Metro Inner-South Joint Development Assessment Panel Agenda

Meeting Date and Time: Monday, 22 May 2023; 9.30am
Meeting Number: MISJDAP/142
Meeting Venue: City of Melville
10 Almondbury Road, Booragoon

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Attendance

DAP Members

Mr Clayton Higham (Presiding Member)
Ms Lee O'Donohue (A/Deputy Presiding Member)
Mr John Syme (A/Third Specialist Member)
Cr Nicholas Pazolli (Local Government Member, City of Melville)
Cr Matthew Woodall (Local Government Member, City of Melville)

Officers in attendance

Mr Tom Geddes (City of Melville)
Mr Peter Prendergast (City of Melville)
Mr Mark Scarfone (City of Melville)

Minute Secretary

Ms Rayleen Ferguson (City of Melville)

Applicants and Submitters

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

Members of the Public / Media

Nil

1. Opening of Meeting, Welcome and Acknowledgement

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

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

2. Apologies

Ms Rachel Chapman (Deputy Presiding Member)
Mr Peter Lee (Third Specialist Member)

3. Members on Leave of Absence

DAP Member, Mr Peter Lee has been granted leave of absence by the Director General for the period of 8 May 2023 to 22 May 2023 inclusive.

4. Noting of Minutes

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

5. Declarations of Due Consideration

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

6. Disclosure of Interests

Nil

7. Deputations and Presentations

7.1 Mr Joshua Carmody (Planning Solutions) presenting in support of the recommendation for the application at Item 10.1. The presentation will provide support for the proposed development and request several minor modifications to the recommended conditions.

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

8. Form 1 – Responsible Authority Reports – DAP Applications

Nil

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

Nil

10. State Administrative Tribunal Applications and Supreme Court Appeals

10.1 No.532 (Lot No.101) Canning Highway, Attadale

Development Description:	Additions & alterations to motor vehicle sales & motor vehicle repair premises
Summary of Modifications:	Relocation of car collection area and café to Hislop Road frontage with associated vehicle manoeuvring and car parking amendments.
Applicant:	Planning Solutions
Owner:	Regalsea Investments Pty Ltd
Responsible Authority:	City of Melville
DAP File No:	DAP/22/02314

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/22/02290 DR234/2022	Town of Victoria Park	No.384 (Lot 3) Berwick Street, East Victoria Park	Proposed 13 Grouped Dwellings	23/12/2022
DAP/18/01521 DR15/2023	City of Belmont	225 (Lot 500), Great Eastern Highway, Belmont	Use Not Listed: Third Party Signage	31/01/2023

11. General Business

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

12. Meeting Closure

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Development Assessment Panels

Presentation Request Form

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

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

Presentation Request Guidelines

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

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

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

Presenter Details

Name #1	Joshua Carmody
Company (if applicable)	Planning Solutions
Name #2	Scott Lambie
Company (if applicable)	Stantec
Name #3	Jarrad Nightingale
Company (if applicable)	Meyer Shircore
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 Joint Development Assessment Panel
Meeting Date	22 May 2023
DAP Application Number	DAP/22/02314 (SAT File No: DR220/2022
Property Location	532 (Lot 101) Canning Highway, Attadale
Agenda Item Number	10.1

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** ☐

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Development Assessment Panels

Is the presentation in support of or against the proposed development?	**SUPPORT ☒ AGAINST ☐**
Will the presentation require power-point facilities?	**YES ☒ NO ☐** **If yes, please attach**

Presentation Content*

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

Brief sentence summary for inclusion on the Agenda	*The presentation will address:* Joshua Carmody (Planning Solutions) will support the recommendation of the City to approval the development and request several minor modifications to the recommended conditions of approval. Scott Lambie (Stantec) will be available to respond to questions from the panel in relation to traffic matters. Jarrad Nightingale (Meyer Shircore) will be available to respond to questions from the panel in relation to the design of the development.

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:

Please refer to the attached presentation summary.

Deputation summary

To:	Metro Inner-South Joint Development Assessment Panel	**From:**	Joshua Carmody
Date:	17 May 2023	**Job No:**	8407
Meeting:	MISJDAP/142 – 1 December 2022		
Agenda Item:	10.1 - No. 532 (101) Canning Highway, Attadale – **Additions and alterations to Motor Vehicle Sales & Motor Vehicle Repair Premises**		

Planning Solutions represents the proponent of the proposed redevelopment of the Melville Motors dealership at Lot 101 (532) Canning Highway, Attadale.

We speak in support of the development and are pleased to note the positive recommendation of the City within the RAR.

By way of summary, the proposed development **significantly improves** upon the previous design with some key highlights listed as follows:

- A continuous street edge, comprising a building façade, colonnade structure and brick wall with visually permeable panels, which each distinct element visually unified by the use of brick and other design elements.
- An active land use has been introduced by creating a hybrid café/customer service lounge which is accessible to the public via an 'hole-in-the-wall' opening to the footpath along Hislop Road.
- The 'main street' façade treatment demonstrates a high level of materiality and architectural treatment including extensive use of face brick on public facing elevations.
- The main crossover has been relocated closer to the intersection, with corresponding modifications to vehicle circulation throughout the site. The relocation of the crossover provides the opportunity to extend the pavement around the proposed café, provide a differentiated pavement treatment and adequate space for a potential public art installation.
- Direct vehicle entry to the workshop has been removed from the Hislop Road elevation, although surveillance is maintained by three openings to the workshop elevation.
- The number of bays within the proposed workshop has been reduced from 31 to 28 reducing the proposed increase in land use intensity.

I have reviewed the City's recommended conditions and am pleased to note that they are **largely acceptable**. We are requesting that only three of these conditions be deleted as they are essentially unnecessary or potentially invalid. Our requested changes are included within **Attachment 1.**

I will be available to respond to any questions in relation to the development.

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URBAN & REGIONAL PLANNING
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Planning Solutions (Aust) Pty Ltd

ATTACHMENT 1: TABLE OF CONDITIONS

#	Condition	Comment and Recommendation	Specific changes to conditions/advice notes requested by the applicant
Conditions			
14	Prior to the commencement of development, a signage strategy shall be submitted to and approved in writing by the City taking into account the provisions of Local Planning Policy 2.2 Outdoor Advertising and Signage. The strategy shall demonstrate how the future signage requirements for all uses are to be accommodated. Once approved, the signage strategy will inform the future assessment of applications for signage on the development.	Request deletion Unnecessary condition. The lodged elevations already show the proposed signage. If the proponent seeks to change the signage in future then they will apply for development approval and it will be assessed against the planning framework applicable at the time.	~~Prior to the commencement of development, a signage strategy shall be submitted to and approved in writing by the City taking into account the provisions of Local Planning Policy 2.2 Outdoor Advertising and Signage. The strategy shall demonstrate how the future signage requirements for all uses are to be accommodated. Once approved, the signage strategy will inform the future assessment of applications for signage on the development.~~
16	Prior to the initial occupation of the development, a Waste Management Plan shall be prepared in accordance with the City's Waste Management Guideline for New Developments and submitted in writing for the approval of the City. Once approved, the development is to be constructed and operated in accordance with the Waste Management Plan, to the satisfaction of the City.	Request deletion. This condition was not applied to the development approval for the first stage of the development. The proponent has been managing any waste generated by this site for more than 60 years. The City has not identified any issues during the assessment process.	~~Prior to the initial occupation of the development, a Waste Management Plan shall be prepared in accordance with the City's Waste Management Guideline for New Developments and submitted in writing for the approval of the City. Once approved, the development is to be constructed and operated in accordance with the Waste Management Plan, to the satisfaction of the City.~~
29	No works are permitted within the Canning Highway road reservation unless Main Roads has issued a Working on Roads permit.	Delete / Amend to advice note. A condition of development approval cannot require approval of a third party (ie. be ambulatory in nature) or require approval under a separate and distinct legislative regime. As such, this condition should be moved to an advice note.	~~No works are permitted within the Canning Highway road reservation unless Main Roads has issued a Working on Roads permit.~~

Melville Motors Reconsideration



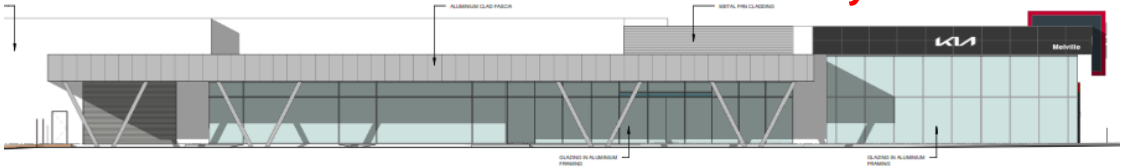
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PS


Existing
Refused
Proposed

Continuous edge to street

Previously refused facade



Future development opportunity

Modified facade



Existing street presentation




Existing


Proposed

Café details



PLANNING SOLUTIONS



PUBLIC ART OPPORTUNITY



INTEGRATED BICYCLE RACK TO AVOID DUMPING ALONG FOOTPATH


CAFE
Service Entry

CANNING HIGHWAY, NO. 532 (LOT NO. 101) ATTADALE – SAT ADDITIONS & ALTERATIONS TO MOTOR VEHICLE SALES & MOTOR VEHICLE REPAIR PREMISES

State Administrative Tribunal Reconsideration –
Responsible Authority Report
(Regulation 12)

DAP Name:	Metro Inner-South Joint Development Assessment Panel
Local Government Area:	City of Melville
Summary of Modifications:	Relocation of car collection area and café to Hislop Road frontage with associated vehicle manoeuvring and car parking amendments.
Applicant:	Planning Solutions (Aust) Pty Ltd
Owner:	Regalsea Investments Pty Ltd
Value of Development:	$6.2 million ☐ Mandatory (Regulation 5) ☒ Opt In (Regulation 6)
Responsible Authority:	City of Melville
Authorising Officer:	Peter Prendergast
LG Reference:	DAP-2022-7
DAP File No:	DAP/22/02314
SAT File No (DR Reference):	DR220/2022
Date of Decision under Review:	1 December 2022
Application for Review Lodgement Date:	15 December 2022
Application Received Date:	2 September 2022
Report Due Date:	N/A
Application Statutory Process Timeframe:	N/A – SAT Reconsideration
Attachment(s):	1. Location Plan 2. Amended development plans and elevations 3. Applicant's supporting covering letter 4. Design Review Panel Report on amended plans 5. Updated Transport Impact Statement 6. Prior JDAP determination 1 December 2022 7. Original RAR – 1 December 2022 For all remaining attachments including original MRWA comments and Environmental Noise Assessment please refer to the agenda of the December 10 Metro Inner-South JDAP meeting.

