Proposed Ryderwear Gym

Application for Planning Approval



Lot 428 (144) Kerosene Lane, Baldivis

August 2026

apex
planning

Prepared for Spera Property Group

DOCUMENT CONTROL

DESCRIPTION	DATE
260820 25-359 DA report - Ryderwear Baldivis (rev0).docx	20 August 2026

Apex Planning

Phone: 0416 672 501
Email: admin@apexplanning.com.au
Address: 3/128 Main Street, Osborne Park 6017

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1 INTRODUCTION

Apex Planning has prepared this application for planning approval with regard to Lot 428 (144) Kerosene Lane, Baldivis (hereafter referred to as the **subject site**).

The subject application seeks approval for the development of a new Ryderwear Gym on the subject site, consistent with its Commercial allocation under the Paradiso Estate Structure Plan.

The proposal will activate vacant land within a key location of the Spudshed Neighbourhood Centre in northern Baldivis with an appropriate non-residential use which will promote health, wellbeing, and social cohesion for local residents and employees of nearby businesses.

The design of the facility is of a high quality and its layout responds to the characteristics of the site, aligning with the Integrated Development Guide Plan prepared for the wider neighbourhood centre.

The proposal is supported by a range of expert assessments which demonstrate its suitability for establishment on the subject site.

The application warrants the support of the City of Rockingham and the approval of the Metro Outer DAP.

1.1 PRE-LODGEMENT ENGAGEMENT

On 28th July 2026, Apex Planning and Spera Property Group attended a pre-lodgement meeting with the City of Rockingham.

A number of matters were discussed relating to existing site conditions, contextual considerations, land use suitability, the applicable planning framework, and procedural considerations.

The pre-lodgement feedback received has informed the refinement and finalisation of the application materials.

2 LAND DESCRIPTION

2.1 LOT DETAILS AND ENCUMBRANCES

The land subject of this application for planning approval is described in **Table 1** below.

Table 1: Lot details				
Lot	**Deposited Plan**	**Volume**	**Folio**	**Ownership**
428	409061	2951	246	Galati Nominees Pty Ltd

The Certificate of Title and Deposited Plan are provided at **Appendix 1**.

The only encumbrance listed on the Certificate of Title relevant to the proposed development is Memorial O004964: applicable to both lots, confirming its classification as “remediated for restricted use” under the *Contaminated Sites Act 2003*.

In accordance with the applicable DWER basic summary of records, the land may not be suitable for “more sensitive land uses (such as residential development, primary school or childcare centre)” without further contamination assessment and/or remediation. The subject application seeks approval for a non-sensitive commercial land use, being a gymnasium.

The memorial is provided at **Appendix 2**.

3 CONTEXTUAL CONSIDERATIONS

The following section describes the contextual characteristics of the site and local area. Refer to **Figure 1: Aerial Photo** on the subsequent page, which illustrates the development site and surroundings.

3.1 EXISTING SITE CONDITIONS

Lot 428 is a rectangular lot of 2,345sqm with frontage to Kerosene Lane (north), McDonald Road (west), and Chilvers Street (south).

The site is undeveloped, and adjoins a footpath along each street frontage. Four embayed parking spaces also adjoin the site long its McDonald Road frontage.

In terms of its topographical features, the site falls from Chilvers Street (south) to Kerosene Lane (north) by 1-1.5 metres and has an approximate 2m crossfall along its Chilvers Street frontage. A 0.3-1m high retaining wall exists along the eastern half of the site's Chilvers Street frontage. A retaining wall of varying heights also exists along the eastern boundary, with the wall generally at a height of up to 0.6m along Lot 201 and 1.7m along Lot 205. Both adjoining properties include boundary walls along portions of the shared boundary.

According to mapping data, the key urban utilities (sewer, power, water) exist within the immediate area and are assumed to be available to the site.

3.2 DESCRIPTION OF CONTEXT

In terms of regional context, the subject site is within northern Baldivis, located approximately:

- 38km south of the Perth CBD
- 6km east of Rockingham Strategic Centre
- 4km north of Baldivis District Centre

From a localised point of view, the subject site forms part of the Spudshed Neighbourhood Centre (as identified under the City's Local Commercial and Activity Centres Strategy), which is comprised of commercial land generally located at the southern side of Kerosene Lane with frontage to McDonald Road, Annabelle Way, and Sierra Parade.

The neighbourhood centre services a growing catchment of residential properties which form part of the Paradiso Estate and Oasis Estate (both estates located south of Kerosene Lane).

