas for improvement

- b) The extent of landscape information is almost non-existent, less than the previous iteration of the design (which was insufficient) and unacceptable – provide a detailed landscape concept to ensure that a sub-standard landscape outcome is not baked into an approved design.
- c) Review the clash between trees and verandas - move the trees away from the kerbs into planting nibs rather than in diamonds.
- d) Ensure there is sufficient space to meet the number of trees required by the planning framework.

Recommendations

1. **Provide a detailed landscape design concept prepared by a landscape professional, noting the comments above. Alternatively, the City may wish to consider a condition of approval that requires a detailed landscape design and specification to the satisfaction of the City prior to Building Permit.**

Principle 3: Built form and scale. *Good design ensures that the massing and height of development is appropriate to its setting and successfully negotiates between existing built form and the intended future character of the local area.*

Strengths

- a) The built form and scale are consistent with the use anticipated for this location.
- b) The broader building frontage than the originally approved design to the street is positive.
- c) The location of the auto repair facility at the rear of the site, away from the street, is logical.
- d) The verandas to the restaurants and vet provide relief and visual interest to the building forms (and provide shade and shelter).
- e) The fast-food outlet is well articulated and an interesting departure from the usual form of this typology.

Areas for improvement

- f) Provide cross-sections to demonstrate the scale of internal spaces, which is fundamental aspect of built form and scale. From a design perspective, if not a planning perspective, cross-sections should always be considered as an integral part of any architectural drawing set.
- g) Clarify whether any rooftop plant can be screened by parapets.

Recommendations

1. **Provide cross-sections as part of the drawing set.**
2. **For future reference, the City may wish to ensure that the provision of cross sections is a requirement as**

- part of any DA drawing set for all DA submissions.*
3. **Clarify whether any rooftop plant can be screened by parapets (see comment 1 above on how to do this). Alternatively, the City may wish to consider a condition of approval that requires a detailed landscape design and specification to the satisfaction of the City prior to Building Permit.**

Principle 4: Functionality and build quality. *Good design meets the needs of users efficiently and effectively, balancing functional requirements to perform well and deliver optimum benefit over the full life-cycle.*

Strengths

- a) The design for the various buildings appears to be generally fit for purpose and consistent with prevailing typologies.
- b) A technical note has been provided as an update to the previous TIS.

Areas for improvement

- c) Whilst waste management for the restaurants, vet, and auto repair is evident, waste management for the fast-food outlet is unclear from the drawing set.
- d) Waste management from the restaurants appears to be via the front doors, which is still a poor outcome, even if there is a precedent for a poor outcome. Investigate whether the rear passageway on the adjoining site can be used for bin access or set the restaurants off the boundary to create a rear passageway.
- e) Provide a waste management strategy.
- f) The waiting bays are remote from the servery and require staff to pass through the customer area and cross the traffic aisle - relocate the bays or provide a convenient separate access for staff from the servery area.
- g) Clarify the location of AC plant.
- h) Clarify the use of the mezzanine in the auto repairer.

Recommendations

4. **Provide a waste management strategy. Alternatively, the City may wish to consider a condition of approval that requires a waste management plan to the satisfaction of the City prior to Building Permit.**
1. **Provide alternative access to the bin store from the restaurants – this could be considered as part of the waste management strategy, although any later changes to the design may require an amended DA.**
2. **Review the relationship between the servery and the waiting bays – see Principle: Safety.**
3. **Clarify the location of AC plant – see Principle: Built Form and Scale if roof-mounted.**

Principle 5: Sustainability. *Good design optimises the sustainability of the built environment, delivering positive environmental, social and economic outcomes.*

Strengths

- a) Some bike bays are provided.

Areas for improvement

- b) There is no reference to any sustainability initiatives, which is unacceptable. Sustainability is one of the 10 design principles of SPP7 and, thus, integral to design.
- c) Provide a sustainability overview that outlines the sustainability initiatives and benefits of the design and includes quantifiable commitments and targets.
- d) Sustainability initiatives need to be baked into the design at an early stage.
- e) The inclusion of PV on the roof (or on parking shade structures) should be an obvious initiative.
- f) Provide bike parking in weather protected locations and provide secure bike parking for staff.
- g) Mitigate embodied energy/carbon using low-carbon concrete and asphalt and road base with recycled materials.
- h) Minimise the use of aluminium unless from a recycled source.
- i) Aim for an all-electric development and avoid gas.
- j) Confirm the use of light-coloured roofing.
- k) Avoid the use of dark cladding where exposed to summer sun.
- l) Maximise tree canopy for shade of hard surfaces.

Recommendations

1. **Engage a sustainability consultant and identify a range of committed initiatives to improve the sustainability of the design, prior to DA, and noting the comments above. Alternatively, the City may wish to consider a condition of approval that requires a sustainability strategy to the satisfaction of the City prior to Building Permit.**

Principle 6: Amenity. *Good design optimises internal and external amenity for occupants, visitors and neighbours, providing environments that are comfortable, productive and healthy.*

Strengths

- a) The verandas to the restaurants and the vet are positive.

Areas for improvement

- b) There is insufficient detail to assess how landscape is intended to contribute to amenity – see comments under Landscape Quality.
- c) Provide openings to offices and staff rooms to enable an outlook and access to natural ventilation.
- d) Clarify the extent of operable windows generally across all the buildings, noting that at present the drawings either provide insufficient information or indicate that there are no operable windows, which is a poor outcome.

Recommendations

1. ***Provide a detailed landscape design concept prepared by a landscape professional – see Principle: Landscape Quality.***
2. ***Review the provision of openings and natural ventilation for all occupiable spaces and show operable windows on the elevations in accordance with normal architectural convention.***

Principle 7: Legibility. *Good design results in buildings and places that are legible, with clear connections and easily identifiable elements to help people find their way around.*

Strengths

- a) The pedestrian network is relatively clear and contiguous.

Areas for improvement

- b) None.

Recommendations

1. ***None.***

Principle 8: Safety. *Good design optimises safety and security, minimising the risk of personal harm and supporting safe behaviour and use.*

Strengths

- a) There are no significant safety concerns.

Areas for improvement

- b) Provide openings from the staff room and office of the auto repairer to enable passive surveillance of the adjacent public realm.
- c) Raise the pedestrian crossings, and use the footpath material for them, to give greater priority to pedestrians.
- d) The waiting bays are remote from the servery and require staff to pass through the customer area and cross the traffic aisle - relocate the bays or provide a convenient separate access for staff from the servery area.

Recommendations

1. ***Provide openings from the staff room and office of the auto repairer to enable passive surveillance of the adjacent public realm.***
2. ***Review the design of the pedestrian crossings to reinforce pedestrian priority beyond mere line markings.***
3. ***Review the relationship between the servery and the waiting bays, which currently puts staff at risk.***

Principle 9: Community *Good design responds to local community needs as well as the wider social context, providing environments that support a diverse range of people and facilitate social interaction.*

Strengths

- a) The development helps to complete an otherwise disjointed local centre.
- b) The intention for public art to be addressed by a cash-in-lieu payment is noted.

Areas for improvement

- c) None.

Recommendations

1. ***None.***



Principle 10: Aesthetics *Good design is the product of a skilled, judicious design process that results in attractive and inviting buildings and places that engage the senses.*

Strengths

- a) The use of colour and materials provides some visual interest, but not too much that it becomes an unnecessary distraction.
- b) The use of face brick is supported and is a good response to the local sense of place.
- c) The architectural expression to the fast-food outlet has some merit.

Areas for improvement

- d) The grey cladding to the buildings appears overly dark (see commentary under Principle: Sustainability).
- e) Provide a legend to explain the fast-food outlet external finishes.
- f) Provide more detail on external finishes and colour generally.
- g) Clarify the finish to the rear of the auto repairer, noting that unpainted concrete is an unacceptable address to public space.
- f) Consider landscape as an integral aspect of aesthetics.

Recommendations

1. ***Review the colour of the parapet claddings.***
2. ***Provide a legend to explain the fast-food outlet external finishes.***
3. ***Provide more detail on external finishes and colour generally.***
4. ***Clarify the finish to the rear of the auto repairer – see Principle: Context and Character.***
5. ***Ensure landscape is considered as an integral aspect of aesthetics.***



mainroads
WESTERN AUSTRALIA

Enquiries: Stefan Wielebinski on (08) 9323 4112
Our Ref: 26/4179 (D26#1033158)
Your Ref: DA-495/2022/B
DAP Ref: DAP/22/02304

14 September 2026

Chief Executive Officer
City of Swan
PO Box 196
MIDLAND WA 6936

Email: planning.submissions@swan.wa.gov.au (via email)

Dear Sir/Madam,

PROPOSED AMENDMENT TO DA-495/2022 (MODIFICATIONS TO TENANCIES AND SITE LAYOUT) - MIXED USE DEVELOPMENT - LOT 201 (NO. 231) MORRISON ROAD – MIDVALE – REF DA-495/2022/B AND DAP/22/0230

In response to correspondence received on 18 August 2026, Main Roads has no objections to the proposal.

Should the City require further information please do not hesitate to contact Stefan Wielebinski on (08) 9323 4112.

Please ensure a copy of the City's final determination is sent to planninginfo@mainroads.wa.gov.au.

Yours sincerely

Fatima Al Ghanimi
Road Access and Planning Manager

PART C – SHIRE OF SERPENTINE-JARRAHDAL

1. Declarations of Due Consideration

2. Disclosure of Interests

3. Form 1 DAP Applications

Nil

4. Form 2 DAP Applications

- 4.1 Lot No.603 and No.605 (No.1537) Thomas Road, Oakford - Service Station - Proposed Extension of Commencement Timeframe for Approved Service Station – DAP/18/01394

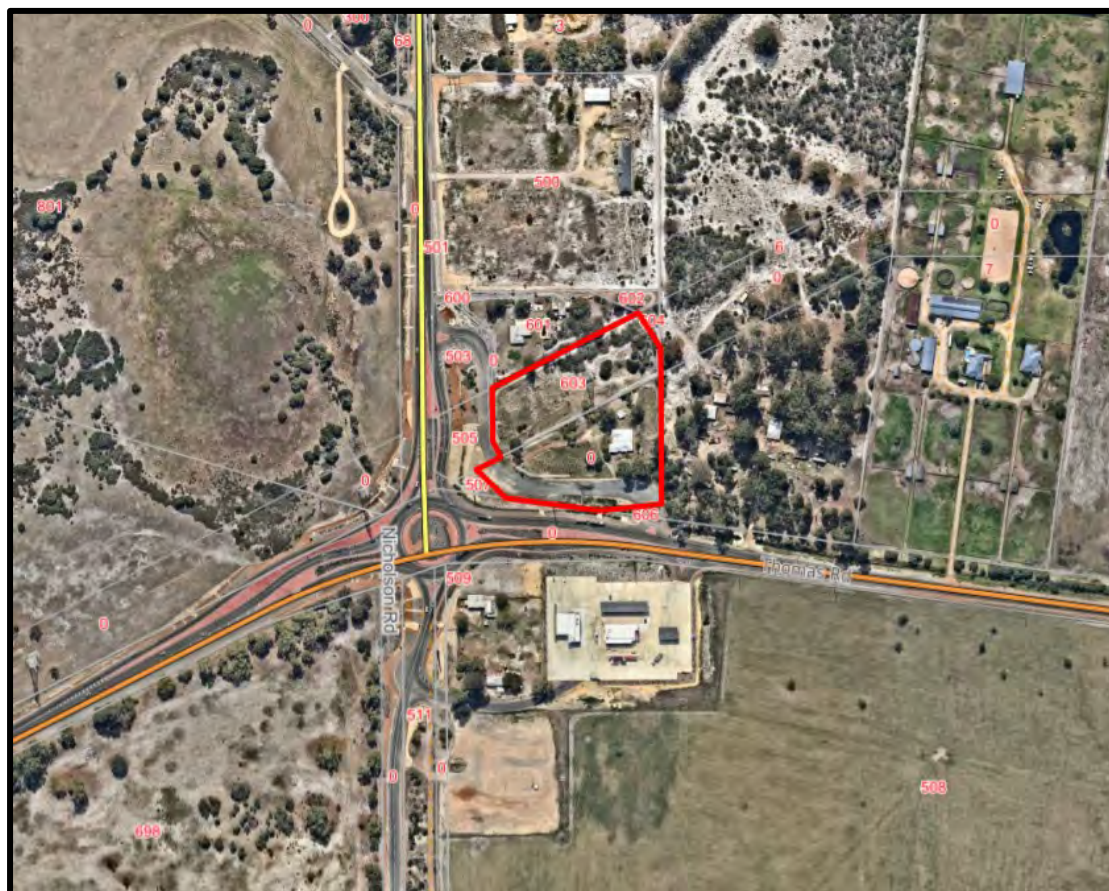
5. Section 31 SAT Reconsiderations

Nil

Part C – Item 4.1 - Lot No.603 and No.605 (No.1537) Thomas Road, Oakford

RESPONSIBLE AUTHORITY REPORT – FORM 2	
DAP File No:	DAP/18/01394
LG Reference:	PA26/42
Approved Development	Service Station
Proposed Amendments:	Proposed Extension of Commencement Timeframe for Approved Service Station
Owner:	Skukuza Ventures Pty Ltd
Applicant:	SLR Consulting
Local Government Area:	Shire of Serpentine Jarrahdale
Responsible Authority:	Shire of Serpentine Jarrahdale
Authorising Officer:	Andrew Trosic – Director Development Services
Date of Original DAP decision:	29 October 2018
Date(s) of previous amendments:	9 June 2022
Application Acceptance Date:	10 June 2026

LOCATION PLAN



RESPONSIBLE AUTHORITY RECOMMENDATION

That the Metro Outer Development Assessment Panel resolves to:

- A. **Approve** to amend DAP Application reference DAP/18/01394 for a Service Station at Lots 603 and 605 (No.1537) Thomas Road, Oakford in accordance with regulation 17 of the *Planning and Development (Development Assessment Panels) Regulations 2011*, by way of extending the required substantial commencement timeframe until 31 October 2027.

New Advice Notes

1. Acid sulfate soils (ASS) risk mapping indicates that the site is located within an area identified as representing a moderate to low risk of ASS occurring within 3 metres of the natural soil surface. Please refer to Department of Water and Environmental Regulation's (DWER) acid sulfate soil guidelines for information to assist with the management of ground and/or groundwater disturbing works: <https://www.der.wa.gov.au/your-environment/acid-sulfatesoils/69-acidsulfatesoils-guidelines>.

