

Henderson Business
Hub – Lot 168 (No.81)
Quill Way, Henderson
**Development
Application Report**

December 2025 | 25226

element. | PART OF  **SLR**

Acknowledgment of Country

We acknowledge the Whadjuk people of the Noongar nation as Traditional Custodians of the land on which we live and work.

We acknowledge and respect their enduring culture, their contribution to the life of this city, and Elders, past and present.

Document ID: '/Volumes/corporate/Local Resources/Element Advisory/Graphics/2025/25226 – Quill Way Henderson/00 Report/00 InDesign/25226 Henderson BusHub DA 251216 Folder/25226 Henderson BusHub DA F 251218.indd'						
Issue	Date	Status	Prepared by	Approved by	Graphics	File
1	16.12.25	Draft	Callum Thatcher	Callum Thatcher	MS	D1
2	18.12.25	Final	Callum Thatcher	Callum Thatcher	MS	F

This report has been prepared for the exclusive use of the Client, in accordance with the agreement between the Client and Element Advisory Pty Ltd (Element Advisory) ('Agreement').

Element Advisory accepts no liability or responsibility whatsoever in respect of any use of or reliance upon this report by any person who is not a party to the Agreement or an intended recipient.

In particular, it should be noted that this report is a qualitative assessment only, based on the scope and timing of services defined by the Client and is based on information supplied by the Client and its agents.

Element Advisory cannot be held accountable for information supplied by others and relied upon by Element Advisory.

Copyright and any other Intellectual Property arising from the report and the provision of the services in accordance with the Agreement belongs exclusively to Element Advisory unless otherwise agreed and may not be reproduced or disclosed to any person other than the Client without the express written authority of Element Advisory.

Element Advisory Pty Ltd (Element Advisory)
Whadjuk Country. L1, 500 Hay Street. Subiaco WA 6008.
www.elementadvisory.com.au © Element Advisory

Contents

1. Introduction	1	Planning Framework and Detailed Assessment	25
1.1 Project Team	1	State Planning Framework	25
1.2 Development Approval Pathway	1	Local Planning Framework	28
1.3 Development Application Summary	2		
2. Subject Site	3	Appendix 1 – Certificate of Title	45
2.1 Site Description	3	Appendix 2 – Architectural Plans	46
2.2 Easements	6	Appendix 3 – Landscape Plans	47
2.3 Environmental Considerations	7	Appendix 4 – Bushfire Management Plan	48
2.4 Topography	7	Appendix 5 – Air Quality Assessment	49
2.5 Site Context and Surrounding Development	7	Appendix 6 – Traffic Impact Assessment	50
3. Pre-Lodgement Engagement	11	Appendix 7 – Acoustic Report	51
4. Proposed Development	15	Appendix 8 – Stormwater Management Plan	52
4.1 Development Summary	15	Appendix 9 – Waste Management Plan	53
4.2 Design Approach	16	Appendix 10 – Sustainability Report	54
5. Specialist Inputs	17	Appendix 11 – Retail Assessment	55
5.1 Bushfire Management Plan	17	Appendix 12 – Public Art Concept	56
5.2 Air Quality Assessment	17		
5.3 Traffic Impact Assessment	18		
5.4 Acoustic Report	18		
5.5 Stormwater Management Plan	18		
5.6 Waste Management Plan	19		
5.7 Sustainable Design Assessment	19		
5.8 Retail Assessment	19		
6. Discussion	21		
6.1 Street Setbacks	21		
6.2 Car Parking	21		
6.3 Planning Merit	22		
7. Conclusion	23		



1. Introduction

This report has been prepared by Element Advisory (Part of SLR), in association with Pennock Architects and on behalf of Scope Property Group, in support of a development application (DA) for a proposed mixed-use commercial development, located at Lot 168 (No.81) Quill Way, Henderson (subject site).

The proposed development referred to as the Henderson Business Hub, represents a pivotal opportunity to provide meaningful amenities and facilities to support the rapidly expanding Australian Marine Complex (AMC). This site is unique in the fact it is the only site within the AMC that is zoned Local Centre, allowing for a diversity of land uses, such as hotel, retail and food and beverage uses to support the significant volume of workers commuting to the AMC. The redevelopment of the site will help further establish the AMC as Australia's leading defence and marine precinct.

This report has been prepared to provide an overview of the subject site and the proposed development as well as an assessment against the relevant planning requirements, and an examination of the planning and contextual merits of the proposal.

1.1 Project Team

Scope Property Group has engaged a highly qualified design team to progress this project, a summary of the project team is provided in Table 1 below.

Table 1. Project Team

Discipline	Consultant
Architecture	Pennock Architects
Landscape Architecture	Propagule Consulting Pty Ltd
Planning	Element Advisory (Part of SLR)
Traffic / Waste Management / Stormwater	PTG Consulting
Sustainability	Summation
Acoustics	Herring Storer Acoustics
Air Quality	CETEC
Bushfire	Bushfire Prone Planning
Retail	Pracsys

1.2 Development Approval Pathway

The DA has been lodged as a Development Assessment Panel (DAP) application for determination by the Metro Outer Development Assessment Panel (MOJDAP).

1.3 Development Application Summary

Table 2. Application Details

Property Address	Lot 168 (No.81) Quill Way, Henderson
Combined Land Area	18,472m ²
Landowner	Scope Property Group Pty Ltd
Responsible Authority	City of Cockburn
Metropolitan Region Scheme	Industrial Zone
City of Cockburn Town Planning Scheme No.3	Local Centre Zone
Relevant Legislation	Planning and Development (Local Planning Schemes) Regulations 2015 Metropolitan Region Scheme State Planning Policy 4.1 – Industrial Interface State Planning Policy 4.2 – Activity Centres State Planning Policy 3.7 – Bushfire City of Cockburn Local Planning Strategy City of Cockburn Town Planning Scheme No.3 Local Planning Policy 1.14 – Waste Management Local Planning Policy 1.15 – Tourist Accommodation Local Planning Policy 3.1 – Commercial Development Local Planning Policy 3.8 – Industrial Subdivision and Development Local Planning Policy 5.13 – Percent for Art
Existing Land Uses	Office and Unmanned Fuel Station Shop/Retail Restaurant / Lunch Bar Tavern Workers Accommodation
Proposed Land Uses	Hotel Tavern Office Restaurant / Lunch Bar Shop Medical Centre Health Studio Convention Centre
Total Net Lettable Area (NLA)	29,041m ²
Total Hotel Rooms	161 Rooms
Estimated Cost of Development	\$200,000,000

2. Subject Site

2.1 Site Description

The subject site is currently described as Lot 168 (No.81) Quill Way, Henderson. The subject site is located within the municipality of the City of Cockburn (the City).

The site particulars of the Certificate of Title are detailed in the following table.

Table 3. Certificate of Title

Lot	Plan	Vol/Folio	Street Address	Lot Area	Landowner
168	076646	1923/556	81 Quill Way, Henderson	1.847ha	Scope Property Group Pty Ltd

Refer to Appendix 1 – Certificate of Title



Figure 1. Location Plan



 Subject Site

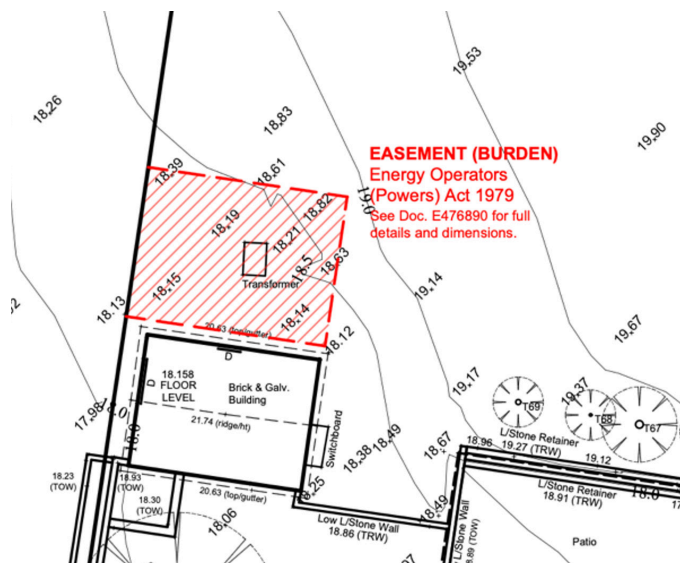


Source: nearmaps

Figure 2. Aerial Plan

2.2 Easements

The subject site contains two easements.



Easement (K906905) relates to a Western Power transformer located on Quill Way. The easement provides right of access to Western Power to service the transformer and access the property. The proposal seeks to retain the location of the transformer.

Easement (E476890) relates to a right of carriageway on the southern portion of the subject site. The easement was registered in 1999 between the previous landowners and the Industrial Lands Authority. The right of carriageway extends approximately 50 metres in length by 3 metres in width along the southern most portion of the subject site directly adjoining Quill Way. The purpose of the right of carriageway is not clearly defined; however it is assumed it was required in an attempt to consolidate vehicle access points on Quill Way (then Cockburn Road). The landowners in collaboration with the owners Lot 169 have signed a deed to remove this right of carriageway, currently being processed by Landgate. The right of carriageway, has no purpose hence its removal.



