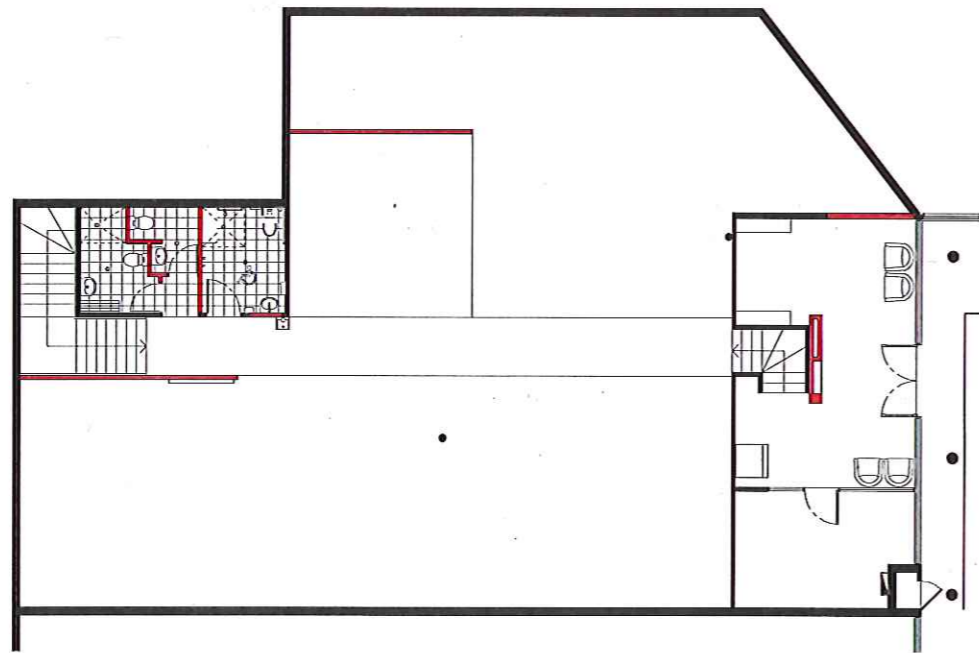


EXISTING TENANCY PLAN
SCALE: 1:200

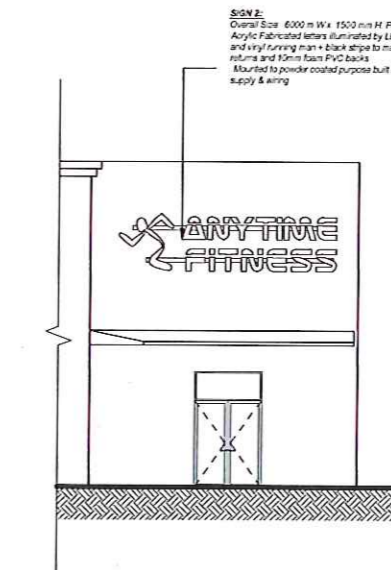


PROPOSED TENANCY PLAN
SCALE: 1:200



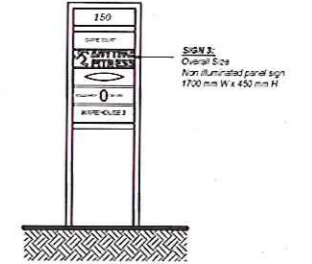
NORTH ELEVATION
SCALE: 1:200

SIGN 1:
Overall Size: 8000 mm W x 570 mm H. Running Man Logo 700mm high
Acrylic Fabricated letters illuminated by LEDs with a 3mm gap face
and vinyl running man + black stripe to match logo. 80mm black acrylic
return and 15mm foam PVC backs.
Mounted to powder coated purpose built box rails to house power
supply & wiring.



REAR ELEVATION
SCALE: 1:200

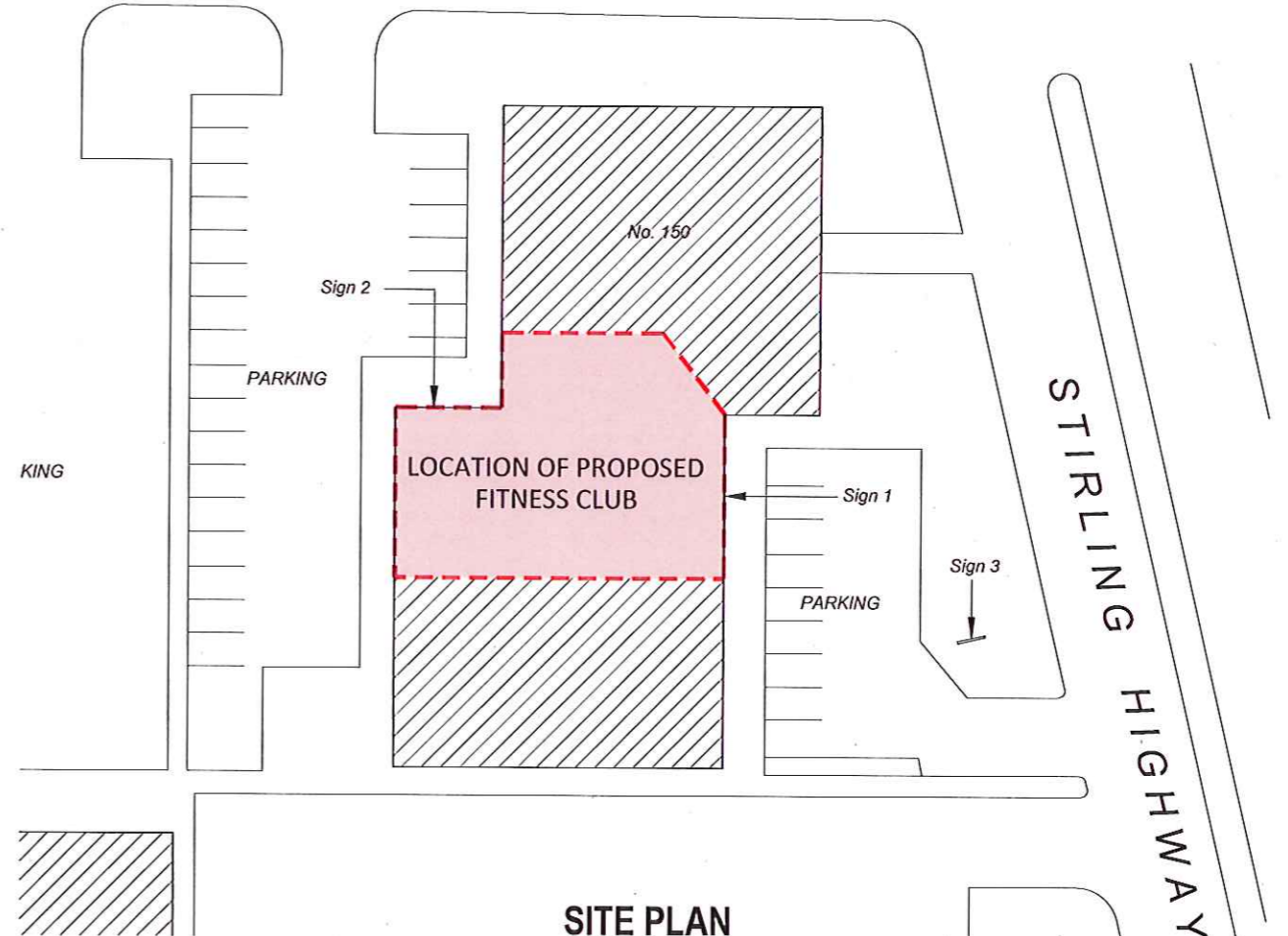
SIGN 2:
Overall Size: 6000 mm W x 1500 mm H. Running Man Logo 700mm high
Acrylic Fabricated letters illuminated by LEDs with a 3mm gap face
and vinyl running man + black stripe to match logo. 80mm black acrylic
return and 15mm foam PVC backs.
Mounted to powder coated purpose built box rails to house power
supply & wiring.



ROADSIDE SIGN ELEVATION
SCALE: 1:200

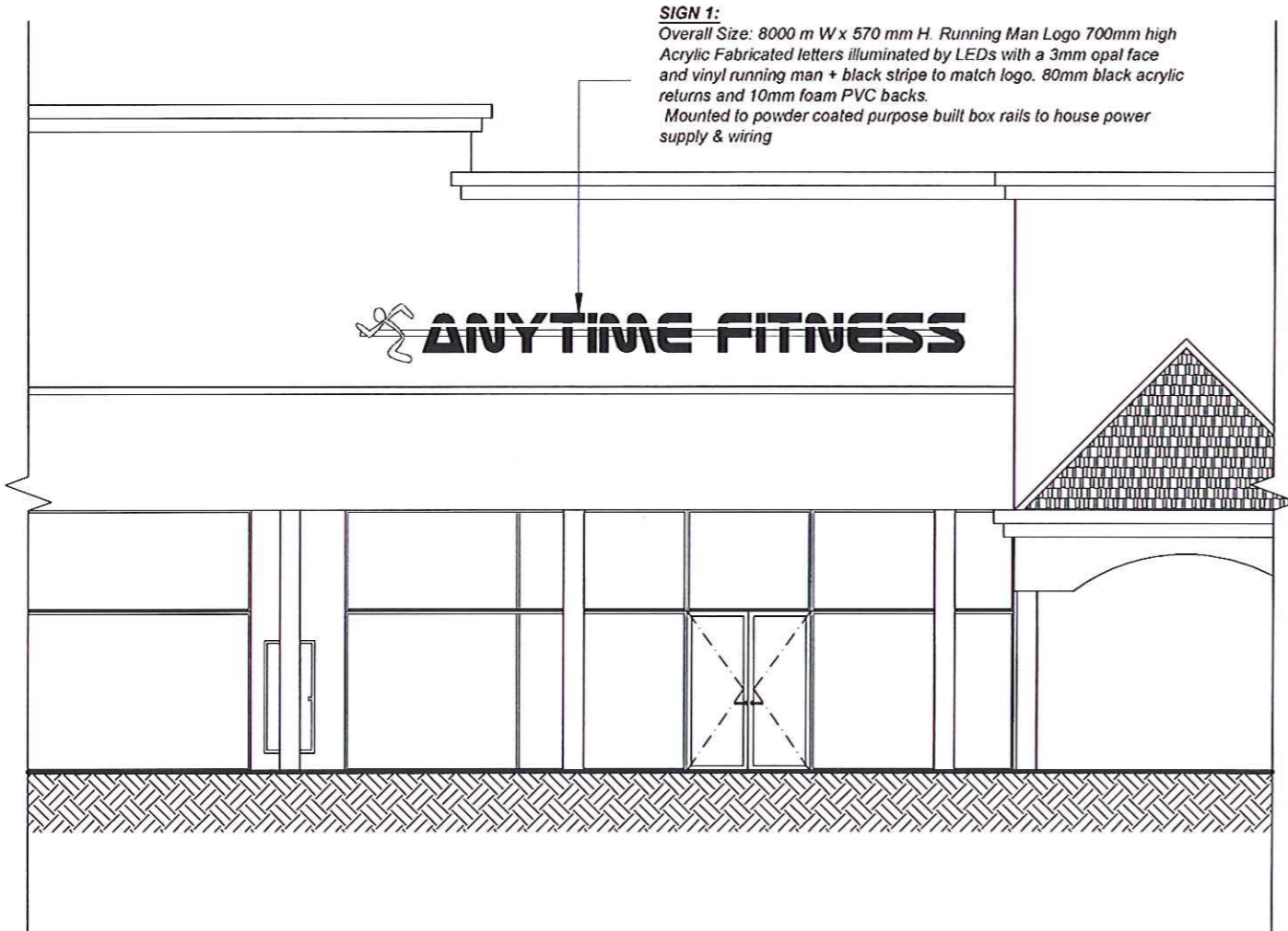
SIGN 3:
Overall Size:
Non illuminated panel sign
1700 mm W x 450 mm H

TAYLOR ROAD



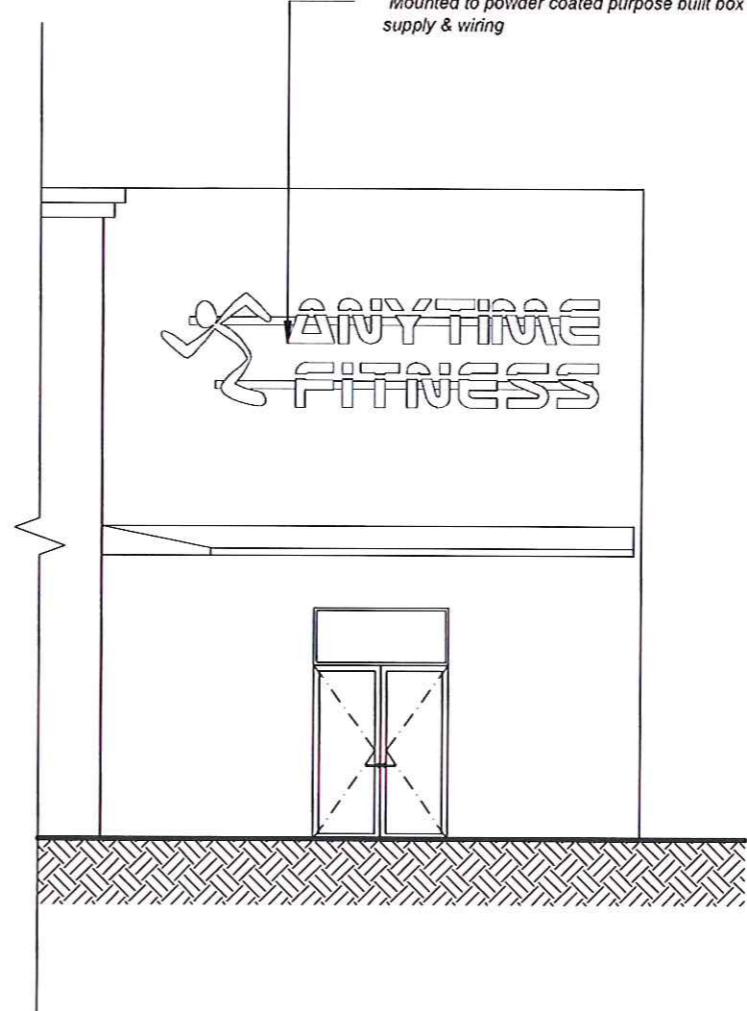
SITE PLAN
SCALE: 1:500

RECEIVED
9/6/15



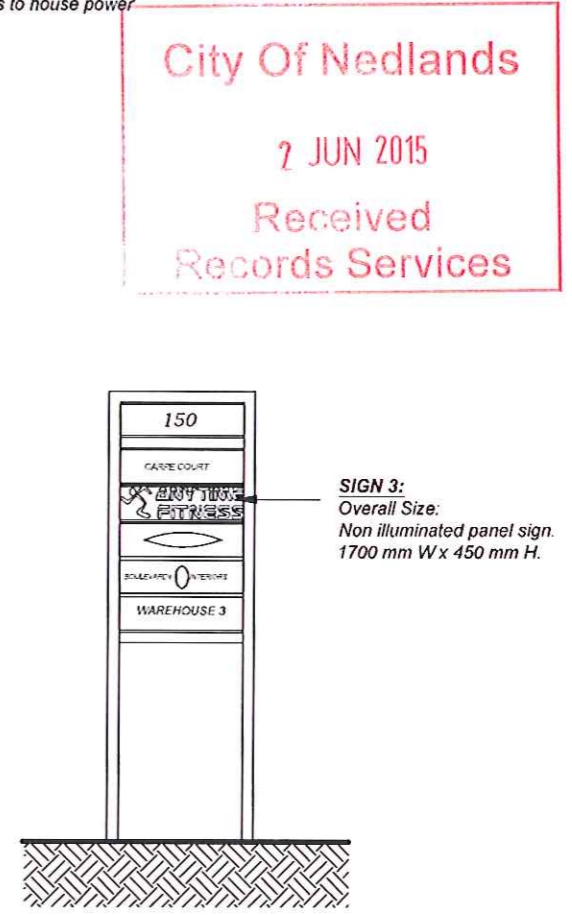
SIGN 1:
Overall Size: 8000 m W x 570 mm H. Running Man Logo 700mm high
Acrylic Fabricated letters illuminated by LEDs with a 3mm opal face
and vinyl running man + black stripe to match logo. 80mm black acrylic
returns and 10mm foam PVC backs.
Mounted to powder coated purpose built box rails to house power
supply & wiring

FRONT ELEVATION
SCALE: 1:100



SIGN 2:
Overall Size: 6000 m W x 1500 mm H. Running Man Logo 700mm high
Acrylic Fabricated letters illuminated by LEDs with a 3mm opal face
and vinyl running man + black stripe to match logo. 80mm black acrylic
returns and 10mm foam PVC backs.
Mounted to powder coated purpose built box rails to house power
supply & wiring

REAR ELEVATION
SCALE: 1:100



SIGN 3:
Overall Size:
Non illuminated panel sign.
1700 mm W x 450 mm H.

ROADSIDE SIGN ELEVATION
SCALE: 1:100

ISSUE	DATE	DESCRIPTION
A	28.05.2015	DA ISSUE TO COUNCIL

PROJECT:
Proposed Fitness Club
150 Stirling Highway, Nedlands, WA

SHEET TITLE
External Elevation & Signage Details

CLIENT:
Anytime Fitness Nedlands
150 Stirling Highway, Nedlands, WA

SCALE: 1:100 @ A3
DRAWN: MARTIN

SHEET SIZE: **A3**
DWG NO.: **DA04 a**
REVISION:



Reference: #15P1044000

30 June 2015

Anytime Fitness
 PO Box 4091
 LANE COVE NSW 1595

Attention: Mr. Jake Passmore (Town Planner)

Dear Jake

RE: UNIT 2, 150 STIRLING HIGHWAY, NEDLANDS – PROPOSED GYMNASIUM CAR PARKING PROVISION ASSESSMENT

A Planning Application is being lodged with the City of Nedlands for a proposed gymnasium in an existing building located at Unit 2/150 Stirling Highway, Nedlands. The proposed gymnasium is to consist of some 375sq.m GFA incorporating the primary workout area, as well as internal amenities, change rooms and an internal foyer.

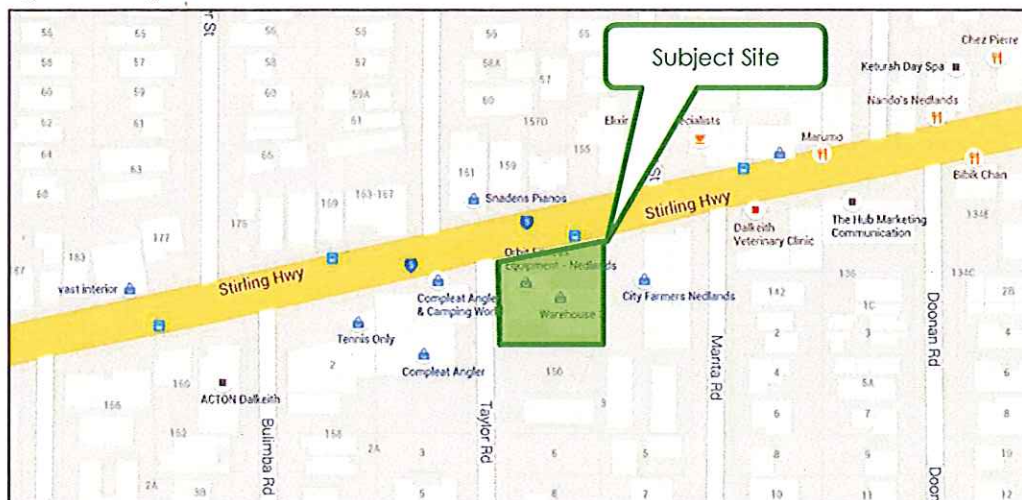
GTA Consultants (GTA) was engaged to complete an assessment of the anticipated car parking demand of the proposed change of use. Our findings are detailed below.

Site Environs

Subject Site

The subject site is located at 150 Stirling Highway, Nedlands. The site is located within the commercial precinct along the Stirling Highway, and is surrounded by retail, commercial and supermarket uses. The proposed gymnasium (Unit 2) is one of four tenancies within the overall site. The site and key areas of interest are shown in Figure 1.

Figure 1: Subject Site and its Environs



25 YEARS

melbourne
 sydney
 brisbane
 canberra
 adelaide
 gold coast
 townsville
 perth

Level 27,
 44 St Georges Terrace
 PERTH WA 6000
 t// +618 6316 4634

Existing Car Parking Characteristics

32 car parking spaces are currently provided within the overall site, of which 23 spaces are located to the rear (accessed from Taylor Street) and 9 spaces¹ to the front (accessed from Stirling Highway).

In addition to the parking available within the site, it is also noted that overflow parking opportunities are available external to the site at the following locations:

- o 14 on-street car parking spaces on Taylor Road immediately to the west of the subject site.
- o an off-street car park (with a two-hour parking duration limit) associated with the IGA Supermarket is located immediately to the south of the site, with some 28 additional car parking spaces.
- o The two-storey IGA Supermarket car park directly opposite the site on Taylor Road, which contains 87 parking spaces (41 on the ground level and 46 on the upper level).

In order to determine existing demand for car parking within the area, a car parking demand survey was completed for a full day on Saturday 27 June 2015 from 9:00am to 5:00pm of the above car parking areas. The survey time and duration was specifically requested by the City of Nedlands², due to it coinciding with the peak operating times of the adjacent retail uses in the area. It is noted that the weather on the day of the survey was fine and sunny.

The area surveyed is shown in Figure 2. Summarised results of the parking demand survey is shown in Table 1, with detailed results provided at Attachment 1.

¹ One of the nine spaces is noted to be informal (on-grass parking).

² As detailed in correspondence from Mr Andrew Bralley (Coordinator Statutory Planning, City of Nedlands) to Mr Jake Passmore (Town Planner, Anytime Fitness) dated 26 June 2015.

Figure 2: Car Parking Demand Survey Area

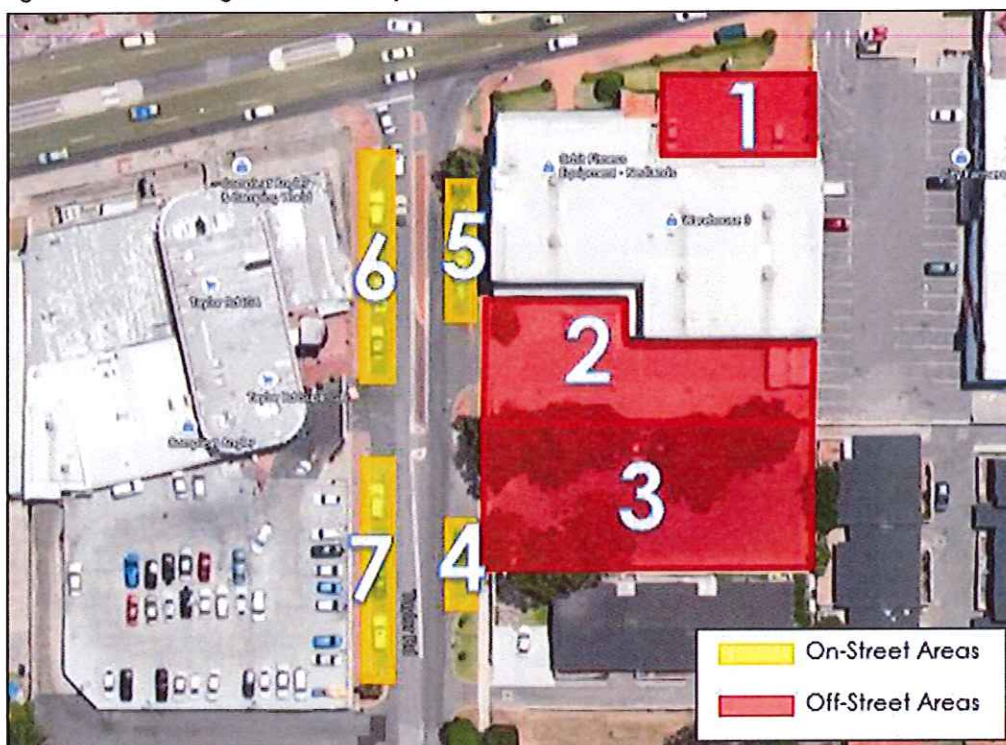


Table 1: Car Parking Demand Survey Results - Saturday

Area	Total Parking Supply	Peak Demand Time(s)	Peak Parking Demand	Observed Vacant Spaces	Vacancy (%)
1 and 2	On-Site 32 spaces[1]	11:30am, 12:30pm, 1:00pm, 2:30pm	9 spaces	22 spaces	69%
4 to 7	On-Street 14 spaces	12:30pm	8 spaces	6 spaces	43%
3	Off-Street (south of site) 28 spaces	12:30pm	14 spaces	14 spaces	50%
Overall for Area	74 spaces	12:30pm	31 spaces	42 spaces	57%

[1] Includes three spaces in Area 2 currently being used to store bins by an adjacent tenancy, and one space on a grass verge in Area 1.