All other conditions and requirements detailed on the approval dated 9 June 2022 shall remain unless altered by this application.

PROPOSAL:

The application seeks to amend the approval by extending the timeframe for when the 'Service Station' development must be substantially commenced. The approved development was required to be substantially commenced by 14 June 2026. An extension would allow commencement by 14 June 2030.

The approved Service Station development comprises of the following:

- A retail building 220m²;
- Four light vehicle fuel bowzers with eight refuelling bays;
- Three heavy vehicle fuel bowzers with two refuelling bays;
- An enclosed plant yard;
- One left-in/left-out crossover to Thomas Road;
- One left-in/left-out crossover to Nicholson Road;
- Eleven standard car parking bays;
- Three caravan parking bays;
- Three truck parking bays;
- Landscaping; and
- Signage.

The 'Service Station' was approved to operate 24 hours a day, 7 days a week. The service station was designed to cater for vehicles up to 36.5m in length.

The initial approval was granted based upon an interim and ultimate access solution dependent on the construction of a roundabout at the intersection of Nicholson Road and Thomas Road. This has now been completed, and the site would take access

using the ultimate access arrangements via the constructed service road from Nicholson Road.

SUBJECT SITE AND SURROUNDS:

The subject site is zoned 'Rural' under the Shire of Serpentine Jarrahdale Local Planning Scheme No.3 (LPS3) and is located within Oakford. The site includes two parcels of land located at the north-east corner of the Thomas Road and Nicholson Road intersection. The site takes access from a slip road that has been constructed parallel to the roundabout intersection. Western Power powerline infrastructure runs through the northern lot (603), while the southern lot (605) is developed with a 'Single House'. Development in the locality comprises of low density rural residential living to the north and rural farmland to the south. Another service station has been constructed on the south side of Thomas Road, opposite the site.

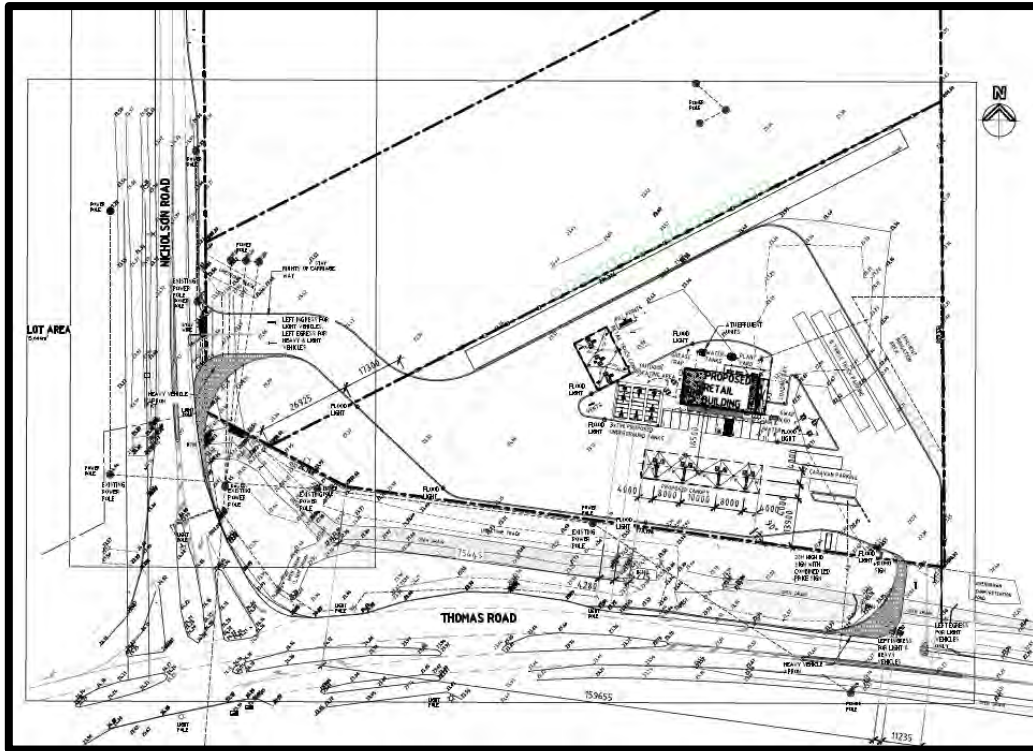
BACKGROUND:

Conditional approval was initially granted by the MODAP on 29 October 2018 for a 'Service Station'. A further development application was submitted on 17 December 2019 requesting an extension of time for which development must commence. The justification provided in that application was due to MRWA timeframes to undertake road works. This application however did not proceed due to the Minister issuing the Clause 78H Notice of Exemption from Planning Requirements During State of Emergency. This Notice of Exemption automatically granted a two-year extension to commencement timeframes for current development approvals, resulting in works being required to be substantially commenced by 29 October 2022.

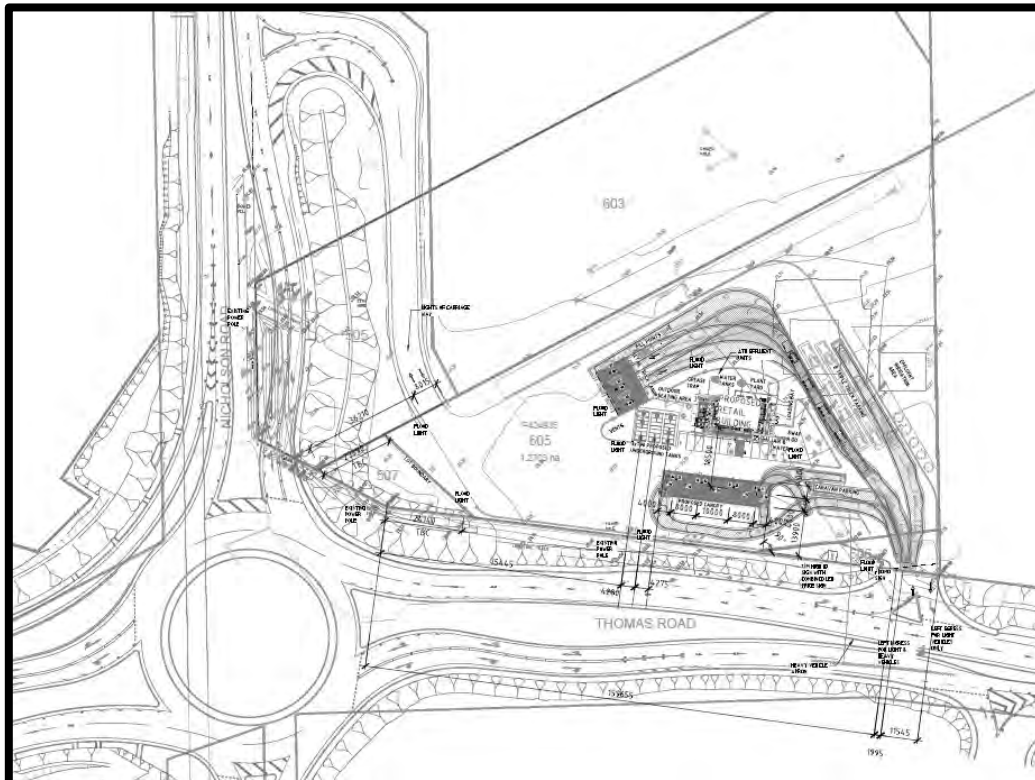
A further approval for an extension to the substantial commencement timeframe was granted on 9 June 2022, extending the commencement timeframe four years, until 9 June 2026.

At the time of the previous approvals, the roundabout intersection of Thomas Road and Nicholson Road was being planned. This resulted in specific conditions being imposed to provide both interim and ultimate access arrangements, and a specific advice note explaining this aspect.

Since that time, the roundabout has been constructed at Thomas Road and Nicholson Road requiring the site plan to be updated showing the ultimate access arrangements. The site plans are shown following:-



Initial site plan – June 2022



Amended site plan – provided September 2026

ACCEPTANCE AS A FORM 2 APPLICATION

The subject application is made in accordance with r17(1)(a) of the *Planning and Development (Development Assessment Panels) Regulations 2011*. Regulation 17(1)(b) allows for an approval to be amended “so as to extend the period within which any development approved must be substantially commenced”. Regulation 17 (2)(a) allows such an application to be made “during or after the period within which the development approved must be substantially commenced”.

The subject application seeks approval for the extension of the substantial commencement timeframe, consistent with Regulation 17.

PLANNING ASSESSMENT:

PLANNING FRAMEWORK	
Region Scheme	Metropolitan Region Scheme
Region Scheme - Zone/Reserve	Rural
Local Planning Scheme	Shire of Serpentine Jarrahdale – Local Planning Scheme No.3 (LPS3)
Local Planning Scheme - Zone/Reserve	Rural (A6)
Lot Size:	2.27ha
Existing Land Use:	‘Single House’
Heritage Status	☒ N/A ☐ State Register of Heritage Places ☐ Heritage List ☐ Heritage Area
Bushfire Prone Area	Yes

Legislation and Policy

Legislation:

- *Planning and Development Act 2005*
- *Planning and Development (Development Assessment Panels) Regulations 2011*
- *Planning and Development (Local Planning Schemes) Regulations 2015 (Deemed Provisions)*
- *Environmental Protection (Noise) Regulations 1997*

State Government Policies:

- State Planning Policy 2.5 - Rural Planning (SPP2.5)
- State Planning Policy 3.7 - Planning in Bushfire Prone Areas (SPP3.7)
- Environmental Protection Authority Guidance for the Assessment of Environmental Factors Separation Distances between Industrial and Sensitive Land Uses (2005)

Local Planning Framework:

- Shire of Serpentine Jarrahdale Local Planning Scheme No. 3 (LPS3)
- Shire of Serpentine Jarrahdale Local Planning Strategy
- Local Planning Policy 1.4 - Advertising Development Applications (LPP1.4)
- Local Planning Policy 1.6 - Public Art (LPP1.6)
- Local Planning Policy 4.11 - Advertising (LPP4.11)
- Local Planning Policy 4.26 - Development in the Rural Zone (LPP4.26)

In assessing an application under Regulation 17, consideration should be given to the following:

- Whether the planning framework has changed substantially since the development approval was granted;
- Whether the development would likely receive approval now; and
- Whether the holder of the development approval has actively and relatively conscientiously pursued the implementation of the development approval.

Whether the planning framework has changed substantially since the development approval was granted

Since the approval of the development, Local Planning Scheme No.3 (LPS3) has replaced Town Planning Scheme No.2 (TPS2). Under LPS3 the site remains zoned 'Rural' but now with an additional use of 'Service Station' as a permitted use (which is otherwise prohibited in the Rural zone). This shows a specific alignment of the planning framework to accommodate the approved development.

The objectives of the 'Rural' zone under LPS3 are:

To provide for the maintenance or enhancement of specific local rural character.

To protect broad acre agricultural activities such as cropping and grazing and intensive uses such as horticulture as primary uses, with other rural pursuits and rural industries as secondary uses in circumstances where they demonstrate compatibility with the primary use.

To maintain and enhance the environmental qualities of the landscape, vegetation, soils and water bodies including groundwater, to protect sensitive areas especially the natural valley and watercourse systems from damage.

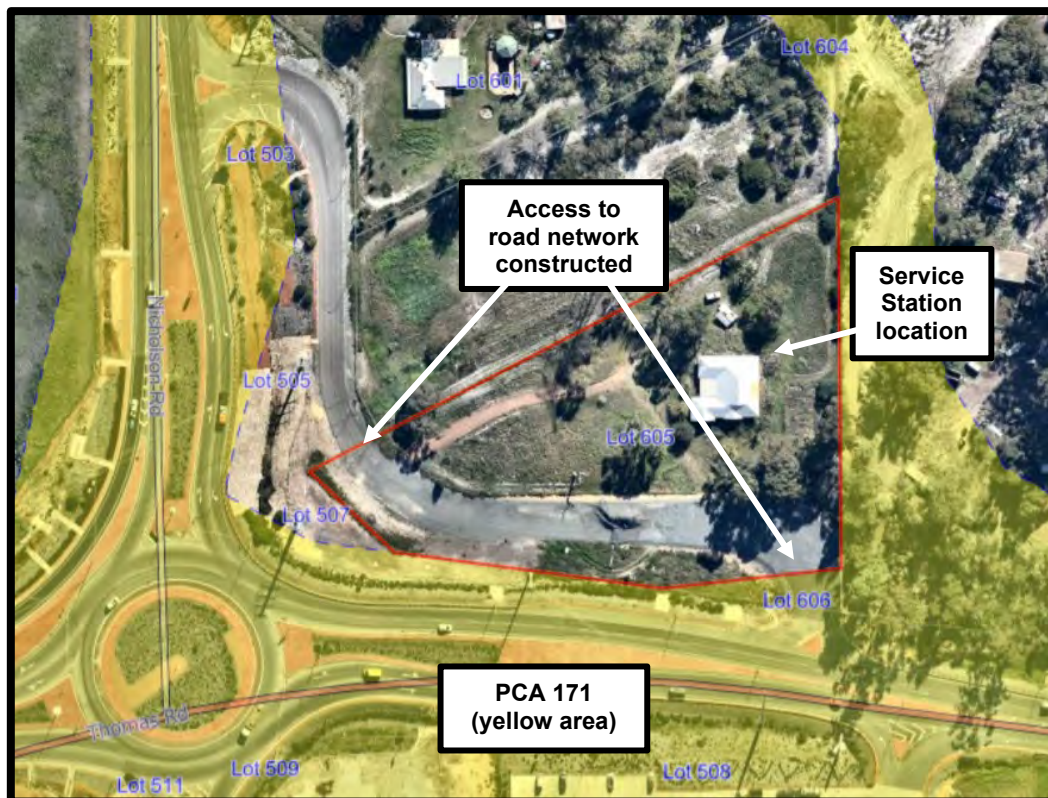
To provide for the operation and development of existing, future and potential rural land uses by limiting the introduction of sensitive land uses in the Rural zone.

To provide for a limited range of non-rural land uses, only where they have demonstrated a direct benefit to the local community and are compatible with surrounding rural uses.

It is noted that the objectives talk to, inter alia, rural character and also providing for a limited range of non-rural land uses only where they have demonstrated a direct benefit to the local community and are compatible with surrounding rural uses. This underpins

the planning rationale for making a service station a prohibited use, insofar that it is a type of use not considered to be advancing achievement of the intended outcomes of development in the Rural zone. However as mentioned, the introduction of an additional use on the subject land permitted a service station, makes what would otherwise be prohibited, permitted.

