

Application for Development Approval

**Proposed “Roadhouse”**

Lot 860 Yilgarn Avenue, Malabaine

Shire of Northam

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17 NOVEMBER 2017



# Application for Development Approval

## Proposed “Roadhouse”

Lot 860 Yilgarn Avenue, Malabaine

Shire of Northam

Prepared by:

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Prepared for:

**PROCON DEVELOPMENTS PTY LTD**

## 1.0 INTRODUCTION

Peter Webb & Associates (PWA) acts for Procon Developments Pty Ltd in the matter of an Application for Development Approval for a proposed “Roadhouse” at Lot 860 Yilgarn Avenue, Malabaine (“the subject site”).

The Applicant has secured support for a Scheme Amendment to rezone the site to “Special Use” (SU13) which provides for the “Roadhouse” use.

The Applicant’s justification in support of this Application is summarised as follows:

- The proposal is consistent with the Special Use provisions of SU13 as part of Scheme Amendment No. 167 to the Shire of Northam Town Planning Scheme No. 6 which will be gazetted in the near future;
- The proposal is assessed as being in accordance with the relevant State Planning frameworks of the WAPC;
- The proposal is consistent with the intended future development identified in the Northam Growth Plan prepared in conjunction with the Department of Regional Development & Lands, the Wheatbelt Development Commission and the Shire of Northam;
- The proposal is consistent with the Northam Surrounds Structure Plan; and
- The subject site is adjacent to land (Lot 881 Yilgarn Avenue) that is the subject of an Omnibus Amendment to the Shire of Northam LPS 6 for a “Light & Service Industry” zone, and therefore, the proposed development is consistent and complementary with that adjacent future zoning.

The location of this site is ideally suited for a Roadhouse in the manner proposed, particularly given its access to Yilgarn Avenue and proximity to Great Eastern Highway, as well as its close proximity to the established Road Train Assembly facility and the future “Light & Service Industry” zoning of adjacent land, recently progressed by the Shire as part of an Omnibus Amendment.

The Applicant therefore, seeks the Shire’s favourable consideration of this Application.

Accordingly, please find **attached** a completed Shire of Northam Application for Development Approval Form, signed by the current landowner.

The following report sets out all of the relevant background, design and planning justification in support of the development proposal.

### 1.1 Application Reports

This Application includes the following expert assessments in support of the Application:

- Transport Impact Statement (TIA) – *i3 Consultants*
- Stormwater Management Plan – *Procon Developments*
- Landscaping Plan – *Urban Retreat Garden Design*