At the time of preparing this report, the Neighbourhood Centre comprises:

- A Spudshed fresh food market (the main anchor of the centre) which serves the community's daily and weekly needs on a 24/7 basis forming the core of the centre;



Figure 1: Aerial Photo	NORTH	**Drawn:** Alessandro Stagno **Rev:** 0
Lot 428 (144) Kerosene Lane, Baldivis		**Source:** MNG Access **Date:** 14 August 2026 apex planning

- A service station and fast food outlet to the north-west of the Spudshed at the corner of Kerosene Lane and Annabelle Way;
- A commercial building containing a pharmacy and specialty tenancies at the south-western corner of Kerosene Lane / McDonald Road (adjacent to the subject site); and
- A child care facility at the south-eastern corner of McDonald Road and Chilvers Street (adjacent to the subject site).

The Neighbourhood Centre features excellent access and connectivity, noting Annabelle Way and McDonald Road both form full movement 'T' intersections with Kerosene Lane which provide the local population with to connections the wider Baldivis locality. The local area is also provided with an established footpath network which provides pedestrian linkages throughout the Neighbourhood Centre and the wider residential communities.

Kerosene Lane is the main vehicular thoroughfare for the locality, running between Mandurah Road (western end) and Baldivis Road (eastern end) which offer linkage to the wider metropolitan region. Kerosene Lane is a District Distributor B under the Main Roads hierarchy. Kerosene Lane in the vicinity of the site is a two-way divided road with a raised central median.

McDonald Road is a key north-south vehicular thoroughfare for the locality, running between Kerosene Lane (northern end) and Fifty Road (southern end) and providing connectivity to the wider Baldivis area. McDonald Road is an Access Road under the Main Roads hierarchy. McDonald Road adjoining the subject site is a boulevard style two-way divided road with a landscaped central median and embayed car parking on either side.

Chilvers Street is a local street which runs east-west, and is classified as an Access Road under the Main Roads hierarchy. Chilvers Street is an undivided two-way road.

In terms of its immediate surroundings, the subject site is bounded by Kerosene Lane, McDonald Road, and Chilvers Street to its northern, western, and southern boundaries respectively. The site is generally adjacent to non-residential land uses beyond its road frontages, and adjoins the side boundary of two residential dwellings along its eastern boundary (including front setback areas, boundary walls, and side fencing).

Refer to **Figure 1: Aerial Photo** on the subsequent page, which illustrates the development site and surroundings.

4 PROPOSED DEVELOPMENT

As depicted on the development plans provided at **Appendix 3** and the landscape plan provided at **Appendix 4**, this application for planning approval seeks to establish a new Ryderwear gym on the subject site.

The facility will operate 24 hours, 7 days per week and will generally have up to two staff present during normal business hours.

The development proposal will activate suitably located and undeveloped commercial land forming part of a neighbourhood centre, delivering an appropriate non-residential use which will promote health, wellbeing, and social cohesion for local residents and employees of nearby businesses.

The proposed Ryderwear gym is appropriately located and will complement the wider neighbourhood centre which includes an existing Spudshed fresh food market and other commercial uses which provide important local services on a 24 hour basis.

The layout of the proposed development aligns with the applicable Integrated Development Guide Plan (**IDGP**) for the neighbourhood centre, positioning an architecturally designed two-storey building within the western half of the subject site to provide a nil setback to each road frontage and car parking area within the eastern half of the site with access to Chilvers Street.

The specifics of the proposed development include:

- A two storey building totalling a floor area of 2,086sqm with 577sqm on the ground floor and 1,509sqm on the first floor. The building has a nil setback to each road frontage and a 15.1m setback from the eastern boundary.
- A car park containing 46 parking bays (including an ACROD bay), of which 22 bays are open-air and located along the eastern boundary and the remaining 24 bays are within an undercroft area.
- An internal pathway runs along the western side of the car park and wraps around the building to link to the pedestrian external footpath network on Chilvers Street and McDonald Road.
- Soft landscaping totalling 125.4sqm of site area which is provided along the eastern and northern boundaries of the open-air car parking area for effective screening. A feature planting area is provided at the north-eastern corner of the car park. As shown on the landscape plan, the proposal will plant 7 new trees which will be along the car park periphery to provide a buffer to the adjoining residential properties and within the feature planting areas.
- A 1.8m high bin store at the south-eastern corner of the car park, positioned for easy transportation of bins to Chilvers Street for on-street collection.

The ground floor contains a large entry foyer with a display area for Ryderwear apparel and gym products with reception and gym area, massage room, pilates room, and staff amenities. At the upper floor, there is a large gym area with a small posing room, small boxing room, and toilets / changerooms / saunas and UAT.

A main pedestrian entrance is provided at a suitable position from McDonald Road, which enables grade-compliant pedestrian movement to the building entry (noting the sloping topographical features of the adjoining road reserves). The building entrance for the gym is located at the eastern side of the reception area, with a separate after hours entry provided at the eastern side of the ground floor gym area.

