

10.1.3 - Proposed Warehouse – Lot 128 South Western Highway, Byford (PA18/796)	
Responsible Officer:	Manager Statutory Planning and Development
Senior Officer/s:	Director Development Services
Disclosure of Officers Interest:	No Officer involved in the preparation of this report has an interest to declare in accordance with the provisions of the <i>Local Government Act 1995</i> .

Authority / Discretion

Quasi-Judicial	When Council determines an application/matter that directly affect a person's right and interests. The judicial character arises from the obligation to abide by the principles of natural justice. Examples of quasi-judicial authority include local planning applications, building licences, applications for other permits/licences (eg under Health Act, Dog Act or Local Laws) and other decisions that may be appealable to the State Administrative Tribunal.
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Proponent:	Urbanism
Owner:	Auswide International Investments (Cardup) Pty Ltd
Date of Receipt:	11 September 2018
Lot Area:	37,614m ²
Town Planning Scheme No 2 Zoning:	'Urban Development'
Metropolitan Region Scheme Zoning:	'Urban'

Report Purpose

The purpose of this report is for Council to consider a development application for a Warehouse at Lot 128 South Western Highway, Byford. The proposed development would be the first to be commenced within the Local Structure Plan area and is presented to Council for determination due to objections received during the consultation period. It is a visually prominent gateway entry site to the town of Byford, from the south. In accordance with delegation 12.1.1, Officers do not have delegation to determine application where objections have been received.

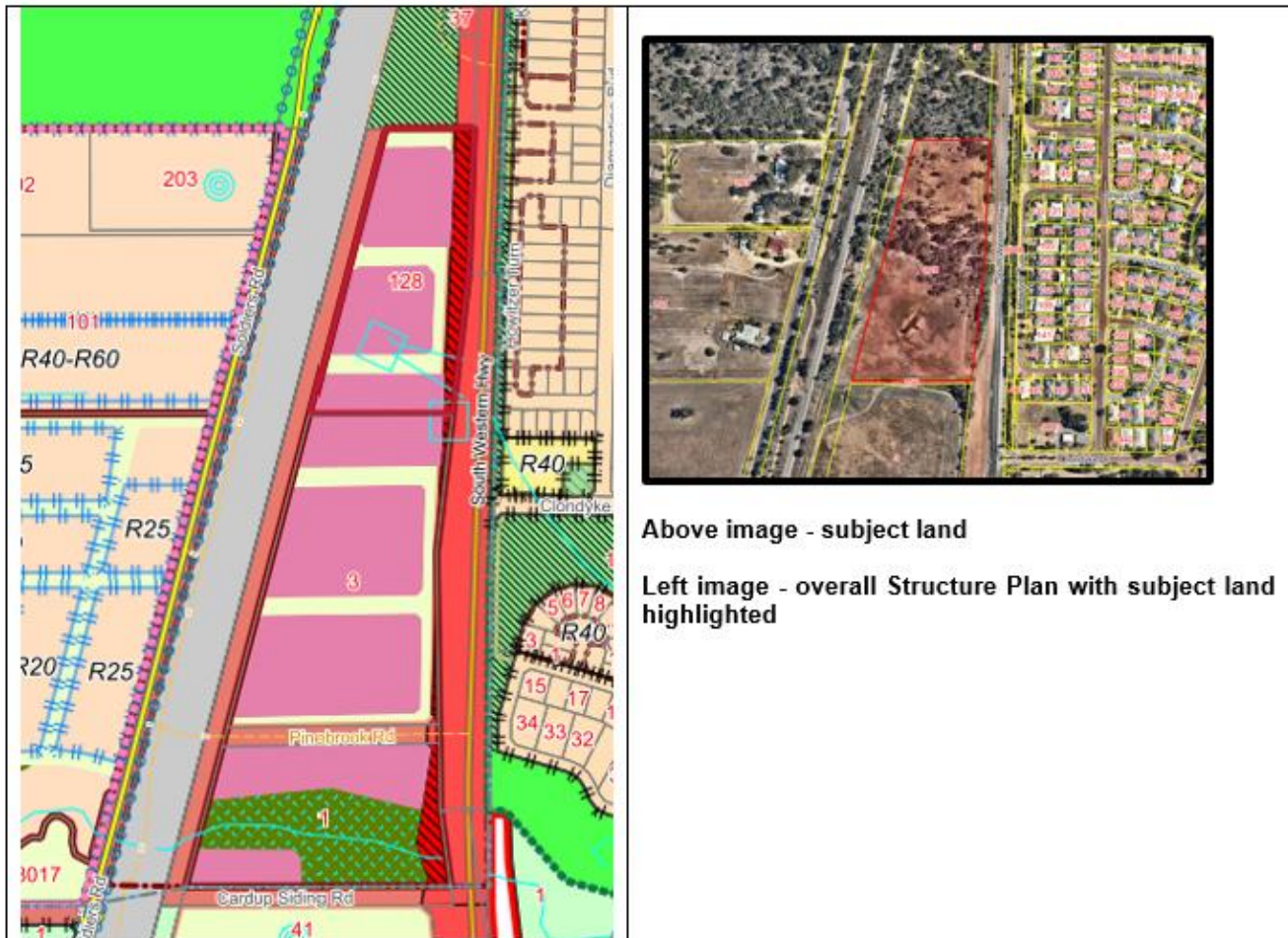
Officers support the proposed development subject to conditions to address issues of design and edge treatments, and recommend Council approves the application subject to conditions.