## 2.0 OVERVIEW & SITE DETAILS

### 2.1 Overview

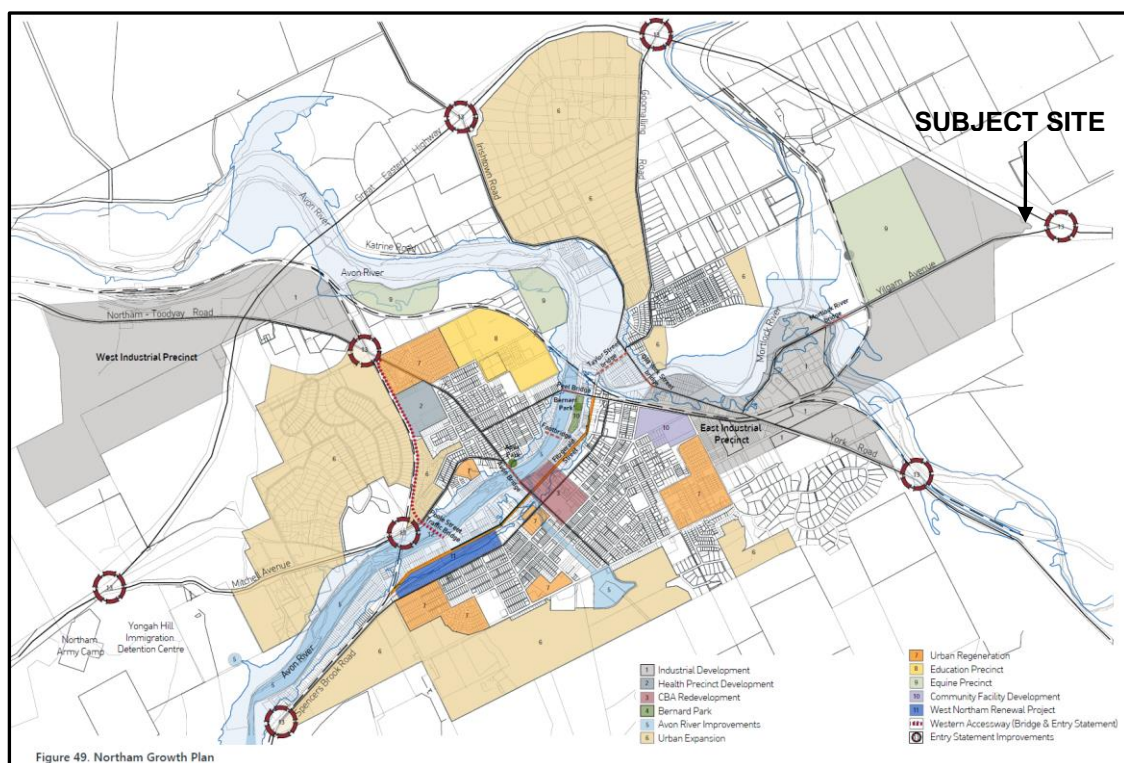
<b>Applicant:</b>	Peter Webb & Associates (PWA)
<b>Designer:</b>	TRG
<b>Local Government:</b>	Shire of Northam
<b>Scheme:</b>	Local Planning Scheme No. 6 (LPS 6)
<b>Zoning:</b> LPS 6 :	currently "Rural" but soon to be "Special Use" (SU13)
<b>Current Use:</b>	Vacant
<b>Lot Size:</b>	2.9662ha
<b>Proposed Use:</b>	"Roadhouse"
<b>Value of Development:</b>	\$2.8 million

### 2.2 Site Details

The subject land comprises Lot 860 Yilgarn Avenue, Malabaine. Lot 860 is described on Certificate of Title Volume 2221, Folio 680. (Refer to **Annexure 1**: Certificate of Title).

The subject site is currently accessed from Yilgarn Avenue, and is adjacent to a tourist rest stop in the adjacent road reserve at the intersection of Great Eastern Highway.

The area of the subject site is 2.9662ha. See Location Plan at **Figure 1** which shows the site in the context of the Northam townsite.



**Figure 1: Location Plan**



The land is located approximately 103 km northeast of Perth.

The subject site is currently vacant and is not the subject of any productive rural use, due to its fragmented state and relatively small size.

The land is generally cleared of vegetation.

The subject land has a gentle incline rising from approximately 196m AHD at its south western corner along Yilgarn Avenue to approximately 208m AHD at the very eastern point of the land, adjacent to the tourist rest stop.

An Aerial Photograph of the site and its surrounds is included at **Figure 2**, below.



**Figure 2:** Aerial Photograph (source: Nearmap)

### 3.0 THE PROPOSAL

This Application for Development Approval is for a proposed Roadhouse development.

The proposed Roadhouse will be a high quality development providing service and rest facilities for travellers, truck drivers and the general public through the provision of standard fuel facilities, diesel facilities, convenience store, diner, lounge area, separate truckers lounge and amenities, and caravan parking. The proposed development will be sited within landscaped surrounds.

The proposed Roadhouse development is depicted on the Development Plans prepared by TRG included at **Annexure 2**.

The plans include:

- Title Page & Site Locality Plan (TP01)
- Existing Site Plan (TP02)
- Proposed Site Plan (TP03)
- Proposed Floor Plan (TP04)
- Proposed Fuel Canopy Elevations (TP05A)
- Proposed Diesel Canopy Elevations (TP06)
- Proposed Site Signage Elevations (TP07)
- Artistic Impressions (TP08 & TP09)

#### 3.1 General Details

##### 3.1.1 Landscaping

The proposed landscaping of the site is intended to ensure that the entire development provides an attractive and high quality presentation to external streets and site boundaries, and to assist with blending into the surrounding environment.

