

Development Application Report

Drive-through liquor store

Lot 500 (434) Safety Bay Road
Safety Bay

PLANNING SOLUTIONS
— URBAN & REGIONAL PLANNING

PS



Prepared for
Waikiki Hotel (WA) Pty Ltd
August 2026



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1 PRELIMINARY

1.1 Introduction

Planning Solutions acts on behalf of Waikiki Hotel (WA) Pty Ltd, the proponent of the proposed drive-through liquor store at Lot 500 (434) Safety Bay Road (**subject site**).

Planning Solutions has prepared the following report in support of an application for development approval. This report will discuss various matters pertinent to the proposal, including:

- Site details.
- Proposed development.
- Statutory planning framework.

1.2 Pre-lodgement Consultation

1.2.1 Meeting with the City of Rockingham

Planning Solutions met with senior officers of the City of Rockingham on 7 July 2026 to discuss the proposed construction of a drive through liquor store facility, with the intent to ensure the development application package includes appropriate level of information for assessment.

1.3 Background

The subject site has had recent approval for the development of a tavern and associated car park, with a portion of the site designated for future development. The recent approvals on the subject site consist of the following:

1.3.1 Metro Outer Development Assessment Panel Approval

A mixed commercial development was approved by the relevant Development Assessment Panel (**DAP**) on 9 April 2024 (ref: DAP/23/02551). The DAP approval plans depicted the subject site being divided into four distinct parcels of land, being:

1. Parcel 1 – Childcare centre
2. Parcel 2 – Building A and B consisting of a shop, medical centre, restaurant, café, consulting rooms and recreation private
3. Parcel 3 – Tavern
4. Parcel 4 – Vacant site

1.3.2 Subdivision

The development site was created through a subdivision that resulted in the formation of the subject site and the adjoining Lot 9501, with Parcels 3 and 4 incorporated into the subject site. As part of the subdivision approval, a public access easement was established over the internal vehicle access aisles and car parking areas, as shown on the plans approved by the DAP.

1.3.3 Tavern Amendments Development Application

An application for amendments to the approved tavern development on (former) Lot 100 on Deposited Plan 74131 was approved by the DAP on 24 February 2026 (Ref: DAP/23/02551). The approval amended the development by reorienting the tavern to extend across the full frontage of the subject site and substituting the approved basement car parking with an at-grade parking area at the rear of the building. The approved plans further delineated an area within the northern corner of the site for "Future Development", which did not form part of the development approved by the DAP.

An additional development approval was granted by the DAP on 16 December 2025 (Ref: DAP/23/02551), contained within Lot 500 on Deposited Plan 429099 comprising minor amendments to the approved floor layout.

The amendments to the tavern relocated the two accessible bays to be adjacent the new rear entrance, within the subject site, rendering the two accessible bays constructed in the northern portion of the subject site redundant.

2 SITE DETAILS

2.1 Land description

The subject site is legally described as “Lot 500 on Deposited Plan 429099”, being the whole of the land contained within Certificate of Title Volume 4078 and Folio 706. The subject site has a total area of 4,359m².

Adjoining the subject site is land legally described as “Lot 9501 on Deposited Plan 429099”, being the whole of the land contained within Certificate of Title Volume 4078 and Folio 707, with a street address of 17 Malibu Road, Safety Bay (**Lot 9501**).

The proposed development occupies a 404m² portion within the northern portion of the subject site referred to in this report as the **development area**. The proposed development also includes a small portion of the adjacent Lot 9501 to provide a pedestrian crossing point of the vehicle access way adjacent the subject site.

There is a public access easement encroaching into the north corner of the development area as depicted on Deposited Plan 429099; the areas subject to the easement is developed with two accessible bays. Clause 1a and 1b of the Deed of Easement grants a public access easement comprising:

- (a) *a public access easement under and by virtue of sections 195 and 196 of the Land Administration Act 1997 for the benefit of the City and the public at large with the full and free right, liberty, power and authority from time to time and at all times to go, pass and repass for all purposes and either with or without vehicles over, along and across those portions of the Servient Tenement as are delineated and marked with the letter 'D' on Deposited Plan 429099 (Access Easement); and*
- (b) *under and by virtue of section 195 of the Land Administration Act 1997, full and free right, liberty, power and authority from time to time and at all times for its authorised officers, employees, agents and other persons from time to time authorised by it, to go, pass and repass and to park vehicles, but not permanently or indefinitely, in bays marked for that purpose, over, along and across those portions of the Servient Tenement as are delineated and marked with the letters 'P1', 'P2', 'P3', 'P4', 'P5', 'P6', 'P7' and 'P8' on Deposited Plan 429099 (**Parking Easement**).*

The rights referred to in Clause 1a and 1b as outlined above indicate that the access easement enable both the access to travel over / within the easement and also park in parks “*delineated and marked with the letters P1 – P8*”. The public access easement is not an impediment to the proposed development. The Deed of Easement applies to designated parking bays; however, the landowner may, subject to the City's approval, reconfigure the car parking layout and remove parking bays without contravening the terms of the easement.

As the proposed works are located within an area that can be lawfully reconfigured, the existing easement does not impede or constrain the development the subject of this application. Notwithstanding, should any modification to the easement be required to facilitate the development, this can be addressed through an appropriate condition of development approval.

Additional easements are registered on the Certificate of Title for Lot 9501, including the public access easement referred to above, as well as easements for drainage / water and electricity purposes.

Refer **Attachment 1** for a copy of the Certificates of Title and Deposited Plan for the subject site and Lot 9501.

2.2 Site Details

The subject site is presently vacant with the exception of 10 car bays and a footpath. Two accessible parking bays and portion of the footpath extend into the development area. **Photograph 1** shows the development area.



Photograph 1 – View of the development area looking southwest

A mixed commercial development (including vehicle access ways and car and bicycle parking) has been constructed on Lot 9501 consistent with the DAP approval.

3 PROPOSED DEVELOPMENT

3.1 Development Summary

The proposed development seeks approval for a drive-through liquor store on the subject site. To support the proposed development, minor amendments (site works) to the existing infrastructure within the subject site are also proposed. The drive-through liquor store will comprise:

- Six vehicle parking/queuing bays within the enclosed drive-through area;
- A 97m² retail tenancy;
- A 36m² cool room;
- A 48m² storeroom, including a universal access toilet (UAT) and bin storage areas; and
- A pallet storage area along the southern edge of the drive-through.

Associated site works include:

- A pedestrian access ramp along the southern façade of the liquor store;
- A new vehicle crossover to the north-east of the liquor store;
- A new exit-only vehicle crossover for departing vehicles; and
- A pedestrian crossing extending across (between Lot 500 to Lot 9501) the vehicle access to the south of the site.

Refer to **Attachment 2** for a copy of the Development Plans.

3.2 Supporting Reports

3.2.1 Traffic Matters

Transcore has prepared a Transport Impact Statement (**TIS**) to assess the transport implications of the proposed development. The assessment concludes that the shared parking area servicing both the proposed liquor store and the adjoining tavern has sufficient capacity to accommodate the anticipated parking demand.

The TIS contemplates the forecasted daily vehicle movements (inbound and outbound). The TIS confirms that the level of traffic generation can be accommodated by the surrounding road network without giving rise to any adverse impacts on traffic operations or safety.

Based on these findings, the TIS concludes that the proposed development is technically capable from a traffic and access perspective.

Refer **Attachment 3** for a copy of the TIS.

3.2.2 Waste Management

Talis Consultants has completed a Waste Management Plan (**WMP**) to consider the waste considerations of the proposed development. The WMP concludes that the proposed Bin Storage Area is adequate to contain the required bins based on the estimated waste generation of the development.

A private contractor will service the proposal onsite, directly from the Bin Storage Area. The private contractor's waste collection vehicle will enter and exit the site in forward gear via Safety Bay Road. A building manager/caretaker will oversee the relevant aspects of waste management at the Proposal.

Refer **Attachment 4** for a copy of the WMP.