The architectural approach of the proposed gym is of a high quality, adopting distinctive yet subtle design features to provide an appropriate response to its corner frontages and street frontages. The architectural response includes:

- The use of varying textured finishes and vertical proportions to define the upper / lower levels and promote visual interest, with curved corner 'box out' features at the street corners for a sense of presence.
- A raised blade feature above the McDonald Road pedestrian entrance for legibility and identifiability.
- Windows at lower and upper levels of the gym areas to provide interactivity and surveillance of the public realm along street frontages. The upper level windows along the eastern façade are fixed and obscured up to 1.6m.
- Feature mesh screens along the ground level car parking areas facing the street frontages, to provide suitable screening of the car park whilst enabling surveillance.
- Simplistic signage integrated into the design of the building.

A 3D image of the development is provided below which demonstrates its high level of architectural design quality:



The development is evidently configured and designed in a site-responsive manner and will contribute positively to the surrounding area.

4.1 TRAFFIC AND ACCESS

The proposed development is supported by a Transport Impact Statement (**TIS**) produced by Transcore (refer to **Appendix 5**). The TIS is prepared in accordance with the requirements of the WA Planning Commission's traffic impact assessment guidelines. The TIS demonstrates:

- The development would generate approximately 40 trips during the typical AM peak and 85 trips during the PM peak. This level of traffic generation is within the 'moderate' threshold of impact and entirely capable of being sustained by the local road network.
- The availability of 46 onsite parking spaces, as well as 4 on street bays immediately adjoining the site and additional public parking in the wider neighbourhood centre is adequate to meet the practical needs of the proposed development, based on operational considerations, likely peak parking demand, and contextual characteristics.

The TIS demonstrates that the proposed development is acceptable from a traffic generation point of view.

4.2 ACOUSTIC COMPLIANCE

The proposed development has been subject to an acoustic assessment by Herring Storer Acoustics, provided at **Appendix 6**. The acoustic assessment considered noise emissions associated with vehicular noise, car park noise, and internal music noise from the proposed 24 hour operations of the gym to nearby properties.

The assessment demonstrates compliance is readily achieved at all times for all noise sources, except for a minor 3db exceedance associated with the 10pm-7am use of the two southernmost open-air car parking bays which relates to noise received at the adjacent child care centre (located south of the site).

Whilst the "exceedance" is noted, it is important to recognise that the child care centre operates 6:30am-6:30pm on weekdays and involves usage of car parking spaces prior to 7am. Therefore, in practical terms, the "exceedance" does not translate to an actual acoustic impact. For this reason, no noise mitigation is considered to be required.

The acoustic compliance considerations are therefore acceptable and warrant the City's support.

4.3 WASTE MANAGEMENT

The proposal provides a bin storage area at the south-eastern corner of the car park which would be used to house the required number of waste receptacles to service the gym. The preferred (and requested) method of waste collection is kerbside collection via the City's waste service from a suitable position on Chilvers Street. A waste management plan can be provided at building permit stage in accordance with a suitable condition of planning approval.

5 STATUTORY PLANNING ASSESSMENT

5.1 METROPOLITAN REGION SCHEME (**MRS**)

The subject site is zoned Urban under the MRS. The subject application proposes development which is entirely consistent with the Urban zone.

5.2 STATE PLANNING POLICY 3.7 PLANNING IN BUSHFIRE PRONE AREAS (**SPP3.7**)

The subject site is within an area identified as 'bushfire prone' in accordance with Department of Fire and Emergency Services (**DFES**) mapping.

A Bushfire Attack Level (**BAL**) assessment has demonstrated the proposed building is affected by a maximum rating of BAL-19 with the majority of the site falling with BAL-12.5. Refer to **Appendix 7**.

In accordance with SPP3.7, no further bushfire assessment is required. The development is acceptable from a bushfire point of view and warrants support.

5.3 CITY OF ROCKINGHAM LOCAL PLANNING SCHEME NO.2 (**LPS2**)

In accordance with the City's LPS2, the subject site is zoned Development and falls within Development Area 22 (**DA22**) which relates to the Baldivis (north) area. Refer to **Figure 2 – Zoning Map**.