A large landscape zone for septic irrigation is located between the proposed Roadhouse building and Yilgarn Avenue, which will provide for an attractive and 'soft' interface with the road.

Two drainage swales are proposed to accommodate the drainage requirements of the site. These areas will be planted appropriately so as to provide a landscaped environment when not used as a swale zone (which will only be for large rainfall events).

An existing mature tree located in front of the roadhouse building will be retained.

A comprehensive Landscaping Plan has been prepared by Urban Retreat Garden Design and is included at **Annexure 3** in support of the Application.

##### 3.1.2 Access & Movement

Two (2) separate formalised entry and exit crossovers to Yilgarn Avenue are proposed to provide access to the site, as depicted on the Site Plan. A crossover to future Stage 2 development may

be provided to the tourist rest stop, but that will be subject to a separate Application and approval of Main Roads WA. As such, this crossover to the rest stop area is not part of this Application, but is shown indicatively on the Site Plan to show future intent.

A comprehensive Transport Impact Statement (TIS) has been prepared by i3 Consultants to support the Application and is included at **Annexure 4**. Further commentary about traffic considerations is provided later in this Report.

### **3.1.3 Car Parking & Caravan Bays**

A total of 47 car parking bays have been provided for as part of the proposed development, located in front of the Roadhouse building and adjacent to the main fuel canopy.

A total of 5 caravan bays are also provided for towards the exit crossover and can be accessed after completing refuelling. Path access to the caravan bays allows users to access the Roadhouse following refuelling.

## **3.2 Roadhouse Details**

### **3.2.1 Building & Design**

The proposed Roadhouse is being proposed on the site to provide tourists, truck drivers and visitors to the Northam region with convenience services including the ability to refuel vehicles, eat/rest in the diner and purchase convenience goods. The Roadhouse also includes an outdoor verandah seating area which has been orientated to take in views of the valley in a south-western direction. The Roadhouse building is 797m<sup>2</sup> in area.

The Roadhouse has been designed with particular regard for the site's topography, safety requirements, traffic movement and the functionality of the site.

The Roadhouse main fuel canopy is located to the rear of the Roadhouse building, and the diesel canopy for trucks is located immediately to the east of the main fuel canopy, but separate to it.

The design of the Roadhouse includes the use of rural-style materials to complement its location, including the use of earthy colours and other interesting features.

The Roadhouse provides eight (8) regular motor vehicle fuelling bays under the main fuel canopy and three (3) diesel refuelling bays for trucks under a separate canopy.

### **3.2.2 Hours of Operation & Staff**

The Roadhouse is proposed to be operated 24 hours a day, 7 days a week to provide tourists, truck drivers and visitors to the Northam region with the ability to refuel, dine and purchase convenience goods at any time of the day or night.

It is anticipated that a total number of 10 staff will be employed by the Roadhouse use, however this number may fluctuate as need requires.

### **3.2.3 Fuel Types & Dispensing**

The retail sale of fuel for the Roadhouse will provide unleaded fuels (ULP, PULP95, PULP98) and regular diesel. The dispensing arrangements are through standard bowsers, drawing from underground storage tanks.

The Roadhouse will also supply high-flow diesel for trucks.

### **3.2.4 Fuel Delivery & Storage**

All fuel storage and delivery activities will be undertaken in a manner which complies with Australian Standard 1940 – *The Storage and Handling of Combustible Liquids*.

We have been advised that the fuel tankers will access the site generally 3-4 times per week to delivery fuel to the site. The fuel delivery would only take about 20 minutes.

It is proposed that 19.0m tankers would be used for fuel deliveries. The fuel tankers will enter the site from Yilgarn Avenue, circulate within the site, access the fill point located on the eastern side of the diesel canopy, and then egress the site onto Yilgarn Avenue. The fuel tanker will not disrupt or impact the function of truck users to the diesel canopy, as the fuel tanker fill point location provides for a separate embayment on the eastern side of the diesel canopy for this purpose.

All fuel will be stored in underground horizontal cylindrical tanks, with the tanks located in proximity to the diesel canopy.

