Metro Inner-South Joint Development Assessment Panel Agenda

Meeting Date and Time: Tuesday, 20 June 2023; 9:30am
Meeting Number: MISJDAP/147
Meeting Venue: City of Canning
1317 Albany Highway, Cannington

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Attendance

DAP Members

Ms Rachel Chapman (A/Presiding Member)
Mr Ian Birch (A/Deputy Presiding Member)
Mr John Syme (A/Third Specialist Member)
Mayor Patrick Hall (Local Government Member, City of Canning)
Cr Amanda Spencer-Teo (Local Government Member, City of Canning)

Officers in attendance

Mr Adam Prestage (City of Canning)
Mr Sergio Famiano (City of Canning)

Minute Secretary

Ms Barbara Rankin (City of Canning)

Applicants and Submitters

Mr Alessandro Stagno (Apex Planning)

Members of the Public / Media

Nil.

1. Opening of Meeting, Welcome and Acknowledgement

The A/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

Mr Clayton Higham (Presiding Member)
Mr Peter Lee (Third Specialist Member)

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 19 June 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 Alessandro Stagno (Apex Planning) presenting in support of the recommendation for the application at Item 8.1. The presentation will address support for the recommendation for approval but requesting.

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

8. Form 1 – Responsible Authority Reports – DAP Applications

8.1 1121-1125 (Lots 1-3) Albany Highway and 1-3 (Lots 4-5) Coolgardie Street, St James

Development Description:	Motor Vehicle, Boat, or Caravan Sales
Applicant:	Apex Planning
Owner:	Prestigious Investments Pty Ltd
Responsible Authority:	City of Canning
DAP File No:	DAP/23/02433

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/22/02244 DR121/2022	City of Fremantle	Nos. 34-38 (Lots 1823, 1209, 1212 and 1217) Amherst Street and Nos. 2-4 (Lots 1223 and 1222) Stack Street, Fremantle	56 Grouped Dwellings	30/11/2022
DAP/18/01521 DR15/2023	City of Belmont	225 (Lot 500), Great Eastern Highway, Belmont	Use Not Listed: Third Party Signage	31/01/2023

Finalised SAT Applications*				
File No. & SAT DR No.	**LG Name**	**Property Location**	**Application Description**	**Date Lodged**
DAP/22/02314 DR220/2022	City of Melville	No.532 (Lot No.101) Canning Highway, Attadale	Additions and alterations to motor vehicle sales & Motor vehicle repair premises	12/12/2022
DAP/22/02290	Town of Victoria Park	No.384 (Lot 3) Berwick Street, East Victoria Park	Proposed 13 Grouped Dwellings	23/12/2022

11. General Business

In accordance with Section 7.3 of the DAP Standing Orders 2020 only the A/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

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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 and response will published on the DAP website** as an addendum to the meeting agenda.

DAP Application Details

DAP Name	Metro Inner-South JDAP
DAP Application Number	DAP 23/02433
Responsible Authority	City of Canning
Property Location	Lots 1-3 Albany Highway and Lots 4-5 Coolgardie Street, St James

Presiding Member Authorisation

Presiding Member Name	Ms Rachel Chapman
Signature	Rachel.
Date	16 June 2023
Response Due	**19 June 2023; 2.00pm**

Nature of technical advice or information required*

1	**DAP query**	**Can the Responsible Authority please review and prepare a response to the applicant's submission dated 16 June 2023, including responding to the applicant's rationale for deletion of Condition 12-16 & 17, and modifications to Conditions 22 & 31 and advice notes.**
	Response	Following the initial deferral of the application by the DAP, a meeting was held between the applicant and the City on Wednesday 24 May 2023 to resolve the intersection upgrades required to the Albany Highway intersection to ensure safe movement of heavy vehicles. Several attempts were made by the City to include Main Roads in the meeting, however they were persistently unavailable. At the meeting between the City and the applicant, the proposed modification to the intersection of Albany Highway were discussed and agreed by all parties based on a 12.5m heavy vehicle. This forms attachment 6 and condition 14 of the JDAP report. The intersection modification is based on a vehicle of 12.5m in length which is the standard vehicle size for consideration.

* 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.

		Conditions 12, 13, 15, 16 & 28 have been provided by Main Roads WA as conditions to be included in the approval. Unfortunately, due to the lateness in receiving advice from Main Roads WA the City was not in a position to question Main Roads WA on the conditions and advice notes received, and the City is not in a position to make modifications to the conditions and advice notes without prior agreement from Main Roads WA. The JDAP however is not bound to these conditions and can modify the conditions as it sees fit in order to achieve the desired outcome. In order to ensure that heavy vehicle movement to the site is undertaken in a safe and orderly manner, the City suggests that the following modifications to the conditions and advice notes could be made: **Conditions** 12. Prior to the submission of a Building Permit, the applicant is to submit a preliminary intersection design (15% concept) for road modifications to the intersection of Albany Highway and Coolgardie Street. The intersection design is to achieve compliant turning radii for a minimum 12.5m single-unit vehicle to the satisfaction of the City of Canning 13. Prior to the issue of a Building Permit, construction drawings for the proposed works within the Albany Highway road reserve being submitted to the City of Canning prior to the commencement of any works within the Albany Highway road reserve. 14. Within 12 months of the occupation of the site, the Albany Highway – Coolgardie Street intersection is to be widened to accommodate 12.5m long vehicles turning lane correct as shown on concept Plans. Detailed plans are to be prepared to the satisfaction of the City of Canning. 15. Remains unchanged 16. Remains unchanged 17. Remains unchanged 22. Prior to occupation or use of the development, the owner is to register a right of carriageway easement on the Certificate of Title of the land subject of the proposed development, at the cost of the proponent and to the satisfaction of the City of Canning. 28. The maximum sized vehicle permitted to use the site is a 12.5m single-unit vehicle. 31. A noise report (including ground truthing of noise emissions) is to be submitted by an accredited acoustic consultant, within 3 months of the development commencing that confirms noise from the development complies with the Environmental Protection (Noise) Regulations 1997, to the satisfaction of the City. This report shall be at the Proponent's cost. **Advice Notes**

		3. Until the works outlined in Condition 12-16 are constructed, heavy vehicle access to the site from Albany Highway south should be undertaken via Ashburton Street, Boulder Street West and Coolgardie Street. 4. The applicant is advised that with regard to conditions 12 – 16 comments from Main Roads WA will be sought and approval may be required. 7. Delete advice note 7 14. With respect to Condition (19), construction of the car parking bays requires paving, sealing, marking and draining to the satisfaction of the City. 2.1 REQUESTED **DELETION** OF CONDITIONS 12-16 City Officers can appreciate that there is some confusion regarding the conditions proposed. However, this is a result of Main Roads submitting conditions for the approval at late notice and without prior discussion with the City. As stated previously Condition 14 and Advice note 3 were the result of the meeting held between the City and the applicant and agreed on at that time. These were formulated to help allow the applicant to operate prior to the modifications of the intersection and not hinder the proponent operating the business while awaiting required approvals for the intersection. Ideally the City and the applicant would have met with Main Roads and been able to agree on modifications required subject to concept plans. However, this was not able to be achieved resulting in the proposed conditions of approval. The City is supportive of the Main Roads Conditions and have recommended amendments to the Conditions 12-16 to reflect a 12.5m vehicle turning onto Coolgardie Street from Albany Hwy. The City was also under the impression that the applicant was also satisfied with the proposed Albany Highway intersection upgrade as conveyed to the City at the meeting of both parties on the 24th May 2023. It is noted that the City is not the determining body and the final decision on this development rests with the DAP members and as such the City requests the conditions be suitably considered. **2.**2 REQUESTED DELETION OF CONDITION 17 City officers have reviewed the landscaping plan and are of the opinion that while the proposed landscaping is generous it does not meet the intent of the City' LP09 and provide trees for shade as per the intent of the policy. This was raised with the applicant who advised that there would not be time to submit an amend Landscaping plans to comply, and requested that the City deal with this matter through a condition of approval. As such the proposed condition 17 has been included.

		2.3 OTHER MINOR WORDING ADJUSTMENTS Wording changes noted and accepted. 2.4 ADVICE NOTES Advice notes amended as required.

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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	Alessandro Stagno
Company (if applicable)	Apex Planning
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-South JDAP
Meeting Date	20 June 2023
DAP Application Number	DAP/23/02433
Property Location	1121-1125 Albany Highway & 1-3 Coolgardie Street, St James
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**

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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 recommendation for approval but requesting changes to some 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 to the attached submission.

apex
planning

Submission to DAP

From:	Alessandro Stagno	**Date:**	16 June 2023
Subject:	Agenda item 8.1 – MISJDAP/147 – proposed motor vehicle sales showroom Lots 1-3 (1121-1125) Albany Highway & Lots 4-5 (1-3) Coolgardie Street, St James (**development site**)		

Apex Planning acts on behalf of Autostrada. We are the applicant of the motor vehicle sales showroom proposed at the development site.

1 BACKGROUND OF DEFERRAL

The proposed development was considered by the Panel on 19 May 2023 at MISJDAP/141, and deferred for a period of 30 days. The minutes contain the following commentary in relation to the deferral:

***REASON**: To allow sufficient time for Main Roads WA's late referral response to be considered and for an updated RAR to be prepared which takes into consideration Main Roads WA's advice and also the applicant's response, particularly as it relates to the vehicles which will be utilised by the development to deliver cars and the need and nexus between the intersection works recommended by Main Roads WA and the development proposed. The Panel were of the opinion that the development is approvable with suitable conditions which reflect the use and development proposed, but in the absence of an alternative recommendation for consideration at the meeting, the Panel were unable to progress the application to approval.*

With regard to the above, the following key points were given consideration during discussions at MISJDAP/141:

- This facility will not receive regular vehicular stock deliveries by trucks. As outlined in the applicant's report provided as Attachment 3 of the RAR, large trucks will perform bulk vehicle deliveries to an offsite compound owned by the proponent in Bentley.
- Vehicular stock will be driven between the offsite compound and the development site by staff. This method of storage and transfer is already utilised at the proponent's existing premises in Burswood.
- The largest vehicle accessing the site is a 10m tilt tray truck, which would be used on infrequent/special occasions to transport a single vehicle to the development site. Vehicles of this size are likely already utilising the intersection of Albany Highway / Coolgardie Street, as well as the road network west of the site.
- Concerns that there is no need and nexus for intersection modifications to be required of this development, based on the items listed above and a further requirement for 12.5m trucks to be used as a design vehicle.

Following MISJDAP/141, the applicant carried out prompt consultation/engagement with the City of Canning to discuss the outstanding issues. The project team through assistance of the City also sought to meet with Main Roads, however this did not eventuate. On 7 June 2023, Main Roads provided updated referral advice with conditions.

2 RESPONSE TO RAR RECOMMENDATION

We have reviewed the agenda for the upcoming MISJDAP/147 and are pleased that this application is recommended for **approval**. We have carefully reviewed the recommended conditions and respectfully request a number of modifications as outlined below.

2.1 REQUESTED **DELETION** OF CONDITIONS 12-16

Conditions 12-16 collectively require a modified design of the Albany Highway / Coolgardie Street intersection. The following observations are made in respect of these conditions:

- The conditions are contradictory, as some require modifications to be based on a 10m vehicle and others reference a 12.5m vehicle for the intersection modifications.
- The conditions reference Main Roads as the clearance or approval authority.
- The conditions reference *"land acquisition, design and construction"* and *"signing, road markings, relocation of services, street lighting and Main Roads costs"*.

It is our respectful submission that Conditions 12-16 should be **deleted**, as they fail the test of condition validity. This is evidenced by:

- Significant uncertainty as to the extent of intersection modifications, due to the variance in truck sizes referenced in the conditions (noting Condition 28 restricts the site to 10m long vehicles, but intersection modifications for 12.5m vehicles is required).
- The unreasonableness of requiring intersection modifications based on a 12.5m design vehicle, when the site is restricted to 10m vehicles under Condition 28.
- The infrequent and occasional use of 10m tilt trucks by the proposed development.
- The conditions failing to meet the need and nexus principle, as the proposed development does not bring about the need for the conditioned intersection modifications. Vehicles similar in size to a 10m tilt truck or bigger (including the City's waste collection vehicles) are already utilising the surrounding road network.
- In accordance with Main Roads Restricted Access Vehicle (**RAV**) system, 'As of Right' vehicles up to 19m semi-trailers are currently permitted to use Coolgardie Street, including turning in and out of Albany Highway.
- The conditions referencing Main Roads (a third party to this application) to be a clearance authority, which renders them invalid.

The proposed development is adequately capable of being serviced under existing road network conditions, noting the 10m trucks would access the site very infrequently and it is possible to require these vehicles to utilise Ashburton Street (which is a higher order road compared to Coolgardie Street) rather than unreasonably imposing intersection modifications.

2.2 REQUESTED **DELETION** OF CONDITION 17

Condition 17 is requested to be **deleted**, on the basis that the landscaping arrangements proposed for this particular land use are acceptable and appropriate. A copy of the landscape plan is provided at **Appendix 1** for the Panel's reference.

The nature of this particular land use requires good visibility and clear sightlines from Albany Highway to the display vehicles and into the building. This functional and operational requirement is evident at other motor vehicle showrooms along Albany Highway, including the nearby Mercedes-Benz facility (Diesel Motors).

In this instance, the proposal has sought to achieve an attractive outcome by planting **12 trees**, of which one fronts Albany Highway and the remainder are along the Coolgardie Street frontage and the rear of the site. This only represents a minor variation of **3 trees**. Along Albany Highway, we have opted to provide soft landscaping treatments comprised of native shrubs and groundcovers which would be maintained to a high standard.

The above approach still improves the visual amenity of the site but also ensures the facility can operate in an optimal manner.

2.3 OTHER MINOR WORDING ADJUSTMENTS

Minor wording adjustments are requested to Conditions 22 and 31 to ensure they are valid, accurate, and readable. The adjustments are outlined in the below table:

Existing condition wording	Proposed condition wording
22. Prior to occupation or use of the development, the owner is to register a right of carriageway easement on the Certificate of Title the subject of the proposed, to the respective benefit and burden of those lots and to the benefit of the City of Canning, at the cost of the owner and to the satisfaction of the City of Canning.	*22. Prior to occupation or use of the development, the owner is to register a right of carriageway easement on the Certificate of Title of the land subject of the proposed development, at the cost of the proponent and to the satisfaction of City of Canning.*
31. A noise report (including ground truthing of noise emissions) is to be submitted by an accredited acoustic consultant, within 3 months of the development commencing that confirms noise from the development complies with the Environmental Protection (Noise) Regulations 1997, to the satisfaction of the City. This report shall be at the applicant's and / or landowner's cost.	*31. A noise report (including ground truthing of noise emissions) is to be submitted by an accredited acoustic consultant, within 3 months of the development commencing that confirms noise from the development complies with the Environmental Protection (Noise) Regulations 1997, to the satisfaction of the City. This report shall be at the proponent's cost.*

2.4 ADVICE NOTES

The following advice notes may also require modification:

- Advice Note 3 – references an incorrect condition. We also note this advice note may need to be deleted, if Conditions 12-16 are deleted.
- Advice Note 7 – should be deleted, as it appears to be irrelevant to this development proposal.
- Advice Note 14 – references an incorrect condition.

3 CONCLUSION

The development proposal before the MISJDAP seeks approval for a motor vehicle sales showroom on land zoned for Service Commercial purposes.

Whilst we are pleased that the development is recommended for **approval**, a number of modifications to the approval conditions within the RAR are requested by the applicant.

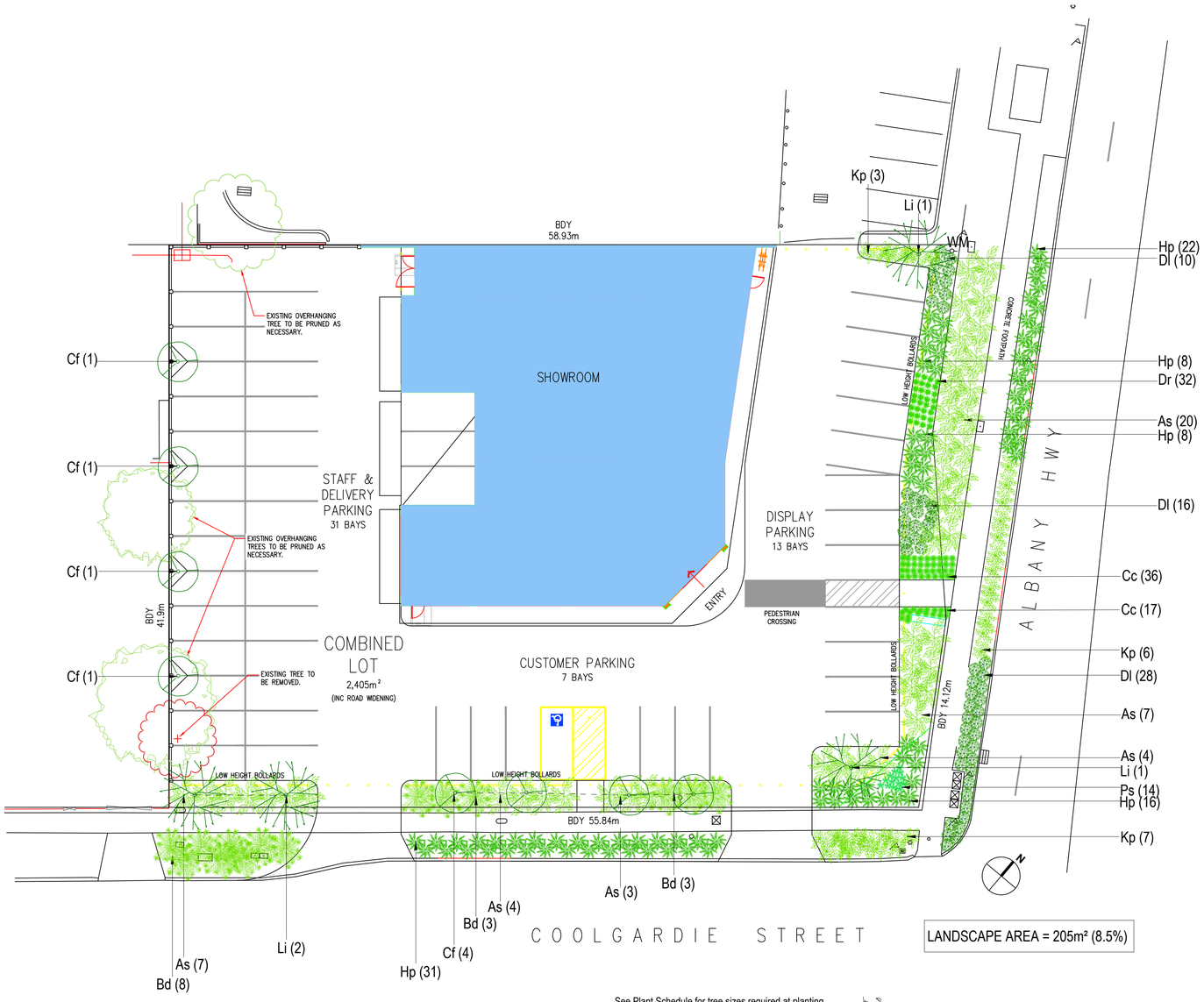
Conditions 12-16 relating to intersection modifications are considered to be invalid, on the basis they create significant uncertainty in relation to what is actually expected of the proponent and that they fail to meet the need and nexus principle.

I look forward to presenting in support of this proposal on Tuesday 20th June, and will be pleased to respond to any questions from the Panel.

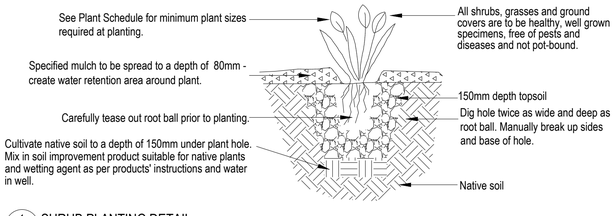
ALESSANDRO STAGNO
APEX PLANNING

APPENDIX 1

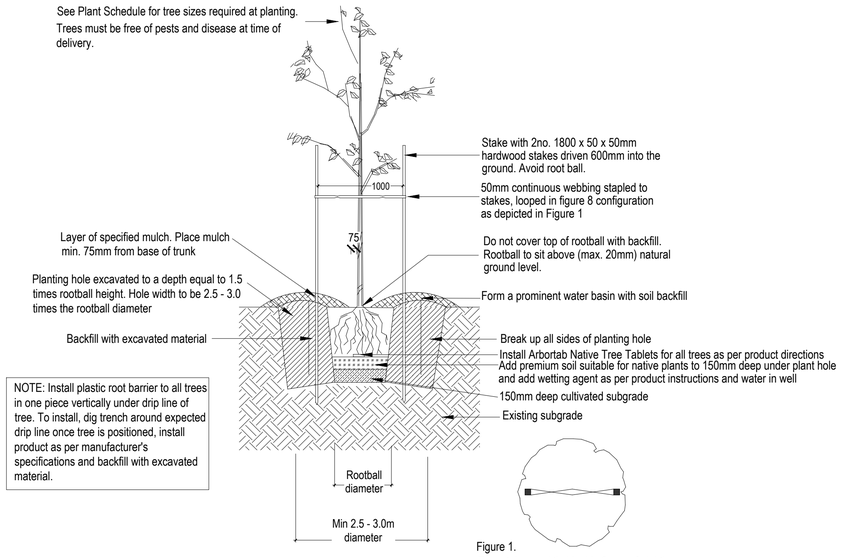
PROPOSED LANDSCAPE PLAN



LANDSCAPE AREA = 205m² (8.5%)



1 SHRUB PLANTING DETAIL
Typical Section
Not to scale



NOTE: Install plastic root barrier to all trees in one piece vertically under drip line of tree. To install, dig trench around expected drip line once tree is positioned, install product as per manufacturer's specifications and backfill with excavated material.

Figure 1.
Tree stakes and tie 'double figure of eight' configuration.

2 TREE PLANTING DETAIL
Typical Section
Not to scale

PLANT SCHEDULE AND SYMBOL LEGEND

Symbol	Code on plan	Botanic Name	Mature height x width	Minimum installation size	Number
TREES					
	Cf	Corymbia ficifolia 'Coral Pink'	5m x 3m	45 Litre	8
	Li	Lagerstroemia indica x fauriei 'Natchez'	7m x 5m	45 Litre	4
SHRUBS					
	Ps	Philotheca spicata	60cm x 50cm	13cm	14
GRASSES					
	Cc	Conostylus candicans	30cm x 50cm	14cm	53
	Dr	Dianella revoluta 'Revelation'	50cm x 50cm	14cm	32
GROUND COVER					
	As	Acacia saligna prostrate	30cm x 3m	13cm	45
	Bd	Banksia dallanneyi	50cm x 3m	13cm	14
	Dl	Dampiera linearis 'Western Blue'	30cm x 1m	13cm	54
	Hp	Hemiandra pungens 'Alba'	30cm x 1.5m	13cm	85
	Kp	Kennedia prostrata	10cm x 2.5m	13cm	16
TOTAL PLANTS					325

TREE VARIETIES


Corymbia ficifolia 'Coral Pink'


Lagerstroemia indica x fauriei 'Natchez'

SHRUB VARIETY


Philotheca spicata

GRASS VARIETIES


Conostylus candicans


Dianella revoluta 'Revelation

GROUND COVER VARIETIES


Acacia saligna prostrate


Banksia dallanneyi


Dampiera linearis 'Western Blue'


Hemiandra pungens 'Alba'


Kennedia prostrata

PLANTING SPECIFICATIONS

1. SPECIFIED PLANT SPECIES HAVE BEEN SOURCED FROM BENARA NURSERY AND DOMUS NURSERY STOCK LISTS. SHOULD PLANT SPECIES BE UNAVAILABLE AT TIME OF PLANTING, CONTACT DESIGNER FOR SUBSTITUTIONS.

2. ALL PLANTING AREAS ARE TO BE PREPARED AND PLANTED IN ACCORDANCE WITH INDUSTRY BEST PRACTICE, TYPICAL DRAWINGS INCLUDED IN THIS PLAN SET AND THE INSTRUCTIONS BELOW.

A. PREPARATION OF SOIL IN GARDEN BED AREAS:
I. REMOVE ALL TRACES OF BUILDERS' MATERIAL FROM PLANTING AREAS INCLUDING RUBBLE, SAND, MORTAR AND ALL OTHER EXTRANEOUS MATERIAL.
II. REMOVE ALL WEEDS IN GARDEN BED AREAS BY SPRAYING WEEDS WITH A STANDARD INDUSTRY HERBICIDE FOLLOWING MANUFACTURER'S SPECIFICATIONS AND LEAVE FOR RECOMMENDED TIME.
III. REMOVE DEAD PLANT MATTER AFTER TIME SPECIFIED ON HERBICIDE PRODUCT.
IV. UNDERTAKE SOIL IMPROVEMENT SUITABLE FOR NATIVE PLANTS.

B. PLANTING
I. PLANT TREES AS SPECIFIED ON DRAWING 'TYPICAL TREE PLANTING' AND INSTALL TREE ROOT BARRIERS AROUND TREES WITHIN SITE.
II. PLANT SHRUBS (INCLUDING GRASSES AND GROUND COVERS) AS SPECIFIED ON DRAWING 'TYPICAL SHRUB PLANTING' AND WATER IN THOROUGHLY.

C. MULCH WITHIN SITE BOUNDARY
I. AFTER PLANTING, APPLY PINE BARK WOOD CHIPS TO A MINIMUM DEPTH OF 80MM (MAXIMUM 100MM) TO PLANTING BEDS, KEEPING MULCH CLEAR OF PLANT STEMS.
II. CHECK MULCH IS FREE OF WOOD SLIVERS AND EXTRANEOUS MATERIAL.
III. TIDY AND GRADE MULCH AFTER APPLICATION.

IRRIGATION SPECIFICATIONS

1. ALL GARDEN BEDS TO BE IRRIGATED WITH SUB-MULCH DRIP SYSTEM AND AUTOMATIC CONTROLLER WITH RAIN SENSOR.
2. WATER SUPPLY IS SCHEME WATER.
3. IRRIGATION LAYOUT BY LANDSCAPE INSTALLER.

URBAN Retreat GARDEN DESIGN

revision/issue	description	drawn	checked	date
C	DEVELOPMENT APPLICATION	AC	AC	02.02.2023
B	DEVELOPMENT APPLICATION	AC	AC	30.12.2022
A	DEVELOPMENT APPLICATION	AC	AC	20.12.2022

project: PROPOSED SHOWROOM DEVELOPMENT
location: LOTS 1-5 ALBANY HWY & LOTS 1-3 COOLGARDIE ST, ST JAMES
drawn: AC
checked: AC
description: LANDSCAPE PLAN

URBAN RETREAT GARDEN DESIGN
COMMERCIAL AND RESIDENTIAL LANDSCAPE DESIGN SERVICES
www.urbanretreatgardens.com.au
E:anneli@urbanretreatgardens.com.au
M:0438 526 313

scale: 1:200 @ A1
date: 20.12.2022
project no: 22243
dwg no: 01
rev: 03

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Albany Highway 1121-1125 (Lots 1-3) and Coolgardie Street 1-3 (Lots 4-5) ST JAMES – "Motor Vehicle, Boat, or Caravan Sales"

Form 1 – Responsible Authority Report
(Regulation 12)

DAP Name:	Metro Inner-South	
Local Government Area:	City of Canning	
Applicant:	Apex Planning	
Owner:	Lightbridge Holdings Pty Ltd	
Value of Development:	$2.1 million ☐ Mandatory (Regulation 5) ☒ Opt In (Regulation 6)	
Responsible Authority:	City of Canning (Local Government), Metro Inner South (JDAP)	
Authorising Officer:	Sergio Famiano – Manager City Planning	
LG Reference:	105.1260	
DAP File No:	DAP/23/02433	
Application Received Date:	14/02/2023	
Report Due Date:	9 May 2023	
Application Statutory Process Timeframe:	90 Days	
Attachment(s):	1. Location Plan 2. Development Plans 3. Development Application Report 4. Swept paths 5. MRWA Response 6. Proposed Intersection Modifications Concept Plans	
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-South Joint Development Assessment Panel resolves to:

1. **Accept** that the DAP Application reference DAP/23/02433 is appropriate for consideration as a "Motor Vehicle, Boat, or Caravan Sales" land use and compatible with the objectives of the zoning table in accordance with Clause 3.1 of the City of Canning Local Planning Scheme No. 42.

2. **Approve** DAP Application reference DAP/23/02433 and accompanying plans (Attachment 2) in accordance with Clause 68 of Schedule 2 (Deemed Provisions) of the *Planning and Development (Local Planning Schemes) Regulations 2015*, and the provisions of Clause 4.17 of the City of Canning Local Planning Scheme No. 42, subject to the following conditions:

Conditions

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 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 stamped approved plans.

4. The Albany Highway reserve being set out on a separate diagram or plan of survey (deposited plan) and transferred free of cost to the Commissioner for Main Roads WA for road purposes and without any payment of compensation.

5. Prior to occupation, Lots 1-3 (No.1121-1125) Albany Highway & Lots 4-5 (No.1-3) Coolgardie Street, St James shall be amalgamated into a single lot.

6. No part of the development, other than approved landscaping is to be located within the land requirement for Albany Highway.

7. No unloading or loading of vehicles shall take place on Coolgardie Street or Albany Highway road reserves. All unloading and loading of vehicles shall take place on subject property.

8. Storm water from all roofed and paved areas must be collected and discharged via the existing approved drainage system. Storm water must not affect or be allowed to flow onto or into any other property. Drainage systems must be in accordance with the Building Code of Australia.

9. No stormwater drainage is to be discharged onto the Albany Highway Road Reserve.

10. The maintenance and cleaning of vehicles and any other equipment or plant must be carried out on sealed hardstand, bunded and drained areas from where contaminants cannot be released into the environment, any stormwater soakwells, the roadside and gutter or storm water drainage system.

11. Prior to the submission of an application for a Building Permit the plans shall be amended to remove proposed bollards and cross walk proposed within the Right of Accessway.

12. Prior to the submission of a Building Permit, the applicant is to submit a preliminary intersection design (15% concept) for road modifications to the intersection of Albany Highway and Coolgardie Street. The intersection design

is to achieve compliant turning radii for a minimum 10m single-unit vehicle to the satisfaction of Main Roads.

13. Prior to the issue of a Building Permit, construction drawings for the proposed works within the Albany Highway road reserve being submitted to Main Roads prior to the commencement of any works within the Albany Highway road reserve.

14. Within 12 months of the occupation of the site, the Albany Highway – Coolgardie Street intersection is to be widened to accommodate 12.5m long vehicles turning lane correct as shown on concept Plan Numbers t22.310.sk12 and/or t22.310.sk12a. Detailed plans are to be prepared to the satisfaction of the City of Canning and approved by Main Roads WA.

15. The landowner and / or developer shall be responsible for all costs involved in the land acquisition, design and construction of the intersection and access. This includes signing, road markings, relocation of services, street lighting and Main Roads costs involved in the checking of the design and construction drawings and any site inspections.

16. Prior to commencement of works within the Albany Highway road reserve, a Traffic Management Plan addressing the management of traffic during the construction of the development being submitted to the satisfaction of the City of Canning in consultation with Main Roads and thereafter implemented throughout the construction of the development.

17. Prior to submission of an application for a Building Permit for the proposed development, the Landscape Plan received 14 February 2023 shall be amended to be compliant with the City's Local Planning Policy "LP09 - Tree Retention and Planting – Development" and provide a total of 15 Shade trees for this development.

18. Prior to occupation all recommendations contained within the Acoustic Report, titled *'Environmental Noise Assessment - Car Showroom Development'*, dated 7 February 2023, prepared by Lloyd George Acoustics shall be implemented in full and written certification shall be provided by the City, prior to occupation of the development, confirming that these recommendations have been implemented.

19. Prior to occupation of the proposed development, the proposed car parking spaces together with their access aisles are to be constructed, line marked and thereafter maintained to the satisfaction of the City.

20. Prior to occupation of the proposed development, two (2) bicycle parking bays are to be installed and thereafter maintained in accordance with Australian Standard AS2890.3 and Council specifications to the satisfaction of the City.

21. Prior to occupation of the proposed development, one (1) male and one (1) female showers (or 1 unisex shower) with two (2) lockers shall be installed and thereafter maintained in accordance with the relevant Australian Standards and Council specifications.

22. Prior to occupation or use of the development, the owner is to register a right of carriageway easement on the Certificate of Title the subject of the proposed, to

the respective benefit and burden of those lots and to the benefit of the City of Canning, at the cost of the owner and to the satisfaction of the City's Solicitors.

23. The signs must be placed on the subject site and must not overhang or encroach the Primary Regional Road Reservation.

24. The Sign shall not exceed Maximum Luminance of:
    - Day time – 6000 cd/m²
    - Dawn/Dusk – 600 cd/m²
    - Night – 300 cd/m²

25. Vegetation within the Primary Regional Road Reservation must not be removed or trimmed to improve the visibility of the proposed advertising signs.

26. The landowner and / or applicant shall make good any damage to the existing verge vegetation within the road reserve.

27. No works are permitted within the Albany Highway Road Reservation, unless Main Roads has issued a Working on Roads permit.

28. The maximum sized vehicle permitted to use the site is a 10m single-unit vehicle.

29. Redundant vehicle crossover(s) to be removed and kerbing, verge, and footpath (where relevant) reinstated with grass or landscaping to the satisfaction of the City of Canning and to the specifications of the local government.

30. Landscaping is to be implemented in accordance with amended plan to thereafter be maintained to the satisfaction of the City.

31. A noise report (including ground truthing of noise emissions) is to be submitted by an accredited acoustic consultant, within 3 months of the development commencing that confirms noise from the development complies with the Environmental Protection (Noise) Regulations 1997, to the satisfaction of the City. This report shall be at the applicant's and / or landowner's cost.

Advice Notes

1. The proposed development is to comply with the provisions of the *Building Act 2011*, the *Building Code of Australia* and any other requirements of the City's Building Department.

2. This approval does not authorise the commencement of any building works. The applicant is advised that a Building Permit Approval must be obtained prior to the commencement of any works. To obtain a Building Permit Approval it will be necessary to submit documentation in compliance with the Building Regulations, including plans incorporating all conditions of this approval, specifications and structural drawings.

3. Until the works outlined in Condition 9 are constructed, heavy vehicle access to the site from Albany Highway south should be undertaken via Ashburton Street, Boulder Street West and Coolgardie Street.

4. The provision of sanitary facilities is to be in accordance with Part F2 of the Building Code of Australia.

5. The new works and affected parts of the proposed building works must comply with the requirements of the Disability (Access to Premises - Buildings) Standards 2010.

6. The proponent is to submit a set of the approved plans to the Fire and Emergency Services Authority of Western Australia (FESA) for assessment. For further information in this regard contact FESA on 9336 9300.

7. A new occupancy permit will be required to recognise the permanent change that will be made to the classification of the building. Section 41 of the Building Act 2011 requires the owner or occupier to ensure that the new occupancy permit is in effect prior to the new use being adopted.

8. This Development Approval does not authorise any works within the road reserve, including but not limited to drainage works, crossover construction and crossover removal. Prior to any works within the road reserve an application must be made to the City on the prescribed form, accompanied by a site plan clearly showing the design, dimensions and specifications of the proposed works, and an application fee. Please go to the City's website for more information, or contact the City's Development Engineer.

9. This Development Application does not authorise construction of a crossover. An application to construct a crossover must be made to the City on the prescribed form, accompanied by a site plan clearly showing the design, dimensions and specifications of the proposed crossover and an application fee. Please go to the City's website for more information or contact the City's Development Engineer.

10. Any redundant Crossovers shall be removed, and the kerb, Verge and Footpath (If present) reinstated to fit in with the surrounding form/development pattern. Where the redundant Crossover previously crossed the footpath, a new section of footpath is to be constructed on both sides of the existing concrete path and made to match.

11. Development to be connected to the Ministers sewer to the satisfaction of the City.

12. Premsies to be operated in compliance with the Environmental Protection Act 1986, Environmental Protection (Unauthorised Discharges) Regulations 2004, and the Environmental Protection (Noise) Regulations 1997.

13. The premises is to be operated in compliance with the *Environmental Protection Act 1986, Environmental Protection (Unauthorised Discharges) Regulations 2004* and *Environmental Protection (Noise) Regulations 1997*. Note if in connection with a business or a commercial activity, a material listed in Schedule 1 of the *Environmental Protection (Unauthorised Discharges) Regulations 2004* is discharged into the environment, an offence is committed. Please see www.slp.wa.gov.au for further information.

14. With respect to Condition (13), construction of the car parking bays requires paving, sealing, marking and draining to the satisfaction of the City.

15. 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.

16. If an applicant or owner is aggrieved by this determination, there is a right of review by the State Administrative Tribunal in accordance with the *Planning and Development Act 2005 Part 14*. An application must be made within 28 days of the determination.

17. The upgrading/widening of Albany Highway is not in Main Roads current 4-year forward estimated construction program and all projects not listed are considered long term. Please be aware that timing information is subject to change and that Main Roads assumes no liability for the information provided.

18. Any services, infrastructure or roadside furniture that requires relocation as a result of the development works will be at the applicant's cost.

Details: outline of development application

Local Planning Scheme	City of Canning Local Planning Scheme No. 42
Local Planning Scheme Zone	Service Commercial
Use Class (proposed) and permissibility:	Motor Vehicle, Boat, or Caravan Sales 'D'
Lot Size:	Lot 1: 468.5m^2 Lot 2: 468.8m^2 Lot 3: 453m^2 Lot 4: 511m^2 Lot 5: 511m^2
Existing Land Use:	Vacant Land
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:

The proposed development includes the amalgamation of five lots at the corner of Coolgardie Street and Albany Highway, St James (Lots 1-3 (1121-1125) Albany Highway & Lots 4-5 (1-3) Coolgardie Street, St James), to be utilised motor vehicles sales showroom. The proposal involves the establishment of a new motor vehicle sales

showroom on the lots. The showroom incorporates spaces for the display of new vehicles and includes the provision for electric charging bays.

Background:

The site is currently comprised of five (5) vacant lots totalling 2405m^2 within a Service Commercial Zone under Local Planning Scheme No.42, situated at a corner location with frontage to the 'T' intersection of Albany Highway and Coolgardie Street. The site forms part of an existing service commercial precinct fronting Albany Highway and is connected to the Bentley District Centre. The development site forms part of a group of commercial properties with frontage and access to Albany Highway, with existing surrounding land uses generally of a car-based nature.

Legislation and Policy:

City of Canning Local Planning Scheme No. 42

The application has been assessed with regards to the requirements of Part 3 'Zones and Use of Land' and Part 4 'General Development Requirements' of the City's Local Planning Scheme No. 42 ('the City's Scheme') which was gazetted on 26 May 2020, and the relevant state and local planning policies. Further commentary is provided in the Planning Assessment section.

A copy of the City's Scheme is available on the City's website via the following link:
https://www.canning.wa.gov.au/CanningWebsite/media/Files/Residents/Strategic-Urban-Planning/Strategic-Planning/Local-Planning-Scheme-42-Text-26052020.PDF

Planning and Development (Local Planning Schemes) Regulations 2015

Development approval is required in accordance with Clause 60 of Schedule 2 ('Deemed Provisions') of the *Planning and Development (Local Planning Schemes) Regulations 2015* ('the Regulations 2015'); as the proposed use(s) and works are not exempt from approval under Clause 61 of the deemed provisions.

A copy of the Regulations 2015 is available on the Department of Planning, Lands and Heritage website via the following link:
https://www.dplh.wa.gov.au/lpsregs

State Government Policies

1. State Planning Policy 5.4 – Road and Rail, outlines provisions relating to noise sensitive development situated within specified proximity of major roads and railway lines. A copy of this policy is available on the Department of Planning, Lands and Heritage website here.

   https://www.wa.gov.au/government/publications/state-planning-policy-54-road-and-rail-noise

Local Policies

1. *Local Planning Policy – LP.02 – Public Consultation of Planning Proposals ('Policy LP.02') Policy LP.02 was adopted by Council on 15 October 2019, and came into effect on 28 May 2020 following the gazettal of the City's Scheme. Policy LP.02*

provides a consistent approach for consulting the public for planning proposals submitted for the City's consideration or determination.

2. *Local Planning Policy – LP.07 – Advertising Signs ('Policy LP.07')*
   LP.07 – Advertising Signs Policy LP.07 was adopted by Council on the 15 October 2019 and came into effect on the 26 May 2020 following the gazettal of the City's Scheme. It replaces a similar policy under the previous Scheme TPS 40. Policy LP.07 sets out the matters that the City must take into consideration when assessing applications for advertising signs.

3. *Local Planning Policy – LP.09 – Tree Retention and Planting – Development ('Policy LP.09')*
   Local Planning Policy- LP.09 – Tree Retention and Planting – Development Policy LP.09 was adopted by Council on the 15 October 2019 and came into effect on the 26 May 2020 following the gazettal of the City's Scheme. It replaces a similar policy under the previous Scheme TPS 40. Policy LP.09 outlines the City's recognition of trees as assets with significant environmental, social and economic values and ensure tree retention and planting is considered at all stages of development.

4. *Local Planning Policy – LP.13 – Albany Highway Access Network – Development ('Policy LP.13')*
   Policy LP.13 was adopted by Council on the 15 October 2019 and came into effect on the 26 May 2020 following the gazettal of the City's Scheme. It replaces a similar policy under the previous Scheme TPS 40. Policy LP.13 aims to improve the efficiency of the highway as an arterial road link and to improve the quality of the surrounding environment.

Copies of the City's local planning policies are available on the City's website via the following link:
https://www.canning.wa.gov.au/residents/building-here/planning-services-checklists-forms-and-policies

Consultation:

Public Consultation

The proposed "Motor Vehicle, Boat, or Caravan Sales is a Discretionary ('D') in acccoradnce with Table 3 of Local Planning Scheme No. 42. In accordance with sub-clause 4 (7) of *Local Planning Policy LP.02 - Public Consultation of Planning Proposals*, public consultation was not required.
Referrals/consultation with Government/Service Agencies

1. Main Roads WA

Albany Highway is reserved as a Primary Regional Road under the Metropolitan Region Scheme. Pursuant to the Instrument of Delegation 2022/03 relating to delegation of certain powers and function of the Western Australian Planning Commission relating to the Metropolitan Region Scheme, development on land that abuts a Primary Regional Road and involves direct access to that road; or has potential for a significant increase in traffic using any access, either directly or indirectly onto the road reservation, is required to be referred to Main Roads WA for transport related comments and recommendations prior to being determined.

As such the proposal was referred to Main Roads on 21 February 2023 for comments and further information was requested and provided. As a result Main Roads WA has provided formal comments requiring further information.

Subsequent to the deferral of the application at the previous Development Assessment Panel meeting held on the 9 May 2023, the applicant has submitted plans (Attachment 6) to address the Main Roads WA issues raised in their correspondence. The City has endeavoured to have a meeting with Main Roads and the Client to discuss the proposed modifications at the intersection of Albany Highway and Coolgardie Street, however, Main Roads was unable to provide a suitable time for them to meet.

A response was received from Main Roads WA on Wednesday 7 June 2023. The correspondence outlined conditions and advice notes which have been incorporated into the recommended conditions of approval.

Design Review Panel Advice

Not applicable.

Planning Assessment:

Local Planning Scheme 42

The subject site is located within the 'Service Commercial' zone of the City's Scheme. The objectives of the 'Service Commercial" zone are outlined below:

- *To accommodate commercial activities which, because of the nature of the business, require good vehicular access and/or large sites.*

- *To 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.*

It is noted that the site is currently made up of five (5) individual properties and these will be required to be amalgamated prior to the issue of a building permit for the development of the site. This requirement forms a condition of approval.

The proposed use is considered to align with the objectives of the 'Service Commercial zone'. Further commentary on compliance with the City's Scheme and other development controls is provided in the Planning Assessment section below.

Land Use

Table 2 of the City's Scheme designates 'Motor Vehicle, Boat or Caravan Sales' as a 'D' use in the Service Commercial zone. The proposal generally complies with the Local Planning Scheme No.42 and Policies, apart from variations outlined below.

