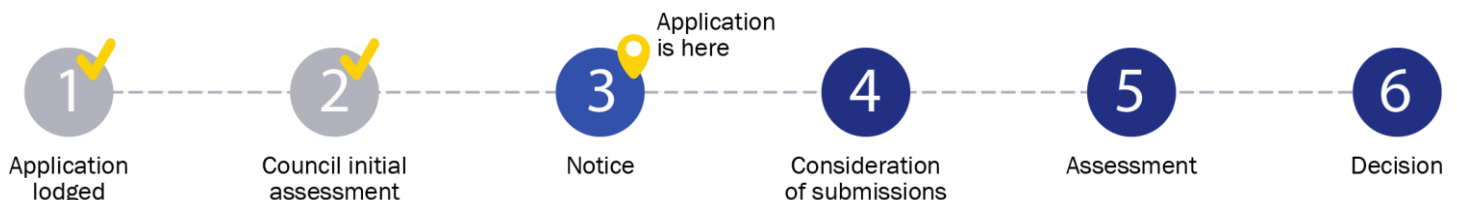


Notice of Application for a Planning Permit

The land affected by the application is located at:	L1 PS332278 287-289 Rossiter Road, Koo Wee Rup VIC 3981	
The application is for a permit to:	Use of Land for a Restricted Recreational Facility (Gym) and associated Building and Works (Car Parking)	
A permit is required under the following clauses of the planning scheme:		
34.01-1	Use of the land for a Restricted Recreational Facility	
34.04-4	Construct a building or construct or carry out works	
43.01-1	Construct a building or construct or carry out works	
43.02-2	Construct a building or construct or carry out works	
44.04-2	Construct a building or construct or carry out works	
APPLICATION DETAILS		
The applicant for the permit is:	JSLC Pty Ltd	
Application number:	T240663	
<p>You may look at the application and any documents that support the application at the office of the Responsible Authority:</p> <p>Cardinia Shire Council, 20 Siding Avenue, Officer 3809.</p> <p>This can be done during office hours and is free of charge.</p> <p>Documents can also be viewed on Council's website at cardinia.vic.gov.au/advertisedplans or by scanning the QR code.</p>		
HOW CAN I MAKE A SUBMISSION?		
<p>This application has not been decided. You can still make a submission before a decision has been made. The Responsible Authority will not decide on the application before:</p>		21 August 2025
<p>WHAT ARE MY OPTIONS?</p> <p>Any person who may be affected by the granting of the permit may object or make other submissions to the responsible authority.</p> <p>If you object, the Responsible Authority will notify you of the decision when it is issued.</p>	<p>An objection must:</p> <ul style="list-style-type: none"> be made to the Responsible Authority in writing; include the reasons for the objection; and state how the objector would be affected. 	<p>The Responsible Authority must make a copy of every objection available at its office for any person to inspect during office hours free of charge until the end of the period during which an application may be made for review of a decision on the application.</p>



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Application Summary

Portal Reference A42442RG

Basic Information

Proposed Use	Expansion of current gym located at 277 Rossiter road, with the intent to carry out group training classes in a operating trade period (TBC based on council requirements), other purposes of this business is to complete free health focused educational seminars to our community members and non members
Current Use	Vacant, Previously used a Motorcycle service center. (we have been approved lease)
Site Address	287-289 Rossiter Road Koo Wee Rup 3981

Covenant Disclaimer

Does the proposal breach, in any way, an encumbrance on title such as restrictive covenant, section 173 agreement or other obligation such as an easement or building envelope? No such encumbrances are breached

☐ Note: During the application process you may be required to provide more information in relation to any encumbrances.

Contacts

Type	Name	Address	Contact Details
Applicant	JSLC Pty Ltd	20 Maughan Road, Koo Wee Rup VIC 3981	
Preferred Contact	JSLC Pty Ltd	20 Maughan Road, Koo Wee Rup VIC 3981	

Fees

Regulation	Fee Condition	Amount	Modifier	Payable
9 - Class 1	Change of use only	\$1,453.40	100%	\$1,453.40
Total				\$1,453.40

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Civic Centre
20 Siding Avenue, Officer, Victoria

Council's Operations Centre (Depot)
Purton Road, Pakenham, Victoria

Postal Address
Cardinia Shire Council
P.O. Box 7, Pakenham VIC, 3810

Email: mail@cardinia.vic.gov.au

Monday to Friday 8.30am–5pm
Phone: 1300 787 624
After Hours: 1300 787 624
Fax: 03 5941 3784

Documents Uploaded

Date	Type	Filename
08-12-2024	Site plans	287-289+Rossiter+Road (2).pdf
08-12-2024	Encumbrance	00751966730122024120801000001 title.pdf
08-12-2024	A Copy of Title	000120241208_122208_t5jzap3i4md5ucknzmndo1iqz title.PDF
08-12-2024	Existing floor plan	287-289+Rossiter+Road (2).pdf
08-12-2024	A proposed floor plan	287-289+Rossiter+Road (2).pdf
08-12-2024	Existing elevation plans	287-289+Rossiter+Road (2).pdf
08-12-2024	Proposed elevation plan	287-289+Rossiter+Road (2).pdf
08-12-2024	Written Explanation	Cover Letter.pdf
08-12-2024	Additional Document	Internal photos.pdf

☐ Remember it is against the law to provide false or misleading information, which could result in a heavy fine and cancellation of the permit



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**REGISTER SEARCH STATEMENT (Title Search) Transfer of
Land Act 1958**

Page 1 of 1

VOLUME 09512 FOLIO 405

Security no : 124120478858X
Produced 08/12/2024 12:00 PM

LAND DESCRIPTION

Land in Plan of Consolidation 155085.

PARENT TITLES :

Volume 08077 Folio 364 Volume 08100 Folio 982

Created by instrument CP155085 02/05/1983

REGISTERED PROPRIETOR

ENCUMBRANCES, CAVEATS AND NOTICES

MORTGAGE AK811718U 30/12/2013

AUSTRALIA AND NEW ZEALAND BANKING GROUP LTD

Any encumbrances created by Section 98 Transfer of Land Act 1958 or Section 24 Subdivision Act 1988 and any other encumbrances shown or entered on the plan or imaged folio set out under DIAGRAM LOCATION below.

DIAGRAM LOCATION

SEE CP155085 FOR FURTHER DETAILS AND BOUNDARIES

ACTIVITY IN THE LAST 125 DAYS

NIL

-----END OF REGISTER SEARCH STATEMENT-----

Additional information: (not part of the Register Search Statement)

ADMINISTRATIVE NOTICES

NIL

eCT Control 16165A AUSTRALIA AND NEW ZEALAND BANKING GROUP LIMITED
Effective from 22/10/2016

DOCUMENT END

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Document Identification	CP155085
Number of Pages (excluding this cover sheet)	1
Document Assembled	08/12/2024 12:00

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ENCUMBRANCES

As to the land shown marked E⁻¹ - - -
ANY EASEMENTS affecting the same- - -

As to the land shown marked E⁻² - - -
THE DRAINAGE EASEMENTS existing over-
the same by virtue of Section 98 of -
the Transfer of Land Act see Plan of -
Subdivision No. 30388 - - - - -

APPURTENANCIES

AS TO THE LAND SHOWN MARKED E-1
TOGETHER WITH A RIGHT TO USE THE
LAND SHOWN MARKED A-1 FOR PARTY WALL
PURPOSES

VOL. 9512 FOL. 405

APPROVED

Assistant Registrar of Titles

DATE 2/5/83 TIME 8.55

LAND	I.D.	MODIFICATION	DEALING NUMBER	EDITION	ASSISTANT REGISTRAR OF TITLES
THIS PLAN	E-1 & E-2	ENCUMBRANCES ADDED	-	2	A.D.
THIS PLAN	-	APPURTENANCEY ADDED	-	2	A.D.

