Metro-Inner North Joint Development Assessment Panel Agenda

Meeting Date and Time: Wednesday, 26 April 2023; 9.30am
Meeting Number: MINJDAP/177
Meeting Venue: Electronic Means

To connect to the meeting via your computer -
https://us06web.zoom.us/j/87821878647

To connect to the meeting via teleconference dial the following phone number - +61 8 7150 1149 Australia
Insert Meeting ID followed by the hash (#) key when prompted - 878 2187 8647

This DAP meeting will be conducted by electronic means (Zoom) open to the public rather than requiring attendance in person.

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Attendance

DAP Members

Ms Francesca Lefante (Presiding Member)
Ms Gabriela Poezyn (A/Deputy Presiding Member)
Ms Diana Goldswain (A/Third Specialist Member)
Cr Suzanne Migdale (Local Government Member, City of Stirling)
Cr Elizabeth Re (Local Government Member, City of Stirling)

Officers in attendance

Ms Karina Bowater (City of Stirling)
Mr Dean Williams (City of Stirling)
Ms Amanda Sheers (City of Stirling)

Minute Secretary

Ms Ashlee Kelly (DAP Secretariat)

Applicants and Submitters

Mr Joshua Carmody (Planning Solutions)
Mr Scott Lambie (Stantec)
Mr Jarrad Nightingale (Meyer Shircore Architects)

Members of the Public / Media

Nil

1. Opening of Meeting, Welcome and Acknowledgement

The Presiding Member declares the meeting open and acknowledges the traditional owners and pay respects to Elders past and present of the land on which the meeting is being held.

This meeting is being conducted by electronic means (Zoom) open to the public. Members are reminded to announce their name and title prior to speaking.

2. Apologies

Ms Lee O'Donohue (Deputy Presiding Member)
Mr John Syme (Specialist Member)

3. Members on Leave of Absence

DAP Member, Mr John Syme has been granted leave of absence by the Director General for the period of 26 April 2023 to 17 May 2023 inclusive.

4. Noting of Minutes

Signed minutes of previous meetings are available on the DAP website.

5. Declarations of Due Consideration

The Presiding Member notes an addendum to the agenda was published to include details of a DAP request for further information and responsible authority response in relation to Item 8.1, received on 24 April 2023.

Any member who is not familiar with the substance of any report or other information provided for consideration at the DAP meeting must declare that fact before the meeting considers the matter.

6. Disclosure of Interests

Nil

7. Deputations and Presentations

7.1 Mr Scott Lambie (Stantec) presenting against the recommendation for the application at Item 8.1. The presentation will support the proposed development and will address a vehicle delivery management plan.

7.2 Mr Joshua Carmody (Planning Solutions) presenting against the recommendation for the application at Item 8.1. The presentation will speak against the recommendation and seek an approval subject to the appropriate conditions.

The City of Stirling may be provided with the opportunity to respond to questions of the panel, as invited by the Presiding Member.

8. Form 1 – Responsible Authority Reports – DAP Applications

8.1 House Numbers 432, 438 and 440 (lots 23, 15 and 351) Scarborough Beach Road and House Number 57 (Lot 31) Howe Street, Osborne Park

Development Description:	Additions - Motor Vehicle, Boat or Caravan Sales and Motor Vehicle Repair to existing Automotive Sales
Applicant:	Planning Solutions
Owner:	Carriage Equity Pty Ltd
Responsible Authority:	City of Stirling
DAP File No:	DAP/22/02366

9. Form 2 – Responsible Authority Reports – DAP Amendment or Cancellation of Approval

Nil

10. State Administrative Tribunal Applications and Supreme Court Appeals

Current SAT Applications				
File No. & SAT DR No.	**LG Name**	**Property Location**	**Application Description**	**Date Lodged**
DAP/21/02136 DR60/2022	City of Nedlands	No. 43 Esplanade, Nedlands	Proposed Mixed Use Development - One consulting room and three multiple dwellings	01/04/2022
DAP/20/01770 DR140/2022	City of Nedlands	97 (Lots 1-4) and 105 (Lot 500) Stirling Highway, Nedlands	Mixed use development comprising of basement car parking, restaurants, offices, motor vehicle sales and multiple dwellings.	23/08/2022
DAP/22/02229 DR172/2022	Town of Cambridge	413 (Lot 11) Vincent Street West, West Leederville	Two-Storey Childcare Centre	04/10/2022
DAP/22/02191 DR192/2022	City of Vincent	No. 391 (Lot: 20) Lord Street, Mount Lawley	Proposed Mixed Use Development	31/10/2022
DAP/22/02276 DR194/2022	Town of Cottesloe	19 Napoleon Street (Lot 20) Cottesloe (Also Known As 19 & 21 Napoleon Street)	Four-Storey Office Building with Rooftop Terrace, and Change of Use of Existing Ground Floor Buildings To 'Restaurant and Small Bar)	04/11/2022
DAP/22/02219 DR154/2022	City of Bayswater	589-591 (Lot 160-161) Morley Drive, Morley	Proposed Childcare Centre	14/09/2022
DAP/22/02218 DR216/2022	City of Subiaco	No. 414 (Lot 27) Rokeby Road, Subiaco	Demolition Of Existing Building and Construction of a Six Storey Mixed Use Development (Ten Multiple Dwellings and Three Office Tenancies)	07/12/2022

Finalised SAT Applications*				
File No. & SAT DR No.	**LG Name**	**Property Location**	**Application Description**	**Date Lodged**
DAP/22/02303 DR14/2023	City of Vincent	Nos. 103 (Lot: 278) Alma Road & 367-373 (Lots 273-277) Fitzgerald Street, North Perth	Proposed Mixed Use Development	31/10/2022

11. General Business

In accordance with Section 7.3 of the DAP Standing Orders 2020 only the Presiding Member may publicly comment on the operations or determinations of a DAP and other DAP members should not be approached to make comment.

12. Meeting Closure

Government of Western Australia
Development Assessment Panels

Direction for Further Services from the Responsible Authority

Regulation 13(1) and DAP Standing Orders 2020 cl. 3.3

Guidelines

A DAP Member who wishes to request further services (e.g. technical information or alternate recommendations) from the Responsible Authority must complete this form and submit to daps@dplh.wa.gov.au.

The request will be considered by the Presiding Member and if approved, the Responsible Authority will be directed to provide a response to DAP Secretariat within the form.

It is important to note that **the completed form containing the query, response and any accompanying documentation will be published on the DAP website** as an addendum to the meeting agenda.

DAP Application Details

DAP Name	Metro Inner-North JDAP
DAP Application Number	DAP/22/02366
Responsible Authority	City of Stirling
Property Location	Lot 23, 15 & 351 (No.432, 438 & 440) Scarborough Beach Road and Lot 31 (No.57) Howe Street, Osborne Park

Presiding Member Authorisation

Presiding Member Name	Ms Francesca Lefante
Signature	Francesca Lefante
Date	18 April 2023
Response Due	**24 April 2023; 12.00pm**

Nature of technical advice or information required*

1	**DAP query**	**Please provide an alternate recommendation for approval with conditions.** **NOTE: The request for an alternate recommendation should not be construed as implying a position from any Panel Members.**

City of Stirling Response:

Alternate Recommendation:

Dear Presiding Member and Panel Members,

* Any alternate recommendation sought does not infer a pre-determined position of the panel.

The information below does not represent the views of the City of Stirling and has been provided in response to a request from the Presiding Member in accordance with Regulation 13 of the *Planning and Development (Development Assessment Panels) Regulations 2011*.

The City has concerns with providing an alternative recommendation for this proposal as the development does not provide for a suitable service access for vehicle delivery as this is proposed to occur within Howe Street, which is a significant safety risk, as detailed within the City's Responsible Authority Report. As such, the City's alternate recommendation requires servicing and deliveries to occur within the development site.

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1. That the Metro Inner-North Development Assessment Panel resolves to:

   Approve DAP Application reference DAP/22/02366 and accompanying plans (Attachment 1) in accordance with Clause 68 of Schedule 2 (Deemed Provisions) of the *Planning and Development (Local Planning Schemes) Regulations 2015,* and the provisions of the City of Stirling Planning Scheme No.3, and pursuant to Clause 24(1) and 26 of the Metropolitan Region Scheme, for Additions – Motor Vehicle, Boat or Caravan Sales and Motor Vehicle Repair to Existing Automotive Sales at Lot 23, 15 and 351, House Numbers 432, 438 and 440 Scarborough Beach Road and Lot 31, House Number 57 Howe Street, Osborne Park, subject to the following conditions:

   Conditions

   <u>Development Services</u>

   1. Pursuant to Clause 26 of the Metropolitan Region Scheme, this approval is deemed to be an approval under Clause 24(1) of the Metropolitan Region Scheme.

   2. This decision constitutes planning approval only and is valid for a period of four (4) years from the date of approval. If the subject development is not substantially commenced within the specified period, the approval shall lapse and be of no further effect.

   3. The development is to comply in all respects with the attached approved plans, as dated, marked and stamped, together with any requirements and annotations detailed thereon by the City. The plans approved as part of this application form part of the development approval issued and are listed below:

Drawing Title	Date	Sheet	Revision	Drawn By
Existing Site Survey	Jan 2023	1000	SK014	Meyer Shircore Architects
Demo Site Plan	Jan 2023	1001	SK014	Meyer Shircore Architects
Overall Composite Site Plan	Jan 2023	1002	SK014	Meyer Shircore Architects
Building 1 – Ground Floor Plans and Elevation	Jan 2023	2000	SK014	Meyer Shircore Architects
Building 2 – Ground Floor Plans and Elevation	Jan 2023	2001	SK014	Meyer Shircore Architects
Building 3 – Ground Floor Plan and Basement Floor Plan	Jan 2023	2002	SK014	Meyer Shircore Architects

Overall Roof Plan	Jan 2023	2100	SK014	Meyer Shircore Architects
Building 1 Perspective	Jan 2023	3005	SK014	Meyer Shircore Architects
Building 2 Perspective	Jan 2023	3006	SK014	Meyer Shircore Architects
Building 3 – Elevations	Jan 2023	3007	SK014	Meyer Shircore Architects

4. The road widening reservation as per Planning Control Area Number 166 shown on WAPC Plan Number 1.3175 is to be ceded free of cost to the Crown prior to the occupation of the development.

5. Prior to occupation of the development, Lots 23, 15 and 351 House Numbers 432, 438 and 440 Scarborough Beach Road shall be amalgamated into a single lot on a Certificate of Title, to the satisfaction of the City of Stirling.

6. A Notification, pursuant to Section 70A of the Transfer of Lands Act 1893 is to be placed on the Certificate(s) of Title of the subject lot(s) prior to operation of the development. Notice of this Notification is to be included on the diagram or plan of survey (Deposited Plan). The Notification is to state as follows:

   'This lot is in the vicinity of a transport corridor and is affected, or may in the future be affected, by road and rail transport noise. Road and rail transport noise levels may rise or fall over time depending on the type and volume of traffic.'

7. No permanent structures, except the access ramp shall be permitted to be located within the 6m width of land indicated as 'Future 6m Wide Laneway' on the plans. This land is to remain clear of permanent structures for the duration of the development for the purpose of future road connections, to the satisfaction of the City of Stirling.

8. A Site Management Plan shall be submitted to the City of Stirling and approved prior to commencement of works. The Site Management Plan shall include, but not be limited to, specific measures relating to dust, noise, vibration, waste management, storage of materials, traffic, contractor parking, on-site and street tree protection areas and site safety/security. The Site Management Plan is to be complied with for the duration of the construction of the development, to the satisfaction of the City of Stirling.

<u>Engineering</u>

9. Prior to the occupation of the development, 18 bicycle parking facilities shall be provided in accordance with the Australian Standard for Off-street Car parking - Bicycles (AS2890.3 as amended).

10. All servicing and deliveries to the site, including the loading and unloading of vehicles, is to occur entirely within the lot, and is not to occur within the road reserve.

11. Prior to the lodgement of a Building Permit, an amended Delivery Management Plan is to be submitted to the City, reflecting the above requirement for servicing and deliveries to occur entirely within the lot, to the satisfaction of the City of Stirling.

12. Prior to the occupation of the development, directional signage for the customer parking located behind the Motor Vehicles Sales buildings is to be erected by the owner/applicant, to the satisfaction of the City of Stirling.

13. Prior to the occupation of the development, a minimum of 67 car parking bays and all manoeuvring and circulation areas shall be suitably constructed, sealed, drained, kerbed, marked (including loading and disabled bays), and thereafter maintained to the specification and satisfaction of the City of Stirling.

14. The allocation of the display parking bays shall be in strict accordance with the approved plans, to the satisfaction of the City of Stirling.

15. All parking bays, manoeuvring and circulation areas are to comply with Australian Standards AS/NZS2890.1 and AS2890.2. The number of ACROD car parking bays and their design and layout are to comply with Australian Standards AS/NZS2890.6:2009 (Off-street Parking for People with Disabilities) and the Building Code of Australia (Volume 1 section D3.5).

16. Pedestrian pathways providing wheelchair accessibility connecting all entries to buildings with the public footpath and car parking areas, to comply with Australian Standards AS/NZS1428.1-2009 (Design for access and mobility – General requirements for access – New building work).

17. Prior to the occupation of the development, all redundant vehicle crossovers shall be removed and the verge, landscaping, footpaths and kerbing reinstated in accordance with this approval at the owners/applicants expense, to the satisfaction of the City of Stirling.

18. Prior to the lodgement of a Building Permit, amended plans are to be provided to the satisfaction of the City of Stirling that demonstrates the following modifications to the access ramp:
    a. The portion of access ramp located within the 'Future 6m Wide Laneway' area is to be at a RL of 19.50;
    b. The bottom ramp to transition from an RL of 19.3 to an RL of 19.5 and is to be at a 2% grade; and
    c. The top ramp, to transition from an RL of 19.5 to an RL of 20 is to be at a maximum grade of 16.7% and is not to project into the car parking circulation area.

<u>Landscaping</u>

19. Prior to the lodgement of a Building Permit, a detailed Landscaping Plan is to be provided to the satisfaction of the City of Stirling demonstrating:
    a. 10% of the total site area to be provided as landscaping (currently 7.2%), which will result in 9.3% landscaping following the ceding of the Planning Control Area Number 166 as shown on WAPC plan number 1.3175, with additional landscaping being provided within the future lot boundary following ceding of the Planning Control Area Number 166;
    b. Trees provided in the uncovered parking areas at a rate of one (1) tree per six (6) uncovered parking bays;
    c. All planting nibs are to be increased to a minimum dimension of 1.5m; and
    d. The removal of car parking bays to a minimum of 67 car parking bays to facilitate the abovementioned landscape changes.

20. Prior to the occupation of the development a minimum of 21 Advanced Trees are to be provided on-site to the satisfaction of the City of Stirling.

21. All landscaped areas are to be reticulated and applied with organic mulch to a minimum depth of 75mm. Shrubs and groundcovers are to be a minimum pot size of 130mm, A planting density of two (2) shrubs per square metre, and four (4) strappy plants per square metre, to the satisfaction of the City of Stirling.

22. The land owner is to maintain the landscaping of the 'Future 6m Wide Laneway' until such time as the future road is constructed.

23. Prior to occupation of the development, all landscaped areas are to be planted, reticulated and mulched in accordance with the submitted landscaping plan, prior to occupation of the development and maintained thereafter to the satisfaction of the City.

24. Planting of the Street Trees as demonstrated on the Landscaping Plan (Attachment 5f) is to be undertaken by the land owner as part of the landscaping of the site. The Street Trees are to be located so as to not conflict with existing verge infrastructure, and after landscaping the City is to be notified so the Street Trees can be included in the City's planting register and audit. Once the Street Trees are established, they will be maintained by the City.

<u>General</u>

25. Stormwater from all roofed and paved areas shall be collected and contained on-site. Stormwater must not affect or be allowed to flow onto or into any other property or road reserve.

26. The development is required to be connected to sewer.

27. No goods or materials shall be stored either temporarily or permanently in the parking or landscape areas or within access driveways. All goods and materials are to be stored within the buildings or storage yards where provided.

28. The development is to comply with the Waste Management Plan prepared by Planning Solutions dated 2 November 2022 (Attachment 5e), unless otherwise approved by the City of Stirling.

Advice Notes

1. If the development the subject of this approval is not substantially commenced within a period of four years, or such other period as specified in the approval after the date of the determination, the approval shall lapse and be of no further effect.

2. This approval is not an authority to ignore any constraint to development on the land, which may exist through statute, regulation, contract or on title, such as an easement or restrictive covenant. It is the responsibility of the applicant and not the City to investigate any such constraints before commencing development.

3. This approval will not necessarily have regard to any such constraint to development, regardless of whether or not it has been drawn to the City's attention.

4. An Advanced Tree is defined in Local Planning Policy 6.11 as: a tree which requires planting in at least a 90 litre container or greater size and which is at least two (2) metres in height and at least two (2) years of age.

5. All construction works to comply with the requirements of the Environmental Protection Act 1986 and the Environmental Protection (Noise) Regulations 1997.

6. Any outside lighting is to comply with Australian Standards AS 4282-1997 for the control of obstructive effects of outdoor lighting and must not spill into any adjacent residential premises.

7. Development within Planning Control Area 166, such as the Monolith Sign, will require separate approval from the Department of Planning, Lands and Heritage.

8. All waste water is to be discharged to sewer in accordance with the Water Corporations Trade Waste requirements.

9. Liquid waste is to be disposed of in accordance with the Environmental Protection (Controlled Waste) Regulations.

10. Chemicals, oil and liquid waste is to be stored on sealed surfaces which are adequately covered and bunded to prevent spills from entering the environment.

11. All signage is to be in strict accordance with the City's Local Planning Policy 6.1 Advertising Signs, unless further development approval is obtained.

12. The RL of the portion of access ramp within the future Right of Way location is required to be at the RL of the future Right of Way, as per Figure 13 of the Draft Herdsman Glendalough Structure Plan.

Government of Western Australia
Development Assessment Panels

Presentation Request Form

Regulation 40(3) and DAP Standing Orders 2020 cl. 3.5

Must be submitted at least 72 hours (3 ordinary days) before the meeting

Presentation Request Guidelines

Persons interested in presenting to a DAP must first consider whether their concern has been adequately addressed in the responsible authority report or other submissions. Your request will be determined by the Presiding Member based on individual merit and likely contribution to assist the DAP's consideration and determination of the application.

Presentations are not to exceed **5 minutes**. It is important to note that the presentation content will be **published on the DAP website** as part of the meeting agenda.

Please complete a separate form for each presenter and submit to daps@dplh.wa.gov.au

Presenter Details

Name	Scott Lambie
Company (if applicable)	Stantec
Please identify if you have any special requirements:	**YES** ☐ **NO** ☒ If yes, please state any accessibility or special requirements: Click or tap here to enter text.

Meeting Details

DAP Name	Metro Inner-North JDAP
Meeting Date	26 April 2023
DAP Application Number	DAP/22/02366
Property Location	Lots 23, 15 & 351 (432, 438 & 440) Scarborough Beach Road and Lot 31 (57) Howe Street, Osborne Park
Agenda Item Number	8.1

Presentation Details

I have read the contents of the report contained in the Agenda and note that my presentation content will be published as part of the Agenda:	**YES** ☒
Is the presentation in support of or against the report recommendation)? *(contained within the Agenda)*	**SUPPORT** ☐ **AGAINST** ☒
Is the presentation in support of or against the proposed development?	**SUPPORT** ☒ **AGAINST** ☐
Will the presentation require power-point facilities?	**YES** ☐ **NO** ☒ **If yes, please attach**

Government of **Western Australia**
Development Assessment Panels

Presentation Content*

These details may be circulated to the local government and applicant if deemed necessary by the Presiding Member. Handouts or power points will not be accepted on the day.

Brief sentence summary for inclusion on the Agenda	*The presentation will address:* Support for the proposed development subject to a condition addressing the City's concerns by implementation of a Vehicle Delivery Management Plan

In accordance with Clause 3.5.2 of the *DAP Standing Orders,* your presentation request must also be accompanied with a written document detailing the content of your presentation.

Please attach detailed content of presentation or provide below:

Good morning, my name is Scott Lambie – Senior Principal Transport Engineering at Stantec. I am acting in support of Carriage Equity Pty Ltd, the proponent of the proposed development.

The City's Responsible Authority Report notes a recommendation of refusal, with a key reason being on street new car delivery within Howe Street.

The site is currently operating as a car sales establishment and the requirement of having new vehicles delivered to the site via road reserve delivery is a long term **existing** operation for the site. Given the existing site layout not allowing for safe truck access, if this development was not to proceed, there are no other reasonable options other than the delivery of vehicles via use of road reserve to continue as currently occurring.

Howe Street is classified as a local access street and has a carriageway width of 9.7m. The street has clearly marked parking restrictions on the eastern side of the carriageway, however no compliant restrictions on the western side of the road adjacent to the development site. According to 'Google street view', Parking restrictions adjacent to the developments Howe Street frontage were removed by the City at some time prior to 2014, through a change in parking scheme signage. West of the sites western most crossover has been subject to on pavement "no stopping" restrictions since prior to 2007 and these restrictions do not extend east to Hutton Street. There is no parking scheme compliant with AS1742.11 remaining adjacent to the site on Howe Street.

A Delivery management technical report has been prepared subsequent to the previous JDAP meeting in order to provide greater detail on the new

car delivery process and the very minor impacts the process creates within Howe Street.

The City has listed a number of concerns with the RAR in relation to the on street new car delivery and it is unclear if they have understood the details of the technical report.

• Safety issues are perceived only, as the technical report shows no history of crashes in the area resulting from the existing on street deliveries and through traffic having clear space for 2-way movements along Howe Street.
• The proposed location of the truck does not restrict access and egress for vehicles likely to access the developments on opposite side of the road on a regular basis.
• There is no need for marked parking bays for what is still an infrequent activity – noting the advice on number of deliveries is an absolute worst case scenario and likely to be much lower for many months of the year.
• Howe Street is over 1.2km long and has many parking prohibitions (such as verge parking restrictions) that do not apply to the development site, as such, comments on the number of parking infringements and cautions without context shows no relelance. Advice from our client is that they have no knowledge of infringements being issued to delivery trucks that have not been parked within the painted no stopping zone.
• At no stage has any complaint relating to the unloading of vehicles within Howe Street been relayed to the business operators of the site over the multiple decades the site has been operating as a new car sales yard.
• The average of one truck per week day, and the time taken of 20 to 30 minutes per delivery, represents a minor obstruction of Howe Street for only 4% of the typical operational period of a Street in an industrial zone (7am – 7pm) and as such, will impact on very few road users of Howe Street. As mentioned in the Technical report and above, even with the truck in place, there is more than sufficient room for another truck and car to pass each other with safety clearance available.

New car deliveries are essential to the operation of the developments, and it is not unusual for car showrooms, particularly those in older established areas, to utilise on street car delivery. Allowing new car deliveries by vehicle transporter trucks on street would make the delivery process much easier, faster, and more efficient, with 8 to 9 cars able to fit on the one truck. Given the turning requirements of a 19m articulated vehicle transport truck, it is not possible for this type of truck to access the existing site and to provide for access within the proposed development would require substantial redesign of car park layouts and buildings. Access /

egress would have to be provided solely via Scarborough Beach Road, potentially leading to poorer safety outcomes.

After undertaking swept path checks, even use of a 12.5m flat bed truck would require significant redesign of the car parking areas within the development, with the loss of some parking bays and significantly restricted light vehicle movements within site while unloading is occurring.

It is our view that any concerns the City may have regarding the delivery of vehicles within Howe Street would be more appropriately addressed through conditions of the provision of a Delivery Management Operational Plan and a generic Traffic Management plan for use during the unloading of vehicles, in lieu of prohibiting the existing on street delivery entirely. Prohibition of on Street delivery would render the development unserviceable.

Thank you

Government of Western Australia
Development Assessment Panels

Presentation Request Form

Regulation 40(3) and DAP Standing Orders 2020 cl. 3.5

Must be submitted at least 72 hours (3 ordinary days) before the meeting

Presentation Request Guidelines

Persons interested in presenting to a DAP must first consider whether their concern has been adequately addressed in the responsible authority report or other submissions. Your request will be determined by the Presiding Member based on individual merit and likely contribution to assist the DAP's consideration and determination of the application.

Presentations are not to exceed **5 minutes**. It is important to note that the presentation content will be **published on the DAP website** as part of the meeting agenda.

Please complete a separate form for each presenter and submit to daps@dplh.wa.gov.au

Presenter Details

Name	Joshua Carmody
Company (if applicable)	Planning Solutions
Name	Jarrad Nightingale
Company (if applicable)	Meyer Shircore Architects
Please identify if you have any special requirements:	**YES** ☐ **NO** ☒ If yes, please state any accessibility or special requirements: Click or tap here to enter text.

Meeting Details

DAP Name	Metro Inner-North JDAP
Meeting Date	26 April 2023
DAP Application Number	DAP/22/02366
Property Location	Lots 23, 15 & 351 (432, 438 & 440) Scarborough Beach Road and Lot 31 (57) Howe Street, Osborne Park
Agenda Item Number	8.1

Presentation Details

I have read the contents of the report contained in the Agenda and note that my presentation content will be published as part of the Agenda:	**YES** ☒
Is the presentation in support of or against the report recommendation)? *(contained within the Agenda)*	**SUPPORT** ☐ **AGAINST** ☒
Is the presentation in support of or against the proposed development?	**SUPPORT** ☒ **AGAINST** ☐

Will the presentation require power-point facilities?	**YES** ☒ **NO** ☐ **If yes, please attach**

Presentation Content*

These details may be circulated to the local government and applicant if deemed necessary by the Presiding Member. Handouts or power points will not be accepted on the day.

Brief sentence summary for inclusion on the Agenda	*The presentation will address:* Against the City's recommendation and in support of the proposed development with a request that JDAP set aside the City's recommendation and grant approval subject to the appropriate conditions.

In accordance with Clause 3.5.2 of the *DAP Standing Orders,* your presentation request must also be accompanied with a written document detailing the content of your presentation.

Please attach detailed content of presentation or provide below:

Refer att**ached** presentation summary for Joshua Carmody.

Jarrad Nightingale (Meyer Shircore Architects) will also be available to answer questions from an architectural perspective.

Presentation Summary

To:	Metro Inner-North JDAP	**From:**	Joshua Carmody
Date	20 February 2023	**Job No:**	8091
Meeting:	MINJDAP/173 – 23 February 2023		
Item:	8.1 – 432, 438 and 440 (Lots 23, 15 and 351) Scarborough Beach Road and 57 (Lot 31) Howe Street, Osborne Park **Additions - Motor Vehicle, Boat or Caravan Sales and Motor Vehicle Repair to existing Automotive Sales**		

PLANNING SOLUTIONS
URBAN & REGIONAL PLANNING
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Planning Solutions (Aust) Pty Ltd

Planning Solutions acts on behalf of Carriage Equity Pty Ltd, the proponent of the proposed development at Lots 23, 15 & 351 (432, 438 & 440) Scarborough Beach Road and Lot 31 (57) Howe Street, Osborne Park (**subject site**).

Following the decision of the previous JDAP meeting to defer the application due to inadequate information regarding on-street deliveries, Planning Solutions and Stantec have **extensively** reviewed the on-street delivery arrangements and provided additional technical and supporting information which addresses the reasons for deferral.

With respect, the City's argument appears to rest on perceived traffic and safety issues, rather than any evidence that actual traffic and safety issues can or will exist.

I summarise and respond to the City's arguments as follows:

Summary of the City's objections	Response from the applicant
The City states that the delivery arrangements obstruct sightlines for vehicles entering and exiting the site.	This is acknowledged in the technical note provided, and we have demonstrated that it is entirely capable of mitigation, as outlined in the Vehicle Delivery Management Plan. I understand all delivery drivers are trained in traffic management and have traffic cones and signage within their vehicles for exactly these situations.
The City asserts that there are safety issues associated with loading and unloading within the Howe Street Road reserve for the operator of the truck and for any passers-by.	No evidence is provided in support of this claim. Contrarily, evidence provided by Stantec demonstrates that normal, unobstructed crossovers along Howe Street are likely to present a greater risk to passing vehicles than the ongoing but infrequent delivery arrangements. The traffic data evidence provided by Stantec is entirely consistent with some well-established urban planning ideas which suggest that the *perception* of risk (ie, a 19m transporter truck parked in the road) leads to safer driver behaviour, whereas the *perception* of safety (an unobstructed Howe Street), leads to driver inattention.
The City acknowledges that on-street servicing arrangements are capable of being supported under *Local Planning Policy 6.7 – Parking and access*, but that they would not be willing to do so due to a desire to avoid setting a precedent for other car yards.	With respect, precedent is not a valid planning consideration and the proposed delivery arrangements should be considered on their merits. The subject site is not a "blank canvas", as the City describes it—it is an irregular shaped lot which constrains options for vehicle through-traffic traffic.
The City states that loading and unloading cannot occur on-street without a marked parking bay and that they do not support a marked parking bay in this location.	This position is not supported by any policy of the City that we are aware of, and we have already demonstrated in our submission that deliveries can occur without a marked on-street parking bay. However, if the JDAP sees fit to approve this development, and the City wishes to formalise the arrangements with a marked delivery bay—we have no objection.

Summary of the City's objections	Response from the applicant
The City makes reference to 70 parking infringements having been issued "along Howe Street" as evidence that parking issues are *"occurring as a result of this unauthorised arrangement"*.	No evidence is provided that these infringements have been issued to delivery vehicles, or that they occur on the segment of Howe Street in proximity to the subject site and our traffic consultant has already pointed out that no conclusions can be drawn from this limited information. As shown by Stantec's submission, at some point in the last ten years, the City appears to have intentionally changed the parking signage to allow parking adjacent to this property in the area shown in the Vehicle Delivery Management Plan.
The City has received complaints about the delivery arrangements from adjoining landowners which identifies parking issues being created by the delivery arrangements.	**Acknowledged.** This addressed in further detail **below.**
The City states that the existing delivery arrangements are being undertaken "without approval".	This is incorrect—we have demonstrated in our submission that the arrangements are occurring lawfully and by implication, do not require approval. Should this application be refused, there is nothing that would prevent the current delivery arrangements from continuing.
The City asserts that the proposed delivery arrangements and frequencies are excessive and disruptive.	This has been addressed by Stantec—the figures are a worst case scenario, and delivery rates fluctuate significantly. We have demonstrated that the deliveries do not disrupt passing vehicles and consequently the frequency is

With regard to the complaints received from adjoining landowners, we provide the following comments and response:

- The City has provided us with the full copy of the two submissions received from adjoining landowners. Having read these submissions, it is clear to ourselves and the principal dealer, that there is some validity to these complaints.
- Both complaints refer to **simultaneous vehicle deliveries** occurring on Howe Street, with one 19m transporter truck unloading vehicles adjoining the subject site whilst a second 19m transporter truck waits in front #55 Howe Street (the property sharing the subject site's northern boundary).
- **Simultaneous vehicle deliveries are unsupportable from a road safety management perspective. It is not possible to implement mitigation measures to avoid obstructing access to adjoining properties or blocking vehicle sightlines when there are two 19m transporter trucks parked along Howe Street. Moreover, the second vehicle is waiting in a marked "no stopping" zone.**
- In light of the above, Planning Solutions and Stantec have worked with the principal dealer to develop a vehicle management procedure which is capable of implementation and would address the issues identified by the City. One of the primary objectives of the strategy is to commit the dealership to actively managing deliveries to avoid simultaneous arrivals. This will improve delivery outcomes along Howe Street.

In light of our comments above, we consider that the JDAP's reasons for deferral have been satisfactorily addressed and we request that the development be **approved**, subject to the requested modified conditions (outlined in **Attachment 1**), including a condition with the following wording:

> *"All servicing and deliveries to the site, including the loading and unloading of vehicles within the Howe Street road reserve, is to be undertaken in accordance with the Vehicle Delivery Management Plan prepared by Planning Solutions dated 24 March 2023 (or as amended)."*

Noting that a refusal of the proposed development will not prohibit on-street deliveries from continuing to lawfully occur, an approved redevelopment subject to this condition will **improve** upon existing delivery arrangements and address the concerns of adjoining landowners.

Condition		Applicant's response
7	*No permanent structures, except the access ramp shall be permitted to be located within the 6m width of land indicated as 'Future 6m Wide Laneway' on the plans. This land is to remain clear of permanent structures for the duration of the development for the purpose of future road connections, to the satisfaction of the City of Stirling.*	This condition does not relate to the development which is the subject of this application and is likely to be invalid. It also overlaps with condition 3 and is likely to be redundant. **We respectfully request <u>deletion</u> of this condition.**
9	*Prior to the occupation of the development, 18 bicycle parking facilities shall be provided in accordance with the Australian Standard for Off-street Car parking - Bicycles (AS2890.3 as amended).*	Given the nature of the proposed use, we do not consider the requirement for this amount of bicycle parking to fairly and reasonably relates to the proposed development, which will be primarily accessed by car and provides more than adequate car parking. We consider that four bicycle bays would be an appropriate number of staff. **We respectfully request <u>modification</u> of this condition.** *Prior to the occupation of the development, four bicycle parking facilities shall be provided in accordance with the Australian Standard for Off-street Car parking - Bicycles (AS2890.3 as amended).*
10	*All servicing and deliveries to the site, including the loading and unloading of vehicles, is to occur entirely within the lot, and is not to occur within the road reserve.*	**For the reasons previously outlined in this submission, we request that the condition be <u>modified</u> as follows:** *"All servicing and deliveries to the site, including the loading and unloading of vehicles within the Howe Street road reserve, is to be undertaken in accordance with the Vehicle Delivery Management Plan prepared by Planning Solutions dated 24 March 2023 (or as amended)."*

Condition		Applicant's response
18	*Prior to the lodgement of a Building Permit, a detailed Landscaping Plan is to be provided to the satisfaction of the City of Stirling demonstrating:* *a) 10% of the total site area to be provided as landscaping (currently 7.2%), which will result in 9.3% landscaping following the ceding of the Planning Control Area Number 166 as shown on WAPC plan number 1.3175, with additional landscaping being provided within the future lot boundary following ceding of the Planning Control Area Number 166;* *b) Trees provided in the uncovered parking areas at a rate of one (1) tree per six (6) uncovered parking bays;* *c) All planting nibs are to be increased to a minimum dimension of 1.5m; and* *The removal of car parking bays to a minimum of 67 car parking bays to facilitate the abovementioned landscape changes.*	We **object** to (a) on the grounds that if landscaping requirements are calculated on the basis of the site area being developed then the amount of landscaping provided will be compliant with the 10% requirement (see detailed justification in the deputation summary). We **object** to (b) on the grounds that the intent of the shade tree requirement within parking areas is to ensure that open staff and customer parking bays are adequately shaded. By contrast a motor vehicle sales yard has a high percentage of open parking bays which are used for car display and storage purposes. The planting of shade trees within such areas creates operational issues due to the mess that trees can leave on cars (or from birds nesting within the trees) which may remain in the same location for longer periods of time. The development plans show that an extremely high level of shade has been provided to the designated customer parking areas and that the intent of the provision has been met. We **accept** (c) with the proviso that additional flexibility is allowed for by the inclusion of the word "where possible". We **object** to (d) on the same grounds as our comments in response to (a)–namely that the landscaping shortfall has been appropriately justified and is a technical shortfall only. **Therefore, we request that condition 18 be modified as follows**: *Prior to the lodgement of a Building Permit, a detailed Landscaping Plan is to be provided to the satisfaction of the City of Stirling demonstrating:* ~~*a) 10% of the total site area to be provided as landscaping (currently 7.2%), which will result in 9.3% landscaping following the ceding of the Planning Control Area Number 166 as shown on WAPC plan number 1.3175, with additional landscaping being provided within the future lot boundary following ceding of the Planning Control Area Number 166;*~~ ~~*b) Trees provided in the uncovered parking areas at a rate of one (1) tree per six (6) uncovered parking bays;*~~ *c) ~~All~~ planting nibs are to be increased to a minimum dimension of 1.5m where possible; and* *d) ~~The removal of car parking bays to a minimum of 67 car parking bays to facilitate the abovementioned landscape changes.~~*

SCARBOROUGH BEACH ROAD, HOUSE NUMBERS 432, 438 AND 440 (LOTS 23, 15 AND 351) AND HOWE STREET, HOUSE NUMBER 57 (LOT 31) OSBORNE PARK – ADDITIONS – MOTOR VEHICLE, BOAT OR CARAVAN SALES AND MOTOR VEHICLE REPAIR TO EXISTING AUTOMOTIVE SALES

At its meeting on 23 February 2023, the Metro Inner-North Joint Development Assessment Panel resolved as follows:

That the consideration of DAP Application DAP/22/02366 be deferred up to 60 days being on or before 24 April 2023, in accordance with section 5.10.1a of the DAP Standing Orders 2020, for the following reasons:

To allow further information to be provided on the following matters:

- *Vehicle loading and site servicing including transports trucks.*
- *Safety and impact on road use and road function*
- *Frequency and timeframes associate and site servicing and vehicle transportation loading.*
- *Management plans or mitigation actions associated with the proposal servicing and loading activities.*

The Responsible Authority Report has been updated to consider the additional information submitted by the Applicant.

Form 1 – Responsible Authority Report
(Regulation 12)

DAP Name:	Metro Inner-North JDAP
Local Government Area:	City of Stirling
Applicant:	Planning Solutions
Owner:	Carriage Equity Pty Ltd
Value of Development:	$12 million ☒ Mandatory (Regulation 5) ☐ Opt In (Regulation 6)
Responsible Authority:	City of Stirling
Authorising Officer:	Giovanna Lumbaca, Acting Director Planning and Development
LG Reference:	DA22/1259
DAP File No:	DAP/22/02366
Application Received Date:	3 November 2022
Report Due Date:	14 April 2023
Application Statutory Process Timeframe:	90 Days with an additional 31 days as agreed between the Applicant and City of Stirling and an additional 60 days following deferral by the Metro Inner-North JDAP
Attachment(s):	1. Development Application Plans (received 16 January 2023) 2. Aerial Location Plan 3. Metropolitan Region Scheme Zoning Map

	4. City of Stirling Local Planning Scheme No.3 Zoning Map 5. Applicant's Response to Deferral: a. Applicant's Response to Reasons for Deferral received 24 March 2023 b. Applicant's Technical Note – Vehicle Delivery Management prepared by Stantec received 24 March 2023 c. Applicants Vehicle Delivery Management Plan prepared by Planning Solutions received 24 March 2023 6. Metro Inner-North JDAP Meeting Agenda dated 23 February 2023 7. Metro Inner-North JDAP Meeting Minutes dated 23 February 2023	
Is the Responsible Authority Recommendation the same as the Officer Recommendation?	☐ Yes ☒ N/A	Complete Responsible Authority Recommendation section
	☐ No	Complete Responsible Authority and Officer Recommendation sections

Responsible Authority Recommendation

That the Metro Inner-North JDAP resolves to:

Refuse DAP Application reference DAP/22/02366 and accompanying plans (Attachment 1) in accordance with Clause 68 of Schedule 2 (Deemed Provisions) of the *Planning and Development (Local Planning Schemes) Regulations 2015*, and the provisions of the City of Stirling Local Planning Scheme No.3, and pursuant to Clause 24(1) and 26 of the Metropolitan Region Scheme, for Additions – Motor Vehicle, Boat or Caravan Sales and Motor Vehicle Repair to Existing Automotive Sales at Lot 23, 15 and 351 House Numbers 432, 438 and 440 Scarborough Beach Road and Lot 31 House Number 57 Howe Street, Osborne Park, for the following reasons:

a. Pursuant to Schedule 2, Part 9, Clause 67(2)(a) and (b) of the *Planning and Development (Local Planning Schemes) Regulations 2015*, the development does not satisfy the objectives of the Development zone or future Mixed Use zone as per City of Stirling Local Planning Scheme No. 3 as the development does not achieve an active building edge to Scarborough Beach Road consistent with provisions of the Herdsman Glendalough Local Development Plan.

b. Pursuant to Schedule 2, Part 9, Clause 67(2)(g) and (p) of the *Planning and* Development *(Local Planning Schemes) Regulations 2015,* the proposed landscaping is insufficient and has not been appropriately designed to provide for the establishment and viability of trees or to positively contribute to the area.

c. Pursuant to Schedule 2, Part 9, Clause 67(2)(h), (m) and (n)(ii) of the Planning *and Development (Local Planning Schemes) Regulations 2015,* the development does not satisfy the provisions of the Herdsman Glendalough Local Development Plan which requires an active building edge to Scarborough Beach Road with the proposed interface being detrimental to the desired future character of the locality, as the setback of the building to Scarborough Beach Road and demo vehicle car parking in front of the building does not provide for a pedestrian friendly and vibrant streetscape.

d. Pursuant to Schedule 2, Part 9, Clause 67(2)(g) and (s) of the *Planning and Development (Local Planning Schemes) Regulations 2015,* the development does not provide for safe and suitable service access for the loading and unloading of vehicles.

e. Pursuant to Schedule 2, Part 9, Clause 67(2)(x) and (y) of the *Planning and Development (Local Planning Schemes) Regulations 2015,* submissions received in relation to the proposed development raise valid concerns in relation to the proposed service access which will have an adverse impact on the amenity and functionality of surrounding properties.

Background

Region Scheme	Metropolitan Region Scheme
Region Scheme - Zone/Reserve	Urban
Local Planning Scheme	Local Planning Scheme No.3
Local Planning Scheme - Zone/Reserve	Development Motor Vehicle, Boat or Caravan Sales, Motor Vehicle Repair – Development and use of land shall have due regard to any WAPC approved Activity Centre Plan, and any approved Local Development Plan or Local Planning Policy prepared under this Scheme; and is to be in accordance with the Special Control Area land use permissibility provisions under Part 6.
Draft Structure Plan/Precinct Plan	Draft Herdsman Glendalough Structure Plan Amendment 114 of Local Planning Scheme No.3
Draft Structure Plan/Precinct Plan - Land Use Designation	432, 438 and 440 Scarborough Beach Road – Mixed Use 57 Howe Street – Light Industry
Use Class and permissibility under the Draft Herdsman Glendalough Structure Plan and Amendment 114 of Local Planning Scheme No.3:	Motor Vehicle, Boat or Caravan Sales – D – Discretionary, meaning the use is not permitted unless Council, or in this instance the Metro Inner-North JDAP, has exercised its discretion by granting planning approval. Motor Vehicle Repair – P – Permitted, meaning that the use is permitted by the Scheme providing the use complies with the relevant development standards and the requirements of the Scheme.

Lot Size:	10,171m^2
Existing Land Use:	Automotive Sales
State Heritage Register	No
Local Heritage	☒ N/A ☐ Heritage List ☐ Heritage Area
Design Review	☒ N/A ☐ Local Design Review Panel ☐ State Design Review Panel ☐ Other
Bushfire Prone Area	No
Swan River Trust Area	No

The subject site is located within the municipality of the City of Stirling, approximately 9km north-west of the Perth Central Business District (CBD).

The subject site is zoned 'Urban' under the Metropolitan Region Scheme (MRS) (Attachment 3) and is zoned 'Development' under the City's Local Planning Scheme No.3 (LPS3) (Attachment 4). The subject site sits within the City's Herdsman Glendalough Structure Plan (HGSP) area and is within the Herdsman Glendalough Local Development Plan (LDP) area. The subject site is also affected by draft Amendment No. 114 (AMD 114) of LPS3. The subject site abuts Scarborough Beach Road to the southwest, which is identified as a 'District Distributor A' road as per the City's Functional Road Hierarchy, and Other Regional Road under the Metropolitan Region Scheme. The site is affected by road widening from Scarborough Beach Road and Planning Control Area 166 - Scarborough Beach Road.

The properties to the northwest and southeast facing Howe Street are zoned Development as per LPS3 with a zoning of Light Industry as per draft AMD 114. To the northeast is Howe Street, which is a Local Road as per the City's Functional Road Hierarchy. The adjacent properties facing Scarborough Beach Road to the southeast and southwest are zoned Development as per LPS3 with a zoning of Mixed Use as per draft AMD 114.

Original Proposal:

The Form 1 DAP application formally accepted by the City for assessment on 3 November 2023 and considered by the JDAP at its meeting on 23 February 2023 is briefly summarised as follows:

- Three (3) new single-storey buildings comprising a total of 3,827m^2 of Gross Floor Area.
- A total of 227 car parking bays provided, consisting of the following:
  - 22 existing car parking bays to be retained;
  - 66 new display car parking bays on the ground floor;
  - 58 new car parking bays on the ground floor; and
  - 81 new car parking bays provided within the basement.
- One (1) Monolith Sign proposed adjacent to Scarborough Beach Road.
- Vehicular ingress and egress from Scarborough Beach Road and Howe Street.
- The demolition of five (5) existing buildings across the development site.

Metro Inner-North JDAP meeting on 23 February 2023

The City submitted a Responsible Authority Report (RAR) to the Metro Inner-North JDAP which considered the application on 23 February 2023. The RAR and associated attachments considered by the Metro Inner-North JDAP on 23 February 2023 is contained in Attachment 6, which is the Agenda of the Metro Inner-North JDAP meeting of 23 February 2023.

At its meeting on 23 February 2023, the Metro Inner-North JDAP resolved as follows:

> *That the consideration of DAP Application DAP/22/02366 be deferred up to 60 days being on or before 24 April 2023, in accordance with section 5.10.1a of the DAP Standing Orders 2020, for the following reasons:*
>
> *To allow further information to be provided on the following matters:*
> - *Vehicle loading and site servicing including transports trucks.*
> - *Safety and impact on road use and road function*
> - *Frequency and timeframes associate and site servicing and vehicle transportation loading.*
> - *Management plans or mitigation actions associated with the proposal servicing and loading activities.*

The Minutes of the Metro Inner-North JDAP meeting held on 23 February 2023 are contained in Attachment 7.

Following the JDAP meeting, the City contacted the Applicant on 23 February 2023 to arrange a meeting to discuss the reasons for deferral and potential servicing options prior to the submission of the Applicant's revised submission. On 2 March 2023, after receiving no response to this correspondence, the City contacted the Applicant again, advising the City was seeking a meeting to discuss the proposal prior to the resubmission of the revised proposal by 17 March 2023.

On 10 March 2023, the Applicant notified the City that additional information would be provided by 17 March 2023. Additionally, the Applicant advised that they were willing to meet with the City but advised that any submitted information would not explore alternative arrangements and was for the purpose of justifying the use of the Howe Street local road network for this proposal's unloading arrangements. Subsequently, the City received the additional information on 24 March 2023, with no modifications to the previously considered plans. As such, the plans considered by JDAP at its meeting on 23 February 2023 have been included as Attachment 1.

Additional Information

The revised proposal does not include any changes to the development plans previously considered by the JDAP at its meeting on 23 February 2023. The Applicant has provided a written response to the deferral reasons (Attachment 6a), a Vehicle Delivery Management Technical Note as prepared by Stantec (Attachment 6b), and a Vehicle Delivery Management Plan as prepared by Planning Solutions (Attachment 6c).

The City's report includes an assessment of the proposal in the context of the reasons for deferral, and the Applicant's written response.

Legislation and Policy:

The following legislation and policies are applicable to the proposed development.

Legislation

- *Planning and Development Act (2005)*
- *Planning and Development (Development Assessment Panel) Regulations 2011*
- *Planning and Development (Local Planning Schemes) Regulations 2015*
- Metropolitan Region Scheme
- City of Stirling Local Planning Scheme No.3 (LPS3)
- Draft Amendment 114 to Local Planning Scheme No.3 (AMD 114)

State Government Policies

- State Planning Policy 7.0 – Design of the Built Environment (SPP7.0)

Structure Plans/ Activity Centre Plans

- Draft Herdsman Glendalough Structure Plan (HGSP)
- Herdsman Glendalough Local Development Plan (HGLDP)

Local Policies

- Local Planning Policy 6.2 – Bicycle Parking (LPP6.2)
- Local Planning Policy 6.3 – Bin Storage Areas (LPP6.3)
- Local Planning Policy 6.6 – Landscaping (LPP6.6)
- Local Planning Policy 6.7 – Parking and Access (LPP6.7)
- Local Planning Policy 6.11 – Trees and Development (LPP6.11)
- Local Planning Policy 6.18 – Public Consultation (LPP6.18)

Consultation:

Public Consultation

The application has been advertised in accordance with the *Planning and Development (Local Planning Schemes) Regulations 2015* and LPP6.18, with the outcomes of the advertising process discussed in detail in the City's initial RAR (Attachment 6).

No modifications were proposed to the development following the deferral of the application, and therefore public consultation was not required.

Referrals/consultation with Government/Service Agencies

Department Of Planning, Lands and Heritage

The City originally referred the application to the Department of Planning, Lands and Heritage (DPLH) due to the subject site abutting Scarborough Beach Road, which is an Other Regional Road (ORR) under the Metropolitan Region Scheme and as such requires referral to the relevant authority under the *Planning and Development Act 2005 Instrument of Delegation Del 2022/03 Powers of Local Governments*

Metropolitan Region Scheme. The City received comment from DPLH on 5 December 2022 in relation to the proposed development site abutting Scarborough Beach Road (Attachment 6). The comments received identify there are no objections on ORR planning grounds and several recommendations have been provided.

The additional information received from the Applicant following the deferral by JDAP on 23 February 2023 was not considered to require re-referral to DPLH as no associated amended plans were received, nor were proposed access arrangements to Scarborough Beach Road amended.

Planning Control Area

The development site is impacted by a Planning Control Area (PCA) (166 - Scarborough Beach Road). The land is required to be ceded as part of the PCA as a result of development. The proposed development includes landscaping and portions of car parking bays within the PCA.

The City's assessment of landscaping and car parking bays within the PCA are contained within the City's original RAR (Attachment 6). No changes are proposed to the Scarborough Beach Road interface as no amendments to the plans are proposed.

Design Review Panel (DRP) Advice

This development application did not require referral to the City's DRP due to nature of the development.

Planning Assessment:

This report provides an assessment of the proposal in relation to the specific deferral reasons outlined by the JDAP at its meeting on 23 February 2023 and the additional information submitted by the Applicant on 24 March 2023. As such, the matters raised in this report do not encompass the full extent of the City's concerns regarding the built form of the development and insufficient landscaping and as detailed in the City's initial RAR (Attachment 6). The City's comments and concerns remain unchanged.

In consideration of the above, the City's planning assessment is separated into the following sections:

1. Deferral Reasons
2. Vehicle Unloading and Site Servicing
3. State Planning Policy 7.0 – Design of the Built Environment (SPP7.0)
4. Planning and Development (Local Planning Schemes) Regulations 2015

1. Deferral Reasons

The revised proposal does not include any changes to the development plans previously considered by the JDAP at its meeting on 23 February 2023. The Applicant has provided a written response to the deferral reasons (Attachment 6a), a Vehicle Delivery Management Technical Note as prepared by Stantec (Attachment 6b), and a Vehicle Delivery Management Plan as prepared by Planning Solutions (Attachment 6c).

The below is a summary of the Applicant's response to the deferral reasons.

Vehicle loading and site servicing including transports trucks.

- The Applicant proposes vehicle unloading to occur within the Howe Street road reserve, adjacent to the development site.

Safety and impact on road use and road function

- The Applicant's Vehicle Delivery Management Technical Note as prepared by Stantec (Attachment 6b) addresses potential safety issues and the impacts of the proposed vehicle delivery method.
- The Vehicle Delivery Management Technical Note identifies that there is enough space for two (2) vehicles to pass whilst unloading is occurring within Howe Street.
- The Vehicle Delivery Management Technical Note states that:
    - 8.8m trucks leaving the adjacent property of 58 Howe Street would be able to enter and exit this site during unloading.
    - A 12.5m truck would not be able to enter 58 Howe Street via a left turn in during unloading, and would be unable to enter via a right turn in.
    - A 12.5m truck would be able to enter the site by reversing when the proposed unloading of vehicles is occurring.
    - A 12.5m truck would not be able to leave 58 Howe Street via left turn out during the unloading of vehicles but would be able to leave the site via right turn out.
- The response to deferral reasons identifies that the proposed vehicle delivery will obstruct sightlines for vehicles entering or exiting the subject site.

Frequency and timeframes associate and site servicing and vehicle transportation loading.

- The Applicant's Vehicle Delivery Management Plan (Attachment 5c) identifies that up to 25 car transporter trucks delivering up to 150 cars will occur in a month, being an average of one (1) car transporter truck per weekday, with up to six (6) cars unloaded per delivery.
- The Applicant notes that deliveries may occur more than once per day, and that the unloading of each car transporter truck generally takes between 20 to 30 minutes (Attachment 5b).

Management plans or mitigation actions associated with the proposal servicing and loading activities.

- The Applicant has submitted a Vehicle Delivery Management Plan as prepared by Planning Solutions (Attachment 6c).
- The Vehicle Delivery Management Plan identifies the delivery area and type of delivery vehicle, with the largest (and only vehicle specified in this document) being a 19m articulated car transporter truck.
- The Vehicle Delivery Management Plan proposes a 'spotter' and traffic signage during unloading.
- Furthermore, it is identified that if two (2) car transporter trucks attend the site at once, one (1) will be directed to delay leaving time or if this is not possible, leave the subject site once the first delivery is complete.

2. Vehicle Unloading and Site Servicing

The proposal has been assessed against the relevant provisions of LPP6.7 in relation to service access, and the additional information provided by the Applicant on 24 March 2023.

Clause 5.1.1 – Delivery Bay Ratios of LPP6.7 requires that in non-residential developments with over 500m² of GFA, a minimum of one (1) bay shall be permanently set aside and marked for the exclusive use of delivery, service, and courier vehicles.

Additionally, Clause 9.3 – Non-Residential Service Access of LPP6.7 requires that service access shall be provided to the rear of a shop, showroom, restaurant, warehouse or other commercial uses for the purpose of loading and unloading of goods unless, in the opinion of the City, the circumstances do not warrant the provision of such access. Where alternative service access is provided, and such access is considered acceptable by the City, the City may waive the requirement of this Clause.

LPP 6.7 states service access shall be provided in accordance with the following provisions:

a) *The service access shall be constructed such that vehicles using it may return to a street in forward gear;*
b) *If a Right of Way is located to the rear of the lot, an area shall be paved on the lot so that vehicles when loading or unloading shall not remain on the right of way. The paved area shall be of such a size that if no alternative route exists, vehicles may manoeuvre so as to return to the street in forward gear;*
c) *The service access shall not be less than 6.0 metres in width. If the size of the lot makes the provision of a 6.0 metre wide access way impracticable or unreasonable, the City may permit a service access of a lesser width, but in no case, less than 3.0 metres in width;*
d) *The service access as required above shall be designed so as to segregate vehicles, both moving and stationary, from parking areas and access ways provided for customer parking;*
e) *Loading/unloading areas should not be located within close proximity to any adjoining residential uses; and*
f) *The service access shall be so designed to accommodate vehicle movement and turning for waste pick up and deliveries.*

As the development plans previously considered by the City and JDAP on 23 February 2023 demonstrated sufficient manoeuvring onsite for a waste truck with a surplus of car parking, the City considered that there was sufficient opportunity for all servicing to occur onsite. As such, and in the absence of detailed information relating to the servicing requirements of the proposed development, the City recommended condition setting which required vehicle delivery to occur onsite.

As identified by the Applicant in their deputation at the JDAP meeting held on 23 February 2023, the Applicant intended to provide all vehicle delivery offsite within the Howe Street local road network. Limited information regarding the Applicant's proposed arrangement was provided as part of the original application assessed by the City and therefore this was not considered in detail in the initial RAR. As such, following the deferral of the application, the Applicant provided information in relation to the proposed vehicle delivery within the Howe Street road reserve.

Vehicle delivery is proposed via Howe Street, with vehicles proposed to park within the Howe Street road reserve adjacent to the subject site. The largest, and only commercial vehicle proposed to service the site is a 19m articulated car transporter truck. The Applicant's Vehicle Delivery Management Plan (Attachment 5c) identifies that up to 25 car transporter trucks delivering up to 150 cars will occur in a month, being an average of one (1) car transporter truck per weekday, with up to six (6) cars delivered per delivery. The Applicant notes that deliveries may occur more than once per day, and that the unloading of car transporter trucks generally takes between 20 to 30 minutes (Attachment 5b).

The Applicant's Vehicle Delivery Management Plan (Attachment 5c) refers to two (2) delivery locations, however only one (1) delivery location is identified, as shown below in Figure 1.

Figure 1: Applicant's diagram of swept paths from Applicant's Vehicle Delivery Management Plan, identifying the proposed delivery location.

The City has reviewed the proposed vehicle delivery servicing of the site and has determined that the proposed vehicle delivery method from the Howe Street road reserve is not able to be supported, for the following reasons:

- The location of the parked truck within the Howe Street road reserve, between the two (2) crossovers on Howe Street abutting the subject site, will obstruct sightlines for vehicles entering and exiting the subject site and for vehicles and pedestrians using Howe Street.
- There are safety issues associated with loading and unloading within the Howe Street road reserve for the operator of the truck and for any passers-by.
- The proposed truck location impedes truck movements from the access points of the adjacent properties on Howe Street.
- There is insufficient room for an on-street parking bay and line marked parking would not be supported in this location due to existing parking restrictions. As such it is not appropriate to support unloading within the road reserve.

- The City has received several complaints about the unloading arrangements, which is currently undertaken in Howe Street without approval from the City. Additionally, the City has issued over 70 parking infringements and cautions along Howe Street since January 2022, which indicates the existing on street parking issues occurring as a result of this unauthorised arrangement.
- The proposed frequency of vehicle delivery onsite, being an average of once per week day, and the time taken being 20 to 30 minutes per delivery, will have a detrimental impact of the delivery in terms of both amenity and safety. Proposed deliveries will disrupt the usage of the street on a daily basis, and will likely result in an unsafe outcome.

As per discussions at the JDAP meeting held on 21 February 2023, the City did not support vehicle delivery within the Howe Street road reserve, for the above-mentioned reasons. The City notes that the Applicant was made aware that this arrangement would not be supported at the JDAP meeting and in the City's discussions with the Applicant following deferral of the development application.

In certain circumstances, where delivery bays and service access is not accommodated on-site, the City can consider servicing within the road reserve on a case-by-case basis, with the appropriateness considered based on the nature of the proposal, the proposed servicing arrangements and the site context. However, this is ordinarily accommodated via a formalised embayed loading bay constructed directly abutting the development site, or a Traffic Management Plan which has been approved by the City.

The development site is 10,171m^2 in size, and the proposed development includes the demolition of five (5) buildings, which will result in the majority of the site being cleared. As such, there is sufficient opportunity for the development to accommodate car transporter trucks or other large car delivery vehicles onsite to meet the needs of the development.

The 120m frontage facing Scarborough Beach Road has a total of four (4) crossovers, including two (2) existing crossovers and two (2) crossovers which are proposed to be altered as a result of the proposed development. The total frontage width, quantity of crossovers and size of the development site means that there is sufficient opportunity for the specific servicing needs of the development to be provided onsite.

As outlined above, the site is unrestricted and is essentially a blank canvas, if the off-site servicing of the development is supported this may result in a precedent for other developments to peruse relying on the location roads to address their servicing needs. As the development site is located within a locality composed of commercial and industrial uses, including numerous Motor Vehicle, Boat or Caravan Sales uses, this arrangement may result in a significant detrimental impact on the safety and amenity of local roads being depended upon to service these sites. This concern is supported by the existing complaints the City has received associated with the development's current servicing arrangements, and the existing parking issues in the locality, with over 70 parking infringements and cautions relative to on-street parking issued on Howe Street since January 2022.

Furthermore, the additional information provided by the Applicant to address the reasons for deferral identifies that vehicle deliveries are currently occurring on Howe Street. This constitutes work within the road reserve which is required to be managed via a Traffic Management Plan approved by the City. The City has no record of a Traffic

Management Plan being submitted and approved for this site to date. Traffic Management will need to conform to the requirements of the Main Roads WA document *Traffic Management for Works on Roads: Code of Practice*. This will ensure that appropriate temporary traffic management standards are in place to manage the safety of workers and other road users during deliveries.

Parking restrictions are in place on Howe Street, with a signposted 'No Parking' and 'No Verge Parking' zones on the southwestern side of Howe Street from the Hutton Street intersection of Howe Street to beyond the Sundercombe Street intersection on the development side of Howe Street. Additionally, there is a 'No Stopping' zone from partway through the subject lot at 57 Howe Street to the Sundercombe Street intersection on the southwestern side of Howe Street. On the opposite side of Howe Street, being the northeastern side, there are intermittent portions of 'No Parking' and 'No Verge Parking', and parking is permitted in only some portions of the road.

Figure 2: Aerial photography of Howe Street, with parking restrictions annotated by the City.

As per the *Road Traffic Code 2000*, parking is defined as follows:

> *park has the meaning given to it by the Code; 'park' means to permit a vehicle, whether attended or not, to remain stationary, except for the purpose of—*
> *(a) avoiding conflict with other traffic;*
> *(b) complying with the provisions of any law; or*
> *(c) taking up or setting down persons or goods (maximum of 2 minutes);*

As such, the proposed vehicle delivery location, which is within the 'No Parking' zone of Howe Street would be contrary to the *Road Traffic Code 2000* as vehicle deliveries will take longer than two (2) minutes with the maximum delivery time of 30 minutes, as stated by the Applicant. As such, the proposed arrangement cannot be supported, based on existing parking restrictions.

As vehicle delivery is not provided onsite, contrary to Clauses 5.1.1 and 9.3 of LPP6.7, the proposed service arrangement requires consideration against the objectives of LPP6.7, as outlined below.

Local Planning Policy 6.7 – Parking and Access	
Objective	**Officer Comment**
a) To ensure development provides an appropriate level of car parking, reflecting supply and demand so that a major parking problem is unlikely to occur;	The development provides for 127 car parking bays, with 67 car parking bays required. The surplus of 60 car parking bays is generally appropriate in the context of the land use, and the additional car parking is within the capacity of the road network and will not result in a major parking problem.
b) To ensure safe, convenient, and efficient access for pedestrians, cyclists, and motorists;	The development does not accommodate vehicle deliveries onsite with the proposal utilising the Howe Street road reserve for the unloading of vehicles. The proposed servicing arrangements include up to 25 car transporter trucks delivering up to 150 cars a month, being an average of one (1) car transporter truck per weekday, with up to six (6) cars delivered per delivery. The Applicant advises that the unloading of car transporter trucks generally takes between 20 to 30 minutes. This proposed servicing arrangement is unsafe, as it blocks sightlines for vehicles entering and exiting the subject site and for vehicles and pedestrians using the subject site along Howe Street. This arrangement presents safety issues for the operator of the vehicle and passers-by, with the vehicle obstructing sightlines and traffic movements in an area currently constrained by parking restrictions. The proposed location for vehicle delivery is not supported due to existing parking restrictions, with vehicle delivery proposed within a 'No Parking Zone', which is contrary to the *Road Traffic Code 2000*. Vehicular and pedestrian access points to the site are clearly defined, with six (6) crossovers provided from Scarborough Beach Road and Howe Street, with

	crossovers sufficient in width to permit two-way access. The development connects to the existing pedestrian footpath network on both streetscapes.
c) To prioritise access by public transport, walking and cycling;	The development provides opportunity for access to the site by walking and cycling via the existing footpath and road network. Minor upgrades to the existing footpath network are also proposed as part of this development. Sufficient bicycle parking has also been provided on site
d) To facilitate the provision of adequate bicycle parking and end of trip facilities;	Sufficient bicycle parking has been provided onsite for the development. End of Trip facilities are not proposed nor required as part of this application.
e) To provide a balanced parking supply that does not exceed the capacity of the road network, with sufficient publicly accessible parking;	The car parking provided does not exceed the capacity of the road network, is largely publicly accessible, and is not considered an oversupply in the context of the proposed land use.
f) To ensure that an oversupply of parking does not occur that discourages alternative forms of transport; and	The proposed 60 car parking bay surplus is not considered to result in an oversupply of car parking. There are sufficient opportunities to access the site via alternative forms of transport, including public transport and by bicycle.
g) To ensure the amount of parking is not detrimental to the urban design and character of the locality.	As the proposed car parking is primarily located internal to the site, screened by built form and additional car parking is contained within the basement, the parking quantity will not have a detrimental impact on the locality.

The proposed vehicle delivery and vehicle unloading within Howe Street is not appropriate and cannot be supported due to the safety concerns and existing parking restrictions on Howe Street.

The following potential options for site servicing, as identified by the City, are as follows:

<u>Smaller Car Delivery Vehicles</u>

- Although the Applicant has indicated that the delivery vehicle is via a car transporter truck with a maximum length of 19m, smaller car carriers are available.
- As there are no standardised dimensions for car carrier vehicles due to the length and cab size being variable based on the specific vehicle, the City has identified that a three (3) car carrier vehicle can be as small as 9.7m.
- The development plans (Attachment 1) demonstrate the swept path of a 9.9m waste vehicle can be accommodated onsite. As this swept path is able to be accommodated onsite without conflicting with the proposed built form, the development is therefore able to accommodate a delivery vehicle of up to 9.9m

without any alterations to the proposed built form, and potentially a larger vehicle if supported by swept path analysis undertaken by the Applicant and reviewed by the City.

Individual Delivery of Vehicles

- The cars being delivered to site are able to be individually transported.
- The vehicles are able to be individually driven from the point of origin to the subject site. As there would be approximately six (6) vehicles delivered per day, this is able to be accommodated within the capacity of the Scarborough Beach Road and will not result in a detrimental or significant impact on the traffic volumes of Scarborough Beach Road.

Amended Plans

- The Applicant has indicated that the intended means of vehicle delivery is via a car transporter truck with a maximum length of 19m.
- The City is not in receipt of swept path diagrams demonstrating the manoeuvring of a 19m car transporter truck onsite. However, given the site dimensions, four (4) crossovers provided to Scarborough Beach Road, and large amount of hard surface area onsite, the City considers that the development plans could be amended to accommodate the swept paths of a 19m car transporter truck which enters the site via the Scarborough Beach Road frontage.
- Amending the development plans to accommodate the swept path of a 19m car transporter truck onsite will both meet the Applicant's servicing requirements, and ensure that the servicing occurs entirely onsite.
- Amended plans and swept path diagrams would be required demonstrating vehicles can safely be accommodated onsite, and enter and exit the site in forward gear.

There are clear alternative arrangements which provide sufficient opportunities to meet the servicing requirements of the proposed land use without amending the proposal. Additionally, there is opportunity for the built form to be modified to allow a larger vehicle to be accommodated onsite, if required by the Applicant.

3. State Planning Policy 7.0 – Design of the Built Environment (**SPP 7.0**)

This policy is to be applied to all development applications in Western Australia. The purpose of this policy is to inform and guide landowners, proponents, designers, reviewers and decision-makers to achieve good design outcomes in the built environment.

The City's summary of the proposed development against SPP 7.0 is as follows, noting reassessment was required in response to the additional information submitted to the City on 24 March 2023:

State Planning Policy 7.0 – Design of the Built Environment		
#	**Design Principle**	**Officer Comment**
1.	Context and Character	The development is not consistent with the objectives of the Mixed Use zone of LPS3, as the development does

State Planning Policy 7.0 – Design of the Built Environment	
# Design Principle	**Officer Comment**
Good design responds to and enhances the distinctive characteristics of a local area, contributing to a sense of place.	not provide an active building edge with an 11m setback from Scarborough Beach Road. The lack of direct interface with Scarborough Beach Road limits the ability of the development to achieve an active streetscape consistent with the provisions of the LDP. The proposed development proposes the unloading of vehicles within the Howe Street road reserve, which is not supported as this arrangement will have detrimental impacts on the safety and amenity of Howe Street.
2. <u>Landscape Quality</u> *Good design recognises that together landscape and buildings operate as an integrated and sustainable system, within a broader ecological context.*	The proposed landscaping has been assessed against the City's applicable planning polices, as discussed earlier in this report. The proposal provides a total of 732.9m^2 landscaping with 1,017.1m^2 required. Additionally, following ceding of the PCA and the Right of Way, landscaping is reduced to 457.4m^2 which represents a shortfall of 532.15m^2. The landscaping strips and planting diamonds that are provided are small in size and dimension, which will restrict planting species and the viability of plants to establish. The landscaping shortfall and restricted planting areas reduces the ability of the landscaping to break up the hardstand provided onsite.
3. <u>Built form and scale</u> *Good design ensures that the massing and height of development is appropriate to its setting and successfully negotiates between existing built form and the intended future character of the local area.*	The building mass and height proposed is lesser than permitted under the LDP, with a plot ratio of 0.44 proposed with 2.5 permitted. A building height of one (1) storey is proposed to Scarborough Beach Road with a height limit of 10 storeys permitted prior to the application of any height bonuses. A building height of one (1) storey is proposed to Howe Street, with a height limit of three (3) storeys before any applicable height bonuses are permitted and applied. The street setbacks are not consistent with the provisions of the LDP, as active edges are required to be provided to Scarborough Beach Road, as detailed earlier in this report. The proposed built form does not meet the intended future character of the local area, as the provided setbacks do not provide an active building edge to Scarborough Beach Road, and do not contribute to a vibrant streetscape as the built form is setback a

State Planning Policy 7.0 – Design of the Built Environment	
# Design Principle	**Officer Comment**
	minimum of 11m and with display vehicle parking bays provided forward of the building.
4. <u>Functionality and build quality</u> *Good design meets the needs of users efficiently and effectively, balancing functional requirements to perform well and deliver optimum benefit over the full life-cycle.*	The development provides purpose built spaces for the proposed use classes. The development makes use of the current crossover locations and overall site access and egress to provide a development which is accessible to both vehicular and pedestrian movement. The built form and materials chosen are suitable for the development's function as painted tilt-up concrete, coloured cladding and large portions of glazing are consistent with commercial uses. The proposed development does not accommodate suitable servicing arrangements for the unloading of vehicles with car transporter trucks proposed to park wholly within Howe Street, which is a safety concern. The development does not provide for the functional requirements of the use class and is not supported.
5. <u>Sustainability</u> *Good design optimises the sustainability of the built environment, delivering positive environmental, social and economic outcomes.*	The development site currently does not contain any landscaping or trees. The development proposes 25 new trees, which will provide increased canopy cover to the site, and the landscaping plan includes native species. The proposed landscaping is provided at a shortfall of 284.2m^{2,} as 7.2% (732.9m^2) landscaping is provided in lieu of the required 10% (1,017.1m^2). This will reduce to 4.6% (457.4m^2) following ceding of the PCA and the future Right of Way. The landscaping strips and planting diamonds that are provided are small in size and dimension, and do not promote growth or viability of the proposed Advanced Trees. The landscaping does not contribute to minimising the impact from hardstand and the associated heat island effect, and will reduce the development's ability to provide a positive environmental contribution to the locality. The viability of the landscaping provided is discussed later in this report. Additionally, it is noted that as a surplus of car parking is proposed, there is opportunity to remove a number of car parking bays to provide additional landscaping onsite. The development's construction materials, being tilt up concrete and cladding, is hardy and appropriate for the location. A large proportion of glazing to the built form will allow for solar access, reducing reliance on artificial lighting. The development provides for jobs in the locality, delivering social and economic outcomes.

State Planning Policy 7.0 – Design of the Built Environment	
# Design Principle	**Officer Comment**
6. <u>Amenity</u> *Good design provides successful places that offer a variety of uses and activities while optimising internal and external amenity for occupants, visitors and neighbours, providing environments that are comfortable, productive and healthy.*	In terms of pedestrian traffic, the proposed commercial tenancy is legible from both streetscapes, however pedestrian access to the building is obstructed by the proposed vehicular parking. The areas provided for the Motor Vehicle, Boat or Caravan Sales and Motor Vehicle Repair are specifically designed to be useable for these land uses. The proposed use classes are consistent with the land uses currently in the locality, and as the proposal is considered to be a "non-substantial development" as it is generally consistent with the current use class and scale of the existing development. The development can be considered an upgrade of the current facilities provided onsite in terms of design and amenity. The lack of active building edges and dominance of vehicular parking on the Scarborough Beach Road streetscape detrimentally impacts the amenity of the development and the surrounding streetscape. The proposal is contrary to the intent of the LDP, which is to create an active edge on Scarborough Beach Road to help foster a sense of community and vibrancy in the public realm. The lack of suitable service access for the delivery of vehicles on-site will detrimentally impact the amenity of Howe Street, for the reasons previously outlined in this report.
7. <u>Legibility</u> *Good design results in buildings and places that are legible, with clear connections and easily identifiable elements to help people find their way around.*	The entrances on Scarborough Beach Road and Howe Street are clearly defined and legible from the street, and signage clearly identifies the products available onsite. The location of crossovers provide clear, legible access and egress across the site, with the customer parking areas directly accessible from the crossovers and vehicular circulation areas within the site. The location of the crossovers are appropriate to provide access to all the buildings. The entrances on Scarborough Beach Road and Howe Street are easily accessed from the existing footpath network, with delineated footpaths provided onsite for pedestrians around the car parking areas.
8. <u>Safety</u> *Good design optimises safety and security,*	The development does not contain any concealment corridors or obvious opportunities for antisocial behaviour.

State Planning Policy 7.0 – Design of the Built Environment	
# Design Principle	**Officer Comment**
minimising the risk of personal harm and supporting safe behaviour and use.	All new crossovers are located so as to provide sufficient visual sightlines to facilitate pedestrian and vehicular safety on and offsite, particularly as Scarborough Beach Road is a District Distributor A Road under the City's Functional Road Hierarchy and an Other Regional Road as per the WAPC road designations. The proposal does not provide for safe and functional delivery arrangements, with a 19m car transporter truck unloading vehicles within the Howe Street road reserve. Deliveries are estimated as up to once every week day and for up to 30 minutes at a time which will detrimentally impact the safety of the vehicles on Howe Street, and will set an undesirable precedent in the locality.
9. <u>Community</u> *Good design responds to local community needs as well as the wider social context, providing environments that support a diverse range of people and facilitate social interaction.*	The proposed Motor Vehicle, Boat or Caravan Sales and Motor Vehicle Repair, are land uses that are consistent and appropriate in the existing locality. The land uses are discretionary and permitted uses in their respective zones.
10. <u>Aesthetics</u> *Good design is the product of a skilled, judicious design process that results in attractive and inviting buildings and places that engage the senses.*	In terms of aesthetics, the built form is an upgrade to the existing built form onsite, in particular the proposed development has greater legibility from the streetscape. The proposed built form is to be constructed of tilt-up concrete, which is standard for similar industrial or commercial development, and is to be finished in a variety of cladding in varying colours and materials, with any remaining tilt-up concrete to the sides and rear only to be painted, ensuring the streetscape is not unpainted concrete. However, these positive design elements do not contribute to the streetscape, due to the 11m setback provided between the primary frontage of Building 1 and Scarborough Beach Road, together with the difference in levels between the footpath and the Building 1 frontage. The large setback and car parking areas proposed between the built form and street does not facilitate an attractive street presence, as the clearly defined pedestrian entrance is setback behind parking and requires pedestrian negotiation of a car parking area to access. Additionally, the landscaping shortfall reduces the ability of Advanced Trees to establish and mature to a height

State Planning Policy 7.0 – Design of the Built Environment		
#	Design Principle	Officer Comment
		that will break up the overall impacts of built form and hardstand, both internally and to lot boundaries. The built form is inconsistent with the intent of the LDP in terms of contributing to the improvement of Scarborough Beach Road and providing active building edges to result in an attractive built form from the streetscape.

4. Planning and Development (Local Planning Schemes) Regulations 2015

An assessment against Schedule 2, Part 9, Clause 67 of the *Planning and Development (Local Planning Schemes) Regulations 2015* has been undertaken.

The City's response to each point requiring consideration is listed in the table below, noting reassessment was required in response to the information received on 24 March 2023:

Clause 67 – Matters to be Considered	
Provision	**Officer Comment**
(a) The aims and provisions of this Scheme and any other local planning scheme operating within the Scheme area.	The development is not consistent with the Development zone of LPS 3 as the built form to Scarborough Beach Road does not provide for an active building edge consistent with the LDP.
(b) The requirements of orderly and proper planning including any proposed local planning scheme or amendment to this Scheme that has been advertised under the Planning and Development (Local Planning Schemes) Regulations 2015 or any other proposed planning instrument that the local government is seriously considering adopting or approving.	The development is not consistent with LPS 3, the LDP and LPP 6.6 as the development does not provide for an active building edge to Scarborough Beach Road and with insufficient landscaping provided onsite. The proposed development is considered to be a non-substantial redevelopment of the site and does not prejudice the future intent of the future planning framework with the right-of-way to the rear of the Scarborough Beach Road lots set aside and the potential to accommodate residential development on-site.
(c) Any approved State planning policy.	The City's assessment of the development application has considered the relevant State Planning Policies.
(fa) Any local planning strategy for this Scheme endorsed by the Commission.	The City's local planning strategy identifies the Herdsman Glendalough Structure Plan Area as an accessible area connected to the public transport network and delivering on increase in employment and housing.

Clause 67 – Matters to be Considered	
Provision	**Officer Comment**
	The proposed development is not considered to be a substantial redevelopment of the site; and the additions do not fetter future delivery of road connections or the delivery of housing within the HGSP area as the future ROW is indicated on the plans and future residential is able to be accommodated on the site.
(g) Any local planning policy for the Scheme area.	The development has been assessed against the City's relevant Local Planning Policies, with the City's assessment concluding the development does not satisfy LPP 6.6 in relation to the insufficient provision and design of landscaping provided onsite. Additionally, the development does not satisfy LPP 6.7 as the development has not been designed to accommodate suitable service access for the unloading of vehicles.
(h) Any structure plan or local development plan that relates to the development.	The development has been assessed against the draft HGSP and HGLDP which are applicable to the development site. The City's assessment concludes the development does not satisfy the provisions of the HGLDP as the development does not provide for an active building edge to Scarborough Beach Road, as discussed previously.
(m) The compatibility of the development with its setting including the relationship of the development to development on adjoining land or on other land in the locality including, but not limited to, the likely effect of the height, bulk, scale, orientation and appearance of the development.	The development does not achieve an active interface to Scarborough Beach Road with display parking located forward of the predominant building line. The development is contrary to the intent of the HGLDP to create a continuous streetscape to the Scarborough Beach Road frontage.
(n) The amenity of the locality including the following — i. environmental impacts of the development; ii. the character of the locality; iii. social impacts of the development.	There are no existing trees or landscaping on the development site. The proposal does incorporate landscaping onsite which represents an improvement to the existing site conditions, however the landscaping provided is insufficient in area and has not been appropriately designed. The development does not provide for an active building edge to Scarborough

Clause 67 – Matters to be Considered	
Provision	**Officer Comment**
	Beach Road with vehicle display parking provided abutting Scarborough Beach which is contrary to the intent of the HGLDP to create a continuous streetscape. In relation to Howe Street, the development provides for an appropriate interface between the development site and the surrounding Industry zoned properties.
(p) Whether adequate provision has been made for the landscaping of the land to which the application relates and whether any trees or other vegetation on the land should be preserved.	The development proposal does not satisfy LPP 6.6 in terms of the overall landscaping provided onsite or general design. The proposed landscaping does not facilitate established planting to provide canopy cover on-site or green buffers to adjoining properties.
(s) The adequacy of – (i) the proposed means of access to and egress from the site; and (ii) arrangements for the loading, unloading, manoeuvring and parking of vehicles.	The development application includes a Traffic Impact Statement prepared by Cardno in support of the proposal. This has been reviewed by the City's technical officers and is generally supported. The development meets the engineering requirements in terms of access and egress from the site, and manoeuvring. The development does not accommodate suitable access for the unloading of vehicles. The proposed unloading of vehicles within the road reserve is not supported for the reasons outlined in this report. These matters are capable of being addressed by way of condition setting should JDAP be of mind to support the proposed development. The development provides for a surplus of 60 car parking bays on-site.
(t) The amount of traffic likely to be generated by the development, particularly in relation to the capacity of the road system in the locality and the probable effect on traffic flow and safety.	The traffic generated by the development is generally consistent with the existing use. The development is not considered to adversely impact the capacity of the road system in the locality as per the outcomes of the Traffic Impact Statement which has been reviewed and supported by the City.
(x) The impact of the development on the community as a whole notwithstanding the impact of the	The development application has been formally advertised in accordance with the *Planning and Development (Local Planning Schemes) Regulations 2015*

Clause 67 – Matters to be Considered	
Provision	**Officer Comment**
development on particular individuals.	and LPP6.18 with the relevant submissions addressed (Attachment 6). The development does not incorporate suitable service access for the proposed delivery and unloading of vehicles, and will have an adverse impact on the character of the locality with car transporter trucks parking in the Howe Street road reserve. This view is consistent with the matters raised by submitters during the public consultation process as detailed in the City's initial report.
(y) Any submissions received on the application.	The development application was formally advertised in accordance with the City's LPP6.18 and the *Planning and Development (Local Planning Schemes) Regulations 2015* with comments received. All submissions have been considered in the assessment process of this application and is addressed in this report. The submissions received raise valid planning considerations in relation to the unloading of vehicles within the Howe Street road reserve, which have been addressed earlier in this report.
(za) The comments or submissions received from any authority consulted under Clause 66.	The development application was formally referred to the relevant authorities, as discussed earlier in this report. These comments have been addressed as part of the City's assessment and condition setting.

Conclusion:

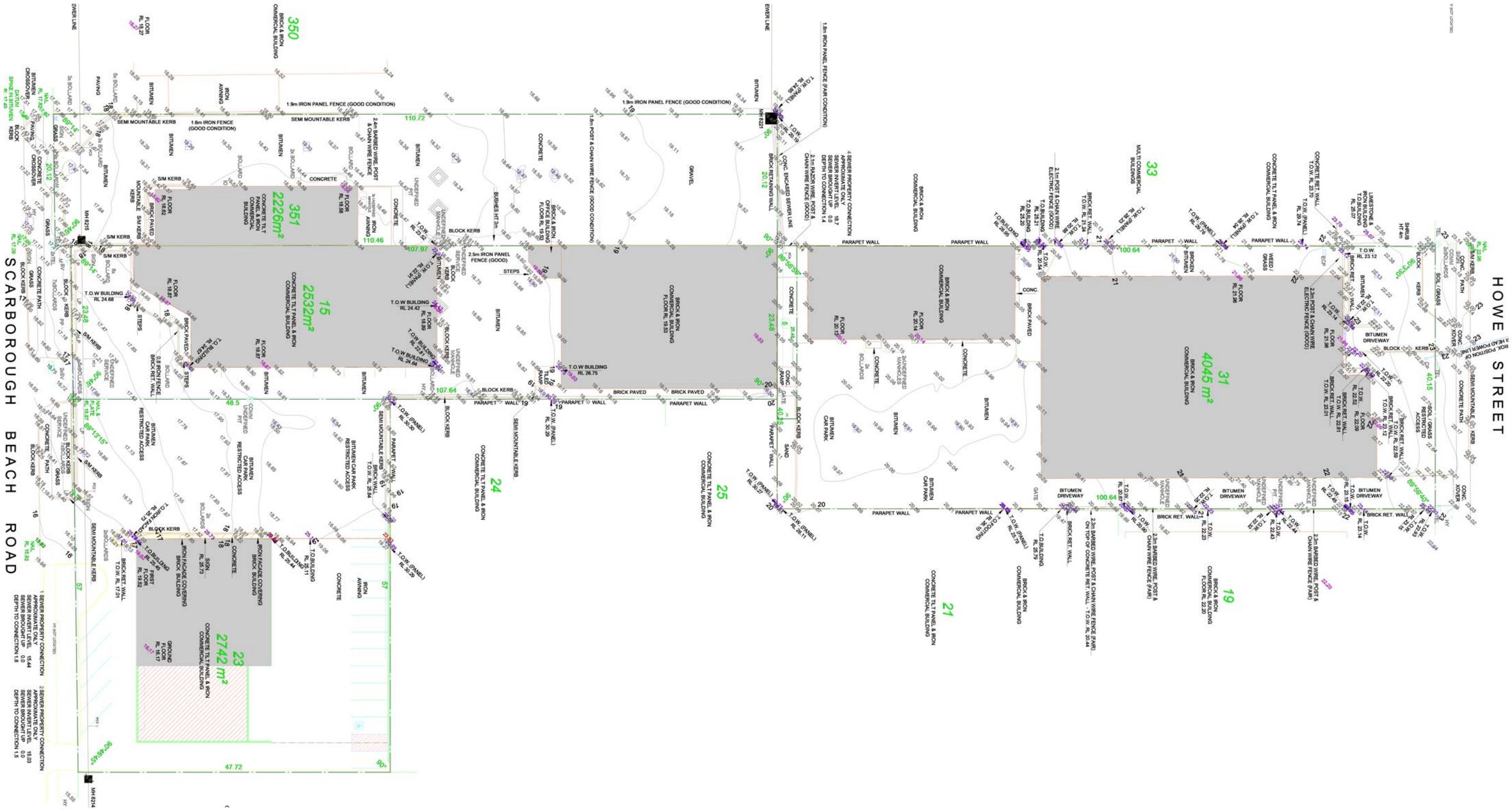
The Applicant has provided additional information in response to the deferral reasons of the Metro Inner-North JDAP at its meeting held on 23 February 2023. The information provided by the Applicant in support of the proposed servicing arrangement within Howe Street has been reviewed by the City and is not supported, with concerns relating to traffic and safety issues as detailed in this report. The proposed servicing arrangement within Howe Street is not supported when this dual frontage site can, and should, be accommodated on an unrestricted site which is 10,171m^2 in size, has six (6) crossovers, and includes the demolition and redevelopment of the majority of the site.