Relevant Previous Decisions of Council

There is no previous Council decision relating to this application.

Background

The proposed development would be the first within the Local Structure Plan area. This Structure Plan extends north from Cardup Siding Road to the existing 'Reserved' bushland area. The subject land represents the northern extent of the Structure Plan area. The proposal relates to a Warehouse, located at the northern most extent of Lot 128 South Western Highway. The site is currently undeveloped and features sparse vegetation.

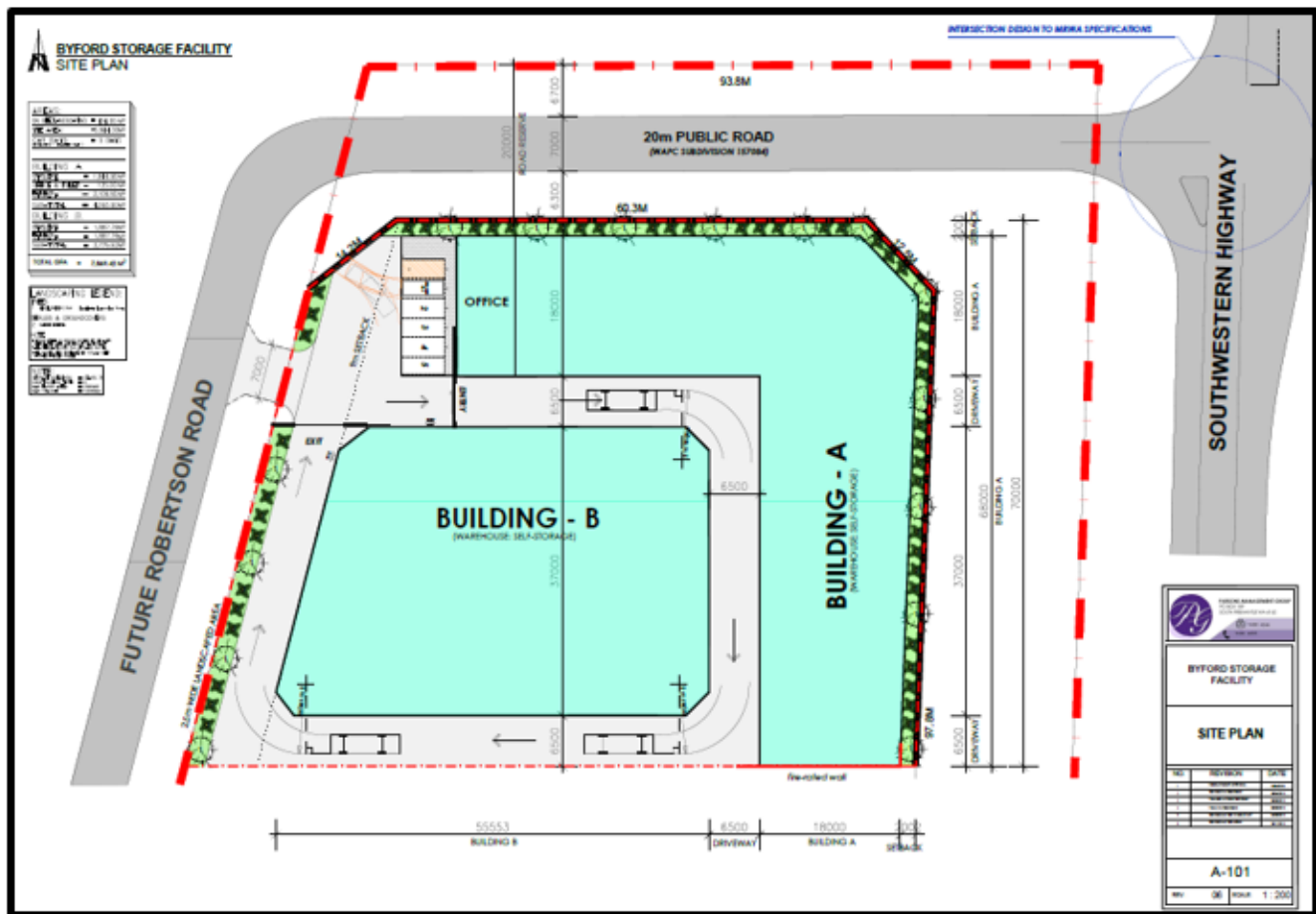


Above image - subject land

Left image - overall Structure Plan with subject land highlighted

The proposed development consists of the construction of a public road to the north extending into the unconstructed Robertson Road Reserve and the erection of two buildings that will provide rentable storage rooms

The proposal also includes an administration/reception area at the entry point to the site. The details of the proposed development can be viewed within **attachment 1** to this report, with the Site Plan extracted below.