2.3 Environmental Considerations

2.3.1 Bushfire

A desktop search of the Department of Fire and Emergency Services (DFES) State Map of Bushfire Prone Areas indicates that a portion of the subject site is located within a bushfire prone area. A Bushfire Management Plan has been prepared by Bushfire Prone Planning to support the proposed development.

2.3.2 Kwinana Air Quality Buffer

The subject site is identified within the Kwinana Air Quality Buffer. The purpose of the Kwinana Air Quality Buffer is to prevent sensitive land uses from encroaching onto industrial land. An Air Quality Assessment Report has been prepared in support of the proposed development.

2.3.3 Woodman Point Wastewater Treatment Plant

A portion of the subject site is included within the Woodman Point Wastewater Treatment Plant. The Woodman Point Wastewater Treatment buffer relates to odour impact.

2.4 Topography

The subject site has a sizeable fall in topography. The site falls approximately 8.5 metres in a south-western direction. The top corner of the site at Redemptora Road has an AHD level of 24.5 metres. The bottom corner of the site along Quill Way has an AHD level of 16 metres.

2.5 Site Context and Surrounding Development

The subject site is located within the AMC which is Western Australia's key shipbuilding and sustainment industrial precinct, supporting the manufacturing, fabrication, assembly and maintenance requirements of the marine defence, energy and resource industries.

Henderson is located approximately 23 kilometres south-west of the Perth Central Business District (CBD) and approximately 13 kilometres south of Fremantle. Henderson is situated adjacent to Rockingham/Stock Road which are both designated regional roads. Henderson is strategically positioned 4 kilometres from the suburb of Naval Base.

The surrounds of the site are categorised as typical industrial warehouses dominating the character of the locality. It is noted however; defence accommodation is provided immediately south of the subject site. Pedestrian connectivity is limited, and private car usage is the dominant form of access to the locality given limited public transport due to the somewhat isolated nature of Henderson. The subject site is the only site which provides some-level of amenity for the workers. The current facilities include workers accommodation, shop/retail, restaurants/lunch bar and an unmanned fuel station. The nearest centre is Beeliar Village which is over 3.5 kilometres away. The services and amenities currently provided fill and an important role for the working Henderson population.

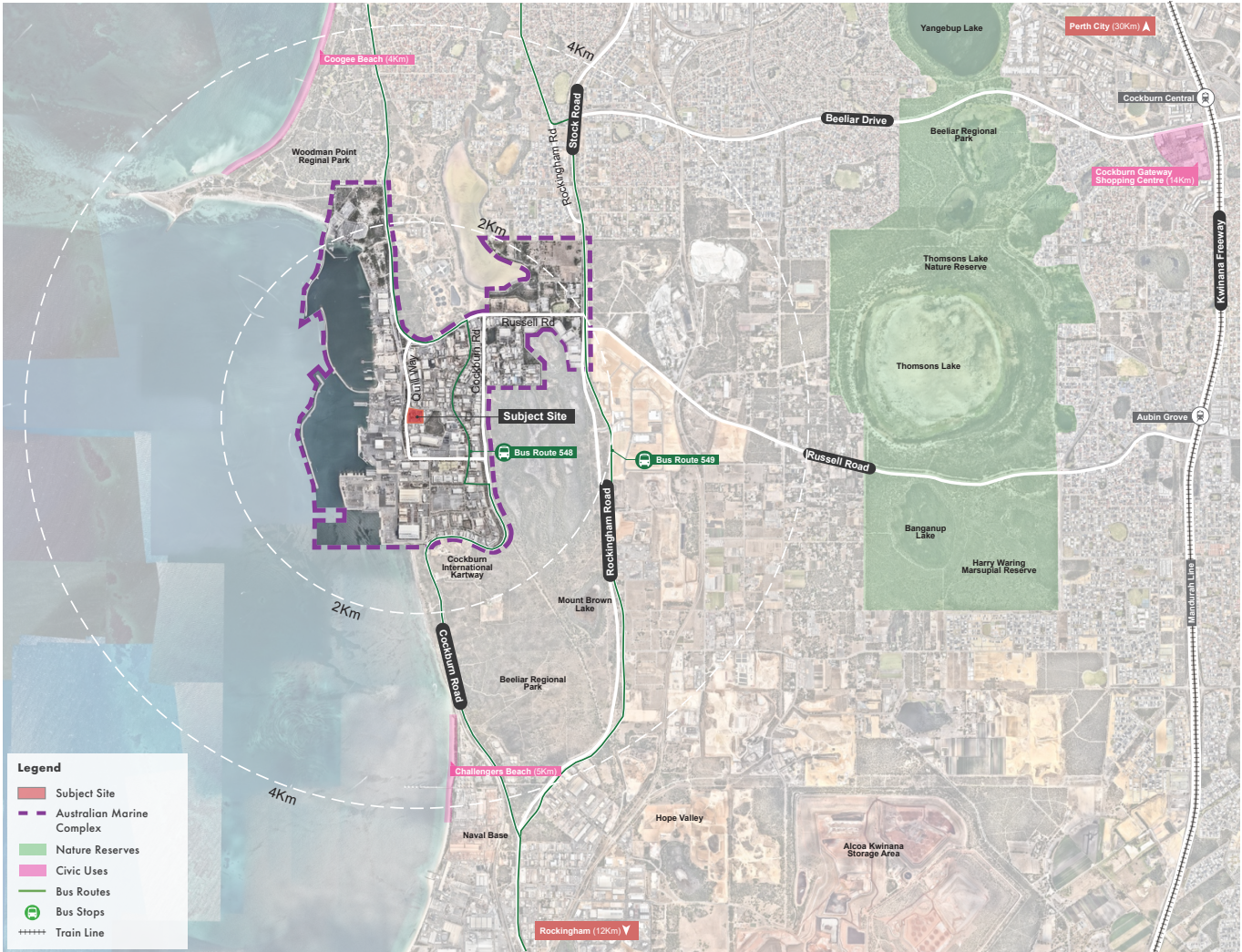


Figure 3. Regional Context



Figure 4. Drone Shot



3. Pre-Lodgement Engagement

Prior to submitting the DA, the project team have extensively engaged with the City and its Design Review Panel (DRP) to refine and progress the proposed redevelopment of the site. A summary of the engagement is provided below:

- 16 July 2025 – Initiation meeting with the City’s Planning Team.
- 27 August 2025 – DRP01
- 29 October 2025 – Meeting with the City to review DRP01 comments and project update.
- 26 November 2025 – DRP02

Following the feedback received in DRP01, the proposal was amended to address relevant comments made by the DRP panel. A summary of the major modifications are provided below:

- Included a social hub into the proposal. This is in response to the need to provide a central ‘heart’ of the precinct to connect the site. This change also resulted in reducing open-air car parking.
- Improvements to pedestrian connectivity. Strengthened pedestrian routes along Quill Way, as well as through the site into the rear commercial buildings.
- Increased the provision of landscaping both in the verge and on-site.
- Provided greater setbacks between towers to improve visual permeability through the site.
- Refined the façade and architectural detailing of the buildings.
- Increased hotel windows.

A detailed response to the DRP02 minutes is provided below. It is considered the proposed development has responded to all matters raised by the panel and importantly the design adequately meets State Planning Policy 7.0 – Design of the Built Environment.

Table 4. DRP02 Responses

Principle	Recommendations	Applicant Response
Context and Character	1. Remove truck parking from the verges. 2. Relocate the hotel entrance to the corner so it interacts with the streetscape interface as well as the car park to generate a higher level of streetscape interactivity. 3. Consider relocating the hotel loading dock to an internal interface on the site in order to increase streetscape interactivity as well as the general presentation of the streetscape interface on the corner of the site.	Given the nature of the locality, providing safe pull-in areas is considered essential. Whether the development provides the embayment bay or not, trucks will still utilise the verge to park. To prevent landscape and infrastructure damage and improve general safety, we disagree the truck embayment should be removed from the proposal. With respect to point 2 and 3, the hotel entrance and servicing areas were in response to the streetscape and balancing how the end user will utilise the development. Quill Way is the primary street, therefore, direct entrance and activation should be maintained to this edge. Further, the internal interface is providing an important pedestrian linkage within the precinct with retail frontages activating the ground floor. It is not appropriate to bring services vehicles into the site. Therefore, the only logical location is Redemptora Road. With this being considered the proposed solution to servicing is considered acceptable.
Landscape Quality	1. Coordinate landscape and architectural drawings especially in relation to the parklet style public spaces on the site. 2. Provide further information in relation to hard landscaping elements and materiality. 3. Consider introducing additional parklet style public spaces on the south side of the social hub.	Landscape and architectural drawings have now been updated to be coordinated. The landscape plan clearly depicts materiality. This will be formalised at building permit stage. This is not required. The on-site landscape provisions is more than double what is required.