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STATION STREET

SEAL & ENDORSEMENT OF MUNICIPALITY

Sealed Pursuant to the provisions of
Sec. 569 A & B of the Local Gov. Act

The Common Seal of the President, Councillors
& Ratepayers of the Shire of Cranbourne was
hereunto affixed this 10th Day of November
1982, in the presence of:—

President
Councillor
Shire Secretary

SURVEYORS CERTIFICATION

I certify that this plan has been made by me
or under my immediate supervision and accords
with title.

1 LICENSED SURVEYOR

DATED 18. 10. 82

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This form is used to request an amendment to an application for a planning permit that has already been lodged with Council, but which has not yet been decided. This form can be used for amendments made before any notice of the application is given (pursuant to sections 50 / 50A of the *Planning and Environment Act 1987*) or after notice is given (section 57A of the Act).

PERMIT APPLICATION DETAILS

Application No.:	T240663
Address of the Land:	L1 PS332278, 287-289 Rossiter Road, Koo Wee Rup VIC 3981

APPLICANT DETAILS

Name:	[REDACTED]
Organisation:	JSLC Pty Ltd
Address:	20 Maughan Road Koo Wee Rup VIC 3981
Phone:	[REDACTED]
Email:	[REDACTED]

AMENDMENT TYPE

Under which section of the Act is this amendment being made? (select one)	
Section 50 – Amendment to application at request of applicant before notice:	YES
Section 50A - Amendment to application at request of responsible authority before notice:	
Section 57A – Amendment to application after notice is given:	


AMENDMENT DETAILS

What is being amended? (select all that apply)		
What is being applied for	Plans / other documents	Applicant / owner details
Land affected	Other	
Describe the changes. If you need more space, please attach a separate page.		
the proposed works trigger (works associated with the car parking area), to be completed at 2.4m x 5.4m by sealed asphaltting as per site plans and traffic demand assessment that includes		

swept path.
reduction in car parking by 2 total bringing our total required to 3, Council proposes 0.75 per Patron, reduction in Patrons to 7, $7 \times 0.75 = 5.25(5)$ With a reduction of 2 requires 3 available parking spaces.

Class Description Fee 1 – Use Applications Use Only \$1453.40 11- Development Applicants \$100,000 or less $\$1265.60 \times 50\%$ Total fees required \$2086.20 Fees paid to date \$1453.40 Amount outstanding \$632.80		
Specify the estimated cost of any development for which the permit is required: \$1500.00+		
Not applicable	Unchanged	New amount

DECLARATION

I declare that all the information in this request is true and correct and the owner (if not myself) has been notified of this request to amend the application.	
Name:	Jamie Butler
Signature:	
Date:	15/04/2025

LODGEMENT

<p>Please submit this form, including all amended plans/documents, to mail@cardinia.vic.gov.au</p> <p>You can also make amendments to your application via the Cardinia ePlanning Portal at https://eplanning.cardinia.vic.gov.au/</p> <p>If you have any questions or need help to complete this form, please contact Council's Statutory Planning team on 1300 787 624.</p>
--

IMPORTANT INFORMATION

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It is strongly recommended that before submitting this form, you discuss the proposed amendment with the Council planning officer processing the application.

Please give full details of the nature of the proposed amendments and clearly highlight any changes to plans (where applicable). If you do not provide sufficient details or a full description of all the amendments proposed, the application may be delayed.

No application fee for s50/s50A requests unless the amendment results in changes to the relevant class of permit fee or introduces new classes of permit fees. The fee for a s57A request is 40% of the relevant class of permit fee, plus any other fees if the amendment results in changes to the relevant class (or classes) of permit fee or introduces new classes of permit fees. Refer to the *Planning and Environment (Fees) Regulations 2016* for more information.

The amendment may result in a request for more under section 54 of the Act and/or the application requiring notification (or re-notification). The costs associated with notification must be covered by the applicant.

Council may refuse to amend the application if it considers that the amendment is so substantial that a new application for a permit should be made.

Any material submitted with this request, including plans and personal information, will be made available for public viewing, including electronically, and copies may be made for interested parties for the purpose of enabling consideration and review as part of a planning process under the *Planning and Environment Act 1987*.



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Dear To Whom May Concern,

We are the current owners of the local gym in Koo Wee Rup, we took over from previous owner in July of 2023, since then we have seen significant growth and positive engagement from our local community.

With that we are looking to expand our network and operation into another business with some similarities, however our focus and intentions is to run group classes from functional exercises to yoga and Pilates.

Our Proposal is to run 3 different classes each day over a 6 day week with only 2x Classes on a Saturday, proposed operating hours is as below Timetable with significant gaps between each class to allow for clean up and set up after and before each class, each class having a member limit of max 6 per class this will ensure a personable experience and help reduce over populating the room, these classes will be conducted by 1x staff member.

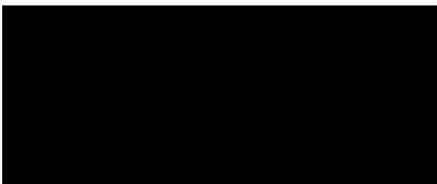
We do intend to have operating hours for retail in conjunction with group classes spanning from 6am to 11am and 2:30pm to 6pm as per below timetable, with Saturday operating between 6am to 12pm.

The current floorplan is what is on the floor plan attached in application, we have no intentions to rearrange, remove or add walls as we would prefer an open space, however we do intend to clean and paint internally.

Externally, the previous tenant has now removed his signage, we do not intend to paint the facade and our advertisement will be minimal with a max 1x1200mmx600mm sticker on the right window and a 600x600mm sticker on the left window being applied, see attached plans REV C in application.

We appreciate the time taken to consider us for a second permit to conduct a recreational / leisure type business, we believe this will be greatly beneficial to our community.

nb: We have retracted our decision to run educational seminars in the near future, if the decision is overturn and we do run seminars, we acknowledge a permit amendment is required.



FIT81						
	MON	TUE	WED	THUR	FRI	SAT
6:30 am	STRENGTH		BOXING		BOXING	STRENGTH
7:30 am		HIIT		HIIT		
9:30 am	MOVE	FUNCTIONAL KID FRIENDLY	MOVE	FUNCTIONAL KID FRIENDLY	BOXING	FUNCTIONAL KID FRIENDLY
5 pm	BOXING		HIIT			
6 pm		STRENGTH		BOXING		

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JSLC Pty Ltd

**287-289 Rossiter Road
Koo Wee Rup VIC 3981**

We are writing to confirm that the owner of the property located at Shop 1, 277 Rossiter Road, Koo Wee Rup has agreed to lease two (2) car parks from this site to the tenants of the property located at 287-289 Rossiter Road, Koo Wee Rup.

These car parks will be made available for the exclusive use of the tenants at 287-289 Rossiter Road for the duration of their lease, under the terms agreed upon by both parties.

Should you have any questions, feel free to contact us directly.

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Archer Consultants Pty Ltd

PH: 03 7067 9240

ABN: 79 661 164 683

287-289 Rossiter Road, Koo Wee Rup VIC 3981

PARKING DEMAND ASSESSMENT

Proposed Gym Development

Revision - 1C

Prepared For - Cardinia Shire Council - April 2025

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INTRODUCTION

Archer Consultants Pty Ltd was engaged by JSLC Pty Ltd to prepare a Parking Demand Assessment for a proposed gym development at 287-289 Rossiter Road, Koo Wee Rup 3981.

This report will assess the implications of the proposed development on existing parking conditions surrounding the site. The following items have been included in the subsequent sections of this report:

- public and active transport accessibility at the site;
- proposed development summary;
- proposed car parking requirement and demand assessment
- expected traffic generation; and
- conclusions of the above findings.

During the course of preparing this assessment, the subject site and its environment have been inspected.

BACKGROUND AND EXISTING CONDITIONS

Subject Site Location

The subject site is located on the northern side of Rossiter Road. The surrounding properties are a mix of commercial and residential.

The site is situated within a Commercial 1 Zone and is located approximately 62km southeast of the Melbourne CBD.