Site Plan

Community / Stakeholder Consultation

Advertising was carried out for a period of 21 days, from 3 December 2019 – 24 December 2019, whereby 4 submissions were received, which have been summarised in **attachment 2** to this report.

The submissions contain objection to the proposal in relation to the following:

- Traffic volumes;
- Visual impact;
- Whether there is a need for this type of development; and
- Whether the land use should be relocated into an existing industrial park.

The content of the submissions have been considered in detail within the Planning Assessment section of this report.

The application was also referred to Main Roads WA (Main Roads), due to the location of the proposed development adjacent to a Primary Regional Road (South Western Highway), which the development would take access from. Initially, Main Roads objected to the proposed development raising concerns about a lack of traffic information and proximity of the access point to the intersection with South Western Highway. The applicant subsequently revised the plans and provided additional traffic assessment, which has satisfied Main Roads concerns and a letter of no objections has been received. Main Roads' submission can be viewed in **attachment 3** to this report.

Statutory Environment

Legislation

- *Planning and Development (Local Planning Schemes) Regulations 2015*
- Town Planning Scheme No. 2
- Metropolitan Region Scheme

State Government Framework

- Draft South Metropolitan Peel Sub-Regional Framework Towards Perth and Peel 3.5 Million
- State Planning Policy 3.7 – Planning in Bushfire Prone Areas
- State Planning Policy 7.0 – Design of the Built Environment

Local Planning Framework

- Lots, 1, 3 & 128 South Western Highway Local Structure Plan
- Local Planning Policy 4.11 – Advertising Policy
- Local Planning Policy 4.13 – Revegetation Policy

Planning Assessment

The planning assessment has been undertaken in accordance with section 67 of the Planning and Development Regulations 2015 and the Scheme, and can be viewed as part of **attachment 4** to this report.

Land Use:

The proposed development is intended to be used for the storage of goods for customers renting/hiring storage units. This is considered to best fit within the land use definition of a 'Warehouse', defined under TPS2 as:

'Warehouse – *means land and buildings wherein goods are stored and may be offered for sale by wholesale.*'

The proposal does not involve the offering of goods stored by wholesale; however, the definition is not worded to require this to be undertaken in order for development to meet the definition. As the proposal has been assessed on the basis of there being no wholesale, a condition would be imposed prohibiting the sale of goods by wholesale. This is an important element given warehousing for sale would include additional traffic than has been assessed as part of self-storage warehousing.

Within the 'Mixed Business' land category, as designated under the Structure Plan, a 'Warehouse' land use would be a 'P' use. While the land is zoned 'Urban Development,' the Structure Plan designation must be given due regard and in this respect provides a land use category of 'Mixed Business' – where warehousing is an expected and permitted use.

Officers consider the proposed land use is consistent with the intended use of land within the Structure Plan.

In terms of the Shire's Draft Local Planning Scheme No. 3, the land is proposed to be zoned 'Service Commercial' which has an objective to:

- *accommodate commercial activities which, because of the nature of the business, require good vehicular access and/or large sites and;*
- *provide for a range of wholesale sales, showrooms, trade and services which, by reason of their scale, character, operational or land requirements, are not generally appropriate in, or cannot conveniently or economically be accommodated in, the central area, shops and offices or industrial zones.*

In the 'Service Commercial' zone, a 'Warehouse/Storage' is also a permitted and intended use.

Submissions received during consultation raised concern about the appropriateness of the proposed land use are not reflective of the current and future designation as provided by the planning framework. The use is appropriate for the land. Assessment is thus focussed on ensuring the physical works and design of the proposal reflects an acceptable development outcome.

Lots 1, 3 & 128 South Western Highway Local Structure Plan:

The subject lot falls within the Lots 1, 3 & 123 South Western Highway Structure Plan. The Structure Plan designates the site as 'Mixed Business' and provides requirements for the development of the area covered. The Structure Plan sets out requirements for Bushfire Management, Design Guidelines, Water Management, and Landscape Management Plans prior to development application. This range of issues are addressed through the following analysis of the proposed development.

State Planning Policy 3.7 – Planning in Bushfire Prone Areas:

The subject site is located within a designated bushfire prone area and subject to the provisions under SPP3.7. The Bushfire Management Plan submitted with the application indicated the development would have a Bushfire Attack Level (BAL) of BAL-29. The Bushfire Management Plan adequately addresses the requirements of SPP3.7 and the associated guidelines and should be imposed as a condition of approval.

External design quality

A key aspect of the development assessment of this proposal is the design outcome, and especially the external presentation of development to its local setting. Both the State and Local Planning Frameworks seek to elevate specific focus on achieving good design outcomes, which is important in a context like Byford where rapid change in the built environment is occurring. Such change needs to be guided in a way which reinforces place based values, especially in the design of external edges and the choices of building materials so that development underpins an intended rural and natural character for Byford.