The results of the parking demand survey indicate that at the peak demand times (i.e. 12:30pm on the Saturday), a total of 42 car parking spaces were observed to be vacant in the surveyed area, 22 of which were within the subject site car park. This equates to **69% on-site vacancy**.

In addition, the two-storey car park associated with the IGA supermarket directly opposite the site on Taylor Road, which contains 87 parking spaces (41 on the ground level and 46 on the upper level) had the highest demand of 46 spaces total at 12noon -12.30pm (**47% vacancy**) and the lowest parking demand of 21 spaces total at 9:00am (**76% vacancy**).

In this regard it is noted that there is ample parking availability on the subject site and nearby areas during peak Saturday retail operations.

Public Transport Services

A bus stop is located immediately in front of the site on the Stirling Highway. The routes and service frequencies of these buses are detailed in Table .

Table 2: Bus Routes Servicing Subject Site

Bus Route #	Origin - Destination	Distance to Stop	Service Frequency (Peak / Off-Peak)
102	Esplanade Busport – Cottesloe Station	10m (outbound) 100m (inbound)	10 minutes peak 30 minutes off-peak
103	East Perth – Fremantle Station		10 minutes peak 35 minutes off-peak
107	Esplanade Busport – Fremantle Station		20 minutes peak 60 minutes off-peak

Based upon the proximity of public transport access and having regard for the frequency of these bus services, the subject site is considered to be well-serviced by public transport.

Car Parking Provision

City of Nedlands Parking Requirement

A review of the City of Nedlands *Town Planning Scheme No.2* indicates that no specified car parking provision rate exists for gymnasiums of similar developments in the City of Nedlands. As such, consideration has been given to an empirical assessment of car parking demand when determining the adequacy of car parking supply for the proposed gymnasium.

Empirical Car Parking Demand Assessment

GTA Generation Database

The GTA Generation Database is an ongoing collaboration of parking and traffic survey data for a wide range of land uses in capital cities around Australia collected between July 1989 and May 2015. For gymnasiums, the GTA Generation Database contains peak parking demand data for seven gymnasiums of varying sizes (350sq.m to 3,700sq.m) collected between 1997 and 2013. These surveys also include parking demand profiles that detail the times at which peak parking demand occurred for these uses.

The data from the GTA Generation Database indicates that the gyms surveyed had an average peak parking demand of **5.06 spaces per 100sq.m** floor area. The database also noted that peak parking demands typically occurred between 5:00pm and 7:00pm on weekdays, with 6:00pm on Monday being the busiest time across the week.

Applying these rates to the proposed 375sq.m tenancy, it could be expected that the proposed gymnasium would generate a parking demand in the order of **19 spaces**.

Patronage at other existing Anytime Fitness Gymsnasiums in Perth

While the data in the GTA Generation Database provides a useful estimate of parking demands, it is also acknowledged that the gymnasiums surveyed as part of the GTA Generation Database include much larger gymnasiums and health clubs. These larger clubs often incorporate additional features and services such as scheduled group classes and health services which are not to be included within the proposed Anytime Fitness gymnasium. As such, it could be expected that larger gymnasiums may exhibit a larger demand for car parking, and may experience more pronounced peak periods than smaller gymnasiums such as that proposed.

As such, reference is made to patronage data provided by existing operating Anytime Fitness gymnasiums in metropolitan Perth, namely two facilities in Subiaco and Morley (provided at Attachment 2). While it is noted that these existing gymnasiums have larger floor areas than the proposed Nedlands gymnasium, it could be reasonably expected that the operational characteristics of the proposed gymnasium would not significantly differ from those of the existing Subiaco and Morley gymnasiums.

The referred peak hour (i.e. 5:00pm to 6:00pm) patronage of these two gymnasiums as observed from visitation data from February 2015 is summarised in Table .

Table 3: Peak Hour Patronage of Existing Anytime Fitness Gymsnasiums in Perth

Existing Gymnasium	Peak Patronage on Busiest Day (Monday)	Peak Patronage on Saturday	Average Peak Patronage
Anytime Fitness Subiaco	16 visits per hour	9 visits per hour	12.4 visits per hour
Anytime Fitness Morley	19 visits per hour	8 visits per hour	12.2 visits per hour

The data presented above indicates that the existing facilities generate up to 19 visits per hour during the peak (5:00pm to 6:00pm) period on a weekday, and 9 visits per hour on a Saturday. Based on this data, and adopting the highly conservative assumption that every patron arrives via single-occupancy vehicle, a peak parking demand of not more than 19 spaces could be expected on a weekday, and not more than 9 spaces on a Saturday. This figure is consistent with the estimate provided by the rates obtained from the GTA Generation Database.

Availability of Car Parking

Parking Provided within Subject Site

As noted earlier, the overall site is provided with 32 car parking spaces split over four tenancies. A review of the opening hours of each of these existing uses indicates that they close at the following times:

- o Carpet Court (carpet retailer) – closes at 5:00pm³ on weekdays
- o Boulevard Interiors (interior designer) – closes at 5:00pm⁴ on weekdays
- o Warehouse 3 (furniture retailer) – closes at 5:00pm⁵ on weekdays (closed Mondays)

³ As sourced from <http://www.carpetcourt.com.au/stores/doug-buckeys-carpet-court-nedlands> on 20 May 2015.

⁴ As sourced from <https://www.google.com/+BoulevardInteriorsPTYLtdNedlands> on 20 May 2015.

⁵ As sourced from <http://www.warehouse3.com.au/> on 20 May 2015.

- o Orbit Fitness (fitness equipment retailer) – closes at 5:30pm⁶ on weekdays (expect Thursday, when it closes at 8:00pm).

As detailed above, the proposed gymnasium use is expected to generate a peak parking demand after 5:00pm weekdays, at which time the adjacent land uses will either be closing or have closed for the day. As such, the adjacent land uses would be expected to be generating a minimal demand for car parking at the times when the proposed gymnasium would generate its peak demand.

Given that the on-site car parking provision includes some 32 spaces, it is expected that the parking demand generated by the proposed gymnasium would be able to be accommodated within these available spaces. Considering the average peak requirement of the proposed gym (19 spaces), there would be a residual of 13 spaces remaining to accommodate any overlap between these demands (e.g. staff of adjacent uses remaining after hours, or, Thursday evenings where the fitness equipment retailer trades later). As such, it is not anticipated that parking supply issues would occur at this time as a result of the proposed gymnasium.

In addition, it is understood the previous use within Unit 2 was a call centre where up to 28 staff members⁷ had been present at any one time. This number represents a significantly higher staffing than the average peak requirement of the proposed gym (19 spaces) and as such the demand for parking spaces are expected to be lower with the proposed use when compared to the previous use.

Parking Availability

Parking demand surveys completed on a Saturday as detailed earlier in this report indicated that at peak parking demand times for the subject site (12.30pm), 22 spaces were vacant on-site (69% vacancy) with another 20 spaces vacant in the remaining of the vicinity of the subject site (surveyed areas 3 to 7 in Figure 2).

In addition, on-site observations undertaken on a weekday, being Wednesday 13 May 2015 from 10:00am – 12noon, at times when the adjacent land uses were all operating during the day, indicated that these external car parking areas had similar capacity.

As such, the anticipated parking demand generated by the proposed gymnasium is expected to be adequately accommodated within the on-site car parking areas. In the unlikely event that car parking demand exceeds available supply on-site, the additional demand would be able to be accommodated within the parking areas in the immediate vicinity of the site. However, given that the proposed gymnasium is expected to generate peak parking demands at a time after a number of adjacent land uses have closed for the day or when adequate parking availability has been observed to be available, the likelihood of this occurring is considered extremely remote.

Adequacy of Car Parking Provision

Based upon the above, the following points are noted:

- o the subject site has a car parking supply of 32 spaces

⁶ As sourced from <https://www.orbitfitness.com.au/> on 20 May 2015.

⁷ On-site discussions between GTA Consultants and Corbyn Berry of Anytime Fitness.

- o the proposed gymnasium is expected to generate a peak parking demand of 19 spaces on weekdays, and 9 spaces on a Saturday
- o the peak parking demand associated with the proposed gymnasium is expected to occur after 5:00pm on weekdays, where all other uses within the subject site close no later than 5:30pm on a typical weekday
- o the peak parking demand on a Saturday is able to be accommodated within existing vacancies observed within the on-site car parking area, as detailed during car parking demand surveys completed on 27 June 2015
- o accessible and overflow car parking capacity was observed to be available in neighbouring car parking areas as detailed in this report.

Based on these points, it is expected that adequate car parking supply exists to be able to accommodate a gymnasium use as is proposed for Unit 2 within the 150 Stirling Highway complex.

I trust the above is clear. Naturally, should you have any questions or require any further information, please do not hesitate to contact me in our Perth office on (08) 6316 4634.

Yours sincerely

GTA CONSULTANTS



Tanya Moran
Director

encl.

Attachment 1 – Car Parking Demand Survey Results

Attachment 2 – Anytime Fitness Patronage Data



Attachment 1

Car Parking Demand Survey Results

PD34.15 - Attachment 3 - Applicant's Gymnasium Car Parking Provision Assessment

150 Stirling Highway, Nedlands
Date: 27 June 2015

Area	Space	Restriction	Time																
			9:00am	9:30am	10:00am	10:30am	11:00am	11:30am	12:00pm	12:30pm	1:00pm	1:30pm	2:00pm	2:30pm	3:00pm	3:30pm	4:00pm	4:30pm	5:00pm
	19		290	290	290	290	290	290	290	290	290	290							
	20		145	145	145	145	145	145	145	145	145	145	145	145					
	21																		
	22		913	913	913	913	913	913	913	913	913	913	913						
	23																	XX2	
	24						569	569		216	216								
	25		146	146	146	146	146	146	146	146	146	921						001	001
	26				856	856	856	856	856	856	856	856	856	856	856	856	856		
	27		709	709	709	709	709	709	709	709	709								
	28		651	651	651	651	651	651	651	651	651	651	459	459	957	957	957	957	957

PD34.15 - Attachment 3 - Applicant's Gymnasium Car Parking Provision Assessment

150 Stirling Highway, Nedlands
Date: 27 June 2015

Area	Space	Restriction	Time																
			9:00am	9:30am	10:00am	10:30am	11:00am	11:30am	12:00pm	12:30pm	1:00pm	1:30pm	2:00pm	2:30pm	3:00pm	3:30pm	4:00pm	4:30pm	5:00pm
4	1	1P, 8-5 M-F, 8-1 Sat			702	179	866	404	10	429	997	401	007						414
	2						950			212							621		
5	1	1P, 8-5 M-F, 8-1 Sat						470	776		675	675	954		162		378	WA21	
	2		O93			933	002		747	47			363	377	526	553	593	993	
	3				867					134	885						996		136
6	1	1P, 8-5 M-F, 8-1 Sat						165		39		131	451			58WA	405	405	
	2		6WA	O76					647		RO52		RO52	620	228	O15	690	229	
	3			O47				1WA					201					LM15	LM15
	4																		
	5																		
7	1	1P, 8-5 M-F, 8-1 Sat				694	692	421		843	645	WA	201	AZE	229			LAIN	
	2				716	347	538	160	579	831	O85	661		420	541	189		222	XLX
	3		401		990	108	502	O97	492	O64			110	77WA			869	869	
	4		108											13			220		
IGA Upper Deck	46 spaces	9	10	12	17	13	19	27	25	18	16	19	22	18	19	22	24	16	
IGA Lower Deck	41 spaces	12	12	12	11	14	14	19	21	13	14	14	16	12	14	11	12	12	

Total Area (excl IGA)	9:00am	9:30am	10:00am	10:30am	11:00am	11:30am	12:00pm	12:30pm	1:00pm	1:30pm	2:00pm	2:30pm	3:00pm	3:30pm	4:00pm	4:30pm	5:00pm
Supply	74	74	74	74	74	74	74	74	74	74	74	74	74	74	74	74	74
Demand	18	16	21	21	26	26	25	31	24	23	24	23	19	19	19	21	18
Vacancies	56	58	53	53	48	48	49	43	50	51	50	51	55	55	55	53	56
Occupancy	24%	22%	28%	28%	35%	35%	34%	42%	32%	31%	32%	31%	26%	26%	26%	28%	24%

PD34.15 - Attachment 3 - Applicant's Gymnasium Car Parking Provision Assessment

150 Stirling Highway, Nedlands
Date: 27 June 2015

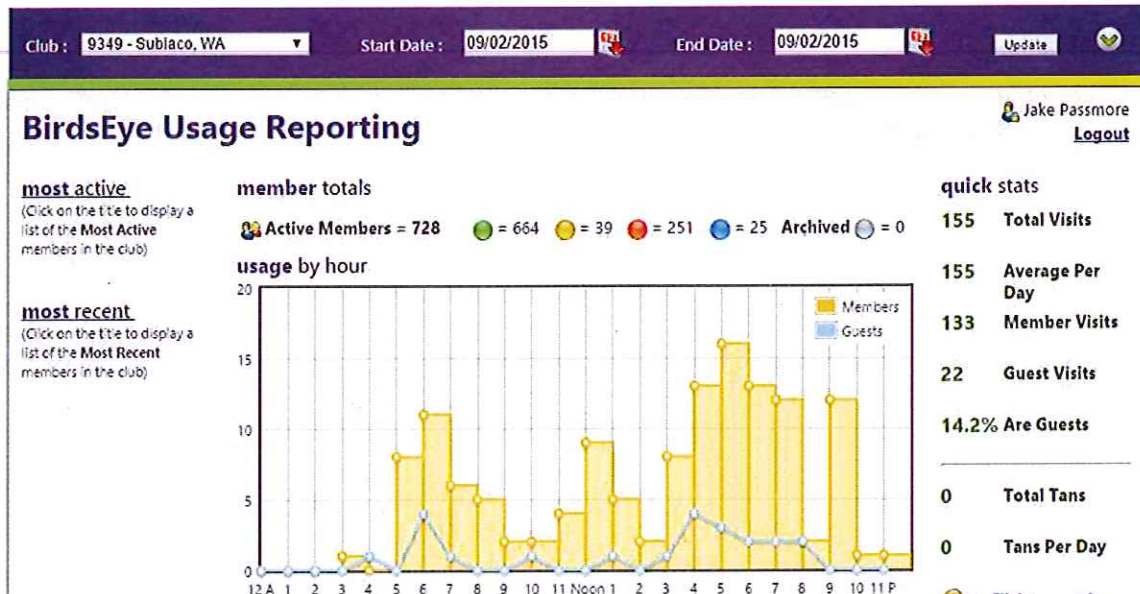
Area	Space	Restriction	Time																
			9:00am	9:30am	10:00am	10:30am	11:00am	11:30am	12:00pm	12:30pm	1:00pm	1:30pm	2:00pm	2:30pm	3:00pm	3:30pm	4:00pm	4:30pm	5:00pm
	On-Site		9:00am	9:30am	10:00am	10:30am	11:00am	11:30am	12:00pm	12:30pm	1:00pm	1:30pm	2:00pm	2:30pm	3:00pm	3:30pm	4:00pm	4:30pm	5:00pm
	Supply		32	32	32	32	32	32	32	32	32	32	32	32	32	32	32	32	32
	Demand		7	7	8	7	8	9	8	9	9	8	8	9	8	8	8	8	7
	Vacancies		25	25	24	25	24	23	24	23	23	24	24	23	24	24	24	24	25
	Occupancy		22%	22%	25%	22%	25%	28%	25%	28%	28%	25%	25%	28%	25%	25%	25%	25%	22%
	On-Street		9:00am	9:30am	10:00am	10:30am	11:00am	11:30am	12:00pm	12:30pm	1:00pm	1:30pm	2:00pm	2:30pm	3:00pm	3:30pm	4:00pm	4:30pm	5:00pm
	Supply		14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14
	Demand		4	2	4	5	7	6	7	8	5	6	7	6	5	5	6	7	6
	Vacancies		10	12	10	9	7	8	7	6	9	8	7	8	9	9	8	7	8
	Occupancy		29%	14%	29%	36%	50%	43%	50%	57%	36%	43%	50%	43%	36%	36%	43%	50%	43%
	South of Site		9:00am	9:30am	10:00am	10:30am	11:00am	11:30am	12:00pm	12:30pm	1:00pm	1:30pm	2:00pm	2:30pm	3:00pm	3:30pm	4:00pm	4:30pm	5:00pm
	Supply		28	28	28	28	28	28	28	28	28	28	28	28	28	28	28	28	28
	Demand		7	7	9	9	11	11	10	14	10	9	9	8	6	6	5	6	5
	Vacancies		21	21	19	19	17	17	18	14	18	19	19	20	22	22	23	22	23
	Occupancy		25%	25%	32%	32%	39%	39%	36%	50%	36%	32%	32%	29%	21%	21%	18%	21%	18%
	IGA C/P		9:00am	9:30am	10:00am	10:30am	11:00am	11:30am	12:00pm	12:30pm	1:00pm	1:30pm	2:00pm	2:30pm	3:00pm	3:30pm	4:00pm	4:30pm	5:00pm
	Supply		87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87
	Demand		21	22	24	28	27	33	46	46	31	30	33	38	30	33	33	36	28
	Vacancies		66	65	63	59	60	54	41	41	56	57	54	49	57	54	54	51	59
	Occupancy		24%	25%	28%	32%	31%	38%	53%	53%	36%	34%	38%	44%	34%	38%	38%	41%	32%

Attachment 2

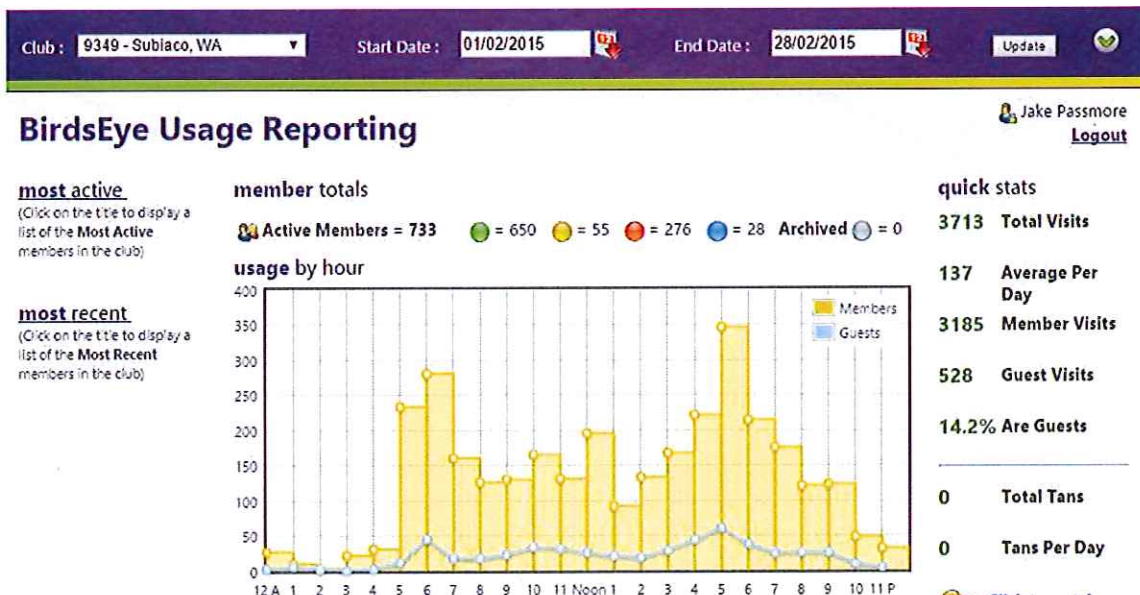
Anytime Fitness Patronage Data

Appendix B – Anytime Fitness Usage Statistics

Comparable Gym Data – Anytime Fitness Subiaco, WA - 413m2.

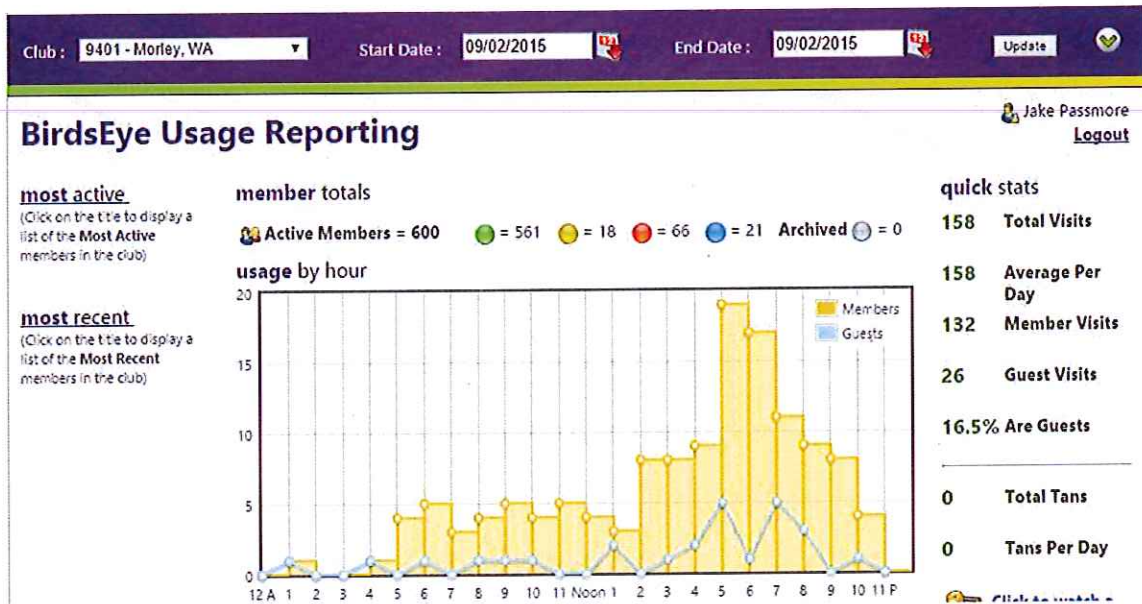


This graph shows member usage at the current Subiaco, a comparable club on Monday (9th Feb 2015), the busiest day of the week. It shows that maximum numbers are 16 during peak times (5-6pm). Note this club is larger than the proposed AF Nedlands.

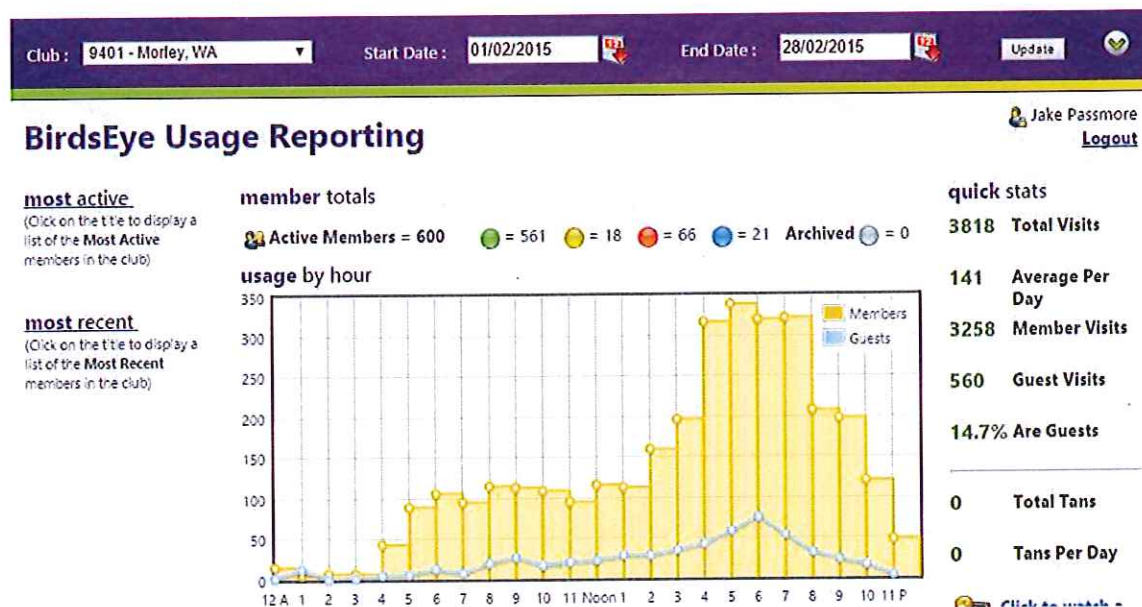


This graph shows one full month of usage at Subiaco. It shows a peak average of 12.4 persons per hour 5-6pm (usage per hour is required to be divided by 28 as it represents use for the entire month of Feb 2015).