Principle	Recommendations	Applicant Response
Built Form and Scale	1. Increase the setback of the office building to the south boundary or relocate the office bulk closer to the centre of the site. 2. Introduce articulation in the form of recesses or further diversity of materiality on the office building facades to break down the visual bulk and scale of the building.	Both office buildings have a significant setback to the southern boundary of 6 metres. Given the abutting development is industrial buildings, the consideration of bulk is largely irrelevant. Building materiality and articulation has been considered in further detail. A diversity of materials are proposed, drawing inspiration from the industrial context.
Functionality	1. Include an Acoustic Report. 2. Provide a Waste Management Plan. 3. Include a Staging Plan.	An Acoustic Report and Waste Management Plan have been provided with the DA. The staging of the project is driven by leasing commitments. A Staging Plan would be meaningless until this occurs and market interest is assessed.
Sustainability	1. Include a detailed ESD report in the package presented to the Panel. 2. Consider the use of a recognised ESD tool. 3. Include PV solar systems.	ESD report included with DA submission. The City has no policies or framework regarding a preferred ESD tool. The commitments to sustainability infrastructure are substantial. PV solar systems included on all buildings with the exception of building 2.
Amenity	1. Relocate inactive elements on the social hub ground level such as the F&B store in the north-east corner and kitchen in the south-west corner so the social hub space further interacts with, activates and enlivens the surroundings areas in the centre of the site. 2. Increase the width of the footpath and add alfresco seating to the mixed-use building ground level where footpath grades allow in the centre of the site.	The vision for the social hub is to activate the civic heart. It is envisioned this activity will spill-out into the central walkway, which will provide ample activity for this space. Footpath widths are significant at 3 metres. This provides ample room for alfresco seating.
Legibility	1. Relocate the main Hotel entrance to the streetscape interface or the corner of the building in close proximity to the streetscape interface as noted on the context and character principle above.	Refer to response in Context and Character section.

Principle	Recommendations	Applicant Response
Safety	1. Review blank walls on the site, the ground level of the social hub, the location of the hotel pedestrian entrance as well as loading dock and truck parking on the verge to increase passive surveillance of both streetscapes, internal pedestrian pathways and communal areas / carparks on the site.	Blank walls are limited along the pedestrian linkage. Where there are blank walls, the opposite side is activated e.g. hotel park adjoining the civic heart and store abutting the F&B tenancy. Hotel pedestrian entrance and truck parking is addressed in Context and Character.
Community	None.	
Aesthetics	1. Introduce greater articulation to the office building facades. 2. Include a signage strategy in the package present to the panel. 3. Provide a detailed public art strategy in the package presented to the panel.	Building articulation has been addressed in Built Form and Scale. Signage is a condition of approval. Public art strategy has been included as part of the DA, noting that public art will also form a condition of approval.

4. Proposed Development

4.1 Development Summary

The proposal seeks approval for a mixed-commercial development spread across five individual buildings.

The details of the proposal are summarised in the following table.

Table 6. Application Summary

Building Height (measured from lowest NGL to highest point of building)	Hotel (Building 1): 37 metres / 10 storeys Social Hub (Building 2): 24 metres / 5 storeys Office (Building 3): 56 metres / 13 storeys Office (Building 4): 59 metres / 15 storeys Medical/Office (Building 5): 22 metres / 5 storeys
On-Site Landscaping	2,510m ² (13.6%)
Car Parking	Hotel (Building 1): 118 Social Hub (Building 2): 59 Office (Building 3): 217 Office (Building 4) & Medical/Office (Building 5): 343 Total Bays: 737 bays
Bicycle Parking	152 bays The supply of bicycle parking will be subject to tenant demand. Noting this is an industrial area, which does not lend itself to promote safe cycling. Notwithstanding, provision has been made for cycling.
Office Floorspace (NLA)	21,531m ²
Shop/Retail/Restaurant (NLA)	2,837m ²
Tavern Floorspace (NLA)	668m ²
Medical Centre (NLA)	1,155m ²
Health Studio (NLA)	836m ²
Convention Centre (NLA)	800m ²

Refer to Appendix 2 – Architectural Plans

Refer to Appendix 3 – Landscape Plans

4.2 Design Approach

The subject site is strategically positioned within Henderson to provide a central activity and employment hub for the AMC. As the City is aware, a multi-billion dollar defence precinct is proposed at Henderson, expected to generate 10,000 skilled jobs and will attract significant daily employment. As the only site that is zoned Local Centre, the proposed development will contribute much needed amenities and facilities to support this significant investment.

As the only Local Centre zoned site, the type of land uses proposed and the architecture is vastly different to what is currently seen within the locality with the proposal presenting a much more urban outcome, whilst having to acknowledge and respond to the industrial location and importantly the end-user. The proposal has effectively balanced incorporating traditional urban development principles, whilst ensuring the realities of how the site will be used are addressed. A detailed summary of the key principles and elements of the proposed redevelopment are summarised below:

- The positioning of buildings provides an important balance for the subject site. The proposal will provide some level of street activation and building interface to Quill Way and Redemptora Road. It is recognised, that whilst pedestrian movement will be limited, positioning buildings close to Quill Way and Redemptora Road is an appropriate outcome, given the Local Centre zoning and intent to draw patrons into the site.
- Internalising, controlling and providing a quality pedestrian environment has been a key focus. As mentioned above, Quill Way and Redemptora Road are not cohesive to pedestrianised experiences. The reality of the user is to drive, park and walk through the site. Given this, creating strong pedestrian linkages both vertically and horizontally is an important focus of the project.
- Landscape quality is also extremely high for this project. A significant area both on-verge and on-site has been set-aside for tree canopy and softscape landscaping. This is to beautify the site both internally and externally and will set the site apart from existing development and streetscapes which are currently extremely bare.
- Noting the site is located on a corner, the positioning of the hotel to accentuate the Local Centre is a deliberate architectural response for the site.
- The arrangement of mass and separation between buildings has informed the layout and positioning of buildings. Separation of mass and visual permeability through the site, has informed setbacks to adjacent sites as well as internally. A 6-metre boundary setback to adjacent lots is proposed, providing visual separation to adjacent lots. The office towers, between buildings 3 and 4 are provided with a 13-metre separation.
- Car parking has been designed to be centrally located. Above ground parking is concealed within buildings 3 and 4. Providing a full circulation within the car park via two access points on Quill Way and Redemptora Road, ensures convenient and functional vehicle movement.
- Separating service vehicle access from customer/employee areas is fundamental to the design. A service road is provided behind buildings 3, 4 and 5 meaning that waste and deliveries can all occur without disrupting vehicle flow within the car park.
- The proposed redevelopment has been prepared to consider future subdivision should the landowner choose to do so into the future. Easements would be used to share access and use of the car parking bays for Lot 2, as well as shared use of the servicing road for buildings 3, 4 and 5.

5. Specialist Inputs

5.1 Bushfire Management Plan

A Bushfire Management Plan (BMP) has been prepared by Bushfire Prone Planning. The BMP has been prepared in accordance with State Planning Policy 3.7 – Bushfire and the associated Guidelines. To inform the BMP, a Bushfire Attack Level (BAL) assessment was undertaken which determined a BAL-12.5 is applicable to the subject site. The BMP has assessed the proposal against the 4 Elements of SPP 3.7 (location, siting and design, vehicular access and water supply). The development is compliant with all four elements, as summarised below:

Element 1 – Location

- Not applicable to a DA with an existing lot.

Element 2 – Siting and Design

- All proposed habitable building (including hotel) are not impacted by a BAL of 29 or above.
- All buildings can achieve BAL-12.5, asset protection zone beyond standard requirements is not needed.
- No native vegetation clearing is required, landscaping is low-threat.

Element 3 – Vehicular Access

- Two-way public road access via Quill Way and Redemptora Road is available, linking to non-bushfire prone areas.
- No emergency access way or onsite shelter is required because compliant two-way access exists.

Element 4 – Water Supply

- The site is serviced by reticulated water supply with hydrants located on Redemptora Road.

Refer to Appendix 4 – Bushfire Management Plan

5.2 Air Quality Assessment

An Air Quality Assessment (AQA) has been prepared by CETEC. The purpose of the report is to measure pollutants that could affect indoor air quality, compare results against the National Construction Code (NCC) and outline mitigation measures to reduce risk and ensure compliance with acceptable levels. Some pollutants exceed NCC Class 3 building guidelines due to the longer-term exposure. The exceedances are summarised below:

- Nitrogen Dioxide – peaks above 1-hour guideline.
- Sulphur Dioxide – hourly peaks above daily guideline.
- PM2.5 – hourly peaks above daily guideline.
- Total VOC – significant short-term spikes.
- Hydrogen Sulphide – Peaks above short-term guideline.

Notwithstanding these exceedances, there are clear mitigation measures which CETEC have outlined which will ensure compliance for internal environments. These include:

- Install high-efficiency particulate filters and activated carbon filters in HCAC systems.
- Ensure air tightness above NCC minimum.
- To minimise sulphur dioxide, ensure air tightness, peak periods to be diluted in the filtered air.

Refer to Appendix 5 – Air Quality Assessment

5.3 Traffic Impact Assessment

A Traffic Impact Assessment (TIA) has been prepared by PTG Consulting. The TIA has been prepared in accordance with the WAPC Transport Impact Assessment Guidelines for Developments: Vol. 4 – Individual Developments (2016). The TIA determined at full build out the development will generate 552 trips in the AM peak and 948 trips PM peak. All intersections operate within acceptable limits with the road network containing sufficient capacity for the development. The TIA has also tested service vehicle swept path movements, demonstrating sufficient manoeuvring areas.