Since the original decision, Planning Control Area 171 was introduced in 2023 to “*protect the land required for the proposed Anketell/Thomas Road primary regional road corridor*”. The PCA is located on the south and west boundaries of the site to enable the delivery of the roundabout at the intersection of Thomas Road and Nicholson Road. As mentioned earlier, since the approval in June 2022 the roundabout has been constructed. Access roads to connect the site and the local road network have been provided, which facilitate access to the Service Station. This is shown following:-



As seen above, the purpose of PCA 171 has been fulfilled in that the roundabout has been constructed. The development plans now align with the provided access points and do not conflict with the purpose or intent of the PCA. Given these reasons, Officers consider that the development aligns with the updated planning framework.

It is also noted that this road infrastructure forms part of the recently declared State development area of the Western Trade Coast, which was a declaration made under the new *State Development Act 2025* (SD Act). Under that legislation, the Coordinator General must be informed of all applications for statutory approvals lodged in respect of the area, other than applications of a class exempted by order of the Coordinator General (section 69). This assists the Coordinator General to exercise the coordination and monitoring functions under the SD Act.

In liaison with the Office of the Coordinator General, they advised no comment to make on the application.

Whether the development would likely receive approval now

There have been no other significant changes to the planning framework since the approval of the development. The development would not present any land use conflicts due to the additional use rights under LPS3. There have also been no changes proposed that would impact upon the built form, siting, landscaping, traffic and access, amenity impacts (odour, noise, dust) and stormwater management of the development.

To this end, the Shire considers that the requirements of the *Deemed Provisions* remain suitably addressed through the development and the conditions previously imposed. As such it is considered that the development would receive approval now.

As mentioned above, alignment with the Planning Control Area and also the new Office of Coordinator General raising no comment on the application, appears to show alignment with the regional planning framework also.

Whether the holder of the development approval has actively and relatively conscientiously pursued the implementation of the development approval

The applicant has detailed that the delays in the implementation of the approval have been due to the roundabout construction works at Thomas Road and Nicholson Road. This has prevented the establishment of a suitable access to the site until the works were completed. The roundabout construction works concluded towards the end of 2024.

Since the approval was last granted on 9 June 2022, the applicant advises that the landowner has:

- *Engaged with MRWA regarding the required intersection upgrade.*
- *Engaged traffic and civil engineering consultants to progress access arrangements. All 'works by others' and access points have now been completed.*
- *Been active in the market to secure an operator.*
- *Engaged an engineering consultant to work with Water Corporation to obtain access to the trunk main for water supply and to extend reticulation to the site.*

These actions demonstrate that some progress has been made towards implementation of the approval. Officers also acknowledge that the timing of the Thomas Road/Nicholson Road intersection works represented an external constraint over which the landowner had limited control.

Notwithstanding this, an application to extend the substantial commencement period requires consideration not only of the reasons for past delay, but whether it remains appropriate, as a matter of orderly and proper planning, to continue preserving the currency of an historical development approval.

In this case, particular weight should be given to the age of the original approval. Development approval was first granted in 2018 and has therefore already remained available to the landowner for a considerable period. A further four-year extension would potentially enable the development to commence approximately 12 years after the original planning assessment and determination. This is not considered consistent with orderly and proper planning.

While the infrastructure constraints experienced by the applicant provide some justification for part of the delay, those constraints do not, in themselves, justify extending the approval for a further four years. In particular, the Thomas Road/Nicholson Road works were substantially completed by late 2024, following which there has been a clearer opportunity for the applicant to advance the development towards substantial commencement.

The purpose of imposing a substantial commencement period is relevant in this respect. Development approvals are not intended to remain available indefinitely while the planning context, infrastructure environment, development expectations and policy framework surrounding a site continue to evolve. The passage of time increases the prospect that an approval will progressively become disconnected from the planning framework and circumstances against which development would otherwise be assessed at the time it is ultimately delivered.

Officers therefore consider that there is a reasonable planning basis to allow some additional time, recognising both the external infrastructure delays and the work undertaken by the landowner. However, a further four-year extension is considered excessive having regard to the age of the original approval and the period already afforded for implementation.

A further extension of approximately 1 year (12 months) is considered to strike an appropriate balance. It recognises the legitimate impediments experienced by the applicant and provides a reasonable opportunity to secure an operator, finalise servicing arrangements and substantially commence the development, while avoiding the undesirable outcome of effectively preserving a 2018 development approval for an extended and potentially indefinite period.

Should the development remain unable to substantially commence within that further period, it would be appropriate for any subsequent proposal to be considered through a new development application against the planning framework and circumstances prevailing at that time.

CONSULTATION:

PUBLIC CONSULTATION

Given the development constitutes a permitted ('P') land use and is no significant material or operational changes to the development, public consultation was not undertaken in accordance with Local Planning Policy 1.4 – Advertising Development Applications.

REFERRALS/CONSULTATION WITH GOVERNMENT/SERVICE AGENCIES

Main Roads Western Australia (MRWA)
A submission of no objection was provided.
Officer Comments: Noted.
Department of Water and Environmental Regulation (DWER)
DWER provided a submission of no objection in principle, though provided advice in relation to several key policy and legislative requirements which were provided to the applicant including: • A Stormwater Management Plan is required for the development. • Native vegetation clearing requirements. • Advice regarding acid sulfate soils. • Groundwater licencing advice. The submission also advises the following in relation to air quality: <i>“The department would advise that it does not have a regulatory role, policy position or guidance statement for fuel stations. Due to uncertainties within air dispersion modelling for this land use, resulting from an absence of standard methodology and validated data, adherence to separation distances within Guidance Statement 3 Separation Distances between Industrial and Sensitive Land Uses (GS 3) (EPA, 2005), is generally recommended to inform planning decisions. It is unclear if the proposed service station will employ stage 1 and potentially stage 2 vapor recovery systems (VR1 and VR2) in any emissions impact assessment. Although these additional emission controls would reduce the emissions, owing to the uncertainties in emission estimations there is limited ability to assess if these additional emissions controls are required or, if installed, would result in acceptable risk of impacts. The use of technical studies, such as modelling and monitoring of air pollutants, can inform possible incompatibility between land uses. However, it should not be used as the only input for planning decision-making as there can be significant uncertainty in the accuracy of such studies and cannot determine if impacts may or may not occur. Notwithstanding, there is no post development regulatory mechanism that can be employed. The management of the residual risk is an important consideration in planning decisions.”</i>
Officer Comments: The existing conditions imposed on the approval are considered to appropriately address the comments of DWER. With regard to air quality specifically, the EPA’s Guidance Statement – Separation Distances between Industrial and Sensitive Land Uses, sets out a generic separation distance of 100m between Service Stations and sensitive receptors. As assessed as part of the initial development, there are no sensitive receptors within

100m of the subject development and therefore it is considered that no further measures in relation to odour are required.

Department of Planning, Lands and Heritage (DPLH)

A submission of no objection was provided. DPLH drew attention to the nearby PCA171 not affected by this proposal, as well as their requirement not to install additional access points for this development, pursuant to the Commission's Regional Roads (Vehicular Access) Policy D.C. 5.1.

This proposal seeks approval for a timeframe extension for a Development Assessment Panel (DAP) determination which will allow Main Roads WA to complete upgrades to the Thomas Road / Nicholson Road intersection.

Officer Comments:

Officers note that the updated plans received show amended access arrangements, accounting for the roundabout construction. However, consistent with DPLH's comments, no new access points onto regional roads are proposed.

Office of the Coordinator General (OCG)

A submission of no comment was provided.

Officer Comments:

Noted.

ALTERNATIVE TO RESPONSIBLE AUTHORITY RECOMMENDATION

Should the Metro Outer DAP resolve to determine the proposal differently to the recommendation in this Responsible Authority Report, then the Metro Outer DAP should ensure that its reasons suitably address the relevant planning framework requirements of the *Deemed Provisions*.

CONCLUSION:

The application seeks approval to extend the timeframe for when the 'Service Station' development must be substantially commenced. Officers consider that, while the proposal is consistent with the updated planning framework and that the proposal would be capable of support, a further extension of the extent requested is not considered to represent orderly and proper planning. In noting the original determination of the approval in 2018, a further extension of time until 2030 could see more than 12 years of time lapse beyond when the original decision was made. This is not considered to represent a reasonable application of discretion to allow an extension of time request.

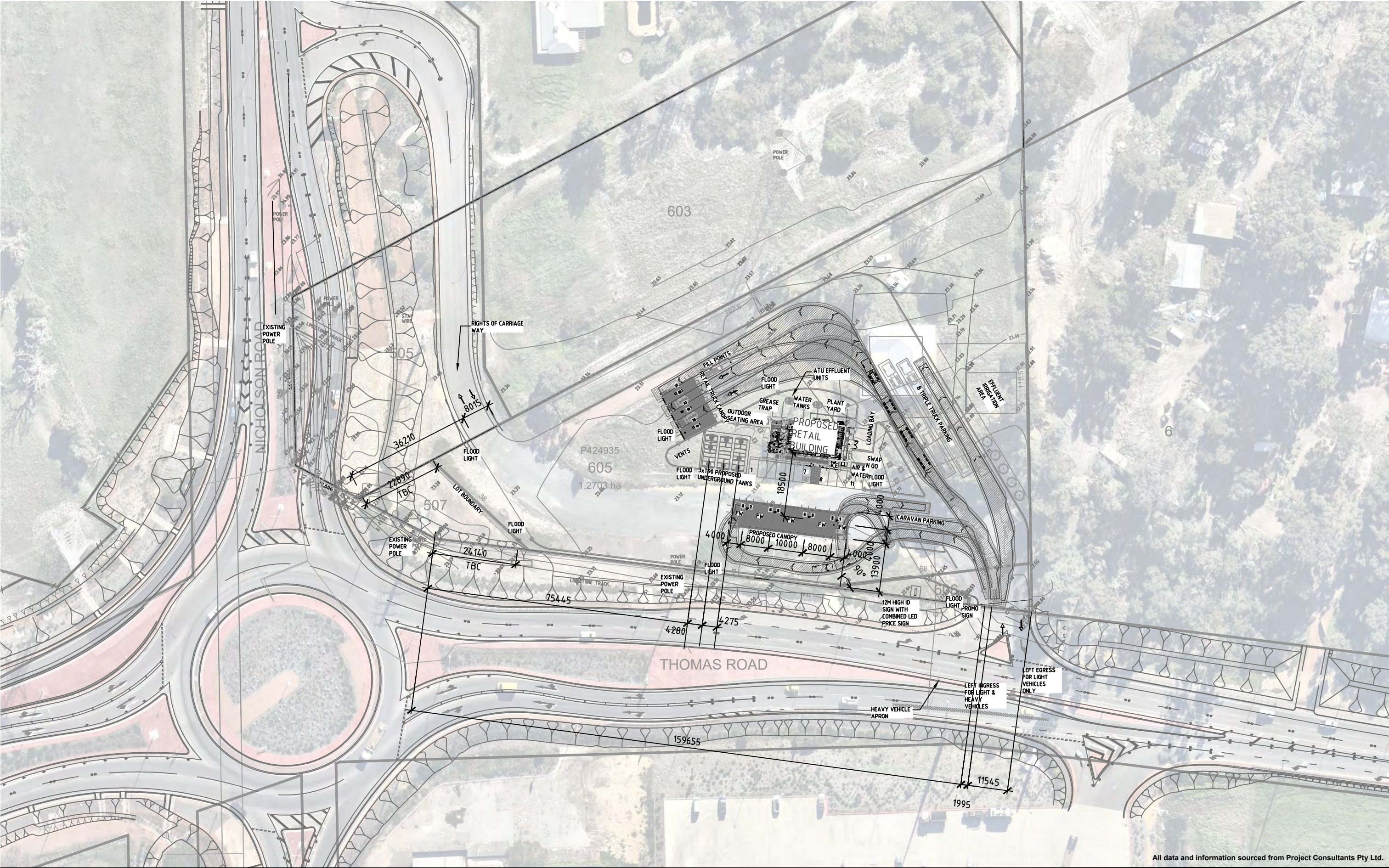
As mentioned, development approvals are not intended to remain available indefinitely while the planning context, infrastructure environment, development expectations and policy framework surrounding a site continue to evolve. The passage of time increases the prospect that an approval will progressively become

disconnected from the planning framework and circumstances against which development would otherwise be assessed at the time it is ultimately delivered.

For this and the other reasons discussed in the report, officers recommend that a 12 month extension of time request be granted.

Attachments

1. Development Plans
2. Full Planning Assessment – Clause 67
3. Schedule of Agency Submissions



All data and information sourced from Project Consultants Pty Ltd.

Site Plan

Lot 605 (1537) Thomas Road

Date: 31 Aug 2026 Scale: 1:1000 @ A3 1:500 @ A1 File: 675.074118.00001 SU1.dwg Staff: JK Check: GW





All data and information sourced from Project Consultants Pty Ltd.