Figure 1 provides an overview of the surrounding suburbs whilst **Figure 2** provides an aerial view of the immediate area surrounding the subject site.

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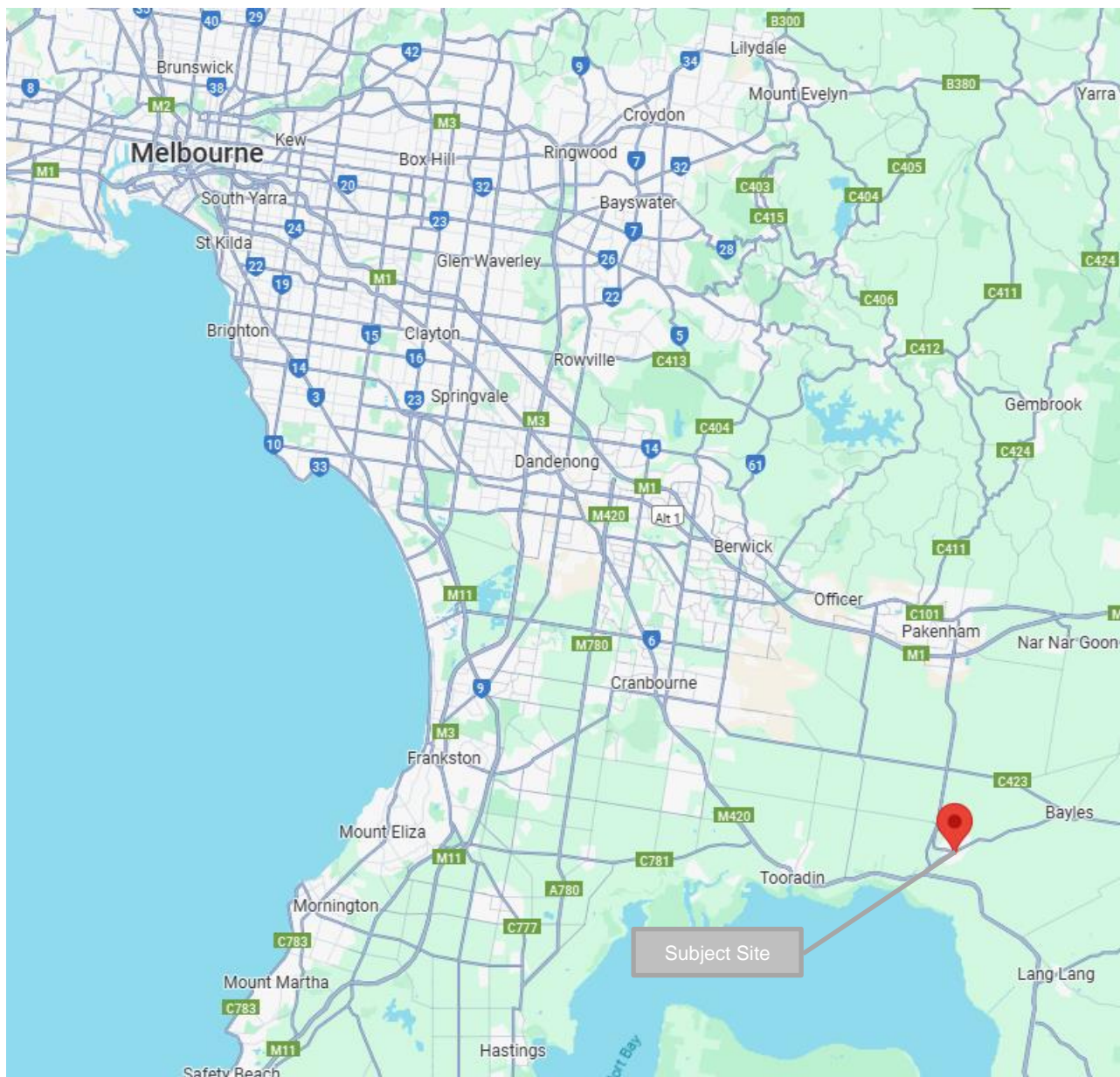


Figure 1 Surrounding Suburbs

source: Google Maps

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Figure 2 Subject Site Location

source: Google Maps

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PLANNING ZONES & OVERLAYS

The subject site is situated within a Commercial 1 Zone and has a Design and Development Overlay, Design and Development Overlay – Schedule 9, Land Subject to Inundation Overlay, Heritage Overlay and a Heritage Overlay (HO195) on it. An extract of the subject site's Planning Scheme Zone is shown in Figure 3 below.

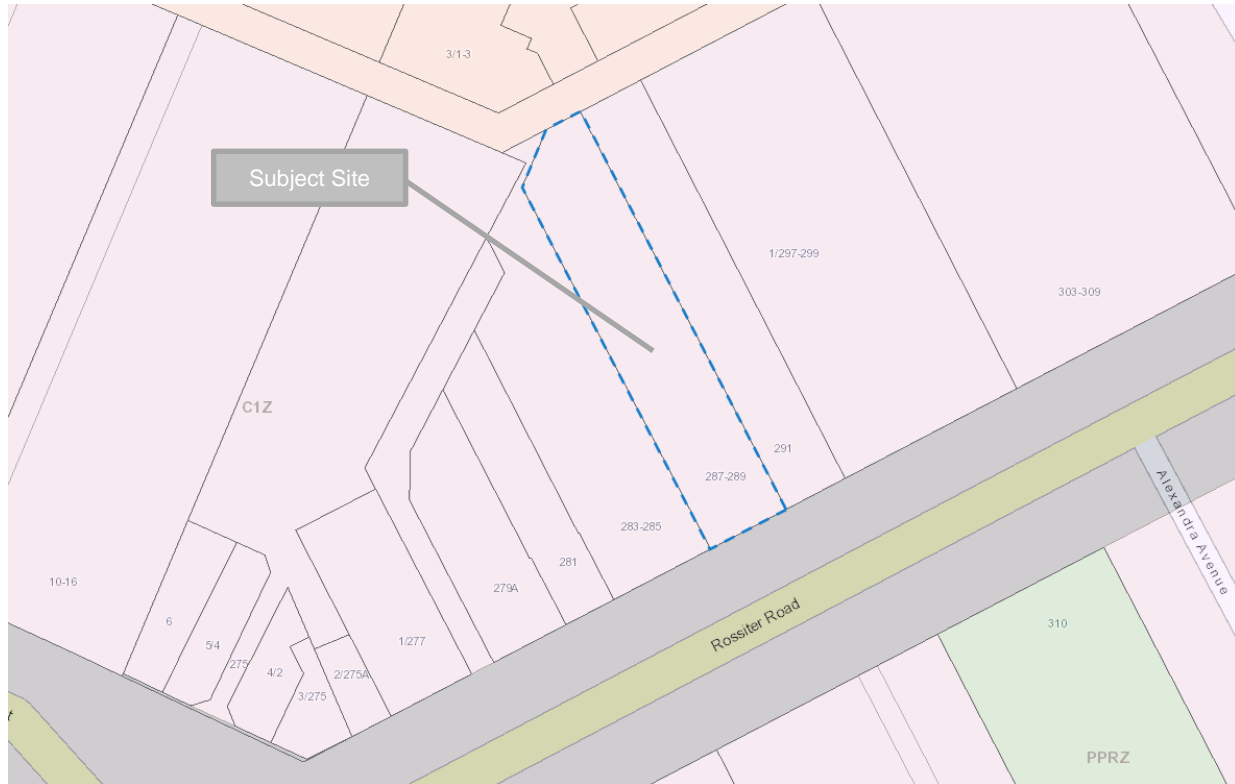


Figure 3 Subject Site Planning Zones & Overlays

source: VicPlan MapShare

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EXISTING ROAD NETWORK

Rossiter Road

Rossiter Road is a main road that travels in the east-west direction. Rossiter Road facilitates two lane, two-way traffic throughout via marked lanes with a painted median and provides restricted kerbside parking on the both sides of the road and has a posted speed limit of 50km/hr.