Comparable Gym Data – Anytime Fitness Morley, WA – 596m2



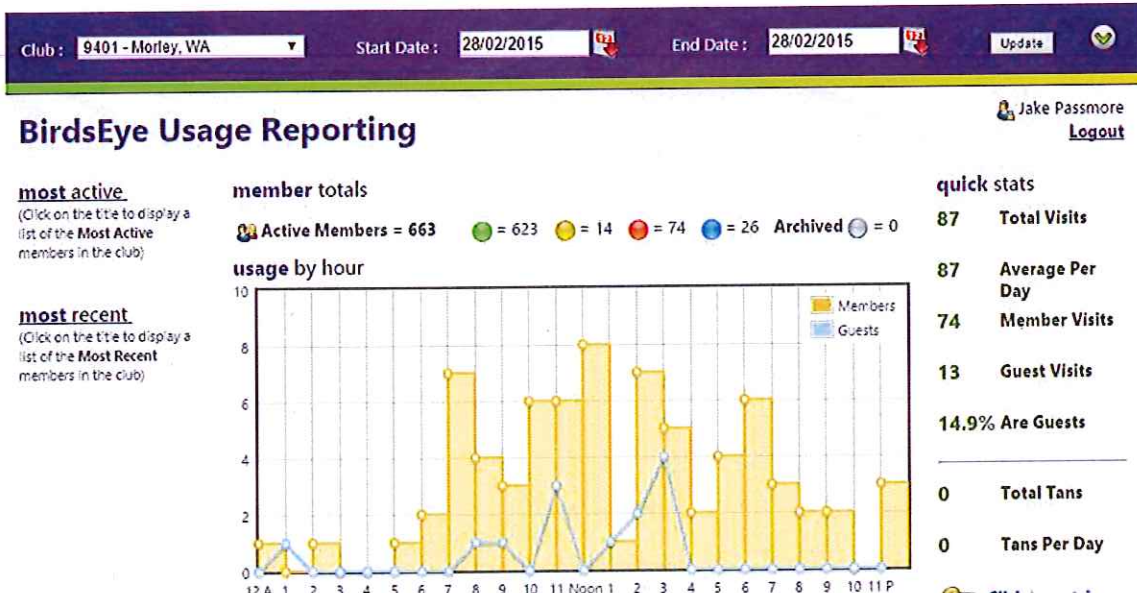
This graph shows member usage at the current Morley, a comparable club on Monday (9th Feb 2015), the busiest day of the week. It shows that maximum numbers are 19 during peak times (5-6pm). Note this club is significantly larger than the proposed AF Nedlands.



This graph shows one full month of usage at Morley. It shows a peak average of 12.2 persons per hour 5-6pm (usage per hour is required to be divided by 28 as it represents use for the entire month of Feb 2015).

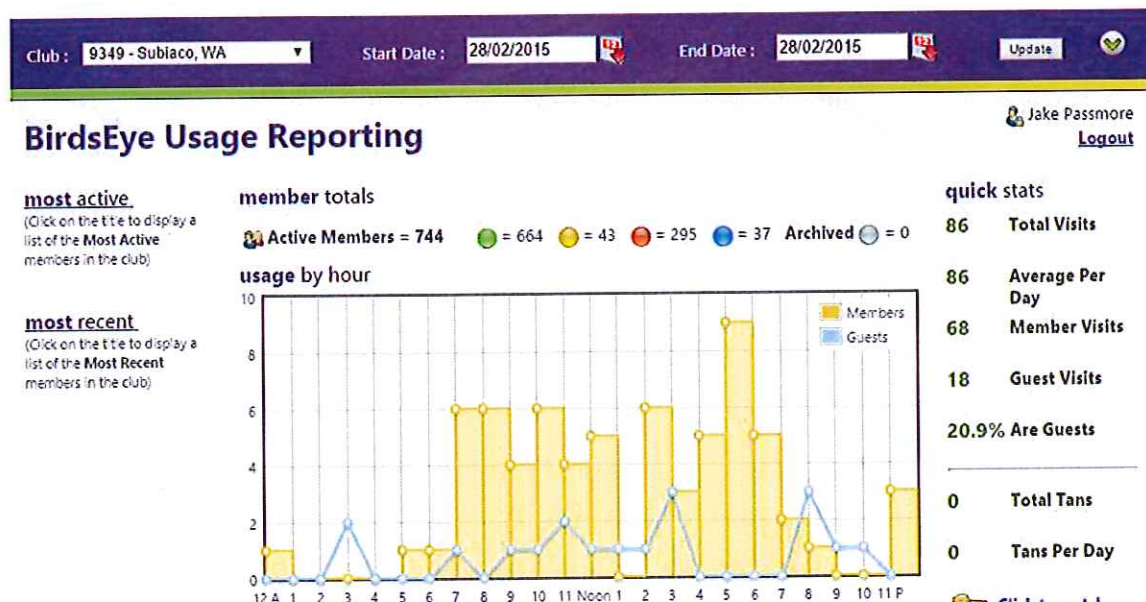
Comparable Gym Data – Anytime Fitness Morley and Subiaco, WA – Saturday 28/02/15

Morley – 596m2



This graph shows member usage at the current Morley club, a comparable club on Saturday (28th Feb 2015). It shows that maximum numbers are 8 which occur between noon-1pm, with no clear peak times. Note this club is significantly larger than the proposed AF Nedlands.

Subiaco – 413m2



This graph shows one full month of usage at Subiaco. It shows a peak at 5-6pm of 9 patrons, but with quite an even attendance throughout the day.



Planning Permit Application Report

Anytime Fitness Nedlands

City Of Nedlands

7 JUN 2015

Received
Records Services

Proposed change of use to a 24-hour Anytime Fitness Gymnasium,
internal fitout and associated signage

Unit 2, 150 Sterling Highway, Nedlands, WA, 6160

Prepared for submission to City of Nedlands Council

Prepared by Anytime Fitness Pty Ltd on behalf of Anytime Fitness
Nedlands 27/05/15

Contents

Summary	3
The Site	4
The Proposal	5
Proposed development	5
Intensity of use	5
Environmental Assessment	7
City of Nedlands Town Planning Scheme No.2	7
Zoning	7
Assessment against Codes in the City of Nedlands Town Planning Scheme No.2	9
Office/ Showroom Zone suitability	9
Advertisement (Signage)	9
Noise	10
Car Parking	11
Other Impacts of the Development under Clause 6.4.2	13
24hr use	13
Work, services and infrastructure	14
Social and economic impact	14
Flora and fauna values	14
Heritage and cultural values	14
Health and safety	14
Conclusion	16
Appendix A – Patron Management Plan	17
Appendix B – Anytime Fitness Usage Statistics	19

Summary

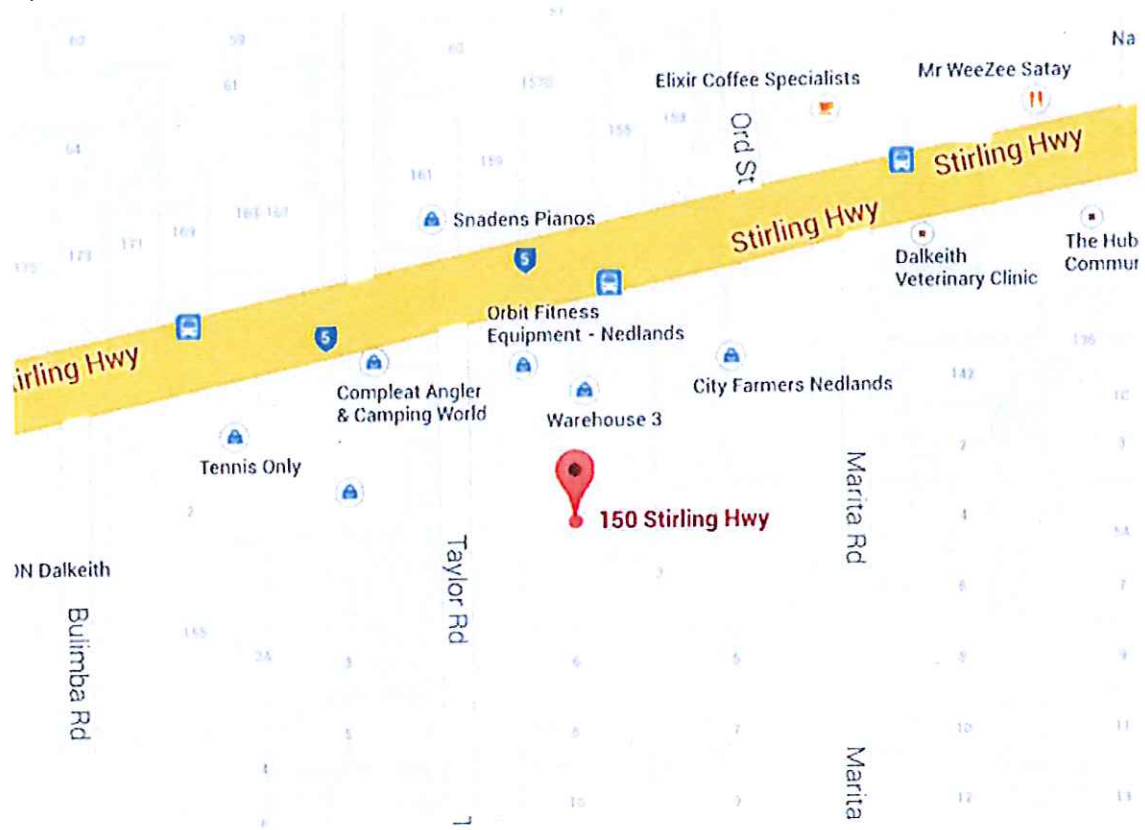
This Planning Application Report was completed by Anytime Fitness Pty Ltd on behalf of Anytime Fitness Nedlands. It forms part of the Development Application to change the use of Unit 2, 150 Sterling Highway, Nedlands, WA, 6160 into a 24-hour 'Anytime Fitness' gymnasium.

The total GFA of the proposal would be 375m². The site is located within an Office/Showroom Zone.

This statement has been prepared to address the proposed development in accordance with the Planning and Development Act 2005, State Planning Policies, City of Nedlands Council policies and any other relevant planning instruments.

The Site

The subject property relates to a single storey commercial building located on the south side of Sterling Highway, a commercial corridor comprising mainly commercial, retail and showroom units.



The proposed gym would have a total GFA of 375m². This GFA is considered a small size for gymnasiums but a desirable GFA for an Anytime Fitness gymnasium which are designed to be low-impact, local gyms.

The proposed gym would be open 24 hours a day, seven days a week, including all public holidays. The site is located within a convenient and sustainable location with good access and close to a range of residential properties. It also benefits from access to significant on-site parking.

The Proposal

Proposed development

This application seeks consent for a change of use of Unit 2, 150 Sterling Highway to a 24hr gymnasium, including internal fit-out. The proposal includes associated signage.

The proposed change of use is supported in principle by the relevant planning policies (as discussed in the next section). The use would include the following:

- Open 24hrs a day, 7 days a week, including all bank holidays;
- Two staff (gym manager and gym assistant) and personal trainers depending on demand;
- Staffed hours - Mon-Thurs 10am-7pm, Fri 10am-4pm, Sat 10am-2pm, Sun unstaffed;
- Expected usage of approx. 12-19 persons during peak hours, based on usage statistics for other Anytime Fitness gymnasiums in neighbouring Local Government Areas with similar profiles (**Appendix B**).

The signage will include one illuminated and one non-illuminated business identification sign.

The minor internal building works include the following:

- An internal fit out including the construction of and installation of unisex amenity suites, including one being for disability access;
 - The construction of various stud walls to improve the layout for the proposed use;
 - Installation of high tech security system.
- Please note that some aspects of the development would not require planning permission.

Intensity of use

Anytime Fitness gyms are designed to be lower in scale and impact compared to other gyms. Based on usage statistics for numerous other Anytime Fitness gymnasiums around WA, there is an expected usage of the gymnasium of around 12 – 19 persons maximum during the AM and PM peak times (7am – 9am AM peak, 5:30pm – 7pm PM peak). The usage statistics for a comparable gymnasium has been included within **Appendix B** of this report. An explanation of the statistics is also included in **Appendix B**.

In addition, the gymnasium would have a theoretical capacity implied from the limited number of equipment items in the gymnasium, which will likely be 25 exercise stations.

Environmental Assessment

The proposal has been assessed with regards to the relevant heads of consideration under *Planning and Development Act 2005*. In determining a development application, a consent authority is to take into consideration the following relevant matters of the development application.

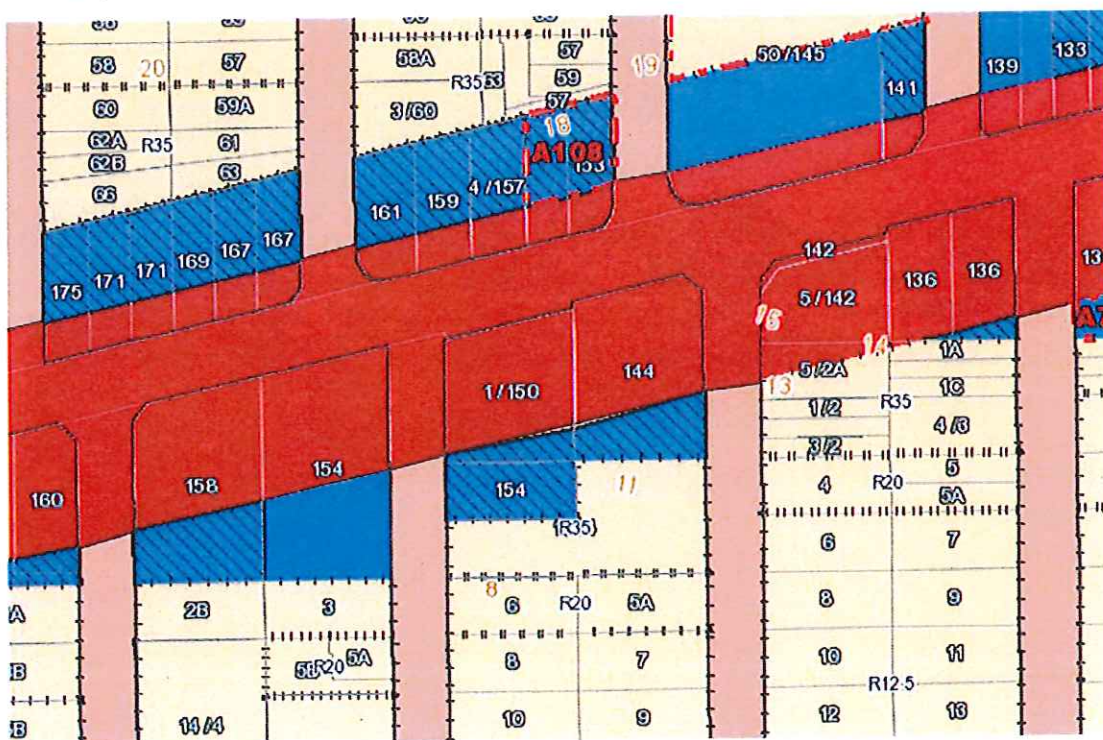
City of Nedlands Town Planning Scheme No.2

The primary approval mechanism for the proposed gymnasium is via a planning permit, pursuant to the City of Nedlands Town Planning Scheme No.2. The City of Nedlands Town Planning Scheme No.2 comprises the State Planning Policy Framework, Local Planning Policy Framework, Zoning and Overlay Controls, Particular Provisions and Reference and Incorporated Documents.

This section outlines the relevant Clauses of the Scheme in relation to the proposed Anytime Fitness Nedlands gymnasium and provides assessment of the proposed gymnasium against each Clause.

Zoning

The subject land is zoned Office/ Showroom Zone in pursuant of the City of Nedlands Town Planning Scheme No.2.



Permissibility

In reference to the land use table Office/ Showroom Zone under the City of Nedlands Planning scheme, the use of the land for the purpose of a gymnasium (Health Studio) is 'AA' – meaning Council can contemplate and approve an application if considered appropriate.

Assessment against Codes in the City of Nedlands Town Planning Scheme No.2

Office/ Showroom Zone suitability

The proposed use of the site as an Anytime Fitness 24 hour gymnasium in Nedlands would be suitable development in the Office/ Showroom Zone. The proposal represents a new service use in the Nedlands commercial area, making use of a tenancy of appropriate scale and character that will integrate with the other uses and contribute to the vitality and viability of the area.

It is considered that Anytime Fitness Nedlands would complement the surrounding land uses by providing local workers and residents with a flexible and convenient recreation facility. The 24/7 opening hours ensure accessibility to all members of the community including shift workers, residents and students, whilst contributing to an active and healthy lifestyle.

Anytime Fitness is designed to be a 'local gym', typically serving members of the community as stated above and sourcing membership from surrounding residents within a 1k-2k radius. The site's location in an Office/ Showroom Zone means it is close to public transport and served by main roads. In addition, it is in close proximity to a general residential area which is likely to see many residents choose to walk, run or cycle to and from the gym.

Advertisement (Signage)

Reference has been made to signage and *Signs Local Law 2007* given that proposed signage falls outside of what would be exempt.

There would be 2 high quality business identification signs; one on the front elevation facing Sterling Highway would be illuminated with LED lighting installed within the lettering. To the rear would be a non-illuminated fascia. Each would be fixed to a composite panel fixed flush to the wall.

The presence of this signage is considered to be justified in this location given that; the building relates to a prominent site located on a main road; would face onto the main road and Office/ Showroom commercial area; the size and design of the signage is considered to be scale, proportion and character with the host building and surrounding area.

The illuminated signage is vital for 24hr business identification, as well as providing a safe level of luminance for members at night. It would not cause unwarranted glare for

pedestrians or vehicles. In addition, residential properties would be unaffected given the proposed illuminated signage would not directly face the residential area.

There are no heritage items in the vicinity of the site that would be affected. These are of an appropriate scale and purpose and contained within a commercial area.

Clause 5.5 Preservation of Amenity

Noise

Noise from the site is required to comply with the *Environmental Protection (Noise) Regulations 1997*. Given that the site is located within an Office/ Showroom Zone, the proposed use is considered to be compatible with the general character of the area with regards to noise. It is also recognised that at the closest residential properties are too far away to be impacted by any undue noise/ nuisance, nonetheless the impact on the surrounding uses are discussed below.

Noise abatement measures are built into the design of the Anytime Fitness club brand which is low impact and scaled down compared to other gymnasiums. The features include:

- There would be no loud bass beats typically associated with most gymnasiums, rather, the proposed gym will have low volume background music playing throughout the gym which is set and locked by the manager in their office. All the cardiovascular equipment has individual television screens and members wear headphones to listen to the sound.
- There are no group classes. These generally generate much louder noise in terms of group activity and music rather than individual training.
- All the equipment is designed for members to use individually and without the need for spotting, encouraging a controlled use.
- High impact acoustic rubber will be used under the free weights area to absorb impact of dropping weights onto the surface.
- The weight training area (typically generates most noise) is located on the west side of the building, away from the residential properties (see proposed floor plan).
- Night-time usage i.e. 12am-5am of Anytime Fitness clubs is very low. Typically less than 1 member/ per hour which suggests the likelihood of group members entering together, a scenario much more likely to cause disturbance, is not likely.
- Noise from ingress and egress of patrons during night-time is considered to be limited given that doors close automatically behind patrons and access is only granted to members outside of staffed hours.
- All windows are non-openable and fixed shut at all times, with air conditioning supplied to filter air.

These methods and regulations are set out in a *Patron Management Plan* which has been attached in **Appendix A**.

In summary, the land uses that could be potentially impacted by noise have been identified and discussed. It is considered that Anytime Fitness noise emissions are controlled in a manner that would result in no undue impact on the surrounding land uses.

Car Parking

Anytime Fitness Nedlands have engaged GTA consultants to carry out a parking study, which has been included as part of this application. Anytime Fitness agrees with the conclusions made by GTA and have re-emphasised a few key points below.

As the development relates to re-use of an existing building and access, only parking spaces are relevant to this proposal. There is no specific requirement for "Health Studio". Under the scheme, *"where vehicle parking provisions are not prescribed for a particular use the requirement will be determined by the Council."*

To assist council, the applicant makes reference to a number of evidences that can help determined expected parking demand.

- *Reference to DA12/468: ST6/73 – PD21.13 Unit 1 No.s 83, 85 & 87 Stirling Highway, Nedlands – Proposed Change of use to health studio and signage.*
- *Operational practices of Anytime Fitness*
- *Empirical data of other anytime fitness clubs*

DA12/468: ST6/73 – PD21.13 Unit 1 No's 83, 85 & 87 Stirling Highway, Nedlands – Proposed Change of use to health studio and signage.

Brief reference has been made to this case in 2013 given relevance, however we request that this site be assess on its own merits as it benefits from different site circumstances and Anytime Fitness operations.

It appears a key concern from the Officers Report was *"that there is considerable difference between the documented parking standards for a Health Studio use and the predicted parking demand identified in the Parking Demand Study."* To address this concern the applicant suggests that the gym as defined under 'Health Studio' does not accurately reflect the reality of gym usage data for 24/7 club. These key differences are:

- 24/7 opening hours
- Strictly no group classes
- Non-competing land uses (dual parking)
- Franchise model does not rely on large, busy membership (evidenced in appendix B)

Operational practices of Anytime Fitness

In addition, it is worth noting in this section the other factors that suggest car parking demands and traffic generation in this area would be acceptable. The Anytime Fitness concept results in a low impact on surrounding land and uses, this includes no group classes, open 24/7, and its design as a local gym.

No group classes

Unlike other gymnasiums in the Nedlands area, Anytime Fitness does not host group fitness classes. Because of this, the peak usage times of the gymnasium are not concentrated around specific class times. This lessens the peak demand on local traffic and transport systems in the local area as well lessening the peak demand for parking on the surrounding streets and car parks.

24/7 opening hours

The extended trading hours of the proposed facility also contribute to the lower demand for parking in comparison to the previous use of the site as an office premise and to other gymnasiums. As the facility never closes the door to active members with a unique swipe card, members do not have to rush to access the facility before it closes, and do not have to wait in the morning for the gymnasium to open. This creates a situation where members will access the facility at all hours and not just on the way to or from work like most gymnasiums operate, lessening the peak usage times during the typical rush hours of 7am – 9am and 5:30pm – 7:30pm.

Non-competing land uses

The land uses in the surrounding area are not typically at their peak demand during the same time as the proposed Anytime Fitness facility. Demand for the Anytime Fitness premises is expected to have two notable peaks. The first, smaller peak, in the morning between the hours of 7am and 9:30am and the second is an afternoon peak between 5:30pm and 7pm. These peaks, whilst statistically significant, will not be as intense as those witnessed at many gymnasiums due to reasons outlined above (lack of classes & 24 hour operation). Many of the surrounding land uses such as the Banks, Hotels and retail stores will not be at their peak usage periods at the same time as the Anytime Fitness gymnasium, lessening peak demand for car parking.

The majority of surrounding businesses will not be open during the morning peak or afternoon. Because of this there will be little competition between Anytime Fitness and other commercial uses in the local centre during the facilities predicted peak usage hours.