Refer to Appendix 6 – Traffic Impact Assessment

5.4 Acoustic Report

An Acoustic Report has been prepared by Herring Storer Acoustics. The acoustic report assessed both noise generating activities within the site, as well as noise exposure from surrounding industrial land uses and the impact on the sensitive premise being the hotel.

On-site modelling was undertaken to measure noise from the current ship building facility across Quill Way. Noise was measured at approximately 11 metres above ground level. The noise level received at the site was determined to be 63 db(A). This measurement included all noise sources from industry and road traffic.

The acoustic report modelled a worst-case scenario which included the use of a generator and angle grinder simultaneously being used. It is noted this not enclosed noise. This is assuming fabrication is occurring on the deck of the ships, closest to the hotel.

The predicted façade noise levels assuming these tools equates to 63 db(A), which is largely consistent with the modelling on-site. Notwithstanding this, to be conservative the 63 db(A) noise level was assumed.

To achieve an acceptable internal noise level, 28 db(A) needs to be achieved. The noise reduction would be achieved using standard 10mm float glass for the hotel. Notwithstanding it is likely the hotel will opt for double glazing.

Refer to Appendix 7 – Acoustic Report

5.5 Stormwater Management Plan

A detailed summary of the Stormwater Management Plan has been prepared by PTG Consulting. Stormwater run-off will be directed to soak wells consistent with the City's drainage guidelines. The soak wells will be sized to manage up to the 24-hour 1% Annual Exceedance Probability (AEP) 100 year storm event. Given the presence of sandy soils the use of soak wells is considered appropriate.

Refer to Appendix 8 – Stormwater Management Plan

5.6 Waste Management Plan

Waste Management Plan (WMP) has been prepared by PTG Consulting. The WMP demonstrates how waste will be collected and ensuring the proposed development has suitable provision for bin storage areas relevant to the proposed land uses. As this is a commercial development, waste will be collected by a private waste contractor. The service lane will provide waste collection for buildings 3 and 4. The hotel waste collection is located on Redemptora Road. Building 2 will be serviced internally from the car park from a dedicated bin store and loading area.

Refer to Appendix 9 – Waste Management Plan

5.7 Sustainable Design Assessment

A Sustainable Design Assessment has been prepared by Summation to demonstrate how the development will accommodate sustainability initiatives within the project. A detailed summary is provided below of the major inclusions:

- Provision of double glazing.
- Use of WELS rate fittings.
- Extensive use of PV cells across all buildings with the exception of building 2.
- Substantial over-supply of landscaping.
- Nomination of EV charging infrastructure.
- Low embodied emission materials for construction.
- Use of extensive metering and monitoring to manage energy and water consumption.

Refer to Appendix 10 – Sustainability Report

5.8 Retail Assessment

To support the proposed retail floorspace, Pracys have prepared retail advice to consider the impact, need and benefit of the retail floorspace.

A detailed summary is provided below:

- The proposed retail floorspace will have minimal impact on other activity centres. Henderson is separated from residential areas by industrial land and road network.
- The Local Centre primarily will service the local workforce, not nearby residents given its location.
- Due to the employment draw of Henderson, any redistributed expenditure will be spread across multiple suburbs, making the impact negligible.
- Henderson has approximately 6,500 workers (2021), up from 3,500 in 2011, and virtually no residential population.
- Workforce growth will continue with major projects (AUKUS, Westport, Defence Precinct) adding thousands of jobs.
- Worker retail expenditure grew from \$19M (2016) to \$27M (2021) and is projected to rise further.
- Overall, the proposed floorspace meets the current and future demands which is primarily driven by the current and future workforce. Importantly, due to offerings and the segregation from residential, there will be negligible negative impacts on surrounding centres, as the floorspace is not reliant on a residential catchment to service the floorspace.

Refer to Appendix 11 – Retail Assessment



6. Discussion

The below discussion has been provided to aid the City in their assessment of the proposal with this section of the report outlining where the development requires the exercise of discretion.

This section of the report outlines the merits of the proposal through discussing the developments compliance with the applicable planning framework and overarching objectives / purpose.

6.1 Street Setbacks

The proposed hotel is seeking a variation to the primary street setback of 15 meters to Quill Way. The hotel effectively has a nil setback to the corner truncation. The setbacks applicable are being applied in the context of industrial buildings which have limited architectural street appeal and often lack engagement with the streetscape. The proposed hotel is obviously seeking a built form outcome that is very different to the industrial context. The positioning of the hotel will help accentuate the Local Centre and provide some architectural form to the corner of Quill Way and Redemptora Road. It is considered this approach to be an acceptable outcome and benefit the overall form and interest of the site.

6.2 Car Parking

The proposal is seeking a car parking variation of 746 car parking bays. While the calculated shortfall is high, there are a number of considerations required to give context to the variation.

- The hotel requires a 1 room to 1 bay allowance. Given the hotel is providing accommodation that will support the AMC, a higher portion of guests are going to be staying at the hotel for work purposes catering for over-seas and over-east personnel. Personnel are likely to travel in groups as opposed to individuals which means group-transport is more frequent, as opposed to a 1 car per person ratio. It is also noted, ride-share platforms will fill a very important role in minimising car parking. As workers will be able to live and work in the locality, there is limited need for a private car other-then to travel from the airport to the subject site. We expect that this travel void can be filled by ride-share. It is also noted, the Operational Management Plan for the hotel, through online booking will be able to regulate car parking usage based on demand, noting that there are 118 car parking bays being provided.
- The shop/restaurant/tavern land uses are combining for a total of 499 car parking bays, with the tavern requiring 250 bays alone. This is a significant number of car parking bays for small-scale retail and eateries, supporting local workforce. These bays are expected to be high turnover car parking bays, that will peak at lunch-time and end-of-day periods with the tavern peak likely to be after-hours, when the shop/lunch bars are closed. These uses will primarily be serviced by the 59 bays within the social hub and 95 car parking bays to service the ground floor tenancies. Further noting, at full build-out the hotel occupants and office (where parking has already been accounted for) will account for a high-portion of visits to the shop and eateries.
- The function centre also is resulting in a significant number of car parking bays (150). Large functions of 600 patrons are not going to occur on a regular basis and generally will not coincide with the peak operation hours of the tavern or shop/restaurant land uses.
- The office and medical land uses are required to provide 565 car parking bays. The proposed development is providing 465 car parking bays dedicated to these land uses. It is expected for office to be the most car parking intensive land use, hence the provision of dedicated on-site car parking bays for this use. It is expected for these bays to be exclusively dedicated for building 3, 4 and 5. It is noted,

based on leasing agreements, the provision for car parking can be managed with businesses i.e. set bay allocation per business that is offered for staff. With office workers having the ability to also work from home, it is expected that provision of car parking to be ample to meet tenant demands.

- It is important to note, a key reason why the car parking numbers are so inflated is the rates are being applied in isolation, with each use being calculated independently all operating at peak capacity. The reality is that the uses which are significantly contributing to the shortfall (function centre, tavern, shops/F&B, health studio = 701 bays) will only have limited peak operating periods that will coincide with certain periods of the day and will not overlap. For example, the peak period of the tavern, which will likely be after-work, will not overlap with the operation of the function centre and other shop/convenience F&B. It is also noted this peak period will be for a short period of time, which will have limited to no disruption.
- It is expected that patrons will be visiting multiple land uses as part of the one car movement. For example, office workers using shops/restaurants as well as external workers using the gym and eating lunch. This will have a significant reduction in car parking ratios when one vehicle trip is resulting in multiple land use visits.

Providing 737 car parking bays is a considerable number of car parking bays to support the proposed development. For the reasons outlined above, despite the shortfall, it is deemed there is sufficient car parking provided on-site.

6.3 Planning Merit

In addition to the assessment and justification provided in the preceding sections of this report, the principles of orderly and proper planning require that new development is a logical and efficient extension of existing development in the locality, and consistent with the planning vision for the area. Noting the matters listed under Clause 67(2) of the Deemed Provisions, the key points regarding the proposal are as follows:

- The proposed development is consistent with the aims and objectives of City's TPS3. The proposal is providing much needed land use diversity within a locality that will be inundated with investment over the coming years. The proposed development has demonstrated that the land uses are appropriate and importantly needed to support the next growth period of the AMC.
- The proposed development aligns with the Local Centre zoning providing convenience goods and services to support the AMC and Henderson employment base.
- The subject site is centrally positioned within the AMC and provides a specialised opportunity to accommodate development and land uses to create a central local business heart for Henderson.
- The proposal is filling an important market-gap in providing short-term accommodation via the hotel given the regional and out-of-state draw the AMC precinct attracts. There is a significant shortfall in this form of accommodation surrounding Henderson and the hotel will substantially support this need.
- The proposed development is a high-quality outcome for the site. Substantial contributions are being made to improve the streetscape and create amenity for workers and out-of-state visitors.
- The proposed development is appropriate to the locality and is not creating any adverse amenity impacts or impacts of bulk and scale that are unreasonable for this area.
- The proposed development meets and responds to all relevant State and local planning framework and is not seeking any significant departures.