Figure 4 Rossiter Road near the Frontage Facing East

source: Google Maps

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PUBLIC TRANSPORT

The subject site is in an area that has minimal access to public transport services that is within walking distance to the site. The closest bus stop to the site, Koo Wee Rup Bus Interchange/Rossiter Road, is approximately 150m away (2 minute walk) and provides 1 bus service which further connect to Pakenham Station and the surrounding suburbs.

The public transport services map of the subject site is shown below.

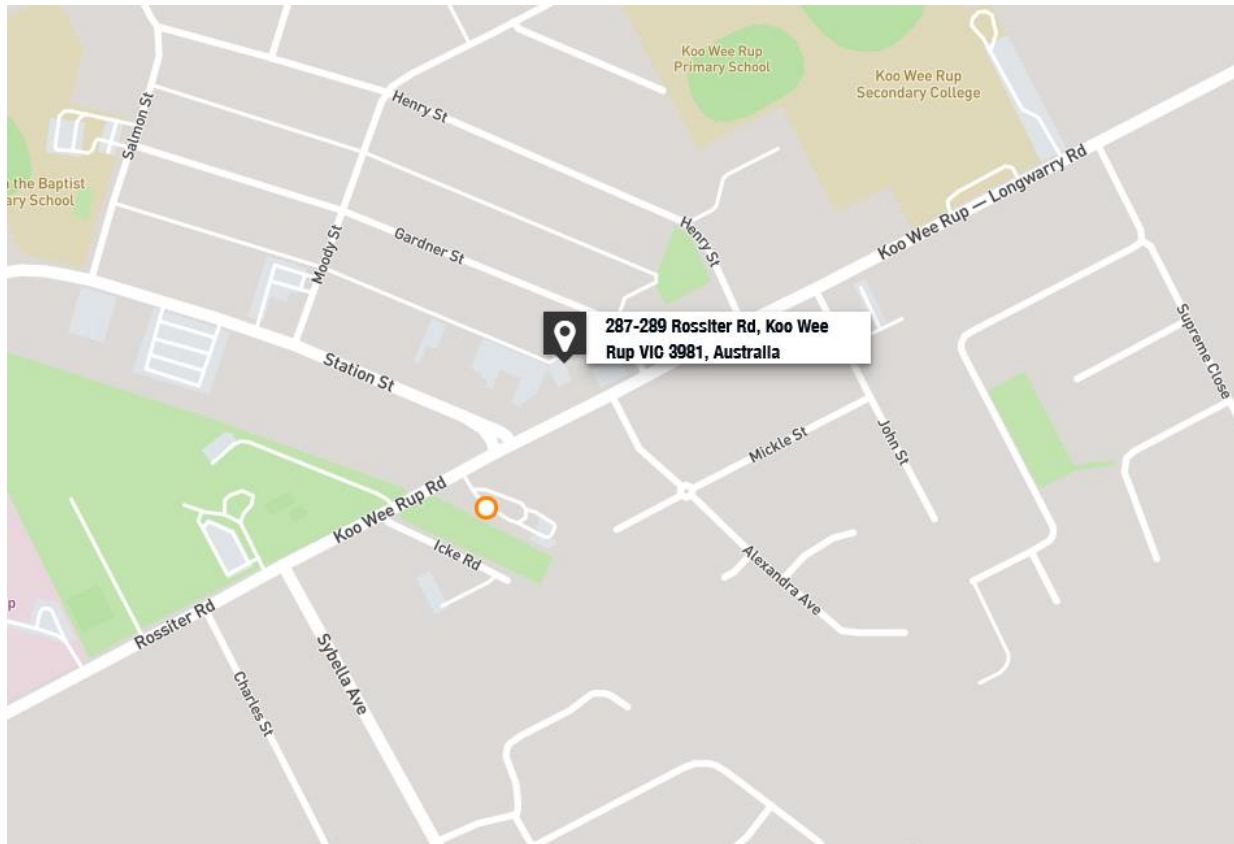


Figure 5 Koo Wee Rup PTV Map

source: PTV

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PRINCIPLE PUBLIC TRANSPORT NETWORK

The subject site is located outside of the Principle Public Transport Network (PPTN).

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WALKSCORE

Walk Travel Time Map

The 'walkability' of a site is a measure of its proximity to other facilities by walking and can be ascertained from www.walkscore.com. The subject site is rated as "Somewhat Walkable" (meaning that some errands can be accomplished on foot) and with a score of 58 out of 100 (obtained from the 'Walk Score' web tool); it provides a slightly higher ranking to the average Melbourne metropolitan score of 56 out of 100.

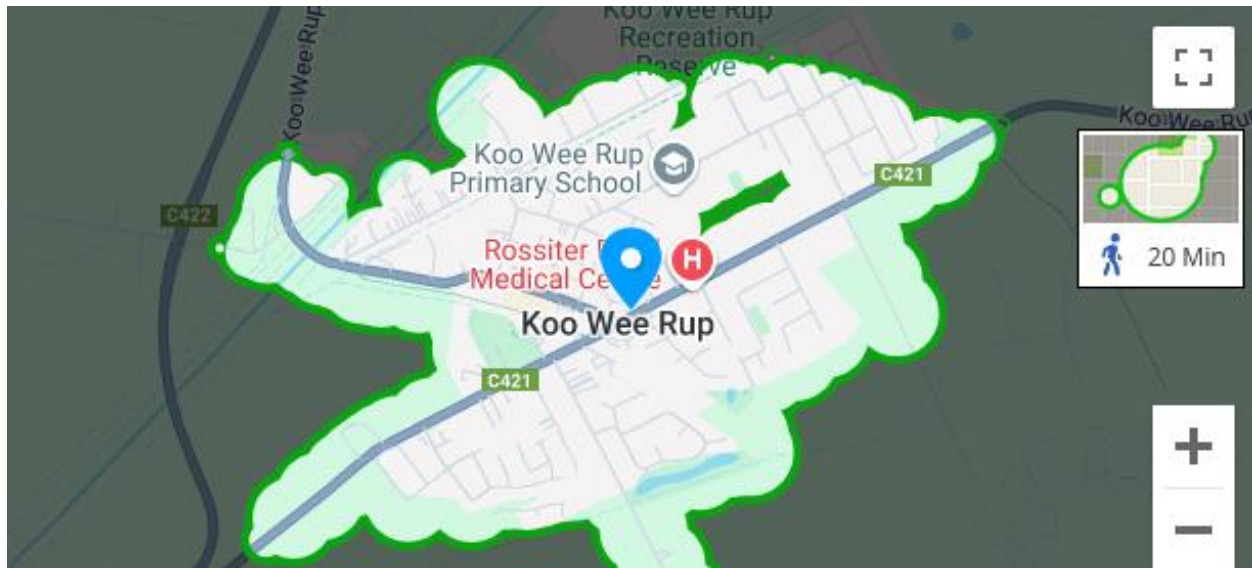


Figure 6 20 minute Travel Time Map

source: www.walkscore.com

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PROPOSED DEVELOPMENT

The proposed development for the subject site is for a gym.

The land use summary for the proposed development is provided below:

Operating Hours

6:00am – 10:00am and 3:00pm – 6:00pm Monday to Friday.

6:00am – 12:00pm Saturday.

Expected Peak Periods

6:00am – 7:00am and 5:00pm – 6:00pm.

Members

There will be a maximum of 7 members on site at any one time.

Staff

There will be a maximum of 1 staff on site at any one time.

Car Parking Spaces

There are 3 spaces available to the gym.

Leasable Floor Area

The subject site has approximately 150m² of leasable floor area.

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CAR PARKING REQUIREMENTS

As the proposed development seeks a reduction in car parking spaces, a car parking waiver is sought. As stated within Clause 52.06-7 of the Cardinia Shire Council Planning Scheme, an application to reduce the number of car parking spaces under Clause 52.06-5 or in a schedule to the Parking Overlay must be accompanied by a Car Parking Demand Assessment.