3.2.3 Acoustic Matters

Lloyd Geroge Acoustics has completed an Environmental Noise Assessment (**ENA**) specifically for the proposed liquor store. This ENA considered noise emissions from the proposed liquor store to surrounding properties by way of noise modelling of mechanical plant, music, patrons, deliveries, Idling and closing car doors at neighbouring properties. The ENA concluded:

- The acoustic assessment predicts the liquor store's mechanical plant is capable of meeting compliance requirements with management of mitigation measures to achieve compliance with the *Environmental Protection (Noise) Regulations 1997*.
- Noise impacts can likely be managed through quieter plant selection, relocation of equipment, and/or acoustic screening, with a target of at least 5 dB below assigned levels to minimise cumulative impacts from the wider mixed-use development. The assessment is based on assumed plant specifications and should be reviewed once the final mechanical plant is selected. Deliveries are recommended to be limited to daytime and evening periods.

Refer **Attachment 5** for a copy of the Acoustic ENA.

4 STATUTORY PLANNING FRAMEWORK

4.1 Metropolitan Region Scheme

Under the provisions of the Metropolitan Region Scheme (**MRS**) the subject site is zoned ‘Urban’.

The subject site is not affected by land reserved by the MRS, nor is it subject to any resolution or declaration made under the MRS. The development is exempt from requiring approval under the MRS

4.2 Local planning scheme

The City of Rockingham *Town Planning Scheme No. 2 (TPS2)* applies to the subject site. The provisions of TPS2 are supplemented by the **deemed provisions** contained at Schedule 2 of the *Planning and Development (Local Planning Schemes) Regulations 2015*. Where there is a conflict between a deemed provision and a provision of TPS2, the deemed provision prevails.

4.2.1 Zoning

The subject site is zoned ‘Commercial’ pursuant to the provisions of TPS2.

The objective of the Commercial zone under TPS2 is:

To provide for the development of District, Neighbourhood and Local shopping facilities to cater for the present and future residents of the City consistent with the local government's Local Commercial Strategy and supported by any other Plan or Policy that the local government from time to time may adopt as a guide for the future development within the Zone.

The proposed development is entirely consistent with the Commercial zone objective, increasing the variety of retail options through the construction of the liquor store and compliments the surrounding land uses.

4.2.2 Land use permissibility

The proposed use is classified as a ‘Liquor store - small’ land use under TPS2. Pursuant to Table 1- Zoning Table of TPS2, Liquor store – small’ is a ‘D’ use within the Commercial zone, meaning the City may exercise its discretion to grant planning approval.

4.2.3 Development standards and requirements

Car Parking

The application proposes the removal of two existing accessible bays, the construction of two new car bays accessed from Lot 9501, and six drive-through bays within the drive through aisle of the liquor store – i.e. a net total of six new car parking bays.

The provisions within clause 4.15.1.4 of TPS2 outlines:

Where land is proposed to be developed in any zone for a purpose which is not specified in Table No 4, Table No 5 or the applicable precinct structure plan:

The local government is to determine the minimum number of carparking bays required for the development having regard to:

- (i) the nature of the proposed development;*
- (ii) the number of employees likely to be employed on the site;*

(iii) the anticipated demand for parking; and

(iv) the orderly and proper planning of the locality.

Having regard to the nature of the proposed development as a drive-through bottle store, the majority of patrons are expected to utilise the drive-through facility rather than park and access the premises on foot. Accordingly, the anticipated parking demand generated by the development is expected to be relatively low.

The development is also a low-employment generating land use, requiring only a small number of staff to operate the premises and therefore generating minimal demand for employee parking. In addition, parking is available within the wider mixed-use development on Lot 9501, approved tavern car park, and the eight bays located within the public access easement, providing opportunities for reciprocal parking where required.

Whilst the proposed development does not fit the definition of a 'Shop', the parking requirement applicable to a 'Shop' is considered an appropriate benchmark to gauge the anticipated demand for parking. Refer **Table 1** below for an assessment benchmarking the proposed liquor store against the 'shop' car parking requirements of TPS2, and a comparison of the approved and proposed car parking provision.

Table 1 - Car Parking

Use	Rate	Factor	No. Bays Required
Shop	6 Bay for every 100m ² NLA	*208m ²	12
Proposed			6
Difference			-6

**The drive through has not been considered for the determination of total NLA.*

If hypothetically the benchmark parking rate for a 'shop' use were to be applied to the liquor store use, the shortfall of six bays is acceptable and warrants approval for the following reason.