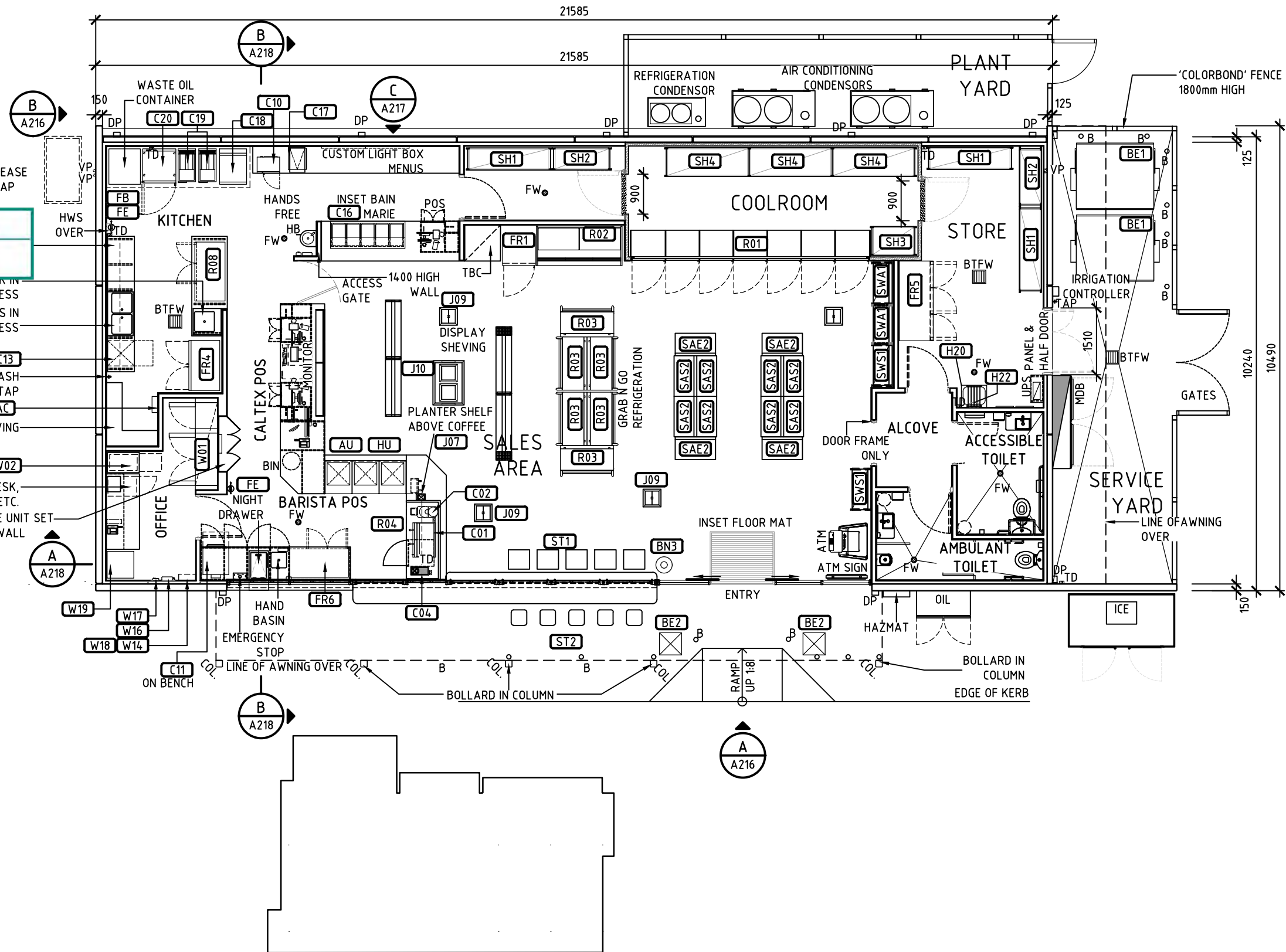
Site Plan

Lot 605 (1537) Thomas Road

Date: 31 Aug 2026 Scale: 1:1000 @ A3 1:500 @ A1 File: 675.074118.00001 SU1.dwg Staff: JK Check: GW



FOOD PREP SINK IN
WET AREA RECESS
DUAL WASH SINKS IN
WET AREA RECESS
HOT WATER WASH
DOWN TAP
PANTRY SHELVEING
OFFICE DESK,
SAFE ETC.
FAKE CIGARETTE UNIT SET
IN 200mm DEEP WALL



PROJECT
CONSULTANTS WA

P T Y L T D
ACN 602 924 336 ABN 40 415 457 574
CONTACT No 0430 466 223



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REVISION			

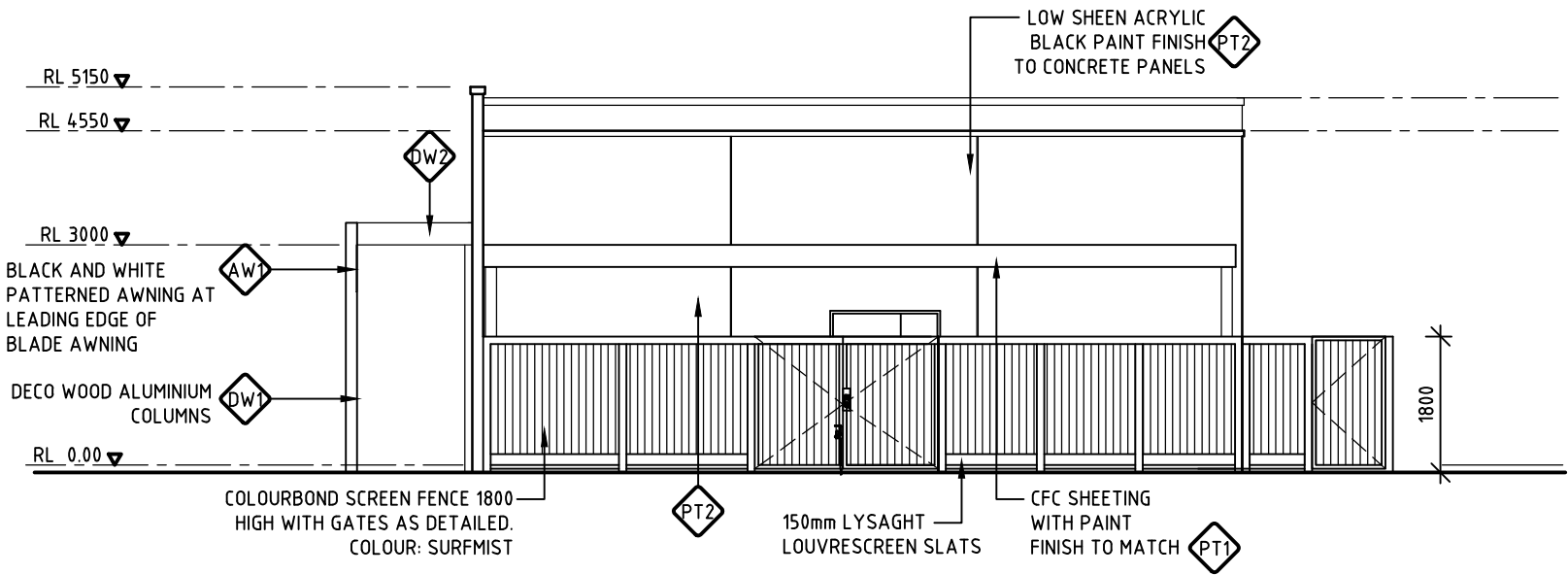
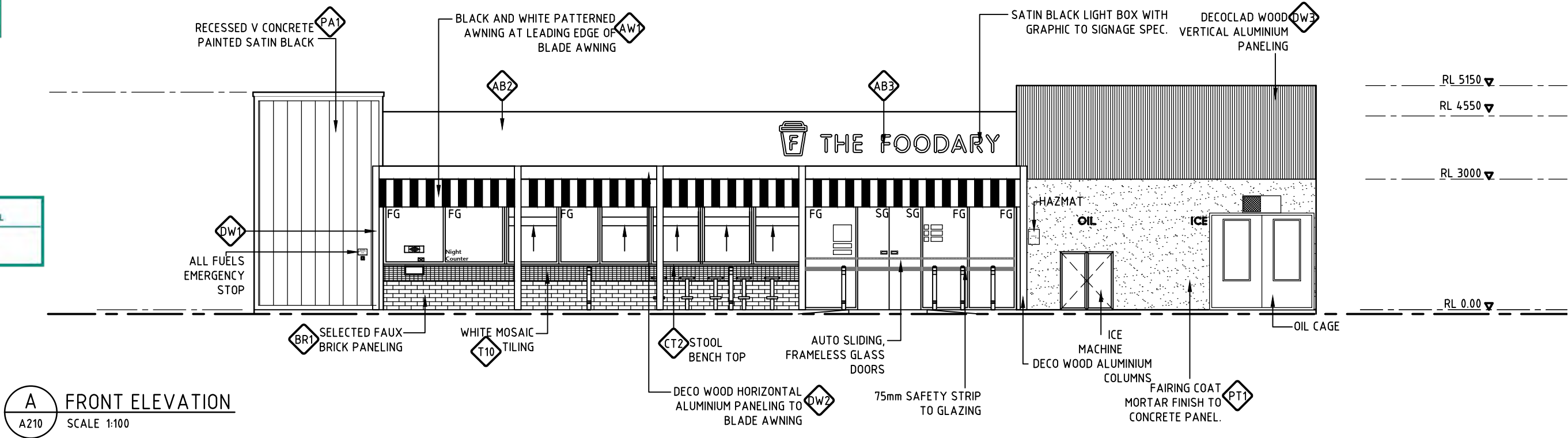
PROJECT
OAKFORD - WA
LOT 12 No 1537 THOMAS ROAD

TITLE
SHOP: FLOOR PLAN
PROPOSED

SCALE	DEVELOPMENT	
1:100	APPROVED	DATE
SIZE	DRAWING No.	REV.
A3	P1525-A210	A

DEVELOPMENT
ASSESSMENT PANEL
APPROVED
29-Oct-2018

DEVELOPMENT
ASSESSMENT PANEL
APPROVED
09-Jun-2022



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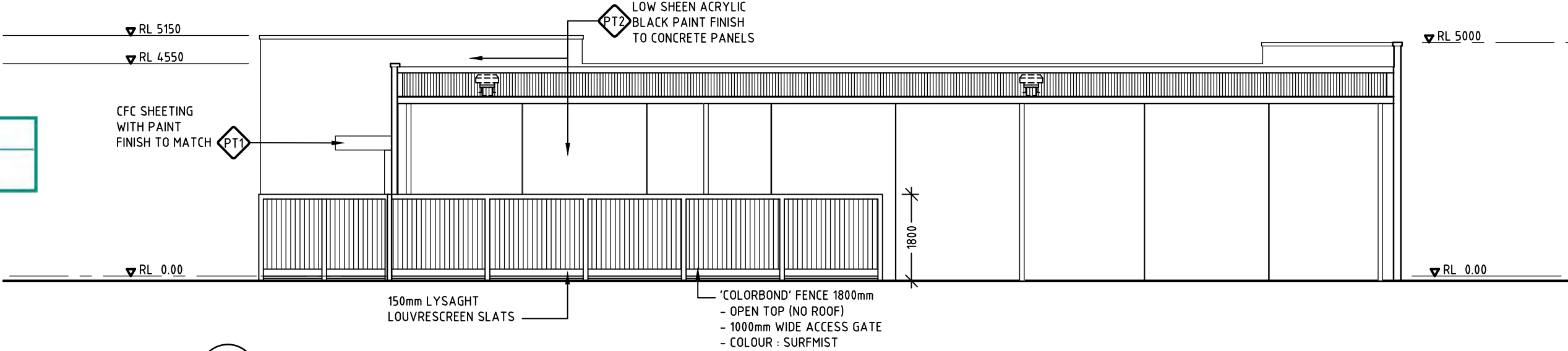
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E	JS	07.12.17	ISSUED FOR SIGN OFF
F	JS	15.02.18	DEVELOPMENT APPLICATION
REVISION			

PROJECT
OAKFORD - WA
LOT 12 No 1537 THOMAS ROAD

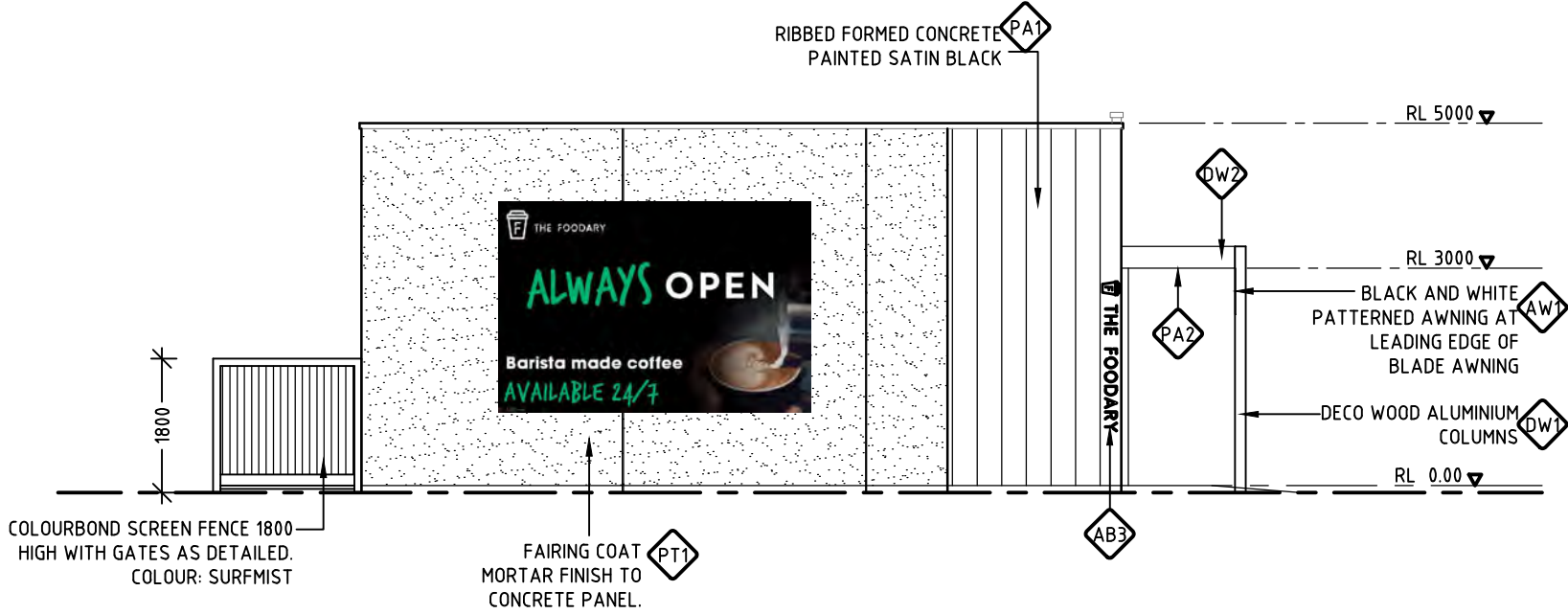
TITLE
SHOP : ELEVATIONS

SCALE 1:100	DEVELOPMENT	
	APPROVED	DATE
SIZE A3	DRAWING No. P1525-A216	REV. F

0 1m 2 3 4 5



C REAR ELEVATION
A210 SCALE 1:100



B RIGHT SIDE ELEVATION
A210 SCALE 1:100

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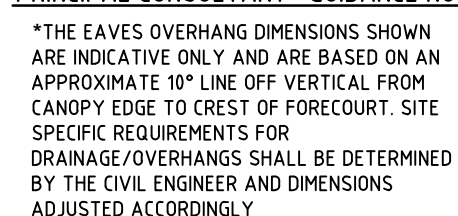
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E	JS	07.12.17	ISSUED FOR SIGN OFF
F	JS	15.02.18	DEVELOPMENT APPLICATION
REVISION			