In respect of the State Planning Framework, State Planning Policy 7.0 (SPP7.0) has been prepared as a State wide planning policy, that exists to elevate the importance of design quality across the whole built environment. Forms of commercial and industrial development, given their location as either integral parts to, or on the edge of, town centres particularly contribute to setting a design keynote that is an important determinant of place. SPP7.0 contains provisions that relate specifically to achieving effective design as follows:

- *New development should integrate into its landscape/townscape setting, reinforcing local distinctiveness and responding sympathetically to local building forms and patterns of development. Building materials, construction techniques and details should, where appropriate, enhance local distinctiveness.*

- *The orientation, proportion, composition, and articulation of built form elements should deliver an outcome that is suited to the purpose, defines the public domain, contributes to the character of adjacent streetscapes and parks, and provides good amenity for people at ground level.*
- *A well-conceived design addresses all scales, from the articulation of building form through to the selection and detailing of materials and building elements, enabling sophisticated, integrated responses to the character of the place.*
- *In assessing design quality, consideration of aesthetics should not be limited to style and appearance; the coherence of the design concept and the cultural relevance of the proposal should also be taken into account.*

These are in turn supported in the Local Planning Framework, where under Clause 67 of the Deemed Provisions of the Scheme, the development assessment is required to have due regard to the following matters:

- *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 amenity of the locality including the following —*
 - o *(i) environmental impacts of the development;*
 - o *(ii) the character of the locality;*
 - o *(iii) social impacts of the development;*

This provides a strong grounding to consider how the design of the development contributes to an effective built form outcome, which sets a positive and intended key note for development as a key entry point in to Byford.

In terms of the design, the proposed development features two large-scale and what are considered to be overly simple buildings measuring 3,871.71m² in area with a height of 6.7m. Given the designation of the land as 'Mixed Business' under the Structure Plan there is an expectation that the built form of development within this estate will be of a two storey scale. This however does not remove the expectation for a visual appealing development, as expected under both the Local and State Planning frameworks, with aesthetic edges especially important to address the primary gateway entrance from the south into Byford.

The façade of the proposed development features three design elements: Shale grey colorbond at ground floor level running vertically, Windspray colorbond at the first floor level running horizontally and extending slightly beyond the footprint of the ground floor, and several Monument colorbond 'fins' extending 800mm above the building line.

This is considered only a limited attempt in creating what should be an aesthetically interesting building form. In terms of urban design, for development along major public road frontages the planning framework will often seek to promote a combination of active and/or aesthetic edges. In the case of a warehouse use however, the ability for activation is often limited given the internalised nature of activity within the vast building structure. Accordingly, it is important that design attempts to create a highly aesthetic edge, as a way to help lessen the bulk and scale of an otherwise plain looking building.

The current elevations are shown below. These are not considered to be an acceptable development form, for a site which is a key gateway entry point to the townsite and visually prominent from South Western Highway.



Elevation Plans

Considering the eastern (South Western Highway) edge, the building will present as a plain 70m rectangular box, with no prominent visual articulation, building depth or architectural treatments. While the Shire acknowledges that a self-storage warehouse has some limited practicalities in respect of aesthetic design, there are a number of recent examples across the Australian and Perth urban contexts, particularly from the national storage brand, that show how design adjustments can achieve a better visual appeal. These are illustrated following, with design notes listed:

National Storage Brand Goldcoast



- Proposed Gold Coast National Storage Brand Building
- Similar edge of centre context to Byford, with important corner elements to address
- Interesting use of pre cast angular concrete panels, exposed framing and glazing
- Colour scheme that creates a modern building look

National Storage Brand - Bundall Road, Bundall, Queensland



- Similar highway commercial context to Byford
- Extensive variation in building form, with distinct components (office, servicing component and warehouse building) coming together in an integrated way which prevents plainness
- Colour scheme that creates a modern building look

Keepsafe Storage Balcatta - 46 Ledger Road, Balcatta



- smaller building, which breaks up the bulk of a 70m long continuous structure
- strong mix of colours and materials
- interesting roof form which crowns the warehouse
- use of vertical colours help to ground the building
- articulation important varies the depth and face of the building

Keepsafe Storage Welshpool – Leach Highway, Welshpool



- compact building which is urban in scale, being on a primary highway route
- strong mix of colours and materials
- integrated depth and variation in building face
- vertical colour elements ground the structure

What this shows is that self-storage warehousing can be improved aesthetically, to ensure that it plays its part in contributing to an attractive place and setting which the Shire seeks to achieve. A condition is recommended that will require the development to be modified as it presents itself to the southeast, east and northeast edges of the site:

Revised plans being submitted to and approved by the Council of the Shire of Serpentine Jarrahdale, prior to the issue of a Building Permit. These revised plans are to demonstrate the following design changes to the satisfaction of Council:

- The south east and north east corners of Building A being replaced with pre cast concrete panels, with such panel cast to provide an angular modern edge which is intermixed with stone, wood and/or recycled brick finishes. This is to wrap at least 10m around the corners of the building;*
- The eastern elevation of Building A being provided with a vertical element of articulation at maximum intervals of 7m. These vertical elements are to be a width of at least 2m, project out from the edge of the building in order to create building depth variation and extend at least 2m above the roof height of the building;*
- The southern elevation of Building B being replaced with pre cast concrete panels, with such panel cast to provide an angular modern edge which is intermixed with stone, wood and/or recycled brick finishes;*
- Signage being integrated with the revised design of the building, and appropriately framed to represent a further design feature for the elevations of both Building A and B.*

In the absence of a revised design, the development is considered to create a substandard planning outcome for the land. It should be noted that this condition recommends Council consider the final elevations, given the importance of the site as a gateway entry in to Byford.

Local Planning Policy 4.11 – Advertising Policy:

The proposed development features branding signage that addresses South Western Highway and two internal roads. This type of signage is subject to assessment under LPP4.11. Consideration has been given as part of this assessment for the Structure Plan designation as 'Mixed Business'.

The proposed signage includes two small brand signs (7.5m²), two large brand signs (13m²), and one large business information sign (34m²). The signage is located on the first floor walls of the proposed development and would all be considered 'Wall Signs' in accordance with LPP4.11.

LPP4.11 limits wall signs to the display of the name, logo or slogan of the business premises only and limits the area of the face of walls signs to 10m². The small branding signs comply with these requirements; however, the large branding sign exceeds the maximum area and the large business information varies both requirements. In this instance, Officer acknowledge that the planning framework envisages specific design guidelines to facilitate development within this estate, to take into account the anticipated bulky nature of development anticipated. Officers however are not satisfied with the design of the building, and by virtue of being integrated in to the building, the signage is not considered acceptable.

To address signage, the broader issue of addressing design will need to also occur first. This is as per the condition discussed above, with signage mentioned in sub point 4 of that condition:

- *Revised plans being submitted to and approved by the Council of the Shire of Serpentine Jarrahdale, prior to the issue of a Building Permit. These revised plans are to demonstrate the following design changes to the satisfaction of Council:*
- *i. The south east and north east corners of Building A being replaced with pre cast concrete panels, with such panel cast to provide an angular modern edge which is intermixed with stone, wood and/or recycled brick finishes. This is to wrap at least 10m around the corners of the building;*
- *ii. The eastern elevation of Building A being provided with a vertical element of articulation at maximum intervals of 7m. These vertical elements are to be a width of at least 2m, project out from the edge of the building in order to create building dept variation and extend at least 2m above the roof height of the building;*
- *iii. The southern elevation of Building B being replaced with pre cast concrete panels, with such panel cast to provide an angular modern edge which is intermixed with stone, wood and/or recycled brick finishes;*
- *iv. Signage being integrated with the revised design of the building, and appropriately framed to represent a further design feature for the elevations of both Building A and B.*

Local Planning Policy 4.13 – Revegetation Policy:

The proposed development will require the removal of a significant area of vegetation at the northern end of the lot. The requirements of LPP4.13 indicate landscaping should be provided to off-set the removal of vegetation. Where possible planting should be local native species to improve biodiversity within the Shire. Officers consider a condition for a Landscaping Management Plan would be sufficient to address the requirements of LPP4.13.

Car Parking:

The proposed development incorporates a total of 35 parking bays, with 5 designated bays and 30 bays within the current road network pattern. The internal access way is one-way only and is 6.5m in width to allow for parallel parking of vehicles within proximity to the storage room access locations. This provides the additional 30 parking bays within the site (based on the parallel parking bay length and width requirements under the Australian standard). This reflects how a development like this works, as customers park and load/unload close to their secured unit.

Under TPS2 a 'Warehouse' land use requires one parking space per 100m² gross leasable area and an 'Office' land use requires one space per 40m² GLA or a minimum of two per office unit. The GLA for the warehouse is 7,734.42m² and would trigger the requirement for 78 parking spaces. The Office is 135m² and features one office unit, which would trigger the requirement for four bays.

The total parking requirement for the proposed development adds up to 82 parking spaces for which the proposed development would be in a 47 bay shortfall.

Under LPS3, the car parking requirements for a 'Warehouse/Storage' land use is one bay per 80m² and the requirement for an 'Office' land use is one bay per 40m². Under the parking provisions of LPS3, the proposed development would require 100 car parking bays and would be in a 65 bay shortfall.

The applicant has provided a traffic and parking demand study with the application that outlines the specific parking and traffic demands generated by the proposed development type, which is specific to a self-storage development in nature. Officers are satisfied that the proposed development, in its nature, generates a relatively low and highly transient volume of traffic and parking demand.

The problem however is that should the development ever seek to transition to an alternative tenancy, in either whole or part of the buildings, there will be insufficient parking in which to accommodate this. To address this issue, a condition is recommended to limit the use of the development to self-storage only. Additionally, the Shire through its new Local Planning Scheme 3 can impose a Restricted Use designation on the land, so that no other use can occur given the issues associated with the low levels of parking provided.