The proposed development is for alterations Motor Vehicle, Boat or Caravan Sales and Motor Vehicle Repair. A component of this is the sale of vehicles, which requires the delivery of vehicles to the site. It is considered reasonable and appropriate that the fundamental aspect of the operation of this land use be appropriately designed and planned for on the site, rather than utilizing the public road.

The revised submission does not include any modifications to the built form and therefore the City's previous reasons for refusal relating to built form and landscaping have not been addressed.

As such, the development is recommended for refusal.

1.Development Application Plans
(received 16 January 2023)



EXISTING SITE SURVEY
SCALE:1 : 300

meyer shircore architects

PROPOSED CAR SHOWROOM & WORKSHOP REDEVELOPMENT

LOCATION : 438 SCARBOROUGH BEACH ROAD, OSBORNE PARK WA 6017
FOR : OSBORNE PARK HONDA / HYUNDAI / SKODA

DATE:	JAN 2023	PROJECT NUMBER
REVISION:	SK014	8891
SHEET:	1000	
SCALE:	1 : 300 @A1	

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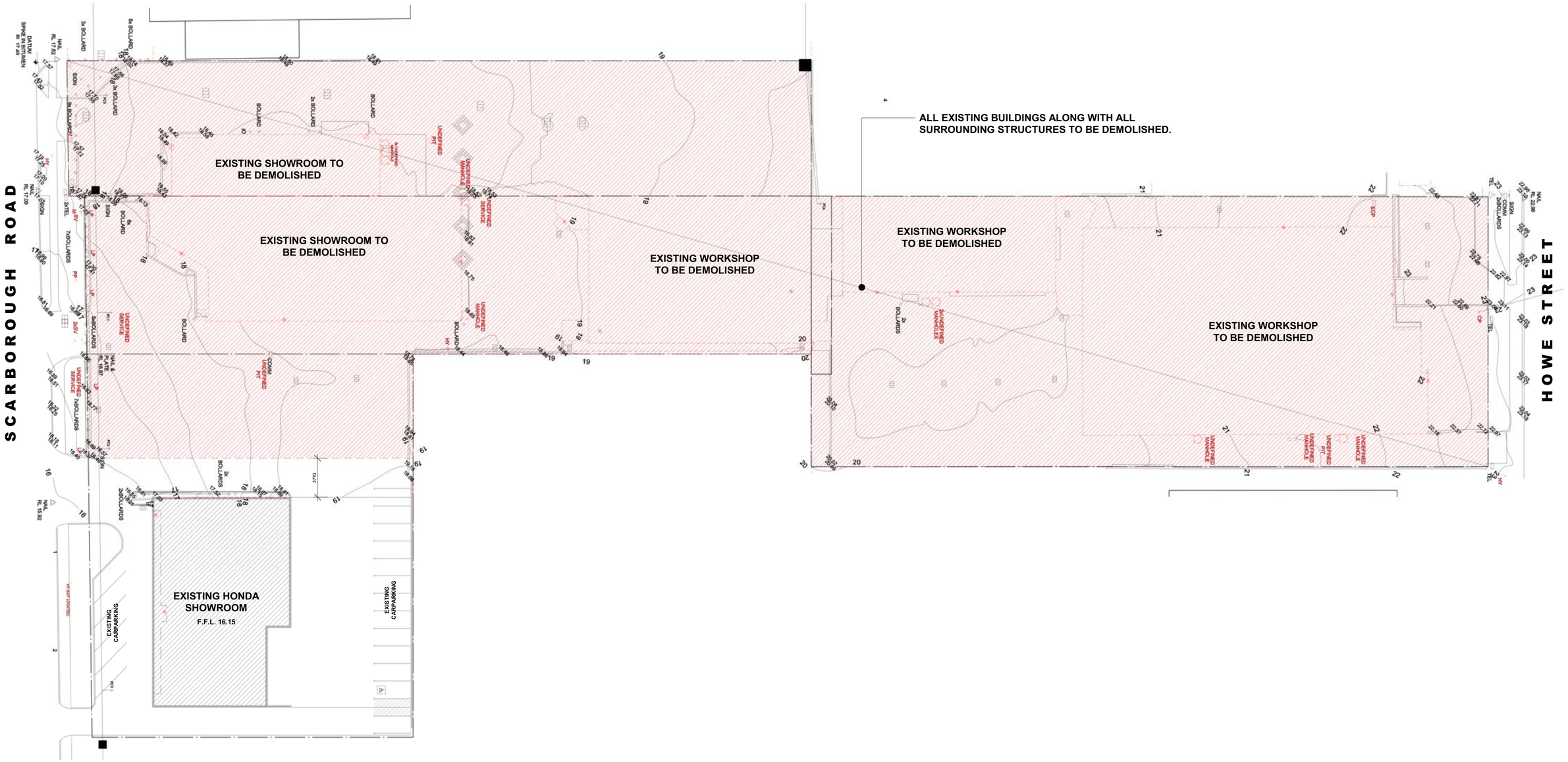

DEMO SITE PLAN

SCALE:1 : 300

meyer shircore architects

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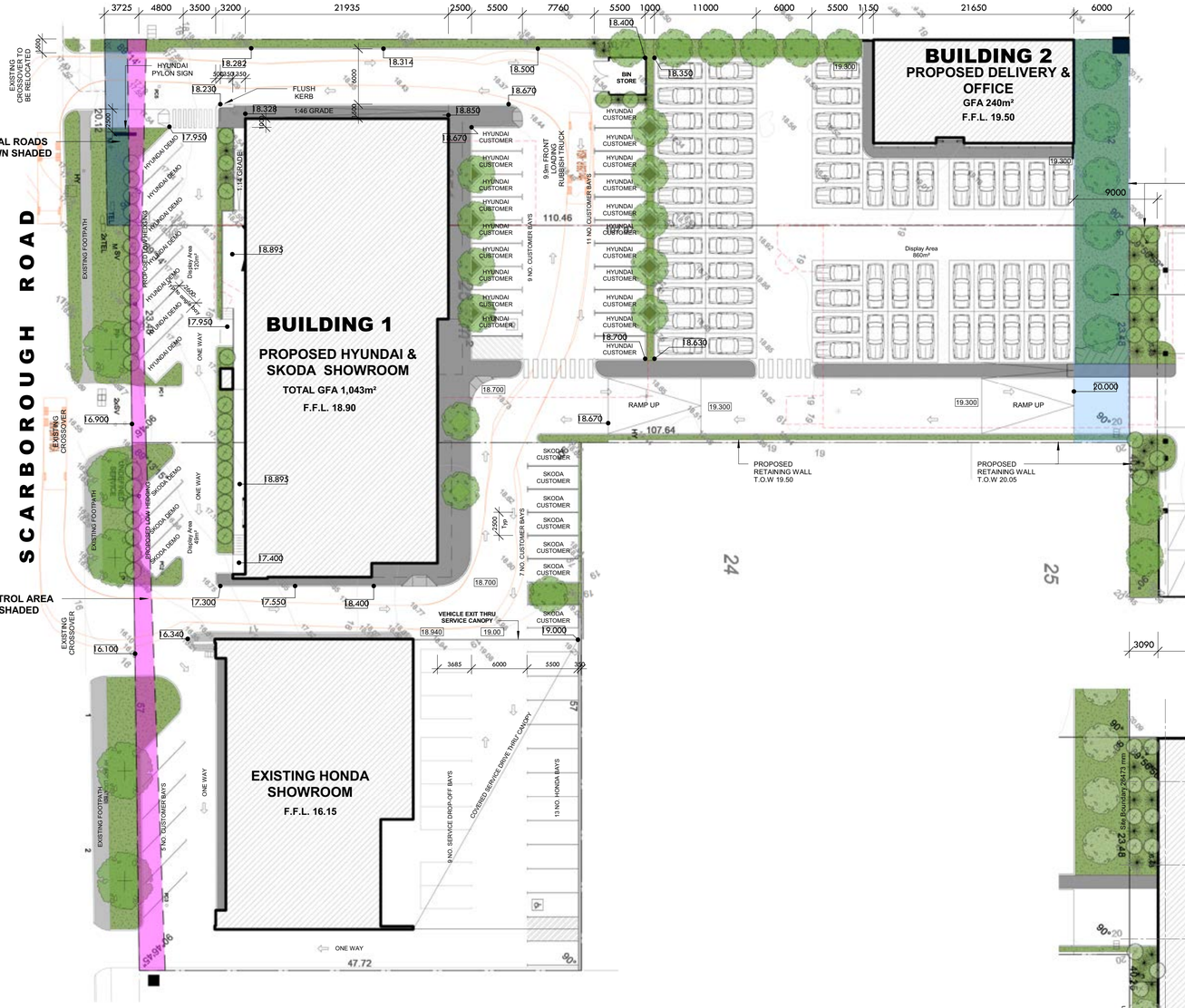
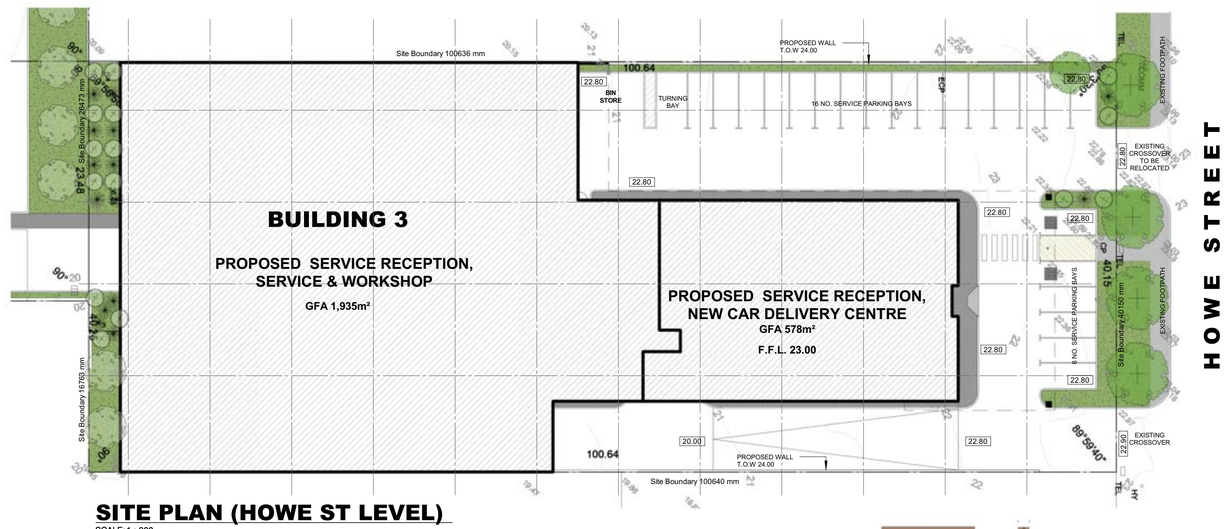


OVERALL COMPOSITE SITE PLAN

SCALE: 1 : 300



SITE PLAN (HOWE ST LEVEL)

SCALE: 1 : 300

SITE CRITERIA

Existing Honda North

1.Gross Floor Areas		
a) Showroom - Ground		499m²
b) Showroom - First		603m²
Total		**1,102m²**
2.Car Display Areas		
a) Internal Car Display - Ground		233m²
b) Internal Car Display - First		271m²
Total		**504m²**
3.Car Parking Required		
a) Showroom Display	1/100m²	5.04 Cars
b) Employees	1 Car/Employee	24.0 Cars
Cars Required		**29.04 Cars**
Permitted reduction of 15% within 200m of high frequency bus route ***= 4.36 Cars Reduction***		
TOTAL CARS REQUIRED		**24.68 Cars**
5.Cars Provided		
Total Cars Provided		**27 Cars**

SITE CRITERIA

HYUNDAI & SKODA Showroom & Proposed New Delivery Centre & Used Offices

1.Gross Floor Areas		
a) Showroom - HYUNDAI		667m²
b) Showroom - SKODA		376m²
c) Showroom Mezzanine		164m²
d) Showroom - USED CARS		250m²
		1,457m²
2.Car Display Areas		
a) External Car Display - NEW		169m²
b) External Display - USED		860m²
b) Internal Car Display - HYUNDAI		463m²
c) Internal Car Display - SKODA		250m²
Total		**1,862m²**
3. Car Parking Required		
a) Showroom Display	1/100m²	7.1 Cars
b) Employees	1 Car/Employee	16.0 Cars
c) External Display	1/100m²	10.3 Cars
Cars Required		**33.4 Cars**
Permitted reduction of 15% within 200m of high frequency bus route ***= 5.01 Cars Reduction***		
TOTAL CARS REQUIRED		**28.39 Cars**
3.Cars Provided		
Total Cars Provided		**27 Cars**

SITE CRITERIA

Lot 31 - Service Admin, Workshop & Parking

1.Gross Floor Areas		
a) Service Reception/ Delivery		578m²
b) Service/ Admin Mezzanine		199m²
c) Workshop		1,935m²
d) Workshop Mezzanine		199m²
Total		**2,911m²**
2.Car Display Areas		
a) New Car Delivery		86m²
2.Car Parking Required		
a) Showroom - Delivery	1/100m²	0.86 Cars
b) Workshop	1/40m²	47.88 Cars
c) Employees	1 Car/Employee	14 Cars
Cars Required		**62.74 Cars**
Permitted reduction of 10% within 400m of high frequency bus route ***= 6.27 Cars Reduction***		
TOTAL CARS REQUIRED		**56.47 Cars**
3.Cars Provided		
a) Howe St Level		22 Cars
b) Basement		51 Cars
Total Cars Provided (Lot 31)		**73 Cars**

SITE CRITERIA

Composite Site (Lots 23, 15, 351 & 31)

1. Site Area		**4. Cars Provided**	
Lot 23	2,742m²	a) Lot 23	27 Cars
Lot 15	2,532m²	b) Lot 15	27 Cars
Lot 351	2,226m²	c) Lot 31	73 Cars
Lot 31	4,045m²	**TOTAL CARS PROVIDED**	**127 Cars**
Total Land Area	**11,545m²**		
2. Landscaping		**IMPORTANT NOTE:**	
Required (10% of site)	1,154m²	***The four (4) sites are owned and operated as a multi-brand dealership, and as such, the vehicle movements and parking are spread over all three sites. It is therefore necessary to consider the parking requirements on a composite site basis.***	
Provided			
Hard	545m²		
Soft	780m²		
Total	**1,325m²**		
3. Car Parking Required			
a) HONDA	24.68 Cars		
b) HYUNDAI/ SKODA/ USED	28.39 Cars		
c) Lot 31 - Service/ Workshop	56.47 Cars		
TOTAL CARS REQUIRED	**109.54 Cars**		

HYUNDAI Pylon Sign

SCALE: 1 : 250

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PROPOSED CAR SHOWROOM & WORKSHOP REDEVELOPMENT

LOCATION : 438 SCARBOROUGH BEACH ROAD, OSBORNE PARK WA 6017

FOR : OSBORNE PARK HONDA / HYUNDAI / SKODA

DATE:	JAN 2023	PROJECT NUMBER	
REVISION:	SK014	**8891**	
SHEET:	1002		
SCALE:	As indicated @A1		

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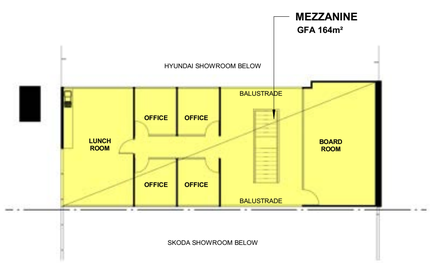
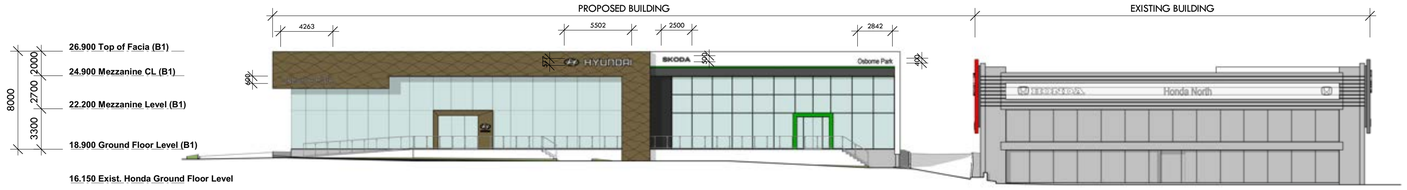
BUILDING 1 - GROUND FLOOR PLAN

SCALE: 1 : 200



BUILDING 1 - MEZZANINE FLOOR PLAN

SCALE: 1 : 200

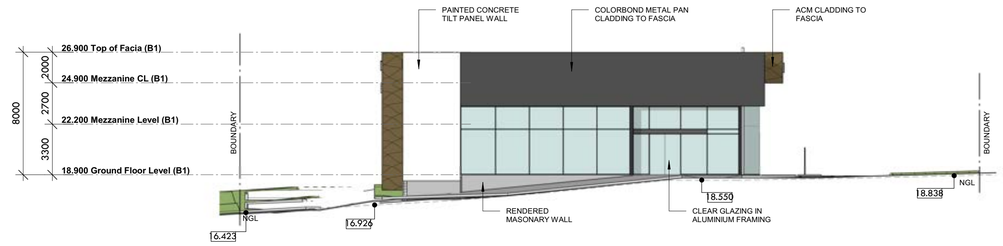


SOUTH-WEST ELEVATION (COMPOSITE)

SCALE:1 : 250

SOUTH-WEST ELEVATION

SCALE: 1 : 200



SOUTH-EAST ELEVATION

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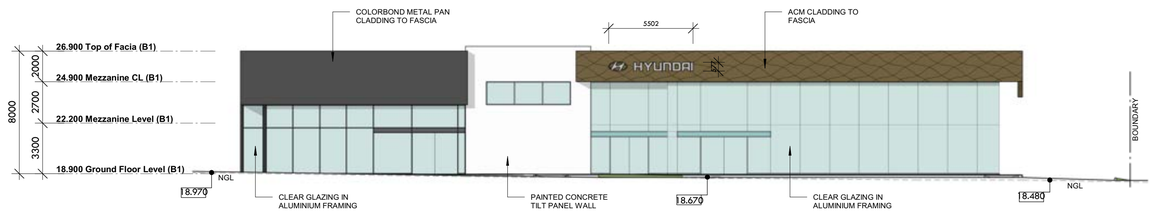

NORTH-EAST ELEVATION

SCALE: 1 : 200

NORTH-WEST ELEVATION

SCALE: 1 : 200

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PROPOSED CAR SHOWROOM & WORKSHOP REDEVELOPMENT

LOCATION : 438 SCARBOROUGH BEACH ROAD, OSBORNE PARK WA 6017

FOR : OSBORNE PARK HONDA / HYUNDAI / SKODA

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DATE:	JAN 2023
REVISION:	SK014
SHEET:	2000
SCALE:	As indicated @A1

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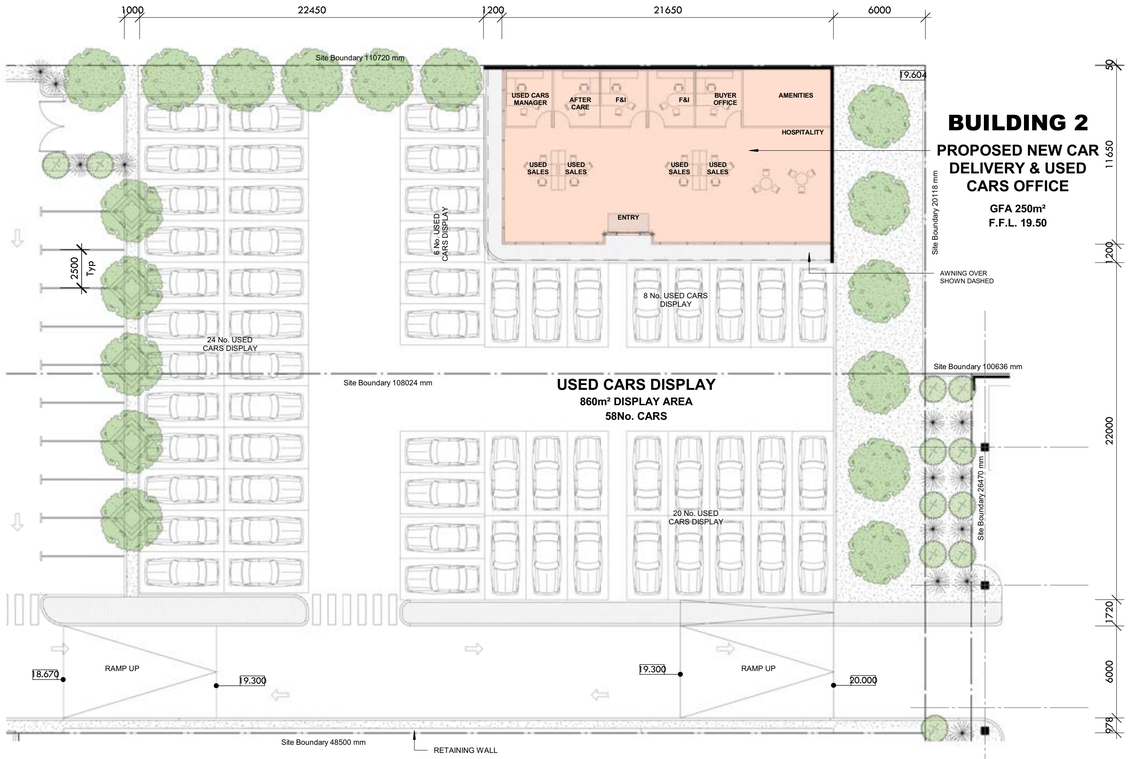
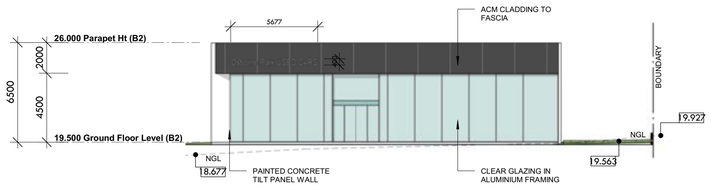


BUILDING 2 - GROUND FLOOR PLAN

SCALE: 1 : 200



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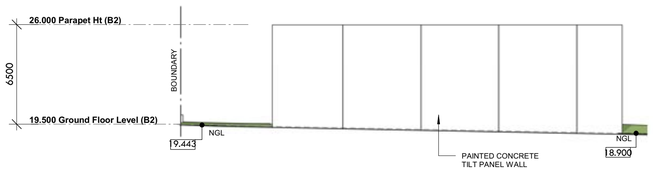

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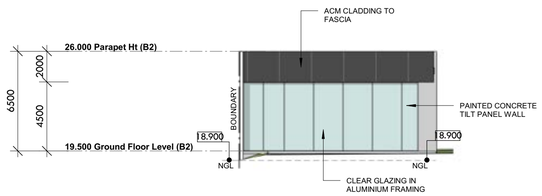

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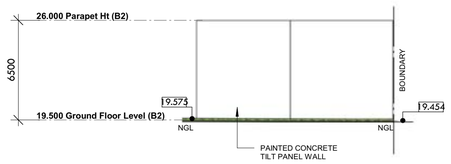

NORTH-EAST ELEVATION

SCALE: 1 : 200

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PROPOSED CAR SHOWROOM & WORKSHOP REDEVELOPMENT

LOCATION : 438 SCARBOROUGH BEACH ROAD, OSBORNE PARK WA 6017

FOR : OSBORNE PARK HONDA / HYUNDAI / SKODA

0 2 4 6 8 10 20

DATE:	JAN 2023
REVISION:	SK014
SHEET:	2001
SCALE:	1 : 200 @A1

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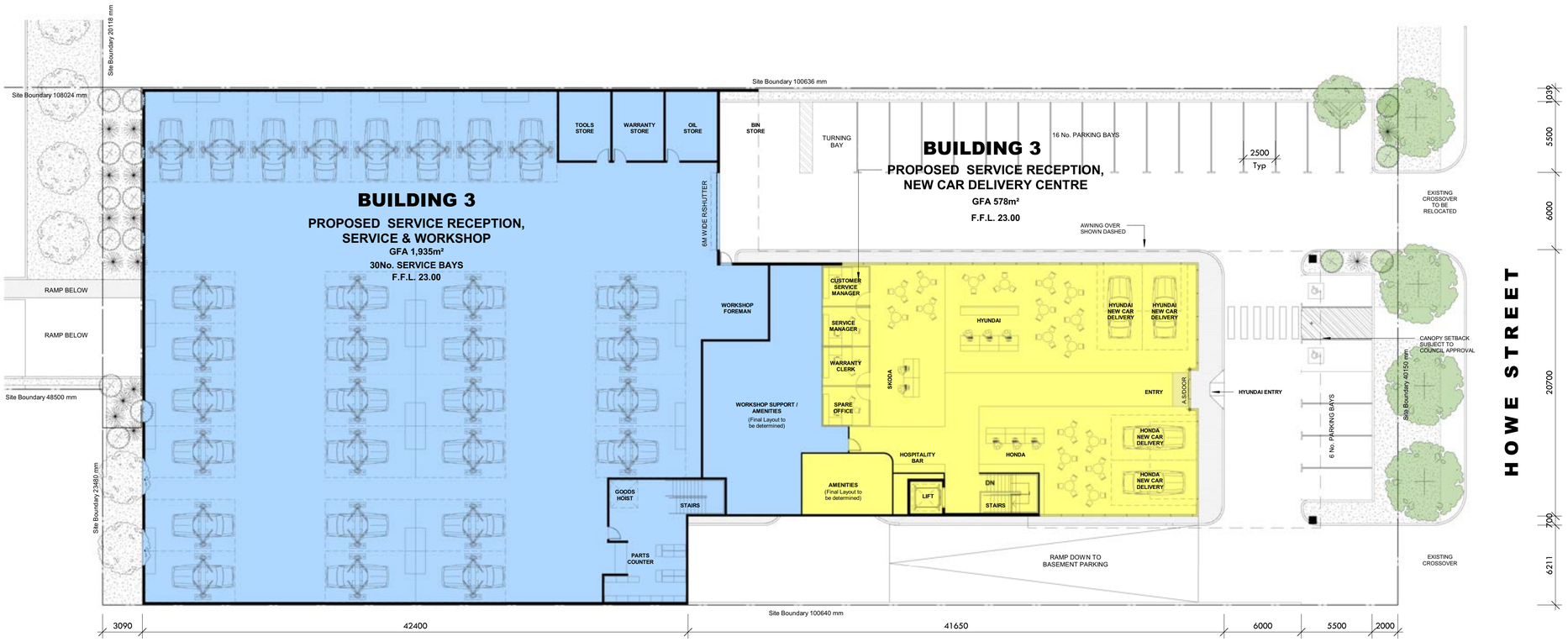
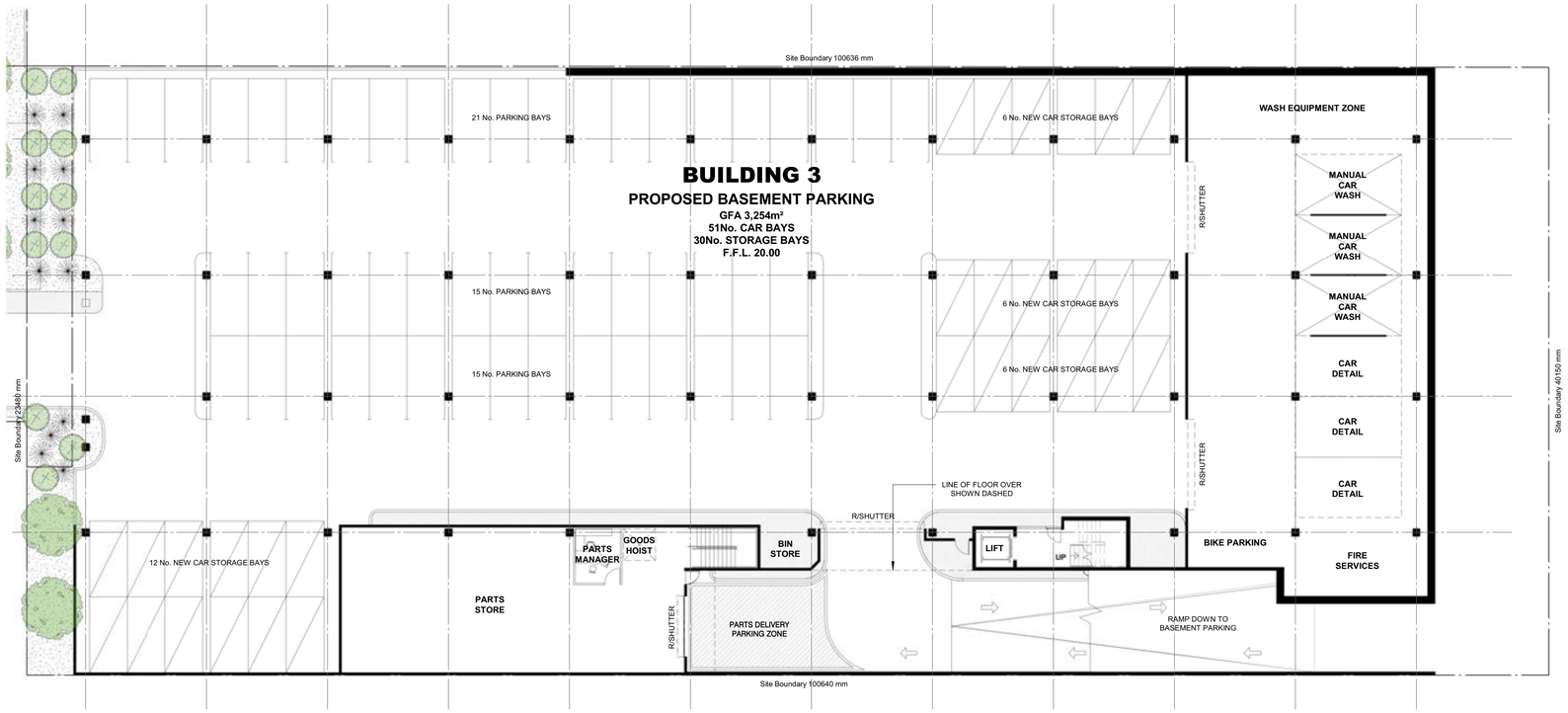


BUILDING 3 - GROUND FLOOR PLAN (HOWE ST LEVEL)

SCALE: 1 : 200



BUILDING 3 - BASEMENT FLOOR PLAN

SCALE: 1 : 200

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PROPOSED CAR SHOWROOM & WORKSHOP REDEVELOPMENT

LOCATION : 438 SCARBOROUGH BEACH ROAD, OSBORNE PARK WA 6017

FOR : OSBORNE PARK HONDA / HYUNDAI / SKODA

0 2 4 6 8 10 20

DATE:	JAN 2023
REVISION:	SK014
SHEET:	2002
SCALE:	1 : 200 @A1

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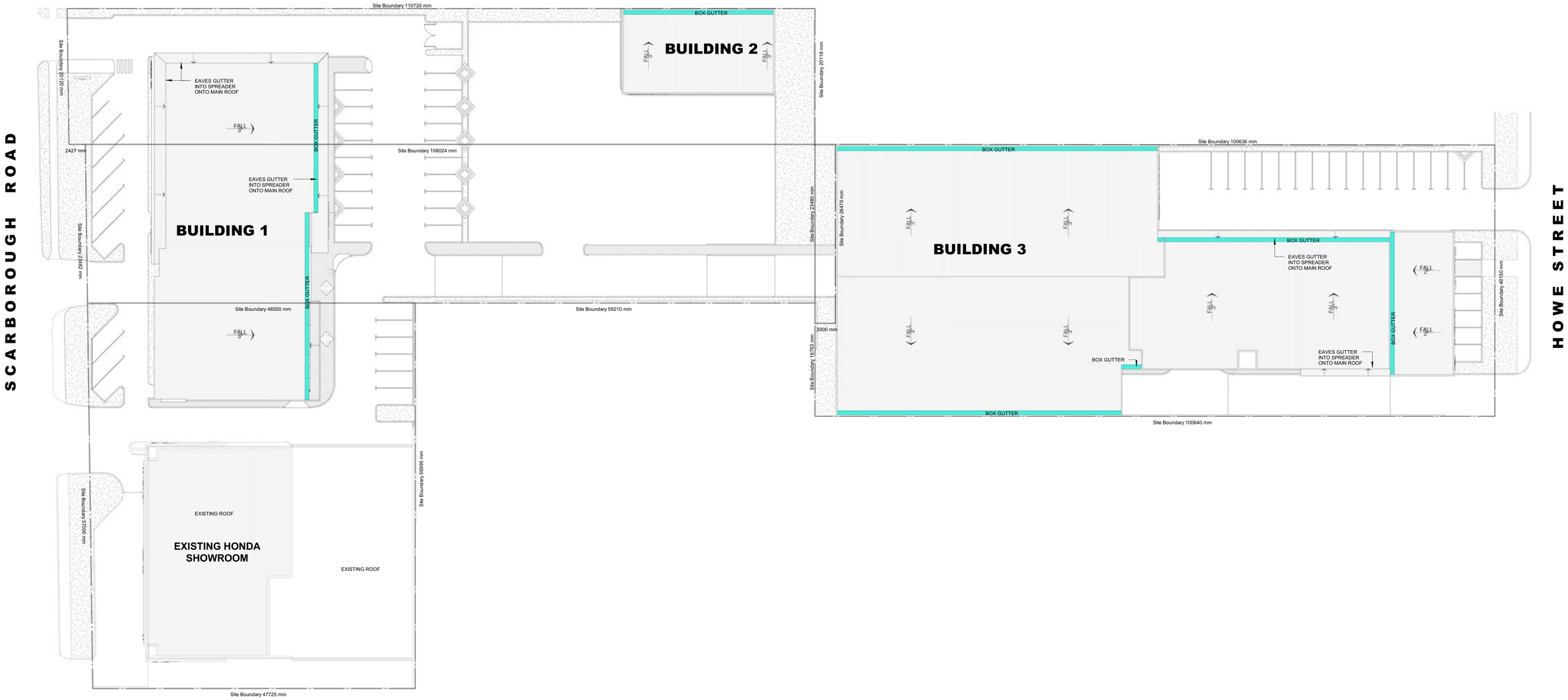

OVERALL ROOF PLAN

SCALE: 1 : 300

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PROPOSED CAR SHOWROOM & WORKSHOP REDEVELOPMENT

LOCATION : 438 SCARBOROUGH BEACH ROAD, OSBORNE PARK WA 6017

FOR : OSBORNE PARK HONDA / HYUNDAI / SKODA

DATE:	JAN 2023
REVISION:	SK014
SHEET:	2100
SCALE:	1 : 300 @A1

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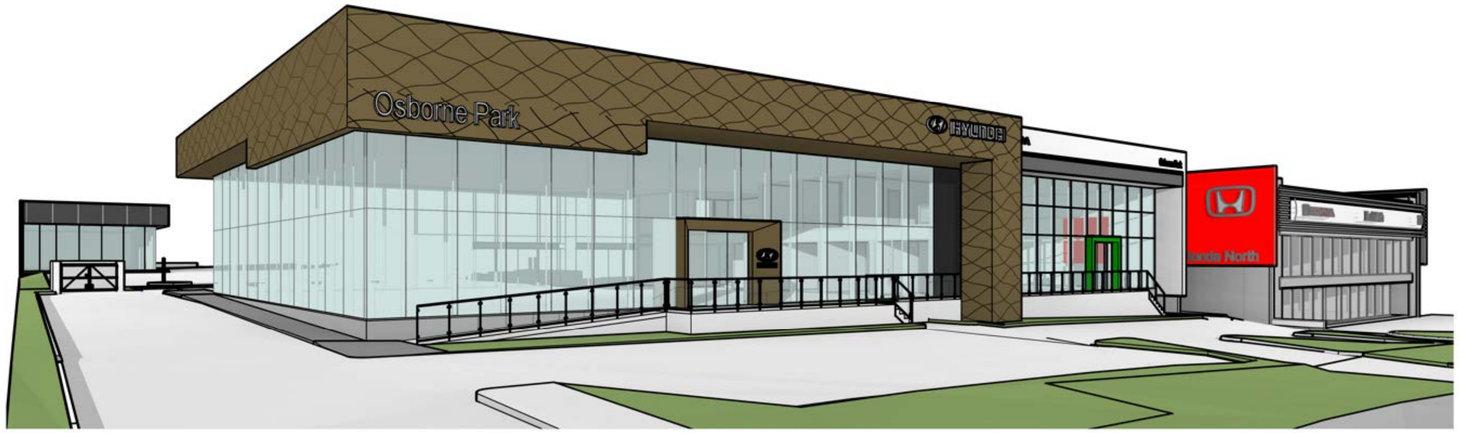

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PROPOSED CAR SHOWROOM & WORKSHOP REDEVELOPMENT

LOCATION : 438 SCARBOROUGH BEACH ROAD, OSBORNE PARK WA 6017

FOR : OSBORNE PARK HONDA / HYUNDAI / SKODA

DATE:	JAN 2023	PROJECT NUMBER
REVISION:	SK014	**8891**
SHEET:	3005	
SCALE:	@A1	

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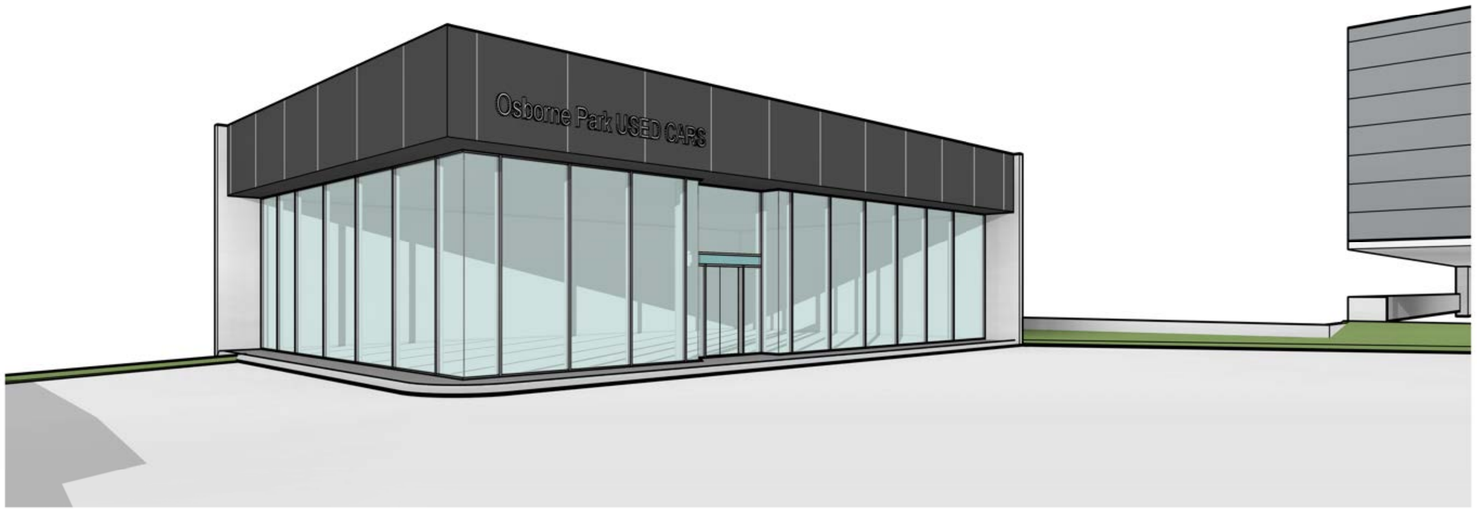

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PROPOSED CAR SHOWROOM & WORKSHOP REDEVELOPMENT

LOCATION : 438 SCARBOROUGH BEACH ROAD, OSBORNE PARK WA 6017

FOR : OSBORNE PARK HONDA / HYUNDAI / SKODA

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REVISION:	SK014	**8891**
SHEET:	3006	
SCALE:	@A1	

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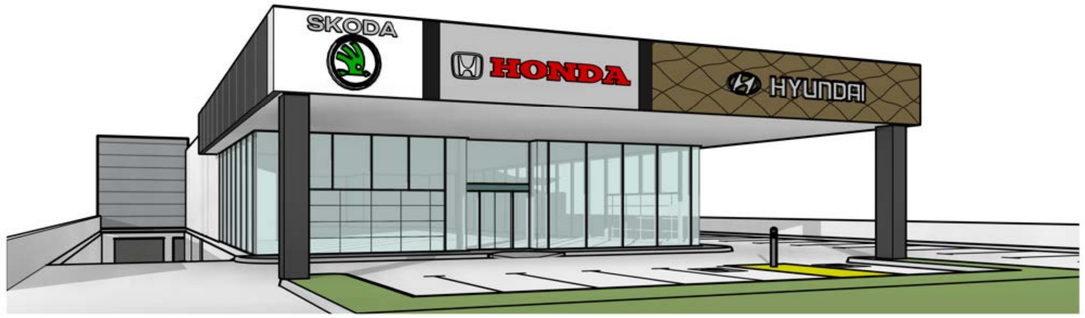
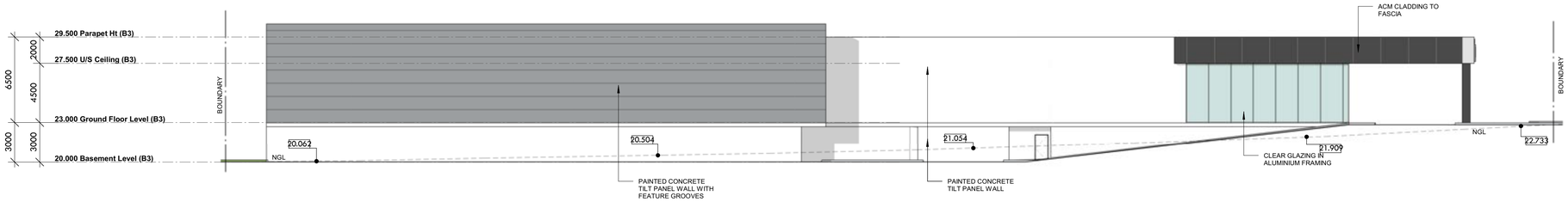
NORTH-EAST ELEVATION

SCALE: 1 : 200





SOUTH-EAST ELEVATION

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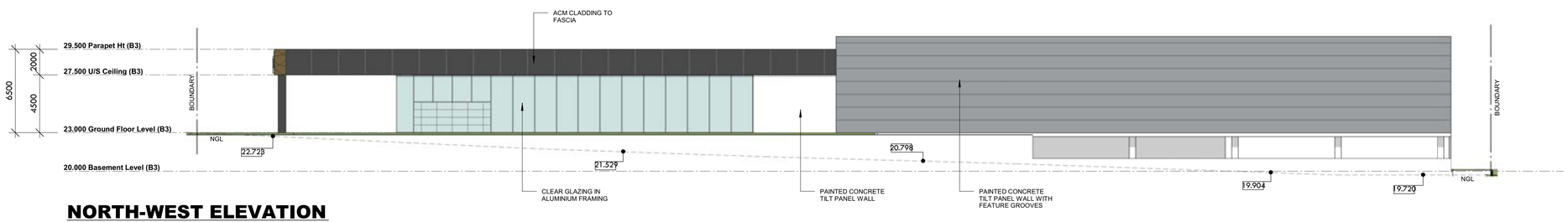

NORTH-WEST ELEVATION

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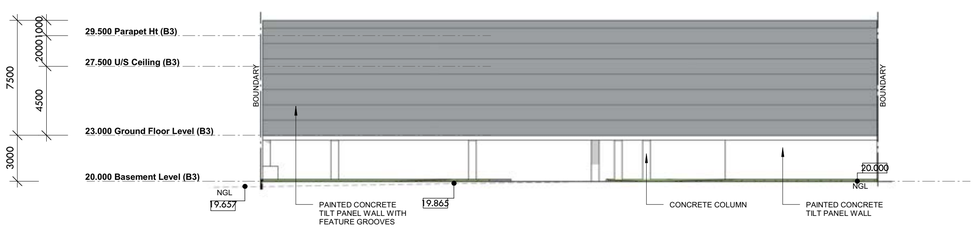

SOUTH-WEST ELEVATION

SCALE: 1 : 200

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PROPOSED CAR SHOWROOM & WORKSHOP REDEVELOPMENT

LOCATION : 438 SCARBOROUGH BEACH ROAD, OSBORNE PARK WA 6017

FOR : OSBORNE PARK HONDA / HYUNDAI / SKODA

0 2 4 6 8 10 20

DATE:	JAN 2023
REVISION:	SK014
SHEET:	3007
SCALE:	1 : 200 @A1

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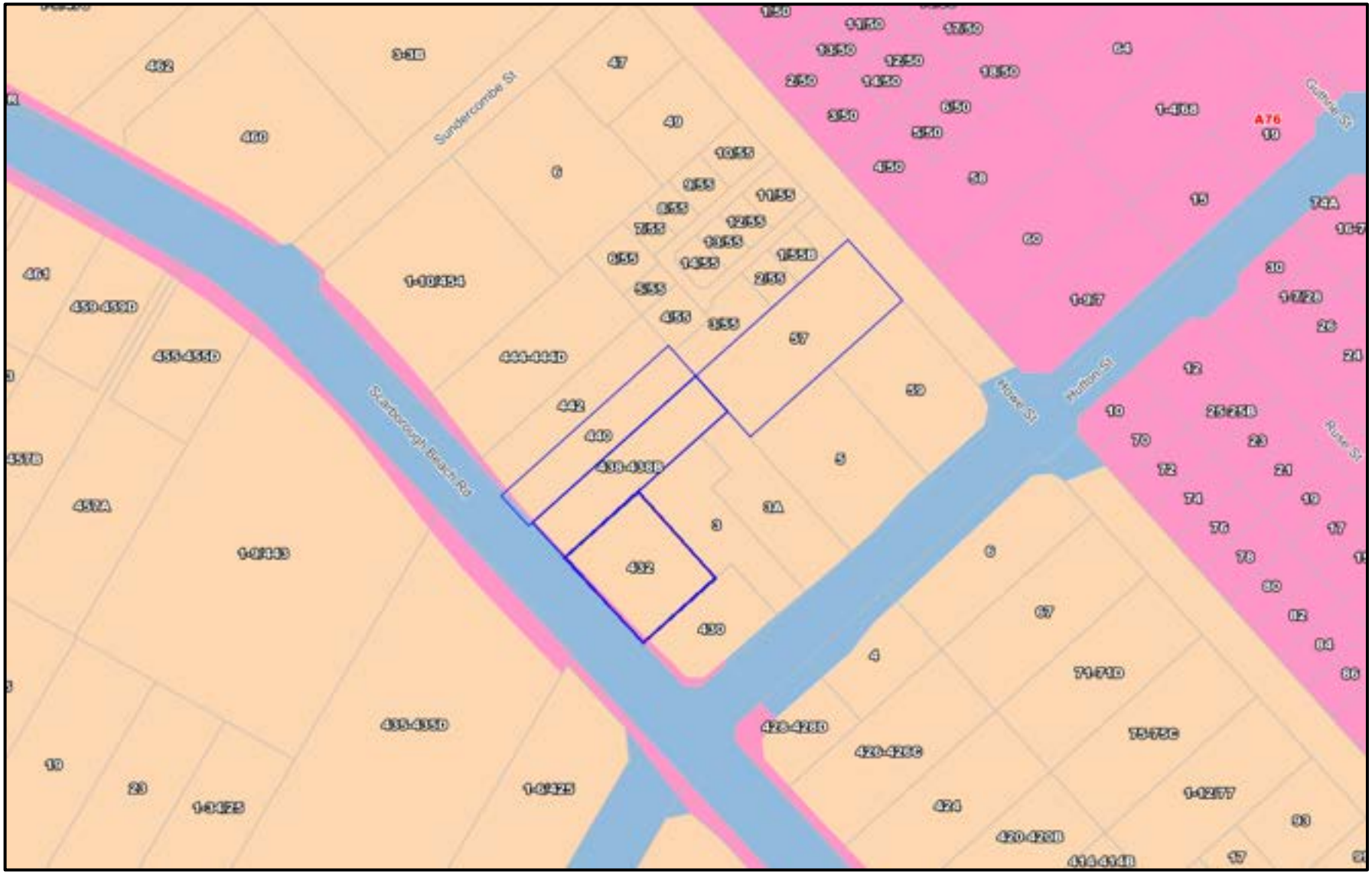
Attachment 2 – Aerial Location Plan

Attachment 3 – Metropolitan Region Scheme Zoning



Attachment 4 – City of Stirling Local Planning Scheme No.3 Zoning Map

5a.Applicant's Response to Reasons for Deferral received 24 March 2023

PS ref: 8091

24 March 2023

City of Stirling
PO Box 1533
Stirling WA 6021

Attention: Karina Bowater – Senior Planning Officer

Dear Madam,

RESPONSE TO JDAP REASONS FOR DEFERRAL
APPLICATION FOR DEVELOPMENT APPROVAL
LOTS 23, 15 & 351 (432, 438 & 440) SCARBOROUGH BEACH ROAD AND LOT 31 (57) HOWE STREET, OSBORNE PARK

Planning Solutions acts on behalf of Carriage Equity Pty Ltd, the registered proprietor of Lots 23, 15 & 351 (432, 438 & 440) Scarborough Beach Road and Lot 31 (57) Howe Street, Osborne Park (**subject site**).

We refer to the 23 February 2023 Metropolitan Inner-North Joint Development Assessment Panel (**JDAP**) meeting, where the proposed Motor Vehicle, Boat or Caravan Sales and Motor Vehicle Repair facility at the subject site was deferred for the following reasons:

> *To allow further information to be provided on the following matters:*
>
> - *Vehicle loading and site servicing including transports trucks. [sic]*
> - *Safety and impact on road use and road function.*
> - *Frequency and timeframes associate and site servicing and vehicle transportation loading. [sic]*
> - *Management plans or mitigation actions associated with the proposal servicing and loading activities. [sic]*

In response to the above, we have provided the following:

- Further information within this **submission** addressing background and contextual information, responding to questions raised at the previous JDAP meeting and providing further information around the legal context for deliveries within road reserves.
- A **technical note** , prepared by Stantec, containing a technical analysis of vehicle delivery operations within the Howe Street road reserve including consideration of swept paths, sightlines, traffic lane obstruction, traffic volumes, crash data and a summary of issues and mitigation measures (refer **Attachment 1**).
- A **delivery management plan** , prepared by Planning Solutions, detailing the mitigation measures and delivery procedures that will be implemented to ensure that car deliveries occur safely (refer **Attachment 2)** .

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URBAN & REGIONAL PLANNING
PS
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ACN 143 573 184 ABN 23 143 573 184
Planning Solutions (Aust) Pty Ltd

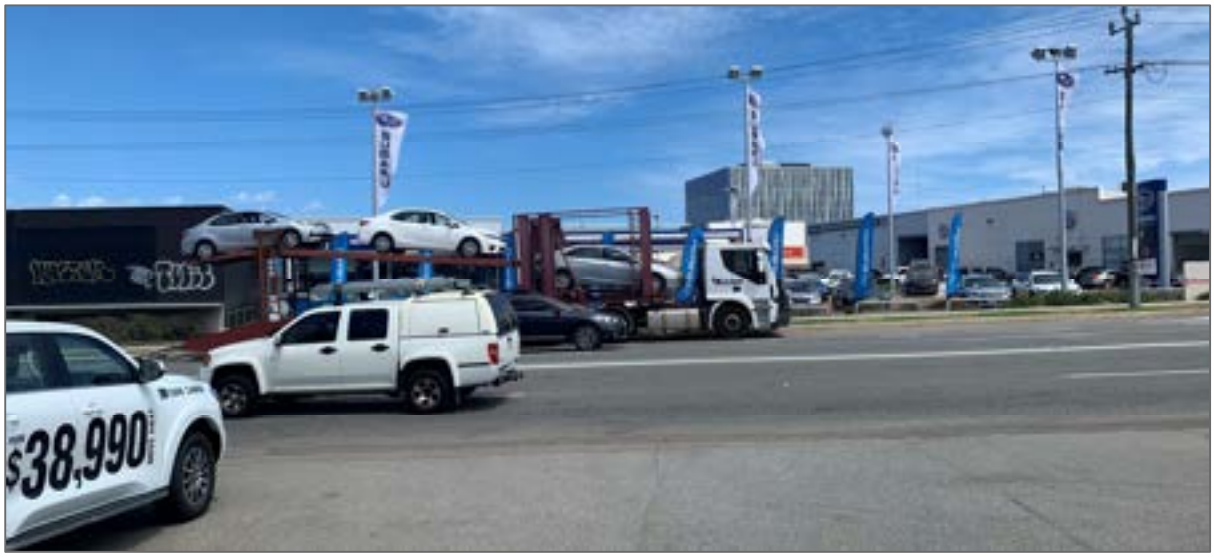
BACKGROUND

These reasons for deferral were provided in response to the applicant's request that the JDAP delete the City's proposed condition 10, which states:

> *"All servicing and deliveries to the site, including the loading and unloading of vehicles, is to occur entirely within the lot, and is not to occur within the road reserve."*

It should be noted that the proposed servicing arrangements are supported by the City, as are the conclusions of the traffic impact assessment provided in support of the development. The only area of contention relates to the proponent's intent that car deliveries continue to take place within the Howe Street road reserve. In summary:

- It has been the long-standing practice of the most car dealerships in Osborne Park (and—we understand—Australia as a whole) to receive deliveries from car transporter trucks parking in the road reserve. In Osborne Park, some of these deliveries are occurring on busy roads such as Scarborough Beach Road.
- We understand that Honda North dealership has been receiving deliveries of cars from the Howe Street Road reserve for more than 30 years[1]. The proposed development simply seeks to continue existing arrangements.
- These roadside deliveries are **entirely lawful** when they take place in a manner consistent with the applicable laws regarding parking within road reserves and on carriageways.
- We are advised that Honda North has <u>not received any complaints</u> in the past regarding these deliveries, nor has the City of Stirling (City) provided any evidence of there being a history of complaints associated with this site.
- Notwithstanding the above—it is acknowledged that in response to this development application two submissions have been received from businesses located on adjoining properties expressing concerns regarding deliveries on Howe Street.



Photograph 1 – Example of deliveries to another caryard occurring within left turn slip lane on Scarborough Beach Road

[1] During the 23 February JDAP meeting, it was stated by the applicant that deliveries to Honda North were occurring on Scarborough Beach Road. This was incorrect. Delivery has historically only occurred from Howe Street. Vehicle delivery for other dealerships in the area occurs from Scarborough Beach Road, as observed in **Photograph 1** above.

RESPONSE TO REASONS FOR DEFERRAL

1. Vehicle loading and site servicing including transport trucks

As noted in the City's report presented at the 23 February JDAP meeting, the proposed waste and servicing measures are accepted by the City. The information addressed through this submission and attached technical note (**Attachment 1**) is limited to addressing the delivery of cars to the subject site. In response to the technical note, a preferred delivery locations was identified, being the truck to be parked between the two crossovers, with the northern crossover closed with the use of traffic cones.

This location can be utilised safely, subject to the implementation of mitigation measures outlined in the technical note and delivery management plan.

Photograph 2 – View from Howe Street frontage looking south-east towards a delivery to Honda North in progress

Photograph 3 – View from Howe Street frontage looking north-west towards a delivery to Honda North in progress

2. Safety and impact on road use and road function

The attached technical note assesses the safety and impact of the proposed deliveries on road use and function, with the relevant considerations and conclusions summarised as follows:

Table 1 – Summary of safety considerations and conclusions outlined in the technical note

Summary of safety issues	Summary of conclusions
Whether vehicular traffic travelling along Howe Street will be obstructed.	Howe Street is sufficiently wide to accommodate both the parked car transporter and vehicles (including Heavy Rigid Trucks) travelling along Howe Street in both directions. **No mitigation is necessary.**
Whether sightlines for vehicles exiting the subject site will be obstructed.	A parked car transporter will affect sightlines for vehicles existing either of the two crossovers on the subject site. **Mitigation measures will ensure that vehicle egress can occur safely.**
Whether sightlines for vehicles exiting adjoining lots will be obstructed.	A parked car transporter will not obstruct sightlines for adjoining lots. However, **two** parked car transporters would obstruct sightlines to Lot 33 (55 Howe Street). **Mitigation measures will prevent simultaneous deliveries and maintain sightlines to adjoining lots.**
Whether ingress and egress to adjoining lots will be obstructed.	A parked car transporter will not obstruct access by cars and Medium Rigid Vehicles (8.8m trucks) to any adjoining lots. However, under rare circumstances a parked transporter may require non-compliant movements for large 12.5 Heavy Rigid Vehicles making right-in turns to Lot 154 (58 Howe Street)—although for reasons outlined in further detail in the technical note, right-in turns by 12.5m HRVs are already non-compliant, and so there is no additional impact on access to Lot 154 in practice. **Mitigation measures would not be necessary given both the low probability of this event occurring, and the low level of impact likely to result.**

More broadly, the technical note also considers whether there is any evidence that existing deliveries are contributing to or exacerbating road safety issues along Howe Street and within Osborne Park as a whole. The conclusions of the technical note as summarised as follows:

- A review of traffic data identifies Howe Street as having a very low volume of traffic relative to other streets within Osborne Park, including Scarborough Beach Road and Hutton Street.
- A review of crash data within Osborne Park over a 5-year period identified only three accidents involving semi-trailers, none of which appeared to have been parked and involved in delivery activity.
- A review of crash data specific to Howe Street identified only two midblock crashes over a 5-year period along Howe Street.
- Two accidents in proximity to the subject site (within 100m) have been identified—however both accidents involved cars exiting a driveway on the north-eastern side of Howe Street and hitting cars travelling south and cannot be linked with any delivery activity.

In light of the above, we submit the following:

- There is no evidence that the volume of traffic along Howe Street is worse than other streets within Osborne Park which are being used for delivery activity.
- There is no evidence that on-street delivery activity by car dealerships within Osborne Park is occurring in an unsafe manner or contributing to vehicle crashes.
- There is no evidence that on-street delivery activity by Honda North within the Howe Street road reserve is occurring in an unsafe manner, or contributing to vehicle crashes.

- There is no evidence that the proposed delivery activity is exacerbating the risk of vehicles exiting lots on the eastern side of Howe Street hitting cars travelling south.

As demonstrated above, the proposed delivery activity will neither negatively contribute to the safety of Howe Street, nor unreasonably inconvenience other businesses within proximity of the subject site.

3. Frequency and timeframes associated with vehicle transportation deliveries

Honda North management have provided the following information with regard to current vehicle delivery practices:

- Honda North is notified of delivery days a maximum of 48 hours prior, with drivers confirming arrival approximately 30 minutes prior to arrival.
- Deliveries depend on shipping schedules and are irregular. Whilst the average vehicle deliveries is approximately 150 per month—this number can be both higher and lower on a month by month basis.
- Delivery trucks themselves may bring between one and six cars at a time and the size of the trucks is variable depending on the number of cars being delivered at any one time, this process takes an average 15 minutes, depending on the number of cars delivered.
- Deliveries can occur between the hours of 8:30am and 3:30pm but most commonly occur between 10am and 2pm to avoid peak traffic.

In conjunction with the additional information provided in Attachments 1 and 2, the continuation of current vehicle delivery practices is considered safe and acceptable subject to implementation of the appropriate safety and risk mitigation measures.

4. Management plans or mitigation actions associated with the proposal servicing and loading activities

The Technical Note confirms that any issues arising from the continuation of street deliveries are fully capable of being managed by the implementation of mitigation measures. A Delivery Management Plan (refer Attachment 2) has been prepared in response to these recommendations and would be adhered to by Honda North. The primary mitigation measures are summarised as follows:

- Closing one crossover during deliveries (using traffic cones and a moveable sign).
- Ensuring that one staff member manages the remaining crossover as a "spotter" to ensure that vehicles can exit safely.
- Delaying deliveries to avoid simultaneous arrivals by instructing delivery drivers to not attend the premises if the loading area is already in use.

These measures would address the primary concerns of the two submissions received following advertising of the proposed development.

ADDITIONAL INFORMATION IN RELATION TO OTHER MATTERS RAISED

Complaints from surrounding landowners

During the 23 February JDAP meeting, the City noted it has received two submissions which expressed concerns regarding vehicle deliveries within Howe Street. Following the JDAP meeting, the City has provided a copy of these submissions to ourselves to confirm the specific issues raised. Following our review, we summarise the relevant issues within these submissions as follows:

- Complaints that vehicle unloading is occurring in front of their own property and not the subject site.
- Complaints that simultaneous deliveries resulting in two trucks parked along Howe Street obstructing sightlines and access to their own private driveways.
- Concerns that vehicle delivery activity within the road reserve will increase significantly as part of the proposed development.

We acknowledge that the concerns raised in these submissions are both legitimate, and capable of being addressed. We understand that the proponent was unaware of these matters until receipt of these submissions, as they had not been raised with the proponent previously. In our view—a commitment to proactively managing truck deliveries within the road reserve will address the concerns raised in these submissions, and as such will be an improvement on the current situation. The proposed measures are summarised as follows:

- When drivers call through in advance of arrival, staff will manage deliveries to avoid simultaneous arrivals. Honda North staff will instruct drivers not to attend until the prior delivery is complete.
- The proponent will ensure that businesses on adjoining lots have a direct contact number to bring any issues directly to the attention of Honda North management. Any issues will be logged and the log will be made available to the City of Stirling upon request.

These measures are contained within the **attached** delivery management plan.

With regard to the concerns regarding an increase in deliveries—the proposed development significantly expands vehicle servicing capacity with only minor changes to the actual car sales area. Delivery frequencies have always varied month over month, but there is unlikely to be any noticeable increase in the total number of deliveries.

ADDITIONAL INFORMATION IN RESPONSE TO MATTERS RAISED DURING THE JDAP

In addition to the information requested in the reasons for deferral, a number of additional questions and points of discussion were raised at the JDAP meeting. We have sought to address these matters in further detail as follows.

The legality of current and ongoing delivery arrangements within Howe Street

Parking within the road reserve, for deliveries or otherwise, is regulated under the *City of Stirling Parking Local Law 2014* in conjunction with the *Road Traffic Code 2000*. It is entirely legal to park within a road reserve subject to the provisions of the local law. An assessment of the long-standing deliveries against relevant provisions of the local law is provided as follows:

Table 2 – Assessment against relevant provisions of the City of Stirling Parking Local Law 2014

Clause		Comments	Compliance
3.2(2)	*A person parking a vehicle on a carriageway other than in a parking bay shall park it –* *(b) in the case of a one-way carriageway, so that it is as near as practicable to and parallel with the left or right boundary of the carriageway and headed in the direction of the movement of traffic*	Trucks are parked next to the kerb adjacent to the lot boundary, and facing in the direction of the movement of traffic.	✓

Clause		Comments	Compliance
	(d) so that the front and the rear of the vehicle respectively is not less than 1 metre from any other vehicle, except a motor cycle without a trailer, or a bicycle parked in accordance with this local law; or	The delivery location is between two crossovers which do not facilitate parking of other vehicles.	✓
	(e) so that it does not obstruct any vehicle on the carriageway, unless otherwise indicated on a parking control sign or markings on the carriageway.	Deliveries do not obstruct passing traffic (refer **Attachment 1**).	✓
3.2(3)	*A person shall not stop a vehicle on a carriageway so that any portion –* *(a) obstructs a right of way, private drive or carriageway or so close as to deny a vehicle reasonable access to or egress from the right of way, private drive or carriageway;*	The deliveries will not deny vehicles access to private driveways of adjoining sites. Driveway access to the subject site (by at least one driveway) will be maintained at all times (refer **Attachment 1**).	✓
	(d) is on or within 10 metres of any portion of a carriageway bounded by a traffic island;	Delivery location is not within 10m of any traffic island.	✓
	(e) is on any pedestrian crossing;	Delivery location is not on a pedestrian crossing.	✓
	(f) is within 10 metres of the departure side or within 20 metres of the approach side of a children's crossing or pedestrian crossing;	Delivery location is not within proximity of children's crossing.	✓
	(g) is within 20 metres of either the approach side or the departure side of the nearest rail of a railway level crossing;	Delivery location is not within 20m of a railway level crossing.	✓
	(h) is between the boundaries of a carriageway and any continuous dividing line, or median strip, or dividing strip, or traffic island, or painted island, unless there is a distance of at least 3 metres clear between the vehicle and the nearer continuous dividing line, median strip, dividing strip, traffic island or painted island;	Delivery location is 80m away from a continuous dividing line.	✓
	(i) is contrary to a clearway sign referable to that part;	Delivery location is not within a clearway.	✓
	(j) if by a sign it is set apart for the parking of vehicles of a different class; or	Delivery location is not within a signposted area.	✓
	(k) if by a sign it is set apart for the parking of vehicles by persons of a different class		✓
3.5 (1)	*A person shall not park a vehicle or any combination of vehicles that, together with any projection on or load carried by the vehicle or combination of vehicles, is 7.5 metres or more in length or exceeds a GVM of 4.5 tonnes –*	Delivery vehicles are typically parked for less than 20 minutes and are only parked whilst actively unloading vehicles.	✓

Clause		Comments	Compliance
	(a) on a carriageway for any period exceeding one hour, unless actively engaged in the picking up or setting down of goods; or		

In light of the above, the existing delivery location within the road reserve is demonstrated to be entirely consistent with the applicable local law.

Investigation of a delivery bay within the verge or subject site

It has been suggested that a delivery bay could be provided within the verge or the subject site. This scenario has been investigated and determined to be unviable for the following reasons:

- The sealing, paving or hard standing of verge areas for parking and deliveries is a practice which has been historically undertaken within Osborne Park, but is generally now considered to have resulted in very poor outcomes from an amenity perspective (refer **Photograph 4** below).

Photograph 4 – View of property fronting Hector Street West with a sealed verge area

- The proponent is seeking to provide a significant improvement in the amenity of the subject site from a streetscape perspective by bringing new buildings, landscaping and tree planting as part of this development. The use of the verge for deliveries would require the removal of these trees and the reduction in the proposed landscaping contrary to the planning objectives of the City and the intentions of the proponent.

Photograph 5 – View of the subject site fronting Howe Street demonstrating lack of amenity

- The volume of traffic along Howe Street is extremely low—approximately 12% of the traffic volume of other single-carriageway roads such as Frobisher Street. Significant traffic levels may, under other circumstances justify deliveries taking place within the verge—but this is not applicable in this case.
- For similar reasons—the construction of an embayment within the verge area is simply not justified given that the technical note provided concludes that there are no significant safety risks associated with the proposed deliveries subject to the implementation of mitigation measures.

- The construction of a loading bay within the subject site would require the wholescale redesign to both accommodate the vehicle swept paths resulting in the loss of customer and staff parking, and a structural redesign to accommodate the additional weight loading associated with a fully loaded car transporter parking on the suspended concrete slab structure.
- A pedestrian footpath is located within the verge. Any proposal to pave the verge or construct an embayment would either disrupt the continuous pedestrian footpath, or require its relocation—an outcome which is clearly both unviable, and undesirable.

Given that the safety implications of deliveries occurring within the road reserve have been thoroughly investigated—there is simply no grounds on which to require delivery activity to occur within the verge and prevent the proponent from contributing to an improvement in the amenity of the streetscape.

Assessment against the City's policy on commercial deliveries within the road reserve

The City's *Local Planning Policy 6.7 – Parking and Access* (**LPP6.7**) states as follows:

> *"Service Access shall be provided to the rear of a shop, showroom, restaurant, warehouse or other commercial use for the purpose of loading and unloading of goods* ***unless, in the opinion of the City, the circumstances do not warrant the provision of such access.*** *Where alternative service access is provided, and such access is considered acceptable by the City,* ***the City may waive the requirement of this Clause*** *."* [emphasis mine].

The policy clearly outlines a general policy that commercial land uses provide service areas for loading and unloading goods, whilst still making a clear allowance for circumstances when this is simply not warranted. In light of the fact that a variation to the policy has been proposed, the following assessment against the objectives of the policy are provided:

Table 3 – Assessment against relevant objectives of LPP6.7

Policy objectives	Assessment/comments
a) To ensure development provides an appropriate level of car parking, reflecting supply and demand so that a major parking problem is unlikely to occur;	The proposed delivery arrangements ensure that adequate space is available on site for staff and customer parking. Requiring on-site delivery would significantly reduce total parking supply to provide adequate vehicle manoeuvring space.
b) To ensure safe, convenient, and efficient access for pedestrians, cyclists, and motorists;	The proposed delivery arrangements have been demonstrated to be safe, and to maintain clear and unobstructed access to vehicles travelling along Howe Street. The delivery arrangements have also been demonstrated to permit clear access to adjoining properties. The only exception would be for an 8.8m heavy rigid vehicle travelling north along Howe Street which would be required to use a non-compliant movement to enter #58. Given that a vehicle of this size is **already** required to enter #58 with a non-compliant movement (as demonstrated in the **attached** technical note) whether there are deliveries occurring or not—the overall impact of the proposed delivery arrangements on #58 are considered to be extremely minor. Furthermore, locating the delivery arrangements within the road reserve minimises disruption to pedestrian movements along the footpath.

Policy objectives	Assessment/comments
c) To prioritise access by public transport, walking and cycling;	Whilst the proposed development provides a surplus of vehicle parking bays, it is also well placed in relation to the availability of public transport services and provides connection to existing footpath networks.
d) To provide a balanced parking supply that does not exceed the capacity of the road network, with sufficient publicly accessible parking;	The Transport Impact Statement, prepared by Stantec in support of the proposed development, confirms the proposed development will have negligible impact on the surrounding road network.
e) To ensure the amount of parking is not detrimental to the urban design and character of the locality.	On-street deliveries avoids the need to provide a large parking bay capable of accommodating a car transporter within the subject site. A delivery bay of this size would be detrimental to the overall presentation of the building to the street and would likely require the reduction or loss of landscaping and street trees.

In light of the above, the proposed delivery arrangements are entirely consistent with the objectives of the policy and warrant support accordingly.

CONCLUSION

By way of conclusion, the proposed continuation of on-street delivery arrangements as part of the redevelopment of the subject site has been demonstrated to be entirely appropriate for the following reasons:

- There is no evidence that current delivery arrangements are unsafe, or that the continuation of deliveries from the street would negatively impact the road use and function.
- The delivery arrangements are supported by a technical note prepared by a suitably qualified traffic engineer which concludes that all potential issues identified are capable of being mitigated with a delivery management plan.
- The specific concerns raised in the submissions from adjoining properties primarily relate to the inconvenience caused when simultaneous deliveries occur and can be addressed with the proposed mitigation measures.
- The arrangements have been demonstrated to be entirely consistent with the overarching objectives of the City's Parking and Access LPP.
- Receiving deliveries within the street is the most appropriate outcome given that require deliveries to occur on-site or within the verve would result in inferior outcome from a built form and amenity perspective.

Should you have any queries or require further clarification in regard to the proposal, please do not hesitate to contact the writer.

Yours faithfully,

JOSHUA CARMODY
SENIOR PLANNER

Encl. Attachment 1 - Vehicle Delivery Management Plan
Attachment 2 - Vehicle Delivery Technical Note

5b. Applicant's Technical Note – Vehicle Delivery Management prepared by Stantec received 24 March 2023

Stantec

Memo

To:	Carriage Motors Pty Ltd	From:	Stantec Australia
Project	CW1200468 (304900840) – Honda North Dealership Redevelopment - Lot 23,15 & 351 Scarborough Beach Road and Lot 31 Howe Street, Osborne Park	Date:	23 March 2023
Subject	Vehicle Delivery Management	Revision	D
Author	RR	Reviewer	SJL

Reference: CW1200468 (304900840)

1 INTRODUCTION

Stantec has been engaged by the Carriage Motors Pty Ltd to provide further information regarding the vehicle deliveries for the proposed Honda North Dealership Redevelopment - Lot 23,15 & 351 Scarborough Beach Road and Lot 31 Howe Street, Osborne Park (**Figure 1-1**). On street delivery of new cars to the site has been an ongoing existing operation for at least 30 years.

The information provided herein will cover:

- Vehicle loading and site servicing including transport trucks.
- Frequency and timeframes associate and site servicing and vehicle transportation loading.
- Safety and impact on road use and road function.
- Management plans or mitigation actions associated with the proposal servicing and loading activities.

Figure 1-1 Site Location

Reference: **CW1200468 (304900840)**

2 VEHICLE DELIVERY OPERATION

The available information regarding the vehicle deliveries are as follows:

- The Site could receive up to 150 cars per month.
- Deliveries will be undertaken mainly during off-peak time between 10AM and 3PM to minimise disruption.
- Cars will be delivered by a car carrier with a capacity of up to 6 cars. The car carrier size would be similar to a semi-trailer.
- Delivery of cars on street is proposed to be undertaken on Howe Street. The car carrier will park on Howe Street in front of the Site while the cars are being unloaded. This is also the current method of car delivery for the existing Honda North dealership.
- Car unloading activity would usually take around 20 to 30 minutes to complete.

Based on the information above, there would be up to 25 car carriers arriving on Site to deliver up to 150 cars in any given month. This translates to just over 1 car carrier arriving on Site per weekday to deliver cars, assuming no delivery on weekends.

Vehicle delivery on-street is the conventional method for car dealership in the Osborne Park area. **Figure 2-1** below shows an example of a car carrier stopped on the southern side of Scarborough Beach Road delivering cars. The truck is stopped within the left turn lane into the Subaru dealership. Trucks have also been observed parking within the left hand traffic lane on Hutton Street to service the Mazda dealership.

The Site is proposing car delivery on Howe Street, which is a far less busy road compared to Scarborough Beach Road and Hutton Street, therefore the impact to traffic of car delivery on Howe Street will be minor compared to these higher order roads. Available traffic data from Main Roads WA Traffic Map indicates that Howe Street (at Sundercombe Street intersection) carries 1,700 vehicles per day, whereas Scarborough Beach Road (west of King Edward Road) carries 32,000 vehicles per day and Hutton Street (South of Hector Street) carries 20,200 vehicles per day.

Reference: **CW1200468 (304900840)**

Figure 2-1 Car Carrier Stopped on Scarborough Beach Road

3 POTENTIAL SAFETY ISSUES

3.1 HOWE STREET TRAFFIC LANE OBSTRUCTION

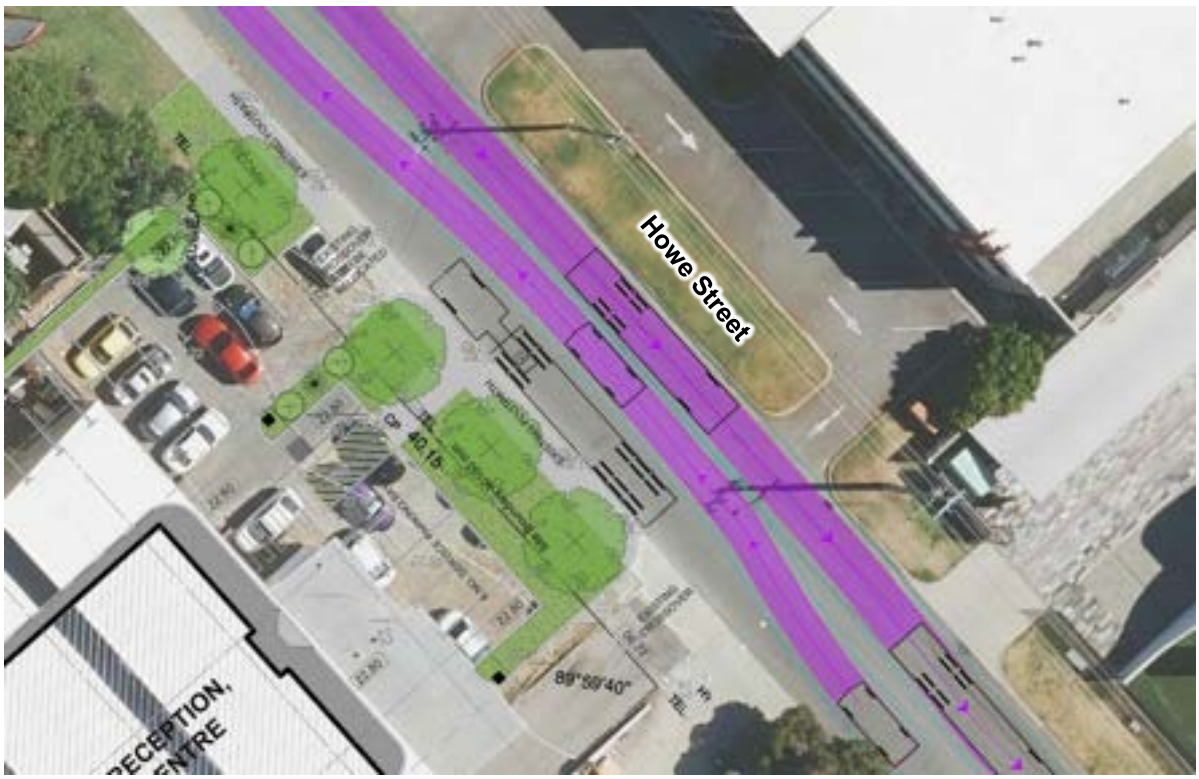
When the car carrier is stopped on the side of the road, Howe Street will be partially obstructed, however Howe Street has a pavement width of approximately 9.8m and even with the car carrier parked, there would still be enough space for cars to travel along Howe Street in opposing directions. **Figure 3-1** and **Figure 3-2** below shows that there is enough space for 2 B99 vehicles or a B99 and a HRV to pass one another comfortably even with a car carrier parked on street.

Staff on-site will ensure that car carriers are parked on the Site frontage where stopping or parking on street is permitted. If a car carrier is observed parking within a prohibited location, staff from the Site will inform the driver of the car carrier to move to be adjacent to the Site frontage.

Reference: **CW1200468 (304900840)**

Figure 3-1 Traffic Flow with Howe Street Partially Obstructed (B99)

Figure 3-2 Traffic Flow with Howe Street Partially Obstructed (B99 & HRV)



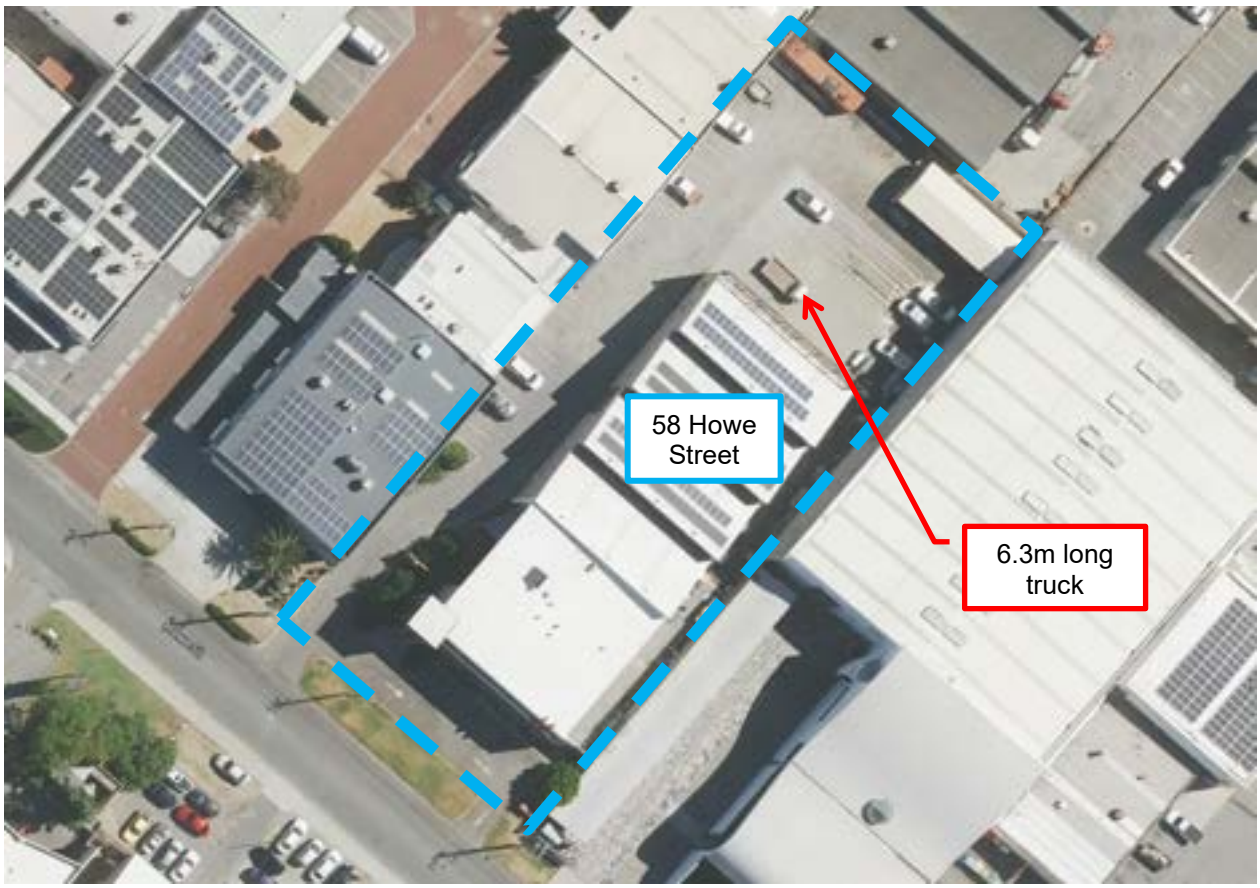
Reference: **CW1200468 (304900840)**

3.2 ACCESS OBSTRUCTION TO OTHER LOTS

The presence of the car carrier on Howe Street may temporarily obstruct access to and from adjacent property on the eastern side of Howe Street (58 Howe Street). Swept path assessment has been undertaken at access points on the eastern side of Howe Street to determine whether the obstruction of access would occur.

It is currently unknown what truck size typically enter and exit from 58 Howe Street on the eastern side of Howe Street. However, based on multiple aerial images, there is a 6.3m truck that is often present within 58 Howe Street. An example aerial image of this truck is shown in **Figure 3-3.** For robustness, a swept path of 8.8m Medium Rigid Vehicle (MRV) will be undertaken to represent this truck.