PROJECT
OAKFORD - WA
LOT 12 No 1537 THOMAS ROAD

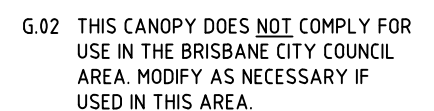
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SHOP : ELEVATIONS

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SIZE	DRAWING No.	REV.
A3	P1525-A217	F





SCALE	DEVELOPMENT	
1:100	APPROVED	DATE
SIZE	DRAWING No.	REV.
A3	P1525-A300	A



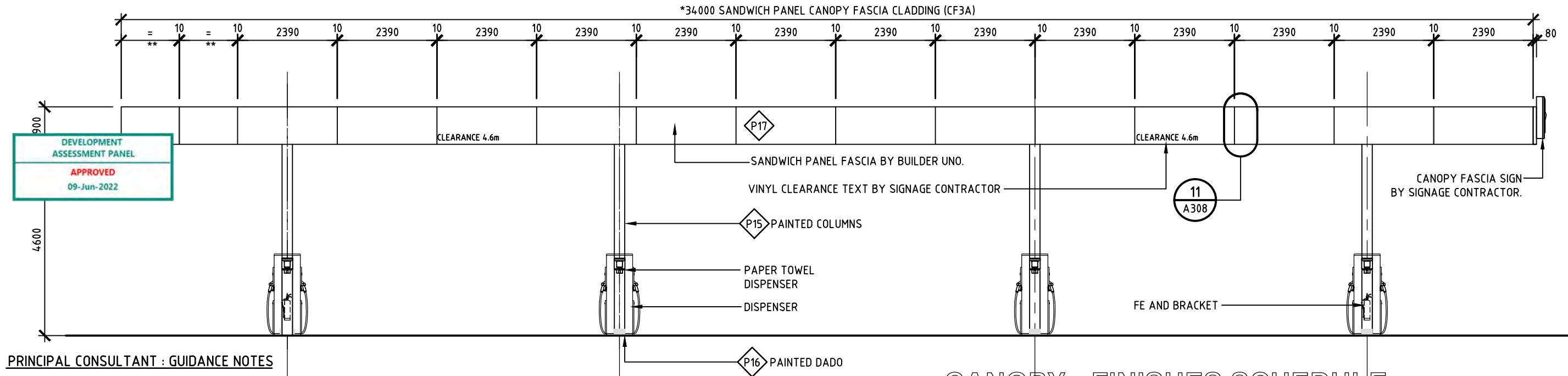
PROJECT

OAKFORD - WA

LOT 12 No 1537 THOMAS ROAD

TITLE
CANOPY : ELEVATIONS

SCALE	DEVELOPMENT	
1:100	APPROVED	DATE
SIZE	DRAWING No.	REV.
A3	P1525-A303	A



PRINCIPAL CONSULTANT : GUIDANCE NOTES

* THE EAVES OVERHANG DIMENSIONS SHOWN ARE INDICATIVE ONLY AND ARE BASED ON AN APPROXIMATE 10° LINE OFF VERTICAL FROM CANOPY EDGE TO CREST OF FORECOURT. SITE SPECIFIC REQUIREMENTS FOR DRAINAGE/OVERHANGS SHALL BE DETERMINED BY THE CIVIL ENGINEER AND DIMENSIONS ADJUSTED ACCORDINGLY

** MAKE UP PANEL

*** IF END PANEL IS LESS THAN HALF OF 2390mm THEN DIVIDE EQUALLY THE TWO END PANELS.

****CRITICAL OH&S DIMENSION

NOTE : CONSTRUCTION

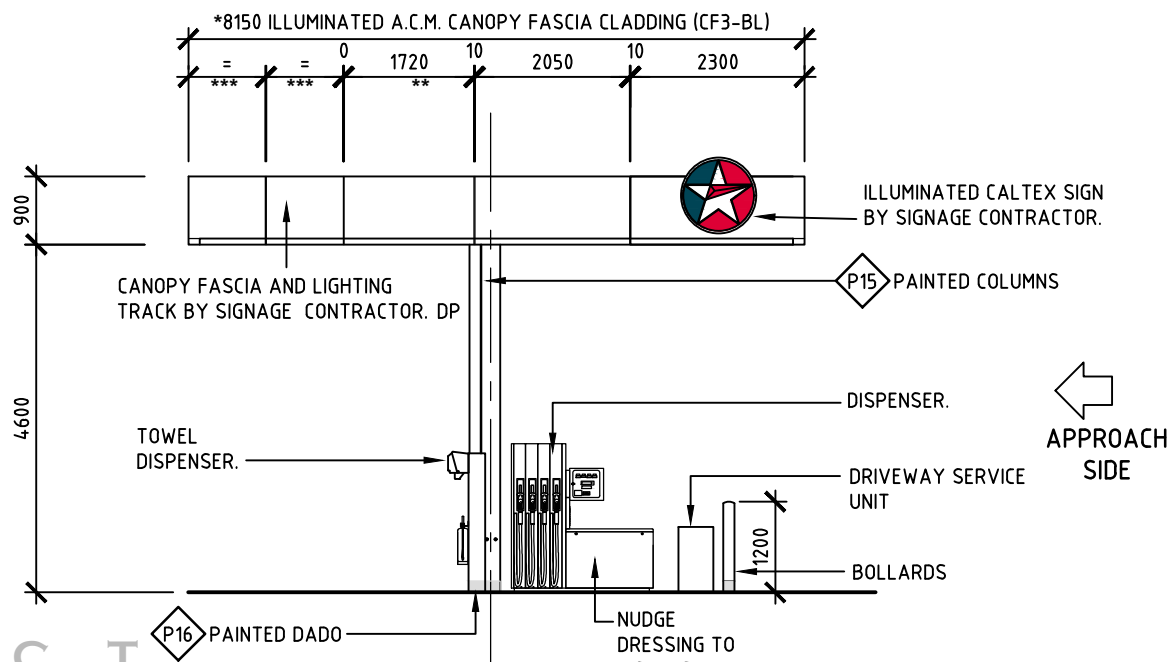
C.01 PRODUCT INDICATOR BOARDS NOT SHOWN FOR DRAWING CLARITY.

NOTE : GENERAL

G.01 DRAWINGS NOTING 'BCC' RELATE TO DOCUMENTATION SUITABLE FOR USE IN THE BRISBANE CITY COUNCIL (BCC) OR ASSOCIATED AREAS.

G.02 THIS CANOPY DOES NOT COMPLY FOR USE IN THE BRISBANE CITY COUNCIL AREA. MODIFY AS NECESSARY IF USED IN THIS AREA.

C SHOP SIDE ELEVATION
A300



D REAR ELEVATION
A300

CANOPY - FINISHES SCHEDULE

KEY	MATERIAL	MANUFACTURER	REF. NO.	FINISH	COLOUR
ACM FASCIA	ALUMINIUM COMPOSITE SHEET	SIGNAGE SUPPLIER	CF3 - TL	SATIN	RED
SANDWICH PANEL TOP FLASHING	STEEL	BLUESCOPE LYSAGHT	-	DULUX PAINT FINISH - SATIN	DULUX 'CALTEX' CANOPY RED
ROOF	STEEL	BLUESCOPE LYSAGHT	KLIPOK 700 HI-STRENGTH 0.48 BMT	'COLORBOND' SATIN	SURFMIST
SOFFIT LINING AND TRIM	STEEL	BLUESCOPE LYSAGHT	EASYCLAD 2PF 300	'COLORBOND' SATIN	SURFMIST
BOLLARDS	METAL	LEDA	HIG150RCAL + FULL STOP RING	VARIOUS	VARIOUS
KEY	ITEM/SUBGRADE	COLOUR/CODE	SPECIFICATION		
P15	CANOPY - METAL COLUMNS - METAL BOLLARDS	SPIDERS WEB DULUX 84645 (DELTA LIGHT GREY)	AU_SD08562 1ST COAT 2ND COAT 3RD COAT	DULUX SUPER ENAMEL HIGH GLOSS ON NEW ZINC COATED STEEL / GALVANISED STEEL (COMMERCIAL) [EXTERIOR / COASTAL] AUDD0156 DULUX PROFESSIONAL GALVANISED IRON PRIMER AUDD0026 SUPER ENAMEL HIGH GLOSS AUDD0026 SUPER ENAMEL HIGH GLOSS	
P16	CANOPY - METAL COLUMNS (DADO)	DULUX84599 MEDIUM GREY	AU_SD08562 1ST COAT 2ND COAT 3RD COAT	DULUX SUPER ENAMEL HIGH GLOSS ON NEW ZINC COATED STEEL / GALVANISED STEEL (COMMERCIAL) [EXTERIOR / COASTAL] AUDD0156 DULUX PROFESSIONAL GALVANISED IRON PRIMER AUDD0026 SUPER ENAMEL HIGH GLOSS AUDD0026 SUPER ENAMEL HIGH GLOSS	
P17	CANOPY - INSULATED ALUMINIUM SANDWICH PANEL	DULUX 'CALTEX' CANOPY RED - A4010	AUS13768 1ST COAT 2ND COAT 3RD COAT	DULUX WEATHERSHIELD GLOSS ON PREVIOUSL POWDER COATED ALUMINIUM (EXTERIOR) AUD10540 DULUX LUXEPOXY 4 WHITE PRIMER TWO PACK PRIMER AUDD0054 DULUX WEATHERSHIELD GLOSS AUDD0054 DULUX WEATHERSHIELD GLOSS	



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REV.	BY	DATE	DESCRIPTION OF CHANGE
A	JS	15.02.18	DEVELOPMENT APPLICATION
REVISION			

PROJECT
OAKFORD - WA
LOT 12 No 1537 THOMAS ROAD

TITLE
CANOPY : ELEVATIONS

SCALE	DEVELOPMENT	
1:100	APPROVED	DATE
SIZE	DRAWING No.	REV.
A3	P1525-A304	A



FIRE EXTINGUISHERS REQD.-AS PER
AS1940-PLACED ON COLUMNS EACH SIDE OF
CANOPY FACING THE SALESROOM.
ADDITIONAL FIRE EXTINGUISHERS MAY BE
REQUIRED TO SUIT SITE SPECIFIC CONDITIONS.

FOR SPILL CONTAINMENT DETAILS:

FOR FINISHES

REFER DWG | A200

FOR FE & PAPER TOWEL FIXING DETAILS

REFER DWG	A311
-----------	------

6 HOSE DISPENSER



3 HOSE DISPENSER



<u>TYPE</u>	<u>FLOW RATE</u>
HF - HIGH FLOW	Nom. 80 l/m
UHF - ULTRA HIGH FLOW	Nom. 120 l/m
DEF - DIESEL EXHAUST FLUID	Nom. 30 l/m

P	T	Y			L	T	D
ACN	602	924	336	ABN	40	415	457 574
C	O	N	T	A	C	T	N
o	0	4	3	0	4	6	6 2 2 3

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A	JS	15.02.18	DEVELOPMENT APPLICATION
REVISION			