Although it is unlikely that parking demand will reach full capacity, the liquor store benefits from reciprocal parking arrangements with the adjoining tavern and broader mixed-commercial development. Given the differing trading periods of the various uses, it is unlikely that all uses will experience maximum parking demand concurrently. Accordingly, in the event that the liquor store's parking bays are fully occupied, patrons would have the opportunity to temporarily utilise available parking bays within the tavern's approved carpark and the bays subject to the public access easement.

In addition, the subject site is located adjacent to the larger mixed-commercial development at Lot 9501. Various change-of-use approvals within this development have reduced the overall parking demand generated by the development, including:

- **City of Rockingham Ref: 20.2025.408.1**, which resulted in a 23-car bay reduction in demand from the original approval.
- **City of Rockingham Ref: 20.2026.206.1**, which resulted in a 15-car bay reduction in demand from the original approval.

Collectively, these approved change of uses have reduced the original parking shortfall by approximately 54 bays. In this context, the proposed increase to the parking shortfall of six bays associated with the liquor store represents a negligible increase in parking demand and is not expected to adversely impact the overall functioning of the local parking network. Nor is it anticipated to result in parking spillover into adjoining properties or surrounding land uses.

The practical parking demand generated by the development is expected to be substantially lower than that implied by a conventional parking assessment. This is due to the proposal's primary reliance on a drive-through operation, with the vast majority of customers anticipated to utilise the drive-through service rather than park on-site and access the premises on foot.

Given the high vehicle turnover associated with the drive-through operation, together with the short duration of customer visits, parking demand is expected to remain modest throughout trading hours. Accordingly, the identified shortfall of four parking bays is considered negligible in practical terms and is unlikely to result in adverse parking impacts, compromise the efficient operation of the site, or generate parking spillover into surrounding land uses.

Setbacks in the Commercial Zone

Clause 4.6.4(a) of TPS2 states:

where development is proposed having a common boundary with a Residential-zoned lot or residential use-class, the setbacks shall not be less than that prescribed by the R-Codes for the particular density code of the adjoining lot.

Although the subject site's lot adjoins the Surfside Apartments to the east, the liquor store is setback approximately 40m from the residential boundary to comfortably satisfy the deemed-to-comply guidelines.

Landscaping

Clause 4.6.5 of TPS2 requires development within the Commercial zone to provide landscaping equivalent to a minimum of 10% of the total site area. The proposed development includes approximately 57m² of landscaped area, representing around 14.1% of the subject site. Accordingly, the development exceeds TPS2 minimum landscaping requirement.

4.2.4 Matters to be considered

Clause 67(2) of the Deemed Provisions sets out the matters for which due regard is to be given when considering a development application. Refer **Table 2** below for an assessment of the relevant matters relating to the proposed amendment.

Table 2 - Clause 67(2) matters to be considered

Matter to be considered	Provided
(m) <i>the compatibility of the development with its setting, including—</i> (i) <i>the compatibility of the development with the desired future character of its setting; and</i> (ii) <i>the relationship of the development to development on adjoining land or on other land in the locality including, but not limited to, the likely effect of the height, bulk, scale, orientation and appearance of the development;</i>	The proposal is suitable within the commercial context of the site and is both compatible with and contributes towards an improved commercial offering. Importantly, the liquor store is positioned within the north-western corner of the site, resulting in setbacks that substantially exceed the minimum requirements applicable to the adjoining R50 residential properties. This generous setback provides an effective buffer between the commercial and residential interfaces, assisting to mitigate potential acoustic impacts and ensuring the amenity of neighbouring residents is maintained. Furthermore, the ENA provided with the application demonstrates noise levels can be reduced to not significantly contribute to overall noise levels of the subject site through the adoption of minor plant mitigation measures. The proposed development suitably responds to its surrounding context, the use of materials resembles that of the approved tavern. The liquor store's location at the rear of the site helps to mitigate any adverse impacts relating to the bulk and scale of the development on the subject site. Overall, the proposed development results in an appropriate street interface, and has been designed to integrate with the surrounding area.