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, pursuant to section 31 of the *State Administrative Tribunal Act 2004* in respect of SAT application DR 220 of 2022, resolves to:

Reconsider its decision dated 1 December 2022 and **SET ASIDE the decision and substitute a new decision for** DAP Application reference DAP/22/02314 and amended 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 Clauses No. 23 and No. 24 of the City of Melville Local Planning Scheme No. 6, 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 the subject of this approval must comply with the approved plans at all times unless otherwise approved in writing by the City of Melville or the Joint Development Assessment Panel.

4. All stormwater generated on site is to be retained on site in accordance with a plan approved in writing by the City. Prior to the commencement of development, a stormwater design plan is to be submitted (an ARI of 1 in 100 year for a 24 hour storm duration is recommended) for the approval of the City. Prior to initial occupation of the development a Certificate of Compliance certifying that the development has been constructed in accordance with the approved plan is to be submitted to the City.

5. The removal of, or permanent covering of shopfront windows and openings and the use of reflective or heavily tinted glazing at ground floor is not permitted.

6. Visual permeability between the showroom and the street shall be maintained to the satisfaction of the City. The installation of shop fittings and fixtures on the inside of showroom windows is not permitted.

7. Prior to the initial occupation of the development, all vehicle parking bays, manoeuvring areas and points of ingress and egress shall be provided in accordance with the approved plans to the satisfaction of the City and shall be retained for the life of the development.

8. The exterior colours, materials and finishes of the development shall align with the details shown on the approved Development Plans unless otherwise approved in writing by the City.

9. Any roof mounted or freestanding plant or equipment shall be located and/or screened so as not to be visible from the surrounding streets prior to the initial occupation of the development to the satisfaction of the City.

10. Where a driveway meets the street, walls or fencing within sight line areas are to meet the requirements contained under clause 8.7 of Local Planning Policy LPP2.1 Non-Residential Development, to the satisfaction of the City.

11. A minimum of 30 days prior to the lodgement of an application for Building approval, the applicant shall submit a Construction Management Plan (CMP) to the City of Melville for approval. The CMP shall be prepared having regard to the provisions of Local Planning Policy 1.22 Construction Management Plans. Once approved in writing by the City, the development is to be carried out in accordance with the CMP to the satisfaction of the City. Any modifications to the CMP are to be approved by the City in writing.

12. In accordance with Local Planning Policy LPP1.4 Provision of Art in Development Proposals, prior to the commencement of development, a public art proposal shall be submitted to and approved in writing by the City in consultation with the City's Public Art Panel. Once approved, the public art shall be installed prior to the initial occupation of the development and thereafter be maintained for the life of the development to the satisfaction of the City. In lieu of provision of art on site, a cash in lieu contribution may be made as per LPP 1.4.

13. Unless otherwise approved in writing by the City, all trees located on the verge adjacent to the land on which the development is to take place shall be protected throughout construction of the development via the installation of a Tree Protection Zone (TPZ). Each TPZ shall be installed prior to commencement of development, in accordance with the following criteria:
    - A free-standing mesh fence erected around each street tree with a minimum height of 1.8m and a 2m minimum radius measured from the outside of the trunk of each tree.
    - If an approved crossover, front fence, footpath, road or similar is located within the 2m radius of the TPZ, the TPZ fencing shall be located the minimum distance from the approved works that is required to complete the works.
    - Fixed signs are to be provided on all visible sides of the TPZ fencing clearly stating 'Tree Protection Zone – No Entry'.
    - The following actions shall not be undertaken within any TPZ:
        - Storage of materials, equipment, fuel, oil dumps or chemicals;
        - Servicing or refuelling of equipment or vehicles;
        - Attachment of any device to any tree (including signage, temporary service wires, nails, screws, winches or any other fixing device);
        - Open-cut trenching or excavation works (whether or not for laying of services);
        - Changes to the natural ground level of the verge;
        - Location of any temporary buildings including portable toilets; or
        - The parking of vehicles or machinery.

14. Prior to the commencement of development, a signage strategy shall be submitted to and approved in writing by the City taking into account the provisions of Local Planning Policy 2.2 Outdoor Advertising and Signage. The strategy shall demonstrate how the future signage requirements for all uses are to be accommodated. Once approved, the signage strategy will inform the future assessment of applications for signage on the development.

15. Prior to commencement of development, a detailed landscaping and reticulation plan for the subject site and the road verge(s) adjacent to the site shall be submitted to and approved in writing by the City. The landscaping plan is to include proposed details of (but is not limited to):

    (a) The location, number and type of proposed trees and shrubs including planter size and planting density;
    (b) Any lawns to be established;
    (c) Any existing vegetation and/or landscaped areas to be retained; and
    (d) Any verge treatments

    The approved landscaping and reticulation plan shall be fully implemented within the first available planting season after the initial occupation of the development and maintained thereafter, to the satisfaction of the City.

16. Prior to the initial occupation of the development, a Waste Management Plan shall be prepared in accordance with the City's Waste Management Guideline for New Developments and submitted in writing for the approval of the City. Once approved, the development is to be constructed and operated in accordance with the Waste Management Plan, to the satisfaction of the City.

17. The outdoor lighting is to be provided to all car parking areas in accordance with Australian Standard AS 1158.3.1 (Cat. P). The outdoor lighting is to be designed, baffled and located to prevent any increase in light spill onto the adjoining properties to the satisfaction of the City.

18. Unless otherwise agreed, temporary structures, such as prefabricated or demountable offices, portable toilets and skip bins necessary to facilitate storage, administration and construction activities are permitted to be installed within the property boundaries of the subject site(s) for the duration of the construction period. These structures are to be located so not to obstruct vehicle sight lines of the subject site, the adjacent road network or of adjoining properties to the satisfaction of the City and are to be removed within 60 days of the full occupation of the development.

19. Prior to the initial occupation of the development, bicycle parking facilities for 2 bicycles shall be provided in accordance with Australian Standard AS 2890.3, to the satisfaction of the City. The facilities shall thereafter be retained for the life of the development.

20. Prior to the commencement of construction, the applicant shall provide an Environmental Sustainable Development (ESD) report, prepared by a suitably qualified consultant to the satisfaction if the City, detailing the following:
    - How the development will achieve and exceed ESD outcomes as follows:
        - Landscaping initiatives
        - The installation of a solar photovoltaic array
        - The installation of electric vehicle chargers.

    The development shall be carried out in accordance with the approved ESD report, to the satisfaction of the City of Melville.

21. Prior to the commencement of development, a Transport Impact Assessment prepared by a qualified traffic consultant consistent with the requirements of the Department of Planning, Lands and Heritage Transport Impact Assessment guidelines is to be prepared and submitted to the satisfaction of the City of Melville. Any recommendations contained in the Transport Impact Assessment shall be thereafter implemented and maintained for the duration of the development.

22. Prior to the commencement of development, the applicant/owner is to submit a Hislop Road line marking plan to the City for approval. The plan is to demonstrate the painting of new line marking to the Hislop Road median area. The works shown on the approved plan shall be installed at the cost of the applicant/owner prior to the occupation of the development, to the satisfaction of the City.

Main Roads WA Conditions

23. The land required for the widening of Canning Highway, as shown on the attached extract from Land Requirement Plan 1.5105/2, is to be set aside as a separate lot for acquisition pending future road widening requirements.

24. No development or car parking, other than landscaping and signage is permitted on the land required for future road purposes, as depicted on the attached extract from Land Requirement Plan 1.5105/2.

25. In the event where private infrastructure, including any signs and existing vehicle crossovers, is contained within the widened road reservation/land requirement as detailed in the attached extracted from Land Requirement Plan 1.5105/2, upon receipt of a notice from Main Roads the infrastructure is to be removed and the verge made good at the applicant's expense.

26. The redundant vehicle crossover on Hislop Road must be removed and the kerbing, verge, and footpath reinstated to the satisfaction and specifications of the City of Melville.

27. Stormwater must not be discharged into the Canning Highway reservation or the widened road reservation.

28. No waste collection is permitted from the Canning Highway road reservation.

29. No works are permitted within the Canning Highway road reservation unless Main Roads has issued a Working on Roads permit.

Advice note

a) With regard to condition 22, the applicant is advised to liaise with the City's Traffic Engineers regarding the scope of changes to the Hislop Road median.

Main Roads WA Advice Notes

b) In reference to Condition Nos 23-25, the landowner/applicant is advised that signage and any other private infrastructure, including vehicle crossovers affected by Land Requirement Plan 1.5101/2 will need to be removed at the landowner/applicant's cost when the land is acquired.

c) 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.

d) The upgrading/widening of Canning Highway is not in Main Roads current four-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.

Details: outline of development application

Region Scheme	Metropolitan Region Scheme
Region Scheme - Zone/Reserve	Urban
Local Planning Scheme	Local Planning Scheme No. 6
Local Planning Scheme - Zone/Reserve	Centre C4, Hislop Road Neighbourhood Centre
Structure Plan/Precinct Plan	N/A
Structure Plan/Precinct Plan - Land Use Designation	N/A
Use Class and permissibility:	Motor Vehicle, Boat or Caravan Sales 'X' use – Not permitted Motor Vehicle Repairs 'X' use – Not permitted New land use introduced through amendments: Restaurant/Café 'P' Use
Lot Size:	11,641m²
Existing Land Use:	- Motor Vehicle, Boat or Caravan Sales - Motor Vehicle Repairs
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 comprises the following:

- Demolition of the existing workshop and its replacement with:
    - Undercroft/servicing area
    - Ground floor workshop, storerooms and offices
    - Mezzanine with storage and staff amenities.
- Expansion of the existing showroom to the west of the new workshop.
- The construction of a parking deck to the north-east portion of the site.
- External amendments including alterations to the parking areas around the building and additional landscaping across the site.
- The addition of a new car delivery area and café up to the Hislop Road frontage.

The amended plans provide the new car delivery area and café, modify vehicle access point locations, and reduce the number of workshop bays from 31 to 28 bays.

Note: The existing site and ground floor plan (S2-A4) shows the showroom additions and alterations approved under the 2021 application as existing, however these works have yet to be constructed.

Proposed Land Use	Motor Vehicle Sales Motor Vehicle, Boat or Caravan Sales
Proposed Net Lettable Area	2844m^2
Proposed No. Storeys	2
Proposed No. Dwellings	N/A

Background:

A motor vehicle sales & repair premises has been operating on this site since the 1960's and has been the subject of several additions and alterations since that time. In 2021, an application was made for additions and alterations to the existing showroom buildings on site, which was approved by the Joint Development Assessment Panel at its meeting on 7 December 2021. In 2022 an application was made to amend the 2021 approval. This sought to make multiple amendments to the approved showroom redevelopment. This amendment application was also approved by the JDAP.

The subject application, which proposes the redevelopment of the workshop portion of the site was originally submitted in September 2022. On 1 December 2022 the Metro Inner-South JDAP resolved to refuse this application for the following reasons:

1. The proposed development is inconsistent with the 'Zone Objectives' of the Centre C4, (Neighbourhood and Local Centres) contained within Clause 16 of Local Planning Scheme No. 6 as it does not provide for an active use at street level and nor does it provide for the main daily to weekly household shopping and community needs of residents.

