

Proposed Mixed Commercial Development

Application for Planning Approval



Lots 401, 154, 155 (578, 580, 590) Pinjarra Road, Furnissdale

February 2026

Prepared for Furnissdale Management Pty Ltd

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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 a mixed commercial development proposed at Lots 401, 154, 155 (578, 580, 590) Pinjarra Road, Furnissdale (hereafter referred to as the **development site**).

The proposal involves the establishment of a brand new service commercial development comprising bulky goods showrooms, a service station, car wash, gym, and small drive-through coffee outlet on the site.

The proposed service commercial development will improve the amenity of the local area by establishing appropriate commercial uses with new architecturally designed buildings, a significant provision of landscaping, and appropriate access arrangements to the surrounding road network.

The proposed land use mix and development typology is entirely consistent with the Service Commercial zoning of the land. The proposal is supported by a range of expert technical inputs which demonstrate its suitability for establishment on the development site.

The application warrants the support of the Shire of Murray (**Shire**) and the approval of the Metro Outer DAP.

1.1 PRE-LODGEMENT ENGAGEMENT

Pre-lodgement consultation has occurred with the Shire and Main Roads WA (**MRWA**) with regard to the subject development.

The landowner of the site has engaged in numerous discussions with the Shire's planning team over the course of 2025 regarding the proposed development, and a pre-lodgement meeting was attended by the landowner, Shire, and Apex Planning in December 2025.

In February 2026, the landowner, Apex Planning, Porter Consulting Engineers, and Transcore attended a videoconference meeting with representatives of Main Roads WA to discuss access considerations.

The feedback received from the Shire and MRWA during the pre-lodgement phase of the project has informed the finalisation of the application materials.

2 LAND DESCRIPTION

2.1 LOT DETAILS AND ENCUMBRANCES

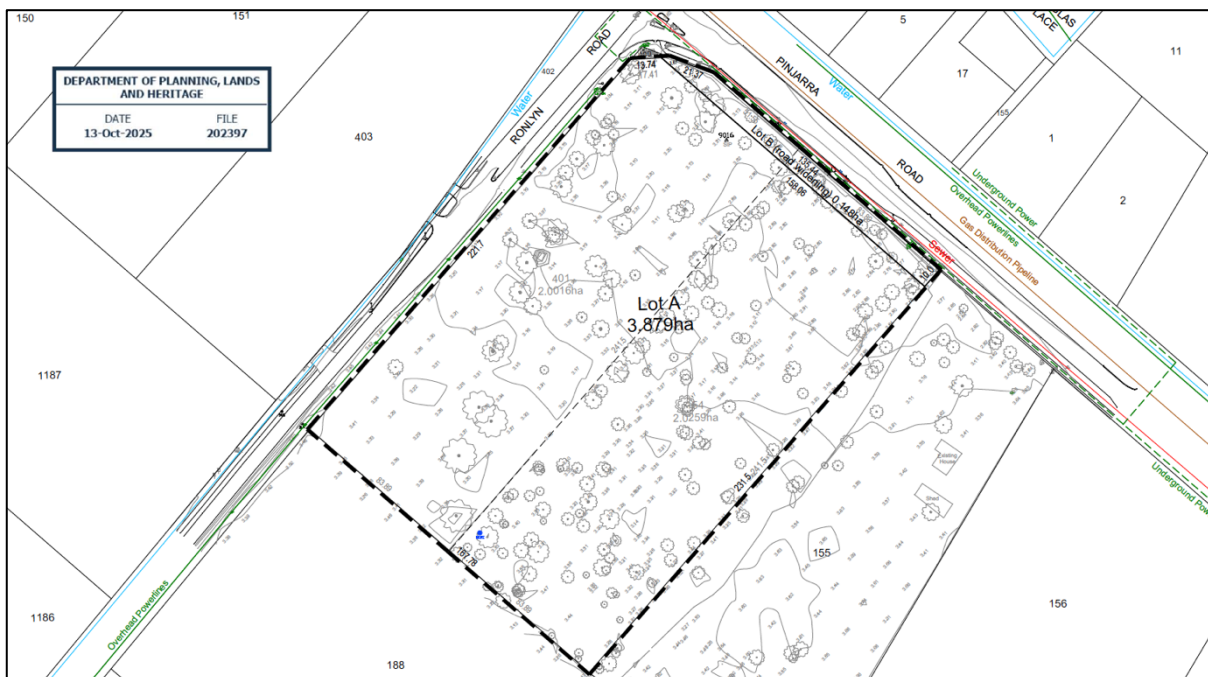
The land subject of this application for planning approval is described in **Table 1** below.

Table 1: Lot details				
Lot	Deposited Plan / Diagram	Volume	Folio	Ownership
401	63717	2741	792	Furnissdale Management Pty Ltd
154	20014	1186	442	
155	20014	1742	137	

The Certificates of Title are provided at **Appendix 1**. There are no encumbrances listed on the CTs.

2.2 SUBDIVISION APPROVAL

On 28th January 2026, the WAPC granted conditional approval to a Form 1A application (WAPC ref 202397) which would reconfigure the lot boundaries of Lots 401 and 154 as shown in the below image:



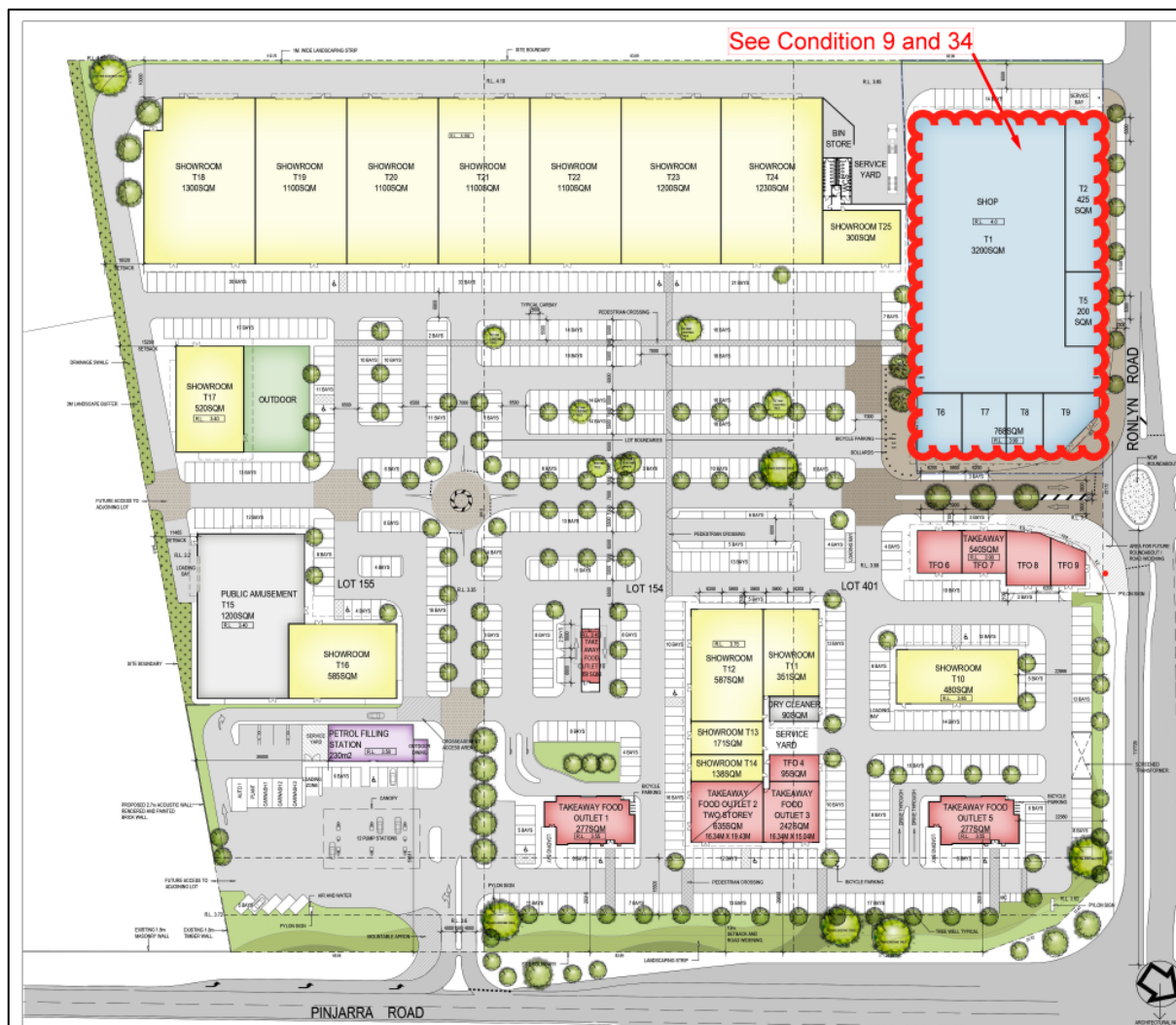
The approved lot configuration is reflected on the development plans of the subject application, demonstrating no conflict between buildings and lot boundaries.

The proponent is currently in the process of condition clearances, with a view to having the subdivision completed by the end of 2026.

2.3 DEVELOPMENT APPROVAL

The development site has benefit of a current development approval for a mixed commercial development, originally granted by the former Metro South-West JDAP in August 2018. The approval has been modified/extended a number of times, most recently in April 2025, and remains valid until 29 August 2027.

An extract of the currently approved site layout is provided below:



The approved development comprises a land use mix which is similar to the subject application, and includes a combination of showrooms, takeaway food outlets, a service station / car wash, and the like.

Importantly, the approved development has access arrangements which include a left in / left out crossover to Pinjarra Road and a full movement roundabout to Ronlyn Road. The access arrangements are identical to those which are proposed by the subject application.

3 CONTEXTUAL CONSIDERATIONS

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

3.1 EXISTING SITE CONDITIONS

The development site is currently comprised of three lots (Lots 401, 154, 155) which collectively comprise 6.2175ha. All three lots have frontage to Pinjarra Road, whilst Lot 401 has corner frontage to both Pinjarra Road and Ronlyn Road.

All three lots are undeveloped and contain scattered vegetation and vehicular access tracks.

Based on services mapping, reticulated water and power is available in the immediate area. The development site is remote from reticulated sewer, with the nearest gravity-fed sewer line located approximately 1.1km south-west on Ronlyn Road.

In terms of its topography, the site is generally flat with a gentle fall of approximately 0.5-0.6m toward Pinjarra Road.

3.2 DESCRIPTION OF CONTEXT

The development site is within the locality of Furnissdale and is located approximately:

- 12.5km north-west of the Pinjarra Secondary Centre.
- 3.5km south-east of the Mandurah Strategic Centre.
- 67km south of the Perth CBD.

The development site is located at the southern corner of the signalised intersection of Pinjarra Road and Ronlyn Road.

Pinjarra Road is a Primary Distributor road (under the control of Main Roads) which runs between Mandurah (west) and Pinjarra (east), and connects to the key transport routes of Forrest Highway, South Western Highway, and Mandurah Road. Pinjarra Road in the vicinity of the site is constructed as dual carriageway standard (with associated turning lanes) and wide central median.

Ronlyn Road is a Local Distributor road which runs between Pinjarra Road and Riverside Drive, providing a more localised function for the wider Furnissdale locality. Ronlyn Road in the vicinity of the site is constructed as a two-way undivided road with associated turning lanes at the Pinjarra Road signalised intersection.

The development site is generally adjacent to existing commercial and service commercial development which relies on its visibility to / exposure from / access via Pinjarra Road, noting the existence of:

- A Spudshed facility to the north-west, on the opposite side of Ronlyn Road.

- An agglomeration of service commercial uses to the north-east, on the opposite side of Pinjarra Road, which include showrooms, trade supply, a caravan sales facility, drive-through liquor store, and service station.

The development site adjoins two separate lots along its south-eastern boundary, of which one contains the Peel Caravan Park and the other a semi-rural lot containing a detached dwelling and a large external area with sheds and paddock. The site adjoins a large, mostly vegetation site along its south-western boundary.

In terms of town planning context, the development site forms part of the emerging Barragup Furnissdale Activity Centre, which is anchored by a planned neighbourhood centre and is predominantly comprised of a Business precinct, with a small sliver of land at its north-western periphery identified as a Residential precinct.

The development site and adjacent land is mostly within the Business precinct of the activity centre (indicating an intended future service commercial context for the interface with Pinjarra Road), with an area fronting Ronlyn Road at the western corner of the site within the Neighbourhood Centre precinct.

A footpath exists on the southern side of Pinjarra Road along the frontage of the development site, which links to the wider pathway network along Pinjarra Road.

In terms of public transportation, bus stops exist within the Pinjarra Road verges opposite the site which are part of the 600, 604, 605 routes and collectively offer a link between Mandurah Station and Pinjarra.