Matter to be considered	Provided
(n) <i>the amenity of the locality including the following —</i> (i) <i>environmental impacts of the development;</i> (ii) <i>the character of the locality;</i> (iii) <i>social impacts of the development;</i>	The proposed liquor store is compatible with the approved development and the intended commercial function of the subject site. The location of the tenancy, together with the setback provided to the southern common boundary, ensures an appropriate interface with the adjoining residential property. The setback is considered sufficient to avoid adverse character and social impacts of the adjoining land. The proposed development is expected to attract visitors and improve the overall commercial diversity of the surrounding area further improving the activation of the commercial area.
(p) <i>whether adequate provision has been made for the landscaping of the land to which the application relates and whether any trees or other vegetation on the land should be preserved;</i>	The proposed development includes approximately 52m² of landscaping surrounding the bottle store site and borders the drive through to the south.
(s) <i>the adequacy of —</i> (i) <i>the proposed means of access to and egress from the site; and</i> (ii) <i>arrangements for the loading, unloading, manoeuvring and parking of vehicles;</i>	The proposed liquor store will be internally accessible via a full movement crossover on the internal driveway, accessing the carpark of the approved tavern and the proposed liquor store. Exit only facility is also proposed on the internal driveway located west of the subject site to accommodate the exiting movements from the drive-through lanes. The external vehicular accesses/ crossovers to the overall site will not change from the approved development plan as a result of the proposed liquor store development. It is understood that the carpark for the approved tavern will be shared with the proposed liquor store, as both developments are located within the same site. Refer to Attachment 3 for a copy of the TIS.
(t) <i>the amount of traffic likely to be generated by the development, particularly in relation to the capacity of the road system in the locality and the probable effect on traffic flow and safety;</i>	The Traffic Impact Statement (TIS) demonstrates that the traffic generation associated with the proposed development is suitable with the intended land use and appropriate within the context of the wider mixed-use development. The assessment confirms that the additional vehicle movements generated by the proposal will not adversely affect the operation of the site access arrangements or the surrounding road network. Accordingly, the proposal can be accommodated within the existing transport network without giving rise to adverse traffic impacts. Refer to Attachment 3 for a copy of the TIS.

Matter to be considered	Provided
(u) <i>the availability and adequacy for the development of the following —</i> (i) <i>public transport services;</i> (ii) <i>public utility services;</i> (iii) <i>storage, management and collection of waste;</i> (iv) <i>access for pedestrians and cyclists (including end of trip storage, toilet and shower facilities);</i> (v) <i>access by older people and people with disability;</i>	The development maintains pedestrian links to the footpath network, allowing people to access local bus services along Safety Bay Road. The subject site has access to all necessary utilities. Provision has been made for the storage and collection of waste. Refer the WMP included at Attachment 4. Although the liquor store does not provide dedicated bicycle parking, the approved tavern development includes eight bicycle parking spaces along the Safety Bay Road frontage. Given their proximity and availability to patrons of both tenancies, it is considered acceptable that the liquor store relies on these facilities to satisfy bicycle parking demand. The previously approved accessible parking bays have been relocated as a result of the proposed liquor store. These bays are now located adjacent to the approved taverns entrance, south of the proposed liquor store. A pedestrian ramp is provided along the southern façade of the bottle store, allow for wheelchair access if the patron doesn't utilise the drive through.

4.3 Local Planning Policies

4.3.1 Planning Policy 3.3.14 – Bicycle Parking and End-of-trip Facilities

The proposed liquor store does not include any additional bicycle parking facilities as part of the application. However, the development will not reduce or alter the bicycle parking already approved within the wider mixed-use development.

Eight bicycle parking spaces are provided adjacent to Safety Bay Road, immediately south of the proposed liquor store. In addition, approximately six bicycle u-rails are distributed throughout the wider development, including three located adjacent to the gym north of the existing pedestrian crossing and a further two near the proposed pedestrian crossing south of the development.

Furthermore, it is anticipated that the majority of patrons visiting the liquor store will arrive by private vehicle, consistent with the nature of the land use. Given the availability of the existing approved bicycle parking facilities in close proximity to the tenancy, the provision of additional bicycle parking as part of the proposal is not considered necessary and is unlikely to result in any adverse impacts on the site.