Figure 3-3 6.3m Truck Parked within 58 Howe Street



Source MetroMap 4 January 2023

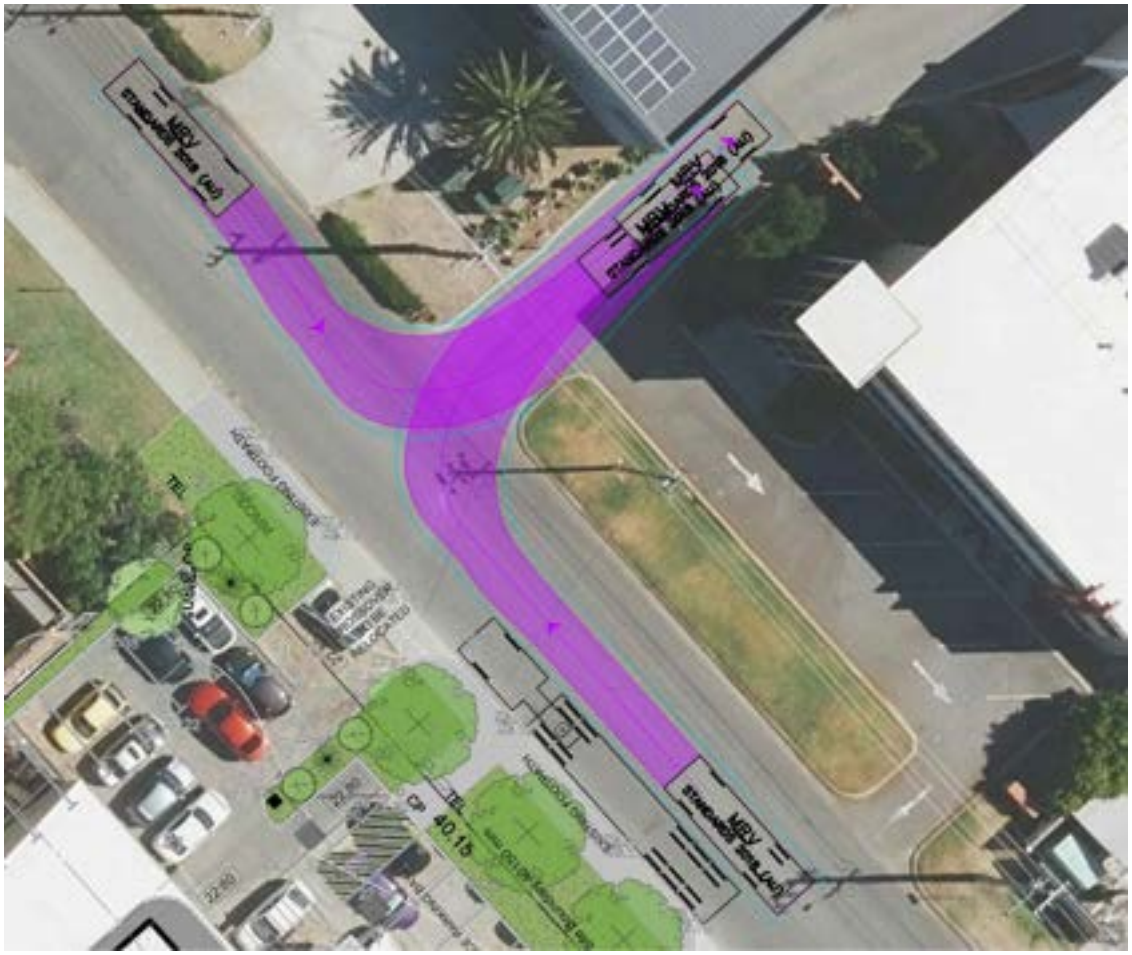
However, a single aerial image in MetroMap (out of 32 images between 2017 and 2023), shows that an 11m sized truck was parked within 58 Howe Street. As such, swept path of a similar sized truck (12.5m long Heavy Rigid Vehicle) would also be undertaken.

Reference: **CW1200468 (304900840)**

3.2.1 8.8m MRV Swept Path

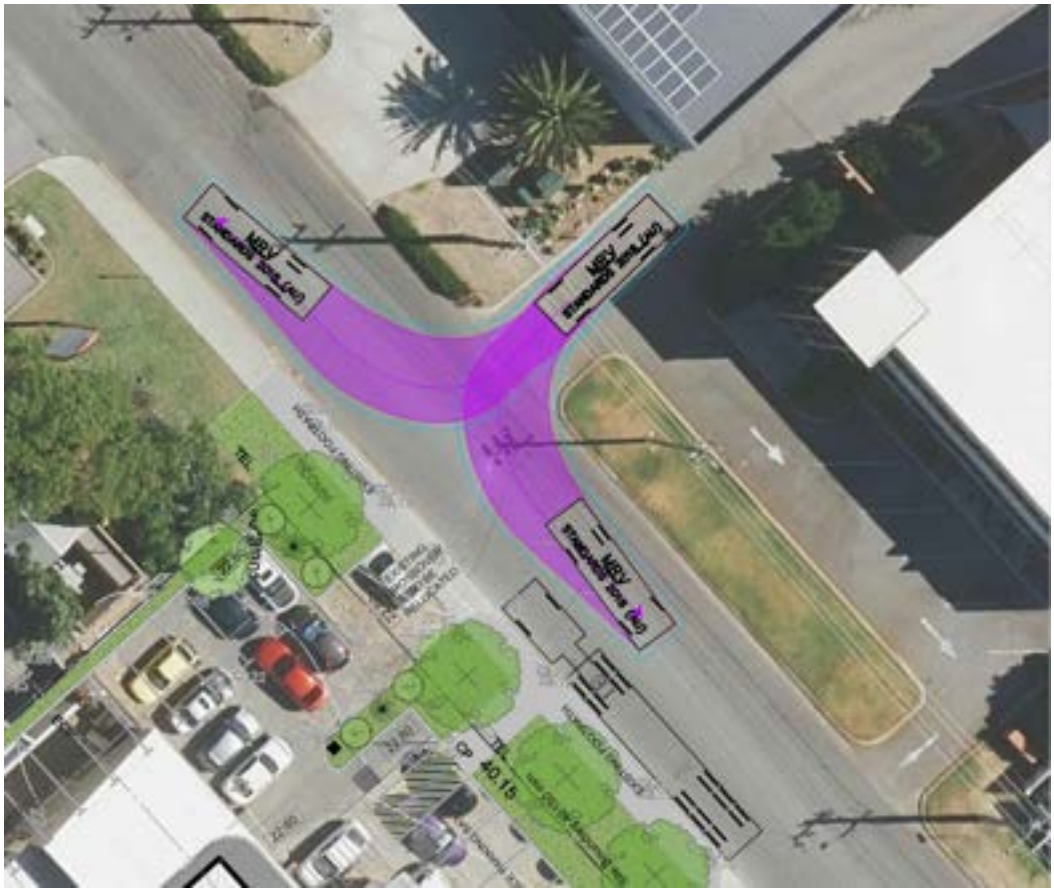
Figure 3-4 and **Figure 3-5** below show swept path diagram of MRV entering and exiting 58 Howe Street while a car carrier is stopped on the western side of Howe Street. The swept path analysis shows that an 8.8m MRV sized trucks can enter and exit 58 Howe Street sufficiently even with the car carrier parked on the opposite side of the road.

Figure 3-4 8.8m MRV Entering 58 Howe Street with Car Carrier Present



Reference: **CW1200468 (304900840)**

Figure 3-5 8.8m MRV Exiting 58 Howe Street with Car Carrier Present



Reference: **CW1200468 (304900840)**

3.2.2 12.5m HRV Swept Path

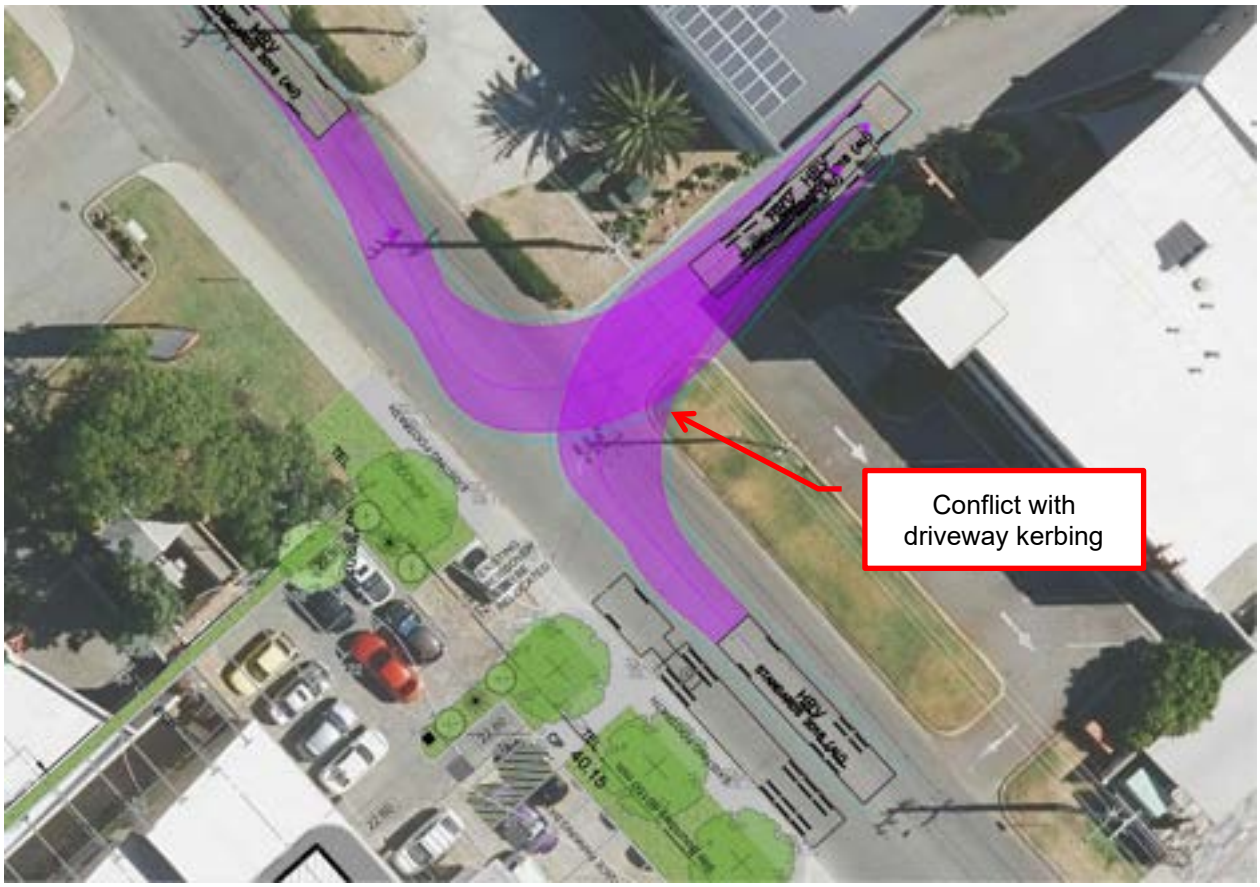
Figure 3-6 below shows that with the car carrier present, an HRV sized truck is unable to enter the Site via right turn in due to the narrow access driveway. A left turn in swept path was also shown indicating that a HRV also cannot enter via a left turn, which is not affected by the presence of the car carrier. As such, a HRV truck can only enter via a right turn when a car carrier is not present on Howe Street and even then, it is a very tight fit as shown in **Figure 3-7.**

As it appears to be rare for HRV trucks to enter 58 Howe Street, it is likely that the impact of the car carrier parked on Howe Street would be minimal to the access of 58 Howe Street. Alternatively, a HRV truck could enter 58 Howe Street by reversing as shown in **Figure 3-8**. While the maneuvering space is limited, a HRV can reverse into 58 Howe Street while a car carrier is present.

Exit movement is shown in **Figure 3-9** and shows that HRV trucks would be able to exit the Site via right turn out. Left turn out cannot be undertaken with the car carrier present.

Note that HRV sized trucks entering and exiting 58 Howe Street appear to be a very rare occurrence and it does not appear (based on aerial photos) that access and egress of this size truck can be completed as a compliant movement due to site layout. Added to this, the probability of a car carrier being present while a HRV trucks entering and exiting 58 Howe Street would be very low.

Figure 3-6 12.5m HRV Entering 58 Howe Street with Car Carrier Present



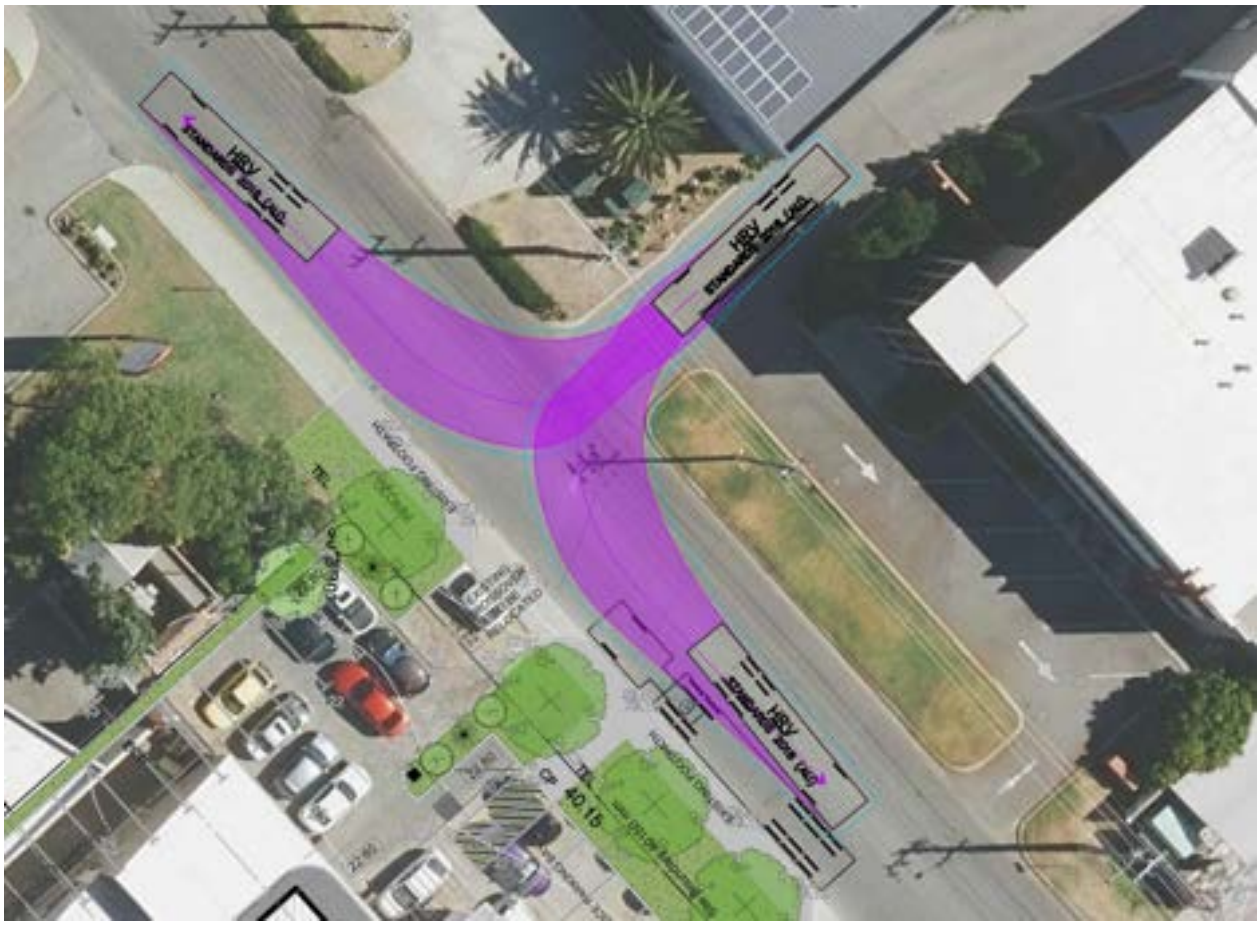
Reference: **CW1200468 (304900840)**

Figure 3-7 12.5m HRV Entering 58 Howe Street via Right Turn and No Car Carrier

Figure 3-8 12.5m HRV Reversing into 58 Howe Street with Car Carrier Present

Reference: **CW1200468 (304900840)**

Figure 3-9 12.5m HRV Exiting 58 Howe Street with Car Carrier Present



3.2.3 Multiple Car Carrier Truck Arrival

It has been noted that on some occasions, two car carriers would arrive at the site at the same time, which has required the second car carrier to be parked in front of neighbouring site, e.g. 55 Howe Street, where yellow 'No Stopping' line marking is present. This practice could also result in restricted sight lines at 55 Howe Street.

Based on information provided by the applicant, staff from the Site are usually informed on the day what time a delivery is due. To prevent the issue of 2 car carriers arriving at the same time, the applicant will endeavour to do the following:

- Inform the origin of the delivery to not send 2 car carriers at the same time and to stagger their departure by at least 30 minutes.
- If a second car carrier arrives on Site while the first car carrier is still unloading, a staff member from the Site will inform the driver of the car carrier to leave the Site and either park on-street elsewhere (where permitted) for a set amount of time or drive around the block to allow the first car carrier to complete delivery and leave the Site.

Reference: **CW1200468 (304900840)**

3.3 SIGHT LINE OBSTRUCTION AT SITE ACCESS

The presence of the car carrier parked on the Site frontage would obstruct sight lines at the Site access points, which can increase safety risk when exiting the Site. To mitigate the risk, dealership staff will be trained to undertake the following measures:

- Staff will be informed to exit via Scarborough Beach Road where possible when a car delivery is in progress.
- When a car delivery is occurring, a staff member will assist visitors exiting the Site to ensure that traffic on Howe Street is clear before exiting the Site, or inform visitors to exit via Scarborough Beach Road when possible.
- Undertake car delivery at non-peak period between 10AM-3PM.

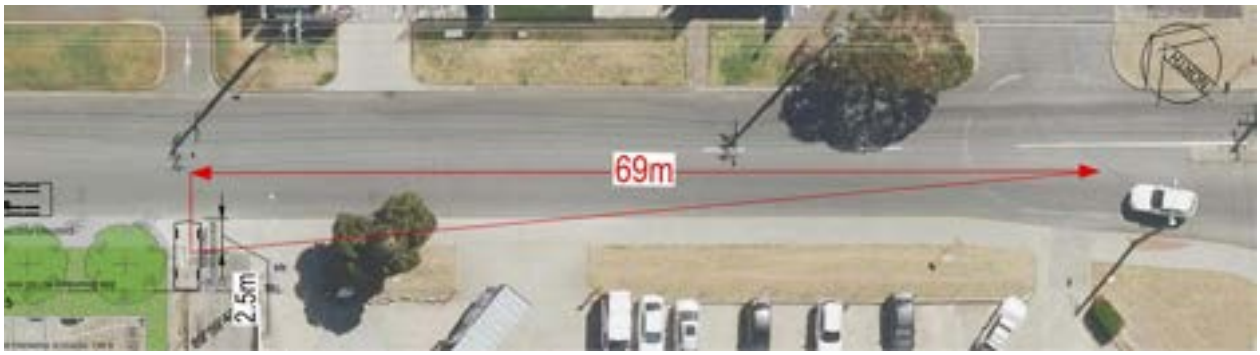
In addition of the above, an additional mitigation measure could be implemented. An arrived car carrier to be instructed to park further to the north, therefore intentionally blocking the northern access. This will allow for improved sight lines at the southern access. A staff member from the Site will assist visitors exiting the site from the unobstructed access to ensure that traffic on Howe Street is clear.

The available sight distance at the southern access is assessed against AS 2890.1. For frontage road speed of 50km/h, AS 2890.1 specifies 69m as the desirable minimum sight distance to be provided at a non-domestic driveway. For this scenario, the sight distance will be undertaken at two locations:

- At the southern access, where view to the south is unimpeded, sight distance is measured at the driveway (**Figure 3-10**).
- At the northern access, the view to the north is restricted due to the car carrier. Because of this, drivers exiting the Site would proceed to exit onto Howe Street slowly to obtain better sight line to the north without encroaching onto the centre of Howe Street. A staff will help visitors to ensure that it is safe for the visitor to exit (**Figure 3-11**).

Based on the sight distance drawings below, 69m of sight distance can be achieved in both directions. It is also important to note that as cars are unloaded, the extent of visual obstruction by the car carrier will be reduced as drivers would be able to see over the empty trailer. Therefore, sight line obstruction would only last a short period of time.

Figure 3-10 Sight Distance to the South



Reference: **CW1200468 (304900840)**

Figure 3-11 Sight Distance to the North

3.4 REVIEW OF CRASH DATA

Figure 3-10, **Table 3-1** and **Table 3-2** below shows the crash data of Howe Street between Sundercombe Street and Hutton Street within a 5-year period between 1 January 2017 to 31 December 2021 (latest data available from Main Roads WA).

From the crash data, there appears to be no crashes recorded related to car deliveries to the Site. There are 2 midblock crashes on Howe Street that are related to driveways:

- Right angle crash located 100m south of Sundercombe Street, resulting in minor property damage.
- Right angle crash located 130m north of Hutton Street, resulting in medical severity.

Both of the above crashes involved a vehicle travelling southbound on Howe Street being hit by another vehicle exiting from driveways on the east side of Howe Street and therefore would not be worsened by the activity of unloading vehicles on street.

Reference: **CW1200468 (304900840)**

Figure 3-12 Howe Street Crash Location

Table 3-1 Howe Street Midblock Crash Data

Road Name	Crash Type	Fatal	Hospital	Medical	Major Property Damage	Minor Property Damage	Total Crashes
Howe Street	Right Angle	-	-	1	-	1	2
Total		**-**	**-**	**1**	**-**	**1**	**2**

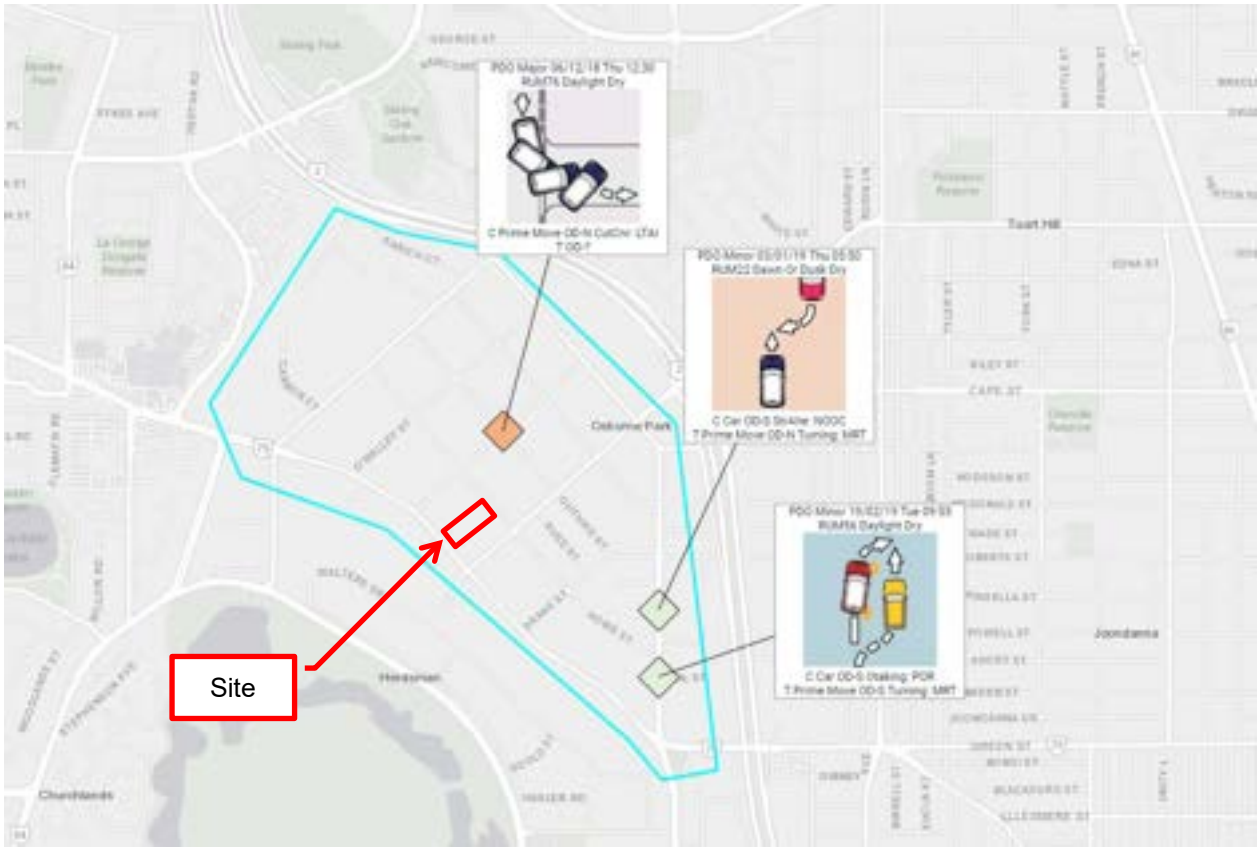
Reference: **CW1200468 (304900840)**

Table 3-2 Intersection Crash Data

Intersection	Crash Type	Fatal	Hospital	Medical	Major Property Damage	Minor Property Damage	Total Crashes
Hutton Street / Howe Street	Rear End	-	-	1	1	1	3
	Right Angle	-	-	1	3	-	4
	Right Turn Thru	-	-	-	1	-	1
	Unspecified	-	-	-	1	-	1
Sundercombe Street / Howe Street	Right Angle	-	1	-	3	-	4
Total		**-**	**1**	**2**	**9**	**1**	**13**

Figure 3-10 below represents crash locations within Osborne Park Industrial Area that involves semi-trailers within a 5-year period between 1 January 2017 to 31 December 2021.The data shows that there are only 3 crashes that involved semi-trailers, none of which are located on Howe Street.

Figure 3-13 Osborne Park Crash Data – Semi-trailers Only



Reference: **CW1200468 (304900840)**

4 SUMMARY OF ISSUES AND MITIGATION

Table 4-1 below provide summary of mitigation measures of issues previously discussed.

Table 4-1 Summary of Issues and Mitigation

No.	Potential Issue	Mitigation
1	Howe Street will be partially obstructed	There is enough road carriageway width on Howe Street to accommodate two-way traffic while a car carrier is parked.
2	Car carrier parked on Howe Street may restrict access to a lot on the eastern side of Howe Street (58 Howe Street).	Swept path assessment have shown that an 8.8m MRV trucks can enter exit 58 Howe Street sufficiently. 12.5m HRV trucks cannot enter 58 Howe Street in forward gear with the car carrier present without modifications to the site crossover. It is likely that this would be a minor issue as it appears that it is a very rare occurrence that trucks this size visit the site. However, a HRV is able to reverse into 58 Howe Street with the car carrier present.
3	2 car carriers have been observed to arrive on Site at the same time and obstructing sight lines from 55 Howe Street Driveway.	When multiple car carriers are scheduled to arrive, the applicant will inform the origin of the delivery to delay the second car carrier. If a second car carrier arrives when the first car carrier is still on Site, a staff member will inform the driver of the second car carrier to move and park elsewhere (where permitted) for a set amount of time to allow the first car carrier leave the Site.
4	Parked car carrier will obstruct sight lines for vehicles exiting the Site.	To mitigate the risk, dealership staff will be trained to undertake the following measures: • Staff will be informed to exit via Scarborough Beach Road when a car delivery is in progress. • When a car delivery is occurring, a staff will assist visitors exiting the Site to ensure that traffic on Howe Street is clear before exiting the Site, or inform visitors to exit via Scarborough Beach Road. • Undertake car delivery at non-peak period between 10AM-3PM. Furthermore, the car carrier can be instructed to park further north on Howe Street to provide better sight line to the southern access. A sight line assessment has been undertaken and adequate sight distance can be achieved.

5c.Applicants Vehicle Delivery Management Plan prepared by Planning Solutions received 24 March 2023

Vehicle Delivery Management Plan

Prepared for:	Carriage Motors Pty Ltd	**Date:**	24 March 2023
Prepared by:	Planning Solutions	**Job No:**	8091
Subject:	**Vehicle Delivery Management Plan** Honda North - Lots 23, 15 and 351 (432, 438 and 440) Scarborough Beach Road and Lot 31 (57) Howe Street, Osborne Park		

1. INTRODUCTION

Planning Solutions has been engaged by Carriage Motors Pty Ltd (**Honda North**) to prepare a Vehicle Delivery Management Plan (**Management Plan**) for the Motor Vehicle, Boat or Caravan Sales and Motor Vehicle Repair facility at Lots 23, 15 and 351 (432, 438 and 440) Scarborough Beach Road and Lot 31 (57) Howe Street, Osborne Park (**subject site**).

This Management Plan has been prepared to support a development application to redevelop the subject site to continue it's existing use. The application was deferred by the Metropolitan Inner-North Joint Development Assessment Panel (**JDAP**) on 23 March 2023 for the following reasons:

To allow further information to be provided on the following matters:

- *Vehicle loading and site servicing including transports trucks.*
- *Safety and impact on road use and road function*
- *Frequency and timeframes associate and site servicing and vehicle transportation loading.*
- *Management plans or mitigation actions associated with the proposal servicing and loading activities.*

This Management Plan has been prepared in accordance with the above to demonstrate the proposed vehicle delivery arrangements to be acceptable in relation to traffic impact and safety.

2. DELIVERY OPERATIONS

Delivery area

The delivery of vehicles to the subject site will occur adjacent to the subject site within the Howe Street Reserve between the two crossover locations on the approved site plan.

Refer **Figure 1** below, which depicts the proposed delivery locations within the Howe Street reserve. The preferred delivery location is the truck is parked adjacent to the subject site with the truck cab obstructing use of the northern crossover.

Types of delivery vehicles

A 19m articulated car transporter truck will be the largest commercial vehicle required to delivery vehicles to the subject site.

Vehicle movements

Swept path diagrams prepared by Stantec traffic engineers (refer **Attachment 1**, and **Figure 1** below) demonstrate that Howe Street is approximately 9.8m in width allowing the required 19m car transporter to park in the road reserve without obstructing two way traffic movements for smaller vehicles during delivery.

Sightlines

A parked car transporter vehicle will obstruct line of sight for staff and customer vehicles exiting either of the two crossover locations onto Howe Street.

Figure 1 – Swept paths demonstrating passing during delivery (*Stantec 2023*)

3. DELIVERY MANAGEMENT

Introduction

The overall intent of this Management Plan is to provide safe, efficient and appropriate parameters on the times, frequency and methods of delivery vehicle movements.

The Management Plan is designed to ensure the delivery schedule is compatible with off peak vehicular traffic on Howe Street, and to limit the impact of the operations of the development on the neighbouring development during delivery times.

Delivery schedule and frequency

Given the nature of vehicle deliveries (which occur within 48 hour windows), it is not possible to allocate specific windows for delivery as movements are not regular nor consistent. However, it is noted delivery drivers notify Honda North of an incoming delivery via phone approximately 30 minutes prior, which provides advance warning and allows for Honda North to exert some control over deliveries.

It is expected up to 150 vehicles will be delivered to the subject site in a typical month. As noted, deliveries typically occur within the hours of 10am and 3pm under existing practices and this is likely to continue. It is also noted a maximum of one vehicle delivery truck will be permitted to service the site at any given time.

Delivery operations and method

In light of the obstruction to sightlines for vehicles exiting and entering the crossover, the following method of delivery and procedures for traffic management are outlined as follows:

1. It is standard practice for delivery companies to provide a 48-hour delivery alert, followed by a phone call from the driver approximately 30 minutes before arrival. This allows a staff member to request drivers delay delivery should another delivery already be occurring and request drivers specifically block the northern Howe Street crossover using traffic cones and moveable signage.

2. Delivery truck arrives at the subject site and parks adjacent to the site frontage on Howe Street (typically between the hours of 10am and 3pm).

3. Drivers will then alight the vehicle and place traffic signage where appropriate to alert drivers of delivery operations. Cones and/or signage will be used to block the northern Howe Street crossover for the duration of the delivery. The truck will then be met by Honda North staff to assist with the delivery process. Honda North staff or delivery drivers are trained and will assist with spotting to ensure no traffic conflicts with the unloading of vehicles.
4. During delivery, the Howe Street crossovers to the subject site will be inoperable due to sightline issues. It is noted that access and egress can still technically occur during deliveries. However, to mitigate potential risk and if required, staff and visitors will be assisted to exit the subject site via the Scarborough Beach Road crossovers.
5. Staff will unload vehicles, with the assistance of a spotter, and park them at the subject site, this process is expected to take 20 minutes for six vehicles.
6. Following completion of unloading, delivery staff will collect traffic signage where appropriate and egress in forward gear via Howe Street.
7. Should multiple drivers attempt delivery concurrently, the following mitigation measures are proposed to ensure the overlap does not occur.
    a. As drivers call approx. 30 mins prior to delivery, staff will request one driver delay delivery, if possible, to avoid the overlap.
    b. Should this option fail, one driver will be requested by Honda North staff not to stop and return to the subject site to complete delivery following egress of the first delivery truck.

    Honda North staff will be committed to ensuring two deliveries do not occur concurrently.

The above delivery methods and operational particulars as outlined above are consistent with Honda North's historic operations, and reflect the delivery arrangements of similar facilities throughout Australia, where deliveries within the road reserve are common practice.

<u>General rules and training</u>

All employees and delivery vehicle drivers are to have a clear understanding of how vehicles are anticipated to traverse the site and Howe Street to undertake vehicle delivery. A copy of this Management Plan will made available within the premises following occupation.

The proponent will ensure that businesses on adjoining lots have a direct contact number to bring any complaints directly to the attention of Honda North management.

Development Assessment Panels

Metro-Inner North Joint Development Assessment Panel Agenda

Meeting Date and Time: Thursday, 23 February 2023; 9.30am
Meeting Number: MINJDAP/173
Meeting Venue: Electronic Means

To connect to the meeting via your computer -
https://us06web.zoom.us/j/89052832683

To connect to the meeting via teleconference dial the following phone number - +61 8 7150 1149 Australia
Insert Meeting ID followed by the hash (#) key when prompted - 890 5283 2683

This DAP meeting will be conducted by electronic means (Zoom) open to the public rather than requiring attendance in person.

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Attendance

DAP Members

Ms Francesca Lefante (Presiding Member)
Ms Lee O'Donohue (Deputy Presiding Member)
Mr John Syme (Third Specialist Member)
Cr Suzanne Migdale (Local Government Member, City of Stirling)
Cr Elizabeth Re (Local Government Member, City of Stirling)

Officers in attendance

Mr Dean Williams (City of Stirling)
Ms Karina Bowater (City of Stirling)
Ms Amanda Sheers (City of Stirling)

Minute Secretary

Ms Ashlee Kelly (DAP Secretariat)

Applicants and Submitters

Mr Joshua Carmody (Planning Solutions)
Mr Jarrad Nightingale (Meyer Shircore Architects)
Mr Scott Lambie (Stantec)

Members of the Public / Media

Nil.

1. Opening of Meeting, Welcome and Acknowledgement

The Presiding Member declares the meeting open and acknowledges the traditional owners and pay respects to Elders past and present of the land on which the meeting is being held.

This meeting is being conducted by electronic means (Zoom) open to the public. Members are reminded to announce their name and title prior to speaking.

2. Apologies

Cr Felicity Farrelly (City of Stirling)

3. Members on Leave of Absence

Nil

4. Noting of Minutes

Signed minutes of previous meetings are available on the DAP website.

5. Declarations of Due Consideration

The Presiding Member notes an addendum to the agenda was published to include details of a DAP request for further information and responsible authority response in relation to Item 8.1, received on 22 February 2023.

Any member who is not familiar with the substance of any report or other information provided for consideration at the DAP meeting must declare that fact before the meeting considers the matter.

6. Disclosure of Interests

Nil

7. Deputations and Presentations

7.1 Mr Scott Lambie (Stantec) presenting against the recommendation for the application at Item 8.1. The presentation will address in support for the proposed development, addressing the City's recommended condition which would prohibit the delivery of vehicles from Howe Street.

7.2 Mr Joshua Carmody (Planning Solutions) and Mr Jarrad Nightingale (Meyer Shircore Architects) presenting against the recommendation for the application at Item 8.1. The presentation will address in support for the proposed development, addressing the City's recommendation for refusal and respectfully requesting the JDAP set aside the City's recommendation and grant approval to the proposed development, subject to the appropriate conditions.

The City of Stirling may be provided with the opportunity to respond to questions of the panel, as invited by the Presiding Member.

8. Form 1 – Responsible Authority Reports – DAP Applications

8.1 House Numbers 432, 438 And 440 (Lots 23, 15 And 351) Scarborough Beach Road and House Number 57 (Lot 31) Howe Street, Osborne Park

Development Description:	Additions - Motor Vehicle, Boat or Caravan Sales and Motor Vehicle Repair to existing Automotive Sales
Applicant:	Planning Solutions
Owner:	Carriage Equity Pty Ltd
Responsible Authority:	City of Stirling
DAP File No:	DAP/22/02366

9. Form 2 – Responsible Authority Reports – DAP Amendment or Cancellation of Approval

Nil

10. State Administrative Tribunal Applications and Supreme Court Appeals

Current SAT Applications				
File No. & SAT DR No.	**LG Name**	**Property Location**	**Application Description**	**Date Lodged**
DAP/21/02136 DR60/2022	City of Nedlands	No. 43 Esplanade, Nedlands	Proposed Mixed Use Development - One consulting room and three multiple dwellings	01/04/2022
DAP/20/01770 DR140/2022	City of Nedlands	97 (Lots 1-4) and 105 (Lot 500) Stirling Highway, Nedlands	Mixed use development comprising of basement car parking, restaurants, offices, motor vehicle sales and multiple dwellings.	23/08/2022
DAP/22/02229 DR172/2022	Town of Cambridge	413 (Lot 11) Vincent Street West, West Leederville	Two-Storey Childcare Centre	04/10/2022
DAP/22/02191 DR192/2022	City of Vincent	No. 391 (Lot: 20) Lord Street, Mount Lawley	Proposed Mixed Use Development	31/10/2022
DAP/22/02276 DR194/2022	Town of Cottesloe	19 Napoleon Street (Lot 20) Cottesloe (Also Known As 19 & 21 Napoleon Street)	Four-Storey Office Building with Rooftop Terrace, and Change of Use of Existing Ground Floor Buildings To 'Restaurant and Small Bar)	04/11/2022
DAP/22/02219	City of Bayswater	589-591 (Lot 160-161) Morley Drive, Morley	Proposed Childcare Centre	14/09/2022
DAP/22/02218	City of Subiaco	No. 414 (Lot 27) Rokeby Road, Subiaco	Demolition Of Existing Building and Construction of a Six Storey Mixed Use Development (Ten Multiple Dwellings and Three Office Tenancies)	07/12/2022
DAP/22/02303	City of Vincent	Nos. 103 (Lot: 278) Alma Road & 367-373 (Lots 273-277) Fitzgerald Street, North Perth	Proposed Mixed Use Development	31/10/2023

This document was produced on Whadjuk Noongar Boodjar

11. General Business

In accordance with Section 7.3 of the DAP Standing Orders 2020 only the Presiding Member may publicly comment on the operations or determinations of a DAP and other DAP members should not be approached to make comment.

12. Meeting Closure

Government of Western Australia
Development Assessment Panels

Direction for Further Services from the Responsible Authority

Regulation 13(1) and DAP Standing Orders 2020 cl. 3.3

Guidelines

A DAP Member who wishes to request further services (e.g. technical information or alternate recommendations) from the Responsible Authority must complete this form and submit to daps@dplh.wa.gov.au.

The request will be considered by the Presiding Member and if approved, the Responsible Authority will be directed to provide a response to DAP Secretariat within the form.

It is important to note that **the completed form containing the query, response and any accompanying documentation will be published on the DAP website** as an addendum to the meeting agenda.

DAP Application Details

DAP Name	Metro Inner-North JDAP
DAP Application Number	DAP/22/02366
Responsible Authority	City of Stirling
Property Location	Lot 23, 15 & 351 (No.432, 438 & 440) Scarborough Beach Road and Lot 31 (No.57) Howe Street, Osborne Park

Presiding Member Authorisation

Presiding Member Name	Ms Francesca Lefante
Signature	Francesca Lefante
Date	20 February 2023
Response Due	**22 February 2023; 12.00pm**

Nature of technical advice or information required*

1	**DAP query**	**Please provide an alternate recommendation for approval with conditions**

City of Stirling Response:

Alternate Recommendation:

Dear Presiding Member and Panel Members,

The information below does not represent the views of the City of Stirling and has been provided in response to a request from the Presiding Member in accordance with Regulation 13 of the *Planning and Development (Development Assessment Panels) Regulations 2011*.

* Any alternate recommendation sought does not infer a pre-determined position of the panel.
Any legal advice, commercially confidential or personal information will be exempt from publication.

The City has concerns with providing an alternative recommendation for this proposal given the development application has outstanding planning issues, as detailed within the City's Responsible Authority Report.

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1. That the Metro Inner-North Development Assessment Panel resolves to:

   Approve DAP Application reference DAP/22/02366 and accompanying plans (Attachment 1) in accordance with Clause 68 of Schedule 2 (Deemed Provisions) of the *Planning and Development (Local Planning Schemes) Regulations 2015,* and the provisions of the City of Stirling Planning Scheme No.3, and pursuant to Clause 24(1) and 26 of the Metropolitan Region Scheme, for Additions – Motor Vehicle, Boat or Caravan Sales and Motor Vehicle Repair to Existing Automotive Sales at Lot 23, 15 and 351, House Numbers 432, 438 and 440 Scarborough Beach Road and Lot 31, House Number 57 Howe Street, Osborne Park, subject to the following conditions:

   Conditions

   Development Services

   1. Pursuant to Clause 26 of the Metropolitan Region Scheme, this approval is deemed to be an approval under Clause 24(1) of the Metropolitan Region Scheme.

   2. This decision constitutes planning approval only and is valid for a period of four (4) years from the date of approval. If the subject development is not substantially commenced within the specified period, the approval shall lapse and be of no further effect.

   3. The development is to comply in all respects with the attached approved plans, as dated, marked and stamped, together with any requirements and annotations detailed thereon by the City. The plans approved as part of this application form part of the development approval issued and are listed below:

Drawing Title	Date	Sheet	Revision	Drawn By
Existing Site Survey	Jan 2023	1000	SK014	Meyer Shircore Architects
Demo Site Plan	Jan 2023	1001	SK014	Meyer Shircore Architects
Overall Composite Site Plan	Jan 2023	1002	SK014	Meyer Shircore Architects
Building 1 – Ground Floor Plans and Elevation	Jan 2023	2000	SK014	Meyer Shircore Architects
Building 2 – Ground Floor Plans and Elevation	Jan 2023	2001	SK014	Meyer Shircore Architects
Building 3 – Ground Floor Plan and Basement Floor Plan	Jan 2023	2002	SK014	Meyer Shircore Architects
Overall Roof Plan	Jan 2023	2100	SK014	Meyer Shircore Architects
Building 1 Perspective	Jan 2023	3005	SK014	Meyer Shircore Architects
Building 2 Perspective	Jan 2023	3006	SK014	Meyer Shircore Architects

Building 3 – Elevations	Jan 2023	3007	SK014	Meyer Shircore Architects

4. The road widening reservation as per Planning Control Area Number 166 shown on WAPC Plan Number 1.3175 is to be ceded free of cost to the Crown prior to the occupation of the development.

5. Prior to occupation of the development, Lots 23, 15 and 351 House Numbers 432, 438 and 440 Scarborough Beach Road shall be amalgamated into a single lot on a Certificate of Title, to the satisfaction of the City of Stirling.

6. A Notification, pursuant to Section 70A of the Transfer of Lands Act 1893 is to be placed on the Certificate(s) of Title of the subject lot(s) prior to operation of the development. Notice of this Notification is to be included on the diagram or plan of survey (Deposited Plan). The Notification is to state as follows:
   'This lot is in the vicinity of a transport corridor and is affected, or may in the future be affected, by road and rail transport noise. Road and rail transport noise levels may rise or fall over time depending on the type and volume of traffic.'

7. No permanent structures, except the access ramp shall be permitted to be located within the 6m width of land indicated as 'Future 6m Wide Laneway' on the plans. This land is to remain clear of permanent structures for the duration of the development for the purpose of future road connections, to the satisfaction of the City of Stirling.

8. A Site Management Plan shall be submitted to the City of Stirling and approved prior to commencement of works. The Site Management Plan shall include specific details on the management of aspects such as, (but is not limited to), dust, noise, vibration, waste management, storage of materials, traffic, parking, on-site and street tree protection areas and site safety/security. The Site Management Plan is to be complied with for the duration of the construction of the development, to the satisfaction of the City of Stirling.

<u>Engineering</u>

9. Prior to the occupation of the development, 18 bicycle parking facilities shall be provided in accordance with the Australian Standard for Off-street Car parking - Bicycles (AS2890.3 as amended).

10. All servicing and deliveries to the site, including the loading and unloading of vehicles, is to occur entirely within the lot, and is not to occur within the road reserve.

11. Prior to the occupation of the development, directional signage for the customer parking located behind the Motor Vehicles Sales buildings is to be erected by the owner/applicant, to the satisfaction of the City of Stirling.

12. Prior to the occupation of the development, a minimum of 67 car parking bays and all manoeuvring and circulation areas shall be suitably constructed, sealed, drained, kerbed, marked (including loading and disabled bays), and thereafter maintained to the specification and satisfaction of the City of Stirling.

13. The allocation of the display parking bays shall be in strict accordance with the approved plans, to the satisfaction of the City of Stirling.

14. All parking bays, manoeuvring and circulation areas are to comply with Australian Standards AS/NZS2890.1 and AS2890.2. The number of ACROD car parking bays and their design and layout are to comply with Australian Standards AS/NZS2890.6:2009 (Off-street Parking for People with Disabilities) and the Building Code of Australia (Volume 1 section D3.5).

15. Pedestrian pathways providing wheelchair accessibility connecting all entries to buildings with the public footpath and car parking areas, to comply with Australian Standards AS/NZS1428.1-2009 (Design for access and mobility – General requirements for access – New building work).

16. Prior to the occupation of the development, all redundant vehicle crossovers shall be removed and the verge, landscaping, footpaths and kerbing reinstated in accordance with this approval at the owners/applicants expense, to the satisfaction of the City of Stirling.

17. Prior to the lodgement of a Building Permit, amended plans are to be provided to the satisfaction of the City of Stirling that demonstrates the following modifications to the access ramp:
    a. The portion of access ramp located within the 'Future 6m Wide Laneway' area is to be at a RL of 19.50;
    b. The bottom ramp to transition from an RL of 19.3 to an RL of 19.5 and is to be at a 2% grade; and
    c. The top ramp, to transition from an RL of 19.5 to an RL of 20 is to be at a maximum grade of 16.7% and is not to project into the car parking circulation area.

<u>Landscaping</u>

18. Prior to the lodgement of a Building Permit, a detailed Landscaping Plan is to be provided to the satisfaction of the City of Stirling demonstrating:
    a. 10% of the total site area to be provided as landscaping (currently 7.2%), which will result in 9.3% landscaping following the ceding of the Planning Control Area Number 166 as shown on WAPC plan number 1.3175, with additional landscaping being provided within the future lot boundary following ceding of the Planning Control Area Number 166;
    b. Trees provided in the uncovered parking areas at a rate of one (1) tree per six (6) uncovered parking bays;
    c. All planting nibs are to be increased to a minimum dimension of 1.5m; and
    d. The removal of car parking bays to a minimum of 67 car parking bays to facilitate the abovementioned landscape changes.

19. Prior to the occupation of the development a minimum of 21 Advanced Trees are to be provided on-site to the satisfaction of the City of Stirling.

20. All landscaped areas are to be reticulated and applied with organic mulch to a minimum depth of 75mm. Shrubs and groundcovers are to be a minimum pot size of 130mm, A planting density of two (2) shrubs per square metre, and four (4) strappy plants per square metre, to the satisfaction of the City of Stirling.

21. The land owner is to maintain the landscaping of the 'Future 6m Wide Laneway' until such time as the future road is constructed.

22. Prior to occupation of the development, all landscaped areas are to be planted, reticulated and mulched in accordance with the submitted landscaping plan, prior to occupation of the development and maintained thereafter in accordance with the City of Stirling Local Planning Policy 6.6 - Landscaping.

23. Planting of the Street Trees as demonstrated on the Landscaping Plan (Attachment 5f) is to be undertaken by the land owner as part of the landscaping of the site. The Street Trees are to be located so as to not conflict with existing verge infrastructure, and after landscaping the City is to be notified so the Street Trees can be included in the City's planting register and audit. Once the Street Trees are established, they will be maintained by the City.

General

24. Stormwater from all roofed and paved areas shall be collected and contained on-site. Stormwater must not affect or be allowed to flow onto or into any other property or road reserve.

25. The development is required to be connected to sewer.

26. No goods or materials shall be stored either temporarily or permanently in the parking or landscape areas or within access driveways. All goods and materials are to be stored within the buildings or storage yards where provided.

27. The development is to comply with the Waste Management Plan prepared by Planning Solutions dated 2 November 2022 (Attachment 5e), unless otherwise approved by the City of Stirling.

Advice Notes

1. If the development the subject of this approval is not substantially commenced within a period of four years, or such other period as specified in the approval after the date of the determination, the approval shall lapse and be of no further effect.

2. This approval is not an authority to ignore any constraint to development on the land, which may exist through statute, regulation, contract or on title, such as an easement or restrictive covenant. It is the responsibility of the applicant and not the City to investigate any such constraints before commencing development.

3. This approval will not necessarily have regard to any such constraint to development, regardless of whether or not it has been drawn to the City's attention.

4. An Advanced Tree is defined in Local Planning Policy 6.11 as: a tree which requires planting in at least a 90 litre container or greater size and which is at least two (2) metres in height and at least two (2) years of age.

5. All construction works to comply with the requirements of the Environmental Protection Act 1986 and the Environmental Protection (Noise) Regulations 1997.

6. Any outside lighting is to comply with Australian Standards AS 4282-1997 for the control of obstructive effects of outdoor lighting and must not spill into any adjacent residential premises.

7. Development within Planning Control Area 166, such as the Monolith Sign, will require separate approval from the Department of Planning, Lands and Heritage.

8. All waste water is to be discharged to sewer in accordance with the Water Corporations Trade Waste requirements.

9. Liquid waste is to be disposed of in accordance with the Environmental Protection (Controlled Waste) Regulations.

10. Chemicals, oil and liquid waste is to be stored on sealed surfaces which are adequately covered and bunded to prevent spills from entering the environment.

11. In relation to the condition requiring changes to the access ramp, this is as per

12. All signage is to be in strict accordance with the City's Local Planning Policy 6.1 Advertising Signs, unless further development approval is obtained.

13. The RL of the portion of access ramp within the future Right of Way location is required to be at the RL of the future Right of Way, as per Figure 13 of the Draft Herdsman Glendalough Structure Plan.

Government of Western Australia
Development Assessment Panels

Presentation Request Form

Regulation 40(3) and DAP Standing Orders 2020 cl. 3.5

Must be submitted at least 72 hours (3 ordinary days) before the meeting

Presentation Request Guidelines

Persons interested in presenting to a DAP must first consider whether their concern has been adequately addressed in the responsible authority report or other submissions. Your request will be determined by the Presiding Member based on individual merit and likely contribution to assist the DAP's consideration and determination of the application.

Presentations are not to exceed **5 minutes**. It is important to note that the presentation content will be **published on the DAP website** as part of the meeting agenda.

Please complete a separate form for each presenter and submit to daps@dplh.wa.gov.au

Presenter Details

Name	Scott Lambie
Company (if applicable)	Stantec
Please identify if you have any special requirements:	**YES** ☐ **NO** ☒ If yes, please state any accessibility or special requirements: Click or tap here to enter text.

Meeting Details

DAP Name	Metro Inner-North JDAP
Meeting Date	23 February 2023
DAP Application Number	DAP/22/02366
Property Location	Lots 23, 15 & 351 (432, 438 & 440) Scarborough Beach Road and Lot 31 (57) Howe Street, Osborne Park
Agenda Item Number	8.1

Presentation Details

I have read the contents of the report contained in the Agenda and note that my presentation content will be published as part of the Agenda:	**YES** ☒
Is the presentation in support of or against the report recommendation)? *(contained within the Agenda)*	**SUPPORT** ☐ **AGAINST** ☒
Is the presentation in support of or against the proposed development?	**SUPPORT** ☒ **AGAINST** ☐
Will the presentation require power-point facilities?	**YES** ☐ **NO** ☒ **If yes, please attach**

Government of **Western Australia**
Development Assessment Panels

Presentation Content*

These details may be circulated to the local government and applicant if deemed necessary by the Presiding Member. Handouts or power points will not be accepted on the day.

Brief sentence summary for inclusion on the Agenda	*The presentation will address:* Support for the proposed development, addressing the City's recommended condition which would prohibit the delivery of vehicles from Howe Street.

In accordance with Clause 3.5.2 of the *DAP Standing Orders*, your presentation request must also be accompanied with a written document detailing the content of your presentation.

Please attach detailed content of presentation or provide below:

The City's Responsible Authority Report notes prohibition of vehicle delivery from Howe Street will be recommended as a condition of approval in response to concerns raised during the advertising period.

The presentation will address vehicle delivery from Howe Street from a traffic perspective.

Any concerns the City may have regarding the delivery of vehicles from Howe Street would be more appropriately addressed through the provision of a Delivery Management Plan in lieu of prohibiting delivery entirely.

Government of Western Australia
Development Assessment Panels

Presentation Request Form

Regulation 40(3) and DAP Standing Orders 2020 cl. 3.5

Must be submitted at least 72 hours (3 ordinary days) before the meeting

Presentation Request Guidelines

Persons interested in presenting to a DAP must first consider whether their concern has been adequately addressed in the responsible authority report or other submissions. Your request will be determined by the Presiding Member based on individual merit and likely contribution to assist the DAP's consideration and determination of the application.

Presentations are not to exceed **5 minutes**. It is important to note that the presentation content will be **published on the DAP website** as part of the meeting agenda.

Please complete a separate form for each presenter and submit to daps@dplh.wa.gov.au

Presenter Details

Name	Joshua Carmody
Company (if applicable)	Planning Solutions
Name	Jarrad Nightingale
Company (if applicable)	Meyer Shircore Architects
Please identify if you have any special requirements:	**YES** ☐ **NO** ☒ If yes, please state any accessibility or special requirements: Click or tap here to enter text.

Meeting Details

DAP Name	Metro Inner-North JDAP
Meeting Date	23 February 2023
DAP Application Number	DAP/22/02366
Property Location	Lots 23, 15 & 351 (432, 438 & 440) Scarborough Beach Road and Lot 31 (57) Howe Street, Osborne Park
Agenda Item Number	8.1

Presentation Details

I have read the contents of the report contained in the Agenda and note that my presentation content will be published as part of the Agenda:	**YES** ☒
Is the presentation in support of or against the report recommendation)? *(contained within the Agenda)*	**SUPPORT** ☐ **AGAINST** ☒
Is the presentation in support of or against the proposed development?	**SUPPORT** ☒ **AGAINST** ☐

Will the presentation require power-point facilities?	**YES ☒ NO ☐** **If yes, please attach**

Presentation Content*

These details may be circulated to the local government and applicant if deemed necessary by the Presiding Member. Handouts or power points will not be accepted on the day.

Brief sentence summary for inclusion on the Agenda	*The presentation will address:* Support for the proposed development, addressing the City's recommendation for refusal and respectfully requesting the JDAP set aside the City's recommendation and grant approval to the proposed development, subject to the appropriate conditions.

In accordance with Clause 3.5.2 of the *DAP Standing Orders,* your presentation request must also be accompanied with a written document detailing the content of your presentation.

Please attach detailed content of presentation or provide below:

Refer attached presentation summary and PowerPoint presentation.

Jarrad Nightingale (Meyer Shircore Architects) will also be available to answer questions from an architectural perspective.

Alternate Recommendation for Approval Conditions – Applicant Response

To:	Metro Inner-North JDAP	**From:**	Planning Solutions
Date	20 February 2023	**Job No:**	8091
Meeting:	MINJDAP/173 – 23 February 2023		
Item:	8.1 – 432, 438 and 440 (Lots 23, 15 and 351) Scarborough Beach Road and 57 (Lot 31) Howe Street, Osborne Park **Additions - Motor Vehicle, Boat or Caravan Sales and Motor Vehicle Repair to existing Automotive Sales**		

Condition		Applicant's response
4	*The road widening reservation as per Planning Control Area Number 166 shown on WAPC Plan Number 1.3175 is to be ceded free of cost to the Crown prior to the occupation of the development.*	The purpose of Planning Control Area No. 166 (**PCA166**) is to protect land for the future road widening of Scarborough Beach Road and ensure no development which would prejudice this purpose. The land will be required to be reserved Other Regional Roads (**ORR**), pursuant to the Metropolitan Region Scheme (**MRS**). We understand the ultimate widening of Scarborough Beach Road is still under investigation and is by no means finalised. We therefore consider the ceding of the PCA166 land for road widening to be premature for the following reasons: • The proposed development will not prejudice the purpose of PCA166 as no significant development has been proposed within the PCA166 area. Development includes landscaping and car parking bays, which may be easily removed in the future to accommodate road widening. • The MRS is yet to be amended to formally reserve the affected land for road widening purposes. This will occur once the plans have been finalised. **We respectfully request <u>deletion</u> of this condition.**
7	*No permanent structures, except the access ramp shall be permitted to be located within the 6m width of land indicated as 'Future 6m Wide Laneway' on the plans. This land is to remain clear of permanent structures for the duration of the development for the purpose of future road connections, to the satisfaction of the City of Stirling.*	This condition does not relate to the development which is the subject of this application and is likely to be invalid. It also overlaps with condition 3 and is likely to be redundant. **We respectfully request <u>deletion</u> of this condition.**
9	*Prior to the occupation of the development, 18 bicycle parking facilities shall be provided in accordance with the Australian Standard for Off-street Car parking - Bicycles (AS2890.3 as amended).*	Given the nature of the proposed use, we do not consider the requirement for bicycle parking fairly and reasonably relates to the proposed development, which will be primarily accessed by car and provides more than adequate car parking.

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Planning Solutions (Aust) Pty Ltd

Condition		Applicant's response
		We respectfully request <u>deletion</u> of this condition.
10	*All servicing and deliveries to the site, including the loading and unloading of vehicles, is to occur entirely within the lot, and is not to occur within the road reserve.*	We draw the panel's attention to this condition given that it would be **<u>extremely significant</u>** to the design and operation of the proposed car sales yard and based on a **<u>fundamental misunderstanding of how caryards typically operate</u>**. The proposed development has been specifically designed for cars to be loaded and unloaded from trucks parking directly within the Howe Street road reserve. • It has been the long-standing practice of the existing caryard (as it is with most caryards throughout Osborne Park, and—we understand—Australia as a whole) to receive deliveries from car transporter trucks parking in the road reserve. • The caryard currently receives deliveries from Scarborough Beach Road—and whilst we understand that this has occurred without incident, this application proposes that deliveries be undertaken from Howe Street in future as this is preferable from a road safety perspective given that Howe Street is significantly quieter than Scarborough Beach Road. • The proposed development has not been designed to accommodate car transporters and would likely require significant changes to accommodate the vehicle swept paths. Moreover, the process of a car transported entering and existing is likely to be no less disruptive then temporarily occupying the road reserve. • Furthermore, and most significantly—Building 3 has been designed with a basement structure that occupies almost the entirety of the lot area with most of the surface parking and vehicle movement paths occurring on a suspended concrete slab structure over storage and car washing areas in the basement. We understand that redesigning this structure to accommodate the additional weight loading of a car transporter is a significant undertaking in terms of structural redesign, ultimate build cost and impacts on adjoining properties given that additional excavation, retaining and piling will be required.

Condition		Applicant's response
		 Figure 1 – Extract from site plan showing the surface parking areas sitting on a suspended concrete slab To be clear—there is no significant risk associated with deliveries occurring within active lanes of traffic provided that traffic management occurs. We understand that it is common practice for car yard deliveries to be permitted within the road reserve subject to a condition requiring a delivery management plan. **For this reason, we request that the condition be <u>modified</u> as follows:** *All servicing and deliveries to the site, including the loading and unloading of vehicles within the Howe Street road reserve, is to ~~occur entirely within the lot, and is not to occur within the road reserve~~ be undertaken in accordance with a Delivery Management Plan prepared to the satisfaction of the City.*
13	*The allocation of the display parking bays shall be in strict accordance with the approved plans, to the satisfaction of the City of Stirling.*	This condition is unnecessary given that it duplicates the requirements of condition 3. **We respectfully request <u>deletion</u> of this condition.**
18	*Prior to the lodgement of a Building Permit, a detailed Landscaping Plan is to be provided to the satisfaction of the City of Stirling demonstrating:* *a) 10% of the total site area to be provided as landscaping (currently 7.2%), which will result in 9.3% landscaping following the ceding of the Planning Control Area Number 166 as shown on WAPC plan number 1.3175, with additional landscaping being*	We **<u>object</u>** to (a) on the grounds that if landscaping requirements are calculated on the basis of the site area being developed then the amount of landscaping provided will be compliant with the 10% requirement (see detailed justification in the deputation summary). We **<u>object</u>** to (b) on the grounds that the intent of the shade tree requirement within parking areas is to ensure that open staff and customer parking bays are adequately shaded. By contrast a motor vehicle sales yard has a high percentage of open parking bays which are used for car display and storage purposes. The planting of shade trees within such areas creates operational issues due to the mess that trees can leave on cars (or from birds nesting within the trees) which may remain in the same location for longer periods of

Condition		Applicant's response
	provided within the future lot boundary following ceding of the Planning Control Area Number 166; *b) Trees provided in the uncovered parking areas at a rate of one (1) tree per six (6) uncovered parking bays;* *c) All planting nibs are to be increased to a minimum dimension of 1.5m; and* *The removal of car parking bays to a minimum of 67 car parking bays to facilitate the abovementioned landscape changes.*	time. The development plans show that an extremely high level of shade has been provided to the designated customer parking areas and that the intent of the provision has been met. We **accept** (c) with the proviso that additional flexibility is allowed for by the inclusion of the word "where possible". We **object** to (d) on the same grounds as our comments in response to (a)—namely that the landscaping shortfall has been appropriately justified and is a technical shortfall only. **Therefore, we request that condition 18 be modified as follows**: *Prior to the lodgement of a Building Permit, a detailed Landscaping Plan is to be provided to the satisfaction of the City of Stirling demonstrating:* ~~*a) 10% of the total site area to be provided as landscaping (currently 7.2%), which will result in 9.3% landscaping following the ceding of the Planning Control Area Number 166 as shown on WAPC plan number 1.3175, with additional landscaping being provided within the future lot boundary following ceding of the Planning Control Area Number 166;*~~ ~~*b) Trees provided in the uncovered parking areas at a rate of one (1) tree per six (6) uncovered parking bays;*~~ *c) ~~All~~ planting nibs are to be increased to a minimum dimension of 1.5m where possible; and* *d) ~~The removal of car parking bays to a minimum of 67 car parking bays to facilitate the abovementioned landscape changes.~~*
22	*Prior to occupation of the development, all landscaped areas are to be planted, reticulated and mulched in accordance with the submitted landscaping plan, prior to occupation of the development and maintained thereafter in accordance with the City of Stirling Local Planning Policy 6.6 - Landscaping.*	References to specific planning instruments within the conditions does not provide the applicant with the appropriate level of certainty given that these instruments may change following the approval. **We request the condition be modified as follows:** *Prior to occupation of the development, all landscaped areas are to be planted, reticulated and mulched in accordance with the submitted landscaping plan, prior to occupation of the development and maintained thereafter ~~in accordance with the City of Stirling Local Planning Policy 6.6 - Landscaping~~.*

Presentation Summary

To:	Metro Inner-North JDAP	**From:**	Planning Solutions
Date	20 February 2023	**Job No:**	8091
Meeting:	MINJDAP/173 – 23 February 2023		
Item:	8.1 – 432, 438 and 440 (Lots 23, 15 and 351) Scarborough Beach Road and 57 (Lot 31) Howe Street, Osborne Park **Additions - Motor Vehicle, Boat or Caravan Sales and Motor Vehicle Repair to existing Automotive Sales**		

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Planning Solutions (Aust) Pty Ltd

Planning Solutions acts on behalf of Carriage Equity Pty Ltd, the proponent of the proposed development at Lots 23, 15 & 351 (432, 438 & 440) Scarborough Beach Road and Lot 31 (57) Howe Street, Osborne Park (**subject site**).

This development consolidates and expands existing car sales and servicing operations on the subject site whilst delivering built form outcomes which are both consistent with the prevailing amenity and result in substantial improvements in the presentation to the street.

The City's recommendation for refusal is **surprising** given that their overall assessment of the development is **broadly positive**. In fact, their recommendation ultimately rests on just matters summarised as follows:

1. The City has a desire for activity and a 'main street' design along Scarborough Beach Road and the development does not deliver this design.
2. The development proposes a shortfall in landscaping which will be reduced further following the ceding of land for road widening and a future right of way.

Whilst acknowledging the City's position—we put to the Panel members that a refusal on these grounds would be unjustified and respectfully request that the proposed development be supported for the reasons outlined below outlined below.

Development interface to Scarborough Beach Road

The City's objects to the interface between the development and Scarborough Beach Road on the basis of several provisions of the Herdsman Glendalough LDP.

This LDP purports to give effect to a local planning framework comprising a structure plan and scheme amendment. Whilst theoretically a "seriously entertained" planning proposal—the RAR notes that it will **not be operational** until the amendment is resolved by the WAPC. We understand from the DPLH that there are serious questions around whether the framework will be endorsed in its current form.

This suggests that limited weight should be ascribed to the specific detail of the LDP—although some consideration should be given to the ultimate objectives with the intent of avoiding prejudicial development outcomes. This is the approach that the proponent has taken with the proposed design, summarised as follows:

City objections	Applicant's response
The setback of Building 1 from the street boundary	This is not a wholescale redevelopment of the subject site given that the existing Honda showroom building is being retained at a distance of 9m from the street boundary. Building 2 has been aligned with the retained building to create a consistent building line across the Scarborough Beach frontage and deliver a unified car sales and servicing business from both an operations and visual perspective. Following the future road widening the setback distance between the building the road will be reduced further.

City objections	Applicant's response
The presence of vehicle parking within the front setback	Overall, the development reduces the number of surface car parking bays directly visible from Scarborough Beach Road from approximately 70 to a mere 15. That's a reduction of nearly **80 per cent**! Once the future road widening goes ahead—the front setback will be too small for car demo bays and will require the bays to be removed or relocated resulting in a further reduction in parking bays. The inclusion of these bays at the present time however is essential for the retention of the proposed car brands.
The lack of an active building façade	There are some fundamental difficulties with requiring a car showroom to provide active building frontages to busy highways like Scarborough Beach Road—and this has generally been recognised by various JDAPs. As a general rule car yards are not a land use capable of generating high levels of street activity given that most activity is limited to customers arriving, viewing cars and departing. The proposed development allows for these activities to occur along the building façade by including street facing building entrances, and an accessible ramp and steps to the showroom entrances. It also allows for an additional level of activity by locating the demo car bays within the front setback. As to changes to the building façade—the current design is based on the requirements of specific car brands and whilst changes have been investigated, the proponent has limited scope for variations that would result in a reduction to the total glazed area. Instead, plans have been provided demonstrating that the development allows for a future infill development along the building frontage which would be capable of delivering a built form outcome that consistent with the City's desire for an active building façade.
The proposed floor level being 1.2m above the level of the footpath	We fundamentally disagree with the City's assertion that a FFL being higher than the pavement level is an undesirable urban design or build form outcome. Whilst there are practical reasons for the higher floor level (ease of vehicle access into the showroom etc), the small height variation proposed allows the building height to match the retained Honda Showroom and provided an opportunity to deliver an elevated walkway, steps, improved landscaping outcomes and overall a better building presentation. From the perspective of urban design—there is nothing inconsistent with having building floor levels above the footpath provided that it does not affect accessibility—which has been addressed here with the provision of a continuous path of travel.

In light of the above we consider the proposed development offers a street interface which will contribute positively to the prevailing area, will not be prejudicial to any future change to the local planning framework and warrants support accordingly.

Inadequate landscaping

Firstly, please refer to **Attachment 1** for an updated site plan dated 30 January 2023. The updated site plan increases landscaping provision to approx. 823m^2. We request that an approval include this plan in place of the site plan dated 16 January 2023.

Secondly, the proposed shortfall is a **technical shortfall only**.

The City's assessment is based on the total site area of 10,171m^2—however the development **excludes** the existing Honda showroom and parking—which has a total area of approximately 2,000m^2. Once the landscaping provision has been recalculated on the basis of the total site area that forms part of the application—the landscaping provision amounts to just over 10%.

Any remaining matters or concerns regarding the design of the landscaping and the adequacy of designated areas for tree growth are capable of being addressed with an appropriately worded conditions of approval.

In the response to the City's comments regarding the implications of future road widening—in our view the most likely outcome of road widening is not the loss of landscaping—but an increase. This is because the road widening will make the current parking bays unviable—and will likely result in the setback area being redesigned with a smaller number of display cars (not demonstration cars) surrounded by additional landscaping area.

Overall, the proposed development is considered to vastly improve the provision of landscaping to the subject site, is consistent with the requirements of the land use and operator and therefore warrants approval accordingly.

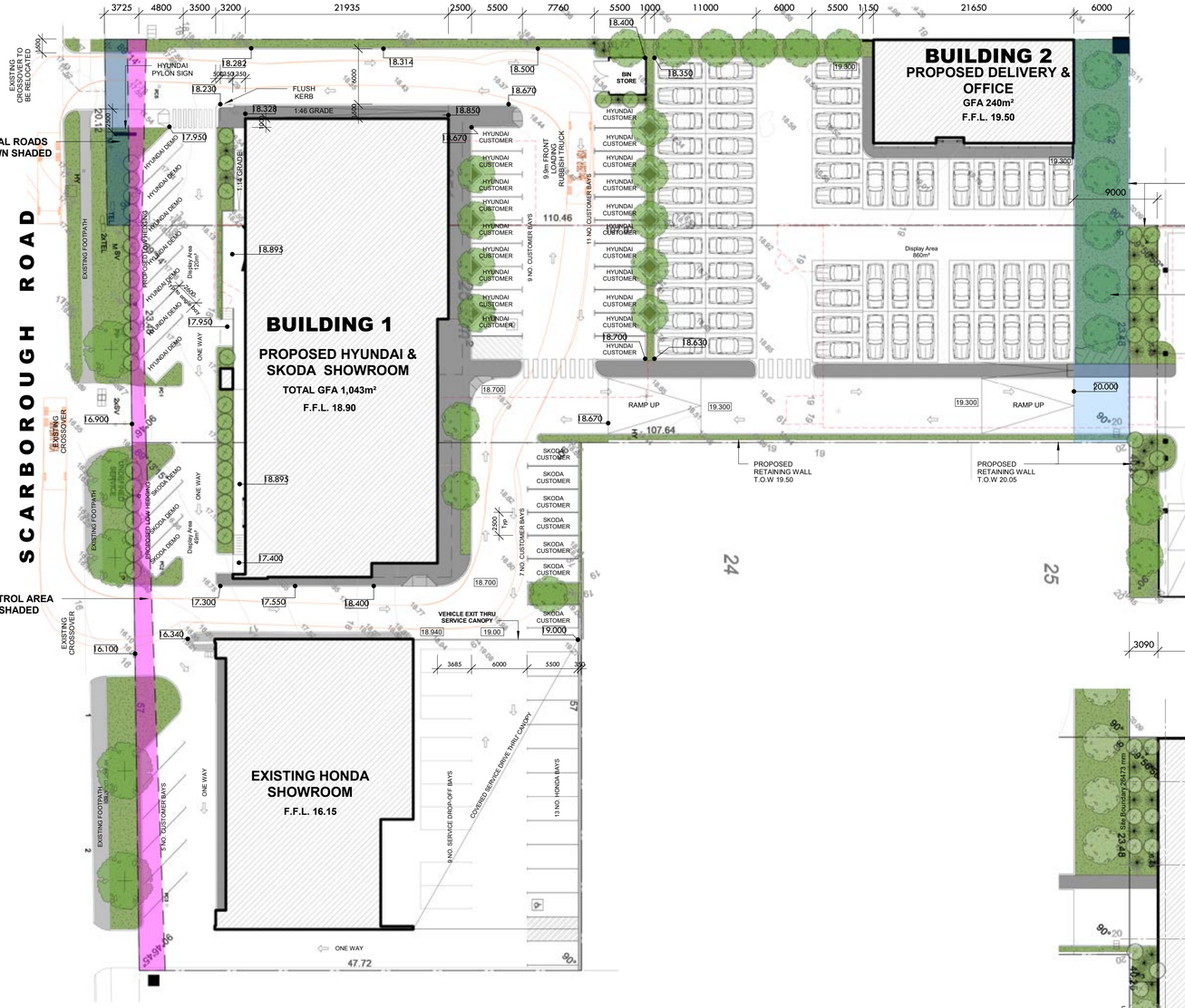
Conclusion

In light of the above, we consider the proposed development to be generally consistent with the planning framework when considering the existing context of the surrounding area. The City's RAR is supportive of the development save for two matters which do not warrant sufficient grounds for a refusal for the following reasons:

- The City's objections to the proposed building street interface are based on an LDP which is <u>not yet operative</u>. Not does the City give adequate consideration to the genuine merits of the proposed building design and overall improvements to the streetscape.
- The City's objections to the proposed landscaping are unwarranted given that landscaping provision are compliant based on a recalculated site area that excludes the retained Honda showroom.

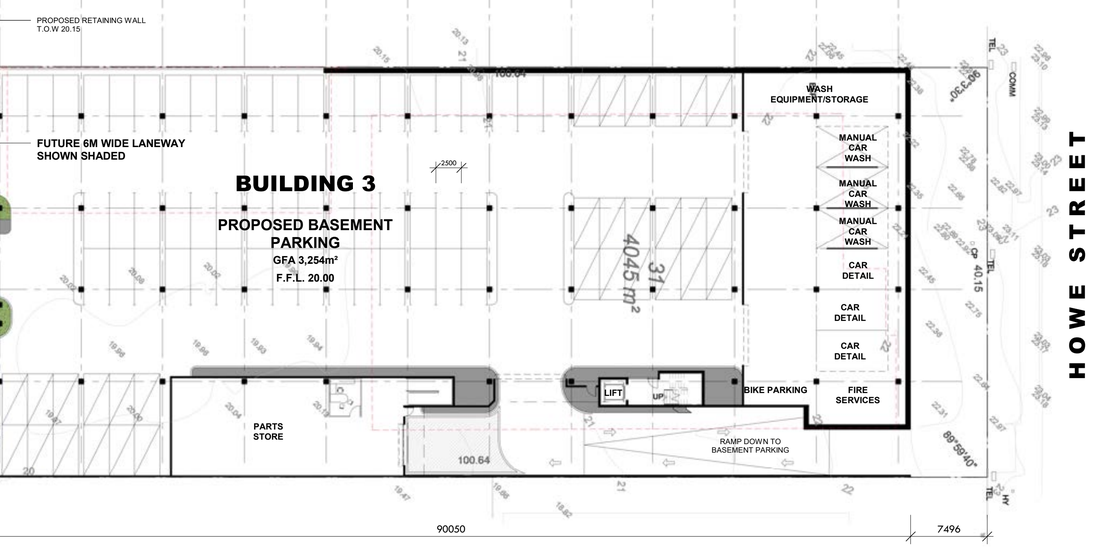
We respectfully request the JDAP sets aside the City's recommendation and grants approval to the proposed development, subject to the appropriate conditions.

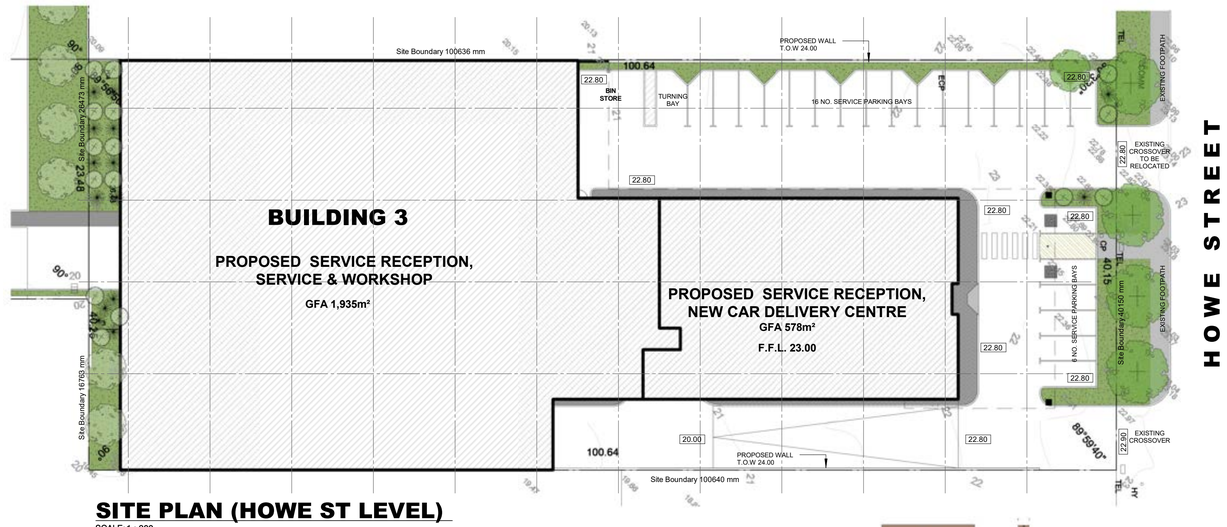
Attachment 1
Updated Site Plan



OVERALL COMPOSITE SITE PLAN

SCALE: 1 : 300





SITE PLAN (HOWE ST LEVEL)

SCALE: 1 : 300

SITE CRITERIA

Existing Honda North

1.Gross Floor Areas		
a) Showroom - Ground		499m²
b) Showroom - First		603m²
Total		**1,102m²**
2.Car Display Areas		
a) Internal Car Display - Ground		233m²
b) Internal Car Display - First		271m²
Total		**504m²**
3.Car Parking Required		
a) Showroom Display	1/100m²	5.04 Cars
b) Employees	1 Car/Employee	24.0 Cars
Cars Required		**29.04 Cars**
Permitted reduction of 15% within 200m of high frequency bus route ***= 4.36 Cars Reduction***		
TOTAL CARS REQUIRED		**24.68 Cars**
5.Cars Provided		
Total Cars Provided		**27 Cars**

SITE CRITERIA

HYUNDAI & SKODA Showroom & Proposed New Delivery Centre & Used Offices

1.Gross Floor Areas		
a) Showroom - HYUNDAI		667m²
b) Showroom - SKODA		376m²
c) Showroom Mezzanine		164m²
d) Showroom - USED CARS		250m²
		1,457m²
2.Car Display Areas		
a) External Car Display - NEW		169m²
b) External Display - USED		860m²
b) Internal Car Display - HYUNDAI		463m²
c) Internal Car Display - SKODA		250m²
Total		**1,862m²**
3. Car Parking Required		
a) Showroom Display	1/100m²	7.1 Cars
b) Employees	1 Car/Employee	16.0 Cars
c) External Display	1/100m²	10.3 Cars
Cars Required		**33.4 Cars**
Permitted reduction of 15% within 200m of high frequency bus route ***= 5.01 Cars Reduction***		
TOTAL CARS REQUIRED		**28.39 Cars**
3.Cars Provided		
Total Cars Provided		**27 Cars**

SITE CRITERIA

Lot 31 - Service Admin, Workshop & Parking

1.Gross Floor Areas		
a) Service Reception/ Delivery		578m²
b) Service/ Admin Mezzanine		199m²
c) Workshop		1,935m²
d) Workshop Mezzanine		199m²
Total		**2,911m²**
2.Car Display Areas		
a) New Car Delivery		86m²
2.Car Parking Required		
a) Showroom - Delivery	1/100m²	0.86 Cars
b) Workshop	1/40m²	47.88 Cars
c) Employees	1 Car/Employee	14 Cars
Cars Required		**62.74 Cars**
Permitted reduction of 10% within 400m of high frequency bus route ***= 6.27 Cars Reduction***		
TOTAL CARS REQUIRED		**56.47 Cars**
3.Cars Provided		
a) Howe St Level		22 Cars
b) Basement		51 Cars
Total Cars Provided (Lot 31)		**73 Cars**

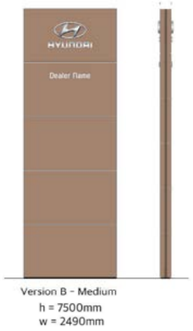
SITE CRITERIA

Composite Site (Lots 23, 15, 351 & 31)

1. Site Area		
Lot 23		2,742m²
Lot 15		2,532m²
Lot 351		2,226m²
Lot 31		4,045m²
Total Land Area		**11,545m²**
2. Landscaping		
Required (10% of site)		1,154m²
Provided		
Hard		480m²
Soft		823m² (7.1%)
Total		**1,303m²**
3. Car Parking Required		
a) HONDA		24.68 Cars
b) HYUNDAI/ SKODA/ USED		28.39 Cars
c) Lot 31 - Service/ Workshop		56.47 Cars
TOTAL CARS REQUIRED		**109.54 Cars**
4. Cars Provided		
a) Lot 23		27 Cars
b) Lot 15		27 Cars
c) Lot 31		73 Cars
TOTAL CARS PROVIDED		**127 Cars**

IMPORTANT NOTE:

The four (4) sites are owned and operated as a multi-brand dealership, and as such, the vehicle movements and parking are spread over all three sites. It is therefore necessary to consider the parking requirements on a composite site basis.