Bicycle Parking:

The Shire's Local Planning Policy 4.15 – Bicycle Facilities Policy does not require any bicycle parking spaces or facilities for 'Warehouse' land uses; however, LPS3 provides bicycle parking requirements for a 'Warehouse/Storage' land use at a rate of one bay per 2,000m². The proposed development covers an area of 7,734.42m² and would trigger the requirements for four bicycle parking bays under LPS3. Officers have recommended a condition of approval requiring the provision of four bicycle parking spaces to meet the future requirement of LPS3.

Traffic:

The proposed development is a type of development that typically generates low levels of vehicle traffic. As the development is designed for the storage of goods and given the location adjacent to a major road, there is an expectation that patrons of the site will arrive by car. The applicant has provided a Traffic Impact Statement, which estimates the development would generate 212 vehicle trips per day, 24 of which would occur during the peak periods.

Given the only access to the site is through South Western Highway, the primary consideration will be ensuring the intersection to South Western Highway is designed to facilitate the volume of traffic expected to be generated, this will ensure the flow of traffic to and from South Western Highway is managed. The intersection design will be subject to Main Roads satisfaction and determined through detailed design. Officers are satisfied that the traffic generated by the proposed development will be managed appropriately and will not detrimentally affect the performance of the surrounding road network.

Robertson Road is also required to be constructed, as a local road, for the full extent of the frontage of the property. This forms a condition of approval.

Options and Implications

Option 1

That council approves the proposed development subject to conditions.

Option 2

The Council refuses the proposed development and provides reasons for the decision.

Option 1 is recommended.

Conclusion

The application seeks approval for a Warehouse, to be used as a self-storage facility. The proposed development needs specific conditions to address issues in respect of design and use, and these form part of the Officer recommendation.

Attachments (available under separate cover)

- **10.1.3 - attachment 1** – Development Plans (IN19/26858)
- **10.1.3 - attachment 2** – Summary of Submissions (E19/16516)
- **10.1.3 - attachment 3** – Main Roads WA Submission (E20/527)
- **10.1.3 – attachment 4** – Technical Assessment (E19/16504)

Alignment with our Strategic Community Plan

Outcome 3.1	A commercially diverse and prosperous economy
Strategy 3.1.1	Actively support new and existing local business within the district.
Outcome 4.2	A strategically focused Council
Strategy 4.2.1	Build and promote strategic relationships in the Shire's interest.

Financial Implications

Nil.

Risk Implications

Risk has been assessed on the basis of the Officer's Recommendation.

Risk	Risk Likelihood (based on history and with existing controls)	Risk Impact / Consequence	Risk Rating (Prior to Treatment or Control)	Principal Risk Theme	Risk Action Plan (Controls or Treatment proposed)
That the application is appealed to the State Administrative Tribunal if the application is refused.	Possible (3)	Minor (2)	Moderate (5-9)	Financial Impact - 2 Minor - \$50,000 - \$250,000	Accept Officer Recommendation

Risk Matrix

Consequence / Likelihood		Consequence				
		Insignificant	Minor	Moderate	Major	Catastrophic
Likelihood		1	2	3	4	5
Almost Certain	5	Medium (5)	High (10)	High (15)	Extreme (20)	Extreme (25)
Likely	4	Low (4)	Medium (8)	High (12)	High (16)	Extreme (20)
Possible	3	Low (3)	Medium (6)	Medium (9)	High (12)	High (15)
Unlikely	2	Low (2)	Low (4)	Medium (6)	Medium (8)	High (10)
Rare	1	Low (1)	Low (2)	Low (3)	Low (4)	Medium (5)

A risk rating of **6** has been determined for this item.

Voting Requirements: Simple Majority

Officer Recommendation

That Council

1. APPROVES the development application for a 'Warehouse (self-storage)' at Lot 128 South Western Highway, Byford, as contained within attachment 1 in accordance with the *Planning and Development (Local Planning Schemes) Regulations 2015* subject to the following conditions:

- a. The development is to be carried out in compliance with the plans and documentation listed below and endorsed with the Shire of Serpentine Jarrahdale stamp, except where amended by other conditions of this consent.