7. Conclusion

This report has been prepared by Element Advisory (part of SLR) on behalf of Scope Property Group Pty Ltd for a mixed-use commercial development located at Lot 168 (No. 81) Quill Way, Henderson. Based on the planning assessment in this report it is considered that the proposed development is consistent with the strategic and statutory planning framework provisions that relates to the proposal and subject site.

The proposed development is a site-responsive development outcome that is architecturally designed and is compatible with the surrounding use of the area.

Accordingly, it is respectfully requested that the Town support and recommend approval of the proposed development to the MODAP subject to appropriate and reasonable conditions.



Planning Framework and Detailed Assessment

State Planning Framework

Metropolitan Region Scheme

The subject site is zoned 'Industrial' under the Metropolitan Region Scheme (MRS). The objective of the Industrial zone is identified as follows.

To provide for manufacturing industry, the storage and distribution of goods and associated uses.

The proposed development aligns with the intent of the Industrial zone as it delivers associated and ancillary functions that enhance the operation and efficiency of nearby industrial businesses. The proposed development enhances the overall functionality of the industrial area.

State Planning Policy 4.1 – Industrial Interface

State Planning Policy 4.1 – Industrial Interface (SPP4.1) seeks to prevent conflict and encroachment between industrial and sensitive land uses. The objectives of SPP4.1 are outlined as follows.

- a) *Ensure the impacts of industrial land uses are considered at all stages of the planning process.*
- b) *Adequately separate industrial land uses and any resulting off-site impacts and/or safety risks from incompatible land uses to:*
 - I. *Protect industrial areas to improve long-term operational certainty.*
 - II. *Avoid, mitigate or manage potential impacts on the health and amenity of people and the environment.*
 - III. *Promote co-location of like uses to minimise the impact area.*
- c) *Plan the land use transition between industrial land uses/ infrastructure facilities and sensitive land uses by providing compatible zones, reserves and land uses.*

SPP4.1 outlines considerations the relevant planning decision maker is required to take into account. These considerations have outlined below, with a detailed response provided.

- a) *Health, amenity and environmental impacts arising from proposals.*
- b) *Existing and proposed future land uses within the impact area and wider context, particularly the location of sensitive land uses.*
- c) *Current monitoring and future modelling of any cumulative impacts from other industries in the industrial area including both point source and fugitive emissions.*
- d) *Potential for intensification of industrial land uses in the industrial area that may result in increased cumulative off-site impacts and /or safety risks over time.*
- e) *Cost and benefit of any associated mitigation and management measures and whether it is sustainable in perpetuity.*

The key health considerations relate to the proposed hotel. The office is not of primary consideration given the air quality and industrial activities already occur, which workers work within on a daily basis. The primary consideration is the fact that the hotel land uses results in patrons sleeping within the locality. It is important to note however, there is existing accommodation in the locality, both on site currently as well as the naval accommodation immediately south of the subject site.

There are two primary considerations relating to the impact of human health; air quality and noise. This is generated by the Kwinana Air Quality Buffer and general industrial noise associated with the AMC. Both of these impacts have been assessed through on-site monitoring to ensure these surrounding impacts do not adversely impact the hotel patrons. Further the acoustic report has been prepared with the lens of ensuring the hotel can acoustically withstand industrial noises, to ensure a comfortable environment.

Both reports have outlined measures to ensure the hotel is designed and constructed to ensure an appropriate and safe environment for hotel patrons. A detailed summary is provided below:

Acoustic Consideration

The Acoustic Report assessed surrounding industrial noise, focusing on impacts to the proposed hotel as the sensitive receiver. Noise modelling and on-site measurements were undertaken, including noise from the nearby shipbuilding facility across Quill Way, measured at approximately 11 m above ground level. The overall noise level at the site was found to be 63 dB(A), inclusive of industrial and road traffic noise.

A conservative worst-case scenario was modelled assuming unenclosed simultaneous use of a generator and angle grinder on ship decks closest to the hotel. This scenario also resulted in a predicted façade noise level of 63 dB(A), consistent with on-site measurements.

To achieve acceptable internal hotel noise levels of 28 dB(A), the required attenuation can be achieved with standard 10 mm float glass, noting that double glazing is likely to be adopted, providing additional acoustic performance.

Given the proximity of the ships to the site and the unenclosed nature of the works, this report has assessed the worst-case acoustic outcome, demonstrating a suitable internal environment can be achieved. This will also ensure, that future industrial land uses, do not need to be constrained by the hotel, given it is able to comply with the internal noise level target.

Air Quality

On-site air quality monitoring has been undertaken to demonstrate that the proposed hotel can be appropriately designed to mitigate potential air quality impacts arising from the surrounding industrial setting, particularly given patrons' extended periods of exposure. The monitoring identified elevated levels of certain pollutants within the locality. In response, the air quality report sets out a range of recommendations, summarised in Section 5.2, to ensure acceptable internal air quality and to avoid adverse health impacts for occupants. These mitigation measures include enhanced building airtightness and the incorporation of high-performance air filtration systems, which will be addressed through detailed building design. Given that effective and tangible mitigation measures are available to achieve acceptable indoor air quality for extended stay accommodation, the hotel is considered appropriate for the site and will not result in any undue impact on human health arising from the industrial context.

State Planning Policy 4.2 – Activity Centres

State Planning Policy 4.2 – Activity Centres (SPP 4.2) provides guidance for planning and development of activity centres and retail floorspace throughout Western Australia.

The subject site is zoned 'Local Centre'. However, within the City's recent 2024 Local Planning Strategy, the Local Centre is not identified as an Activity Centre. Further the City's Commercial Strategy provides little guidance on the Henderson Local Centre, given the age of the document being prepared in 2012.

As the Local Centre is not a designated Activity Centre, despite the zoning under TPS3, the retail floorspace proposed is considered out-of-centre floorspace.

It is noted, the subject site currently contains approximately 600m² of Category A uses, the net increase in retail floorspace (PLUC5) is 2,237m².

SPP 4.2 restricts increases of Category A land uses to 500m². However, additional Category A land uses can be considered and supported with section 7.9 (f) and (g), effectively requiring a Net Benefit Test to ensure there is no disruption to surrounding activity centres.

This proposal is unique and is not explicitly addressed under SPP 4.2. This site is serviced both now and into the future by a significant employment hub, that is extremely isolated from both residential and other Category A use types. From an impact perspective the nearest activity centre is Beeliar which is more than 3.5km away from this site, which would far exceed its primary catchment. Furthermore, those residents within this catchment as well as others, will not be driving to an industrial area for goods and services. Given the segregation of the site and the fact the additional Category A floorspace is being provided to accommodate the needs of the AMC, providing an extensive NB Test is not considered to be required, noting that SPP 4.2 is a due regard document and does not consider every circumstance and site.

SPP 4.2 also does not consider employment hubs in any level of detail. The reference to activity centres is primarily driven by residential catchment surrounding the centre and how this results in primary trade. For the subject site, the trade area is the employment draw of the AMC, which will service the retail floorspace, and importantly has no reliance residential catchments to fuel the proposed floorspace. Given this, the circumstances outlined within SPP 4.2 which relate to out-of-centre development are substantially different to more traditional local or neighbourhood centres situated in a residential context.

Notwithstanding the above, Pracys have prepared a high-level retail analysis to help support the position above and demonstrate there is and will continue to be significant demand for retail floorspace, as well as supporting the position this level of retail floorspace will have a negligible impact on surrounding activity centres given its proximity and isolation from surrounding activity centres.