HYUNDAI Pylon Sign

SCALE: 1 : 250

meyer shircore architects

PROPOSED CAR SHOWROOM & WORKSHOP REDEVELOPMENT

LOCATION : 438 SCARBOROUGH BEACH ROAD, OSBORNE PARK WA 6017

FOR : OSBORNE PARK HONDA / HYUNDAI / SKODA

DATE:	JAN 2023	PROJECT NUMBER
REVISION:	SK015	**8891**
SHEET:	1002	
SCALE:	As indicated @A1	

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Honda North Motor Vehicle Salesyard Redevelopment

Presenter: Joshua Carmody

432, 438 and 440 (Lots 23, 15 and 351) Scarborough Beach Road and 57 (Lot 31) Howe Street, Osborne Park

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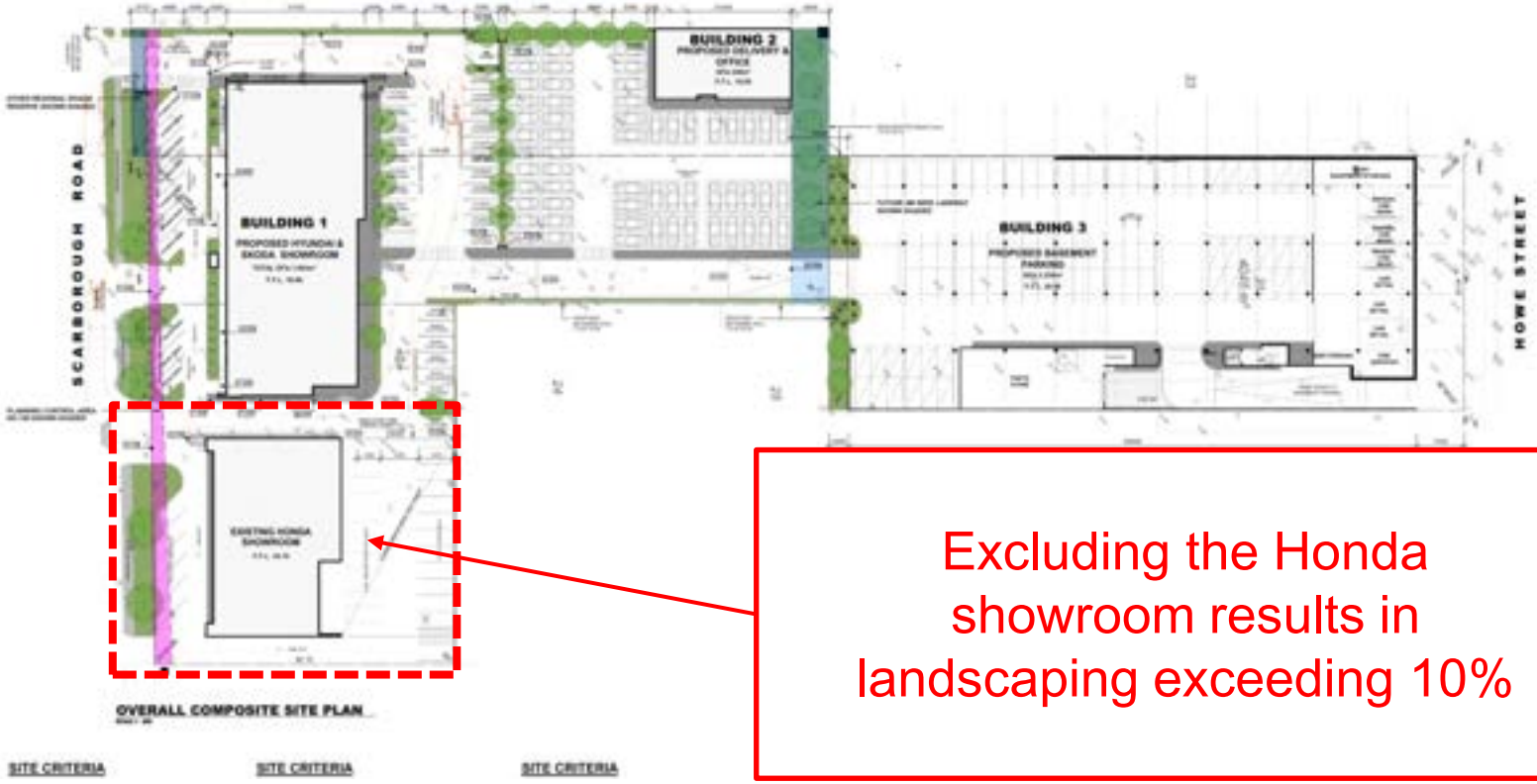
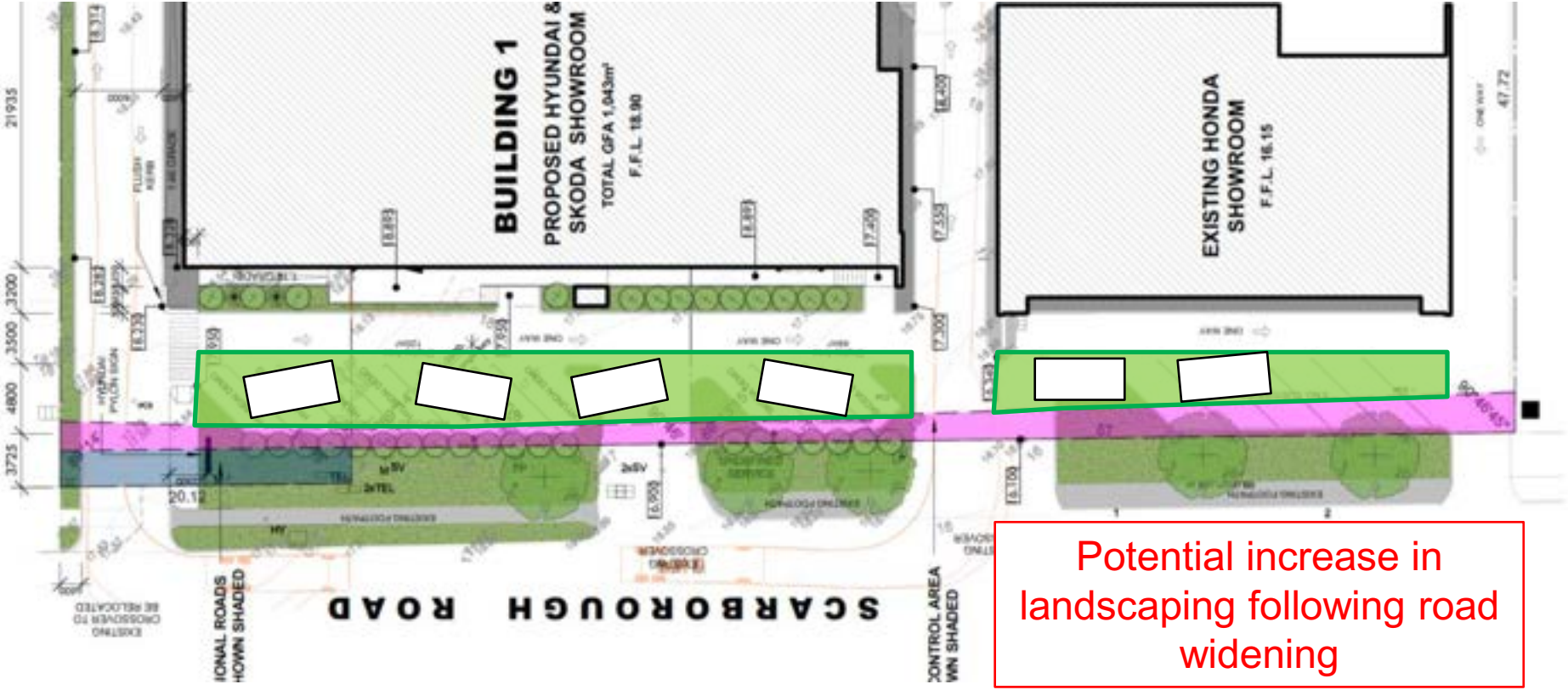
Landscaping provision



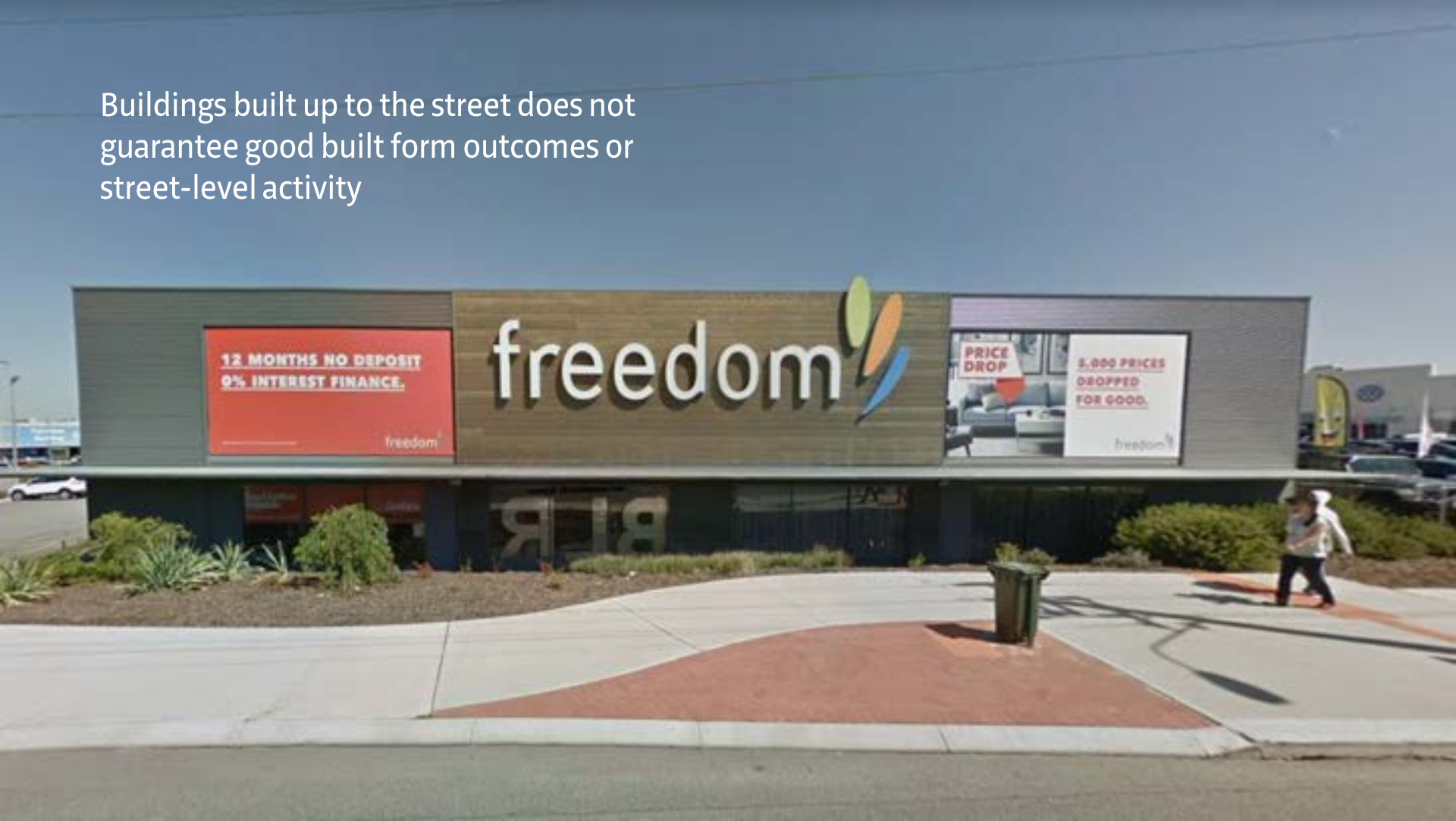
Excluding the Honda showroom results in landscaping exceeding 10%

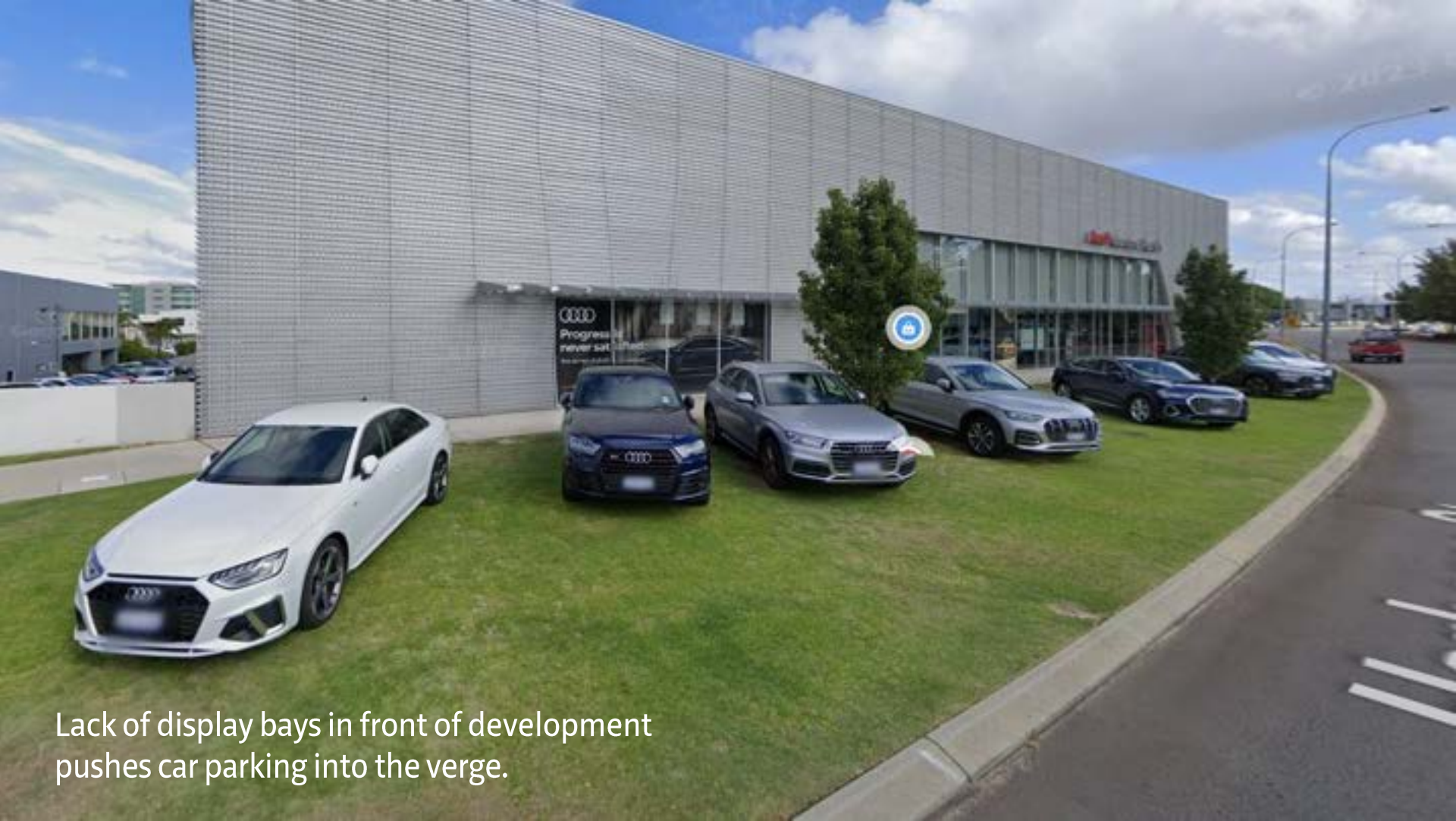
Road widening implications



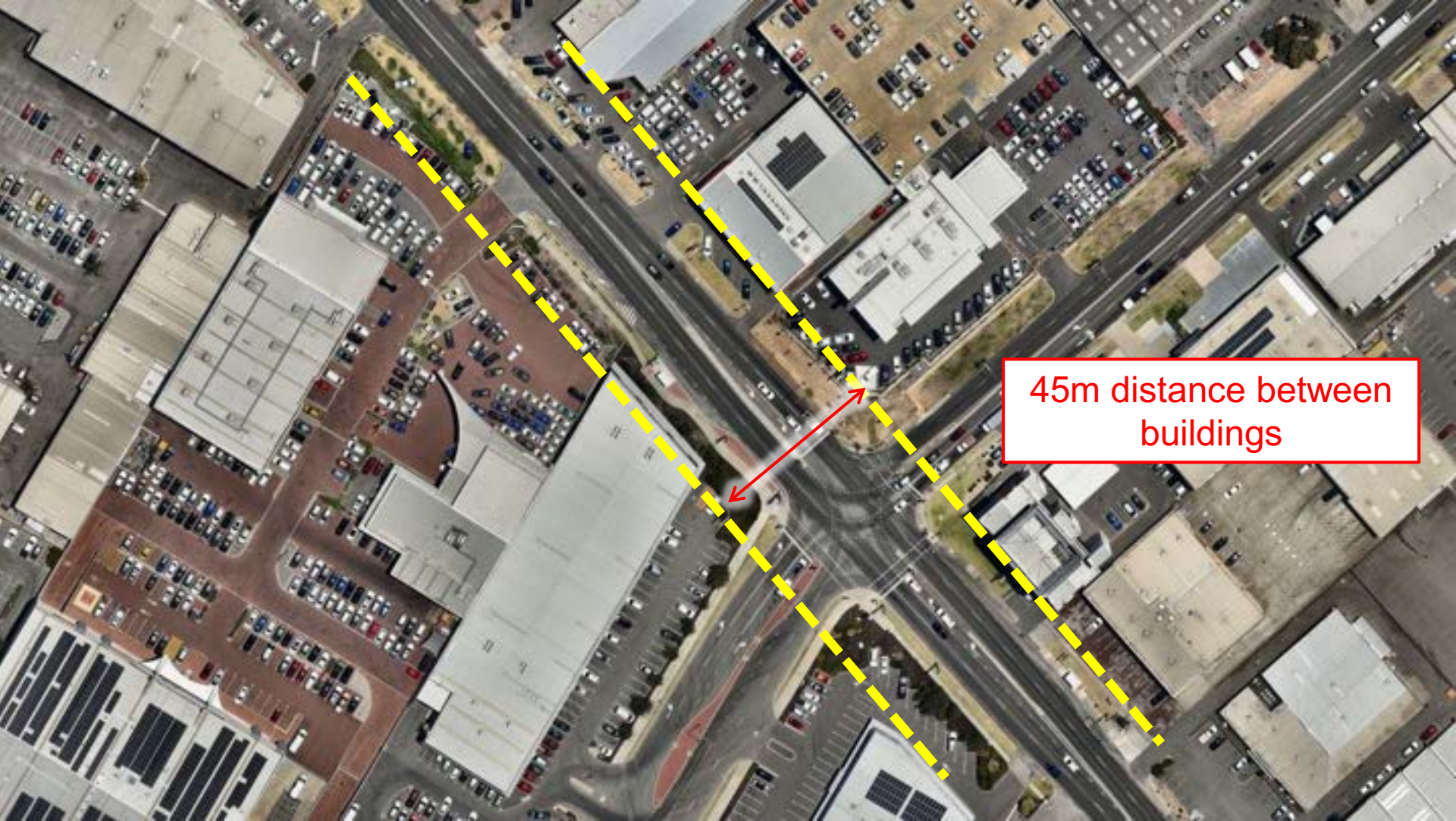
Potential increase in landscaping following road widening

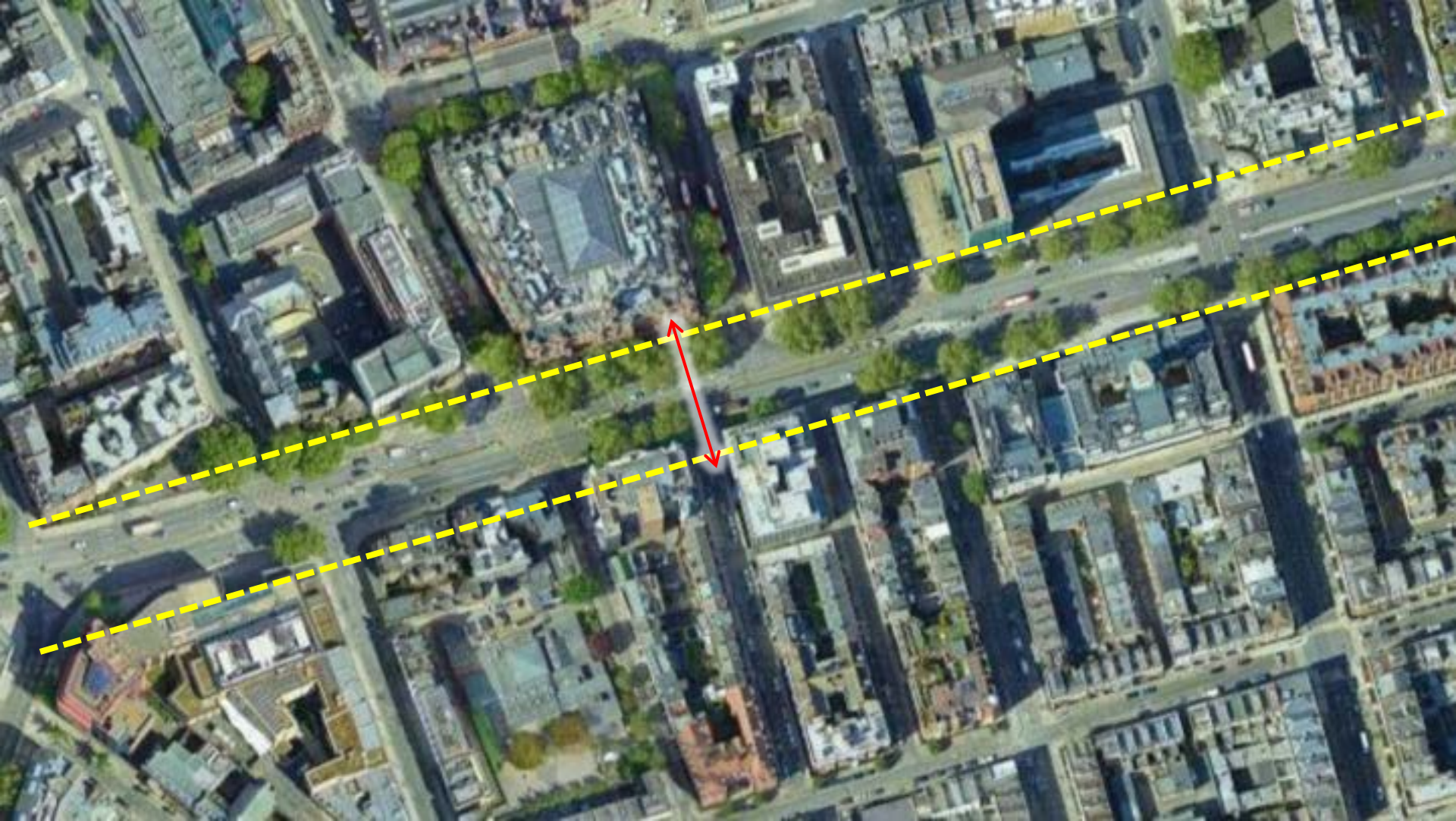
Buildings built up to the street does not guarantee good built form outcomes or street-level activity





Lack of display bays in front of development pushes car parking into the verge.


45m distance between buildings



A 45 m separation distance between building frontages is **not** prejudicial to the delivery of good built form outcomes or a dense urban environment.

Differences between finished floor and pavement levels are **not prejudicial** to good design outcomes

A consistent building line results in a significant improvement to the overall streetscape.

SCARBOROUGH BEACH ROAD, HOUSE NUMBERS 432, 438 AND 440 (LOTS 23, 15 AND 351) AND HOWE STREET, HOUSE NUMBER 57 (LOT 31) OSBORNE PARK – ADDITIONS – MOTOR VEHICLE, BOAT OR CARAVAN SALES AND MOTOR VEHICLE REPAIR TO EXISTING AUTOMOTIVE SALES

Form 1 – Responsible Authority Report
(Regulation 12)

DAP Name:	Metro Inner-North JDAP
Local Government Area:	City of Stirling
Applicant:	Planning Solutions
Owner:	Carriage Equity Pty Ltd
Value of Development:	$12 million ☒ Mandatory (Regulation 5) ☐ Opt In (Regulation 6)
Responsible Authority:	City of Stirling
Authorising Officer:	Stevan Rodic, Director Planning and Development
LG Reference:	DA22/1259
DAP File No:	DAP/22/02366
Application Received Date:	3 November 2022
Report Due Date:	13 February 2023
Application Statutory Process Timeframe:	90 Days with an additional 31 days as agreed between the Applicant and City of Stirling
Attachment(s):	1. Development Application Plans (received 16 January 2023) 2. Aerial Location Plan 3. Metropolitan Region Scheme Zoning Map 4. City of Stirling Local Planning Scheme No.3 Zoning Map 5. Applicant's Final Submission: a. Applicant's Planning Report received 3 November 2022 b. Applicant's Response to Request for Further Information received 16 January 2023 c. Applicant's Clause 42 Certificates received 3 November 2022 d. Applicant's Traffic Impact Statement prepared by Cardno dated 3 October 2022 e. Applicant's Waste Management Plan prepared by Planning Solutions received 3 November 2022 f. Applicant's Landscaping Plan prepared by Meyer Shircore Architects received 16 January 2022

	6. Referral comments from the Department of Planning, Lands and Heritage, received 5 December 2022 7. Applicant's Response to the Summary of Public Submissions received 3 February 2023 8. Determination Plans for DA17/2495, HN 304 Scarborough Beach Road, Osborne Park approved by the Metro North-West Joint Development assessment Panel on 10 September 2020 9. Determination Plans for DA20/1846, HN 345 Scarborough Beach Road, Osborne Park approved by the Metro Inner-North Joint Development Assessment Panel on 28 January 2021	
Is the Responsible Authority Recommendation the same as the Officer Recommendation?	☐ Yes ☒ N/A	Complete Responsible Authority Recommendation section
	☐ No	Complete Responsible Authority and Officer Recommendation sections

Responsible Authority Recommendation

That the Metro Inner-North JDAP resolves to:

Refuse DAP Application reference DAP/22/02366 and accompanying plans (Attachment 1) in accordance with Clause 68 of Schedule 2 (Deemed Provisions) of the *Planning and Development (Local Planning Schemes) Regulations 2015*, and the provisions of the City of Stirling Local Planning Scheme No.3, and pursuant to Clause 24(1) and 26 of the Metropolitan Region Scheme, for Additions – Motor Vehicle, Boat or Caravan Sales and Motor Vehicle Repair to Existing Automotive Sales at Lot 23, 15 and 351 House Numbers 432, 438 and 440 Scarborough Beach Road and Lot 31 House Number 57 Howe Street, Osborne Park, for the following reasons:

a. Pursuant to Schedule 2, Part 9, Clause 67(2)(a) and (b) of the *Planning and Development (Local Planning Schemes) Regulations 2015*, the development does not satisfy the objectives of the Development zone or future Mixed Use zone as per City of Stirling Local Planning Scheme No. 3 as the development does not achieve an active building edge to Scarborough Beach Road consistent with provisions of the Herdsman Glendalough Local Development Plan.

b. Pursuant to Schedule 2, Part 9, Clause 67(2)(g) and (p) of the *Planning and* Development *(Local Planning Schemes) Regulations 2015,* the proposed landscaping is insufficient and has not been appropriately designed to provide for the establishment and viability of trees or to positively contribute to the area.

c. Pursuant to Schedule 2, Part 9, Clause 67(2)(h), (m) and (n)(ii) of the *Planning and Development (Local Planning Schemes) Regulations 2015,* the development does not satisfy the provisions of the Herdsman Glendalough Local Development Plan which requires an active building edge to Scarborough Beach Road with the proposed interface being detrimental to the desired future character of the locality, as the setback of the building to Scarborough Beach Road and demo vehicle car parking in front of the building does not provide for a pedestrian friendly and vibrant streetscape.

Details: outline of development application

Region Scheme	Metropolitan Region Scheme
Region Scheme - Zone/Reserve	Urban
Local Planning Scheme	Local Planning Scheme No.3
Local Planning Scheme - Zone/Reserve	Development Motor Vehicle, Boat or Caravan Sales, Motor Vehicle Repair – Development and use of land shall have due regard to any WAPC approved Activity Centre Plan, and any approved Local Development Plan or Local Planning Policy prepared under this Scheme; and is to be in accordance with the Special Control Area land use permissibility provisions under Part 6.
Draft Structure Plan/Precinct Plan	Draft Herdsman Glendalough Structure Plan Amendment 114 of Local Planning Scheme No.3
Draft Structure Plan/Precinct Plan - Land Use Designation	HN 432, 438 and 440 Scarborough Beach Road – Mixed Use HN 57 Howe Street – Light Industry
Use Class and permissibility under the Draft Herdsman Glendalough Structure Plan and Amendment 114 of Local Planning Scheme No.3:	Motor Vehicle, Boat or Caravan Sales – D – Discretionary, meaning the use is not permitted unless Council, or in this instance the Metro Inner-North JDAP, has exercised its discretion by granting planning approval. Motor Vehicle Repair – P – Permitted, meaning that the use is permitted by the Scheme providing the use complies with the relevant development standards and the requirements of the Scheme.
Lot Size:	10,171m^2
Existing Land Use:	Automotive Sales
State Heritage Register	No
Local Heritage	☒ N/A ☐ Heritage List ☐ Heritage Area
Design Review	☒ N/A ☐ Local Design Review Panel ☐ State Design Review Panel ☐ Other

Bushfire Prone Area	No
Swan River Trust Area	No

Proposal:

On 4 October 2022, the City received a Form 1 Development Assessment Panel application with the City requesting additional information on 11 October 2022 to allow for the lodgement of the application with the Metro Inner-North Joint Development Assessment Panel. Additional information was provided by the application on 2 November 2022 and 3 November 2023, with the application accepted for lodgement on 3 November 2023. Following an assessment of the application, additional information was submitted by the Applicant on 16 January 2023, in response to the City's Clause 65A Request for Further Information dated 16 December 2022. The proposed development is for a Motor Vehicle, Boat or Caravan Sales and Motor Vehicle Repair to the Existing Automotive Sales at Lot 23, 15 and 351 (HN 432, 438 and 440) Scarborough Beach Road and Lot 31 (HN 57) Howe Street, Osborne Park, 6017 (development site).

Following assessment of the additional information submitted by the Applicant on 16 January 2023, the City advised the Applicant via a second Request for Further Information that the development was unable to be supported in its current form for the reasons contained in the recommendation of refusal. The City advised the Applicant that amended plans addressing these elements could be submitted, subject to an appropriate Extension of Time request, to allow for the assessment of amended plans and the City's assessment. On 16 January 2023, the Applicant advised the City to prepare the RAR based on the information provided. An amended Landscaping Plan was provided by the Applicant as a response to the City's second Request for Further Information, however as this was not accompanied by any Extension of Time request, the City was unable to accept the amended landscaping plan for assessment.

A summary of the key components of the proposed development is provided as follows:

- Three (3) new single-storey buildings comprising a total of 3,827m^2 of floor area.
- A total of 227 car parking bays provided, consisting of the following:
    - 22 existing car parking bays to be retained;
    - 66 new display car parking bays on the ground floor;
    - 58 new car parking bays on the ground floor; and
    - 81 new car parking bays provided within the basement.
- One (1) Monolith Sign proposed adjacent to Scarborough Beach Road.
- Vehicular ingress and egress from Scarborough Beach Road and Howe Street.
- The demolition of five (5) existing buildings across the development site.

Proposed Land Use	Motor Vehicle, Boat or Caravan Sales and Motor Vehicle Repair
Proposed Net Lettable Area	7,669.2m^2
Proposed No. Storeys	One (1) Storey

Background:

The subject site is located within the municipality of the City of Stirling, approximately 9km north-west of the Perth Central Business District (CBD).

The subject site is zoned 'Urban' under the Metropolitan Region Scheme (MRS) (Attachment 3) and is zoned 'Development' under City's Local Planning Scheme No.3 (LPS3) (Attachment 4). The subject site sits within the City's Herdsman Glendalough Structure Plan (HGSP) area and is within the Herdsman Glendalough Local Development Plan (LDP) area. The subject site is also affected by draft Amendment No. 114 (AMD114) of Local Planning Scheme No.3. The subject site abuts Scarborough Beach Road to the southwest, which is identified as a 'District Distributor A' road as per the City's Functional Road Hierarchy, and Other Regional Road under the Metropolitan Region Scheme. The site is affected by road widening from Scarborough Beach Road and Planning Control Area (Number 166 Scarborough Beach Road).

The properties to the northwest and southeast facing Howe Street are zoned Development as per LPS3 with a zoning of Light Industry as per draft Amendment No. 114. To the northeast is Howe Street, which is a Local Road as per the City's Functional Road Hierarchy. The adjacent properties facing Scarborough Beach Road to the southeast and southwest are zoned Development as per LPS3 with a zoning of Mixed Use as per draft Amendment No. 114.

Legislation and Policy:

The following legislation and policies are applicable to the proposed development.

<u>Legislation</u>

- *Planning and Development Act (2005)*
- *Planning and Development (Development Assessment Panel) Regulations 2011*
- *Planning and Development (Local Planning Schemes) Regulations 2015*
- Metropolitan Region Scheme
- City of Stirling Local Planning Scheme No.3
- Draft Amendment 114 to Local Planning Scheme No.3

<u>State Government Policies</u>

- State Planning Policy 7.0 – Design of the Built Environment (SPP7.0)

<u>Structure Plans/ Activity Centre Plans</u>

- Draft Herdsman Glendalough Structure Plan
- Herdsman Glendalough Local Development Plan

<u>Local Policies</u>

- Local Planning Policy 6.2 – Bicycle Parking (LPP6.2)
- Local Planning Policy 6.3 – Bin Storage Areas (LPP6.3)
- Local Planning Policy 6.6 – Landscaping (LPP6.6)
- Local Planning Policy 6.7 – Parking and Access (LPP6.7)
- Local Planning Policy 6.11 – Trees and Development (LPP6.11)
- Local Planning Policy 6.18 – Public Consultation (LPP6.18)

Status of Local Planning Framework

On 21 August 2018, LPS3 Scheme Amendment No.39 was gazetted (AMD39). AMD39 introduced the Herdsman Glendalough Special Control Area (HGSCA) into LPS3 and changed the zoning of the subject site from 'Industry Zone' to 'Development Zone'. Clause 6.4.3 of LPS3, gazetted under AMD 39, requires Council to adopt a Structure Plan for the HGSCA. Clause 22 of the *Planning and Development (Local Planning Schemes) Regulations 2015* requires the approval of the Western Australian Planning Commission (WAPC) before the draft Herdsman Glendalough Structure Plan (HGSP) comes into effect.

In addition to the preparation of the draft HGSP, the City has prepared draft Scheme Amendment No. 114 (AMD114). The purpose of draft AMD 114 was to rezone properties within the HGSCA from 'Development Zone' to various zonings as outlined under the draft HGSP, including key provisions of the modified draft HGSP within LPS3. Draft AMD 114 proposes to rezone the development site to 'Mixed Use' and 'Light Industry'. This is discussed in further detail later in this report.

A summary of key dates relevant to the local planning framework applicable to the HGSCA is provided below.

23 June 2020	Council resolved to advertise draft HGSP.
23 June 2020	Council resolved to adopt the Herdsman Glendalough Local Development Plan (HGLDP), but notes that it does not become operational until the gazettal of AMD 114.
23 June 2020	Council resolved to adopt Local Planning Policy 5.8 – Stirling City Centre and Herdsman Glendalough Parking (LPP5.8), but that it will not become operational until the gazettal of AMD114.
17 August 2021	Council recommended that the WAPC approve a modified HGSP.
17 August 2021	Council recommended that the WAPC approve a modified AMD114.

A summarised status of the HGSCA local planning framework is provided in the table below.

Herdsman Glendalough Planning Framework		
Planning Instrument	**Purpose**	**Current Status**
Local Planning Scheme No.3 Amendment 39.	To re-zone land within the HGSCA from 'Industry Zone' to 'Development Zone'.	Gazetted and in effect in LPS3 adopted on 21 August 2018.
Local Planning Scheme No.3 Amendment 114.	To re-zone land within the HGSCA from 'Development Zone' to the applicable zone identified in the HGSP.	Council resolved to recommend WAPC approves Amendment 114. **Pending WAPC decision.**
Draft Herdsman Glendalough Structure Plan.	To provide a higher order local planning framework for the HGSCA that provides	Adopted by Council on 21 August 2018.

	direction for development control and land use permissions.	Council resolved to recommend WAPC approves the draft HGSP. **Pending WAPC decision.**
Herdsman Glendalough Local Development Plan.	To provide built form controls for development within the HGSCA.	Adopted by Council on 23 June 2020. **Noted not to be operational until gazettal of draft Amendment 114.**
Local Planning Policy 5.8 – Stirling City Centre and Herdsman Glendalough Parking.	To provide specific development control for car parking within the HGSCA.	Adopted by Council on 23 June 2020. **Noted not to be operational until gazettal of Amendment 114.**

Consultation:

Public Consultation

The application was advertised for a period of 35 days due to the excluded holiday period, in accordance with Clause 64(1) and (7)(a) of the *Planning and Development (Local Planning Schemes) Regulations 2015* and LPP6.18 as a Complex Application.

The consultation period commenced on 16 December 2022 and concluded on 21 January 2023. Letters were sent to owners and occupiers within a 200m radius of the subject site, and a notice was placed on the City's website. Notification was provided to Ward Councillors at the commencement of the consultation period and advertising signs were installed on both the Scarborough Beach Road frontage and the Howe Street frontage of the subject site.

During the public consultation period, a total of two (2) submissions were received, which did not support nor object to the proposed development.

Submissions Received	Within 200m of site	More than 200m from subject site	All submissions
SUPPORT	0 (0%)	0 (0%)	0 (0%)
OBJECT	0 (0%)	0 (0%)	0 (0%)
OTHER (not stated / no opinion / 'conditional')	2 (100%)	0 (0%)	2 (100%)

All matters raised in submissions received during this consultation period have been summarised in the table below. Also provided is the number of submissions in which a matter was raised, and the City's response to the matter.

Number of times matter was raised	Matter	Officer's Comment
2	Concerns that vehicle unloading will continue	As per Local Planning Policy 6.7 – Parking and Access, service access

Number of times matter was raised	Matter	Officer's Comment
	to occur on Howe Street and not onsite.	is required to be provided onsite for non-residential uses for the purpose of loading and unloading of goods. There is sufficient space onsite for service access. The development is not permitted to unload vehicle deliveries within the road reserve. Should the Metro Inner-North JDAP be of a mind to approve the subject development, this shall be recommended as a condition of approval.
1	Concerns that not enough space has been provided onsite to allow for loading and unloading of vehicles from Howe Street.	The manoeuvring of the waste truck is demonstrated on the plans, with sufficient space provided onsite for commercial waste pick up. The proposal includes vehicle unloading occurring within the Howe Street road reserve, which is not permitted (Attachment 5b). A condition of approval is recommended for the loading and unloading of vehicles onsite should the JDAP be of a mind to support the application.
1	Concerns that the extra volume of traffic on Howe Street will exacerbate traffic and vehicular safety issues in the locality.	The development application includes a Traffic Impact Statement prepared by Cardno (Attachment 5d) in support of the proposal, which has been reviewed and supported by the City's officers. The traffic generated by the development is generally consistent with the existing use and is not considered to adversely impact the capacity of the road system in the locality. The development meets the engineering requirements in terms of access and egress from the site, and manoeuvring.
1	Concerns that the proposed development does not provide enough car parking to	A surplus of 60 car parking bays has been provided onsite. The 30 car storage bays, 58 external used car display bays and 10 demo car bays

Number of times matter was raised	Matter	Officer's Comment
	accommodate the storage of new vehicles.	have been excluded from the car parking calculation in terms of bays provided, as the car display bays generate a parking requirement, and the car storage bays and demo car bays will not be available for parking onsite.
1	Concerns that staff parking, which is currently occurring on the verge on Howe Street, has not been accommodated onsite.	A car parking bay surplus of 60 bays has been provided onsite. The provided surplus of car parking bays ensures that no car parking will be required to occur offsite, including in the verge areas.

The City forwarded a summary of the public submissions to the Applicant to allow the Applicant the opportunity to respond to each submission received. The Applicant provided the City with a response to the summary of submissions on 3 February 2023 (Attachment 7).

Referrals/consultation with Government/Service Agencies

Department Of Planning, Lands and Heritage

The City referred the application to the Department of Planning, Lands and Heritage (DPLH) due to the subject site abutting Scarborough Beach Road, which is an Other Regional Road (ORR) under the Metropolitan Region Scheme and as such requires referral to the relevant authority under the *Planning and Development Act 2005 Instrument of Delegation Del 2022/03 Powers of Local Governments Metropolitan Region Scheme*. The City received comment from DPLH on 5 December 2022 in relation to the proposed development site abutting Scarborough Beach Road (Attachment 9). The comments received identify there are no objections on ORR planning grounds and several recommendations have been provided.

Specifically, the recommendations are summarised as follows:

DPLH recommended internal swept paths be provided to the satisfaction of the City. Swept paths have since been provided to the City, reviewed and accepted accordingly.

DPLH recommended a warrant assessment was required to determine if a deceleration lane is required along Scarborough Beach Road as a result of the proposed traffic. A warrant assessment has since been provided to the City which did not identify the need for an additional turning treatment.

DPLH requested clarification on the trip generation for the proposed service reception, service, workshop and delivery centre, as the development application report considered a floor area of 5,767m^2 while the Traffic Impact Statement (TIS) (Attachment 5d) considers 2,911m^2 of floor area. The Applicant has clarified that the TIS is based on the service reception, workshop and delivery centre, and not on the basement car parking area. This matter is considered resolved and no further action is required.

Additionally, DPLH notes that no changes are proposed to the existing access arrangements, and that the section of Hutton Street between Scarborough Beach Road and Mitchell Freeway is currently under review to identify ultimate land requirements and may result in additional road widening along Howe Street. No further action is required on this matter.

As these recommendations were sufficiently addressed in the Applicant's Response to Request for Additional Information (Attachment 5b), no further action is required.

Planning Control Area

The development site is impacted by a Planning Control Area (PCA) (Number 166 Scarborough Beach Road). The land required to be ceded as part of the PCA as a result of development. The proposed development includes landscaping and portions of car parking bays within the PCA.

The assessment of landscaping contained later in this report includes calculations for the landscaping provision following ceding of the PCA. In regards to the proposed car parking bays within the PCA, these bays are able to be truncated and still be sufficient in dimension for car parking. The existing car parking bays forward of the existing building to be retained (existing Honda showroom) are not sufficient in dimension to facilitate car parking following ceding of the PCA. As there is a car parking surplus proposed onsite, this will not result in a car parking shortfall.

Design Review Panel (DRP) Advice

This development application did not require referral to the City's DRP due to nature of the development.

Planning Assessment:

The proposed development has been assessed against the City's LPS3 and relevant state and local planning policies. LPS3 provides guidance in respect to zoning and the objectives of zone, however more specific development standards are provided in the relevant state and local planning policies, local development plans, and structure plans. The following matters have been identified as key considerations in the determination of this application:

1. Proposed Land Use
2. Mandatory Residential and Future Road Connections
3. Built Form
4. Landscaping
5. Parking and Access
6. Local Planning Policy 6.1 – Advertising Signs
7. State Planning Policy 5.4 – Road and Rail Noise (SPP5.4)
8. State Planning Policy 7.0 – Design of the Built Environment (SPP7.0)
9. Planning and Development (Local Planning Schemes) Regulations 2015

1. Proposed Land Use

Land use permissibility for the subject site is listed in LPS3 Table 1 Zoning Table and is to be read in conjunction with Schedule 1 Land Use Definitions of LPS3. LPS3 Table 1 Zoning Table provides the following use permissibility for all proposed land uses within the Development Zone:

> "*Development and use of land shall have due regard to any WAPC approved Activity Centre Plan, and any approved Local Development Plan or Local Planning Policy prepared under this Scheme; and is to be in accordance with the Special Control Area land use permissibility provisions under Part 6*".

As outlined in the Legislation and Policy section of this report, the draft HGSP for the HGSCA is awaiting approval by the WAPC. Table 1 Zoning Table of LPS3 requires development and use of land within the Development Zone to have due regard to any WAPC approved Activity Centre Plan and any approved Local Development Plan. As the site is zoned Development under LPS3, the proposed land uses are discretionary, with assessment required against the Development Zone objectives, which are as follows:

a) *To provide for coordinated development through the application of a comprehensive structure plan to guide subdivision and development.*
b) *To avoid the development of land for purposes likely to compromise its future development for purposes, or in a manner likely to detract from the amenity or integrity of the area.*

In assessing the appropriateness of the development against the objectives of the Development Zone, consideration is required to be given to the Herdsman Glendalough framework. Draft AMD114 to LPS3 proposes that the portion of the subject site facing Scarborough Beach Road be rezoned to 'Mixed Use', and the portion of the subject site facing Howe Street be rezoned to 'Light Industry' as depicted in Figure 1. The draft amendment also introduces Clause 6.4.5 Land Use Permissibility which, relates to land within the HGSPA.

Figure 1 – Annotated extract of the Herdsman Glendalough Land Use Plan from the draft Herdsman Glendalough Structure Plan

Under Table 6.4.5 of Draft Amendment No. 114 the following land use permissibility is proposed in relation to the subject site:

AMD114 ZONING PERMISSIBILITY		
USE		
Motor Vehicle, Boat or Caravan Sales	D	Motor Vehicle, Boat or Caravan Sales is proposed on HN 432, 483 and 440 Scarborough Beach Road, which is zoned Mixed Use as per the draft HGSP. The use is not permitted unless Council, or in this instance, the Metro Inner-North JDAP, has exercised its discretion by granting planning approval.
Motor Vehicle Repair	P	Motor Vehicle Repair is proposed on HN 57 Howe Street, which is zoned Light Industry as per the draft HGSP. The use is permitted by the Scheme providing the use complies with the relevant development standards and the requirements of the Scheme.

The Motor Vehicle Repair land use is a permitted land use; however the proposed Motor Vehicle, Boat or Caravan Sales land use requires consideration against the Mixed Use zone objectives of LPS3.

<u>Motor Vehicle, Boat or Caravan Sales</u>

Mixed Use Zone Objectives (LPS3)	
Objective	**Officer Comment**
To provide for a wide variety of active uses on the street level that contribute to a vibrant and active street which are compatible with residential and other non active uses on upper levels.	The proposal is generally consistent with the existing use class onsite, being Automotive Sales, and proposes to replace the existing built form with new buildings. The new buildings generally address the relevant provisions of the LDP with the exception of an active frontage to Scarborough Beach Road, as discussed later in this report. In terms of active uses, neither Motor Vehicle, Boat or Caravan Sales or Motor Vehicle Repair are considered an Active Use as defined in the LDP. Notwithstanding that the proposal does not include a residential component, it is considered that the proposed land uses Motor Vehicle, Boat or Caravan Sales and Motor Vehicle Repair to be compatible with a residential land use, should this site or adjoining sites proposed such uses in the future, as the

Mixed Use Zone Objectives (LPS3)	
	proposed land uses are not noxious or intensive industrial uses that would impact future residential amenity. It is also noted that the proposed use classes are consistent with the established use classes onsite, and the proposed development is considered a non-substantial development, as detailed later in this report. The proposed built form, which is proposed to be setback a minimum of 11m from Scarborough Beach road, does not contribute to a vibrant and active streetscape, as the frontage is predominantly occupied with vehicular parking. This is discussed in greater detail later in this report.
To facilitate the creation of employment within the area so as to reduce the demand for travel, and enhance the level of self-sufficiency.	The proposed use classes of Motor Vehicle, Boat or Caravan Sales and Motor Vehicle Repair have the potential to create employment opportunities in the greater locality, which may reduce the demand for travel to other areas for work.
To ensure a high standard of design that negates issues such as noise, smell and vibration that are related to mixed use developments.	The proposed Motor Vehicle, Boat or Caravan Sales and Motor Vehicle Repair does not create excessive noise, smell or vibration that would limit the potential of future residential or mixed use developments in the immediate locality.

Although the proposed land uses can be considered within the Mixed Use zone, the City's assessment concludes that the built form of the development does not address the applicable planning framework, outlined in further detail in this report, and therefore is inconsistent with the objectives of the Mixed Use zone. As such, the proposed development is not consistent with the current Development zoning applicable to the development site as the development does not satisfy the objectives of the future Mixed Use zone applicable as per draft AMD114 and the draft HGSP and will detract from the amenity of the area by not providing an active edge to Scarborough Beach Road.

2. Mandatory Residential and Future Road Connections

Under Clause 1.1.5 of the Draft Herdsman Glendalough LDP, Non-substantial development is defined as follows:

> *"Non-substantial generally includes change of uses, small extensions to existing buildings, minor changes to car parking areas and incidental structures such as changes to signs or new signs for existing development."*

The draft HGSP goes on to clarify:

> *"In the interim period there may also be non-substantial upgrades, additions and changes of use to existing buildings, or new buildings to ensure sites remain viable and competitive. Additions or new buildings will come to the street. Space for new roads and future mixed use buildings needs to be set aside."*

As the proposed development retains one (1) existing building, includes a continuation of that use and proposes a land use which is consistent with the existing land use, the nature of the proposal satisfies the definition of non-substantial development. Further commentary regarding non-substantial development is provided later in this report.

<u>Mandatory Residential Requirement</u>

As per Clause 6.4.7 of draft AMD114, an application for a new development on land that is identified as requiring Mandatory Residential as shown on the draft HGSP shall contain a residential component equivalent to a minimum of at least 15% of the plot ratio floor area, to the satisfaction of the City.

Figure 26 of the Draft HGSP indicates that HN 438 and 440 Scarborough Beach Road are located within the Mandatory Residential Use Area.

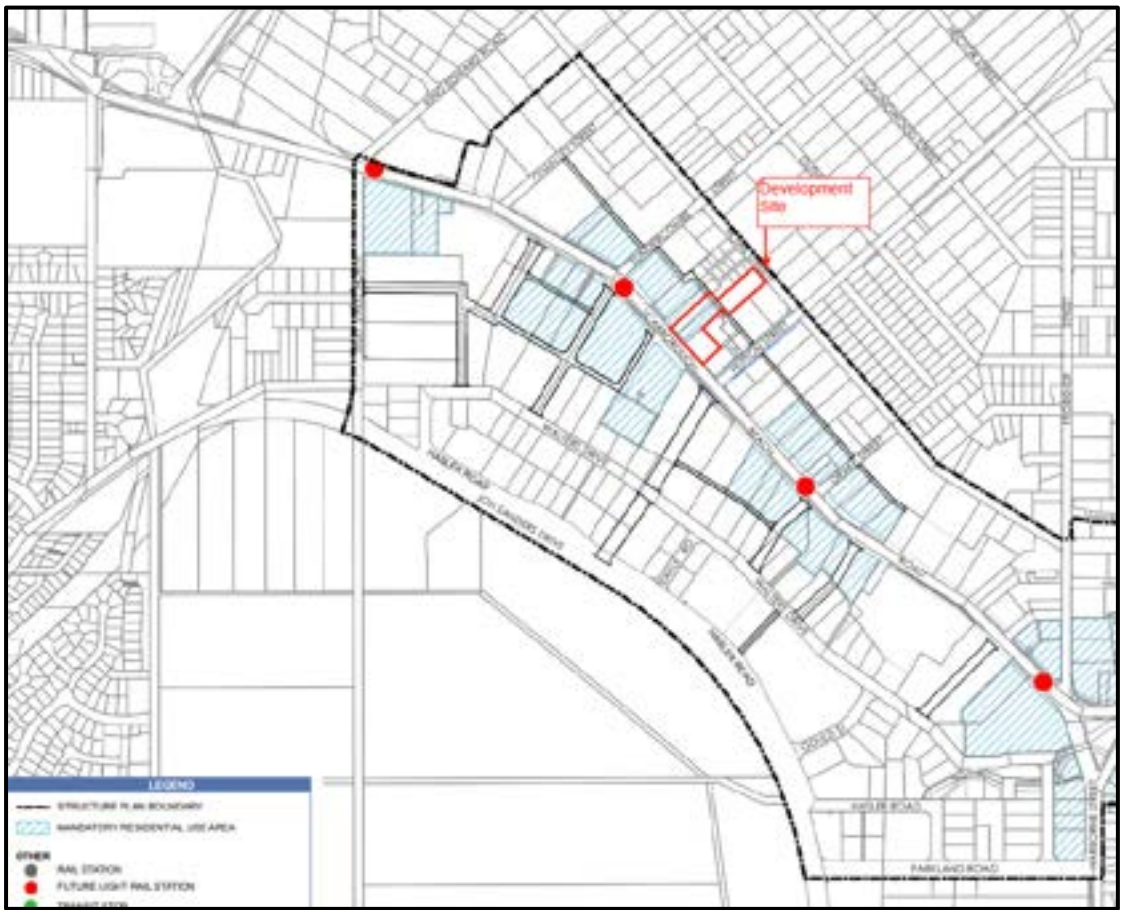


Figure 2 – Annotated extract of the Herdsman Glendalough Mandatory Residential Plan from the draft HGSP

While the Mandatory Residential Use Area is identified as applicable to the site, the proposed works constitute non-substantial development and therefore the delivery of a residential component is not required as part of this application. An assessment against Clause 6.2.1 of the draft HGSP has been provided in following section.

Future Road Connections

As per Figure 13 of the draft HGSP, a new fixed location of a non-residential Right of Way (ROW) is proposed to the rear of the subject site facing Scarborough Beach Road, which is required to be ceded and constructed as per Clause 6.1.3 of the draft HGSP.

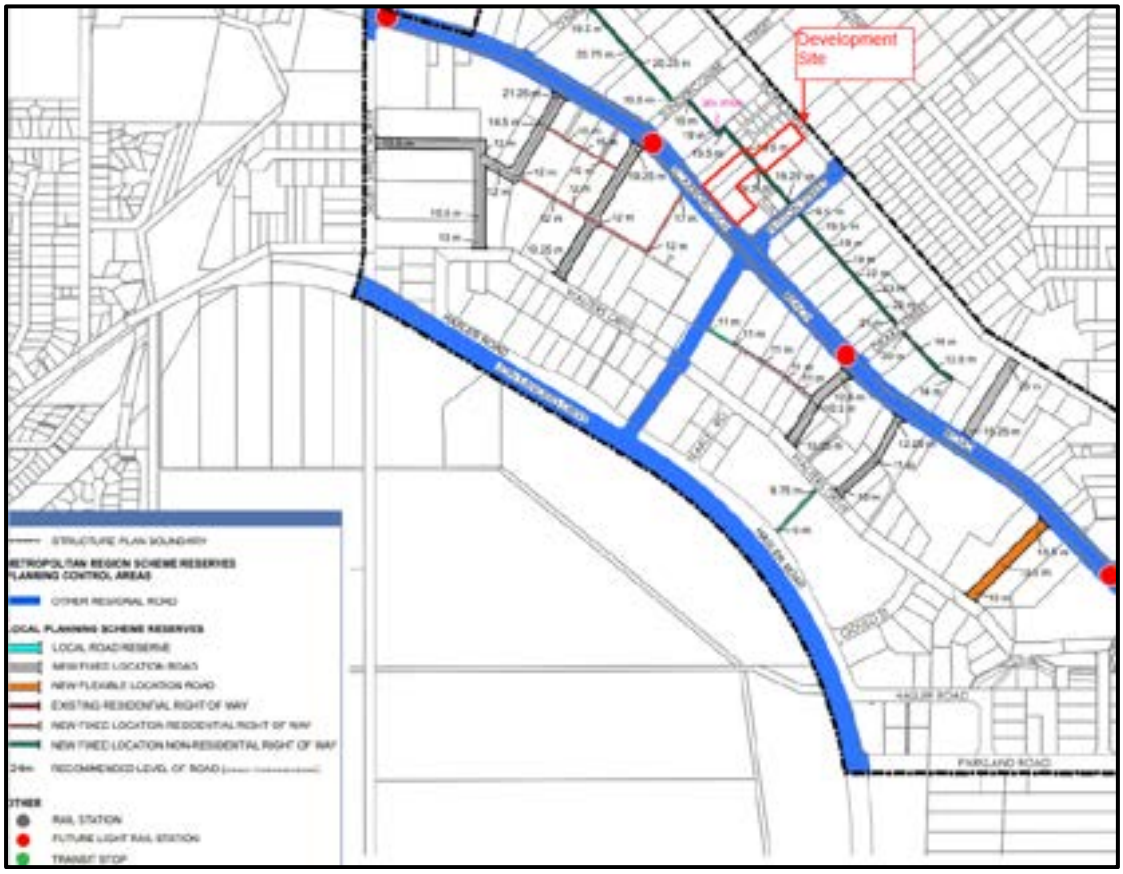


Figure 3 – Annotated extract of the Herdsman Glendalough Movement Plan from the draft HGSP

While a future non-residential Right of Way (ROW) has been identified through the site, the proposed works constitute non-substantial redevelopment and has been assessed against Clause 6.2.1 of the draft HGSP in the below table.

Clause 6.2.1 Herdsman Glendalough Structure Plan Existing Conforming Land Uses in Non Residential Zone Land		
Requirement	**Objective**	**Officer Comment**
a) Substantial redevelopment of existing conforming uses shall meet all of the required provisions for the area;	1. To prioritise the substantial redevelopment of sites with new mixed use buildings;	The proposed development does not constitute the substantial redevelopment of the site with the retention of one (1) existing building and

Clause 6.2.1 Herdsman Glendalough Structure Plan Existing Conforming Land Uses in Non Residential Zone Land		
Requirement	**Objective**	**Officer Comment**
		construction of three (3) new buildings, and includes a continuation of the Automotive Sales land use and proposes a land use of Motor Vehicle, Boat or Caravan Sales, and Motor Vehicle Repair, which is consistent with the existing land use.
b) Non-substantial redevelopment of existing conforming uses: i. shall ensure that the long term vision is not impeded, by: - Setting aside land for new roads / widening which can be used in the interim for uses such as open air car parking and display areas; ii. Setting aside land on a street for future mixed use buildings, which can be used for interim uses such as open air car parking and display areas. iii. will be exempted from the following provisions for the area (subject to the scale and intensity of the development): - Mandatory residential; - Mandatory mixture of uses; - Ceding land for POS; - Land ceded for road widening and new roads; and - Construction of new roads	2. To allow the staged substantial redevelopment of sites. 3. To allow for non-substantial redevelopment of sites whilst protecting land for new roads and future mixed use buildings.	The site is impacted by the indicative future ROW location of the draft HGSP, and the development is located within the Mandatory Residential Area. As the proposed development is considered to be non-substantial, the requirement for the development of a Mandatory Residential component on the subject site is not required. The land required for the future Right of Way has been set aside. The land required for the future Right of Way has been indicated in the proposed development, and no development is provided over this portion of the site. The Applicant has indicated that any potential future residential development would be able to be accommodated onsite, given that there is a surplus of car parking provided onsite which indicates there is potential on site for a portion of the car parking area to be

Clause 6.2.1 Herdsman Glendalough Structure Plan Existing Conforming Land Uses in Non Residential Zone Land		
Requirement	**Objective**	**Officer Comment**
		removed to provide a residential development in the future.

As outlined above, the proposed works do not impede the long term vision, specifically for the delivery of residential development and future road connections, including Right of Ways, of the draft HGSP and are therefore supported.

Draft AMD114 includes the addition of development provisions for development within the HGSCA. An assessment against the relevant additional provisions are provided in the table below.

Draft Local Planning Scheme No.3 Amendment 114	
Provision	**Officer Comment**
6.4.4b) i) Any approved structure plan which relates to land within the Herdsman Glendalough Special Control Area may, identify new roads or rights-of-way for which land is required to be ceded for the purposes of these new roads or rights-of-way. Subclauses a. and b. set out the types of road or rights-of-way that may be identified by an approved structure plan. a. A 'Fixed Location of Proposed Ceded Road / Right-of Way' is a road which has a fixed location. b. An 'Indicative Location of Proposed Ceded Road / Right-of-Way' is a road which doesn't have a fixed location and its exact location on the affected lot shall be determined through the detailed planning for a subdivision and/or development application.	The draft HGSP identified a 'new fixed location of a non-residential Right of Way' through the development site as shown in Figure 3 above. As identified earlier in this report, the proposed development is not considered to be 'substantial redevelopment', and as such the setting aside of land for a future Right of Way is required as part of this proposed development. This has been provided in the development plans. The land is not required to be ceded. The proposed development does not include any structures within the future Right of Way area.
6.4.4b) ii)Where development is proposed on a site where a new road or rights of way have been identified in accordance with the above clause, the Local Government may: a. If it grants development approval, and if in the opinion of the local government the development to which the development approval relates is substantial, impose a	The built form proposed as part of the development is not within the location of the future Right of Way as per the HGSP. The indicative future Right of Way is indicated on the plans. As the proposed development is not considered to be 'substantial redevelopment', the development is not required to cede the land of the future Right of Way as part of the subject

Draft Local Planning Scheme No.3 Amendment 114	
Provision	**Officer Comment**
condition on that development approval which requires the land so affected to be ceded in accordance with Clause 6.4.4a) of the Scheme and constructed at the applicants cost in accordance with the specifications outlined in any approved structure plan, including, but not limited to, road pavement, on street parking, footpaths, cycle paths, street trees and landscaping. b. Recommend to the Western Australian Planning Commission that if it grants approval for the subdivision or strata subdivision, it imposes a condition requiring the land so affected to be ceded in accordance with clause 6.4.4.a) of the Scheme and constructed at the applicants cost in accordance with the specifications outlined in any approved structure plan, including, but not limited to, road pavement, on street parking, footpaths, cycle paths, street trees and landscaping.	development application, with the area set aside.

As outlined above, the proposed works do not impede the long term vision of the draft HGSP, specifically future road connections including Right of Ways, and are therefore supported.

Additionally, it is noted that Figure 13 requires the Relative Level (RL) of the future Right of Way to be 19.5 in this location. The RL is proposed at 20.00. The City's Engineers have reviewed the proposed grade and levels and have advised that a RL of 19.5 and compliant grades are able to be achieved on the vehicular ramp internal to the site without impacting the built form. As such, the City recommends a condition relating to the RL of the Right of Way, should the JDAP be of a mind to approve the development.

3. Built Form

<u>Herdsman Glendalough Local Development Plan (LDP)</u>

The LDP is applicable to development applications within the draft HGSP area. The development has been assessed against the provisions of the LDP and it has been identified that discretion is sought in relation to the following elements:

- Clause 3.2.1 – Active Building Edges on Ground Level;
- Clause 3.2.2 – Entry Points;
- Clause 3.3.1 – Parking; and
- Clause 3.3.2 – Vehicle Access and Crossovers.

Clause 3.2.1 Active Building Edges on Ground Level

The table below identifies the non-compliant aspects of the proposed development against the provisions of Active Building Edges on Ground Level:

Herdsman Glendalough LDP Clause 3.2.1 Active Building Edges on Ground Level	
Provision	**Officer Comment**
a) Breaks in glazing to Active Building Edges shall be provided every 10m.	• Building 1 has a portion of glazed area 27m in length without interruption; and • Building 3 has a portion of glazed area 19.6m in length without interruption.
b) Non-residential development and non-residential components of mixed use development are to have nil setbacks at the ground floor fronting streets except where a plaza, a forecourt, or a colonnade are provided, or where a tree is proposed to be retained	The proposed buildings do not achieve nil setbacks to either Scarborough Beach Road or Howe Street.
g) Any building within an Additional Use 'Shop' area is required to have Active Uses (see definitions) and Active Building Edges on the ground floor along the entire street frontage.	The proposed land uses are not active uses as per the definition in the draft HGSP (ie, social uses such as shops and cafes), or in the LDP (being Amusement Parlour, Betting Agency, Cinema, Civic Uses, Club Premises, Convenience Store, Fast Food Outlet, Hotel, Hostel, Market, Night Club, Personal Care Services, Personal Services, Restaurant, Restricted Premises, Shop, Small Bar, Tavern).

As the proposal does not satisfy the provisions of Clause 3.2.1 of the LDP, an assessment against the relevant objectives is provided below:

Herdsman Glendalough LDP Clause 3.2.1 Objectives	
Objective	**Officer Comment**
a) To encourage day and night active uses where Active Building Edges are required.	The proposed use classes are not considered to be active uses as per the definition in the LDP or draft HGSP. However, the proposal is considered a non-substantial development, and the use class is generally consistent with the existing land uses on-site.

Herdsman Glendalough LDP Clause 3.2.1 Objectives	
Objective	**Officer Comment**
b) To ensure that active edges on the ground floor are visually interesting and have fine grained architectural elements.	Although the built form to Scarborough Beach Road provides a high proportion of glazing and logical wayfinding signage, the setback of the building from Scarborough Beach Road at 11m to the future lot boundary is not supported. The proposed setback is used for vehicular parking and access, creating a divide between the pedestrian interface of Scarborough Beach Road and the building. This is contrary to the intent of the LDP, which is to create an active edge on Scarborough Beach road to help foster a sense of community and vibrancy in the public realm. The proposed setback reduces the opportunity for street level engagement and will create a barrier, dominated by vehicles, between the building and the street, making it less accessible, attractive and welcoming. The LDP is intended to guide development and built form outcomes and the introduction of new buildings included in this proposal represents and opportunity to improve outcomes rather than maintain the status quo. This approach of nil setbacks to Scarborough Beach Road has been consistently applied and adapted in other developments nearby, namely: • HN 304 Scarborough Beach Road (DA17/2495 refers, originally approved on 10 September 2020 (Attachment 8)) • HN 345 Scarborough Beach Road (DA20/1846 refers, originally approved on 28 January 2021(Attachment 9)) Both these developments were approved by the JDAP, address Scarborough Beach Road with portions or the entirety of the built form incorporating a nil setback, which reduces the detrimental impacts of vehicle parking and access on the Scarborough Beach Road streetscape.

Herdsman Glendalough LDP Clause 3.2.1 Objectives	
Objective	**Officer Comment**
	It is identified in the Applicant's Planning Report (Attachment 5a) a potential building extension for a nil setback can be achieved in the future. However, this is not proposed on the development plans nor has a timeframe for this built form extension been proposed. As such, this has not been considered as part of this application. With regards to Howe Street, the opposite side of the street is Industry zone which requires a minimum 9m primary street setback. The provision of a 10m setback to Howe Street is both consistent with the existing built form and streetscape, and the zoning of the adjacent properties, and considered acceptable as there is less opportunity for Howe Street to see a greater volume of pedestrian and vehicular traffic.

For the abovementioned reasons, the development does not satisfy the objectives of Clause 3.2.1 of the LDP, and such is not supported.

Clause 3.2.2 Entry Points

The table below identifies the non-compliant aspects of the proposed development against the Entry Points provisions of the LDP:

Herdsman Glendalough LDP Clause 3.2.2 Entry Points	
Provision	**Officer Comment**
b) iii) Be at ground level (i.e. at the same level as the footpath on the street frontage)	• Building 1 proposes a finished floor level (FFL) of 18.90, which is 1.275m above the natural ground level (NGL) of the footpath at 17.625.

As the proposal does not satisfy the provisions of Clause 3.2.2 of the LDP, an assessment against the relevant objectives is provided below:

Herdsman Glendalough LDP Clause 3.2.2 Objectives	
Objective	**Officer Comment**
a) To provide a clearly defined building entrance.	The subject site features a crossfall of approximately 5.75m from northeast to

Herdsman Glendalough LDP Clause 3.2.2 Objectives	
Objective	**Officer Comment**
	southwest, with the difference in levels between the Scarborough Beach Road footpath and NGL at the rear of Building 1 being 1m. The site has been graded to avoid having steep grades to allow access for pedestrians and vehicles. At the pedestrian level, the car parking bays provided facing Scarborough Beach Road will directly face the footpath, with the built form 11m away and 1.27m higher, further enhancing the separation from Scarborough Beach Road and therefore further compromising the ability to foster a sense of community and vibrancy in the streetscape. Pedestrian access to the building is obstructed by the proposed display vehicle parking, which is not supported in this location.

For the abovementioned reasons, the development does not satisfy the objectives of Clause 3.2.2 of the LDP, and as such is not supported.

Clause 3.3.1 Parking

The table below identifies the non-compliant aspects of the proposed development against the Parking provisions of the LDP:

Herdsman Glendalough LDP Clause 3.3.1 Parking	
Provision	**Officer Comment**
c) Where fronting a street or Right of Way parking shall be sleeved to a minimum distance of 8.0 metres by: i. Active Uses on the ground floor in all 'additional use Shop' areas (Figure 5); ii. Non-residential and/or residential uses above the ground floor in all additional use shop areas (Figure 7); and iii. Non-residential and/or residential uses on all levels outside of additional use shop areas.	• There is car parking abutting Scarborough Beach Road and Howe Street which is unsleeved.

As the proposal does not satisfy the provisions of Clause 3.3.1 of the LDP, an assessment against the relevant objectives is provided below:

Herdsman Glendalough LDP Clause 3.3.1 Objectives	
Objective	**Officer Comment**
a) To ensure that car parking structures are not visible day and night from the public realm.	Although the majority of car parking is sleeved within the site, there is parking forward of Building 1, adjacent to Scarborough Beach Road, and forward of Building 3, adjacent to Howe Street. These parking areas will incorporate minimal landscaping and will be highly visible, particularly to Scarborough Beach Road.
b) To ensure that all car parking is sleeved with non-residential and / or residential uses facing a street.	Car parking is forward of Building 1 and Building 3. In terms of the Scarborough Beach Road streetscape, the proposed development incorporates car parking areas which are not screened and highly visible from Scarborough Beach Road. The demo vehicle bays which are directly adjacent to Scarborough Beach Road are detrimental to the intent of the LDP, to enhance the pedestrian and visual amenity of Scarborough Beach Road. The proposed demo vehicular bays require the built form to be setback 11m from the future lot boundary of the primary street, which increases car domination on Scarborough Beach Road and restricts the ability of the development to provide active building edges. The provision of a nil setback from the development to Scarborough Beach Road would not restrict the ability of the development to display vehicles, as demonstrated by other developments to incorporate nil setbacks to Scarborough Beach Road consistent with the LDP. These examples include two (2) Motor Vehicle, Boat or Caravan Sales developments, being HN 304 Scarborough Beach Road (DA17/2495 refers, originally approved on 10 September 2020 (Attachment 8)) and HN 345 Scarborough Beach Road (DA20/1846 refers, originally approved on 28 January 2021(Attachment 9)). Given Scarborough Beach Road features high frequency bus routes, and is subject

Herdsman Glendalough LDP Clause 3.3.1 Objectives	
Objective	**Officer Comment**
	to future road widening, a greater level of amenity should be provided to transition the area between the current, vehicular based designs to the intended streetscape, particularly as the City is supportive of the use class despite it not being an active building use as per the draft HGSP. In terms of Howe Street, the streetscape is of lesser regional significance as Howe Street is a local road and the adjacent properties are zoned Industry, which are subject to a 9m building primary street setback.
c) To ensure that all car parking is sleeved with non-residential and / or residential uses facing a Non-Residential or Residential Right of Way	There is no existing Right of Way adjacent to the site. The future non-residential Right of Way located within the site, as per Figure 13 as of the draft HGSP, is indicated on the plans and the built form does not impact this future road location. A non-residential use is proposed adjacent to the future non-residential Right of Way.
d) To ensure that all elevated basement parking is not visible from the street	There is no elevated basement parking proposed as part of this application.

For the abovementioned reasons, the development does not satisfy the objectives of Clause 3.3.1 of the LDP, and such is not supported.

Clause 3.3.2 Vehicle Access and Crossovers

The table below identifies the non-compliant aspects of the proposed development against the provisions of Vehicle Access and Crossovers:

Herdsman Glendalough LDP Clause 3.3.2 Vehicle Access and Crossovers	
Provision	**Officer Comment**
f) A maximum of one crossover per lot is permitted.	• The development site encompasses four (4) lots, with a total of six (6) crossovers proposed, with four (4) existing crossovers.

As the proposal does not satisfy the provisions of Clause 3.3.2 of the LDP, an assessment against the relevant objectives is provided below:

Herdsman Glendalough LDP Clause 3.3.2 Objectives	
Objective	**Officer Comment**
a) To ensure that the number of crossovers and vehicle access points are minimised to limit vehicle conflicts with pedestrians and cyclists.	The subject site is 10,171m^2 in size, compromised of four (4) lots, and with a 100m Scarborough Beach Road frontage and a 40m Howe Street frontage. The proposed crossovers are separated over this large site and frontages, with four (4) crossovers onto Scarborough Beach Road and two (2) crossovers on Howe Street. Two (2) of the Scarborough Beach Road crossovers and one (1) of the Howe Street crossovers are proposed to be replaced, with all remaining crossovers unchanged. The proposed quantity, general location, and width of the crossovers remains generally consistent with the existing conditions on-site. As both the existing and proposed use classes on-site directly involve vehicles and require parking and crossovers, the quantity of crossovers is justified, particularly as the proposed crossovers are largely unaltered. Notwithstanding the above, it is noted that a reduced building setback to Scarborough Beach Road would facilitate the reduction of crossovers and provide an opportunity to rationalise the location of crossovers onsite, which would reduce conflict points and provide a safer pedestrian experience. The pedestrian and cyclist experience will be improved as some crossovers are being relocated so as to improve visual sightlines, and to increase separation to at least 15m between each crossover.
b) To increase the pedestrian and cyclist continuous experience	The upgraded crossovers and spacing between crossovers will provide for an upgrade to the existing pedestrian and cyclist environment by providing compliant sight lines on upgraded crossovers.
c) To minimise the width of vehicle access points and crossovers.	The proposed crossovers comply with the permitted non-residential crossover widths.

Herdsman Glendalough LDP Clause 3.3.2 Objectives	
Objective	**Officer Comment**
d) To ensure that vehicle access is from Rights of Way where available.	The site does not abut an existing Right of Way, and there will be no impact to the future Right of Way as portions of the future Right of Way abut car parking areas that could have vehicular access to the future Right of Way.
e) To limit vehicle access points and crossovers from Scarborough Beach Road, John Sanders Drive and Main Street to ensure a continuous Active Building Edge with weather protection canopies.	There are a total of four (4) crossovers proposed onto Scarborough Beach Road over 100m of the development site frontage, with all four (4) crossovers being in generally the same position as they are currently onsite, and two (2) crossovers being unchanged entirely. The vehicle access points are spaced over the 100m lot frontage providing for sections of traversable footpath along Scarborough Beach Road which are not interrupted by crossovers. Although the development does not achieve an active edge to Scarborough Beach Road, the proposed access arrangements do not impede the ability of the development to satisfy this provision as portions of Building 1 are able to be brought forward to Scarborough Beach Road without removing the existing crossovers, which would allow for weather protection canopies to be provided for portions of the frontage.

For the abovementioned reasons, the development satisfies the objectives of Clause 3.3.2 of the LDP.

4. Landscaping

<u>Local Planning Policy 6.6 – Landscaping</u>

The table below identifies the non-compliant aspects of the proposed development against the provisions of the City's Local Planning Policy 6.6 (LPP6.6):

Local Planning Policy 6.6 – Landscaping	
Provision	**Officer Comment**
Commercial development must contain a minimum of 10% landscaping of the total site area.	The development provides 7.2% (732.9m^2) landscaping in lieu of 10% (1,017.1m^2), based on the current land size prior to any ceding of Scarborough Beach Road. This equates to a shortfall of 284.2m^2 of landscaping onsite. The development site is subject to ceding along Scarborough Beach Road, in relation to the PCA and setting aside of land for the future Right of Way (ROW). The portion of landscaping within the PCA, which will be required to be ceded, is 69.3m^2. When this portion is ceded, the provided landscaping onsite will be reduced to 6.5% (663.6m^2). This equates to a shortfall of 346.57m^2. Furthermore, when the future ROW is developed, the portion of landscaping proposed within the ROW area will be required to be removed. This portion, which is 206.2m^2 in area, will reduce the landscaping onsite to 4.6% (457.4m^2), which includes the PCA being ceded. This equates to a shortfall of 532.15m^2.
One (1) tree is required per every six (6) bays in non-residential development parking areas.	Although sufficient trees are provided onsite for the uncovered car parking areas, there is only one (1) tree adjacent to the 16 service car parking bays to the northeast of Building 3, no trees are provided for the six (6) service car parking forward of Building 3, and no trees adjacent to the 10 demo car parking bays forward of Building 1.
'Soft' landscaped buffers are required to adjacent properties with a minimum width of 1.5m.	Landscaping strips are provided at minimum widths of 0.7m to the northern boundary, 0.6m to the southern boundary and 0.9m to the western boundary.

As the proposal does not satisfy the provisions of LPP6.6, an assessment against the relevant objectives is provided below:

Local Planning Policy 6.6 Landscaping Objectives	
Objective	**Officer Comment**
To promote improved landscaping provision and design;	The site proposes a significant proportion of hardstand, including car parking, with a

Local Planning Policy 6.6 Landscaping Objectives	
Objective	**Officer Comment**
	surplus of 60 car parking bays. The landscaping proposed on-site is insufficient in terms of area, with a shortfall of 284.2m^2 or 532.15m^2 following the ceding of the PCA and ROW. The design of the planting areas proposed is primarily provided in landscaping strips and planting diamonds, which in some areas are less than 1m in width, with planting areas as small as 0.5m^2 in area. Although sufficient Advanced Trees are provided onsite to comply with LPP6.11 prior to the ceding of the future Right of Way, there are many trees and landscaping areas which are provided with insufficient planting dimensions. The proposed landscaping design impacts the viability of the proposed trees and limits the density, range and viability of shrubs and other soft landscaping in these areas. The overall landscaping shortfall, when considered over the size of the development site, is 284.2m^2 or 532.15m^2 following the ceding of the PCA and the future ROW, which is significant. The design of the proposed landscaping, which includes restricted planting areas, a landscaping shortfall, and a shortfall of trees in uncovered car parking areas will not facilitate the growth of established and well designed landscaping areas to compliment the development site nor break up the excessive hardstand proposed on-site. The provision of a significant portion of landscaping within areas which are to be ceded and developed in the future does not contribute to the long-term landscaping provision and design, as these portions will not remain in the lot, nor will the future ROW location remain as landscaping.
To improve the visual appeal of development, screen service areas and provide a buffer to boundaries;	The proposed landscaping provides minimal screening between the car parking bays and Scarborough Beach Road, with a 0.8m strip of landscaping

Local Planning Policy 6.6 Landscaping Objectives	
Objective	**Officer Comment**
	between the Hyundai demo bays forward of Building 1 and Scarborough Beach Road, which is insufficient to soften the appearance of the development, and is entirely within the Planning Control Area, which will be required to be ceded. Service areas are generally concealed by way of built form, being located in the basement, although there is a bin store facing Howe Street will be screened by landscaping provided to the Howe Street boundary.
To provide shade and 'green relief' in built up areas; and	Given the proposed trees are provided with deep soil planting areas as small as 0.5m^2 in area and 0.8m in dimension, the viability of the proposed trees is compromised. The design of landscaped areas does not provide for sufficient planting areas, which will detrimentally impact the ability of the proposed landscaping area to provide shade and green relief, particularly noting the significant proportion of hardstand and uncovered car parking bays proposed on the site. As a 60 car parking bay surplus is proposed onsite, there is opportunity to remove a portion of car parking bays to provide additional landscaping onsite whilst providing sufficient car parking for the development.
To promote more environmentally sustainable landscaping.	The proposed planting mix includes native species. Conditions relating to the use of efficient water systems are recommended, if the JDAP are of a mind to support the application.

For the abovementioned reasons, the development does not satisfy the objectives of LPP6.6, and such is not supported.

5. Parking and Access

As per Clause 6.4.8 of draft AMD114 of LPS3, which is specific to developments within the HGSP Area, all non-substantial development shall be assessed using the City's Local Planning Policy 6.7 – Parking and Access (LPP6.7).

Car Parking Assessment			
Use	**Requirement**	**Variable (seats, m^2, employees)**	**Bays Required**
Motor Vehicle, Boat or Caravan Sale (Building 1)	1 bay per 80m^2 of display area	1,861.8m^2 total display area	23.27 bays
Office (Incidental use – Building 2)	1 bay per 50m^2 of Gross Floor Area	244.3m^2 Gross Floor Area	4.886 bays
Industry – Service (Building 3)	1 bay per 50m^2 of Gross Floor Area	2,510.2m^2 Gross Floor Area	50.21 bays
		Subtotal	78.366 bays
		Concessions applicable: Within 200m of a bus stop: 15%	11.75 bay reduction
		Total Car Parking Required	66.6 (67) bays
		Total Car Bays Provided On-Site	127 bays
		Total Shortfall/Surplus	60 bay surplus

As such, the provision of car parking onsite complies with the relevant requirements of draft AMD114 of LPS3 and LPP6.7.

6. Local Planning Policy 6.1 – Advertising Signs

In accordance with the provisions of the City's Local Planning Policy 6.1 (LPP6.1), the following comments are provided:

The proposed Monolith Sign is partly within the Planning Control Area (PCA No. 166), and partly within the Scarborough Beach Road road widening. As these portions of the site are under the delegation of the West Australian Planning Commission, this sign is unable to be considered as part of the subject application.

Please be advised that a separate MRS Form 1 application must be lodged to the City of Stirling for the portion of the development located within the Planning Control Area. The City will forward the application to the WAPC for determination under section 115 of the *Planning and Development Act 2005*.

The proposal includes four (4) Wall Signs, with an assessment provided below.

Local Planning Policy 6.1 – Advertising Signs Wall Signs	
Provision	**Officer Comment**
As per the provisions of LPP6.1, wall signs are permitted to be a maximum size of 10m^2 per aggregate per tenancy.	Wall Signs to Building 3 with an aggregate area of 12.7m^2.
A maximum of two (2) wall signs are permitted per tenancy.	Four (4) Wall Signs are proposed to Building 3 in lieu of two (2).

As the proposal does not satisfy the provisions of LPP6.1, an assessment against the relevant objectives is provided below:

Local Planning Policy 6.1 Advertising Signs Objectives	
Objective	**Officer Comment**
To ensure that the display of advertisements on private sites does not adversely impact on the amenity of surrounding land;	The proposed signage is setback 15m from Howe Street, and 13m and 7m respectively from the northwest and southeastern boundaries. Therefore the visual impacts to the streetscape and adjacent properties is minimised. The proposed signage does not adversely impact the streetscape or the adjacent built form as the signs are positioned across the façade of Building 3.
To avoid a proliferation of signs on individual sites and buildings;	Based on the size of the subject site at 10,171m^2, and the frontage of Building 3 at 20m in width, the signage is present for 50% of the Howe Street frontage, which is not considered excessive.
To improve the streetscape of major roads;	Howe Street is a local road under the City's Functional Road Hierarchy.
Encourage the rationalisation of advertising signs on individual premises;	The signage is clearly rationalised onsite and within the proposed built form, and relates to the products serviced by the tenancy. The brands are delineated by way of three (3) different claddings to the fascia, which provides interest to the built form.
Encourage the incorporation of advertising signs into the design consideration of buildings;	The signage is located on the fascia of the building, which ensures the signage is restricted to a single portion of the built form.
To ensure that signs are not discriminatory or offensive; and	The proposed signage is not discriminatory nor offensive.
To ensure that signs only relate to services and products on the site.	The proposed signage relates only to the services and products onsite.

For the abovementioned reasons, the development satisfies the objectives of LPP6.1.

7. State Planning Policy 5.4 – Road and Rail Noise (SPP 5.4)

The subject site abuts Scarborough Beach Road, which is identified as 'Other significant freight / traffic route' in accordance with SPP5.4. The subject site is located within the buffer areas of Scarborough Beach Road. However, as the proposed development does not include "Noise sensitive land uses", the proposed development is exempt from assessment against SPP5.4.

8. State Planning Policy 7.0 – Design of the Built Environment (**SPP 7.0**)

This policy is to be applied to all development applications in Western Australia. The purpose of this policy is to inform and guide landowners, proponents, designers, reviewers and decision-makers to achieve good design outcomes in the built environment.

The City's summary of the proposed development against SPP 7.0 is as follows:

State Planning Policy 7.0 – Design of the Built Environment		
#	**Design Principle**	**Officer Comment**
1	Context and Character *Good design responds to and enhances the distinctive characteristics of a local area, contributing to a sense of place.*	The development is not consistent with the objectives of the Mixed Use zone of LPS3, as the development does not provide an active building edge with an 11m setback from Scarborough Beach Road. The lack of direct interface with Scarborough Beach Road limits the ability of the development to achieve an active streetscape consistent with the provisions of the LDP.
2	Landscape Quality *Good design recognises that together landscape and buildings operate as an integrated and sustainable system, within a broader ecological context.*	The proposed landscaping has been assessed against the City's applicable planning polices, as discussed earlier in this report. The proposal provides a total of 732.9m^2 landscaping with 1,017.1m^2 required. Additionally, following ceding of the PCA and the Right of Way, landscaping is reduced to 457.4m^2 which represents a shortfall of 532.15m^2. The landscaping strips and planting diamonds that are provided are small in size and dimension, which will restrict planting species and the viability of plants to establish. The landscaping shortfall and restricted planting areas reduces the ability of the landscaping to break up the hardstand provided onsite.
3	Built form and scale *Good design ensures that the massing and height of development is appropriate to its setting and successfully negotiates between existing built form and the intended future character of the local area.*	The building mass and height proposed is lesser than permitted under the LDP, with a plot ratio of 0.44 proposed with 2.5 permitted. A building height of one (1) storey is proposed to Scarborough Beach Road with a height limit of 10 storeys permitted prior to the application of any height bonuses. A building height of one (1) Storey is proposed to Howe Street, with a height limit of three (3) storeys before any

State Planning Policy 7.0 – Design of the Built Environment		
#	**Design Principle**	**Officer Comment**
		applicable height bonuses are permitted and applied. The street setbacks are not consistent with the provisions of the LDP, as active edges are required to be provided to Scarborough Beach Road, as detailed earlier in this report. The proposed built form does not meet the intended future character of the local area, as the provided setbacks do not provide an active building edge to Scarborough Beach Road, and do not contribute to a vibrant streetscape as the built form is setback a minimum of 11m and with display vehicle parking bays provided forward of the building.
4	<u>Functionality and build quality</u> *Good design meets the needs of users efficiently and effectively, balancing functional requirements to perform well and deliver optimum benefit over the full life-cycle.*	The development is functional and provides specifically tailored spaces for the proposed use classes. The development makes use of the current crossover locations and overall site access and egress to provide a development which is accessible to both vehicular and pedestrian movement. The built form and materials chosen are suitable for the development's function.
5	<u>Sustainability</u> *Good design optimises the sustainability of the built environment, delivering positive environmental, social and economic outcomes.*	The development site currently does not contain any landscaping or trees. The development proposes 25 new trees, which will provide increased canopy cover to the site, and the landscaping plan includes native species. The proposed landscaping is provided at a shortfall of 284.2m^{2,} as 7.2% (732.9m^2) landscaping is provided in lieu of the required 10% (1,017.1m^2). This will reduce to 4.6% (457.4m^2) following ceding of the PCA and the future Right of Way. The landscaping strips and planting diamonds that are provided are small in size and dimension, and do not promote the viability of the proposed Advanced Trees. The landscaping proposed will detrimentally impact the

State Planning Policy 7.0 – Design of the Built Environment		
#	**Design Principle**	**Officer Comment**
		ability of the development to ameliorate the impact of hardstand and break up the heat island effect, and will reduce the development's ability to provide positive environmental outcomes in the locality. The viability of the landscaping provided is discussed later in this report. Additionally, it is noted that as a surplus of car parking is proposed, there is opportunity to remove a number of car parking bays toprovide additional landscaping onsite. The development's construction materials, being tilt up concrete and cladding, is hardy and appropriate for the location. A large proportion of glazing to the built form will allow for solar access, reducing reliance on artificial lighting. The development provides for jobs in the locality, delivering social and economic outcomes.
6	<u>Amenity</u> *Good design provides successful places that offer a variety of uses and activities while optimising internal and external amenity for occupants, visitors and neighbours, providing environments that are comfortable, productive and healthy.*	In terms of pedestrian traffic, the proposed commercial tenancy is legible from both streetscapes, however pedestrian access to the building is obstructed by the proposed vehicular parking. The areas provided for the Motor Vehicle, Boat or Caravan Sales and Motor Vehicle Repair are specifically designed to be useable for these uses, and are well justified on the site. The proposed use classes are consistent with the uses currently in the locality, and as the proposal is considered to be a non-substantial development as it is generally consistent with the current use class and scale of the existing development. The development can be considered an upgrade of the current facilities provided onsite in terms of design and amenity.