### **3.2.5 Environmental Considerations**

The risk of any contamination and pollution of the local environment is minimal. Facilities that sell fuel are highly regulated and designed to use best practices to ensure no contamination to stormwater drains. The Roadhouse will use SPEL Purceptor infrastructure which is a full retention separator that treats all liquid flows.



## 4.0 PLANNING ASSESSMENT

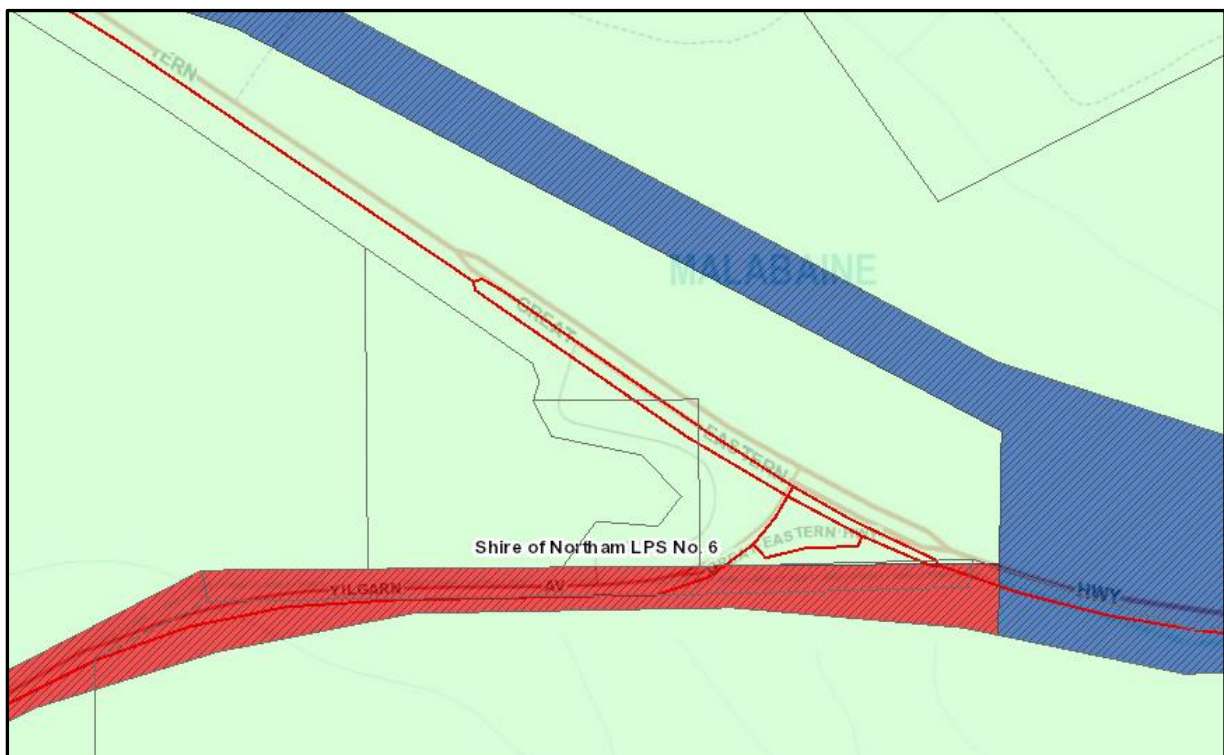
### 4.1 Shire of Northam Local Planning Scheme No. 6

The subject land is currently zoned “Rural” in the Shire of Northam Local Planning Scheme No. 6 (LPS 6).

Scheme Amendment No. 167 to the Shire of Northam LPS 6 provides for a “Special Use” zoning (SU13) which provides for a “Roadhouse” use. This Scheme Amendment is imminent.

The land has direct frontage to Yilgarn Avenue which is a “Major Road” Local Scheme Reserve.

The land is **not** currently directly adjacent to the Great Eastern Highway “Regional Road” Local Scheme Reserve, as can be seen in **Figure 3** (Scheme Map extract), below, however this may be modified in time to accurately reflect the location of the Great Eastern Highway road alignment.