Plans and Specifications	P1 (Development Plans) received at the Shire's Offices on 28 November 2019; and P2 (Bushfire Management Plan) Received at the Shire's Offices on 29 May 2019.
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- b. Revised plans being submitted to and approved by the Council of the Shire of Serpentine Jarrahdale, prior to the issue of a Building Permit. These revised plans are to demonstrate the following design changes to the satisfaction of Council:
- The south east and north east corners of Building A being replaced with pre cast concrete panels, with such panel cast to provide an angular modern edge which is intermixed with stone, wood and/or recycled brick finishes. This is to wrap at least 10m around the corners of the building;
 - The eastern elevation of Building A being provided with a vertical element of articulation at maximum intervals of 7m. These vertical elements are to be a width of at least 2m, project out from the edge of the building in order to create building depth variation and extend at least 2m above the roof height of the building;
 - The southern elevation of Building B being replaced with pre cast concrete panels, with such panel cast to provide an angular modern edge which is intermixed with stone, wood and/or recycled brick finishes;
 - Signage being integrated with the revised design of the building, and appropriately framed to represent a further design feature for the elevations of both Building A and B.
- c. Prior to commencement of works, detailed engineering drawings shall be submitted to and approved by the Shire for the construction of the northern access road and Robertson Road as shown on the approved plans. Robertson Road must be constructed to an appropriate urban standard for the full frontage of the land (including an appropriate fully built temporary cul de sac head at the southern extent of the site), to the satisfaction of the Shire. Once approved, the works shall be undertaken in accordance with the approved plans prior to occupation, to the satisfaction of the Shire of Serpentine Jarrahdale.
- d. Prior to commencement of works, a Stormwater Management Plan shall be submitted to and approved by the Shire. Once approved, the Stormwater Management Plan shall be implemented in its entirety.

- e. Prior to commencement of works, a Landscape Management Plan must be prepared and shall include the following detail to the satisfaction of the Shire of Serpentine Jarrahdale, prior to commencement of site works:
- i. The location, number and type of existing and proposed trees and shrubs, including calculations for the landscaping area;
 - ii. Any lawns to be established;
 - iii. Any natural landscape areas to be retained;
 - iv. Those areas to be reticulated or irrigated; and
 - v. Verge treatments.

The landscaping must be completed prior to the occupation of the development, and must be maintained at all times to the satisfaction of the Shire of Serpentine Jarrahdale.

- f. Prior to occupation, a monetary contribution shall be paid to the Shire for the establishment of public art or, alternatively, the provision of public art shall be provided on-site in accordance with Local Planning Policy 1.6 - Public Art for Major Developments to the satisfaction of the Shire of Serpentine Jarrahdale.
- g. A Dust Management Plan must be prepared in accordance with the Department of Environment and Conservation's guideline for the development and implementation of a dust management program, to the satisfaction of the Shire, prior to commencement of works. All works must be carried out in accordance with the Dust Management Plan, for the duration of the construction period.
- h. The access road must be accessible at all times by customers, through an appropriate access system in order to prevent car parking issues affecting Robertson Road (once built). Details to be submitted with the Building Permit application.
- i. A minimum of four (4) short-term bicycle parking facilities must be designed in accordance with AS2890.3—1993, Parking facilities, Part 3: Bicycle parking facilities, prior to commencement of works. The bicycle parking spaces must be constructed prior to the occupation of the development, and must be retained and maintained in good condition at all times.
- j. The sale by wholesale and distribution of goods from the site is not permitted. The internal use of the warehouse must be for self-storage only, and at all times, to the satisfaction of the Shire.
- k. All illumination must be confined to the land in accordance with the requirements of Australian Standard AS 4282—1997, Control of the obtrusive effects of outdoor lighting, at all times, for the duration of the development.
- l. The carpark must:-
- i. be designed in accordance with Australian/New Zealand Standard AS/NZS 2890.1:2004, Parking facilities, Part 1: Off-street car parking unless otherwise specified by this approval;
 - ii. include five (5) 90 degree car parking bays, and a minimum of 30 parallel bays, all of which are appropriately signed and marked to show their intended use;
 - iii. include one (1) car parking space dedicated to people with disability designed in accordance with Australian/New Zealand Standard AS/NZS 2890.6:2009, Parking facilities, Part 6: Off-street parking for people with disabilities, linked to the main entrance of the development by a continuous accessible path of travel designed in

accordance with Australian Standard AS 1428.1—2009, Design for access and mobility, Part 1: General Requirements for access—New building work;

- iv. be constructed, sealed, kerbed, drained and marked prior to the development being occupied and maintained thereafter;
- v. have lighting installed, prior to the occupation of the development.

The car park must comply with the above requirements for the duration of the development.

OCM010/02/20

COUNCIL RESOLUTION

Moved Cr Rich, seconded Cr Coales

That Council:

1. **APPROVES** the development application for a 'Warehouse (self-storage)' at Lot 128 South Western Highway, Byford, as contained within attachment 1 in accordance with the Planning and Development (Local Planning Schemes) Regulations 2015 subject to the following conditions:

a. The development is to be carried out in compliance with the plans and documentation listed below and endorsed with the Shire of Serpentine Jarrahdale stamp, except where amended by other conditions of this consent.