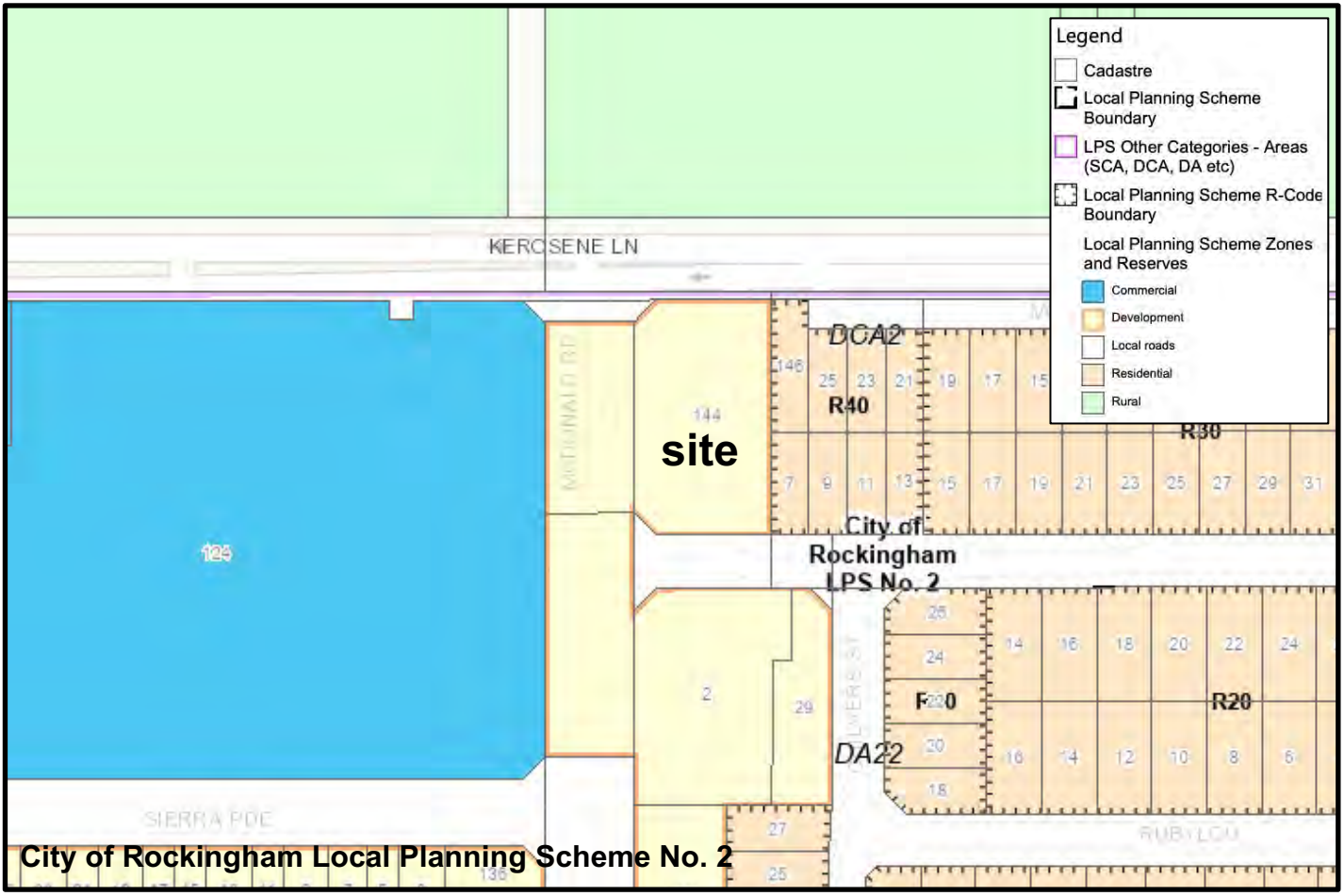
Under the requirements of the Development zone and DA22, an approved structure plan is required to be endorsed over the subject site to guide subdivision and development.

The Paradiso Estate Structure Plan applies to the subject site and wider area. In accordance with the Structure Plan, the subject site is allocated as Commercial which corresponds to the Commercial zone of LPS2 per Section 4.1 of the Structure Plan report.

The objective of the Commercial zone as set out by Clause 4.6.1 of LPS2 is extracted below:

> 4.6.1 Objective
>
> The objective of the Commercial Zone 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 Ryderwear gym is a facility which operates as a gymnasium, noting it is equipped for physical exercise and offers such services to the public in a purpose designed premises. The use is a 'D' discretionary use in the Commercial zone as per the Zoning Table of LPS2.