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



Figure 1: Aerial Photo



NORTH

Drawn: Alessandro Stagno

Rev: 0

Source: MNG Access

Date: 4 February 2026

**Lots 401, 154, 155 (578, 580, 590) Pinjarra Road,
Furnissdale**

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4 PROPOSED DEVELOPMENT

4.1 SERVICE COMMERCIAL DEVELOPMENT

In reference to the development plans at **Appendix 2**, the subject application seeks approval for the establishment of a service commercial development within a 3.2677ha portion of the site fronting Pinjarra Road and Ronlyn Road.

The service commercial development will activate undeveloped commercial land at a key corner location and includes a range of complementary uses / urban support services to benefit the growing urban population of the surrounding area and high number of vehicles using Pinjarra Road. The subject application represents the first stage of commercial development on the site, positioned within the front half.

The development is presented in a well-arranged layout with appropriate access arrangements, substantial landscape provision, and compliant car parking. Two main internal access driveways are provided, which connect to the external road network via a left turn only crossover to Pinjarra Road and a full movement roundabout to Ronlyn Road. The main access driveways provide linkages to the internal car parking areas for each building, enabling resilient and coordinated internal circulation.

The built form / design approach for the development provides a suitable architectural response which incorporates articulation, presence, ground level permeability, texture, and cohesiveness whilst allowing each individual building to be distinguished through its colour palette and integrated signage. The corner sections of buildings include elevated / accentuated features to provide a sense of scale. A holistic approach has been adopted for the site's semi-rural contextual response, incorporating a considerable provision of landscaping/trees and hardscape treatments for pathways.

Extracts of 3D images are provided below, illustrating the proposed development:



The specifics of the service commercial development are outlined below:

- Tenancy 1: A 24 hour service station facility at the eastern corner of the site addressing the eastern frontage to Pinjarra Road. The service station includes a 223sqm convenience building and associated refuelling area comprising eight bowsers (sixteen refuelling positions) beneath a canopy.
- Tenancy 2: A 24 hour car wash facility south of the service station, which includes two auto-wash bays and a manual/caravan wash bay and associated plant room. The car wash facility is designed as a covered commercial building. It is important to note that the subject application intends to make provision for the car wash facility, though it is not intended to construct the car wash until such time that reticulated sewer becomes available to the site.
- Tenancy 3: A 24 hour gym facility south of the car wash, provided within a 1,430sqm building with a servicing nib for waste storage and loading.
- Tenancy 4, 5, 6: Three bulky goods showrooms within a consolidated building totalling 5,798sqm located at the western side of the site which addresses the Pinjarra Road and Ronlyn Road frontages. Due to the anticipated size of service vehicles, the bulky goods showrooms are to be serviced via covered loading areas at the rear of the building, not visible from the road network and screened from other directions by a generous landscaping buffer. Each tenancy has a dedicated detached bin store adjacent to its respective loading area.
- Tenancy 7: A small drive-through coffee outlet within the Pinjarra Road setback area of T4-6, comprised of a 28sqm structure with associated drive-through lanes on either side and a small detached bin enclosure.
- The proposal provides 290 parking spaces which are distributed throughout dedicated car parking areas for each building. Six motorcycle bays are also provided to encourage alternate transport modes. Pedestrian movement and crossing areas are provided throughout the site to promote a shared environment and allow patrons to move between the various areas comfortably and safely.
- Various signage on the buildings, as well as three freestanding signs along the Pinjarra Road frontage and one freestanding sign along Ronlyn Road frontage. An assessment is provided against the Shire's signage policy later in this report.

The following sub-sections provide an overview of the specific elements of the development proposal.

4.2 LANDSCAPING

A landscape plan prepared by Urban Retreat is provided at **Appendix 2**. The subject development provides 6,275sqm of soft landscaping throughout the site, which manifests itself within generous landscape buffer strips along street frontages and islands in the car park. The soft landscaping provision represents 19.2% of the Stage 1 development area, and around 10% of the overall site area. It is noted that landscape planting throughout the site is somewhat constrained due to the site's bushfire management requirements, including the need to achieve Asset Protection Zone / low threat planting per the State bushfire framework.

As part of the landscaping approach, 63 new trees will be planted throughout the Stage 1 area and 6 existing mature trees are identified for retention where practical to do so. A total canopy cover of 1,233sqm is achieved. Additionally, existing vegetation within the 21m buffer of the stage 2 area will be retained.

The species selection is robust, locationally appropriate and based on the environment in which the various trees, grasses/shrubs/groundcovers will be positioned within the site to ensure viability.

The planting arrangements are intended to complement the development's interface with the public realm and enhance the site's presentation to the street.

4.3 TRAFFIC AND ACCESS

The proposed development is supported by a comprehensive Transport Impact Assessment produced by Transcore (refer to **Appendix 4**). The TIA is prepared in accordance with the requirements of the WA Planning Commission's traffic impact assessment guidelines. The outcomes of the TIA are outlined as follows:

- The proposed development would conservatively generate approximately 135 and 238 new trips during the typical weekday AM and PM peak hours, and 282 trips during the Saturday midday peak (accounting for passing trade).
- The net addition of traffic to the Pinjarra Road / Ronlyn Road / Husband Road intersection shows satisfactory operations in both the post-development and 10 year scenario, with negligible increases in overall queues/delays and no major change to level of service.
- Satisfactory operation of the proposed Pinjarra Road crossover and Ronlyn Road roundabout for all scenarios.
- Satisfactory movement of service vehicles through the dedicated service areas for each building, depicted on swept path plans forming part of the TIA. This includes:
 - The movement of a 19m fuel tanker through the site to perform refuelling for the service station.
 - The movement of 19m semi-trailer delivery vehicle through the rear of the bulky goods showroom building.
 - The movement of 12.5m service vehicle to the service station service yard, the rear of the bulky goods showroom building, and the loading area of the gym building.
- A conservative stacking / queuing capacity analysis for the service station, demonstrating no impact to the internal site car park driveway system during the critical peak-hour. Compliant stacking provided for the drive-through coffee.
- No particular transport or safety issues identified.

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

4.3.1 ACCESS, CIRCULATION, AND SERVICING ARRANGEMENTS

The access arrangements of the proposed development include:

- A left in / left out crossover to Pinjarra Road, which is designed to accommodate a pedestrian crossing point and a turning pocket for the entry movement at the approach to the crossover. The crossover width will be 11.4m at the future property boundary to Pinjarra Road.
- A mountable roundabout to Ronlyn Road which enables full movement access into the site whilst maintaining the existing access of the adjacent Spudshed site.

The site access points connect to two main access driveways, which link to the dedicated car parking areas for each building and designed such that the main access driveways will maintain an unimpeded flow of traffic at all times. The internal driveway system includes provision for future connection to the adjoining land to the east in accordance with the Shire's Barragup Furnissdale Activity Centre Policy.

