

SUMMARY OF SUBMISSIONS

PA24/169 – Lot 10, 777 South Western Highway, Byford - MODAP - Self Storage Facility

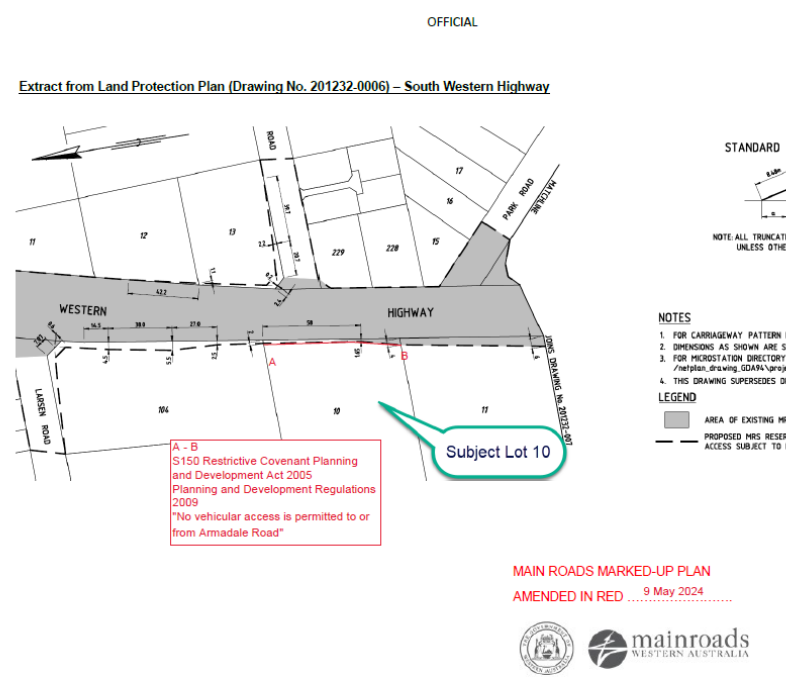
Submitter	No	Submitter Comments	Applicant Response	Officer Comment
Main Roads		<p>In response to correspondence received on 2 April 2024 please be advised Main Roads has no objections subject to the following conditions being imposed:</p> <p><u>Conditions</u></p> <ol style="list-style-type: none"> 1. Prior to the issue of building approval, George Street must be constructed enable access the subject lot. George Street shall be constructed to the Shire's requirements. <p><u>Justification for Condition</u></p> <ol style="list-style-type: none"> 2. No vehicular access to South West Highway is approved. Gates and crossover must be deleted from the approved plans (see marked up red plans for details). <p><u>Justification for Condition</u></p> <p>Temporary access to/from South Western Highway is not supported due to public safety and the development is the nexus for the road works to be completed.</p> <ol style="list-style-type: none"> 3. No part of the development, other than approved landscaping is to be located within the proposed land requirement for South Western Highway as detailed in the attached Land Protection Plan 201232-0006 (extract). The Fire Pump & Tank, Bio Retention and any associated infrastructure services as depicted in the Stormwater Management Plan (23-11-135/400), dated February 2024 is to be removed from the future road reserve. See marked up red plans for details. <p><u>Justification for Condition</u></p>	No response provided.	Noted. See Government Agency Section of Report.

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		<p>No form of the development should encroach upon the identified land requirement.</p> <p>4. Prior to the issue of a Building Permit, the redundant vehicle crossovers to South Western Highway are to be removed and kerbing, verge, and footpath (where relevant) reinstated with grass or landscaping to the satisfaction and specifications of the Shire.</p> <p><u>Justification for Condition</u></p> <p>Public safety</p> <p>5. Stormwater shall not be discharged to the South Western Highway Road Reserve</p> <p><u>Justification for Condition</u></p> <p>Public safety and protection of the Primary Regional Road Reservation.</p> <p><u>Advice</u></p> <p>a. The applicant is required to submit an Application form to undertake works within the road reserve prior to undertaking any works within the road reserve. Application forms and supporting information about the procedure can be found on the Main Roads website > Technical & Commercial > Working on Roads.</p> <p>Should the Shire disagree with the above conditions or require further information please do not hesitate to contact Saikat Mitra on (08) 9323 4484.</p> <p>Please ensure a copy of the Shire's final determination is sent to planninginfo@mainroads.wa.gov.au</p>		