Local Planning Policy – LP.09 – Tree Retention and Planting – Development ('Policy LP.09')

In accordance with LP09, the proposed development is required to provide shade trees within the car parking areas.

Based on the City's tree policy, the following tree requirements apply:

- 12 trees within open parking areas based on 48 external parking spaces. This excludes the Electric Vehicle (EV) bays, as these are integrated with the building.

- trees based on 1,300m^2 of site area excluding external parking areas.

The development proposes 12 trees to be planted at either end of the Albany Highway frontage, along the Coolgardie Street frontage, and along the rear boundary of the site.

The applicant has stated that because of the nature of this land use, sightlines from Albany Highway to the display vehicles and into the building need to be maximised and propose high quality landscape treatments comprised of various shrubs and groundcovers are proposed in lieu of the additional trees.

The City's Greening Technical Officer has noted that while additional landscaping is of a high standard it is not representative of the tree planting policy intentions. The tree species Corymbia ficifolia is not suitable for a carpark and should be changed due to the large fruit that can be a hazard for pedestrians, accordingly, landscaping needs to be provided to an acceptable standard to the City's satisfaction. As such it was requested the Landscaping Plan be amended to meet requirements of LP09. The opportunity exists to consider possible tree planting with high tree cover which achieves 'tree canopy' objectives whilst maintaining sightlines to the business from Albany Highway. This needs to be explored further.

Unfortunately, the plans were not able to be amended in time and as such a condition would be recommended to to amend the Landscaping Plan and provide the trees as required under LP09 prior to the issue of a Building Permit.

Local Planning Policy – LP.13 – Albany Highway Access Network – Development ('Policy LP.13')

The City's LP.13 aims to achieve an ultimate access solution for Albany Highway, which involves rationalising the number of crossovers onto Albany Highway and establishing reciprocal rights of access between lots for the shared use of planned access points.

The following image extract from the policy depicts the intention for the lots forming the development site and adjoining Lot 801:

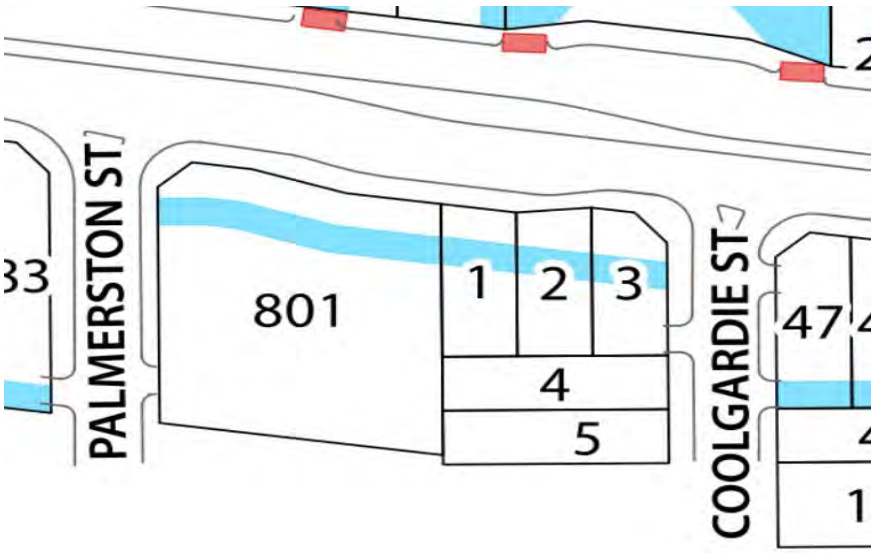


Figure 1 - LP.13 Public Accessway Location.

The proposed development establishes access to Coolgardie Street in accordance with LP.13 and seeks to introduce an internal accessway creating connectivity with Lot 801 as depicted on the policy plan.

The applicant has advised that a factor for the owner is the operational requirement for this facility to be secured after- hours to prevent unauthorised access during night-time periods. As such is has been proposed that this would be achieved through retractable bollards at the site crossovers and boundary of the neighbouring properties.

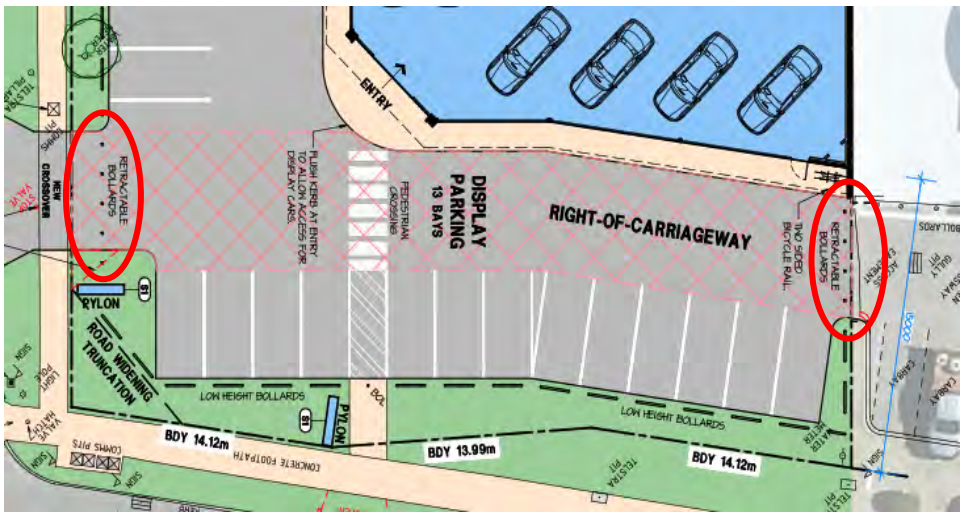


Figure 2 - Bollard Locations.

City Officers are not supportive of the use of retractable bollards as it is considered to be contrary to the intent of the policy, noting:

- The intent of the policy is to always provide access across the sites at all times of day and night to allow for local traffic, to avoid congestion on Albany Highway.

- The bollards will create issues for neighbouring property as they will restrict maneuvering for car parking bays abutting the bollards.

- There are alternative configurations for bollards to allow for security of the site after general business hours that will not restrict access as per LP13.

In addition to this the proposal has indicated a pedestrian crosswalk within the proposed Right of Way Access and this should is not support in its current form. If the crosswalk is to be installed it should either be signed appropriately or be in a different colour.

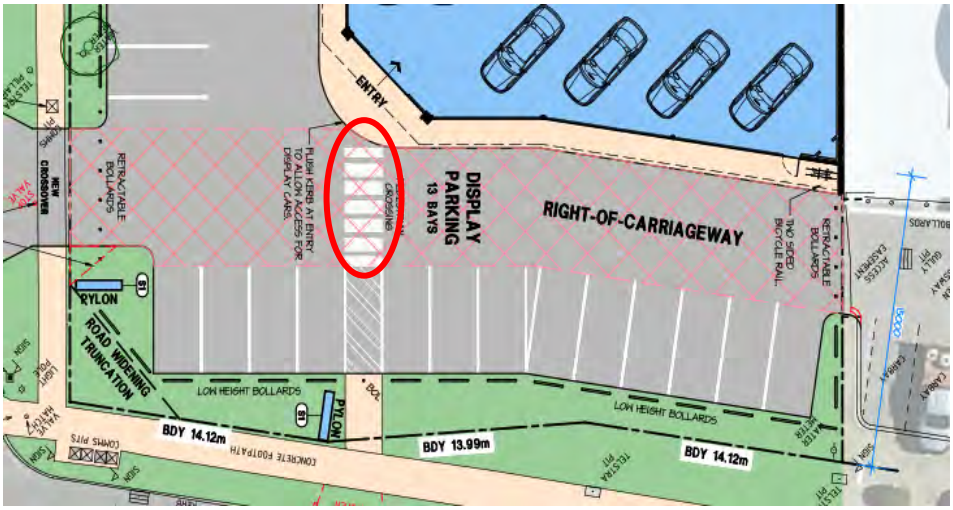


Figure 3 - Pedestrian Crosswalk Location.

In light of the above, a condition of approval would be recommended for the proposal to be amended removing the bollards in the current proposed locations and advice included regarding cross modifications.

Noise Emission

Lloyd George Acoustics was engaged to undertake an environmental noise assessment for a proposed development. With regard to noise emissions, consideration is given to noise from mechanical building services, from car detailing bays and from closing car doors, assessed at neighbouring properties against the prescribed standards of the Environmental Protection (Noise) Regulations 1997.

The report found the major source of noise emission from the development is from Car detailing occurring onsite. It is recommended no detailing occur during the evening period. Furthermore, to minimise audible noise at nearby receiving premises, a number of ‘best practice’ measures are outlined within the report to minimis noise impacts on neighbouring properties.

City Officers have reviewed the report and request that all recommendations from this report be implemented to limit noise impacts on surrounding properties and a condion would be recommended to address this.

Traffic Impacts

City officers have noted that the proposed swept path analysis for the 10m truck proposed to service the property cannot achieve compliant lane correct manoeuvring at the intersection of Albany Highway and Coolgardie Street even with lane correction to allow safe access from Albany Hwy (Figure.4 below).

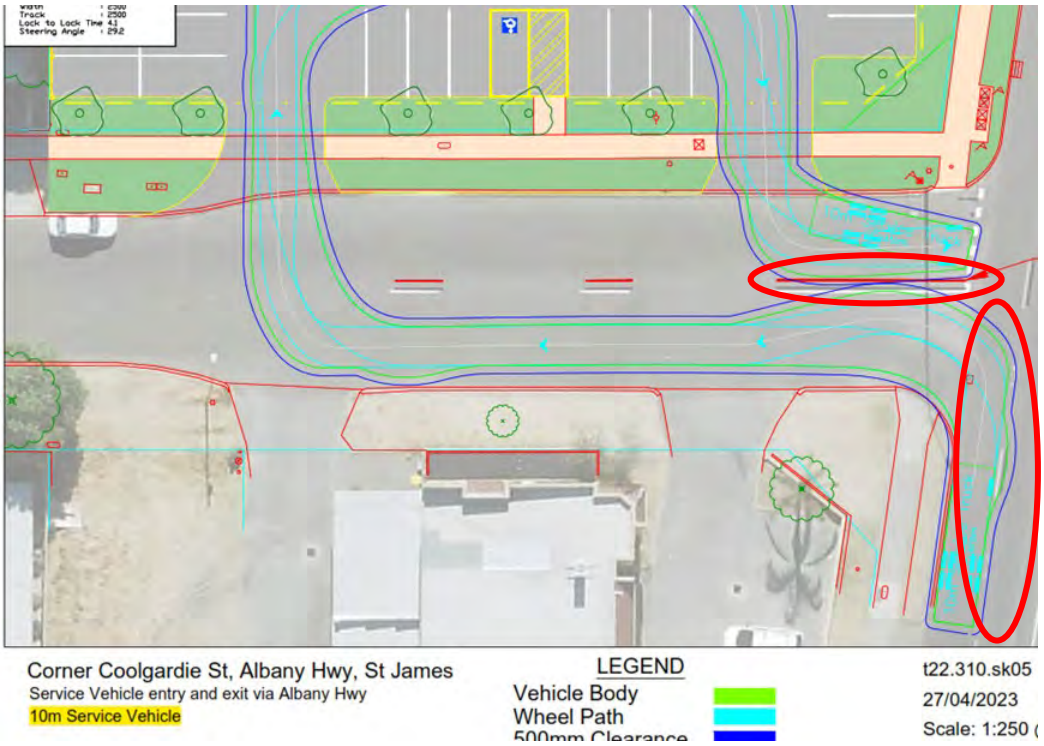


Figure 4: 10m Truck Swept Path

It is noted that a swept path analysis for 12.5m length service vehicles is the City's standard measure. However, the swept path analysis has demonstrated that neither a 10m or 12.5m service vehicle can enter and exit the site lane correct and shows the truck crossing into oncoming traffic on Coolgardie Street or encroaching into the adjacent lane on Albany Highway.

In light of this noncompliance and comments from Main Roads WA, further highlighting the issue, a redesign of the intersection will be required for delivery vehicles to access and exit the site safely.

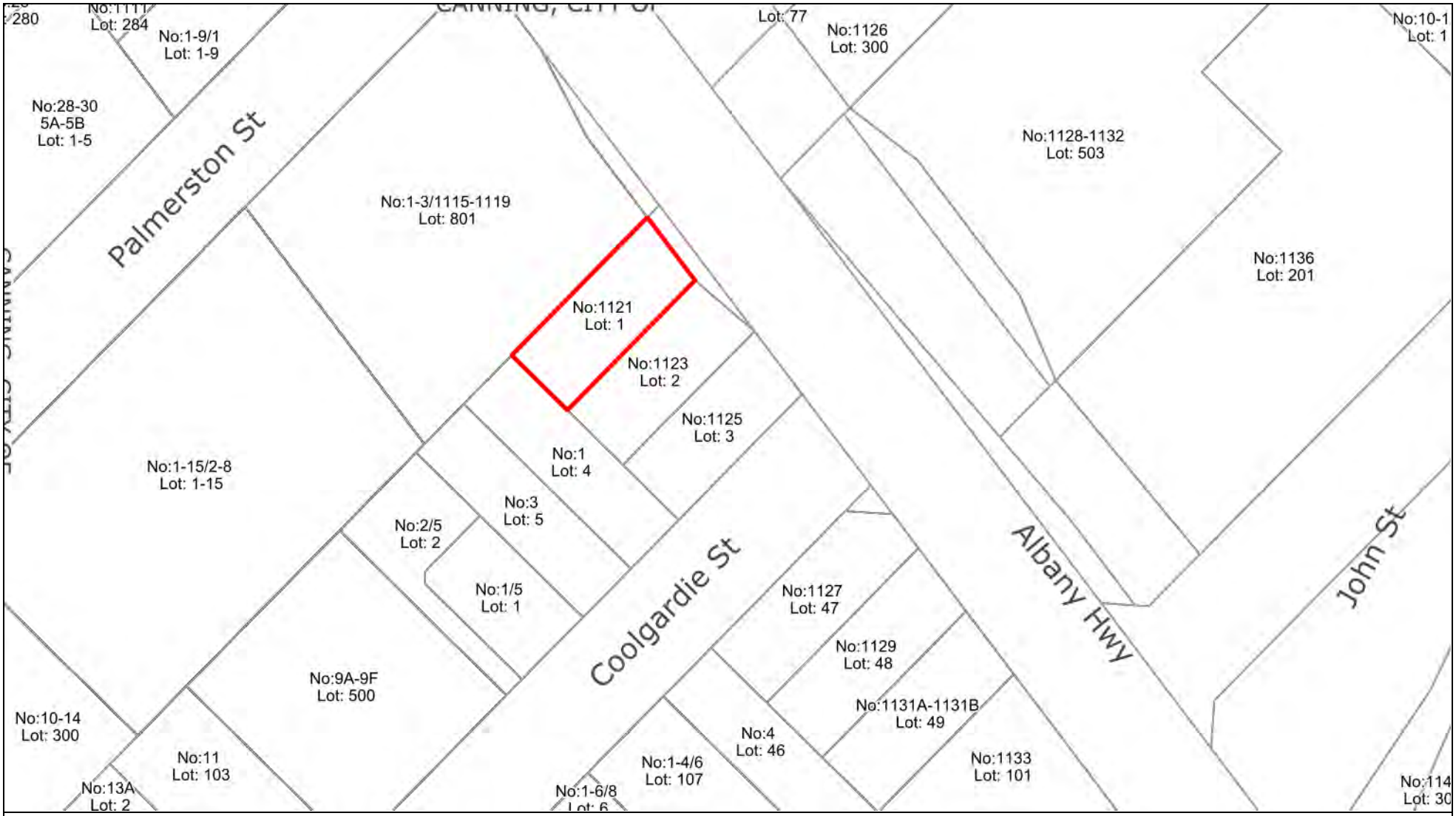
Subsequent to the deferral of the application at the previous Development Assessment Panel meeting held on the 9 May 2023. The applicant has submitted plans (Attachment 6) to address the Main Roads WA issues raised in their correspondence. The City has endeavoured to have a meeting with Main Roads and the Client to discuss the proposed modifications at the intersection of Albany

Highway and Coolgardie Street, however, Main Roads was unable to provide a suitable time for them to meet.

City Officers have reviewed the plans and consider this proposal to be satisfactory. A condition and advice note has been in included in this regard to ensure the modification is achieved and approved by Main Roads WA.

Conclusion:

The proposed development addresses the local context and is in keeping with the objectives of the Service Commercial zone under the City's Scheme. City Officers consider the proposed modifications at the intersection of Albany Highway Coolgardie Street can address the safety issues surrounding access and egress to the site. As such a condition of approval has been included to address the issue through the submission of plans for approval by Main Roads WA showing a redesign to the intersection allowing for safe movements to and from the site. As such it is recommended the application be approved subject to conditions.



CITY OF CANNING
A welcoming and thriving city

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4/05/2023

1:1000

N

SITE PARTICULARS

SITE AREA:	2,405m² (INCLUDING ROAD WIDENING TRUNCATION)
ZONING:	SERVICE COMMERCIAL

CAR PARKING

USE	VALUE	CALC	RESULT
MOTOR VEHICLE SALES	650m² NLA	1/00m² NLA	6.5
TOTAL REQUIRED			7
TOTAL PROVIDED			
	CUSTOMER BAYS INC. ACCESSIBLE BAY		7
	EXTERNAL DISPLAY BAYS		13
	STAFF & DELIVERY BAYS		28
	EV CHARGING BAYS		3
	TOTAL		51

LANDSCAPING

SOFT LANDSCAPING:	205m² = 8.5%
SHADE TREES:	9 TREES (REFER TO LANDSCAPING PLAN)

LEGEND:

- BUILDING.
- HARDSTAND PAVEMENT.
- FOOTPATHS.
- LANDSCAPING. REFER TO LANDSCAPING PLAN.
- SHADE TREE. REFER TO LANDSCAPING PLAN.

CITY OF CANNING
05/05/2023
AMENDED PLAN

PROPOSED SITE PLAN

SCALE 1:200

HINDLEY & ASSOCIATES PTY LTD
BUILDING DESIGNERS

166 STIRLING HIGHWAY
NEDLANDS WA 6009

PO BOX 199
NEDLANDS WA 6909

PHONE - 9386 6699
FAX - 9386 6700
admin@hindley.com.au

DEVELOPMENT APPLICATION

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AS TRUSTEE FOR
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ACN No. 088 989 904

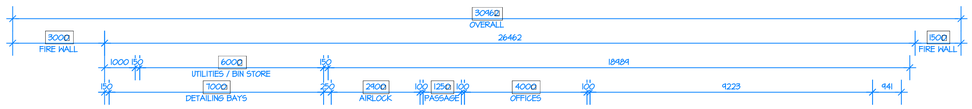
BUILDING DESIGNERS ASSOCIATION OF WA INC

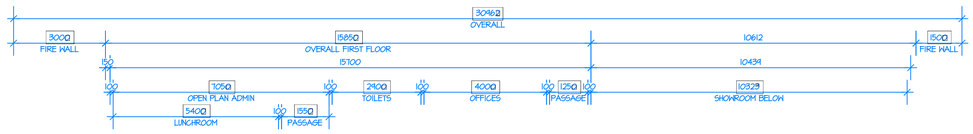
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B	07.02.23	PYLON SIGN ADDED	RCP	SDS
C	28.04.23	MEDIAN NOTE AND SIGNAGE TAGS	RCP	SDS
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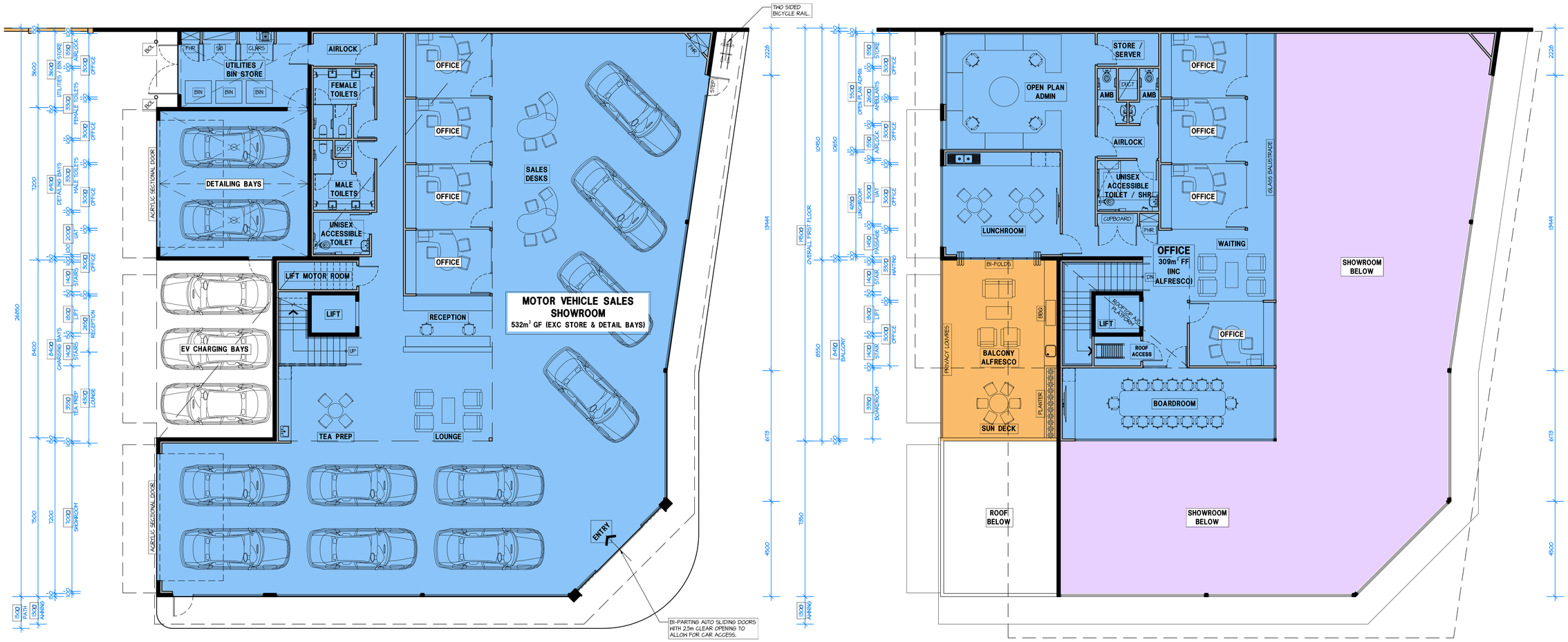
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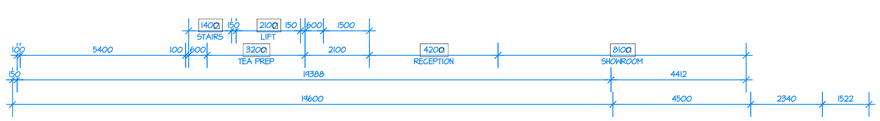
PROPOSED SHOWROOM DEVELOPMENT
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LOTS 1-3 COOLGARDIE ST, ST JAMES
for LIGHTBRIDGE HOLDINGS PTY LTD

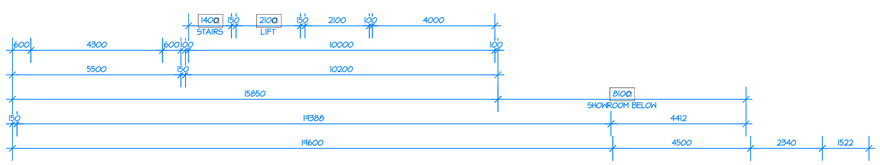
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Design -	SDS
Drawn -	RCP
Checked -	SDS
Scale -	1:200
Job No. -	0825
Dwg -	DA01
Rev -	C











PROPOSED GROUND FLOOR PLAN

SCALE 1:100

PROPOSED FIRST FLOOR PLAN

SCALE 1:100

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ACN No. 088 989 904

BUILDING DESIGNERS ASSOCIATION OF WA INC

NO:	DATE:	REVISION:	DRAWN:	CHECK:
A	02.02.23	ISSUED FOR PLANNING APPROVAL	RCP	SDS
B	03.02.23	DOOR ADDED TO DETAILING BAYS	RCP	SDS

A1 SHEET

HINDLEY & ASSOCIATES PTY LTD
BUILDING DESIGNERS

166 STIRLING HIGHWAY
NEDLANDS WA 6009

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DEVELOPMENT APPLICATION

PROPOSED SHOWROOM DEVELOPMENT
LOTS 1-5 (1121-1125) ALBANY HWY & LOTS 1-3 COOLGARDIE ST, ST JAMES
for LIGHTBRIDGE HOLDINGS PTY LTD

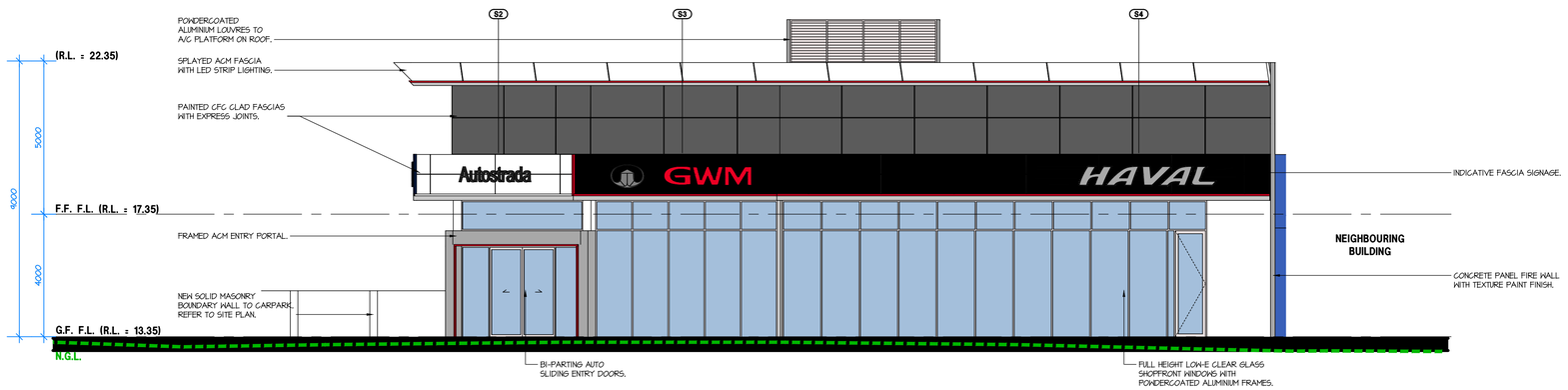
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Checked	SDS
Scale	1:100
Job No.	0825
Dwg	DA03
Rev	B

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Version: 1, Version Date: 07/02/2023

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05/05/2023

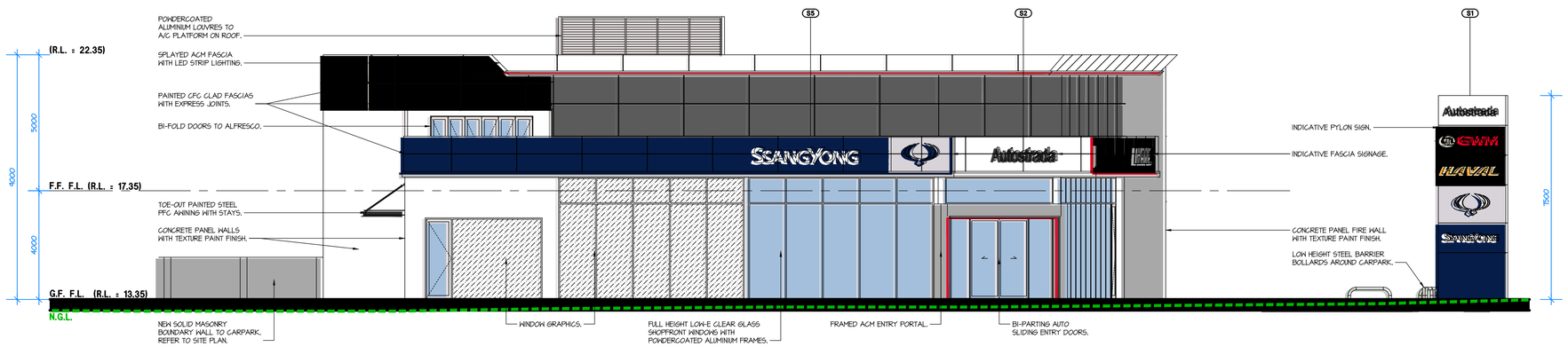
AMENDED PLAN

ALBANY HWY
NORTHEAST ELEVATION
SCALE 1:100



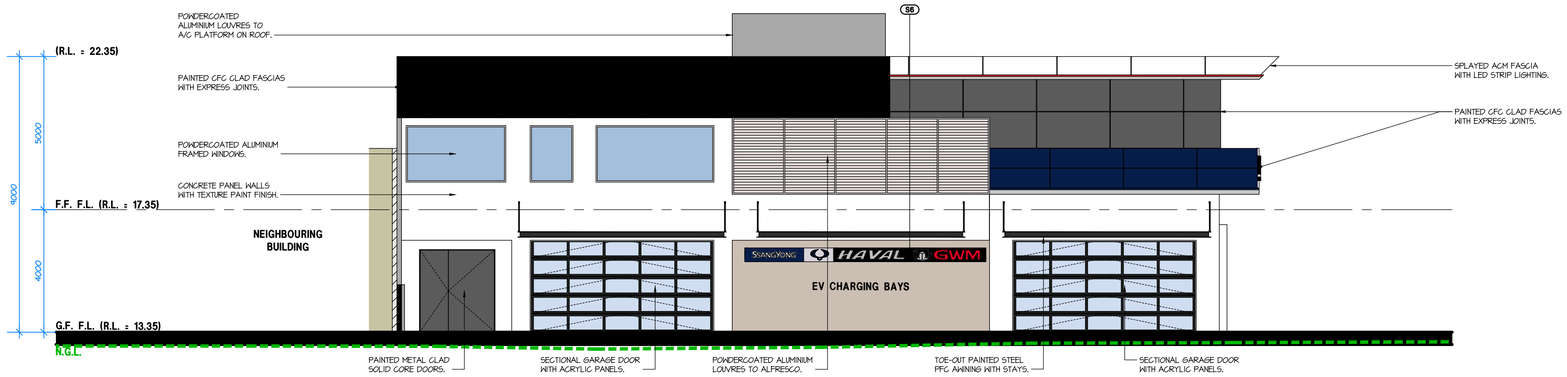
SIGNAGE SCHEDULE		ILLUMINATION
TAG	DESCRIPTION	
S1	PYLON SIGN. 1.5m HIGH X 2.5m WIDE.	YES
S2	AUTOSTRADA FASCIA SIGN. APPROX. 4.0m WIDE X 1.3m HIGH.	
S3	GWM FASCIA SIGN. APPROX. 5.0m WIDE X 1.3m HIGH.	
S4	HAVAL FASCIA SIGN. APPROX. 5.0m WIDE X 1.3m HIGH.	
S5	SSANGYONG FASCIA SIGN. APPROX. 7.5m WIDE X 1.3m HIGH.	
S6	WALL SIGN. APPROX. 8.0m WIDE X 0.5mm HIGH.	NO

COOLGARDIE ST
SOUTHWEST ELEVATION
SCALE 1:100

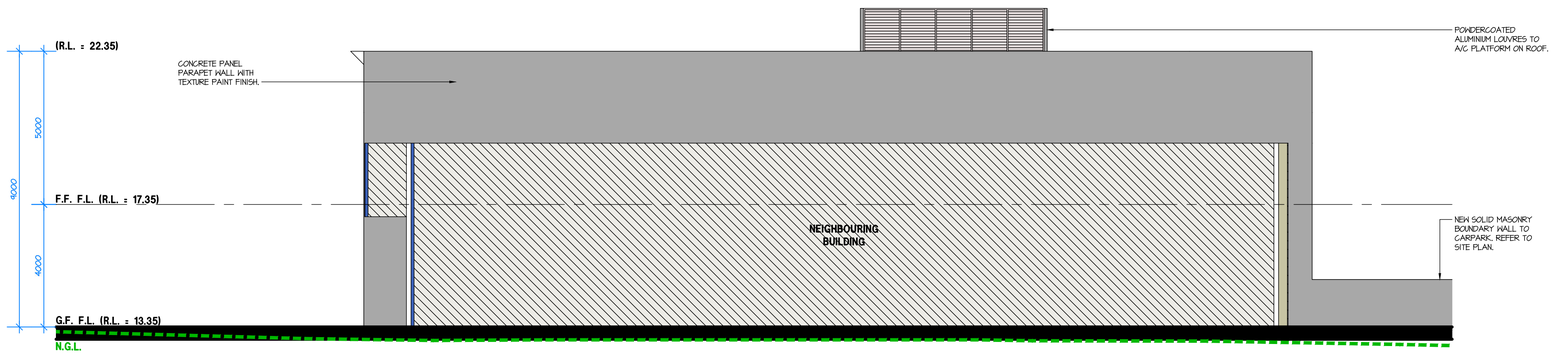


PYLON SIGN
SCALE 1:100

SOUTHEAST ELEVATION
SCALE 1:100



NORTHWEST ELEVATION
SCALE 1:100



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AS TRUSTEE FOR
HINDLEY TRUST
ACN No. 088 989 904

BUILDING DESIGNERS ASSOCIATION OF WA INC

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B	07.02.23	PYLON SIGN HEIGHT	RCP	SDS
C	28.04.23	SIGNAGE SCHEDULE ADDED	RCP	SDS

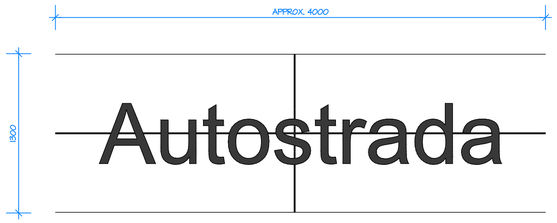
A1 SHEET

PROPOSED SHOWROOM DEVELOPMENT
LOTS 1-5 (1121-1125) ALBANY HWY &
LOTS 1-3 COOLGARDIE ST, ST JAMES
for LIGHTBRIDGE HOLDINGS PTY LTD

Date	-	02.02.23
Design	-	RCP
Drawn	-	RCP
Checked	-	SDS
Scale	-	1:100
Job No.	-	0825
Dwg	-	DA04
Rev	-	C



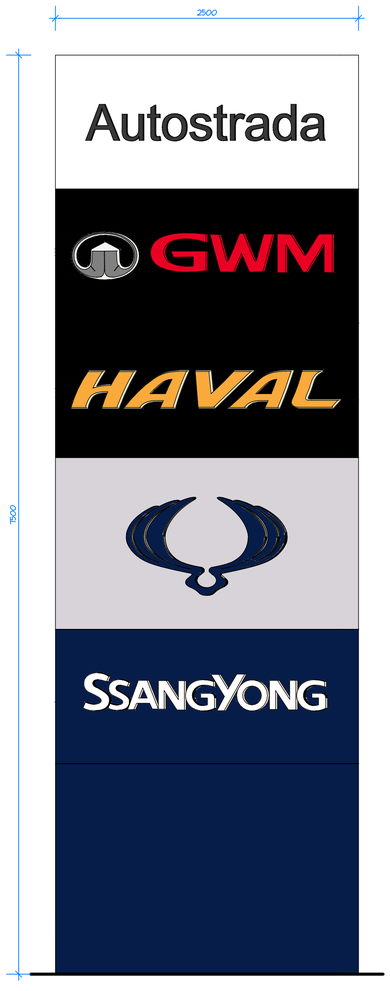
S3 - FASCIA SIGN



S2 - FASCIA SIGN



S4 - FASCIA SIGN



S1 - PYLON SIGN



S5 - FASCIA SIGN



S6 - WALL SIGN

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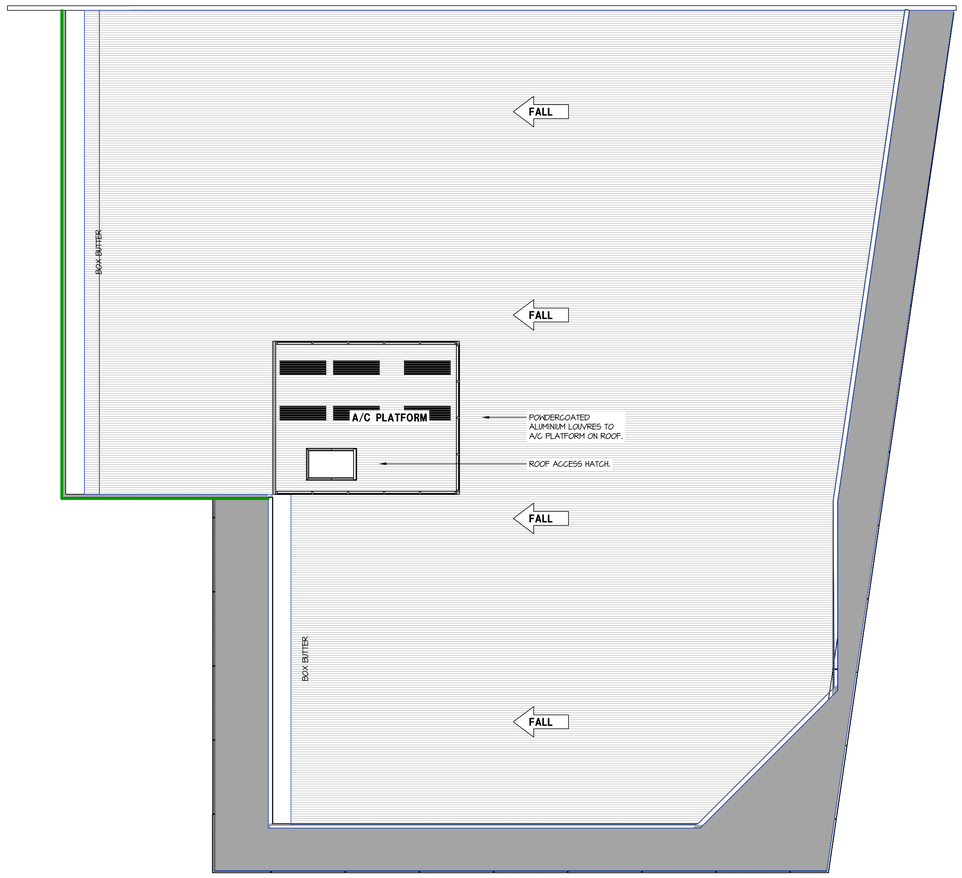
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SIGNAGE DETAILS

SCALE 1:25

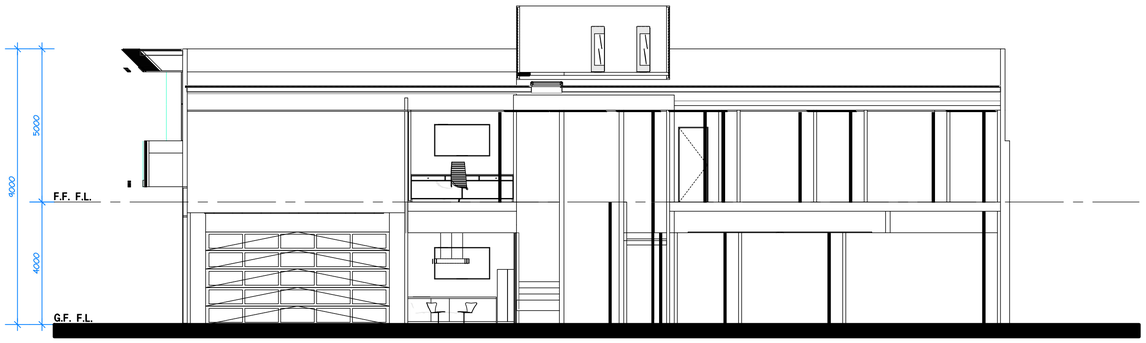
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LOTS 1-5 (1121-1125) ALBANY HWY &
LOTS 1-3 COOLGARDIE ST, ST JAMES
for LIGHTBRIDGE HOLDINGS PTY LTD

Date	-	02.02.23
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Job No.		0925
Dwg -		DA08
Rev -		A



PROPOSED ROOF PLAN

SCALE 1:100



SCHEMATIC SECTION A

SCALE 1:100



SCHEMATIC SECTION B

SCALE 1:100

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A1 SHEET

HINDLEY & ASSOCIATES
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Dwg	-	DA05
Rev	-	A

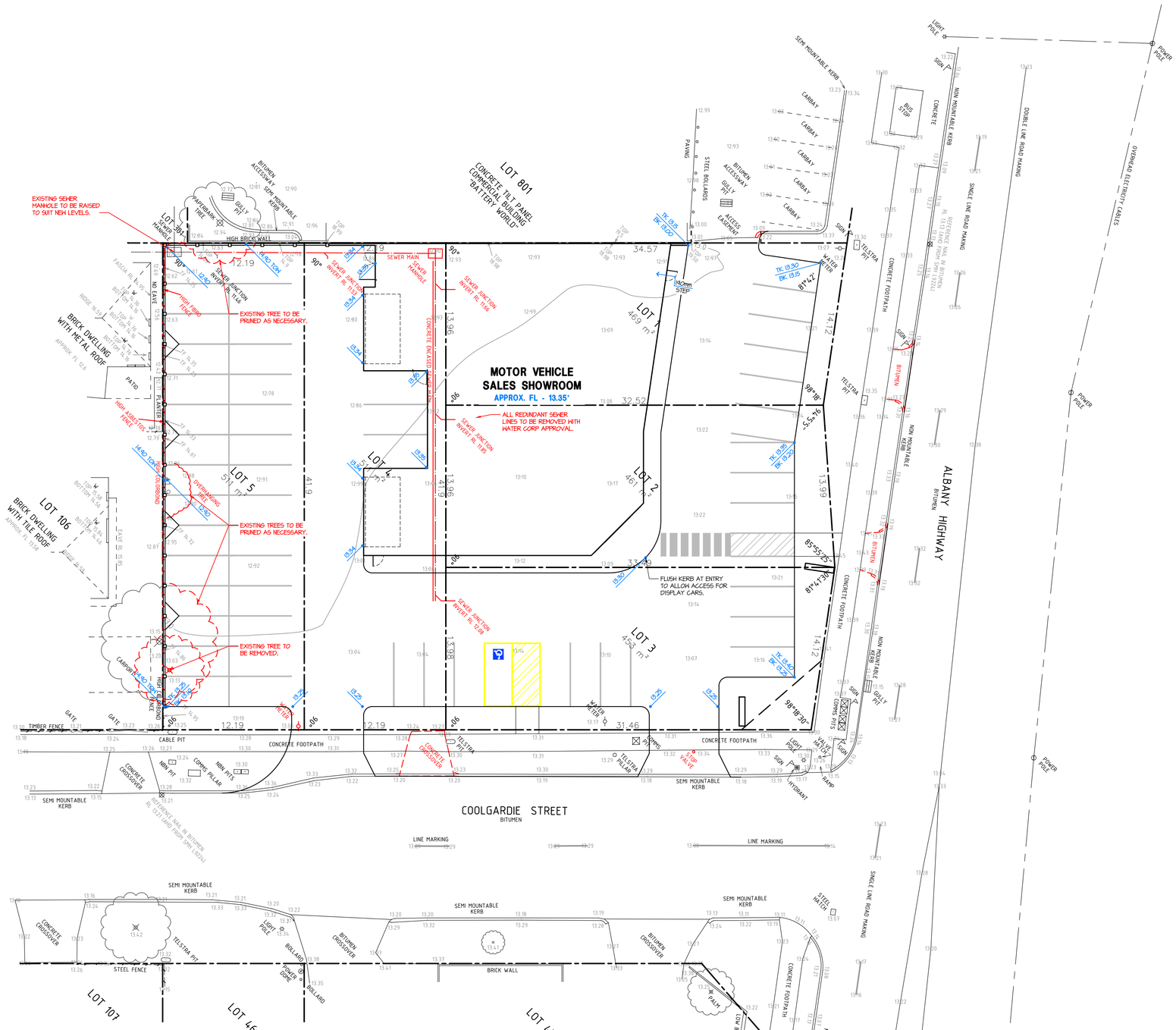
Document Set ID: 1010704
Version: 1, Version Date: 07/02/2023

NOTES:

1. *DESIGN LEVELS ARE INDICATIVE ONLY. FINAL LEVELS AND TO BE DESIGNED BY A CIVIL ENGINEER AS PART OF THE BUILDING PERMIT APPLICATION.
2. SURVEY INFORMATION PROVIDED BY SURVEYING SOLUTIONS WA. REFER TO CONTOUR AND FEATURE SURVEY 2103 DATED 21-10-2022 FOR IDENTIFICATION OF FEATURES AND DETAILS OF DATUM.
3. CHECK TITLE FOR EASEMENTS, RESTRICTIVE COVENANTS ETC.
4. THIS SURVEY DOES NOT GUARANTEE THE CORRECT POSITION OF BOUNDARY PEGS FOUND OR FENCE POSITIONS SHOWN, UNLESS A BOUNDARY RE-ESTABLISHMENT SURVEY HAS BEEN UNDERTAKEN BY SURVEYING SOLUTIONS WA.
5. ALL FEATURES AND BUILDING POSITIONS ARE APPROXIMATE ONLY, AS THEY HAVE BEEN POSITIONED FROM MEASUREMENTS TAKEN FROM EXISTING PEGS, FENCES & WALLS.
6. A BOUNDARY RE-ESTABLISHMENT SURVEY IS RECOMMENDED PRIOR TO UNDERTAKING ANY SITE WORKS OR CONSTRUCTION.
7. INFORMATION SHOWN ON THIS SURVEY IS CURRENT AT THE DATE SHOWN.
8. SURVEYING SOLUTIONS WA ACCEPTS NO RESPONSIBILITY FOR ANY CHANGES THAT HAVE OCCURRED AFTER THIS DATE, TO SITE LEVELS AND FEATURES OR BUILDINGS.
9. CADASTRAL BOUNDARY DIMENSIONS SHOWN HAVE BEEN OBTAINED FROM SURVEY PLANS AND ARE SUBJECT TO FIELD SURVEY UNLESS SHOWN OTHERWISE.