The circulation system through the proposed development has been carefully considered to separate movements of service vehicles and patrons as much as practical, including an area for service vehicles only provided at the rear of the bulky goods showroom building.

Servicing arrangements throughout the development are anticipated to include:

- For the service station, bulk fuel deliveries undertaken by a 19m fuel tanker via a remote filling point located at the western end of the forecourt, and typical servicing by a 12.5m vehicle via its service yard at the southern side of the building.
- For the car wash, waste collection to the small bin store which can occur easily via the driveways.
- For the gym, waste collection and deliveries within the servicing nib integrated into the building by a 12.5m vehicle which is accessed via the southern driveway.
- For the bulky goods showrooms, servicing to occur at the integrated rear loading areas at the back of the building via the dedicated service vehicle area. Servicing will be carried out by vehicles up to 19m, and waste collection by a 12.5m vehicle.
- For the drive-through coffee outlet, servicing to occur via the adjacent driveway by a small commercial vehicle.

Patrons will have easy and comfortable vehicular access to all parking areas on the site via the main internal driveways, with a series of pedestrian pathways providing connectivity to the entrance of each building and to the external pathway network.

The proposed access, circulation, and servicing arrangements are satisfactory.

4.4 CIVIL DESIGN

The project civil consulting engineers, Porters, have prepared the following civil design inputs to support the development proposal:

- Conceptual stormwater management plan for the development which meets the Shire's standards and specifications (refer to **Appendix 4**).
- Bulk earthworks plan depicting the earthworks design for the subject proposal, including cut and fill arrangements across the site (refer to **Appendix 5**).

The site's stormwater system is divided into four catchment areas to allow runoff to be infiltrated as close to source as possible. The stormwater system is designed to capture and contain stormwater runoff as per the Shire's specifications through a series of soakwells, drainage pipes, and drainage cells with sufficient storage volume to accommodate the requisite rainfall event.

As part of the stormwater quality management approach, the refuelling area of the service station will be bunded and separated so that all runoff in this area is directed to a SPEL system which captures and treats stormwater.

As part of the civil design approach, it is necessary to carry out bulk earthworks involving fill throughout the Stage 1 development area. The extent of fill is generally less than 0.5m across the site, allowing finished floor levels of 3.75m AHD to be achieved for the main buildings and 3.5m AHD for the drive-through coffee outlet. The intention is to undertake earthworks in such a manner that levels will integrate with those at the street boundaries.

A key component of the earthworks approach is to extract material from a portion of the Stage 2 area at the rear of the site, to be used as fill for the Stage 1 area. The existing levels in the Stage 2 area will be cut to 2.9m AHD, and a 21m wide buffer is retained along the periphery to ensure it is screened from the public realm.

4.5 EFFLUENT DISPOSAL

As the development site is currently remote from reticulated sewer, an onsite effluent disposal system is required to service the proposed land uses until such time that a reticulated system becomes available. A site and soil evaluation (**SSE**) has been prepared in support of the development proposal, and is provided at **Appendix 7**.

The SSE confirms that the site is within a 'sewerage sensitive area', necessitating secondary treatment systems in the form of Aerobic Treatment Units. Based on the assessment undertaken, separate leach drain fields are provided for the two future lots forming the development site which have been determined to be suitably sized to cater for the needs of the proposed land uses (except for the car wash). As noted earlier in this report, provision is made for the car wash on the development plans, however it is not intended to deliver the car wash until such time that reticulated sewer becomes available.

Detailed hydraulic design plans can be provided at building permit stage in accordance with a suitable condition of planning approval.

4.6 WASTE MANAGEMENT DETAILS

Each building of the proposed service commercial development has a dedicated waste area intended to service the proposed land uses. These include:

- An integrated bin store within the service yard of the service station.
- A small bin store attached to the plant room of the car wash.
- An integrated bin store within the service nib / loading area of the gym.
- Three detached bin stores adjacent to each loading area for the three bulky goods showroom tenancies.
- A small detached bin store adjacent to the drive-through coffee outlet.

Waste collection will be undertaken by private contractor and the frequency will depend on the specific requirement of the land use.

All bin stores will be designed compliantly with relevant health regulations, with wash down facilities and a graded drain connected to the site's sewer system. The bin stores will be maintained to a high standard by the respective operators and regularly cleaned to prevent odours.

A waste management plan can be provided at building permit stage in accordance with a condition of planning approval, which confirms the specific details of the relevant waste management arrangements.

4.7 ACOUSTIC COMPLIANCE

An environmental noise assessment has been prepared for the subject development, noting it involves 24 hour land uses and the site is in proximity to sensitive receivers (particularly Peel Caravan Park to the south-east). The acoustic assessment is provided at **Appendix 8**.

The acoustic assessment covers noise associated with mechanical plant, vehicular movements / car parking, truck movements and associated refrigeration units, and the operation of the car wash / service station / gym.

The acoustic assessment demonstrates compliance with the *Environmental Protection (Noise) Regulations 1997* can be achieved at all times, subject to:

- Mechanical services (including air conditioning units) located on the roof to be screened from neighbouring premises.
- Refrigeration / condensing units to have a 'quiet' function.
- A 2.4m high acoustic fence to be provided along a portion of the eastern boundary, as shown on the development plans.
- Automatically closing doors for the car wash, to be closed during the wash cycle.

5 STATUTORY PLANNING ASSESSMENT

5.1 PEEL REGION SCHEME

The lots forming the development site are zoned Urban under the PRS. The proposed development seeks to establish service commercial uses which will support the ongoing growth of the wider urban areas and vehicular traffic using Pinjarra Road. The proposal is consistent with the intent of the Urban zone.

The site also fronts the Pinjarra Road Primary Regional Roads reservation, which is under the control of Main Roads WA. A portion of the lots is impacted by the extent of the reserve.

In accordance with the provisions of the PRS and its associated instrument of delegation, it is anticipated that the subject application will be referred to Main Roads for a recommendation per the processes established therein.

5.2 DRAFT OPERATIONAL POLICY 1.12 PLANNING PROPOSALS ADJOINING REGIONAL ROADS IN WESTERN AUSTRALIA

In March 2023, the WAPC published draft OP 1.12 for public comment which seeks to consolidate DC 1.7 General Road Planning and DC 5.1 Regional Roads Vehicular Access. As the proposal involves the creation of a new access point to Pinjarra Road, the provisions of these policies are applicable.

Per Section 5.2 of draft OP 1.12, new driveway access to Regional Roads may be approved following consultation with the relevant authority (in this instance Main Roads) and the local government, subject to a number of criteria being addressed which pertain to the effects of the proposal on traffic flow / road safety of the regional road, the position / configuration of driveways, and the design of driveways based on their intended use.