It is assumed that the drive through liquor store is a low-employment land use that does not generate significant long-term bicycle commuting demand. Staff numbers are expected to be limited, and the nature of the use is such that the overwhelming majority of customers will arrive by private vehicle. Accordingly, the provision of end-of-trip facilities, including showers and change rooms, would be disproportionate to the scale and operational characteristics of the development and is not considered necessary to support the intended use of the site.

Notwithstanding the above, a unisex accessible toilet is provided within the stockroom area and can function as an employee change facility where required. Given the scale of the development, the low number of employees and the limited likelihood of staff commuting by bicycle, this arrangement is considered sufficient and achieves the intent of the end-of-trip facility requirements without the need for dedicated showers and change rooms.

4.3.2 Planning Policy 3.3.23 – Waikiki Hotel Site – Urban Design Guidelines

Planning Policy 3.3.23 – Waikiki Hotel Site – Urban Design Guidelines (**Design Guidelines**) establishes a framework of planning principles and development controls specific to the redevelopment of the subject site.

The proposed design of the liquor store has been assessed against the relevant provisions of the Design Guidelines within **Table 3** below.

Table 3 - Design Guidelines assessment

Requirement	Comment	Complies
8. Planning and Development Principles		
8.1 Land Use		
Establish buildings that provide an attractive setting for business and social interaction within an environment that combines an appropriate mix of uses with a high quality public domain.	The proposed liquor store contributes to an attractive and active commercial environment through its high-quality presentation, which is complementary to the surrounding land uses.	✓
Encourage vibrant and diverse land uses that attract visitors.	The proposed liquor store will further diversify the land use mix within the wider development and provide a convenient off-licence service for the surrounding community.	✓
Design buildings to a scale that minimises overshadowing of adjacent properties.	The liquor store is a single storey development with no adjoining properties / land uses. Any overshadowing is either contained within the site or cast over the adjoining car park or vehicle accesses.	✓
8.2 Urban Design		
<i>Utilise building scale and design to create an identifiable scale and character for adjacent streets and publicly accessible spaces.</i>	The proposed liquor store presents as a single-storey development and is consistent with the established scale and built form character of the surrounding mixed-use and residential development. It is also noted that the existing approved tavern was designed by the same architect responsible for the proposed drive-through liquor store. As such, the development has been informed by a consistent architectural approach and integrated design principles, ensuring a complementary relationship between the two land uses and contributing to a cohesive development character.	✓
<i>Provide openings at all building levels to enable passive surveillance of adjacent publicly accessible areas.</i>	The nature of the drive through design the liquor store development has multiple large openings which look over the public realm.	✓
<i>Provide shade and shelter through the use of a continuous awning and/or colonnade treatment. Street trees are also encouraged.</i>	A continuous awning is provided over pedestrian access pathways for the proposed development.	✓
8.3 Pedestrian Movement and Amenity		
<i>Employ 'Crime Prevention Through Environmental Design' principles to create a safe, and well-lit pedestrian environment with good surveillance.</i>	The liquor store development is designed to provide good natural access control at the entry of the drive through indicating a clear vehicle only space. The unobstructed entry points demonstrate a clear sense of ownership with no 'dead' zones.	✓

Requirement	Comment	Complies
	The pedestrian ramp provides for good social interaction for on-foot patrons and visitors to the area. Whilst the large openings either side of the drive through provide for natural passive surveillance surrounding the development.	
<i>Provide obvious and direct pedestrian routes to, and between, major attractors to make walking a legible and convenient alternative to car use.</i>	The liquor store development links to the existing and approved pedestrian paths, which provide logical connections to surrounding existing and approved development. An amendment to the approved pedestrian pathway is proposed as part of the liquor store development, involving the installation of a pedestrian crossing south of the development. The crossing will facilitate continuous pedestrian access throughout the broader mixed-use commercial development and avoid conflict between pedestrians crossing the drive-through exit and vehicles exiting the drive-through.	✓
8.4 Vehicle Movement and Amenity		
<i>Minimise and locate vehicle crossovers to avoid disruption of pedestrian amenity along the principal pedestrian routes.</i>	As a result of the proposed liquor store, an additional vehicle crossover is proposed to facilitate vehicles exiting the drive-through component of the development. The pedestrian crossing described in Section 8.3 of this table, ensures that northbound pedestrians will cross prior to the vehicle crossover. Subsequently, it is assumed that pedestrian amenity should not be impacted as a result of the additional vehicle crossover. The liquor store is supported by a dedicated pedestrian pathway along its southern façade which provides pedestrians safe and convenient access to the tavern and associated parking area.	✓
<i>Provide for the safe use of alternative transport modes (such as bikes and scooters) to encourage their use in preference to car travel.</i>	Bicycle parking is provided within the broader development and is available to accommodate patrons arriving by bicycle. No additional bicycle parking is proposed specifically for the liquor store, as the drive-through nature of the use is anticipated to generate a high proportion of vehicle-based trips. The bicycle parking requirements associated with the liquor store's net lettable area (NLA), comprising one short-term and one long-term bicycle parking space, are deemed to be reciprocally accommodated within the bicycle parking facilities provided throughout the wider approved development.	✓
8.5 Vehicle Parking		