LEGEND:

- ITEMS TO BE REMOVED / RELOCATED SHOWN IN RED.
- 13.0 — EXISTING CONTOURS.
- 10.00 EXISTING SPOT LEVELS.
- PROPOSED DESIGN LEVEL.
  PREFIX - 'TK' - TOP OF KERB
  - 'BK' - BOTTOM OF KERB
  - 'TOW' - TOP OF WALL
  - 'BOW' - BOTTOM OF WALL
  - 'NGL' - NATURAL GROUND LEVEL.
  ALL OTHER LEVELS ARE FROM SURFACE OF PAVEMENT.



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A1 SHEET

SURVEY OVERLAY, LEVELS & DEMOLITION PLAN

SCALE 1:200

PROPOSED SHOWROOM DEVELOPMENT
LOTS 1-5 (1121-1125) ALBANY HWY & LOTS 1-3 COOLGARDIE ST, ST JAMES
for LIGHTBRIDGE HOLDINGS PTY LTD

Date	02.02.23
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Dwg	DA02
Rev	A

Document Set ID: 1010704
Version: 1, Version Date: 07/02/2023



LANDSCAPE AREA = 205m² (8.5%)

PLANT SCHEDULE AND SYMBOL LEGEND					
Symbol	Code on plan	Botanic Name	Mature height x width	Minimum installation size	Number
TREES					
	Cf	Corymbia ficifolia 'Coral Pink'	5m x 3m	45 Litre	8
	Li	Lagerstroemia indica x fauriei 'Natchez'	7m x 5m	45 Litre	4
SHRUBS					
	Ps	Philotheca spicata	60cm x 50cm	13cm	14
GRASSES					
	Cc	Conostylus candicans	30cm x 50cm	14cm	53
	Dr	Dianella revoluta 'Revelation'	50cm x 50cm	14cm	32
GROUND COVER					
	As	Acacia saligna prostrate	30cm x 3m	13cm	45
	Bd	Banksia dallanneyi	50cm x 3m	13cm	14
	Dl	Dampiera linearis 'Western Blue'	30cm x 1m	13cm	54
	Hp	Hemiandra pungens 'Alba'	30cm x 1.5m	13cm	85
	Kp	Kennedia prostrata	10cm x 2.5m	13cm	16
TOTAL PLANTS					325

TREE VARIETIES


Corymbia ficifolia 'Coral Pink'


Lagerstroemia indica x fauriei 'Natchez'

SHRUB VARIETY


Philotheca spicata

GRASS VARIETIES


Conostylus candicans


Dianella revoluta 'Revelation

GROUND COVER VARIETIES


Acacia saligna prostrate


Banksia dallanneyi


Dampiera linearis 'Western Blue'


Hemiandra pungens 'Alba'


Kennedia prostrata

PLANTING SPECIFICATIONS

1. SPECIFIED PLANT SPECIES HAVE BEEN SOURCED FROM BENARA NURSERY AND DOMUS NURSERY STOCK LISTS. SHOULD PLANT SPECIES BE UNAVAILABLE AT TIME OF PLANTING, CONTACT DESIGNER FOR SUBSTITUTIONS.

2. ALL PLANTING AREAS ARE TO BE PREPARED AND PLANTED IN ACCORDANCE WITH INDUSTRY BEST PRACTICE, TYPICAL DRAWINGS INCLUDED IN THIS PLAN SET AND THE INSTRUCTIONS BELOW.

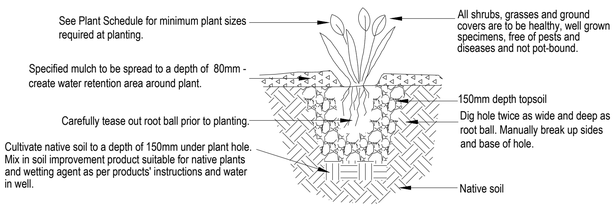
A. PREPARATION OF SOIL IN GARDEN BED AREAS:
I. REMOVE ALL TRACES OF BUILDERS' MATERIAL FROM PLANTING AREAS INCLUDING RUBBLE, SAND, MORTAR AND ALL OTHER EXTRANEOUS MATERIAL.
II. REMOVE ALL WEEDS IN GARDEN BED AREAS BY SPRAYING WEEDS WITH A STANDARD INDUSTRY HERBICIDE FOLLOWING MANUFACTURER'S SPECIFICATIONS AND LEAVE FOR RECOMMENDED TIME.
III. REMOVE DEAD PLANT MATTER AFTER TIME SPECIFIED ON HERBICIDE PRODUCT.
IV. UNDERTAKE SOIL IMPROVEMENT SUITABLE FOR NATIVE PLANTS.

B. PLANTING
I. PLANT TREES AS SPECIFIED ON DRAWING 'TYPICAL TREE PLANTING' AND INSTALL TREE ROOT BARRIERS AROUND TREES WITHIN SITE.
II. PLANT SHRUBS (INCLUDING GRASSES AND GROUND COVERS) AS SPECIFIED ON DRAWING 'TYPICAL SHRUB PLANTING' AND WATER IN THOROUGHLY.

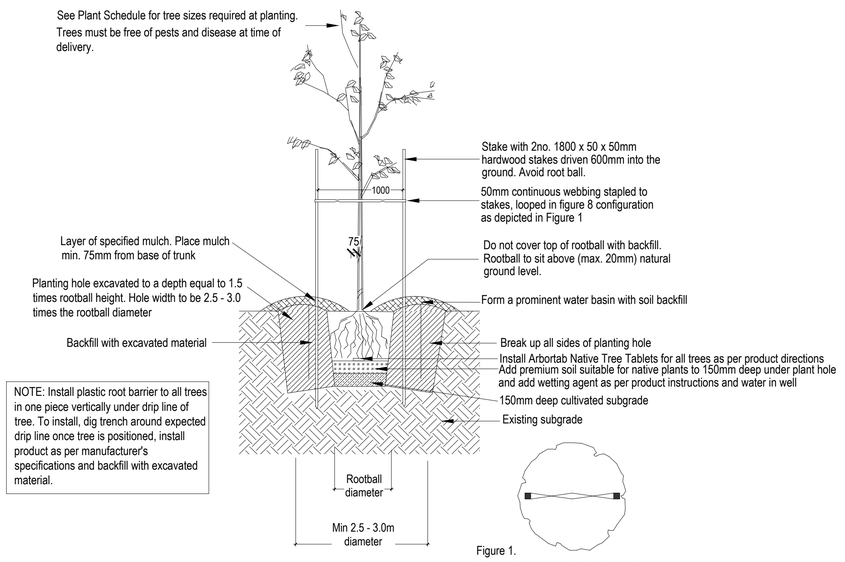
C. MULCH WITHIN SITE BOUNDARY
I. AFTER PLANTING, APPLY PINE BARK WOOD CHIPS TO A MINIMUM DEPTH OF 80MM (MAXIMUM 100MM) TO PLANTING BEDS, KEEPING MULCH CLEAR OF PLANT STEMS.
II. CHECK MULCH IS FREE OF WOOD SLIVERS AND EXTRANEOUS MATERIAL.
III. TIDY AND GRADE MULCH AFTER APPLICATION.

IRRIGATION SPECIFICATIONS

1. ALL GARDEN BEDS TO BE IRRIGATED WITH SUB-MULCH DRIP SYSTEM AND AUTOMATIC CONTROLLER WITH RAIN SENSOR.
2. WATER SUPPLY IS SCHEME WATER.
3. IRRIGATION LAYOUT BY LANDSCAPE INSTALLER.



1 SHRUB PLANTING DETAIL
Typical Section
Not to scale



NOTE: Install plastic root barrier to all trees in one piece vertically under drip line of tree. To install, dig trench around expected drip line once tree is positioned, install product as per manufacturer's specifications and backfill with excavated material.

Figure 1.
Tree stakes and tie 'double figure of eight' configuration.

2 TREE PLANTING DETAIL
Typical Section
Not to scale

URBAN Retreat GARDEN DESIGN

revision/issue	description	drawn	checked	date
C	DEVELOPMENT APPLICATION	AC	AC	02.02.2023
B	DEVELOPMENT APPLICATION	AC	AC	30.12.2022
A	DEVELOPMENT APPLICATION	AC	AC	20.12.2022

project: PROPOSED SHOWROOM DEVELOPMENT
location: LOTS 1-5 ALBANY HWY & LOTS 1-3 COOLGARDIE ST, ST JAMES
drawn: AC
checked: AC
description: LANDSCAPE PLAN
date: 20.12.2022
scale: 1:200 @ A1
project no: 22243
dwg no: 01
rev: 03

URBAN RETREAT GARDEN DESIGN
COMMERCIAL AND RESIDENTIAL LANDSCAPE DESIGN SERVICES
www.urbanretreatgardens.com.au
E:anneli@urbanretreatgardens.com.au
M:0438 526 313

Document Set ID: 1010704
Version: 1, Version Date: 07/02/2023

Motor Vehicle Sales Showroom

Application for Planning Approval



Lots 1-3 (1121-1125) Albany Highway & Lots 4-5 (1-3) Coolgardie Street, St James

February 2023

apex
planning

Development Application

Lots 1-3 (1121-1125) Albany Highway & Lots 4-5 (1-3) Coolgardie Street, St James

Prepared for Lightbridge Holdings Pty Ltd

DOCUMENT CONTROL

DESCRIPTION	DATE
230206 22-130 DA report - St James (rev0).docx	6 February 2023

Apex Planning

Phone: 0416 672 501
Email: admin@apexplanning.com.au
Address: 3/128 Main Street, Osborne Park 6017

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APPENDIX 2: DEVELOPMENT PLANS
APPENDIX 3: LANDSCAPE PLAN
APPENDIX 4: TRANSPORT IMPACT STATEMENT
APPENDIX 5: ACOUSTIC ASSESSMENT

1 INTRODUCTION

Apex Planning has produced this application for planning approval on behalf of Lightbridge Holdings Pty Ltd, with regard to a motor vehicle sales showroom proposed at Lots 1-3 (1121-1125) Albany Highway & Lots 4-5 (1-3) Coolgardie Street, St James (hereafter referred to as the **development site**).

The proposal involves the establishment of a new motor vehicle sales showroom on the lots forming the development site. The showroom incorporates quality spaces for the display of new vehicles and includes provision for electric charging bays.

The facility is designed to a high standard and will provide a positive contribution to the local streetscape, with access arrangements consistent with the City's Albany Highway Access Policy.

The development will facilitate the establishment of an appropriate service commercial activity on vacant/underutilised land which forms part of an existing service commercial zoned precinct, and will substantially improve the local amenity of the locality.

The proposal is supported by a number of expert reports which demonstrate its suitability for establishment on the development site.

We respectfully request the Metro Inner-South JDAP grant approval to the proposed development.

1.1 PRE-LODGEMENT ENGAGEMENT

On 2nd November 2022, the proponent and Apex Planning met with the City of Canning's planning department to discuss the proposed development, including:

- The proposed land use, zoning of the site, and surrounding context
- The applicable planning controls under the City's Local Planning Scheme No.42 (**LPS42**) and policy framework
- Key planning issues to be addressed in this application (traffic/access, amenity and landscaping)
- Proposed access arrangements, including the application of the City's Albany Highway Access Network policy
- DA lodgement requirements

The helpful commentary and feedback received from the City has informed the refinement and finalisation of the proposed application materials.

2 LAND DESCRIPTION

2.1 LOT DETAILS AND ENCUMBRANCES

The development site is comprised of five lots totalling 2,405sqm of combined area. The land subject of this application for planning approval is described in **Table 1** below.

Table 1: Lot details				
Lot	**Plan**	**Volume**	**Folio**	**Ownership**
1	2103	2073	358	Prestigious Investments Pty Ltd
2	2103	2183	537	
3	2103	1062	256	
4	2103	1744	218	
5	2103	1744	218	

The Certificates of Title (**CT**) and Plan are provided at **Appendix 1**. There are no encumbrances listed on the CTs relevant to the proposed development.

3 CONTEXTUAL CONSIDERATIONS

The following sub-sections describe the contextual characteristics of the site and local area. Refer to **Figure 1: Aerial Photo** and **Photos 1-6** which illustrate the development site and surrounds.

3.1 REGIONAL CONTEXT

The development site is located in the central sub-region of the Perth metropolitan region, within the municipality of the City of Canning. It is situated in the locality of St James, approximately:

- 7km south-east of Perth CBD
- 3.5km south-east of the Victoria Park Secondary Centre
- 2.5km south-east of the East Victoria Park District Centre
- 1km west of the Welshpool industrial area

The site is located at the corner of Albany Highway (a 'Primary Regional Road' controlled by Main Roads) and Coolgardie Street (an 'Access Road' controlled by the local authority).

Albany Highway is a key transport route connecting St James to the Perth CBD via the Causeway (north-west), and to Perth's south-eastern suburbs (south-east). Coolgardie Street is an Access Road which provides a linkage into the wider St James locality.

3.2 LOCAL CONTEXT

The development site is comprised of five lots totalling 2,405sqm of combined area, situated at a key corner location with frontage to the 'T' intersection of Albany Highway and Coolgardie Street.

The site forms part of an existing service commercial precinct fronting Albany Highway, and is connected to the Bentley District Centre (a district-level activity centre which is anchored by the Bentley Plaza shopping centre).

The site adjoins an existing service commercial development to the north-west, which currently contains a mixture of showrooms and offices. The site is bounded by Albany Highway to the east and Coolgardie Street to the south. The development site adjoins two residential properties along its south-western boundary, with an existing Colorbond fence forming the current boundary treatment.

The development site forms part of a group of commercial properties which benefit from exposure, frontage and access to Albany Highway, with existing land uses generally of a car-based nature. In terms of its immediate surroundings:

- The site is at a key corner location, situated at the western side of the Albany Highway / Coolgardie Street intersection.
- To the north, the site adjoins a service commercial property containing an existing large building with parking and driveways within the street setback. Motor vehicle and caravan showrooms exist on separate sites slightly further north.
- To the east (on the opposite side of Albany Highway), the site is adjacent to an existing service station / pet supplies showroom / liquor store tavern.
- Bentley Plaza is slightly south of the development site at the eastern side of the Albany Highway / John Street intersection.
- Non-residential community services facility and other commercial development at the southern side of Coolgardie Street, adjacent to the site.
- Grouped housing development is located to the west.

Albany Highway fronts the development site to the east. In terms of its existing amenity and character:

- Albany Highway is a dual carriageway Primary Regional Road with a painted central median in the vicinity of the site.
- Albany Highway in the vicinity of the site is largely comprised of exposure-based commercial development with shopfront parking facing the street.
- According to available Main Roads WA traffic counts from 2021, Albany Highway south of John Street carried approximately 33,177 vehicles per weekday.
- Albany Highway is identified as an 'Other significant freight/traffic route' under *State Planning Policy 5.4 Road and Rail Noise*.

A key and distinct feature of local character is the prevalence of commercial and service commercial sites fronting Albany Highway, which are co-located with residential sites at their rear boundary. With Albany Highway being a high-volume regional road and identified as a noise-generating road under SPP5.4, the large service commercial buildings fronting Albany Highway serve to moderate impacts created by traffic activity along Albany Highway by creating a physical buffer to the adjoining residential properties.

In terms of public transportation and accessibility, the site is in close proximity to the 220 and 930 bus routes which run along Albany Highway and operate 7 days a week. The routes provide access to Armadale Station, Perth Busport, Thornlie Station, and Elizabeth Quay Station.

3.3 EXISTING SITE CONDITIONS AND TOPOGRAPHY

The development site is comprised of five separate lots, which equate to a total site area of 2,405sqm.

The lots are currently vacant / undeveloped.

In terms of topography, the development site is generally flat with a gentle slope from Albany Highway toward the rear boundary. Levels along Albany Highway and Coolgardie Street frontages are generally at approximately RL13.2, gently falling to the western side of the site to approximately RL12.8.

Dial Before You Dig data indicates the existing lots forming the development site have access to the key urban utilities (power, water, sewer).

3.4 SITE PHOTOS



Photo 1: view of Coolgardie Street from within the site, looking south.



Photo 2: view of Albany Highway from within the site, looking north.



Photo 3: view of existing development on Albany Highway adjacent to the site, looking east.



Photo 4: interface with adjoining development on Lot 801 (note existing large wall).



Photo 5: interface with existing car park and driveway on Lot 801.



Photo 6: interface with adjoining residential properties to the west.



Figure 1: Aerial Photo / Context Map	NORTH	**Drawn:** Alessandro Stagno **Rev:** 0
Lots 1-3 (1121-1125) Albany Highway & Lots 4-5 (1-3) Coolgardie Street, St James		**Source:** MNG Access **Date:** 31 January 2023 **apex** planning

4 PROPOSED DEVELOPMENT

Refer to **Appendix 2** for the development plans, which illustrate the proposed development.

The proposal involves the establishment of a motor vehicle sales showroom on the lots forming the development site. The establishment of this facility would generate an appropriate planning outcome, noting it involves a service commercial activity on land zoned for service commercial purposes fronting a high-exposure regional road (ie Albany Highway) which contains complementary land uses.

The facility will operate during normal business hours Monday-Saturday, with slightly extended trading hours on Wednesday evenings until 9pm.

The layout of the facility establishes a building in the centre of the site, which forms a continuation of the existing commercial building on the adjoining lot to the north-west to ensure a cohesive and logical design outcome is achieved. One consequence of this approach is that a large wall associated with the building on the adjoining lot will be screened by the development.

The street setback areas will contain vehicle driveways and parking areas, aligning with existing development on the adjoining lot and the requirements of the City's Albany Highway Access Policy. The facility locates back-of-house areas such as the bin store, detailing bays etc at the rear where they are not visible to the public realm.

A two-storey building will contain 607sqm of Gross Floor Area (**GFA**) on ground floor and 290sqm GFA at the upper floor, with the following key internal spaces:

- On the ground floor, an internal vehicle display area with associated lounge, tea prep, offices / sales desks and amenities.
- At the upper floor, staff amenities and administration areas including admin areas, toilets, offices, boardroom and an external balcony alfresco / sun deck.

The facility is designed in attractive, contemporary styling at both road frontages with full-height permeable windows at ground level to afford maximum exposure and visibility into the building. The building incorporates a feature roof form which includes a layered CFC clad fascia above the shopfront and a splayed fascia at the top with LED strip lighting to create a sense of presence for the site during both daytime and nighttime hours.

The motor vehicle sales showroom would be principally used for the display and sale of vehicles, both within the building and within an external display area fronting Albany Highway. Key operational elements of the facility include:

- Vehicular stock is kept off-site at a centralised storage compound and transported to the site by staff on an as-needed basis. There are no large deliveries of vehicles to the site. Vehicle stock is delivered to the compound and then transferred to the proposed facility as required. In rare occasions, a 10m tilt-tray truck may transport a single vehicle to the site.

- No onsite mechanical repairs or servicing at this facility. Mechanical repairs / servicing is undertaken at an off-site service workshop, with vehicles transferred to the site once any necessary repair works are completed.
- Light detailing / cleaning of vehicles occurs within the internal detailing area at the rear of the building. This is purely a maintenance form of detailing to keep vehicles in an optimal condition. Intensive detailing is carried out off-site.

In terms of parking and access:

- 13 spaces are provided along the Albany Highway frontage of the site for display vehicles.
- 7 spaces are provided along the Coolgardie Street frontage for visitor/customer parking.
- 31 spaces are provided at the rear of the site for staff and vehicle stock parking. This includes three EV charging bays which will cater for the electric vehicle stock of the facility.

Two crossovers are proposed to Coolgardie Street which will provide access to the site and facilitate through-connection to the adjoining lot in accordance with the Albany Highway Access Policy. Minimum 2m wide landscaping strips are provided along all street frontages with associated shrubs and suitably sized trees.

The rear boundary of the site which adjoins residential properties will contain a 2m high masonry fence which affords suitable attenuation and screening. A number of trees will be planted along this boundary to create a green buffer and provide further visual screening of the facility.

3D images are included with the drawing package at **Appendix 2** which demonstrate an attractive and site responsive proposal, warranting support and approval.

4.1 SIGNAGE

The development includes the following signage:

- On the fascia above the shopfront windows, ‘Autostrada’, ‘GWM’, ‘Haval’, and ‘Ssangyong’ signage generally of the same size.
- A 7.5m freestanding sign along the Albany Highway frontage and Coolgardie Street frontage containing ‘Autostrada’, ‘GWM’, ‘Haval’, and ‘Ssangyong’ signage panels.

All signage is constructed to a high standard. The signage is consistent with corporate branding, colours and imagery of the respective vehicle manufacturers. The extent of signage proposed will ensure the site is properly identifiable, whilst minimising proliferation and visual clutter. An assessment against the City’s signage policy is provided later in this report.

4.2 LANDSCAPING

A landscape plan is provided at **Appendix 3**, which illustrates the following landscape planting arrangements:

- Along Albany Highway, minimum 2m wide landscaping strip containing various groundcovers, grasses and shrubs to provide a soft / attractive street interface whilst maintaining suitable visibility of display vehicles. Two Lagerstroemia indica trees are proposed at either end of the Albany Highway street boundary.
- Along Coolgardie Street, minimum 2m wide landscaping strip containing four Corymbia ficifolia trees and two Lagerstroemia indica trees with associated groundcover and shrubbery.
- Along the rear boundary, four Corymbia ficifolia trees to provide screening for the adjoining residential properties and shade for the rear parking spaces.
- Verge enhancements comprised of various grasses, groundcovers and other planting.

The landscape arrangements have been formulated by a suitably experienced landscape designer and warrant support.

4.3 TRAFFIC AND ACCESS

The proposed development is supported by a comprehensive Transport Impact Statement (**TIS**) produced by Transcore (refer to **Appendix 4**). The TIS is prepared in accordance with the requirements of the WA Planning Commission's traffic impact assessment guidelines.

According to the TIS, the proposed development would conservatively generate approximately 120 daily vehicle trips, with approximately 12 trips in the AM peak and 12 trips in the PM peak. The level of traffic generation resulting from the proposed development is minor and entirely capable of being accommodated by the surrounding road network.

The TIS includes swept path analysis of the service vehicles likely to service the proposed facility. This includes:

- The satisfactory movements of a 10m tilt-tray truck which would deliver a single vehicle to the premises on rare occasions (noting vehicles would usually be transferred between the facility and an offsite compound by staff).
- The satisfactory movements of an 8.8m waste collection vehicle which would enter and exit the site in a forward gear as part of waste collection activity.

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

4.3.1 CROSSOVERS AND SITE CIRCULATION

The development proposes two full movement crossovers to Coolgardie Street as depicted on the proposed development plans and explained in the TIS. The crossovers link to an internal vehicle driveway which will connect to the adjoining commercial lot (Lot 801) as required by the Albany Highway Access Policy, and formalised with a suitable access easement.

The access arrangements result in a desirable outcome which would reduce the number of crossovers to the local road network. The development site is currently comprised of five separate lots, three of which have frontage to Coolgardie Street. The development proposal would amalgamate the lots and facilitates a coordinated access / circulation approach with reduced access points to Coolgardie Street.

The site crossovers include retractable bollards as part of security requirements to prevent unauthorised vehicle access into the site when the facility is not operating. It is important to note that if approved and constructed, the development results in the amalgamation of the five lots forming the development site. Consequentially, only two lots would be subject to the future access easement, being the development site and adjoining Lot 801. Both lots enjoy independent access to the road network (ie Lot 801 has its own crossovers to Palmerston Street and the development site has its own crossovers to Coolgardie Street).

Both sites contain businesses which only operate during normal business hours, therefore the benefit of connectivity is not diminished when bollards are raised.

The access arrangements are appropriate. An assessment against the the City's Albany Highway Access Policy is provided later in this report.

4.4 ACOUSTIC COMPLIANCE

An environmental noise assessment has been produced by Lloyd George Acoustics (refer to **Appendix 5**), which considers noise generated by the motor vehicle sales showroom in relation to nearby sensitive receivers.

The assessment concludes that acceptable and compliant noise levels are received at nearby sensitive properties at all times. It follows that the development can comply with the *Environmental Protection (Noise) Regulations 1997* at all times. In particular:

- Noise associated with usage of parking spaces during all periods of operation is confirmed to be compliant.
- Noise associated with the use of mechanical plant (ie AC units and the like) is confirmed to be compliant, though it is noted a verification assessment should be undertaken at detailed design stage as per standard practice.
- The detailing area will comply during daytime periods, subject to minor noise controls which are acceptable to the proponent. The controls involve the rollerdoor being closed during wash-down by a high pressure washer.

5 STATUTORY PLANNING ASSESSMENT

5.1 METROPOLITAN REGION SCHEME (**MRS**)

The development site is zoned Urban under the MRS, and abuts the Albany Highway 'Primary Regional Roads' reserve (Category 2 – frontage access may be allowed subject to approval).

The development proposal does not involve the creation or retention of any access to Albany Highway. Notwithstanding, a referral may be required to Main Roads WA for a period of 30 days in accordance with the provisions of the MRS and associated instrument of delegation DEL 2022/03.

Based on MRS mapping, a portion of Lot 3 is affected by the Albany Highway PRR reservation. No development is proposed within this area.

The development is consistent with the provisions of the MRS and warrants approval accordingly.

5.2 STATE PLANNING POLICY 5.4 ROAD AND RAIL NOISE (**SPP5.4**)

The development site fronts Albany Highway, which is identified as an 'other significant freight/traffic route' under SPP5.4 with a 200m trigger distance due to its relatively high traffic volumes of over 33,000 daily vehicles.

The proposed development is not considered noise sensitive under the provisions of SPP5.4, however it is relevant to note that the residential properties adjoining the development site to the south-west are considered sensitive.

The development proposal is likely to create beneficial outcomes for the adjoining residential properties to the west, noting the construction of a two-storey scale building within the site will create a physical buffer from Albany Highway and mitigate traffic noise impacts to those properties.

5.3 CITY OF CANNING LOCAL PLANNING SCHEME NO.42 (**LPS42**)

5.3.1 ZONING AND LAND USE

The development site zoned Service Commercial under the City's LPS42. Refer to **Figure 2 – Zoning Map**. Pursuant to *Table 2 – Zone objectives* contained within Clause 3.1 of LPS42, the Service Commercial zone objectives are:

- *To accommodate commercial activities which, because of the nature of the business, require good vehicular access and/or large sites.*
- *To 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.*

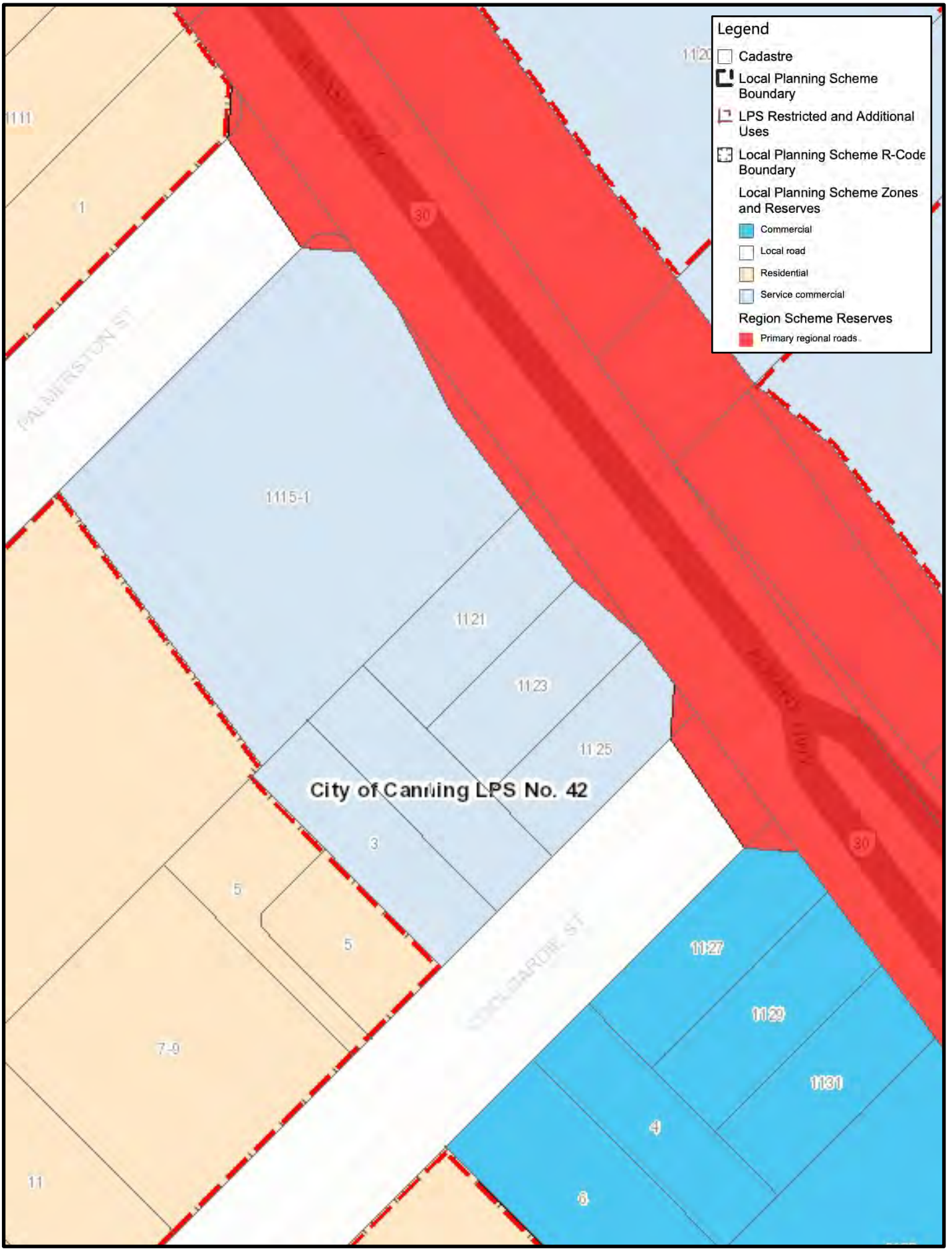


Figure 2: Zoning Map	NORTH	**Drawn:** Alessandro Stagno **Rev:** 0
Lots 1-3 (1121-1125) Albany Highway & Lots 4-5 (1-3) Coolgardie Street, St James		**Source:** PlanWA, City of Canning **Date:** 31 January 2023 **apex** planning

The ‘motor vehicle, boat or caravan sales’ land use class is a ‘D’ discretionary use in the Service Commercial zone, meaning the use is capable of being approved at the discretion of the decision-maker.

The establishment of a motor vehicle sales showroom is entirely consistent with the intent of the Service Commercial zone. The use is inherently service commercial in nature, noting it involves the display and sale of motor vehicles which requires a suitable amount of land area and adequate vehicle accessibility.

The development site forms part of an established service commercial precinct and Albany Highway is characterised by a variety of exposure-based commercial uses in the immediate vicinity of the development site which are complementary to the proposed development, including:

- A motor vehicle showroom and caravan showroom (on separate sites) slightly north of the site.
- A showroom facility adjoining the site to the north.
- A liquor store, local tavern and pet supplies showroom adjacent to the site on the eastern side of Albany Highway.
- An existing local service station adjacent to the site on the eastern side of Albany Highway, as well as other service stations and car wash facility slightly south of the site.
- Bentley Plaza shopping centre slightly south of the site.

The development is designed in a site-responsive and thoughtful manner, with a suitably treated / articulated built form approach comprising significant pedestrian-level windows, feature roof form, and landscaping. Landscaping arrangements include a total of 12 trees along street frontages and parking bays, as well as other forms of landscape planting and verge upgrades to enhance local amenity.

The positioning of the building will enhance local amenity by screening an existing large wall along the site’s north-western boundary and enables the provision of crossovers and shared driveways/accessways in accordance with the City’s Albany Highway Access Policy. A traffic assessment is provided in support of the development proposal which demonstrates acceptable traffic/access outcomes.

The amenity of the local area, including the adjoining residential properties, is likely to be enhanced through the activation of the development site (which is currently vacant). The proposed land use itself is relatively low-impact in nature, operating during normal business hours and incorporating new masonry boundary walls to screen / mitigate potential impact to the adjoining properties. An acoustic assessment is provided in support of the application, which demonstrates compliance with the *Environmental Protection (Noise) Regulations 1997*.

Having regard for the above, it is evident that the proposed development is appropriate for the site and warrants approval.

5.3.2 GENERAL DEVELOPMENT REQUIREMENTS

Part 4 of LPS42 sets out 'general development requirements' for all development in the scheme area, as well as additional requirements for particular zones. **Table 2** below provides an assessment against the relevant requirements.

Table 2: LPS42 requirements	
Scheme requirement	**Response**
4.10 Car parking	
4.10.1 General Requirements a) All developments are to provide car parking at a rate in accordance with the requirements detailed in **Table 4**. b) Notwithstanding subclause 4.10.1 a) if a change of use application in the Centre zone results in a car parking requirement that is less than the number of parking spaces on the site, the excess car parking spaces may be retained for use on the site. c) The number of car parking spaces required in **Table 4** shall be rounded to the nearest whole number. d) If the number of parking spaces for a land use is not specified in **Table 4**, the local government shall determine the appropriate number of car parking spaces. e) All car parking is to be provided on the same site as the development unless otherwise approved by the local government. f) Land set aside for car parking is to be used only for the parking of cars used by employees or visitors to the site, unless otherwise approved by the local government.	The scheme parking requirement for 'motor vehicle, boat or caravan sales' is 1 bay / 100sqm NLA. The proposed facility incorporates 650sqm of NLA, requiring 6.5 bays. The proposal provides: • 7 bays for customers • 13 external vehicle display bays • 28 staff and rear vehicle storage bays • 3 EV charging bays The required parking provision is met and exceeded by the proposal.
4.11 Service access	
4.11.1 Provision shall be made for service access for the purposes of loading and unloading to the rear or side of any non-residential development, where available. 4.11.2 The local government may waive the requirements of subclause 4.11.1 where it can be demonstrated that the development will not require loading and unloading facilities. 4.11.3 Any service access provided pursuant to subclause 4.11.1 is to comply with the following requirements – a) the access way and loading areas shall be designed to allow service vehicles to manoeuvre and return to street or right of way in forward gear; b) vehicles loading or unloading are to do so within the lot/s boundary and are not to do so from a public street or right of way; and	The proposed facility has limited servicing requirements in respect of deliveries, as vehicle stock is kept at an offsite storage compound and is transferred by staff on an 'as needed' basis. In the unusual event that a vehicle needs to be delivered to the site by a truck, this would occur via a 10m long tilt-tray vehicle. Swept path diagrams are included with the TIS depicting the satisfactory movements of this vehicle, entering and exiting in forward gear. A bin store is provided at the rear of the site, and is accessible via the rear accessway. Swept path diagrams are provided in the TIS depicting the satisfactory movements of an 8.8m waste collection vehicle, entering and exiting the site in forward gear. The rear servicing area is segregated from the customer and display parking areas.

c) access ways shall be designed to segregate service vehicles from parking areas and access ways provided for customer parking to the satisfaction of the local government.	
4.18 Commercial and service commercial zones development requirements	
4.18.2 Setbacks a) Setbacks in the Commercial and Service Commercial zones shall meet the requirements set out in **Table 6**. Service Commercial zone: Primary street – minimum 15m Other street – minimum 3m Rear and side – minimum 0m	The proposed development achieves **compliant** setbacks, noting: - A primary street setback of 15m is achieved to Albany Highway - An 'other' street setback of 15m is achieved to Coolgardie Street - A rear setback of 14.3m is achieved to the south-western boundary (shared with residential properties) - A nil setback is provided to the north-western boundary which aligns with the existing nil setback on this boundary
4.18.3 Use of Setbacks Land within the primary street and other street setback areas in a Commercial or Service Commercial zone shall not be used for any purpose other than – a) access; b) car or bicycle parking; c) landscaping; d) loading and unloading; e) pergolas, carports, patios and cantilevered buildings.	The street setback areas are only used for the purpose of access, vehicle parking and landscaping.
4.18.4 Landscaping Any development in the commercial zones shall provide landscaping in accordance with the following provisions – a) a minimum 2 metre width landscaping strip shall be provided along any boundary to a public street, except where a driveway and crossover is required; b) trees are to be provided in accordance with any local planning policy relating to tree retention and/or planting; c) landscaped areas shall be separated from car parking areas with kerbing at least 150mm higher than the car parking area, or other manner to protect the landscaping from damage, to the satisfaction of the local government; and d) landscaped areas shall be planted in accordance with an approved plan prior to the occupation of the site, or such other time as agreed by the local government.	A compliant minimum 2m wide landscaping strip is provided along Albany Highway and Coolgardie Street. A landscaping plan is included with this application package which depicts the planting of 12 new trees, verge enhancements, and other landscape planting throughout the site. The landscaping arrangements are therefore considered to be reasonable and warrant the City's discretion.
4.18.5 Facades a) Each façade of a building shall be constructed of brick, stone, concrete or glass or a combination of those materials or similar	The proposed building is constructed of high quality materials which are durable and intended to last for the life of the development. Construction materials incorporate concrete, glass, expressed aluminium

materials as approved by the local government, and shall incorporate the following features – (i) varied heights, materials, colours or textures; or (ii) public artwork. b) Any artwork on walls subject to paragraph 4.18.5 a) is to meet the requirements of any local planning policy relating to public art. c) Facades facing regional or local reserves as detailed in **Table 1** are to incorporate clear openings to a minimum of 50% of the façade. d) Panel filling of other materials to a design approved by the local government may be permitted on facades above a height of 2 metres from the ground level.	sheeting, and other typical commercial construction materials. As is evident on the elevation drawings, the facility provides substantial articulation along building frontages, with full height windows at pedestrian level, layered fascias / roof features, and a splayed top of roof feature with an LED strip to enhance built form presence to the corner.

5.3.3 MATTERS TO BE GIVEN DUE REGARD

Table 3 below provides a response the relevant 'matters to be given due regard', which apply in accordance with the Deemed Provisions.

Table 3: Matters to be given due regard	
Matter to be given due regard	**Response**
(a) the aims and provisions of this Scheme and any other local planning scheme operating within the Scheme area	The content of this report addresses LPS42, and demonstrates the proposal is consistent with its aims and intent.
(g) any local planning policy for the Scheme area	The subsequent sections of this report address the City's local planning policy framework.
(m) the compatibility of the development with its setting, including — (i) the compatibility of the development with the desired future character of its setting; and (ii) 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 is proposed on land which is zoned Service Commercial under LPS42, and forms part of an existing exposure-based commercial precinct along Albany Highway which includes: • A motor vehicle showroom and caravan showroom (on separate sites) slightly north of the site. • A showroom facility adjoining the site to the north. • A liquor store and local tavern adjacent to the site on the eastern side of Albany Highway. • An existing local service station adjacent to the site on the eastern side of Albany Highway, as well as other service stations and car wash facility slightly south of the site. • Bentley Plaza shopping centre slightly south of the site. The development is consistent with the zoning of the land and has been demonstrated to meet

	zone objectives, it is entirely compatible with the desired future character of its setting. In terms of its visual appearance and bulk, the proposed development will position a two-storey commercial building in the centre of the development site which will essentially form a continuation of the existing building on adjoining Lot 801. This results in a cohesive 'service commercial' style built form outcome, and also screens an existing large wall along the shared boundary which is currently visible to the public realm. The building position also works to mitigate noise from the relatively high traffic volumes along Albany Highway to adjoining residential properties to the west. The proposed building is designed to a high visual standard and presents appropriately to its key corner location with significant windows, varied materials, and a feature roof format. The proposed development has a positive relationship with its surroundings and will enhance the visual amenity of the local area.
(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;	The development will not create unacceptable environmental or amenity impacts, having regard for: • The TIS which demonstrates the proposal is entirely acceptable from a traffic and access point of view. • An environmental noise assessment which demonstrates it will comply at all times with the *Environmental Protection (Noise) Regulations 1997*. The proposed land use will activate what is currently a vacant / disused site, creating passive surveillance and a more secure situation on the site. This is considered to be a positive environmental and social impact. The facility will contribute toward the local economic development of the area and create jobs, which are also positive social impacts.
(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 provides compliant landscaping strips and plants various trees and other landscape treatments, as well as verge upgrades. A landscape plan is provided with the application materials.
(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;	A TIS has been produced in support of the proposal which demonstrates the appropriateness and adequacy of proposed access arrangements.

	The TIS also includes swept path plans demonstrating the acceptable movements of delivery vehicles and waste collection vehicles.
(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	A TIS has been produced in support of the proposal which demonstrates the facility will create an insignificant amount of traffic, which is entirely capable of being sustained by the local road network.

5.4 LP.07 ADVERTISING SIGNS

The development includes signage integrated into the building and one freestanding sign, which require assessment against the requirements of the City's Signage Policy.

The following signs are depicted on the development plans:

- On the fascia above the shopfront windows, 'Autostrada', 'GWM', 'Haval', and 'Ssangyong' signage generally of the same size.
- A 7.5m freestanding sign along the Albany Highway frontage and Coolgardie Street frontage containing 'Autostrada', 'GWM', 'Haval', and 'Ssangyong' signage panels.

Table 4 below provides an assessment against the performance standards set out by the City's Signs LPP.

Table 4: assessment against LP.07	
Policy standard	**Response**
Wall signs	
A wall sign is to be: • Maximum 25% of the area of each building façade. • Maximum of 2m2 in area for non-residential uses within a Residential zone. • Maximum of 2 signs per tenancy on a lot. • 2.7m or more away from ground level, if placed over door openings, or projects from the wall in excess of 30mm. • Minimum of 600mm away of either end of the wall to which it is attached. • Not higher than the top of the wall.	• The fascia signs represent well less than 25% of the facades on which they are located, noting they are simple signs with lettering. • The fascia is over 4m above ground level. • The signs are integrated into the fascia design and are not higher than the top of the fascia. Having regard for the above, the signs are **compliant**.
Monolith signs	
A monolith sign is to be: • Maximum of 1 monolith sign per lot, unless it is a corner lot where 1 sign per lot frontage may be permitted. • Accommodate advertising requirements of all tenancies, where there is more than 1 business tenancy on the lot. • Located wholly within the lot boundary. • Set back 1m from any crossover.	The development proposes a 7m high x 2.5m wide monolith sign along the Albany Highway frontage and Coolgardie Street frontage. The signs are necessary to allow the site to be identified from afar, and allow patrons to be aware of the vehicle brands offered for sale on the site. The signs meet all the relevant requirements in respect of positioning.