In support of the subject proposal's access arrangements, the following is noted:

- The proposed access arrangements, which involve a left turn only crossover to Pinjarra Road with an associated left turn pocket, have been previously assessed and approved for a similar development proposal as explained earlier in this report. The previous approval remains valid until August 2027. The access arrangements are identical to the subject application.
- The access arrangements and traffic considerations of the subject development have been assessed as part of the TIA forming part of the application materials. The TIA demonstrates the proposed access arrangements are satisfactory and will not create a detrimental impact to the external road network, including through SIDRA assessments and traffic flow/distribution analysis.
- As the proposed Pinjarra Road crossover caters for left turn movements only, its potential for negative impacts to the function of the road are minimised. The crossover includes a compliantly designed left turn pocket which ensures traffic entering the site can do so safely without impeding traffic flow. The crossover is aligned at a right angle to Pinjarra Road and is appropriately designed to

cater for the movements of a 19m semi trailer, which is the largest vehicle anticipated to use the site.

- The provision of a left turn only crossover to Pinjarra Road is appropriate for a development of this typology and scale, as it includes land uses which tend to capture passing traffic during peak periods (ie service station), and allows patrons to more directly access the development via the higher order road rather than indirectly navigating toward their intended destination on the site.

The proposed access arrangements are therefore in line with the criteria of draft OP1.12 and warrant the support of the Shire and Main Roads.

5.3 STATE PLANNING POLICY 2.9 WATER

SPP2.9 and its associated guidelines were endorsed in December 2025 and consolidates a number of previous water-based policies of the State government, including the former Government Sewerage Policy.

SPP2.9 encourages all “water-related matters” to be considered at the earliest possible stage of the planning process. In this instance, the proposal’s stormwater and wastewater arrangements are relevant.

A concept stormwater management plan is included with the application materials which demonstrates the stormwater system has been considered as part of the design process, allowing for the necessary onsite infrastructure (soakwells, drainage pipework, drainage cells) to cater for the requisite rainfall event. As part of the stormwater arrangements, measures are included to optimise the quality of stormwater runoff, including the use of a SPEL system as part of the service station.

As the site is currently remote from the nearest gravity-fed reticulated sewer (which is at least 1.1km from the site), it is not possible to connect to this service. As a result, onsite effluent disposal is required to service the proposed land uses. An SSE has been prepared as part of the proposal which demonstrates the site is capable of accommodating the required onsite effluent disposal systems per the SPP2.9 guidelines. This includes a secondary treatment system in the form of an ATU, as the site is within a sewerage sensitive area. The development plans depict the ‘land application area’ (ie the unencumbered area where treated wastewater will be distributed for further in-soil treatment) in the form of leach fields.

The proposed development is consistent with SPP2.9 and its associated guidelines and warrants support.

5.4 STATE PLANNING POLICY 3.7 BUSHFIRE

The development site is within an area identified as ‘bushfire prone’ by Department of Fire and Emergency Services mapping. A bushfire assessment is therefore required per the provisions of SPP3.7 and its associated guidelines.

A Bushfire Management Plan (**BMP**) is provided at **Appendix 9** which demonstrates a compliant Bushfire Attack Level (**BAL**) rating of BAL-29 can be achieved for all

proposed buildings subject to the creation of an Asset Protection Zone throughout the external car parking areas and within 29m of the buildings.

The proposed development is consistent with the criteria of the State bushfire policy framework and warrants support.

5.5 SHIRE OF MURRAY LOCAL PLANNING SCHEME NO. 4

Under the Shire's LPS4, the land subject of the subject application is zoned Service Commercial. Refer to **Figure 2 – Zoning Map**.

In accordance with Clause 6.12.1, *"it is the intention of the Council to encourage a range of non-retail commercial uses within the Service Commercial zone"*. The subject application seeks approval for the following uses:

- Service Station / Petrol Filling Station: an 'SA' use (discretionary subject to mandatory advertising).
- Motor Vehicle Wash: use not listed, subject to Clause 5.2.3 of the Scheme.
- Health Centre / Studio: a 'P' permitted use.
- Showrooms: a 'P' permitted use.
- Take-away Food Outlet: a 'P' permitted use.

The proposed uses are appropriate for establishment on land zoned for Service Commercial purposes. It is noted that discretion is required for the Service Station and Motor Vehicle Wash uses. These uses are evidently service commercial in nature, noting they are car-based uses which provide a convenient service to the public and rely on good visibility/exposure and accessibility to the external road network. The uses are complementary to the other uses proposed as part of the subject application, and provide patrons with opportunities for multi-use trips.

In accordance with Clause 6.12.2 of the Scheme, the Shire is to have regard to traffic generation, impact on amenity, scale of development, and compatibility with adjacent land uses when considering a DA in the service commercial zone. The subject application and details herein demonstrate the proposed development is entirely appropriate for establishment on the site. In this regard:

- A traffic assessment supports the application and shows an acceptable impact to the road network, as well as the appropriateness of the proposed access arrangements.
- The scale of the development is consistent with what is envisaged for the Business precinct under the Shire's Barragup Furnissdale Activity Centre Policy, which encourages buildings achieving a 2-3 storey scale.
- The site is mostly adjacent to commercial and service commercial uses, except for the Peel Caravan Park along the eastern boundary. An acoustic assessment has been prepared which demonstrates acoustic compliance can be achieved at that property