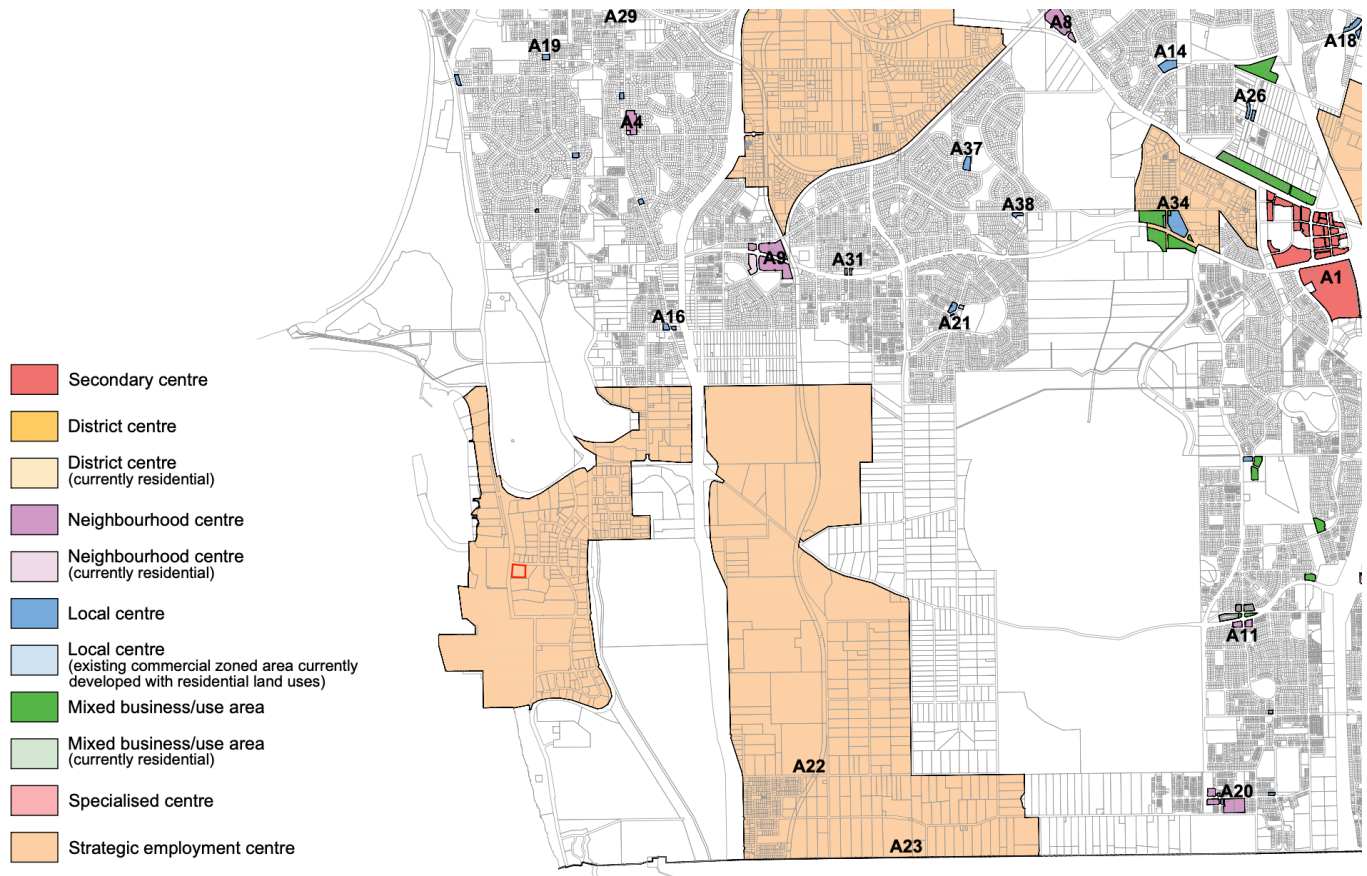


Figure 5. Strategy Extract

Local Planning Framework

City of Cockburn Local Planning Strategy

The City of Cockburn Local Planning Strategy (the Strategy) was endorsed by the Western Australian Planning Commission (WAPC) in October of 2024. The strategy was prepared to provide a strategic direction to inform the future statutory framework (i.e. the future Local Planning Scheme). The Strategy sets out the long-term strategic direction for land use and development within the City and has been prepared to reflect the community and Council vision for the future of the City.

The proposed development is located within AMC. The AMC in Henderson contains more than 150 businesses and services the marine, defence force and resource industries through manufacturing, fabrication, assembly, maintenance and technology development. The AMC has created more than 37,000 jobs since opening in 2003.

Given its importance, there is a need to protect the integrity of the AMC for strategic industry whilst providing flexibility for a limited range of alternative and complementary uses where they are appropriately located.

One of the objectives under Section 3.0 Economy and Employment states:

Protect the integrity of the Australian Marine Complex for strategic industry whilst providing flexibility for a limited range of alternative and complementary uses where they are appropriately located and demonstrate adaptability to accommodate uses in line with the objectives of the zone.

The proposed mixed-use development aligns with the intent of the area as the proposed uses are complementary to, and supportive of the broader strategic industrial function of the AMC. In accordance with the above objective, the proposed development introduces land uses that enhance the operational efficiency, amenity and functionality of the precinct without comprising its strategic purpose. The proposed uses provide services and facilities that directly support the workforce, visitors and businesses operating within the AMC.

City of Cockburn Town Planning Scheme No.3

Under the City of Cockburn TPS3 the subject site is zoned 'Local Centre'. The objective of the Local Centre zone is outlined as follows.

To provide for convenience retailing, local offices, health, welfare and community facilities which serve the local community, consistent with the local serving role of the centre.

The proposed development complies with the intent of the Local Centre zone as it provides a range of conveniently accessible retail, office, hotel and community services. The inclusion of office spaces further aligns with the objective by delivering local employment opportunities and essential administrative, professional and support services that directly correlate to the surrounding industrial businesses. These uses enhance operational efficiency for nearby businesses and reinforce the centre's role as a local serving hub that complements and supports the broader industrial precinct.

Land Use Permissibility

A summary of the proposed land uses and their respective permissibility within the Local Centre zone is provided in Table 7 below.

Table 7. Land Use Permissibility under TPS3

Proposed Land Use	Permissibility	Justification
Office	D	The proposed office use is compatible with the Local Centre zone as it provides local employment opportunities and essential administrative and professional services for the surrounding industrial businesses.
Hotel/Tavern	A	The proposed Hotel/Tavern use is an appropriate complimentary use within the Local Centre zone as it provides, food, beverage, accommodation, and social spaces that serve both the local community and the surrounding industrial workforce. These uses deliver important amenities for workers, visitors, contractors and businesses operating in the area.
Shop	P	The proposed shop use creates convenient retail for the community which reinforces the Local Centre zones objective as a local, easily accessible service centre.
Health Studio	A	The proposed health studio use is an appropriate complementary use by providing recreational and wellbeing services that directly benefit the local workforce.

Proposed Land Use	Permissibility	Justification
Medical Centre	D	The proposed Medical Centre use aligns strongly with the local-serving function of the Local Centre zone by providing essential health services close to employment areas. Given the large industrial work force in the surrounding precinct, medical and allied health services reduce travel distances and improve access to health care for the community.
Convention Centre	Use Not Listed	The convention centre provide a localised function space which will service the AMC and the associated businesses. Given the significant employment draw, this will compliment both uses within the subject site and the broader AMC precinct.

Multi-Uses for Retail Tenancies

At this stage of the project, it is unknown the end-use of the ground floor tenancies. As highlighted on the plans, the use may end up as shop or some form of food and beverage. As noted below, a shop car parking rate has been applied to all split-use ground floor tenancies. It is requested that the City approve the split use ground floor tenancies with multiple uses, to provide flexibility and negate having to change uses. We request the following for the ground floor:

- Shop
- Restaurant
- Lunch Bar

Parking Assessment

Table 3 under TPS3 identifies vehicle parking for commercial uses. It is noted, where split ground floor tenancies are proposed e.g. retail/F&B a shop car parking rate has been used.

The following parking requirements are applicable to the proposed development.

Table 8. TPS3 Car Parking Requirements

Land Use	Car Parking Bays	Delivery Bays	Bicycle Racks
Lunch Bar	1:15m ² NLAA	N/A	1:20m ² NLA
Shop	1:12m ² NLA for 0–5,000m ² NLA	1:1000m ² NLA	1:200m ² NLA
Hotel/Tavern	1:2m ² NLA of drinking area plus 1:1 bedroom	1: Service/storage area	1:50m ² GLA
Restaurant	1:4 seats OR 1:4 people accommodated	1: Service/ storage area	1:30 seats OR 1:100 people accommodated
Office	1:50m ² gla	1:500m ²	1:200m ² gla employees 1:750m ² gla visitors
Medical Centre	5:1 practitioner OR 5:1 consulting room	Not applicable	1:400m ² gla employees 1:200m ² gla visitors

Land Use	Car Parking Bays	Delivery Bays	Bicycle Racks
Health Studio	1 per 20m ² 1 bay per staff member	Not applicable	1 per 100m ² of active floor space
Convention Centre	Not Defined A rate of 1 to 4 patrons has been assumed.	Not Defined	Not Defined

Table 10. Car Parking Assessment

Building Reference	Land Uses	Metric	Bays Required	Bays Provided
Building 1	Hotel	161 Rooms	161 bays	118
	Shop	557m ² (NLA)	46 bays	
			Total: 207	
Building 2	Tavern	505m ² (NLA)	252 bays	59
	Restaurant	100 seats	25	
	Health Studio	836m ² + 10 staff	52 bays	
	Convention Centre	600 persons	150 bays Total: 479	
Building 3	Shop	939m ² (NLA)	78 bays	217
	Office	12,439m ² (GLA)	249 bays	
			Total: 327	
Building 4	Shop	536m ² (NLA)	45 bays	248
	Office	12,439m ² (GLA)	249 bays	
			Total: 294	
Building 5	Shop	635m ² (NLA)	53 bays	95
	Office	1,125m ² (GLA)	23 bays	
			100 bays	
	Medical Centre	20 Practitioners	Total: 176	
Total Bays Required				737 Bays
				1,483 Bays

Table 12. Bicycle Parking Assessment

Building Reference	Land Uses	Metric	Bays Required	Bays Provided
Building 1	Hotel	161 Rooms	0	0
	Shop	557m ² (NLA)	3 bays	
Building 2	Tavern	505m ² (NLA)	10 bays	8
	Restaurant	100 seats	3 bays	
	Health Studio	836m ² + 10 staff	8 bays	
	Convention Centre	600 persons	0	
Building 3	Shop	939m ² (NLA)	5 bays	54
	Office	12,439m ² (GLA)	62 bays	
Building 4	Shop	536m ² (NLA)	3 bays	84
	Office	12,439m ² (GLA)	62 bays	
Building 5	Shop	635m ² (NLA)	3 bays	6
	Office	1,125m ² (GLA)	7 bays	
	Medical Centre	1,155m ² (NLA)	8 bays	
			= 174 bays	
Total Bays Required				152

The proposed development has been assessed against the relevant provisions outlined within TPS3 as follows.