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		<p align="center">OFFICIAL</p> <p align="center"><u>Extract from Land Protection Plan (Drawing No. 201232-0006) – South Western Highway</u></p> 		
PTA		<p>Thank you for providing the Public Transport Authority (PTA) the opportunity to respond to the following application:</p> <p><u>PA24/169 – Lot 10, 777 South Western Highway, Byford - MODAP Application – Proposed Self Storage Facility</u></p> <p>Please find the following conditions and advice</p> <p>Conditions</p> <ol style="list-style-type: none"> 1. Prior to building permit the development plans must be amended to address the MetCONNx FDD-1 design for George Street <i>Justification for condition</i> – Condition is to 	<p>Noted.</p> <p>As discussed with the Shire during on-going engagement, we attempted to liaise with Metronet/PTA to obtain draft drawings for the George Street during the preparation of plans. These were not provided.</p>	<p>Noted. See Government Agency Section of Report.</p>

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		<p>ensure that the development does not conflict with the Byford Rail Extension Project</p> <ol style="list-style-type: none"> 2. Stormwater must be contained within the development site no spillage or discharge is permitted into the PTA rail corridor. <i>Justification for Condition</i> – Protect the function of the railway. 3. Prior to building permit the Stormwater Management Plan titled <i>777 South Western Highway, Byford Stormwater Management Plan</i>, Revision A, dated 26/02/2024, and prepared by Porter Consulting Engineers must be amended, to the satisfaction of the PTA, to address that the Byford Rail Extension project road drainage infrastructure along George St has been designed to cater for the stormwater management of the road reserve, not to facilitate for additional flows from the subject lot for offset stormwater management. Any upgrades/works required as a result of the amended stormwater plan are not at the expense of the PTA. 4. Prior to building permit the Transport Impact Statement titled <i>Proposed Self-Storage Warehouse Facility</i>, Revision r01a, dated 08/03/2024, and prepared by Transcore must be amended to address the following to the satisfaction of the PTA. <ol style="list-style-type: none"> a. Consider parallel parking along George St and potential conflicts with relocation of crossovers for service vehicle access to George St in lieu of South-Western Hwy. b. The traffic impact assessment nominates George St operating under a default speed limit (50km/h), whereas BRE design will be posted at 40km/h, with 20km/h speed humps. 	<p>Accordingly, the development plans were prepared as lodged. The proposed location of the crossovers provide the most efficient and optimal ingress/egress and internal manoeuvrability, noting the topography of the site (the finished floor level sits below George Street), and the removal of the South Western Highway crossover.</p> <p>Noting the George Street working drawings are in draft form and have not been advertised for public comment, it is considered unreasonable to expect the plans be amended to accommodate the proposed parallel parking bays. Should Metronet have liaised with us during the preparation of the plans, this could have been accommodated.</p> <p>For the reasons as outlined above, it is not proposed to amend the development plans. We would be pleased to work with Metronet to assist in the amendment of their working drawings to shift the parallel bays south, avoiding the northern crossover.</p>	

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		<p>5. Interfacing of construction works will be required so that the developer works around our Shire's approved construction staging.</p> <p>6. Prior to building permit the applicant/owner must obtain approval from the PTA for works in and around the operating railway reserve in accordance with the PTA 8810-450-003 – <i>Procedure – Working in and around the PTA Rail Corridor, Assets, and Infrastructure</i>. To the satisfaction of the PTA.</p> <p>Advice</p> <ol style="list-style-type: none"> 1. Regarding condition 1, the MetCONNx FDD-1 design for George St can be obtained through the OMTID Byford Rail Extension project team. 2. Regarding Condition 6, the applicant/owner also required to submit an application to undertake works within the PTA Protection Zone prior to any works commencing. Prior to construction phase, PTA would require Issue for Construction (IFC) drawings to be submitted for review. Essentially, if tower crane would be utilised, please submit specs & location of crane. Information about the procedure and required documentation for assessment can be found in the PTA's 8810-450-003– <i>Procedure</i>. The application must be submitted a minimum of 2 to 3 months prior to the commencement of any works. Please email the application to PTAThirdPartyAccess@pta.wa.gov.au. All PTA Specifications, Procedures and Guidelines most recent versions can be obtained on the PTA Vendor Portal https://www.pta.wa.gov.au/vendor/ 3. Works that fall outside of the site footprint will need to be coordinated for potential effects to the rail. E.g., utilities 		