**Figure 3: Scheme Map Extract**

The objectives of the “Rural” zone include (but are not limited to) to provide for agriculture, extractive industries and tourist uses within the zone; to protect the potential of agricultural land for primary production; to preserve the landscape and character of the rural area; to control the fragmentation of broad-acre farming properties through the process of subdivision; and to protect land from degradation.

The proposal to develop this small 2.9ha parcel of land as a Roadhouse not result in any significant change to the rural character and appearance of surrounding land nor will it result in subdivision or further fragmentation of land.

Clause 3.7 of LPS 6 applies to the land given the proposed rezoning is for a “Special Use” zone.

It is noted in Clause 3.7 that, *“a person must not use any land, or any structure or buildings on land, in a special use zone except for the purpose set out against that land in Schedule 4 and subject to compliance with any conditions set out in Schedule 4 with respect to that land.”*

The provisions of SU13, approved by the WAPC are as follows:

No.	Description of Land	Special Use	Conditions
SU13.	Lot 860 Yilgarn Avenue, Malabaine	<ul style="list-style-type: none"> <li>• Roadhouse</li> <li>• Market</li> </ul>	<ol style="list-style-type: none"> <li>1. All development and use shall be subject to an Application for Development Approval.</li> <li>2. All development and use shall be in accordance with any plans, conditions and management requirements approved by the local government.</li> <li>3. No alterations or extensions to the land use shall be undertaken without the approval of the local government.</li> <li>4. The following services and facilities are not permitted within SU13: <ul style="list-style-type: none"> <li>• Drive-through service of food and beverages.</li> <li>• Short term accommodation.</li> <li>• Wrecking, panel beating and spray painting.</li> </ul> </li> <li>5. Any application for development approval shall be supported by: <ul style="list-style-type: none"> <li>• A Stormwater Management Plan, prepared in accordance with the Stormwater Management Manual of Western Australia.</li> <li>• A Bushfire Management Plan, including emergency evacuation and risk management, prepared in consultation with the local government and the Department of Fire and Emergency Services.</li> <li>• A Transport Impact Assessment, undertaken in consultation with the local government and Main Roads WA.</li> </ul> </li> <li>6. On-site treatment and disposal of wastewater and trade waste is required to be determined at development application stage and to the satisfaction of the Health Department.</li> <li>7. Development is to be connected to a</li> </ol>

			<p>reticulated water supply.</p> <p>8. Landscaping is to be provided in accordance with clause 4.12 of the scheme, including native vegetation to screen development from adjoining public roads.</p> <p>9. Car parking is to be provided in accordance with clause 4.13 and Table 3 of the scheme.</p> <p>10. Any direct vehicle access between Lot 860 and adjoining public rest area (Lot 29420) is to be approved by the local government in consultation with Main Roads WA.</p>
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In response to the provisions of SU13, we provide the following comments:

1. The lodgement of this Application satisfies Condition 1 of SU13;
2. No drive through service of food or beverages, short-term accommodation or wrecking, panel beating and spray painting uses are proposed by this Application, satisfying Condition 4 of SU13;
3. This Application is supported by a Stormwater Management Plan, Bushfire Management Plan (soon to be submitted) and Transport Impact Statement, satisfying Condition 5 of SU13;
4. This Application proposes a septic irrigation field for on-site treatment and disposal of wastewater, and will be the subject of a referral to the Health Department for comments on this matter, satisfying Condition 6 of SU13;
5. The proposed development will be connected to a reticulated water supply, satisfying Condition 7 of SU13;
6. Comprehensive landscaping areas are proposed in accordance with Clause 4.12 of LPS 6, satisfying Condition 8 of SU13;
7. Car parking has been provided in accordance with clause 4.13 and Table 3 of LPS 6, satisfying Condition 9 of SU13;
8. This Application does not propose a crossover between Lot 860 and the adjoining public rest area, however this may be applicable for Stage 2 development, and therefore, the State 2 development would be the subject of Condition 10 of SU13.

The proposed development is demonstrably compliant with the Conditions of the Special Use zoning under SU13.