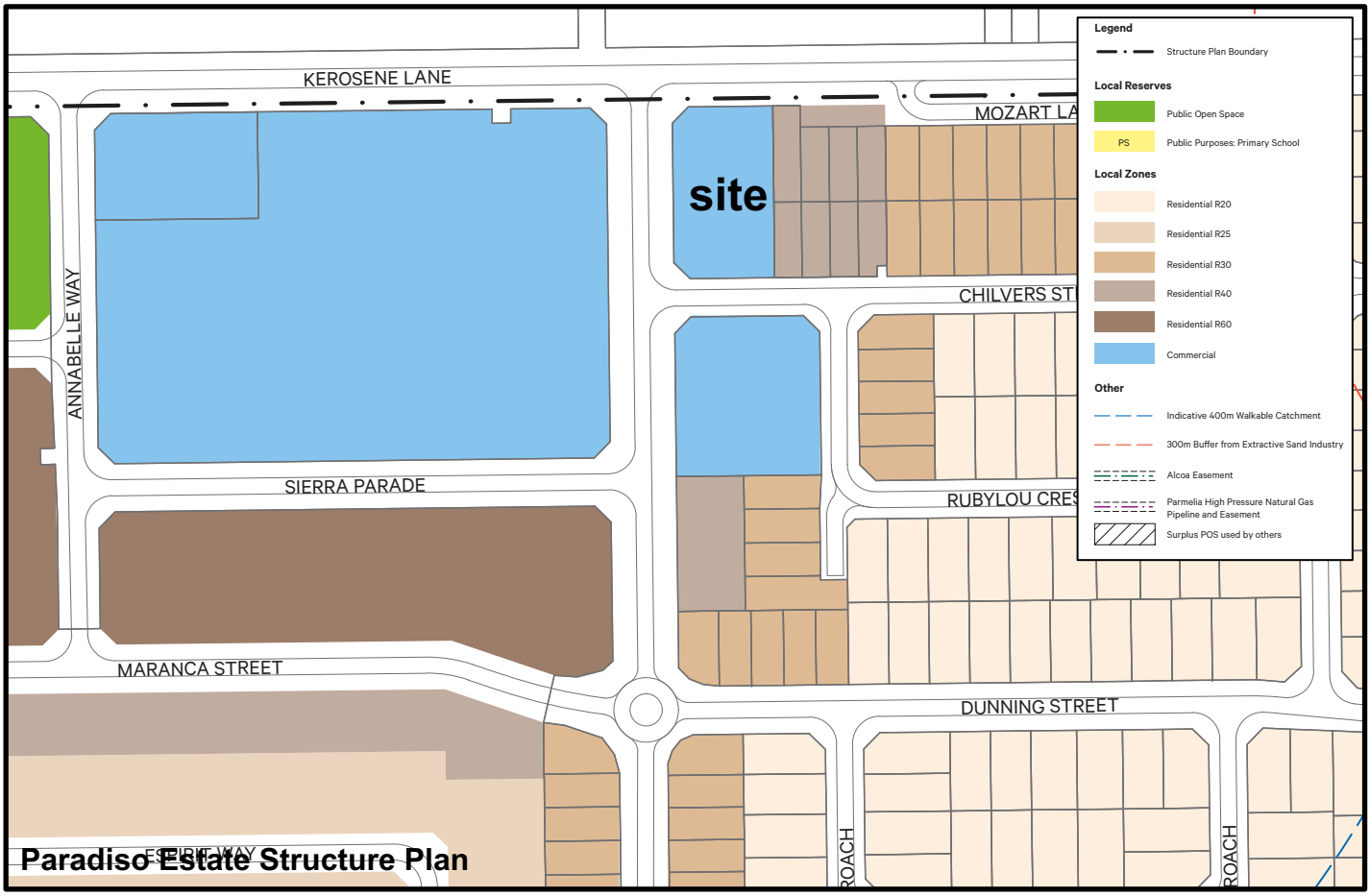


Figure 2: Zoning Map	NORTH	**Drawn:** Alessandro Stagno **Rev:** 0
Lot 428 (144) Kerosene Lane, Baldivis		**Source:** PlanWA **Date:** 14 August 2026 apex planning

The proposed Health Studio is appropriate as a complementary non-residential use to support the Neighbourhood Centre precinct in which it is located. The Neighbourhood Centre is almost fully built-out and contains a range of commercial uses anchored by the Spudshed fresh food market which serve the daily and weekly needs of the local population.

The proposed Ryderwear gym will offer important health and wellbeing services to the local residents and employees of businesses, improving the level of amenity for the Neighbourhood Centre and strengthening the provision of local urban support services.

The gym is appropriately located at the eastern fringe of the Neighbourhood Centre, where it is easily accessible by all modes of transportation and leverages its connection to the core of the activity centre. The 24 hour operation of the gym aligns entirely with the amenity offered by the wider Neighbourhood and secures surveillance and activity of the local area during the night time period.

The layout and design of the proposed development is executed to a high standard and generally complies with the applicable Integrated Development Guide Plan (**IDGP**) which guides development for the Neighbourhood Centre.

The proposed Ryderwear gym is therefore consistent with the objectives of the LPS2 Commercial zone and the information contained in this application package demonstrates the development is worthy of approval.

5.3.1 COMMERCIAL ZONE REQUIREMENTS

Clause 4.6 of LPS2 contains provisions applicable to the Commercial zone. **Table 2** below provides an assessment against the relevant requirements.