State Planning Policy 7.0 – Design of the Built Environment		
#	**Design Principle**	**Officer Comment**
		The lack of active building edges and dominance of vehicular parking on the Scarborough Beach Road streetscape detrimentally impacts the amenity of the development and the surrounding streetscape. The proposal is contrary to the intent of the LDP, which is to create an active edge on Scarborough Beach Road to help foster a sense of community and vibrancy in the public realm.
7	<u>Legibility</u> *Good design results in buildings and places that are legible, with clear connections and easily identifiable elements to help people find their way around.*	The entrances on Scarborough Beach Road and Howe Street are clearly defined and legible from the street, and signage clearly identifies the products available onsite. The location of crossovers provide clear, legible access and egress across the site, with the customer parking areas directly accessible from the crossovers and vehicular circulation areas within the site. The location of the crossovers are well justified to provide access to all the buildings. The entrances on Scarborough Beach Road and Howe Street are easily accessed from the existing footpath network, with delineated footpaths provided onsite for pedestrians around the car parking areas.
8	<u>Safety</u> *Good design optimises safety and security, minimising the risk of personal harm and supporting safe behaviour and use.*	The development does not contain any concealment corridors or obvious opportunities for antisocial behaviour. All new crossovers are located so as to provide sufficient visual sightlines to facilitate pedestrian and vehicular safety on and offsite, particularly as Scarborough Beach Road is a District Distributor A Road under the City's Functional Road Hierarchy and an Other Regional Road as per the WAPC road designations.
9	<u>Community</u> *Good design responds to local community needs as well as the wider social context, providing environments that support a*	The proposed Motor Vehicle, Boat or Caravan Sales and Motor Vehicle Repair, are uses that are consistent and appropriate in the existing locality, and they are discretionary and

State Planning Policy 7.0 – Design of the Built Environment		
#	**Design Principle**	**Officer Comment**
	diverse range of people and facilitate social interaction.	permitted uses in their respective zones.
10	Aesthetics *Good design is the product of a skilled, judicious design process that results in attractive and inviting buildings and places that engage the senses.*	In terms of aesthetics, the built form is an upgrade to the existing built form onsite, in particular the proposed built form has greater legibility from the streetscape. The proposed built form is to be constructed of tilt-up concrete, which is standard for similar industrial or commercial development, and is to be finished in a variety of cladding in varying colours and materials, with any remaining tilt-up concrete to the sides and rear only to be painted, ensuring the streetscape is not unpainted concrete. However, the positive design elements are negated from the streetscape, as a 11m setback is provided between the primary frontage of Building 1 and Scarborough Beach Road, together with the difference in levels between the footpath and the Building 1 frontage. The large setback and car parking areas proposed between the built form and street frontage does not facilitate an attractive street presence, as the clearly defined pedestrian entrance is setback behind parking and requires pedestrian negotiation of a car parking area to access. Additionally, the landscaping shortfall reduces the ability of Advanced Trees to establish and mature to a height that will break up the overall impacts of built form and hardstand, both internally and to lot boundaries. The built form is inconsistent with the intent of the LDP in terms of contributing to the improvement of Scarborough Beach Road and providing active building edges to result in an attractive built form from the streetscape.

9. Planning and Development (Local Planning Schemes) Regulations 2015

An assessment against Schedule 2, Part 9, Clause 67 of the *Planning and Development (Local Planning Schemes) Regulations 2015* has been undertaken.

The City's response to each point requiring consideration is listed in the table below:

Clause 67 – Matters to be Considered	
Provision	**Officer Comment**
(a) The aims and provisions of this Scheme and any other local planning scheme operating within the Scheme area.	The development is not consistent with the Development Zone of LPS 3 as the built form to Scarborough Beach Road does not provide for an active building edge consistent with the LDP.
(b) The requirements of orderly and proper planning including any proposed local planning scheme or amendment to this Scheme that has been advertised under the Planning and Development (Local Planning Schemes) Regulations 2015 or any other proposed planning instrument that the local government is seriously considering adopting or approving.	The development is not consistent with LPS 3, the LDP and LPP 6.6 as the development does not provide for an active building edge to Scarborough Beach Road and with insufficient landscaping provided onsite. The proposed development is considered to be a non-substantial redevelopment of the site and does not prejudice the future intent of the future planning framework with the right-of-way to the rear of the Scarborough Beach Road lots set aside and the potential to accommodate residential development on-site.
(c) Any approved State planning policy.	The City's assessment of the development application has considered the relevant State Planning Policies.
(fa) Any local planning strategy for this Scheme endorsed by the Commission.	The City's local planning strategy identifies the Herdsman Glendalough Structure Plan Area as an accessible area connected to the public transport network and delivering on increase in employment and housing. The proposed development is not considered to be a substantial redevelopment of the site; and the additions do not fetter future delivery of road connections or the delivery of housing within the Herdsman Glendalough Structure Plan Area as the future ROW is indicated on the plans and future residential is able to be accommodated on the site.
(g) Any local planning policy for the Scheme area.	The development has been assessed against the City's relevant Local Planning Policies, with the City's assessment concluding the development does not satisfy LPP 6.6 in relation to the

Clause 67 – Matters to be Considered	
Provision	**Officer Comment**
	insufficient provision and design of landscaping provided onsite.
(h) Any structure plan or local development plan that relates to the development.	The development has been assessed against the draft HGSP and HGLDP which are applicable to the development site. The City's assessment concludes the development does not satisfy the provisions of the LDP as the development does not provide for an active building edge to Scarborough Beach Road, as discussed previously.
(m) The compatibility of the development with its setting including the relationship of the development to development on adjoining land or on other land in the locality including, but not limited to, the likely effect of the height, bulk, scale, orientation and appearance of the development.	The development does not achieve an active interface to Scarborough Beach Road with display parking located forward of the predominant building line. The development is contrary to the intent of the LDP to create a continuous streetscape to the Scarborough Beach Road frontage.
(n) The amenity of the locality including the following — i. environmental impacts of the development; ii. the character of the locality; iii. social impacts of the development.	There are no existing trees or landscaping on the development site. The proposal does incorporate landscaping onsite which represents an improvement to the existing site conditions, however the landscaping provided is insufficient in area and has not been appropriately designed. The development does not provide for an active building edge to Scarborough Beach Road with vehicle display parking provided abutting Scarborough Beach which is contrary to the intent of the LDP to create a continuous streetscape. In relation to Howe Street, the development provides for an appropriate interface between the development site and the surrounding Industry zoned properties.
(p) Whether adequate provision has been made for the landscaping of the land to which the application relates and whether any trees or other vegetation on the land should be preserved.	The development proposal does not satisfy LPP 6.6 in terms of the overall landscaping provided onsite or general design. The proposed landscaping does not facilitate established planting to provide canopy cover on-site or green buffers to adjoining properties.
(s) The adequacy of – (i) the proposed means of access to and egress from the site; and	The development application includes a Traffic Impact Statement prepared by Cardno in support of the proposal. This has been reviewed by the City's technical

Clause 67 – Matters to be Considered	
Provision	**Officer Comment**
(ii) arrangements for the loading, unloading, manoeuvring and parking of vehicles.	officers and is generally supported. The development meets the engineering requirements in terms of access and egress from the site, and manoeuvring. The proposed unloading and loading of vehicles within the road reserve is not supported and should be addressed by way of condition setting should JDAP be of mind to support the proposed development. The development provides for a surplus of 60 car parking bays on-site.
(t) The amount of traffic likely to be generated by the development, particularly in relation to the capacity of the road system in the locality and the probable effect on traffic flow and safety.	The traffic generated by the development is generally consistent with the existing use. The development is not considered to adversely impact the capacity of the road system in the locality as per the outcomes of the Traffic Impact Statement which has been reviewed and supported by the City.
(x) The impact of the development on the community as a whole notwithstanding the impact of the development on particular individuals.	The development application has been formally advertised in accordance with the *Planning and Development (Local Planning Schemes) Regulations 2015* and LPP6.18 with the relevant submissions addressed.
(y) Any submissions received on the application.	The development application was formally advertised in accordance with the City's LPP6.18 and the *Planning and Development (Local Planning Schemes) Regulations 2015* with comments received. All submissions have been considered in the assessment process of this application and is addressed in this report.
(za) The comments or submissions received from any authority consulted under Clause 66.	The development application was formally referred to the relevant authorities, as discussed earlier in this report. These comments have been addressed as part of the City's assessment and condition setting.

Conclusion:

The development site is located along a key activity corridor and within the Herdsman Glendalough area, an area which is planned to transition from an industrial area to mixed use with high frequency public transport. Presently, the development site is

surrounded by single and two-storey buildings associated with Motor Vehicle, Boat or Caravan Sales and Showroom uses with large expanses of at-grade car parking. The City recognises that whilst new development should reflect the final outcomes of the Herdsman Glendalough framework, the area is in transition and will not necessarily achieve these desired outcomes in the short to medium term.

The proposed development seeks approval for the replacement of the existing Motor Vehicle, Boat or Caravan Sales building with three (3) new buildings comprising a Motor Vehicle Sales, Boat and Caravan Sales fronting Scarborough Beach Road, a Motor Vehicle Repair fronting Howe Street and an Office located internally within the site. As the proposal generally represents a continuation of the existing use on-site, the proposal is considered to represent non-substantial development which is supported subject to the setting aside of land for future road connections and residential uses so as not to prejudice the delivery of these key outcomes of the Herdsman Glendalough framework which has been achieved by the development. However, non-substantial development is still required to address the built form outcomes of the Herdsman Glendalough Local Development Plan which has not been achieved by the proposed development.

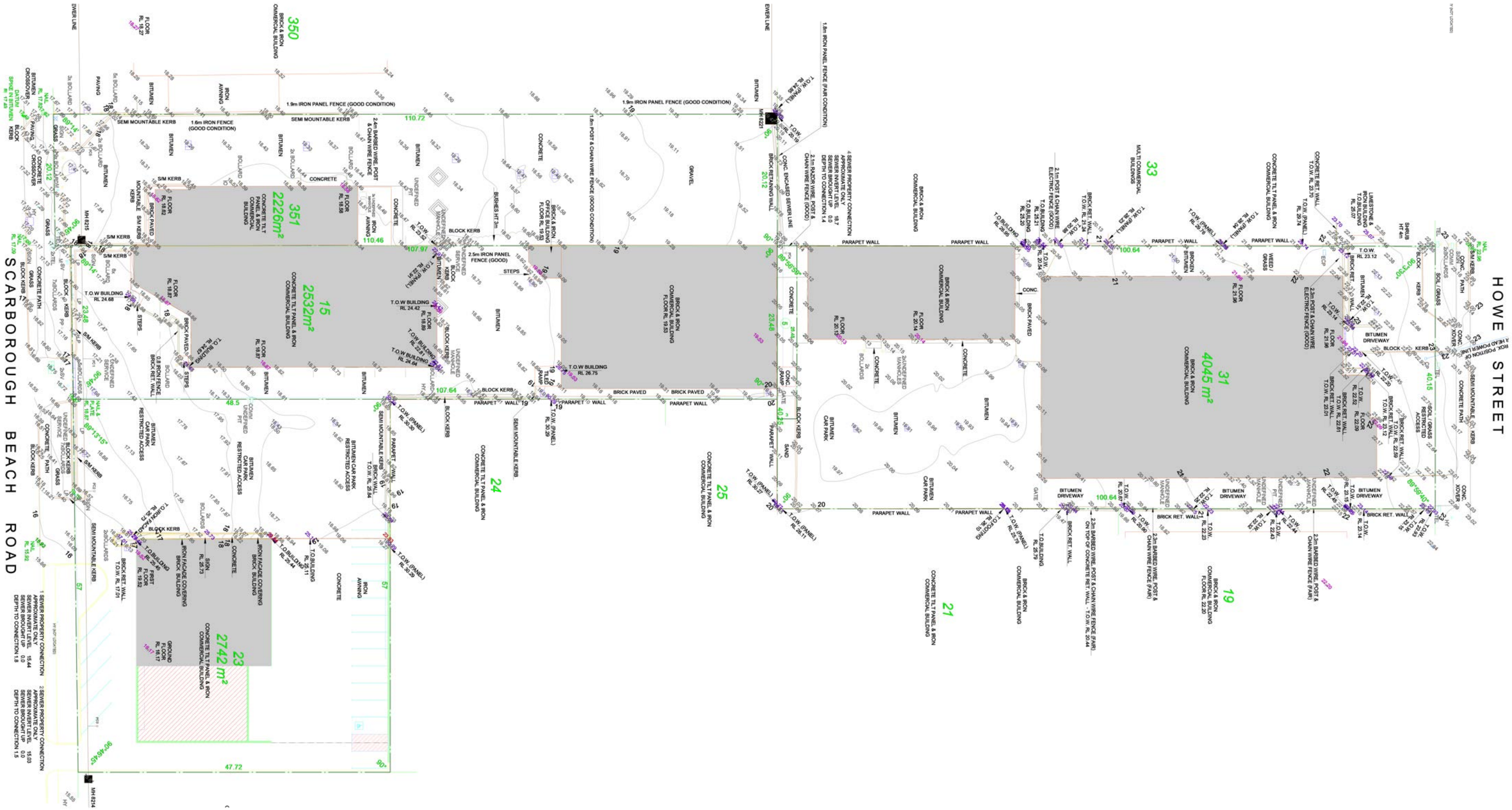
Specifically, the development does not achieve an active building edge to Scarborough Beach Road with the built form setback a minimum of 11m from the future lot boundary, a level difference in excess of 1.2m between the finished floor level of the development to Scarborough Beach Road and vehicle display abutting Scarborough Beach Road which is contrary to the Herdsman Glendalough Local Development Plan. The proposed development does not achieve an active interface to Scarborough Beach Road and is contrary to the intent of the Herdsman Glendalough Local Development Plan to create a sense of community and vibrancy within the public realm.

Additionally, the development proposes inadequate landscaping on-site with a total of 7.2% in lieu of 10%, with this reduced to 4.6% following the ceding of the portion of land located within the Planning Control Area and future Right of Way. The overall design of the proposed landscaping is also not supported.

The built form of the development does not achieve a transition between the existing development context and the envisaged outcomes for the area with the development providing for limited activation and interaction to Scarborough Beach Road and large expanses of car parking, with minimal landscaping. As the area is in transition, the City accepts the land use, however, to ensure adjoining sites, and more broadly, the vision for the area can transition over time, delivering built form outcomes which further the intent of the Herdsman Glendalough Local Development Plan and draft Herdsman Glendalough Structure Plan is critical. As the proposal involves three (3) new buildings, which will likely be in place for many years, the proposed development represents an opportunity to have improved outcomes and to deliver on the vision of active building edges and continuous and vibrant façades to the Herdsman Glendalough area.

Accordingly, the application is recommended for refusal, for the reasons outlined in the RAR.

Attachment 1
Development Application Plans (received 16 January 2023)



EXISTING SITE SURVEY
SCALE:1 : 300

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PROPOSED CAR SHOWROOM & WORKSHOP REDEVELOPMENT

LOCATION : 438 SCARBOROUGH BEACH ROAD, OSBORNE PARK WA 6017
FOR : OSBORNE PARK HONDA / HYUNDAI / SKODA

DATE:	JAN 2023	PROJECT NUMBER
REVISION:	SK014	8891
SHEET:	1000	
SCALE:	1 : 300 @A1	

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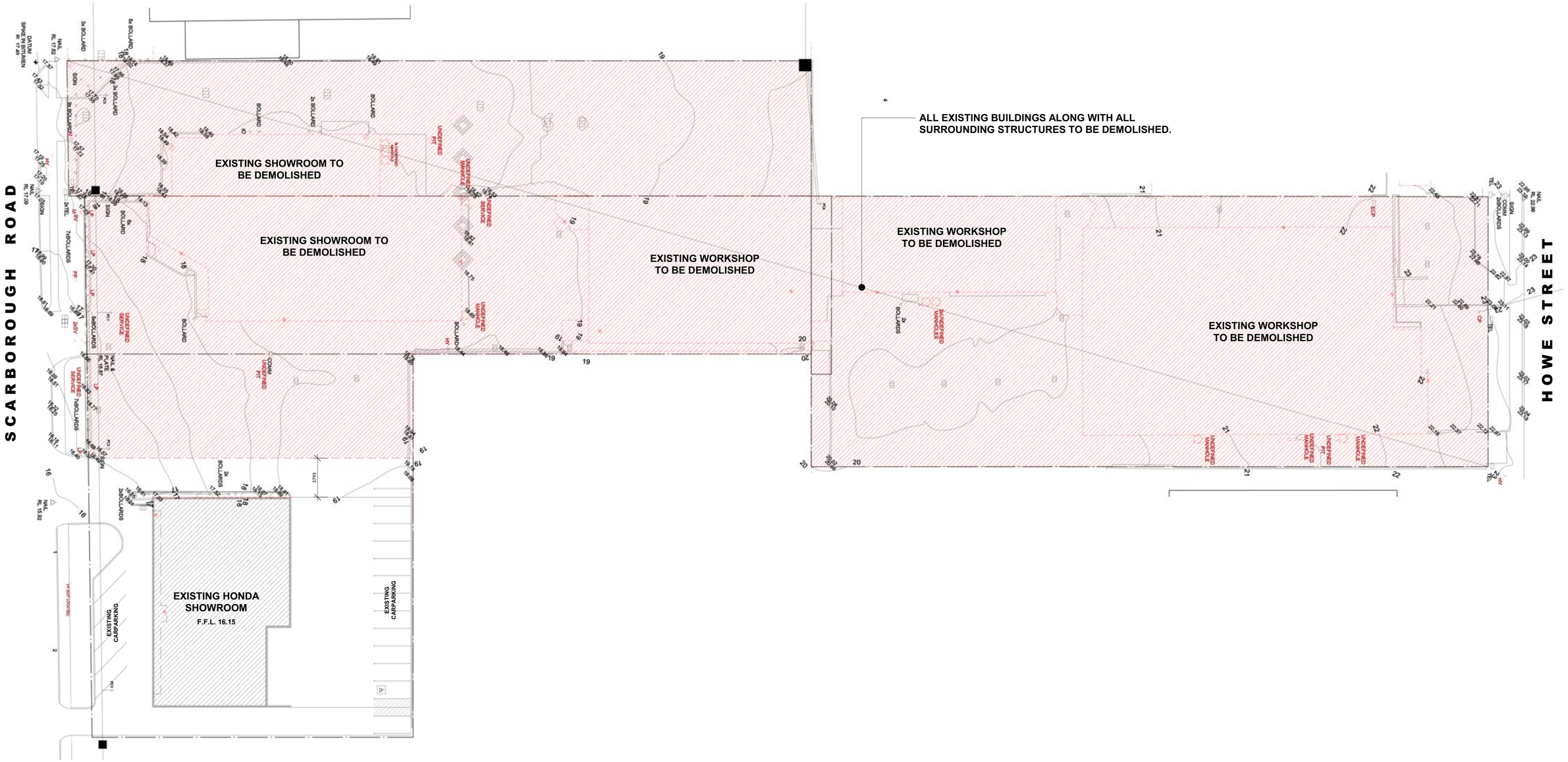

DEMO SITE PLAN

SCALE:1 : 300

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PROPOSED CAR SHOWROOM & WORKSHOP REDEVELOPMENT

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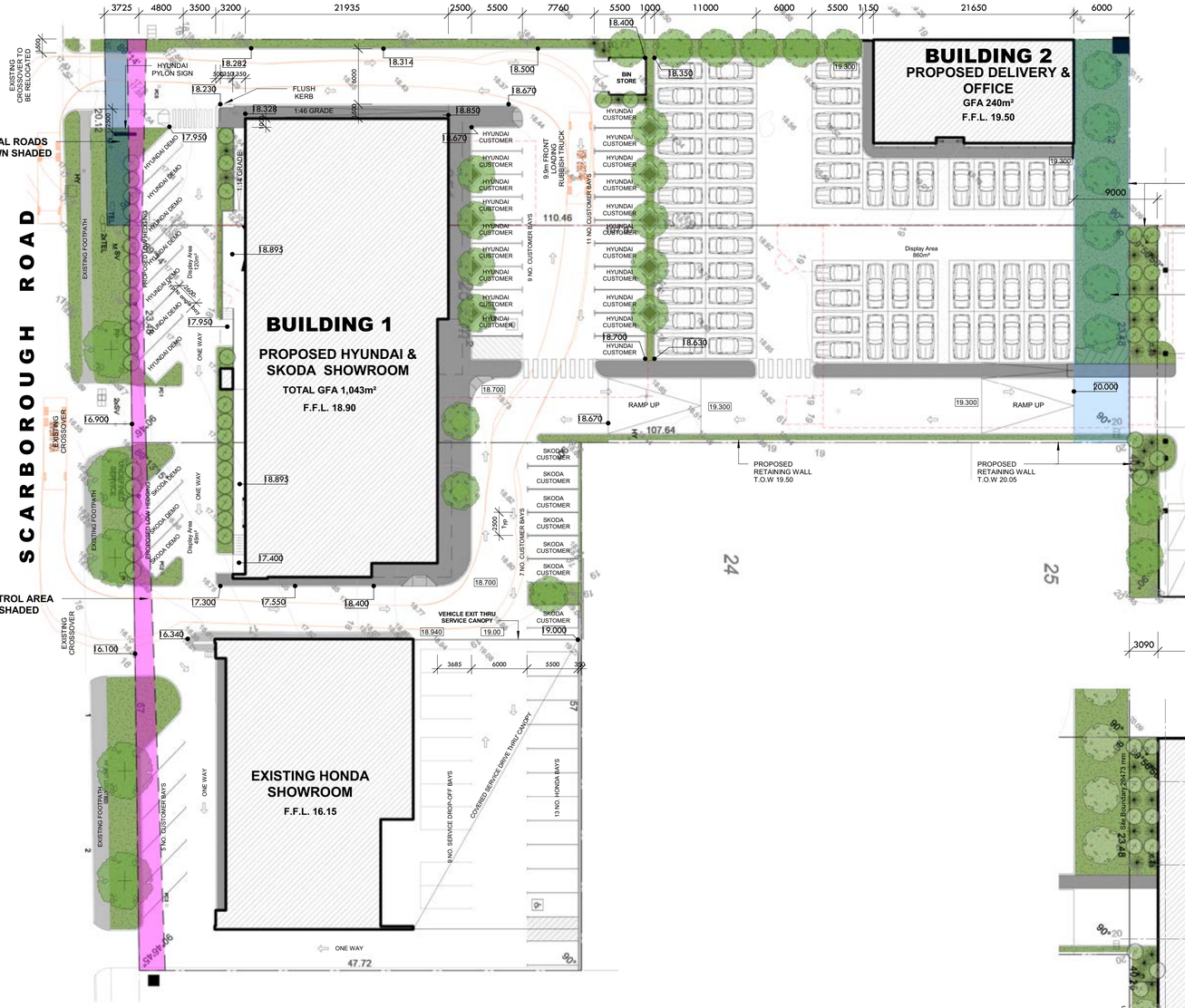
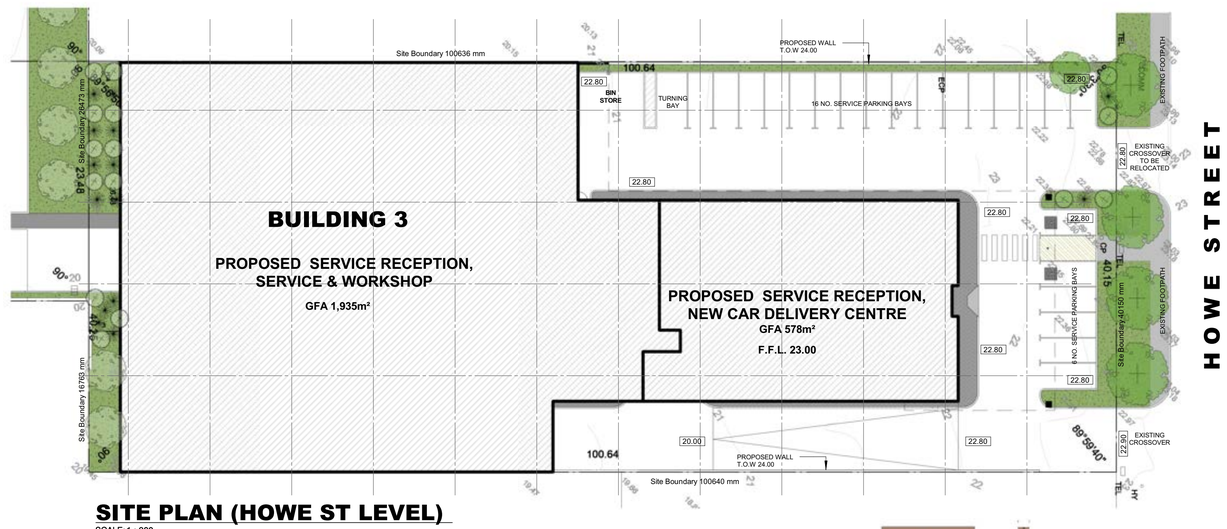


OVERALL COMPOSITE SITE PLAN

SCALE: 1 : 300



SITE PLAN (HOWE ST LEVEL)

SCALE: 1 : 300

SITE CRITERIA

Existing Honda North

1.Gross Floor Areas		
a) Showroom - Ground		499m²
b) Showroom - First		603m²
Total		**1,102m²**
2.Car Display Areas		
a) Internal Car Display - Ground		233m²
b) Internal Car Display - First		271m²
Total		**504m²**
3.Car Parking Required		
a) Showroom Display	1/100m²	5.04 Cars
b) Employees	1 Car/Employee	24.0 Cars
Cars Required		**29.04 Cars**
Permitted reduction of 15% within 200m of high frequency bus route ***= 4.36 Cars Reduction***		
TOTAL CARS REQUIRED		**24.68 Cars**
5.Cars Provided		
Total Cars Provided		**27 Cars**

SITE CRITERIA

HYUNDAI & SKODA Showroom & Proposed New Delivery Centre & Used Offices

1.Gross Floor Areas		
a) Showroom - HYUNDAI		667m²
b) Showroom - SKODA		376m²
c) Showroom Mezzanine		164m²
d) Showroom - USED CARS		250m²
		1,457m²
2.Car Display Areas		
a) External Car Display - NEW		169m²
b) External Display - USED		860m²
b) Internal Car Display - HYUNDAI		463m²
c) Internal Car Display - SKODA		250m²
Total		**1,862m²**
3. Car Parking Required		
a) Showroom Display	1/100m²	7.1 Cars
b) Employees	1 Car/Employee	16.0 Cars
c) External Display	1/100m²	10.3 Cars
Cars Required		**33.4 Cars**
Permitted reduction of 15% within 200m of high frequency bus route ***= 5.01 Cars Reduction***		
TOTAL CARS REQUIRED		**28.39 Cars**
3.Cars Provided		
Total Cars Provided		**27 Cars**

SITE CRITERIA

Lot 31 - Service Admin, Workshop & Parking

1.Gross Floor Areas		
a) Service Reception/ Delivery		578m²
b) Service/ Admin Mezzanine		199m²
c) Workshop		1,935m²
d) Workshop Mezzanine		199m²
Total		**2,911m²**
2.Car Display Areas		
a) New Car Delivery		86m²
2.Car Parking Required		
a) Showroom - Delivery	1/100m²	0.86 Cars
b) Workshop	1/40m²	47.88 Cars
c) Employees	1 Car/Employee	14 Cars
Cars Required		**62.74 Cars**
Permitted reduction of 10% within 400m of high frequency bus route ***= 6.27 Cars Reduction***		
TOTAL CARS REQUIRED		**56.47 Cars**
3.Cars Provided		
a) Howe St Level		22 Cars
b) Basement		51 Cars
Total Cars Provided (Lot 31)		**73 Cars**

SITE CRITERIA

Composite Site (Lots 23, 15, 351 & 31)

1. Site Area		**4. Cars Provided**	
Lot 23	2,742m²	a) Lot 23	27 Cars
Lot 15	2,532m²	b) Lot 15	27 Cars
Lot 351	2,226m²	c) Lot 31	73 Cars
Lot 31	4,045m²	**TOTAL CARS PROVIDED**	**127 Cars**
Total Land Area	**11,545m²**		
2. Landscaping		**IMPORTANT NOTE:**	
Required (10% of site)	1,154m²	***The four (4) sites are owned and operated as a multi-brand dealership, and as such, the vehicle movements and parking are spread over all three sites. It is therefore necessary to consider the parking requirements on a composite site basis.***	
Provided			
Hard	545m²		
Soft	780m²		
Total	**1,325m²**		
3. Car Parking Required			
a) HONDA	24.68 Cars		
b) HYUNDAI/ SKODA/ USED	28.39 Cars		
c) Lot 31 - Service/ Workshop	56.47 Cars		
TOTAL CARS REQUIRED	**109.54 Cars**		

HYUNDAI Pylon Sign

SCALE: 1 : 250

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PROPOSED CAR SHOWROOM & WORKSHOP REDEVELOPMENT

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FOR : OSBORNE PARK HONDA / HYUNDAI / SKODA

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SCALE:	As indicated @A1		

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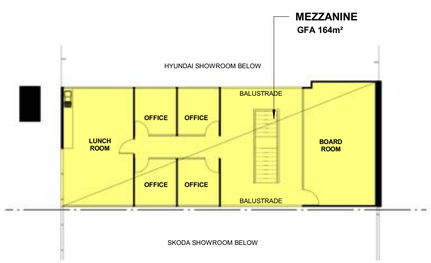
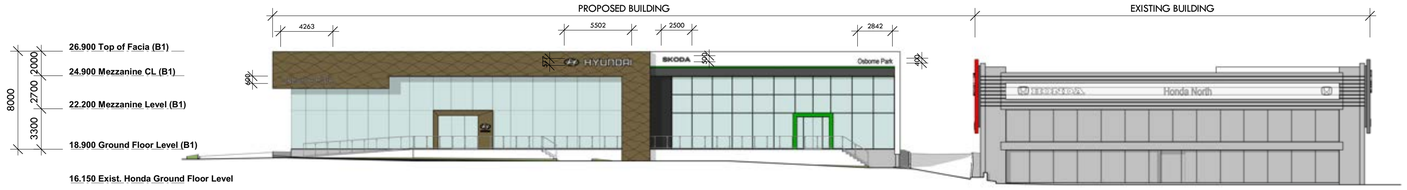
BUILDING 1 - GROUND FLOOR PLAN

SCALE: 1 : 200



BUILDING 1 - MEZZANINE FLOOR PLAN

SCALE: 1 : 200

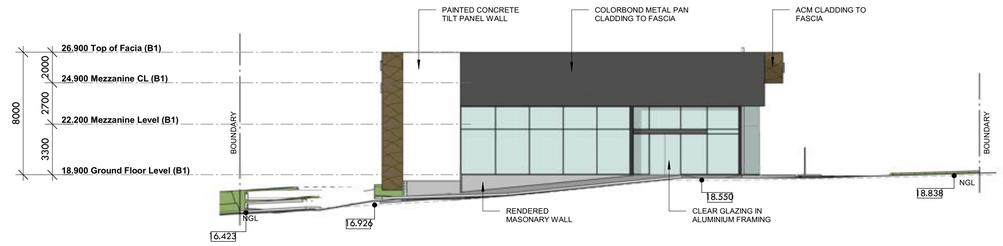


SOUTH-WEST ELEVATION (COMPOSITE)

SCALE:1 : 250

SOUTH-WEST ELEVATION

SCALE: 1 : 200



SOUTH-EAST ELEVATION

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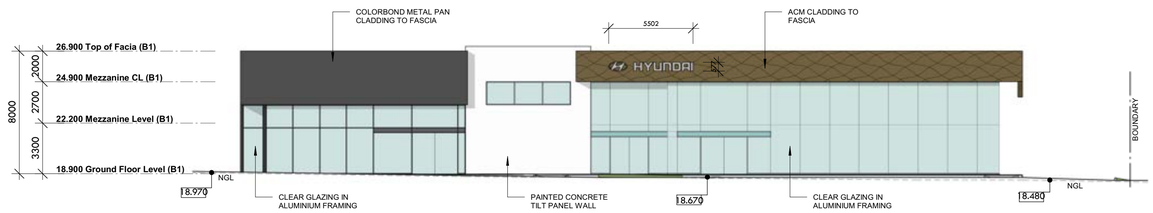

NORTH-EAST ELEVATION

SCALE: 1 : 200

NORTH-WEST ELEVATION

SCALE: 1 : 200

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PROPOSED CAR SHOWROOM & WORKSHOP REDEVELOPMENT

LOCATION : 438 SCARBOROUGH BEACH ROAD, OSBORNE PARK WA 6017

FOR : OSBORNE PARK HONDA / HYUNDAI / SKODA

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DATE:	JAN 2023
REVISION:	SK014
SHEET:	2000
SCALE:	As indicated @A1

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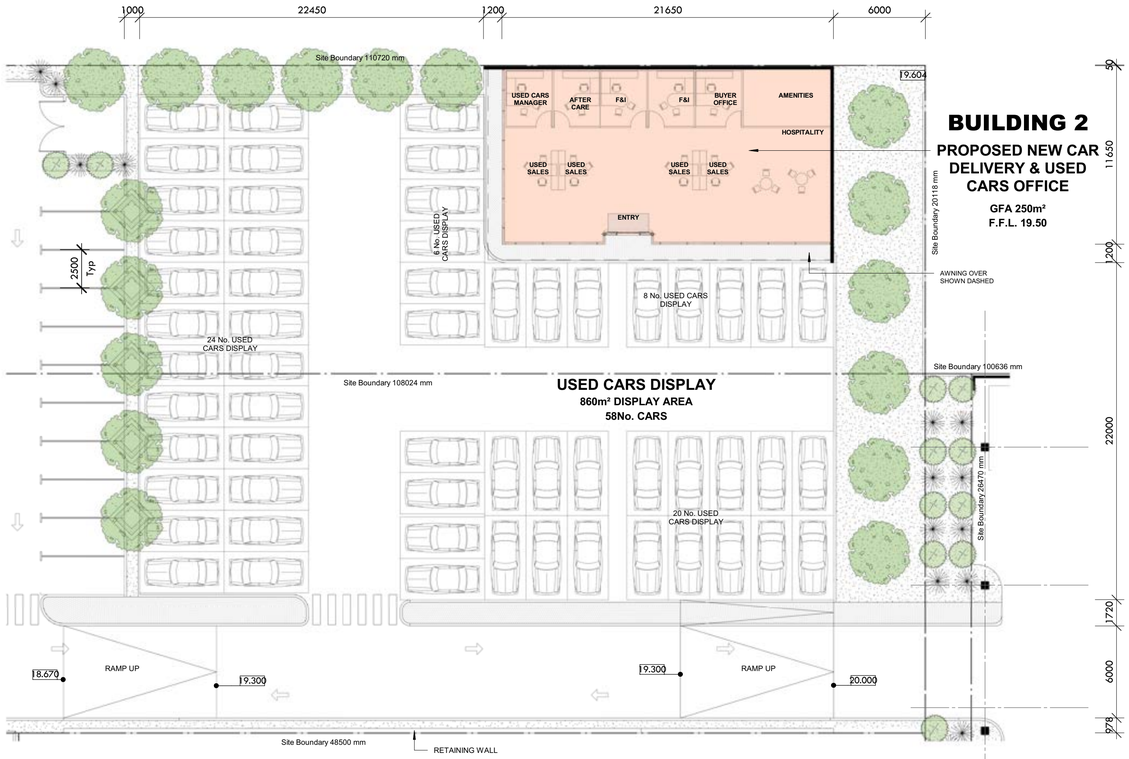
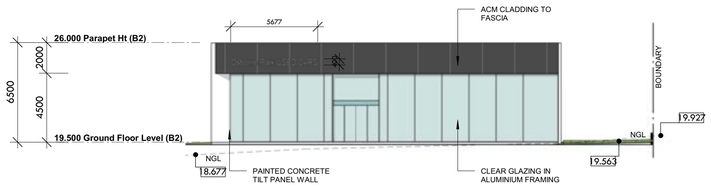


BUILDING 2 - GROUND FLOOR PLAN

SCALE: 1 : 200



SOUTH-EAST ELEVATION

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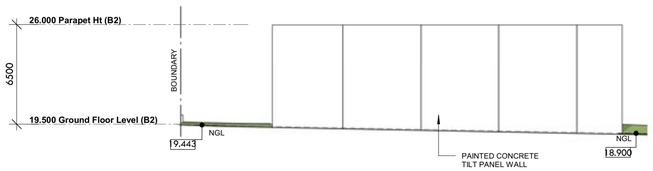

NORTH-WEST ELEVATION

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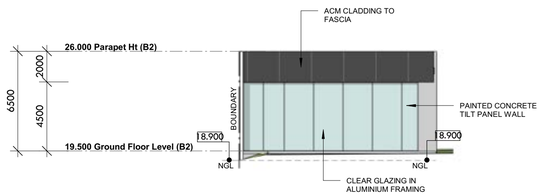

SOUTH-WEST ELEVATION

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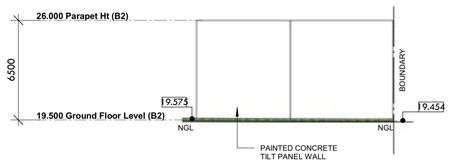

NORTH-EAST ELEVATION

SCALE: 1 : 200

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PROPOSED CAR SHOWROOM & WORKSHOP REDEVELOPMENT

LOCATION : 438 SCARBOROUGH BEACH ROAD, OSBORNE PARK WA 6017

FOR : OSBORNE PARK HONDA / HYUNDAI / SKODA

0 2 4 6 8 10 20

DATE:	JAN 2023
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SHEET:	2001
SCALE:	1 : 200 @A1

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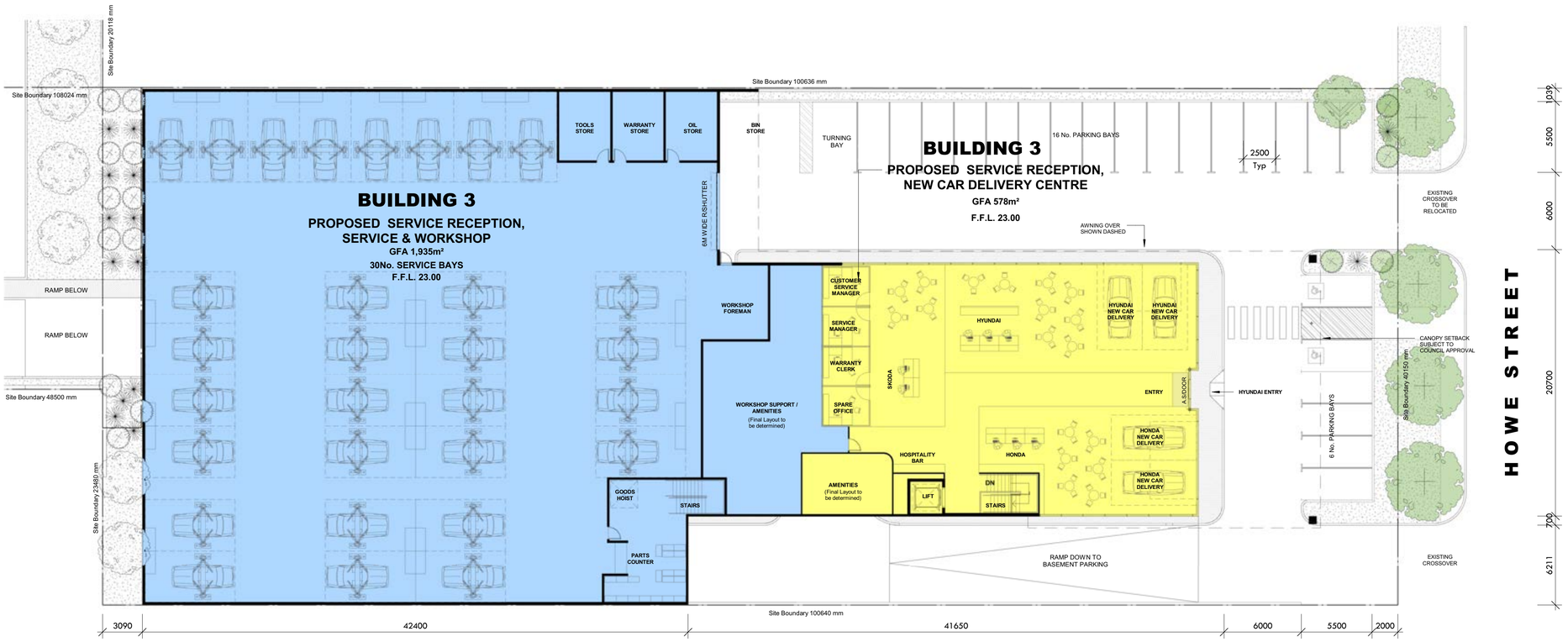
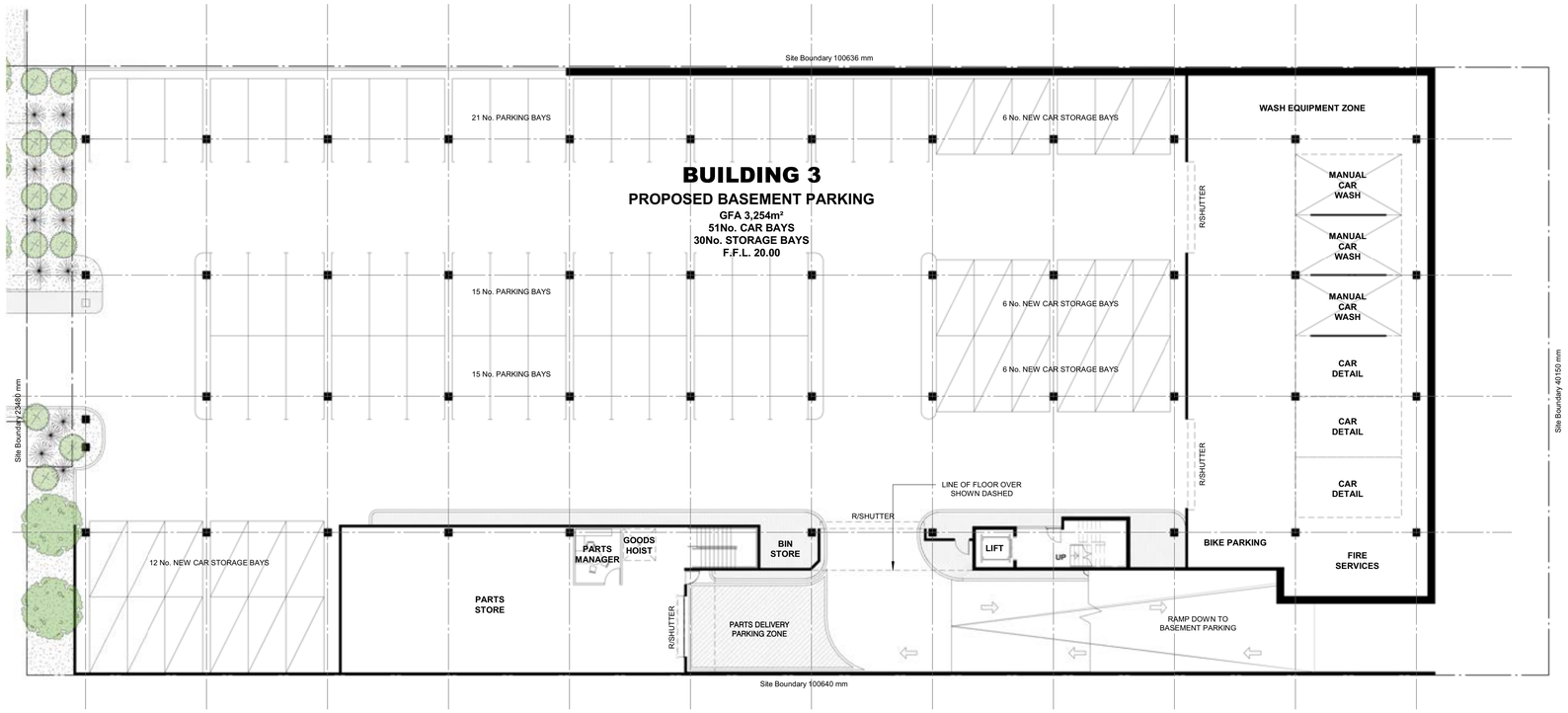


BUILDING 3 - GROUND FLOOR PLAN (HOWE ST LEVEL)

SCALE: 1 : 200



BUILDING 3 - BASEMENT FLOOR PLAN

SCALE: 1 : 200

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PROPOSED CAR SHOWROOM & WORKSHOP REDEVELOPMENT

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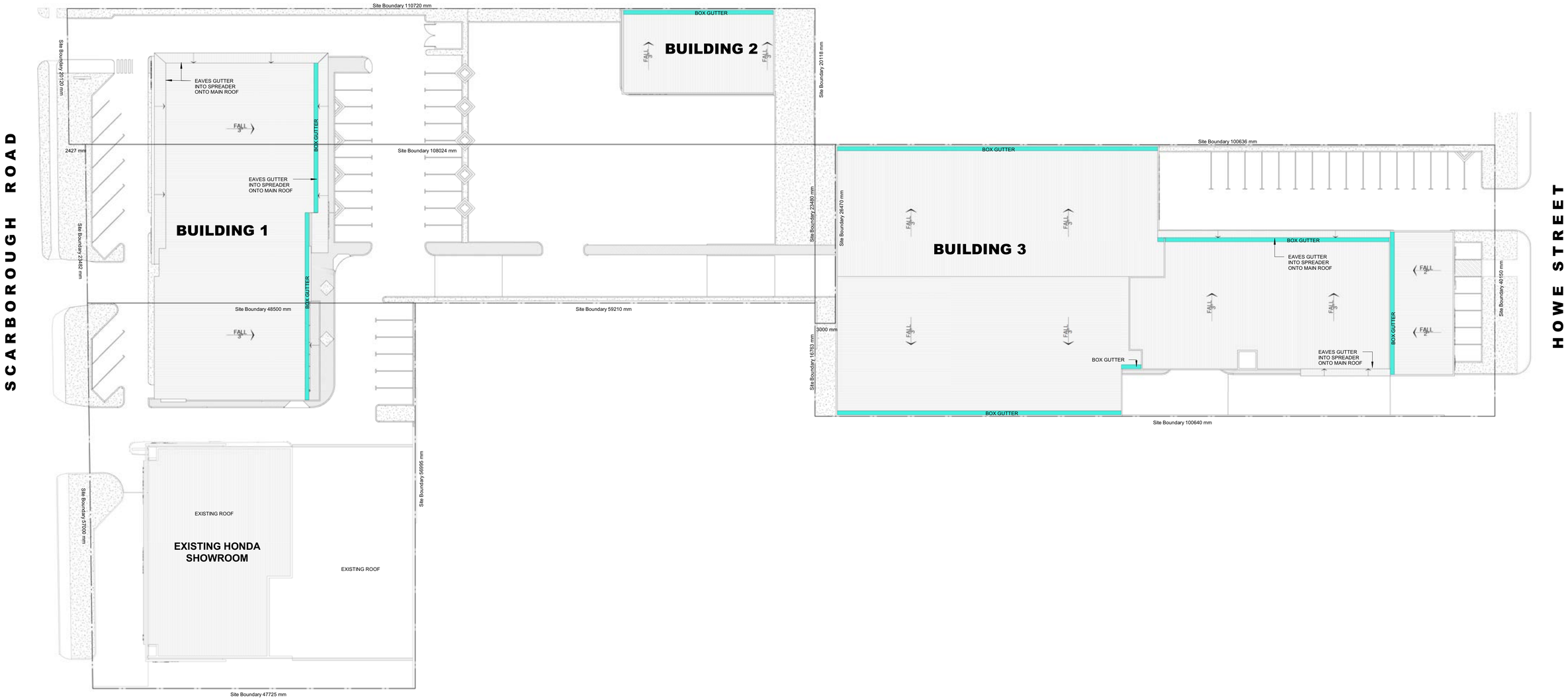

OVERALL ROOF PLAN

SCALE: 1 : 300

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PROPOSED CAR SHOWROOM & WORKSHOP REDEVELOPMENT

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REVISION:	SK014
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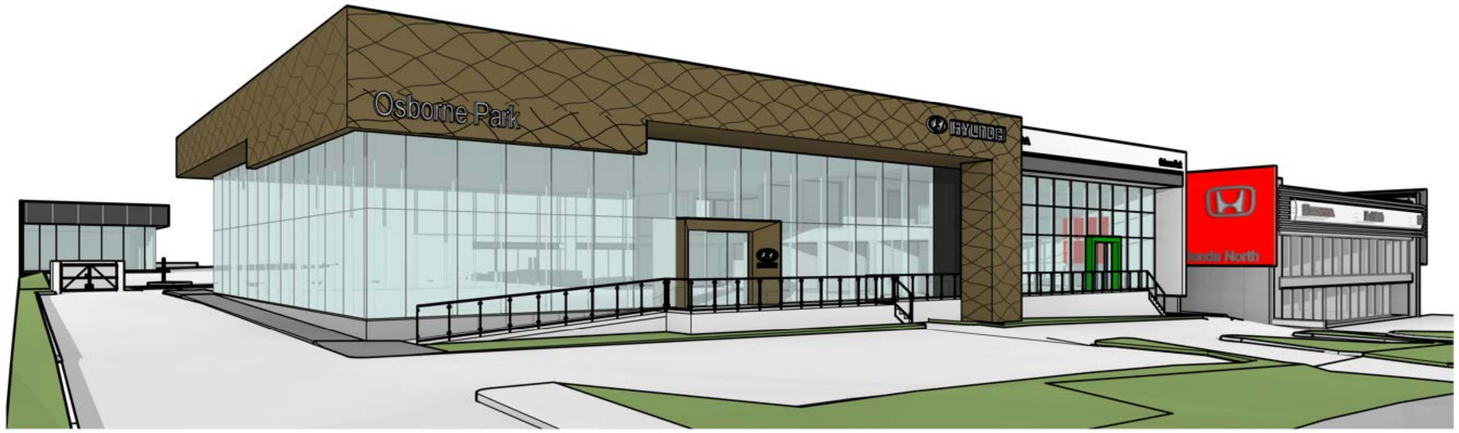

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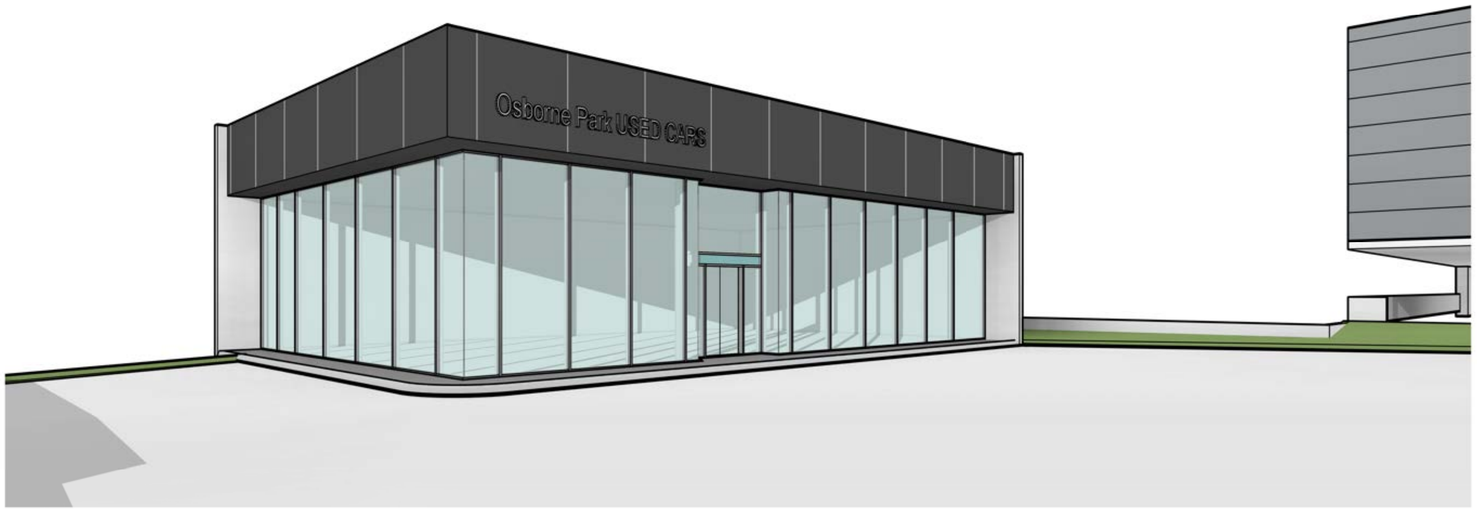

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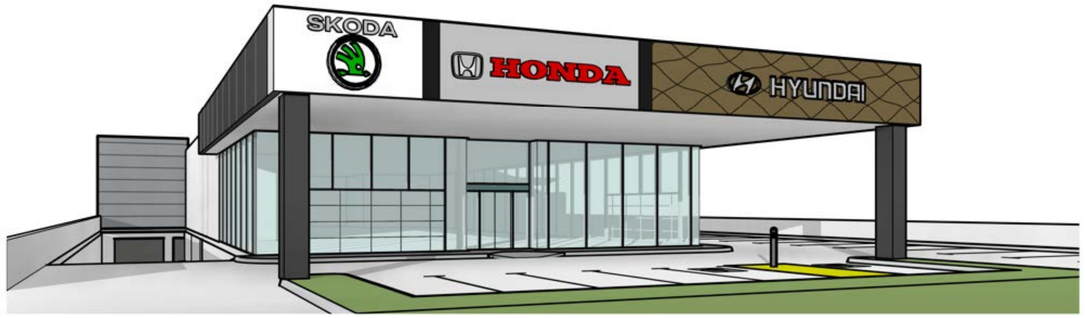
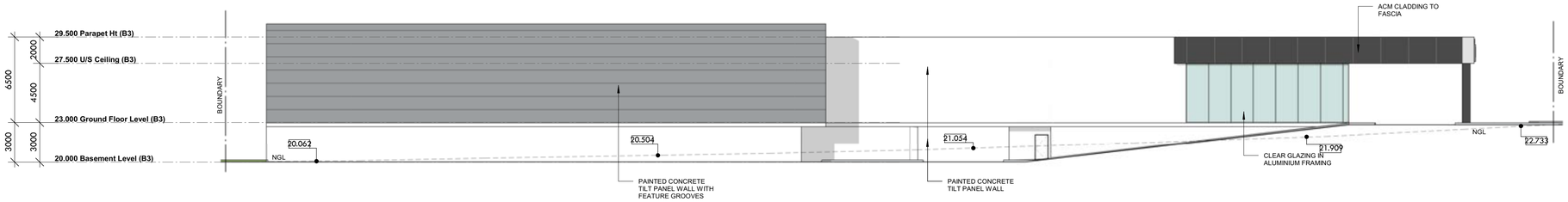
NORTH-EAST ELEVATION

SCALE: 1 : 200





SOUTH-EAST ELEVATION

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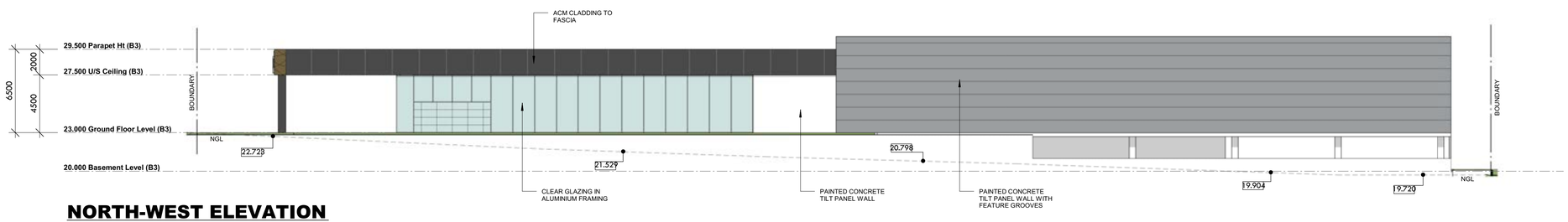

NORTH-WEST ELEVATION

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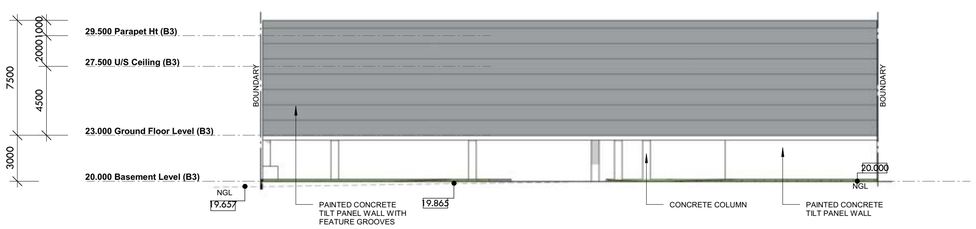

SOUTH-WEST ELEVATION

SCALE: 1 : 200

meyer shircore architects

PROPOSED CAR SHOWROOM & WORKSHOP REDEVELOPMENT

LOCATION : 438 SCARBOROUGH BEACH ROAD, OSBORNE PARK WA 6017

FOR : OSBORNE PARK HONDA / HYUNDAI / SKODA

0 2 4 6 8 10 20

DATE:	JAN 2023
REVISION:	SK014
SHEET:	3007
SCALE:	1 : 200 @A1

PROJECT NUMBER **8891**

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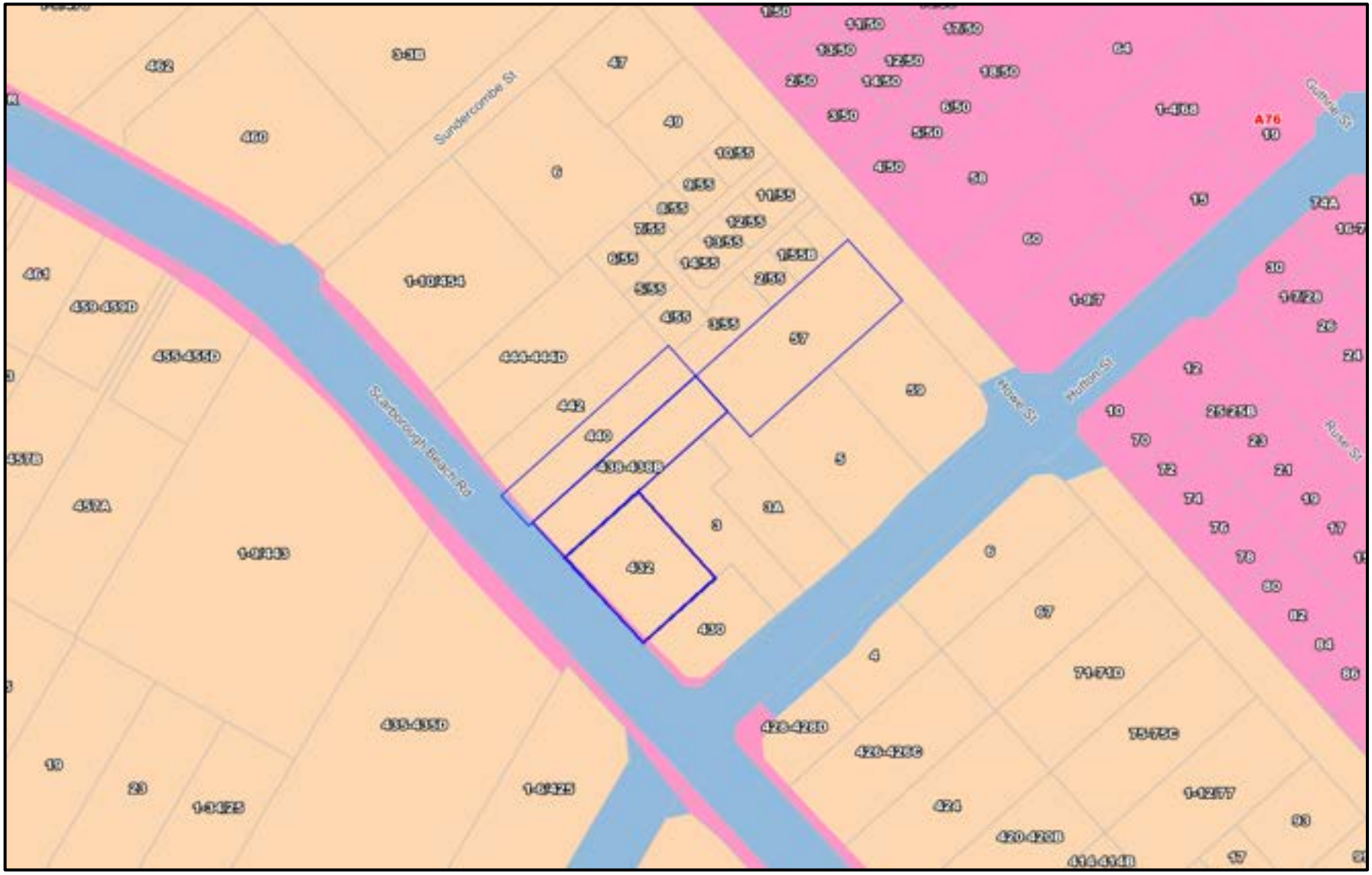
Attachment 2 – Aerial Location Plan

Attachment 3 – Metropolitan Region Scheme Zoning



Attachment 4 – City of Stirling Local Planning Scheme No.3 Zoning Map

Attachment 5a
Applicant's Planning Report received 3 November 2022

PLANNING SOLUTIONS
URBAN & REGIONAL PLANNING
PS

Development Application Report

Honda North Redevelopment

Lots 23, 15 & 351 (432, 438 & 440) Scarborough Beach Road
Lot 31 (57) Howe Street, Osborne Park

Prepared for

Carriage Motors Pty Ltd

September 2022

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Document Control

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Appendix 2: Clause 42 Certificates
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Appendix 4: Future development concept plan
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1 PRELIMINARY

1.1 Introduction

Planning Solutions acts on behalf of Carriage Equity Pty Ltd, the registered proprietor of Lots 23, 15 & 351 (432, 438 & 440) Scarborough Beach Road and Lot 31 (57) Howe Street, Osborne Park (**subject site**).

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

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

The development proposes an expansion and redevelopment of the existing motor vehicle sales and servicing use at the subject site. The proposed built form is consistent with the existing form of the locality, which can be characterised as a mix of large format bulky goods showrooms and other motor vehicle sales premises. The proposed development simply expands on the existing offerings of the subject site.

Planning Solutions respectfully requests the Metro Inner-North Joint Development Assessment Panel (**JDAP**) grant approval to this application.

1.2 Pre-lodgement engagement

On 21 July 2022, Planning Solutions and Meyer Shircore (the appointed architect) met with senior planning officers from the City of Stirling (**City**) to discuss the proposed development. With the outcome of the meeting summarised as follows:

- The City advised that the WAPC are not prepared to support the draft *Herdsman Glendalough Structure Plan* (**HGSP**) under the current scheme and would prefer that the HGSP be incorporated into a new local planning scheme. As such, outcomes for the framework and the timeframes for adoption are unclear—although an assessment has been provided within this report.
- Regarding the proposed development itself, the City advised that a similar development at Lot 100 (345) Scarborough Beach Road, Osborne Park, approved by the Metro Inner-North Joint Development Assessment Panel on 25 October 2018 should serve as a reference for the proposed development.
- The City had no specific objections to the proposed redevelopment, however they recommended that a nil building setback to Scarborough Beach Road be explored. This matter has been given consideration and is dealt with elsewhere within this report.

2 SITE DETAILS

2.1 Land description

Refer to **Table 1** beloD654w for the lot details and a description of the subject site.

Table 1 - Lot details

Lot	Plan	Volume	Folio	Area (m²)
23	D65431	1666	304	2,742
15	D39332	310	136A	2,532
351	DP30399	1689	435	2,226
31	D80872	1945	759	4,046
			Total	11,546

A review of the certificates of title reveals an easement, relevant to Diagram 80872, to the benefit of the City of Stirling for drainage purposes. The easement impacts a portion of the south western boundary as demonstrated in **Figure 1** below.

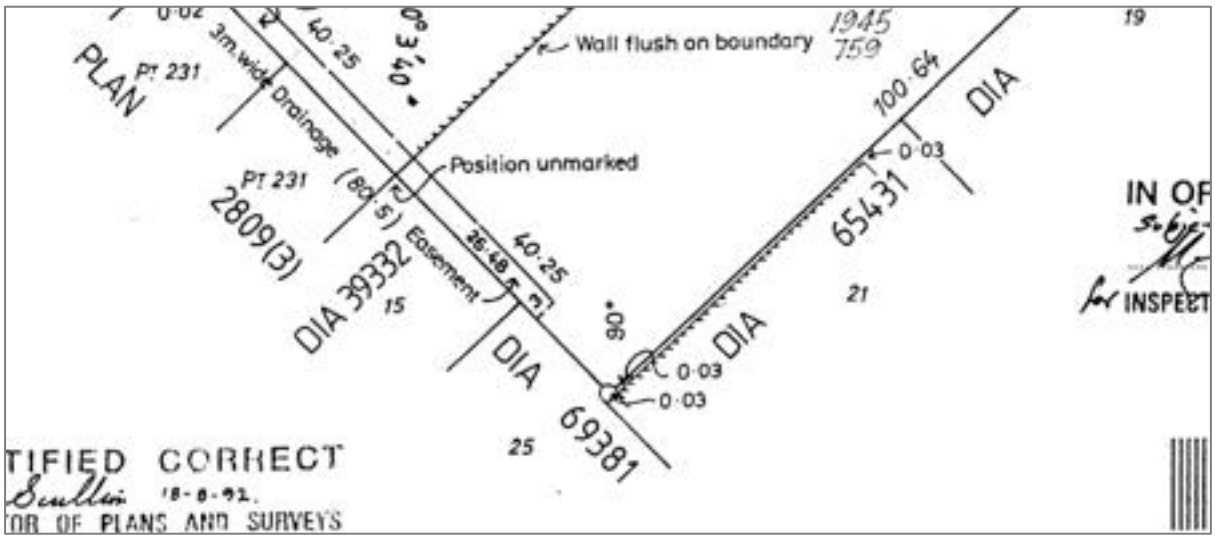


Figure 1 – Drainage Easement

The easement aligns with the three meters of land already set aside for future ceding and creation of a new laneway. As such, no built form is proposed within the easement area and the easement does not impact the proposed development.

Refer **Appendix 1** for copies of the certificates of title and abovementioned deposited plan.

2.2 Location

2.2.1 Regional context

The subject site is located within the Osborne Park industrial suburb adjoining Innaloo to the west and Joondanna to the east along Scarborough Beach Road. The subject site is located approximately 8.1 north west of the Perth city centre. Scarborough Beach Road is the central traffic route through the estate and connects the subject site to the Mitchell Freeway and other key regional routes.

The strong transport links have made the surrounding suburb an important location for car sales yards, bulky goods showrooms and other land uses dependent upon private vehicle access.

2.2.2 Local and site context

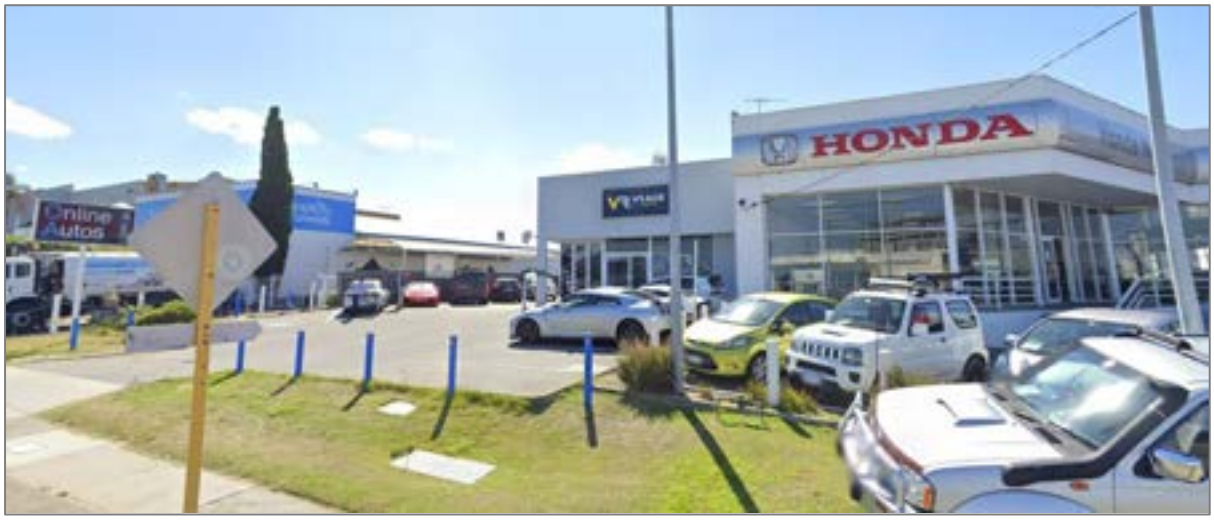
The immediate locality contains predominantly large format commercial uses along Scarborough Beach Road, with interspersed Industrial uses to the north and west and Herdsman Lake to the southeast.

The subject site comprises four lots, three of which are associated with the existing Honda North car showrooms, and a fourth, which has been for used an alternative use, but which has been acquired to facilitate an expansion of the Honda North Showrooms.

Refer to **Figure 2** below for an aerial map depicting the subject site and surrounding context. Refer to **Photographs 1 – 3** below depicting the subject site and surrounds.

Figure 2: Aerial of the subject site and surrounds (*Nearmap 2022*)

Photograph 1 – Existing Honda Showroom, proposed for demolition, looking north east.



Photograph 2 – Existing showroom, proposed for demolition, looking north.

Photograph 3 – Existing Workshop building, proposed for demolition.

3 PROPOSED DEVELOPMENT

The proposal seeks to redevelop the subject site with a new car showroom, a new car delivery centre / office and a new workshop with basement car parking and associated landscaping at the subject site. The existing Honda showroom at the southern aspect of the subject site will be retained with the remainder of the built form demolished to accommodate the new buildings and associated parking.

The proposed development is an extension of the existing car sales at the subject site and is consistent with the built form and scale of the surrounding locality. The proposed car showroom will be occupied by both Hyundai and Skoda new car sales. The proposed used car delivery centre and office is intended to be used to facilitate the delivery and sales of used vehicles. Finally, the workshop, basement car park and delivery centre buildings are intended to facilitate the servicing of vehicles and the delivery of new cars.

The development will continue its current operating hours of:

- Monday, Tuesday, Thursday and Friday: 8:30am – 5:30pm
- Wednesday: 8:30am – 8:00pm
- Saturday: 9:00am – 1:00pm
- Sunday: Closed

The proposed development will accommodate approximately 30 additional staff (50-60 total across the site).

Figure 3 – Existing site frontage to Scarborough Beach Road (above) and proposed site frontage (below)

3.1 Built form

3.1.1 Building 1 (Hyundai and Skoda showroom)

The proposed Hyundai and Skoda showroom fronts Scarborough Beach Road and has been carefully designed to present an attractive façade to passing traffic (refer **Figure 4**). The built form utilises a simple volume, with a façade characterised by extensive glazing framed with textured and coloured cladding which clearly distinguishes the Hyundai section of the building from the adjoining Skoda section. The scale itself is consistent with that of the surrounding area.

Figure 4 – Perspective of proposed building 1 from Scarborough Beach Road looking east towards the subject site

Specifically, the details of the building are as follows:

- Total building area of 1,064m^2
- FFL of 18.9, with access to the building provided by two staircases from the front carparking area and level access from the north-eastern elevation (rear of the building).
- Building façade broken up with variable treatments to present to Scarborough Beach Road as two separate buildings containing individual tenancies.
- Minimum building setbacks of:
    - 9.6m from Scarborough Beach Road boundary
    - 7.0m from northern-western boundary
    - 6.54m from existing Honda Showroom
- Building height of 8.0m
- 10 x carbays within the front setback for display vehicles only.

3.1.2 Building 2 (Used car delivery centre and office)

The proposed used car delivery centre and office (refer **Figure 5**) is located centrally within the subject site and is not visible to passing traffic. The design of the building is consistent with the built form of the prevailing development, utilising façade glazing framed by cladding and signage.

Figure 5 – Perspective of proposed building 2 from interior of subject site looking north

Specifically, the details of the building are as follows:

- Total building area of 250m^2.
- FFL of 19.5, with access provided from the used car display area at the south eastern aspect of the building.
- Building setbacks of:
    - Nil from the north western boundary.
    - 3m from the north eastern boundary.
- A 66-vehicle used car display area.

3.1.3 Building 3 (Workshop, basement carpark and new car delivery centre)

The proposed workshop, basement carpark and new car delivery centre is the largest of the three proposed buildings and is intended to be utilised for a number of uses (refer **Figure 6**).

The ground level portion of the building fronts Howe Street and utilises a similar built form and design language to that of the showroom fronting Scarborough Beach Road. This includes the extensive façade glazing and varied materiality referencing the three car brands (Hyundai, Skoda and Honda) intended to be serviced at the building. The basement level structure incorporates a workshop and carpark and is accessed from Howe Street.

Figure 6 – Perspective of proposed building 3 from Howe Street looking south-west towards the subject site

Specifically, the details of the building are as follows:

- Total building area of 5,767m^2, comprising:
    - Basement level containing 51 car parking and 30 storage bays, car washing facilities and a parts store.
    - Ground floor level containing 30 service bays, workshop support area, office spaces, staff amenities and new car delivery areas.

- FFL of 23.00, with access provided to the servicing and workshop via both an existing crossover, and relocated crossover.
- Building setbacks of:
  - 13.5m from the Howe Street boundary
  - Nil to 13.3m setback to the north-western boundary
  - Nil to 6.9m from the north-eastern boundary
  - 3.09m setback from south-western (rear) boundary

Refer to **Appendix 2** for a copy of the development plans.

3.2 Traffic and access

The proposed development and access arrangements are supported by a Transport Impact Statement (**TIS**) prepared by Cardno Stantec. The TIS carries out an assessment in accordance with WAPC guidelines and demonstrates that the trip generation resulting from the proposed facility will not detrimentally impact upon the performance of the surrounding road network.

The anticipated traffic generation from the proposed development is 30 AM peak hour trips, and 47 PM peak hour trips which incorporates both the inbound and outbound movement. The net traffic increase of the centre will not increase traffic on the surrounding road network by more than 100 vehicles per hour. In accordance with the WAPC's *Transport Impact Assessment Guidelines for Development (2016),* a Transport Impact Assessment is therefore not required as the impact on the surrounding road network is considered moderate.

The TIS provides the following conclusions:

- Swept path analysis indicates the development and access points can safely accommodate vehicular manoeuvrability as required.
- The subject site is serviced by high frequency bus routes within short walking distance to the subject site.
- Overall, the site is anticipated to have no material impact on traffic operations and safety on the surrounding road network and no material impact on residential amenity.

Refer to **Appendix 5** for the TIS prepared by Cardno Stantec.

3.3 Landscaping

The proposed development provides approximately 1,125m^2 of total landscaping, which includes 580m^2 of soft landscaping and approximately 545m^2 of hard landscaping elements on site. A total of 31 trees are to be planted throughout the site.

Dedicated landscaped areas are strategically located along site boundaries and verges to visually soften the development and present attractively to the streetscape. A portion of landscaping is provided adjacent or within car parking areas, to screen and provide shade for parked vehicles and the bin store, and to soften the development when viewed from the streetscape.

The landscaping incorporates native species which are resilient and waterwise, consistent with typical types of planting found in the Perth south-western corridor.

4 STATUTORY PLANNING FRAMEWORK

4.1 Metropolitan Region Scheme

Under the provisions of the Metropolitan Region Scheme (**MRS**) the subject site is zoned Urban. The proposed development is consistent with the intent of the Urban zone and may be approved accordingly.

4.2 Planning Control Area No. 166 – Scarborough Beach Road

A portion of the subject site is affected by Planning Control Area No. 166 (PCA166) (refer **Appendix 3**), the extent of which is shown on the development plans (refer **Appendix 3**).

The purpose of PCA166 is to protect land for the future road widening and improvement by preventing development which would be prejudicial to this purpose.

The proposed development includes carparking and landscaping within PCA166. This portion of the development requires approval by the WAPC.

The proposed development has been designed to accommodate the future widening of Scarborough Beach Road. This includes setting the buildings back sufficient distance to account for the future road widening and modifications to the proposed parking and landscaping. All carparking within the front setback is intended for display purposes only and is capable of removal at a future time without compromising the function of the overall site or its capacity to accommodate demand staff and customer parking.

The proposed development will not be prejudicial to the widening of Scarborough Beach Road and warrants approval accordingly.

4.3 Local Planning Scheme No. 3

4.3.1 Zoning

The subject site is situated within the 'Development' zone of the City's *Local Planning Scheme No. 3* (**LPS3**). The objectives of the 'Development' zone are to:

- *To provide for coordinated development through the application of a comprehensive structure plan to guide subdivision and development.*
- *To avoid the development of land for purposes likely to compromise its future development for purposes, or in a manner likely to detract from the amenity or integrity of the area.*

The proposed development is consistent with the objectives of the zone for the following key reasons:

- The design and layout of the proposed development is demonstrated elsewhere in this report as being consistent with the built form and access outcomes anticipated by the draft structure plan.
- The layout of the proposed building allows for the future removal of carparking within the proposed street setback area and the extension of the existing building up to the lot boundary without compromising the function of the site.
- The buildings have been setback sufficiently to allow the subject site to be bisected by a 6m laneway at a future time, as anticipated by the draft structure plan.

For these reasons, the proposed development is considered consistent with the objectives of the zone and warrants approval accordingly.

4.3.2 Land use classification and permissibility

Pursuant to LPS3, the proposed development is properly classified as 'Motor Vehicle, Boat or Caravan Sales' on Lots 351, 15 & 23 and 'Motor Vehicle Repair' on Lot 31, defined respectively in LPS3 as:

> ***Motor Vehicle, Boat or Caravan Sales*** *means premises used to sell or hire motor vehicles, boats, caravans, trailers or the like;*
>
> ***Motor Vehicle Repair*** *means premises used for or in connection with –*
>
> *(a) electrical and mechanical repairs, or overhauls, to vehicles; or*
>
> *(b) repairs to tyres, but does not include premises used for recapping or retreading of tyres, panel beating, spray painting or chassis reshaping;*

LPS3 does not prescribe permissibility of land uses within the 'Development' zone, instead noting:

> *Development and use of land shall have due regard to any WAPC approved Activity Centre Plan, and any approved Local Development Plan or Local Planning Policy prepared under this Scheme; and is to be in accordance with the Special Control Area land use permissibility provisions under Part 6.*

The subject site falls within the Herdsman Glendalough Special Control Area (**SCA**). The purpose of the SCA is to facilitate the adoption of the Herdsman Glendalough Structure Plan. The City has been progressing the structure plan together with a draft Amendment No. 114 (**Amd 114**) to LPS3 for a number of years. The draft structure plan and Amd 114 have been referred to the WAPC but are yet to be approved.

Amd 114 would prohibit both Motor Vehicle, Boat or Caravan Sales and Motor Vehicle Repairs on the subject site—although the proposed development would **remain capable of approval under non-conforming use rights.**

Whilst the draft structure plan and Amd 114 may be considered 'seriously entertained', we understand from the City and our own discussions with the DPLH that a high level of uncertainty surrounds the structure plan, and for this reason, only limited weight can be given to the document.

The proposed development remains capable of approval, subject to the City's discretion.

4.3.3 Development standards and requirements

LPS3 contains a series of general development requirements that apply to all land zoned under the scheme. These relate to signage, tree retention and planting, including the planting of street trees. The relevant requirements are found elsewhere within the City's local planning framework and an assessment has been provided against these provisions elsewhere in this report to avoid duplication.

4.4 Draft Herdsman Glendalough Structure Plan

The Herdsman Glendalough Structure Plan has been progressed by the City for more than 10 years. It is intended to provide a vision and framework for the area and is a seriously entertained planning instrument- but has been given limited weight given the uncertainty around the status of the document.

Notwithstanding the uncertainty, the proposed development is demonstrated to be consistent with the objectives of the structure plan as follows:

Table 2 – Assessment against applicable HGSP objectives

Objective	Response	
To provide a strategy for the integrated development of public and private land to facilitate the creation of a safe, vibrant mixed use environment based on main street design principles;	The proposed development has been designed for the removal of parking within the front setback to allow the building to be constructed up to the street boundary.	✓
To enable the provision of an effective, efficient integrated and safe transport network that prioritises the needs of pedestrians, cyclists and public transport users over motorists;	The proposed development is supported by a TIS demonstrating it to be safe from a traffic and access perspective.	✓
To ensure greater utilisation of Glendalough Station through increased density of both residential and commercial uses;	The proposed development will intensify the current use of the subject site.	✓
To ensure the development of affordable and diverse housing types;	An indicative residential footprint is included to demonstrate the subject site may accommodate a range of residential land uses in the future.	✓
To ensure the development of a convenient network of public open space;	Not applicable.	-
To ensure the development of a range of commercial centres around transit stations that contribute towards economic development, local employment and the viability of the area;	The proposed development intensifies the existing use of the subject site, this will provide employment opportunities during construction and through the ongoing operation of the site.	✓
To ensure the development of a range of community facilities;	Not applicable.	-
To create a more permeable transport network through the provision of additional road connections;	The proposed development can accommodate the denoted future public accessway as required in the future.	✓
To limit Shop Use to those areas in close proximity to transit stations and stops in the 'Shop Use Areas';	The proposed development is capable of approval in the designated area and does not include 'Shop Uses' in close proximity of transit stations and stops.	✓
To limit Showroom, Hardware Showroom, Garden Centre and Retail Establishment Uses on the ground floor to those areas outside of the 'Shop Use Areas'	The proposed showroom component is acceptable in the area it is proposed.	✓
Where Showroom, Hardware Showroom, Garden Centre and Retail Establishment Uses are permitted ensure there is a mixture of land uses within developments;	A portion of the proposed Car Showroom is located within the Shop Use Area and a portion is located within the Showroom, Hardware Showroom, Garden Centre and Retail Establishment Use Area. However, this is entirely acceptable when considering	✓
To ensure land is ceded to the Crown along Scarborough Beach Road for widening to accommodate light rail;	Ceding of land is not warranted under the current approval. The proposed development will not prejudice the future road widening under PCA166.	Noted
To ensure the amount of vehicle parking provided and the associated vehicle trips generated, do not exceed the capacity of the road network;	The proposed development is not expected to impact the surrounding road network and provides the required parking bays.	✓
To limit vehicle access to properties from Scarborough Beach Road and Main Street;	The proposed development intends on retaining the existing crossovers to the subject site from Scarborough Beach Road.	✓

Objective	Response	
To provide for a transition between the existing Industry Zone and the Mixed Use and Business Zones;	Both proposed uses are capable of approval pursuant to individual lot zoning and are equally suited to both industrial and mixed business zones resulting in the development continuing to provide an appropriate transitional use.	✓
Improving the streetscapes of the area to increase tree numbers and tree canopy coverage;	The proposed development includes the planting of 31 new trees at the subject site.	✓
Increase the amount of public and private public open space to cater for the needs of future residents.	Not applicable.	N/A
To encourage amalgamation of smaller lots and to ensure the lots are large enough to accommodate the development envisioned for the Herdsman Glendalough Special Control Area; and	Noted, the proposed development encompasses four separate lots and may therefore be replaced by the higher density development envisioned by the structure plan in the future.	✓
To enable the staged development of sites whilst preserving land for future uses, roads, Rights of Way and Public Open Space.	The proposed development allows for the preservation of land for future residential land and future access via a new right of way.	✓

As is demonstrated above, the proposed development is largely consistent with the objectives of the draft HGSP and warrants approval accordingly.

4.4.1 Development requirements

Clause 5 of the HGSP prescribes a series of development standards and subdivision requirements applicable to proposals within the structure plan area. Table 3 below assesses the proposed development against the relevant development requirements.