Local Gym

Members for the Anytime Fitness gymnasium are expected to be sourced from the local commercial area and surrounding residential land uses. The typical proximity of Anytime

Fitness members is within 1.5k of the site. Unlike larger, more regional gyms, members will not be drawn from a wider area because we offer a network of clubs and it is therefore considered many members will walk, run, or cycle to the gym instead of driving.

Comparable gym data

To assist Council, Anytime Fitness estimate would have a peak usage of 12-19 patrons based on data from other comparable clubs (**Appendix B**). Anytime Fitness Subiaco and Morley in WA are both well-established clubs which operate in the same manner as the proposed Anytime Fitness Nedlands would.

In addition each club is larger than the proposed gym (Anytime Fitness Subiaco 413m² and Subiaco 596m²). Although a larger GFA doesn't directly result in a higher member usage, it is one of the key factors. Club usage for these two is typical of Anytime Fitness across WA and wider Australia so the empirical data provided can be relied on as true.

Other Impacts of the Development under Clause 6.4.2

The proposed development is considered to comply with the City of Nedlands Town Planning Scheme No.2. It is considered that the proposal would have no significant detrimental effect relating to environmental, social or economic impacts on the locality.

This section assesses the impact of the proposal in relation to the following issues;

- *24hr use*
- *Work, services and infrastructure*
- *Noise*
- *Social and economic impact*
- *Flora and fauna values*
- *Heritage and cultural values*
- *Health and safety*

24hr use

Clause 6.4.2 requires the consideration of whether the proposed hours of operation will detrimentally affect the locality. As discussed throughout the report, Anytime Fitness Nedlands will have measures in place to minimise impact on surrounding locality. The proposed operating hours of 24 hours, 7 days a week are considered appropriate for this type of use in an Office/Showroom zoning. Additionally, the site is along Stirling Highway which is a source of noise at all hours.

Work, services and infrastructure

The site relates to an existing building which is served by Council infrastructure. There is no land filling or excavation proposed. Construction management activities can be requested via condition.

Social and economic impact

The introduction of this Anytime Fitness gym into the area would result in the creation of jobs and provides an affordable and convenient recreational service. It is considered that the gym would provide local residents a variety of choice whilst encouraging a healthy lifestyle.

Flora and fauna values

N/a.

Heritage and cultural values

N/a.

Health and safety

The proposed gym would incorporate a state-of-the-art security system to maximise the safety of users. The security system is a fully integrated priority access system which connects the member check-in software with onsite security systems including closed circuit television (CCTV) and tailgate detection for entry doors.

To enter the gym, the member will be required to swipe a valid card which triggers a release mechanism in the door. If another person enters at the same time an audible alarm is triggered by a tailgate system which alerts members and management. The member will exit the premises via the same doors via a free-exit mechanism. The exit mechanism will not prevent a member from leaving the premises in the event of a fire or other emergency.

A CCTV system will be utilised and will include 24 hour digital video recording, high resolution camera positioned by the member's entrance and a number of other cameras strategically located around the gym to ensure that supervision is maximised. The coverage of the cameras is thorough both internally and externally and will provide excellent surveillance of the premises for the safety of the gym users as well as the community.

Each gym user has access to a personal emergency button that when utilised will result in the security monitoring company immediately contacting the police and subsequently the gym manager.

Fixed emergency buttons will be located in appropriate locations inside the gym. A first aid-kit, "in case of emergency" signage and instructions, and an Automated External Defibrillator will be located in appropriate locations throughout the gym.

Conclusion

In summary, it is considered that this proposal represents an appropriate development for the site with a positive impact on the local area.

The proposal as submitted could be supported on the following grounds:

- It is considered an appropriate use within the Office/ Showroom Zone and can be demonstrated to be entirely consistent with the scheme Clauses;
- The proposed use satisfies the conditions and standards of clause 5.5.1 and clause 6.4.2 of the City of Nedlands Town Planning Scheme No.2, in particular with due consideration given to car parking.
- The proposal is considered acceptable in terms of *Planning and Development Act 2005* and the City of Nedlands Town Planning Scheme No.2.
- Appropriate conditions may be imposed to ensure the development proceeds in accordance with Council requirements.

Appendix A – Patron Management Plan

This plan outlines the methods used to manage the noise levels of patrons during Ingress and Egress of Anytime Fitness Nedlands.

This plan refers to the Membership Contract for Anytime Fitness Nedlands and the Community Notice which elaborates on Anytime Fitness Nedlands's commitment to a positive influence of the surrounding community.

Operational:

- Access to the club outside of staffed hours is limited to members only.
- Data from similar Anytime Fitness Clubs during hours of midnight-0500hrs suggests likely usage as low as 1 visitor per hour.
- The data also suggests that numbers are so low that groups of visitors coming and going together, a scenario much more likely to give rise to disturbance, is not likely.

Member Orientation:

In accordance with the Membership Contract, new members will undergo a member orientation as specified under section 12 of the Membership Contract. The following points are covered during this orientation:

- Member are made aware of the need to remain respectful when entering and leaving the gym, especially during the early hours.
- Education on the appropriate use of each piece of equipment on the gym floor. This includes the way equipment is used in a controlled manner to maintain a quiet environment.
- Introduction to security systems including education of 24hr video surveillance for all gym areas both internally and externally as specified under section 6 of the Membership Contract.
- Full overview of Gym Rules and Regulations including penalties, should any rules not be adhered to.

Gym Rules:

In accordance with the membership contract, patrons must abide by the Terms and Conditions of the Membership Contract, as specified under section 4 of the membership Contract. Anytime Fitness Nedlands will set out their own gym rules and regulations. Should any member breach these rules, then an immediate Membership Termination may apply. These rules and regulations include:

- Members must respect the amenity of nearby residents when entering and leaving the gym, especially during the early hours.
- Members must at all-times ensure all equipment is used in a correct and controlled manner so that no unnecessary noise is created.

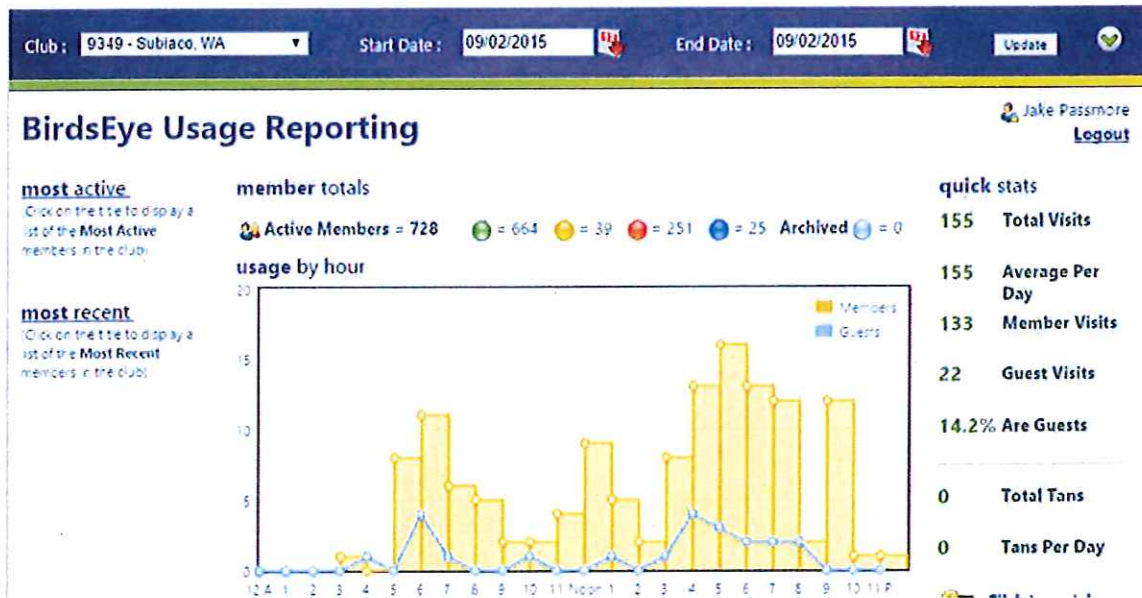
Internal and external signage

Anytime Fitness Nedlands will invest in adequate signage both internally and externally for the attention of all members. The signage would reinforce the need for entering and existing in a quiet and courtesy way. This includes:

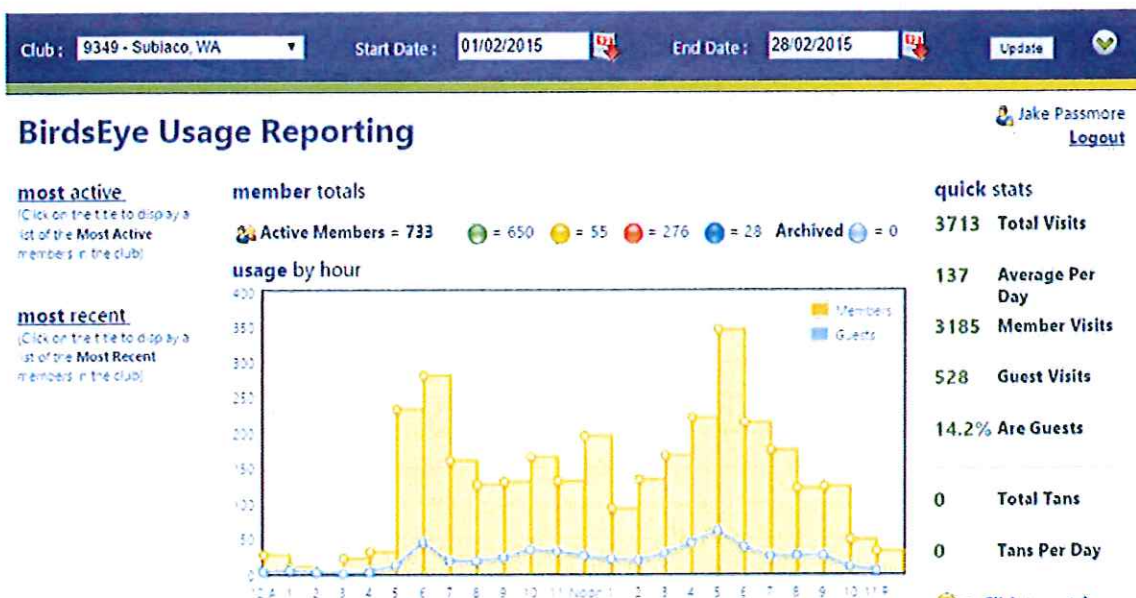
- Appropriate manner in which to enter and exit the premises.
- Way finding signage.

Appendix B – Anytime Fitness Usage Statistics

Comparable Gym Data – Anytime Fitness Subiaco, WA - 413m2.

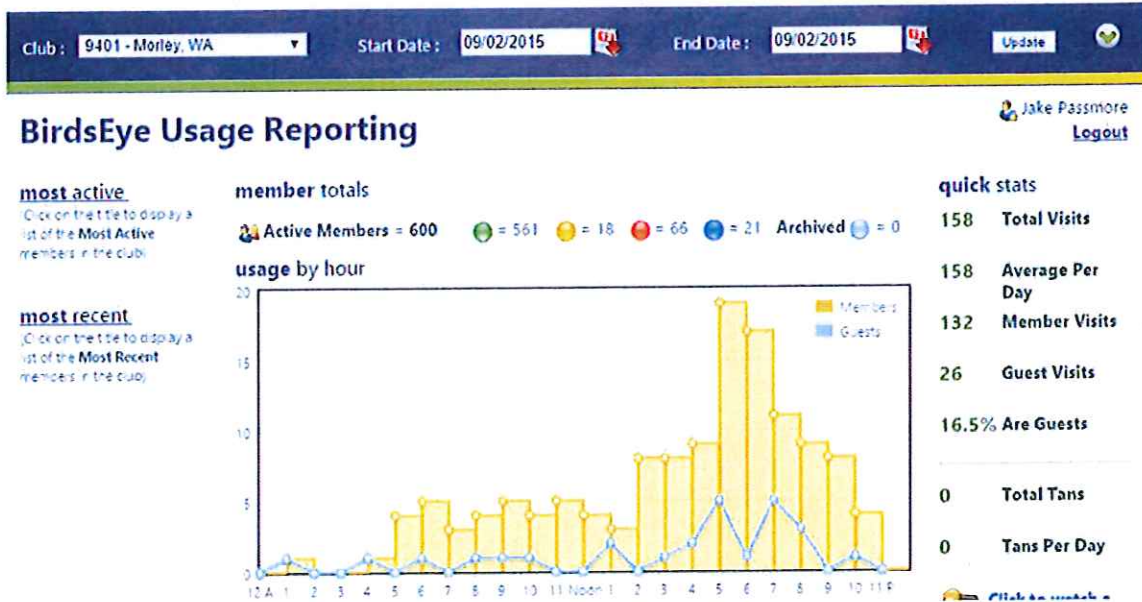


This graph shows member usage at the current Subiaco, a comparable club on Monday (9th Feb 2015), the busiest day of the week. It shows that maximum numbers are 16 during peak times (5-6pm). Note this club is larger than the proposed AF Nedlands.

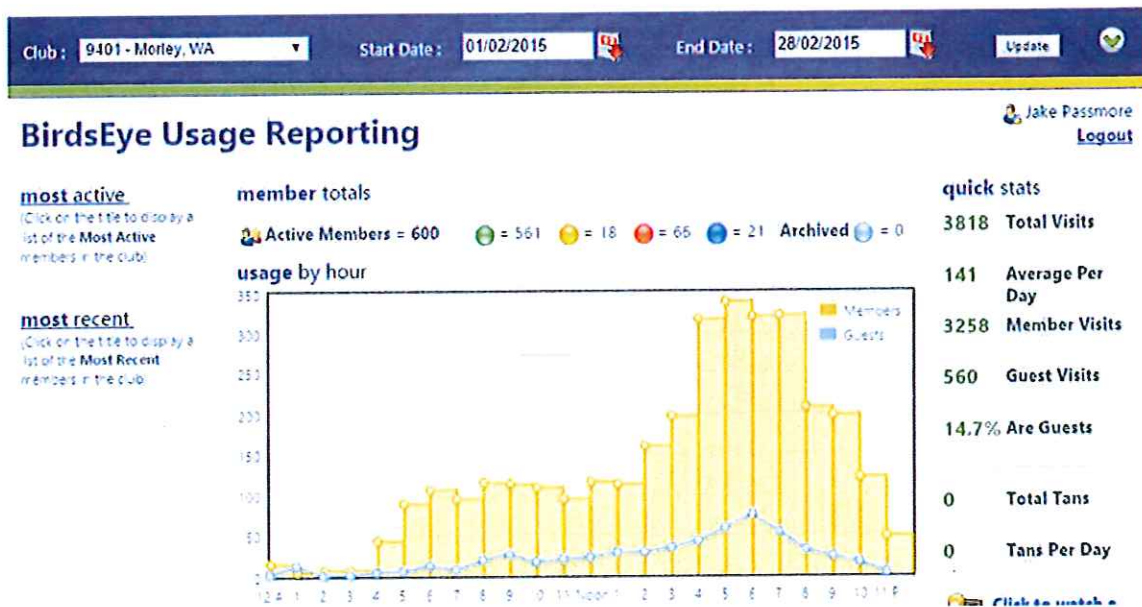


This graph shows one full month of usage at Subiaco. It shows a peak average of 12.4 persons per hour 5-6pm (usage per hour is required to be divided by 28 as it represents use for the entire month of Feb 2015).

Comparable Gym Data – Anytime Fitness Morley, WA – 596m2



This graph shows member usage at the current Morley, a comparable club on Monday (9th Feb 2015), the busiest day of the week. It shows that maximum numbers are 19 during peak times (5-6pm). Note this club is significantly larger than the proposed AF Nedlands.



This graph shows one full month of usage at Morley. It shows a peak average of 12.2 persons per hour 5-6pm (usage per hour is required to be divided by 28 as it represents use for the entire month of Feb 2015).

PD35.15 - Attachment 1 - Locality Plan



City of Nedlands

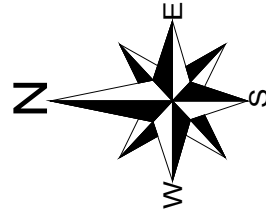
The City of Nedlands accepts no responsibility for the accuracy of this image or the results of any actions taken when using this image

17 Viking Road, Dalkeith

20/07/2015

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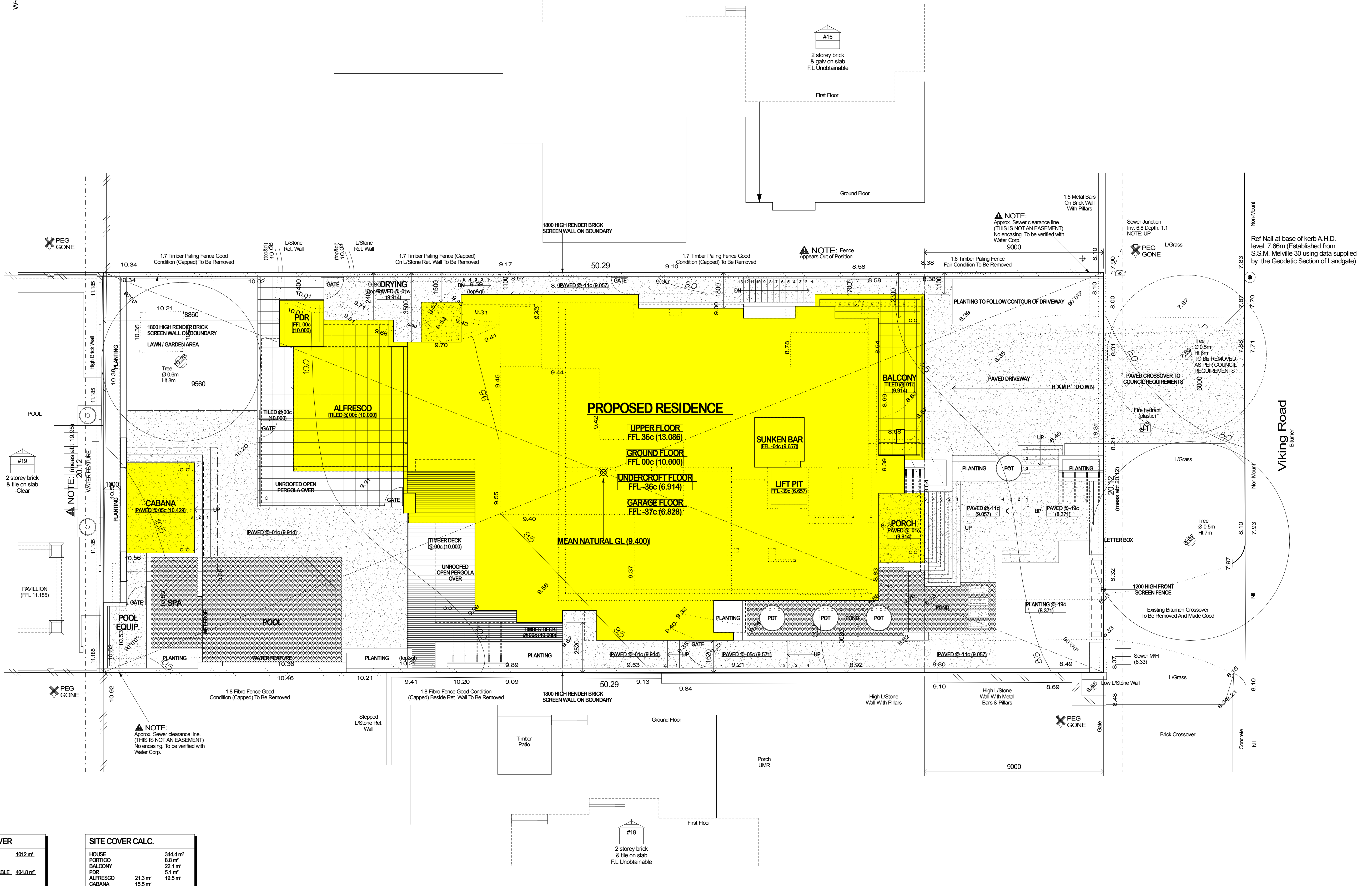
- ▲ NOTE: ALL SEWER DETAILS PLOTTED FROM INFORMATION SUPPLIED BY WATER CORPORATION.
- ▲ NOTE: WATER METER NOT LOCATED ADJACENT TO LOT AT TIME OF SURVEY.
- ▲ NOTE: DUE TO LACK OF SURVEY MARKS / PEGS ALL BUILDING OFFSET DIMENSIONS & FEATURES ARE APPROX ONLY AND POSITIONED FROM EXISTING PEGS / FENCES AND WALLS WHICH MAY NOT BE ON THE CORRECT ALIGNMENT AND ARE TO BE VERIFIED WHEN REPEGGED. ANY DESIGN THAT INVOLVES ADDITIONS TO ANY STRUCTURES SHOWN OR PORTION OF STRUCTURES REMAINING AFTER ANY DEMOLITION HAS TAKEN PLACE, BOUNDARIES MUST BE REPEGGED AND EXACT OFFSETS PROVIDED TO YOUR DESIGNER / ARCHITECT BEFORE ANY PLANS ARE PRODUCED AND BEFORE ANY WORK IS STARTED ON SITE.

COTTAGE & ENGINEERING SURVEYS
Licensed Surveyors

87-89 GUTHRIE STREET, OSBORNE PARK, WA 6017.
Ph: (08) 9445 7361 Fax: (08) 9445 2998
Email: perth@cottage.com.au Web: www.cottage.com.au

LOT : LOT 579 (#17) VIKING ROAD, DALKEITH.
PLAN # : 3395
AUTHORITY : CITY OF NEDLANDS.

SOIL DESCRIPTION	LOT MISCLOSE
Sand Refer to Survey	(0.000 m)



SITE COVER	
SITE AREA	1012 m ²
40% ALLOWABLE SITE COVER	404.8 m ²
ACTUAL SITE COVER	399.9 m ²

SITE COVER CALC.	
HOUSE	344.4 m ²
PORTICO	8.8 m ²
BALCONY	22.1 m ²
PDR	5.1 m ²
ALFRESCO	21.3 m ²
CABANA	15.5 m ²
L'DRY PORCH	4.0 m ²
MEALS PORCH	9.2 m ²
TOTAL	50.0 m² 399.9 m²

SITE PLAN
SCALE 1:100

▲ NOTE: EARTHWORKS SET OUT DIMENSIONS MAY VARY FROM SCHEMATIC PRESENTATION. CHECK ALL CLEARANCES, RETAINING WALLS, EXISTING UTILITIES, AND ALL OTHER DETAILS BEFORE COMMENCING WORK. THIS SURVEY DOES NOT GUARANTEE THE LOCATION OF BOUNDARY PEGS OR FENCES. CHECK TITLE FOR ENCUMBRANCES, COVENANTS, ETC.
▲ NOTE: COTTAGE & ENGINEERING SURVEYS ACCEPTS NO RESPONSIBILITY FOR ANY PHYSICAL OR SITE CHANGES TO THE PROPERTY OR PORTION OF THE PROPERTY OF LAND SHOWN ON THIS SURVEY. PROFESSIONAL LIABILITY INSURANCE COVERAGE DOES NOT APPLY TO THIS SURVEY.