PROJECT

OAKFORD - WA

LOT 12 No 1537 THOMAS ROAD

TITLE

RETAIL TRUCK CANOPY
PLAN

SCALE	1:100
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SIZE
A3

DEVELOPMENT

APPROVED

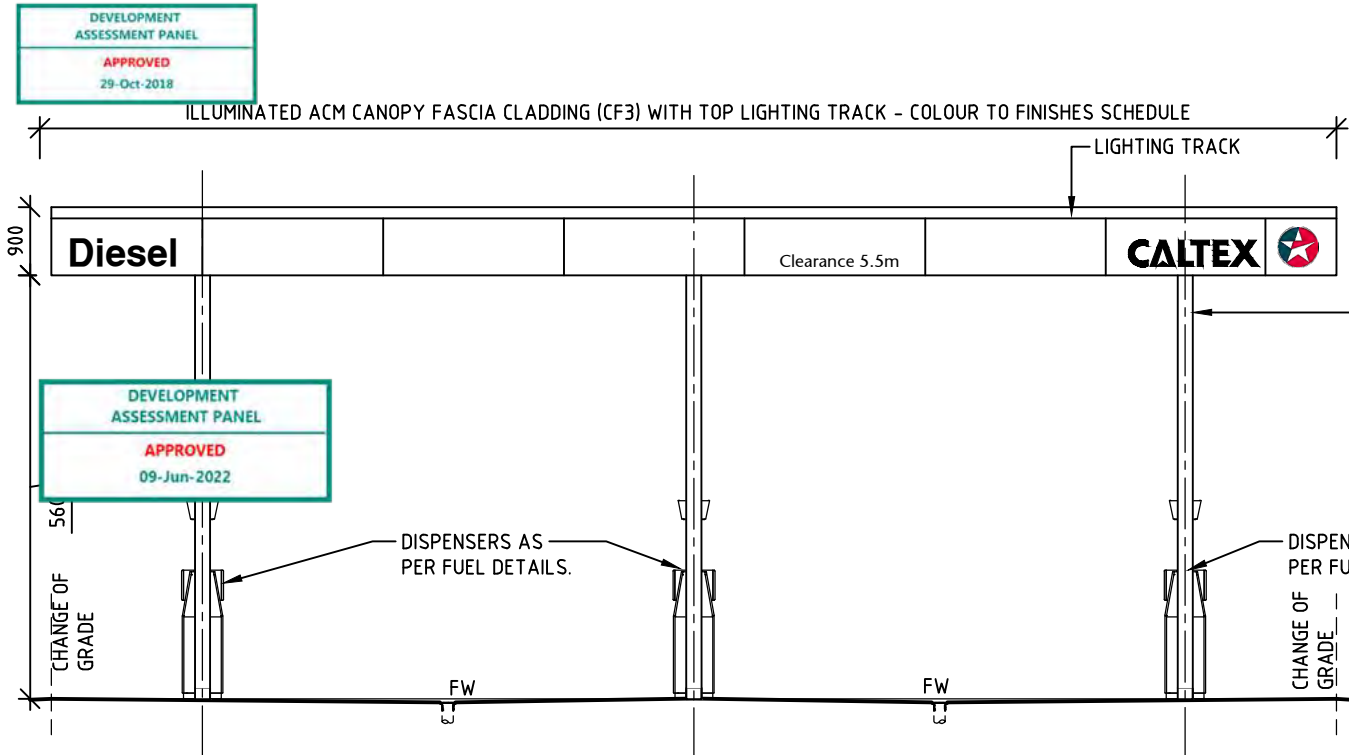
DATE

	DRAWING No.
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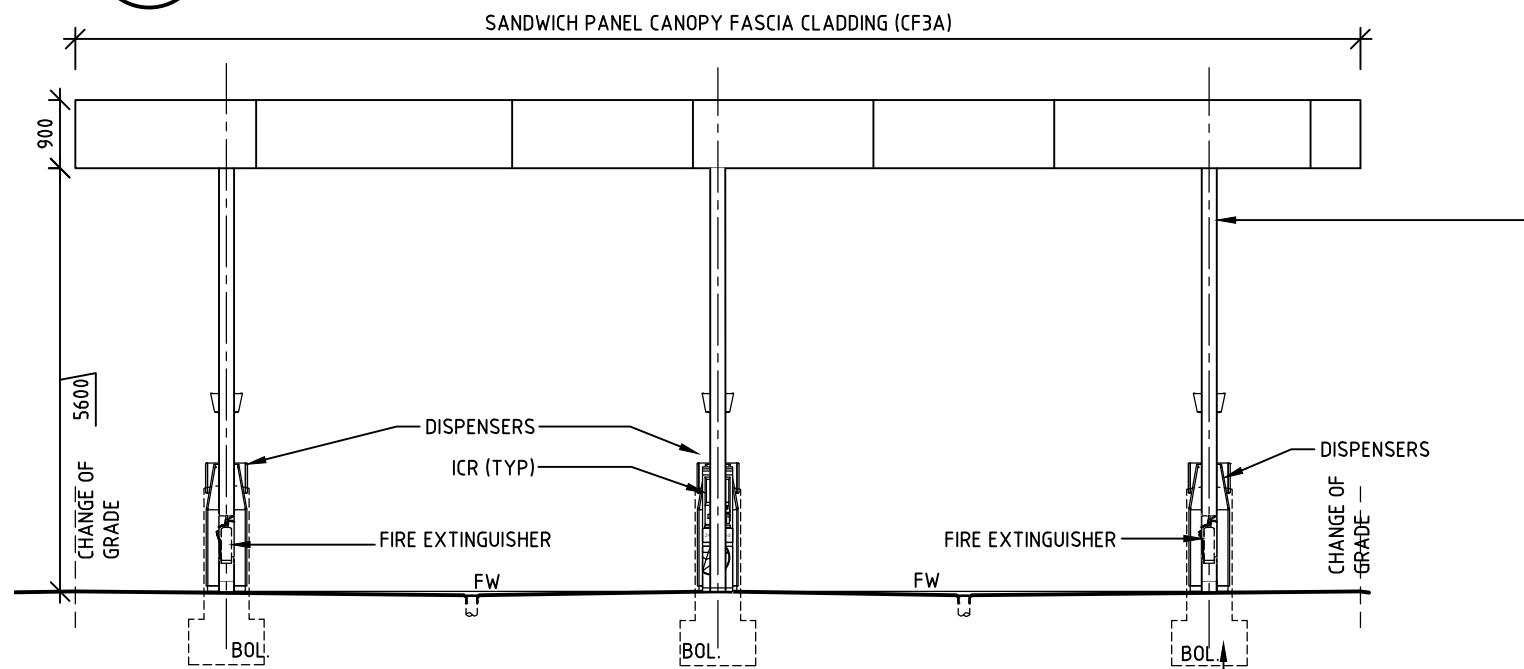
P1525-A320

	REV.
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A

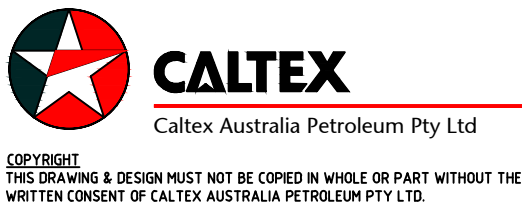


A
A320
ELEVATION



C
A320
ELEVATION

PROJECT CONSULTANTS WA
P T Y L T D
ACN 602 924 336 ABN 40 415 457 574
CONTACT No 0430 466 223

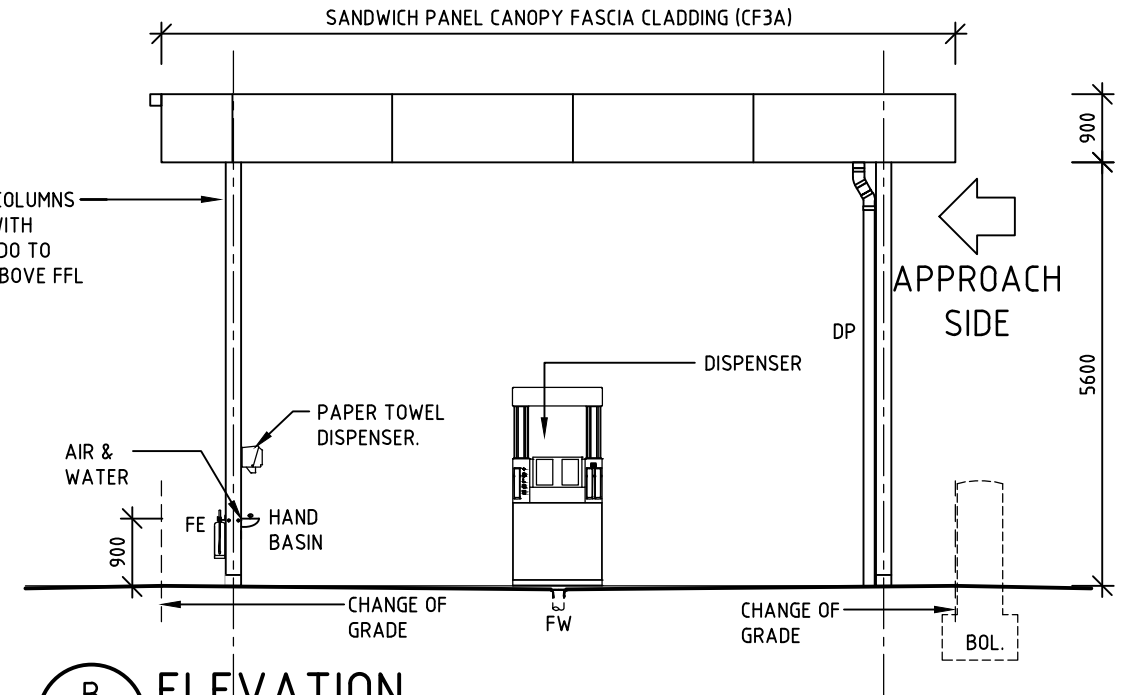


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REVISION			

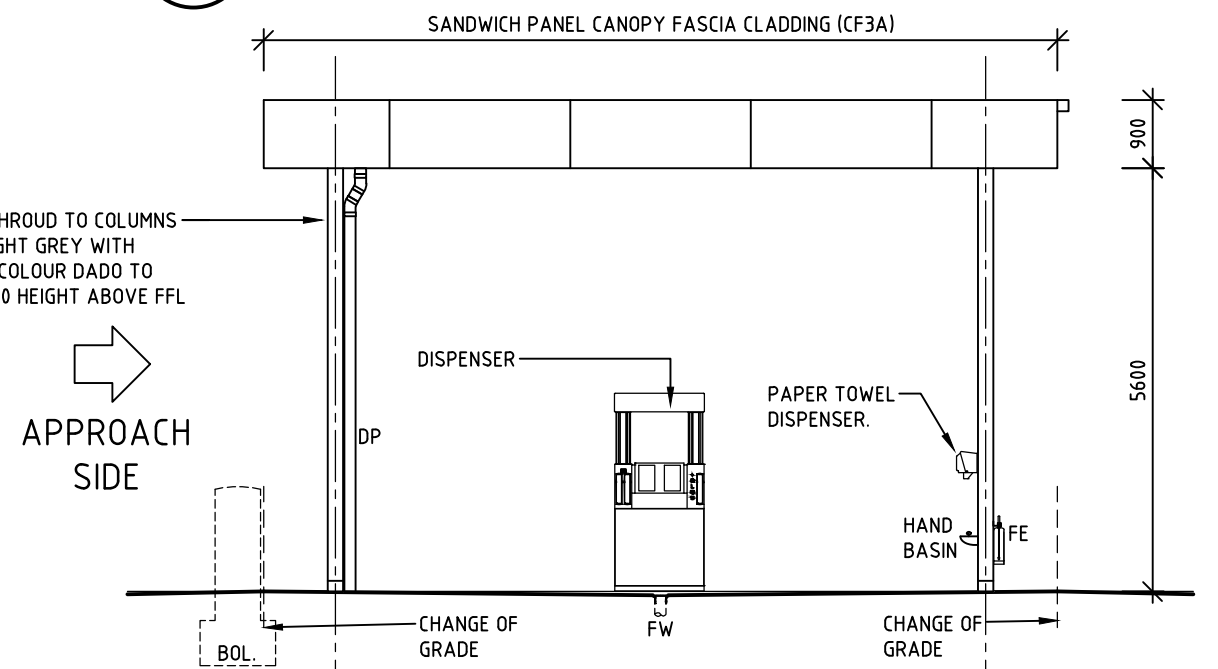
PROJECT
OAKFORD - WA
LOT 12 No 1537 THOMAS ROAD

TITLE
RETAIL TRUCK CANOPY
ELEVATIONS

SCALE	DEVELOPMENT	
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SIZE	DRAWING No.	REV.
A3	P1525-A321	A



B
A320
ELEVATION

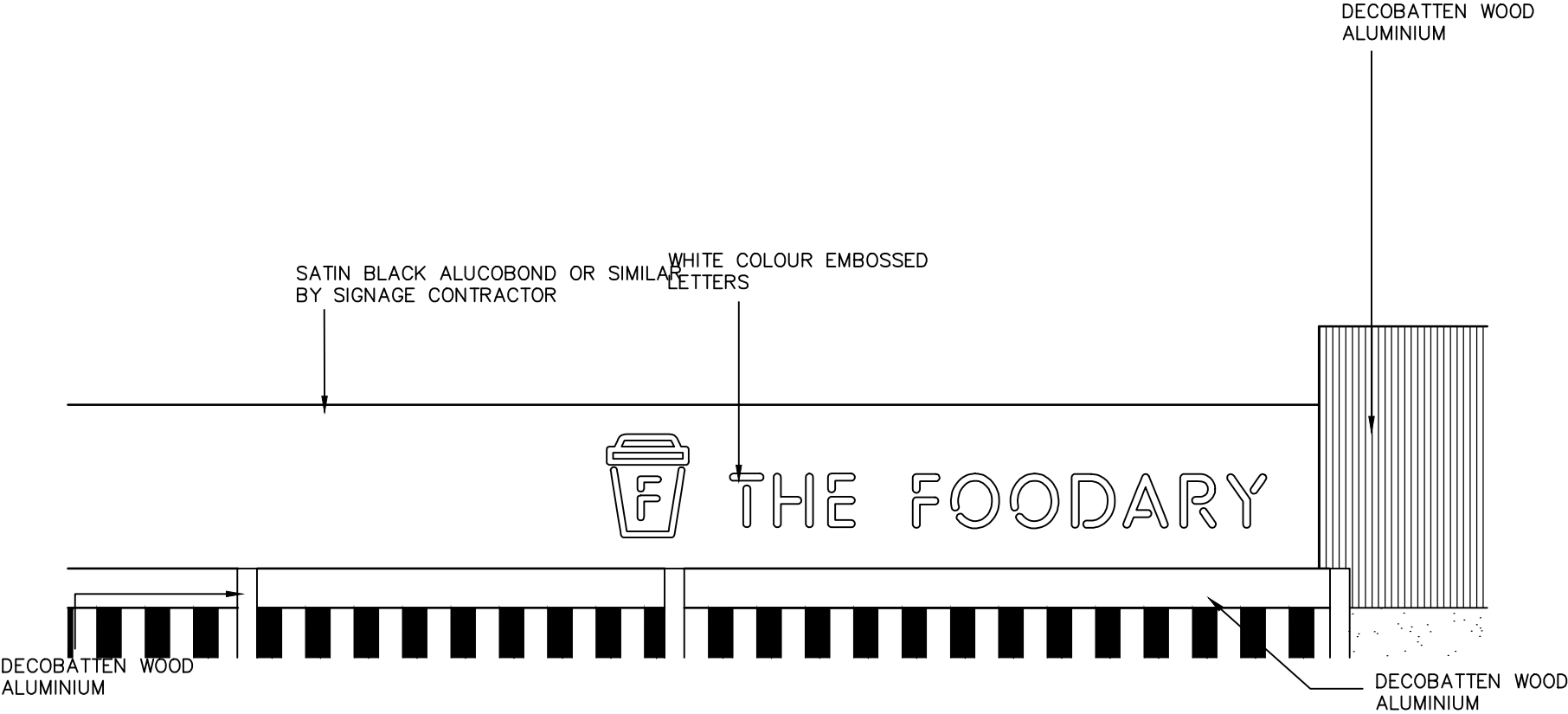


D
A320
ELEVATION

REFERENCE:

- FOR FINISHES
REFER DWG A200
- FOR FE & PAPER TOWEL FIXING
REFER DWG A311

0 1m 2 3 4 5



BUILDING FASCIA SIGN

1 OFF

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REV.	BY	DATE	DESCRIPTION OF CHANGE
A	JS	15.02.18	DEVELOPMENT APPLICATION
REVISION			