• Maximum of 6m in height and 2m in width, if the lot frontage is 40m or less. • Maximum of 7.5m in height and 2.5m in width, if the lot frontage is between 40 and 70m. • Maximum of 9m in height and 3m in width, if the lot frontage is between 71m and 100m. • Maximum of 10.5m in height and 3.5m in width if the frontage is above 101m. • Maximum of 3m in height and 1.5m in width for non-residential uses within a Residential zone. • Maximum of 0.5m deep. • Prohibited where there is an existing pylon sign or hoarding sign on the same lot.	As both the Albany Highway frontage and Coolgardie Street frontages exceed 40m, the height and width of the signs are **compliant**.

5.5 LP.09 TREE RETENTION AND PLANTING – DEVELOPMENT

The proposed development involves the removal of an existing tree on the site (depicted on the demolition plan), and the planting of 12 new trees along street frontages and car parking areas.

Because of the proximity of the existing tree to the adjoining boundary and fenceline, the amount of auxiliary works required to retain and protect the tree as well as the redesign of parking spaces, was determined to be beyond what could be reasonably achieved in comparison to planting new trees within suitably designed half-diamonds with appropriate species types.

Based on the City's tree policy, the following tree requirements apply:

- 12 trees within open parking areas based on 48 external parking spaces. This excludes the EV bays, as these are integrated with the building.
- 3 trees based on 1,300sqm of site area excluding external parking areas.

The development proposes 12 trees to be planted at either end of the Albany Highway frontage, along the Coolgardie Street frontage, and along the rear boundary of the site.

Because of the nature of this particular land use, sightlines from Albany Highway to the display vehicles and into the building need to be maximised. This requirement is evident at other nearby motor vehicle sales showrooms along Albany Highway.

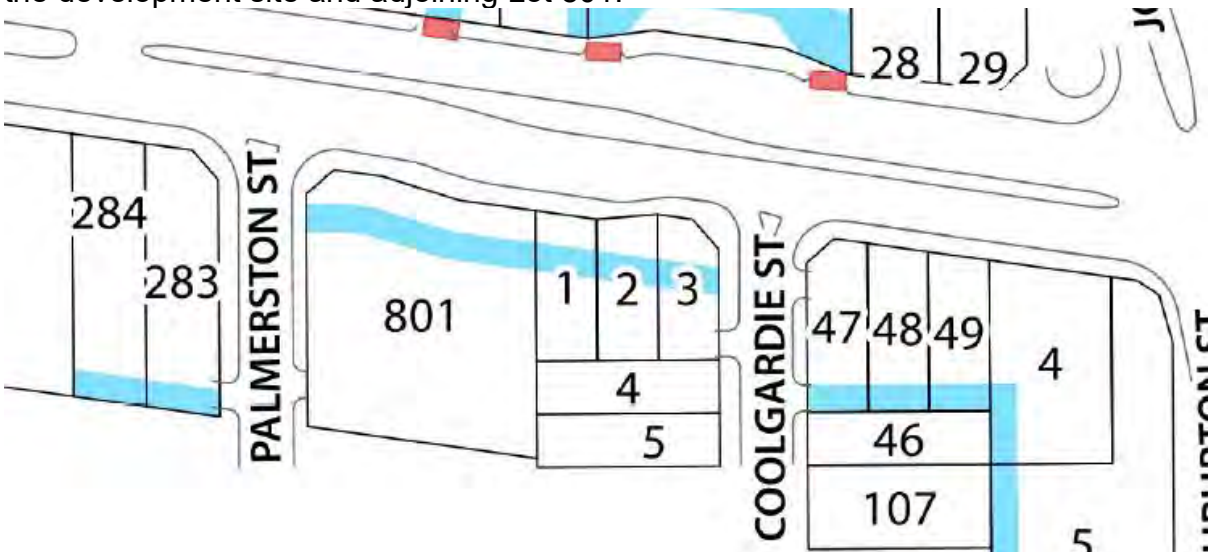
In lieu of planting trees along the Albany Highway frontage, high quality landscape treatments comprised of various shrubs and groundcovers are proposed. This is a reasonable alternative, as the landscape treatments will still enhance the look of the facility from the public realm whilst ensuring the visibility of the development is not compromised.

The landscaping arrangements depicted in the supporting landscape plan are appropriate and warrant support.

5.6 LP.13 ALBANY HIGHWAY ACCESS NETWORK

The City's LP.13 aims to achieve an ultimate access solution for Albany Highway, which involves rationalising the number of crossovers and establishing reciprocal rights of access between lots for the shared use of planned access points.

The following image extract from the policy depicts the intention for the lots forming the development site and adjoining Lot 801:



What is evident from the policy plan, is that the easement and reciprocal access arrangements are contemplated based on the existing situation of Lots 1, 2 3 being individual lots requiring access to the surrounding road network.

The proposed development establishes access to Coolgardie Street in accordance with LP.13 and seeks to introduce an internal accessway creating connectivity with Lot 801 as depicted on the policy plan. This arrangement can be formalised through a suitably crafted right of carriageway easement.

An important factor is the operational requirement for this facility to be secured after-hours to prevent unauthorised access during night-time periods. This would be achieved through retractable bollards at the site crossovers.

The use of retractable bollards is considered to be an acceptable 'alternative proposal' which would not be contrary to the intent of the policy, noting:

- Access to Coolgardie Street is appropriately provided as per the policy plan.
- Lot 801 has its own independent access to Palmerston Street, therefore no reduction of access would result from the use of retractable bollards.
- The lots forming the development site will be amalgamated into a single title if the application is approved and constructed, and the development site will also have its own independent access to Coolgardie Street. No reduction of access would result from the use of retractable bollards.
- A pre-lodgement legal review by the proponent's legal practitioner has confirmed the provisions of a right of carriageway easement can cater for the use of temporary bollards.

- The businesses operating on Lot 801 also operate during normal business hours, therefore the use of retractable bollards at night will create no inconvenience.

Having regard for the above, the proposed development is considered to meet the objectives and intent of the Albany Highway Access Network policy and warrants the City's support.

6 CONCLUSION

This application for planning approval involves the establishment of a new motor vehicle sales showroom at Lots 1-3 (1121-1125) Albany Highway & Lots 4-5 (1-3) Coolgardie Street, St James.

The proposed development will significantly enhance the amenity of the site and local area, and appropriately addresses the local planning framework. The information presented in this application for planning approval demonstrates the proposed development is entirely appropriate and warrants the City's support for the following reasons:

- The development is entirely consistent with the site's Service Commercial zoning under LPS42 and is suitably located, forming part of an existing car-based commercial precinct along Albany Highway.
- The proposal will activate land which is currently vacant/underutilised at a key corner location of St James, creating passive surveillance and a more secure situation to the benefit of the local community.
- The proposal is consistent with the applicable requirements of the planning framework, including the City's LPS42 and local planning policies.
- The built form approach provides a sensible and highly articulated response to the site's corner location, and serves to screen an existing large wall which is visible to the public realm.
- The proposal is supported by a number of expert assessments demonstrating it is acceptable from a traffic, noise and landscaping point of view.

It is respectfully requested that the Metro Inner-South JDAP grant approval to the proposed development.

APPENDIX 1

CERTIFICATES OF TITLE AND DEPOSITED PLAN

WESTERN AUSTRALIA

REGISTER NUMBER	
1/P2103	
DUPLICATE EDITION	DATE DUPLICATE ISSUED
2	28/8/2006

VOLUME 2073 FOLIO 358

RECORD OF CERTIFICATE OF TITLE

UNDER THE TRANSFER OF LAND ACT 1893

The person described in the first schedule is the registered proprietor of an estate in fee simple in the land described below subject to the reservations, conditions and depth limit contained in the original grant (if a grant issued) and to the limitations, interests, encumbrances and notifications shown in the second schedule.

BGRoberts

REGISTRAR OF TITLES

REGISTRAR OF TITLES WESTERN AUSTRALIA

LAND DESCRIPTION:

LOT 1 ON PLAN 2103

REGISTERED PROPRIETOR:
(FIRST SCHEDULE)

PRESTIGIOUS INVESTMENTS PTY LTD OF 96 JACKSON AVENUE, WINTHROP

(T J856078) REGISTERED 1/8/2006

LIMITATIONS, INTERESTS, ENCUMBRANCES AND NOTIFICATIONS:
(SECOND SCHEDULE)

1. THE LAND THE SUBJECT OF THIS CERTIFICATE OF TITLE EXCLUDES ALL PORTIONS OF THE LOT DESCRIBED ABOVE EXCEPT THAT PORTION SHOWN IN THE SKETCH OF THE SUPERSEDED PAPER VERSION OF THIS TITLE. VOL 2073 FOL 358.

Warning: A current search of the sketch of the land should be obtained where detail of position, dimensions or area of the lot is required.
* Any entries preceded by an asterisk may not appear on the current edition of the duplicate certificate of title.
Lot as described in the land description may be a lot or location.

----------END OF CERTIFICATE OF TITLE----------

STATEMENTS:

The statements set out below are not intended to be nor should they be relied on as substitutes for inspection of the land and the relevant documents or for local government, legal, surveying or other professional advice.

SKETCH OF LAND:	2073-358 (1/P2103)
PREVIOUS TITLE:	1221-194
PROPERTY STREET ADDRESS:	1121 ALBANY HWY, ST JAMES.
LOCAL GOVERNMENT AUTHORITY:	CITY OF CANNING

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WESTERN AUSTRALIA

REGISTER NUMBER	
2/P2103	
DUPLICATE EDITION	DATE DUPLICATE ISSUED
2	28/8/2006

VOLUME 2183 FOLIO 537

RECORD OF CERTIFICATE OF TITLE

UNDER THE TRANSFER OF LAND ACT 1893

The person described in the first schedule is the registered proprietor of an estate in fee simple in the land described below subject to the reservations, conditions and depth limit contained in the original grant (if a grant issued) and to the limitations, interests, encumbrances and notifications shown in the second schedule.

BGRoberts

REGISTRAR OF TITLES

REGISTRAR OF TITLES WESTERN AUSTRALIA

LAND DESCRIPTION:

LOT 2 ON PLAN 2103

REGISTERED PROPRIETOR:
(FIRST SCHEDULE)

PRESTIGIOUS INVESTMENTS PTY LTD OF 96 JACKSON AVENUE, WINTHROP

(T J856078) REGISTERED 1/8/2006

LIMITATIONS, INTERESTS, ENCUMBRANCES AND NOTIFICATIONS:
(SECOND SCHEDULE)

1. THE LAND THE SUBJECT OF THIS CERTIFICATE OF TITLE EXCLUDES ALL PORTIONS OF THE LOT DESCRIBED ABOVE EXCEPT THAT PORTION SHOWN IN THE SKETCH OF THE SUPERSEDED PAPER VERSION OF THIS TITLE. VOL 2183 FOL 537.

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----------END OF CERTIFICATE OF TITLE----------

STATEMENTS:

The statements set out below are not intended to be nor should they be relied on as substitutes for inspection of the land and the relevant documents or for local government, legal, surveying or other professional advice.

SKETCH OF LAND:	2183-537 (2/P2103)
PREVIOUS TITLE:	1062-255
PROPERTY STREET ADDRESS:	1123 ALBANY HWY, ST JAMES.
LOCAL GOVERNMENT AUTHORITY:	CITY OF CANNING

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WESTERN AUSTRALIA

REGISTER NUMBER	
3/P2103	
DUPLICATE EDITION	DATE DUPLICATE ISSUED
2	28/8/2006

VOLUME 1062 FOLIO 256

RECORD OF CERTIFICATE OF TITLE

UNDER THE TRANSFER OF LAND ACT 1893

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BGRoberts

REGISTRAR OF TITLES

REGISTRAR OF TITLES WESTERN AUSTRALIA

LAND DESCRIPTION:

LOT 3 ON PLAN 2103

REGISTERED PROPRIETOR:
(FIRST SCHEDULE)

PRESTIGIOUS INVESTMENTS PTY LTD OF 96 JACKSON AVENUE, WINTHROP

(T J856078) REGISTERED 1/8/2006

LIMITATIONS, INTERESTS, ENCUMBRANCES AND NOTIFICATIONS:
(SECOND SCHEDULE)

Warning: A current search of the sketch of the land should be obtained where detail of position, dimensions or area of the lot is required.
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Lot as described in the land description may be a lot or location.

----------END OF CERTIFICATE OF TITLE----------

STATEMENTS:

The statements set out below are not intended to be nor should they be relied on as substitutes for inspection of the land and the relevant documents or for local government, legal, surveying or other professional advice.

SKETCH OF LAND:	1062-256 (3/P2103)
PREVIOUS TITLE:	1060-471
PROPERTY STREET ADDRESS:	1125 ALBANY HWY, ST JAMES.
LOCAL GOVERNMENT AUTHORITY:	CITY OF CANNING

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1744 218

Transfer D347411

Volume 1087 Folio 763

WESTERN AUSTRALIA

CERTIFICATE OF TITLE

UNDER THE "TRANSFER OF LAND ACT, 1893" AS AMENDED

VOL. 1744 FOL. 218

Page 1 (of 2 pages)

I certify that the person described in the First Schedule hereto is the registered proprietor of the undermentioned estate in the undermentioned land subject to the easements and encumbrances shown in the Second Schedule hereto.

Dated 23rd October, 1986

REGISTRAR OF TITLES

OFFICE OF TITLES WESTERN AUSTRALIA

ESTATE AND LAND REFERRED TO

Estate in fee simple in portion of Canning Location 2 and being Lots 4 and 5 on Plan 2103, delineated on the map in the Third Schedule hereto.

FIRST SCHEDULE (continued overleaf)

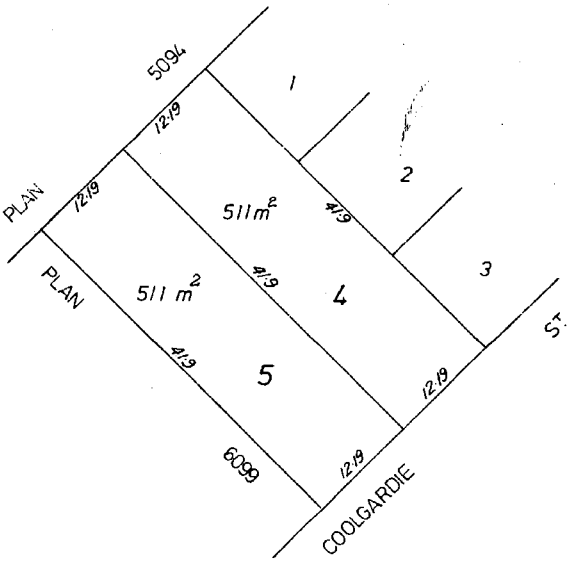
~~Samuel Gibson of 9 Aiken Street, Myaree, Taxi Driver~~

SECOND SCHEDULE (continued overleaf)

NIL

REGISTRAR OF TITLES

THIRD SCHEDULE



SCALE 1 : 600

TOTAL AREA 1022m²

PERSONS ARE CAUTIONED AGAINST ALTERING OR ADDING TO THIS CERTIFICATE OR ANY NOTIFICATION HEREON

NOTE: RULING THROUGH AND SEALING WITH THE OFFICE SEAL INDICATES THAT AN ENTRY NO LONGER HAS EFFECT. ENTRIES NOT RULED THROUGH MAY BE AFFECTED BY SUBSEQUENT ENDORSEMENTS.

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LT. 37

FIRST SCHEDULE (continued)

NOTE: RULING THROUGH AND SEALING WITH THE OFFICE SEAL INDICATES THAT AN ENTRY NO LONGER HAS EFFECT. ENTRIES NOT RULED THROUGH MAY BE AFFECTED BY SUBSEQUENT ENDORSEMENTS.

REGISTERED PROPRIETOR	INSTRUMENT NATURE	INSTRUMENT NUMBER	REGISTERED	TIME	SEAL	INITIALS
John Francis Michael Nicholas of 80 Osmond Street, Kenwick, Business Proprietor.	Transfer	D376910	8.12.86	12.53		
Bison Holdings Pty. Ltd. of 84 The Ramble, Booragoon.	Transfer	J047098	8.10.04	15.47		
Prestigious Investments Pty Ltd of 96 Jackson Avenue, Winthrop.	Transfer	J856078	1.8.06	12.43		

SECOND SCHEDULE (continued)

NOTE: RULING THROUGH AND SEALING WITH THE OFFICE SEAL INDICATES THAT AN ENTRY NO LONGER HAS EFFECT. ENTRIES NOT RULED THROUGH MAY BE AFFECTED BY SUBSEQUENT ENDORSEMENTS.

INSTRUMENT NATURE	INSTRUMENT NUMBER	PARTICULARS	REGISTERED	TIME	SEAL	INITIALS	CANCELLATION	NUMBER	REGISTERED OR LODGED	SEAL	INITIALS

CERTIFICATE OF TITLE VOL. 1744 218

LT. 37

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CT 1744 0218 F

1744 218

Transfer D347411

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WESTERN AUSTRALIA

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UNDER THE "TRANSFER OF LAND ACT, 1893" AS AMENDED

VOL. 1744 FOL. 218

Page 1 (of 2 pages)

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Dated 23rd October, 1986

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OFFICE OF TITLES WESTERN AUSTRALIA

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FIRST SCHEDULE (continued overleaf)

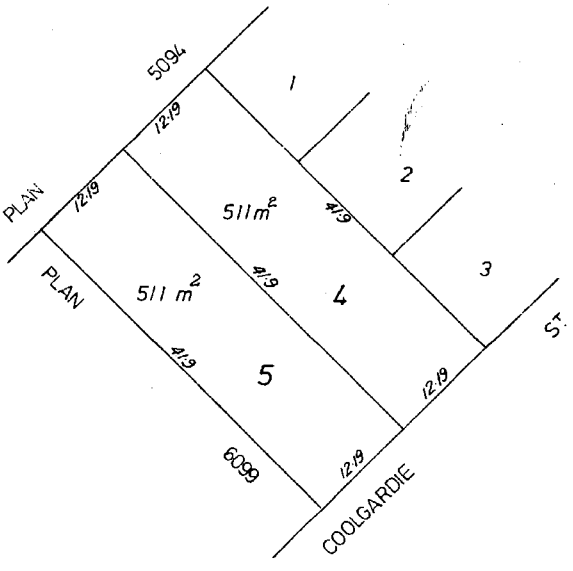
~~Samuel Gibson of 9 Aiken Street, Myaree, Taxi Driver~~

SECOND SCHEDULE (continued overleaf)

NIL

REGISTRAR OF TITLES

THIRD SCHEDULE



SCALE 1 : 600

TOTAL AREA 1022m²

PERSONS ARE CAUTIONED AGAINST ALTERING OR ADDING TO THIS CERTIFICATE OR ANY NOTIFICATION HEREON

NOTE: RULING THROUGH AND SEALING WITH THE OFFICE SEAL INDICATES THAT AN ENTRY NO LONGER HAS EFFECT. ENTRIES NOT RULED THROUGH MAY BE AFFECTED BY SUBSEQUENT ENDORSEMENTS.

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LT. 37

FIRST SCHEDULE (continued)

NOTE: RULING THROUGH AND SEALING WITH THE OFFICE SEAL INDICATES THAT AN ENTRY NO LONGER HAS EFFECT. ENTRIES NOT RULED THROUGH MAY BE AFFECTED BY SUBSEQUENT ENDORSEMENTS.

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Prestigious Investments Pty Ltd of 96 Jackson Avenue, Winthrop.	Transfer	J856078	1.8.06	12.43		

SECOND SCHEDULE (continued)

NOTE: RULING THROUGH AND SEALING WITH THE OFFICE SEAL INDICATES THAT AN ENTRY NO LONGER HAS EFFECT. ENTRIES NOT RULED THROUGH MAY BE AFFECTED BY SUBSEQUENT ENDORSEMENTS.

INSTRUMENT NATURE	INSTRUMENT NUMBER	PARTICULARS	REGISTERED	TIME	SEAL	INITIALS	CANCELLATION	NUMBER	REGISTERED OR LODGED	SEAL	INITIALS

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PLAN 2103

PT SEC. F. CANNING LOC. 2

F.B. 2091

INDEX PLAN PERTH 2000 17·19

PLAN 129

C.TS. —— 156-175
204 - 14

ROADS 25-328

NOW 219-165

APPROVED

APPROVED

19 - 1 - 99

INDEX PLAN
PERTH 2000 17.19
" " 16.19

Land Parcel identifier amended - Regulation 6 of Transfer of Land (Surveys) Regulations 1995
Corr. 1775-2000-01
Date: 1-2-2011

SEC. E

PLAN 5094
F.B. 9158

CHAPMAN ROAD

COOLGARDIE STREET

WEST GAZ 30/196 STREET

BOULDER STREET

ALBANY HIGHWAY

ASHBURTON STREET

Road 8243

Road 8242

Road 8244

Road 1340 (Extension)

PLAN 2279

SCALE
10 0 10 20 30 40 50 60 70 80 90 100 m
DISTANCES ARE IN METRES

PLAN 2103

P 002103 F 01

PLAN 2103 CI

Lot No.	Certificates of Title
1	1221-194
2	1062-255
3	1062-256
4	1087-763, 1744-218
5	1087-763, 1744-218
14	1089-356, 1552-651, 1618-48 (PT)
15	1089-356, 1552-652
21	601-101 A
22	601-102 A 1778-655
29	1055-302, 1564-165,
30	1055-302, 1564-164,
31	1120-909, 1664-827
32	1058-967
33	1171-648, 1382-266
34	1171-648, 1382-267
46	1090-166, 1552-470
47	1083-782, 1598-30, 1977-711
48	1097-856, 1598-31, 1690-768
49	1094-50
56	1100-920
57	1100-920
64	1264-794
65	1264-794
103	1-94 A
104	1081-794, 1887-713, 1947-350
105	1081-794, 1887-713, 1947-350
106	1081-795, 1771-252, 1918-494
107	1081-795 1771-253, 1902-801
108	1287-503
109	21-259 A
116	1090-468
117	283-33, 1857-795
118	283-33, 1857-795
129	1093-818, 1613-929, 1650-361,

49359/2/69-

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APPENDIX 2

DEVELOPMENT PLANS

SITE PARTICULARS

SITE AREA:	2,405m² (INCLUDING ROAD WIDENING TRUNCATION)
ZONING:	SERVICE COMMERCIAL

CAR PARKING

USE	VALUE	CALC	RESULT
MOTOR VEHICLE SALES	650m² NLA	1/00m² NLA	6.5
TOTAL REQUIRED			7
TOTAL PROVIDED			
	CUSTOMER BAYS INC. ACCESSIBLE BAY		7
	EXTERNAL DISPLAY BAYS		13
	STAFF & DELIVERY BAYS		28
	EV CHARGING BAYS		3
	TOTAL		51

LANDSCAPING

SOFT LANDSCAPING:	205m² = 8.5%
SHADE TREES:	9 TREES (REFER TO LANDSCAPING PLAN)

LEGEND:

- BUILDING.
- HARDSTAND PAVEMENT.
- FOOTPATHS.
- LANDSCAPING. REFER TO LANDSCAPING PLAN.
- SHADE TREE. REFER TO LANDSCAPING PLAN.

LOT 801
CONCRETE TILT PANEL COMMERCIAL BUILDING 'BATTERY WORLD'
BDY 58.93m
BIN STORE
DETAILING BAYS
MOTOR VEHICLE SALES SHOWROOM
STAFF & DELIVERY PARKING 31 BAYS
EV CHARGING BAYS
RIGHT-OF-CARRIAGEWAY
DISPLAY PARKING 13 BAYS
PEDESTRIAN CROSSING
ENTRY
COMBINED LOT 2,405m² (INC ROAD WIDENING)
CUSTOMER PARKING 7 BAYS
PYLON
FLUSH KERB AT ENTRY TO ALLOW ACCESS FOR DISPLAY CARS.
ROAD WIDENING TRUNCATION
BDY 14.12m
BDY 13.99m
BDY 41.9m
BDY 55.84m
ALBANY HWY
COOLGARDIE STREET
LOT 106
LOT 107
LOT 46
LOT 47
BRICK DWELLING WITH METAL ROOF
BRICK DWELLING WITH TILE ROOF
EXISTING SEWER MANHOLE TO BE RAISED TO SUIT NEW LEVELS.
EXISTING TREE TO BE PRUNED AS NECESSARY.
NEW 2m HIGH SOLID MASONRY BOUNDARY WALL. HEIGHT VARIES FROM NGL ON NEIGHBOURING LOTS.
EXISTING BOUNDARY FENCING TO BE REMOVED WITH NEIGHBOUR'S PERMISSION.
EXISTING TREES TO BE PRUNED AS NECESSARY.
EXISTING TREE TO BE REMOVED.
EXISTING CROSSOVER TO BE REMOVED AND VERGE REINSTATED.
EXISTING WATER METER TO BE REMOVED.
EXISTING COMMS PIT TO BE RETAINED.
SIGHT LINE AS PER AS2890.1.
EXISTING STOP VALVE TO BE RELOCATED OR MADE TRAFFICABLE.
PLANNED KERBED MEDIAN EXTENSION SHOWN INDICATIVELY.
RETRACTABLE BOLLARDS
TWO SIDED BICYCLE RAIL.
LOW HEIGHT BOLLARDS
NEW CROSSOVER
TIMBER FENCE
STEEL FENCE
BRICK WALL
HIGH BRICK WALL
SEMI MOUNTABLE KERB
NON MOUNTABLE KERB
CONCRETE FOOTPATH
BITUMEN
CONCRETE CROSSOVER
CABLE PIT
NBN PIT
COMMS PILLAR
TELSTRA PIT
WATER METER
STEEL BOLLARDS
BITUMEN ACCESSWAY
GULLY PIT
ACCESS EASEMENT
CARPORT
PATIO
PLANTER
PARKBENCH
PARKBENCH TREE
OVERHANG
HIGH FENCE
LOW RETAINING WALL
SIGN
LIGHT POLE
POWER POLE
OVERHEAD ELECTRICITY CABLES
HYDRANT
VALVE (WATER)
STEEL PATH
CONCRETE PATH
DOUBLE LINE ROAD MARKING
SCHOOL SITE
RAMP
BOLLARD
BOL
ACRYLIC SECTIONAL DOOR
HIGH TIMBER FENCE
CAR BAYS @ 2600 EA
DA SHARED
CROSSOVER
FROM TANGENT
FIRE WALL
SETBACK
BUILDING
OFFSET
TANDEM BAY
AISLE
PATH
GATE
RAMP
1:5

HINDLEY & ASSOCIATES PTY LTD
BUILDING DESIGNERS

166 STIRLING HIGHWAY
NEDLANDS WA 6009

PO BOX 199
NEDLANDS WA 6909

PHONE - 9386 6699
FAX - 9386 6700
admin@hindley.com.au

DEVELOPMENT APPLICATION

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THE CONTRACTOR AND HIS SUBCONTRACTORS ARE TO VERIFY ALL DIMENSIONS ON SITE BEFORE MAKING SHOP DRAWINGS OR COMMENCING MANUFACTURE.

THIS IS A COMPUTER GENERATED DRAWING AND SHALL NOT BE ALTERED BY HAND.

HINDLEY & ASSOCIATES P/L
AS TRUSTEE FOR
HINDLEY TRUST
ACN No. 088 989 904

BUILDING DESIGNERS ASSOCIATION OF WA INC

NO:	DATE:	REVISION:	DRAWN:	CHECK:
A	02.02.23	ISSUED FOR PLANNING APPROVAL	RCP	SDS
B	07.02.23	PYLON SIGN ADDED	RCP	SDS
-				
-				
-				
-				
-				

A1 SHEET

PROPOSED SITE PLAN

SCALE 1:200

PROPOSED SHOWROOM DEVELOPMENT LOTS 1-5 (1121-1125) ALBANY HWY & LOTS 1-3 COOLGARDIE ST, ST JAMES for LIGHTBRIDGE HOLDINGS PTY LTD

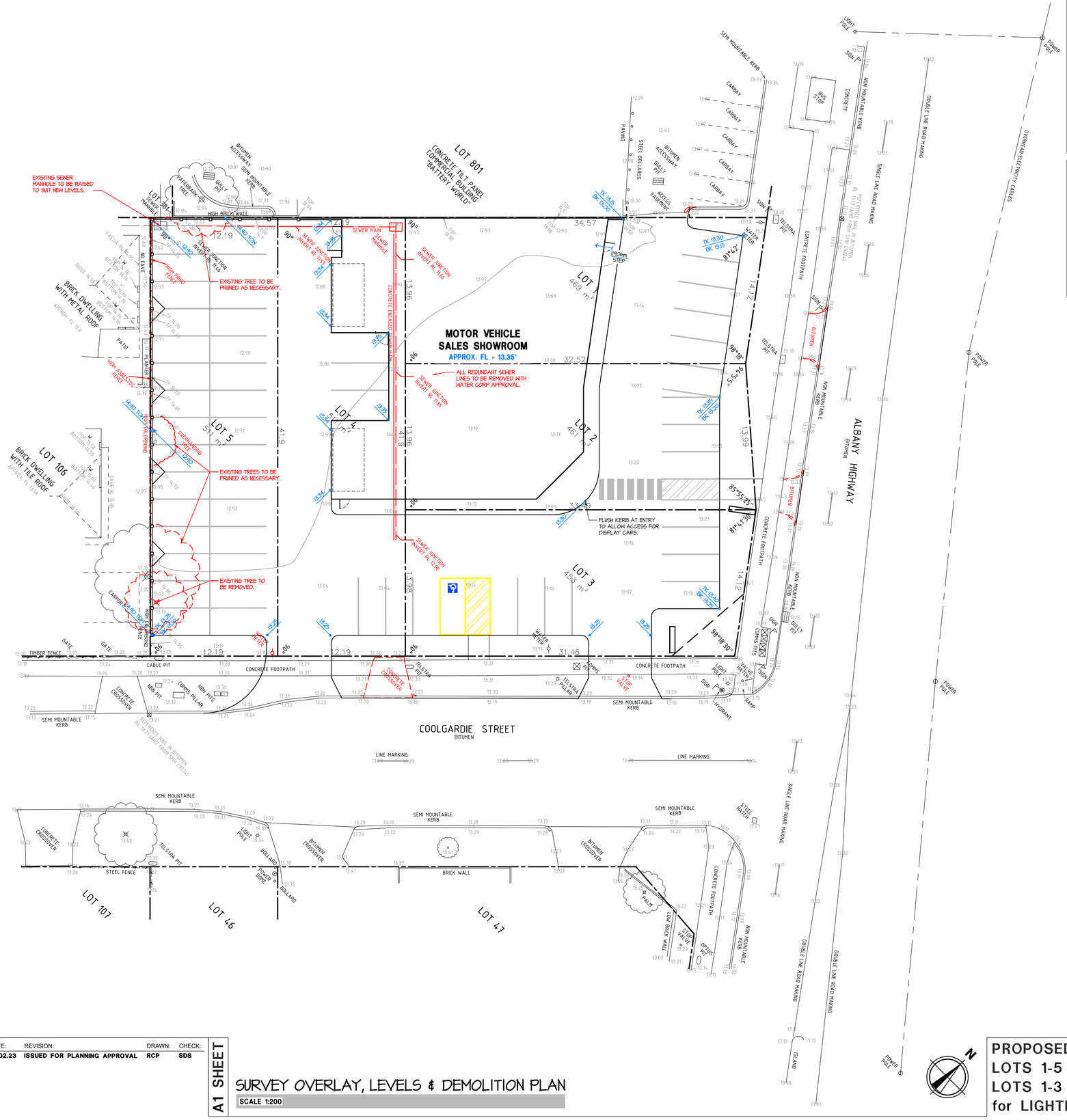
Date -	02.02.22
Design -	SDS
Drawn -	RCP
Checked -	SDS
Scale -	1:200
Job No. -	0825
Dwg -	DA01
Rev -	B

NOTES:

1. *DESIGN LEVELS ARE INDICATIVE ONLY. FINAL LEVELS AND TO BE DESIGNED BY A CIVIL ENGINEER AS PART OF THE BUILDING PERMIT APPLICATION.
2. SURVEY INFORMATION PROVIDED BY SURVEYING SOLUTIONS WA. REFER TO CONTOUR AND FEATURE SURVEY 2103 DATED 21-10-2022 FOR IDENTIFICATION OF FEATURES AND DETAILS OF DATUM.
3. CHECK TITLE FOR EASEMENTS, RESTRICTIVE COVENANTS ETC.
4. THIS SURVEY DOES NOT GUARANTEE THE CORRECT POSITION OF BOUNDARY PEGS FOUND OR FENCE POSITIONS SHOWN, UNLESS A BOUNDARY RE-ESTABLISHMENT SURVEY HAS BEEN UNDERTAKEN BY SURVEYING SOLUTIONS WA.
5. ALL FEATURES AND BUILDING POSITIONS ARE APPROXIMATE ONLY, AS THEY HAVE BEEN POSITIONED FROM MEASUREMENTS TAKEN FROM EXISTING PEGS, FENCES & WALLS.
6. A BOUNDARY RE-ESTABLISHMENT SURVEY IS RECOMMENDED PRIOR TO UNDERTAKING ANY SITE WORKS OR CONSTRUCTION.
7. INFORMATION SHOWN ON THIS SURVEY IS CURRENT AT THE DATE SHOWN.
8. SURVEYING SOLUTIONS WA ACCEPTS NO RESPONSIBILITY FOR ANY CHANGES THAT HAVE OCCURRED AFTER THIS DATE, TO SITE LEVELS AND FEATURES OR BUILDINGS.
9. CADASTRAL BOUNDARY DIMENSIONS SHOWN HAVE BEEN OBTAINED FROM SURVEY PLANS AND ARE SUBJECT TO FIELD SURVEY UNLESS SHOWN OTHERWISE.

LEGEND:

- ITEMS TO BE REMOVED / RELOCATED SHOWN IN RED.
- 13.0 — EXISTING CONTOURS.
- 10:00 EXISTING SPOT LEVELS.
- PROPOSED DESIGN LEVEL.
  PREFIX - 'TK' - TOP OF KERB
  - 'BK' - BOTTOM OF KERB
  - 'TOW' - TOP OF WALL
  - 'BOW' - BOTTOM OF WALL
  - 'NGL' - NATURAL GROUND LEVEL.
  ALL OTHER LEVELS ARE FROM SURFACE OF PAVEMENT.



HINDLEY & ASSOCIATES PTY LTD
BUILDING DESIGNERS

166 STIRLING HIGHWAY
NEDLANDS WA 6009

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NEDLANDS WA 6909

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AS TRUSTEE FOR
HINDLEY TRUST
ACN No. 088 989 904

BUILDING DESIGNERS ASSOCIATION OF WA INC

NO:	DATE:	REVISION:	DRAWN:	CHECK:
A	02.02.23	ISSUED FOR PLANNING APPROVAL	RCP	SDS
-				
-				
-				
-				
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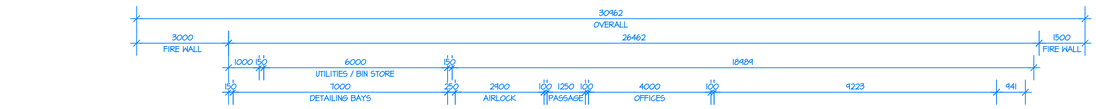
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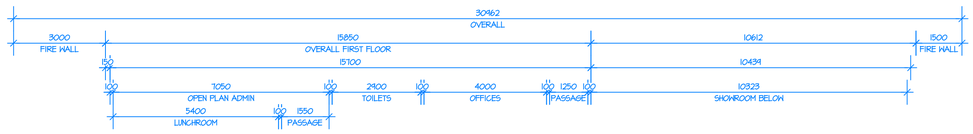
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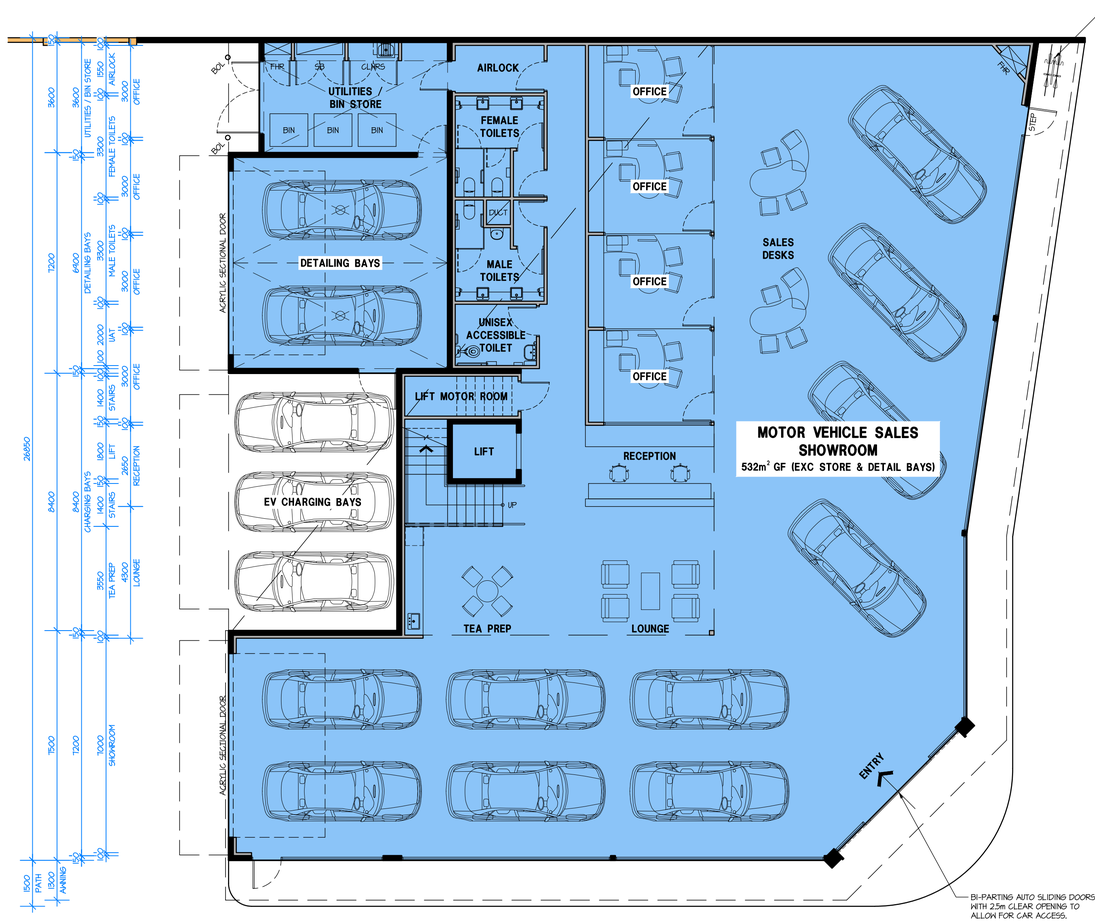
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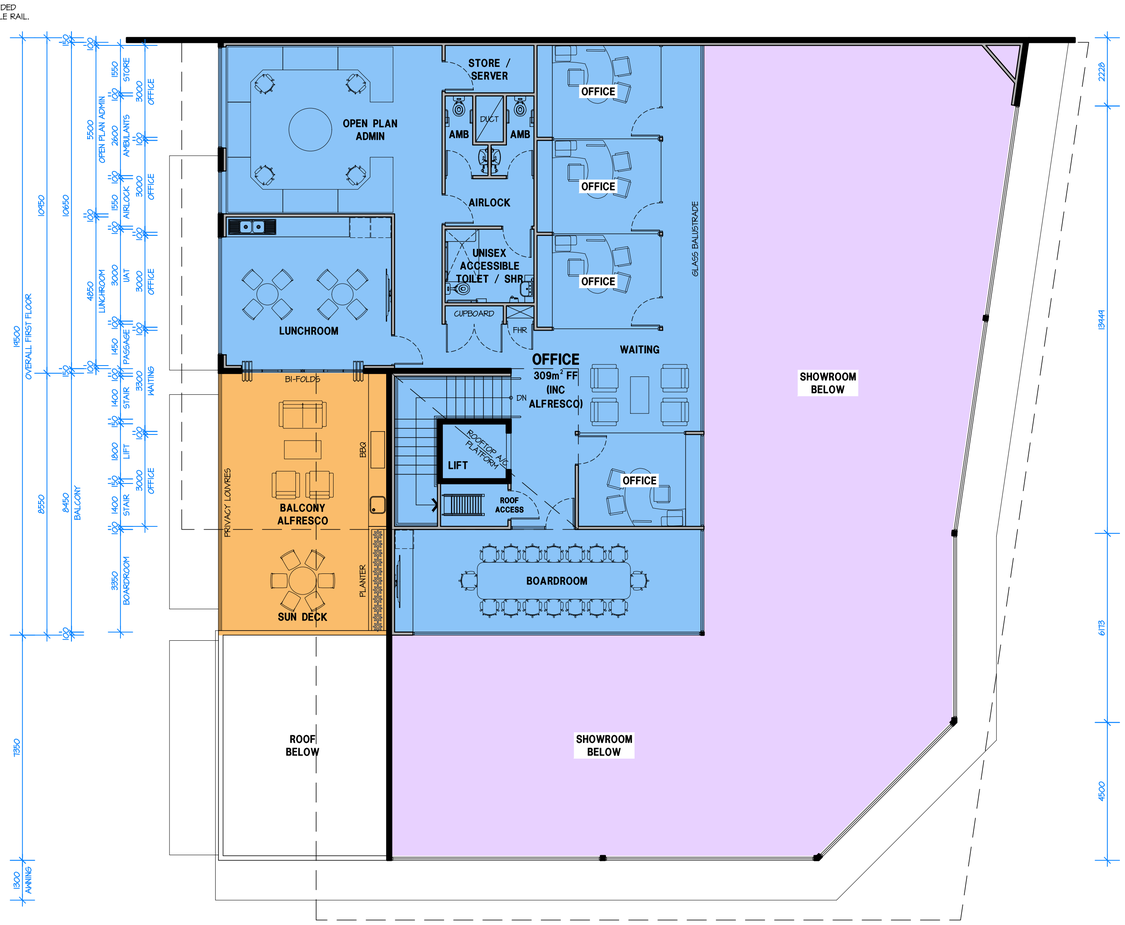
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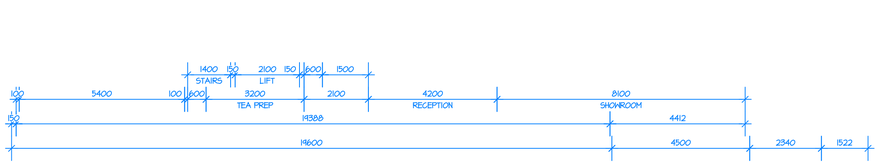
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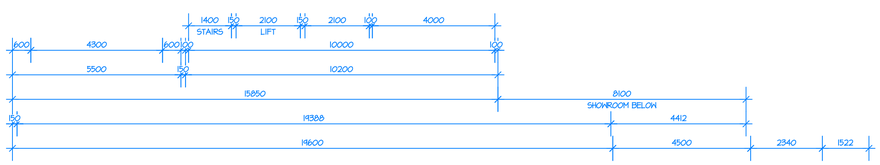