As such a Car Parking Demand Assessment has been undertaken to assess the car parking demand likely to be generated by the proposed development, having consideration to:

The likelihood of multi-purpose trips within the locality which are likely to be combined with a trip to the land in connection with the proposed use.

The variation of car parking demand likely to be generated by the proposed use over time.

The short-stay and long-stay car parking demand likely to be generated by the proposed use.

The availability of public transport in the locality of the land.

The convenience of pedestrian and cyclist access to the land.

The provision of bicycle parking and end of trip facilities for cyclists in the locality of the land.

The anticipated car ownership rates of likely or proposed visitors to or occupants (residents or employees) of the land.

Any empirical assessment or case study.

The Planning Scheme does not specifically refer to parking requirements for Gyms, therefore, the parking provision must be to the satisfaction of the responsible authority.

As the site is located within the Principal Public Transport Network Area, the Column B car parking rates apply to the proposed development, as shown in Table 1 below.

Land Use	Rate	Car Parking Requirement	Parking Spaces Available	Shortfall/Surplus
Gym	N/A	To the satisfaction of the relevant authority	No spaces on-site	Refer to Car Parking Demand Assessment

Table 1 Cardinia Planning Scheme Clause 52.06

As there are no parking rates for this land use, a car parking demand assessment was still undertaken.

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Car Parking Demand Assessment

As mentioned above, the car parking provision for the gym should be to the satisfaction of the responsible authority, and therefore the projected demands have been assessed and calculated below.

There are a number of case studies undertaken for gym and fitness facilities which indicated parking demands ranging between 0.5 and 0.8 spaces per patron, with lower demands demonstrated in areas with proximity to residential catchments and the availability of public transport. Specifically, Cardno previously undertook a survey of a Fitness First facility in St Kilda which demonstrated a parking rate of 0.53 spaces per patron. The subject site is well located with surrounding residential catchments and is therefore considered attractive for walking and cycling access.

NOTE: Council has suggested a parking rate for the gym of 0.75 spaces per patron.

Furthermore, the 0.75 rate assumes that just over 1 in 2 attendees drive to the site, which is considered suitable when taking into consideration:

- Carpooling with various patrons,
- Walking and cycling to the site.

The parking demands for a gym, may best be calculated based on the number of patrons which are present on the site at any one time. It is typically adopted that gym and other recreational facilities generate peak parking demands at a rate of 0.75 spaces per patron. This demand includes allowance for a relatively high percentage of drivers and then a portion of patrons who car pool or travel to the site by other means (walking, cycling, public transport or ride share). Noting the surrounding residential catchment and convenient public transport facilities nearby, this parking rate is considered suitable.

The parking calculations for the gym have been based on a peak patronage of 7 persons.

Application of the above rate to this proposed peak patronage of 7 equates in a peak parking demand of 5 spaces for this component of the site. This patron cap has been reverse calculated based on the availability of car parking on the site.

A review of visitation data (sourced from Google) has been undertaken for a range of similar uses to determine parking profiles for a typical weekday and Saturday. The centres reviewed include:

- Olympic Leisure Banyule
- Reservoir Leisure Centre
- Collingwood Leisure Centre
- Ivanhoe Aquatic Banyule

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The visitation data indicated that weekday peak demands typically occur from 10am-12midday and 5pm-7pm, and these are approximately equivalent to 70% of the peak Saturday demands which occur between 9am-12midday.

Existing Parking Credit

It is acknowledged that the subject site was previously operating as a motorcycle repair and retail shop which comes under 'Motor Repairs' or "Restricted Retail Premises" in the Cardinia Planning Scheme.

Based on the current Planning Scheme car parking requirements for a motor repairs premises of 3 parking spaces per 100m² and 1 space for each vehicle being serviced, the previous use generated a car parking requirement of 6 spaces.

Based on the current Planning Scheme car parking requirements for a restricted retail premises of 3 parking spaces per 100m², the previous use generated a car parking requirement of 5 spaces.

With an allocation of no spaces provided, the previous use had an existing reliance of 5-6 on-street car parking spaces, equal or less than the 5 space shortfall mentioned above.

NOTE: Council has given a parking credit of 2 spaces, therefore 3 spaces on site are required.

Public Transport Availability

As outlined on Page 9 within this report, the proposed development is within walking distance from public transport bus services that provide connectivity to the Pakenham Station and the surrounding area. It is expected most of the staff and members will utilise these services.

Multipurpose Trips

Considering the location of the site and surrounding uses (including the other commercial premises) it is very likely that trips to and from the site will be multipurpose or cross-utilised.

Short Term and Long Term Parking Demand

Considering the use of the site, staff of the site generate a long term parking demand whilst members generate a short term parking demand.

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Figure 7 **Survey Locations**

source: Google Maps

On-Street Parking Survey Results

The parking observations showed that there are approximately 70 2P and unrestricted on-street parking spaces within the surveyed area.

As observed, the occupancy of these spaces ranged from 13 – 47% on Thursday and 19 – 36% on Saturday. These percentages indicate a low to medium occupancy throughout the day with the highest occupancy observed at 3:00pm on the Thursday. As such, it is expected that the car parking demands generated by the proposed development can be accommodated on-street without exhausting the on-street parking availabilities.

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TRAFFIC IMPACT ASSESSMENT

Through observation of the RTA Guide to Traffic Generating Development (2002), the rates for the proposed development are provided. As such the traffic generation rate for the development is as follows:

Gymnasium Traffic Generation

The daily traffic generation rate is 45 trips/100m² of gross floor area.
The gross floor area of the gymnasium is 150m².

The daily traffic generation is (45 x 150/100) which equates to 68 vehicle trips per day.

The evening peak hour vehicle trip rate is 9 trips/100m² of gross floor area.
The evening peak hour vehicle trip rate is (9 x 150/100), which equates to 14 trips per hour.

It is expected that the vehicular traffic generated by the site will distribute across the road network in the vicinity. It was perceived that these rates are in fact negligible and are not anticipated to generate any significant adverse impacts on the local road network.

NOTE: Being that the gym will be capped to 7 patrons at any one time, the above figures are considered quite excessive for this particular proposed gym.

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CONCLUSIONS

Based on the assessment presented in this report, it is considered that:

- The proposed development at 287-289 Rossiter Road, Koo Wee Rup is for a gym.
- The subject site is within walking distance of 1 bus route which connects to Pakenham Station and the surrounding area.
- The proposed development has no statutory car parking rate however Council has requested a parking rate of 5 spaces. Council has also provided a parking credit of 2 car spaces. Given that there are 3 car spaces available to the site, there is no on site shortfall.
- The previous use of the site has a requirement of 5 - 6 spaces.
- Car parking surveys of the immediate the area were undertaken. Results of the survey indicate that off-street spaces experience low to medium occupancy throughout the day with a medium to high number of spaces available for staff and patron use.
- Given the nature of the proposed development, it is expected that some of the staff and patrons will use some form of transport other than a personal car to get to and from the site.
- With a walk score of 58 it is expected most staff and members will walk or catch public transport to the site than what is stated in the empirical data.
- The proposed development will generate additional, but lower levels of trips throughout the day. It is expected that these trips can be accommodated at the nearby intersections without affecting intersection performance or increasing delays and queues.

In conclusion, this study indicates that the proposed development is not envisaged to have adverse impacts on the surrounding parking conditions. Therefore, the proposed development should be supported on parking grounds.