Scheme Amendment No. 167 also proposes a modification to the definition of "Roadhouse" under LPS 6.

The following definition is proposed under Amendment No. 167:

*“roadhouse” means premises that has direct access to a State road other than a freeway and which provides the services or facilities provided by a freeway service centre and may provide any of the following additional facilities or services –*

- (a) a full range of automotive repair services;*
- (b) wrecking, panel beating and spray painting services;*
- (c) transport depot facilities;*
- (d) short-term accommodation for guests (including motel and caravan sites, generally in remote locations);*
- (e) facilities for being a muster point in response to accidents, natural disasters and other emergencies.*

Whilst the proposed development does not provide ALL of the possible uses under the “Roadhouse” use, the proposed development is compliant with the definition as it provides the standard facilities under the Freeway Service Centre use.

## **4.2 Local Planning Strategy 2013**

The Shire of Northam Local Planning Strategy was prepared in support of LPS 6.

The Strategy sets out the long term planning directions for land use and development.

The Strategy identifies a number of key issues, visions/objectives and strategies to further the development of the Shire.

In relation to the most relevant section (‘Commerce & Industry’), the Strategy identifies the following key issues:

- Need to encourage and support economic diversification through the development of diversified commerce and industry.*
- Need to ensure the provision of appropriate infrastructure, adequate supplies of suitably zoned and serviced land in appropriate locations and flexibility in terms of the ability to attract and accommodate new commercial and industrial activities.*

The relevant Strategies for ‘Commerce & Industry’ are as follows:

- Promote diversification of the Shire’s economy and the creation of new employment opportunities by encouraging the development of a wide range of new commercial and industrial uses.*
- Continue to promote the Northam townsite as the administrative and commercial hub of the Avon Arc Sub-Region and direct the majority of new commercial and light industrial development to the townsite to build upon existing infrastructure in this settlement and maximise efficiencies of operation and economies of scale.*

- *Ensure that sufficient amounts of suitably zoned and serviced commercial and industrial land are provided in appropriate locations within existing established areas to accommodate new commercial and industrial activities.*

The proposed development is consistent with the above 'Commerce & Industry' strategies in the following way:

- The proposed development encourages new development and commercial uses;
- The proposed developments supports existing truck, travel and logistics industries;
- The subject site is in an excellent location along a Major Road (Yilgarn Avenue), at the intersection of Great Eastern Highway (a Regional Road);
- The proposed development will create new employment opportunities with between 60-120 jobs through construction and 15-20 jobs in the long term; and
- The proposed development builds on existing infrastructure including supporting the Road Train Assembly facility by providing amenities and facilities for truck drivers.

### 4.3 WAPC State Planning Policies

#### 4.3.1 WAPC SPP 3.7 - Planning in Bushfire Prone Areas (2015)

The WAPC *State Planning Policy 3.7 (SPP 3.7) – Planning in Bushfire Prone Areas* states that planning proposals within bushfire prone areas are to be accompanied by a bushfire assessment (relevant to the nature and scale of the development), identification of any bushfire hazard issues; and an assessment against the bushfire protection criteria contained in Appendix 4 of the Guidelines.

The subject land is identified as being **partly** within a designated bushfire prone area on the Department of Fire and Emergency Services (DFES) *Map of Bush Fire Prone Areas 2016* (see **Figure 4**, below).



**Figure 4:** Extract from Map of Bushfire Prone Areas

A Bushfire Management Plan is currently being prepared by Bushfire Prone Planning and will be provided to the Shire on or around 6 December 2017.

#### **4.3.2 WAPC SPP 4.1 – State Industrial Buffer Policy**

SPP 4.1 sets out the buffer requirements for industry, infrastructure, and other special land uses that have the potential to generate off-site emissions (noise, dust, odour, fumes, lighting overspill and risk) in order to provide for the safety and amenity of land uses surrounding such development.

The Environmental Protection Authority (EPA) has prepared a Guidance Note entitled '*Separation Distances between Industrial and Sensitive Land Uses*' to assist in the implementation of SPP 4.1. The guidance note suggests a generic buffer (or separation) distance of 50m around roadhouse or service station uses operating during normal business hours (0700-1900 hours) in order to protect surrounding sensitive land uses from potential risk and gaseous, noise and odour emissions associated with such development.