PROJECT
OAKFORD - WA
LOT 12 No 1537 THOMAS ROAD

TITLE
SITE SIGNAGE DETAILS
SHEET 2

SCALE 1:50	DEVELOPMENT	
	APPROVED	DATE
SIZE A3	DRAWING No. P1525-S111	REV. A





BUILDING SIDE SIGN
1 OFF

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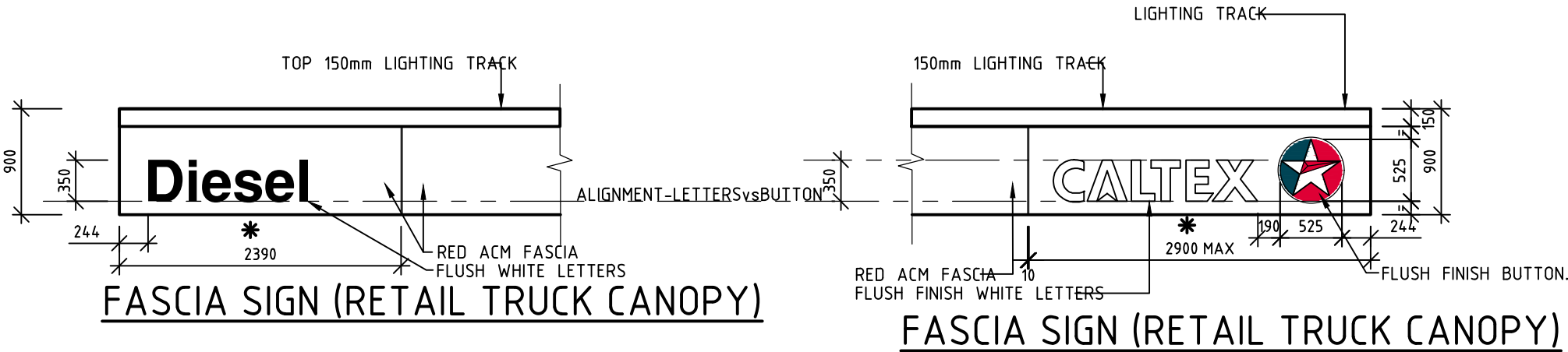
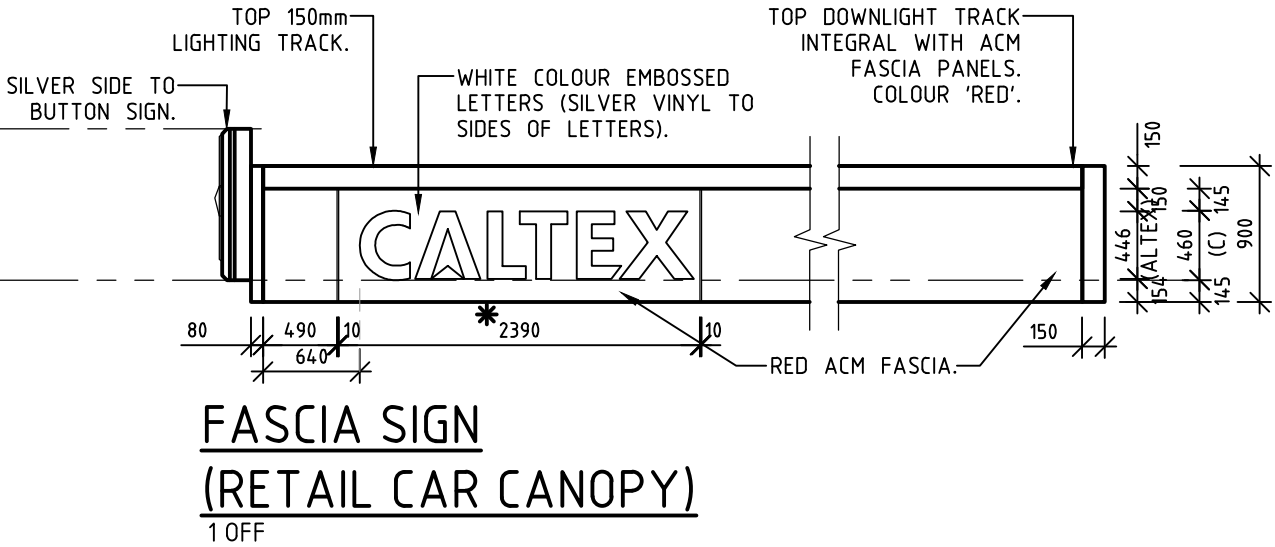
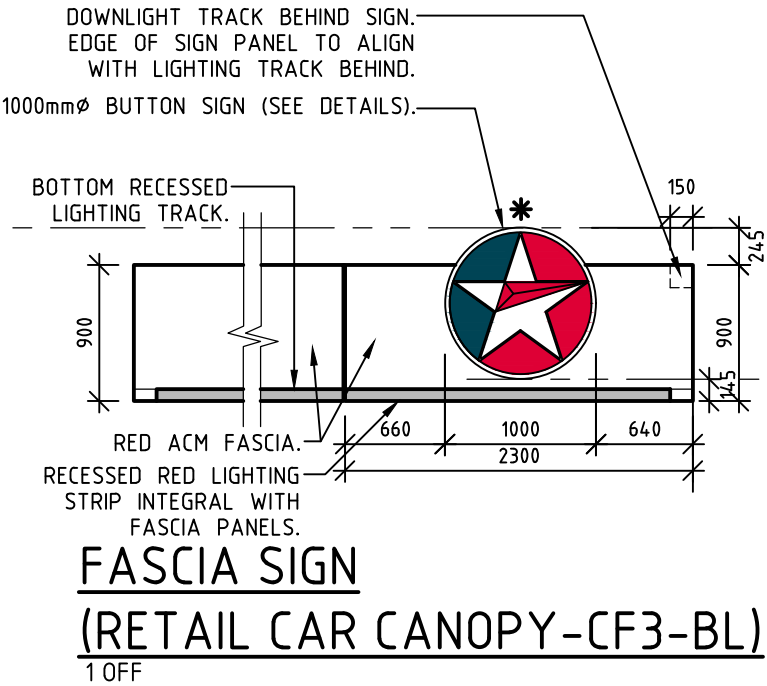
REV.	BY	DATE	DESCRIPTION OF CHANGE
A	JS	15.02.18	DEVELOPMENT APPLICATION
REVISION			

PROJECT
OAKFORD - WA
LOT 12 No 1537 THOMAS ROAD

TITLE
SITE SIGNAGE DETAILS
SHEET 3

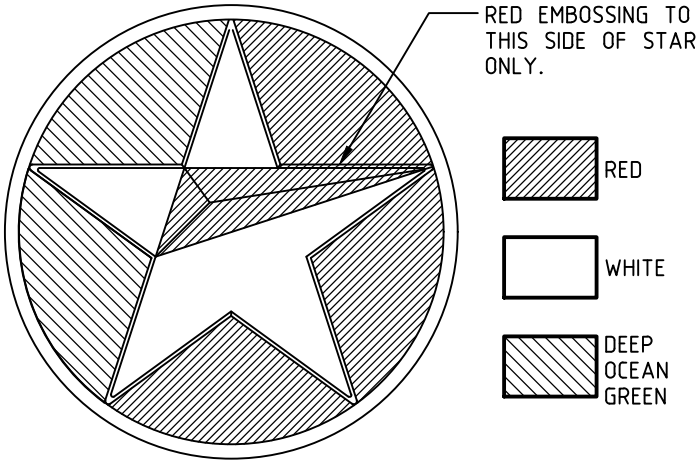
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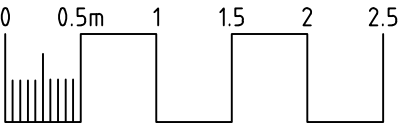


NOTE:

SIGN MANUFACTURER NOTE :
SIGNAGE PANEL SIZES & GRAPHICS INDICATIVE
ONLY.
FOR FINAL DETAILS REFER TO APPROVED
SIGNAGE SUPPLIER ARTWORK SHOWING PANEL
DETAILS & GRAPHICS.



BUTTON COLOUR DETAILS



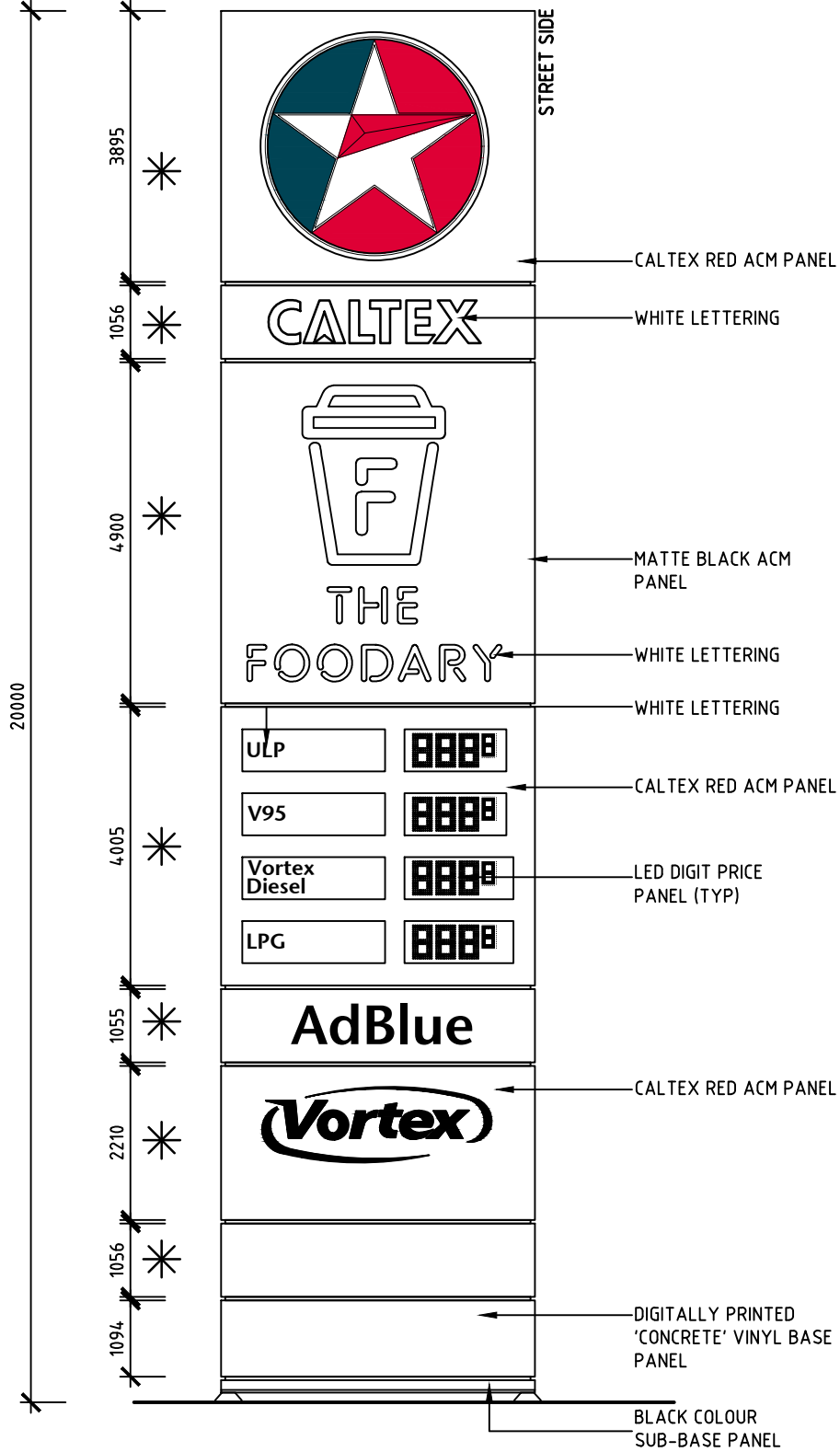
 CALTEX Caltex Australia Petroleum Pty Ltd COPYRIGHT THIS DRAWING & DESIGN MUST NOT BE COPIED IN WHOLE OR PART WITHOUT THE WRITTEN CONSENT OF CALTEX AUSTRALIA PETROLEUM PTY LTD.	REV.	BY	DATE	DESCRIPTION OF CHANGE	PROJECT OAKFORD - WA LOT 12 No 1537 THOMAS ROAD	TITLE SIGNAGE DETAILS SHEET 3	SCALE 1:50 SIZE A3	DEVELOPMENT	
	A	JS	15.02.18	DEVELOPMENT APPLICATION				APPROVED	DATE
								DRAWING No.	REV.
								P1525-S334	A
				REVISION					

DEVELOPMENT
ASSESSMENT PANEL

APPROVED
29-Oct-2018

DEVELOPMENT
ASSESSMENT PANEL

APPROVED
09-Jun-2022



* INTERNALLY ILLUMINATED SIGN BOX

SIGN MANUFACTURER
NOTE:
SIGNAGE PANEL SIZES & GRAPHICS ARE INDICATIVE ONLY. FOR FINAL DETAILS REFER TO APPROVED SIGNAGE ARTWORK SHOWING PANEL DETAILS & GRAPHICS ISSUED WITH SUPPLY CONTRACT.

PROJECT
CONSULTANTS WA
P T Y L T D
ACN 602 924 336 ABN 40 415 457 574
CONTACT No 0430 466 223

I.D. SIGN THOMAS ROAD
1 OFF



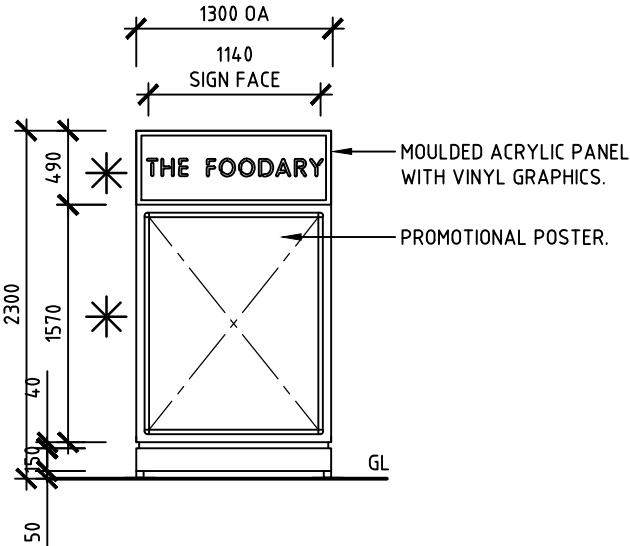
 CALTEX Caltex Australia Petroleum Pty Ltd COPYRIGHT THIS DRAWING & DESIGN MUST NOT BE COPIED IN WHOLE OR PART WITHOUT THE WRITTEN CONSENT OF CALTEX AUSTRALIA PETROLEUM PTY LTD.	REV.	BY	DATE	DESCRIPTION OF CHANGE	PROJECT OAKFORD - WA LOT 12 No 1537 THOMAS ROAD	TITLE SIGNAGE DETAILS SHEET 4	SCALE 1:100	DEVELOPMENT	
	B	JS	07.12.17	ISSUED FOR SIGNOFF			APPROVED	DATE	
	C	JS	14.02.18	DEVELOPMENT APPLICATION			A3	DRAWING No. P1525-S113	REV. D
	D	JS	16.03.18	PANELS REVISED					
	REVISION								

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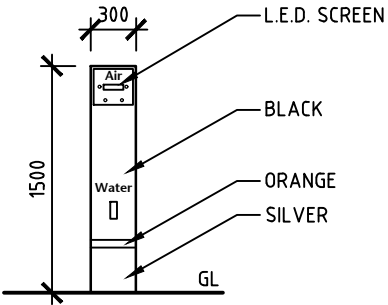
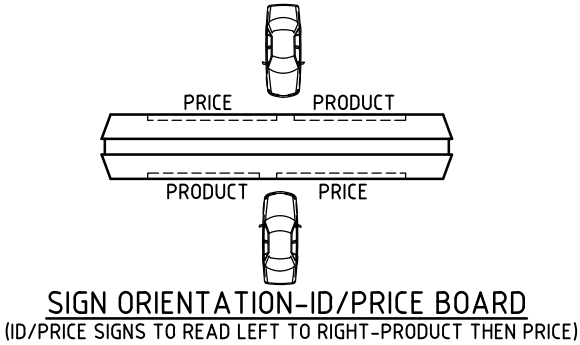
SIGN MANUFACTURER

NOTE:

SIGNAGE PANEL SIZES & GRAPHICS ARE INDICATIVE ONLY. FOR FINAL DETAILS REFER TO APPROVED SIGNAGE ARTWORK SHOWING PANEL DETAILS & GRAPHICS ISSUED WITH SUPPLY CONTRACT.