Table 2: Commercial zone requirements

Scheme requirement	**Response**
4.6.2 Form of Development	
a) In considering applications for development approval in the Commercial Zone, the local government shall ensure that that site planning, scale, built-form, elevations and landscaping of the development positively contribute to the streetscape, appearance and amenity of the locality.	The site planning and scale of the proposed development aligns with the applicable Integrated Development Guide Plan (**IDGP**) for the 'main street precinct' of the neighbourhood centre. Built form is provided within the western half of the site with nil setbacks to McDonald Road and other road frontages (achieving a 'main street' style of design) and the car park with associated access is located at the eastern half of the site. The built form is comprised of two storey scale and is evidently designed to a high architectural standard, responding to its street frontages and corner frontages with an alternation of textural finishes, corner features, awnings/canopies, and windows. Soft landscaping is provided along the periphery of the car park and a landscape feature is provided at the north-eastern corner of the site, allowing a buffer to the

	neighbouring properties whilst improving the amenity of the development. The presentation and built form of the proposed development is acceptable and complies with 4.6.2(a).
4.6.3 Parking	
Provision shall be made for the on-site parking of motor vehicles in all development in the Commercial Zone in accordance with the provisions of clause 4.15 and Table No.2.	Under the City's LPS2 parking standards, the 'Health Studio' use requires 1 bay / 15sqm NLA which equates to a requirement of 139 parking spaces. This extent of parking is excessive and impractical as it would result in around 2 bays per patron at peak periods. Information from Ryderwear has indicated that during the most critical peak hour of the gym (5pm-6pm), approximately 60 patrons are usually present based on observations of other facilities. Outside of the critical peak hour, there are generally less patrons. In November 2024, the WAPC endorsed the *WA Planning Manual: Non-Residential Car Parking Rates in Perth and Peel*, which is intended to define consistent car parking rates for non-residential land uses in "activity centres" and "precincts". This includes reduced parking rates in Neighbourhood Centres. Section 2 of the manual notes the following: Based on the current practice, minimum rates are applied with the expectation that each development will meet its own car parking demand on-site. This results in a range of issues associated with the inappropriate provision of car parking and inefficient use of land. The proposed development provides 46 onsite parking spaces and has access to eight onstreet bays in its immediate vicinity, and more onstreet bays are available within the wider walkable catchment. The availability of parking both onsite and within the walkable catchment of the Neighbourhood Centre will more than adequately cater for the needs of the proposed Ryderwear gym, noting: • The onsite parking provision (46) caters for around 1.5 persons per parking space during the most critical peak hour which is a highly desirable rate of parking provision. • The site is within a Neighbourhood Centre precinct, and there will be a proportion of patrons that will either walk to the premises or use the gym as part of a multi-use trip. This inherently reduces parking demand across all uses within the Neighbourhood Centre. • The most critical peak hour of the gym is 5pm-6pm, which is not the most critical peak of many other uses in the Neighbourhood Centre. This means on-street parking along McDonald Road and Sierra Parade (within the walkable catchment of the site) are likely to be available should the need arise. Having regard for the above, the proposed car parking arrangements are acceptable in the context of a Neighbourhood Centre and will adequately cater for the needs of the proposed development.