Requirement	Comment	Complies
<i>Locate car parks (other than on-street parking) out of sight from the public domain (that is; behind, below or above buildings) to avoid a detrimental visual impact on the adjacent streetscapes.</i>	Vehicle parking proposed for the liquor store development is located within and adjacent to the proposed building. Due to the stores location being at the rear of the lot these parking bays are not visible from the Safety Bay Road streetscape. Therefore, no adverse visual impact is expected on the Safety Bay Road streetscape.	✓
<i>Provide attractive parking for bicycle, motorbike and scooter users, and suitable end-of-trip facilities, to encourage their use as an alternative to car travel.</i>	Active mode parking is provided within the broader development within the lot and is available to accommodate patrons arriving by bicycle. No additional active mode parking is proposed specifically for the liquor store, as the drive-through nature of the use is anticipated to generate a high proportion of vehicle-based trips.	✓
<i>Separate resident parking from short stay, commercial and other visitor parking.</i>	The proposed parking area within the lot is solely for visitors accessing both the proposed liquor store and the approved tavern. Therefore, no need to separate parking spaces for users.	✓
8.6 Materials, Finishes and Landscaping		
<i>Contribute to attractive and well-landscaped streets and other public or semi-public spaces and enhance the quality and experience of the public realm.</i>	No significant changes to the approved landscaping of the wider development within the lot. Additional landscaping to be provided alongside the proposed liquor store primarily on the northern and western facades, with a smaller section south of the drive through component of the development.	✓
<i>Employ coastal, drought and salt-tolerant, low-maintenance plants, and avoid plant species that are likely to spread into the surrounding natural environment.</i>	A final landscaping plan will be submitted prior to applying for a building permit, as per condition 16 of the DAP approval.	✓
9. Required Elements		
<i>A licensed premises must be included in any development. The building must be framed along its Safety Bay Road and Malibu Road frontages by commercial uses with direct pedestrian access to the street. All development must address the street in a manner consistent with contemporary urban streetscape design disciplines.</i>	The previously approved tavern is a licensed premises within the same lot as the proposed development and will appropriately frame Safety Bay Road. The proposed liquor store has no frontage to Safety Bay Road.	✓
<i>An activated frontage with eating and drinking and commercial uses at ground level and a three storey minimum contiguous façade positioned in accordance with the setback requirements must be provided. At the ground level, buildings must address the street with a primary business entrance and a shopfront façade that is transparent over at least 75% of the area of the facade.</i>	The development does not propose a minimum three storey-built form. This is considered acceptable as the development is located at the rear of lot and does not have main road frontage. The development aligns with the aims of the Design Guidelines in improving the diversity of the wider mixed use / commercial development. Additionally, the approved tavern provides the lot with a landmark and focal point for the community.	✓