PROPOSED GROUND FLOOR PLAN

SCALE 1:100

PROPOSED FIRST FLOOR PLAN

SCALE 1:100

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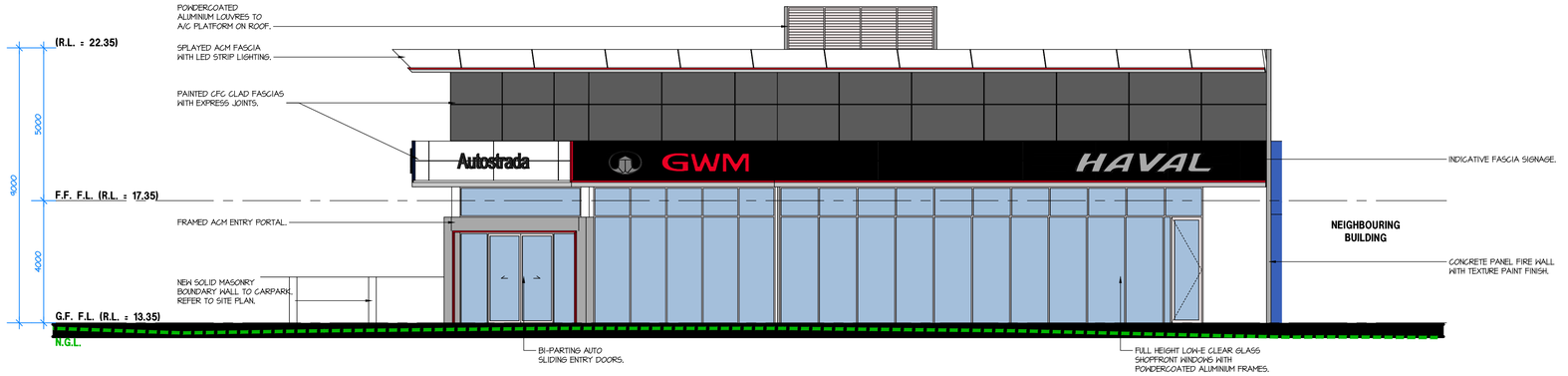
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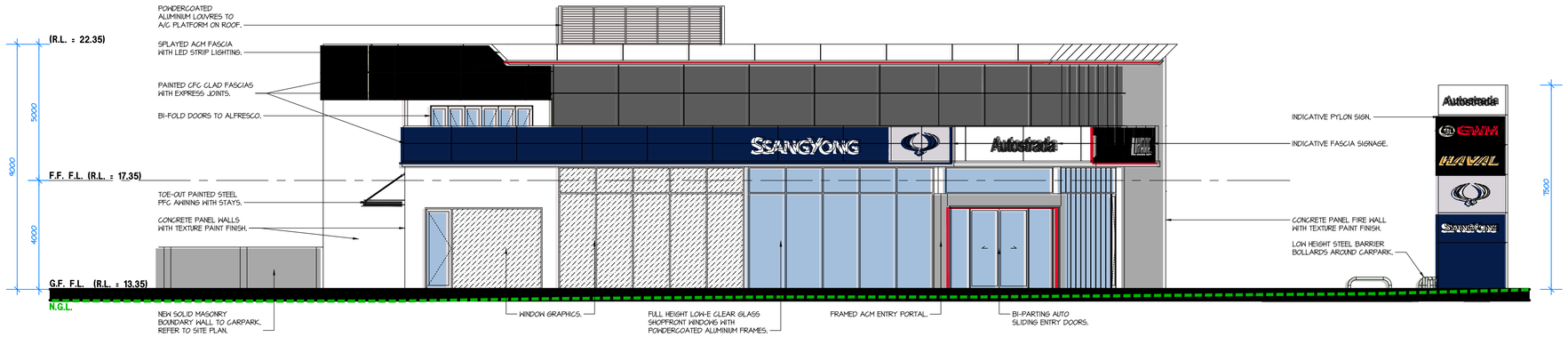
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ALBANY HWY
NORTHEAST ELEVATION
SCALE 1:100

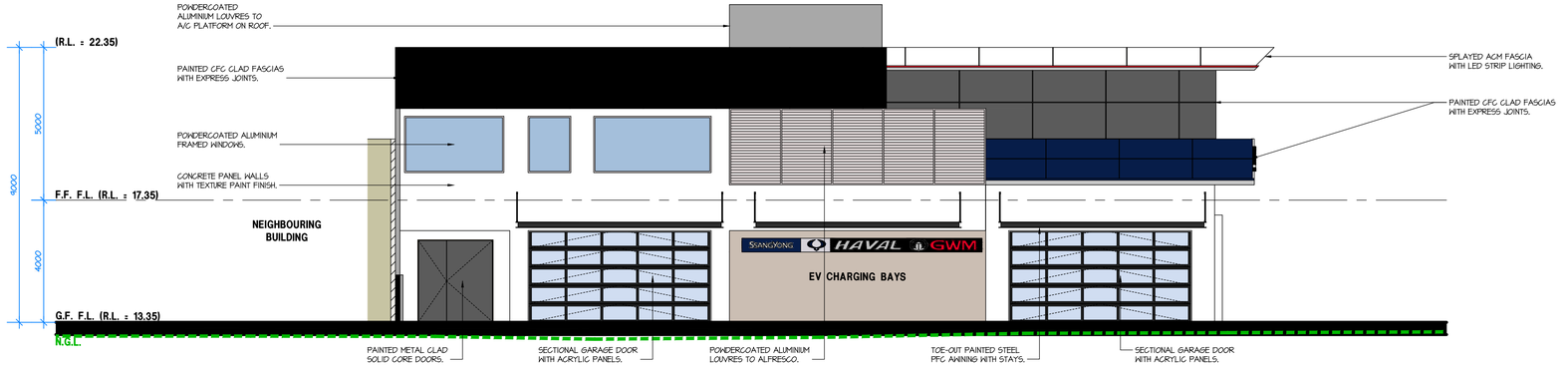


COOLGARDIE ST
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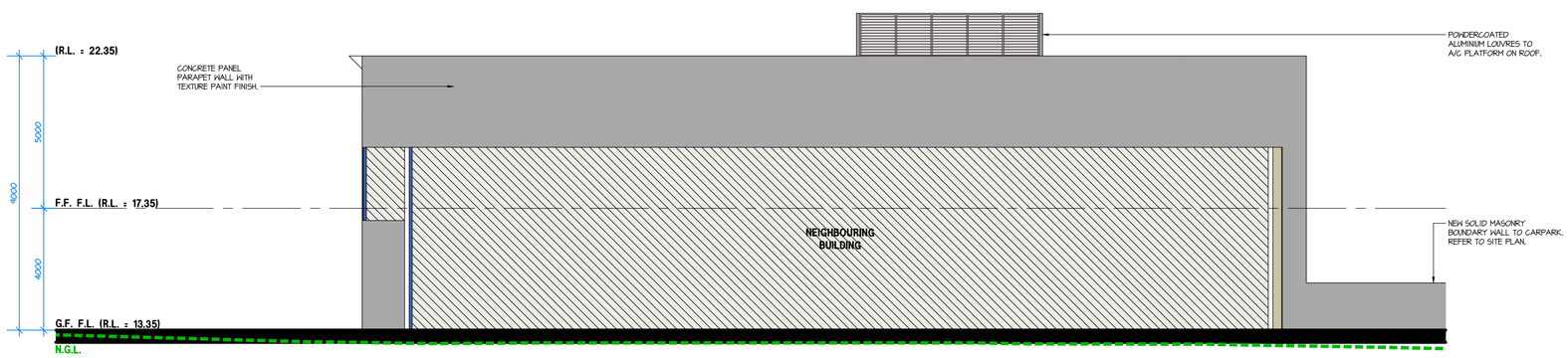


PYLON SIGN
SCALE 1:100

SOUTHEAST ELEVATION
SCALE 1:100



NORTHWEST ELEVATION
SCALE 1:100



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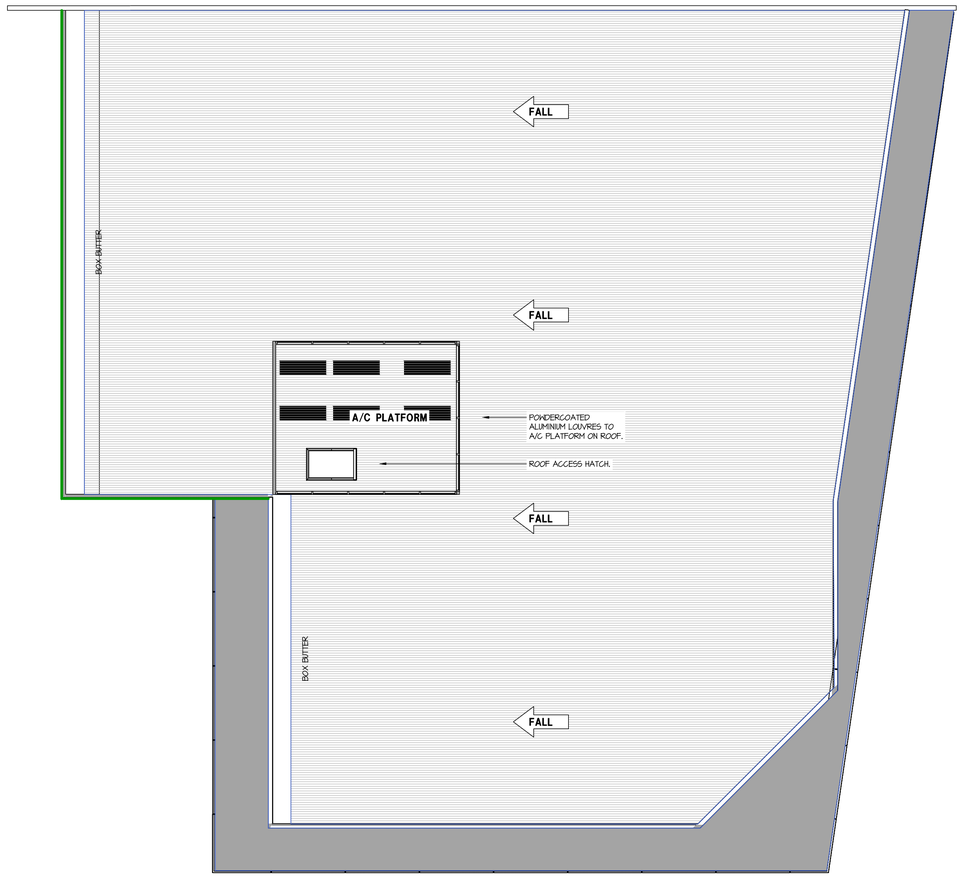
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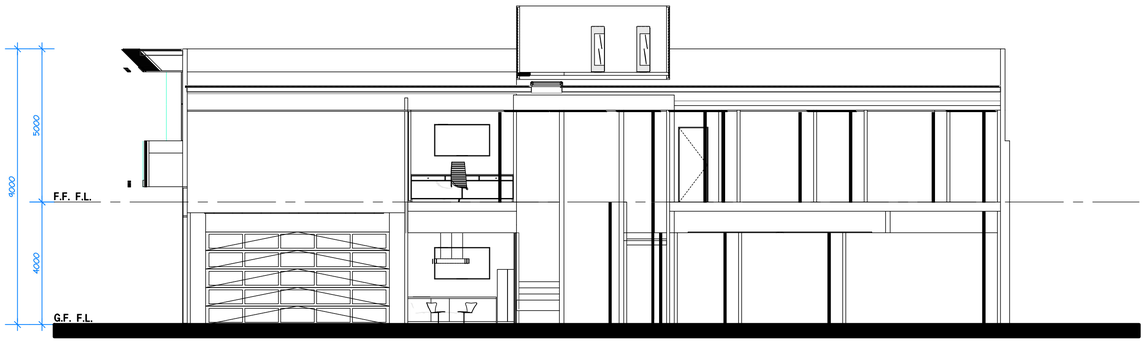
PROPOSED SHOWROOM DEVELOPMENT
LOTS 1-5 (1121-1125) ALBANY HWY & LOTS 1-3 COOLGARDIE ST, ST JAMES
for LIGHTBRIDGE HOLDINGS PTY LTD

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PROPOSED ROOF PLAN

SCALE 1:100



SCHEMATIC SECTION A

SCALE 1:100



SCHEMATIC SECTION B

SCALE 1:100

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Scale	-	1:100
Job No.	-	0825
Dwg	-	DA05
Rev	-	A



COOLGARDIE ST - EAST
PERSPECTIVE - P01
NOT TO SCALE



CROSSOVER - EAST
PERSPECTIVE - P02
NOT TO SCALE



ALBANY HWY - NORTHEAST
PERSPECTIVE - P03
NOT TO SCALE



ALBANY HWY - NORTH
PERSPECTIVE - P04
NOT TO SCALE



COOLGARDIE ST - SOUTHEAST
PERSPECTIVE - P05
NOT TO SCALE



CARPARK - SOUTH
PERSPECTIVE - P06
NOT TO SCALE



CARPARK - SOUTHWEST
PERSPECTIVE - P07
NOT TO SCALE



CARPARK - NORTH
PERSPECTIVE - P08
NOT TO SCALE



AERIAL - EAST
PERSPECTIVE - P09
NOT TO SCALE

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A1 SHEET

PROPOSED PERSPECTIVES
NOT TO SCALE

PROPOSED SHOWROOM DEVELOPMENT
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INDICATIVE INTERNAL
PERSPECTIVE - P10
NOT TO SCALE



INDICATIVE INTERNAL
PERSPECTIVE - P11
NOT TO SCALE



INDICATIVE INTERNAL
PERSPECTIVE - P12
NOT TO SCALE



NIGHT VIEW
PERSPECTIVE - P13
NOT TO SCALE



NIGHT VIEW
PERSPECTIVE - P14
NOT TO SCALE



NIGHT VIEW
PERSPECTIVE - P15
NOT TO SCALE

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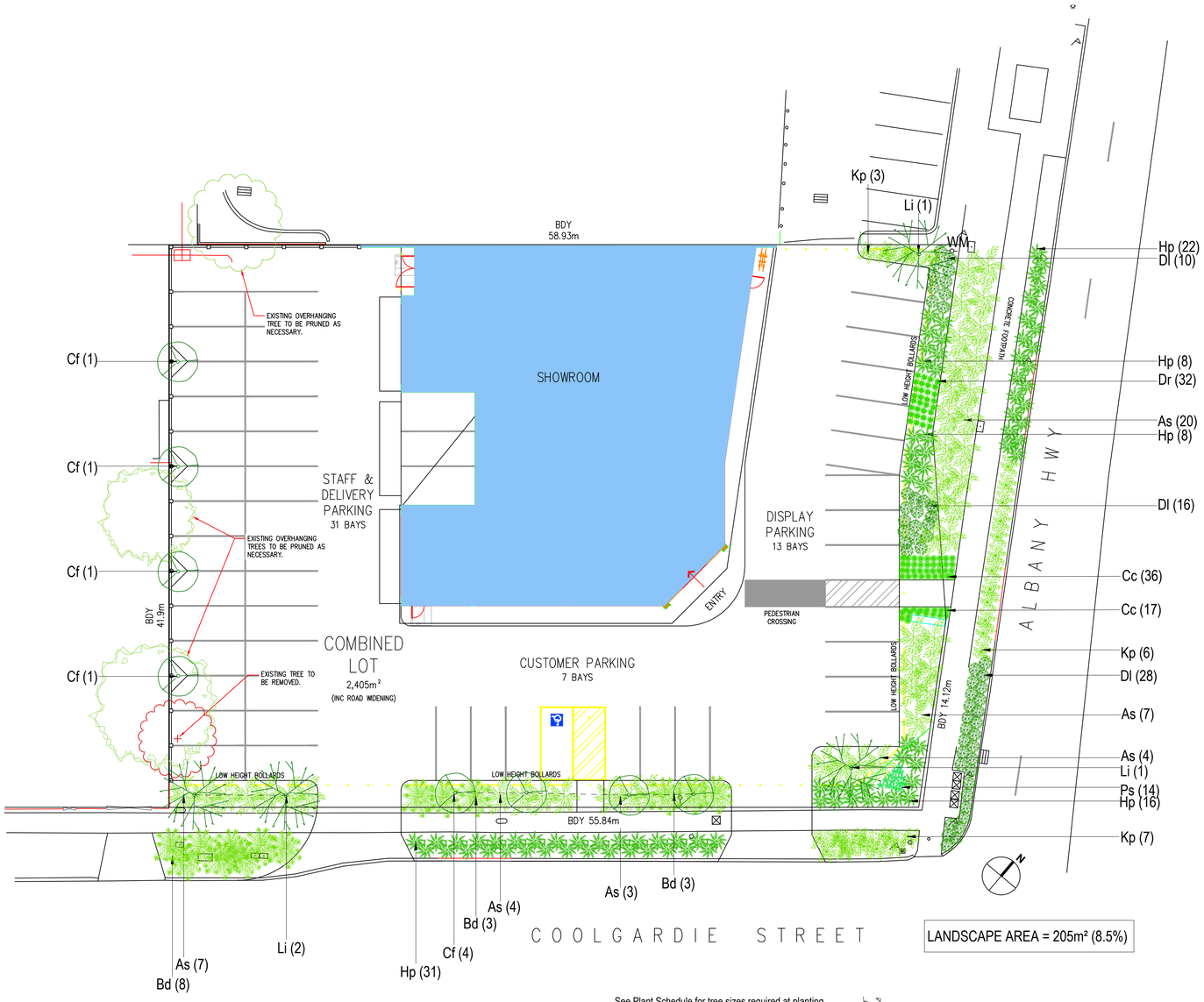
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for LIGHTBRIDGE HOLDINGS PTY LTD

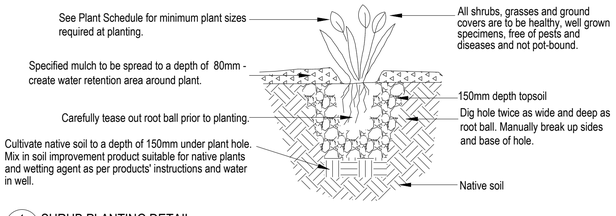
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Dwg - DA07
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APPENDIX 3

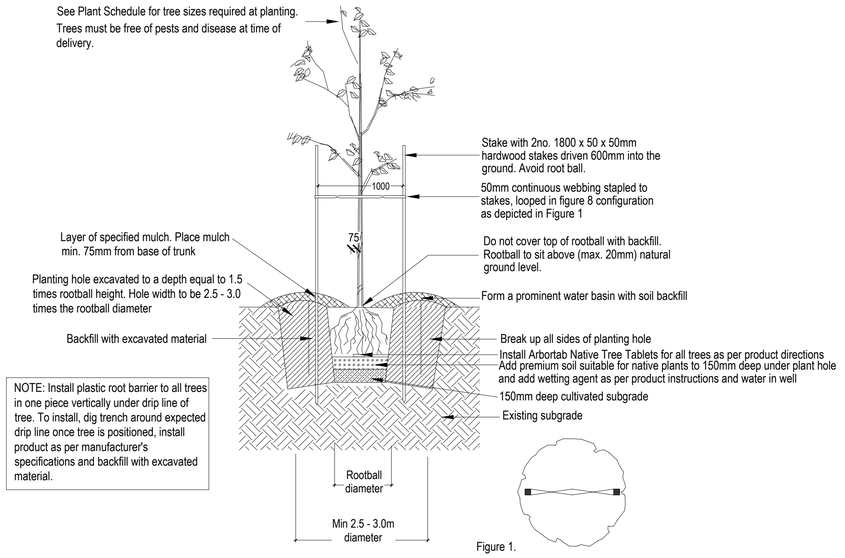
LANDSCAPE PLAN



LANDSCAPE AREA = 205m² (8.5%)



1 SHRUB PLANTING DETAIL
Typical Section
Not to scale



NOTE: Install plastic root barrier to all trees in one piece vertically under drip line of tree. To install, dig trench around expected drip line once tree is positioned, install product as per manufacturer's specifications and backfill with excavated material.

Figure 1.
Tree stakes and tie 'double figure of eight' configuration.

2 TREE PLANTING DETAIL
Typical Section
Not to scale

PLANT SCHEDULE AND SYMBOL LEGEND

Symbol	Code on plan	Botanic Name	Mature height x width	Minimum installation size	Number
TREES					
	Cf	Corymbia ficifolia 'Coral Pink'	5m x 3m	45 Litre	8
	Li	Lagerstroemia indica x fauriei 'Natchez'	7m x 5m	45 Litre	4
SHRUBS					
	Ps	Philotheca spicata	60cm x 50cm	13cm	14
GRASSES					
	Cc	Conostylus candicans	30cm x 50cm	14cm	53
	Dr	Dianella revoluta 'Revelation'	50cm x 50cm	14cm	32
GROUND COVER					
	As	Acacia saligna prostrate	30cm x 3m	13cm	45
	Bd	Banksia dallanneyi	50cm x 3m	13cm	14
	Dl	Dampiera linearis 'Western Blue'	30cm x 1m	13cm	54
	Hp	Hemiandra pungens 'Alba'	30cm x 1.5m	13cm	85
	Kp	Kennedia prostrata	10cm x 2.5m	13cm	16
TOTAL PLANTS					325

TREE VARIETIES


Corymbia ficifolia 'Coral Pink'


Lagerstroemia indica x fauriei 'Natchez'

SHRUB VARIETY


Philotheca spicata

GRASS VARIETIES


Conostylus candicans


Dianella revoluta 'Revelation

GROUND COVER VARIETIES


Acacia saligna prostrate


Banksia dallanneyi


Dampiera linearis 'Western Blue'


Hemiandra pungens 'Alba'


Kennedia prostrata

PLANTING SPECIFICATIONS

1. SPECIFIED PLANT SPECIES HAVE BEEN SOURCED FROM BENARA NURSERY AND DOMUS NURSERY STOCK LISTS. SHOULD PLANT SPECIES BE UNAVAILABLE AT TIME OF PLANTING, CONTACT DESIGNER FOR SUBSTITUTIONS.

2. ALL PLANTING AREAS ARE TO BE PREPARED AND PLANTED IN ACCORDANCE WITH INDUSTRY BEST PRACTICE, TYPICAL DRAWINGS INCLUDED IN THIS PLAN SET AND THE INSTRUCTIONS BELOW.

A. PREPARATION OF SOIL IN GARDEN BED AREAS:
I. REMOVE ALL TRACES OF BUILDERS' MATERIAL FROM PLANTING AREAS INCLUDING RUBBLE, SAND, MORTAR AND ALL OTHER EXTRANEOUS MATERIAL.
II. REMOVE ALL WEEDS IN GARDEN BED AREAS BY SPRAYING WEEDS WITH A STANDARD INDUSTRY HERBICIDE FOLLOWING MANUFACTURER'S SPECIFICATIONS AND LEAVE FOR RECOMMENDED TIME.
III. REMOVE DEAD PLANT MATTER AFTER TIME SPECIFIED ON HERBICIDE PRODUCT.
IV. UNDERTAKE SOIL IMPROVEMENT SUITABLE FOR NATIVE PLANTS.

B. PLANTING
I. PLANT TREES AS SPECIFIED ON DRAWING 'TYPICAL TREE PLANTING' AND INSTALL TREE ROOT BARRIERS AROUND TREES WITHIN SITE.
II. PLANT SHRUBS (INCLUDING GRASSES AND GROUND COVERS) AS SPECIFIED ON DRAWING 'TYPICAL SHRUB PLANTING' AND WATER IN THOROUGHLY.

C. MULCH WITHIN SITE BOUNDARY
I. AFTER PLANTING, APPLY PINE BARK WOOD CHIPS TO A MINIMUM DEPTH OF 80MM (MAXIMUM 100MM) TO PLANTING BEDS, KEEPING MULCH CLEAR OF PLANT STEMS.
II. CHECK MULCH IS FREE OF WOOD SLIVERS AND EXTRANEOUS MATERIAL.
III. TIDY AND GRADE MULCH AFTER APPLICATION.

IRRIGATION SPECIFICATIONS

1. ALL GARDEN BEDS TO BE IRRIGATED WITH SUB-MULCH DRIP SYSTEM AND AUTOMATIC CONTROLLER WITH RAIN SENSOR.
2. WATER SUPPLY IS SCHEME WATER.
3. IRRIGATION LAYOUT BY LANDSCAPE INSTALLER.

URBAN Retreat GARDEN DESIGN

revision/issue	description	drawn	checked	date
C	DEVELOPMENT APPLICATION	AC	AC	02.02.2023
B	DEVELOPMENT APPLICATION	AC	AC	30.12.2022
A	DEVELOPMENT APPLICATION	AC	AC	20.12.2022

project: PROPOSED SHOWROOM DEVELOPMENT
location: LOTS 1-5 ALBANY HWY & LOTS 1-3 COOLGARDIE ST, ST JAMES
drawn: AC
checked: AC
description: LANDSCAPE PLAN

URBAN RETREAT GARDEN DESIGN
COMMERCIAL AND RESIDENTIAL LANDSCAPE DESIGN SERVICES
www.urbanretreatgardens.com.au
E:anneli@urbanretreatgardens.com.au
M:0438 526 313

scale: 1:200 @ A1
date: 20.12.2022
project no: 22243
dwg no: 01
rev: 03

APPENDIX 4

TRANSPORT IMPACT STATEMENT

transport planning
traffic engineering
modelling

Proposed Motor Vehicle Sales Showroom

Corner Coolgardie Street/Albany Highway, St James

Transport Impact Statement

PREPARED FOR:
Lightbridge Holdings Pty Ltd C/- Apex Planning

January 2023

Document history and status

Author	Revision	Approved by	Date approved	Revision type
A Navarro	r01	B Bordbar	22/12/2022	Draft
A Navarro	r01a	B Bordbar	11/01/2023	Final

File name: t22.310.an.r01a

Author: Alvira Illana Navarro

Project manager: Behnam Bordbar

Client: Lightbridge Holdings Pty Ltd C/- Apex Planning

Project: Corner Coolgardie Street/Albany Highway, St James

Document revision: r01a

Project number: t22.310

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1 Introduction

This Transport Impact Statement has been prepared by Transcore on behalf of Lightbridge Holdings Pty Ltd C/- Apex Planning with regard to the proposed motor vehicle sales showroom to be located at Lots 1-3 (1121-1125) Albany Highway, Lots 4 & 5 (1 & 3) Coolgardie Street, St James in the City of Canning.

The subject site is approximately 2,405m^2 in size. The site comprises of five lots situated at the northwest corner of the T-intersection of Albany Highway and Coolgardie Street as shown in **Figure 1**.



Figure 1: Subject Site and Location

The development proposal presented in **Appendix A** shows the construction of a motor vehicle sales showroom development with associated on-site car parking. Vehicular access to the site is facilitated via two proposed crossovers along Coolgardie Street. The subject site is presently vacant.

The Transport Impact Assessment Guidelines (WAPC, Vol 4 – Individual Developments, August 2016) states: *"A Transport Impact Statement is required for*

those developments that would be likely to generate moderate volumes of traffic[1] *and therefore would have a moderate overall impact on the surrounding land uses and transport networks"*. **Section 6.2** of Transcore's report provides details of the estimated trip generation for the proposed development. Accordingly, as the total peak hour vehicular trips are estimated to be less than 100 trips, a Transport Impact Statement is deemed appropriate for this development.

[1] *Between 10 and 100 vehicular trips per hour*

2 Proposed Development Site Plan

The development proposal involves construction of a motor vehicle sales showroom development of approximately 650m^2 NLA.

The showroom building will occupy the central part of the site with the balance being internal driveways and on-site parking.

A bin storage area is proposed at the rear of the site, accessed via the internal driveway system.

The vehicular access is proposed via two crossovers proposed along Coolgardie Street. The development northern crossover is in line with Albany Highway Access Policy and the Right of Carriageway as shown on the development plan.

The proposed on-site parking supply comprises of 51 bays. The parking is comprised as follows:

- Customers: 7 parking bays including 1 ACROD bay
- Staff and Delivery Parking: 31 parking bays including 3 charging bays
- Display Parking: 13 bays

Refer to **Appendix A** for the proposed development plans.

3 Vehicle Access and Parking

3.1 Access

The proposed development will be served by two full movement crossovers proposed on Coolgardie Street as shown in **Figure 2,** with the northern crossover located outside of the Albany Highway Primary Regional Roads reserve.

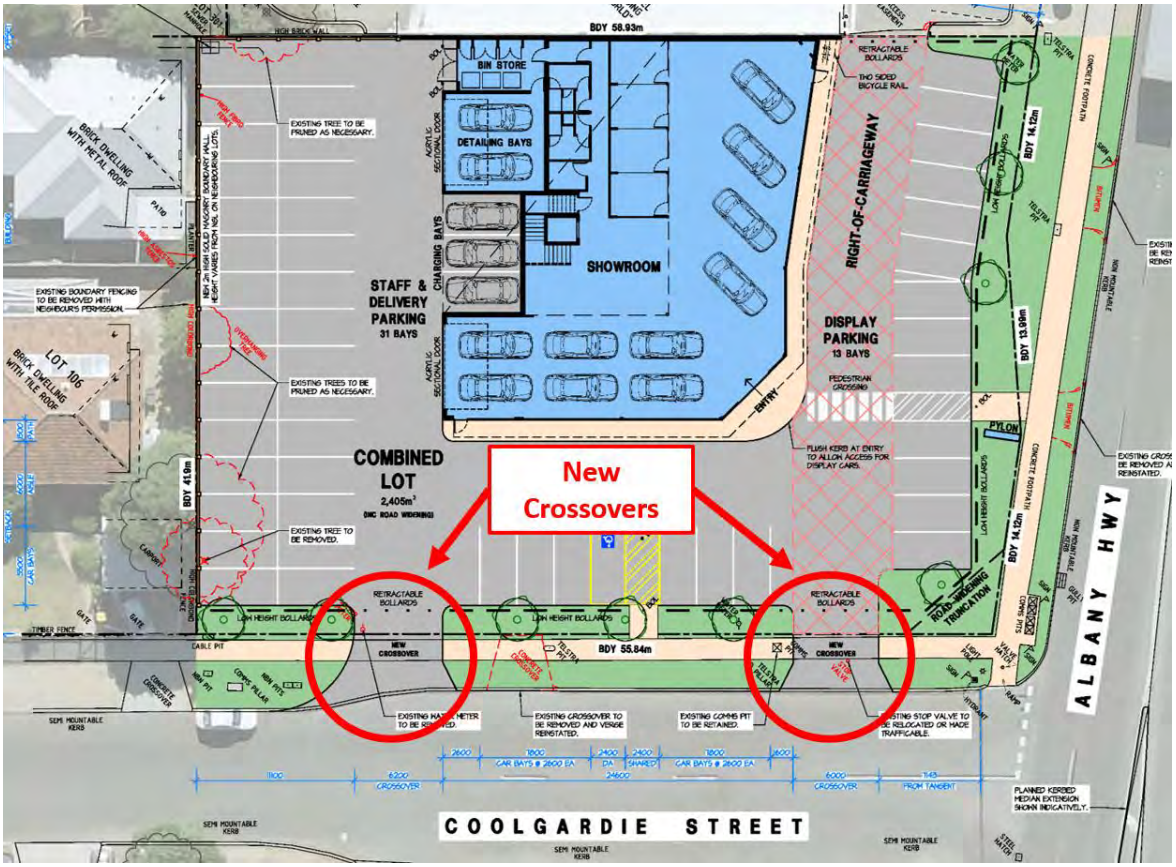


Figure 2: Proposed Development Crossovers

3.2 Parking

The proposed development includes 51 parking bays The parking is comprised as follows:

- Customers: 7 parking bays including 1 ACROD bay
- Staff and Delivery Parking: 31 parking bays including 3 charging bays
- Display Parking: 13 bays

4 Provision for Service Vehicles

Bin storage area is located at the rear of the site, which can be accessed via the internal driveway system.

The largest size heavy vehicles anticipated to service the proposed development are 10m tilt tray trucks used for transport of vehicles to/from the site. It is important to note that the display vehicles will typically be driven to/from the site from/to an off-site vehicle storage compound individually by the sales showroom staff and the 10m tilt tray trucks would only be used in rare occasions.

Turn path plans are overlayed onto the site plan demonstrating the adequacy of the internal driveway system to accommodate 10m transport truck and 8.8m waste truck. As illustrated in **Appendix B**, the turn path shows satisfactory entry, egress, and circulation within the subject site.

5 Hours of Operation

The anticipated hours of operation for the proposed development are similar as a typical motor vehicle sales showroom, 9:00AM to 5:00PM on weekdays with extended trade on Wednesday nights and 9:00AM to 1:00PM on Saturdays.

6 Daily Traffic Volumes and Vehicle Types

6.1 Existing Development Trip Generation

The subject site is presently vacant and does not generate any traffic.

6.2 Proposed Development Trip Generation

The traffic volumes likely to be generated by the proposed development have been estimated using trip generation rates derived from the *TRMS NSW TDT "Guide to Traffic Generating Developments Updated Traffic Surveys (2013/04a)"*.

TRMS NSW TDT trip generation rates only provide evening PM peak hour vehicle trips for motor showrooms. For a robust assessment it is assumed that the AM peak hour trips are the same as the PM peak hour trips and daily trips will be assumed as ten times the peak hour trips. In addition, as the available trip rate is for motor showrooms that include servicing facilities, the trip rate is conservatively adjusted due to the proposed development not having any servicing facilities.

Accordingly, the trip rates used to estimate the development traffic generation are:

- Daily vehicle trips = 5 per 100m^2 site area
- AM peak hour vehicle trips = 0.5 per 100m^2 site area
- PM peak hour vehicle trips = 0.5 per 100m^2 site area

The proposed development entails 2,405m^2 in site area. Therefore, it is estimated that the proposed development would conservatively generate about **120** daily vehicle trips, with approximately **12** trips during AM peak hour and **12** trips during PM peak hour. These trips include both inbound and outbound vehicle movements.

Table 1 is based on the directional split assumption of AM and PM peak split estimated at 50/50 inbound/outbound

Table 1: Peak hour trips for the proposed development

Time period	Direction	Total Peak Hour Trips	
		Split	Total
AM/PM Peak Hour	Inbound	6	**12**
	Outbound	6	

6.3 Traffic Flow

Considering all access to the site is available via the two new crossovers proposed on Coolgardie Street, it is concluded that all the estimated development generated traffic would arrive and depart to and from the site via Coolgardie Street and then disperse throughout the surrounding road network.

Figure 3 illustrates trip generation and distribution over the local road network for the proposed development.



Figure 3: Estimated and indicative traffic movements for the proposed development – Total daily trips/AM Peak/PM Peak

6.4 Impact on Surrounding Roads

The WAPC *Transport Impact Assessment Guidelines* (2016) provides the following guidance on the assessment of traffic impacts:

"As a general guide, an increase in traffic of less than 10 percent of capacity would not normally be likely to have a material impact on any particular section of road but increases over 10 percent may. All sections of road with an increase greater than 10 percent of capacity should therefore be included in the analysis. For ease of assessment, an increase of 100 vehicles per hour for any lane can be considered as equating to around 10 percent of capacity. Therefore, any section of road where development

traffic would increase flows by more than 100 vehicles per hour for any lane should be included in the analysis."

The proposed development will not increase traffic flows on any roads adjacent to the site by the quoted WAPC threshold of +100vph to warrant further analysis. Therefore, the impact of development traffic on the surrounding road network will not be significant.

7 Traffic Management on the Frontage Streets

Coolgardie Street, east of the subject site, is constructed as a single carriageway two lane divided road. Pedestrian path is provided on the western side of the road in the vicinity of the subject site.

It is classified as an *Access Road* in the Main Roads WA *Metropolitan Functional Road Hierarchy* and operates under the default, built-up speed limit of 50km/h. Refer **Figure 4** and **Figure 5** for more details.

According to the traffic counts obtained from the City of Canning, Coolgardie Street, carried 705 vehicles per day (vpd) in May 2021.



Figure 4: North-eastern bound view of Coolgardie Street



Figure 5: South-western bound view of Coolgardie Street

Albany Highway, north of the subject site, is constructed as a dual carriageway with a combination of painted and solid median in the immediate vicinity. Pedestrian path is provided on both sides of the road in the vicinity of the subject site.

It is classified as a *Primary Distributor* in the Main Roads WA *Metropolitan Functional Road Hierarchy* and operates under speed limit regime of 60km/h. Refer **Figure 6** and Figure 7 for more details.

According to the traffic counts obtain from Main Roads WA traffic map, Albany Highway, South of John Street, carried 33,177 vehicles per day (vpd), in 2020/21.



Figure 6: South-eastern bound view of Albany Highway



Figure 7: North-western bound view of Albany Highway

8 Public Transport Access

Nearby public transport services are shown in **Figure 8**. The subject site has access to bus services 220 and 930 which runs along Albany Highway. This bus route operates 7 days a week. Bus service 220 provides service between Armadale Station and Perth Busport. Bus service 930 provides service between Thornlie Station and Elizabeth Quay Station. The nearest bus stop is located on Albany Highway north of subject site.

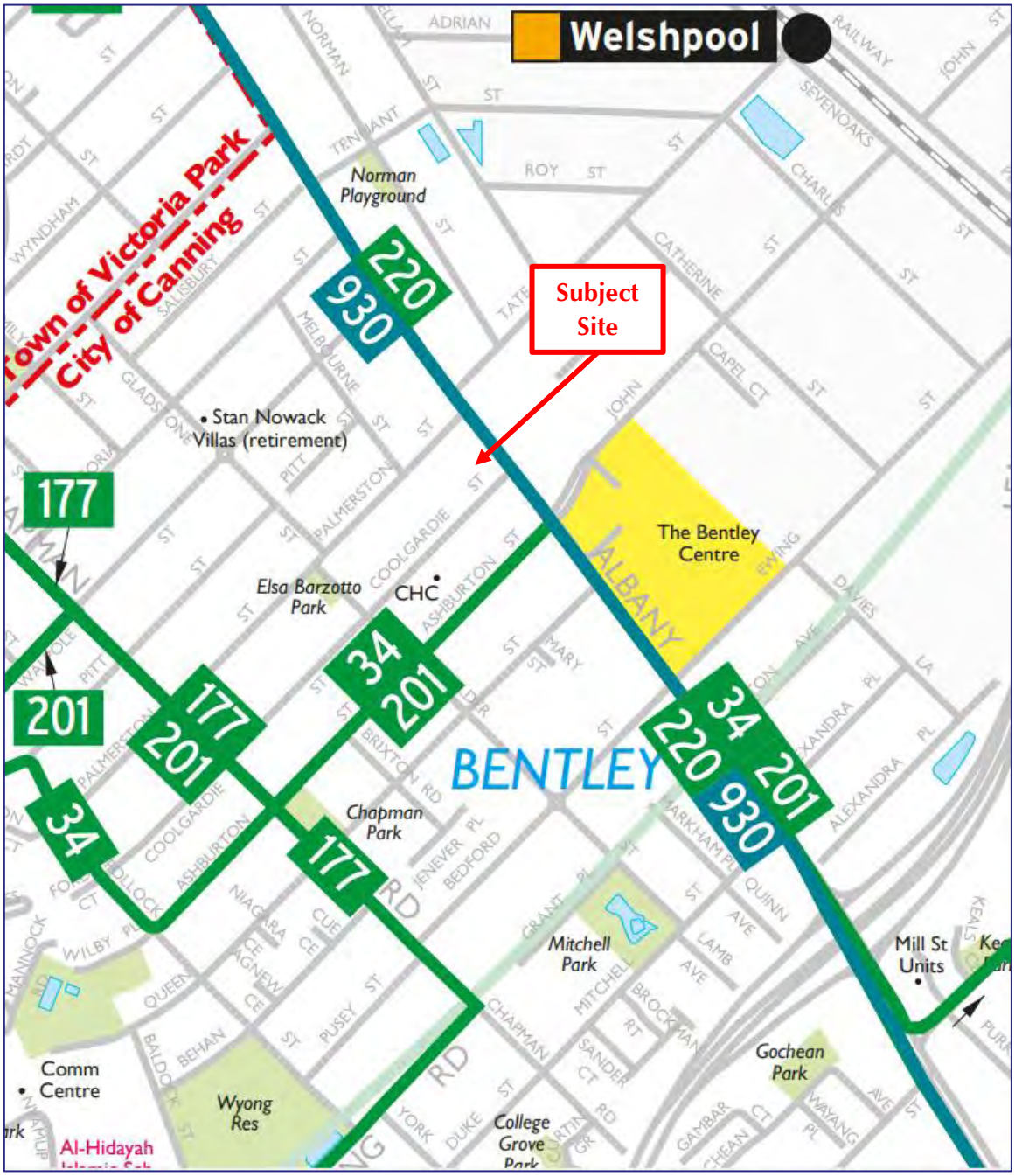


Figure 8: Public transport services (Transperth Maps)

9 Pedestrian Access

Pedestrian access to the subject site is available directly from the existing footpath network on the western side of Coolgardie Street and existing footpath network on both sides of Albany Highway.

The proposed plan also provides a pedestrian path connecting the entrance of the building to the Albany Highway footpath.

10 Cycle Access

The Perth Bicycle Network Map illustrated in **Figure 8** shows the existing cyclist connectivity to the subject site. Albany Highway, south of Coolgardie Street, is referred as High-Quality Shared Path. This provides further links to other bicycle networks. Boulder Street West, south of Coolgardie Street, and Ashburton Street are Good Road Riding Environment.

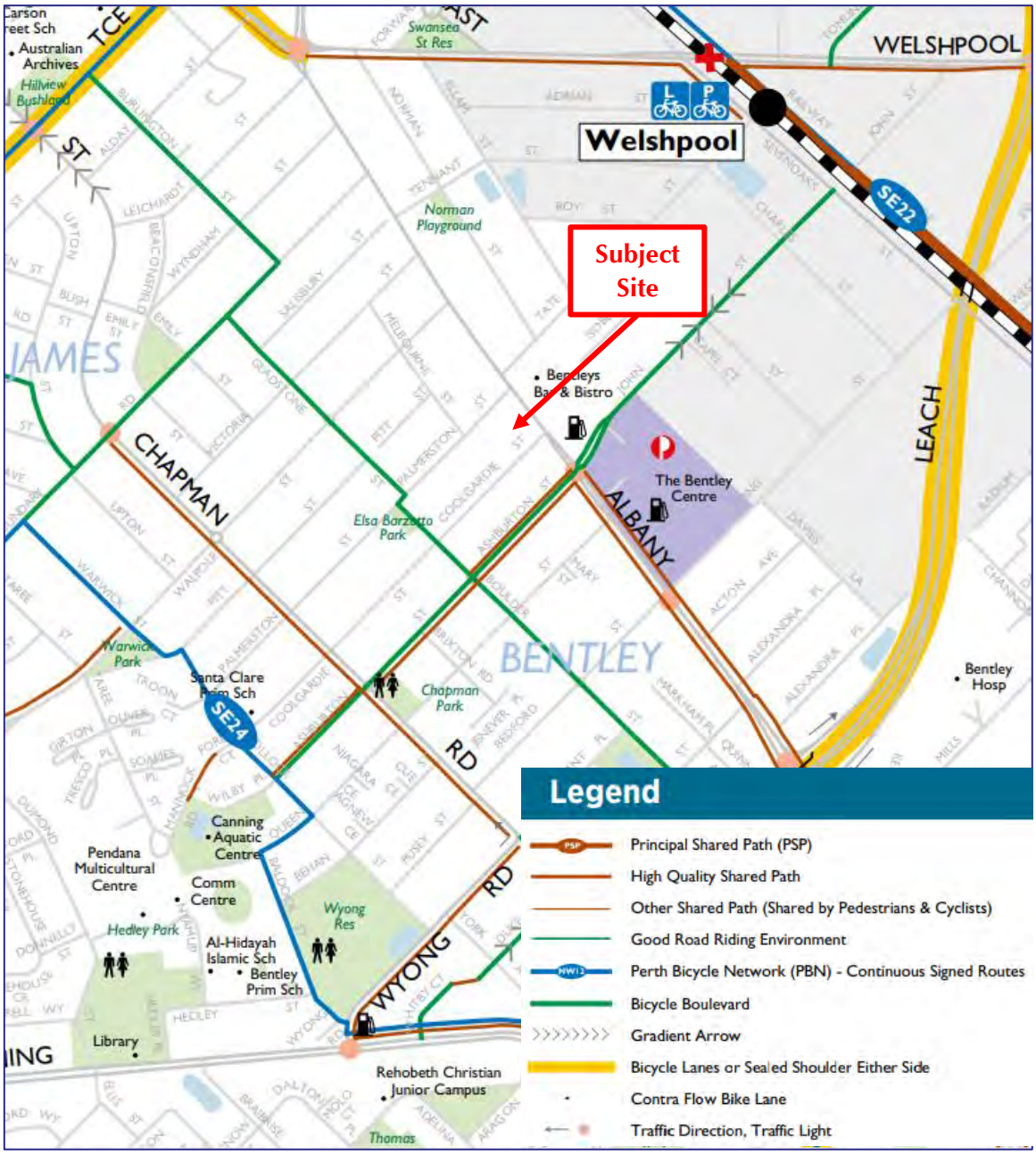


Figure 9: Extract from Perth Bicycle Network (Department of Transport)

11 Site Specific Issues

Based on the information provided to Transcore, it is understood that Main Roads WA may convert the intersection of Albany Highway/Coolgardie Street to left in/left out format sometime in the future. However, as the timing for this measure is unknown, the development traffic distribution assumed in this report is for the current layout of this intersection.