Plans and Specifications	P1 (Development Plans) received at the Shire's Offices on 28 November 2019; and P2 (Bushfire Management Plan) Received at the Shire's Offices on 29 May 2019.
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b. Revised plans being submitted to and approved by the Council of the Shire of Serpentine Jarrahdale, prior to the issue of a Building Permit. These revised plans are to demonstrate the following design changes to the satisfaction of Council:

- i. The south east and north east corners of Building A being replaced with pre cast concrete panels, with such panel cast to provide an angular modern edge which is intermixed with stone, wood and/or recycled brick finishes. This is to wrap at least 10m around the corners of the building;
- ii. The eastern elevation of Building A being provided with a vertical element of articulation at maximum intervals of 7m. These vertical elements are to be a width of at least 2m, project out from the edge of the building in order to create building depth variation and extend at least 2m above the roof height of the building;
- iii. The southern elevation of Building B being replaced with pre cast concrete panels, with such panel cast to provide an angular modern edge which is intermixed with stone, wood and/or recycled brick finishes;
- iv. Signage being integrated with the revised design of the building, and appropriately framed to represent a further design feature for the elevations of both Building A and B.

- v. Artwork as required by Condition 1(f) and consistent with Local Planning Policy 1.6 (Public Art for Major Developments) being integrated in to the external design of the building**
- c. Prior to commencement of works, detailed engineering drawings shall be submitted to and approved by the Shire for the construction of the northern access road and Robertson Road as shown on the approved plans. Robertson Road must be constructed to an appropriate urban standard for the full frontage of the land (including an appropriate fully built temporary cul de sac head at the southern extent of the site), to the satisfaction of the Shire. Once approved, the works shall be undertaken in accordance with the approved plans prior to occupation, to the satisfaction of the Shire of Serpentine Jarrahdale.**
- d. Prior to commencement of works, a Stormwater Management Plan shall be submitted to and approved by the Shire. Once approved, the Stormwater Management Plan shall be implemented in its entirety.**
- e. Prior to commencement of works, a Landscape Management Plan must be prepared and shall include the following detail to the satisfaction of the Council of the Shire of Serpentine Jarrahdale, prior to commencement of site works:**
 - i. The location, number and type of existing and proposed trees and shrubs, including calculations for the landscaping area;**
 - ii. Any lawns to be established;**
 - iii. Any natural landscape areas to be retained;**
 - iv. Those areas to be reticulated or irrigated;**
 - v. Verge treatment;**
 - vi. Placement within the 2m landscape strip which exist around the boundaries of the property, advanced tree plantings spaced at a maximum distance of 5m, and a minimum advanced height of 2.5m.**

The landscaping must be completed prior to the occupation of the development, and must be maintained at all times to the satisfaction of the Shire of Serpentine Jarrahdale. The landscape plan to be submitted and approved by the Council, prior to the issue of a Building Permit.
- f. Prior to occupation, a monetary contribution shall be paid to the Shire for the establishment of public art or, alternatively, the provision of public art shall be provided on-site in accordance with Local Planning Policy 1.6 - Public Art for Major Developments to the satisfaction of the Shire of Serpentine Jarrahdale.**
- g. A Dust Management Plan must be prepared in accordance with the Department of Environment and Conservation's guideline for the development and implementation of a dust management program, to the satisfaction of the Shire, prior to commencement of works. All works must be carried out in accordance with the Dust Management Plan, for the duration of the construction period.**
- h. The access road must be accessible at all times by customers, through an appropriate access system in order to prevent car parking issues affecting Robertson Road (once built). Details to be submitted with the Building Permit application.**
- i. A minimum of four (4) short-term bicycle parking facilities must be designed in accordance with AS2890.3—1993, Parking facilities, Part 3: Bicycle parking**

facilities, prior to commencement of works. The bicycle parking spaces must be constructed prior to the occupation of the development, and must be retained and maintained in good condition at all times.

- j. The sale by wholesale and distribution of goods from the site is not permitted. The internal use of the warehouse must be for self-storage only, and at all times, to the satisfaction of the Shire.
- k. All illumination must be confined to the land in accordance with the requirements of Australian Standard AS 4282—1997, Control of the obtrusive effects of outdoor lighting, at all times, for the duration of the development.
- l. The carpark must:-
 - i. be designed in accordance with Australian/New Zealand Standard AS/NZS 2890.1:2004, Parking facilities, Part 1: Off-street car parking unless otherwise specified by this approval;
 - ii. include five (5) 90 degree car parking bays, and a minimum of 30 parallel bays, all of which are appropriately signed and marked to show their intended use;
 - iii. include one (1) car parking space dedicated to people with disability designed in accordance with Australian/New Zealand Standard AS/NZS 2890.6:2009, Parking facilities, Part 6: Off-street parking for people with disabilities, linked to the main entrance of the development by a continuous accessible path of travel designed in accordance with Australian Standard AS 1428.1—2009, Design for access and mobility, Part 1: General Requirements for access—New building work;
 - iv. be constructed, sealed, kerbed, drained and marked prior to the development being occupied and maintained thereafter;
 - v. have lighting installed, prior to the occupation of the development.The car park must comply with the above requirements for the duration of the development.

CARRIED UNANIMOUSLY 9/0

Reason for difference to Officer Recommendation

This development is on a major road in Byford and Council requires assurance that the details and plans for the visual appearance of the building and surrounds will be appropriate.