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APPENDIX A: ON-STREET SURVEYS

THURSDAY 20th FEBRUARY 2025

LOCATION				PARKING	DEMAND									
Street	Between		Side	Restriction	Supply	6am	7am	8am	9am	10am	3pm	4pm	5pm	6pm
Rossiter Road	The Site	- 200m West	N/S	2P/Unrestricted	7	0	0	1	3	2	3	4	2	3
Rossiter Road	The Site	- 80m East	N/S	2P/Unrestricted	41	5	6	12	15	13	15	12	16	12
Station Street	Rossiter Road	- 150m North	N/S	2P/Unrestricted	22	4	7	12	11	14	15	11	13	9
					70	9	13	25	29	29	33	27	31	24
					Occupancy (%)	13	19	36	41	41	47	39	44	34

SATURDAY 22ND FEBRUARY 2025

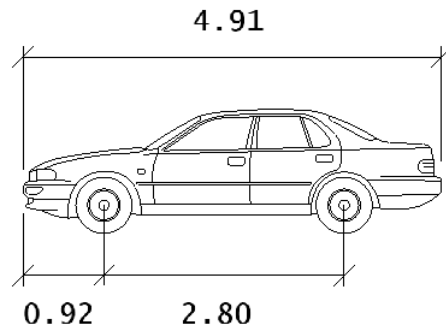
LOCATION				PARKING	DEMAND									
Street	Between		Side	Restriction	Supply	6am	7am	8am	9am	10am	11am	12pm		
Rossiter Road	The Site	- 200m West	N/S	2P/Unrestricted	7	1	1	2	2	2	4	3		
Rossiter Road	The Site	- 80m East	N/S	2P/Unrestricted	41	12	12	14	7	10	9	12		
Station Street	Rossiter Road	- 150m North	N/S	2P/Unrestricted	22	0	3	5	7	6	7	10		
					70	13	16	21	16	18	20	25		
					Occupancy (%)	19	23	30	23	26	29	36		

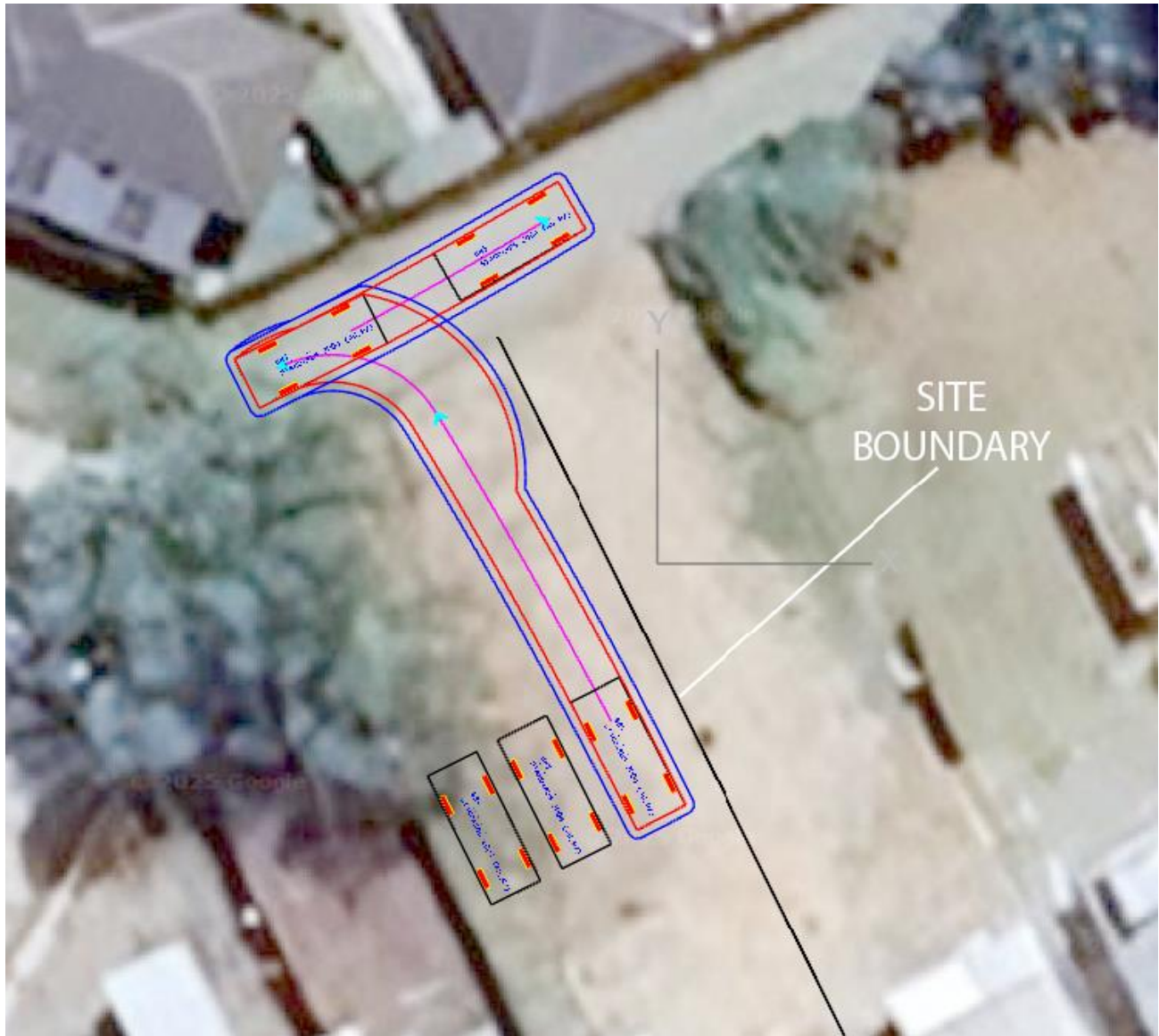
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APPENDIX B: SWEEP PATH DIAGRAMS – B85