Table 13. Assessment of Development against TPS3 provisions

Provision	Proposal	Compliant Y/N
Commercial and Industrial Use – Building Setback Clause 4.9.1	– Setback requirements defined as per Local Planning Policy 3.8.	Y
a) A building shall be setback from lot boundaries in accordance with the provisions of the Building Code of Australia.		
b) A building shall be setback from boundaries or erected on boundaries so that the impact on the use and amenity of the adjoining buildings is minimised and the scale and bulk of the building is compatible with the streetscape.		

Provision	Proposal	Compliant Y/N
Commercial and Industrial Use – Landscaping	Landscape Area	Y
Clause 4.9.2	The proposed development is opting to provide 5% on-site, with the verge proposed to be landscaped.	
a) A minimum on site provision of ten percent (10%) of the total area of the lot or of a defined portion of the lot, the subject of an application for planning approval, shall be set aside, developed and maintained as a landscaped area.	The proposed landscaping plan is providing 2,510m ² of dedicated landscaping area (13.6%) on-site.	
b) Despite clause 4.9.2 a) the local government may reduce the minimum on site provision to not less than five percent (5%) of the total area of the lot to be set aside, developed and maintained as a landscaped area where the owner agrees in writing either as part of the application for planning approval or separately that all of the street verge abutting the lot shall be included in the landscape area in accordance with clause 4.9.2b).	Verge Tree Provision Quill Way Frontage (145m – inclusive of truncation): 15 trees proposed Redemptora Road Frontage (98.8m): 13 trees).	
c) Where the street verge is included in the landscaped area shall be developed and maintained by the owner as an integral part of the on-site provision referred to in clause 4.2.9b).	Shade Trees 1 tree per 3 car parking bays is satisfied.	
d) The landscaped area provided on the lot shall have a minimum width of not less than 1.5m and distributed in areas of not less than 4.0 square metres.		
e) There shall not be less than one (1) shade tree planted for every 10 linear metres of verge frontage or for every 50 square metres of the total landscaped area provided on the lot and within street verge, whichever results in the greater number of trees.		
f) There shall be not less than one (1) shade tree planted in the car parking area for every (3) side by side car parking spaces provided on the lot.		
g) The landscaping is to be confined to the area of the lot between the building or the use of the land and the boundaries of the lot adjoining the public road reserve, unless the local government agrees otherwise in any special circumstance.		

Provision	Proposal	Compliant Y/N
Amenity		Y
Clause 4.9.3	Overshadowing is not applicable given there is no surrounding residential properties.	
a) Buildings shall be located on land abutting a residential zone so as to minimise overshadowing on, and to maximise privacy within adjoining, existing or future residences.	The scale of the proposed development is appropriate to the location. The development is not seeking to be coherent to existing industrial-style buildings given the proposal is providing office, hotel and recreational land uses. Given this site is the only Local Centre zone the appearance and form of the development will ultimately be presented differently. Notwithstanding this, the relationship the buildings have to surrounding sits and the streetscape have been considered to ensure bulk and scale is appropriate.	
b) Buildings shall be designed so that they are complementary with their surroundings and adjoining development in terms of their external appearance, design, height, scale and bulk.	Landscaping has been integrated along the lot frontages and within the site boundaries and exceeds TPS3 requirements.	
c) Buildings shall be located on the lot and provide landscaped areas which enhance the streetscape and add to the attractiveness of the locality of which they form part.	Proposed signage at this unknown as it will be somewhat dependent on the end land uses. A signage strategy can be prepared at a later date to illustrate location and signage type. We request this is imposed as a condition of approval.	
d) Advertising signs shall be –	Street numbers can be clearly displayed in a prominent and legible manner on each frontage, where required. It is requested a condition be imposed relating to street number.	
i. Attached to the walls or façade of a building or structure so as not to protrude above the height of the wall to the building or the structure;		
ii. Limited to a common pylon sign or hoarding for developments comprising more than two units, strata titles units or businesses up to a maximum of six (6) advertisements to each sign where units, strata title units or businesses exceed 6 in number or the development comprises a service station as one component then a maximum of two pylon signs or hoardings are permitted for that site;		
iii. Erected on the property to which they relate;		
iv. Professionally designed and installed and not detract from the streetscape within which they are located.		
e) Each premises will clearly display their street number and where there is no street number allocated to the property, the lot number shall be displayed instead.		

Provision	Proposal	Compliant Y/N
Convenience and Functionality Clause 4.9.4 a) Every development shall be designed to ensure that it is convenient and functional for those who will use the development particularly in respect to – i. The relationship of the development to the use and enjoyment of the adjoining lots; ii. The convenient location of public and employee facilities provided on the lot; iii. Safety and amenity; iv. Accessibility of driveways, footpaths, car parking bays, service bays and storage areas	The site is located on a corner and adjoins two warehouses to the south and east. The proposal will not impact the use or function of the abutting properties and has been designed to be setback from those properties. Ample car parking is provided to accommodate the proposed land uses (see assessment and discussion). Allowances has been made to accommodate internal pedestrian connectivity, service vehicles and designated areas for landscaping and tree canopy.	Y



Local Planning Policy 1.15 – Tourist Accommodation

Local Planning Policy 1.15 – Tourist Accommodation (LPP 1.15) is applicable to the hotel land use. LPP 1.15 requires a management plan to address a variety of matters relating to the management of guests, car parking, security and noise. It is intended the hotel will be operated by a third-party hotel operator. At this stage, a hotel operator has not been selected. Therefore, pre-emptively preparing a management plan is considered purposeless, as the operators will have their own management practices based on existing hotels. It is requested a management plan to be required prior to the issue of a building permit for the hotel.

Local Planning Policy 3.7 – Signs and Advertising

Local Planning Policy 3.7 – Signs and Advertising (LPP3.7) ensures that the display of signs and advertisements on properties does not adversely impact upon the amenity of the area while providing appropriate exposure of activities or services. The objectives of the policy are as follows.

- a) To ensure that signage and advertising does not detract from the streetscape or amenity of the area.*
- b) To avoid the proliferation of signage in commercial areas.*
- c) To avoid an abundance of signs on individual sites and buildings.*
- d) To ensure that signs only relate to the services and products on the site.*
- e) To encourage the rationalisation of advertising signs on individual premises.*
- f) To encourage the incorporation of advertising signs into the design consideration of buildings.*

A detailed signage strategy can be prepared at a later time, once there is clearer understanding of the tenants occupying the development. It is requested a condition be imposed requiring a signage strategy.

Local Planning Policy 3.8 – Industrial Subdivision and Development

Local Planning Policy 3.8 – Industrial Subdivision and Development (LPP3.8) outlines requirements to provide guidance for the development of land in the City's industrial and mixed business zones in an endeavour to achieve coordinated, quality development outcomes. The subject site is located within Precinct A under the Strategic Industry Precinct Map outlined within LPP 3.8. The objectives of Precinct A are identified as follows.

- a) To protect the ongoing functioning and viability of key strategic infrastructure, such as the Common User Facility, that support the marine, resource and defence sectors;*
- b) To ensure safe and convenient access and movement within the precinct is maintained; and*
- c) To create a high quality, well designed, attractive and accessible precinct that attracts investment and provides amenity for employees and visitors.*

The proposed development aligns with the intent of the Precinct A objectives. The proposed land uses have been selected for the sole purpose of providing services that will support the AMC precinct due to current or growing demand within the locality. The proposed redevelopment has a clear legibility strategy to provide safe and convenient access and will provide a high standard of amenities to fill an important role for workers and businesses.

The proposed development has been assessed against the relevant provisions outlined within LPP3.8 in Table 14.

Table 14. LPP 3.8 Assessment

Provision	Proposal	Compliant Y/N
Built Form		Y
a) Building frontage and entry		
I. The main entrance to the building is on the front elevation or close to the front of the building and should be clearly visible, easily accessible and marked with signage.	The main entrances to all proposed buildings are located prominently and clearly visible. Canopies have been used to articulate the facades and provide a positive pedestrian experience.	
II. Entrances shall contain a covered portico, awning, canopy or verandah to further emphasise it and provide weather protection.	There are no unrelieved walls/roofs. All visible façades to the street are proposed to be treated to respond to the public realm.	
III. Large expanses of unrelieved sections of wall or roof where seen from the primary street and if applicable, secondary street shall not be permitted.		
IV. Street numbering is to be facing the primary street and to be clearly visible from the public realm as follows: Each number and/or letter shall be a minimum 0.2m ² in size where attached on a fence along the primary street or minimum 0.4m ² in size where on the building façade or other location.		
Roof	N/A	N/A
a) An above roof awning, creating a visual top to the building façade is to be provided where flat; skillion or similar roofs are proposed.		