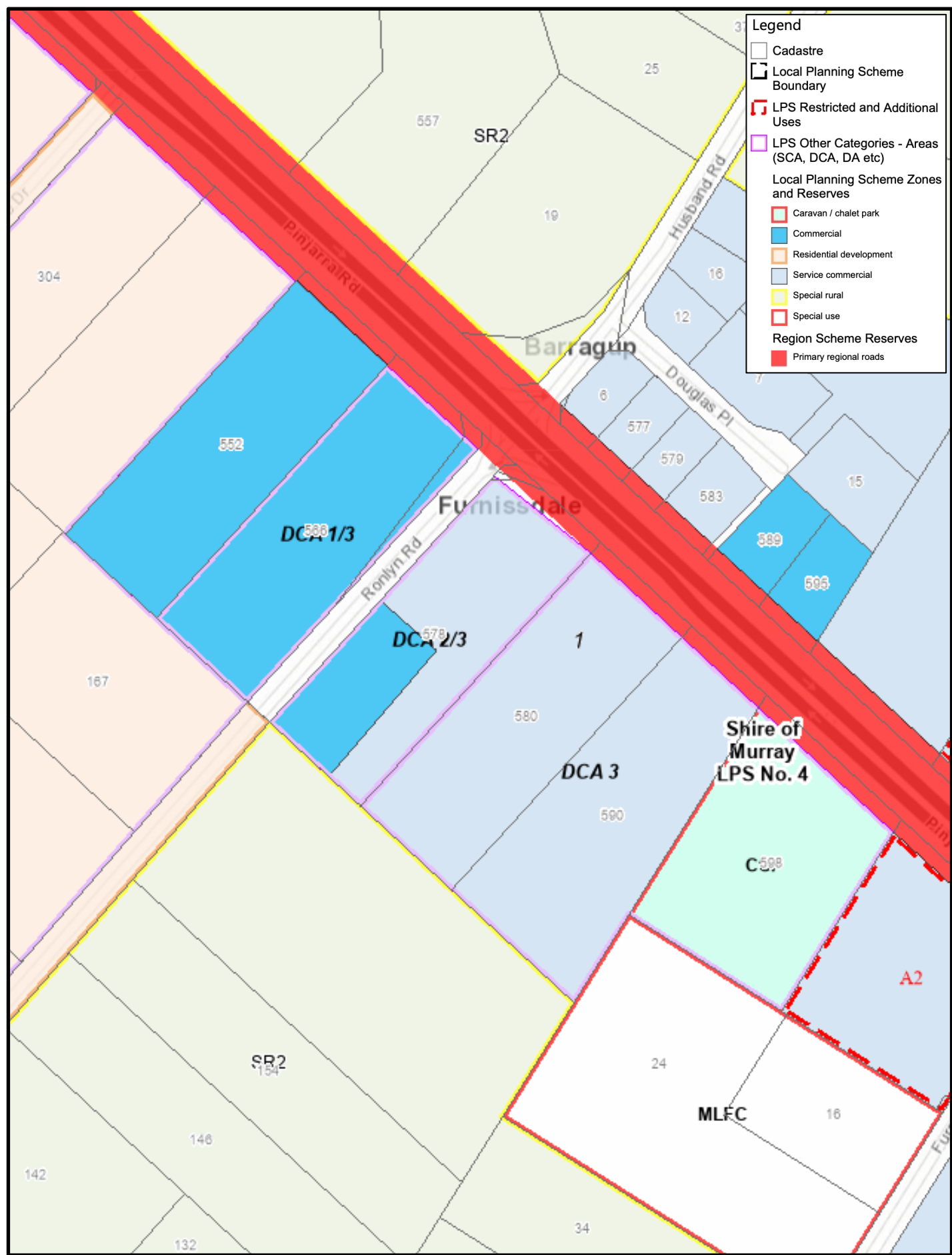


Figure 2: Zoning Map



NORTH

Drawn: Alessandro Stagno

Rev: 0

Source: DPLH

Date: 4 February 2026

Lots 401, 154, 155 (578, 580, 590) Pinjarra Road, Furnissdale

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In addition to the above, it is noted that Clause 7.4 of the Scheme permits open storage outside of the front boundary setback area provided it is screened by landscaping, fencing or other means.

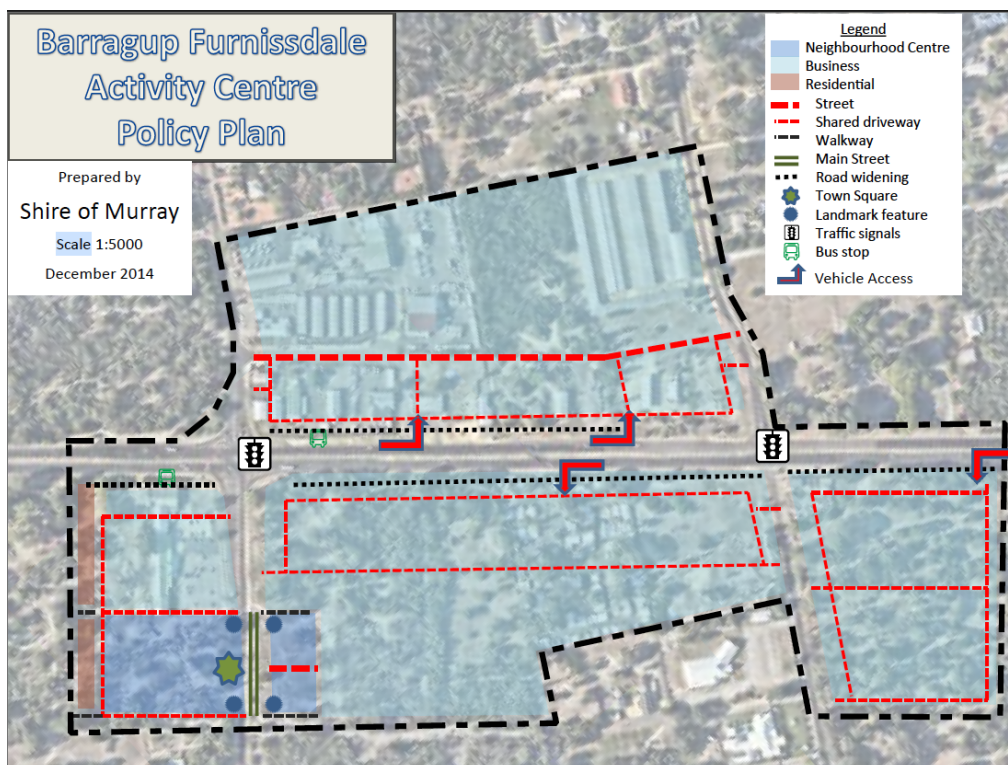
The development site is also within the following Development Contribution Areas (DCAs):

- DCA 2: requires landowners to contribute 10% of the estimated costs of signalisation for the signalised intersection of Pinjarra Road / Ronlyn Road / Husband Road.
- DCA 3: requires landowners to make a proportionate contribution for a temporary waste water pump station which is intended to be located at the south-western corner of Lot 401. It is understood from investigations undertaken by the proponent that a permanent reticulated sewer solution is part of local planning and capital works program, and may occur in the coming 5-year horizon. Therefore, a contribution under DCA3 is unlikely to be warranted.

5.6 BARRAGUP FURNISSDALE ACTIVITY CENTRE LOCAL PLANNING POLICY

The Shire's Barragup Furnissdale Activity Centre LPP seeks to set a framework and provisions for development falling within the boundaries of the activity centre (including the development site).