2. The proposed development is inconsistent with the 'Additional Site and Development Requirements' contained within Clause 32 of Local Planning Scheme No. 6, as the development has not been designed according to 'Main Street' Design Principles.

3. The proposed development is inconsistent with Clause 3.3.4 of the City of Melville Local Planning Strategy (Neighbourhood and Local Centres), as it intensifies and entrenches the existing land use, which is motor vehicle dominant, with little to no consideration to improve or provide for a pedestrian friendly environment. In addition to the above, the proposal does not provide any diversification of land uses on site, and therefore, does not allow for an increased development intensity and land use mix.

4. The proposed development does not meet the policy requirements of Local Planning Policy 2.1 Non-Residential Development or the 'Additional Site and Development Requirements' under Clause 32 of Local Planning Scheme No. 6, given the portion of the building with the most has not been designed to respond to the requirement for nil setbacks to the building from Hislop Road and Canning Highway.

5. The proposed development fails to meet the following matters under Schedule 2, Clause 67 of the Planning and Development (Local Planning Schemes) Regulations 2015 with particular reference to:
   (a) the aims and provisions of this Scheme and any other local planning scheme operating within the Scheme area;
   (b) the requirements of orderly and proper planning;
   (c) any approved State planning policy;
   (fa) any local planning strategy for this Scheme endorsed by the Commission;
   (g) any local planning policy for the Scheme area;
   (m) The compatibility of the development with its setting, including –
   (i) the compatibility of the development with the desired future character of its setting;
   (n) The amenity of the locality including the following –
   (ii) the character of the locality; and
   (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.

Application to the State Administrative Tribunal

Following the refusal of the application, the applicant sought a review of this decision at the State Administrative Tribunal. Following mediation on 13 March 2023 the SAT issued the following orders:

1. *The applicant is to provide the additional information as discussed at mediation to the respondent by 14 April 2023.*
2. *Pursuant to s 31(1) of the State Administrative Tribunal Act 2004 (WA) the respondent is invited to reconsider the decision on or before 15 May 2023.*
3. *The matter is listed to a directions hearing, to be conducted by teleconference, at 9.30am on 26 May 2023.*

The applicant formally submitted the amended plans for consideration on 27 April 2023, these amended plans are the subject of this report.

The State Administrative Tribunal (SAT) has made orders inviting the decision-maker, under Section 31 of the *State Administrative Tribunal Act 2004* (SAT Act) to reconsider its decision. The decision-maker may:

- affirm the previous decision,
- vary the decision, or
- set aside the decision and substitute a new decision.

Site Characteristics

Lot 101 (532) Canning Highway, Attadale (subject site) is zoned Centre C4 under the provisions of City of Melville Local Planning Scheme No. 6. The subject site sits on the north-eastern corner of Hislop Road and Canning Highway and is situated within the Hislop Road Neighbourhood Centre. The development controls for the subject site are largely contained in Local Planning Policy 2.1 – Non-Residential Development (LPP2.1) and LPS6.

The subject site is surrounded by Mixed Use (R50) zoned land, a pedestrian walkway, and a small portion of Mick John Reserve to the north, residential strata units to the northeast with office, consulting and medical based uses situated to the south-east. The subject site has a frontage to Hislop Road opposite to a Petrol Station and smaller scale land uses typically found within a Neighbourhood Centre such as hairdressers, café/restaurants and a liquor store. The land to the south of Canning Highway is zoned R50 Mixed use and includes uses such as child minding services, consulting rooms and private residences.

The subject site is the largest land parcel within the Hislop Road Activity Centre measuring at 11,641m², underlying its significance as a key development site and catalyst for future redevelopment of the centre. The site has good access to the regional road network including direct access off Canning Highway. It is well connected to public transport as Canning Highway is designated as a high frequency bus route with several bus stops within a 250m catchment of the site.



Figure 1 – Aerial photograph of subject site.

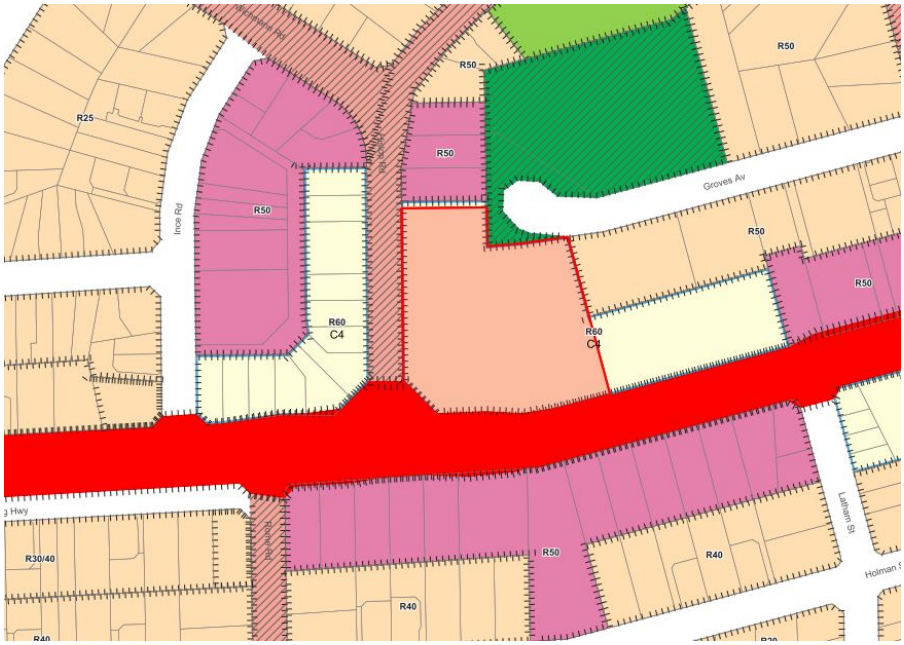


Figure 2 – Local Planning Scheme No. 6

Legislation and Policy:

Legislation

- Planning & Development Act 2005
- Metropolitan Region Scheme
- Planning & Development (Local Planning Schemes) Regulations 2015
- City of Melville Local Planning Scheme No. 6
- City of Melville Local Planning Strategy

State Government Policies

- SPP3.0: Urban Growth and Settlement
- SPP4.2: Activity Centres for Perth and Peel
- SPP7.0: Design of the Built Environment

Local Policies

- CP-029: Street Tree Policy
- LPP1.1: Planning Process and Decision Making
- LPP1.2: Architectural and Urban Design Advisory Panel
- LPP1.3: Waste and Recyclables Collection for Multiple Dwellings, Mixed Use and Non-Residential Developments
- LPP1.4: Provision of Public Art in Development Proposals
- LPP1.5: Energy Efficiency in Building Design
- LPP1.6: Car Parking and Access
- LPP1.8: Crime Prevention Through Environmental Design of Buildings Policy
- LPP1.16: Flood and Security Lighting
- LPP2.1: Non-Residential Development
- LPP2.2: Outdoor Advertising and Signage Policy

Consultation:

Public Consultation

In accordance with *Local Planning Policy 1.1 - Planning Process and Decision Making* (LPP1.1), the initial application the subject of this Section 31 reconsideration was advertised for a period of 21 days commencing 19 September 2022 and concluding 10 October 2022. Consultation was undertaken via two signs on site facing Canning Highway and Hislop Road, written correspondence to the owners/occupiers and publication of the development plans with supporting documents on the City's online engagement portal 'Melville Talks'.

In response to consultation, the City received two submissions which were discussed in the original RAR. The proposed amendments subject to this RAR do not introduce variations to the relevant development requirements nor are new or additional amenity impacts created. As such no further consultation has been undertaken. It is noted that the matters raised by submitters previously do not relate to the areas of the development now proposed to be amended.

Referrals/consultation with Government/Service Agencies

The application was referred to Main Roads WA (MRWA) on 9 September 2022 as the subject site abuts and is partially within the Canning Highway Primary Regional Road Reservation. MRWA provided comment on the proposal on 1 November 2022 recommending support for the proposal subject to various conditions. These conditions are included in the recommendation for approval.

The amended proposal was not referred to MRWA for their comment in relation to the amendment to bring the development to the Hislop Road frontage as these works are wholly outside the PRR reservation.

Design Review Panel Advice

The application was presented to the City of Melville Design Review Panel (DRP) on 5 September 2022 and generally supported subject to amendments. On 15 April 2023 the amended proposal subject to this RAR was referred back to the DRP. The DRP concluded that it was not able to support the amended development proposal.

The DRP recommendations are provided as attachment 4, the applicant's response to the DRP is included in attachment 3. The following table summarises the DRP comments on the amended plans which raise concerns with the proposal and the officers consideration of the applicant's response.

DRP Comment & Recommendation (summarised)	Officer comment
Principle 1 – Context & Character 1. For a car showroom and associated uses to fit within a local centre and to respond to the Local Planning Scheme it would need to address the street, , public domain and footpath directly (at the very least for the extent of Hislop Road) with	It is considered that in comparison to the refused proposal, the amendments have improved the interface of the building with the public realm, as well as reducing the extent of un-sleeved vehicle parking built against the pedestrian path.

a built form edge that brings activity and surveillance to the pedestrian experience. 2. In mitigation of the above, consider converting the crossover and car bays immediately to the north of the reception area to a paved covered alfresco area capable of supporting seating and tables associated with the café operation which could orient itself to the north. 3. Consider an alfresco canopy to the north that could engage with the face brick colonnade structure so that it is connected to the main reception building rather than appearing like a detached built form remnant. 4. Consider locating the entry to the reception area from Hislop Street instead of a side entrance from a car park. 5. Consider illustrating, through master plan sketches, the potential for the car parking to the north of the reception area, to become a future development site and therefore a main street piece of infrastructure in the future as a way of mitigating its current impact on the public realm.	The addition of the colonnade also provides for built form interest and partial screening of on-site car parking. While it would be preferable for a development proposal to be built up to Hislop Road up to the northern boundary of the site, this would represent a much greater redevelopment proposal for the site. There is potential for future development to the northern portion of the site which can be pursued at a later date.
Principle 2 – Landscape Quality 1. Given the challenges of situating an operating car showroom and workshop in a local neighbourhood under the LPS the importance of landscape in mitigating the more problematic impacts becomes elevated. 2. The Panel cannot understand why the Proponent would not capitalise on the potential for a high quality and well considered landscape design in mitigation of some of the negative aspects of a car lot within a local neighbourhood location especially given the explicit advice given in DRP 01. 3. Appointing a landscape professional will help to develop a coherent and impressive landscape design narrative. 4. This may include greater emphasis on mature tree planting and the adjacent boundaries where they will form a buffer with adjoining owners and not obstruct sightlines into the showroom.	The applicant has provided an indicative landscaping plan in their landscaping package. A condition requiring the submission of a final detailed landscaping plan is recommended to be imposed. The indicative landscaping plan has regard to the DRP comments in providing for additional mature tree planting, providing for a better landscaping interface to property boundaries and greater landscaping to the Hislop Road/Canning Highway corner.