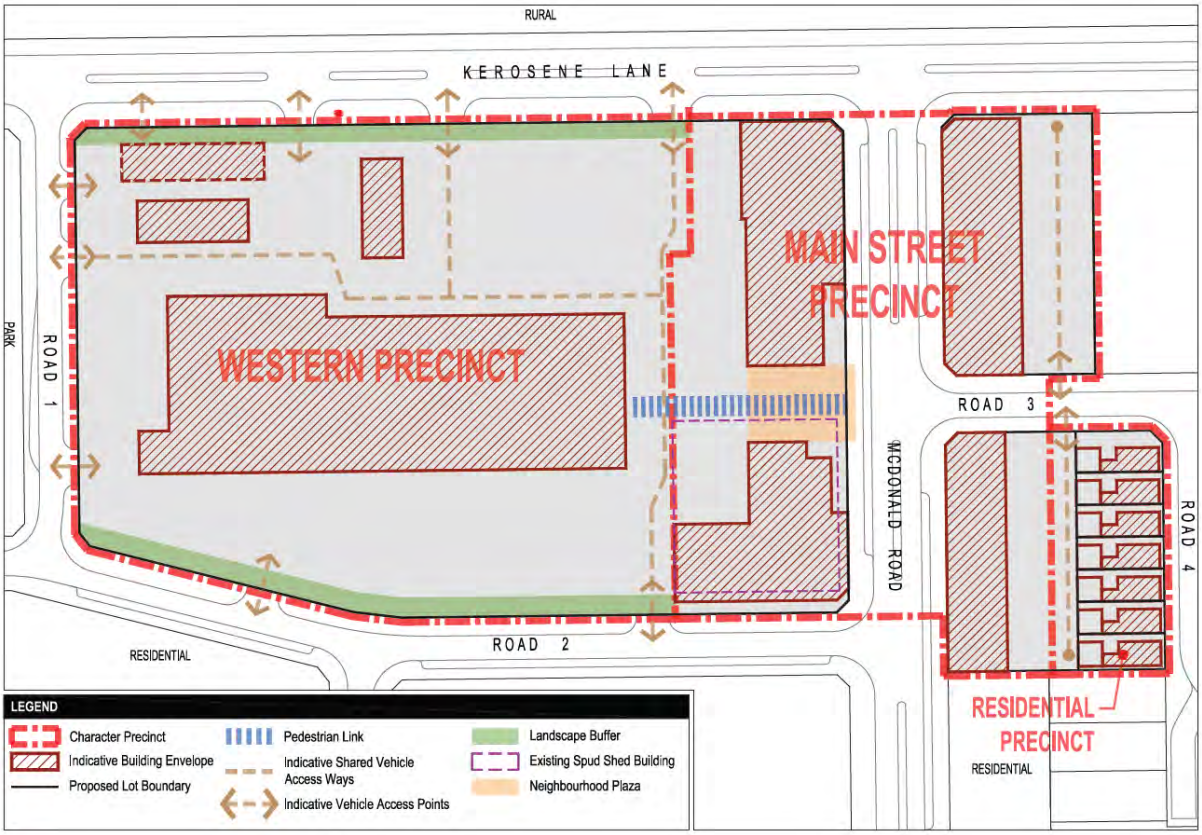
4.6.4 Setbacks	
In assessing applications for development approval, the local government shall take into account the following requirements when determining the setbacks for developments in the Commercial Zone:- a) where a development is proposed to be located on a lot having a common boundary with a Residential zoned lot or residential use class, the setbacks shall not be less than those prescribed in the R-Codes for the particular density code of the adjoining residential lot; b) in all other cases, setbacks to be determined by the local government taking into account the principles outlined in clause 4.6.2 and the requirements of the Building Code of Australia.	The proposed development achieves nil setbacks to each road frontage, as required by the applicable IDGP. The subject site adjoins residential land along its eastern boundary. The building is set back from the eastern boundary by 15.1m which exceeds the minimum which would be required under the R-Codes for a two-storey building with major openings.
4.6.5 Landscaping	
a) Subject to b) below, within any development in a Commercial Zone a minimum of ten percent (10%) of the total site area shall be provided as landscaping in the form approved by the local government. The area of the site required to be provided under this sub-clause shall not include areas which would normally be set aside for pedestrian movement. b) Where the provision of ten percent (10%) of the total site area as landscaping is not practicable, the local government may consider an equivalent contribution towards streetscape works in the public streets adjoining the property, based on the principles outlined in clause 4.6.2. Streetscape works may incorporate elements such as kerbside parking, pedestrian footpaths, soft landscaping, street trees, lighting and street furniture.	The proposed development provides a total of approximately 125.4sqm soft landscaping area, which represents 5.3% of the 2,345sqm site area. Whilst the landscape area falls slightly short of the prescribed 10%, discretion is warranted as the extent of landscaping has been maximised onsite. Importantly, the proposed soft landscaping enables the planting of 7 new trees which could collectively result in a canopy cover of around 219sqm. This results in a vastly improved amenity outcome for the site and its buffering to the neighbouring properties. Having regard for the above, the proposed landscaping arrangements are of a high quality and warrant the City's support.

5.4 SPUDSHED NEIGHBOURHOOD CENTRE INTEGRATED DEVELOPMENT GUIDE PLAN (**IDGP**)

The Spudshed Neighbourhood Centre IDGP guides built form and development outcomes for the local area.

The IDGP sets precinct-specific development criteria for the neighbourhood centre, dividing it into three distinct precincts.

The subject site forms part of the Main Street Precinct, which is shared with other land fronting McDonald Road. An extract of the IDGP is provided below:



The statement of intent for the Main Street Precinct per the IDGP is:

> **Main Street Precinct**
> The purpose of the Main Street Precinct is to provide for retail, office, entertainment, eating and drinking, residential and other such uses, potentially in a mixed use configuration, fronting onto a pedestrianised main street; to provide an intimate public neighbourhood plaza for the community; and to provide a staged approach to development by retaining the existing improvements during the construction of a new supermarket within the Western Precinct.

The proposed development is consistent with the IDGP and its intentions for the Main Street Precinct, noting it incorporates a complementary non-residential land use which provides an appropriate transition between the core of the Neighbourhood Centre and the residential land further east.

The proposed Health Studio use strengthens the level of amenity offered by the Neighbourhood Centre and builds upon the daily and weekly urban support services for the local population.

The proposed location of built form, access, and car parking is consistent with what is shown on the IDGP for the site. A main street design outcome is achieved with high quality built form, improving the function of McDonald Road.