INDRA RESIDENCE - VIKING ROAD

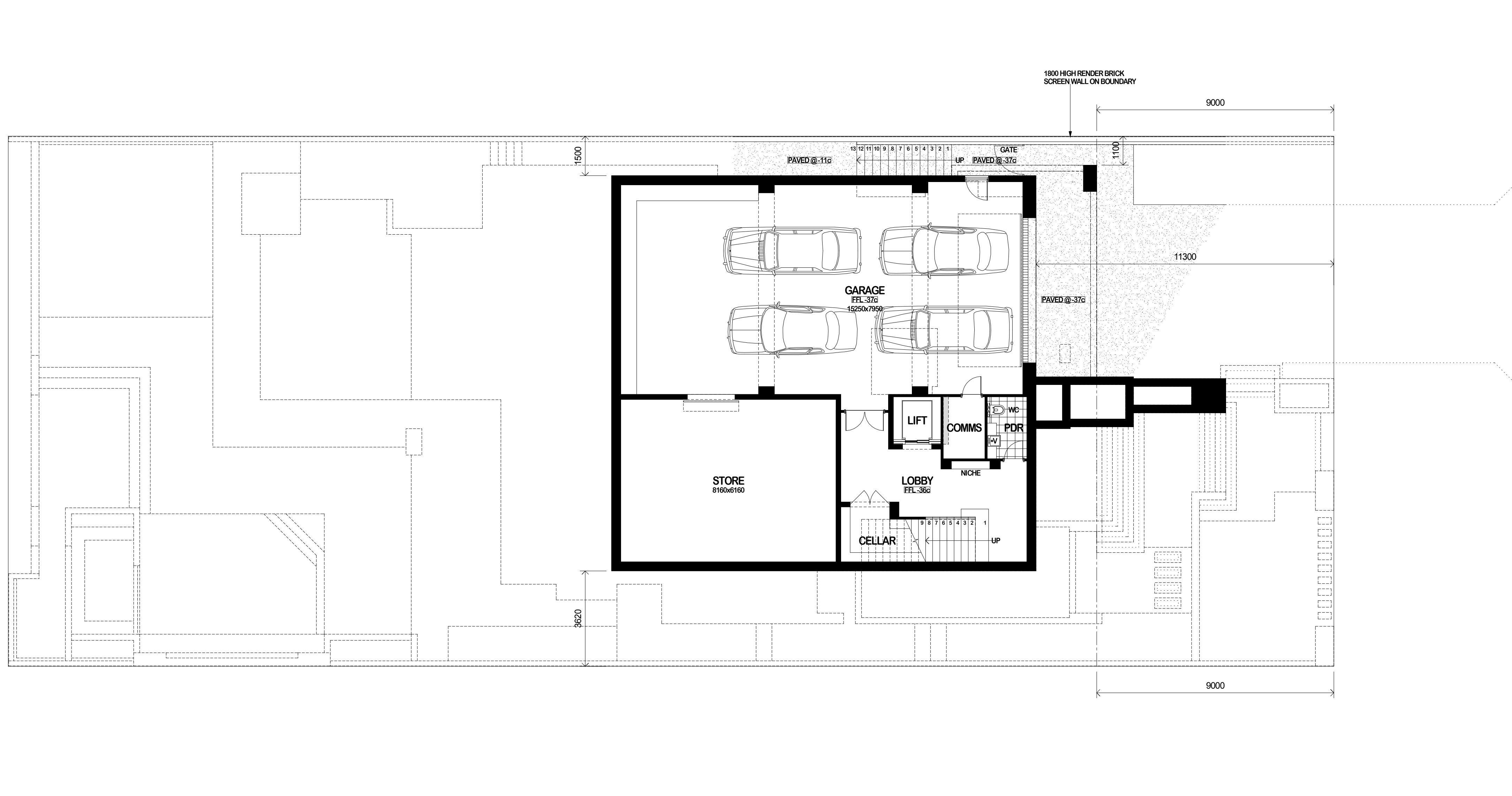
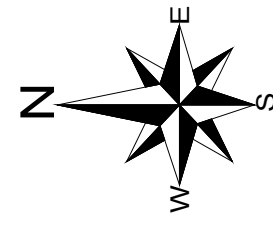
LOT 579 (#17) VIKING ROAD, DALKEITH.

P 08 | 9244 1494 F 08 | 9244 1496 | mdpm.com.au | design@mdpman.com.au | Suite 6 | 5 Hasler Road | Herdsman Business Park | Osborne Park WA 6017

1/6 Sketch # 4 (DA 22-04-2015)



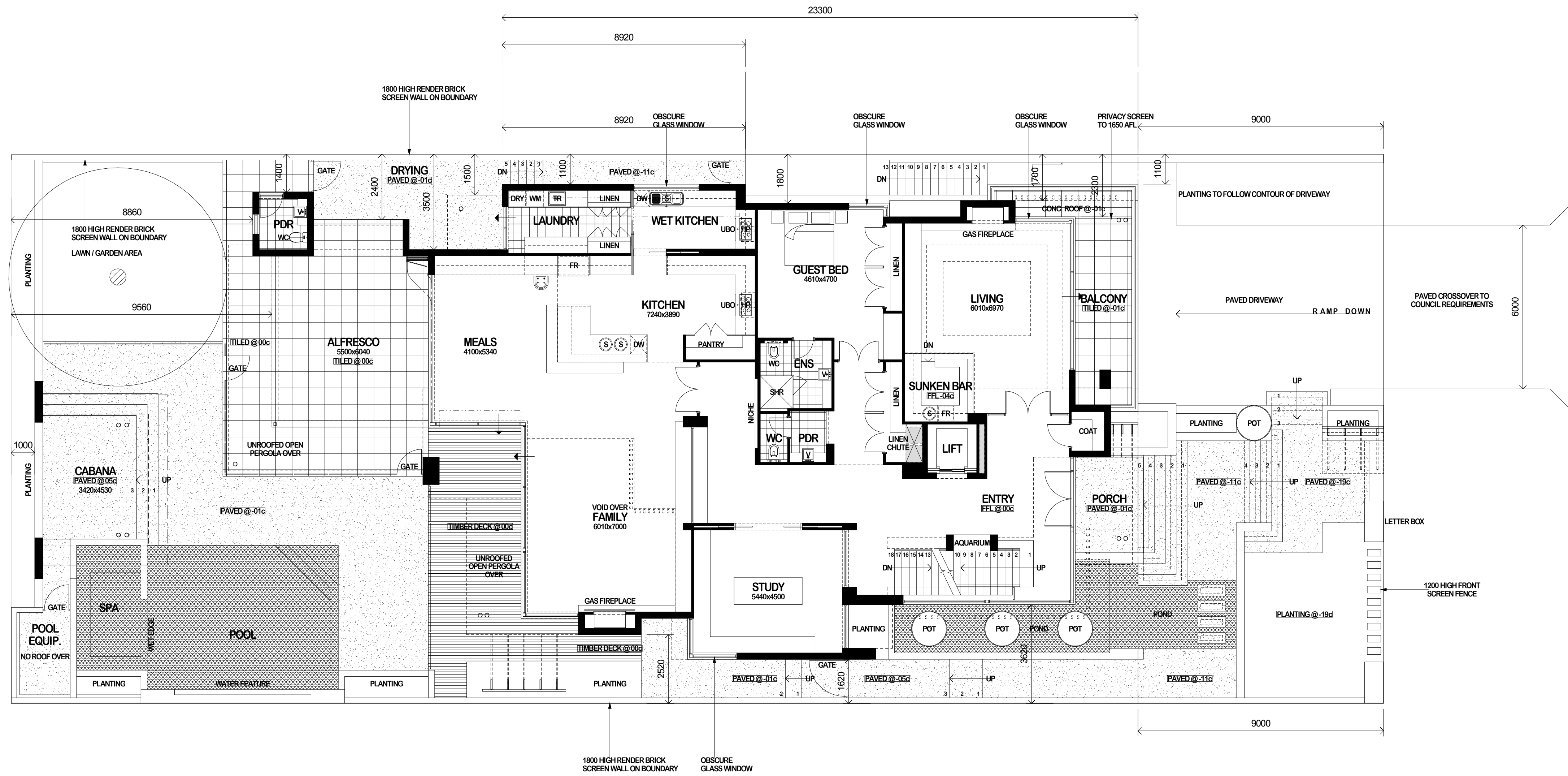
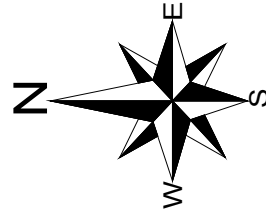
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VIKING ROAD

U.C.F. AREAS	
HOUSE	49.7 m ²
GARAGE	134.7 m ²
STORE	57.1 m ²
TOTAL	241.5 m²

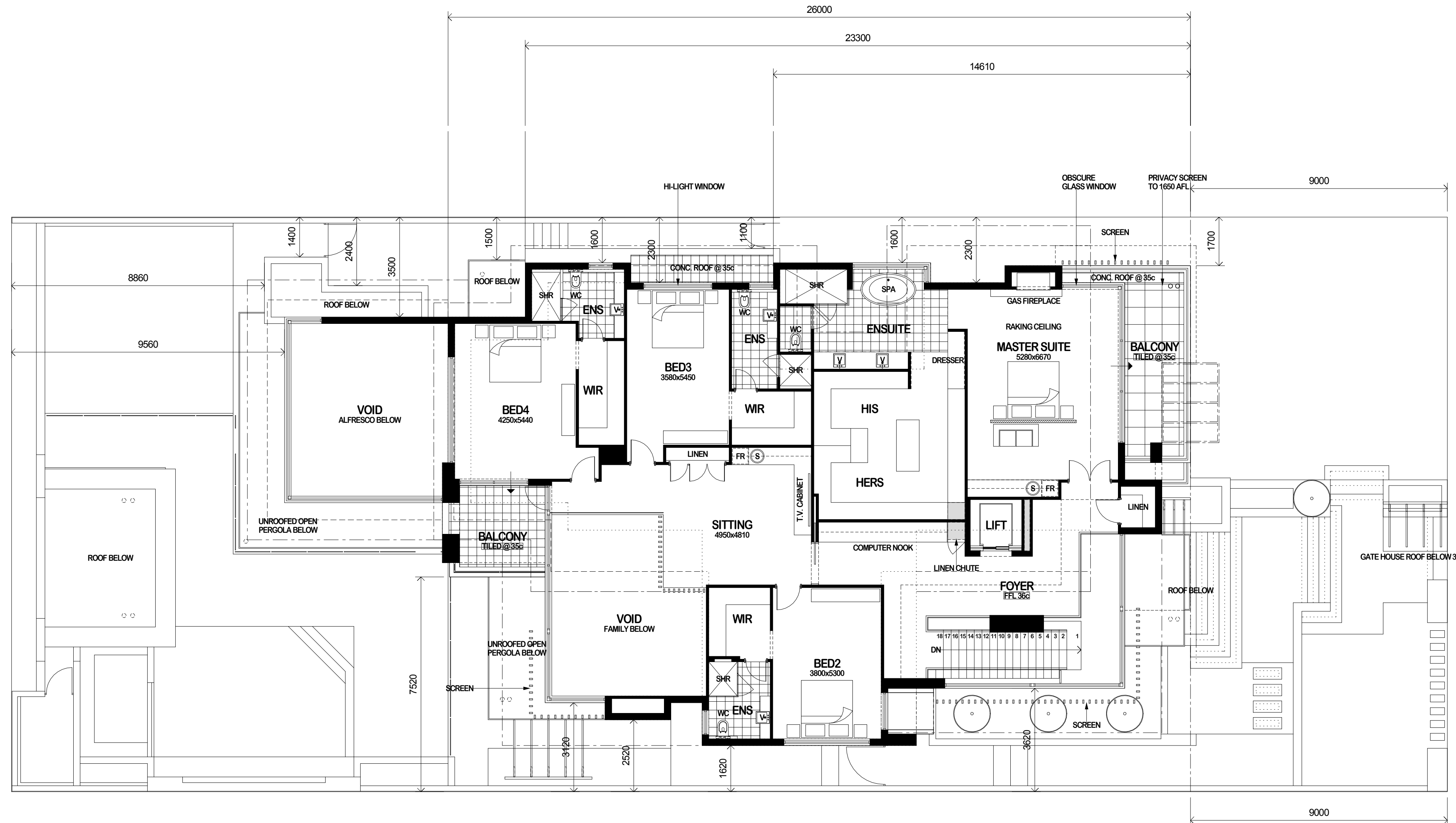
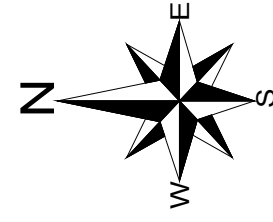
UNDERCROFT FLOOR PLAN
SCALE 1:100



VIKING ROAD

G.F. AREAS	
HOUSE	344.4 m ²
PORTICO	8.8 m ²
BALCONY	22.1 m ²
PDR	5.1 m ²
ALFRESCO	40.8 m ²
CABANA	15.5 m ²
L'DRY PORCH	4.0 m ²
MEALS PORCH	9.2 m ²
TOTAL	449.9 m²

GROUND FLOOR PLAN
SCALE 1:100



VIKING ROAD

U.F. AREAS	
HOUSE	336.9 m ²
BALCONY	17.2 m ²
BALCONY	11.0 m ²
TOTAL	365.1 m²

UPPER FLOOR PLAN
SCALE 1:100

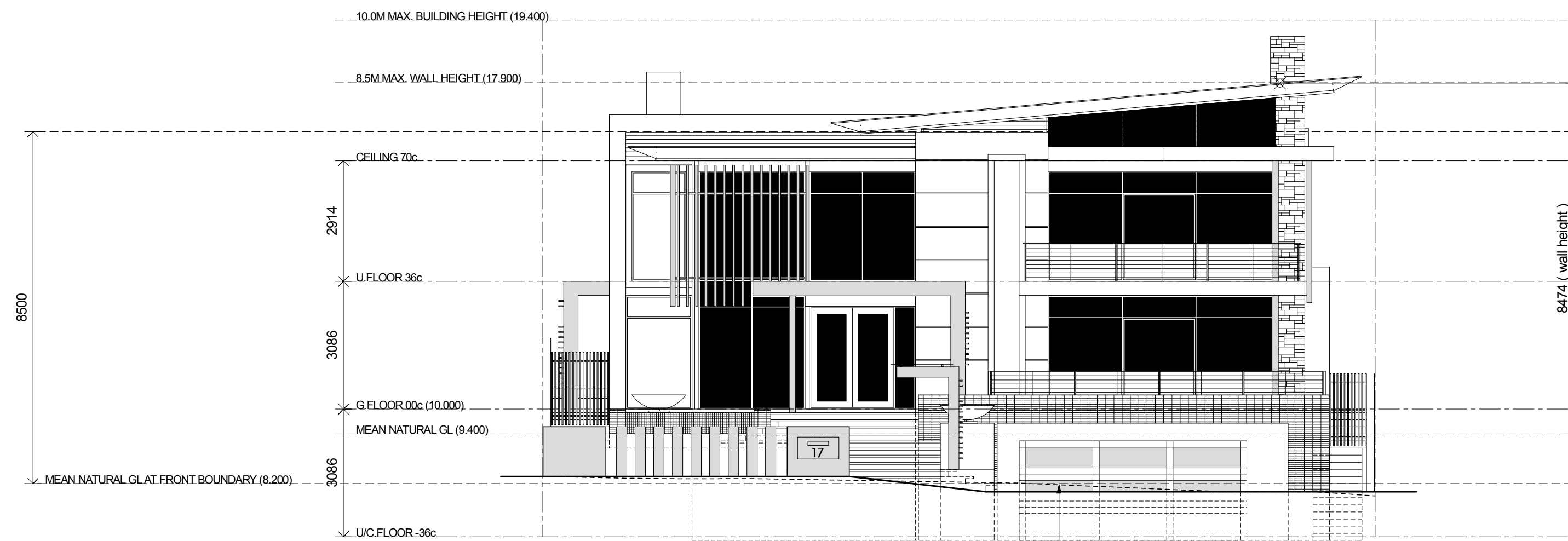
INDRA RESIDENCE - VIKING ROAD

LOT 579 (#17) VIKING ROAD, DALKEITH.

P 08 | 9244 1494 F 08 | 9244 1496 | mdp.com.au | design@mdp.com.au | Suite 6 | 5 Hasler Road | Herdsman Business Park | Osborne Park WA 6017

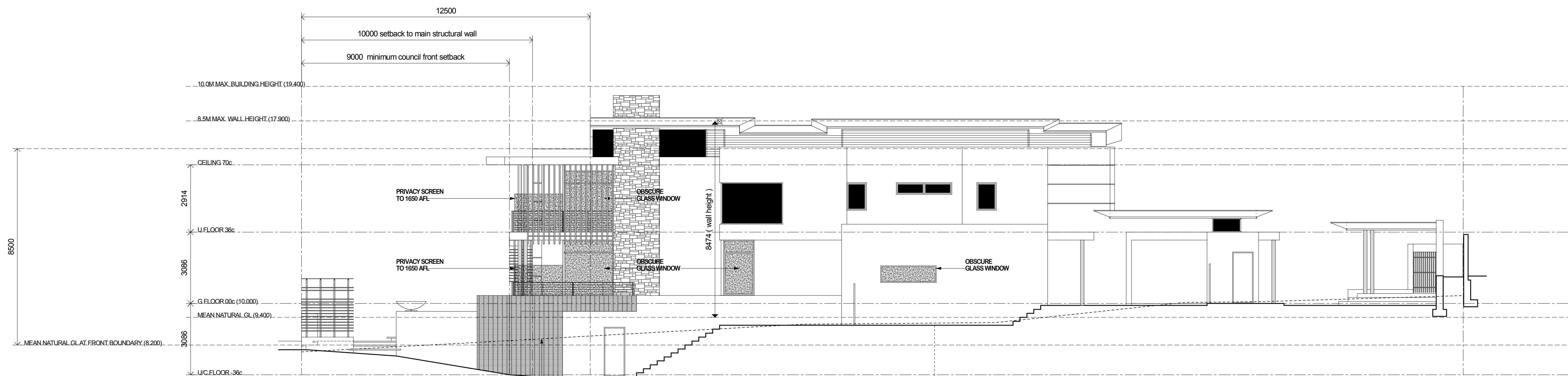
© THIS DRAWING IS THE COPYRIGHT PROPERTY OF MILANKOV DESIGNS & PROJECT MANAGEMENT PTY LTD (ABN 54 101 458 550) AND SHALL NOT BE COPIED OR REPRODUCED IN WHOLE OR IN PART WITHOUT THE WRITTEN PERMISSION OF MILANKOV DESIGNS & PROJECT MANAGEMENT PTY LTD (ABN 54 101 458 550)

4/6 Sketch # 4 (DA 22-04-2015)



SOUTH ELEVATION
SCALE 1:100

NATURAL GROUND LINE
ALONG FRONT BOUNDARY



EAST ELEVATION
SCALE 1:100

NATURAL GROUND LINE
ALONG SIDE BOUNDARY

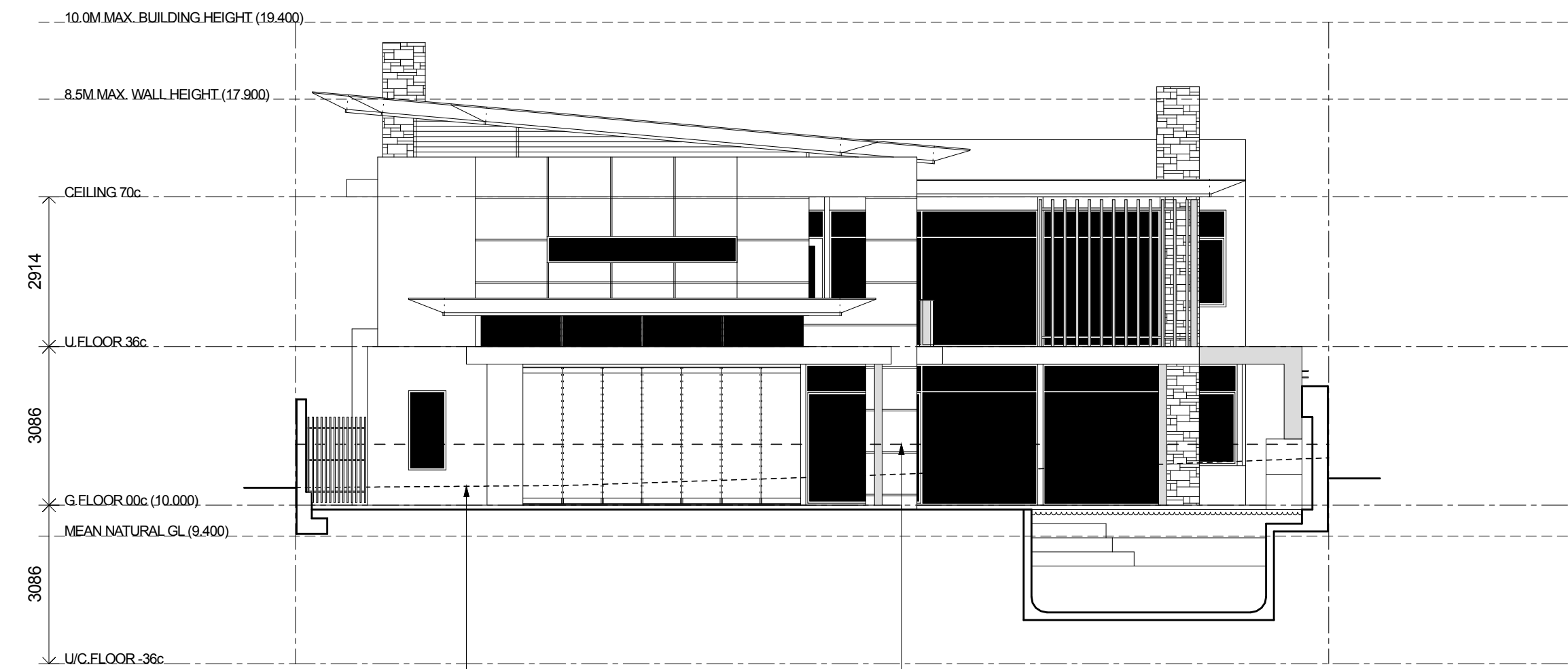
INDRA RESIDENCE - VIKING ROAD

LOT 579 (#17) VIKING ROAD, DALKEITH.

5/6 Sketch # 4 (DA 22-04-2015)

P 08 | 9244 1494 F 08 | 9244 1496 | mdp.com.au | design@mdp.com.au | Suite 6 | 5 Hasler Road | Herdsman Business Park | Osborne Park WA 6017

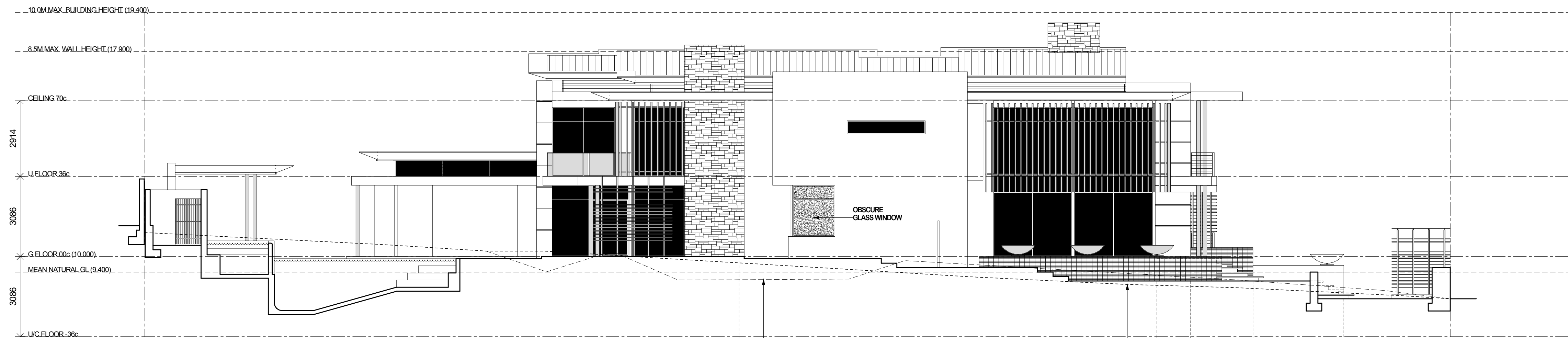
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NORTH ELEVATION
SCALE 1:100

NATURAL GROUND LINE
ALONG REAR BOUNDARY

NATURAL GROUND LINE
ALONG REAR BOUNDARY
TO ADJOINING PROPERTY



WEST ELEVATION
SCALE 1:100

NATURAL GROUND LINE
ALONG SIDE BOUNDARY
TO ADJOINING PROPERTY

NATURAL GROUND LINE
ALONG SIDE BOUNDARY

INDRA RESIDENCE - VIKING ROAD

LOT 579 (#17) VIKING ROAD, DALKEITH.