5. Consider a hard and soft landscape proposal for the entry road and parking in front of the new showroom. This space could function as an entry plaza. It could include varied paving in lieu of asphalt as a cue to the entry forecourt as a pedestrian zone through which cars move rather than the other way around. 6. It may include soft landscape and seating. 7. Develop a landscape narrative that might include rainwater capture and re-use, permeable paving and structural soils where trees are being established. 8. Consider a landscape narrative that can become a benchmark for framing a car showroom and therefore something the City and community can engage with in a more positive manner. 9. Consider fixed, as well as moveable furniture to amplify the streetscape in front of the reception foyer. 10. Consider more tree canopy to the south of the entry reception.	
Principle 4 – Functionality and build quality Provide a roof plan and illustrate the location of HVAC services and screening as well as the means of accessing equipment for servicing as advised in DRP 01.	This matter can be addressed through a condition of approval requiring that plant and equipment be screened from the street.
Principle 5 – Sustainability 1. Consider appointing an ESD professional to produce a pathway report to achieving and exceeding NCC compliance and describing how the project will deliver exemplary ESD outcomes. 2. It is understood that the operation will have an ambitious solar PV array but this is not described in the submission. 3. Consider an ESD narrative, including landscape initiatives already described and EV chargers, that can become a	It is recommended that a condition of development approval be imposed requiring the submission of an ESD plan prior to the commencement of construction for the development if it is approved. This is consistent with the recommendation of Council in relation to this matter.

benchmark for a showroom and workshop project and therefore something the City and community can engage with and understand in a more positive manner. 4. The Panel are disappointed that this advice from DRP01 has not been followed as a considered ESD narrative has the capacity to be a positive component of the design and will as such lend support to proposal.	
Principle 8 – Safety Describe how all areas around the workshop will be made safe, including out of hours.	The development provides for separation of pedestrian and vehicle movements. The applicant considers that the glazing to the existing showroom provides for streetscape surveillance while safety outside business hours will be addressed through CCTV & security patrols.
Principle 10 - Aesthetics 1. The Panel look forward to receiving more detail in relation to the aesthetic presentation of built form including justification of the contrasting colour palette of the workshop structure and the benefit of an alfresco seating area and more cohesive approach to the detached colonnade and entry reception. 2. Consider further opportunities to introduce materiality and texture into the shop front window system so that it presents in a way that is more consistent with a main street.	The applicant has noted a need to allow for larger vehicles to use the driveway, limiting the ability to provide a continuous built form with the colonnade. The final materials and finishes of the development are recommended to be provided to the City for review, prior to the commencement of works. The proposed windows to the café and car pickup area on Hislop Road are considered to have appropriate regard for main street design considerations.

It is considered that while the DRP are unable to support the amendments in their current form, that the development is generally worthy of support on the basis that it provides an active use to the Hislop frontage which satisfies the City's planning objectives and that the amended proposal provides for an improved streetscape outcome compared to the original refused proposal.

City of Melville Internal Referrals

The original assessment process undertaken included referrals to several internal departments for review of the technical information provided by the applicant. No concerns were raised subject to the imposition of appropriate conditions. The updated TIS and plans were referred back to the City's Engineering department for comment.

The City's engineering team raised concerns with the updated TIS as it was considered that the volume of traffic generated by the development would be considered a high impact, necessitating a Transport Impact Assessment (TIA) to be prepared, while the TIS noted a moderate impact. In discussion with the City's Traffic Engineers, it was concluded that these issues could be resolved through the application of conditions on the development approval. Specifically, a condition requiring the preparation of a TIA to the City's satisfaction, as well as line marking changes to the Hislop Road median.

By relocating the existing crossover further south, closer to the Canning Highway intersection, there is a risk that vehicles waiting to turn into the subject site will block traffic coming off Canning Highway. As such some changes are necessary to the line marking on Hislop Road to better accommodate turning vehicles without blocking traffic. Accordingly, a condition of development approval is recommended to require this.

Planning Assessment:

The table below details the matters which require a performance assessment, the applicable planning controls, a brief description of the proposal and an officer comment.

Provision	Requirement	Proposal	Assessment
Land Use			
Table 3 of LPS6	Preferred land uses are outlined within LPS6.	- Motor Vehicle, Boat or Caravan Sales - Motor Vehicle Repairs Non-Permitted 'X' uses	**Supported** Discussed further in the officer comment section below.
Building Design			
SPP7.0 – Design of the Built Environment *LPP2.1 – Non-Residential Development* *Table 7* of LPS6	Setbacks Building setbacks for corner lots should be based on 'main-street' design principles (nil street setbacks) Well-articulated elements (varying setbacks, alternating materials)	The amended proposal provides for a built form edge to the Hislop Road boundary.	**Supported** Discussed further in the officer comment section below.
LPP2.1 – Non-Residential Development	Front Facades Enhance pedestrian scale (use of windows, doors, awnings and art)	The building has been redesigned to enhance the pedestrian scale or provide opportunities for public art.	**Supported** Discussed further in the officer comment section below.

LPP2.1 – Non-Residential Development	<u>Lot boundary setbacks</u> 1.8m setback from adjoining residential building required for car parking deck	3.5m setback between deck and eastern property boundary	**Supported**
<u>Parking</u>			
LPP1.6 – Car Parking and Access *LPP2.1 – Non-Residential Development* *LPP1.6 – Car Parking and Access* *LPP2.1 – Non-Residential Development*	Parking for vehicles Restaurant/Café 17 bays Motor vehicle sales – 1 bay per 100m2 of display or sale area, plus 0.5 bays per staff member 2029m^2 = 20 bays Motor vehicle repair – 3 bays per service bay and 0.5 bays per staff member 28 service bays = 84 bays 50 employees = 25 bays <u>Total = 146 bays</u>	Total customer and service parking bays = 125 (21 bay shortfall) *	**Supported** Discussed further in the officer comment section below.
LPP1.6 – Car Parking and Access *LPP2.1 – Non-Residential Development*	<u>Bicycle Parking Facilities</u> One bicycle bay per 10 car parking bays (14 required) One locker for each bicycle bay (14 required)	2 bicycle bays provided in front of the café in addition to those provided through the 2021 approval.	**Supported** Discussed further in the original RAR. It was considered appropriate to waive the bicycle parking requirements as bicycle parking and EOT facilities were required through the 2021 approval.

	One unisex shower and change room		A condition can be imposed requiring the provision of the additional bike rack.
Public Art			
LPP 1.4 – Public Art	Development over $2million to provide 1% of the cost of development as a public art contribution	The applicant has contended that there is no need for the public art contribution.	**Not supported** This matter was discussed in the original RAR, it is recommended that a condition of approval is imposed in this regard consistent with the original Showroom expansion application.

*Note: the applicant has contended that the area of showroom off Hislop Road proposed through this application should not be included in car parking calculations as this is for vehicle pickup rather than sales, however it is considered that this is an element of vehicle sales and has been included for this reason.

Refusal Reasons

The original application was refused by the JDAP on 1 December 2022, with the JDAP providing five reasons for refusal. These reasons for refusal are addressed below, with some items being discussed individually in the officer comment section below.

Refusal Reason	Officer Comment
1. The proposed development is inconsistent with the 'Zone Objectives' of the Centre C4, (Neighbourhood and Local Centres) contained within Clause 16 of Local Planning Scheme No. 6 as it does not provide for an active use at street level and nor does it provide for the main daily to weekly household shopping and community needs of residents.	It is acknowledged that the subject development does not provide for the household shopping and community needs of residents and may be considered inconsistent with the zone objectives of the Centre C4 zone, however the continuance of the existing non-conforming land uses on site is supported. This matter is discussed further in the officer comment section below.
2. The proposed development is inconsistent with the 'Additional Site and Development Requirements' contained within Clause 32 of Local Planning Scheme No. 6, as the development has not been designed according to 'Main Street' Design Principles.	The amended proposal is considered to have appropriate regard for main street design principles in bringing an active land use to the Hislop Road boundary.

3. The proposed development is inconsistent with Clause 3.3.4 of the City of Melville Local Planning Strategy (Neighbourhood and Local Centres), as it intensifies and entrenches the existing land use, which is motor vehicle dominant, with little to no consideration to improve or provide for a pedestrian friendly environment. In addition to the above, the proposal does not provide any diversification of land uses on site, and therefore, does not allow for an increased development intensity and land use mix.	The amended proposal has consideration for providing a pedestrian friendly environment in providing development up to the Hislop Road frontage, the development now includes a more active café use and provides for an awning for weather protection. The amended proposal reduces the number of workshop service bays and removes a portion of un-sleeved vehicle parking from the public realm. In diversifying land use on site and relocating the development to be built up to the street, the amended proposal is considered to appropriately address this concern.
4. The proposed development does not meet the policy requirements of Local Planning Policy 2.1 Non-Residential Development or the 'Additional Site and Development Requirements' under Clause 32 of Local Planning Scheme No. 6, given the portion of the building with the most has not been designed to respond to the requirement for nil setbacks to the building from Hislop Road and Canning Highway.	The amended proposal is considered to appropriately address Hislop Road through the provision of a café, new car pickup area, and colonnade up to the Hislop Road boundary. The design of the Canning Highway frontage was approved by the JDAP under a prior development application. Building design is discussed further in the officer comment section below.
5. The proposed development fails to meet the following matters under Schedule 2, Clause 67 of the Planning and Development (Local Planning Schemes) Regulations 2015 with particular reference to: (a) the aims and provisions of this Scheme and any other local planning scheme operating within the Scheme area; (b) the requirements of orderly and proper planning; (c) any approved State planning policy; (fa) any local planning strategy for this Scheme endorsed by the Commission; (g) any local planning policy for the Scheme area;	These matters are considered to be appropriately addressed through the amended plans subject of this report.

(m) The compatibility of the development with its setting, including – (i) the compatibility of the development with the desired future character of its setting; (n) The amenity of the locality including the following – (ii) the character of the locality; and (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.	

As discussed above, the reasons provided by the JDAP for the refusal are addressed through the amended proposal, as such the development is now recommended for approval, subject to conditions.

Land use

Lot 101 (No. 532) Canning Highway, Attadale is zoned Centre 'C4' with a density code of 'R60' under LPS6. The proposed development is defined as 'Motor Vehicle Repairs' and 'Motor Vehicle, Boat or Caravan Sales' under LPS6. These land uses are 'X' uses, which are not permitted by the Scheme and require assessment as non-conforming uses in accordance with the relevant requirements of the City's Local Planning Scheme No. 6 (LPS6).