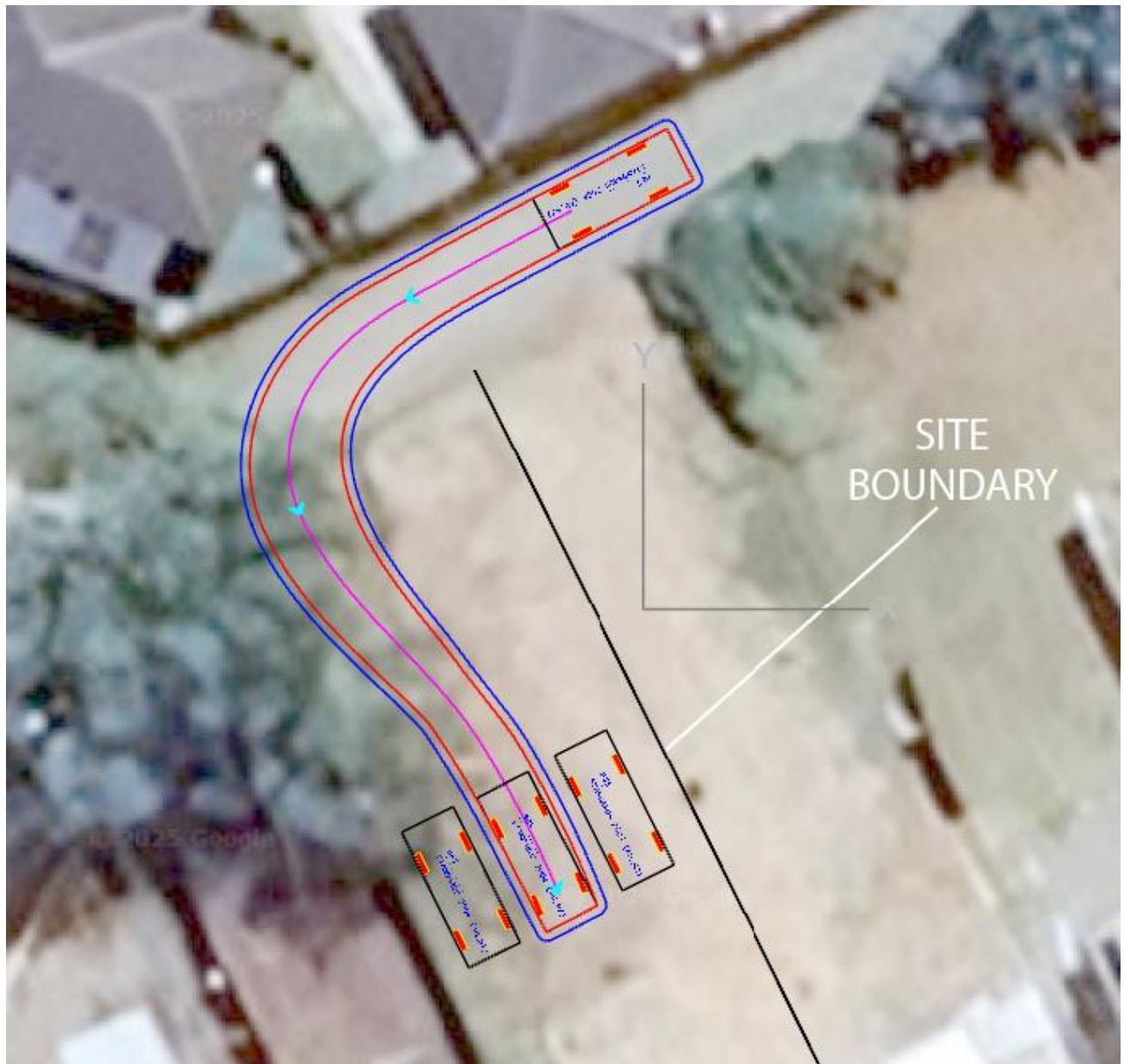
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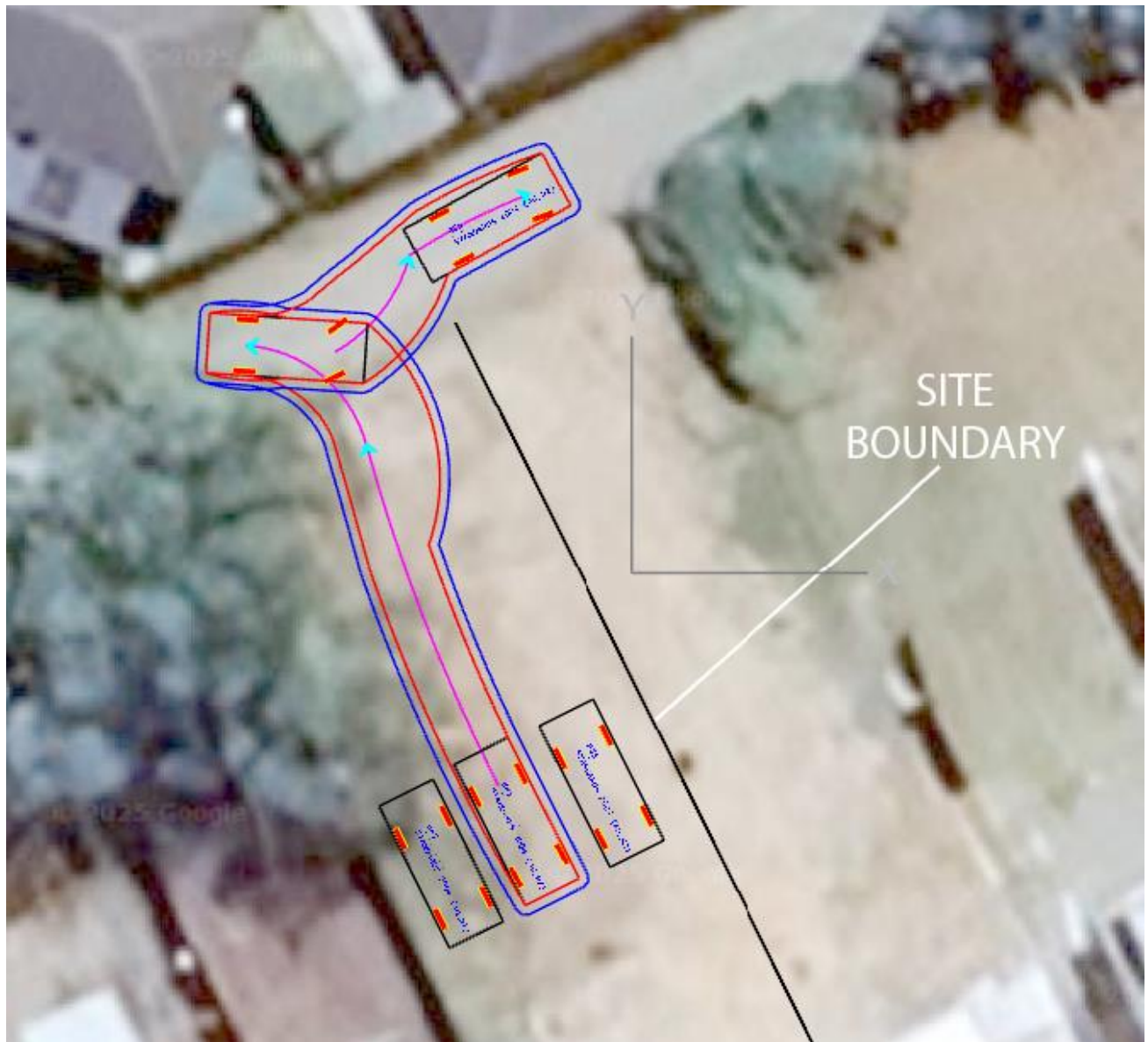




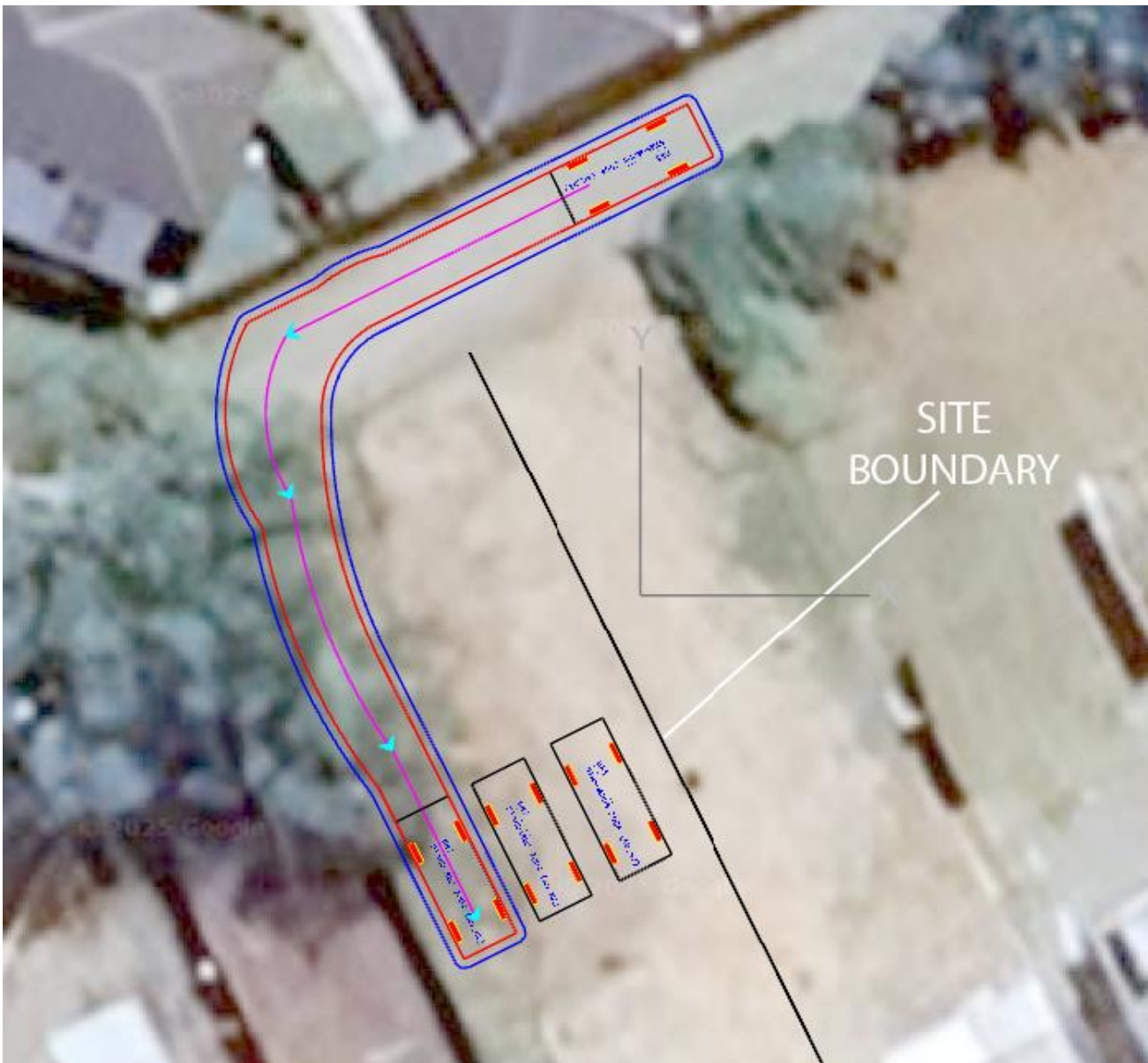
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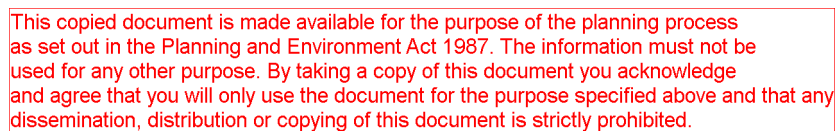
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Entry Via Station st or Gardner St using existing Lane way to enter rear of premises for carp parking see Site overlay, customers will require to walk to front of premises for entry unless otherwise communicated with employee example being for any special needs person
Alternatively using available vacant car spaces on Rossiter Road and accessing shop via front door.