"Sensitive land uses" is defined in SPP 4.1 as including residential dwellings, hospitals, schools and other institutional uses involving accommodation (such as aged care facilities).

The proposed Roadhouse satisfies the generic buffer distance of 50m, as there are no sensitive land uses within 50m of the Roadhouse.

For roadhouse or service station uses operating 24 hours a day, a buffer distance of 200m is suggested in order to protect surrounding land uses from potential risk and gaseous, noise and odour emissions associated with such development.

The proposed Roadhouse satisfies the buffer distance of 200m as well, as there are no sensitive land uses within 200m of the Roadhouse.

The proposed Roadhouse use therefore complies with SPP 4.1 and the EPA Guidance Note.

#### **4.4 WAPC Development Control Policies**

##### **4.4.1 WAPC DC Policy 1.10 – Freeway Service Centres & Roadhouses**

The proposed development for a Roadhouse meets the overarching objectives and specific provisions of *WAPC Development Control Policy 1.10 – Freeway service centres and roadhouses, including signage* (DC Policy 1.10). The proposed use of the land as a Roadhouse is a facility designed to cater for the needs of professional truck drivers and the travelling public and will ultimately assist in improving road safety in this Region, as it will provide an opportunity for driver rest breaks to reduce fatigue.

The Roadhouse is proposed to be located at the junction of a major road intersection of Yilgarn Avenue and Great Eastern Highway on the outskirts of Northam. The siting of roadhouses



nearby existing townsites is encouraged where possible, as a means of supporting the local economy.

This proposed Roadhouse is sought to provide a service for heavy load vehicles and other road users travelling south along Great Eastern Highway, or arriving/leaving Northam via Yilgarn Avenue.

The proposed use of the site as a Roadhouse meets the relevant, general locational measures listed at **Clause 3.1** of DC Policy 1.10. The compliance of the use in respect to each of these locational measures are listed below.

- **Sub-clause 3.1.1:** *Sites must be large enough that their operation will not detract from the amenity of existing or proposed sensitive uses, including residential areas.*

The site complies with **sub-clause 3.1.1**. It has a total land area of 2.9662 hectares and is designed to fit within the existing landscape so that it does not detract from the rural amenity of the area. It is noted that the location is not adjacent to sensitive land uses.

- **Sub-clause 3.1.2:** *Freeway service centres and roadhouses should not detract from existing or planned settlements and employment areas that are identified in local planning strategies and schemes.*

The proposed use of the site complies with sub-clause 3.1.2, as the proposed Roadhouse complies with the intent of the local planning strategy and Scheme (Special Use zoning).

- **Sub-clause 3.1.4:** *Sites should not be located in environmentally or visually sensitive areas unless potential adverse impacts can be adequately mitigated.*

The proposed use of the site complies with sub-clause 3.1.4, with the Roadhouse not being located in an environmentally or visually sensitive area. The EPA referral through the Scheme Amendment process confirmed this.

- **Sub-clause 3.1.5:** *Sites should be identified in local planning strategies where possible.*

The site complies generally with the intentions of the Local Planning Strategy and therefore complies with sub-clause 3.1.5.

- **Sub-clause 3.1.6:** *Vehicle access to freeway service centres and roadhouses must not be detrimental to the operation of the freeway or other roads, or pose an increased risk to the safety of road users. This will be determined by the Western Australian Planning Commission on the advice of Main Roads WA.*

The proposed vehicle access will not be detrimental to the operation of Great Eastern Highway, given no direct access is proposed to it, therefore it complies with sub-clause 3.1.6.

- **Sub-clause 3.1.7:** *Freeway service centres and roadhouses should not generally be*

*located in areas with extreme bushfire hazard level. Bushfire risks should be capable of being managed in accordance with Western Australian Planning Commission policies and guidelines.*

The site is only partially located within a Bushfire Prone Area and the Proponent has engaged a suitably qualified Bushfire Consultant to provide a Bushfire Management Plan. This generally complies with sub-clause 3.1.7.