The access points for the subject site are provided in accordance with the Albany Highway Access Network Policy (LP.13), as shown in **Figure 10**.

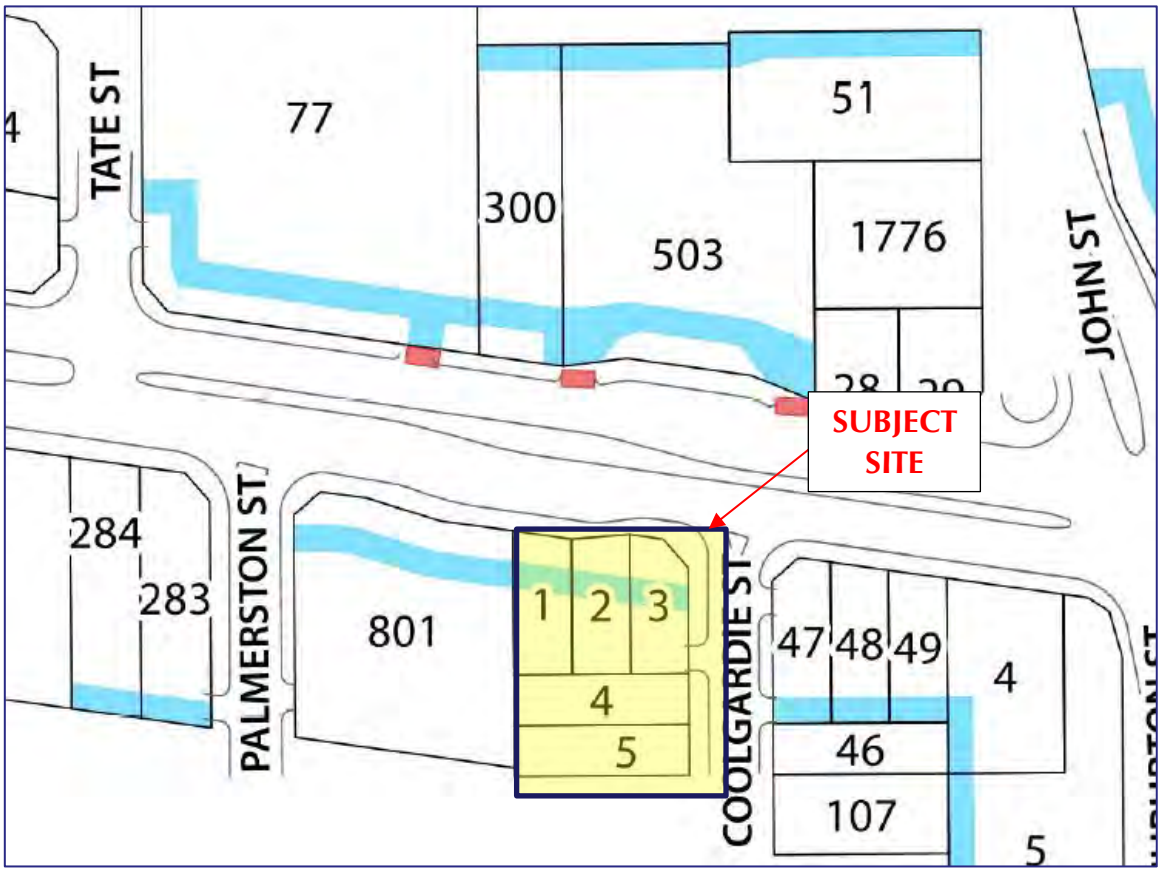


Figure 10: Extract from LP13 Albany Highway Access Network Map

A right-of-carriageway easement has been shown within the accessway linking to the adjoining lot as per the policy. Refer to **Appendix A**.

No other site-specific issues were identified within the scope of this assessment.

12 Safety Issues

No safety issues were identified within the scope of this assessment.

13 Conclusions

This Transport Impact Statement (TIS) has been prepared by Transcore on behalf of Lightbridge Holdings Pty Ltd with regard to the proposed motor vehicle sales showroom to be located at Lots 1-3 (1121-1125) Albany Highway, Lots 4 & 5 (1 & 3) Coolgardie Street, St James in the City of Canning.

The subject site comprises five lots and is presently vacant land. The site features good connectivity with the existing road, cyclist network and public transport coverage through existing bus service operating in the proximity of the site.

Vehicle access/egress to the proposed development is proposed via the two proposed full movement crossovers on Coolgardie Street.

As part of the development proposal, 51 parking bays are proposed. 31 bays are allocated to the staff and deliveries. 13 bays are allocated for display. 7 bays (including 1 ACROD) are allocated to the customers.

Turn path analysis with for service vehicles shows satisfactory entry, egress, and circulation within the subject site.

The traffic analysis undertaken in this report shows that the anticipated trips generated from the development are approximately 120 daily vehicle trips, with 12 trips during AM peak hour and 12 trips during PM peak hour. The anticipated traffic generation of the proposed development is relatively low and as such would have insignificant impact on the surrounding road network.

No site-specific and safety issues have been identified for the proposed development.

Accordingly, it is concluded that the findings of this Transport Impact Statement are supportive of the proposed motor vehicle sales showroom.

Appendix A

PROPOSED DEVELOPMENT PLANS

20 years anniversary
transcore
transport planning
traffic engineering
modelling



SITE PARTICULARS

SITE AREA:	2,405m² (INCLUDING ROAD WIDENING TRUNCATION)
ZONING:	SERVICE COMMERCIAL

CAR PARKING

USE	VALUE	CALC	RESULT
MOTOR VEHICLE SALES	650m² NLA	1/100m² NLA	6.5
TOTAL REQUIRED			6.5
TOTAL PROVIDED			7

LANDSCAPING

SOFT LANDSCAPING: 191m² = 8.2%

LEGEND:

- BUILDING.
- HARDSTAND PAVEMENT.
- FOOTPATHS.
- LANDSCAPING. REFER TO LANDSCAPING PLAN.
- SHADE TREE. REFER TO LANDSCAPING PLAN.

NOTES

THIS DRAWING IS CONCEPTUAL ONLY AND SUBJECT TO THE FOLLOWING:-

- ANY TITLE ENCUMBRANCES;
- CONTOUR AND FEATURE SURVEY;
- LOCATION OF EXISTING SERVICES / EASEMENTS;
- END USER / OPERATOR REQUIREMENTS;
- FULL TOWN PLANNING ASSESSMENT;
- PLANNING APPROVAL;
- TRAFFIC / TRANSPORT ASSESSMENT;
- BUSHFIRE RISK ASSESSMENT;
- ACOUSTIC ASSESSMENT;
- DETAILED DESIGN DEVELOPMENT;
- CERTIFICATION OF COMPLIANCE WITH NCC AND AUSTRALIAN STANDARDS;
- CIVIL DESIGN;
- UTILITY PROVIDERS APPROVAL;
- DFES APPROVAL..

HINDLEY & ASSOCIATES PTY LTD
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HINDLEY TRUST
ACN No. 088 989 904

BUILDING DESIGNERS ASSOCIATION OF WA INC

NO:	DATE:	REVISION:	DRAWN:	CHECK:
-				

A1 SHEET

PROPOSED SITE PLAN
SCALE 1:200

N

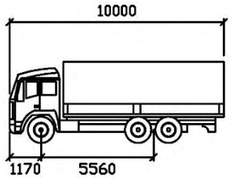
PROPOSED SHOWROOM DEVELOPMENT LOTS 1-5 (1121-1125) ALBANY HWY & LOTS 1-3 COOLGARDIE ST, ST JAMES for LIGHTBRIDGE HOLDINGS PTY LTD

Date	29.11.22
Design	SDS
Drawn	SDS
Checked	SJH
Scale	1:200
Job No.	0825
Dwg	DA01
Rev	PRE

Appendix B

TURN PATH ANALYSIS

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modelling



Suez 10m Service Truck

	mm
Width	: 2500
Track	: 2500
Lock to Lock Time	4.1
Steering Angle	: 29.2

Corner Coolgardie St, Albany Hwy, St James

Service Vehicle entry and exit via Albany Hwy 1

10m Service Vehicle

LEGEND

Vehicle Body

Wheel Path

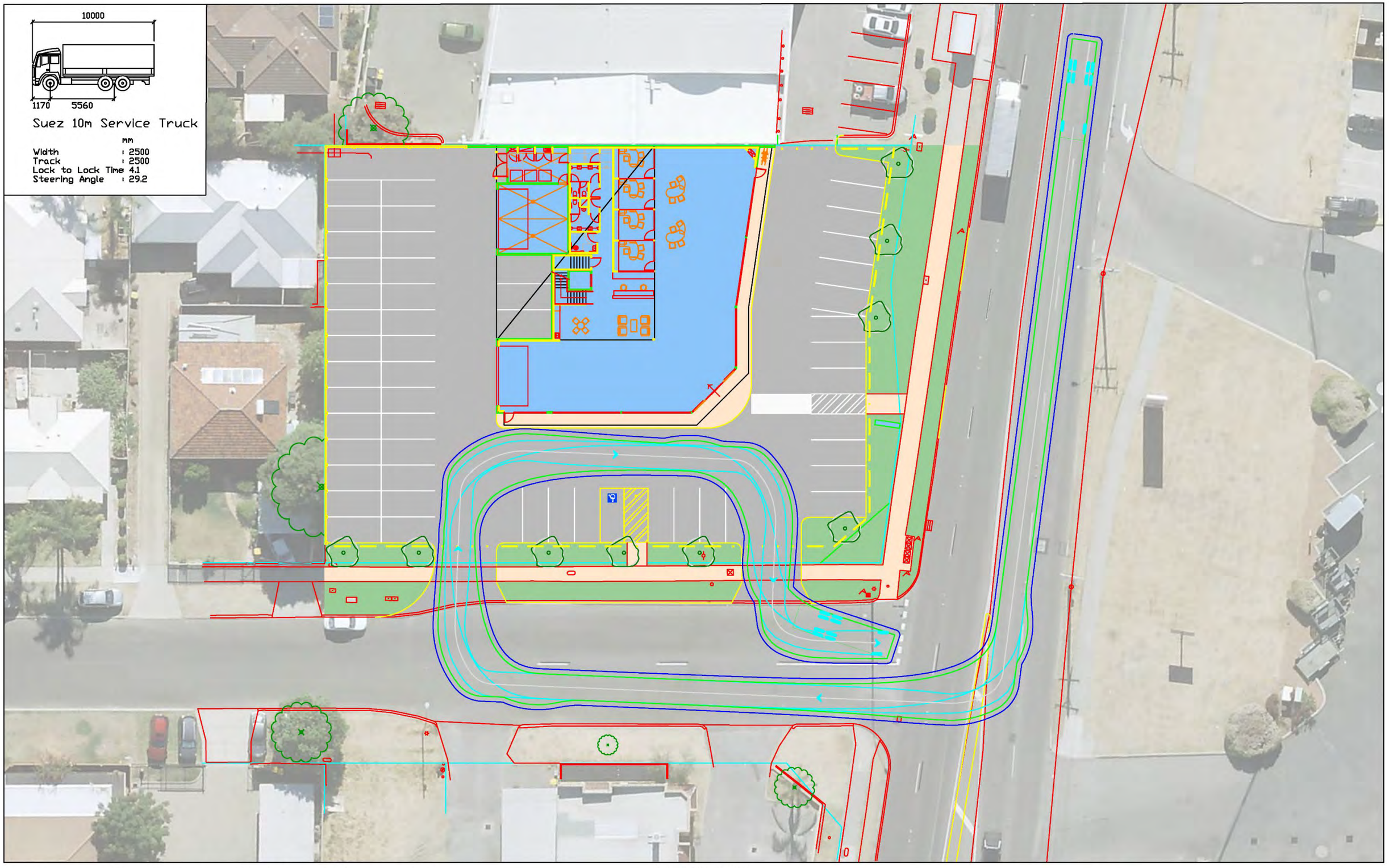
500mm Clearance

t22.310.sk03d

10/01/2022

Scale: 1:350 @ A3

transcore



Corner Coolgardie St, Albany Hwy, St James

Service Vehicle Entry and Exit via Albany Hwy 2

10m Service Vehicle

LEGEND

Vehicle Body

Wheel Path

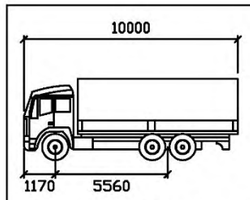
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10/01/2022

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transcore



Suez 10m Service Truck

	mm
Width	: 2500
Track	: 2500
Lock to Lock Time	4.1
Steering Angle	: 29.2

Corner Coolgardie St, Albany Hwy, St James

Service Vehicle Entry and Exit via Coolgardie Street 1

10m Service Vehicle

LEGEND

Vehicle Body

Wheel Path

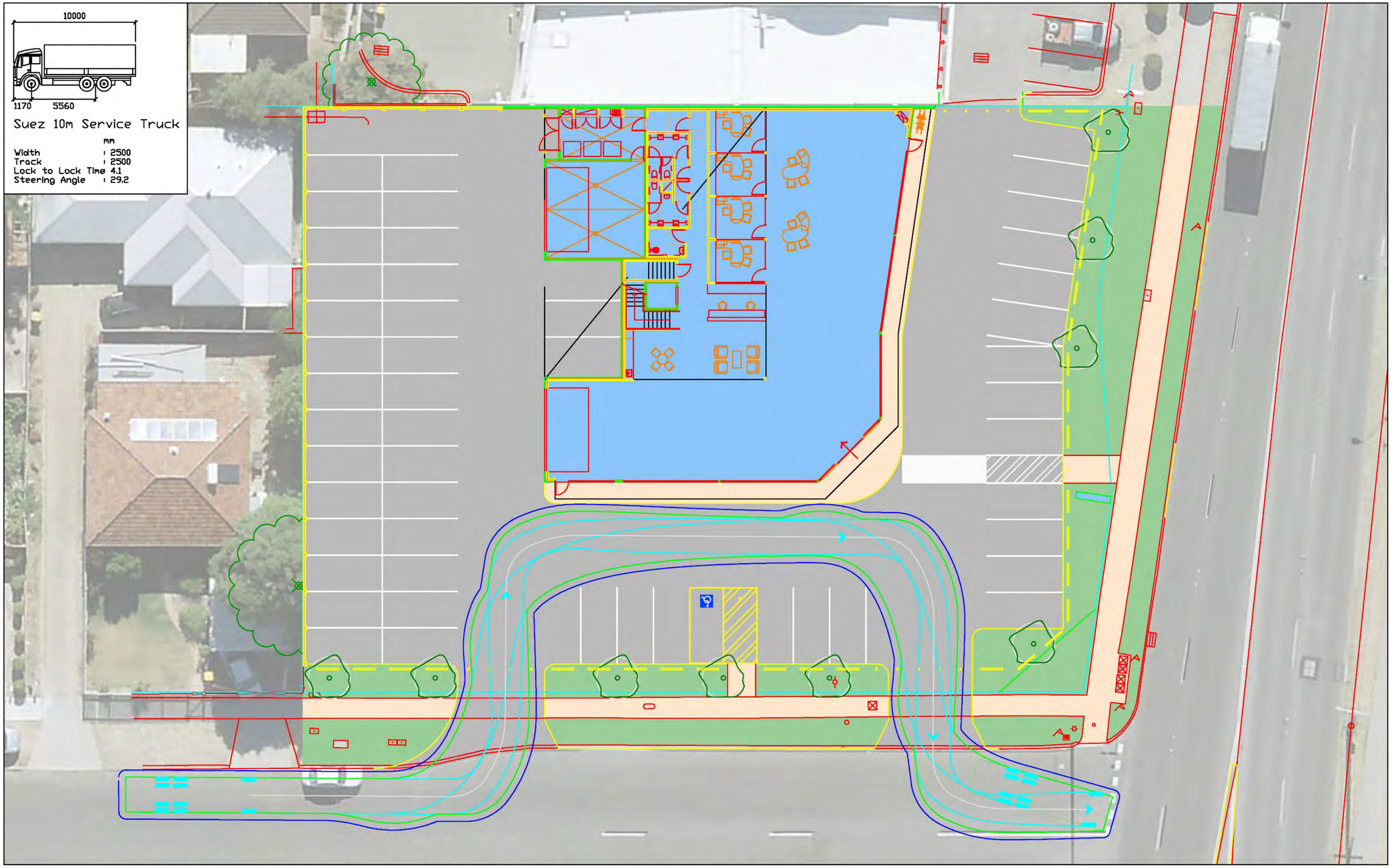
500mm Clearance

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10/01/2022

Scale: 1:250 @ A3

transcore



Corner Coolgardie St, Albany Hwy, St James

Service Vehicle Entry and Exit via Coolgardie Street 2

10m Service Vehicle

LEGEND

Vehicle Body

Wheel Path

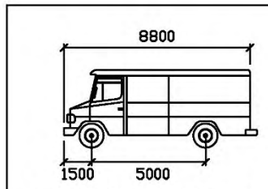
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10/01/2022

Scale: 1:250 @ A3

transcore



SERVICE VEHICLE

	mm
Width	2500
Track	2500
Lock to Lock Time	6.0
Steering Angle	38.7

Corner Coolgardie St, Albany Hwy, St James

Service Vehicle Entry

8.8m Service Vehicle

LEGEND

Vehicle Body

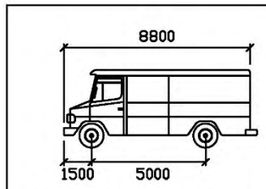
Wheel Path

500mm Clearance

t22.310.sk04b

10/01/2022

Scale: 1:250 @ A3



SERVICE VEHICLE

	mm
Width	2500
Track	2500
Lock to Lock Time	6.0
Steering Angle	38.7

Corner Coolgardie St, Albany Hwy, St James

Service Vehicle Exit

8.8m Service Vehicle

LEGEND

Vehicle Body

Wheel Path

500mm Clearance

t22.310.sk04c

10/01/2022

Scale: 1:250 @ A3

transcore

APPENDIX 5

ACOUSTIC ASSESSMENT

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Environmental Noise Assessment - Car Showroom Development

Lots 1 – 5, Albany Highway and Lots 1 – 3 Coolgardie Street, St James, WA

Reference: 22127768-01_Rev2

Prepared for:
Lightbridge Holdings Pty Ltd

Reference: 22127768-01_Rev2

Lloyd George Acoustics Pty Ltd
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This report has been prepared in accordance with the scope of services described in the contract or agreement between Lloyd George Acoustics Pty Ltd and the Client. The report relies upon data, surveys, measurements and results taken at or under the particular times and conditions specified herein. Any findings, conclusions or recommendations only apply to the aforementioned circumstances and no greater reliance should be assumed or drawn by the Client. Furthermore, the report has been prepared solely for use by the Client, and Lloyd George Acoustics Pty Ltd accepts no responsibility for its use by other parties.

Date	Rev	Description	Author	Verified
20-Jan-23	0	Issued to Client	Daryl Thompson	Terry George
31-Jan-23	1	Revised Detailing Bay Mitigation	Daryl Thompson	Terry George
06-Feb-23	2	Revised Exec Summary Text	Daryl Thompson	Terry George

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EXECUTIVE SUMMARY

Lloyd George Acoustics was engaged by Lightbridge Holdings Pty Ltd to undertake an environmental noise assessment for a proposed Car Showroom development project to be located at Lots 1 – 5, Albany Highway and Lots 1 – 3 Coolgardie Street, St James, WA.

This report considers the anticipated noise impacts to surrounding premises associated with the operation of the proposed showroom – refer *Appendix A* - noise sources include building mechanical services, car detailing bays and car doors closing – assessed at a group of the nearest identified noise sensitive premises, R1 – R4:

- **R1** – Lot 106 #5A Coolgardie Street, sgl-storey residence
- **R2** – Lot 106 #5 Coolgardie Street, sgl-storey residence
- **R3** – Lot 301 #2-8 Palmerston Street, sgl-storey residence
- **R4** – Lot 6 #8-12 Coolgardie Street, sgl-storey residence

Under the *Environmental Protection (Noise) Regulations 1997*, the prescribed limits are referred as Assigned Levels and are calculated based upon an Influencing Factor (IF) of +9, as determined in *Appendix B* for each Receiver.

For day-to-day building services (L_{A10}) operation scenarios using assumed plant noise levels and locations, predicted noise levels are considered compliant when operated during daytime hours, 7.00am to 7.00pm Mondays to Saturdays, and (assumed) Wednesday late trading hours to 9.00pm.

In any case, building services-type noise emissions are considered manageable within the context of any forthcoming mechanical design, provided the location of the services at roof level maximises natural screening to the nearest receivers by the car showroom buildings' roof height(s).

Daytime car detailing represents the highest noise source when assessed against the L_{A10} criteria at all nearest noise sensitive receivers R1 – R4. In order to fully comply with *the Regulations* during daytime hours, the acrylic roller door must be in the closed position when using the high pressure washers. The side access door facing south-east is able to be open to allow for airflow.

In combination with the proposed 2.0m high solid masonry wall to receivers R1 and R2 (immediately south-west), predicted levels are L_{A10} 42dB, increasing to 47dB when adjusted for *Tonality*. This complies with *the Regulations* limit of 54dB(A).

Provided silenced vacuum models are used (in place of standard units), the roller door can be open during vacuuming. It is recommended no detailing occur during the evening period.

To minimise noise during occasional deliveries, the following 'best practice' measures are suggested:

- Truck drivers are to be instructed to use good driving techniques and minimise excessive vehicle noise (no air brakes, excessive revving etc);
- Delivery activities are to be undertaken in as careful and quiet a manner as practicable and this is to be advised to staff and delivery personnel;
- Areas where known impact noise will occur are to have suitable rubber impact matting installed;

- Service road area is to be smooth and free of gaps that may cause banging when driven over with vehicles, pallet jacks or the like. Control joints are to be filled with non-hardening mastic to provide a flat finish;
- Metal grates shall be secured with rubber gaskets or plastic grates used;
- Waste collection shall not occur outside of Monday to Saturday, 7am to 7pm and Sundays and public holidays, 9am to 7pm. Shows compliance etc.

1. INTRODUCTION

Lloyd George Acoustics was engaged by Lightbridge Holdings Pty Ltd to undertake an environmental noise assessment for a proposed Car Showroom development project to be located at Lots 1 – 5, Albany Highway and Lots 1 – 3 Coolgardie Street, St James, WA - refer *Figure* 1-1.



Figure 1-1: Subject Site Location (Source: DPLH PlanWA)

With regard to noise emissions, consideration is given to noise from mechanical building services, from car detailing bays and from closing car doors, assessed at neighbouring properties against the prescribed standards of the *Environmental Protection (Noise) Regulations 1997*.

Appendix C contains a description of some of the terminology used throughout this report.

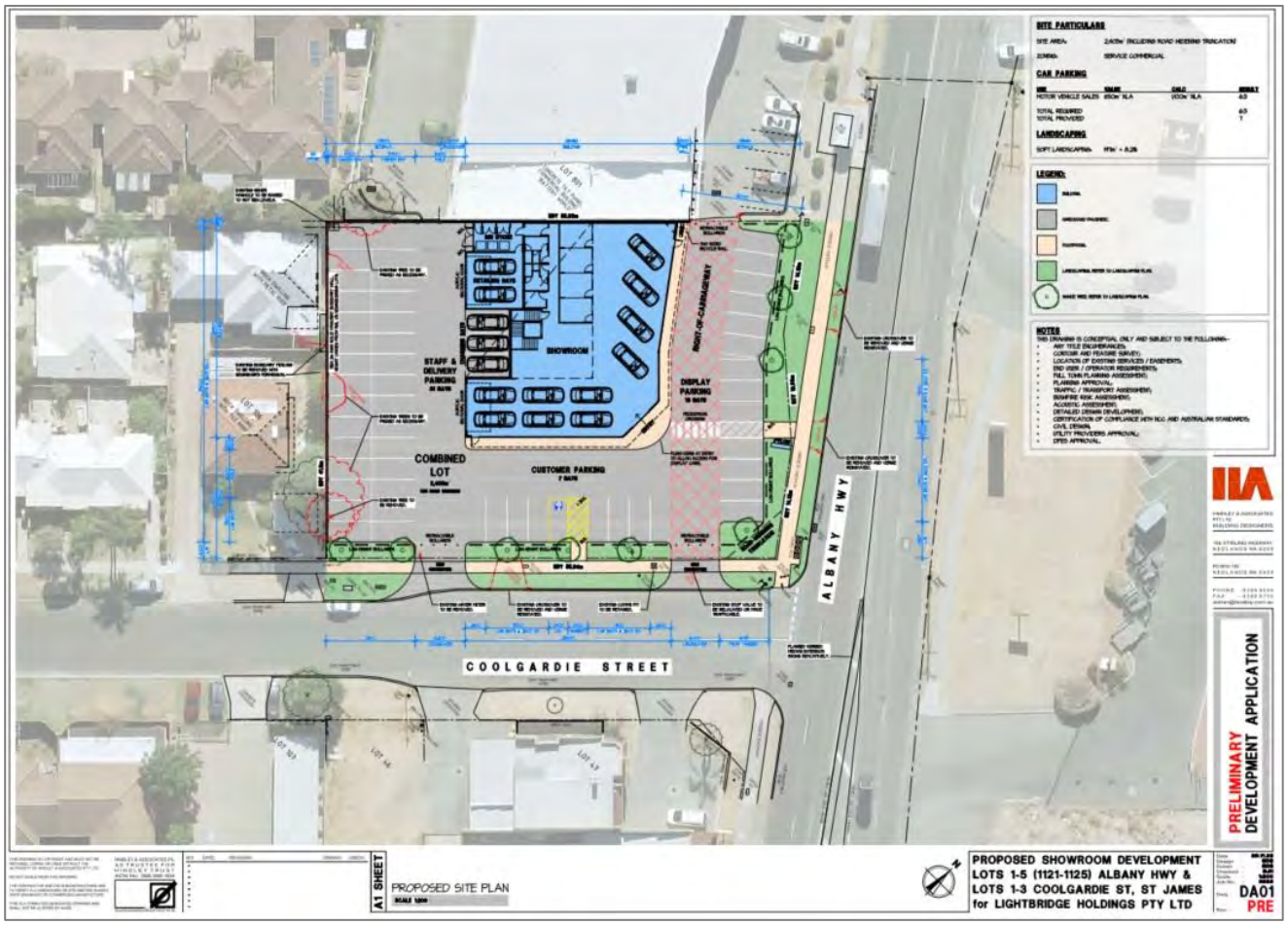


Figure 1-2: Site Plan

2. CRITERIA

Environmental noise in Western Australia is governed by the *Environmental Protection Act 1986*, through the *Environmental Protection (Noise) Regulations 1997* (the Regulations).

2.1. Regulations 7, 8 & 9

This group of regulations provide the prescribed standard for noise as follows:

"7. Prescribed standard for noise emissions

(1) Noise emitted from any premises or public place when received at other premises –

(a) must not cause, or significantly contribute to, a level of noise which exceeds the assigned level in respect of noise received at premises of that kind; and

(b) must be free of –

(i) tonality; and

(ii) impulsiveness; and

(iii) modulation,

when assessed under regulation 9.

(2) For the purposes of subregulation (1)(a), a noise emission is taken to significantly contribute to a level of noise if the noise emission … exceeds a value which is 5 dB below the assigned level at the point of reception."

Tonality, impulsiveness and modulation are defined in regulation 9 (refer *Appendix C*). Under regulation 9(3), *"Noise is taken to be free of the characteristics of tonality, impulsiveness and modulation if -*

(a) the characteristics cannot be reasonably and practicably removed by techniques other than attenuating the overall level of noise emission; and

(b) the noise emission complies with the standard prescribed under regulation 7(1)(a) after the adjustments in the table [Table 2-1] … are made to the noise emission as measured at the point of reception."

Table 2-1 Adjustments Where Characteristics Cannot Be Removed

Where Noise Emission is Not Music*			Where Noise Emission is Music	
Tonality	Modulation	Impulsiveness	No Impulsiveness	Impulsiveness
+ 5 dB	+ 5 dB	+ 10 dB	+ 10 dB	+ 15 dB

* These adjustments are cumulative to a maximum of 15 dB.

The assigned levels (prescribed standards) for all premises are specified in regulation 8(3) and are shown in *Table 2-2*. The L_{A10} assigned level is applicable to noises present for more than 10% of a representative assessment period, generally applicable to "steady-state" noise sources. The L_{A1} is for short-term noise sources present for less than 10% and more than 1% of the time. The L_{Amax} assigned level is applicable for incidental noise sources, present for less than 1% of the time.

Table 2-2 Baseline Assigned Levels

Premises Receiving Noise	Time Of Day	Assigned Level (dB)		
		L_{A10}	L_{A1}	L_{Amax}
Noise sensitive premises: highly sensitive area[1]	0700 to 1900 hours Monday to Saturday (Day)	45 + influencing factor	55 + influencing factor	65 + influencing factor
	0900 to 1900 hours Sunday and public holidays (Sunday)	40 + influencing factor	50 + influencing factor	65 + influencing factor
	1900 to 2200 hours all days (Evening)	40 + influencing factor	50 + influencing factor	55 + influencing factor
	2200 hours on any day to 0700 hours Monday to Saturday and 0900 hours Sunday and public holidays (Night)	35 + influencing factor	45 + influencing factor	55 + influencing factor
Noise sensitive premises: any area other than highly sensitive area	All hours	60	75	80
Commercial Premises	All hours	60	75	80
Industrial and Utility Premises	All hours	65	80	90

1. ***highly sensitive area*** means that area (if any) of noise sensitive premises comprising —
   (a) a building, or a part of a building, on the premises that is used for a noise sensitive purpose; and
   (b) any other part of the premises within 15 metres of that building or that part of the building.

The influencing factor (IF), in relation to noise received at noise sensitive premises, has been calculated as +9dB, as determined in *Appendix B*. *Table 2-3* shows the assigned levels including the influencing factor and transport factor at the receiving locations.

Table 2-3 Assigned Levels

Premises Receiving Noise	Time Of Day	Assigned Level (dB)		
		L_{A10}	L_{A1}	L_{Amax}
+9 dB IF Noise sensitive premises: highly sensitive area[1]	0700 to 1900 hours Monday to Saturday (Day)	54	64	74
	0900 to 1900 hours Sunday and public holidays (Sunday)	49	59	74
	1900 to 2200 hours all days (Evening)	49	59	64
	2200 hours on any day to 0700 hours Monday to Saturday and 0900 hours Sunday and public holidays (Night)	44	54	64

It must be noted the assigned levels above apply outside the receiving premises and at a point at least 3 metres away from any substantial reflecting surfaces. Where this was not possible to be achieved due to the close proximity of existing buildings and/or fences, the noise emissions were assessed at a point within 1 metre from building facades and a -2 dB adjustment was made to the predicted noise levels to account for reflected noise.

The assigned levels are statistical levels and therefore the period over which they are determined is important. The Regulations define the Representative Assessment Period (RAP) as "*a period of time of not less than 15 minutes, and not exceeding 4 hours*, *determined by* an *inspector* or *authorised person to be appropriate for the assessment of a noise emission, having regard to the type and nature of the noise emission*".

An inspector or authorised person is a person appointed under Sections 87 & 88 of the *Environmental Protection Act 1986* and include Local Government Environmental Health Officers and Officers from the Department of Water Environmental Regulation. Acoustic consultants or other environmental consultants are not appointed as an inspector or authorised person. Therefore, whilst this assessment is based on a 4-hour RAP, which is assumed to be appropriate given the nature of the operations, this is to be used for guidance only.

2.2. Regulation 3

"3. Regulations do not apply to certain noise emissions

(1) Nothing in these regulations applies to the following noise emissions –

(a) Noise emissions from the propulsion and braking systems of motor vehicles operating on a road;"

The car park is considered a road and therefore vehicle noise (propulsion and braking) is not assessed. Noise from vehicle car doors however are assessed, since these are not part of the propulsion or braking system.

2.3. Regulation 14A

"14A. Waste Collection and Other Works

(2) Regulation 7 does not apply to noise emitted in the course of carrying out class 1 works if –

(a) The works are carried out in the quietest reasonable and practicable manner; and

(b) The equipment used to carry out the works is the quietest reasonably available;

class 1 works means specified works carried out between -

(a) 0700 hours and 1900 hours on any day that is not a Sunday or a public holiday; or

(b) 0900 hours and 1900 hours on a Sunday or public holiday.

specified works means -

(a) The collection of waste; or

(b) The cleaning of a road or the drains for a road; or

(c) The cleaning of public places, including footpaths, cycle paths, car parks and beaches;"

In the case where specified works are to be carried out outside of class 1, a noise management plan is to be prepared and approved by the CEO.

3. METHODOLOGY

Computer modelling has been used to predict the noise emissions from the development to all nearby receivers. The software used was *SoundPLAN 8.2* with the ISO 9613 algorithms (ISO 171534-3 improved method) selected, as they include the influence of meteorological conditions. Input data required in the model are listed below and discussed in *Section 3.1* to *Section 3.5*:

- Meteorological Information;
- Topographical data;
- Ground Absorption; and
- Source sound power levels.

3.1. Meteorological Conditions

Meteorological information utilised is provided in *Table 3-1* and is considered to represent worst-case conditions for noise propagation. At wind speeds greater than those shown, sound propagation may be further enhanced, however background noise from the wind itself and from local vegetation is likely to be elevated and dominate the ambient noise levels.

Table 3-1: Modelling Meteorological Conditions

Parameter	Day (7.00am to 7.00pm)[2]	Night (7.00pm to 7.00am)[2]
Temperature (°C)	20	15
Humidity (%)	50	50
Wind Speed (m/s)	4	3
Wind Direction[1]	All	All
Pasquil Stability Factor	E	F

Notes:
1. The modelling package allows for all wind directions to be modelled simultaneously.
2. The conditions above are as defined in *Guideline: Assessment of Environmental Noise Emissions*; May 2021

Alternatives to the above default conditions can be used where one year of weather data is available and the analysis considers the worst 2% of the day and night for the month of the year in which the worst-case weather conditions prevail (source: *Draft Guideline on Environmental Noise for Prescribed Premises*, May 2016). In most cases, the default conditions occur for more than 2% of the time and therefore must be satisfied.

3.2. Topographical Data

Topographical data was adapted from publicly available information (e.g. *Google*) in the form of spot heights and combined with the site plan.

The area is mixed use in nature with rows of predominantly single-storey residential dwellings to the surrounds, Albany Highway commercial zone to the north, and mixed use commercial and light industrial zone north of Albany Highway

Figure 3-1 shows a 3D overview of the noise model with the location of all relevant features identified – Commercial buildings shown yellow; Noise Sources shown pink; Residential façade noise receiver locations shown red.

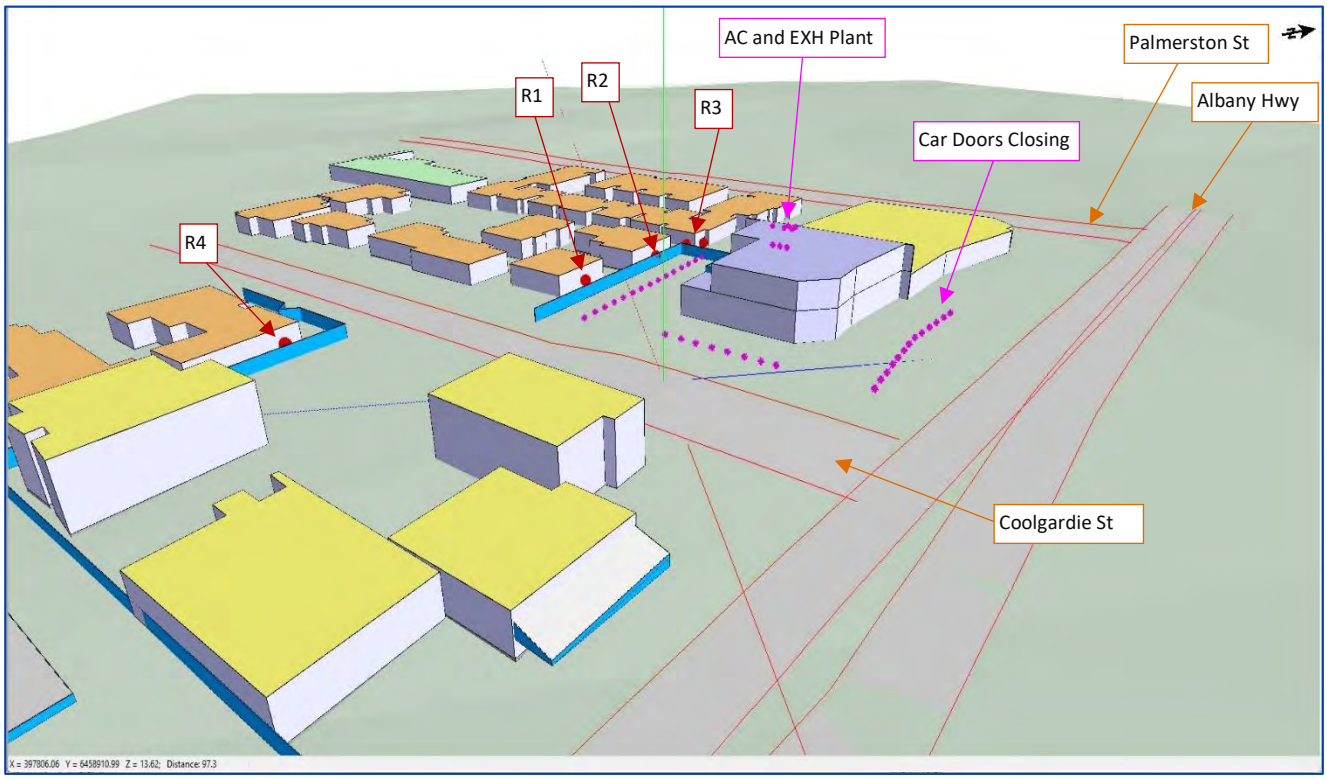


Figure 3-1: Overview of Noise Model

3.3. Ground Absorption

The ground absorption has been assumed to be 0.0 (0%) for the roads and 0.5 (50%) elsewhere, noting that 0.0 represents hard reflective surfaces such as water and 1.0 represents absorptive surfaces such as grass.

3.4. Building Heights

Surrounding existing buildings were also incorporated in the noise model, as these can provide noise shielding as well as reflection paths. Single storey buildings are modelled with a height of 3.5 metres and any double storey buildings identified assumed to be 7.0 metres in height with receivers 1.4 metres above ground.

Residential boundary fencing is assumed to be *Colorbond* unless noted otherwise from Site Plan or *Streetview*. Whilst *Colorbond* fencing is 1.8 metres high, it is modelled as 1.6 metres high to take into account the lightweight nature of the product and potential lesser acoustic performance of a denser product.

The rear wall to Lot 106 (#5, #5A) Coolgardie Street is to be a new 2m height masonry wall.

3.5. Source Sound Levels

The source sound power levels used in the modelling are provided in *Table 3-2*.

Table 3-2: Source Sound Power Levels, dB

Description	Octave Band Centre Frequency (Hz)								Overall dB(A)
	63	125	250	500	1k	2k	4k	8k	
Showrooms Building Services									
Packaged Air Conditioning (AC) (Temperzone OSA141) (3 off)	81	81	74	73	67	61	57	54	**74**
General Exhaust Fans (EF) (CD314V) 5 off	83	77	69	66	58	58	56	50	**68**
Car Detailing Bay Sources									
Fragrant Vacuum	76	76	81	83	89	88	89	84	**95**
Power Vacuum	76	78	81	85	92	92	94	88	**99**
High Pressure Washer	63	71	80	84	84	93	90	84	**96**
Silenced Vacuum	40	47	58	69	66	70	69	66	**75**
Car Doors Closing (L_{MAX})									
Car Door Closing - L_{max}	71	74	77	81	80	78	72	61	**84**

The following is noted in relation to *Table 3-2*:

- Abbreviations – AC: Air-conditioning, EF: Exhaust Fan;
- Data has been obtained from previous projects, however are indicative only and will be subject to change once mechanical contractor has designed and selected plant;
- Unless otherwise noted, mechanical plant is generally located on the roof, ranging 0.5 to 1.0 metres above assumed roof level;
- Building services plant modelled as located centrally to roof/showroom Lots to maximise screening/barrier effect to Ground Floor level receiving properties.
- Car Detailing noise sources are taken from measured data.
- Car door closing noise is located in all car park bays.

4. RESULTS

Noise modelling has been undertaken against the following scenarios, assuming the Car Showroom observes standard car showroom hours, operating 08:00am – 5.00pm on weekdays and Saturdays, noting Wednesdays are typically open until 9.00pm (evening hours):

- **Scenario 1** – Standard operations of building services across development and all L_{A10} noise sources:
  - Monday to Friday and Saturday between hours 7.00am and 7.00pm;
  - Wednesday Evening operations, between hours of 7.00pm – 9.00pm;

- **Scenario 2A** – Standard operations for car detailing – all sources at both bays operating simultaneously:
  - Monday to Saturday between hours 7.00am and 7.00pm;
  - Wednesday Evening operations, between hours of 7.00pm – 9.00pm;

- **Scenario 2B** – Car detailing w/mitigation
  – 1 x pressure washer and vacuum operating at once; Acrylic roller door in closed position, south-east facing side access door open for airflow:
  - Monday to Saturday between hours 7.00am and 7.00pm only;

- **Scenario 3** – Car Door Closing (L_{Amax}) – considered in isolation to other noise sources at the above times.

Results and assessment of these scenarios are presented in *Section 4.1* to *Section 4.4.*

4.1. Scenario 1 – Building Services AC and Exhaust Plant

The results for the assumed building services operations are provided in *Table 4-1*. A noise contour plot is also provided in *Figure 4-1* showing noise levels at ground floor.

During daytime hours, the local noise climate is expected to be dominated by road traffic from Albany Highway. During evening hours when road traffic is less than daytime levels, the reduced local background noise level may give rise to audible noise from AC and exhaust plant, hence a Tonality penalty of +5 dB is applied to plant noise after 7.00pm.

Table 4-1: Scenario 1 Predicted Levels, dB(A)

Receiver	Predicted Noise Level	Daytime Limit L_{A10}	Daytime Assessment	Wednesday Evening Limit L_{A10}	Wednesday Evening Assessment
Noise Sensitive (i.e. Residential) Receivers					
R1 – Lot 106 #5A Coolgardie Street	42	**54**	*COMPLIES*	**49**	*COMPLIES**
R2 – Lot 106 #5 Coolgardie Street	34	**54**	*COMPLIES*	**49**	*COMPLIES**
R3 – Lot 301 #2-8 Palmerston Street SE Facade	36	**54**	*COMPLIES*	**49**	*COMPLIES**
R3 – Lot 301 #2-8 Palmerston Street NE Facade	36	**54**	*COMPLIES*	**49**	*COMPLIES**
R4 – Lot 6 #8-12 Coolgardie Street NE Facade	37	**54**	*COMPLIES*	**49**	*COMPLIES**
R4 – Lot 6 #8-12 Coolgardie Street NW Facade	38	**54**	*COMPLIES*	**49**	*COMPLIES**

* - Indicates complies inclusive of +5 dB Tonality Penalty

Table 4-1 shows that based on the assumed equipment, noise levels are calculated to comply at all receivers during the daytime hours, including weekday evening trading (Wednesday). At this stage, using assumed hours of operation (i.e. trading hours) are able to fully comply with no additional mitigation applied to building services plant.