STREET PROMO SIGN



AIR & WATER SIGN

1 OFF

FITTED WITH A NON-BEEPING ALARM AND PROGRAMMED TO BE AT LEAST 6dB LESS THAN LEVEL REFERENCED IN TABLE 3.2 OF LLOYD GEORGE ACOUSTIC REPORT

P R O J E C T
CONSULTANTS WA

P T Y L T D
ACN 602 924 336 ABN 40 415 457 574
CONTACT No 0430 466 223



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REV.	BY	DATE	DESCRIPTION OF CHANGE
B	JS	07.12.17	ISSUED FOR SIGNOFF
C	JS	14.02.18	DEVELOPMENT APPLICATION
D	JS	16.03.18	AIR & WATER UNIT REVISED
REVISION			

PROJECT
OAKFORD - WA
LOT 12 No 1537 THOMAS ROAD

TITLE
SIGNAGE DETAILS
SHEET 1

SCALE	DEVELOPMENT	
	APPROVED	DATE
SIZE	DRAWING No.	REV.
1:50 A3	P1525-S110	D

0 0.5m 1 1.5 2 2.5

Deemed Provisions – Cl 67 Matters to be considered by local Government

Land Use:

a) The aims and provisions of this Scheme and any other local planning scheme operating within the area	YES ☒	NO ☐	N/A ☐
Comment: Under LPS3 the site remains zoned 'Rural' but now with an additional use of 'Service Station' as a permitted use (which is otherwise prohibited in the Rural zone). This shows a specific alignment of the planning framework to accommodate the approved development.			

b) The requirements of orderly and proper planning including any proposed local planning scheme or amendment to this Scheme that has been advertised under the <i>Planning and Development (Local Planning Schemes) Regulations 2015</i> or any other proposed planning instrument that the local government is seriously considering adopting or approving	YES ☒	NO ☐	N/A ☐
Comment: Consistent with planning framework – only changes since initial approval relate to LPS3 and PCA to which the proposal is consistent. Road upgrades have now been completed to adequately serve the development.			

c) any approved State planning policy	YES ☒	NO ☐	N/A ☐
Comment: Consistent with SPP2.5 and SPP3.7			

d) any environmental protection policy approved under the <i>Environmental Protection Act 1986</i> section 31(d) – None Applicable to this area from what I can determine	YES ☐	NO ☐	N/A ☒
Comment:			

e) any policy of the Commission	YES ☒	NO ☐	N/A ☐
Comment: Consistent with EPA Separation Guidelines			

f) any policy of the State	YES ☐	NO ☐	N/A ☒
Comment:			

g) any local planning policy for the Scheme area	YES	NO	N/A
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	☒	☐	☐
Comment: Signage consistent with LPP 4.11 – Condition regarding the pylon sign will remain LPP1.6 – A condition requiring public art contribution will remain LPP4.16 –landscaping plan condition to ensure the proposal is consistent with this policy and that landscaping would be provided to offset that that would be lost as part of the development.			

h) any structure plan, activity centre plan or local development plan that relates to the development	YES ☐	NO ☐	N/A ☒
Comment:			

i) any report of the review of the local planning scheme that has been published under the <i>Planning and Development (Local Planning Schemes) Regulations 2015</i>	YES ☐	NO ☐	N/A ☒
Comment:			

j) in the case of land reserved under this Scheme, the objectives for the reserve and the additional and permitted uses identified in this Scheme for the reserve	YES ☐	NO ☐	N/A ☒
Comment:			

Development:

k) the built heritage conservation of any place that is of cultural significance	YES ☐	NO ☐	N/A ☒
Comment:			

l) the effect of the proposal on the cultural heritage significance of the area in which the development is located	YES ☐	NO ☐	N/A ☒
Comment:			

m) the compatibility of the development with its setting including the relationship of the development to development on adjoining land or on other land in the locality including, but not limited to, the likely effect of the height, bulk, scale, orientation and appearance of the development	YES ☒	NO ☐	N/A ☐
Comment: Development consistent with the Rural character of the area, however pylon sign not supported – condition will remain as per previous approval			

n) the amenity of the locality including the following – I. Environmental impacts of the development II. The character of the locality III. Social impacts of the development	YES ☒	NO ☐	N/A ☐
Comment: Amenity impacts are satisfactory subject to a noise management plan – condition recommended to remain			

o) the likely effect of the development on the natural environment or water resources and any means that are proposed to protect or to mitigate impacts on the natural environment or the water resource	YES ☒	NO ☐	N/A ☐
Comment:			

p) whether adequate provision has been made for the landscaping of the land to which the application relates and whether any trees or other vegetation on the land should be preserved	YES ☒	NO ☐	N/A ☐
Comment: A Landscaping Plan was provided as part of the initial application however further landscaping is considered required to offset the loss of vegetation proposed. It is recommended that this condition remain.			

q) the suitability of the land for the development taking into account the possible risk of flooding, tidal inundation, subsidence, landslip, bushfire, soil erosion, land degradation or any other risk	YES ☒	NO ☐	N/A ☐
Comment: The proposal is consistent with SPP3.7 – Planning in Bushfire Prone Areas			

r) the suitability of the land for the development taking into account the possible risk to human health or safety	YES ☒	NO ☐	N/A ☐
Comment:			

s) the adequacy of – I. The proposed means of access to and egress from the site; and II. Arrangements for the loading, unloading, manouvering and parking of vehicles	YES ☒	NO ☐	N/A ☐
Comment: Access arrangements are to the satisfaction of Officers and MRWA			

t) the amount of traffic likely to be generated by the development, particularly in relation to the capacity off the road system in the locality and the probable effect on traffic flow and safety	YES ☒	NO ☐	N/A ☐
Comment: A Transport Impact Assessment was submitted as part of the application which identifies that 80% of customers would be existing users of the road. It is considered that the road network is capable of facilitating any additional traffic created by the proposal.			

u) the availability and adequacy for the development of the following – I. Public transport services II. Public utility services III. Storage, management and collection of waste IV. Access for pedestrians and cyclists (including end of trip storage, toilet and shower facilities) V. Access by older people and people with disability	YES ☐	NO ☐	N/A ☒
Comment:			

v) the potential loss of any community service or benefit resulting from the development other than potential loss that may result from economic competition between new and existing businesses	YES ☒	NO ☐	N/A ☐
Comment: the proposal would provide additional retail use for the local community.			

w) the history of the site where the development is to be located	YES ☒	NO ☐	N/A ☐
Comment:			

x) the impact of the development on the community as a whole notwithstanding the impact of the development on particular individuals	YES ☒	NO ☐	N/A ☐
Comment:			

y) any submissions received on the application	YES ☒	NO ☐	N/A ☐
Comment: No advertising was undertaken as part of the extension of time			

Za) the comments or submissions received from any authority consulted under clause 66	YES ☒	NO ☐	N/A ☐
Comment: Refer to RAR			

Zb) any other planning consideration the local government considers appropriate	YES ☐	NO ☐	N/A ☒
Comment:			

STATE GOVERNMENT AGENCY COMMENTS

Agency	Comments
MRWA	In response to correspondence received on 6 July 2026, please be advised Main Roads has no objection to the proposed extension of time. It is Main Roads' understanding that no other changes are proposed as part of this application.
DWER	The department has identified that the proposed service station has the potential for impact on environment and water resource values and/or management. In principle the department does not object to the proposal however key issues, recommendations and advice are provided below and these matters should be addressed. Issue Stormwater Management Recommendation A stormwater management plan is to be prepared and approved by the Shire in accordance with the <i>Stormwater Management Manual for Western Australia</i> (DWER, 2022), <i>Decision process for the stormwater management in Western Australia</i> (DWER, 2017) and <i>Water Quality Protection Note 49: Service Stations (WQPN 49)</i> (DWER, 2013) that demonstrates the appropriate management of small, minor and major rainfall events. Issue Air Quality Recommendation The department would advise that it does not have a regulatory role, policy position or guidance statement for fuel stations. Due to uncertainties within air dispersion modelling for this land use, resulting from an absence of standard methodology and validated data, adherence to separation distances within <i>Guidance Statement 3 Separation Distances between Industrial and Sensitive Land Uses</i> (GS 3) (EPA, 2005), is generally recommended to inform planning decisions. It is unclear if the proposed service station will employ stage 1 and potentially stage 2 vapor recovery systems (VR1 and VR2) in any emissions impact assessment. Although these additional emission controls would reduce the emissions, owing to the uncertainties in emission estimations there is limited ability to assess if these additional emissions controls are required or, if installed, would result in acceptable risk of impacts. The use of technical studies, such as modelling and monitoring of air pollutants, can inform possible incompatibility between land uses. However, it should not be used as the only input for planning decision-making as there can be significant uncertainty in the accuracy of such studies and cannot determine if impacts may or may not occur. Notwithstanding, there is no post development regulatory mechanism that can be employed. The management of the residual risk is an important consideration in planning decisions. Issue

STATE GOVERNMENT AGENCY COMMENTS

Agency	Comments
	Native Vegetation Advice Under section 51C of the <i>Environmental Protection Act 1986 (EP Act)</i>, clearing of native vegetation is an offence unless: • it is undertaken under the authority of a clearing permit • it is done after the person has received notice under Section 51DA(5) that a clearing permit is not required • the clearing is subject to an exemption Exemptions for clearing that are a requirement of written law, or authorised under certain statutory processes, are contained in Schedule 6 of the EP Act. Exemptions for low impact routine land management practices outside of environmentally sensitive areas (ESAs) are contained in the <i>Environmental Protection (Clearing of Native Vegetation) Regulations 2004</i> (the Clearing Regulations). Based on the information provided, should development approval be issued, clearing to construct a building or structure is likely to be exempt from the requirement for a clearing permit under Regulation 5, Item 1 of the Clearing Regulations. Note that this exemption does not apply prior to development approval being issued. This exemption is described in the Departments 'A Guide to the Exemptions and Regulations for Clearing Native Vegetation'. It is the applicant's responsibility to determine compliance with these exemptions and therefore whether a clearing permit is required. If there is uncertainty, then the precautionary principle should be applied, and it is recommended applicants apply for a clearing permit. If further clarification is required, please contact the Department's Native Vegetation Regulation section by email (admin.nvp@dwere.wa.gov.au) or by telephone (6364 7098). Issue Acid Sulfate Soils Advice Acid sulfate soils (ASS) risk mapping indicates that the site is located within an area identified as representing a moderate to low risk of ASS occurring within 3 metres of the natural soil surface. The department advises that a model ASS related condition is not considered necessary in this instance. However, the following advice is recommended to be applied to the relevant approval. Advice: Acid sulfate soils (ASS) risk mapping indicates that the site is located within an area identified as representing a moderate to low risk of ASS occurring within 3 metres of the natural soil surface. Please refer to Department of Water and Environmental Regulation's (DWER) acid sulfate soil

STATE GOVERNMENT AGENCY COMMENTS

Agency	Comments
	guidelines for information to assist with the management of ground and/or groundwater disturbing works: https://www.der.wa.gov.au/your-environment/acid-sulfatesoils/69-acidsulfatesoils-guidelines. Issue Groundwater Licence Advice The subject area is located in the Perth (Jarrahdale sub area) groundwater area as proclaimed under the <i>Rights in Water and Irrigation Act 1914</i>. Any groundwater abstraction in this proclaimed area for purposes other than domestic and/or stock watering taken from the superficial aquifer, is subject to licensing by the department. The property has an existing groundwater licence for the purposes of ablution block, irrigation of up to 0.4ha of landscaped gardens and roadhouse use. This licence expires in November 2031.
DPLH	This proposal seeks approval for a timeframe extension for a Development Assessment Panel (DAP) determination which will allow Main Roads WA to complete upgrades to the Thomas Road / Nicholson Road intersection. Planning Control Area A Planning Control Area (PCA) 171 (approved by the WAPC in March 2023) is located within the periphery of the subject site which seeks to protect land for the future upgrade of Thomas Road. PCA 171 will expire in March 2028. Land Requirements The site abuts Thomas Road which is reserved as Primary Regional Road in the Metropolitan Region Scheme. The subject site is in close proximity to Nicholson Road which is reserved as an Other Regional Road and Category 2 as per SP 694/7. Access The site obtains access via Nicholson Road and Thomas Road with left in / left out driveway from both roads. No changes to existing access arrangements are supported. This is in accordance with the Commission's Regional Roads (Vehicular Access) Policy D.C. 5.1, which seeks to minimise the number of new access points onto regional roads. Recommendation The Department of Planning, Lands and Heritage has no objection to the proposal on ORR planning grounds. Various lots within the periphery of the proposal are owned by Main Roads WA. It is recommended that comments be sought from MRWA if required.

STATE GOVERNMENT AGENCY COMMENTS

Agency	Comments
OCG	Thank you for referring the Development Assessment Panel Application Notification for an Extension of Time relating to development of 1537 Thomas Road, Oakford to the Office of the Coordinator General (OCG) for comment. The OCG has no comment on the application.

PART D – OTHER BUSINESS

- 1. State Administrative Tribunal Applications and Supreme Court Appeals**
- 2. Meeting Closure**