Table 3 –Assessment against applicable HGSP development requirements assessment

#	Requirement	Applicant comment	Compliance
5.3	Land Uses		
5.3.1	<u>*Land Use Permissibility*</u> *a) Land uses shall be in accordance with Clause 6.4.5, Table 6.4.5 and Scheme maps of Local Planning Scheme No.3 and Figure 24 Land Use Plan of this Precinct Structure Plan.*	Both land uses are capable of approval at the subject site.	✓
5.3.2	<u>*Shop Use Areas*</u> *a) Shop uses shall be in accordance with Clause 6.4.5 c) i) ii) and iii) of Local Planning Scheme No.3 and Figure 25 Use Areas Plan of this Precinct Structure Plan.* *b) In accordance with clause 6.4.5 d) only active, non-residential uses shall be permitted on the ground floor in 'Shop Use Areas' and include:* • *Amusement Parlour* • *Betting Agency* • *Cinema* • *Civic Use* • *Club Premises* • *Convenience Store* • *Fast Food Outlet* • *Hotel* • *Hostel*	The proposed development is partially within the Shop Use Area and does not include any of the listed Shop Use Area uses. Notwithstanding, the proposed development is a continuation of an existing use and the application of this provision is not warranted.	**N/A**

#	Requirement	Applicant comment	Compliance
	• *Market* • *Night Club* • *Personal Care Services* • *Personal Services* • *Restaurant* • *Restricted Premises* • *Shop* • *Small Bar* • *Tavern*		
5.3.3	*<u>Showroom, Hardware Showroom, Garden Centre and Retail Establishment Use Areas</u>* *a) Showroom, Hardware Showroom, Garden Centre and Retail Establishment uses shall be in accordance with Clause 6.4.5 e) i) and ii) of Local Planning Scheme No.3 and Figure 25 Use Areas Plan of this Precinct Structure Plan.*	The proposed development is a continuation of an existing use and the application of this provision is not warranted, however it is noted that the subject site is partially within the Showroom, Hardware Showroom, Garden Centre and Retail Establishment Use Area and aligns with the uses permitted within this area.	N/A
5.3.5	*<u>Mandatory Residential Areas</u>* *a) Mandatory Residential development shall be in accordance with Clause 6.4.7 of Local Planning Scheme No.3 and Figure 26 Use Areas Plan of this Precinct Structure Plan.*	Given the high level of uncertainty surrounding the draft structure plan, and the potential controversial nature of this provision we do not consider it appropriate that the City seek to apply this provision. Notwithstanding, the development plans indicate an area of sufficient size which may accommodate residential development in the future. This demonstrates the proposed development does not prejudice future residential development at the subject site.	N/A
6.0	Staging		
6.1.1	*<u>New Roads and Rights of Way</u>* *b) At the stage of non-substantial development new roads and right of ways may be required, Figures 20C, 20D, 20E, 22 and 23 to be constructed as follows:* *i. If changes to access are proposed then the proposed access changes should be in accordance with the required new road / right of way connections, where possible.* *ii. No new buildings / structures / services or extensions to buildings shall be constructed in the location of new roads or right of ways.* *c) Where development is adding additional floor space and requires additional car parking then the provision of on-street car parking in this instance will be required.*	Figure 13 of the HGSP identifies a future 6m wide right of way between Drake Street and Hutton Street, this will impact a portion of Lots 15 and 351. The proposed development is considered non-substantial (as it relates to a continuation of an existing, approved land use) and does not propose access changes, nor is any built form proposed within the future right of way area. Therefore, the proposed development is considered consistent with this provision as it does not prejudice the future construction of the proposed laneway.	✓

#	Requirement	Applicant comment	Compliance
	d) Where development involves additions to an existing building between the existing building and a street a footpath abutting the site will be required.		
6.2.1	*<u>Existing Conforming Land Uses in Non- Residential Zone Land</u>* *a) Substantial redevelopment of existing conforming uses shall meet all of the required provisions for the area;* *b) Non-substantial redevelopment of existing conforming uses:* *i. shall ensure that the long term vision is not impeded, by:* *Setting aside land for new roads / widening which can be used in the interim for uses such as open air car parking and display areas;* *Setting aside land on a street for future mixed use buildings, which can be used for interim uses such as open air car parking and display areas.* *ii. will be exempted from the following provisions for the area (subject to the scale and intensity of the development):* *Mandatory residential;* *Mandatory mixture of uses;* *Ceding land for POS;* *Land ceded for road widening and new roads; and* *Construction of new roads.*	The proposed development is considered 'non-substantial' and does not impede on the vision of the HGSP area. The proposed carparking areas within the existing street setback are capable of being removed at a future time with the building expanded up to the street boundary. Proposed buildings have been setback adequately to allow for a future 6m laneway through the subject site.	✓

As is demonstrated above, the proposed development is largely consistent with the development requirements of the HGSP and warrants approval accordingly.

4.5 Herdsman Glendalough Local Development Plan

The Herdsman Glendalough Local Development Plan (**LDP**) was adopted by Council on 23 June 2020 and is intended to guide development within the Herdsman Glendalough area. This area is the same as defined for the HGSP. The LDP provides a series of provisions which apply to all development within the defined area. An assessment of the relevant provisions of the LDP is provided in **Table 4** below.

Table 4 – Assessment against applicable provisions of LDP

#	Provision	Applicant comment	Compliance
3.1	Built Form and Design		
3.1.4	*<u>Colours and Materials</u>* *a) Buildings shall incorporate materials and finishes that are durable and minimise maintenance.*	The proposed materials and finishes are of high quality and are expected to last the lifespan of the buildings. Refer to **Appendix 2** for a copy of the development plans, which provide further information regarding the proposed materials and finishes for each building.	✓

#	Provision	Applicant comment	Compliance
	b) Buildings shall incorporate more than one material in the building façade (excluding glazing) with variation in materials and colours that corresponds to surface changes, internal layout, relative street address and architectural features.	The proposed built form includes more than one material in the façade as required. Refer to **Appendix 2** for a copy of the elevations which label the proposed materials.	✓
	c) Building materials shall reflect an urban character rather than a domestic or suburban character.	The proposed building materials are consistent with that of the locality, which is commercial in nature.	**Consistent**
	d) Bright and bold colours shall be used judiciously and sparingly for accent or expression and shall not form the dominant colour palette of the building.	The building facades predominantly use white and brown, with some bright green highlights.	✓
	e) Integration of green walls and vertical landscaping, especially into building facades, are strongly encouraged where practical.	The nature of the use prohibits effective implementation of green walls or vertical landscaping, as these are not practical.	**N/A**
3.2	Public Realm / Streetscape Guidelines		
3.2.1	*<u>Active Building Edges on Ground Level</u>* *a) All non-residential development shall provide Active Building Edges to all street frontages on the ground floor by including at least two of the following:* *i. Breaks in glazing shall be provided every 10m (breaks shall not include the window frames);* *ii. Window sills to a maximum height of 600mm above ground level; or* *iii. A variety of materials.*	The proposed development provides an active building edge to all street frontages and achieves the following: iv. Breaks in glazing every 4 - 10.8m (refer **Figure 7**). v. A FFL level 0.6 to 1.2m above natural ground level achieving a similar effect to a window sill. vi. A variety of colours, materials and cladding textures.	Acceptable

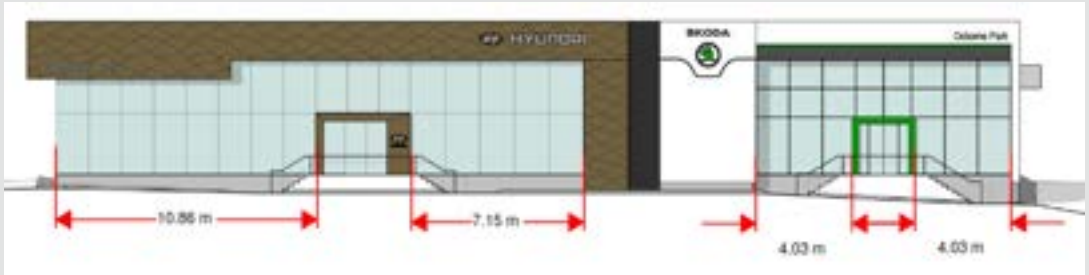


Figure 7 – Breaks in window glazing

#	Provision	Applicant comment	Compliance
	b) Non-residential development and non-residential components of mixed use development are to have nil setbacks at the ground floor fronting streets except where a plaza, a forecourt, or a colonnade are provided, or where a tree is proposed to be retained.	The proposed development does not include a nil setback for the following reasons: • The site slopes down from Howe Street to Scarborough Beach Road. This results in significant topographical variation within the area of the site where the new showroom buildings are proposed to be located. To bring the building up to the street would require either that the building "stepped-down", or that the retaining walls below FFL increase in height. Stepping the building down is not viable given that a car showroom requires a continuous finished floor level, whilst retaining along the street boundary does not delivery the active interface that the City is seeking. • The proposed showrooms require display space for vehicles in front of the building as this is an operational necessity and consistent with other car showrooms operating within the surrounding area. • The showroom buildings are not designed for fine-grain, higher-intensity land uses that would create the "main-street" style street interface that the City is seeking and therefore bring them close to the street would simply result in a wasted opportunity. Instead of a nil setback, the proposed development brings the new showroom buildings in line with the existing, retained showroom building to achieve a consistent building setback along the street frontage and a coherent built form outcome. This allows for any future development of the site to expand the buildings forward to the street (with a step-down as necessary) as demonstrated in the figure **below**. **Figure 8** – Breaks in window glazing	Acceptable alternative proposed

#	Provision	Applicant comment	Compliance
	c) Blank walls are not permitted on the ground floor fronting any part of the public realm.	The proposed development does not include blank walls fronting any part of the public realm and screens an existing blank wall on an adjoining property that is currently clearly visible from Scarborough Beach Road (refer figure **below**). **Figure 9** – Breaks in window glazing	✓
	d) Service access panels and fire booster cabinets shall be minimised on street frontages.	Not applicable.	-
	e) Non-residential built form on the ground floor shall incorporate glazing to a minimum of 75% of the street frontage, with a minimum window head height of 3.0m and window sills to a maximum height of 600mm above ground level.	Noted, the proposed street frontages include a high percentage of glazing, as required.	✓
	f) Glazing used for non-residential components at ground level shall be transparent and non-reflective only.	Proposed glazing is intended to be transparent to allow display vehicles inside the showroom to be visible.	✓
	g) Any building within an Additional Use 'Shop' area is required to have Active Uses (see definitions) and Active Building Edges on the ground floor along the entire street frontage.	The development is capable of being expanded to accommodate active uses in future. Refer comments **above**.	Acceptable
3.2.2	*<u>Entry Points</u>* *a) The primary entry to a building shall be accessed and addressed from the primary or secondary street that is not a Right of Way.*	All buildings fronting Scarborough Beach Road and Howe Street have clearly identifiable primary entries from the primary street.	✓
	b) Non-residential entry points shall: *i. Directly face the street;* *ii. Where recessed entrances are provided, they should be truncated at an angle to the pedestrian route of no less than 45 degrees;* *iii. Be at ground level (i.e. at the same level as the footpath on the street frontage); and* *iv. Include at least two of the following:* • *Signage above the entry door;* • *Indentation of the entry point;* • *Highlighting of the entry point through the use of different materials; or* • *Increased awning height above the entry point to no more than 4.0 metres above ground level.*	The proposed building entry points for buildings fronting the street: i. Face the street as required. ii. N/A iii. Are within 1.2m of ground level, and accessed by stairs (which positively contribute the visual presentation of the building). iv. The proposed entry points are clearly demarcated by the use of contrasting colours against the surrounding window glazing.	Acceptable

#	Provision	Applicant comment	Compliance
	d) Entry points shall meet all relevant disability access legislative requirements.	Noted, further details regarding access provisions will be confirmed at the building permit stage.	✓
3.2.3	*<u>Landscape</u>* *a) A Landscape Plan shall be submitted as a component of a Development Application within the subject area in accordance with the City's Local Planning Policy 6.6 Landscaping.*	Noted, please refer to **Appendix 2** for a copy of the site plan which demonstrates the proposed landscaping.	✓
	b) At grade and roof top parking areas are to be landscaped in accordance with the City's Local Planning Policy 6.6 Landscaping.	Noted, refer to the Landscaping Plan which demonstrates the car parking areas are landscaped as required. Refer section 0 for further details regarding landscaping provision.	✓
	c) New street trees shall be planted and maintained by applicants/owner in the verges of all streets at 7.0 metre intervals where possible. Street trees planted shall meet the definition of an 'Advanced Tree' as defined in the City's Local Planning Policy 6.11 Trees and Development.	Noted, refer to the Landscaping Plan, which notes the planting of nine new street trees with the locations determined by both the location of existing crossovers and the need to ensure surveillance of signage.	✓
	d) Trees shall be planted and maintained in all setback areas, landscaping areas and all communal open space areas at an average of one tree per 7.0 metres of the boundary. All trees to be planted shall meet the definition of an 'Advanced Tree' as defined in the City's Local Planning Policy 6.11 Trees and Development.	Total street boundary: 140.75m equates to a requirement that 21 trees be provided. A total of 29 trees (inclusive of street trees) are proposed throughout the subject site, concentrated within areas of customer parking and in locations conducive to advanced tree planting.	✓
	f) Compliance with the City's Local Planning Policy 6.11 Trees and Development and the City's Local Planning Policy 6.6 Landscaping is required.		**Refer sections 4.6.4 and 4.6.2**
3.2.5	*<u>Water Sensitive Urban Design</u>* *a) All drainage shall be contained on-site.*	Noted, capable of being addressed with a condition of approval.	**Noted**
3.3	Service Access and Parking Guidelines		
3.3.1	*<u>Parking</u>* *a) Ground floor parking shall not be permitted within 8.0 metres of a street boundary, except for a non-residential ROW. (Figure 6).*	Parking it proposed within 8m of Scarborough Beach Road. However, this should be considered a trade display as the bays are intended to display new vehicles for sale at the premises and are not available for customers parking.	**Acceptable**
	b) Car parking ratios are to be provided in accordance with the relevant Local Planning Scheme Provisions and Local Planning Policy 5.8 Stirling City Centre and Herdsman Glendalough Parking.	Noted, refer to section 4.6.3 below for further commentary regarding parking provision.	✓
3.3.2	*<u>Vehicle Access and Crossovers</u>* *a) Driveways and crossovers for non-residential development, and residential or mixed use development with over 15 dwellings, are to be a maximum width of 6.0 metres.*	Noted, the proposed crossover relocations have a 6m maximum width as required. The remaining crossovers to the subject site are existing and not proposed to be modified as part of this application.	✓

#	Provision	Applicant comment	Compliance
	b) Vehicle access shall be incorporated into the design treatment of the public domain interface and maintain a continuous canopy for weather protection.	Not achievable for Building 1 given the setback of the building to align with the existing Honda Showroom. Building 3 incorporates a canopy over the front setback, and partially protecting several of the parking bays.	Acceptable
	c) Vehicle access shall be provided from Rights of Way or at the rear of properties wherever possible.	Rear access is currently not possible. Provision for a future laneway through the centre of the subject site has been shown on the development plans provided.	✓
	d) No crossovers or vehicle access points shall be permitted from Scarborough Beach Road, Jon Sanders Drive and Main Street.	The proposed crossover relocation is simply a realignment of an existing crossover to Scarborough Beach Road, no new crossovers are proposed.	Acceptable
	e) A maximum of one crossover per lot is permitted.	No change in the number of crossovers, which is currently one per lot.	✓
	f) Vehicles shall be able to re-enter the street in forward gear.	All vehicles will exist in forward gear.	✓
3.3.3	<u>*Service Vehicle Access and Facilities*</u> *a) On-street service parking bays shall be provided where possible for all developments with non residential components, and constructed at the applicant's/owners cost.*	Not applicable, the proposed development does not generate the requirement for on-street service bays and therefore they should not be required.	N/A
3.3.4	<u>*Bin Storage Areas and Collection*</u> *a) Bin storage area sizes shall be provided in accordance with the Local Planning Policy 6.3 - Bin Storage Areas.*	The proposed bin store area is 4m in width and approx. 10.5m^2 in area as required. It is located behind the street setback area and will be screened from the public realm, the design of the store will match that of the prevailing development as required.	✓
	b) Bin storage areas shall not be located fronting a street.	The proposed bin store is not fronting any street. It is located within Building 3's car park and will be screened from the street.	✓
	c) Bin storage areas shall be included within the envelope of the main buildings and sleeved by land uses.	The proposed bin store is an extension of the parts storeroom within the basement car park area and is contained within the building.	✓
	d) For development no more than 2 storeys in height bin storage areas maybe located outdoors but must be sleeved by appropriate land uses and not be visible from the street.	The proposed bin store is located within the basement car parking area.	✓
	e) Bin collection areas shall be provided on street and where possible, within service parking bays and limited to one bay.	Waste collection will occur on site, adjacent to the proposed bin store.	Acceptable
	f) Where developments generate the need for specialised collection, collection shall be on site in an area that is sleeved with appropriate uses and shall not be visible from the street.	Noted, as above.	

#	Provision	Applicant comment	Compliance
	g) For substantial applications for development approval a Waste Management Plan may be required at the City's discretion.	The provision of a Waste Management Plan may be addressed with a condition of approval condition if required.	Noted
3.3.5	*Pedestrian Access* *a) Development shall provide a dedicated direct pedestrian access to the front entrance from public footpaths (or where a footpath would be located if one is not yet constructed), including access for persons with disabilities.*	The proposed built form fronting the street includes direct pedestrian access via the footpath as required from the existing crossovers.	✓
	b) Pedestrian paths from vehicle parking areas to building entrances shall be provided.	Customer parking is located at the rear of the proposed showroom building, access to the building is facilitated via pedestrian pathways which surround the showroom.	✓
	c) New footpaths are required abutting the boundary where no footpath exists (this includes land abutting lots where new roads or widening of an existing road/s is not required).	Not applicable as footpaths along Scarborough Beach Road and Howe Street already exist.	N/A
	d) New footpaths are required on lots where land is required to be ceded for road widening or new road connections. In these circumstances, new footpaths are to be located abutting the lots ultimate boundary.	Not applicable. The land subject to PCA166 only requires WAPC approval before commencing development and does not explicitly require ceding for road widening purposes at this stage.	N/A
	e) New footpaths are to be constructed at the applicant/owners cost.	Not applicable.	N/A
4.0	Specific Provisions		
4.1.4	*Setbacks* Nil setback	Refer previous comments regarding the proposed 14.6m setback.	Acceptable

As is demonstrated above, the proposed development is consistent with the relevant LDP provisions and warrants approval accordingly.

4.6 Local Planning Policies

4.6.1 Local Planning Policy 6.1 Advertising Signs

Local Planning Policy 6.1 Advertising Signs (**LPP6.1**) provides a series of provisions relating to signage within the scheme area. Planning approval is required for all signage that seeks to vary the provisions of LPP6.1. The proposed signage (excluding that which already exists at the subject site) includes:

- Hyundai Monolith Sign – 7.5m x 2.49m
- Building 1 - Wall Signage
    - Hyundai Logo Sign – 5.502m x 0.577m
    - Skoda Logo Sign – 5m x 2.9m
    - Hyundai 'Osborne Park' Sign – 4.263m x 0.6m – One proposed for south west elevation and one proposed for north east elevation.
    - Skoda 'Osborne Park' Sign – 2.842m x 0.4m

- Building 2 – Wall Signage
  - 'Osborne Park Used Cars' Sign – 5.677m x 0.4m
- Building 3 – Wall Signage
  - Skoda Logo Sign – 2.279m x 2m
  - Honda Logo Sign – 5.438m x 2m
  - Hyundai Logo Sign – 5.502m x 2m
  - 'Osborne Park Service Centre' Sign – 9.736m x 2m

LPP6.1 prescribes a series of general development provisions which apply to all signage applications. A review of the proposed development against the provisions confirms compliance will all provisions.

LPP6.1 also prescribes a series of provisions specific to the type of signage proposed. The proposed development is assessed against the relevant monolith and wall signage provisions below in **Table 5**.

Table 5 – LPP6.1 assessment

Provision	Applicant comment	Compliance
Monolith Sign		
be limited to a maximum of one free standing sign on a lot;	One sign is proposed on Lot 350.	✓
not be permitted when a pylon sign or hoarding sign is located on the same lot;	The sign is not located on the same lot as a pylon or hoarding sign	✓
not be located within 1 metre of a crossover;	The proposed sign is located 1m from the nearest crossover.	✓
have a maximum depth of 0.5m	The maximum depth of the sign will not exceed 0.5m as required.	✓
If the lot frontage is between 40m and 70m, then a sign shall be limited to 7.5m in height and 2.5m in width;	Given the sign relates to building 1, which covers both Lots 350 and 351, a cumulative lot frontage of 40.24m applies. The proposed monolith sign measures 7.5m in height and 2.5m in width as required.	**Acceptable**
Wall Signs		
All Wall Signs shall: • *be limited to a maximum of two signs per tenancy on a lot other than a building within a residential zone;*	Building 1: 2 signs per tenancy. Building 2: 1 sign. Building 3: 2 signs per tenancy.	✓
• *not exceed 10m² in area for non residential areas in aggregate per tenancy;*	The proposed signs do not exceed 10m² in area for any tenancy.	✓
• *if placed directly over door openings, have a minimum clearance of 2.7 metres from ground level;*	All signs, regardless of placement over door openings exceed the minimum clearance of 2.7m from ground level.	✓

As is demonstrated above, the proposed signage is generally consistent with the relevant requirements of LPP6.1 and therefore warrants approval accordingly.

4.6.2 Local Planning Policy 6.6 Landscaping

Local Planning Policy 6.6 Landscaping (**LPP6.6**) provides a series of provisions relating to the required provision of landscaping, which applies to the proposed development. **Table** 6 below outlines an assessment of the proposed development against the relevant provisions of LPP6.6.

Table 6 – LPP6.6 assessment

Provision	Applicant comment	Compliance
Landscaping Areas • *All individual planting areas, excluding those in or adjacent to public car parks, must have a minimum width in any direction of 500mm and a minimum plantable area of two square metres; and*	All proposed landscaping areas meet the minimum dimension requirements.	✓
• *The inclusion of verge areas (abutting the site) in the overall landscaping design is required.*	The verge area has been included as a component of the overall landscaping provision.	✓
Plant Numbers & Types *All landscaped areas (beds) are required to be planted with a suitable number of plants that satisfy the objectives of this policy (plant numbers will be assessed with due regard to the eventual size of the species selected). Species should be chosen to suit the climate, environment, location and required function whilst taking into consideration surrounding landscapes. The use of native species is encouraged to reduce water and fertiliser use.*	Noted, the proposed species will be suitably chosen as per the requirements of LPP6.6.	**Condition of approval**
Street Trees *The provision of new street tree(s) are required where no street tree(s) currently exist. Species must be approved by the City.*	The proposed development includes the provision of 9 new street trees (5 to Scarborough Beach Road and 4 to Howe Street) where previously none existed.	✓
Retention of Existing Vegetation *Council encourages the retention of existing vegetation.*	Excluding the verge landscaping, no landscaping presently exists within the subject site.	**N/A**
Reticulation and Mulching *All landscaped areas shall be reticulated unless the applicant can provide satisfactory evidence that reticulation is not necessary. A minimum depth of 75mm of mulch (gravel not permitted) is to be applied to all landscaping beds.*	Noted as capable of being addressed via a condition of approval.	**Condition of approval**
Parking Areas A minimum of 1 tree per 6 bays for non-residential development is required in open parking areas.	The subject site includes 76 open parking bays and provides 18 trees within those areas ensuring adequate shade coverage of most customer parking (including additional shade cast by proposed street trees).	✓
Specific Landscaping Provisions for Commercial Developments *Development applications for commercial development must contain a minimum of 10% landscaping of the total site area. This must include 'soft' landscaped buffers, where setbacks are provided, to adjacent properties with a minimum width of 1.5m.*	The total site area is 11,545m^2 with a total of 1,125m^2 (9.7%) of hard and soft landscaping proposed. The proposed variation is extremely minor and acceptable given that the site is extremely large, and the landscaping has been strategically located to maximise visibility from the street and to allow for tree planting around customer parking bays improving the overall amenity of the site.	**Variation – Justified**

As is demonstrated above, the proposed development is generally consistent with the requirements of LPP6 and warrants approval accordingly.

4.6.3 Local Planning Policy 6.7 Parking and Access

Local Planning Policy 6.7 Parking and Access (**LPP6.7**) provides provisions relating to the provision of parking and access measures within the scheme area.

4.6.3.1 Parking Provision

As above, the development is best described as 'Motor Vehicle, Boat or Caravan Sales' and 'Motor Vehicle Repair'. An assessment against the relevant standards are provided in **Table 7** below.

Table 7 – Parking provision assessment

Building	Land use	Assessment	Required (bays)	Modified requirement
Building 1 (Hyundai & Skoda showroom)	*Motor Vehicle, Boat or Caravan Sales* *1 bay per 100m² of display area; and 1 bay per staff member*	Display area: 882m² Staff (includes all motor vehicle sales buildings): 30	38.82	
Building 2 (used car showroom)		Display area: 980m²	9.8	
Existing Honda Showroom		Display area: 504m²	5.04	
Total number of bays required for motor vehicle, boat or caravan sales			**53.66**	
Total number of bays once 15% reduction applied (within 200m of high frequency bus route)				**45.6**
Building 3 (Workshop)	*Motor Vehicle Repair* *1 bay per 40m² GFA*	GFA: 2,513m²	62.8	
Total number of bays required for motor vehicle repair			62.8	
Total number of bays once 10% reduction applied (within 400m of high frequency bus route)				**53.4**
Total number of bays required for all uses (rounded)				**99**
Total number of bays proposed				**129**
Parking surplus				**+30**

In light of the table above, the proposed development has been demonstrated to comply with the minimum parking requirements and warrant approval accordingly.

4.6.3.2 Non-Residential Parking Layout, Design and Access

LPP6.7 prescribes a series of provisions that apply to non-residential parking layout, design and access. An assessment of the relevant provisions is provided in Table 8 below.

Table 8 – Non-Residential Parking Layout, Design and Access assessment

#	Provision	Applicant comment	Compliance
8.2	Non-Residential Access		

#	Provision	Applicant comment	Compliance
8.2.1	<u>*Access Ways & Cross Overs*</u> *Access ways and crossovers (where applicable) shall;* *a) Be provided at a rate of no greater than one per street frontage;*	No new crossovers are proposed, the northern most crossover is simply being retained. Regardless, one crossover is existing per current lot per frontage.	✓
	b) Be no less than 6.0m in width and no greater then 10m in width;	The realigned crossover is 6m in width.	✓
	c) Be no closer than 0.5m to a side boundary and street poles;	The realigned crossover is located 1m from the lot boundary and is not within 1m of any street poles.	✓
	d) Be setback a minimum distance from street trees in accordance with the City's Street and Reserve Trees Policy;	No street trees currently exist in proximity to the crossover. The proposed street trees will also not be in proximity of the realigned crossover.	✓
	e) Be aligned at right angles to the street and parallel in width;	The realigned crossover is parallel to the street as required.	✓
	f) Be designed so as to minimise traffic or pedestrian hazards, conflict with pedestrian/cyclist pathways and interference with public transport facilities;	Noted.	✓
	g) Be designed in accordance with Australian Standard AS 1742 and AS 2890.1;	Noted.	✓
	h) Be designed to accommodate the relevant sized vehicle turning radius associated with loading of waste and unloading of goods for the land use, as per current Austroads and Australian Standards;	Noted, refer to Appendix 5, which confirms manoeuvring acceptability.	✓
	i) Be subject to Main Roads WA approval where they connect onto roads under Main Roads WA control such as, but not limited to, Primary Distributor Roads, roads designated as truck haulage routes and properties that abut traffic lights; and	MRWA approval should not be required, given Scarborough Beach Road is an 'Other Regional Road' reserve and is therefore not under the control of MRWA.	✓
	j) Be accessed from a local road in cases where a lot has access to both a Distributor Road and Local Road unless it can be demonstrated that access from the Distributor Road is safer.	The proposed development intends on retaining existing crossovers.	Discretion
8.2.2	<u>*Non-Residential Service Access*</u> *a) The service access shall be constructed such that vehicles using it may return to a street in forward gear;*	Noted, refer to Appendix 5, which confirms manoeuvring acceptability.	✓
	b) The service access shall not be less than six metres in width. If the size of the lot makes the provision of a six metre wide access way impracticable or unreasonable, the City may permit a service access of a lesser width, but in no case, less than three metres in width;	Noted, the proposed service access meets the requirements	✓
	c) The service access as required above shall be designed so as to segregate vehicles, both moving and stationary, from parking areas and access ways provided for customer parking;	Noted, the proposed service areas are not in proximity to parking areas as required.	✓

#	Provision	Applicant comment	Compliance
	d) Loading/unloading areas should not be located within close proximity to any adjoining residential uses; and	The subject site is not in close proximity to any residential uses.	✓
	e) The service access shall be so designed to accommodate vehicle movement and turning for waste pick up and deliveries.	Noted, refer to Appendix 5, which confirms manoeuvring acceptability.	✓
8.2.4	*Verge Levels* *Existing verge levels will not be modified unless determined necessary by the City due to topography considerations.*	Noted, no changes are proposed to existing verge levels.	✓

As is demonstrated above, the proposed development is consistent with the requirements of LPP6.7 and warrants approval accordingly.

4.6.4 Local Planning Policy 6.11 – Trees and Development

Local Planning Policy 6.11 Trees and Development (**LPP6.11**) is intended to improve tree canopy provision on private land within the scheme area by maximising retention of existing canopy and through planting of new canopy where applicable. **Table 9** below provides an assessment of the proposed development against the relevant provisions of LPP6.11.

Table 9 – LPP6.11 relevant provisions assessment

#	Provision	Applicant comment	Compliance
5.1	Trees on Development Sites		
b)	Sites larger than 2,000m^2 without significant trees may be required to plant advanced trees at a rate of 1 per 500m^2 (or part thereof).	A total site area of 11,546m^2 generates a requirement to provide 21 trees. The development includes the planting of 22 trees within the subject site.	✓
5.2	Street Trees		
a)	*The Council may impose a condition of development approval to require the planting of an advanced tree, at the applicant's cost, on an abutting road reserve. All new developments that do not have a street tree on the verge will have a tree planted in the next available planting season, as deemed appropriate by the City, and included as a condition of development along with a contribution payment by the applicant towards the cost of the tree/s planted as per Council's Fees and Charges.*	Noted, a total of nine new street trees have been proposed, five on Scarborough Beach Road, and four on Howe Street.	✓

As is demonstrated above, the proposed development is generally consistent with the provisions of LPP6.11 and therefore warrants approval accordingly.

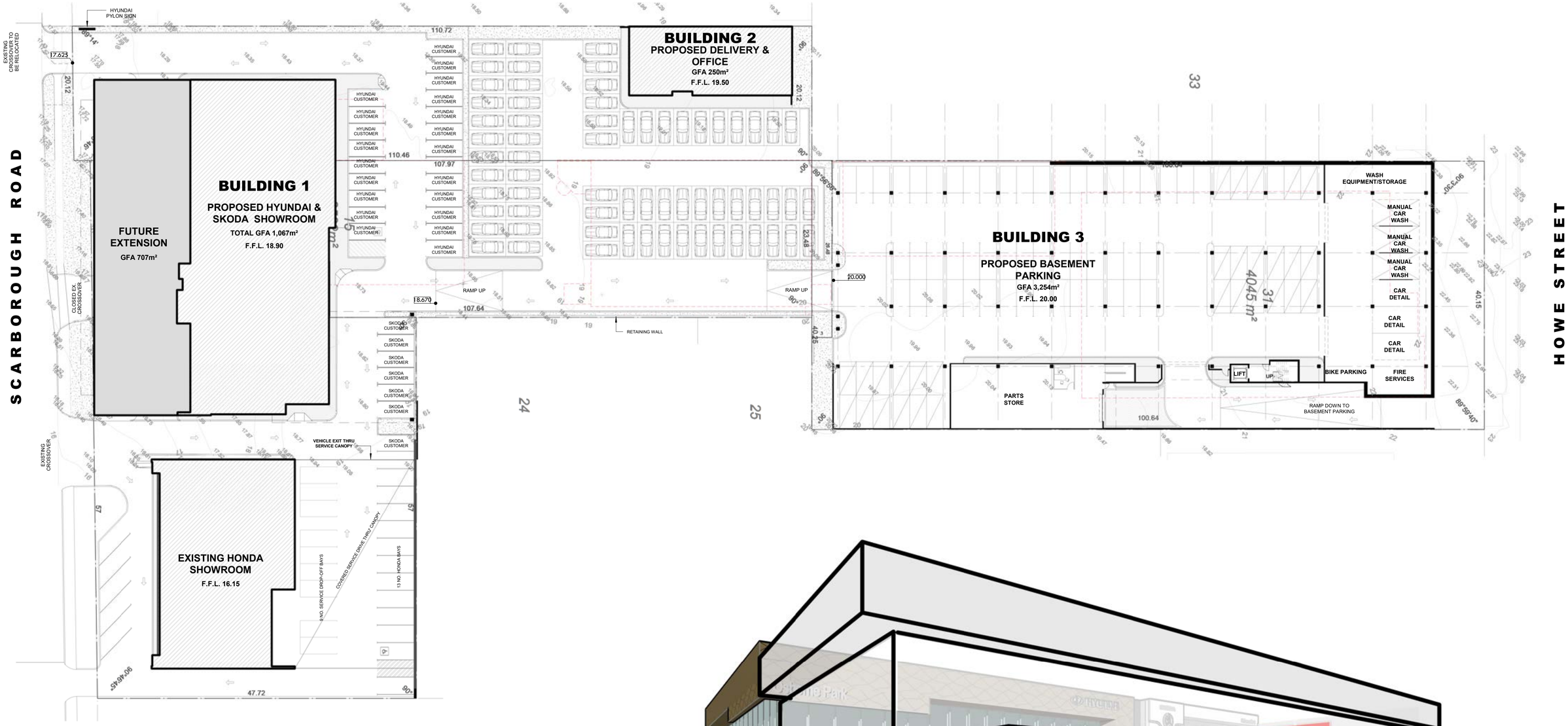
5 CONCLUSION

This application seeks approval for the development of a new car showroom, a new car delivery centre and office, a workshop, and a basement car park at the subject site. The proposed development is suitably located on Scarborough Beach Road and is carefully designed with consideration to its immediate context and the provisions of the relevant planning framework.

In summary, the proposal appropriately responds to all the relevant aspects of the planning framework and warrants approval for the following reasons:

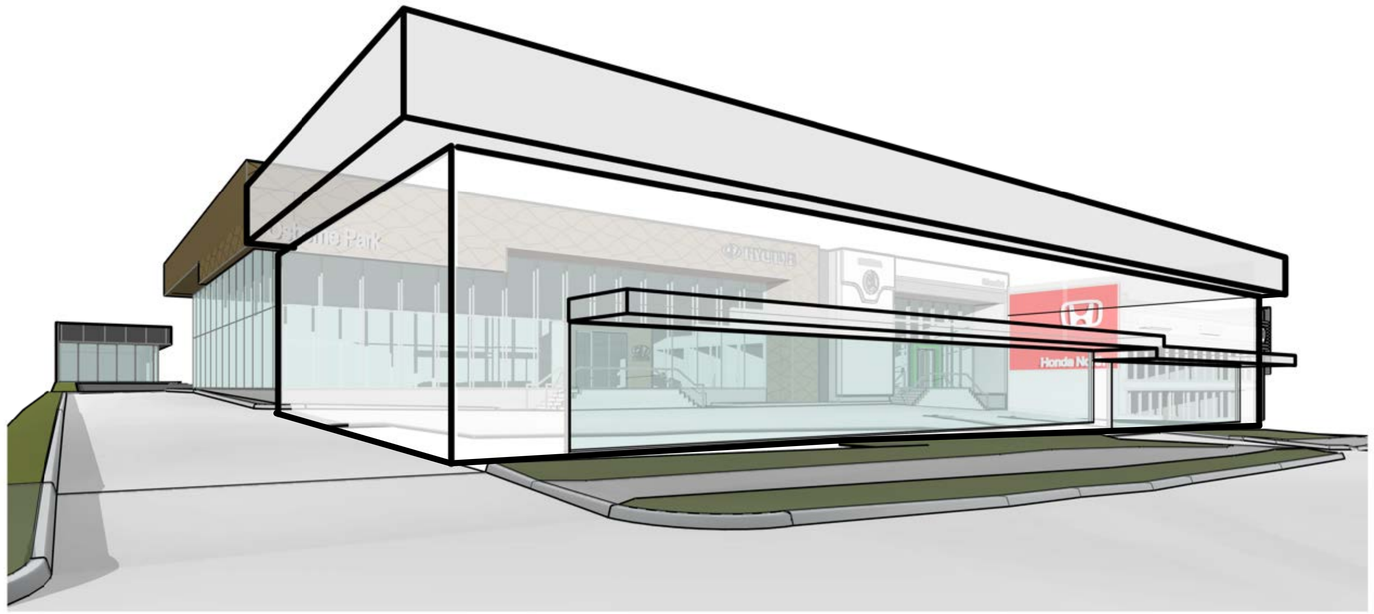
- The development is a continuation of the existing car sales and servicing activities occurring at the subject site consistent with the prevailing activity of the surrounding area.
- The proposed development is designed to a high standard with the built form, landscaping and design of the development resulting in an overall improvement to the streetscape.
- The provision of extensive landscaping and extensive tree planting along street boundaries, lot boundaries and throughout carparking areas softens the impact of the built form and delivers canopy coverage at a location which previously had none.
- Notwithstanding the high level of uncertainty surrounding the proposed local planning framework, including the draft Herdsman Glendalough Local Structure Plan, the proposed development has been demonstrated to be consistent with the overarching objectives of the plan. In particular, it has been demonstrated that the carparking area within the street setback is capable of removal and the buildings extended to the street boundary without compromising the overall function of the site.
- The proposed development is supported by a Transport Impact Assessment which demonstrates that the proposed access arrangements and land use activity will have minimal impact upon the surrounding road network.

Having regard to the above, the proposal clearly demonstrates the suitability of the proposed use for the subject site. Accordingly, we request the Metropolitan Inner-North Joint Development Assessment Panel grant approval for the proposed development.



OVERALL COMPOSITE SITE PLAN - FUTURE

SCALE: 1 : 300



PRELIMINARY

meyer shircore architects

FUTUTRE DEVELOPMENT POTENTIAL - CONCEPT ONLY

LOCATION : 438 SCARBOROUGH BEACH ROAD, OSBORNE PARK WA 6017

FOR : OSBORNE PARK HONDA / HYUNDAI / SKODA

DATE:	AUG 2022	PROJECT NUMBER
REVISION:	SK008	8891
SHEET:	1003	
SCALE:	1 : 300 @A1	

© Meyer Shircore & Associates ACN 115 189 216
Suite 2, Ground Floor 437 Roberts Road, Subiaco WA 6008
PO Box 1294 Subiaco WA 6904
t: 08 9381 8511 e: msa@meyershircore.com.au

Attachment 5b
Applicant's Response to Request for Further Information
received 16 January 2023

PS ref: 8091

16 January 2023

Chief Executive Officer
City of Stirling
PO Box 1533
Stirling WA 6021

Attention: Karina Bowater – Acting Coordinator Planning Approvals

Dear Madam,

RESPONSE TO CITY'S REQUEST FOR INFORMATION
APPLICATION FOR DEVELOPMENT APPROVAL
LOTS 23, 15 & 351 (432, 438 & 440) SCARBOROUGH BEACH ROAD AND LOT 31 (57) HOWE STREET, OSBORNE PARK

Planning Solutions acts on behalf of Carriage Equity Pty Ltd, the registered proprietor of Lots 23, 15 & 351 (432, 438 & 440) Scarborough Beach Road and Lot 31 (57) Howe Street, Osborne Park (**subject site**).

We refer to the City of Stirling (**City**) request for further information (**RFI**) received on 16 December 2022 via email. The matters raised in the City's RFI are provided following referral to relevant internal and external departments and formal assessment of the development application.

The proposed development plans have been amended to addressed the comments raised by the City, and separate to this–the need to improve universal access to the showrooms which has resulted in modifications to ramps and entrances along the Scarborough Beach Road frontages.

A more detailed response to the City's assessment comments is provided in **Table 1** below.

Table 1 – City's assessment comments response

Summary of City's assessment comment	Applicant's response
Herdsman Glendalough Local Development Plan	
Clause 3.1.5 Rights of Way *As per Clause 3.1.5, a Right of Way is required to be demonstrated on the plans.* *The proposed built form of building 2 appears to be partially within the future Right of Way. The Right of Way is required to be located entirely on the Scarborough Beach Road lots, at the rear of the site.*	**Partially accepted** . In recognition of the City's objectives regarding the ROW, the plans have been amended as follows: • Building 2 has been modified to reduce the GFA by 10m² and set the building back 6m from the rear boundary–entirely outside the proposed ROW alignment. • 8 x carparking bays located within the ROW alignment have been deleted. • The ramp on Lot 15 has been moved out of the ROW alignment. This leaves the area of the future ROW largely undeveloped and more capable of accommodating one in future.

PLANNING SOLUTIONS
URBAN & REGIONAL PLANNING
PS
Level 1, 251 St Georges Tce, Perth WA
(08) 9227 7970
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Cloisters Square PO 6850
admin@planningsolutions.com.au
www.planningsolutions.com.au
ACN 143 573 184 ABN 23 143 573 184
Planning Solutions (Aust) Pty Ltd

Summary of City's assessment comment	Applicant's response
Clause 3.2.1 Active Building Edges on Ground Level *As per Clause 3.2.1, breaks in glazing to Active Building Edges to street frontages are to be provided every 10m. Building 1 has a portion of glazed area 27m in length without interruption, and building 3 has a portion of glazed area 19.6m in length without interruption.*	This option was investigated, but no additional breaks in the glazing could be provided without compromising the viability of the development from a leasing perspective. We understand that prospective tenants require that window glazing be uninterrupted to maximise exposure to the vehicles on display. Additional changes to the shopfront façade have been made to improve universal accessibility and increase showroom exposure. We note that the proposed development does not reduce the level of activity along Scarborough Beach Road—two buildings with one entrance each currently front the road, and will be replaced with one building containing two tenancies with two separate entrances. These entrances bring activity close to the road then currently exists on the site.
As per Clause 3.2.1, nil setbacks are required at the ground floor fronting streets. The proposed buildings do not provide a nil setback to either of the streets frontages of Scarborough Beach Road and Howe Street.	**Not accepted** as this is a proposed variation which we have acknowledged and addressed in our DA report, with a detailed justification provided on page 21. In addition to the justifications already provided, we re-iterate that the proposed setback achieves a **better overall streetscape outcome** then a nil setback would, and reflects the constraints imposed by the topography of the site and the current use of the land. Moreover, it should be noted that Scarborough Beach Road is a busy arterial road and is planned to be widened further in future. The future lot boundary will ultimately reduce the building setback an additional 1-2m at a future time, require the removal of the front carparking area and provide for the future expansion of the buildings forward to the street (with a step-down as necessary) as demonstrated in the figure **below**. **Figure 1 –** Future nil setback development potential For the abovementioned reasons, the variation is considered acceptable and warrants support accordingly.
The proposed use class within the Additional Use Shop Use Area is required to be an Active Use, as defined in the City of Stirling Local Planning Scheme No. 3. The proposed use classes are not Active Uses.	**Not accepted** for the reasons state on page 17 of our DA report—the proposed development is a continuation of an existing use and the application of this provision is not applicable. Notwithstanding the above—it has been demonstrated on the provided plans (and **figure 1** above) that the development is capable of accommodating a future expansion towards the street frontage and could potentially provide for a future active use.
Clause 3.2.2 Entry Points *As per Clause 3.2.2, the primary entries of buildings are to be at the same level of the footpath on the street frontage. Building 1 has a FFL of 18.90, which is above the footpath NGL of 17.625.*	**Not accepted** —the topography of the site does not permit the primary entries to be at the footpath level. However, your attention is drawn to the amended plans which show pedestrian links into the site and a ramp now providing universal accessibility.

Summary of City's assessment comment	Applicant's response
Clause 3.3.1 Parking *As per Clause 3.3.1, parking is required to be sleeved to a minimum distance of 8m from the street. There is parking facing Scarborough Beach Road and Howe Street which is unsleeved.*	The proposed development will result in significant areas of open parking being sleeved behind the proposed building. This will significantly improve the presentation to the street. Figure 2 – View of the existing site showing unsleeved carparking areas However, some parking along the street frontages is a key requirement and operational necessity as car showrooms requires exposure to busy transport corridors such as Scarborough Beach Road.
Clause 3.3.2 Vehicle Access and Crossovers *As per Clause 3.3.2, one crossover is permitted per lot. The development site includes four (4) lots, and six (6) crossovers are proposed, including existing crossovers.*	The development retains all existing crossovers with no new crossovers proposed (although one crossover requires relocation). The retention of these crossovers is beneficial to the City's future objectives with regard to the redevelopment of the site as it ensures that the buildings can be expanded closer to the street in future without compromising vehicle access.
Clause 3.3.5 Pedestrian Access *As per Clause 3.3.5, a dedicated direct pedestrian access is required to be provided from the front entrance to the public footpaths. This has not been provided for either frontage.*	**Accepted**, and provided to both streets.
Local Planning Policy 6.1 – Advertising Signs	
The proposed monolith sign is partly within the Planning Control Area. The City advises that this should be relocated to within the site so as to be able to be considered as part of this application.	**No change** has been made to the location of the sign. The City is requested to refer the application to the WAPC to approve the portion of the sign located within the PCA.
The proposed monolith sign is required to be relocated a minimum of 1.5m from the adjacent driveway so as to provide sufficient vehicular sightlines.	**Accepted** – the sign has been located 2m from the crossover.
Building 3 proposes a total of 12.7m² in aggregate of wall signs in lieu of the permitted 10m², and four signs in lieu of the permitted two signs.	Although the Building 3 signage exceeds the permitted 10m², the scale of the proposed signage in reference to the scale of Building 3 is considered appropriate. Further the proposed signage is considered the minimum to adequately provide exposure to the three separate car manufacturers operating from Building 3 as well as the workshop servicing component.
Local Planning Policy 6.3 – Bin Stores	
The details of the proposed bin store adjacent to building 3 is unclear on the plans. In particular, please identify if any screening is provided between the bin store and Howe Street. If not, please note that bin stores are required to be screened from the street.	No screening has been provided as it would affect the functionality of the bin store area given that it is adjacent to a key entryway for the workshop component of Building 3. It is also located at a sufficient distance from the street as to have limited visibility.
Local Planning Policy 6.6 Landscaping	
Advanced trees are required to be provided with a deep soil area of 9m². The trees adjacent to building 1 are provided with a minimum deep soil area of 1.4m².	Noted.

As above, we consider the above comments and amended development plans adequately address the City's assessment comments.

Internal referral comments

Please refer to Table 2 below for responses to comments raised through the City's internal referral process.

Table 2 – Internal referral comments response

Internal referral comment	Response
Summary of City Future Comments	
Figure 26 of the Herdsman Glendalough Structure Plan indicates that 438 and 440 Scarborough Beach Road are located within the Mandatory Residential Use Area. Clause 6.4.7 of Amendment 114 to Local Planning Scheme No.3 specifies that any development application within this area is to propose a minimum of 15% of plot ratio are as a 'Residential' use. As the proposal is considered non-substantial, residential development is not required to be provided as part of this development. However, the plans are required to demonstrate the indicative location of where future residential may be located.	**Not provided** as this is simply not relevant to determination of the proposed application, which seeks to continue an existing, lawfully approved use. Notwithstanding, it is apparent from the development plans that the area of carparking around the proposed Building 2 would form the most logical location for infill development to occur.
As previously advised, the development is required to achieve nil setbacks to Scarborough Beach Road and Howe Street, to provide Active Building Edges to the ground floor level.	See previous comments.
Clause 3.2.4 b) of the Local Development Plan specifies that a weather protection canopy is to extend from the edge of the building into the public domain. As the building does not provide a nil setback to the street edge, this has not been provided.	It is noted that the roof overhangs the building entrances and provides a level of weather protection appropriate to the function of the building (customers caught in the rain will simply enter the building).
As per Clause 3.3.1 of the LDP, the car parking is to be sleeved to a minimum distance of 8m. This is able to be achieved via a nil setback to Scarborough Beach Road and the relocation of the car parking bays provided forward of the building.	See previous comments.
The 6m land for a future Right Of Way is required to be located entirely on the Scarborough Beach Road sites, and not straddled over the two sites.	**Accepted**, see comments above.
Engineering Comments	
The commercial crossovers are to be a minimum of 1.5m from all side lot boundaries. The existing crossover on Scarborough Beach Road is proposed to be relocated closer to the lot boundary.	The proposed crossover has been modified to achieve a 1.5m separation from the lot boundary.
Parks and Sustainability Business Unit Comments	
The proposed Advanced trees do not meet the requirement of 9m2 of deep soil area. Specifically, only nine of the proposed trees meet the requirements.	Noted.
The trees in shaded areas, such as to the south of building 3, will be required to be a shade-tolerant species and is recommended to be a Western Australian species. Advanced trees are to be a minimum of 90L plant stock or 45L if local native trees are selected.	Species selection and size are capable of being addressed via a condition of approval.
The 1.5m landscaping buffer has not been achieved, and should be edged to prevent grass encroachment.	Tree planting and landscaping along the lot frontage (including the verge area) provides a significant improvement to the street interface. The edging of landscaping areas can be addressed as a condition of approval.

Internal referral comment	Response
The requirement of one (1) tree per six (6) uncovered car parking bays has not been achieved.	The intent of this requirement is to ensure that open staff and customer parking bays are adequately shaded. By contrast a motor vehicle sales yard has a high percentage of open parking bays which are used for car display and storage purposes. The planting of shade trees within such areas creates operational issues due to the mess that trees can leave on cars (or from birds nesting within the trees) which may remain in the same location for longer periods of time. The development plans show that an extremely high level of shade has been provided to the designated customer parking areas and that the intent of the provision has been met.
The planting nibs on the northern side of building 1 are required to be increased in size.	**Accepted** – this is capable of being addressed with a condition of approval.
All landscaped areas are to be reticulated and applied with 75mm minimum depth organic mulch. Shrubs and groundcovers are to be a minimum of 130mm pot size. The recommended planting density of shrubs is two (2) plants per m^2 and strappy plants is four (4) per m^2.	**Accepted** – this is capable of being addressed with a condition of approval.
In regards to the proposed street trees, the City requests that the developer notifies the City after installation of these trees so the City can include this in the City's register of street trees.	**Accepted** – this is capable of being addressed with a condition of approval.

As above, the internal referral comments have been addressed accordingly.

External referral comments

The development application was referred to the Department of Planning, Lands and Heritage (**DPLH**) due to the frontage with Scarborough Beach Road. It is noted the DPLH raised no objections to the proposed development. However, provided comments as per Table 3 below.

Table 3 – External referral comments response

External referral comment	Response
DPLH referral comments	
It is recommended that provision of parking and swept path drawings be reviewed to the satisfaction of the City. Clarification is required on the type of vehicles used for delivery to the site. If heavy vehicles will be used to provide deliveries, it is recommended that the relevant swept path drawing should be provided for review;	The vehicles used by the site are: • 10m front loading truck for rubbish collection; and • Transporter truck for new cars delivery. • All parts deliveries will be undertaken in vans or small trucks of under 10m in length. Additional swept paths were conducted for the mentioned vehicles. Refer to **Attachment 2** below for the requested swept paths.
It is recommended that a warrant assessment be provided to determine if a deceleration lane is required along Scarborough Beach Road as a result of the proposed additional traffic;	As requested, a warrant assessment for a deceleration lane from Scarborough Beach Road was conducted by Stantec, the assessment is provided at **Attachment 3** and concludes a deceleration lane **is not warranted** as a result of the proposed development.
Clarification is required on the trip generation for the proposed service reception, service, workshop and delivery centre. The development application report considered a floor area of 5767m^2 while the TIS considers 2911m^2.	The total area quoted in the development application report includes the basement car parking area. For the purposes of trip generation, only the service reception, service workshop and delivery centre are required to be considered, which total 2,911m^2.

As such, the above responses address the DPLH's referral comments.

We consider the above responses and attached reporting to suitably address the City's comments and therefore respectfully request a favourable referral to the Metro North-West Development Assessment Panel.

Should you have any queries or require further clarification regarding the proposal, please do not hesitate to contact the writer.

Yours faithfully,

JOZEF EWING
PLANNING CONSULTANT

230116 8091 Letter to City - RFI response

Attachment 2
Swept paths

10m front loading truck

An additional bin storage will be provided to the site fronting Scarborough Beach Road; swept paths analysis were conducted along this section showing that a standard 10m Cleanaway waste truck entering and exiting the site via Scarborough Beach Road will be able to adequately manoeuvre through the site as shown in Figure 1-1 and Figure 1-2.

Figure 1-1 Waste Truck Swept Path Circulation - Scarborough Beach Road

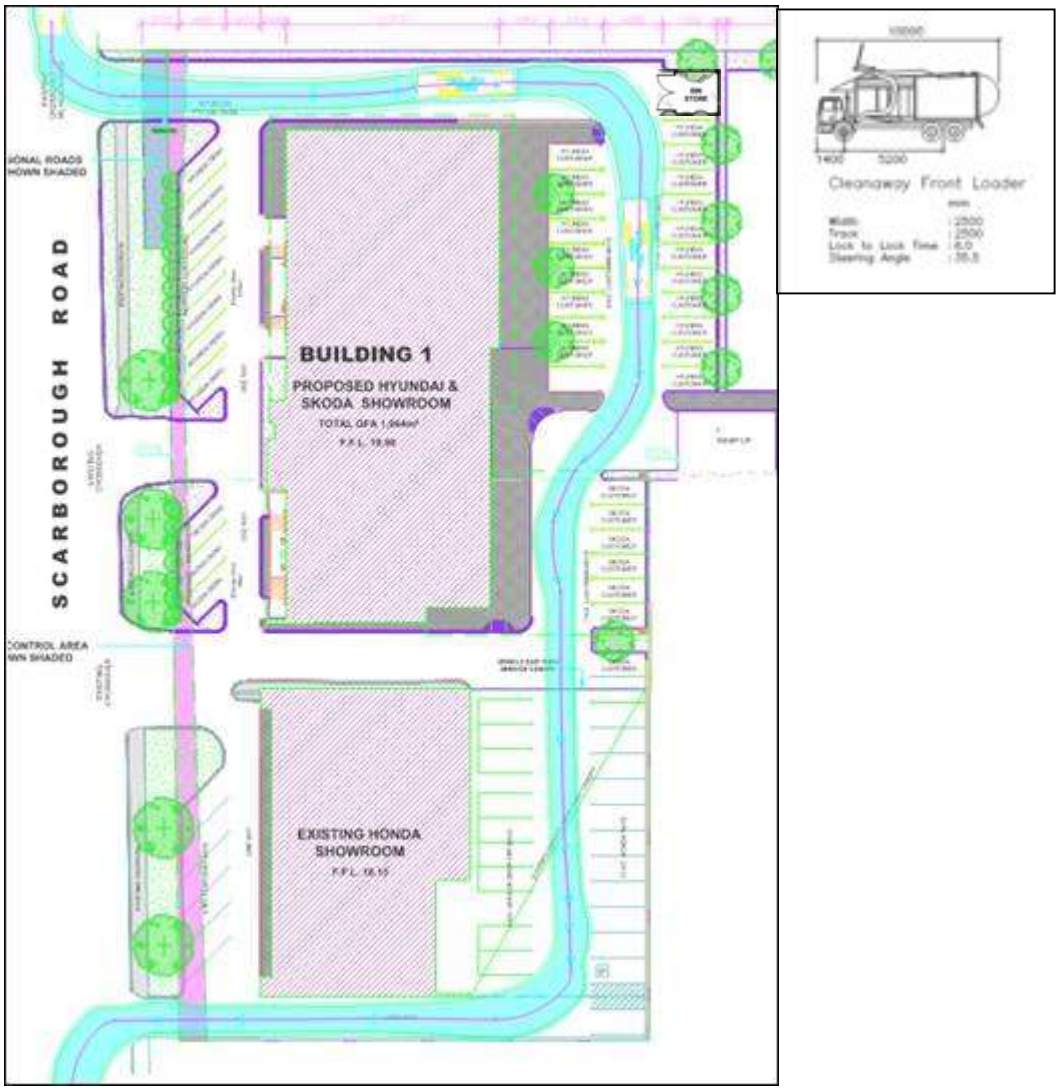
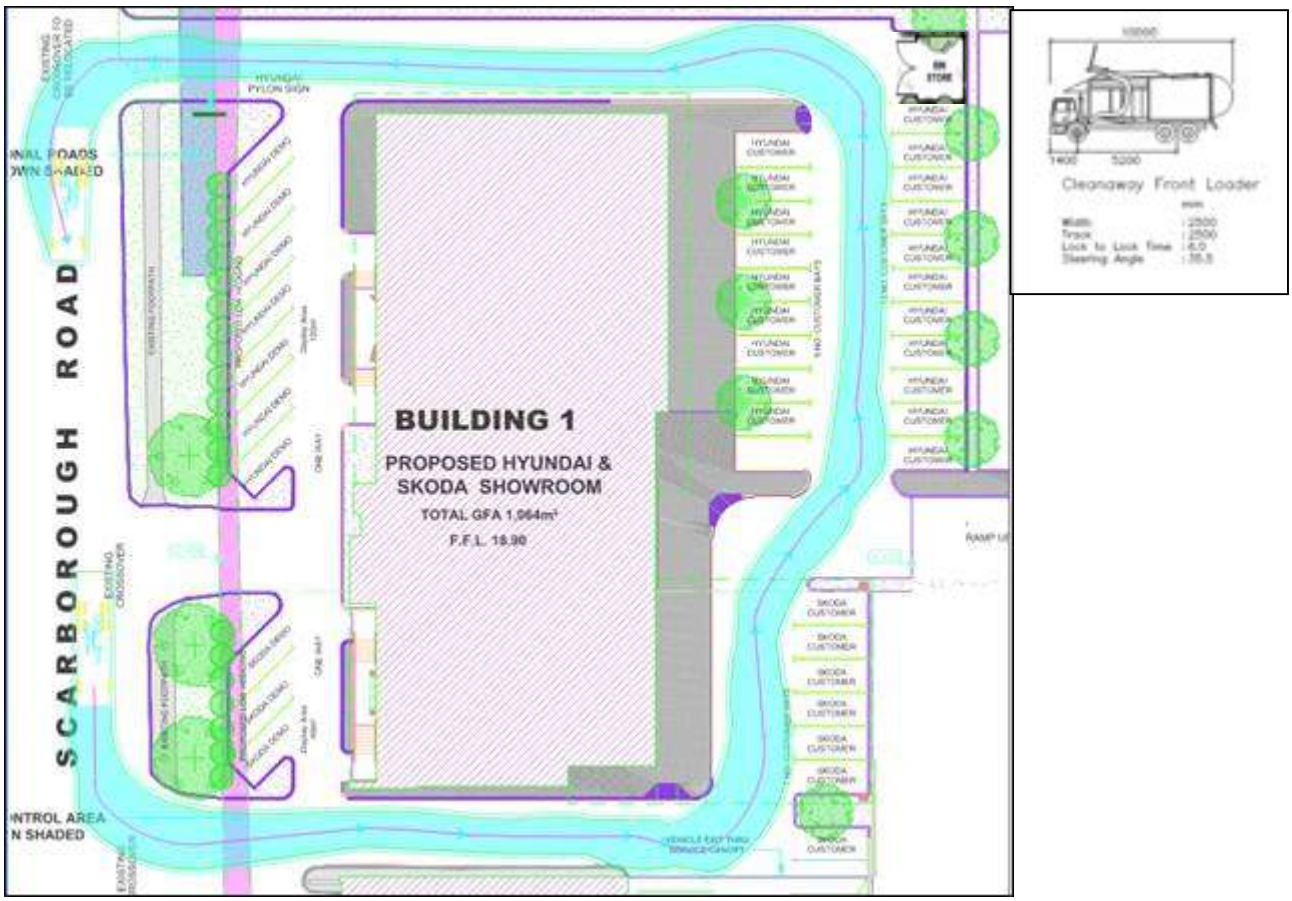


Figure 1-2 Waste Truck Swept Path Circulation - Scarborough Beach Road (2)

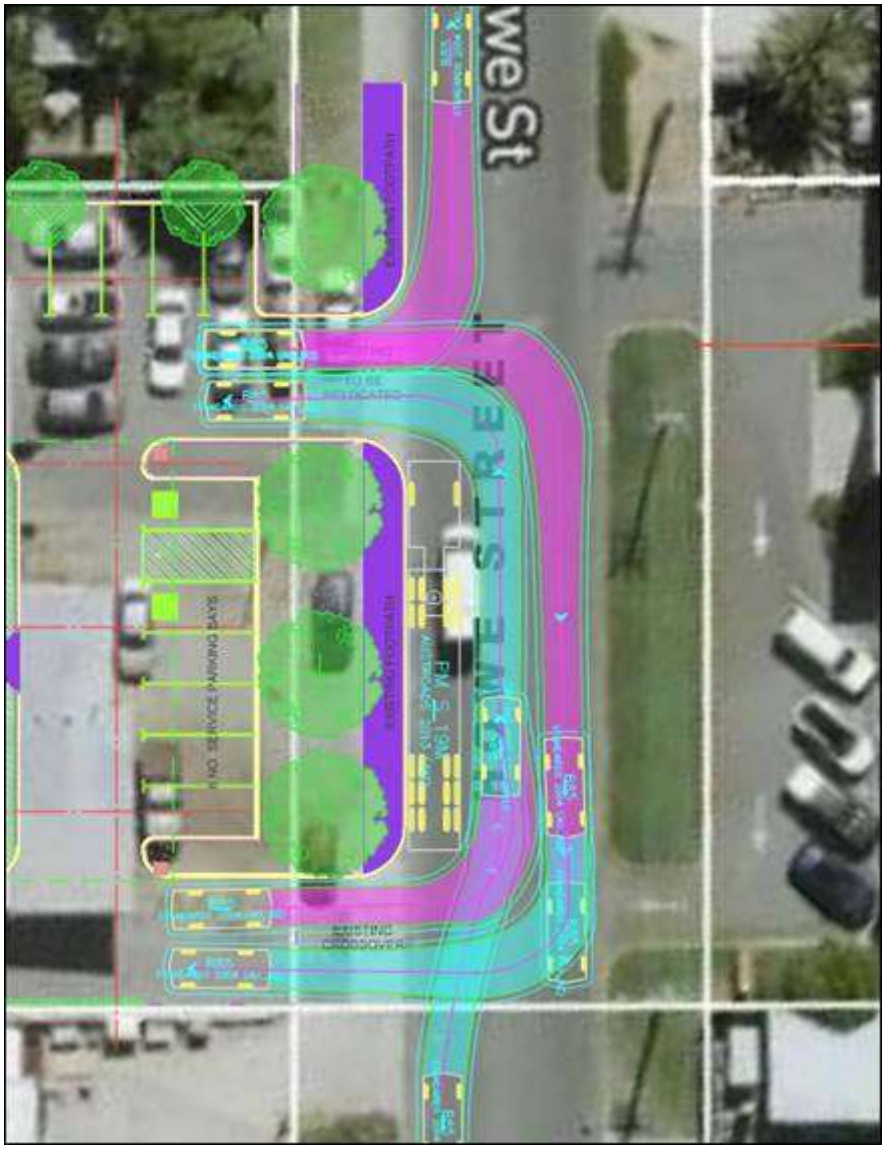


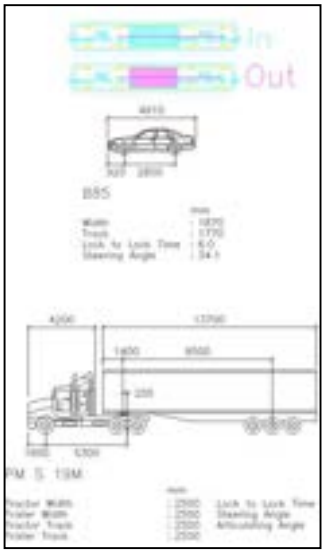
Transporter Truck

New cars will be delivered to the site via car transporter truck, it is expected that the truck will be temporarily parked in Howe Street and new cars driven off the truck into the site. Howe Street is a 9.8m wide road with capacity for a stopping vehicle to be parked without obstructing circulation of additional vehicles as shown in **Figure 1-3.**

It is proposed for the transported truck to be parked in a section of road without parking restrictions and for spotters to be available during delivery time to prevent blockages on the road and to guide the vehicles to ensure they are driven off the truck and into the site safely.

Figure 1-3 Waste Truck Swept Path Circulation - Scarborough Beach Road (2)





Attachment 3
Deceleration lane warrant assessment

Warrant Assessment

Austroads *Guide to Traffic Management Part 6: Intersections, Interchanges and Crossings (2020)* provides a warrant for the preferred minimum turn treatments on major roads (i.e., the road that has traffic priority over another at an intersection).

As per Austroads *Guide to Traffic Management Part 6,* it is important to note that these warrants focus on safety performance outcomes and not operational performance. Additionally, it is developed for intersections on **new roads** and the guidelines are not intended for direct application to accesses and driveways. As this technical note is assessing a turn treatment warrant on a driveway, the results should be used as a reference only.

The assessment includes through volume and left and turn movements into the site. The project is expected to generate 38 inbound trips in the Am peak and 27 inbound trips in the Pm peak via the Scarborough beach Road crossovers.

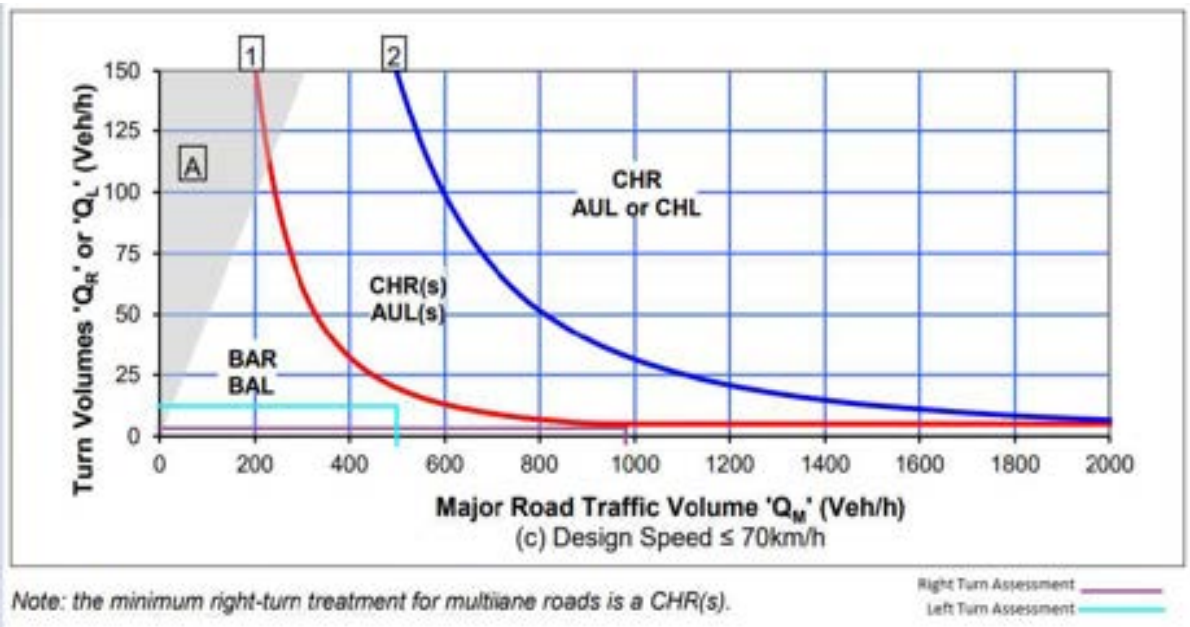
Table 1-1 Estimated Trip Generation

Land Use	AM Peak	PM Peak
	In	In
Automobile Sales	38	27

A turn warrant assessment was conducted for the three access points located along Scarborough Beach Road and due to the conditions of the road, it was estimated that 80% of the vehicles turning into the site will travel southbound, performing a left turn manoeuvre while 20% will approach the site from Hutton Street, undertaking right-turn movements. These vehicles are assumed to enter the site evenly via the 3 available inbound crossovers. The results are presented in **Figure 1-4.**

The assessment show that when using the AustRoad turning treatment warrants, Basic Left (BAL) and Basic Right (BAR) treatments are sufficient for the site. As Scarborough Beach Road is a four-lane two-way undivided road, through vehicles can pass turning vehicles, with the second lane acting as BAL and BAR treatments. As such, it is considered that no additional turning treatments are warranted for the servicing of the site.

Figure 1-4 Warrants for Turn Treatments on Major Road at Unsignalised Intersection



Note: the minimum right-turn treatment for multilane roads is a CHR(s).

Attachment 5c
Applicant's Clause 42 Certificates received 3 November 2022

Western Australian Planning Commission

Enquiries: Trevor Servaas (08) 6551 9110
Our Ref: 42 / 64137775
Your Ref: 8091

PLANNING SOLUTIONS (AUST) PTY LTD
LVL 1, 251 ST GEORGES TCE
PERTH
6000 WA

Dear Sir/Madam

CERTIFICATE UNDER CLAUSE 42 OF THE METROPOLITAN REGION SCHEME ISSUED BY THE WESTERN AUSTRALIAN PLANNING COMMISSION

In reply to your request, please find enclosed
Certificate Number: 64137775

It is advised that the enclosed Certificate has been prepared to conform with the current Statutory requirements (as at the date of signature) of the Metropolitan Region Scheme

Yours faithfully,

Ms Sam Fagan
Secretary
Western Australian Planning Commission

19 September 2022

Postal address: Locked Bag 2506 Perth WA Street address: 140 William Street Perth WA 6000
Tel: (08) 6551 8002 Fax: (08) 6551 9001 TTY: 6551 9007 Infoline: 1800 626 477
info@dplh.wa.gov.au www.dplh.wa.gov.au
ABN 35 482 341 493

Metropolitan Region Scheme

Form 5

Scheme Certificate

In accordance with clause 42 of the
Metropolitan Region Scheme the following information relates to:

Certificate: 64137775

Receipt: None

Date: 19/09/2022

Location: Scarborough Beach Rd, Osborne Park

Certificate of Title: Vol: 1666 Folio:304

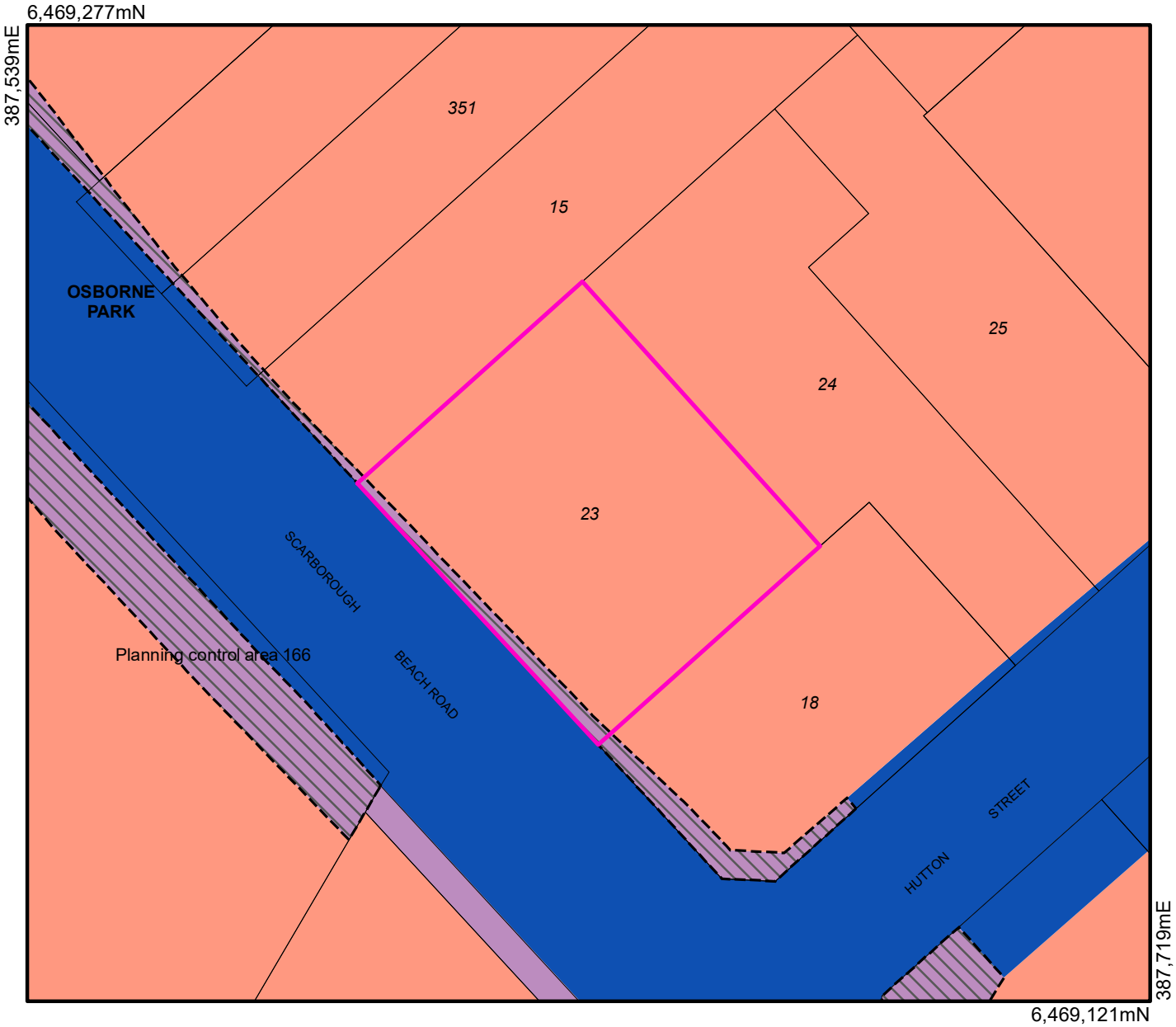
Diagram: 65431

Legend for reserved land and zones

- Planning control area
- Other regional roads
- Industrial
- Urban

*** Industrial zone and Other Regional Roads reservation subject to review

Refer to detail plan 1.7996 for planning control area dimensions



This certificate relates only to the provisions of the:

Metropolitan Region Scheme

and does not claim to indicate the land use allocation under any local government provision.

Produced by Data Analytics,
Department of Planning, Lands and Heritage, Perth WA.

Base information supplied by:
Western Australian Land Information Authority SLIP 1180-2020-1

N

0 10 20 30 40
metres

Coordinates based on MGA Zone 50 (GDA 94)
All dimensions are in metres
Subject to survey

Ms Sam Fagan
Secretary
Western Australian Planning Commission

Campfires and Cooking, Garden Refuse.

The Shire has introduced a Camping and Cooking Fire Policy that permits you to have a camp or cooking fire at your place of residence subject to the conditions specified in the policy.

The policy is available on the Shire website. Camping and cooking fires are prohibited when the fire danger rating is above high, or a total fire ban is in place.

No solid fuel fires other than a camping or cooking fires at your place of residence are permitted between 1 November and the 1 April. Only gas or electric barbecues are permitted during Total Fire Bans or when the fire danger rating is above high. No burning of garden refuse between 1 September to 1 April unless a permit to burn has been obtained from a Bush Fire Control Officer (restricted times only). During unrestricted time always contact your neighbours and the Shire of Dandaragan 9652 0800 before you light.

PLANNING

PL401

PLANNING AND DEVELOPMENT ACT 2005

REVOCATION OF PLANNING CONTROL AREAS

123—Scarborough Beach Road between Odin Road and Hinderwell Street
127—Scarborough Beach Road (King Edward Road to Main Street)

Cities of Stirling and Vincent

File: 835-2-1-16

File: 835-2-1-17

Notice is hereby given that the Western Australian Planning Commission has resolved to revoke Planning Control Area 123—Scarborough Beach Road between Odin Road and Hinderwell Street and Planning Control Area 127—Scarborough Beach Road (King Edward Road to Main Street) pursuant to section 113 of the *Planning and Development Act 2005*, and that the Minister for Planning has granted approval to the revocations. The land required for Other Regional Roads purposes in Planning Control Area 123 and 127 continues to be protected by Planning Control Area 166.

Planning Control Area 166 represents a consolidation of the areas covered by Planning Control Area 123 and 127 over portions of Scarborough Beach Road (from Hinderwell Street to Odin Road and from King Edward Road to Main Street). Consolidating the two planning control areas will simplify the planning control framework along Scarborough Beach Road and will maintain protection over the subject land.

The revocation of Planning Control Areas 123 and 127 are affective from the date of this notice in the *Government Gazette*.

Ms SAM FAGAN, Secretary, Western Australian Planning Commission.

PL402

PLANNING AND DEVELOPMENT ACT 2005

PROPOSED PLANNING CONTROL AREA 166

Scarborough Beach Road
Hinderwell Street to Odin Road, King Edward Road to Main Street

Cities of Stirling and Vincent

File: 835-2-1-35

General description

The Minister for Planning has granted approval to the declaration of a planning control area over portions of Scarborough Beach Road (from Hinderwell Street to Odin Road and from King Edward Road to Main Street) as shown on Western Australian Planning Commission (WAPC) plan numbers 1.7994, 1.7995, 1.7996 and 1.7997.

Purpose

The purpose of the planning control area is to protect land for the future widening and improvement of the Scarborough Beach Road Other Regional Road reservation. The WAPC considers that the planning control area is required over the property to ensure that no development occurs on this land which might prejudice this purpose until it may be reserved for Other Regional Roads in the Metropolitan Region Scheme.

Duration and effects

The declaration remains in effect for a period of five years from the date of publication of this notice in the *Government Gazette* or until revoked by the WAPC with approval by the Minister, whichever is the sooner.

A person shall not commence and carry out development in a planning control area without the prior approval of the WAPC. The penalty for failure to comply with this requirement is $200,000 and, in the case of a continuing offence, a further fine of $25,000 for each day during which the offence continues.

Compensation is payable in respect of land injuriously affected by this declaration, and land so affected may be acquired by the WAPC in the same circumstances and in the same manner as if the land had been reserved in the Metropolitan Region Scheme for a public purpose.

Display locations

- Western Australian Planning Commission, 140 William Street, Perth
- J S Battye Library, Level 3 Alexander Library Building, Perth Cultural Centre
- City of Stirling
- City of Vincent

Documents can also be viewed online at the Department of Planning, Lands and Heritage website *https://www.dplh.wa.gov.au/planning-control-areas*.

Ms SAM FAGAN, Secretary, Western Australian Planning Commission.

POLICE

PO401

MISUSE OF DRUGS ACT 1981
MISUSE OF DRUGS REGULATIONS 1982
APPROVED ANALYST

I, Christopher Dawson, Commissioner of Police in the State of Western Australia, under section 3A of the *Misuse of Drugs Act 1981* approve the following person, employed by ChemCentre, as an approved analyst for the purposes of the Act.

Title	Given Names	Surname	DOB	Qualifications
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Dated: 16 September 2021.

CHRIS DAWSON, Commissioner of Police.

SPORT

SZ401

COMBAT SPORTS ACT 1987
BOXING CONTEST AMENDMENT RULES 2021
SL 2021/ [insert]

Made by the Minister under section 62A of the Act.

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These rules come into operation on the day on which these rules are published in the *Gazette*.

3. Repeal

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4. Rules amended

These rules amend the *Boxing Contest Rules 2020*.

Signed for and on behalf of the Western Australian Planning Commission

An officer duly authorised by the Commission pursuant to section 24 of the Planning and Development Act 2005 for that purpose in the presence of :

Witness

Date: 6 SEP 2021

Approved - Minister for Planning

Date: 14 SEP 2021

Planning control area No. 166

PLANNING CONTROL AREA NO. 166 - SCARBOROUGH BEACH ROAD - HINDERWELL STREET TO ODIN ROAD AND KING EDWARD ROAD TO MAIN STREET

Western Australian Planning Commission

Created on date: Friday, 27 August 2021
Produced by Data Analytics, Department of Planning, Lands and Heritage, Perth WA
Base information supplied by Western Australian Land Information Authority SLIP 1180-2020-1

Legend

Planning control area — Existing MRS road reserves

Program Manager: S. Haine
Geospatial Officer: J. Ballarotta
Examined: A. Power
Revised:
Version No: 1
Date: WAPC / 307.9.1
25 August 2021

N

0 25 50 75 100
metres

Plan Number

1.7996

3487 Sheet 3 of 4

File number: 835/02/01/0035
Plan reference:
Metropolitan Region Scheme
1:25,000 sheet 15

Amending plans:
1.7994 - 1.7997

Enquiries: Trevor Servaas (08) 6551 9110
Our Ref: 42 / 64137798
Your Ref: 8091

PLANNING SOLUTIONS (AUST) PTY LTD
LVL 1, 251 ST GEORGES TCE
PERTH
6000 WA

Dear Sir/Madam

CERTIFICATE UNDER CLAUSE 42 OF THE METROPOLITAN REGION SCHEME ISSUED BY THE WESTERN AUSTRALIAN PLANNING COMMISSION

In reply to your request, please find enclosed
Certificate Number: 64137798

It is advised that the enclosed Certificate has been prepared to conform with the current Statutory requirements (as at the date of signature) of the Metropolitan Region Scheme

Yours faithfully,

Ms Sam Fagan
Secretary
Western Australian Planning Commission

19 September 2022

Postal address: Locked Bag 2506 Perth WA Street address: 140 William Street Perth WA 6000
Tel: (08) 6551 8002 Fax: (08) 6551 9001 TTY: 6551 9007 Infoline: 1800 626 477
info@dplh.wa.gov.au www.dplh.wa.gov.au
ABN 35 482 341 493

Metropolitan Region Scheme

Form 5

Scheme Certificate

In accordance with clause 42 of the

Metropolitan Region Scheme the following information relates to:

Certificate: 64137798

Receipt: None

Date: 19/09/2022

Location: Scarborough Beach Rd, Osborne Park

Certificate of Title: Vol: 310 Folio: 136A

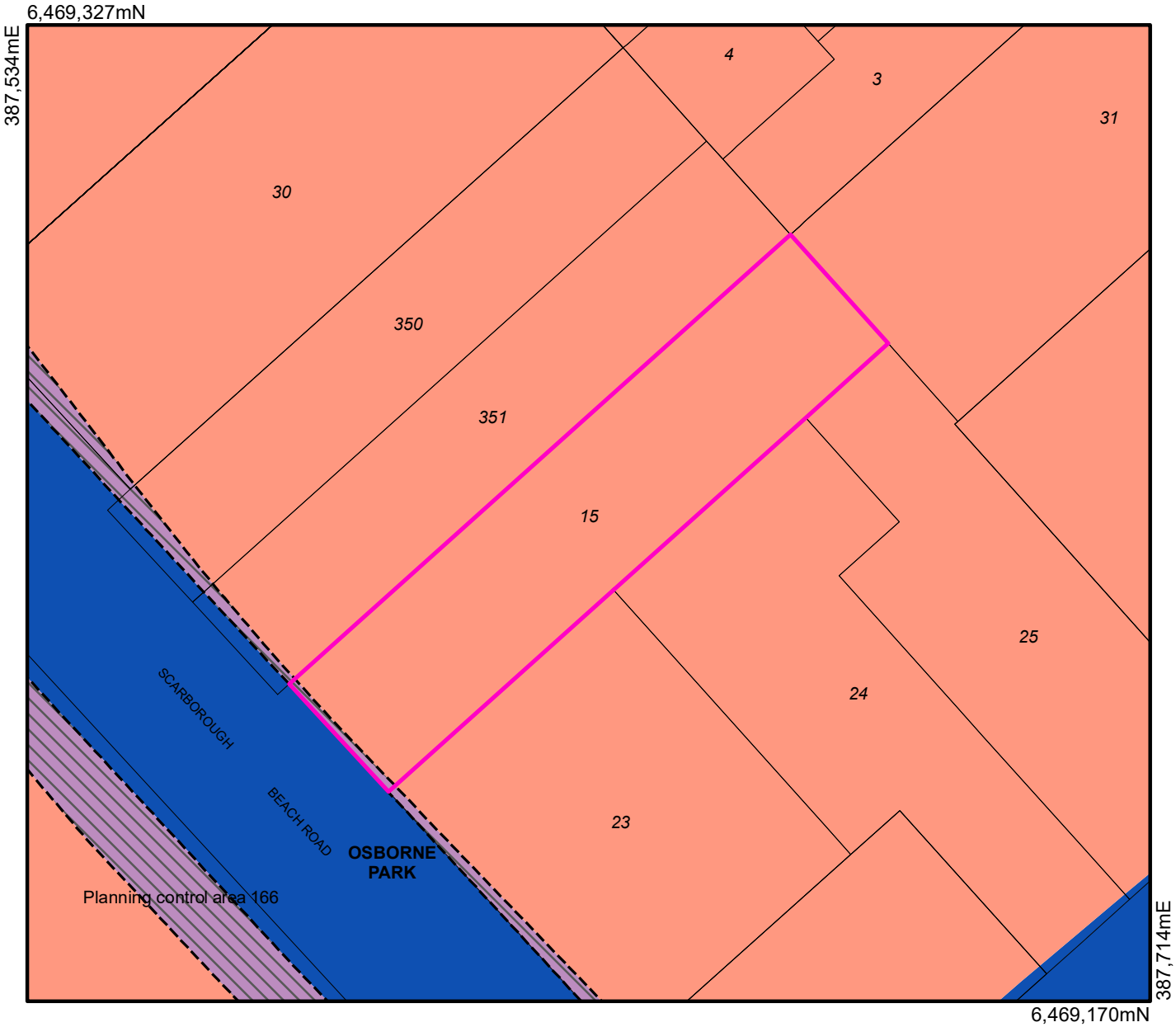
Diagram: 39332

Legend for reserved land and zones

- Planning control area
- Other regional roads
- Industrial
- Urban

*** Industrial zone and Other Regional Roads reservation subject to review

Refer to detail plan 1.7996 for planning control area dimensions



This certificate relates only to the provisions of the:

Metropolitan Region Scheme

and does not claim to indicate the land use allocation under any local government provision.