6/6 Sketch # 4 (DA 22-04-2015)

P 08 | 9244 1494 F 08 | 9244 1496 | mdp.com.au | design@mdp.com.au | Suite 6 | 5 Hasler Road | Herdsman Business Park | Osborne Park WA 6017

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ROWEGROUP

Job Ref: 8313
16 July 2015

Chief Executive Officer
City of Nedlands
PO Box 9
NEDLANDS WA 6909

Attention: Kate Bainbridge - Senior Statutory Planning Officer

Dear Ms Bainbridge

**Application for Planning Approval
Lot 579 (No. 17) Viking Road, Dalkeith (Your Ref: DA2014/514)**

We refer to the above Application for Planning Approval lodged with the City of Nedlands on 6 October 2014 and to the revised plans submitted on 20 April 2015. Advertising of the above Application has been undertaken and we note that the City received one (1) objection in relation to the proposed development. The grounds of objection are summarised in your email of 1 July 2015.

We appreciate the opportunity to respond to the grounds of objection raised and set out below, for your review and consideration, our comments in response. For ease of reference, we have addressed each issue in the order they appear in your email.

- 1. We are not in agreement with the proposal to reduce the setback at own shared (east) boundary with the subject property and also the rear boundary.*

This comment is noted. As explained later in this letter, it is our view that the proposed setbacks satisfy the Design Principles of the Residential Design Codes (RD Codes) and are therefore acceptable. In relation to the rear setback, we note that the proposed Cabana is located a distance of 8.6m from the objectors property boundary and in this regard, is likely to have little or no impact on the neighbouring property.

- 2. The size of the dwelling at No. 17 is not considered in keeping with the low density single residential dwellings within the area.*

Perth Office
L3, 369 Newcastle Street
Northbridge 6003
Western Australia

p: +618 9221 1991
f: +618 9221 1919
info@rowegroup.com.au
rowegroup.com.au

The proposed development complies with the open space/site coverage provisions of the RD Codes in relation to the R10 density code and in this regard, is in keeping with the low density single residential nature of dwellings in the area.

- 3. The slope of the land from south east up to the north west will increase the impact of height of the dwelling as viewed from our property.*

The proposed dwelling complies with the building height provisions under Clause 5.11 of the City of Nedlands Town Planning Scheme No. 2 ('TPS2'), maintaining a wall height below 8.5m and an overall building height below 10.0m.

- 4. This will reduce the amount of sunlight and ventilation during winter months in the afternoon.*

The proposed dwelling satisfies the Deemed-to-Comply provisions of the RD Codes in relation to overshadowing.

- 5. We believe there is inadequate landscaping to reduce the impact of the built form as viewed from the street and neighbouring properties.*

The proposed dwelling complies with the Deemed-to-Comply provisions of the RD Codes in relation to open space/site coverage. There is no specific requirement in the RD Codes or TPS2 in relation to the provision of landscaping for single residential development. Notwithstanding, we note that the proposed development incorporates landscaping within the front setback area directly abutting both adjoining properties.

- 6. We do not believe that the proposed setbacks provide adequate separation to reduce the impact of building bulk.*

This comment is noted. As explained later in this letter, it is our view that the proposed setbacks satisfy the Design Principles of the RD Codes and are therefore acceptable.

Having regard to the above, we do not believe that the issues raised during advertising warrant refusal of the Application.

In addition to the grounds of objection raised during advertising, we note that the proposed development seeks assessment against the Design Principles of the RD Codes in relation to lot boundary setbacks and that the provision of justification in relation to the Upper Floor (Eastern) Setbacks and Rear Setback are outstanding. The following is provided in support of the proposed development's compliance with the Design Principles.

Upper Floor Setback - Master Ensuite to Balcony

In relation to the wall referenced as "Master Ensuite to Balcony", we understand the setback required under the Deemed-to-Comply provisions at Element 5.1.3 of the RD Codes is 2.5m. A setback of 1.6m is proposed and therefore requires assessment against the Design Principles.

The Design Principles at P3.1 under Element 5.1.3 of the RD Codes read as follows:

P3.1 Buildings set back from lot boundaries so as to:

- *reduce impacts of building bulk on adjoining properties;*
- *provide adequate direct sun and ventilation to the building and open spaces on the site and adjoining properties; and*
- *minimise the extent of overlooking and resultant loss of privacy on adjoining properties.*

The proposed wall is considered to satisfy the Design Principles at P3.1 under Element 5.1.3 of the RD Codes for the following reasons:

- The wall is articulated, both in terms of its form containing multiple indentations, and the nature of materials used which include timber slats, stone work, rendered brickwork and obscure glass. A wall with multiple articulations and a variety of materials is preferred to a solid rendered wall with no articulation in terms of reducing the appearance of building bulk.
- The wall is setback a sufficient distance to ensure adequate ventilation is provided to the proposed dwelling and also to the adjoining dwelling and its appurtenant open spaces.
- The outdoor living area of the adjoining dwelling at No. 15 Viking Street is located to the rear (north) of the proposed wall and in this regard is not affected by the reduced setback in terms of overlooking, overshadowing or building bulk.
- The adjoining property at No. 15 Viking Street contains a line of pine trees along the alignment of the proposed wall (refer Photograph 1 and Plan 1). In this regard, the reduced wall setback is screened from the adjoining property. The existence of the pine trees also ensures that the adjoining dwelling and its appurtenant open spaces are not affected by overlooking or overshadowing by the proposed wall.
- Being a flat roof, the measurement of wall height is, in effect, to the top of the roof. If a traditional pitched roof was proposed, the wall segment would comply however the overall bulk of the building would be increased by virtue of the roof component extending beyond the height of the wall.



Photograph 1: Street elevation of No. 15 Viking Street, Dalkeith. Pine trees located to the left of the existing dwelling screen the proposed wall.



Plan 1: Aerial image of No's 19, 17 and 15 Viking Street, Dalkeith.

Upper Floor Setback - Bedroom 4 Ensuite to Balcony

In relation to the wall referenced as "Bedroom 4 Ensuite to Balcony", we understand the setback required under the Deemed-to-Comply provisions at Element 5.1.3 of the RD Codes is 3.3m. A setback of 2.3m is proposed and therefore requires assessment against the Design Principles. We understand the setback calculation used in relation to this wall segment is a "bulk of wall" measurement. If it is not the case, please advise as we believe an alternate method of setback calculation is applicable.

The proposed wall is considered to satisfy the Design Principles at P3.1 under Element 5.1.3 of the RD Codes for the following reasons:

- The wall is articulated, both in terms of its form containing multiple indentations, and the nature of materials used which include timber slats, stone work, rendered brickwork and obscure glass. A wall with multiple articulations and a variety of materials is preferred to a solid rendered wall with no articulation in terms of reducing the appearance of building bulk.
- The wall is setback a sufficient distance to ensure adequate ventilation is provided to the proposed dwelling and also to the adjoining dwelling and its appurtenant open spaces.
- The outdoor living area of the adjoining dwelling at No. 15 Viking Street is located to the rear (north) of the proposed wall and in this regard is not affected by the reduced setback in terms of overlooking, overshadowing or building bulk.
- Setting the wall back a further 1.0m in accordance with the Deemed-to-Comply provisions would not, in our opinion, have a measurable impact on the appearance of building bulk when viewed from the adjoining property given the main outdoor living area of the adjoining dwelling is located to the north of the wall, part of the wall is screened by existing vegetation and the wall satisfies the Deemed-to-Comply provisions of the RD Codes in relation to visual privacy and overshadowing.

Upper Floor Setback - Bedroom 4 to Balcony

In relation to the wall referenced as "Bedroom 4 to Balcony", we understand the setback required under the Deemed-to-Comply provisions at Element 5.1.3 of the RD Codes is 3.8m. A setback of 3.5m is proposed and therefore requires assessment against the Design Principles. We understand the setback calculation used in relation to this wall segment is a "bulk of wall" measurement. If it is not the case, please advise as we believe an alternate method of setback calculation is applicable.

The proposed wall is considered to satisfy the Design Principles at P3.1 under Element 5.1.3 of the RD Codes for the following reasons:

- The variation proposed is minor, representing a distance of only 300mm. Setting the wall back a further 300mm in accordance with the Deemed-to-Comply provisions would not, in our opinion, have a

measurable impact on the appearance of building bulk when viewed from the adjoining property given the main outdoor living area of the adjoining dwelling is located to the north of the wall, part of the wall is screened by existing vegetation and the wall satisfies the Deemed-to-Comply provisions of the RD Codes in relation to visual privacy and overshadowing.

- The proposed wall is articulated, both in terms of its form containing multiple indentations, and the nature of materials used which include timber slats, stone work, rendered brickwork and obscure glass. A wall with multiple articulations and a variety of materials is preferred to a solid rendered wall with no articulation in terms of reducing the appearance of building bulk.
- The proposed wall is setback a sufficient distance to ensure adequate ventilation is provided to the proposed dwelling and also to the adjoining dwelling and its appurtenant open spaces.
- The wall does not contain any major openings to habitable rooms and in this regard does not affect the adjoining dwelling in terms of overlooking.
- The wall satisfies the Deemed-to-Comply provisions of the RD Codes in relation to overshadowing.
- Being a flat roof, the measurement of wall height is, in effect, to the top of the roof. If a traditional pitched roof was proposed, the wall segment would comply however the overall bulk of the building would be increased by virtue of the roof component extending beyond the height of the wall.

Rear Setback

In relation to the rear setback (proposed Cabana), we understand the setback distance required under the Deemed-to-Comply provisions at Element 5.1.3 of the RD Codes is 6.0m. A setback of 1.0m is proposed and therefore requires assessment against the Design Principles.

The proposed Cabana is considered to satisfy the Design Principles at P3.1 under Element 5.1.3 of the RD Codes for the following reasons:

- The owners of the properties to the immediate north and west of the proposed development (that is, those properties closest to the proposed Cabana) have inspected the development proposal plans and have no objection to the reduced setback.
- The proposed Cabana adjoins a "Pavilion" which is located on the property to the immediate north. The existing Pavilion is similarly setback a distance of less than 6.0m from the rear property boundary.
- The proposed Cabana satisfies the Deemed-to-Comply provisions of the RD Codes in relation to privacy and overshadowing.
- The property to the immediate north of the subject site sits slightly higher in elevation than the subject site. In this regard, the proposed Cabana is only partially visible from the adjoining property above the dividing fence.

- The proposed Cabana is setback a sufficient distance to ensure adequate ventilation is provided to the proposed dwelling and also to the adjoining dwelling and its appurtenant open spaces.

In light of the above, we are of the view that the proposed dwelling satisfies the Design Principles of the RD Codes in relation to Lot boundary setbacks and is therefore acceptable.

We trust the information provided above is of assistance to the City in preparing its report to Council. Should you require any further information or clarification in relation to this matter, please contact Claire Richards on 9221 1991.