In all of these circumstances, the proposed Roadhouse complies with DC Policy 1.10.

#### **4.5 Car Parking**

Clause 4.13.1 of LPS 6 indicates that *“A person shall not develop or use any land or erect, use or adapt any building unless a **suitable number of car parking spaces are provided on site and in accordance with the car parking requirements for particular developments and land uses as listed in ‘Table 3: Car Parking Guidelines’ or as varied by the provisions of this Scheme.**”* (Our emphasis).

Given the “Roadhouse” use is not listed in Table 3 of LPS 6, car parking is to be determined by the local government after consideration of the parking needs generated by the proposed use.

The Service Station use can be used as a guide, however the requirement for car parking is based on 1 car parking bay per 200m<sup>2</sup> of gross site area. It would be inappropriate to require this given the site is larger than the typical service station site. Using a site area of 29,662m<sup>2</sup> provides for a requirement for 148 car parking spaces + 1 for every employee (10) which indicates a requirement of **approximately 158 car parking spaces**. This is clearly excessive and on that basis, it is inappropriate to use this ratio, even as a guide.

The Site Plan indicates that it is proposed to provide 52 car parking spaces on site, including 45 marked parking bays, 2 ‘disabled’ parking bays, and 5 car + caravan spaces. In addition to this, there are parking spaces provided for 7 triple road trains or smaller heavy vehicles.

Clause 4.6 of LPS 6 provides the Shire with the ability to vary site and development standards and requirements of the Scheme.

Given the Shire is required to consider car parking at its discretion, it is the applicant’s view that the proposed car parking facilities on the site are adequate.

#### **4.6 Services**

Urban services will be connected to the proposed development including power, water, and telecommunications. Preliminary discussion with the Water Corporation confirms that water services are available to the site.

A septic irrigation field will be provided to accommodate wastewater disposal.

In addition, the proposed development may include the use of solar panels for energy efficiency.

#### **4.7 Traffic Assessment**

A Transport Impact Statement (TIS) has been prepared by i3 Consultants and is attached at Annexure 4.

The key issues addressed in the TIS include the traffic generation and traffic distribution of the proposed development, impact of the development traffic on the surrounding network, proposed access / egress system and on-site circulation arrangements.

Analysis of the various turn paths has been undertaken for the largest size service vehicles proposed to access the development components of the site.

#### **4.8 Stormwater Drainage Plan**

A Stormwater Drainage Plan has been prepared in support of the proposed development and is included at **Annexure 5**.

It proposed to connect all stormwater infrastructure and direct it to two appropriately sized drainage swales located around the site.

Stormwater from the roadhouse will be filtered through a SPEL Purceptor which is the industry standard for such a use.

## **5.0 CONCLUSION**

The proposed “Roadhouse” development at Lot 860 Yilgarn Avenue, Malabaine will provide a comprehensive and interesting development in this part of Northam.

The proposed development’s design and siting, coupled with a comprehensive landscaping regime will enable the development to fit in with the rural character of the region whilst also providing much needed uses to Northam to the benefit of tourists, truck drivers and visitors.

The proposed development is considered to be consistent with the objectives of the Shire of Northam’s Local Planning Scheme No. 6, the Special Use zoning requirements and the standards and guiding principles of the relevant State Planning Framework.

The information provided in this report provides comprehensive planning and design justification for the proposed development; addresses the existing planning framework, relevant technical considerations, built form outcomes, landscaping, and key safety and vehicle movement considerations.

On this basis the Applicant’s team respectfully seeks the Shire’s favourable consideration of this Application.

**Peter Webb & Associates**

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# ANNEXURES

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# **ANNEXURE 1**

## *Certificate of Title*



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# **ANNEXURE 2**

## *Development Plans (TRG)*

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# **ANNEXURE 3**

## *Landscaping Plan*

### *(Urban Retreat Garden Design)*

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# **ANNEXURE 4**

## *Transport Impact Statement (i3 Consultants)*

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# **ANNEXURE 5**

## *Stormwater Drainage Plan (Procon Developments)*