The applicant is seeking approval to alter and extend the existing non-conforming use, which can be considered in accordance with Clause 23(1) of LPS6. The original RAR (attachment 7) included an assessment of the proposed development against the City's Local Planning Strategy and zone objectives of LPS6. This assessment concluded that the proposed development was inconsistent with these objectives and should not be supported on that basis.

An assessment of the proposed development against the City's Local Planning Strategy and zone objectives of LPS6 is contained within the following section of this report.

It is considered that the amended proposal addresses these issues for the following reasons:

- The amended development has regard for the objectives of the Centre 'C4' zone in providing for active use on the street level (café) and providing for a development outcome which concentrates the more active portion of new car sales, being new car pickup, to the street.
- The amended development has clear regard for the relevant built form requirements applicable to the zone, in providing an active, 'main street' design up to Hislop Road and including a pedestrian awning over the footpath.

- While the amendments have increased the overall area of the motor vehicle sales and repair use on site from the original proposal, this has facilitated the incorporation of an active streetscape design for the developed area.
- The applicant has demonstrated that a future redevelopment could be accommodated to the northern area of the car park.
- The amended development reduces the proportion of the Hislop Road frontage taken up by un-sleeved car parking.
- The applicant has reduced the number of service bays in the workshop from 31 to 28 reducing the intensity of the overall land use.

Clause 22 and 23 of LPS6 provide the ability for a development application to be lodged to alter and/or extend a non-conforming use of land. The City has considered the proposed amended plans against the purpose and objectives of LPS6 and it is considered that these amendments provide for an improved standard of amenity in comparison to the refused proposal, and the existing development:

- The development enhances the pedestrian realm through the provision of an awning and active, interactive uses facing the street.
- The development is built up to the street frontage, achieving a 'main street' design outcome.
- The amended design in part sleeves the workshop area from view from the street, improving the streetscape appearance of the development.
- The amended proposal is more compatible with the desired future character of the centre than the refused proposal.

On this basis, it is considered that the amended proposal appropriately ameliorates the impact of the redevelopment of the existing Motor Vehicle Sales and Repair land use and its continued existence in the Centre by introducing a more main street design element and more active uses facing the street.

Building Design

In accordance with LPS6, a 'main street design is anticipated within the Centre 'C4' zone. The development was recommended for refusal on the basis that the building was set back from the Hislop Road frontage and retained the poor streetscape presence of the existing building and provided for un-sleeved, at grade parking adjacent to the pedestrian pathway.

The amended proposal is considered to address these issues, providing for an active Restaurant/Café use facing Hislop Road, with additional pedestrian awning protection provided over the footpath. These amendments are considered to reduce the visual impact of the retention of the existing car dominant nature of the business appropriately.

On Site Car Parking

Despite the large number of car parking bays provided across the site, the development proposes a shortfall in parking bays against the requirements listed in LPP 1.6. This is due to the large number of bays taken up by new car storage and vehicle display areas. The applicant contends that the shortfall can be supported for the following reasons (summarised):

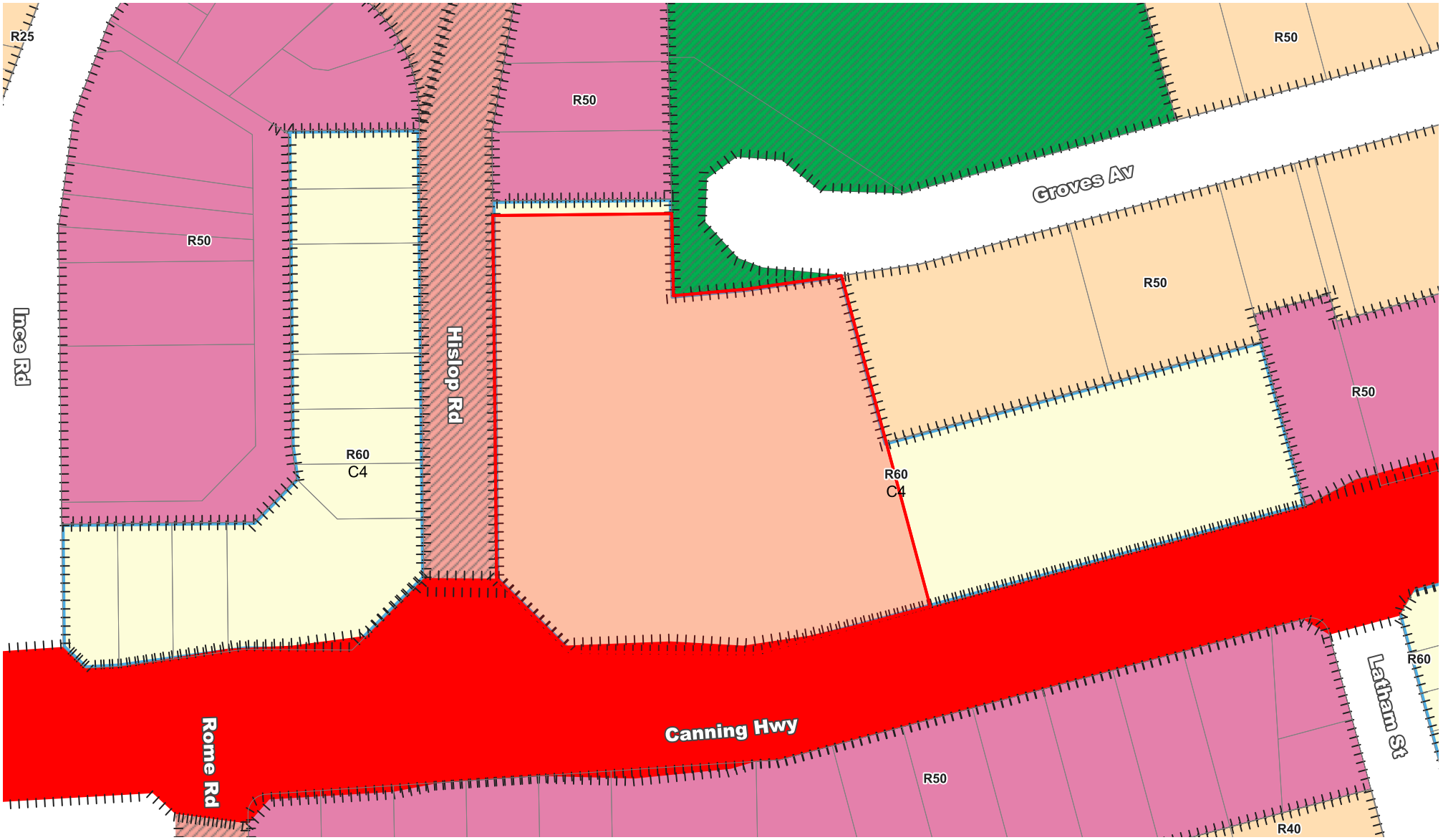
- The provision of parking is based on 60 years' experience with the subject use and associated parking demands.
- Minimum parking requirements are geared towards smaller land uses, and as land use activities expand shared uses and increased parking turnover leads

to greater efficiency in parking allocation and usage, leading to an oversupply of parking if minimum requirements are strictly adhered to.

- The shortfall is considered by the applicant to be negligible in the context of the overall site, with bays for up to 237 cars provided across the site. Additional bays can be converted to staff/customer bays if required.
- The City of Melville's parking requirement for Motor Vehicle Repair uses is greater than that imposed by other local governments.

It is considered that the shortfall can be supported on the basis of the above and because the site is located close to public transport routes which would encourage alternative commuting arrangements for staff. The proposed café provides for a portion of the additional parking shortfall created through the proposed amendments, this is considered appropriate on the basis that there is a degree of reciprocity between the café use and the motor vehicle repair use as patrons may wait for their vehicle in the café.

Conclusion:
It is considered that the amended proposal has appropriately addressed the refusal reasons issued by the JDAP in their determination. The amended design has regard for the applicable built form requirements under the Local Planning Scheme and as such is supported, subject to conditions of development approval.



City of Melville

532 Canning Highway

11/10/2022	1:1500

DISCLAIMER - Whilst the City of Melville makes every effort to ensure the information contained herein is up-to-date and accurate it accepts no liability for any loss or damage howsoever caused as a result of reliance upon information contained in this document.

N

PROPOSED MELVILLE MOTORS SHOWROOM EXPANSION

LOCATION:532, CANNING HIGHWAY, ATTADALE, WA 6156

FOR:MELVILLE MOTORS



SK021
MAR 2023
S2-A2

8532

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EXISTING - SITE & GROUND FLOOR PLAN