An extract of the policy plan is provided below, which shows the development site is within the Business precinct and is intended to contain shared driveways linking to land to the east:



In accordance with the 'vehicular and pedestrian access' requirements of the policy, the subject development:

- Provides a well distributed left turn only vehicular access point to Pinjarra Road with a suitable left turn pocket. The access has previously been considered and approved, and will benefit the emerging precinct and it links to a planned shared reciprocal accessway.
- Provides a full movement access point to Ronlyn Road in the form of a roundabout which is separated from Pinjarra Road by approximately 85 metres.
- Provides east-west driveways which are intended to connect to the adjoining eastern properties to facilitate a shared access arrangement through the precinct.

The development site forms part of the Business precinct and is in a key location with corner frontage to Pinjarra Road (a regional road) and Ronlyn Road. In accordance with the character statement of the policy, this precinct is intended to provide for uses that require relatively large sites for retailing of bulky goods, highway focused commercial and service activities, all of which are catered for by the subject development.

A holistic approach has been adopted in responding to the site context and reinforcing the semi-rural character of the area, with the development incorporating a well articulated and 'broken up' built form approach integrating with a considerable provision of landscaping throughout the street setback areas and within the car parks to enable the planting of locationally appropriate trees, shrubs, and groundcovers. Hardscape areas and pedestrian pathways throughout the site will be coloured with a dark red to reference the treatments typically found in rural townsites.

The following response is provided to the elements set out within the "design guidelines" of the policy:

- Height: all proposed buildings provide a scale equivalent to 2-3 storeys.
- Setbacks: the policy anticipates a setback of 15.5-21 metres to the ultimate alignment of Pinjarra Road and secondary streets. The subject application provides a Pinjarra Road setback of 13 metres to the service station convenience building and canopy, 19.9m to the drive-through coffee outlet, and 43.9m for the bulky goods showroom building. The proposed setbacks are appropriate in a service commercial context for the following reasons:
 - The setback of the service station is marginally non-compliant, falling short by approximately 2.5 metres. It is typical for service station facilities to be positioned closer to their primary street as it improves accessibility for patrons and allows this particular land use which tends to comprise smaller buildings / structures (compared to a showroom) to have improved exposure, particularly in a regional road environment.
 - The proposed setback of the bulky goods showroom building reinforces its primary orientation toward Pinjarra Road. The setback ensures the car parking areas can be consolidated and positioned in the front setback area where there is a connection to the front of the building. This is important, because reducing the setback would result in separated parking areas

which would mostly occur at the rear of the building (where there is essentially no surveillance). Patrons purchasing bulky goods would also be required to walk a considerable distance between parking areas and the entrance to the relevant tenancy, which is an operational issue. In a car-based service commercial context, operators also expect that customers can view car parking areas as they approach the site so they can determine parking availability.

- The bulky goods building presents with a 3 storey scale, noting a general top of parapet height of approximately 9.2 metres. This ensures that despite the increased setback, that presence to the street is achieved.
- Building form and character: the design of buildings achieves the building form and character provisions, noting:
 - The elevations of all relevant buildings address their street frontages, as evident for the service station building and the bulky goods showroom building. The primary street frontage of the bulky goods building contains entrances to the tenancies, with alternating roof forms, materiality, and distinct colour treatments to distinguish each tenancy. The service station building is oriented toward the canopy for operational reasons, but addresses Pinjarra Road with design features and a window. A high standard of architectural design is evidently achieved across all buildings.
 - The corner sections of the proposed bulky goods and gym buildings provide an accentuated upright feature which improves the perception of scale and presence.
 - The proposed built form approach avoids large unrelieved expanses of wall or roof, with each façade treated as appropriate based on its position on the site.
 - Entry points are clearly designed as focal points and are easily identifiable based on the 'sectioning' of the primary façade, with protection for pedestrians provided along all frontages by way of an articulated awning.
- Materials and colours: the design of buildings achieves the materials and colours provisions, noting:
 - The proposed buildings do not provide a broad / uniform finish. Design detailing is a key element of the architectural approach which 'sections' out the buildings into smaller elements through alternating forms and primary colours.
 - Feature elements are incorporated which include steel columns, the use of customorb sheeting in between sections as a rural keynote, and articulated roof lines.
 - The facades are broken up into distinct 'top and bottom' elements through the treatment of the fascia and ground level.
 - The buildings are designed cohesively but are still distinguishable from one another through the careful use of colour palettes.
 - The rear sections of the buildings are appropriately broken down with rebated panels and vertical sectioning.

- Landscaping: the proposed development provides 19.2% of the Stage 1 area as soft landscaping, with minimum 2m wide landscaping strips along street frontages and generous landscape strips included within the car parks. A total of 69 trees are catered for within the design, which equates to 1 tree / 4.2 parking bays. The landscaping provisions of the policy are achieved.
- Car parking and access: the subject development provides 290 parking spaces, which meets the Shire's relevant requirements for each land use. Based on the relevant parking standards from the Scheme and Shire's policies, parking is required as follows:
 - Health Studio: 47.6 bays based on 1 bay / 30sqm GFA
 - Service Station: 11.15 bays based on 1 bay / 20sqm GFA
 - Showrooms: 57.98 bays based on 1 bay / 100sqm GFA
 - Take Away Food Outlet: 5.6 bays based on 1 bay / 5sqm waiting area
 - Car wash: no rate, but assume no bays given nature of use
- Bicycles: provision will be made for bike parking, and end of trip facilities are accommodated within the buildings.
- Servicing and storage: servicing areas are located at the rear of buildings and are appropriately screened from view of the public realm. Additionally, any mechanical plant will also be suitably screened.
- Fencing: not applicable, as no fencing proposed in street setback areas.
- Signage: a high standard of signage is achieved, as signage has been considered as part of the architectural design of the project. As evident from the elevations, signage is integrated into the design of buildings and is not an 'after-thought'. Signage zones are integrated into the fascias of the gym and bulky goods buildings, and signage for the service station and car wash facilities is addressed in the usual manner.

As evident from the above, the subject application interacts positively with the relevant provisions of the Shire's activity centre policy and warrants support.

5.7 NATURAL LANDSCAPE IN URBAN AREAS LOCAL PLANNING POLICY

The Shire's natural landscape in urban areas policy applies to development proposals for land in urban areas, including the development site. The subject application is consistent with the Shire's policy, noting:

- Effort has been made to retain 6 mature trees throughout the site, as shown on the development plans.
- A total of 69 trees are accounted for throughout the site which exceeds the minimum rate of 1 tree / 4 parking bays and accounts for the minimum 1 tree / 450sqm of site area requirement.

5.8 SIGNS LOCAL PLANNING POLICY

The development requires assessment against the Shire's Signs Local Planning Policy, noting signage forms part of the subject application.