Requirement	Comment	Complies
	The proposed liquor store adopts a built form that complements the approved single-storey tavern on the site. Designed by the same architect, the development reflects a consistent architectural approach, resulting in a cohesive and integrated design outcome that is complementary to the character, scale, and appearance of the tavern. The liquor store is located at the rear of the lot and exceeds the required road setbacks and boundary setbacks.	
<i>To allow for robust buildings, a minimum ground floor to first floor height of 3.2 metres with a minimum of 3.0 metres ceiling height must be provided.</i>	Th liquor store has a proposed ceiling clearance of 4.4m exceeding the minimum requirement of 3m.	✓
<i>Street elevations must be articulated to include defined streetfront entries which are clearly identifiable from the street. Balconies, deep window reveals, related awning and roof elements and changes in materials (subject to the maintenance of a predominantly glazed and transparent commercial frontage at ground level) are also encouraged.</i>	Elevations are articulated to identify and define building entries.	✓
<i>Street awnings must be provided to the full width of the proposed building at a minimum 2.5m wide, with lighting being provided under the street awnings.</i>	Awnings are proposed over pedestrian footpaths surrounding the liquor store, however, there are no street awnings due to a lack of formal street frontage.	✓
<i>The scale and design of buildings is to be designed to minimise any overshadowing of adjoining properties and public spaces to the satisfaction of the City.</i>	Vehicle car parking is proposed south of the proposed liquor store, therefore, any overshadowing of the adjoining space is inconsequential.	✓
<i>Between windows and glazed commercial frontages, walls must be predominantly masonry, rendered brick or stone. Tilt slab or pre-cast concrete construction is only to be approved for visible external walls where the design achieves an adequate level of articulation and detail consistent with the spirit and intent of the guidelines.</i>	The proposed frontage incorporates the required materials, including masonry, rendered/textured brick, and stone. The liquor store has also been designed by the same architect responsible for the approved tavern on the site, resulting in a consistent architectural approach and complementary use of materials and built form elements. Collectively, these measures contribute to a cohesive and integrated development outcome.	✓
<i>Off-street car parking must be located behind, under or over ground floor, streetfront buildings.</i>	Off-street parking is behind or within the drive through element of the proposed liquor store.	✓
<i>In lieu of the normal landscaping requirements of the Scheme, developers may be required to contribute to the cost of streetscape and/or landscape works within the public domain in the general vicinity of their development site.</i>	The proposed liquor store is located at the rear of the site and exceeds the required 10% of its total site area being landscaped. There is also no public domain in the immediate surrounds due to the site being developed at the rear of private land.	✓

Requirement	Comment	Complies
<i>Loading and servicing areas must be screened from view of the street to the satisfaction of the City.</i>	Any loading and service vehicles attending to the site will be contained within the drive through component of the development or adjacent space. The location of the liquor store to the rear of the site adequately screens any loading and service vehicles from the street.	✓
<i>Any subdivision application is to be prepared in accordance with an approved Development Application.</i>	Subdivision approval was granted by the WAPC on 23 April 2024. The liquor store is wholly located within the space allocated for future development.	✓
<i>Any development must include pedestrian crossing facilities from the site to Lot 2041 Safety Bay Road (Waikiki Beach).</i>	No changes are proposed to the existing pedestrian crossing facilities on Safety Bay Road	✓
<i>The layout and design of the building must maximise natural ventilation and, where possible, cross ventilation. Consideration must be given to the impact of the building on the prevailing winds to adjacent properties.</i>	The building is designed with open spaces and four floor to ceiling roller doors to provide access and enable the development to take full advantage of cross ventilation.	✓

5 CONCLUSION

As detailed above, the proposed development of a drive-through liquor store within the approved mixed commercial and tavern development site achieves the purpose and intent of the TPS2 and complies with the provisions of the relevant local planning frameworks.

The proposal appropriately responds to the relevant aspects of the planning framework and warrants approval for the following key reasons:

- The proposed development is consistent with the relevant objectives of the Waikiki Hotel Site – Design Guidelines prepared for the subject site and will contribute indirectly to restoring the site to its former role as an eating and drinking place.
- The proposed development enhances the surrounding locality, by further diversifying the local commercial options for the surrounding residents and is likely to positively attract visitors to the area.
- The well-integrated architectural design created through the use of materials, colours and layout will positively contribute towards and enhance the wider mixed use commercial development and the previous Waikiki Hotel Site amenity.

Having regard for the above, in considering the applicable planning framework, the proposed development warrants approval.

Attachment 1:
Certificates of Title

Attachment 2: Development Plans

Attachment 3:
Transport Impact Statement

Attachment 4:
Waste Management Plan

**Attachment 5:
Acoustic Report**