SCALE: 1 : 250

PROPOSED MELVILLE MOTORS SHOWROOM EXPANSION

LOCATION:532, CANNING HIGHWAY, ATTADALE, WA 6156

FOR:MELVILLE MOTORS

SK021
MAR 2023
S2-A4
1 : 250 @ A1

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N

BASEMENT FLOOR PLAN

SCALE: 1 : 250

PROPOSED MELVILLE MOTORS SHOWROOM EXPANSION

LOCATION:532, CANNING HIGHWAY, ATTADALE, WA 6156

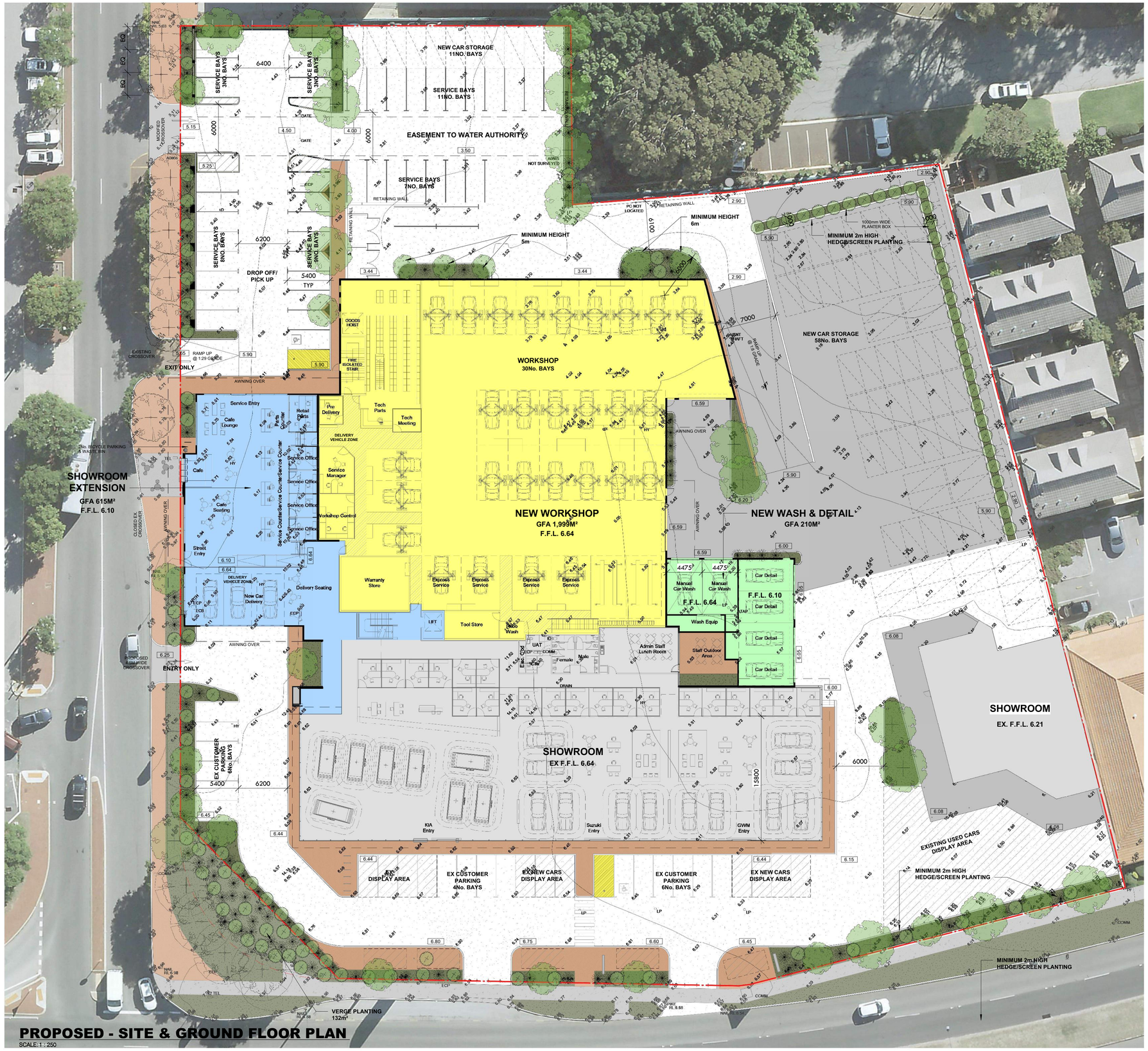
FOR:MELVILLE MOTORS

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PROPOSED - SITE & GROUND FLOOR PLAN

SCALE:1 : 250

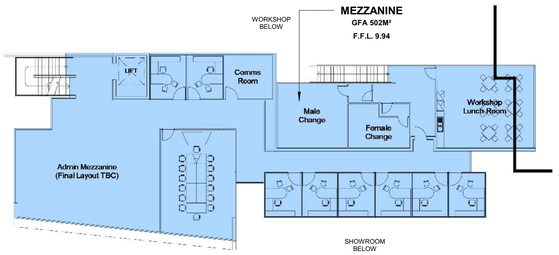
SITE CRITERIA

1. Site Area	
a. Land Area	**11,641m²**
2. Gross Floor Areas	
a. Workshop - Proposed	1,999m²
b. Showroom Extension - Proposed	615m²
c. Wash & Detail- Proposed	210m²
d. Main Showroom - Proposed	1,674m²
e. Minor Showroom - Modified	339m²
3. Car Display Areas	
a. Internal - KIA	525m²
b. Internal - SUZUKI	293m²
c. Internal - GWM	397m²
d. Internal - Used Cars	216m²
e. External Display	598m²
Total	**2,029m²**
4. Carparking Required	
a. Display - 1/100m²	5.98 Cars
b. Employees - 0.5/employee	21.50 Cars
c. Workshop - 3/Bay	90.00 Cars
Total Car required	**117.98 Cars**
4. Carparking Provided	
a. Service	90 Cars
b. Employee	22 Cars
c. Customer	16 Cars
Total Car provided	**128 Cars**

Landscaping
A. Hard Landscaping
Defined as paved walkways either open or covered.
B. Soft Landscaping
Defined as vegetative landscaping.

Gross Floor Area : GFA
A. All Floor Areas on this plan are shown as GROSS FLOOR AREA.
Unless otherwise noted as Nett Floor Area
B. Definition of Gross Floor Area is defined as:
i/ GROSS FLOOR AREA OF TENANCY:
Gross Floor Area of an individual Tenancy is defined as the area contained between the centre line of common tenancy walls and the outside edge of external walls.
ii/ GROSS FLOOR AREA OF A BUILDING
Gross Floor Area of a Building is defined as the total area contained between the outside edge of external walls

Nett Floor Area : NFA
A. Nett Floor Area of a Tenancy on this plan is defined as the area between external or tenancy dividing walls.
B. This area is inclusive of toilets if the toilets are exclusive to the Tenancy.



MEZZANINE FLOOR PLAN

SCALE:1 : 250

LANDSCAPE LEGEND

SYMBOL	DESCRIPTION	SPACING	PLANTING SIZE	MINIMUM SIZE
	Groundcovers & Low Shrubs	3 per sqm	140mm	
	Groundcovers & Low Shrubs	3 per sqm	140mm	
	Ornamental Tree	As shown	1.5m High	3.0m High
	Shade Tree	As shown	2.0m High	4.0m High
	New Verge Tree			
	Existing Verge Tree			

PROPOSED MELVILLE MOTORS SHOWROOM EXPANSION

LOCATION:532, CANNING HIGHWAY, ATTADALE, WA 6156

FOR:MELVILLE MOTORS

N

SK021
MAR 2023
S2-A6
As indicated @ A1

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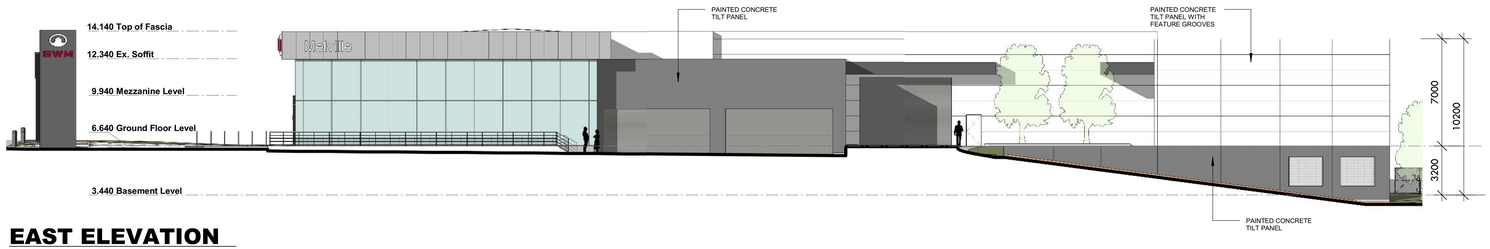
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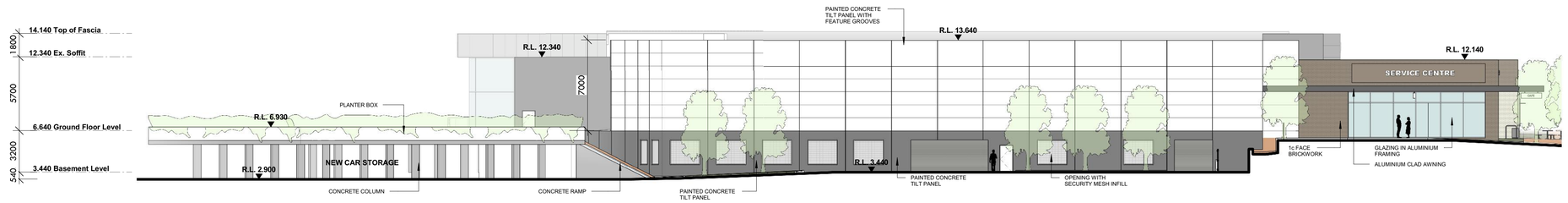
SOUTH ELEVATION - SHOWROOM

SCALE: 1 : 200



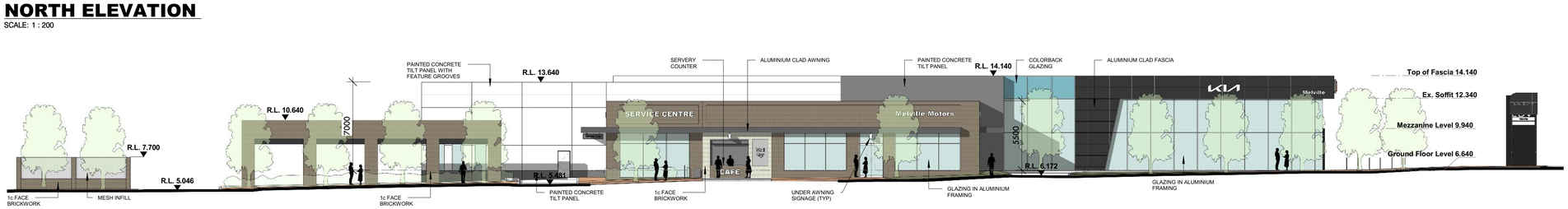
EAST ELEVATION

SCALE: 1 : 200



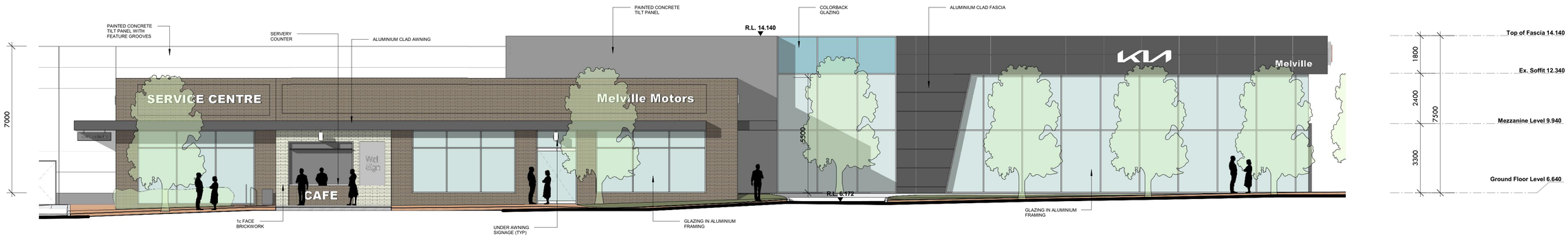
NORTH ELEVATION

SCALE: 1 : 200



HISLOP ROAD (WEST) ELEVATION

SCALE: 1 : 200



PART HISLOP ROAD (WEST) ELEVATION

SCALE: 1 : 100

PROPOSED MELVILLE MOTORS SHOWROOM EXPANSION

LOCATION:532, CANNING HIGHWAY, ATTADALE, WA 6156

FOR:MELVILLE MOTORS

SK021
MAR 2023
S2-A7
As indicated @ A1

8532

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LOCATION:532, CANNING HIGHWAY, ATTADALE, WA 6156

FOR:MELVILLE MOTORS

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LOCATION:532, CANNING HIGHWAY, ATTADALE, WA 6156