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		<ol style="list-style-type: none"> 1. Late night noise from the 24hr access (traffic, people loading and unloading). 2. Late night noise from security alarms (have lived near commercial premise before). 3. Building design and colour palette does not fit with the aesthetic of the area. 4. 4. The proposal site would be better suited to commercial retail rather than commercial industrial, being so close to residential. " 	<p>purpose of storing personal goods and belongings. Once customers store their items in the storage units, they will unlikely access the facility often. Only a handful of customers are expected to access the facility at any one time. During the nighttime period, it is anticipated only around 1-2 customers (if any at all) will access the storage units per night.</p> <p>The facility is not anticipated to emit any excessive noise due to nature of the services provided by the self-storage facility. Additionally, the residential area to the east is separated from the subject site with South Western Highway and a row of self-storage units, which would both effectively mask any noise emitted from the development.</p> <ol style="list-style-type: none"> 2. Any security alarms implemented into the development will be installed and operated in accordance with the relevant standards. 3. The colour palette for the proposed self-storage facility has been selected to suit the tenant's branding and imagery and is considered more than suitable for a commercial development. 	<p>The Shire will recommend a Noise Management Plan is provided and executed prior to the occupation of the development to ensure any patrons accessing the site outside of daytime hours does not cause undue noise onto the surrounding premises.</p> <p>The proposed building design has been assessed in accordance with SPP7.0 and is considered to meet the intent of the Service Commercial zone. The site falls outside of the Byford Town Centre and is considered to provide transitional development in lieu of tailored design.</p>

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			<p>Amended plans have been submitted to the Shire to improve the design and articulation of the building, and include the following modifications:</p> <ul style="list-style-type: none"> • Variation of paint tone, creating an alternating pattern. • Removal of the central roof. • Varying the panel distance, including introducing two 'drops', splitting the development horizontally and creating the impression of depth, as requested. • Introduction of aluminium louvers. <p>4. The proposed self-storage facility is best classified as Warehouse /Storage' land use under the Shire's Local Planning Scheme No. 3 (LPS3), which a 'P' (permitted) use in the Service Commercial zone.</p> <p>This means the use is permitted as of right. The land use permissibility and Service Commercial zoning under LPS3 clearly supports the suitability of the proposed use on the subject site.</p>	

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A401772		<p>I believe we already have one self storage in Byford, on the same road may I add. This will ruin the aesthetics of the area.</p> <p>We live in Byford, not Welshpool. "</p>	<p>The number of existing self storage developments is not a valid planning consideration.</p>	<p>Noted.</p> <p>The number of facilities is not a matter to be considered under Clause 67 of the Planning and Development Regulations.</p> <p>See Traffic.</p>
A401772		<p>I believe this ruins the aesthetics of the area.</p> <p>I do not want this. I am sick of everyone trying to turn this rural style town in to an urban nightmare.</p>	<p>Amended plans have been submitted to the Shire to improve the design and articulation of the building, and include the following modifications:</p> <ul style="list-style-type: none"> • Variation of paint tone, creating an alternating pattern. • Removal of the central roof. • Varying the panel distance, including introducing two 'drops', splitting the development horizontally and creating the impression of depth, as requested. • Introduction of aluminium louvers. <p>This has resulted in substantially improved design outcomes for the self storage facility.</p> <p>Additionally, the design of the proposed self-storage facility is appropriate in the future commercial</p>	<p>Noted.</p> <p>The proposed building design has been assessed in accordance with SPP7.0 and is considered to meet the intent of the Service Commercial zone. The site falls outside of the Byford Town Centre and is considered to provide transitional development in lieu of tailored design.</p>

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			<p>context of the immediate area, with particular consideration to the proposed commercial development under assessment by the Shire for the adjoining land to the north at Lot 104 (3) Larsen Road, Byford. It is understood this proposed development currently includes a vehicle service centre, car wash, service station and two fast food outlets.</p> <p>The proposed self-storage facility is best classified as 'Warehouse /Storage' land use under the Shire's <i>Local Planning Scheme No. 3</i> (LPS3), which a 'P' (permitted) use in the Service Commercial zone. This means the use is permitted as of right. The land use permissibility and Service Commercial zoning under LPS3 clearly supports the suitability of the proposed use on the subject site.</p>	
		Eye sore, increased traffic, higher crime rate.	<p>Amended plans have been submitted to the Shire to improve the design and articulation of the building, and include the following modifications:</p> <ul style="list-style-type: none"> • Variation of paint tone, creating an alternating pattern. • Removal of the central roof. 	The proposed building design has been assessed in accordance with SPP7.0 and is considered to meet the intent of the Service Commercial zone. The site falls outside of the Byford Town Centre and is

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			<ul style="list-style-type: none"> • Varying the panel distance, including introducing two ‘drops’, splitting the development horizontally and creating the impression of depth, as requested. • Introduction of aluminium louvers. <p>This has resulted in substantially improved design outcomes for the self storage facility.</p> <p>The design of the proposed self-storage facility is appropriate in the future commercial context of the immediate area, with particular consideration to the proposed commercial development under assessment by the Shire for the adjoining land to the north at Lot 104 (3) Larsen Road, Byford. It is understood this proposed development currently includes a vehicle service centre, car wash, service station and two fast food outlets.</p> <p>The proposed self-storage facility is supported by a Transport Impact Statement (TIS) prepared by suitably qualified traffic engineers. The TIS confirms the proposed facility will not generate enough traffic to have any</p>	<p>considered to provide transitional development in lieu of tailored design.</p>