Yours faithfully,

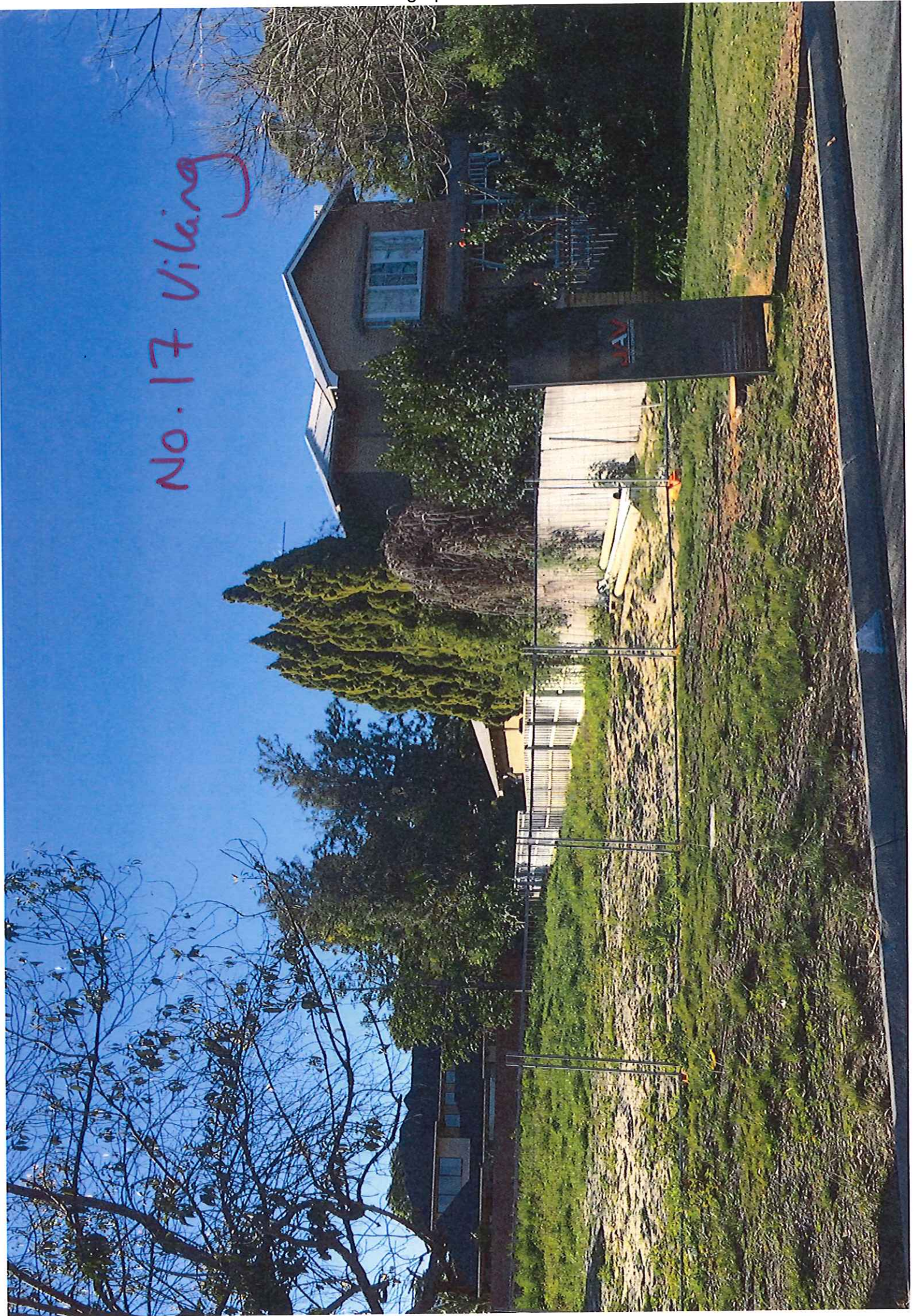


Claire Richards

Rowe Group

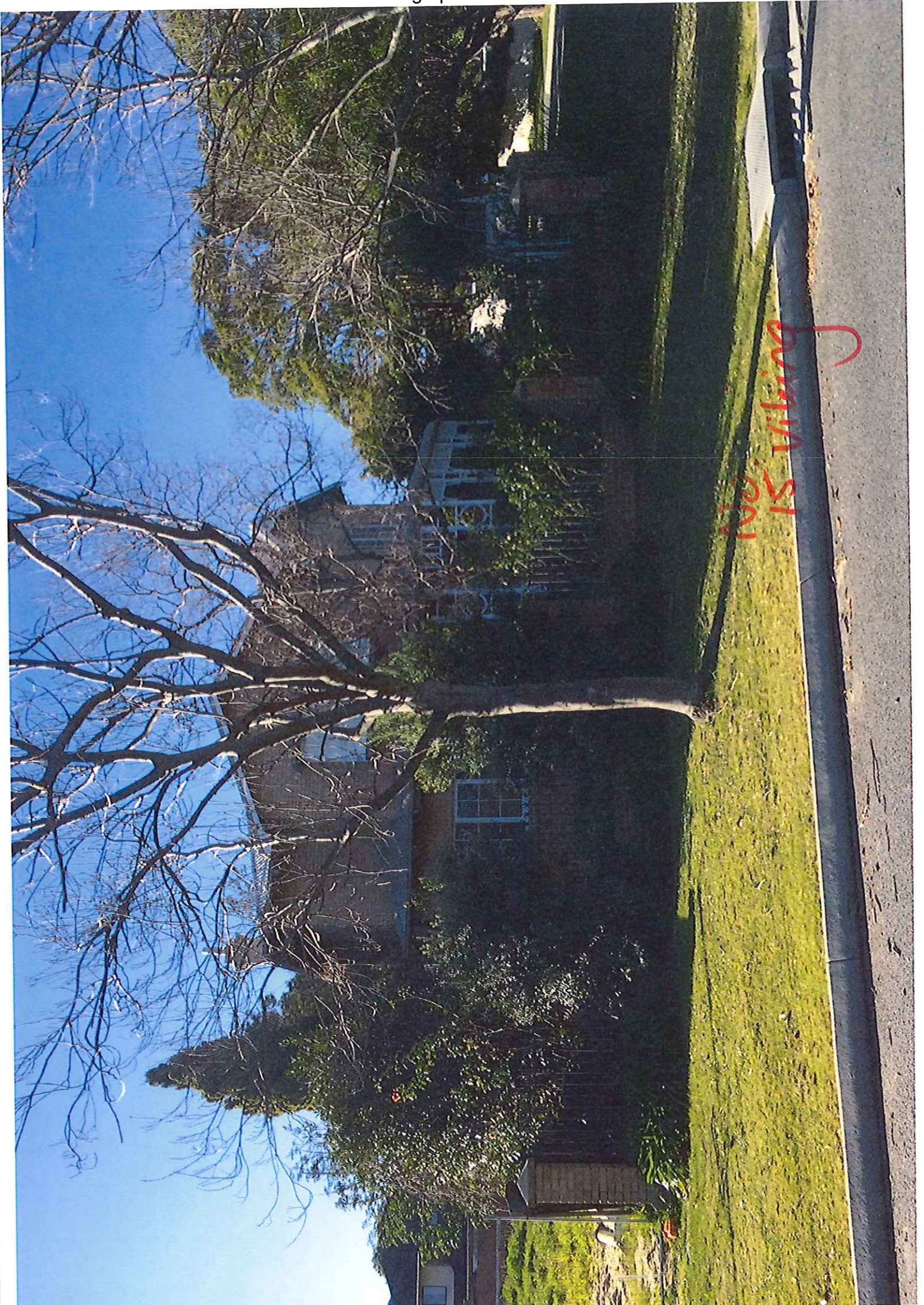
cc: Client

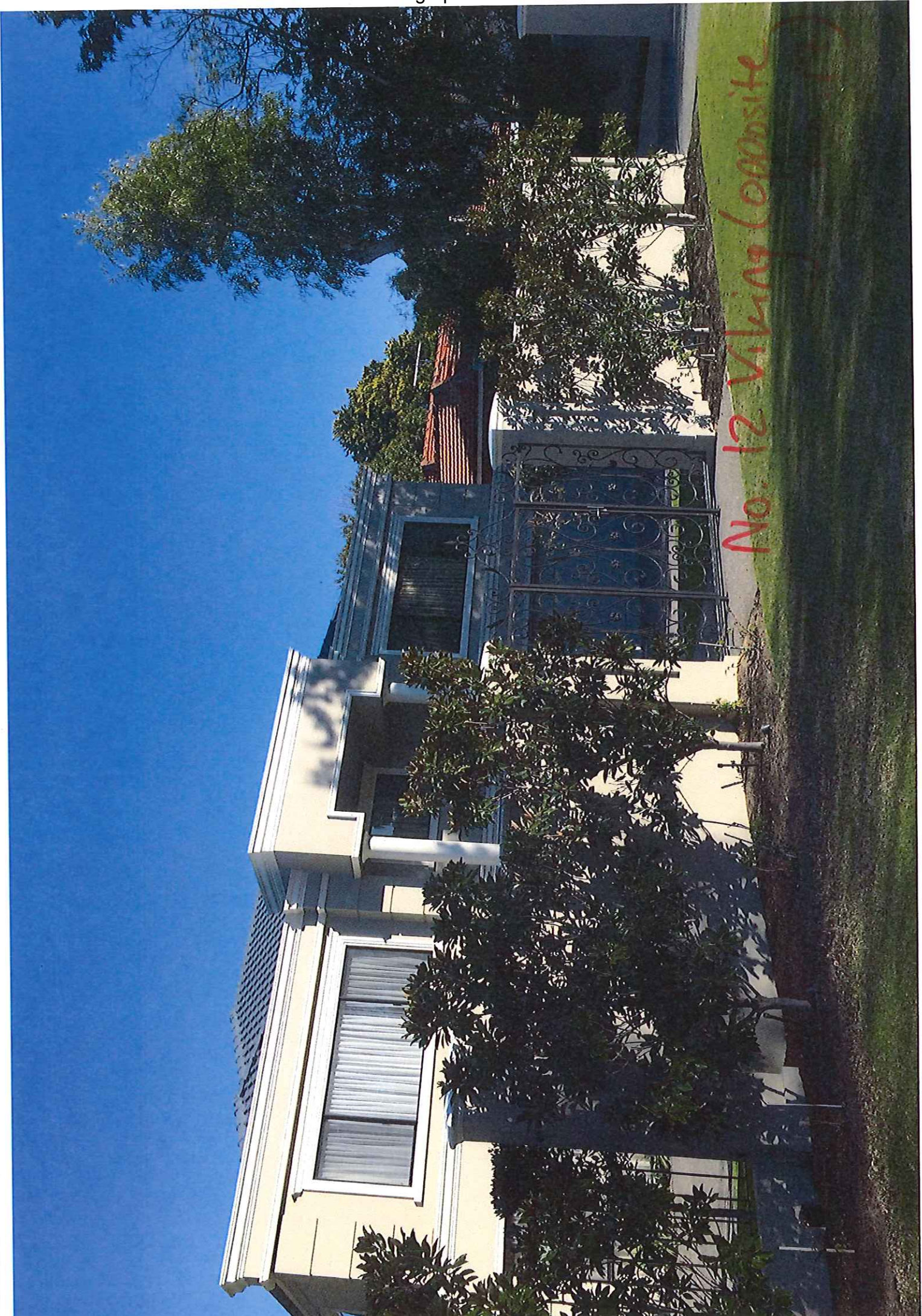
No. 17 Viking



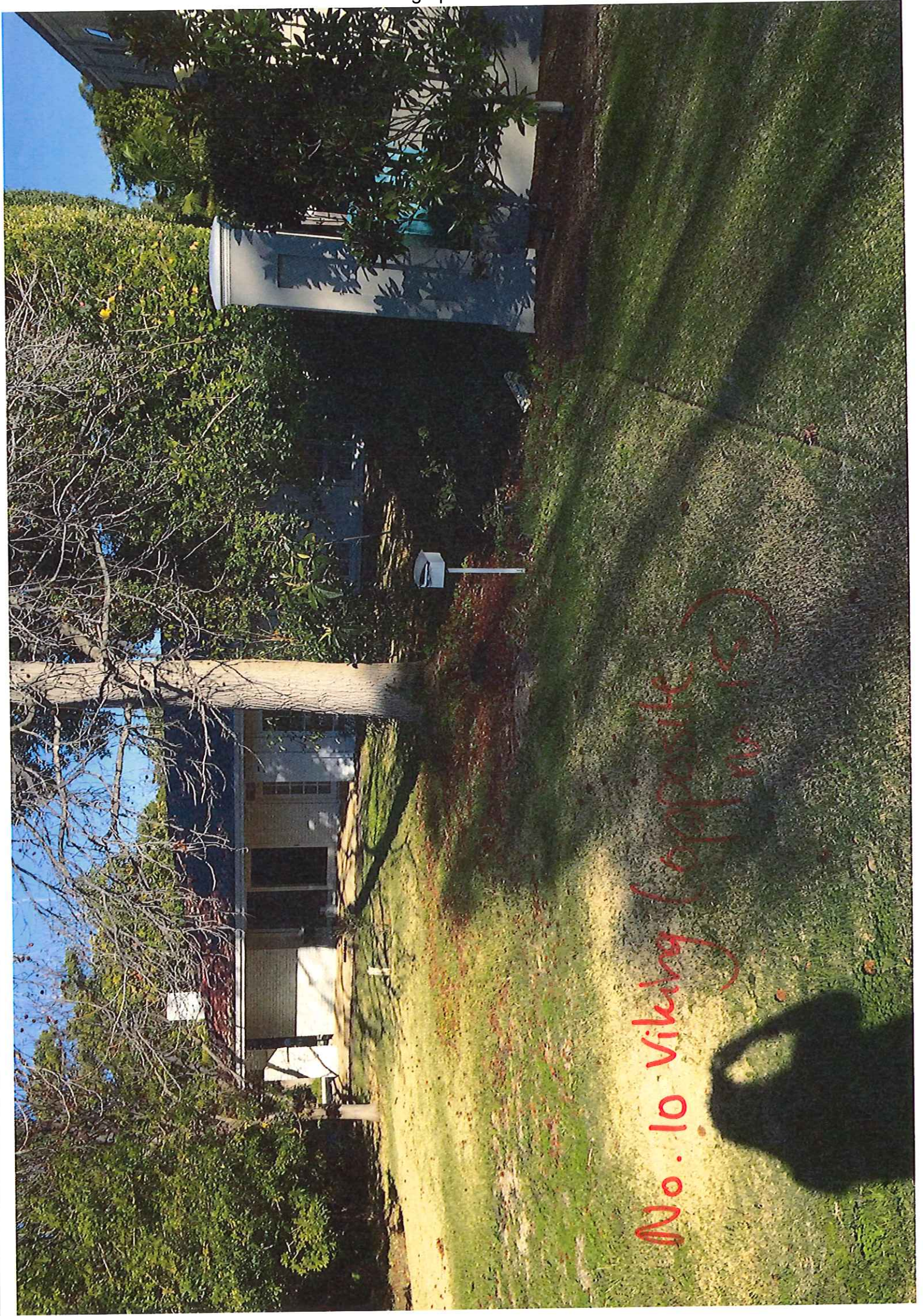
No. 19 Vilahg





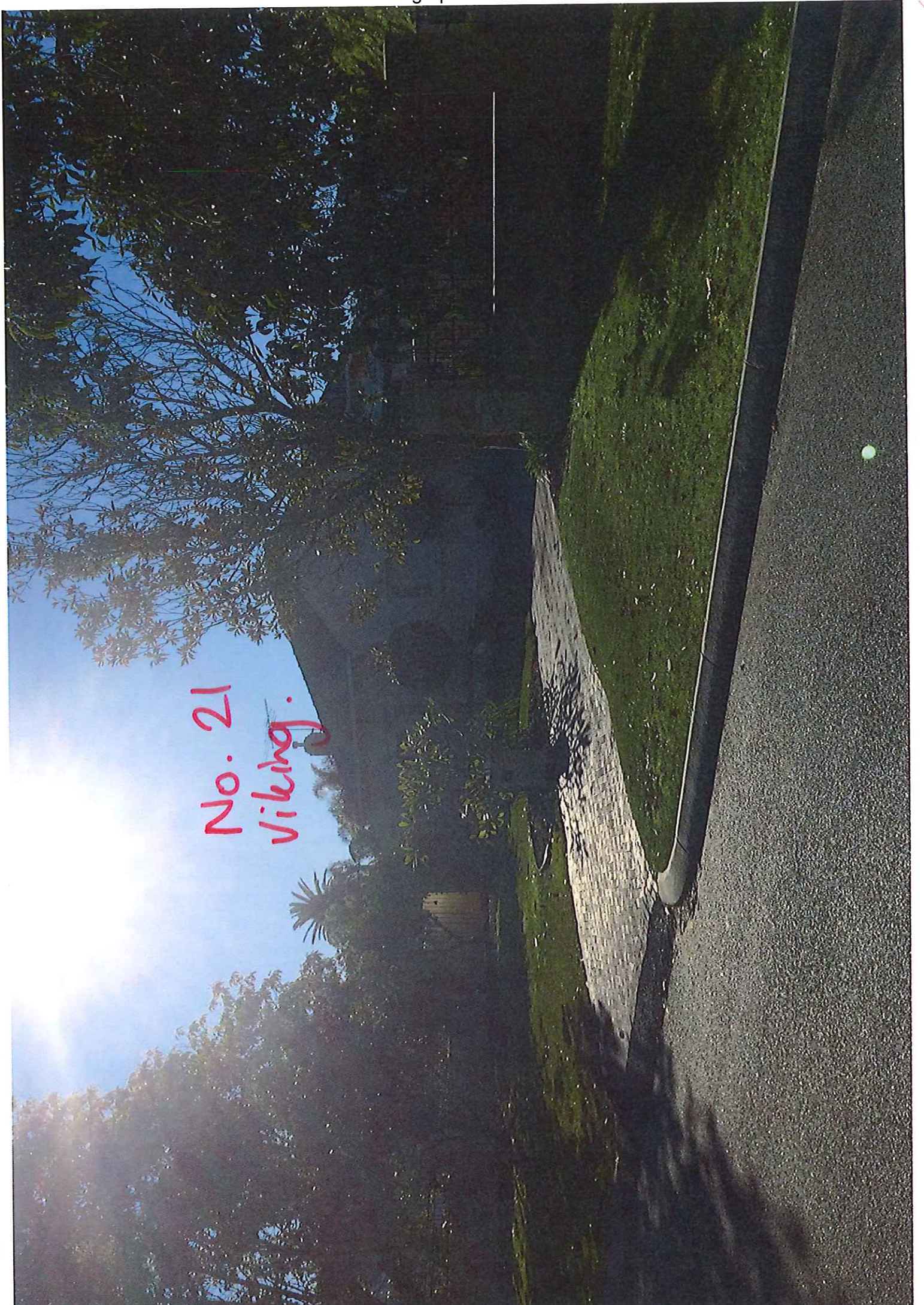


No. 12 Viking (opposite)

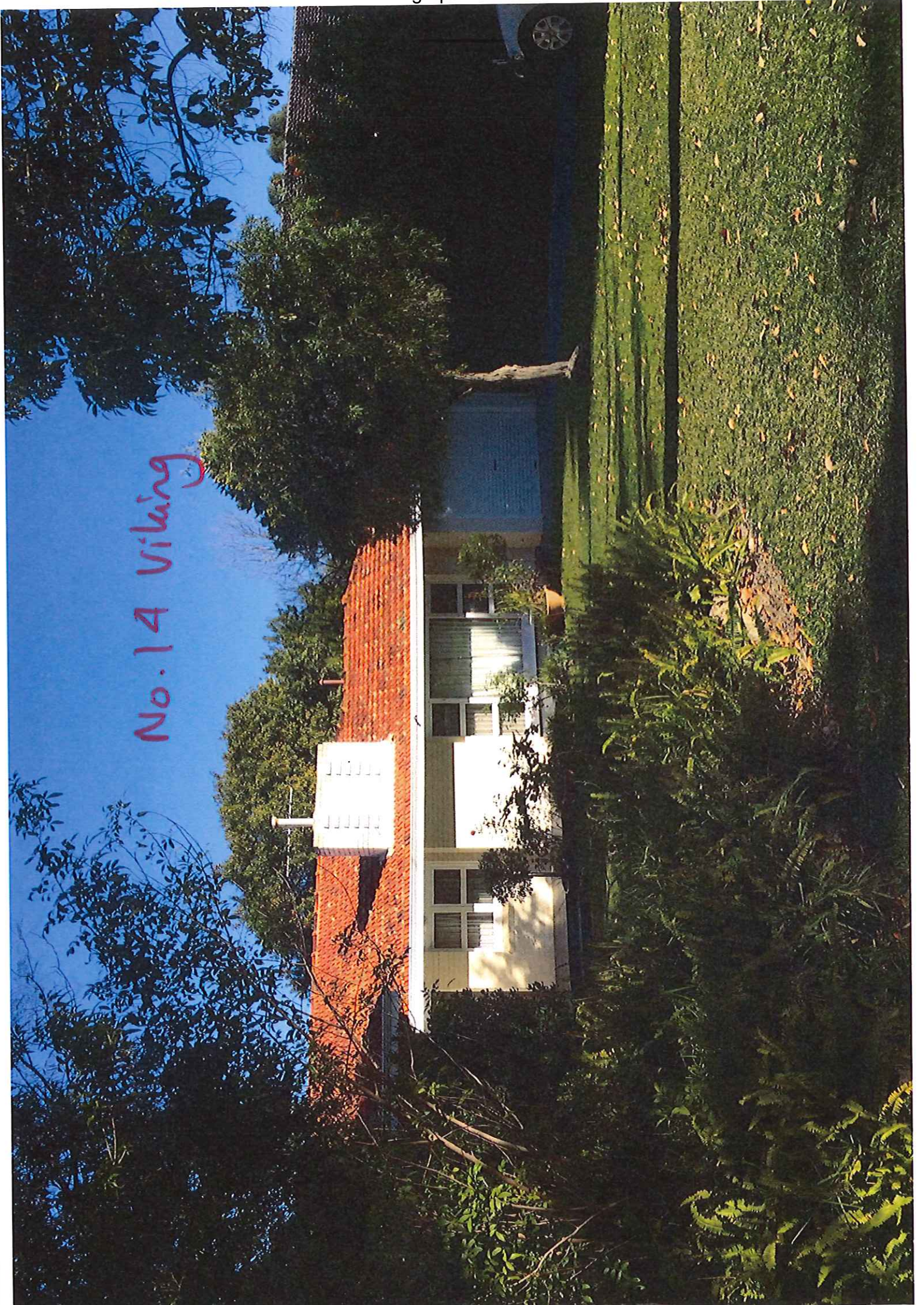


No. 10 Viking Composite

No. 21
Viking.

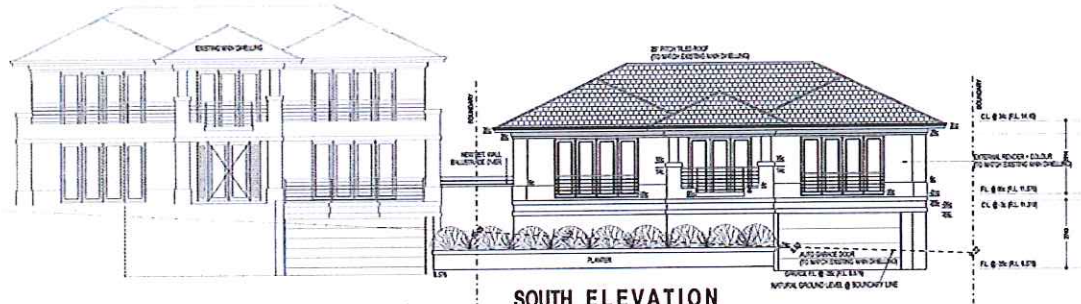


No. 14 Viking





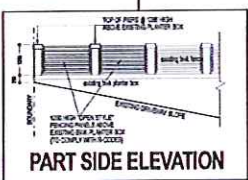
No. 29 Viking



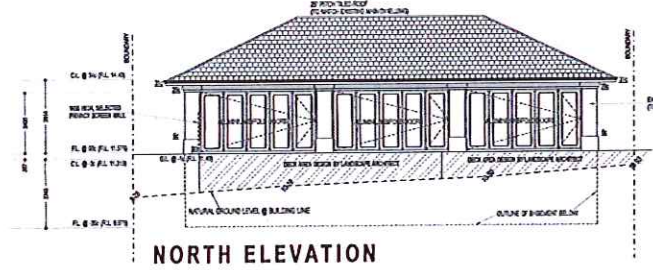
SOUTH ELEVATION



FRONT FENCE AND SLIDING GATE DETAILS



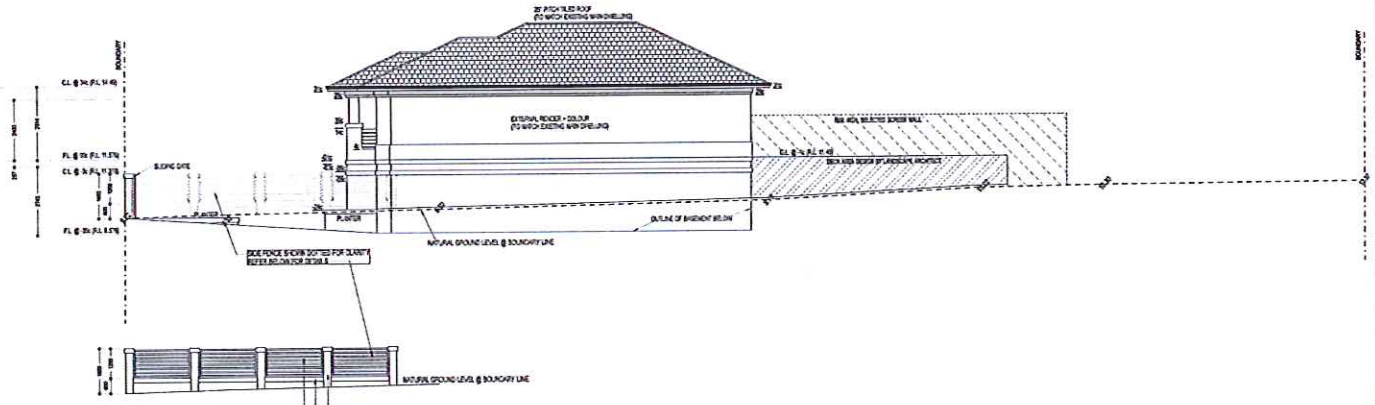
PART SIDE ELEVATION



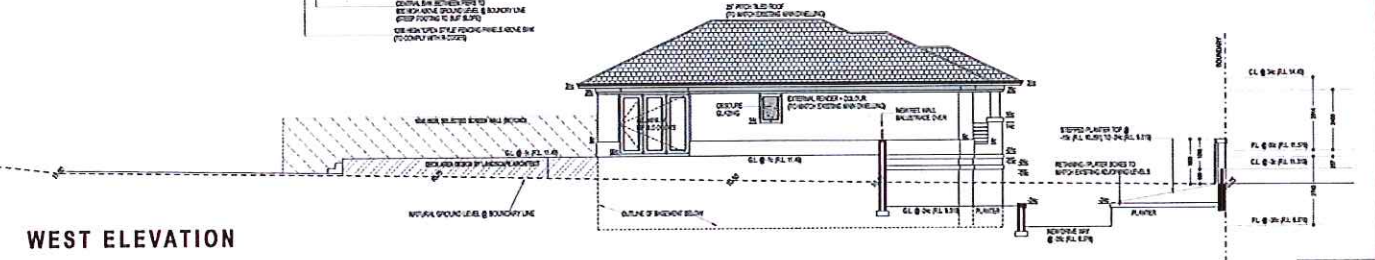
NORTH ELEVATION



No. 27
Viking



EAST ELEVATION



WEST ELEVATION



Caris Bailey
5b Bulimba Road
NEDLANDS WA 6009

Planning Services
Nedlands City Council
71 Stirling Highway
NEDLANDS WA 6009

Dear Sir or Madam

RE: PATIO PLANNING APPLICATION

Mr Craig Nicholls from Eden Outdoor Living has submitted an application on my behalf for a new patio at the rear of my property at the above address. The issue of the area to be covered has been raised and I am writing to ask that the following information be considered in the assessment of my application, please, in line with the discretion allowed under the Residential Design Codes.

The proposed patio along the west side of the house would replace an enclosed patio off the family room and an old awning over the kitchen and dining room windows. The existing arrangement is woefully inadequate in protecting the house from the glare and baking heat of hot weather – the enclosed patio is like a sauna once the temperature reaches 30 degrees Celcius and last summer I had to draw the curtains in the dining room in the middle of the afternoon to protect the furniture and try to keep the house cool. There are no window coverings in the kitchen at this stage, which meant I avoided this room as much as possible in January, February and March. There are no trees to shade the area at the back of the house and not enough space to plant any wisely, so this outdoor area is often just unusable.

The new patio has been designed to transform a hot, inhospitable part of my block into an outdoor space I can use year round. At the same time, it would also help cool my house, allow me to enjoy daylight indoors on a summer's afternoon and reduce the need for air conditioning. Reducing the size of the patio, which has been raised as an option, would reduce these benefits. A significant portion of the house would remain unprotected from the afternoon sun and the uncovered area outside would remain largely unused.

Being able to enjoy all of the rear courtyard would be a tremendous addition to my other outdoor areas and would maximise my use of the block. I also have a seating area in the uncovered garden to the north of the house accessible via the laundry, and a large paved area to the east of the house. This paved area does provide access

to the carport, but includes garden beds, many potted plants and a table and chairs, used extensively for breakfast during warm weather.

I would be happy to discuss this further if required. In the meantime, I have emailed this letter to Mr Nicholls and asked him to sign it on my behalf and submit it, in order to expedite matters.

Yours faithfully

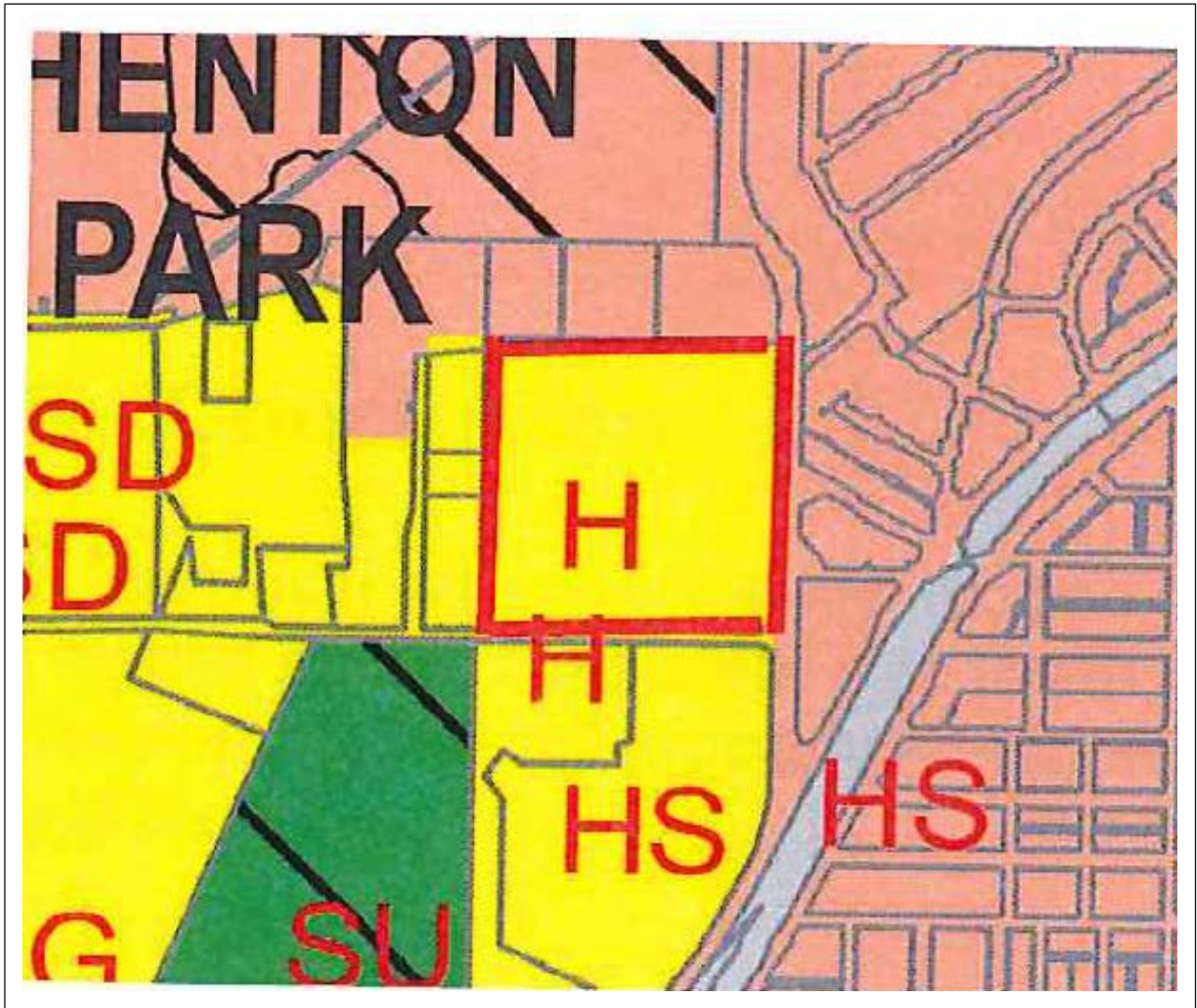
A handwritten signature in black ink, appearing to be 'C. Nicholls', written over a horizontal line.

Craig Nicholls on behalf of Caris Bailey

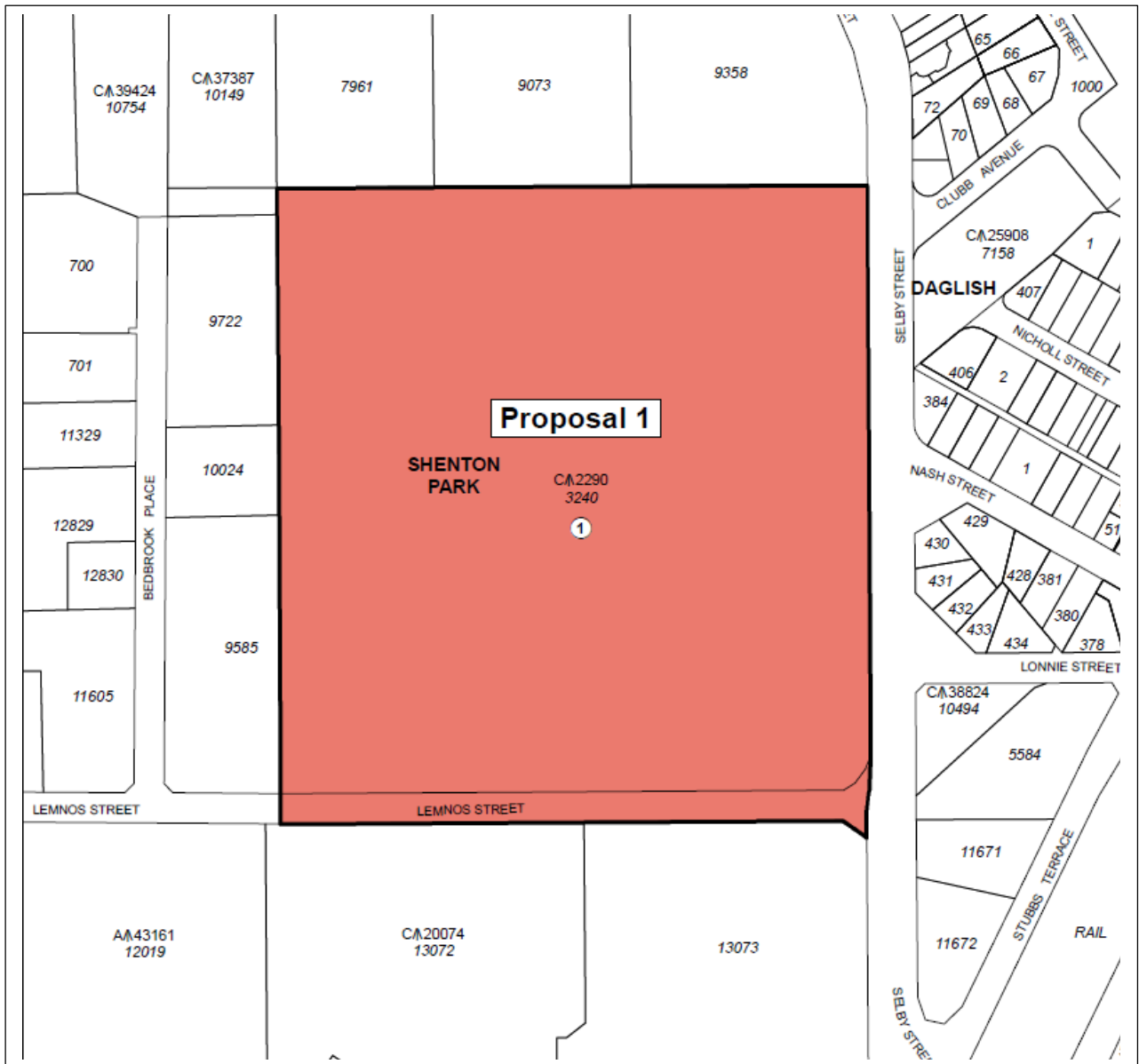
10 June 2015





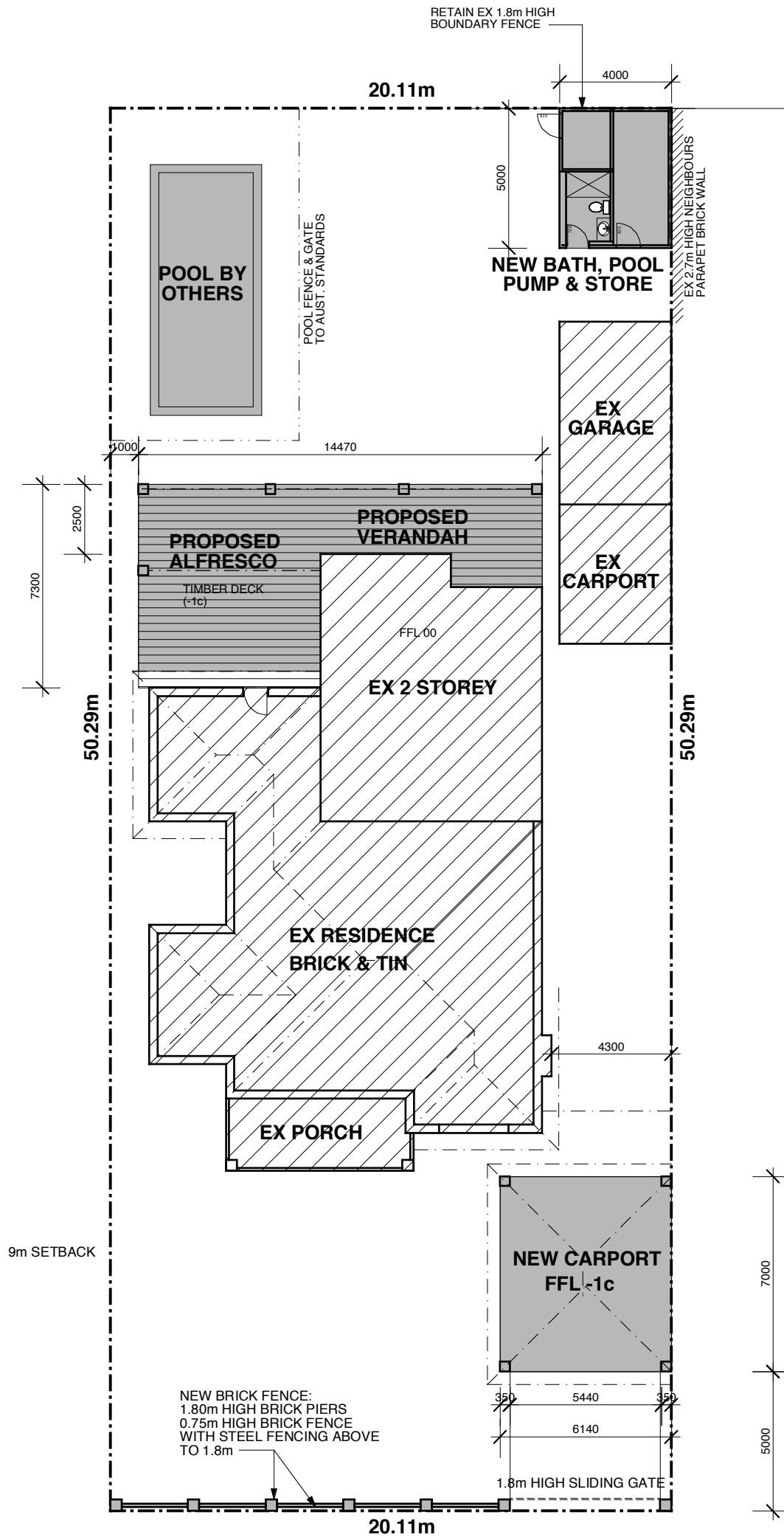


PD37.15 – Attachment 2 – Proposed MRS Zoning



Proposed Amendment:

1 Urban zone



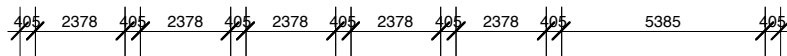
NOTE: REQUEST FOR MINOR VARIATION TO SIDE SETBACK NIL IN LIEU OF 1.0M

CARPORT IS LOCATED ON THE BOUNDARY IN ORDER TO MAINTAIN VEHICLE ACCESS DOWN THE SIDE OF THE HOUSE

CARPORT WILL BE OPEN TO NEIGHBOUR SIDE TO PROVIDE MINIMAL IMPACT

ROOF & EAVES & SPANDREL END WILL BE NON COMBUSTIBLE TO COMBUSTIBLE TO COMPLY TO BCA FIRE SEPARATION REQ'S

MINORA RD



I/WE
 OF
 DO NOT OBJECT TO THE
 PROPOSED DEVELOPMENT

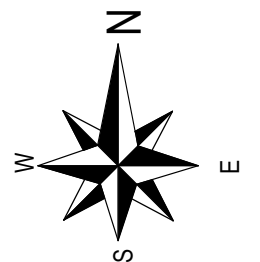
I/WE
 OF
 DO NOT OBJECT TO THE
 PROPOSED DEVELOPMENT

I/WE
 OF
 DO NOT OBJECT TO THE
 PROPOSED DEVELOPMENT

SIGNED
 DATE

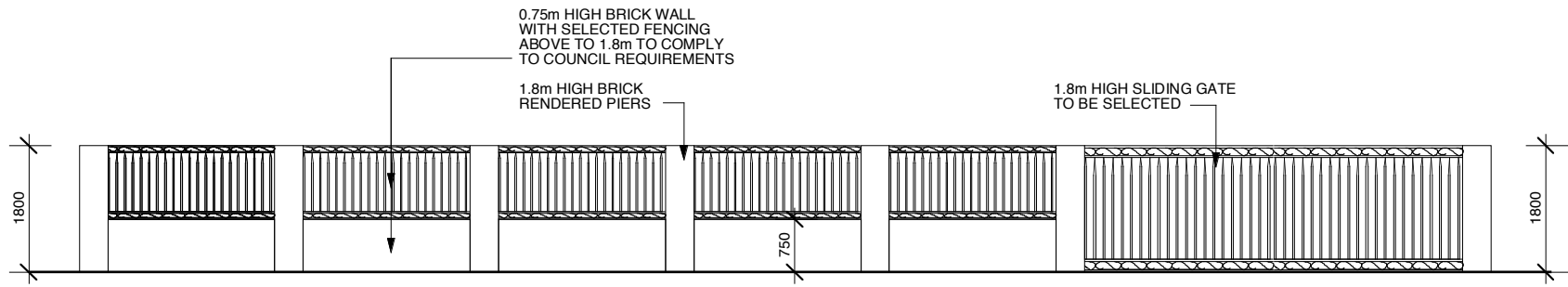
SIGNED
 DATE

SIGNED
 DATE

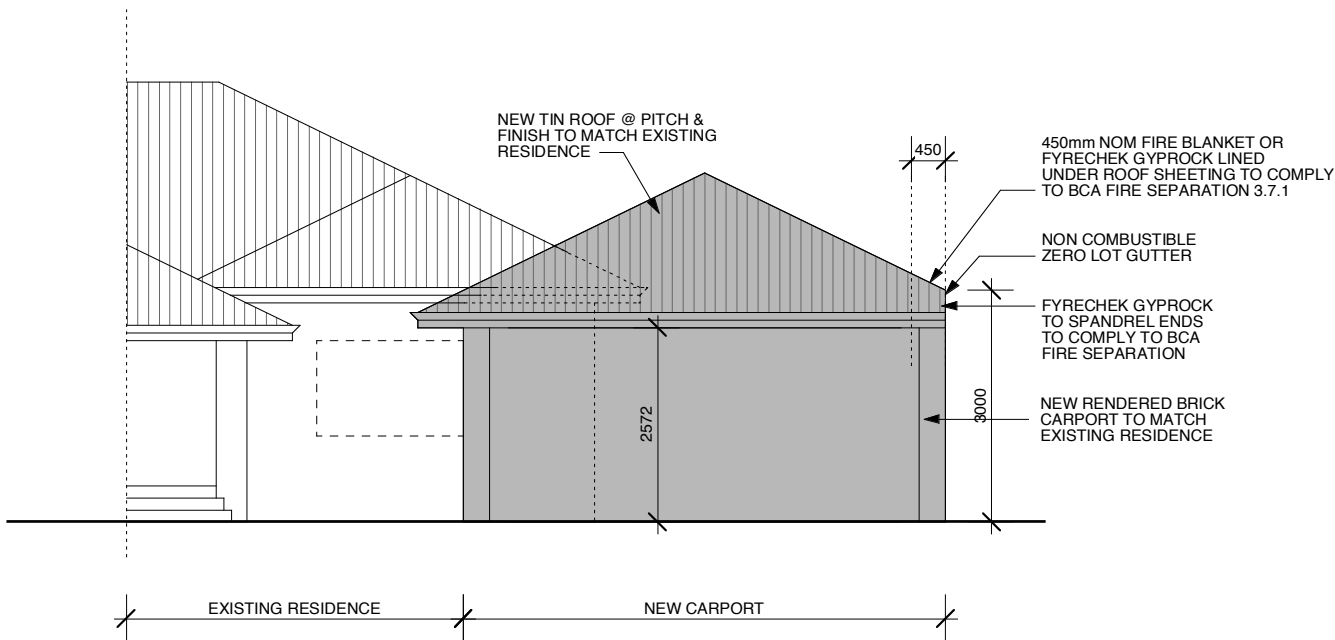


SITE PLAN 1:200

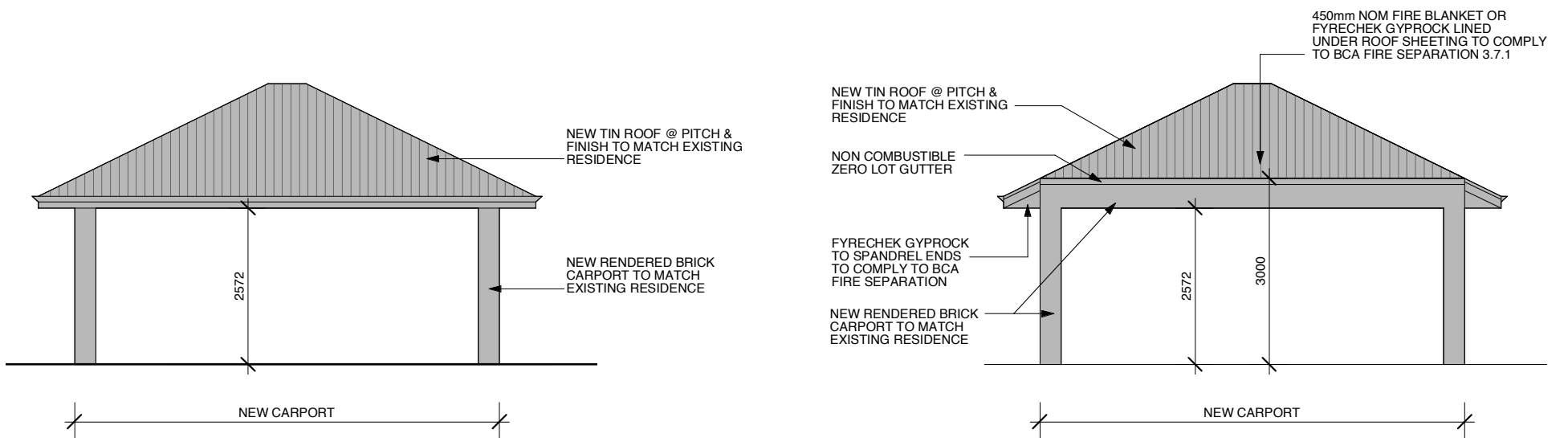
ISSUED FOR:	CHECK ALL DIMENSIONS ON SITE PRIOR TO COMMENCEMENT OF WORK CHECK STRUCTURE WITH ENG./BUILDER BEFORE CONSTRUCTION CHECK COMPLIANCE/APPROVAL OF WORKS WITH COUNCIL OR REG. BODY BEFORE CONSTRUCTION	PLANNING APPROVAL	DATE
		REV AMENDMENT	DATE
	RESIDENCE 83 MINORA RD, DALKEITH PROPOSED EXTENSION & ALTERATIONS	DRAWN NN	m 0421 605 422
		SCALE 1:200 (A3)	e nam@thedrafter.com.au
		JOB NUMBER 14158	DATE NOV 14
		REDUCTION	DRAWING No.
		A01B	



FENCE ELEVATION
1:100

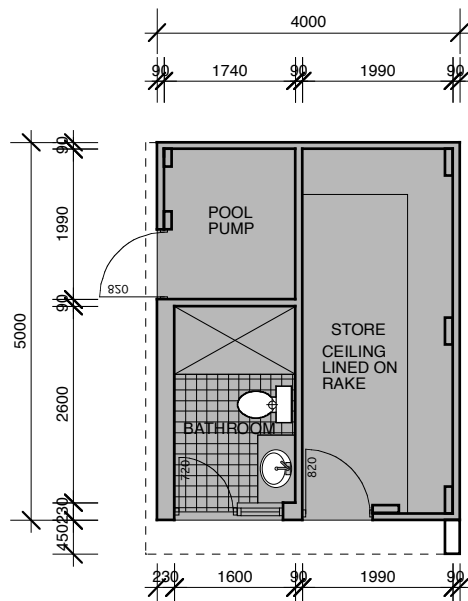


FRONT ELEVATION
1:100



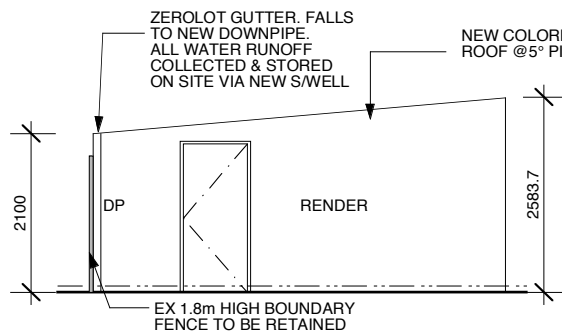
SIDE ELEVATION
1:100

PARAPET SIDE ELEVATION
1:100

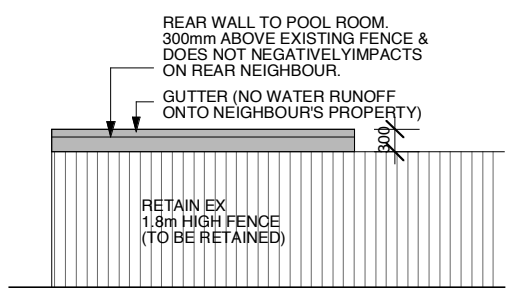


POOL ROOM
1:100

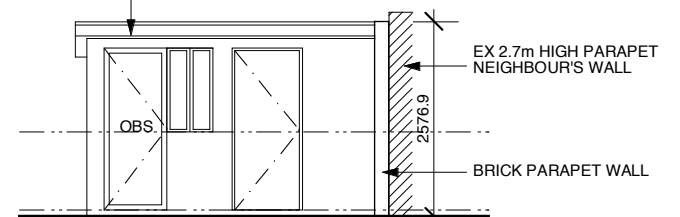
NOTE: FIRE SEPARATION TO ROOF & WALLS ON BOUNDARY TO COMPLY TO BCA 3.7.1. FLASHINGS & GUTTERS TO BE NON COMBUSTIBLE w/ NON COMBUSTIBLE FIRE BLANKET or FYRCHKE PLASTERBOARD LINED UNDER ROOF SHEETING.



SIDE ELEVATION
1:100



REAR ELEVATION
1:100



FRONT ELEVATION
1:100

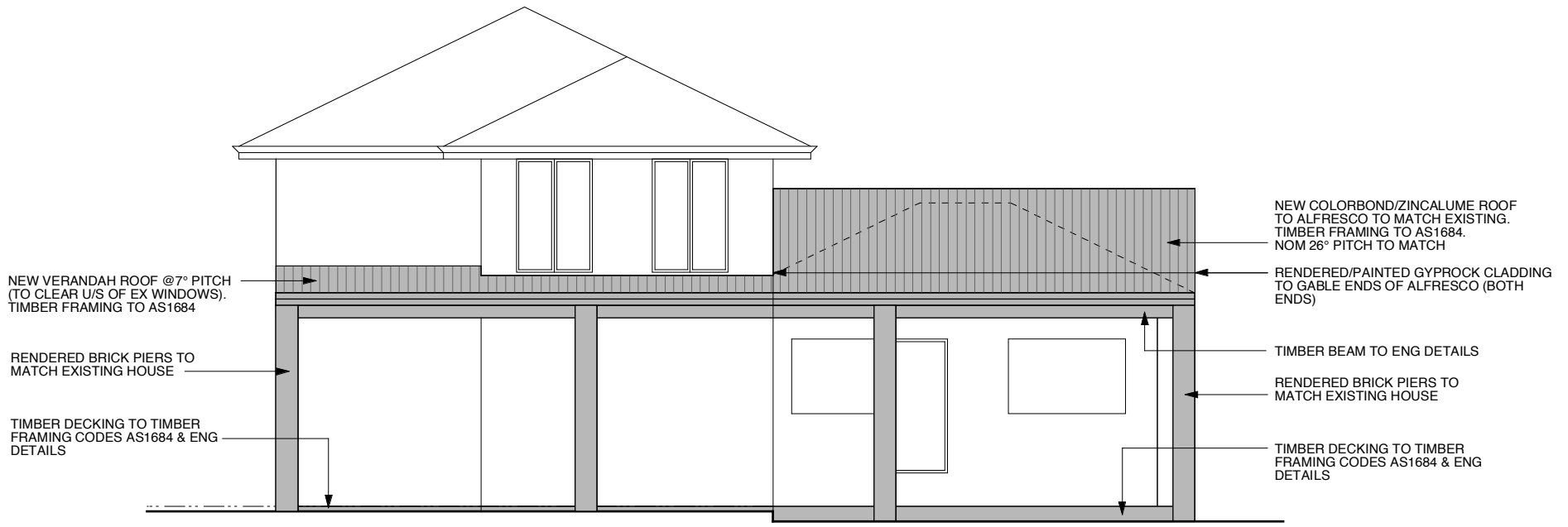
ISSUED FOR:

CHECK ALL DIMENSIONS ON SITE PRIOR TO COMMENCEMENT OF WORK
CHECK STRUCTURE WITH ENG./BUILDER BEFORE CONSTRUCTION
CHECK COMPLIANCE/APPROVAL OF WORKS WITH COUNCIL OR REG. BODY BEFORE CONSTRUCTION

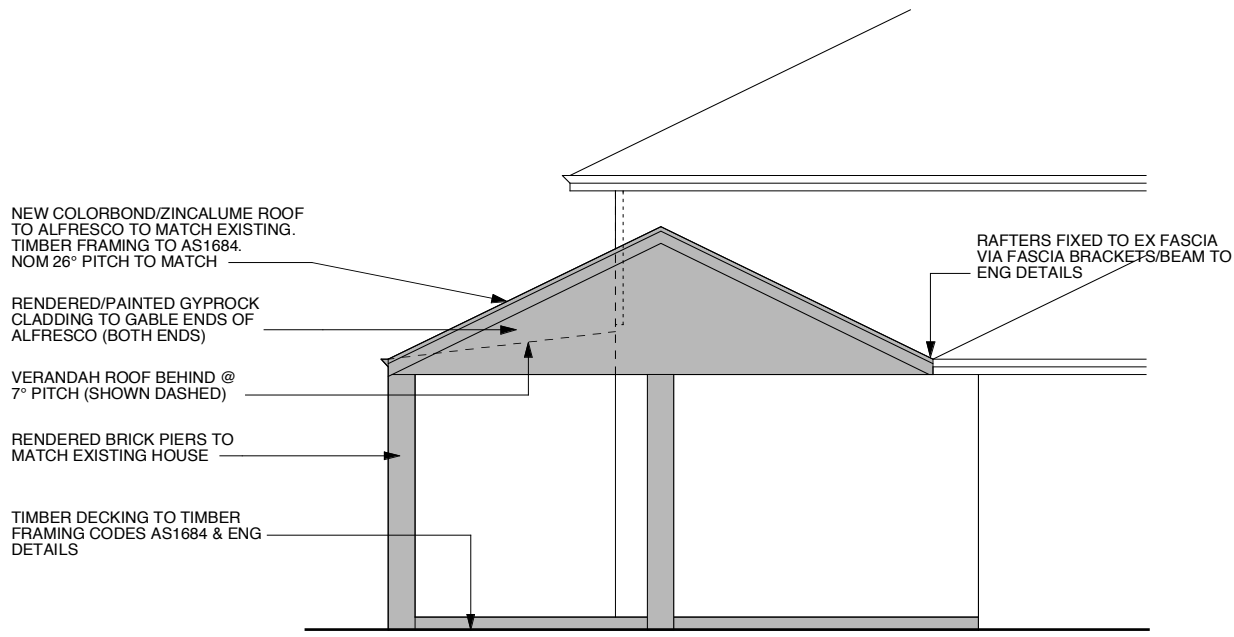
PLANNING APPROVAL

REV	AMENDMENT	DATE
DRAWN	m 0421 605 422	REDUCTION
SCALE	e nam@thedrafter.com.au	DRAWING No.
1:100 (A3)	ABN 64 136 626 867	A02B
JOB NUMBER	DATE	
14158	NOV 14	

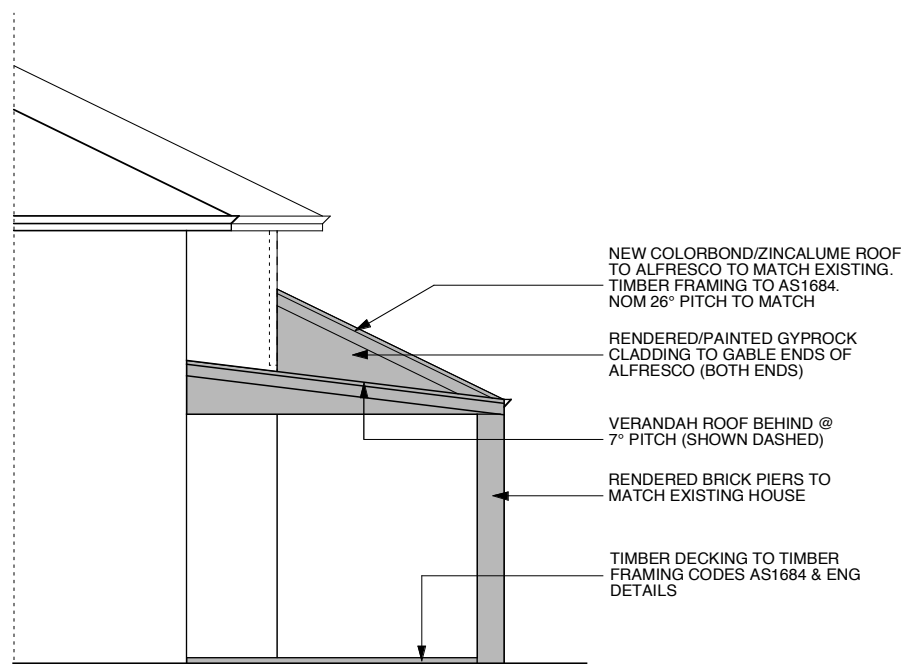
RESIDENCE
83 MINORA RD, DALKEITH
PROPOSED EXTENSION & ALTERATIONS



REAR ELEVATION
1:100



WEST ELEVATION - ALFRESCO
1:100



EAST ELEVATION - VERANDAH
1:100

ISSUED FOR:

CHECK ALL DIMENSIONS ON SITE PRIOR TO COMMENCEMENT OF WORK
CHECK STRUCTURE WITH ENG./BUILDER BEFORE CONSTRUCTION
CHECK COMPLIANCE/APPROVAL OF WORKS WITH COUNCIL OR REG. BODY BEFORE CONSTRUCTION

PLANNING APPROVAL

REV AMENDMENT

DATE

RESIDENCE
83 MINORA RD, DALKEITH
PROPOSED EXTENSION & ALTERATIONS

DRAWN

m 0421 605 422

REDUCTION

NN

e nam@thedrafter.com.au

DRAWING No.

SCALE

ABN 64 136 626 867

1:100 (A3)

JOB NUMBER

DATE

14158

NOV 14

A03A





View from the neighbouring property showing the proposed outbuilding (red) and the neighbouring ground level (dashed)



View from dividing fence line showing the differing natural ground levels (dashed)

PD38.15 - Attachment 5 - Photograph of Carports Proposed Location



View from property boundary showing the location of proposed carport setback 5m