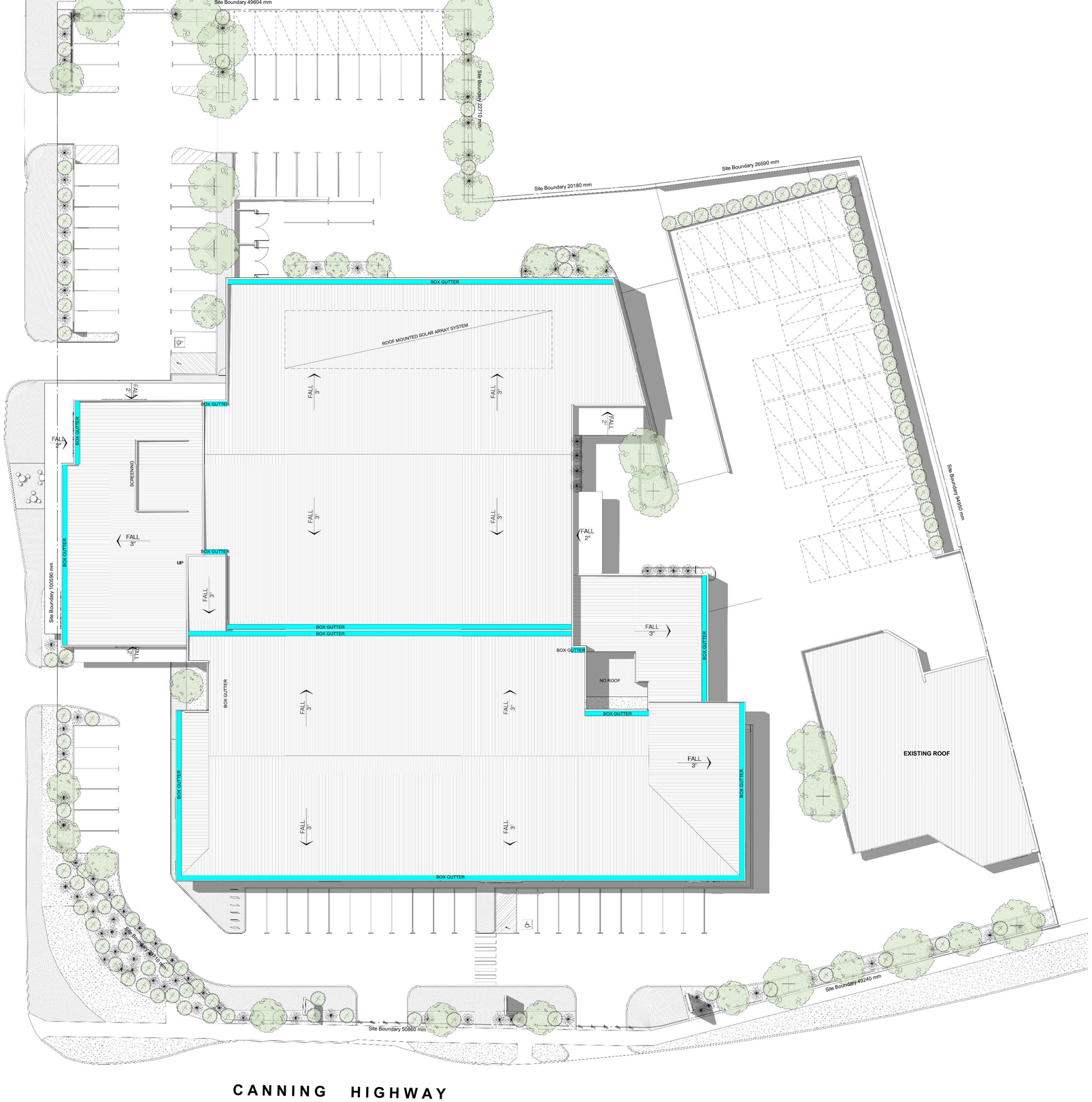
FOR:MELVILLE MOTORS

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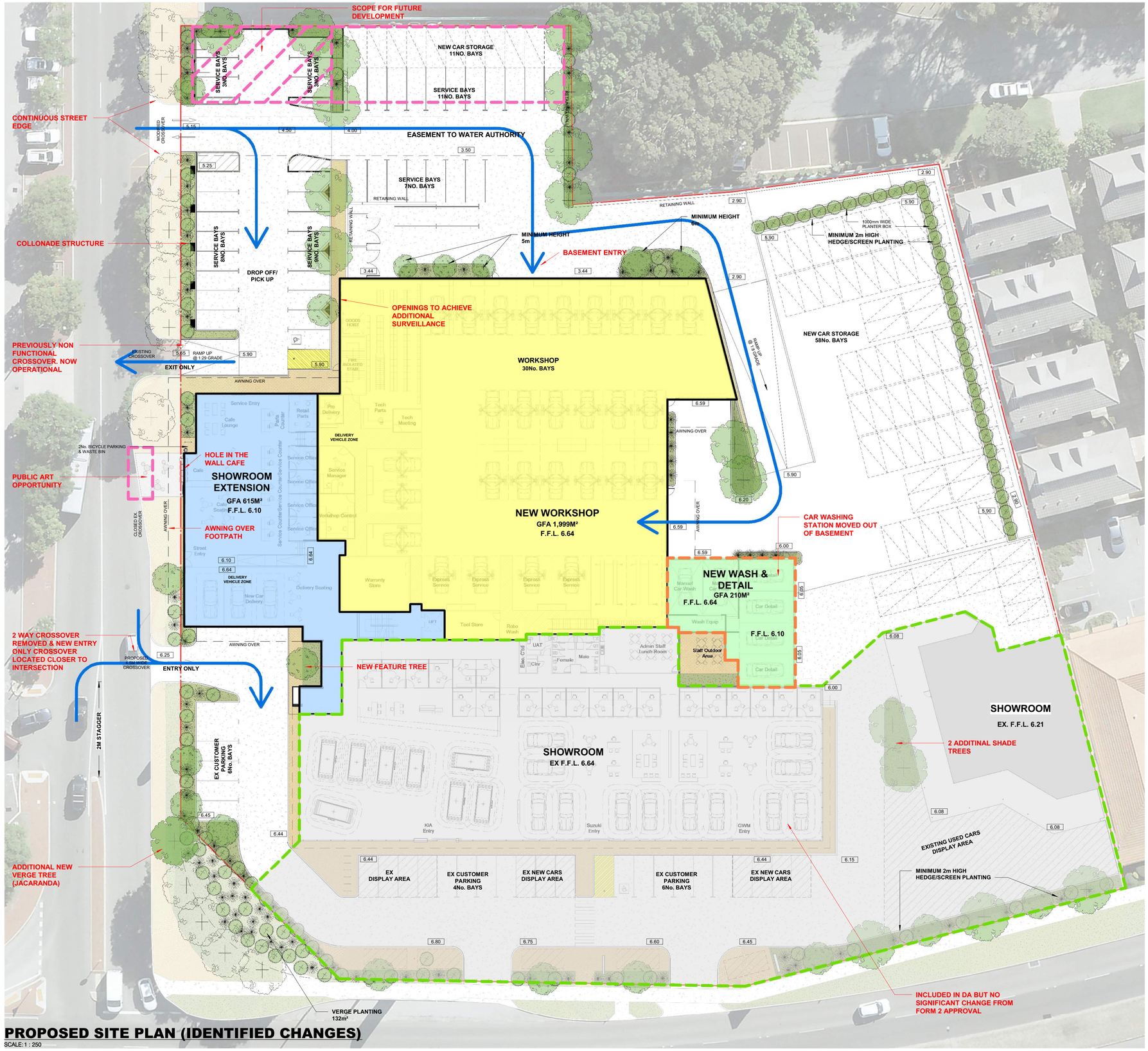
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N

OVERALL ROOF PLAN

SCALE: 1 : 250



PROPOSED SITE PLAN (IDENTIFIED CHANGES)

SCALE:1 : 250

SITE CRITERIA

1. Site Area		
a. Land Area		**11,641m²**
2. Gross Floor Areas		
a. Workshop - Proposed	1,999m²	**+9m²**
b. Showroom Extension - Proposed	615m²	**+389m²**
c. Wash & Detail- Proposed	210m²	
d. Main Showroom - Proposed	1,674m²	
e. Minor Showroom - Modified	339m²	
3. Car Display Areas		
a. Internal - KIA	525m²	
b. Internal - SUZUKI	293m²	
c. Internal - GWM	397m²	
d. Internal - Used Cars	216m²	
e. External Display	598m²	
Total	**2,029m²**	
4. Carparking Required		
a. Display - 1/100m²	5.98 Cars	
b. Employees - 0.5/employee	21.50 Cars	
c. Workshop - 3/Bay	90.00 Cars	
Total Car required	**117.98 Cars**	
4. Carparking Provided		
a. Service	90 Cars	
b. Employee	22 Cars	
c. Customer	16 Cars	
Total Car provided	**128 Cars**	**+10**

LANDSCAPE LEGEND

SYMBOL	DESCRIPTION	SPACING	PLANTING SIZE	MINIMUM SIZE
	Groundcovers & Low Shrubs	3 per sqm	140mm	
	Groundcovers & Low Shrubs	3 per sqm	140mm	
	Ornamental Tree	As shown	1.5m High	3.0m High
	Shade Tree	As shown	2.0m High	4.0m High
	New Verge Tree			
	Existing Verge Tree			

PROPOSED MELVILLE MOTORS SHOWROOM EXPANSION

LOCATION:532, CANNING HIGHWAY, ATTADALE, WA 6156

FOR:MELVILLE MOTORS

SK021
APR 2023
S2-A12
As indicated @ A1

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PS ref: 8407

27 April 2023

Chief Executive Officer
City of Melville
Locked Bag 1
Booragoon WA 6954

Attention: Tom Geddes – Senior Planning Officer
Mark Scarfone – Senior Planning Officer

Dear Sir/s,

LOT 101 (532) CANNING HIGHWAY, ATTADALE
SECTION 31 RECONSIDERATION - UPDATED DEVELOPMENT PLANS SUBMISSION
MODIFICATIONS TO EXISTING AND APPROVED SHOWROOMS

Planning Solutions acts on behalf of Regalsea Investments Pty Ltd (**Melville Motors**), the proponent of the proposed modifications to existing and approved showroom buildings at Lot 101 (532) Canning Highway, Attadale (**subject site**).

We refer to the 1 December 2022 Metro Inner-South Joint Development Assessment Panel (**JDAP**) meeting where the proposed development was refused and lodged State Administrative Tribunal (**SAT**) appeal. Mediation was subsequently held 13 March 2023 with the below SAT orders issued following:

1. *The applicant is to provide additional information as discussed at mediation to the respondent by 14 April 2023.*
2. *Pursuant to s 31(1) of the State Administrative Tribunal Act 2004 (WA) the respondent is invited to reconsider the decision on or before 15 May 2023.*
3. *The matter is listed to a directions hearing, to be conducted by teleconference, at 9.30am on 26 May 2023.*

An amended development plans package was provided on 29 March 2023 to allow consideration by the City of Melville's (**City**) Design Review Panel (**DRP**) on 12 April 2023. The following submission has been prepared to support the amended development plans package and provide further technical information as required, which includes:

- A summary of modifications provided through the amended development plans package.
- An assessment of the modified proposed development against the relevant planning framework.
- A summary of the outcomes of the design review process.
- Updated Traffic reporting, confirming satisfactory vehicle manoeuvring and safety.