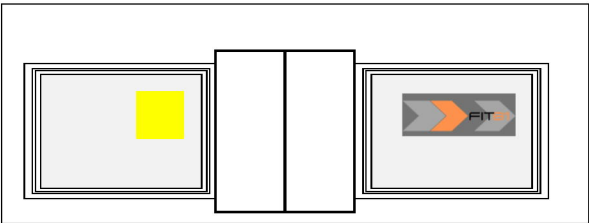
Exiting Premises will require Left turn from rear of property and exiting via Station st. Otherwise turning right out the rear of property and exiting via Gardner st.

Site:	287-289 Rossiter Road KooWeeRup.	Drawing:	Access	Project:	JSLC001	Notes:	JSLC Pty Ltd
Title:	Planning Permit Application - Fitness Studio	Scale:	1:100	Date:	08/12/2024		

2x fixed windows - 1800mmH x 2570mW - Total of 4.62sqm each window



Shop Front towards Rossiter road, Door to curb approx 4m



Proposed Logo,
Applied sticker approx 0.8-1.5m from Ground level,
Sticker dimensions approx 1200mmW x 600m H on right hand window,
additional stickers left window covering 600mm x600mm
Sticker on Left is to only provide context of our services ie:
- Retail
- Group Classes
- Etc

Total window space covered
Left Total of 0.36sqm
Right Total of 0.72sqm



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Site:	287-289 Rossiter Road Kooweerup.	Drawing:	Floor Plan	Project:	JSLC001	Notes:	JSLC Pty Ltd
Title:	Planning Permit Application - Fitness studio	Scale:	1:100"	Date:	8/12/2024		



Bicycle Rack available within 7m from front door of premises.

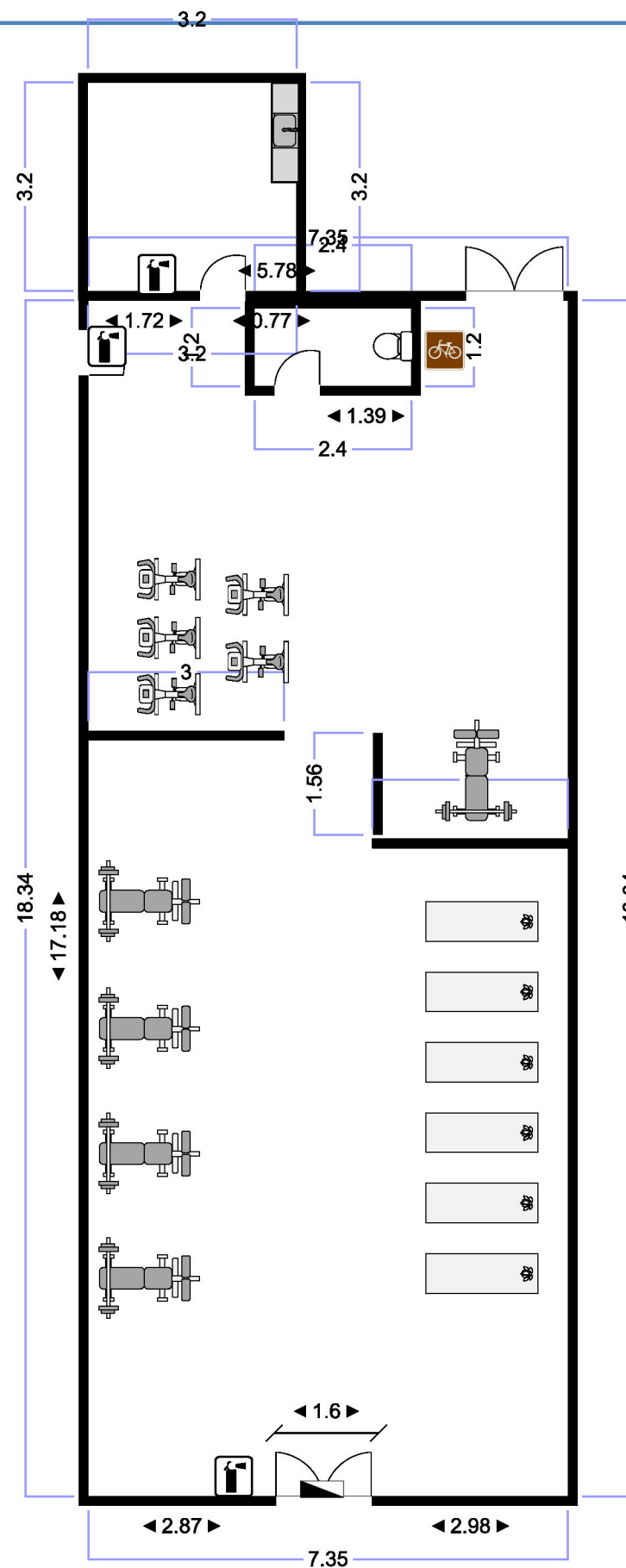


Proposed Bicycle rack to be installed at rear of premises
Holds a maximum of 2 bikes
Rack Height - 800mm
Rack Width - 850mm
Pipe Diameter - 48mm
Rack Weight - 9.2kg (approx.)

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Site:	287-289 Rossiter Road KooWeeRup.	Drawing:	Access	Project:	JSLC001	Notes:	JSLC Pty Ltd
Title:	Planning Permit Application - Fitness Studio	Scale:	1:100	Date:	08/12/2024		

Class abc 2.5kg Fire Extinguisher
to be installed min 100mm and Max 1200mm
from FFL
Sign to be max 2000mm from FFL



Approx.
145.04sqm internal floor space

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Site:	287-289 Rossiter Road KooWeeRup.	Drawing:	Access	Project:	JSLC001	Notes:	JSLC Pty Ltd
Title:	Planning Permit Application - Fitness Studio	Scale:	1:100	Date:	08/12/2024	Rev:	c

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Title:	Planning Permit Application - Fitness Studio	Scale:	1:100	Date:	08/12/2024	Rev:	d

Proposed Rear Carparking works
3x Carparks at 2.5mx5.4m each

additional concrete works for drive in reverse out
as per swept path diagram

Total boundary width of 9.7m

leaves 2.2m of pedestrian path way.

Total Concrete/asphalt works approx 92.44sqm



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