The provisions for the Main Street Precinct are assessed within **Table 3** below.

Table 3: Assessment against the Main Street Precinct provisions	
2.1 All buildings shall be oriented to the main street (McDonald Road) with the main pedestrian entry being from the main street, and shop-front windows provided along the main street.	As depicted on the development plans, the proposed building is oriented toward McDonald Road with this façade presenting as a primary façade. The pedestrian entry from McDonald Road includes an elevated blade feature to draw pedestrians through the site to the secure building entry.
2.2 Buildings shall be built up to the main street, and shall contribute contiguous built form along the main street. Minor setbacks shall only be considered where necessary to provide for activities between the building and the street (excluding car parking).	The proposed built form achieves a nil setback to McDonald Road and its corner frontages, presenting contiguously.
2.3 All buildings along the main street must be built to a minimum of two storeys or equivalent parapet height to keep the main street compact and to reinforce the desired urban character.	The proposed building is two storeys and includes windows along its upper level for surveillance of the public realm.
2.4 A continuous awning at least 2.5m wide shall be provided along main street and secondary street frontages, where buildings are built up to the street.	An awning and canopies are provided along the McDonald Road and corner frontages which provide cover and amenity for pedestrians.
2.5 The Neighbourhood Plaza shall be landscaped and provided with furniture for use as an active public space, suitable for community events.	Not applicable.
2.6 Active uses such as eating and drinking places shall be located on the ground floor adjacent to the Neighbourhood Plaza.	Not applicable.
2.7 The Neighbourhood Plaza shall be linked to the supermarket in the Western Precinct via a prioritised pedestrian link at least 2.5m wide.	Not applicable.
2.8 Servicing and off-street car parking shall be located to the rear of the building, out of view of the main street.	The layout of the proposed development aligns with the IDGP, which involves the car park and access within the eastern half of the site enabling it to be screened by the building within the western half.
2.9 On-street car parking shall count towards the required car parking for non-residential developments.	Noted, refer to the parking assessment provided earlier in this report.
2.10 Along the eastern side of the main street, 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 is to be provided.	The ground floor has a height of 3.57m and the upper level has a height exceeding 3m.

Having regard for the above, the proposal is consistent with the IDGP and warrants the City's support.

5.5 PLANNING POLICY NO. 3.3.1 CONTROL OF ADVERTISEMENTS

The development includes signage integrated into the proposed building which requires assessment against the requirements of the City's signage policy.

The proposed signage is simplistic in nature, comprising 'Ryderwear gym' lettering and the Ryderwear insignia per the below extract:



The application proposes three 'Ryderwear gym' lettering signs (one to each frontage) and two Ryderwear insignia signs (one at each corner feature).

The signs are correctly classified as Wall Signs under the City's policy. The signage is generally compliant with the City's requirements, except for the limit of two signs per business tenancy.

In this instance, discretion is warranted as evidently there is no proliferation of signage. The proposed wall signs are simplistic in nature and are integrated with the design style of the building. The signs add to the identity of the building in a tasteful way without diminishing its sleek and contemporary design response. This is evident from the 3D images of the proposed development, extracted below for reference:



5.6 PLANNING POLICY NO. 3.3.14 BICYCLE PARKING AND END-OF-TRIP FACILITIES

Under LPP 3.3.14, the proposed development requires 0.05 bicycle spaces per visitor (short term) and 0.1 spaces per staff (long term).

During the most critical peak period of operation, up to approximately 70 patrons could be accommodated in the building which equates to 3.5 bike spaces.

There would generally be up to 2 staff onsite at any one time, requiring 0.2 spaces.

Therefore, the total requirement is 4 short term bike spaces and 1 long term bike space, which can be easily accommodated in the car park.

The proposed development provides end of trip facilities within the building, noting the provision of showers, lockers, and changerooms.

6 CONCLUSION

This application for planning approval involves the development of Lot 428 (144) Kerosene Lane, Baldivis with a new Ryderwear gym.

The information presented in this application for planning approval demonstrates the proposed development is appropriate and warrants the City's support for the following reasons:

- The development is entirely consistent with the site's Commercial zoning LPS2 and is suitably located, forming part of a Neighbourhood Centre precinct, to offer expanded services meeting the daily and weekly needs of the local population and employees of local businesses.
- The proposal will activate a currently vacant site which is at a key corner location of the Neighbourhood Centre.
- The proposal is consistent with the applicable requirements of the planning framework, including the City's LPS2, the Integrated Development Guide Plan and applicable local planning policies.
- The facility's built form approach provides a sensible response to the site's corner location and interacts positively with its surroundings, achieving the desired 'main street' style of design.
- The proposal is supported by a number of expert assessments demonstrating it is acceptable.

The proposed development warrants the support of the City of Rockingham and the approval of the Metro Outer DAP.