Produced by Data Analytics,
Department of Planning, Lands and Heritage, Perth WA.

Base information supplied by:
Western Australian Land Information Authority SLIP 1180-2020-1

N

0 10 20 30 40
metres

Coordinates based on MGA Zone 50 (GDA 94)
All dimensions are in metres
Subject to survey

Ms Sam Fagan
Secretary
Western Australian Planning Commission

Campfires and Cooking, Garden Refuse.

The Shire has introduced a Camping and Cooking Fire Policy that permits you to have a camp or cooking fire at your place of residence subject to the conditions specified in the policy.

The policy is available on the Shire website. Camping and cooking fires are prohibited when the fire danger rating is above high, or a total fire ban is in place.

No solid fuel fires other than a camping or cooking fires at your place of residence are permitted between 1 November and the 1 April. Only gas or electric barbecues are permitted during Total Fire Bans or when the fire danger rating is above high. No burning of garden refuse between 1 September to 1 April unless a permit to burn has been obtained from a Bush Fire Control Officer (restricted times only). During unrestricted time always contact your neighbours and the Shire of Dandaragan 9652 0800 before you light.

PLANNING

PL401

PLANNING AND DEVELOPMENT ACT 2005

REVOCATION OF PLANNING CONTROL AREAS

123—Scarborough Beach Road between Odin Road and Hinderwell Street
127—Scarborough Beach Road (King Edward Road to Main Street)

Cities of Stirling and Vincent

File: 835-2-1-16

File: 835-2-1-17

Notice is hereby given that the Western Australian Planning Commission has resolved to revoke Planning Control Area 123—Scarborough Beach Road between Odin Road and Hinderwell Street and Planning Control Area 127—Scarborough Beach Road (King Edward Road to Main Street) pursuant to section 113 of the *Planning and Development Act 2005*, and that the Minister for Planning has granted approval to the revocations. The land required for Other Regional Roads purposes in Planning Control Area 123 and 127 continues to be protected by Planning Control Area 166.

Planning Control Area 166 represents a consolidation of the areas covered by Planning Control Area 123 and 127 over portions of Scarborough Beach Road (from Hinderwell Street to Odin Road and from King Edward Road to Main Street). Consolidating the two planning control areas will simplify the planning control framework along Scarborough Beach Road and will maintain protection over the subject land.

The revocation of Planning Control Areas 123 and 127 are affective from the date of this notice in the *Government Gazette*.

Ms SAM FAGAN, Secretary, Western Australian Planning Commission.

PL402

PLANNING AND DEVELOPMENT ACT 2005

PROPOSED PLANNING CONTROL AREA 166

Scarborough Beach Road
Hinderwell Street to Odin Road, King Edward Road to Main Street

Cities of Stirling and Vincent

File: 835-2-1-35

General description

The Minister for Planning has granted approval to the declaration of a planning control area over portions of Scarborough Beach Road (from Hinderwell Street to Odin Road and from King Edward Road to Main Street) as shown on Western Australian Planning Commission (WAPC) plan numbers 1.7994, 1.7995, 1.7996 and 1.7997.

Purpose

The purpose of the planning control area is to protect land for the future widening and improvement of the Scarborough Beach Road Other Regional Road reservation. The WAPC considers that the planning control area is required over the property to ensure that no development occurs on this land which might prejudice this purpose until it may be reserved for Other Regional Roads in the Metropolitan Region Scheme.

Duration and effects

The declaration remains in effect for a period of five years from the date of publication of this notice in the *Government Gazette* or until revoked by the WAPC with approval by the Minister, whichever is the sooner.

A person shall not commence and carry out development in a planning control area without the prior approval of the WAPC. The penalty for failure to comply with this requirement is $200,000 and, in the case of a continuing offence, a further fine of $25,000 for each day during which the offence continues.

Compensation is payable in respect of land injuriously affected by this declaration, and land so affected may be acquired by the WAPC in the same circumstances and in the same manner as if the land had been reserved in the Metropolitan Region Scheme for a public purpose.

Display locations

- Western Australian Planning Commission, 140 William Street, Perth
- J S Battye Library, Level 3 Alexander Library Building, Perth Cultural Centre
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Dated: 16 September 2021.

CHRIS DAWSON, Commissioner of Police.

SPORT

SZ401

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BOXING CONTEST AMENDMENT RULES 2021
SL 2021/ [insert]

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1. Citation

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2. Commencement

These rules come into operation on the day on which these rules are published in the *Gazette*.

3. Repeal

The *Western Australian Boxing Commission Code of Conduct* are repealed.

4. Rules amended

These rules amend the *Boxing Contest Rules 2020*.

Signed for and on behalf of the Western Australian Planning Commission

An officer duly authorised by the Commission pursuant to section 24 of the Planning and Development Act 2005 for that purpose in the presence of :

Witness

Date: 6 SEP 2021

Approved - Minister for Planning

Date: 14 SEP 2021

Planning control area No. 166

PLANNING CONTROL AREA NO. 166 - SCARBOROUGH BEACH ROAD - HINDERWELL STREET TO ODIN ROAD AND KING EDWARD ROAD TO MAIN STREET

Western Australian Planning Commission

Created on date: Friday, 27 August 2021
Produced by Data Analytics, Department of Planning, Lands and Heritage, Perth WA
Base information supplied by Western Australian Land Information Authority SLIP 1180-2020-1

Legend

Planning control area — Existing MRS road reserves

Program Manager: S. Haine
Geospatial Officer: J. Ballarotta
Examined: A. Power
Revised:
Version No: 1
Date: WAPC / 307.9.1
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N

0 25 50 75 100
metres

Plan Number

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3487 Sheet 3 of 4

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1:25,000 sheet 15

Amending plans:
1.7994 - 1.7997

Enquiries: Trevor Servaas (08) 6551 9110
Our Ref: 42 / 64137808
Your Ref: 8091

PLANNING SOLUTIONS (AUST) PTY LTD
LVL 1, 251 ST GEORGES TCE
PERTH
6000 WA

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In reply to your request, please find enclosed
Certificate Number: 64137808

It is advised that the enclosed Certificate has been prepared to conform with the current Statutory requirements (as at the date of signature) of the Metropolitan Region Scheme

Yours faithfully,

Ms Sam Fagan
Secretary
Western Australian Planning Commission

19 September 2022

Postal address: Locked Bag 2506 Perth WA Street address: 140 William Street Perth WA 6000
Tel: (08) 6551 8002 Fax: (08) 6551 9001 TTY: 6551 9007 Infoline: 1800 626 477
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ABN 35 482 341 493

Metropolitan Region Scheme

Form 5

Scheme Certificate

In accordance with clause 42 of the

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Certificate: 64137808

Receipt: None

Date: 19/09/2022

Location: Scarborough Beach Rd, Osborne Park

Certificate of Title: Vol: 1689 Folio:435

Deposited Plan: 30399

Legend for reserved land and zones

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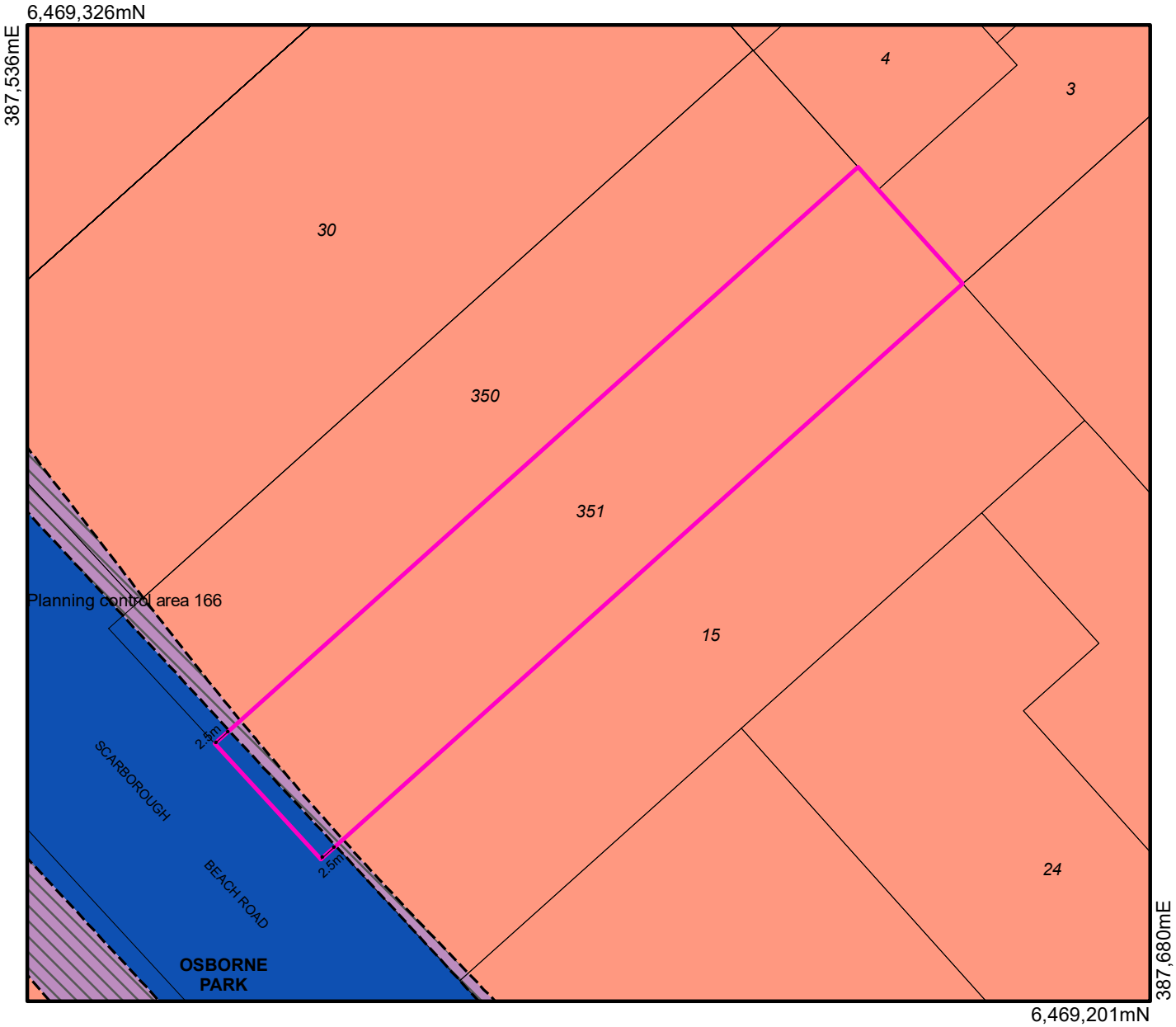
- Other regional roads
- Industrial
- Urban

*** Industrial zone and Other Regional Roads reservation subject to review

Refer to detail plan 1.7996 for planning control area dimensions



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Base information supplied by:
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N

0 8.5 17 25.5 34
metres

Coordinates based on MGA Zone 50 (GDA 94)
All dimensions are in metres
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Attachment 5d
Applicant's Traffic Impact Statement prepared by Cardno dated 3 October 2022

Traffic Impact Statement

Honda North Showroom TIS - Scarborough Beach Road

CW1200468/304900840

Prepared for

Carriage Motors PTY LTD

3 October 2022

Cardno

now

Stantec

Contact Information

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ABN 17 007 820 322

11 Harvest Terrace
Suburb State 6005
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Fax +61 8 9486 8664

Document Information

Prepared for	Carriage Motors PTY LTD
Project Name	Honda North Showroom TIS - Scarborough Beach Road
File Reference	CW1200468 -TR-001 -B- Honda North TIS
Job Reference	CW1200468/304900840
Date	3 October 2022
Version Number	B

Author(s):

Lovely Lal
Traffic Engineer

Effective Date 3/10/2022

Approved By:

Scott Lambie
Team Leader – Traffic Engineering

Date Approved 3/10/2022

Document History

Version	Effective Date	Description of Revision	Prepared by	Reviewed by
A	29/09/2022	For Issue	LL	SJL
B	03/10/2022	Minor Updates	LL	SJL

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This document is produced by Cardno solely for the benefit and use by the client in accordance with the terms of the engagement. Cardno does not and shall not assume any responsibility or liability whatsoever to any third party arising out of any use or reliance by any third party on the content of this document.

Our report is based on information made available by the client. The validity and comprehensiveness of supplied information has not been independently verified and, for the purposes of this report, it is assumed that the information provided to Cardno is both complete and accurate. Whilst, to the best of our knowledge, the information contained in this report is accurate at the date of issue, changes may occur to the site conditions, the site context or the applicable planning framework. This report should not be used after any such changes without consulting the provider of the report or a suitably qualified person.

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1 Introduction

1.1 Background

Cardno now Stantec was commissioned by Carriage Motors Pty Ltd ("the Client") to prepare a Transport Impact Statement (TIS) for a proposed showroom and workshop redevelopment located at Lot 23,15 & 351 along Scarborough Beach Road and Lot 31 on Howe Street, Osborne Park, within the City of Stirling.

This TIS has been prepared in accordance with the *Western Australian Planning Commission (WAPC) Transport Impact Assessment Guidelines for Developments: Volume 4 – Individual Developments (2016)* and the checklist is included in **Appendix A.**

1.2 Existing Site Context

The Site is located at 438 Scarborough Beach Road, Osborne Park. **Figure 1-1** shows an aerial image of the Site which is found at the corner of Scarborough Beach Road and Hutton Street. The current site has existing showrooms, Service centre and Warehouse for car and automobile parts storage.

Figure 1-1 Aerial Image of Site

Source: MetroMap (2022)

1.3 Surrounding Land Uses

Pursuant to the provision of the *City of Stirling Local Planning Scheme No. 3*, the Site is classified as *Development*. The site is surrounded by other development land uses to the north, southeast and west. Land uses to northeast of the Site are mixed use land uses. **Figure 1-2,** shows the location of the Site and its surrounding land uses.

Figure 1-2 City of Stirling Local Planning Scheme No. 3

Source: City of Stirling Local Planning Scheme No. 3

1.4 Existing Road Network

Road classifications are defined in the Main Roads Functional Hierarchy as follows:

- **Primary Distributors (light blue):** Form the regional and inter-regional grid of Main Roads WA traffic routes and carry large volumes of fast-moving traffic. Some are strategic freight routes and all are National or State Roads WA.
- **Regional Distributors (red):** Roads that are not Primary Distributors, but which link significant destinations and are designed for efficient movement of people and goods within and beyond regional areas. They are managed by Local Government
- **District Distributor A (green):** These carry traffic between industrial, commercial and residential areas and connect to Primary Distributors. These are likely to be truck routes and provide only limited access to adjoining properties. They are managed by Local Government.
- **Distributor B (dark blue):** Perform a similar function to District Distributor A but with reduced capacity due to flow restrictions from access to and roadside parking alongside adjoining property. These are often older roads with traffic demand in excess of that originally intended. District Distributor A and B roads run between land-use cells and not through them, forming a grid that would ideally be around 1.5 kilometres apart. They are managed by Local Government.
- **Local Distributors (orange):** Carry traffic within a cell and link District Distributors at the boundary to access roads. The route of the Local Distributor discourages through traffic so that the cell formed by the grid of District Distributors only carries traffic belonging to or serving the area. These roads should accommodate buses but discourage trucks. They are managed by Local Government.
- **Access Roads (grey):** Provide access to abutting properties with amenity, safety and aesthetic aspects having priority over the vehicle movement function. These roads are bicycle and pedestrian friendly. They are managed by Local Government.

The Site is bounded by Scarborough Beach Road to the south , Hutton Street to the east and Howe Street to the north. The characteristics of the surrounding road network is further summarised in **Table 1-1** and **Figure 1-3** shows the road hierarchy as per the Main Roads WA Road Information Mapping System.

Table 1-1 Road Network Classification

Road Names	Road Hierarchy		Road Network			
	Road Hierarchy	Jurisdiction	No. of Lanes	No. of Footpaths	Width (m)	Posted Speed
Scarborough Beach Road	Distributor A	Local Government	4	2	13.5	60kph
Hutton Street	Distributor A	Local Government	4	2	14	60kph
Howe Street	Access Road	Local Government	2	1	10	50kph

Figure 1-3 Road Hierarchy

Source: Main Roads Road Information Mapping System

1.5 Traffic Volumes

The most recent traffic volumes for the surrounding roads in the vicinity of the Site were obtained from the Main Roads Traffic Map and are summarised in **Table 1-2**.

Table 1-2 Daily Traffic Volumes

Road	Year	Peak Hourly AM Two-Way Traffic Volumes	Peak Hourly PM Two-Way Traffic Volumes
Scarborough Beach Road (West of King Edward St)	2020/21	2,439	2,730
Hutton Street (South of Hector St)	2017/18	1,495	1,900
Howe Street	2021	171	205

Source: Main Roads Traffic Map

1.6 Existing Intersections

The following section describes the intersections in the vicinity of the site:

> **Scarborough Beach Road/Hutton St Intersection** is located to the southeast of the site. The intersection is a 4-legged signalized intersection as illustrated in **Figure 1-4.**

Figure 1-4 Scarborough Beach Road/Hutton St Intersection

Source: Metromap

> **Howe St/Hutton St Intersection** is located to the northeast of the site. The intersection is a 4-legged intersection with priority given to Hutton St as illustrated in **Figure 1-5.**

Figure 1-5 Hutton St/Howe St Intersection

Source: Metromap

1.7 Crash Assessment

A crash assessment for the surrounding road network of the Site has been completed using the Main Roads WA Reporting Centre. The assessment covers all the recorded accidents over 5 years between 1 January 2017 and 31 December 2021 and the results are summarised in **Table 1-3** to **Table 1-6** while **Figure 1-6** illustrates the crash locations and their intensity within the vicinity of the Site.

Table 1-3 Total Crashes

Type of Crash (RUM Code)	Fatal	Hospital	Medical	Major Property Damage	Minor Property Damage	Total Crashes
Rear End	-	-	8	17	13	**38**
Right Angle	-	1	4	12	1	**21**
Sideswipe Same Direction	-	-	-	8	7	**15**
Head On	-	1	-	-	-	**1**
Hit Object	-	-	-	1	-	**1**
Hit Pedestrian	-	1	-	-	-	**1**
Right Turn Thru	-	-	-	1	-	**1**
Unspecified	-	-	-	1	-	**1**
Total	**-**	**3**	**12**	**40**	**24**	**79**

Table 1-4 Crashes per Road

Type of Crash (RUM Code)	Fatal	Hospital	Medical	Major Property Damage	Minor Property Damage	Total Crashes
Scarborough Beach Rd	-	2	8	30	21	**61**
Howe St	-	1	3	9	2	**15**
Hutton St	-	-	1	1	1	**3**
Total	**-**	**3**	**12**	40	**24**	**79**

Table 1-5 Intersection Crashes

Intersection Name	Fatal	Hospital	Medical	Major Property Damage	Minor Property Damage	Total Crashes
Scarborough Beach Rd - Sundercombe St	-	-	-	3	-	**3**
Scarborough Beach Rd - Hutton St	-	-	7	14	17	**38**
Howe St - Sundercombe St	-	1	-	3	-	**4**
Howe St - Hutton St	-	-	2	6	1	**9**
Total	**-**	**1**	**9**	**26**	**18**	**54**

Table 1-6 Midblock Crashes

Road Name	Fatal	Hospital	Medical	Major Property Damage	Minor Property Damage	Total Crashes
Scarborough Beach Rd	-	2	1	13	4	**20**
Howe St	-	-	1	-	1	**2**
Hutton St	-	-	1	1	1	**3**
Total	**-**	**2**	**3**	**14**	**6**	**25**

Figure 1-6 Crash Locations

Source: Maps.co

A summary of the crash data is as follows:

- A total of 79 crashes were recorded;
- There were no fatal accidents recorded;
- Three crashes recorded required hospitalisation;
- Twelve crashes required medical attention;
- Six crashes were recorded while leaving driveway of which majority were right angled crashes;
- Majority of the crashes resulted in minor/major property damage; and
- Majority of the crashes were recorded in Scarborough Beach Road.

It is very unlikely that this development expansion would have any material impact on road safety in the area due to its small scale.

2 Public Transport Facilities

2.1 Existing Public Transport Facilities

The nearest bus stops are located in front of the proposed Site served by bus route 990 which travels along Scarborough Beach Road as shown in **Figure 2-1.** The routes operate from these stops to Perth and Scarborough Beach Bus Station. Other bus services in the vicinity of site includes routes along Guthrie St and hence the site is considered serviced by good public transport facilities. Bus route frequencies are summarised in **Table 2-1.**

Figure 2-1 Existing Routes and Bus Stops

Source: Transperth

Table 2-1 Public Transport Frequency

Bus Routes	Route Description	Frequency		
		Weekdays	**Saturdays**	**Sundays and Public Holidays**
990	Perth – Scarborough Beach Bus Stn Via Glendalough Stn	Every 20 to 30 minutes	Every 15 to 35 minutes	Every 15 to 35 minutes
413	Stirling Stn - Glendalough Stn via Osborne Park	Every 20 minutes (0635 to 0715 AM Service) Every 12 to 30 minutes (1547 to 1629)	No service	No service

Source: Transperth

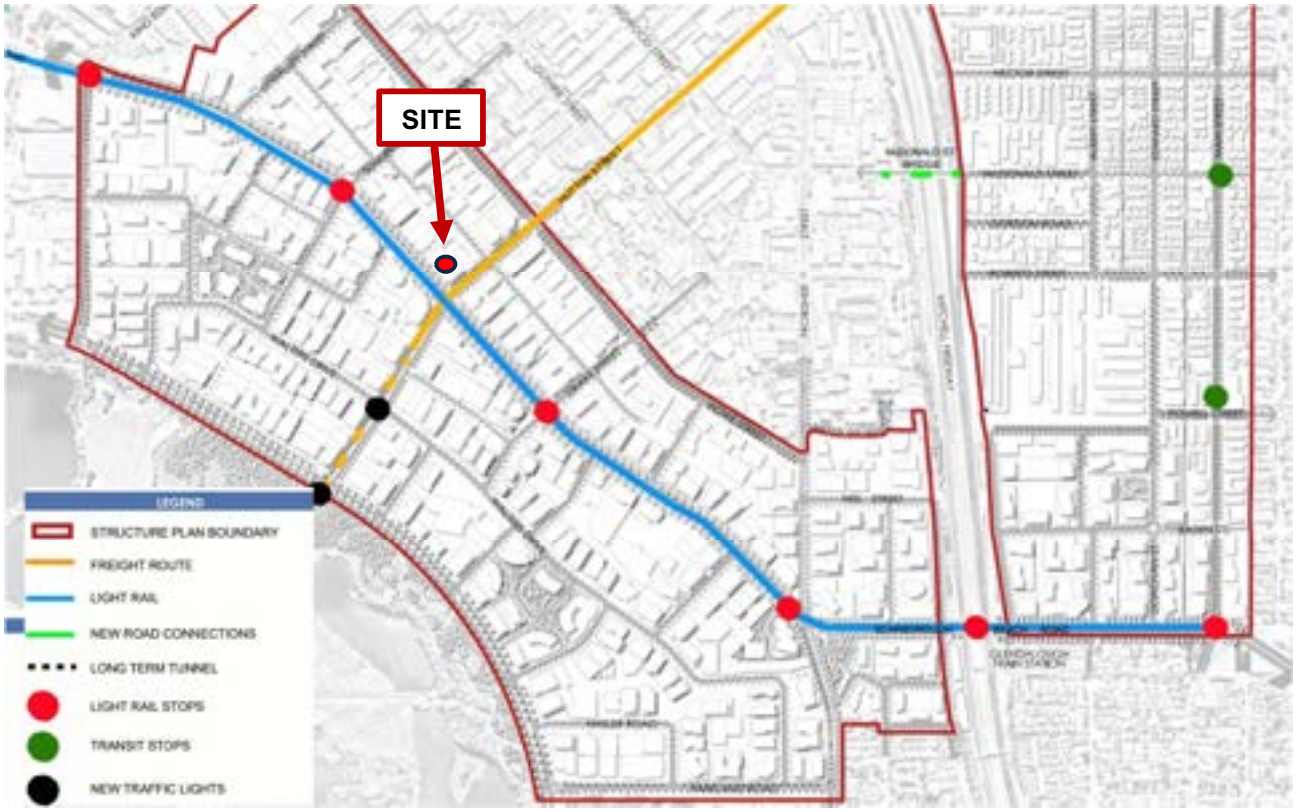
2.2 Future Public Transport Facilities

The transport network was prepared to support the Perth and Peel @ 3.5 million strategic suite of documents which present a long-term growth strategy for land use and infrastructure provisions of the Perth and Peel regions. Scarborough Beach Road is identified as a proposed high priority public transport transit route to support the existing and proposed passenger rail line.

2.2.1 Light Rail

Figure 2-2 illustrates the Long-Term Transport plan for Stirling City Centre and the Herdsman Glendalough area.

Figure 2-2 Long Term Transport Plan – Herdsman Glendalough Precinct Structure Plan



Source: Herdsman Glendalough Precinct Structure Plan

Light Rail transit has been proposed which is critical to increase the mode share of public transport by 2031. The proposed line runs from Glendalough at the corner of Main Street and Scarborough Beach Road through to Scarborough Beach and with a spur line to Stirling Station.

The system will operate as a two-line system, one line running from Scarborough Beach to Glendalough and the other line running from Stirling Station to Glendalough. This will provide increased frequency along Scarborough Beach Road from Stirling City Centre to Glendalough where the highest density of development is expected to occur. To construct the light rail Scarborough Beach Road will be reduced from a 4-lane road for traffic to a two lane road for traffic with two dedicated lines for light rail from Scarborough Beach to Glendalough. In Stirling City Centre there will be a short section of 4 lanes for traffic and two dedicated light rail lines.

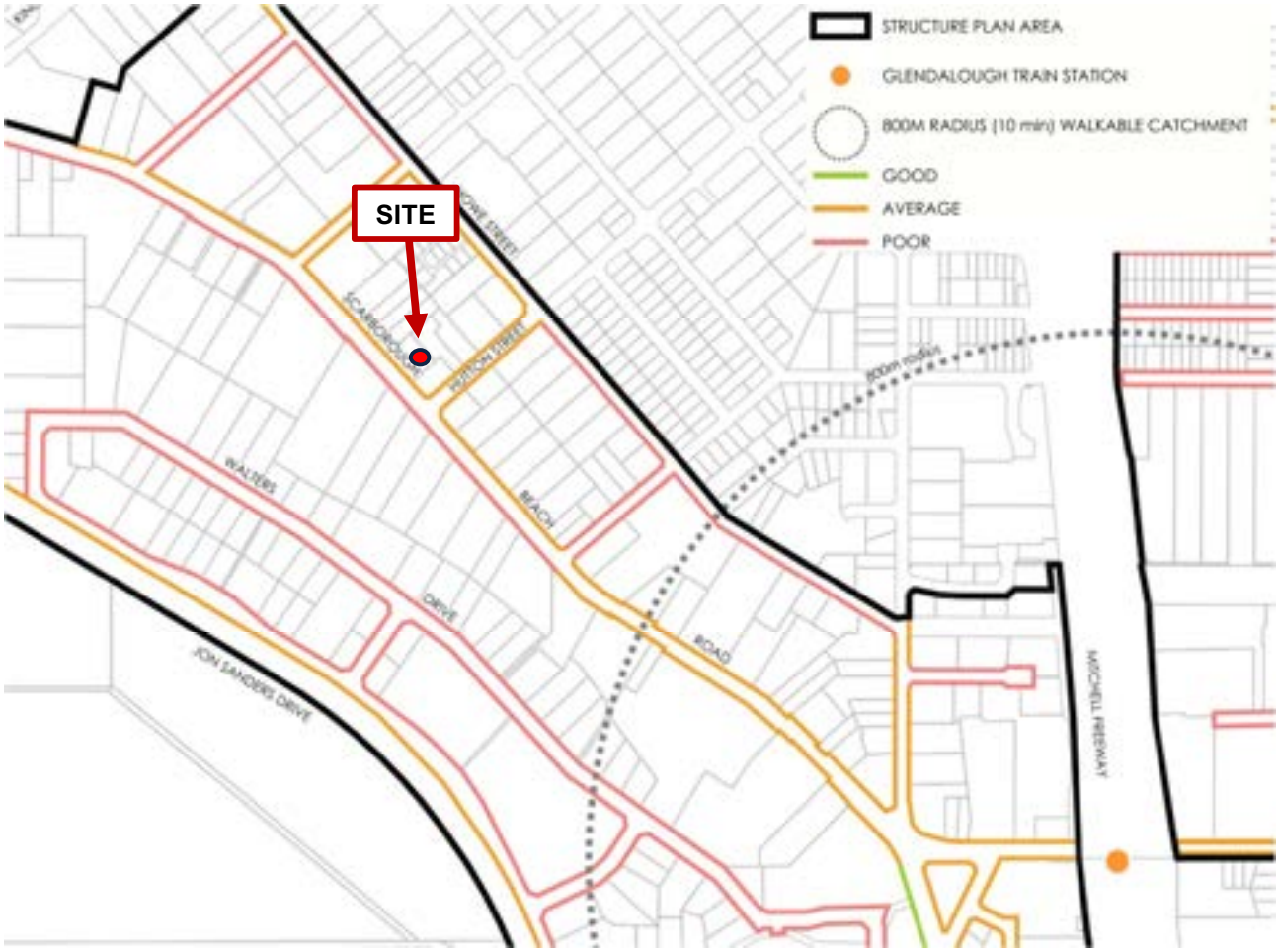
The introduction of light rail will reduce car usage as a percentage of trips and will also reduce the need for parking along the corridor and achieve to shift in transport trips to public transport from cars.

3 Pedestrian/Cycle Networks and Facilities

3.1 Existing Pedestrian/Cycle Network Facilities

The provision of cycling infrastructure and shared paths near the surrounding site is minimal. Abeit good quality, the only shared path exists along Jon Sanders Drive. **Figure 3-1** shows the SAFE (Safe, Attractive,Friendly,Efficient) assessment undertaken as part of the Herdsman Glendalough Precinct Structure Plan study which shows the current status of streets near the surrounding road network.

Figure 3-1 SAFE Assessment Plan



Source: Herdsman Glendalough Precinct Structure Plan

3.2 Future Pedestrian/Cycle Network Facilities

The long-term strategy for cycling infrastructure in the area is defined by the Department of Transport's *Long-Term Cycle Network* (LTCN), as shown in **Figure 3-2.** The Long-Term Cycling Network (LTCN) is an aspirational blueprint to provide a continuous cycling network throughout Perth and identifies the function of a route – primary, secondary, or local. The LTCN shows Howe Street to be a Local route connecting to the wider road network.

Figure 3-2 Western Australia Long-Term Cycling Network

Source: Department of Transport

4 Proposed Development

4.1 Proposed Development

The proposed development is an expansion of the existing showroom and workshop. Below are the components of the expansion:

- Proposed Service Centre & Workshop – 30 Bays (2,911m$^{2)}$;
- Proposed Hyundai & Skoda Showroom - 1,490m^2.
- Existing Honda Showroom - 1,102m^2;
- Customer Parking -129 bays
- New Car Storage - 110 bays

The layout of the proposed development at the Site is shown below in **Figure 4-1**. A larger version is included in **Appendix B.**

Figure 4-1 Site Plan

Source: Meyer Shircore Architects

4.2 Traffic Generation

Trip generation has been calculated for the changes to the Site, utilising trip generation from *Institute of Transportation Engineers (ITE) "Trip Generation" 10th Ed.* ***Table 4-1*** shows the trip generation rates, **Table 4-2** shows the directional distribution and **Table 4-3** summarises the estimated trips to be generated by the proposed development expansion.

Table 4-1 Trip Generation Rate

Land Use	ITE Code/Source	Yield	Unit	AM Peak	PM Peak
Proposed Land use					
Service Centre/Workshop (Lot 31)	ITE 942	30 bays	Service bays	1.52	2.17
Automobile Sales/Showroom (New)(Lot 15&351)	ITE 840	1,490 sqm	per 100 sqm	2.01	2.62
Automobile Sales/Showroom (New)(Lot 23)	ITE 840	1,102 sqm	per 100 sqm	2.01	2.62
Existing Land use					
Service Centre/Workshop (Lot 351)	ITE 942	321 sqm	per 100 sqm	2.42	3.34
Automobile Parts (Lot 31)	ITE 943	1,437 sqm	per 100 sqm	2.10	2.43
Automobile Sales/Showroom (New)(Lot 15)	ITE 840	1,508 sqm	per 100 sqm	2.01	2.62

Table 4-2 Directional Distribution

Land Use	AM Peak		PM Peak	
	In	Out	In	Out
Proposed Land use				
Service Centre/Workshop (Lot 31)	68%	32%	68%	32%
Automobile Sales/Showroom (New)(Lot 15&351)	73%	27%	40%	60%
Automobile Sales/Showroom (New)(Lot 23)	73%	27%	40%	60%
Existing Land use				
Service Centre/Workshop (Lot 351)	66%	34%	48%	52%
Automobile Parts (Lot 31)	73%	27%	40%	60%
Automobile Sales/Showroom (New)(Lot 15)	73%	27%	40%	60%

Table 4-3 Total Trip Generation of the Proposed Development

Land Use	AM Peak		PM Peak	
	In	Out	In	Out
Proposed Land use				
Service Centre/Workshop	31	15	44	21
Automobile Sales (New)	38	14	27	41
Total	**69**	**29**	**71**	**62**
Existing Land use				
Service Centre/Workshop	5	3	5	6

Automobile Sales (New)	22	8	16	24
Automobile Parts	20	10	17	18
Total	**47**	**21**	**38**	**48**
Net Trips				
Service Centre/Workshop	26	12	39	15
Automobile Sales (New)	16	6	11	17
Automobile Parts	-20	-10	-17	-18
TOTAL Trips	**30**		**47**	

The existing development at the Site has an AM peak hour and PM peak hour volumes of 68 trips and 86 trips, respectively, while the proposed development expansion will have a trip generation of approximately 98 trips during AM peak hour and 133 trips during PM peak hour. Deduction of existing trips from the proposed new trips will result in a total net increase in trips of 30 and 47 during AM and PM peak hour respectively.

Given that access to the proposed site will be via both Howe Street and Scarborough Beach Road, the Service Centre/Workshop trips will predominately enter via the crossover provided on Howe Street which constitutes 63% of net trips and the remaining 37% trips will likely enter via crossovers provided along Scarborough Beach Road. As such, the generation from the site will be spread over a wider portion of the road network, lessening any noticeable influence on the traffic conditions.

According to the WAPC Transport Impact Assessment Guidelines, developments generating between 10 and 100 trips during the peak hour falls under the 'moderate impact' category and is not considered to have any substantial impact on the surrounding road network. Therefore, the proposed development expansion will not have a significant negative impact to the road network.

4.3 Access Arrangements

The proposed development expansion is located at the north and east portion of the Site and will not amend the existing crossovers and pedestrian access. However, the crossover located to the north western most Scarborough Road crossover will be relocated slightly closer to property boundary. These crossovers and pedestrian access are found along Scarborough Beach Road and Howe Street which are illustrated in **Figure 4-2.**

Figure 4-2 Access Arrangements

``

4.4 Swept Path Analysis

4.4.1 B85 and B99 Swept Paths

A swept path assessment was conducted using B85 and B99 design vehicle in order to check if common passenger car vehicles can easily manoeuvre in and out of the parking bays, enter, exit, and circulate within the parking and workshop area. Swept paths can be seen in **Figure 4-3** to **Figure 4-5**. Larger swept path drawings are attached in **Appendix C.**

Figure 4-3 Swept Path – Building 3 Basement Circulation

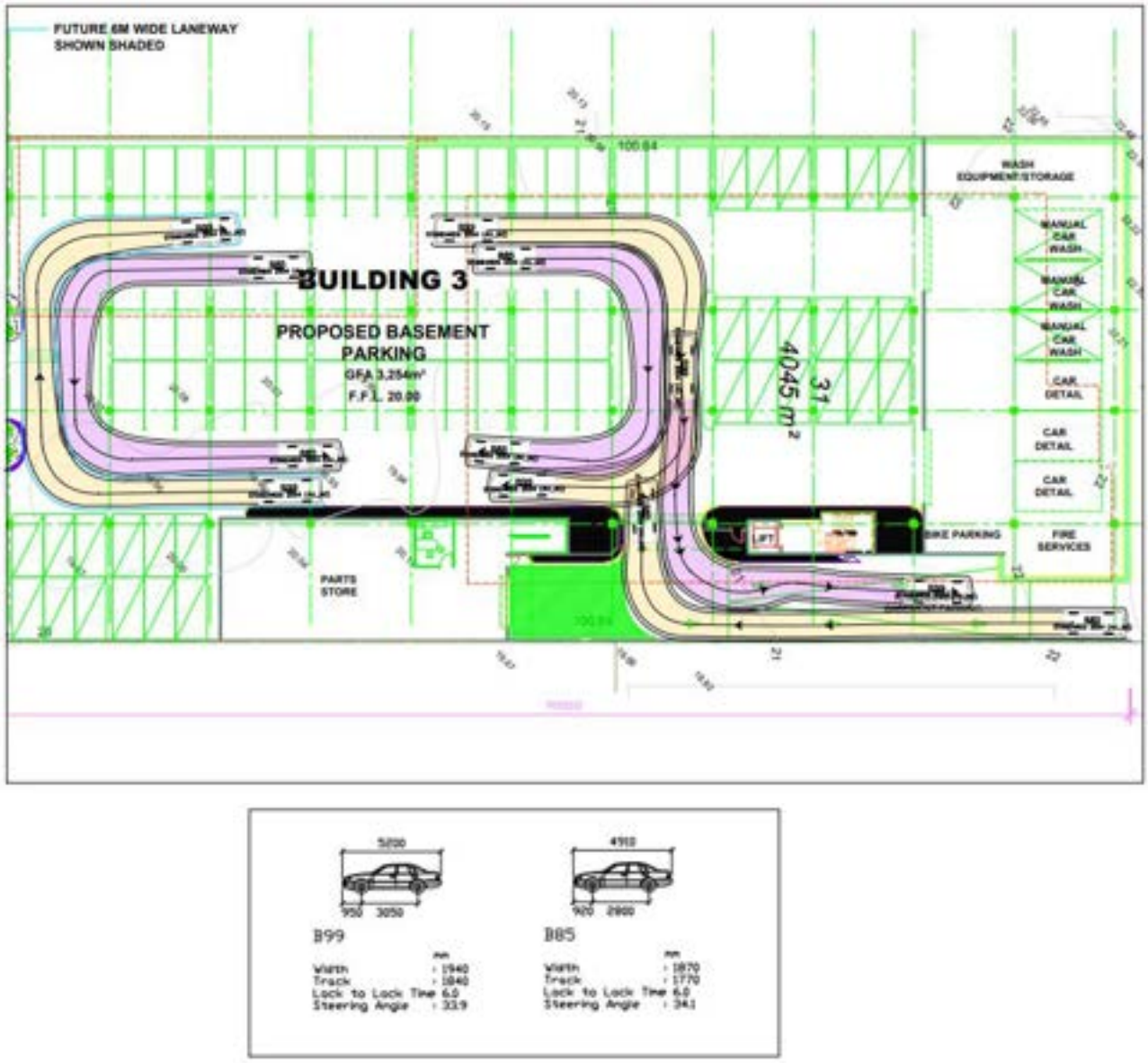


Figure 4-4 Swept Path – Building 3 Basement Parking Manoeuvre

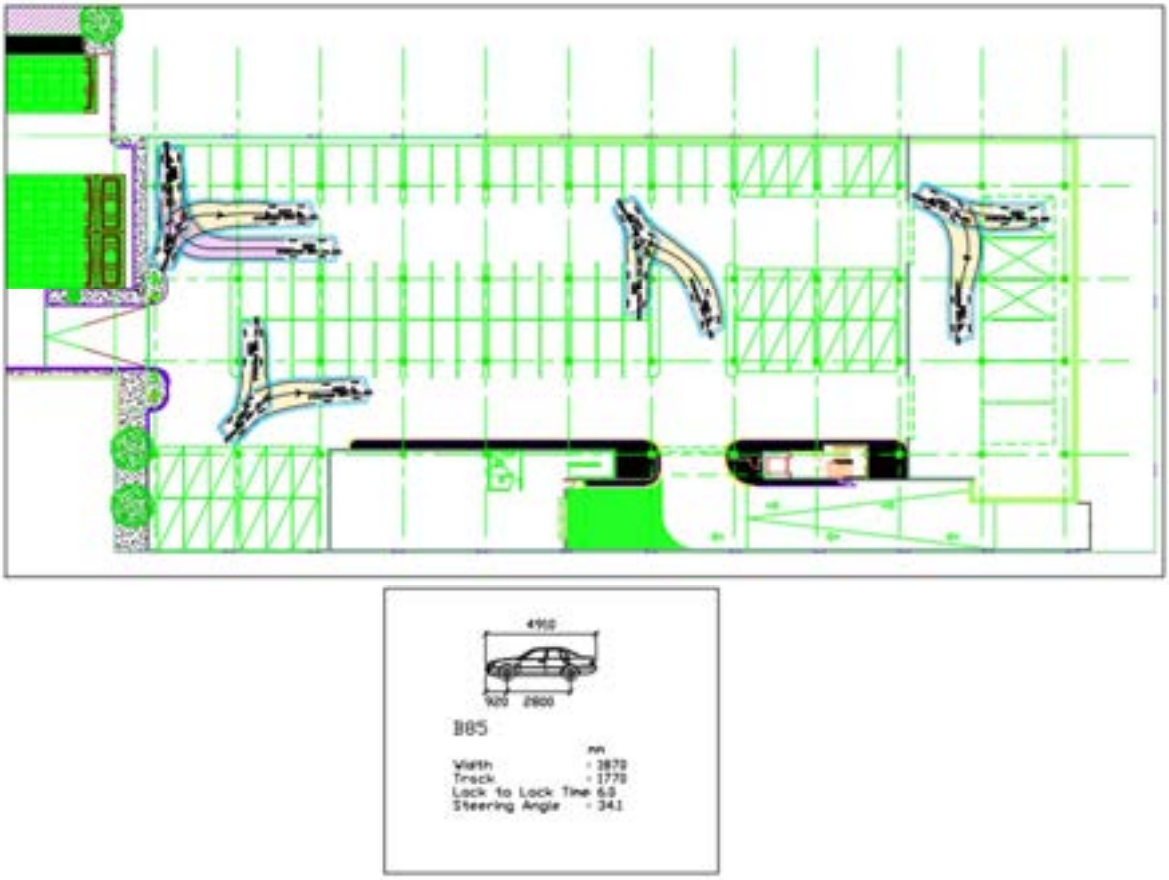
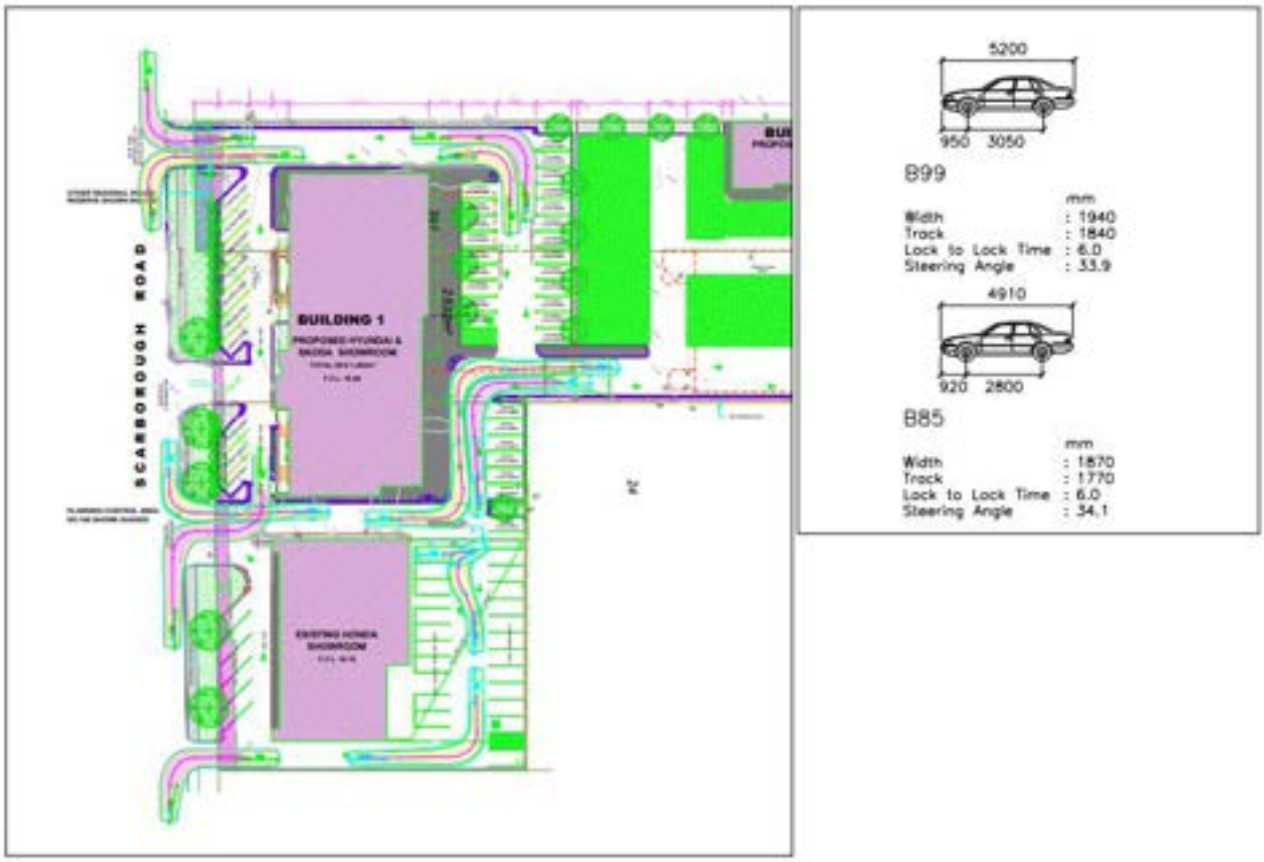


Figure 4-5 Swept Path – Ground Floor Circulation



4.4.1 Provision for Service /Waste Vehicles

Waste collection will be conducted via Howe Street. A swept path assessment has been completed with a standard 10m Cleanaway waste truck entering via Howe Street eastern crossover and reversing back into the bin store area and exiting the Site in forward gear via western crossover. **Figure 4-6** and **Figure 4-7** shows that the waste truck will appear to be able to adequately enter and exit the site.

Figure 4-6 Waste Truck Swept Path – Parking & Circulation

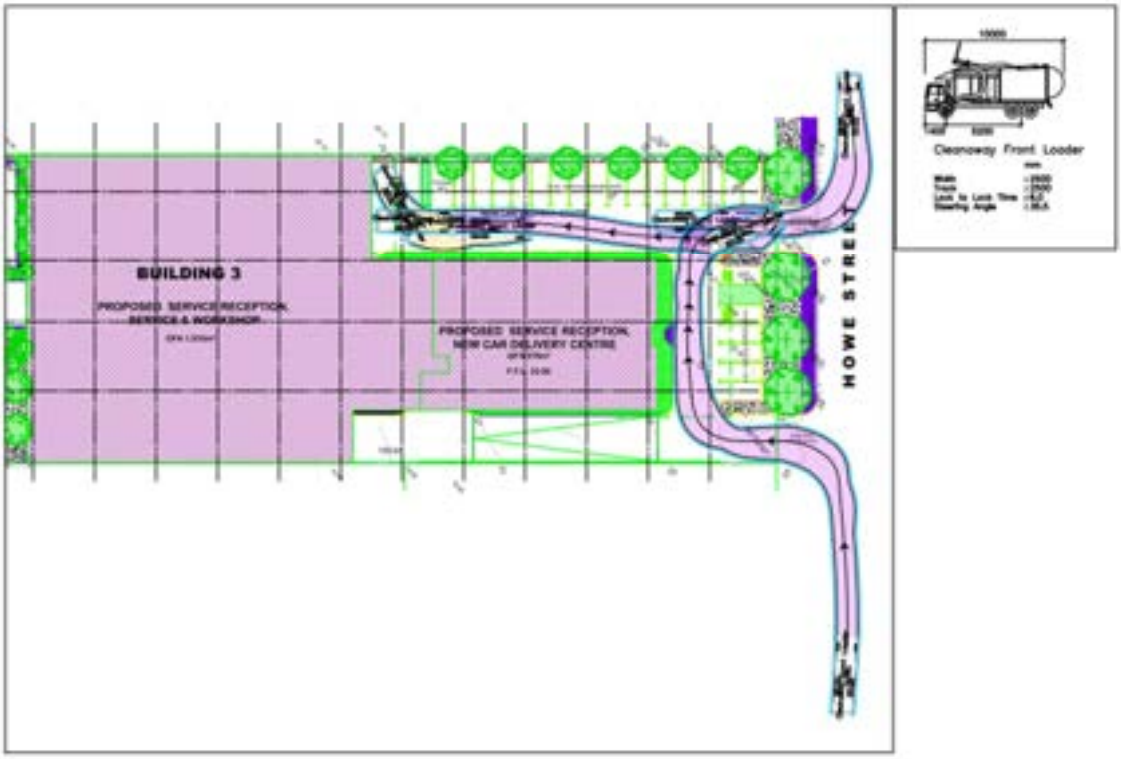
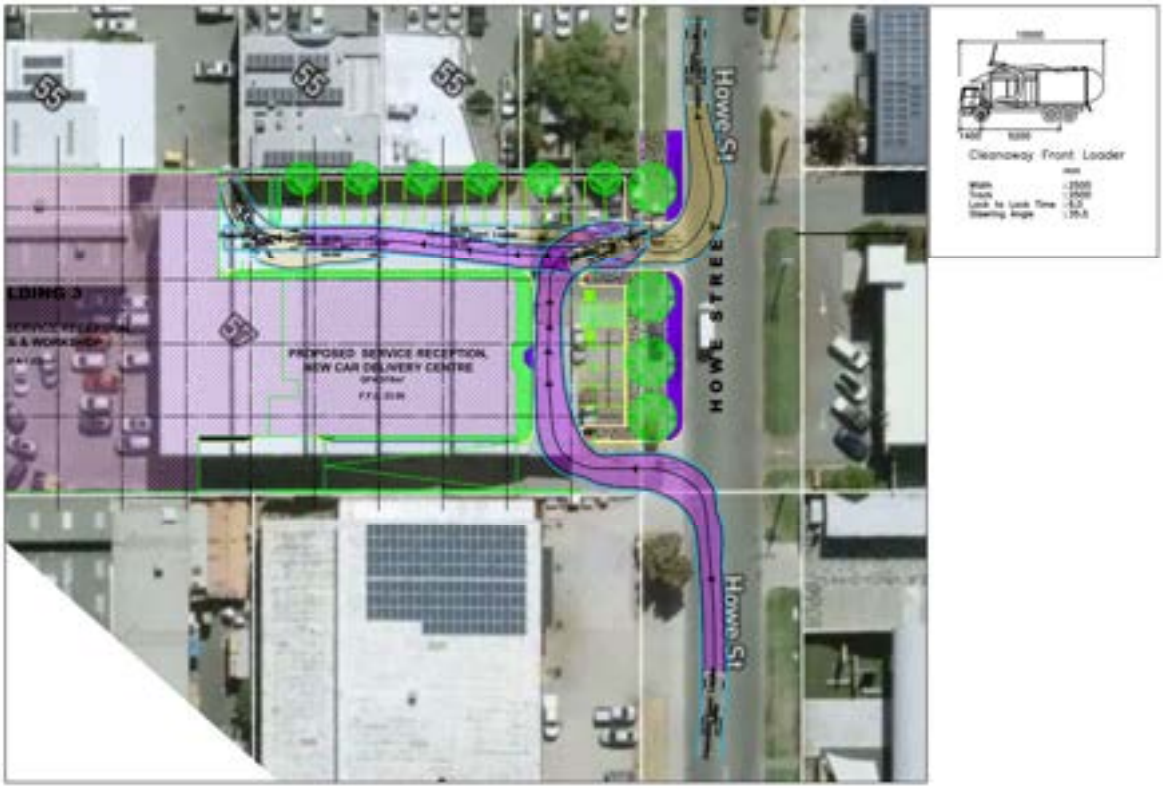


Figure 4-7 Waste Truck Swept Path – In & OUT with Street Overlay



5 Parking Supply

5.1 Car Parking Requirements

The statutory parking requirements, in accordance with the City of Stirling LPS No.3, have been considered in the context of the proposed development and are summarised below in **Table 5-1.**

Table 5-1 Car Parking Provision and Requirements

Proposed Land Use	Yield	Parking Requirement	Parking Required	Parking Provided
Motor Vehicle Sales	Lot 23 – 504m^2 Lot 15&351 – 1913m^2 Lot 31 - 86m^2	1 bay per 100 sqm of display area	5.04 +19.1+0.86 = 25 bays	129
Motor Vehicle Repair	1935m^2	1 bay per 40m2 GFA	48	
Staff	54 employees	1 bay/employee	54	
TOTAL			127	129
Shortfall/ Surplus			+2	

As can be seen from the table above, a total of 127 parking bays are required based on the land use of the proposed development. The Site is proposed to provide 129 parking bays, which results in a surplus of 2 parking bays. In addition, the Site also benefits from high frequency public transportation, and quality cycling facilities which the staff may opt to use instead of private cars.

5.2 Bicycle Parking Requirements

The statutory requirements for bicycle parking for the proposed development at the Site, are defined in the City of Stirling LPS No.3 and have been summarised below in **Table 5-2.**

Table 5-2 Bicycle Parking Provision and Requirements

Building Type and Land Use	Bicycle Parking Requirements	Yield	Bicycle Parking Required	Bicycle Parking Provided
Car Sales Premises/ and Motor Vehicle Hire/Repair/Sales	1 space per 400m^2 of GFA for employees	4,527m^2	11	Nil

The proposed development is required to provide a total of 11 bicycle parking racks. However, none are currently provided and given the site is currently operating with the same use as proposed, no significant demand has been noted from staff or visitors to the site. Some visitor bicycle parking are able to be provided within the site should this be required.

6 Summary

This TIS outlines the transport aspects of the proposed development focusing on traffic operations, access and provision of car parking. Included are discussions regarding pedestrian, cycle and public transport considerations.

This statement has been prepared in accordance with the *WAPC Transport Impact Assessment Guidelines for Developments: Volume 4 – Individual Developments (2016).*

The following conclusions are drawn for the proposed development:

- The proposed development comprises of Workshop and service centre, showroom extension, and 129 car parking bays;
- The Site is currently being served by route 990 and have bus stops immediately available within short walking distance.
- The estimated trips to be generated are approximately 30 vehicles in the AM peak hour and 47 vehicles in the PM peak hour, which falls under the 'moderate impact' category in accordance with the WAPC Transport Impact Assessment Guidelines;
- The proposed car parking provision meets the requirement of the *City of Stirling LPS No.3*. and
- Swept path analysis indicates that the development and access points can accommodate a B85 and B99 design vehicle and waste trucks.

Overall, the Site is anticipated to have no material impact on traffic operations and safety on the surrounding road network and no material impact on residential amenity.

APPENDIX

A

WAPC CHECKLIST

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Item	Status	Comments/Proposals
Proposed development		
proposed land use	Section 4	
existing land uses	Section 1	
context with surrounds	Section 1	
Vehicular access and parking		
access arrangements	Section 4	
public, private, disabled parking set down / pick up	N/A	
Service vehicles (non-residential)		
access arrangements	Section 4	
on/off-site loading facilities	N/A	
Service vehicles (residential)		
Rubbish collection and emergency vehicle access	Section 4	
Hours of operation (non-residential only)	N/A	
Traffic volumes		
daily or peak traffic volumes	Section 1 / 4	
type of vehicles (e.g. cars, trucks)	Section 1 / 4	
Traffic management on frontage streets	N/A	
Public transport access		
nearest bus/train routes	Section 2	
nearest bus stops/train stations	Section 2	
pedestrian/cycle links to bus stops/train station	Section 2	
Pedestrian access/facilities		
existing pedestrian facilities within the development (if any)	Section 3	
proposed pedestrian facilities within development	Section 3	
existing pedestrian facilities on surrounding roads	Section 3	
proposals to improve pedestrian access	N/A	
Cycle access/facilities		
existing cycle facilities within the development (if any)	Section 3	
proposed cycle facilities within the development	Section 3	
existing cycle facilities on surrounding roads	Section 3	
proposals to improve cycle access	N/A	
Site specific issues	N/A	
Safety issues		
identify issues	N/A	
remedial measures	N/A	

APPENDIX

B

SITE PLANS

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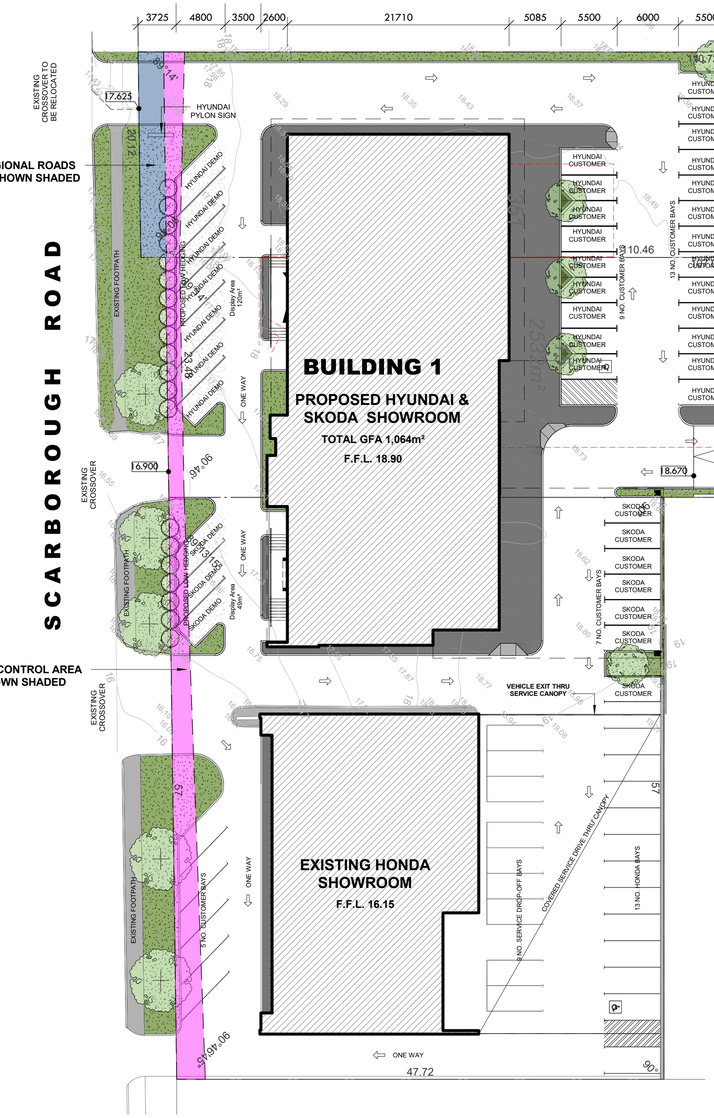
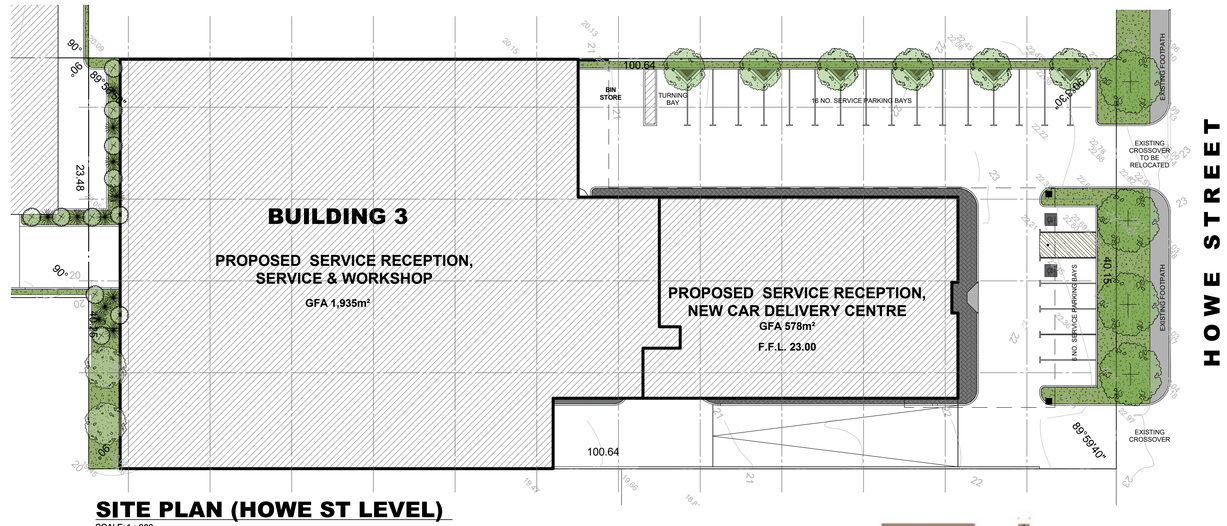


OVERALL COMPOSITE SITE PLAN

SCALE:1 : 300



SITE PLAN (HOWE ST LEVEL)

SCALE:1 : 300

SITE CRITERIA

Existing Honda North

1.Gross Floor Areas

a) Showroom - Ground		499m²
b) Showroom - First		603m²
Total		**1,102m²**

2.Car Display Areas

a) Internal Car Display - Ground		233m²
b) Internal Car Display - First		271m²
Total		**504m²**

3.Car Parking Required

a) Showroom Display	1/100m²	5.04 Cars
b) Employees	1 Car/Employee	24.0 Cars
Cars Required		**29.04 Cars**

Permitted reduction of 15% within 200m of high frequency bus route ***= 4.36 Cars Reduction***

TOTAL CARS REQUIRED **24.68 Cars**

5.Cars Provided
Total Cars Provided **27 Cars**

SITE CRITERIA

HYUNDAI & SKODA Showroom & Proposed New Delivery Centre & Used Offices

1.Gross Floor Areas

a) Showroom - HYUNDAI		678m²
b) Showroom - SKODA		386m²
c) Showroom Mezzanine		176m²
d) Showroom - USED CARS		250m²
		1,490m²

2.Car Display Areas

a) External Car Display - NEW		169m²
b) External Display - USED		980m²
b) Internal Car Display - HYUNDAI		463m²
c) Internal Car Display - SKODA		250m²
Total		**1,862m²**

3. Car Parking Required

a) Showroom Display	1/100m²	7.1 Cars
b) Employees	1 Car/Employee	16.0 Cars
c) External Display	1/100m²	11.5 Cars
Cars Required		**34.6 Cars**

Permitted reduction of 15% within 200m of high frequency bus route ***= 5.19 Cars Reduction***

TOTAL CARS REQUIRED **29.41 Cars**

3.Cars Provided
Total Cars Provided **29 Cars**

SITE CRITERIA

Lot 31 - Service Admin, Workshop & Parking

1.Gross Floor Areas

a) Service Reception/ Delivery		578m²
b) Service/ Admin Mezzanine		199m²
c) Workshop		1,935m²
d) Workshop Mezzanine		199m²
Total		**2,911m²**

2.Car Display Areas
a) New Car Delivery 86m²

2.Car Parking Required

a) Showroom - Delivery	1/100m²	0.86 Cars
b) Workshop	1/40m²	47.88 Cars
c) Employees	1 Car/Employee	14 Cars
Cars Required		**62.74 Cars**

Permitted reduction of 10% within 400m of high frequency bus route ***= 6.27 Cars Reduction***

TOTAL CARS REQUIRED **56.47 Cars**

3.Cars Provided

a) Howe St Level	22 Cars
b) Basement	51 Cars
Total Cars Provided (Lot 31)	**73 Cars**

SITE CRITERIA

Composite Site (Lots 23, 15, 351 & 31)

1. Site Area

Lot 23	2,742m²
Lot 15	2,532m²
Lot 351	2,226m²
Lot 31	4,045m²
Total Land Area	**11,545m²**

2. Landscaping

Required (10% of site)	1,154m²
Provided	
Hard	545m²
Soft	580m²
Total	**1,125m²**

3. Car Parking Required

a) HONDA	24.68 Cars
b) HYUNDAI/ SKODA/ USED	29.41 Cars
c) Lot 31 - Service/ Workshop	56.47 Cars
TOTAL CARS REQUIRED	**110.56 Cars**

4. Cars Provided

a) Lot 23	27 Cars
b) Lot 15	29 Cars
c) Lot 31	73 Cars
TOTAL CARS PROVIDED	**129 Cars**

IMPORTANT NOTE:

The four (4) sites are owned and operated as a multi-brand dealership, and as such, the vehicle movements and parking are spread over all three sites. It is therefore necessary to consider the parking requirements on a composite site basis.

Version B - Medium
h = 7500mm
w = 2490mm

HYUNDAI Pylon Sign

SCALE:1 : 250

meyer shircore architects

PROPOSED CAR SHOWROOM & WORKSHOP REDEVELOPMENT

LOCATION : 438 SCARBOROUGH BEACH ROAD, OSBORNE PARK WA 6017

FOR : OSBORNE PARK HONDA / HYUNDAI / SKODA

DATE:	SEP 2022	PROJECT NUMBER	
REVISION:	SK010	**8891**	
SHEET:	1001		
SCALE:	As indicated @A1		

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PO Box 1294 Subiaco WA 6904
t: 08 9381 8511 e: msa@meyershircore.com.au

APPENDIX

C

SWEPT PATHS

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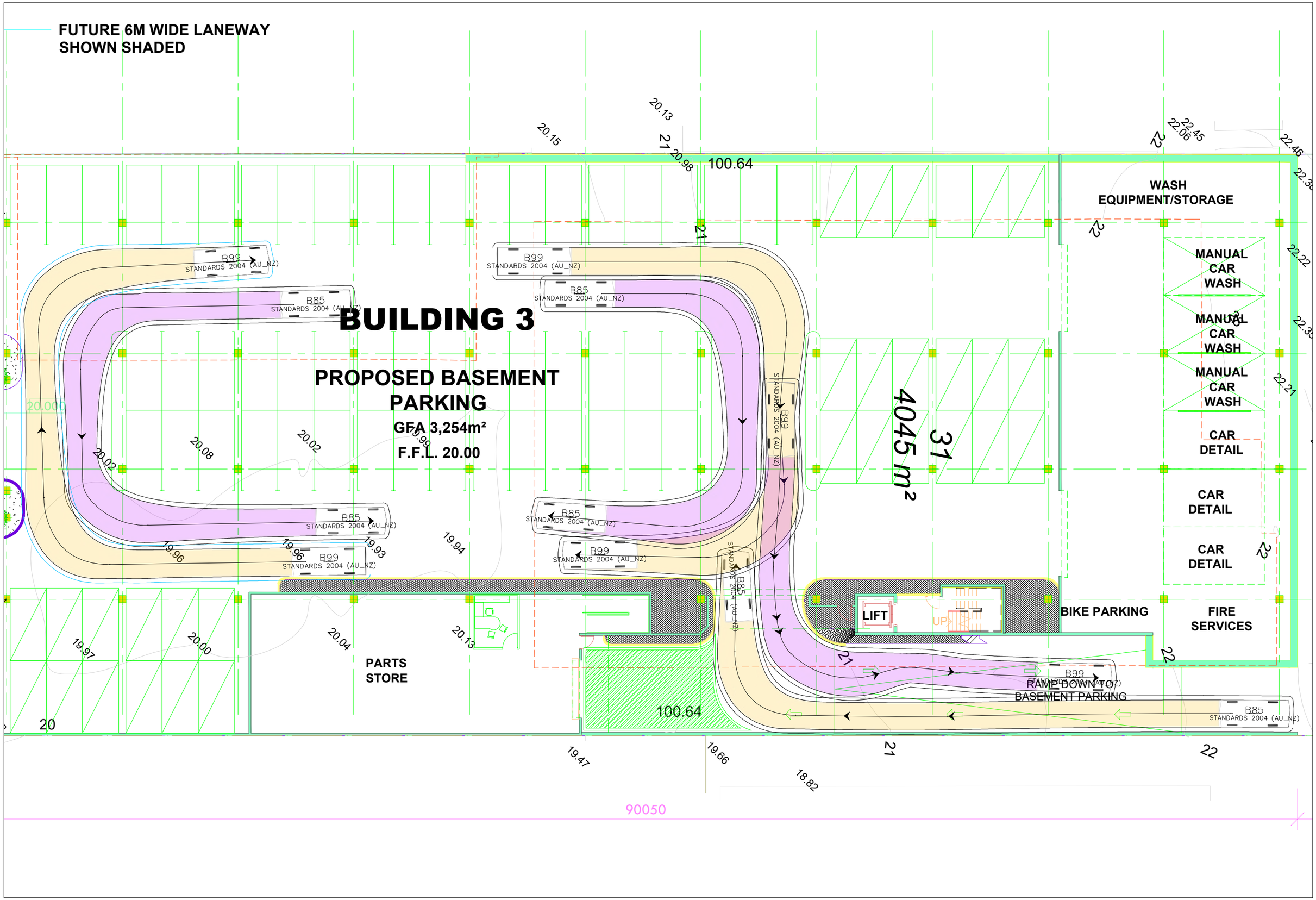
FUTURE 6M WIDE LANEWAY
SHOWN SHADED
BUILDING 3
PROPOSED BASEMENT
PARKING
GFA 3,254m²
F.F.L. 20.00
4045 m²
31
WASH
EQUIPMENT/STORAGE
MANUAL
CAR
WASH
MANUAL
CAR
WASH
MANUAL
CAR
WASH
CAR
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CAR
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CAR
DETAIL
FIRE
SERVICES
BIKE PARKING
LIFT
UP
PARTS
STORE
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BASEMENT PARKING
B99
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B85
STANDARDS 2004 (AU_NZ)
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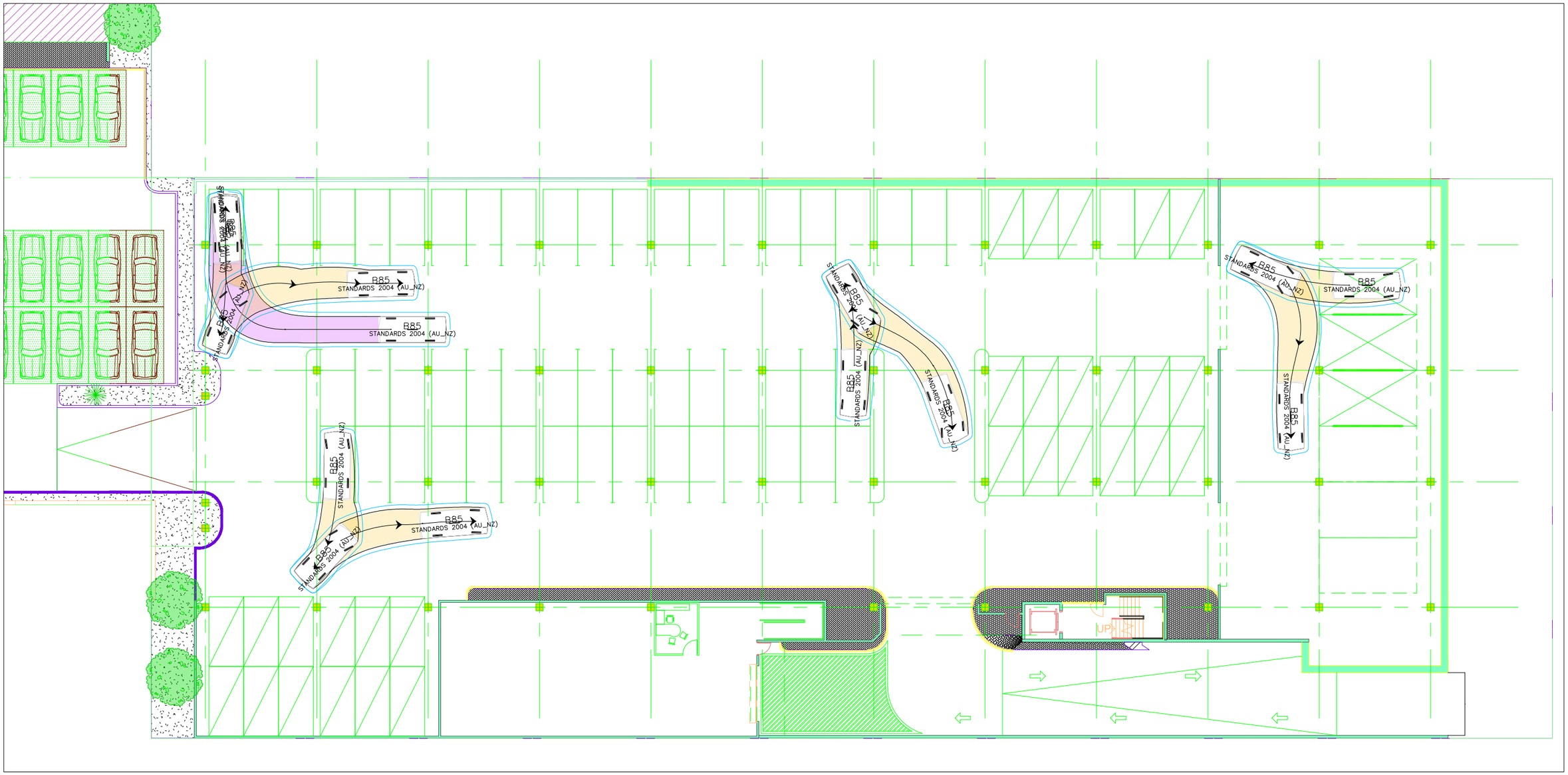
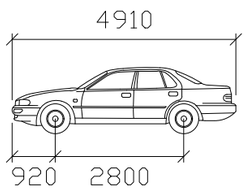
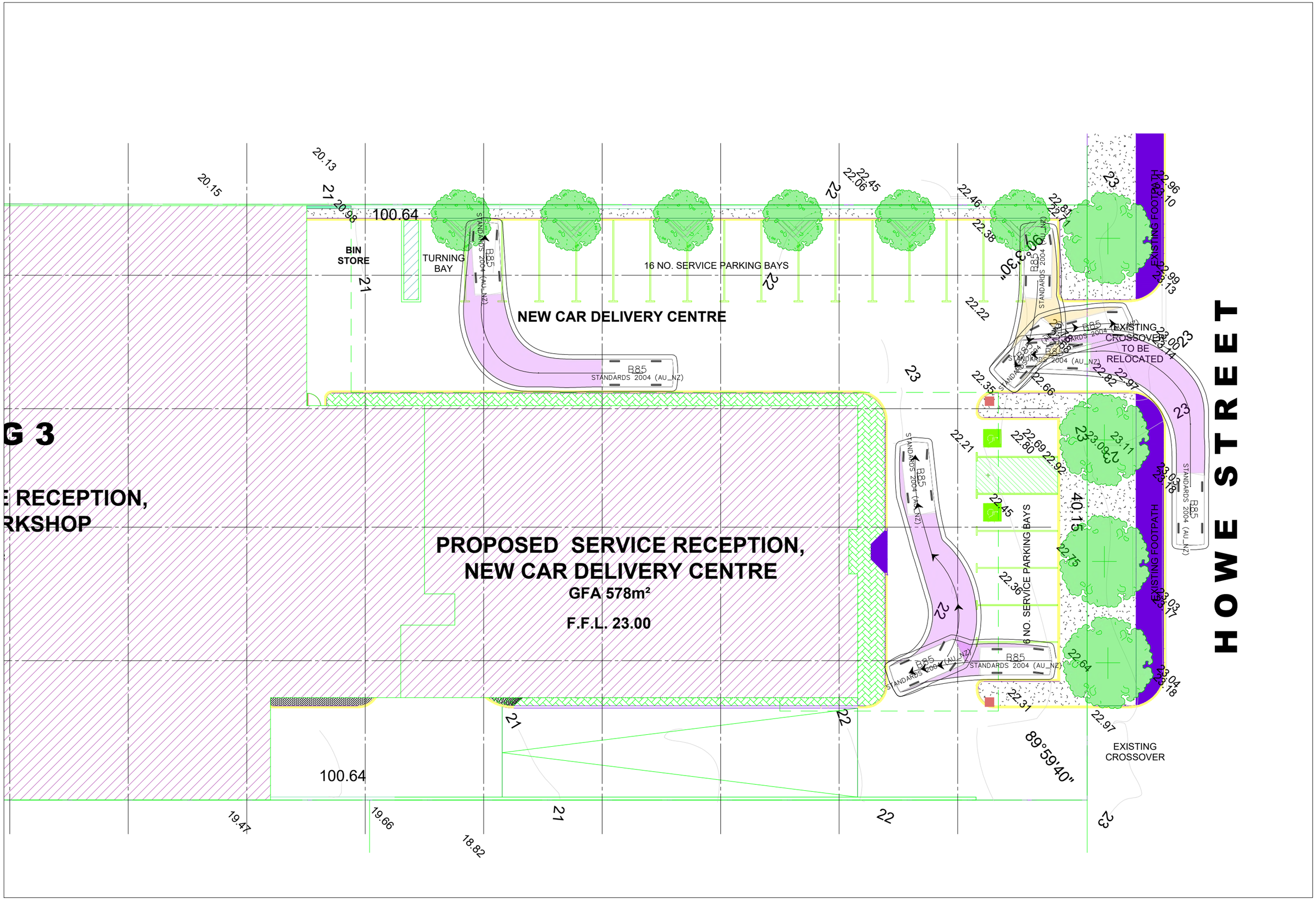
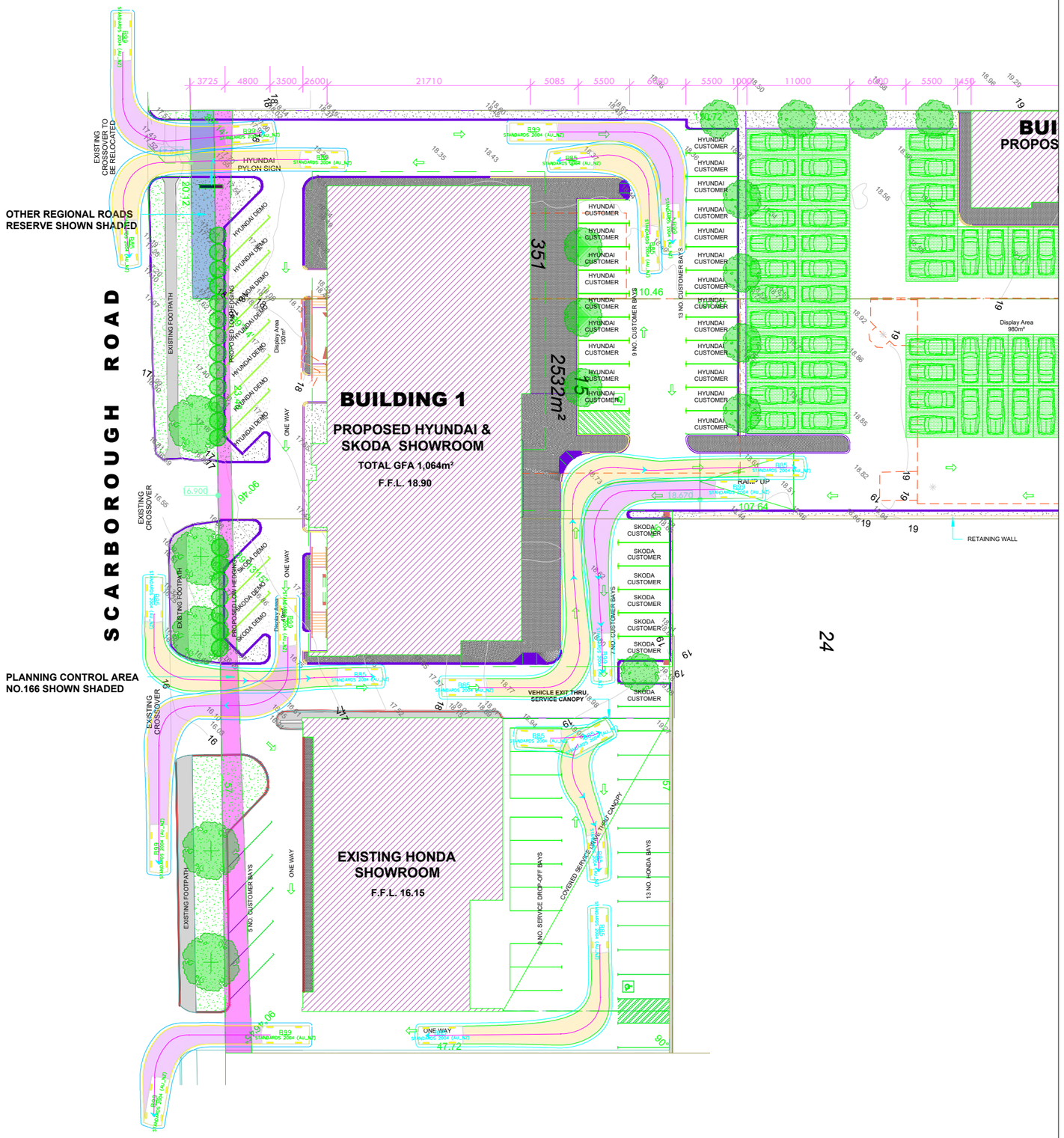


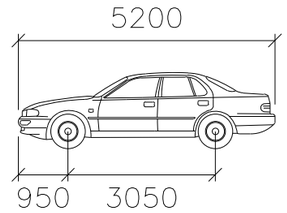


B85

	mm
Width	: 1870
Track	: 1770
Lock to Lock Time	: 6.0
Steering Angle	: 34.1

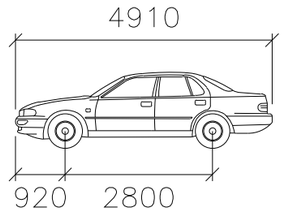

G 3
E RECEPTION,
RKSHOP
PROPOSED SERVICE RECEPTION,
NEW CAR DELIVERY CENTRE
GFA 578m²
F.F.L. 23.00
NEW CAR DELIVERY CENTRE
BIN STORE
TURNING BAY
16 NO. SERVICE PARKING BAYS
6 NO. SERVICE PARKING BAYS
EXISTING FOOTPATH
EXISTING CROSSOVER TO BE RELOCATED
EXISTING CROSSOVER
B85
STANDARDS 2004 (AU_NZ)
100.64
89°59'40"
HOWE STREET





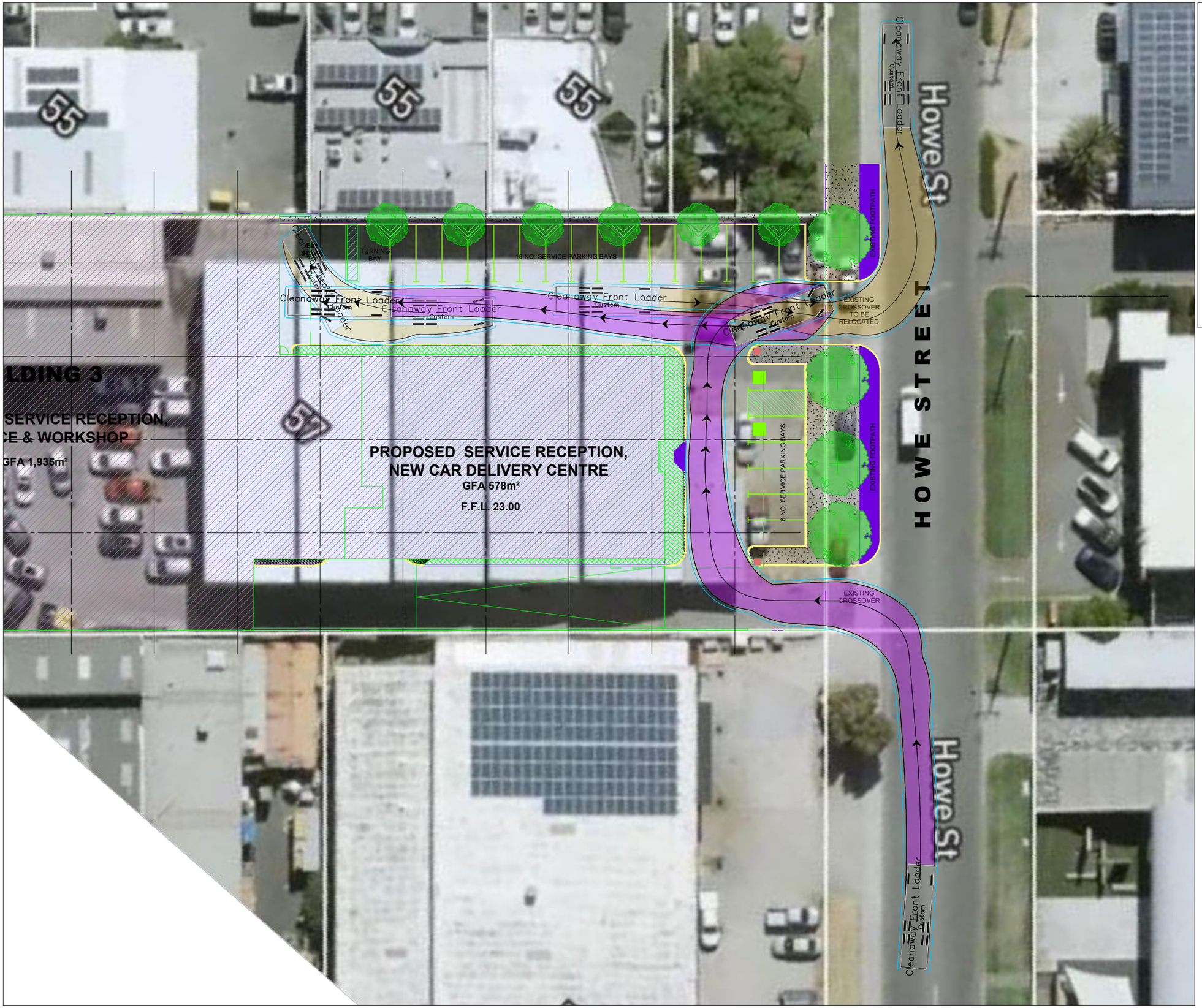
B99

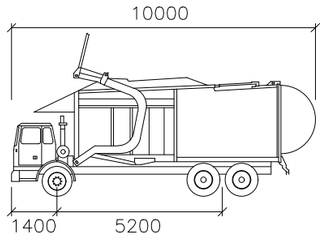
	mm
Width	: 1940
Track	: 1840
Lock to Lock Time	: 6.0
Steering Angle	: 33.9



B85

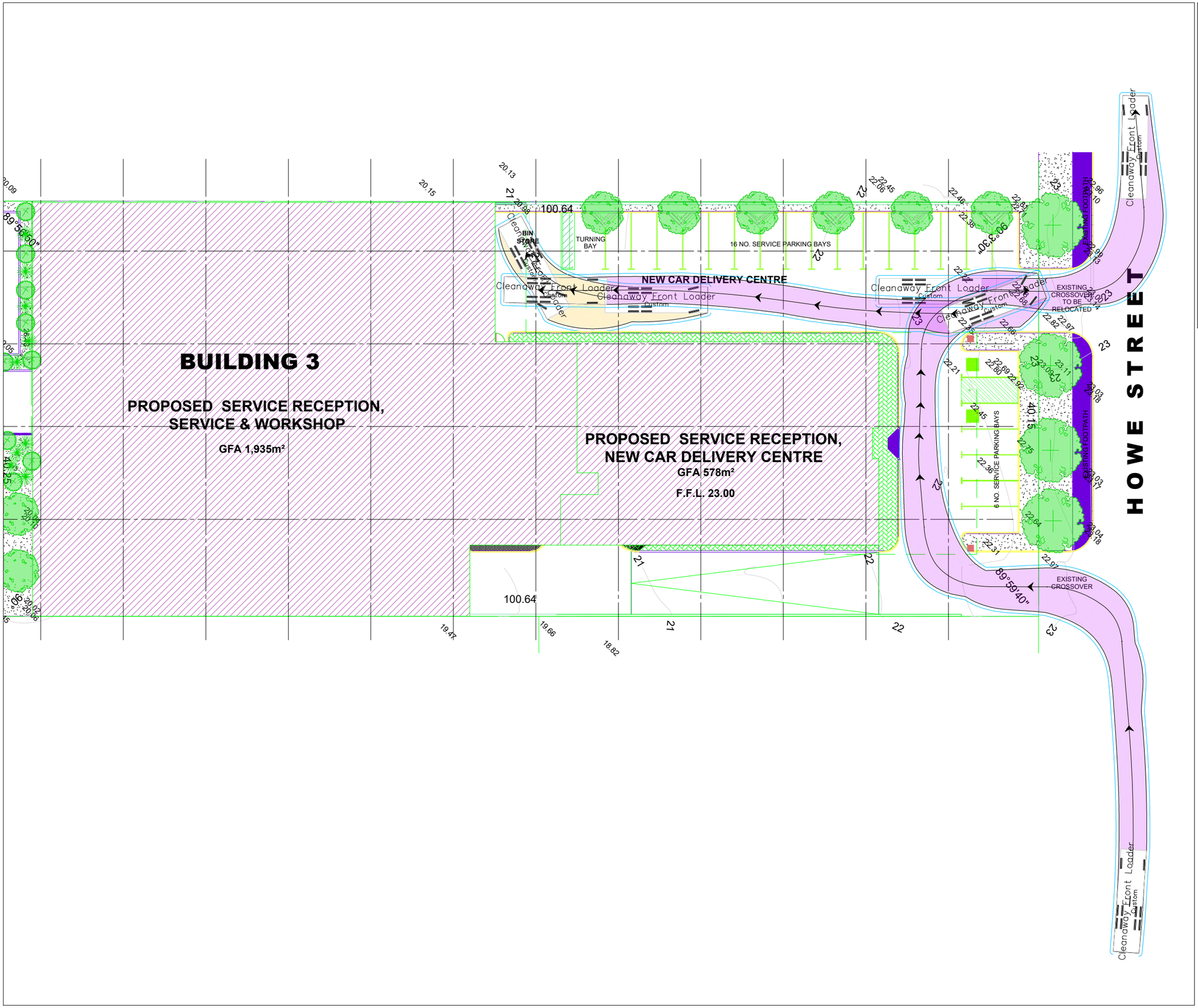
	mm
Width	: 1870
Track	: 1770
Lock to Lock Time	: 6.0
Steering Angle	: 34.1

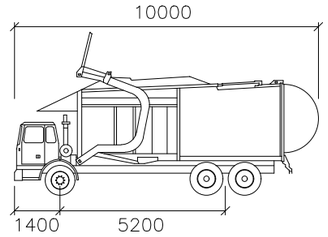




Cleanaway Front Loader

	mm
Width	: 2500
Track	: 2500
Lock to Lock Time	: 6.0
Steering Angle	: 35.5





Cleanaway Front Loader

	mm
Width	: 2500
Track	: 2500
Lock to Lock Time	: 6.0
Steering Angle	: 35.5

About Cardno

Cardno is a professional infrastructure and environmental services company, with expertise in the development and improvement of physical and social infrastructure for communities around the world. Cardno's team includes leading professionals who plan, design, manage and deliver sustainable projects and community programs. Cardno is an international company listed on the Australian Securities Exchange [ASX:CDD].