22127768 Car Showroom Development, Albany Highway, St James
Noise Level Contours

Scenario 1 - L_{A10} Building Services
Noise Contour Plot
Contours are 1.4m Above Ground Level

SoundPLAN v8.2
CONCAWE Algorithms

20 January 2023

Lloyd George Acoustics
PO Box 717
HILLARYS WA 6923
(08) 9401 7770

Length Scale 1:2000
0 10 20 40 60 80 m

Figure 4-1

Signs and symbols
- Noise Source
- Proposed Showroom
- Point receiver

Noise levels
L_{A10} - dB
- = 35
- = 38
- = 41
- = 44
- = 47
- = 50
- = 53
- = 56
- = 59
- = 62
- = 65

N

4.2. Scenario 2A – Car Detailing Bay Operations

The results for the car detailing bay operations Scenario are provided in *Table 4-2*. A noise contour plot is also provided in *Figure 4-2* showing noise levels at ground floor. Noise emissions from the car detailing bay are calculated with all equipment operating at full capacity in both bays simultaneously, and with acrylic roller door in the open position – indicated in *Figure 4-2*

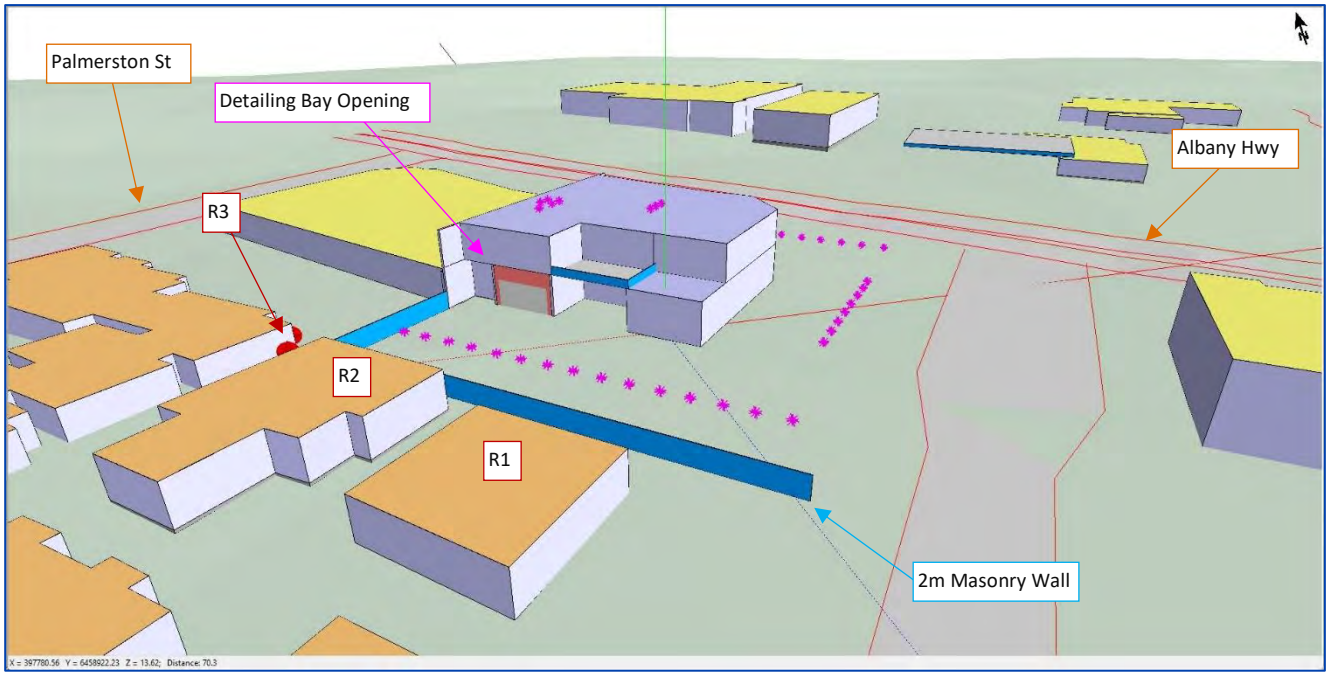


Figure 4-2: 3D noise Model View of Detailing Bay

A *Tonality* penalty of +5 dB is applied to car detailing noise at all times due to source level and characteristics.

Table 4-2: Scenario 2 Predicted Levels, dB(A)

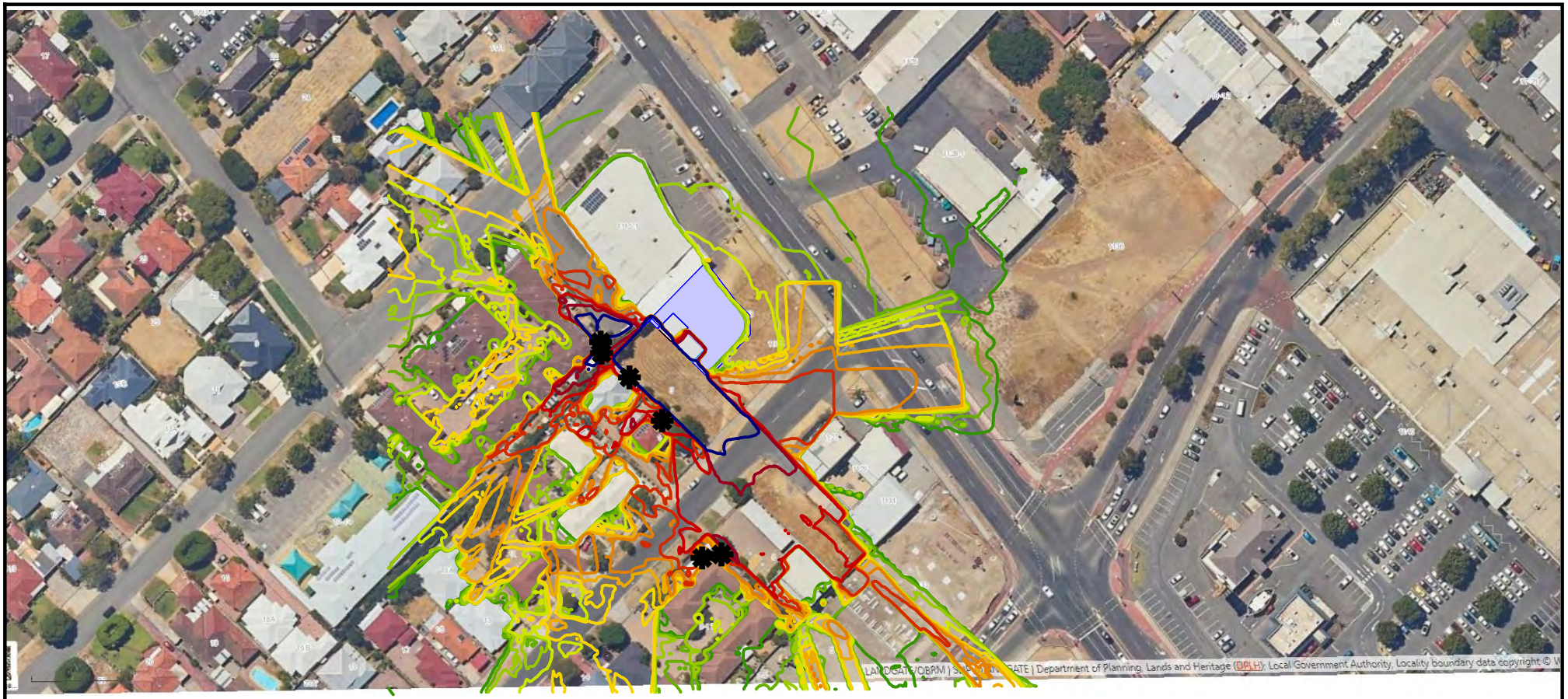
Receiver	Predicted Noise Level	Incl. *Tonality*	Daytime Limit L_{A10}	Daytime Assessment	Wednesday Evening Limit L_{A10}	Wednesday Evening Assessment
Noise Sensitive (i.e. Residential) Receivers						
R1 – Lot 106 #5A Coolgardie Street	58	63	**54**	*EXCEEDS (+9 dB)*	**49**	*EXCEEDS (+ 14dB)*
R2 – Lot 106 #5 Coolgardie Street	55	60	**54**	*EXCEEDS (+6 dB)*	**49**	*EXCEEDS (+ 11dB)*
R3 – Lot 301 #2-8 Palmerston Street SE Facade	57	62	**54**	*EXCEEDS (+8 dB)*	**49**	*EXCEEDS (+ 13dB)*
R3 – Lot 301 #2-8 Palmerston Street NE Facade	61	66	**54**	*EXCEEDS (+12 dB)*	**49**	*EXCEEDS (+ 17dB)*
R4 – Lot 6 #8-12 Coolgardie Street NE Facade	50	55	**54**	*EXCEEDS (+1 dB)*	**49**	*EXCEEDS (+ 6dB)*
R4 – Lot 6 #8-12 Coolgardie Street NW Facade	54	59	**54**	*EXCEEDS (+5 dB)*	**49**	*EXCEEDS (+ 10dB)*

4.2.1. Comment on Scenario 2A Results

Table 4-2 shows that based on measured car detailing equipment, noise levels are calculated to significantly exceed at receiver locations R1, R2 and R3 during daytime and evening hours with car detailing bay acrylic roller door open. Exceedences of 1 – 5 dB(A) are also predicted at R4.

The predicted exceedences are due to the close proximity of the nearest residential receivers in combination with 4x pieces of equipment (power vacuum, fragrance vacuum, silenced vacuum and high pressure washer) operating simultaneously in both detailing bays. A +5 dB *Tonality* penalty is applied to the noise from vacuums on account of the characteristic tone of ”un-silenced” vacuum devices.

It is noted that this scenario is unlikely to arise, given the detailing space.



22127768 Car Showroom Development, Albany Highway, St James
Noise Level Contours

Scenario 2A - L_{A10} Car Detailing Bay Noise
Noise Contour Plot
Contours are 1.4m Above Ground Level

SoundPLAN v8.2
CONCAWE Algorithms

20 January 2023

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(08) 9401 7770

Length Scale 1:2000
0 10 20 40 60 80 m

Figure 4-3

Signs and symbols
- Noise Source
- Proposed Showroom
- Point receiver
- Industrial building/Room
- Facade as source
- Transmissive area

Noise levels
L_{A10} - dB
- = 35
- = 38
- = 41
- = 44
- = 47
- = 50
- = 53
- = 56
- = 59
- = 62
- = 65

N

4.3. Scenario 2B – 1 x Pressure Washer, Roller Door Closed w/ 1.2m x 2.1m Side Access Door

Considering a reduction of up to 12 dB is required for car detailing operations to comply with *the Regulations* daytime limits, Scenario 2B examines a change to the detailing bay layout and reduces car detailing simultaneous operations to only 1 x high pressure washer and a silenced vacuum unit only. Changes to the layout of the car detailing bay are indicated in *Figure 4-4*

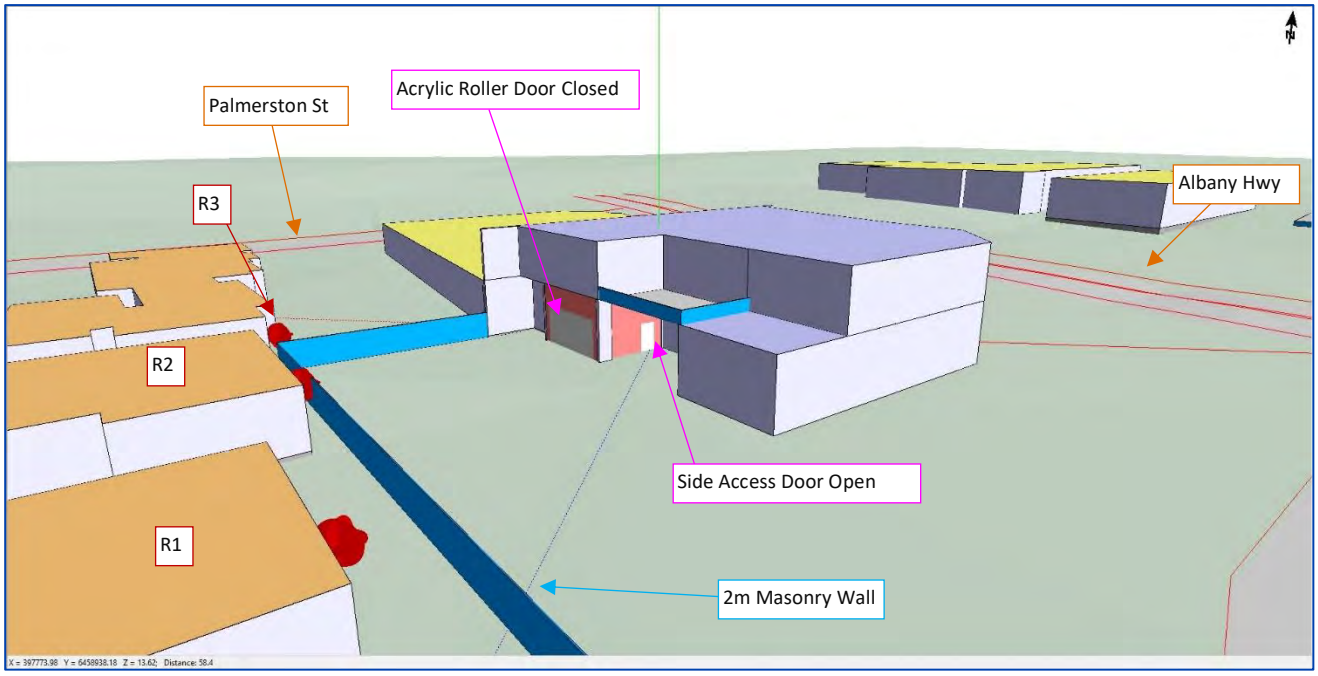


Figure 4-4: 3D noise Model View of Modified Detailing Bay w/Side Access Door

Again, a +5 dB *Tonality* penalty is applied to the silenced vacuum device.

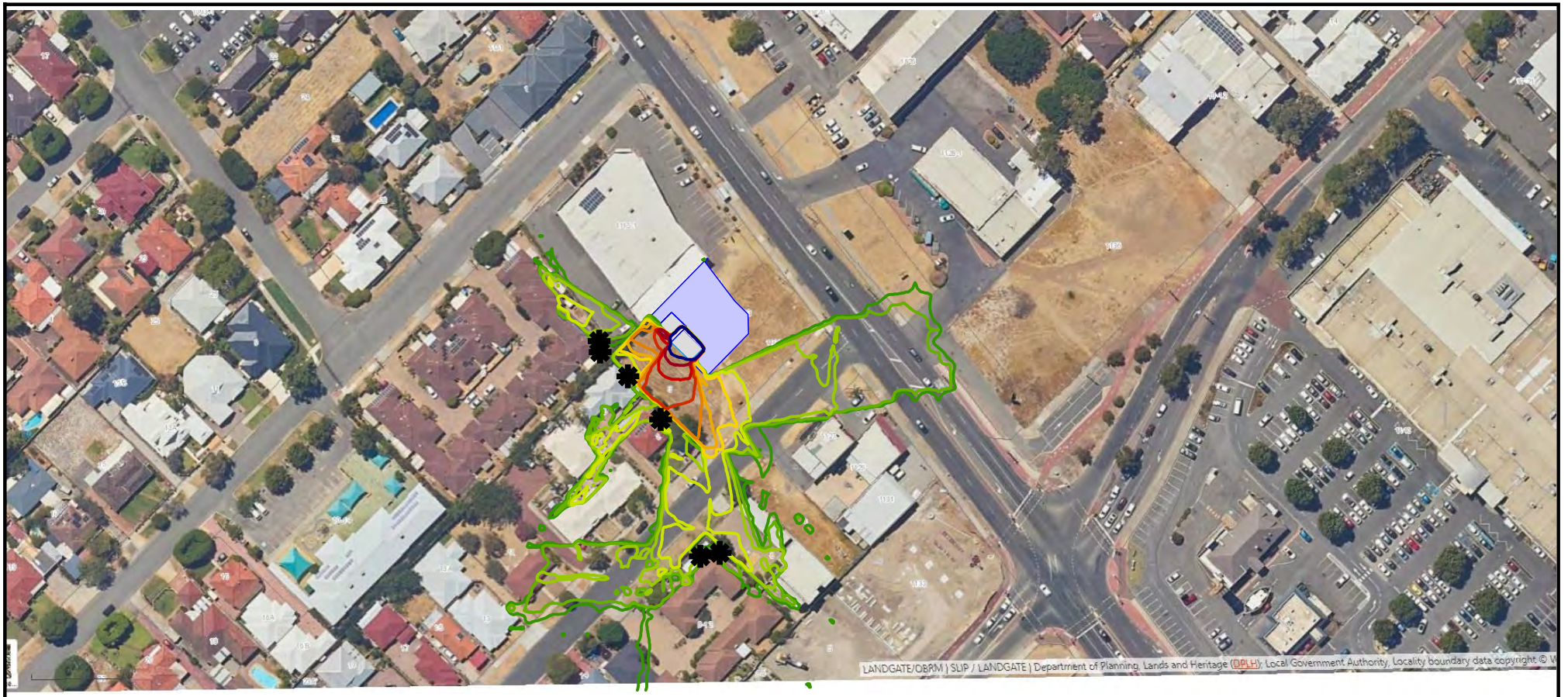
Table 4-3: Scenario 2B Predicted Levels, dB(A)

Receiver	Predicted Noise Level	Incl. *Tonality*	Daytime Limit L_{A10}	Daytime Assessment	Wednesday Evening Limit L_{A10}	Wednesday Evening Assessment
Noise Sensitive (i.e. Residential) Receivers						
R1 – Lot 106 #5A Coolgardie Street	42	47	**54**	*COMPLIES*	**49**	*COMPLIES*
R2 – Lot 106 #5 Coolgardie Street	25	30	**54**	*COMPLIES*	**49**	*COMPLIES*
R3 – Lot 301 #2-8 Palmerston Street SE Facade	28	33	**54**	*COMPLIES*	**49**	*COMPLIES*
R3 – Lot 301 #2-8 Palmerston Street NE Facade	34	39	**54**	*COMPLIES*	**49**	*COMPLIES*
R4 – Lot 6 #8-12 Coolgardie Street NE Facade	32	37	**54**	*COMPLIES*	**49**	*COMPLIES*
R4 – Lot 6 #8-12 Coolgardie Street NW Facade	40	45	**54**	*COMPLIES*	**49**	*COMPLIES*

4.3.1. Comment on Scenario 2B Results

Table 4-3 shows that based on 1 x pressure washer in use and a silenced model vacuum at any one time, noise levels are calculated to comply at all receivers during daytime and evening hours. This is due to the acrylic roller door being closed during detailing operations and the addition of a 1.2m x 2.1m side access door facing car parking bays as indicated in *Figure 4-4* which is able to remain open for air flow.

A noise contour plot is also provided in *Figure 4-5* showing amended noise levels at ground floor with roller door closed and side access door open.



22127768 Car Showroom Development, Albany Highway, St James
Noise Level Contours

Scenario 2B - L_{A10} Car Detailing Bay Noise w/Mitigation
Noise Contour Plot
Contours are 1.4m Above Ground Level

SoundPLAN v8.2
CONCAWE Algorithms

31 January 2023

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HILLARYS WA 6923
(08) 9401 7770

Length Scale 1:2000
0 10 20 40 60 80 m

Figure 4-5

Signs and symbols
- Noise Source
- Proposed Showroom
- Point receiver
- Industrial building/Room
- Facade as source
- Transmissive area

Noise levels
L_{A10} - dB
= 35
= 38
= 41
= 44
= 47
= 50
= 53
= 56
= 59
= 62
= 65

N

4.4. Scenario 3 – Car Doors Closing (L_{MAX})

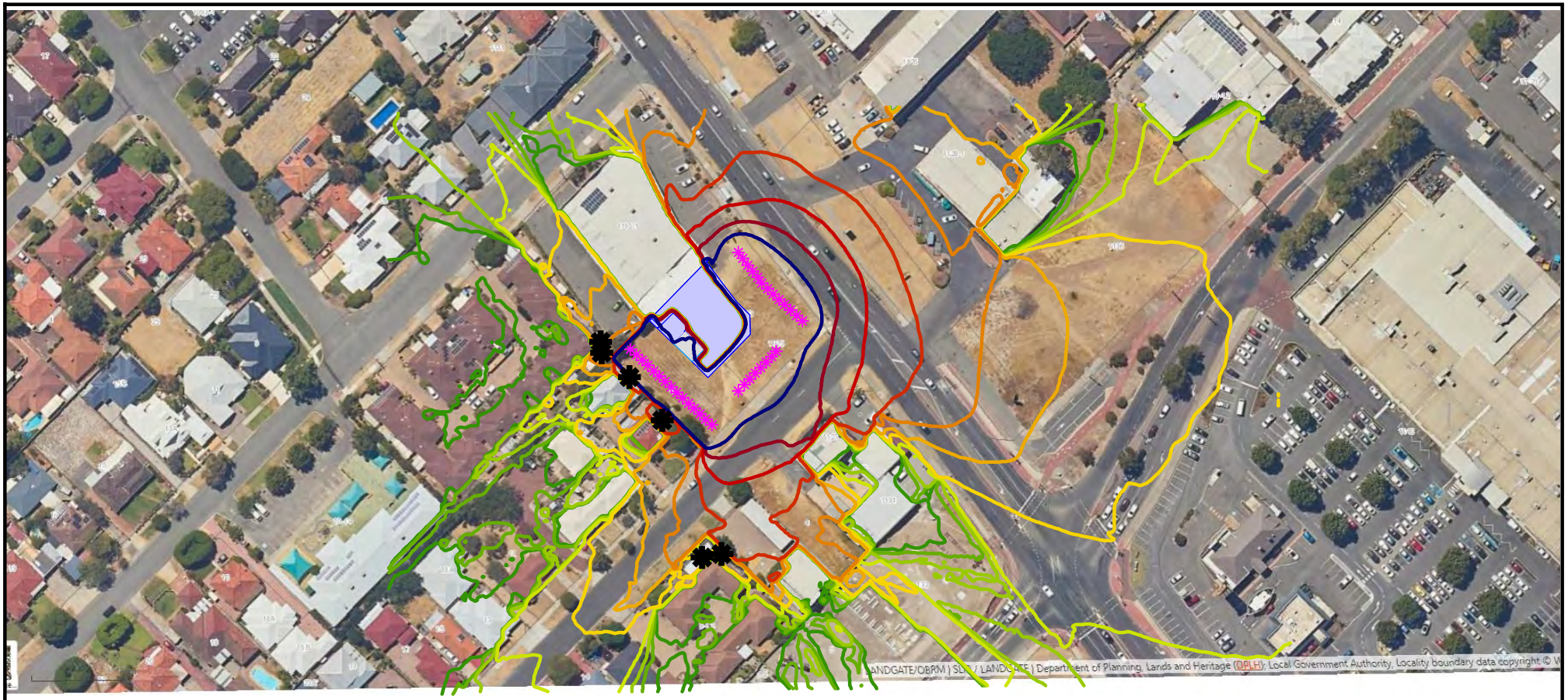
The results for car doors closing (L_{MAX}) noise emissions are provided in *Table 4-5*. A noise contour plot is also provided in *Figure4-4* showing noise levels at ground floor.

Car door noise is likely to be considered *Impulsive* under *the Regulations* intrusive noise characteristics criteria, hence a +10 dB penalty is applied.

Table 4-4: Scenario 3 Predicted Levels, dB(A)

Receiver	Predicted Noise Level	Incl. *Impulsiveness*	Daytime Limit L_{AMAX}	Daytime Assessment	Wednesday Evening Limit L_{AMAX}	Wednesday Evening Assessment
Noise Sensitive (i.e. Residential) Receivers						
R1 – Lot 106 #5A Coolgardie Street	45	55	**74**	*COMPLIES*	**64**	*COMPLIES*
R2 – Lot 106 #5 Coolgardie Street	46	56	**74**	*COMPLIES*	**64**	*COMPLIES*
R3 – Lot 301 #2-8 Palmerston Street SE Facade	42	52	**74**	*COMPLIES*	**64**	*COMPLIES*
R3 – Lot 301 #2-8 Palmerston Street NE Facade	43	53	**74**	*COMPLIES*	**64**	*COMPLIES*
R4 – Lot 6 #8-12 Coolgardie Street NE Facade	46	56	**74**	*COMPLIES*	**64**	*COMPLIES*
R4 – Lot 6 #8-12 Coolgardie Street NW Facade	46	56	**74**	*COMPLIES*	**64**	*COMPLIES*

Table 4-5 shows that car doors closing (incl. +10 dB Impulsive penalty) are calculated to comply at all receivers during all hours of operation, including late night Wednesday trading with no additional mitigation.



22127768 Car Showroom Development, Albany Highway, St James
Noise Level Contours

Scenario 3 - L_{AMAX} Car Doors Closing
Noise Contour Plot
Contours are 1.4m Above Ground Level

SoundPLAN v8.2
CONCAWE Algorithms

20 January 2023

Lloyd George Acoustics
PO Box 717
HILLARYS WA 6923
(08) 9401 7770

Length Scale 1:2000
0 10 20 40 60 80 m

Figure 4-6

Signs and symbols
- Noise Source
- Proposed Showroom
- Point receiver

Noise levels
L_{AMAX} - dB
- = 35
- = 38
- = 41
- = 44
- = 47
- = 50
- = 53
- = 56
- = 59
- = 62
- = 65

N

5. RECOMMENDATIONS

For day-to-day building services (L_{A10}) operation scenarios using assumed plant noise levels and locations, predicted noise levels are considered compliant when operated during daytime hours, 7.00am to 7.00pm Mondays to Saturdays, and (assumed) Wednesday late trading hours to 9.00pm.

In any case, building services-type noise emissions are considered manageable within the context of any forthcoming mechanical design, provided the location of the services at roof level maximises natural screening to the nearest receivers by the car showroom buildings' roof height(s).

Car detailing represents the highest noise source when assessed against the L_{A10} criteria at all nearest noise sensitive receivers R1 – R4. Operating 1 x pressure washer and 1 x silenced model vacuum in the detailing bays in combination with the 2.0m masonry wall to the south-west, acrylic roller door in the closed position and an additional side access door (open) facing the proposed on-site car parking bays, predicted noise levels are able to comply at all receivers.

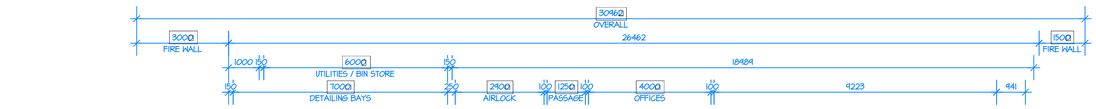
Provided treated or silenced vacuum units are used (in place of standard vacuum units), the roller door can be open during vacuuming.

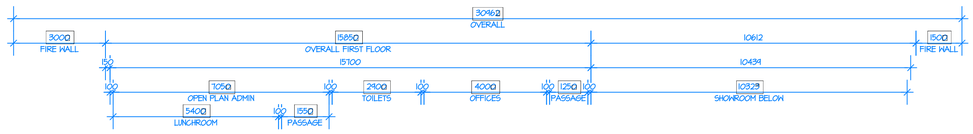
It is recommended no detailing occur during the evening period.

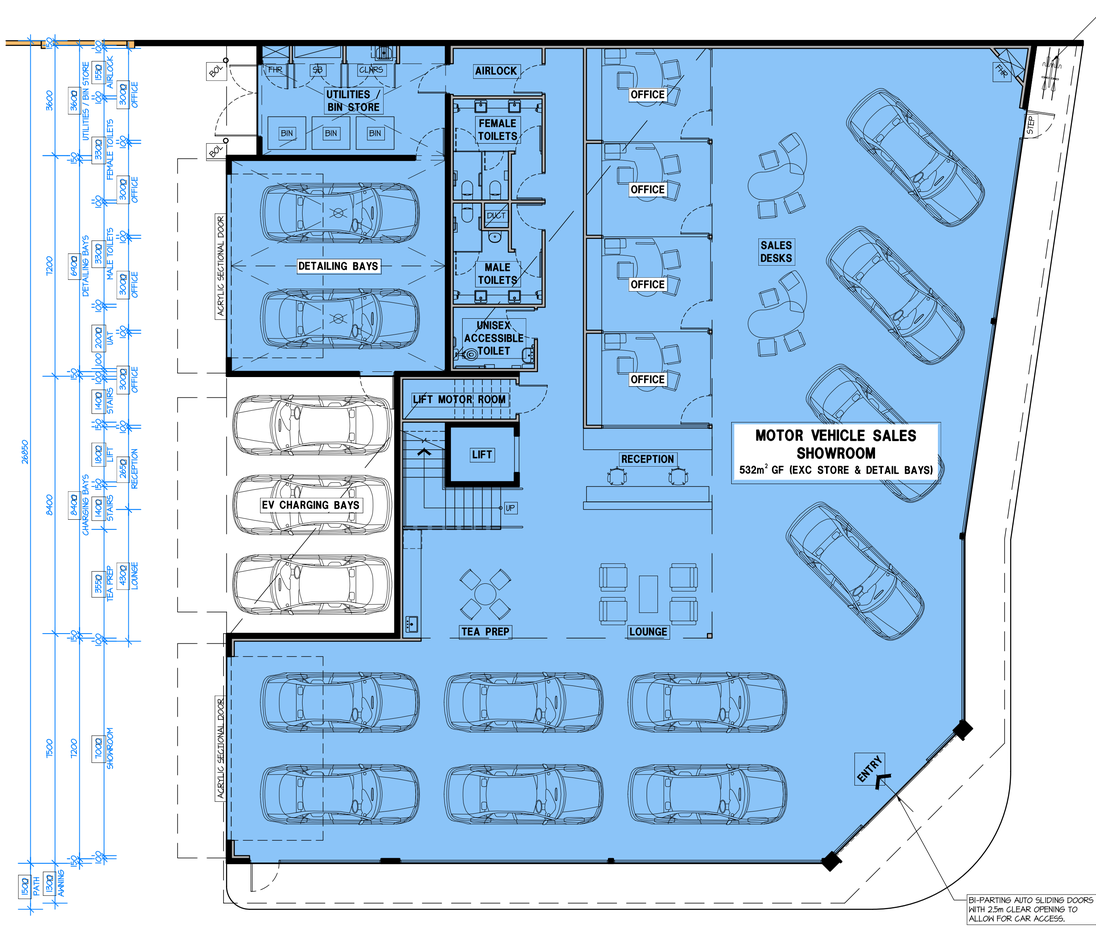
To minimise audible noise at nearby receiving premises, the following 'best practice' measures are suggested:

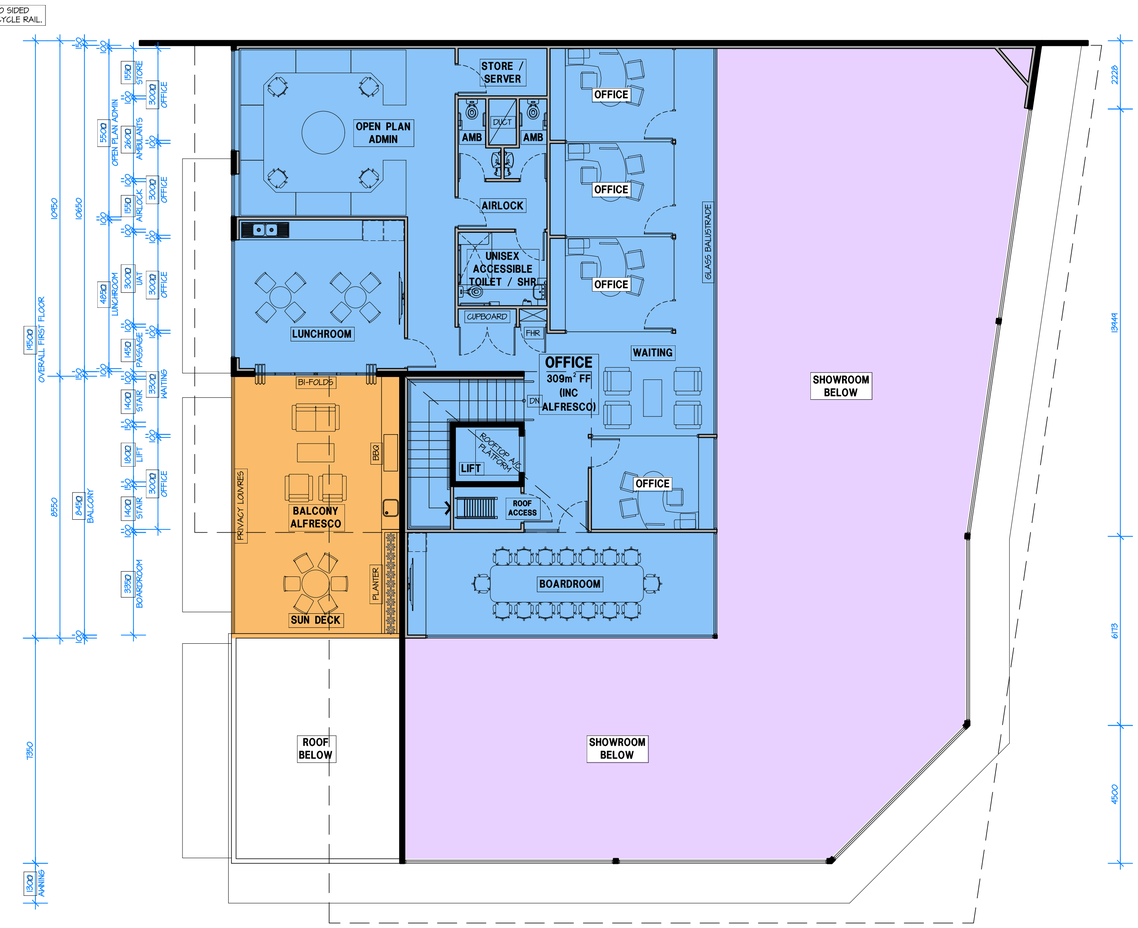
- Truck drivers are to be instructed to use good driving techniques and minimise excessive vehicle noise (no air brakes, excessive revving etc);
- Delivery activities are to be undertaken in as careful and quiet a manner as practicable and this is to be advised to staff and delivery personnel;
- Areas where known impact noise will occur are to have suitable rubber impact matting installed;
- Service road area is to be smooth and free of gaps that may cause banging when driven over with vehicles, pallet jacks or the like. Control joints are to be filled with non-hardening mastic to provide a flat finish;
- Metal grates shall be secured with rubber gaskets or plastic grates used;
- Waste collection shall not occur outside of Monday to Saturday, 7am to 7pm and Sundays and public holidays, 9am to 7pm. Shows compliance etc.

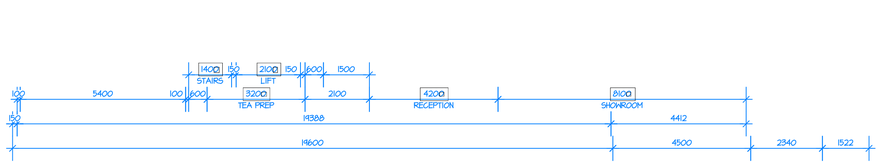
Appendix A – Development Plans

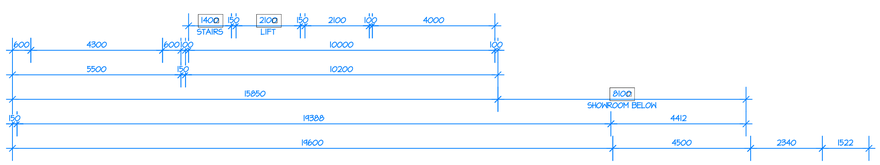












PROPOSED GROUND FLOOR PLAN

SCALE 1:100

PROPOSED FIRST FLOOR PLAN

SCALE 1:100

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BUILDING DESIGNERS ASSOCIATION OF WA INC

NO:	DATE:	REVISION:	DRAWN:	CHECK:
A	02.02.23	ISSUED FOR PLANNING APPROVAL	RCP	SDS
B	03.02.23	DOOR ADDED TO DETAILING BAYS	RCP	SDS

A1 SHEET

PROPOSED SHOWROOM DEVELOPMENT
LOTS 1-5 (1121-1125) ALBANY HWY &
LOTS 1-3 COOLGARDIE ST, ST JAMES
for LIGHTBRIDGE HOLDINGS PTY LTD

Date - 02.02.23
Design - SDS
Drawn - RCP
Checked - SDS
Scale - 1:100
Job No. - 0825
Dwg - DA03
Rev - B

HINDLEY & ASSOCIATES PTY LTD
BUILDING DESIGNERS

166 STIRLING HIGHWAY
NEDLANDS WA 6009

PO BOX 199
NEDLANDS WA 6909

PHONE - 9386 6699
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admin@hindley.com.au

DEVELOPMENT APPLICATION

Appendix B – Influencing Factor Calculation

The assigned levels combine a baseline assigned level with an influencing factor, with the latter increasing the assigned level on the basis of the existence of significant roads and commercial or industrial zoned land within an inner circle (100 metre radius) and an outer circle (450 metre radius) of the noise sensitive premises. The calculation for the influencing factor is:

$$= \frac{1}{10}(\%\ \text{Type A}_{100} + \%\ \text{Type A}_{450}) + \frac{1}{20}(\%\ \text{Type B}_{100} + \%\ \text{Type B}_{450})$$

where:

$\%\ \text{Type A}_{100}$ = the percentage of industrial land within a100m radius of the premises receiving the noise

$\%\text{TypeA}_{450}$ = the percentage of industrial land within a 450m radius of the premises receiving the noise

$\%\ \text{Type B}_{100}$ = the percentage of commercial land within a100m radius of the premises receiving the noise

$\%\text{TypeB}_{450}$ = the percentage of commercial land within a 450m radius of the premises receiving the noise

+ Transport Factor (maximum of 6 dB)

= 2 for each secondary road (6,000 to 15,000 vpd) within 100m

= 2 for each major road (>15,000 vpd) within 450m

= 6 for each major road within 100m

The nearest noise sensitive premises are identified as:

- **R1** – Lot 106 #5A Coolgardie Street, sgl-storey residence
- **R2** – Lot 106 #5 Coolgardie Street, sgl-storey residence
- **R3** – Lot 301 #2-8 Palmerston Street, sgl-storey residence
- **R4** – Lot 6 #8-12 Coolgardie Street, sgl-storey residence

Table B-1 shows the percentage of industrial and commercial land within the inner (100 metre radius) and outer (450 metre radius) circles of the noise sensitive premises, with this also shown on *Figure B-1 to B-4* for Receivers R1 to R4 respectively.