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			<p>adverse on the surrounding road network.</p> <p>It is considered the 24-hour operation will provide a level of passive surveillance for the surrounding area during all hours, which can have positive social impacts. The 24-hour operation will enhance passive surveillance of the subject site and surrounding public realm both at day and night, assisting with the prevention and control of any anti-social behaviour.</p>	
A401787		<p>Privacy, noise, security. A 3 storey building right in front of our house. Who is the owner of that development? Not someone who lives in Alexander Road, that's for sure!</p> <p>We don't need another storage facility there is one already in Byford. Who's idea was this?</p> <p>How many people will be employed? But why should we complain, the decision has already been made. SJ Shire should think about attracting other type of businesses than storage, fast food, cars and concrete.</p> <p>Enough said.</p>	<p>The proposed facility offers self-storage services to the public for the purpose of storing personal goods and belongings. Once customers store their items in the storage units, they will unlikely access the facility often. Only a handful of customers are expected to access the facility at any one time.</p> <p>The facility is not anticipated to emit any excessive noise due to nature of the services provided by the self-storage facility.</p> <p>Additionally, the residential area to the east is separated from the subject site with South Western Highway and a row of self-storage units, which</p>	<p>Noted.</p> <p>The proposed building design has been assessed in accordance with SPP7.0 and is considered to meet the intent of the Service Commercial zone. The site falls outside of the Byford Town Centre and is considered to provide transitional development in lieu of tailored design.</p>

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			<p>would both effectively mask any noise emitted from the development.</p> <p>It is considered the 24-hour operation will provide a level of passive surveillance for the surrounding area during all hours, which can have positive social impacts. The 24-hour operation will enhance passive surveillance of the subject site and surrounding public realm both at day and night, assisting with the prevention and control of any anti-social behaviour.</p> <p>The proposed development is only three-storeys in height, which is not considered excessive in contact of the one to two storey residential area to the east, separated by South Western Highway.</p> <p>Amended plans have been submitted to the Shire reducing the overall height of the self-storage facility from 11.5m to 10.6m.</p> <p>Further, it is understood the Shire is also assessing an application for commercial development on the adjoining land to the north at Lot 104 (3) Larsen Road, Byford, which is approximately 1-2 storeys in overall height. In this development, the proposed vehicle service centre is</p>	

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			<p>7.8m in height. The proposed self-storage facility is only 2.8m taller and the height proposed is considered more than appropriate in its commercial land use context.</p> <p>The proponent of the development has thoroughly investigated the need for self-storage within the locality, otherwise the proposed development would not be economically viable. The perceived oversupply or need for self-storage, and/or the threat of competition to existing businesses is not a relevant planning consideration.</p> <p>The self-storage facility will be staffed by no more than two people.</p>	
A307003		<p>What an absolute eye sore.</p> <p>You're basically considering boxing the suburb in between two storage units. One at one entry point on south western highway and another at the other end. One is enough on the outer edge of town which we already have.</p> <p>We aren't an industrial town. Access points on George St is pushing traffic down towards the new train station which is already going to be busy. What happened to trying to keep the country hill side living vibe to Byford?</p>	<p>Amended plans have been submitted to the Shire to improve the design and articulation of the building, and include the following modifications:</p> <ul style="list-style-type: none"> • Variation of paint tone, creating an alternating pattern. • Removal of the central roof. • Varying the panel distance, including introducing two 'drops', splitting the development horizontally and creating the impression of depth, as requested. 	<p>Noted.</p> <p>The proposed building design has been assessed in accordance with SPP7.0 and is considered to meet the intent of the Service Commercial zone. The site falls outside of the Byford Town Centre and is considered to provide transitional development in lieu of tailored design.</p>

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			<ul style="list-style-type: none"> • Introduction of aluminium louvers. <p>This has resulted in substantially improved design outcomes for the self storage facility.</p> <p>The design of the proposed self-storage facility is appropriate in the future commercial context of the immediate area, with particular consideration to the proposed commercial development under assessment by the Shire for the adjoining land to the north at Lot 104 (3) Larsen Road, Byford. It is understood this proposed development currently includes a vehicle service centre, car wash, service station and two fast food outlets.</p> <p>The proposed self-storage facility is best classified as 'Warehouse /Storage' land use under the Shire's Local Planning Scheme No. 3 (LPS3), which a 'P' (permitted) use in the Service Commercial zone. This means the use is permitted as of right.</p>	