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Cardno

now

Stantec

Appendices

Appendix D WAPC CHECKLIST

Attachment 5e
Applicant's Waste Management Plan prepared by Planning Solutions received 3 November 2022

Waste Management Plan

Prepared by:	Planning Solutions	**Job No:**	8091
Date:	02 November 2022	**City Ref:**	DA22/1259
Development:	Motor vehicle sales and servicing premises		
Site Address:	Lots 23, 15 & 351 (432, 438 & 440) Scarborough Beach Road and Lot 31 (57) Howe Street, Osborne Park		

PLANNING SOLUTIONS
URBAN & REGIONAL PLANNING
PS
Level 1, 251 St Georges Tce, Perth WA
(08) 9227 7970
GPO Box 2709
Cloisters Square PO 6850
admin@planningsolutions.com.au
www.planningsolutions.com.au
ACN 143 573 184 ABN 23 143 573 184
Planning Solutions (Aust) Pty Ltd

1. INTRODUCTION

This Waste Management Plan (**WMP**) relates to the operation of the proposed motor vehicle sales and servicing at Lots 23, 15 & 351 (432, 438 & 440) Scarborough Beach Road and Lot 31 (57) Howe Street, Osborne Park (**subject site**). The purpose of the plan is to document the appropriate measures for the management of operational waste.

Once approved by the City of Stirling (**City**), waste collection and disposal will be undertaken in accordance with this WMP, subject to any conditions of planning approval.

2. SUMMARY OF DEVELOPMENT

The development consists of one building (Honda Showroom) containing 1,102m^2 of Showroom floorspace, one building (Hyundai & Skoda) containing 1,064m^2 of Showroom floorspace, one building with a total area of 250m^2 for used car sales and delivery, and a two-level building containing 5,767m^2 of workshops, offices spaces and basement car parking.

3. MANAGEMENT OF WASTE AND RECYCLABLES

The following specific measures will be adopted to manage waste throughout the operation of the proposed premises:

- Waste management and disposal will be undertaken in a manner that respects adjoining tenants and landowners' property rights, maintains public safety and minimises disruption to pedestrians and vehicular traffic within the locality.
- Waste will be stored within the designated bin store areas in a manner that does not pose harm to the environment.
- A total of seven bins (four waste, three recycling) will be kept on site at all times within the designated bin storage compound.
- The area designated for the storage of bins will be designed and constructed to the satisfaction of the City of Rockingham.
- The bins will be colour coded to Australian Standards for easy identification of waste streams.
- Bins will be fitted with secure lids to ensure all waste is properly contained.

4. BIN STORE AREA

The proposal includes the provision of two screened bin store compounds, the first at the northern aspect of the Workshop and Servicing building fronting Howe Street and the second to the north of the proposed Hyundai and Skoda Showroom fronting Scarborough Beach Road. The proposed bin compounds are in close proximity to the proposed development. The size and locations of the proposed bin compounds are provided below:

- One 34.5m² screened bin compound adjoining the north eastern aspect of the Workshop and Servicing building fronting Howe Street.
- One 22m² screened bin compound adjoining the northern aspect of the Hyundai and Skoda Showroom fronting Scarborough Beach Road.

Both of the proposed bin compounds are of sufficient size to contain the required bins, including adequate area around the bins to allow for access and manoeuvring of the bins for collection.

5. ESTIMATED WASTE GENERATION RATES

Error! Reference source not found. below outlines the typical general and recycling generation rates for 'Showrooms' as per the WALGA Commercial and Industrial Waste Management Plan Guidelines (**WMP Guidelines**).

The WMP Guidelines do not provide a generation rate for the vehicle servicing component of the proposed development and so we have utilised the Randwick City Council's *Waste Management Guidelines for Proposed Developments (2004)* as the source of a generation rate for a Warehouse use–which has been applied to this land use on other occasions.

Table 1 – Typical general and recycling waste generation rates

Type of Premises	General Landfill Waste	Recycling Waste	Guideline Reference
Showrooms	40L/100m² floor area/day	10L/100m² floor area/day	WALGA's WMP Guidelines
Vehicle Servicing	30L/100m² floor area/day	30L/100m² floor area/day	Randwick City Council

Given separate bin stores and collection methods are proposed for portions of the subject site, further information is provided separately for both.

6. COLLECTION METHOD, FREQUENCY AND WASTE SERVICE PROVIDER

We understand tenants will be responsible for organisation of waste collection through a private contractor.

Howe Street Collection

The estimated total floor areas, serviced by this bin store, for both land uses are as follows:

- 578m² of total Showroom floorspace.
- 1,935m² of total Vehicle Servicing floorspace.

Using the rates above, estimated waste generation is calculated as:

- 812L of general landfill and
- 639L of recycling per day.

A maximum of 2 x 1500L MGBs for both general refuse and recycling are proposed to be collected a minimum of twice weekly, which may be increased as required.

It is noted that 660L or 1100L MGBS are sufficient and can be utilised in lieu of the proposed 1500L MGBs.

Waste collection vehicles can access the development via the south eastern Howe Street crossover and stop within the internal accessway and reverse adjacent to the building to stop alongside the proposed bin store area. The driver of the waste collection vehicle will move the receptacles to the vehicle, transfer the waste to the vehicle, and return the receptacles to the bin areas. The waste collection vehicle will then exit in forward gear and egress the subject site via the north western Howe Street crossover.

Waste collection vehicles are expected to access the site during off peak periods to allow for safe and efficient collection as outlined above.

Refer Attachment 1 for a site plan showing the bin store location and swept paths for waste collection vehicles.

Scarborough Beach Road Collection

The estimated total floor area for the Showroom land use is 2,014m^2.

Using the rates above, estimated waste generation is calculated as:

- 805L of general landfill and
- 202L of recycling per day.

A maximum of 2 x 1500L MGBs for general refuse and 1 x 1500L MGB for recycling is proposed to be collected a minimum of twice weekly, which may be increased as required.

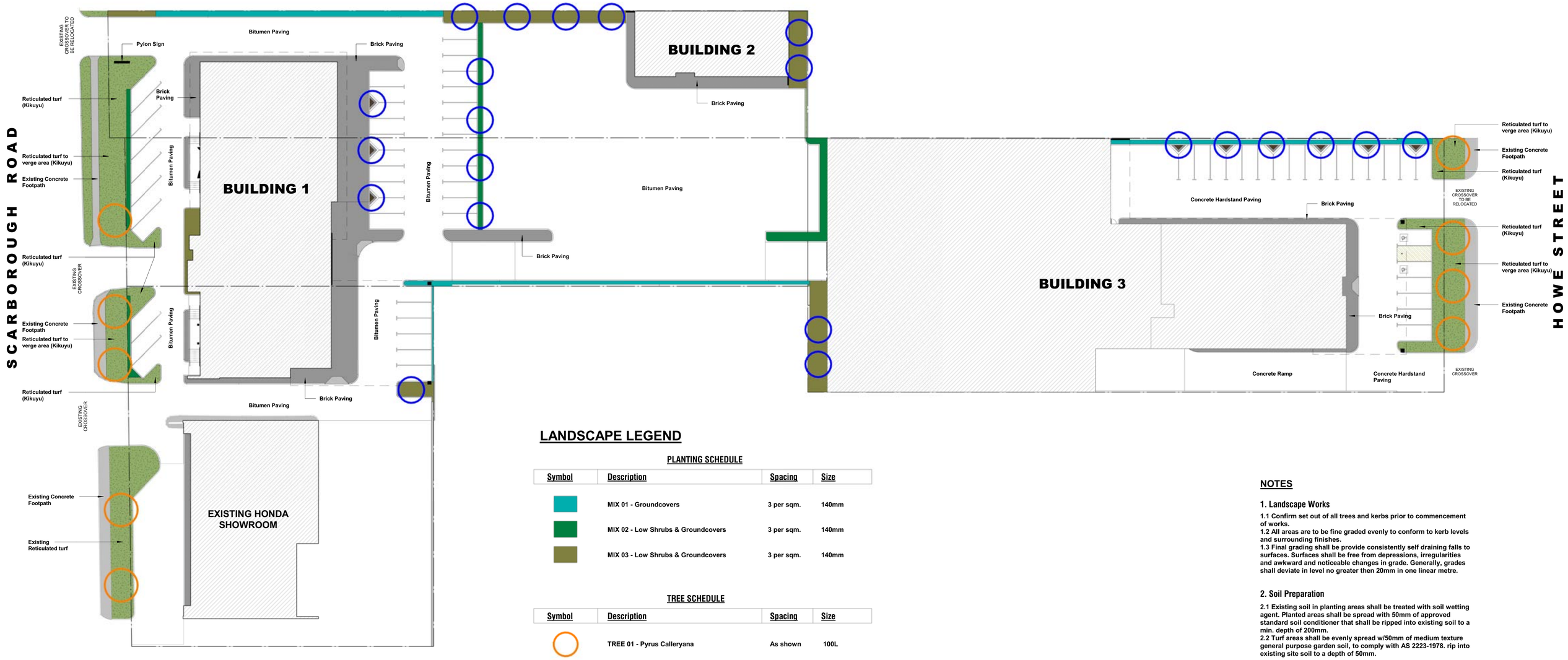
Waste collection vehicles can access the development via the central Scarborough Beach Road crossover, manoeuvre around the built form and car parking area, stop within the internal accessway alongside the proposed bin store area. The driver of the waste collection vehicle will move the receptacles to the vehicle, transfer the waste to the vehicle, and return the receptacles to the bin areas. The waste collection vehicle will then exit in forward gear and egress the subject site via the northern most Scarborough Beach Road crossover. The swept paths, shown on the development plans, demonstrate there is sufficient space for manoeuvring of the relevant service vehicle.

Waste collection vehicles are expected to access the site during off peak periods to allow for safe and efficient collection as outlined above.

Refer Attachment 2 for swept paths for waste collection vehicles.

Attachment 1:
Development plan showing bin store areas and swept paths for Scarborough Beach Road collection

Attachment 5f
Applicant's Landscaping Plan prepared by Meyer Shircore Architects received 16 January 2022



OVERALL LANDSCAPING PLAN

SCALE: 1 : 300

LANDSCAPE LEGEND

PLANTING SCHEDULE

Symbol	Description	Spacing	Size
	MIX 01 - Groundcovers	3 per sqm.	140mm
	MIX 02 - Low Shrubs & Groundcovers	3 per sqm.	140mm
	MIX 03 - Low Shrubs & Groundcovers	3 per sqm.	140mm

TREE SCHEDULE

Symbol	Description	Spacing	Size
	TREE 01 - Pyrus Calleryana	As shown	100L
	TREE 02 - Eucalyptus torquata	As shown	100L

PLANTING MIX 01

Hemiandra pungens

Hardenbergia comptoniana

Banksia dallanney

PLANTING MIX 03

Acacia saligna prostrate

Dianella revoluta

Anigozanthos manglesii

PLANTING MIX 02

Hemiandra pungens alba

Patersonia occidentalis

Orthrosanthus laxus

TREE

PYRUS CALLERYANA - ORNAMENTAL PEAR

CORAL GUM - EUCALYPTUS TORQUATA

NOTES

1. Landscape Works

1.1 Confirm set out of all trees and kerbs prior to commencement of works.
1.2 All areas are to be fine graded evenly to conform to kerb levels and surrounding finishes.
1.3 Final grading shall be provide consistently self draining falls to surfaces. Surfaces shall be free from depressions, irregularities and awkward and noticeable changes in grade. Generally, grades shall deviate in level no greater then 20mm in one linear metre.

2. Soil Preparation

2.1 Existing soil in planting areas shall be treated with soil wetting agent. Planted areas shall be spread with 50mm of approved standard soil conditioner that shall be ripped into existing soil to a min. depth of 200mm.
2.2 Turf areas shall be evenly spread w/50mm of medium texture general purpose garden soil, to comply with AS 2223-1978. rip into existing site soil to a depth of 50mm.

3. Planting

3.1 Planted areas shall be mulched with an organic mulch unless otherwise stated to a minimum depth of 100mm.
3.2 Advanced trees shall be staked w/ 3 x 85mm Dia CCA treated pine poles. Posts shall be painted black and installed to a min depth of 600mm. Trees shall be secured to poles w/ 3 x rubber ties.
3.3 Trees planted within 1000mm of boundary walls and/or parking areas shall be installed within 600mm depth nylex root barrier membrane. Membrane shall be installed as per manufacturers recomendations.

4. Irrigation

4.1 All planting and grassing to be irrigated via a fully automatic system from mains.
4.2 All turf to be irrigated via articulated risers. All shrubs to be irrigated w/ poly riser jets. All trees to be irrigated via bubblers.
4.3 Controller to be located in bin store unless otherwise directed.
4.4 System to overlap sufficiently to counteract wind blow and avoid drought shadow.
4.5 Sleeves beneath paved surfaces to be provided by others.
4.6 Irrigation system shall be dual program to allow turf and planting areas to be watered separately.

meyer shircore architects

PROPOSED CAR SHOWROOM & WORKSHOP REDEVELOPMENT

LOCATION : 438 SCARBOROUGH BEACH ROAD, OSBORNE PARK WA 6017
FOR : OSBORNE PARK HONDA / HYUNDAI / SKODA

DATE:	OCT 2022	PROJECT NUMBER	
REVISION:	SK011	8891	
SHEET:	2200		
SCALE:	As indicated @A1		

© Meyer Shircore & Associates ACN 115 189 216
Suite 2, Ground Floor 437 Roberts Road, Subiaco WA 6008
PO Box 1294 Subiaco WA 6904
t: 08 9381 8511 e: msa@meyershircore.com.au

Attachment 6
Referral comments from the Department of Planning, Lands and Heritage, received 5 December 2022

Department of **Planning, Lands and Heritage**

GOVERNMENT OF WESTERN AUSTRALIA

City of Stirling
PO Box 1533
Osborne Park WA 6916

Your ref: DA22-1259
Our ref: DP/11/02191
Enquiries: [redacted]

5 December 2022

Attention: Karina Bowater

Dear Karina,

Re: Lot 15, 23, 351 Scarborough Beach Road and 31 Howe Street, Osborne Park

Further to your correspondence dated 28 November 2022, in accordance with the WAPC's Instrument of Delegation dated 18 January 2022, the following comments are provided. This proposal seeks approval for an expansion of an existing car showroom and workshop.

Land Requirements

The site abuts Scarborough Beach Road, which is reserved as an Other Regional Road (ORR) in the Metropolitan Region Scheme (MRS), and Category 3 per Plan Number SP 694/5. Lot 351 and 15 are currently affected by a 2.5m road widening requirement per WAPC Land Requirement Plan 1.3175. The subject land is also located within the declared Planning Control Area (PCA) number 166 for Scarborough Beach Road per WAPC plans: 1.7994, 1.7995, 1.7996 and 1.7997.

Transport Impact Statement

The above report, by Cardno/Stantec (October 2022), states that the development will generate 98 trips during AM peak hour periods and 133 trips during PM peak hour periods. ITE Trip Generation Manual (11th Edition), shows approximately 104 trips for AM peak hour periods and 141 trips for PM peak hour periods which is broadly in accordance with the above methodology.

Recommendation

The Department has no objection to the proposal on ORR planning grounds and provides the following recommendations:

- It is recommended that provision of parking and swept path drawings be reviewed to the satisfaction of the City. Clarification is required on the type of vehicles used for delivery to the site. If heavy vehicles will be used to provide deliveries, it is recommended that the relevant swept path drawing should be provided for review;

- It is recommended that a warrant assessment be provided to determine if a deceleration lane is required along Scarborough Beach Road as a result of the proposed additional traffic;

- Clarification is required on the trip generation for the proposed service reception, service, workshop and delivery centre. The development application report considered a floor area of 5767m^2 while the TIS considers 2911m^2;

- No changes are proposed to existing access arrangements. This is in accordance with the Commission's Regional Roads (Vehicular Access) Policy D.C. 5.1, which seeks to minimise the number of new crossovers onto regional roads;

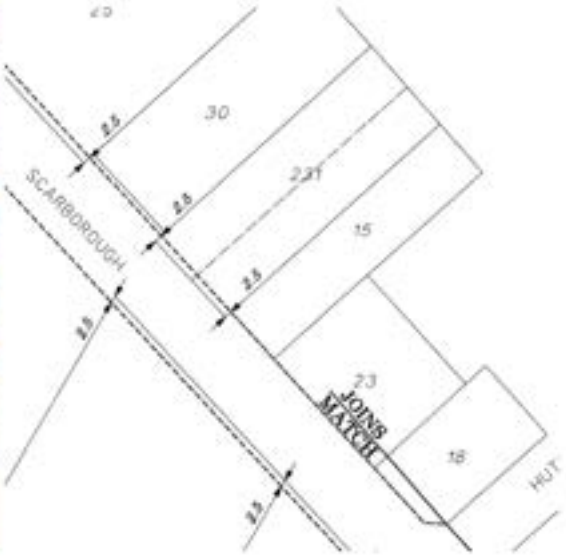
- The section of Hutton Street between Scarborough Beach Road and Mitchell Freeway is currently under review to identify ultimate land requirements and may result in additional road widening along Howe Road.

Thank you for your correspondence. Should you have any queries regarding this matter, please contact me on [redacted]

Yours sincerely

Simon Luscombe
Principal Planning Officer
Strategy and Engagement

MRS Map



Land Requirement Plan 1.3175

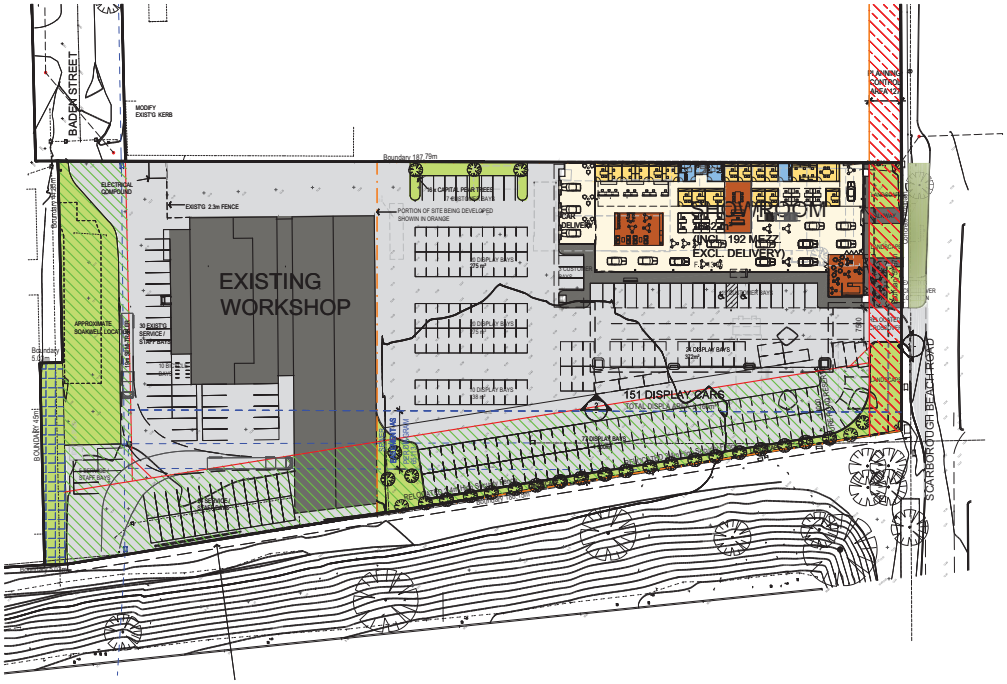
Attachment 7:
Applicant's Response to the Summary of Public Submissions received 3 February 2023

Matter Raised	Comment
Concerns that vehicle unloading will continue to occur on Howe Street and not onsite.	Our RFI response confirms that the intention is for unloading from Howe Street will continue and that there is adequate space for vehicle movements.
Concerns that not enough space has been provided onsite to allow for loading and unloading of vehicles from Howe Street.	
Concerns that the extra volume of traffic on Howe Street will exacerbate traffic and vehicular safety issues in the locality.	Addressed by the TIS, which did not identify any safety concerns arising from the development.
Concerns that the proposed development does not provide enough car parking to accommodate the storage of new vehicles.	Unlike customer parking, the operator has complete control over the number of new vehicles stored on site.
Concerns that staff parking, which is currently occurring on the verge on Howe Street, has not been accommodated onsite.	Staff parking has been fully accommodated on site. We also note that the planting of four new street trees on the Howe Street Verge will disrupt the potential for verge parking.

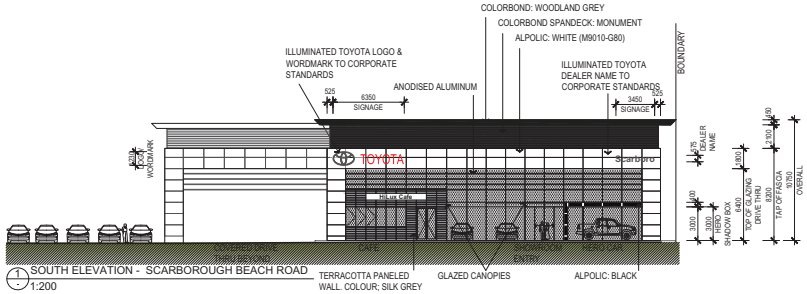
Attachment 8
Determination Plans for DA17/2495, HN 304 Scarborough Beach Road, Osborne Park approved by the Metro North-West Joint Development assessment Panel on 10 September 2020

ATTACHMENT 1 - AMENDED PLAN

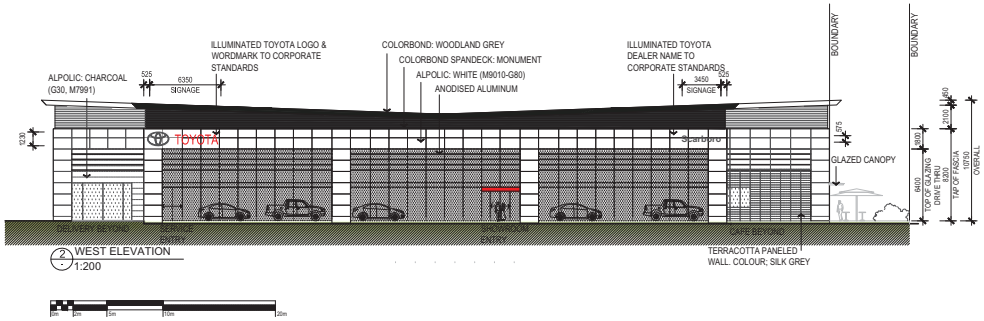
DEVELOPMENT ASSESSMENT PANEL
APPROVED
15-Apr-2019



SITE PLAN
SCALE 1:500



1 SOUTH ELEVATION - SCARBOROUGH BEACH ROAD
1:200



2 WEST ELEVATION
1:200

DEPARTMENT OF PLANNING, LANDS AND HERITAGE
DATE 20-Feb-2019
FILE WAPC 20-1794-9

PARKING REQUIREMENTS

MOTOR VEHICLE SALES
1/100m² OPEN DISPLAY
2160 / 100 = 21.6 — 22
1/ STAFF MEMBER — 44 STAFF — 44
54 STAFF - 10 MANAGERS USING DISPLAY VEHICLES

MOTOR VEHICLE REPAIR
1/40m² G.F.A. — 2160 40 = 54 — 54

TOTAL BAYS REQUIRED — 120

TABLE 2: PROPOSED CAR PARKING REDUCTIONS
20% REDUCTION - WITHIN 400m² OF RAIL STATION
+10% REDUCTION - WITHIN 400m² OF HIGH FREQUENCY BUS
TOTAL 30% REDUCTION — 120 x 0.3 =36 — -36

TOTAL BAYS REQUIRED AFTER REDUCTION — 84

TOTAL BAYS PROVIDED — 88

BICYCLE PARKING
1/400 GFA — 3 986/ 400 = 9.9 — 10

AREAS (m²)
SITE — 14 179
PORTION OF SITE BEING DEVELOPED — 8 064

SHOWROOM
GROUND FLOOR
SHOWROOM — 1 199
OFFICES — 246
AMENITIES — 55
DELIVERY — 144
TOTAL SHOWROOM GROUND FLOOR — 1 644
FIRST FLOOR
OFFICES — 86
AMENITIES — 51
CORRIDOR — 45
TOTAL SHOWROOM FIRST FLOOR — 182
TOTAL SHOWROOM AREA — 1 826

EXISTING WORKSHOP
GROUND FLOOR
WORKSHOP — 2 160
TOTAL WORKSHOP GROUND FLOOR — 2 160

TOTAL BUILDING AREA — 3 986

LANDSCAPING (INCLUDES PEDESTRIAN PATH)
10% OF SITE — 14 179 x 0.1 =1 417.9 = — 1 418
PROVIDED — 1 666

1 TREE / 500m² OF SITE AREA
14 179 / 500 = 28.35 = — 28 TREES
PROVIDED — 28 TREES

LEGEND
- PLANNING CONTROL AREA 127
- DRAINAGE EASEMENT
- FUTURE ROAD WIDENING

SCARBORO TOYOTA
LOT 100, NO 304 SCARBOROUGH BEACH ROAD, OSBORNE PARK

Bruce McLean
Architects.Interior Designers
2/43 Oxford Close West Leederville WA 6007
Telephone 9382 3133 Facsimilie 9382 3144
Email admin@brucemcleanarchitects.com.au

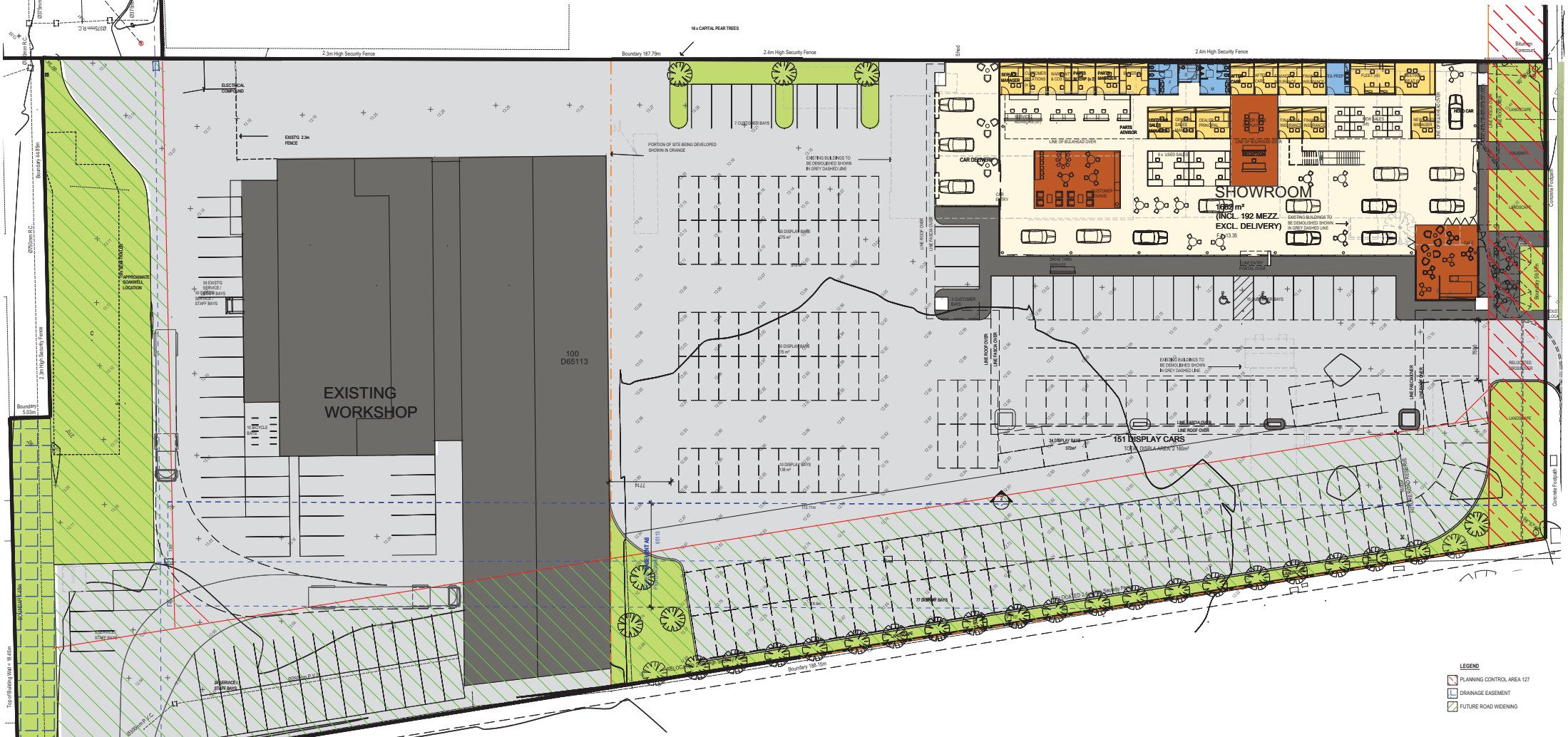
11 FEBRUARY 2019

SCHEME A.10

SK1

DEVELOPMENT ASSESSMENT PANEL
APPROVED
15-Apr-2019

FIRST FLOOR SHOWROOM PLAN
AREA 182m²



LEGEND
- PLANNING CONTROL AREA 127
- DRAINAGE EASEMENT
- FUTURE ROAD WIDENING

SCARBORO TOYOTA
LOT 100, NO 304 SCARBOROUGH BEACH ROAD, OSBORNE PARK

Bruce McLean
Architects.Interior Designers
2/43 Oxford Close West Leederville WA 6007
Telephone 9382 3133 Facsimilie 9382 3144
Email admin@brucemcleanarchitects.com.au

13 FEBRUARY 2019

SCHEME A.11

SITE FLOOR PLAN
SCALE 1:200

DEPARTMENT OF PLANNING, LANDS AND HERITAGE
DATE 20-Feb-2019
FILE WAPC 20-1794-9

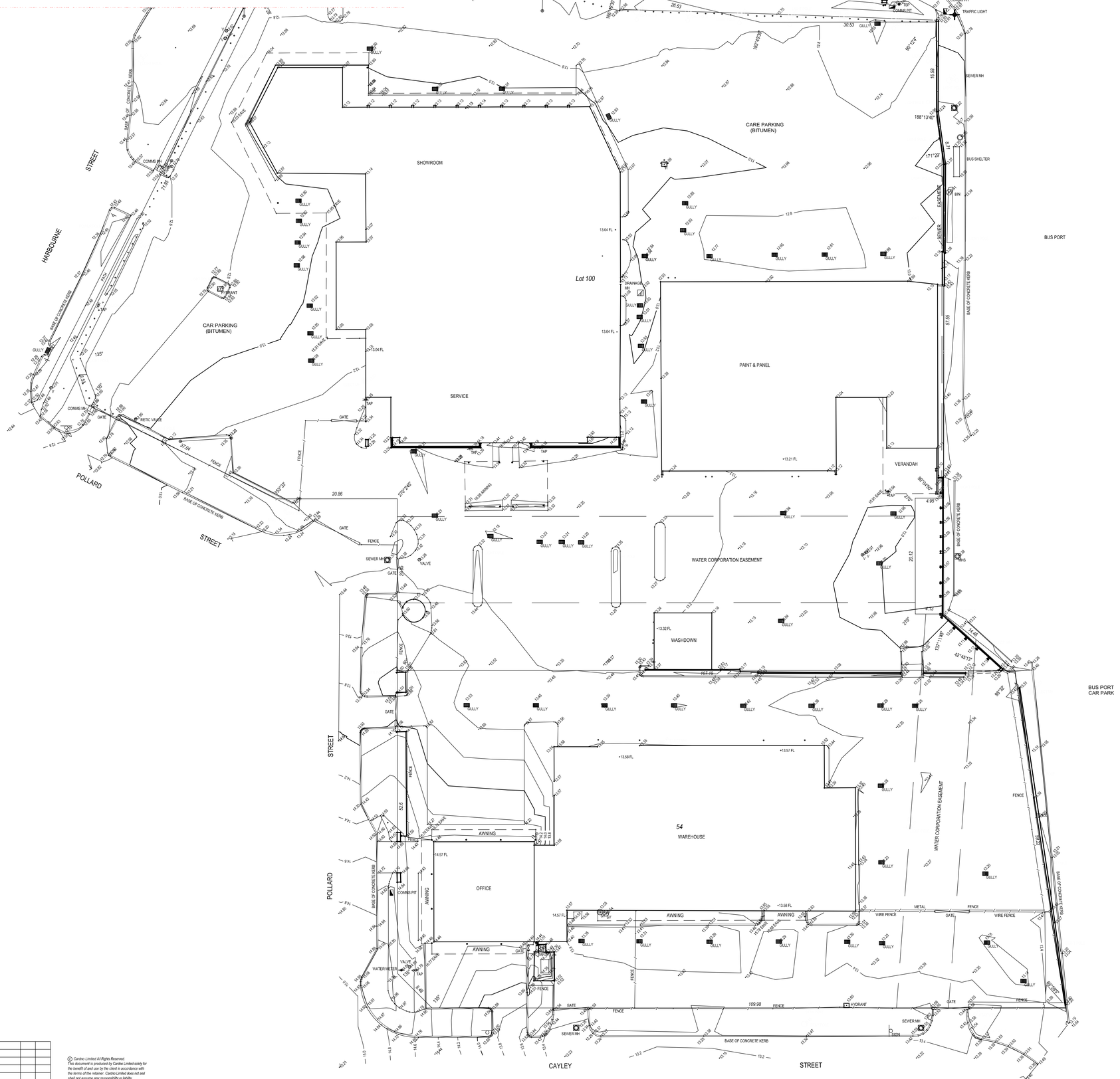
SK2

Attachment 9
Determination Plans for DA20/1846, HN 345 Scarborough Beach Road, Osborne Park approved by the Metro Inner-North Joint Development Assessment Panel on 28 January 2021

Attachment 2a - Existing Site Feature Survey 22 October 2020

City of Stirling
22 Oct 2020
RECEIVED

DEVELOPMENT ASSESSMENT PANEL
APPROVED
28-Jan-2021



NOTES:

1. LOT BOUNDARY POSITIONS BY LANDGATE SPACIAL DATA AND ARE SUBJECT TO A RESURVEY.
2. VISIBLE SERVICES ONLY LOCATED BY SURVEY.
3. AHD LEVELS DERIVED FROM SSM LAWLEY 144A.
4. FOR EASEMENTS AND ENCUMBRANCES REFER TO CERTIFICATE OF TITLE.

NO	REVISION	DRAWN	DATE

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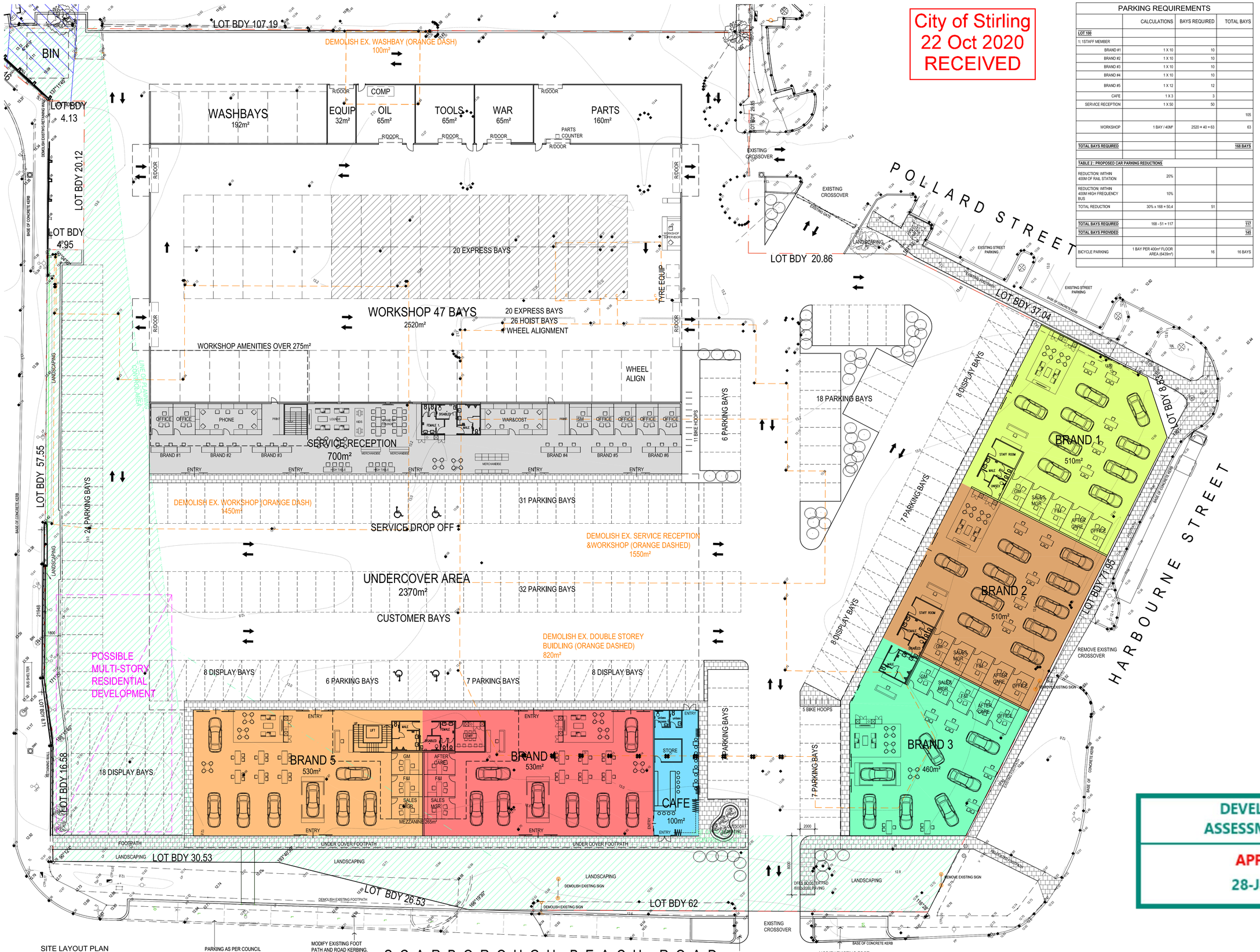
JOB No.: L:\SB11055 002	SURVEYOR: S.L.	SITE: SCARBOROUGH, NORTH CITY HOLDEN, LOT 100 SCARBOROUGH BEACH ROAD	SCALE: 1:250 AT A0 SIZE
CCAD FILE: ALL.ccx	DRAWN: M.S.		
DATUM: AHD	DATE: 17.06.2011	TITLE: FEATURE SURVEY	DWG NO. SB11055 002 F01 R0
GRID: PCG 94	CHECKED: S.L.	CLIENT: AHGL	

Cardno Spectrum Survey
ABN 70 009 218 231
2 BAGOT ROAD, SUBIACO W.A. 6008
TEL: (08) 9273 3888 FAX: (08) 9388 3831
email: perth@cardno.com.au

City of Stirling
22 Oct 2020
RECEIVED



SITE LAYOUT PLAN
1:200

PARKING REQUIREMENTS			
	CALCULATIONS	BAYS REQUIRED	TOTAL BAYS
LOT 100			
1: 1STAFF MEMBER			
BRAND #1	1 X 10	10	
BRAND #2	1 X 10	10	
BRAND #3	1 X 10	10	
BRAND #4	1 X 10	10	
BRAND #5	1 X 12	12	
CAFE	1 X 3	3	
SERVICE RECEPTION	1 X 50	50	
			105
WORKSHOP	1 BAY / 40M²	2520 ÷ 40 = 63	63
TOTAL BAYS REQUIRED			168 BAYS
TABLE 2 : PROPOSED CAR PARKING REDUCTIONS			
REDUCTION: WITHIN 400M OF RAIL STATION	20%		
REDUCTION: WITHIN 400M HIGH FREQUENCY BUS	10%		
TOTAL REDUCTION	30% x 168 = 50.4	51	
TOTAL BAYS REQUIRED	168 - 51 = 117		117
TOTAL BAYS PROVIDED			145
BICYCLE PARKING	1 BAY PER 400m² FLOOR AREA (6439m²)	16	16 BAYS

AREAS		
	AREA (m²)	TOTAL AREA (m²)
SITE AREA	14 931	
REDUCED SITE AREA	APPROX. 10987	
WALKWAYS	345	
LANDSCAPING	1100	
HARDSTAND	7047	
BUILDING AREA:		
BRAND #1 - SHOWROOM	417	
OFFICES	63	
AMENITIES	30	
TOTAL BRAND #1		**510**
BRAND #2 SHOWROOM	368	
OFFICES	63	
AMENITIES	30	
TOTAL BRAND #2		**510**
BRAND #3 SHOWROOM	380	
OFFICES	63	
AMENITIES	17	
TOTAL BRAND #3		**460**
BRAND #4 SHOWROOM	450	
OFFICES	40	
AMENITIES	40	
TOTAL BRAND #4		**530**
BRAND #5 SHOWROOM	450	
OFFICES	40	
AMENITIES	40	
TOTAL BRAND #5		**530**
CAFE		**100**
MEZZANINE		
OFFICE	121	
WALKWAYS & STAIRS	91	
AMENITIES	31	
TOTAL SHARE MEZZANINE		**243**
SERVICE RECEPTION		
CUSTOMER LOUNGE	252	
SERVICE ADVISOR/ OFFICE	412	
AMENITIES	36	
TOTAL GROUND FLOOR		700
MEZZANINE OFFICE	67	
STAIRS & WALKWAY	69	
LUNCHROOM & AMENITIES	133	
TOTAL MEZZANINE		269
TOTAL SERVICE RECEPTION		**969**
WORKSHOP	2520	
WASHBAYS	192	
OIL/ TOOLS/ PARTS STORE	387	
TOTAL WORKSHOP		**3099**
UNDERCOVER CANOPY #1		2370
SHARED BINS		**36**
TOTAL BUILDING AREA:		**6439**

LANDSCAPING REQUIREMENTS			
	CALUCLATIONS	LANSCAPING REQ.	TOTAL
LOT 100			
min. 10% of landscaping of total site area	10987 x 10% =	**1099**	
TOTAL LANDSCAPING PROVIDED			**1100**
OVER 200M² SITE AREA 1 TREE / 500M² (OR PART THEREOF)	(10987) ÷ 500 = 21.9	**22 TREES**	
TOTAL TREES PROVIDED			**30**

DEVELOPMENT ASSESSMENT PANEL
APPROVED
28-Jan-2021

Attachment 2b - Site Floor Plan 22 October 2020

A01
REV : D
3/11/2020
2020 NORTH CITY - SITE PLAN_OPTION 7

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NORTH CITY REDEVELOPMENT | PROPOSED CAR RETAIL CONCEPT - SITE LAYOUT PLAN
345 SCARBOROUGH BEACH ROAD, OSBORNE PARK | DRAWN BY: APE | 1:200 @ B1 | ISSUED FOR APPROVALS

4 2 0 4 8 12 Metres
SCALE 1 : 200

NORTH

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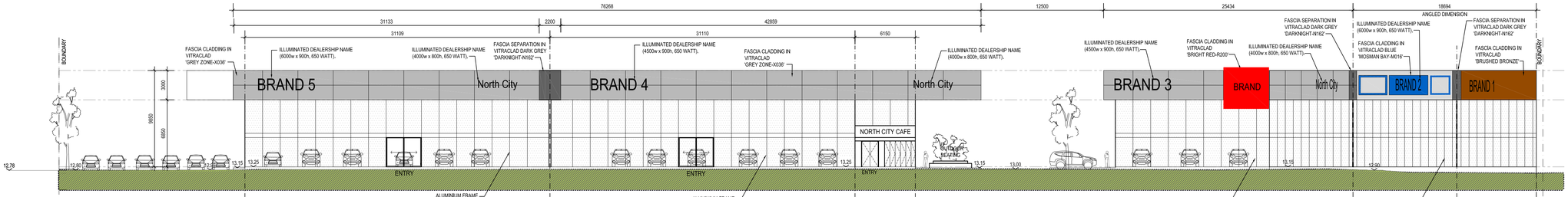
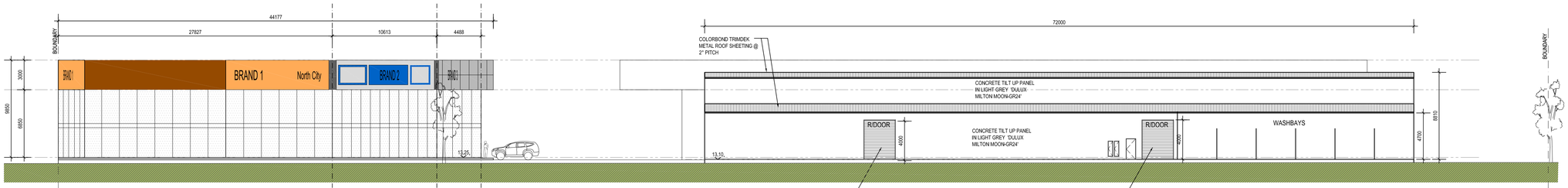
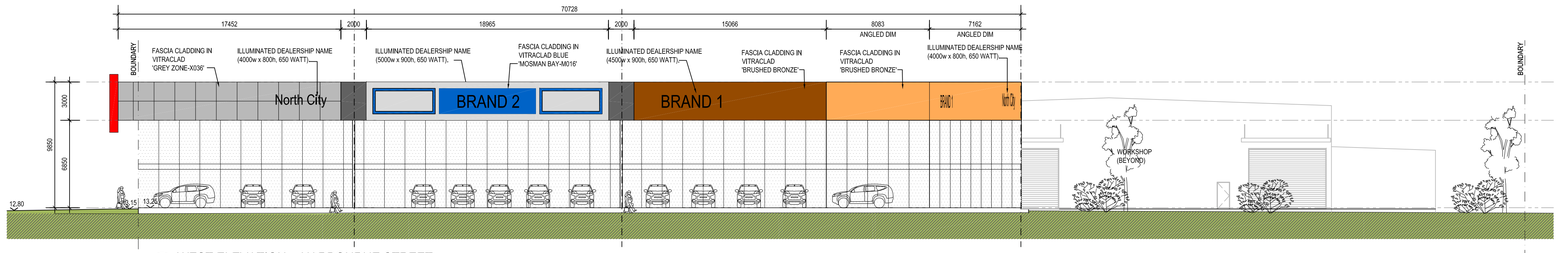
City of Stirling
22 October 2020
RECEIVED



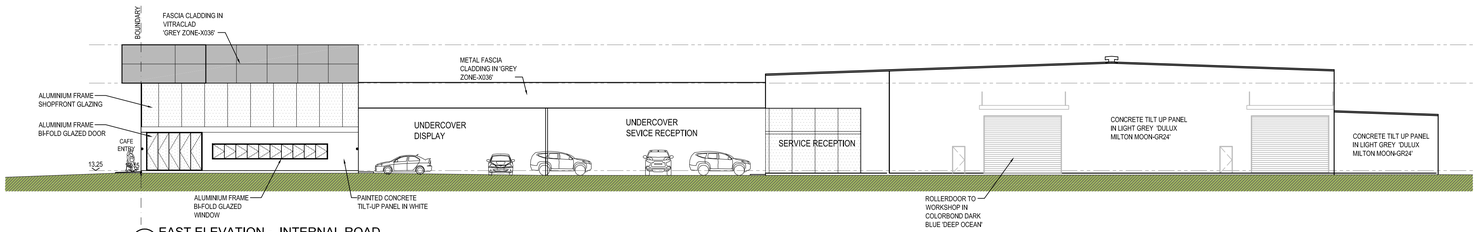
NORTH ELEVATION - SCARBOROUGH BEACH ROAD
1:200



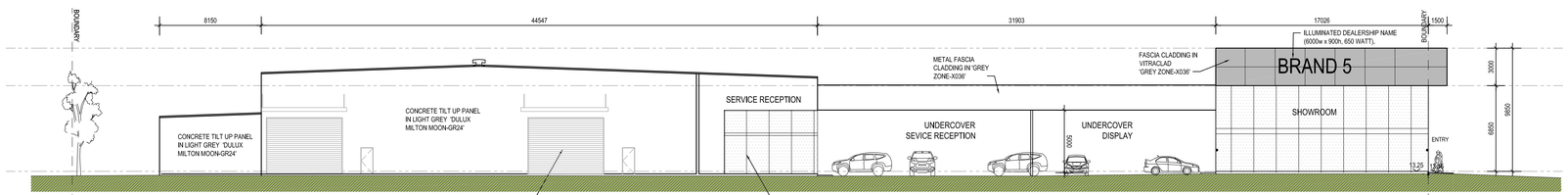
SOUTHTH ELEVATION - POLLARD STREET
SCALE 1:200



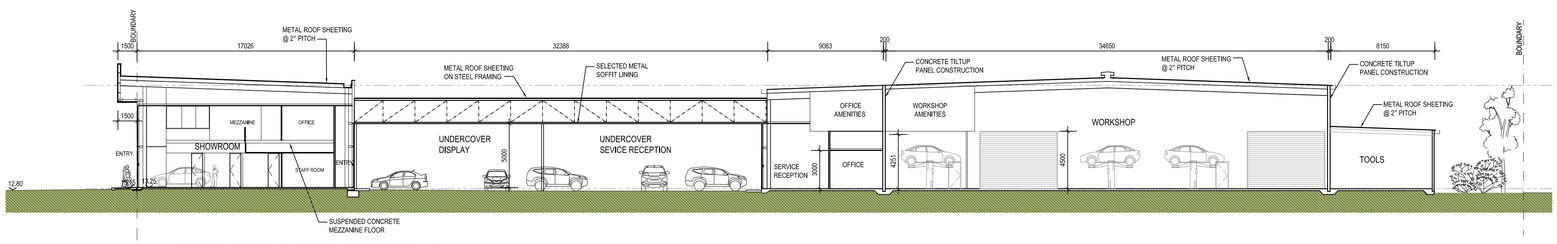
WEST ELEVATION - HARBOURNE STREET
SCALE 1:200



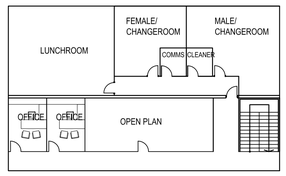
EAST ELEVATION - INTERNAL ROAD
SCALE 1:200



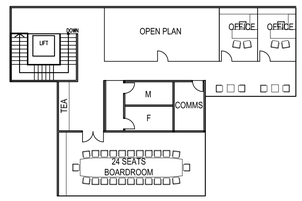
EAST ELEVATION - FACING RAILWAY
SCALE 1:200



TYPICAL CROSS SECTION - NORTH/ SOUTH
SCALE 1:200



SERVICE RECEPTION MEZZANINE LEVEL
1:200



DEALERSHIP MEZZANINE LEVEL
1:200

DEVELOPMENT ASSESSMENT PANEL
APPROVED
28-Jan-2021

Attachment 2c - Elevation Plans 22 October 2020

4 2 0 4 8 12 Metres
SCALE 1 : 200

NORTH

A02
REV : D
3/11/2020

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NORTH CITY REDEVELOPMENT | PROPOSED CAR RETAIL CONCEPT - MEZZANINE PLAN, ELEVATIONS / SECTION
345 SCARBOROUGH BEACH ROAD, OSBORNE PARK | DRAWN BY: APE | 1:200 @ B1 | ISSUED FOR APPROVALS

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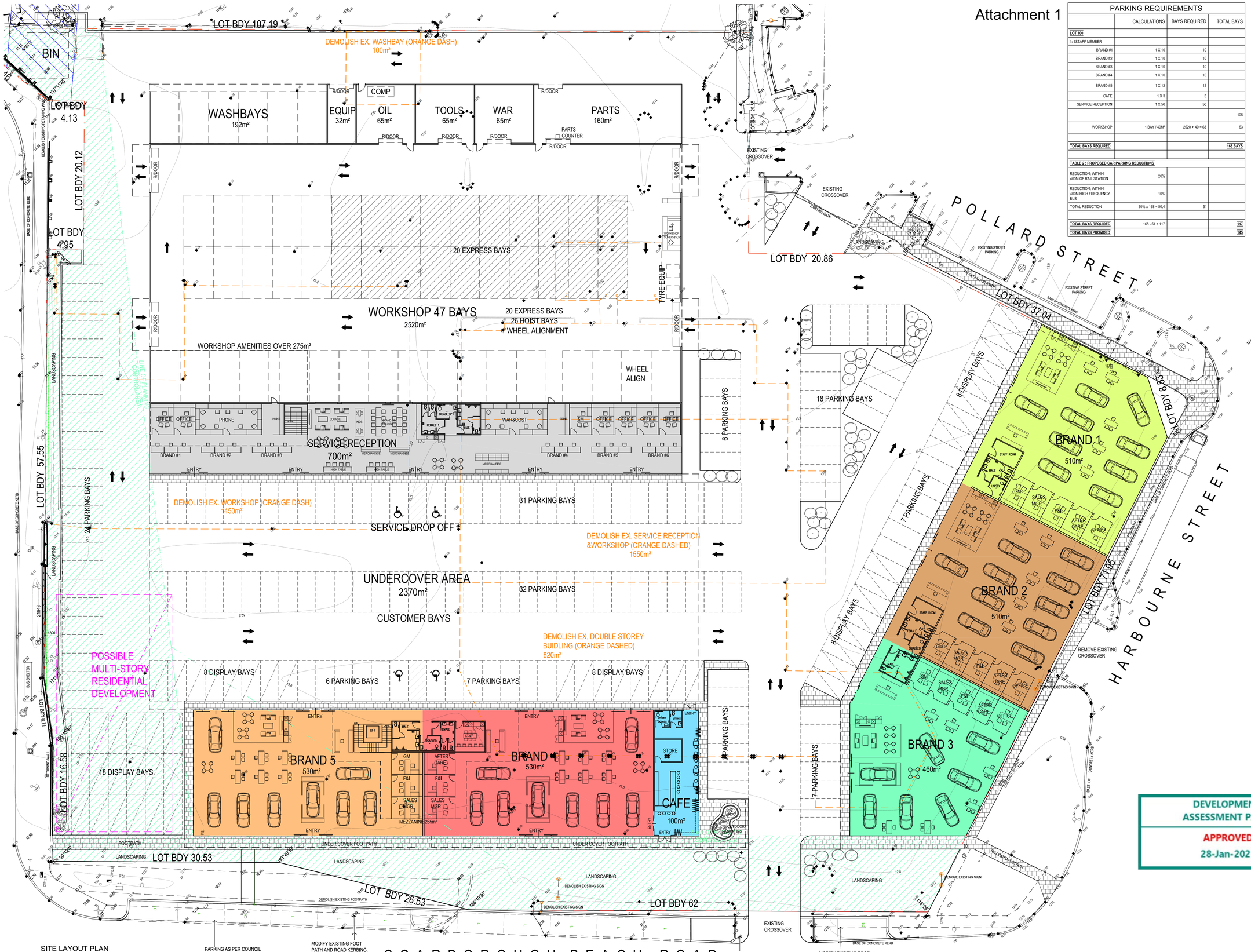
2020 NORTH CITY - ELEVATIONS_OPTION7

Attachment 1



SITE LAYOUT PLAN
1:200

PARKING REQUIREMENTS			
	CALCULATIONS	BAYS REQUIRED	TOTAL BAYS
LOT 100			
1: 1STAFF MEMBER			
BRAND #1	1 X 10	10	
BRAND #2	1 X 10	10	
BRAND #3	1 X 10	10	
BRAND #4	1 X 10	10	
BRAND #5	1 X 12	12	
CAFE	1 X 3	3	
SERVICE RECEPTION	1 X 50	50	
			105
WORKSHOP	1 BAY / 40M²	2520 ÷ 40 = 63	63
TOTAL BAYS REQUIRED			168 BAYS
TABLE 2 : PROPOSED CAR PARKING REDUCTIONS			
REDUCTION: WITHIN 400M OF RAIL STATION	20%		
REDUCTION: WITHIN 400M HIGH FREQUENCY BUS	10%		
TOTAL REDUCTION	30% x 168 = 50.4	51	
TOTAL BAYS REQUIRED	168 - 51 = 117		117
TOTAL BAYS PROVIDED			145

AREAS		
	AREA (m²)	TOTAL AREA (m²)
SITE AREA	14 931	
REDUCED SITE AREA	APPROX. 10987	
WALKWAYS	345	
LANDSCAPING	1100	
HARDSTAND	7047	
BUILDING AREA:		
BRAND #1 - SHOWROOM	417	
OFFICES	63	
AMENITIES	30	
TOTAL BRAND #1		510
BRAND #2 SHOWROOM	368	
OFFICES	63	
AMENITIES	30	
TOTAL BRAND #2		510
BRAND #3 SHOWROOM	380	
OFFICES	63	
AMENITIES	17	
TOTAL BRAND #3		460
BRAND #4 SHOWROOM	450	
OFFICES	40	
AMENITIES	40	
TOTAL BRAND #4		530
BRAND #5 SHOWROOM	450	
OFFICES	40	
AMENITIES	40	
TOTAL BRAND #5		530
CAFE		100
MEZZANINE		
OFFICE	121	
WALKWAYS & STAIRS	91	
AMENITIES	31	
TOTAL SHARE MEZZANINE		243
SERVICE RECEPTION		
CUSTOMER LOUNGE	252	
SERVICE ADVISOR/ OFFICE	412	
AMENITIES	36	
TOTAL GROUND FLOOR		700
MEZZANINE OFFICE	67	
STAIRS & WALKWAY	69	
LUNCHROOM & AMENITIES	133	
TOTAL MEZZANINE		269
TOTAL SERVICE RECEPTION		969
WORKSHOP	2520	
WASHBAYS	192	
OIL/ TOOLS/ PARTS STORE	387	
TOTAL WORKSHOP		3099
UNDERCOVER CANOPY #1		2370
SHARED BINS		36
TOTAL BUILDING AREA:		6439

LANDSCAPING REQUIREMENTS			
	CALUCLATIONS	LANSCAPING REQ.	TOTAL
LOT 100			
min. 10% of landscaping of total site area	10987 x 10% =	1099	
TOTAL LANDSCAPING PROVIDED			1100
OVER 200M² SITE AREA 1 TREE / 500M² (OR PART THEREOF)	(10987) ÷ 500 = 21.9	22 TREES	
TOTAL TREES PROVIDED			30

DEVELOPMENT ASSESSMENT PANEL
APPROVED
28-Jan-2021

DEPARTMENT OF PLANNING, LANDS AND HERITAGE
DATE 10-Nov-2020
FILE 20-1794-10

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NORTH CITY REDEVELOPMENT | PROPOSED CAR RETAIL CONCEPT - SITE LAYOUT PLAN

345 SCARBOROUGH BEACH ROAD, OSBORNE PARK | DRAWN BY: APE | 1:200 @ B1 | ISSUED FOR APPROVALS

4 2 0 4 8 12 Metres
SCALE 1 : 200

NORTH

A01
REV : C
22/10/2020
2020 NORTH CITY - SITE PLAN_OPTION 7

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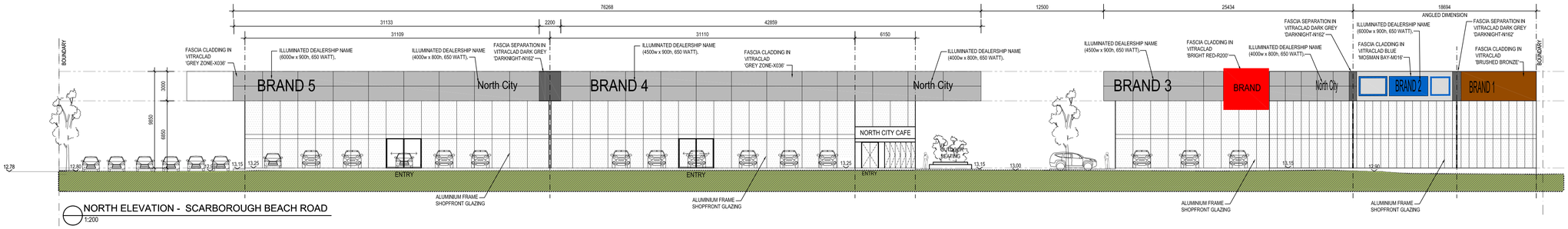
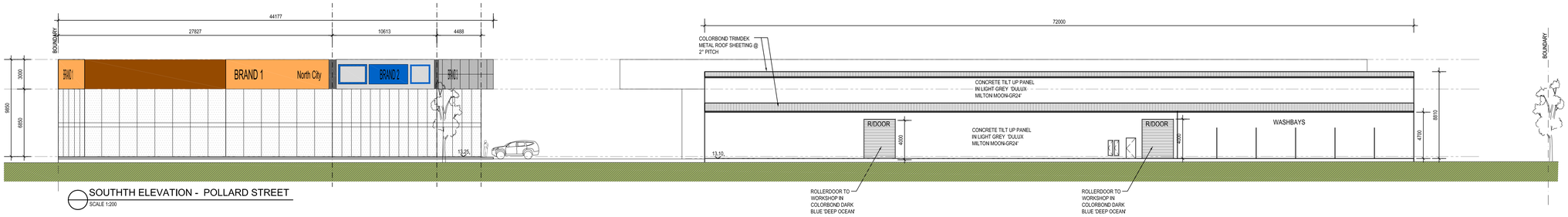
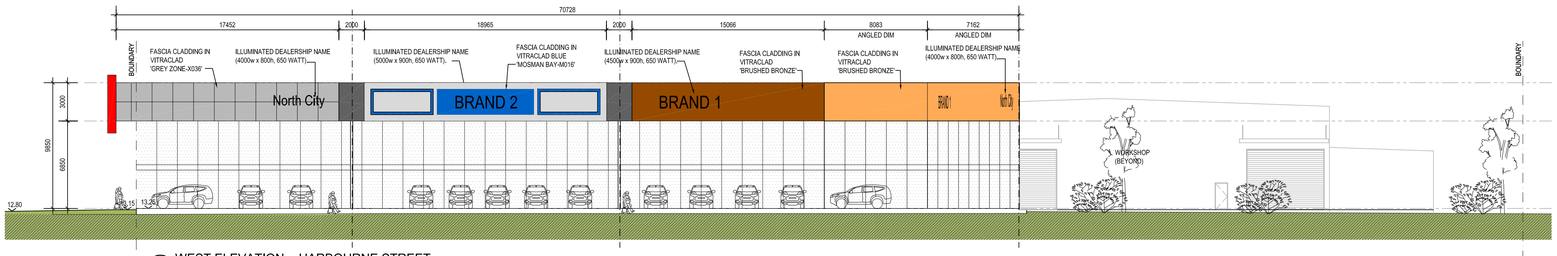


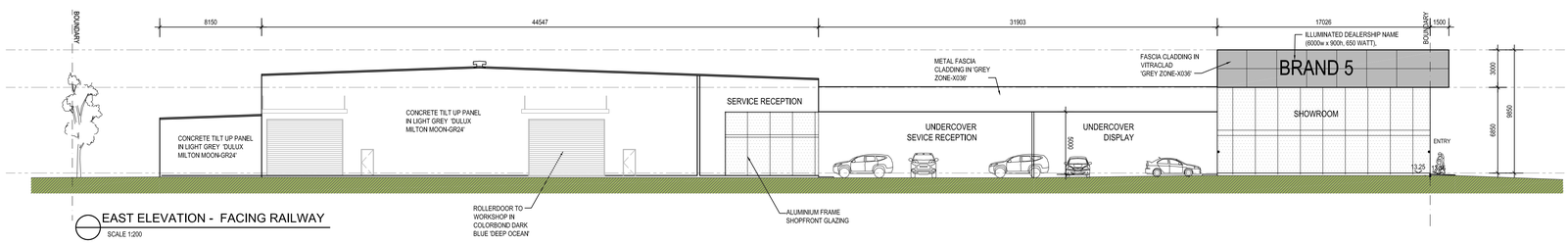
NORTH ELEVATION - SCARBOROUGH BEACH ROAD
1:200



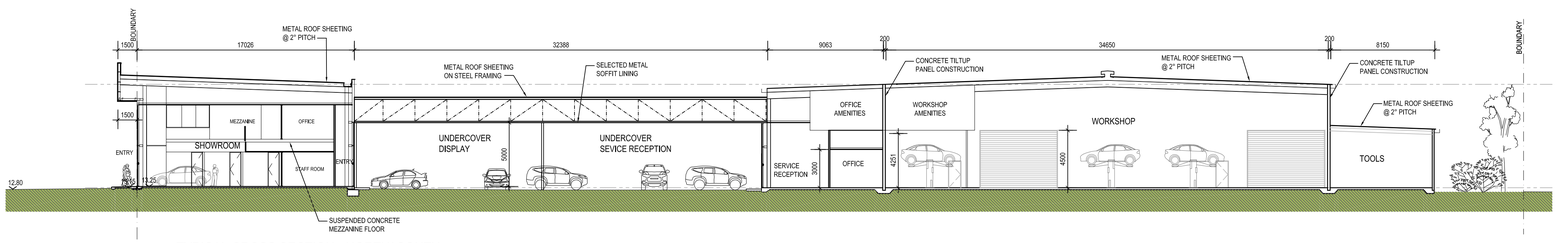
SOUTHTH ELEVATION - POLLARD STREET
SCALE 1:200



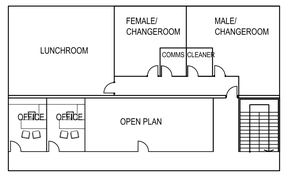
WEST ELEVATION - HARBOURNE STREET
SCALE 1:200



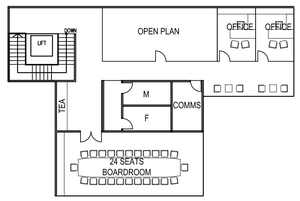
EAST ELEVATION - FACING RAILWAY
SCALE 1:200



TYPICAL CROSS SECTION - NORTH/ SOUTH
SCALE 1:200



SERVICE RECEPTION MEZZANINE LEVEL
1:200



DEALERSHIP MEZZANINE LEVEL
1:200

DEVELOPMENT ASSESSMENT PANEL
APPROVED
28-Jan-2021

DEPARTMENT OF PLANNING, LANDS AND HERITAGE
DATE 10-Nov-2020
FILE 20-1794-10

4 2 0 4 8 12 Metres
SCALE 1 : 200

NORTH

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NORTH CITY REDEVELOPMENT | PROPOSED CAR RETAIL CONCEPT - MEZZANINE PLAN, ELEVATIONS / SECTION

345 SCARBOROUGH BEACH ROAD, OSBORNE PARK | DRAWN BY: APE | 1:200 @ B1 | ISSUED FOR APPROVALS

A02
REV : C
18/09/2020
2020 NORTH CITY - ELEVATIONS_OPTION7

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Metro-Inner North Joint Development Assessment Panel Minutes

Meeting Date and Time: Thursday, 23 February 2023; 9.30am
Meeting Number: MINJDAP/173
Meeting Venue: Electronic Means

This DAP meeting was conducted by electronic means (Zoom) open to the public rather than requiring attendance in person

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3. Members on Leave of Absence 3
4. Noting of Minutes 3
5. Declaration of Due Consideration 3
6. Disclosure of Interests 3
7. Deputations and Presentations 3
8. Form 1 – Responsible Authority Reports – DAP Applications 4
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9. Form 2 – Responsible Authority Reports – DAP Amendment or Cancellation of Approval 5
Nil 5
10. State Administrative Tribunal Applications and Supreme Court Appeals 6
11. General Business 7
12. Meeting Closure 7

Attendance

DAP Members

Ms Francesca Lefante (Presiding Member)
Ms Lee O'Donohue (Deputy Presiding Member)
Mr John Syme (Third Specialist Member)
Cr Suzanne Migdale (Local Government Member, City of Stirling)
Cr Elizabeth Re (Local Government Member, City of Stirling)

Officers in attendance

Mr Dean Williams (City of Stirling)
Ms Karina Bowater (City of Stirling)
Ms Amanda Sheers (City of Stirling)
Mr Blake Dickson (City of Stirling)
Mr Damian Pajagic (City of Stirling

Minute Secretary

Ms Ashlee Kelly (DAP Secretariat)

Applicants and Submitters

Mr Joshua Carmody (Planning Solutions)
Mr Jozef Ewing (Planning Solutions)
Mr Jarrad Nightingale (Meyer Shircore Architects)
Mr Scott Lambie (Stantec)
Mr John McKinlay (Honda North)

Members of the Public / Media

Mr Chris Tan from PerthNow was in attendance.

1. Opening of Meeting, Welcome and Acknowledgement

The Presiding Member declared the meeting open at 9.30am on 23 February 2023 and acknowledged the traditional owners and paid respect to Elders past and present of the land on which the meeting was being held.

The Presiding Member announced the meeting would be run in accordance with the DAP Standing Orders 2020 under the *Planning and Development (Development Assessment Panels) Regulations 2011.*

1.1 Announcements by Presiding Member

The Presiding Member advised that in accordance with Section 5.16 of the DAP Standing Orders 2020 which states *'A person must not use any electronic, visual or audio recording device or instrument to record the proceedings of the DAP meeting unless the Presiding Member has given permission to do so.',* the meeting would not be recorded.

This meeting was convened via electronic means (Zoom). Members were reminded to announce their name and title prior to speaking.

2. Apologies

Cr Felicity Farrelly (Local Government Member, City of Stirling)

3. Members on Leave of Absence

Nil

4. Noting of Minutes

DAP members noted that signed minutes of previous meetings are available on the DAP website.

5. Declaration of Due Consideration

The Presiding Member noted that an addendum to the agenda was published to include details of a DAP direction for further information and responsible authority response in relation to Item 8.1, received on 22 February 2023.

All members declared that they had duly considered the documents.

6. Disclosure of Interests

Nil

7. Deputations and Presentations

7.1 Mr Joshua Carmody (Planning Solutions) and Mr Jarrad Nightingale (Meyer Shircore Architects) addressed the DAP in support of the recommendation for the application at Item 8.1 and responded to questions from the panel.

7.2 Mr Scott Lambie (Stantec) addressed the DAP against the recommendation for the application at Item 8.1 and responded to questions from the panel.

7.3 The City of Stirling Officers addressed the DAP in relation to the application at Item 8.1 and responded to questions from the panel.

8. Form 1 – Responsible Authority Reports – DAP Applications

8.1 House Numbers 432, 438 And 440 (Lots 23, 15 And 351) Scarborough Beach Road and House Number 57 (Lot 31) Howe Street, Osborne Park

Development Description:	Additions - Motor Vehicle, Boat or Caravan Sales and Motor Vehicle Repair to existing Automotive Sales
Applicant:	Planning Solutions
Owner:	Carriage Equity Pty Ltd
Responsible Authority:	City of Stirling
DAP File No:	DAP/22/02366

REPORT RECOMMENDATION

Moved by: Cr Suzanne Migdale **Seconded by:** Cr Elizabeth Re

That the Metro Inner-North JDAP resolves to:

Refuse DAP Application reference DAP/22/02366 and accompanying plans (Attachment 1) in accordance with Clause 68 of Schedule 2 (Deemed Provisions) of the *Planning and Development (Local Planning Schemes) Regulations 2015*, and the provisions of the City of Stirling Local Planning Scheme No.3, and pursuant to Clause 24(1) and 26 of the Metropolitan Region Scheme, for Additions – Motor Vehicle, Boat or Caravan Sales and Motor Vehicle Repair to Existing Automotive Sales at Lot 23, 15 and 351 House Numbers 432, 438 and 440 Scarborough Beach Road and Lot 31 House Number 57 Howe Street, Osborne Park, for the following reasons:

a. Pursuant to Schedule 2, Part 9, Clause 67(2)(a) and (b) of the *Planning and Development (Local Planning Schemes) Regulations 2015*, the development does not satisfy the objectives of the Development zone or future Mixed Use zone as per City of Stirling Local Planning Scheme No. 3 as the development does not achieve an active building edge to Scarborough Beach Road consistent with provisions of the Herdsman Glendalough Local Development Plan.

b. Pursuant to Schedule 2, Part 9, Clause 67(2)(g) and (p) of the *Planning and* Development *(Local Planning Schemes) Regulations 2015,* the proposed landscaping is insufficient and has not been appropriately designed to provide for the establishment and viability of trees or to positively contribute to the area.

c. Pursuant to Schedule 2, Part 9, Clause 67(2)(h), (m) and (n)(ii) of the *Planning and Development (Local Planning Schemes) Regulations 2015,* the development does not satisfy the provisions of the Herdsman Glendalough Local Development Plan which requires an active building edge to Scarborough Beach Road with the proposed interface being detrimental to the desired future character of the locality, as the setback of the building to Scarborough Beach Road and demo vehicle car parking in front of the building does not provide for a pedestrian friendly and vibrant streetscape.

PROCEDURAL MOTION

Moved by: Ms Francesca Lefante **Seconded by:** Ms Lee O'Donohue

That the consideration of DAP Application DAP/22/02366 be deferred up to 60 days being on or before 24 April 2023, in accordance with section 5.10.1a of the DAP Standing Orders 2020, for the following reasons:

To allow further information to be provided on the following matters:

- Vehicle loading and site servicing including transports trucks.
- Safety and impact on road use and road function
- Frequency and timeframes associate and site servicing and vehicle transportation loading.
- Management plans or mitigation actions associated with the proposal servicing and loading activities.

The Procedural Motion was put and CARRIED (4/1).

For: Ms Francesca Lefante
Ms Lee O'Donohue
Mr John Syme
Cr Elizabeth Re

Against: Cr Suzanne Migdale

REASON: The Panel was advised during presentations that the site use and operation requires car transportation delivery vehicles, up to 19 m in length, to the site. Information provided at the meeting included that this aspect is an important and crucial part of the use proposed and site operations. Various concerns were raised regarding the location, road usage and safety. Insufficient information is provided to make an informed determination, and accordingly the proposal was deferred from further information on various elements of the proposal in relation to the above.

9. Form 2 – Responsible Authority Reports – DAP Amendment or Cancellation of Approval

Nil

10. State Administrative Tribunal Applications and Supreme Court Appeals

The Presiding Member noted the following SAT Applications –

Current SAT Applications				
File No. & SAT DR No.	**LG Name**	**Property Location**	**Application Description**	**Date Lodged**
DAP/21/02136 DR60/2022	City of Nedlands	No. 43 Esplanade, Nedlands	Proposed Mixed Use Development - One consulting room and three multiple dwellings	01/04/2022
DAP/20/01770 DR140/2022	City of Nedlands	97 (Lots 1-4) and 105 (Lot 500) Stirling Highway, Nedlands	Mixed use development comprising of basement car parking, restaurants, offices, motor vehicle sales and multiple dwellings.	23/08/2022
DAP/22/02229 DR172/2022	Town of Cambridge	413 (Lot 11) Vincent Street West, West Leederville	Two-Storey Childcare Centre	04/10/2022
DAP/22/02191 DR192/2022	City of Vincent	No. 391 (Lot: 20) Lord Street, Mount Lawley	Proposed Mixed Use Development	31/10/2022
DAP/22/02276 DR194/2022	Town of Cottesloe	19 Napoleon Street (Lot 20) Cottesloe (Also Known As 19 & 21 Napoleon Street)	Four-Storey Office Building with Rooftop Terrace, and Change of Use of Existing Ground Floor Buildings To 'Restaurant and Small Bar)	04/11/2022
DAP/22/02219	City of Bayswater	589-591 (Lot 160-161) Morley Drive, Morley	Proposed Childcare Centre	14/09/2022
DAP/22/02218	City of Subiaco	No. 414 (Lot 27) Rokeby Road, Subiaco	Demolition Of Existing Building and Construction of a Six Storey Mixed Use Development (Ten Multiple Dwellings and Three Office Tenancies)	07/12/2022

Current SAT Applications				
File No. & SAT DR No.	**LG Name**	**Property Location**	**Application Description**	**Date Lodged**
DAP/22/02303	City of Vincent	Nos. 103 (Lot: 278) Alma Road & 367-373 (Lots 273-277) Fitzgerald Street, North Perth	Proposed Mixed Use Development	31/10/2023

11. General Business

The Presiding Member announced that in accordance with Section 7.3 of the DAP Standing Orders 2020 only the Presiding Member may publicly comment on the operations or determinations of a DAP and other DAP members should not be approached to make comment.

12. Meeting Closure

There being no further business, the Presiding Member declared the meeting closed at 11.17am.