Table B-1: Percentage of Land Types within 100m and 450m Radii

Receiver	Land Type	Within 100m	Within 450m	IF Contribution
R1 – Lot 106 #5A Coolgardie Street	Type A - Industrial and Utility	0	3%	**+0.39**
	Type B – Commercial	36%	24%	**+3.00**
R2 – Lot 106 #5 Coolgardie Street	Type A - Industrial and Utility	0	3%	**+0.37**
	Type B – Commercial	31%	24%	**+2.74**
R3 – Lot 301 #2-8 Palmerston Street	Type A - Industrial and Utility	0	3%	**+0.34**
	Type B – Commercial	27%	23%	**+2.47**
R4 – Lot 6 #8-12 Coolgardie Street	Type A - Industrial and Utility	0	4%	**+0.42**
	Type B – Commercial	33%	21%	**+2.74**

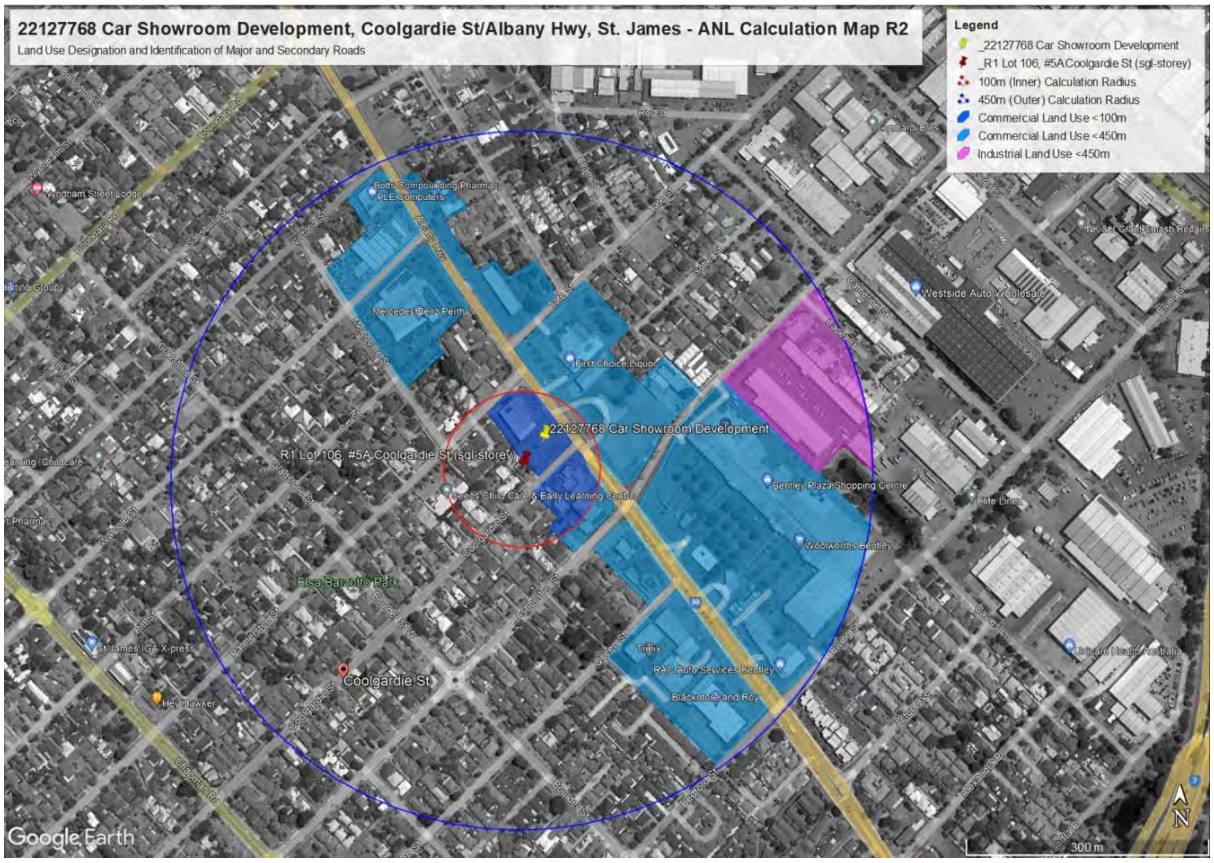


Figure B-1: Land Types within 100m and 450m Radii of R1

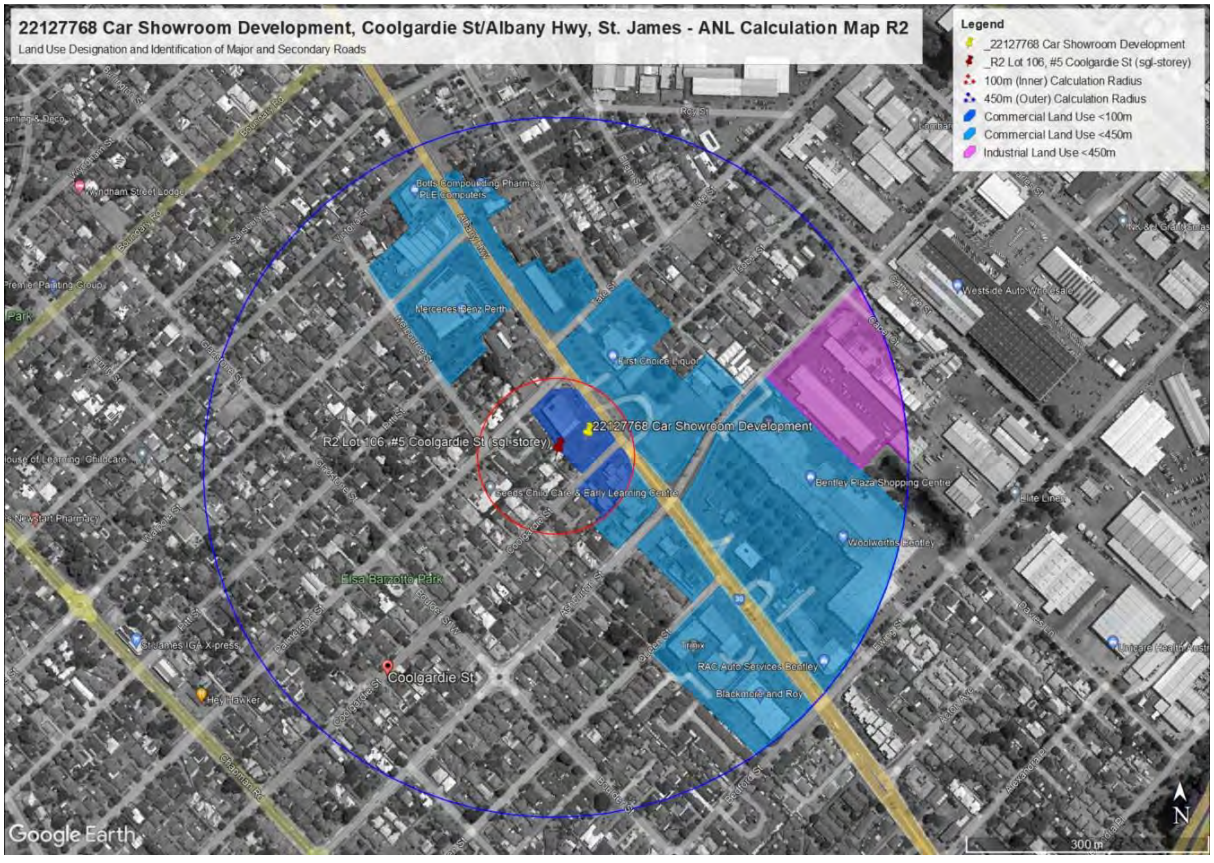


Figure B-2: Land Types within 100m and 450m Radii of R2

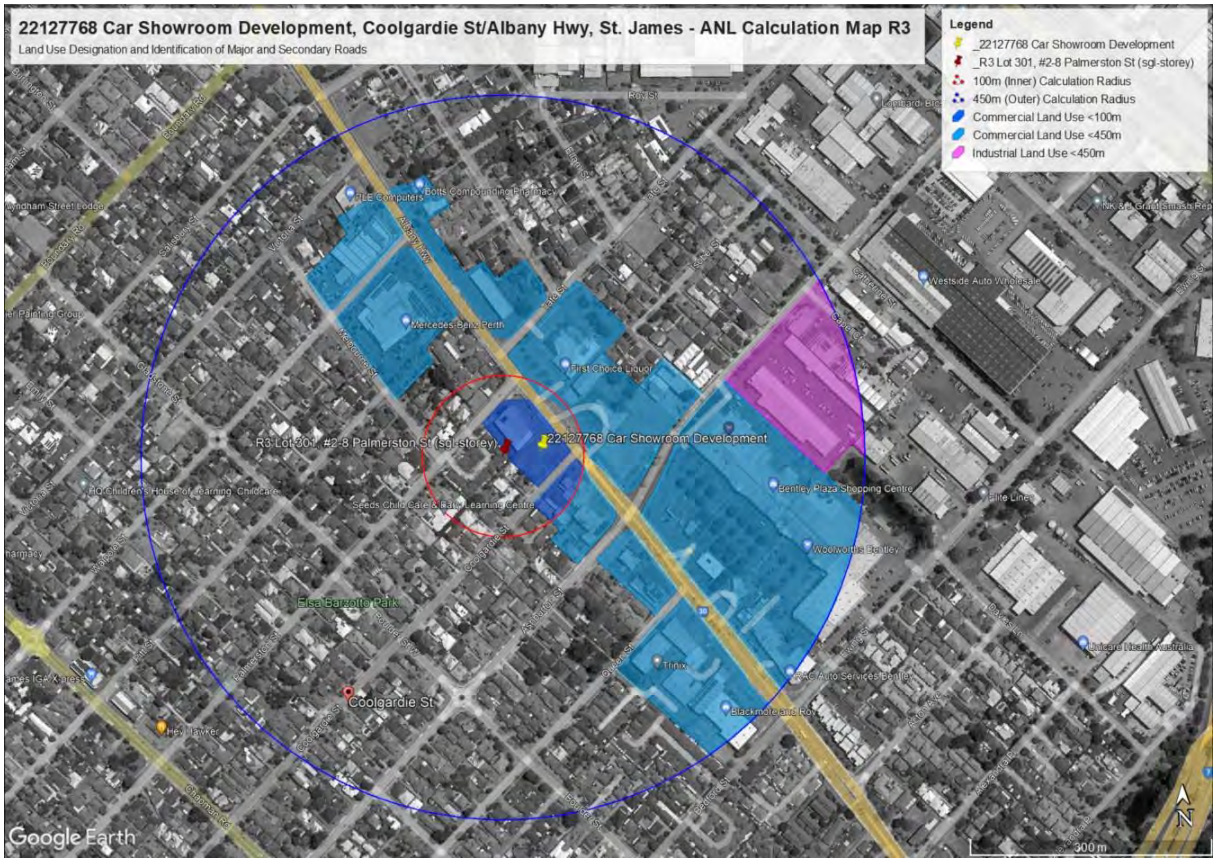


Figure B-3: Land Types within 100m and 450m Radii of R3

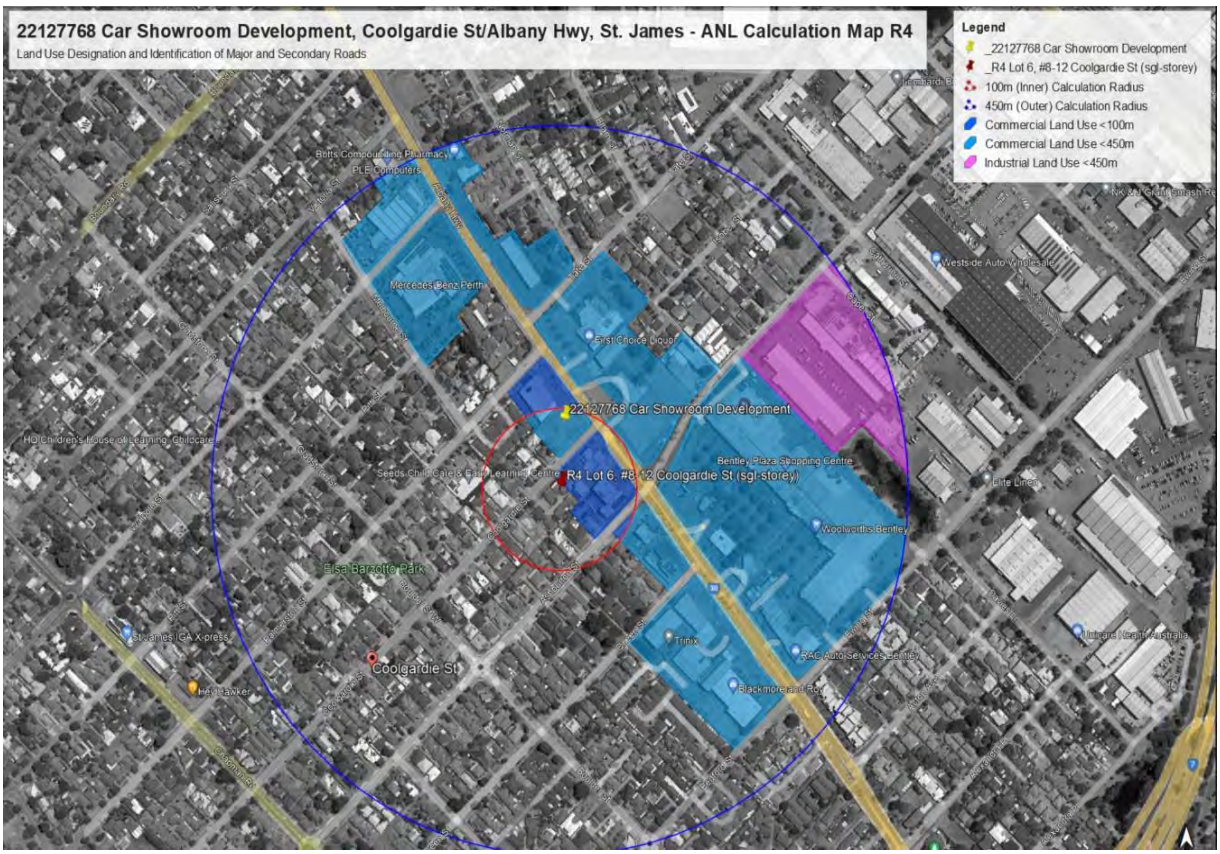


Figure B-4: Land Types within 100m and 450m Radii of R4

From the Main Roads WA Traffic Map (refer *Figure B-5*), *Table B-2* shows the relevant roads – Albany Highway carrying >33,000 vehicles per day (vpd) present within the inner (100 metre radius).

Table B-2: Relevant Roads within 100m and 450m Radii

Receiver	Within 100m		Within 450m	TF Contribution
	Major Road (+ 6 dB)	Secondary Road (+ 2 dB)	Major Road (+ 2 dB)	
R1 – Lot 106 #5A Coolgardie Street	Albany Hwy. 33,177 vpd	n/a	n/a	**+6**
R2 – Lot 106 #5 Coolgardie Street	Albany Hwy. 33,177 vpd	n/a	n/a	**+6**
R3 – Lot 301 #2-8 Palmerston Street	Albany Hwy. 33,177 vpd	n/a	n/a	**+6**
R4 – Lot 6 #8-12 Coolgardie Street	Albany Hwy. 33,177 vpd	n/a	n/a	**+6**

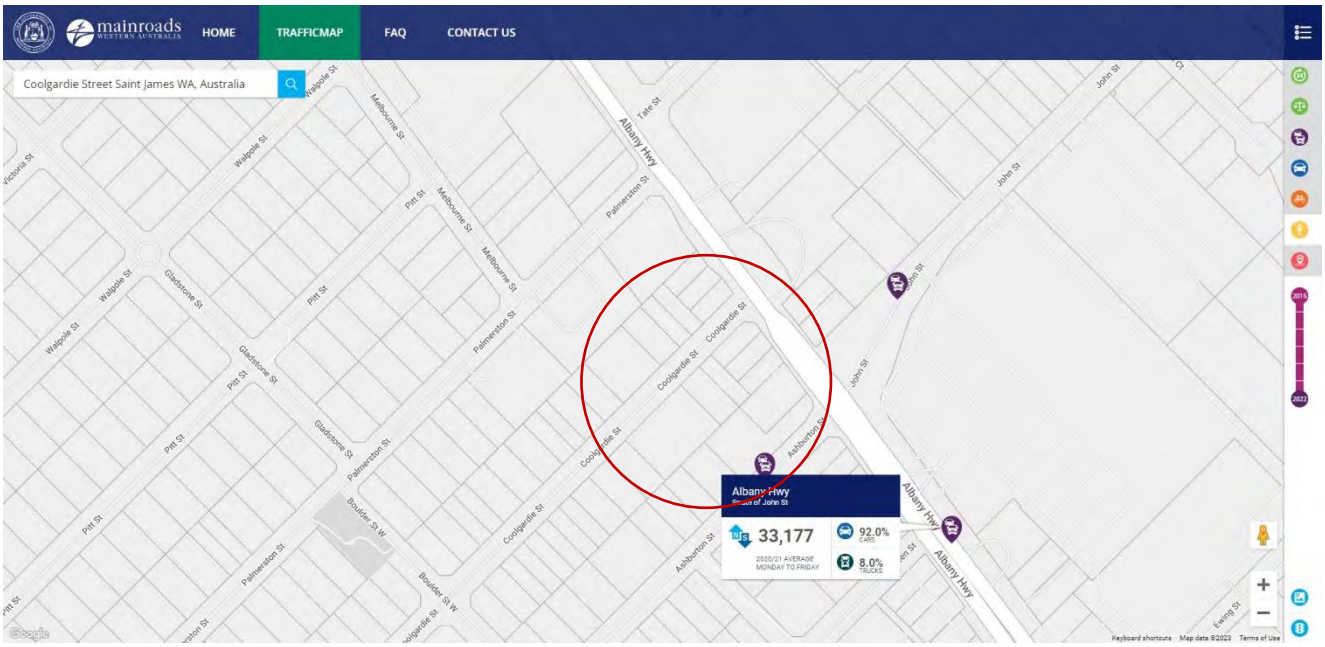


Figure B-5: MRWA Published Traffic Data

Table B-3 combines the percentage land types (C) and (I) and Transport Factor (TF) to calculate the total Influencing Factor (IF).

Table B-3: Influencing Factor Calculation, dB

Receiver	Industrial Land	Commercial Land	Transport Factor	Total
R1 – Lot 106 #5A Coolgardie Street	+0.39	+3.00	+6	**+9**
R2 – Lot 106 #5 Coolgardie Street	+0.37	+2.74	+6	**+9**
R3 – Lot 301 #2-8 Palmerston Street	+0.34	+2.47	+6	**+9**
R4 – Lot 6 #8-12 Coolgardie Street	+0.42	+2.74	+6	**+9**

The influencing factor calculated in *Table B-3* is combined with those baseline assigned levels of *Table 2-2*, resulting in the project assigned levels provided in *Table 2-3*.

Appendix C – Terminology

The following is an explanation of the terminology used throughout this report:

- **Decibel (dB)**

The decibel is the unit that describes the sound pressure levels of a noise source. It is a logarithmic scale referenced to the threshold of hearing.

- **A-Weighting**

An A-weighted noise level has been filtered in such a way as to represent the way in which the human ear perceives sound. This weighting reflects the fact that the human ear is not as sensitive to lower frequencies as it is to higher frequencies. An A-weighted sound level is described as L_A, dB.

- **Sound Power Level (L_w)**

Under normal conditions, a given sound source will radiate the same amount of energy, irrespective of its surroundings, being the sound power level. This is similar to a 1kW electric heater always radiating 1kW of heat. The sound power level of a noise source cannot be directly measured using a sound level meter but is calculated based on measured sound pressure level at known distances. Noise modelling incorporates source sound power levels as part of the input data.

- **Sound Pressure Level (L_p)**

The sound pressure level of a noise source is dependent upon its surroundings, being influenced by distance, ground absorption, topography, meteorological conditions etc. and is what the human ear actually hears. Using the electric heater analogy above, the heat will vary depending upon where the heater is located, just as the sound pressure level will vary depending on the surroundings. Noise modelling predicts the sound pressure level from the sound power levels taking into account ground absorption, barrier effects, distance etc.

- **L_{ASlow}**

This is the noise level in decibels, obtained using the A-frequency weighting and the S (slow) time weighting. Unless assessing modulation, all measurements use the slow time weighting characteristic.

- **L_{AFast}**

This is the noise level in decibels, obtained using the A-frequency weighting and the F (fast) time weighting. This is used when assessing the presence of modulation.

- **L_{APeak}**

This is the greatest absolute instantaneous sound pressure level in decibels using the A-frequency weighting.

- **L_{Amax}**

An L_{Amax} level is the maximum A-weighted noise level during a particular measurement.

- **L_{A1}**

The L_{A1} level is the A-weighted noise level exceeded for 1 percent of the measurement period and is considered to represent the average of the maximum noise levels measured.

- **L_{A10}**

The L_{A10} level is the A-weighted noise level exceeded for 10 percent of the measurement period and is considered to represent the "intrusive" noise level.

- **L_{A90}**

The L_{A90} level is the A-weighted noise level exceeded for 90 percent of the measurement period and is considered to represent the "background" noise level.

- **L_{Aeq}**

The equivalent steady state A-weighted sound level ("equal energy") in decibels which, in a specified time period, contains the same acoustic energy as the time-varying level during the same period. It is considered to represent the "average" noise level.

- **One-Third-Octave Band**

Means a band of frequencies spanning one-third of an octave and having a centre frequency between 25 Hz and 20000 Hz inclusive.

- **Representative Assessment Period**

Means a period of time not less than 15 minutes, and not exceeding four hours, determined by an inspector or authorised person to be appropriate for the assessment of a noise emission, having regard to the type and nature of the noise emission.

- **L_{Amax} assigned level**

Means an assigned level, which, measured as a L_{ASlow} value, is not to be exceeded at any time.

- **L_{A1} assigned level**

Means an assigned level, which, measured as a L_{ASlow} value, is not to be exceeded for more than 1 percent of the representative assessment period.

- **L_{A10} assigned level**

Means an assigned level, which, measured as a L_{ASlow} value, is not to be exceeded for more than 10 percent of the representative assessment period.

- **Tonal Noise**

A tonal noise source can be described as a source that has a distinctive noise emission in one or more frequencies. An example would be whining or droning. The quantitative definition of tonality is:

– the presence in the noise emission of tonal characteristics where the difference between -

(a) the A-weighted sound pressure level in any one-third octave band; and

(b) the arithmetic average of the A-weighted sound pressure levels in the 2 adjacent one-third octave bands,

is greater than 3 dB when the sound pressure levels are determined as $L_{Aeq,T}$ levels where the time period T is greater than 10% of the representative assessment period, or greater than 8 dB at any time when the sound pressure levels are determined as $L_{A\ Slow}$ levels.

This is relatively common in most noise sources.

- **Modulating Noise**

A modulating source is regular, cyclic and audible and is present for at least 10% of the measurement period. The quantitative definition of modulation is:

– a variation in the emission of noise that —

(a) is more than 3 dB $L_{A\ Fast}$ or is more than 3 dB $L_{A\ Fast}$ in any one-third octave band; and

(b) is present for at least 10% of the representative assessment period; and

(c) is regular, cyclic and audible.

- **Impulsive Noise**

An impulsive noise source has a short-term banging, clunking or explosive sound. The quantitative definition of impulsiveness means:

– a variation in the emission of a noise where the difference between L_{Apeak} and L_{Amax} is more than 15 dB when determined for a single representative event.

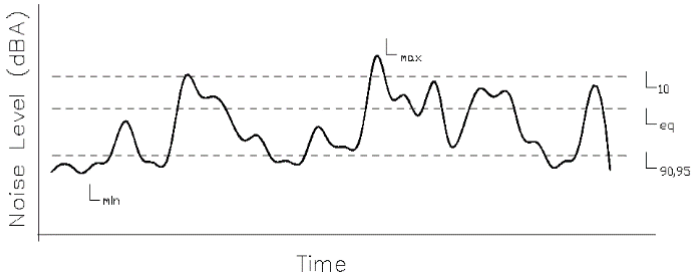
- **Major Road**

Is a road with an estimated average daily traffic count of more than 15,000 vehicles.

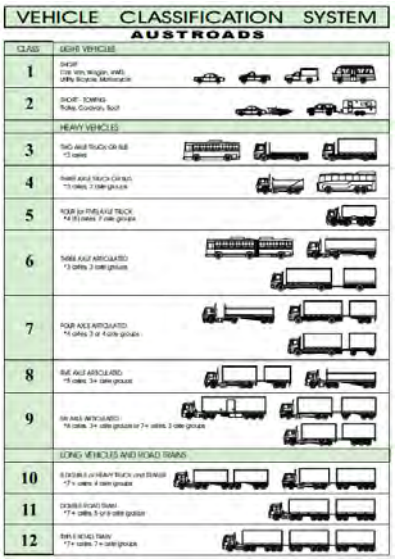
- **Secondary / Minor Road**

Is a road with an estimated average daily traffic count of between 6,000 and 15,000 vehicles.

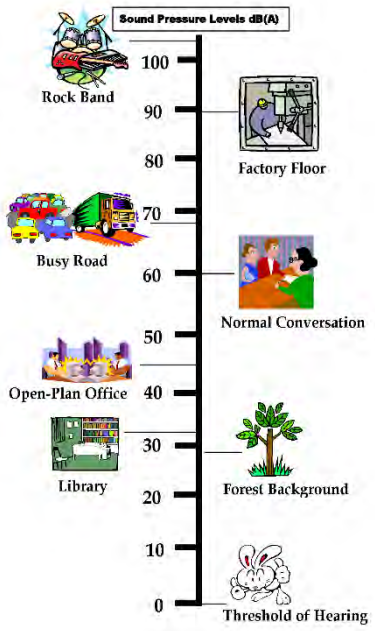
- **Chart of Noise Level Descriptors**

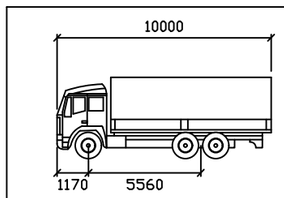


- **Austroads Vehicle Class**



- **Typical Noise Levels**





Suez 10m Service Truck

	mm
Width	: 2500
Track	: 2500
Lock to Lock Time	4.1
Steering Angle	: 29.2

Corner Coolgardie St, Albany Hwy, St James

Service Vehicle Entry and Exit via Albany Hwy 2

10m Service Vehicle

LEGEND

Vehicle Body

Wheel Path

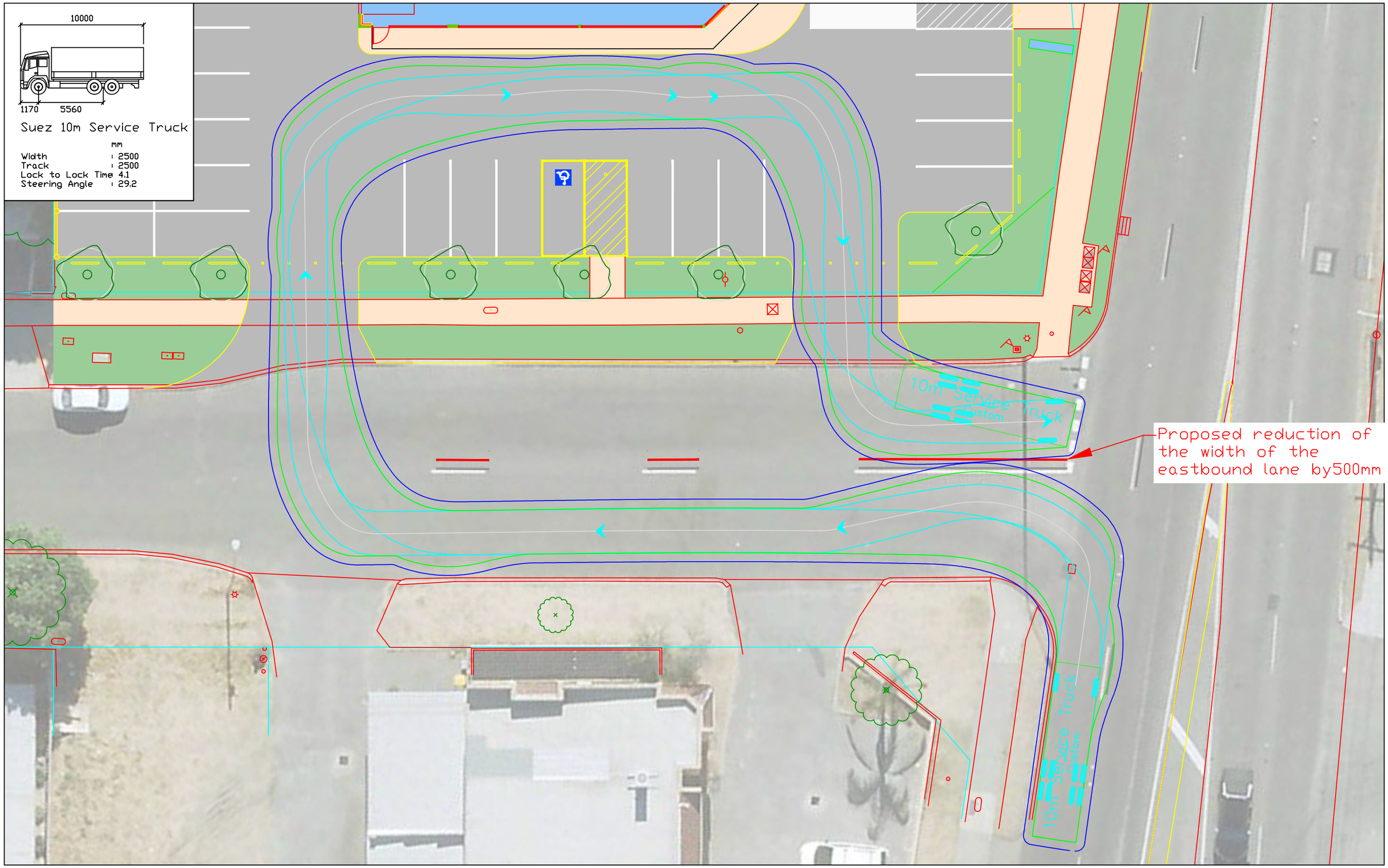
500mm Clearance

t22.310.sk03e

10/01/2022

Scale: 1:350 @ A3

transcore



Corner Coolgardie St, Albany Hwy, St James

Service Vehicle entry and exit via Albany Hwy

10m Service Vehicle

LEGEND

Vehicle Body

Wheel Path

500mm Clearance

t22.310.sk05

27/04/2023

Scale: 1:250 @ A3

transcore

Enquiries: Samantha Lappan on (08) 9323 6161
Our Ref: 17/434 (D23#533461)
Your Ref: 105.1260

7 June 2023

Chief Executive Officer
City of Canning
Locked Bag 80
WELSHPOOL WA 6986

Email: planningcomms@canning.wa.gov.au (via email)

Dear Sir/Madam,

PROPOSED MOTOR VEHICLE SALES PREMISES – LOT 1 (1121), LOT 2 (1123), LOT 3 (1125) ALBANY HIGHWAY AND LOT 4 (1), LOT 5 (3) COOLGARDIE STREET, ST JAMES – 105.1260 – DAP/23/02433

Thank you for your correspondence received on 24 May 2023.

Main Roads acknowledges that the abovementioned application was deferred by the Joint Development Assessment Panel (JDAP) for 30 days pending an outcome regarding heavy vehicle access to/from Albany Highway.

Main Roads' request for amended information/plans dated 9 May 2023 (attached) remains outstanding. The proposed development plans and Traffic Impact Statement (TIS) submitted cannot be supported as the intersection of Albany Highway and Coolgardie Road is restricted to a maximum vehicle length of 8.8m. Vehicles greater in length cannot safely utilise this intersection in its current form.

Should the applicant choose to adopt a 10m Single Unit vehicle, the specifications detailed in the attached letter are still required to be complied with and clearly shown on the plans.

Should the City recommend approval to the JDAP, Main Roads recommends the following conditions be imposed:

Conditions

1. The Albany Highway reserve being set out on a separate diagram or plan of survey (deposited plan) and transferred free of cost to the Commissioner for Main Roads WA for road purposes and without any payment of compensation.

   Justification for Condition

   The land is required for the future widening of Albany Highway. This development must not compromise the ultimate road design.

2. No part of the development, other than approved landscaping is to be located within the land requirement for Albany Highway as detailed in the attached Land Protection Plan 1.3843-1.

   Justification for Condition

   This development must not compromise the ultimate road design. No form of the development should encroach upon the identified land requirement. This includes but

is not limited to car parking, building anchors, awnings, retaining walls and any associated infrastructure services.

3. Prior to the submission of a Building Permit, Lots 1-2 and the balance of Lot 3 Albany Highway, and Lots 4-5 Coolgardie Street are to be amalgamated to create one freehold Lot on one Title.

   Justification for Condition

   Amalgamation of the Lots will ensure the Right of Access Carriageway easement is reflected on one Title to provide access to Lot 801 Albany Highway as per the City's Vehicle Access Strategy.

4. Prior to the submission of a Building Permit, the applicant is to submit a preliminary intersection design (15% concept) for road modifications to the intersection of Albany Highway and Coolgardie Street. The intersection design is to achieve compliant turning radii for a minimum 10m single-unit vehicle to the satisfaction of Main Roads.

   Justification for Condition

   Main Roads must ensure that access from Albany Highway will not cause road safety issues to all road users. The Applicant is to demonstrate compliant turning radii for a minimum 10m single-unit vehicle to ensure that the development is able to function as proposed.

5. Prior to the issue of a Building Permit, construction drawings for the proposed works within the Albany Highway road reserve being submitted to Main Roads prior to the commencement of any works within the Albany Highway road reserve.

   Justification for Condition

   Main Roads must ensure that drawings for future construction of road modifications comply prior to the applicant submitting for a Building Permit. To ensures that works will be compliant and any amendments to the drawings can be finalised prior.

6. The developer shall be responsible for all costs involved in the land acquisition, design and construction of the intersection and access. This includes signing, road markings, relocation of services, street lighting and Main Roads costs involved in the checking of the design and construction drawings and any site inspections.
7. Prior to the submission of a Building Permit, a Traffic Management Plan addressing the management of traffic during the construction of the development being submitted to the satisfaction of the Local Government in consultation with Main Roads and thereafter implemented throughout the construction of the development.
8. The maximum sized vehicle permitted to use the site is a 10m single-unit vehicle.
9. The landowner/applicant shall make good any damage to the existing verge vegetation within the road reserve.
10. Redundant vehicle crossover(s) to be removed and kerbing, verge, and footpath (where relevant) reinstated with grass or landscaping to the satisfaction of the City of Canning and to the specifications of the local government.
11. No stormwater drainage is to be discharged onto the Albany Highway Road Reserve.
12. All waste collection and vehicle loading and unloading is to occur on site at all times.

Advice

a) The upgrading/widening of Albany Highway is not in Main Roads current 4-year forward estimated construction program and all projects not listed are considered long

term. Please be aware that timing information is subject to change and that Main Roads assumes no liability for the information provided.

b) 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.

c) Any services, infrastructure or roadside furniture that requires relocation as a result of the development works will be at the applicant's cost.

Main Roads encourages local government in liaising with applicants to promote and capitalise on our pre-lodgement consultation service, prior to lodgement of planning proposals, especially where development plans involve land adjacent to or have the potential to impact on the State road network.

Further information on the pre-lodgement consultation process can be found on Main Roads website at mainroads.wa.gov.au > Technical & Commercial > Planning & Development

Should the City disagree with or resolve not to include as part of its conditional approval any of the above conditions or advice, Main Roads requests an opportunity to meet and discuss the application further, prior to a final determination being made.

Main Roads requests a copy of the City's final determination on this proposal to be sent to planninginfo@mainroads.wa.gov.au.

If you have any queries, please do not hesitate to contact Planning Assessment Officer, Samantha Lappan on (08) 9323 6161.

Yours sincerely

Samantha Lappan
Planning Assessment Officer

Encl. *Main Roads letter dated 9 May 2023*
Land Protection Plan 1.3843-1

Enquiries: Samantha Lappan on (08) 9323 6161
Our Ref: 17/434 (D23#418922)
Your Ref: 105.1260

9 May 2023

Chief Executive Officer
City of Canning
Locked Bag 80
WELSHPOOL WA 6986

Email: planningcomms@canning.wa.gov.au (via email)

Dear Sir/Madam,

INFORMATION REQUEST – PROPOSED MOTOR VEHICLE SALES PREMISES – LOT 1 (1121), LOT 2 (1123), LOT 3 (1125) ALBANY HIGHWAY AND LOT 4 (1), LOT 5 (3) COOLGARDIE STREET, ST JAMES – 105.1260 – DAP/23/02433

Thank you for your referral dated 21 February 2023 requesting Main Roads comments on the abovementioned application.

Main Roads has reviewed the application package, in addition to supporting information provided by the City on 22 March 2023, 23 March 2023, 05 April 2023, 01 May 2023 and 02 May 2023.

As a result of the review Main Roads is unable to provide a recommendation at this point in time.

Please provide amended information/plans addressing the following:

Single Unit Vehicle Templates

Main Roads does not support the 10m Single Unit vehicle proposed as depicted in the Traffic Impact Statement provided by Transcore, file name t22.310.an.r01a, revision r01a, dated 11 January 2023. Vehicles larger than 8.8m cannot achieve compliant lane correct manoeuvring at the intersection of Albany Highway and Coolgardie Street.

In order for the development to facilitate the use of a 10m Single Unit vehicle, significant modifications are required to the road reserve to ensure safe, and lane correct manoeuvring is achieved.

The following must be complied with:

- Swept paths should not conflict with the broken separation line on Albany Highway (between the northbound lanes). The Design Vehicle should be contained completely in the left most lane. The Austroads Guide to Design Vehicles and Turning Path Templates 4.2 outlines this requirement. Shifting the line marking on Coolgardie Street at the intersection does not achieve lane correct manoeuvring to the intersection.

- Left turn out movement (Site to Coolgardie Street) – The swept path conflicts with the proposed kerbing. The design needs to be amended to ensure there are no conflicts.
- Left turn out movement (Site to Coolgardie Street) – 0.5m clearance envelope should not conflict with the centreline marking on Coolgardie Street.
- All swept paths – The turning radii that are present in the proposed swept paths are extremely restricted. The designer should refer to the Austroads Design Vehicles and Turning Path Templates Guide when selecting a minimum turning radii. R15 turning radii (kerb to kerb/outside front wheel) is preferable (for this specific vehicle) because it results in a turning speed of 5-15km/hr. The Main Roads Supplement to AGRD Part 4 – Table 5.6.2 – recommends R15 turning radii for both 8.8m and 12.5m Single Unit Vehicles. Turning radii lower than R15 result in 5km/h turns or less (which nears a complete stop).
- Main Roads recommends that the Austroads 12.5m Single Unit is adopted as the design vehicle and a minimum turning radius of R15 to ensure compliant turns in and out of Coolgardie Street are achieved. Vehicle body clearances need to be contained within their own lanes for design vehicles. Should the applicant choose to adopt a 10m Single Unit vehicle, the above specifications are still required to be complied with and clearly shown on the plans. This will require the developer to modify the intersection within the road reserve.

Main Roads cannot support a Single Unit vehicle which does not achieve safe and efficient turning from the State Road network within the primary regional road reservation area. This has the potential to create a road safety risk for all road users in the vicinity of the site.

Please provide the above information at your earliest convenience, noting that Main Roads will require 30 days to review this information once received.

As stated above, Main Roads is not in a position to support the subject proposal until the above information has been received and reviewed.

Please forward all emails, including the requested information to planninginfo@mainroads.wa.gov.au

If you have any queries, please do not hesitate to contact Planning Assessment Officer, Samantha Lappan on (08) 9323 6161.

Yours sincerely



Samantha Lappan
Planning Assessment Officer

JOINS MATCH 1.5087 LINE

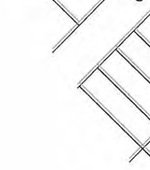
LEICHHARDT STREET
ALBANY STREET
WYNDHAM STREET
BOUNDARY ROAD
SALISBURY STREET
VICTORIA STREET
MELBOURNE STREET
HOLDER STREET
NORMAN STREET
TENNANT STREET
ELLAM STREET
TATE STREET
ISOBEL STREET
P.A.W.
JOHN STREET
PALMERSTON STREET
COOLGARDIE STREET
ASHBURTON STREET
MARY STREET
QUEEN STREET
BEDFORD STREET
MARKHAM PLACE
MITCHELL STREET
HIGHWAY
EWING AVENUE
ACTON PLACE
ALEXANDRA PLACE

36171 2939
204 10 x 10 Truncation
1776
Pt 20

LEGEND

PROPOSED RESERVATION BOUNDARY ==========

STANDARD TRUNCATION



NOTE: ALL TRUNCATIONS ARE STANDARD UNLESS OTHERWISE SHOWN

WESTERN AUSTRALIAN PLANNING COMMISSION

This is to certify that PLAN No. 1.3843/1

was APPROVED by RESOLUTION at a meeting

held on. 14 / 11 / 2000 Minute No. PRPC 60.10.2

Signed ..... Authorised Officer

EFFECTIVE 19 / 12 / 2000

100m 0 100 200m

WESTERN AUSTRALIAN PLANNING COMMISSION

ALBANY HIGHWAY - WELSHPOOL ROAD TO LEACH HIGHWAY
PRIMARY REGIONAL ROADS - PROPOSED LAND REQUIREMENT

1.3843.1.tab
22 Feb 2001
PRODUCED BY STATUTORY MAPPING SECTION
GEOGRAPHIC AND PLANNING INFORMATION BRANCH

AUTHORISED: A. TREVOR
DRAFTSPERSON: S. JENKINS
EXAMINED:
REVISED:
DATE:

NORTH

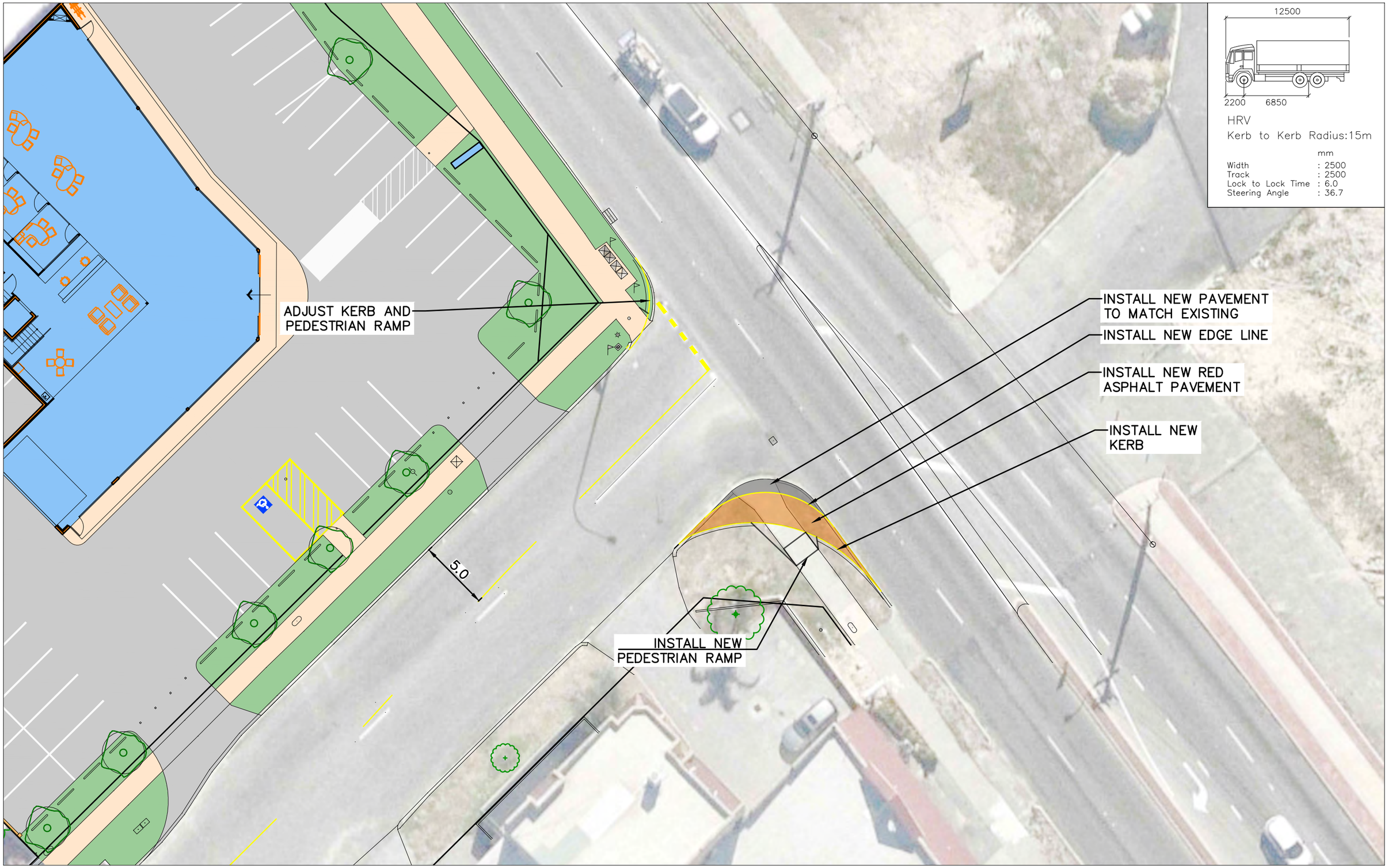
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PLAN No 1.3843/1

2243

FILE REF: 809/2/1/59
PLAN REF: PERTH 16.19, 16.20, 17.19
MRS 1:25000 SHEET 20, 1.5010

SUPERSEDES PLAN 1.3843



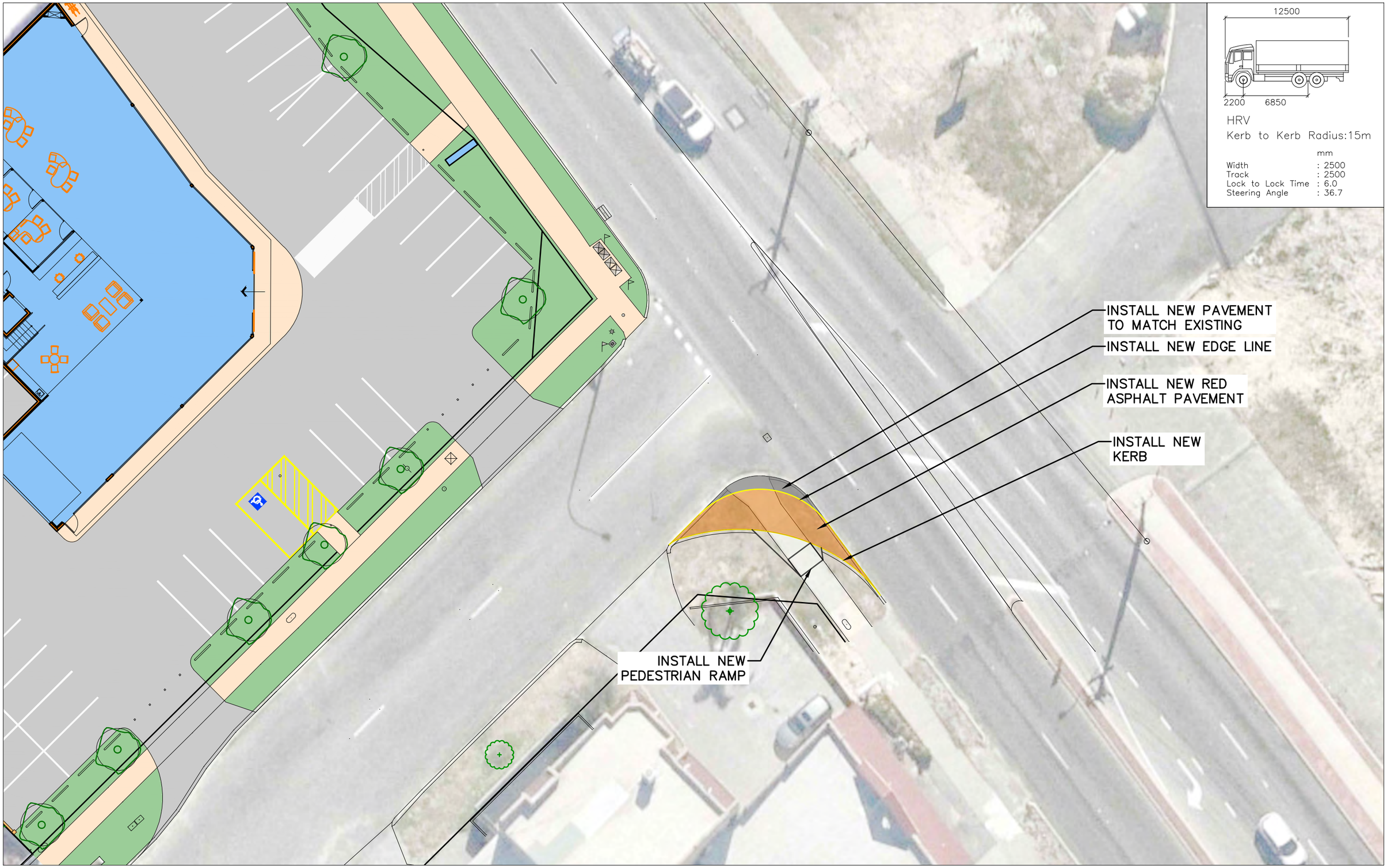
Corner Coolgardie St, Albany Hwy, St James

Proposed corner Kerb and Centre Pavement Marking Modification

t22.310.sk12

27/5/2023

Scale: 1:250 @ A3



Corner Coolgardie St, Albany Hwy, St James

Proposed corner Kerb Modification

t22.310.sk12a

27/5/2023

Scale: 1:250 @ A3