Provision	Proposal	Compliant Y/N
Materials, Colours and Finishes a) Broad facades are to be broken down into separate sections through different materials, colours and finishes to provide interest and enhance the streetscape. b) External boundary walls that are visible from the street shall be treated appropriately. This may be achieved through colour, score lines or similar. Where an adjoining site is vacant, the treatment shall be for at least half the length of the wall, measured from the portion of wall closest to the street. c) Any development proposal with a construction value exceeding \$500,000 shall include a set of coloured perspectives with the application. d) External fixtures and equipment such as roof ventilation, exhaust towers and plumbing pipes should be effectively screened from the primary elevation using roof structures and architectural elements.	Coloured perspectives have been provided within the proposal. A cross-section of materials and colours will be used to articulate the buildings to the streetscape. All materials and finishes have been specified on the plans.	Y
Setbacks Primary street setback = 15m Secondary Street = 3m Side and Rear = as per Building Code of Australia	Quill Way is defined as the primary street. The hotel (building 1) is proposed with a nil setback. The social hub (building 2) is proposed with a 19-metre setback. The office (building 3) is proposed within a 19.3 metre setback. Buildings proposed to Redemptora Road are setback more than 3 metres.	N

Provision	Proposal	Compliant Y/N
Vehicle Access and Parking	Refer to above car parking calculations and car parking discussion section in DA report.	N
a) Car parking		
i. Car parking provision shall be in accordance with the minimum requirements of Tables 3 and 4 of TPS3.		
ii. Any industrial use class as contained. In TPS3, containing more than one tenancy or unit shall provide a minimum of 5 car parking bays per unit (unless TPS3 requires more than 5 car parking bays per unit and then TPS3 requirements shall prevail).		
b) All parking calculations shall be rounded up to the nearest number on a per unit/ tenancy basis.		
c) Cash payment in lieu of providing car parking spaces contained in clause 4.9.6 TPS3 shall not be applied for discretionary uses.		
d) Joint use of car parking facilities in clause 4.9.7 shall not be applied for discretionary uses.		
e) Tandem car parking bays shall generally not be supported unless they are in excess of the minimum parking bay requirements of TPS3 and this policy.		
f) Car parking inside an existing building will not be included in calculations for car parking provision. However, purpose built undercover car parking will be considered.		
g) Car parking areas shall be designed and constructed in accordance with the most recent version of Australian Standards.		
Bicycle Parking	Refer to bicycle parking assessment.	Y
a) In addition to the requirements of TPS3, bicycle parking facilities shall provide weather protection via an awning or similar and shall consist of rails, stands, locker or any other type of equipment designed for this purpose in accordance with the Australian Standard.	Bicycle parking is varied between on-street and within buildings.	

Provision	Proposal	Compliant Y/N
Service, Loading and Delivery Areas Delivery and/or loading bays may be considered inside a building adjacent to suitable opening however this area shall be marked, signed, easily accessible and available in perpetuity for deliveries to the building or tenancy.	Delivery and loading bays are provided for each respective building. The service lane provides a dedicated servicing area for buildings 3, 4 and 5. The hotel is delivery is from Redemptora Road. The social is serviced internally.	Y
End of Trip Facilities a) All developments that are required to provide five or more bicycle parking bays in accordance with the minimum provisions of TPS3 are required to provide End of Trip Facilities, which are to be designed in accordance with the following criteria: i. A minimum of one female shower and one male shower, located in separate unisex shower and change rooms; ii. Additional shower facilities to be provided at a rate of one female shower and one male shower for every additional 10 bicycle parking bays, to a maximum of five female and five male showers per development. iii. The showers must dispense both hot and cold water; iv. The EOT facilities shall include non-slip surfaces, hooks and or benches for peoples belongings, adequate lighting and ventilation; v. The end of trip facilities should be located as close as possible to the bicycle parking facilities; vi. Secure change rooms capable of being locked; and vii. A locker for every bicycle parking bay provided.	Budling 3, 4 and 5 will contain at least 1 male and 1 female shower. Given the industrial setting and limited cycling infrastructure, this is considered ample.	N

Provision	Proposal	Compliant Y/N
Fencing	No fencing proposed.	Y
a) The minimum standard of fencing shall be black PVC coated chain/link mesh with black support posts and a height of 1.8m. Additional security may be provided through the provision of a maximum "3-barb" wire on top of chain/link mesh fence equivalent. All gates, posts, and fittings shall be black galvanised steel. b) Fencing which exceeds the minimum standard shall complement the building and landscaping design.		
Stormwater Management	<i>Refer to Appendix 8 – Stormwater Management Plan.</i>	Y
a) Development shall be designed to contain all stormwater on site. b) Specific drainage requirements shall be in accordance with the Building Code of Australia. c) Stormwater drainage plans shall be lodged up front at the development application stage.		
Landscaping	Landscaping is compliant with TPS3.	Y
a) General i. A detailed landscape plan shall be submitted with a development application. ii. The area of landscaping to be provided shall be in accordance with the requirements of TPS 3. iii. Trees shall be a minimum of 2m in height (approx. 45 litre pot size at time of planting). iv. Landscaping to be irrigated and maintained by landowner/occupier. v. Landscaping proposals which seek a reduction in accordance with TPS 3 shall be required to include the verge landscaping in the landscape plan.	- Tree literate ranges between 30 and 45 litres. - All landscaping is proposed to be irrigated.	

Provision	Proposal	Compliant Y/N
Verge Improvements	The landscaping plan	Y
a) Verges are to be improved in accordance with the City of Cockburn 'Verge Improvement Guidelines'	includes verge landscaping improvements.	
b) Verge trees shall:	The verge design does include three embayment bays. This is to prevent trucks from destroying kerbs and verge landscaping and providing a dedicated pull-in area.	
i. Be a minimum of 2m in height (approx. 45 litre pot size at time of planting);	Verge planting will be irrigated.	
ii. Be planted on the correct utility alignment;	Bins not required on verge.	
iii. Be positioned to allow space for bin presentation;		
iv. Consider tree height at maturity if under power lines; and		
v. Provide a shade canopy.		
c) The verge trees shall be irrigated by the landowner/occupier until established. As the verge trees become an asset of the City's verge, the City will be responsible for any pruning of the verge tree. The maintenance of all other forms of landscaping to the verge shall be the responsibility of the landowner / occupier		
d) The maintenance of shrub planting, turf or any improvement other than the trees shall be the responsibility of the landowner/occupier.		
e) The verge shall not be used for car parking purposes unless approved by the City of Cockburn.		

Provision	Proposal	Compliant Y/N
Waste Management	<i>Refer to Appendix 9 – Waste Management Plan</i>	Y
a) Every proposal shall include internal or external bin storage provisions for each tenancy or an appropriate shared bin storage area for unit developments may be permitted sized according to the waste generation rates of the on-site activities.		
b) Internal bin storage shall be adequately sized to contain all waste bins and consist of a concrete wash-down pad of at least 2sqm graded to a 100mm diameter industrial floor waste with a hose cock, and connected to sewer.		
c) External bin storage enclosures shall be adequately sized to contain all waste generated in one week and be a minimum of 1.8m high, fitted with a gate and graded to a 100mm diameter industrial floor waste with a hose cock, and connected to sewer.		
d) External bin storage enclosures shall be located behind the building alignment and be screened from view of the street and roofed when greater than 20sqm.		
e) A secondary treatment system will be required where reticulated sewerage cannot be reasonably be connected and any wash down bays required will be constructed and maintained to the satisfaction of the City.		
Staged Development	All stages of development are included within the application.	Y
a) Future stages of any development shall be considered and included on the site plan along with any necessary expansion to vehicle parking.		

Provision	Proposal	Compliant Y/N
Future Road Networks	Not applicable.	N/A
a) Proposals on land subject to a future road network shall ensure that provision of the future road network and vehicle access forms part of the proposal.		
b) Proposals on land which is required for a future road network shall ensure that road reserves are ceded as part of a development application or subdivision application, whichever comes first.		
c) Proposals incorporating road networks or as otherwise determined by the City, shall demonstrate integration with adjoining development.		
Vehicle Crossovers	Three crossovers are proposed to Quill Way and two crossovers to Redemptora Road. All crossovers are separated by more than 30 metres consistent with City's policy.	Y
a) Crossovers are to be located, designed and constructed in accordance with the "City of Cockburn Vehicle Crossover Specification and Forms".		

Local Planning Policy 5.13 – Percent for Art

Local Planning Policy 5.13 – Percent for Art (LPP 5.13) requires proposals to set aside a minimum of one percent of the total project cost (up to a maximum value of \$250,000.00) for the development of art-works on the subject land. Some preliminary opportunities have been identified within the development for this public art contribution, please refer to Appendix 12. We accept a suitably worded condition requiring public art to be provided.

Refer to Appendix 12 – Public Art Concept

Appendix 1 – Certificate of Title

Appendix 2 – Architectural Plans

Appendix 3 – Landscape Plans

Appendix 4 – Bushfire Management Plan

Appendix 5 – Air Quality Assessment

Appendix 6 – Traffic Impact Assessment

Appendix 7 – Acoustic Report

Appendix 8 – Stormwater Management Plan

Appendix 9 – Waste Management Plan

Appendix 10 – Sustainability Report

Appendix 11 – Retail Assessment

Appendix 12 – Public Art Concept