The proposal involves the following signage:

- Tenancy 1 (service station): BP logo and insignia on the retail building and canopy on the primary and Pinjarra Road elevations.
- Tenancy 2 (car wash): simple car wash lettering signage on the fascia of the north east, north west, and south west elevations.
- Tenancy 3 (gym): signage zones integrated within the fascia panels on the north east and north west elevations.
- Tenancy 4-6 (bulky goods): signage zones integrated within the fascia panels on the north east, north west, south east, and south west elevations. The signage will be comprised of panels which integrate within the fascias in a colour and style befitting that particular part of the building.
- Three freestanding signs along the Pinjarra Road frontage, of which two relate to all tenancies except the service station and are 10.85m high and the other is dedicated to the service station and is 8m high. An additional 10.85m high freestanding sign is proposed to the Ronlyn Road frontage.

It is anticipated that a signage strategy would be required as a condition of development approval, noting the extent of signage proposed throughout the development. The signs on each building are classified as wall signs, and are sized according to the scale and position of the building on which they are located. Signage is a fundamental element of any service commercial development and as evident, has been well considered as part of the architectural design of buildings to maintain congruity and cohesiveness.

Discretion is required regard the freestanding signage, noting each of the signs exceeds the maximum height of 6 metres and width of 2 metres, and more than one sign per street frontage is proposed along Pinjarra Road. The proposed freestanding signs are appropriate and warrant support, noting:

- The additional height for the signs is warranted, noting the regional road function of Pinjarra Road which necessitates the ability for patrons to identify and distinguish the signs from a relatively large distance. It is also noted that the pylon signs need to display a considerable amount of information. The main pylon signage will include for multiple tenancies, whilst the fuel pylon sign is legally required to clearly display the price of all fuel products sold onsite as well as any other relevant promotional information relevant to the facility.
- The Pinjarra Road frontage of the development is well in excess of 200 metres, meaning the provision of three signs along this frontage easily achieves the policy's intended separation of minimum 40 metres between signs.
- The design of the signs is entirely consistent with the style and character of the proposed buildings, ensuring congruity and cohesiveness.

- Freestanding signage of the scale and nature proposed is entirely typical of service commercial developments throughout the Perth and Peel regions. Appropriate exposure and identifiability are key considerations for service commercial developments.
- Freestanding signs exceeding 6m height were approved as part of the previous application on the site.

Having regard for the above, the proposed signage is acceptable and warrants the Shire's support.

5.9 EPA GUIDANCE STATEMENT NO. 3

The EPA's guidance statement for 'separation distances between industrial and sensitive land uses' was introduced in 2005 and provides guidance on the use of generic separation distances (buffers) between certain developments and 'sensitive' land uses.

The separation distances set out by EPA Guidance Statement No.3 are not absolute, and lesser distances are commonly accepted where it is demonstrated through justification that the potential impacts associated with the proposed development can be suitably managed.

For service stations, the potential impacts listed by the document are *gaseous, noise, odour and risk*. The subject development seeks approval for a 24 hour service station facility, which involves a suggested buffer distance based on 24 hour operations proposed.

In considering separation distances, it is important to note that:

- The modern service station is designed to a high standard and employs best practice design features relating to the storage and handling of fuel, stormwater treatment, external lighting, and noise mitigation to reduce external impact.
- The storage and handling of fuel is a highly regulated activity, separate to the development approvals process. A site cannot store or sell fuel without first obtaining a licence from the Department of Mines, Industry Regulation and Safety (**DMIRS**) which requires strict criteria to be met and assessed through various detailed scientific assessments as part of the process regulated under the *Dangerous Goods Safety Act 2005*.

Table 2 below provides a response to the potential impacts listed by the guidance statement, demonstrating that a lesser separation distance is warranted and acceptable.

Table 2: response to EPA separation guidelines
Gaseous/Odour
The proposed service station is in the same position as an approved service station, which remains approved until August 2027.

Notwithstanding, the service station will incorporate the VR1 vapour recovery system which ensures all vapour and fumes resulting from bulk refuelling is captured and directed into the fuel tanker via an airtight hose cock.

In addition to the above, the dangerous goods licensing process addresses impacts associated with vapour. The fuel bowsers are required to achieve prescribed setbacks under the Dangerous Goods licensing requirements and a site-specific assessment is undertaken under that process to ensure the facility's design and layout meets regulatory requirements before fuel can be stored and sold from the site. The following considerations are assessed as part of the dangerous goods licensing process:

- Spill and leak containment
- Segregation of dangerous goods
- Control of ignition sources in hazardous areas
- Control of hazardous substances that includes any gas, vapour, mist, fume or dust
- Design, construction, maintenance and location of storage or handling systems, including location and separation distances so that as far as reasonably practicable they can be operated with minimal risk to people, property and the environment
- Underground storage or handling systems for petroleum products designed, installed, operated and maintained so they don't leak

Noise

The development has been assessed against the *Environmental Protection (Noise) Regulations 1997* by way of an environmental noise assessment. The assessment demonstrates the proposed development will generate acceptable and compliant noise levels over a 24 hour period.

Risk

The facility must obtain a dangerous goods licence under the *Dangerous Goods Safety Act 2004* before any fuel can be stored, handled or sold from the site. This process is regulated under separate legislation, and a licence is obtained after the development approvals process by a specialised consultant. The site has been designed to ensure it can obtain a dangerous goods licence.

A risk assessment is required as part of an application for a dangerous goods licence. The risk assessment:

- Identifies all hazards relating to the dangerous good proposed to be stored at the site;
- For each hazard, assesses the probability of the hazard causing a dangerous goods incident, and assesses the consequences of the incident to people, property and the environment; and
- Identifies any required risk control measures.

If a coherent and acceptable risk assessment is not prepared, then a dangerous goods licence will not be issued. Risk is therefore comprehensively addressed through the dangerous goods licensing process.

6 CONCLUSION

This application for planning approval involves the development of Lots 401, 154, 155 (578, 580, 590) Pinjarra Road, Furnissdale to establish a new service commercial development comprising bulky goods showrooms, service station, car wash, gym, and small drive-through coffee outlet.

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

- The development is entirely consistent with the site's Service Commercial zoning under LPS4 and is suitably located to offer service commercial uses to the benefit of the surrounding community and travelling public.
- The proposal will activate a currently undeveloped site which is at a key high-exposure location along Pinjarra Road.
- The proposal is consistent with the applicable requirements of the planning framework, including the Shire's LPS4 and local planning policies.
- The built form approach is of a high quality and will improve the amenity of the site and its surroundings.
- The proposal is supported by a number of expert technical assessments demonstrating it is acceptable.

It is respectfully requested that the Shire of Murray support the application and that the Metro Outer DAP grant approval.

APPENDIX 1

CERTIFICATES OF TITLE