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1. BACKGROUND AND REASONS FOR REFUSAL

As mentioned, the previous iteration of the proposed development was refused by the Metro Inner-North JDAP at its 1 December 2022 meeting. **Table 1** below provides a summary of how the reasons for refusal have been addressed through the amended plans package and additional supporting information.

Table 1 – Responses to reasons for refusal

Refusal Reason	Modifications in response
1. *The proposed development is inconsistent with the 'Zone Objectives' of the Centre C4, (Neighbourhood and Local Centres) contained within Clause 16 of Local Planning Scheme No. 6 as it does not provide for an active use at street level and nor does it provide for the main daily to weekly household shopping and community needs of residents.*	The proposed development now provides an active use at street level. This is detailed further **below**.
2. *The proposed development is inconsistent with the 'Additional Site and Development Requirements' contained within Clause 32 of Local Planning Scheme No. 6, as the development has not been designed according to 'Main Street' Design Principles.*	The portion of the development fronting Hislop Road has now been designed according to Main Street design principles. This is detailed further **below**.
3. *The proposed development is inconsistent with Clause 3.3.4 of the City of Melville Local Planning Strategy (Neighbourhood and Local Centres), as it intensifies and entrenches the existing land use, which is motor vehicle dominant, with little to no consideration to improve or provide for a pedestrian friendly environment. In addition to the above, the proposal does not provide any diversification of land uses on site, and therefore, does not allow for an increased development intensity and land use mix.*	Whilst the development intensified the existing land use, it now brings the overall development outcomes closer to the overarching objectives of the strategy, improves the pedestrian environment, diversifies the land uses and facilitate further diversification in future. This is detailed further **below.**
4. *The proposed development does not meet the policy requirements of Local Planning Policy 2.1 Non-Residential Development or the 'Additional Site and Development Requirements' under Clause 32 of Local Planning Scheme No. 6, given the portion of the building with the most has not been designed to respond to the requirement for nil setbacks to the building from Hislop Road and Canning Highway.*	A continuous built form edge is now provided along the majority of the Hislop Road street boundary, including a portion of the building which has been built up to the lor boundaries. This is detailed further **below.** The lack of nil setbacks to Canning Highway is consistent with the previous approval and falls outside the scope of this application.
5. *The proposed development fails to meet the following matters under Schedule 2, Clause 67 of the Planning and Development (Local Planning Schemes) Regulations 2015 with particular reference to:* *a) the aims and provisions of this Scheme and any other local planning scheme operating within the Scheme area;* *b) the requirements of orderly and proper planning;* *c) any approved State planning policy;* *f) any local planning strategy for this Scheme endorsed by the Commission;* *g) any local planning policy for the Scheme area;* *m) The compatibility of the development with its setting, including –* *i. the compatibility of the development with the desired future character of its setting;* *n) The amenity of the locality including the following* *ii. the character of the locality; and* 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.*	Refer **below** for an updated assessment of the amended development proposal against the relevant provisions of Schedule 2, Clause 67 of the *Planning and Development (Local Planning Schemes) Regulations 2015.*

2. SUMMARY OF MODIFICATIONS

The development plans package has been amended to address the reasons for refusal pursuant to the 1 December 2022 JDAP meeting as follows:

- A street edge has been provided along most of the length of the Hislop Road boundary, with three distinct elements comprising the proposed showroom extension, a freestanding colonnade fronting the surface parking area which presents as an extension of the building façade, and brick wall with visually permeable panels.
- An active land use has been introduced to the development by creating a hybrid café/customer service lounge which is accessible to the public via an opening to Hislop Road. This hole-in-the-wall café will be ancillary, or incidental to the predominant land use activity.
- The street interface presents a built form consistent with the elements of main street design, including brick face façade treatment, a canopy extending over the footpath, differentiation between the café component and the rest of the building, under-awning signage, bicycle parking adjacent to the cafe opening and design measures intended to differentiate different land use activities along the site frontage.
- The main crossover has been relocated closer to the intersection, with corresponding modifications to vehicle circulation throughout the site. The relocation of the crossover provides the opportunity to extend the pavement around the proposed café, and provide a differentiated pavement treatment.
- Direct vehicle entry to the workshop has been removed from the Hislop Road elevation, although surveillance is maintained by three openings to the workshop elevation.
- The number of bays within the proposed workshop has been reduced from 31 to 28 reducing the proposed increase in land use intensity.

Refer **Appendix 1** for a copy of the Development Plans.



Figure 1 – Render of building interface with Hislop Road demonstrating "main street" outcomes

3. DESIGN REVIEW

The amended development plans package was considered by the City's Design Review Panel (**DRP**) on 12 April 2022. A summary of the outcomes against the previous DRP (dated 7 September 2022) is provided in the table below:

Table 2 – Summary of DRP outcomes

Design Element		DRP1	DRP2	Applicant response
1.	Context and character		Not supported due to streetscape dominated by unsleeved car parking and lack of pedestrian friendly edge. Development would need to address the street directly for the extent of Hislop Road. Consider converting crossover and car bays to the north of the reception area to an alfresco dining with the café oriented north, locating the entry to the reception area from Hislop Street instead from carpark and illustrating potential main street development to the north of the building	**Disagree.** • The streetscape will not be dominated by unsleeved parking. A nearly continuous edge which includes a building façade, which transitions to a free-standing colonnade and then a wall (all of which are visually united by face brick treatment) have been provided along the length of the streetscape. • Moreover, the proposed improvements to the footpath, retention of trees and reduction in crossover widths improve pedestrian environment. The majority of the length of this • It is disappointing that DRP has shifted the goalposts from requesting that the development address the street to addressing it along the "extent of Hislop Road". • An additional plan has been provided illustrating the future development potential of the area north of the workshop. • The alfresco seating area suggested by the DRP was not considered to be a desirable outcome as it would have required a wholescale redesign of the proposed coffee outlet and customer lobby, whilst bringing the activity away from the street and back into the site and lacked the public art integration opportunities that the proponent would like to explore.
2.	Landscape quality		Not supported due to lack of landscaping plan prepared by landscaping professional and the lack of consideration to the DRP's "explicit advice" regarding landscaping at DRP1. Consider capitalising on potential for high quality landscaping, mitigating negative aspects of car lot, buffers to adjoining boundaries, seating, soft and hard landscaping, street furniture in front of reception, more tree planting, more tree canopy south of entry reception.	These comments do not appear to reflect the process • Firstly, the reason that a landscaping plan prepared by a landscape architect has not been provided is because the final built form outcome was not resolved (there have been six iterations of the plans since DRP1). Given that the only missing information relates to the specific plan species, it is appropriate for this to be provided once the broader questions of landscaping area, dimensions, function are settled (plus tree size and locations). Notwithstanding–a landscape architect **has** been engaged to prepare landscaping plans and these will be submitted to the City separately. • Secondly, we **strongly disagree** with the assertion that the current landscaping proposal does not take into consideration the comments of the previous DRP, as follows:

Design Element	DRP1	DRP2	Applicant response
			• The absence of a nil setback "main street" outcome to Hislop Road led to the DRP's suggestion that a landscaped entry plaza be provided to mitigate against the deficiency. This **was** implemented by the proponent but was not supported by the JDAP who sought a built form outcome instead. In light of this additional context, the DRP's previous remarks in relation to this landscaping plaza are no longer relevant as they conflict with our understanding of the preferred outcome. • The DRP previously requested a greater emphasis on mature tree planting, which has been implemented, with a feature tree element, shade trees within the vehicle display area, adjacent to the workshop entrance and screening the northern elevation of the workshop. • The DRP requested better landscaping interface along the northern and eastern boundary–this was implemented with on-structure planting to facilitate the 2m screening hedge shown on the plans. • The DRP sought greater landscaping of the corner of Hislop Road and Canning Highway and this was implemented with a proposal to enhance landscaping of the verge. • The DRP previously requested the applicant to consider soft and hard landscaping and potential seating–this **was** considered, and a seating proposal integrated with public art was specifically presented to the DRP2.  Overall, it is disappointing that the DRP has not been willing to provide comments that would assist in refining and improving what is clearly a significant investment in landscaping across the entirety of the site, and which is shown in considerable detail on the development plans provided, as follows: • Landscaping is provided were previously none existed • Landscaping is provided along all lot boundaries mediating the interface to the public realm. • The northern elevation of the workshop building is softened by landscaping and 5 trees.

Design Element		DRP1	DRP2	Applicant response
				• The corner of Hislop Road and Canning Highway will be enhanced with verge landscaping which will prevent the use of this location for vehicle parking • Customer parking and vehicle display areas will be shaded. • Landscaping around the free-standing colonnade structure will enhance the street edge and soften the interface. • Provide additional screening along the interface with adjoining neighbours. • Soften the northern elevation of the workshop building • Add a feature tree element to the frontage of the showroom
3.	Built form and scale		Built form and scale is considered appropriate within this context.	It's not clear why this has not been supported given that the report confirms the form and scale are appropriate.
4.	Functionality and build quality		Roof plan requested showing location of services and screening.	Roof plan provided as part of final package of plans.
5.	Sustainability		Not supported due to ESD report not provided.	Proponent has no objection to an ESD report being addressed with a condition of approval.
6.	Amenity		Supported for improved customer, employee and visitor environment.	
7.	Legibility		Supported for legible pedestrian and vehicle access and engagement with Hislop Road streetscape.	Noted, and further to this an additional plan has been provided demonstrating vehicle movement paths through the site (refer **Appendix 1**).
8.	Safety		DRP expresses disappointment that the applicant has not provided information explaining how areas to the northeast will be made safe outside hours.	**This is incorrect**. This information was provided to the City in a submission dated 25 October 2022 and no question regarding this was raised at the most recent DRP. We restate our response here: • The business will utilise standard operational practices for motor vehicle sale yards by installing lighting and CCTV cameras with active monitoring and security patrols. • Car yards have a large amount of stock sitting in open parking bays and clearly have an interest in maintaining security within the subject site.
9.	Community		The way the project addresses the public domain is inconsistent with community expectations. Landscaping plan and ESD report would mitigate this.	Community expectations are reflected in the resolution of Council on 15 November 2022, in which it was recommended that both of these matters (landscaping and ESD report) be addressed with a condition of approval. The proponent has no objection to this. Council was satisfied with the way that the development addressed the public domain. The development has now been improved further and no doubt this will be positively received by the community.
10.	Aesthetics		Justify colour of workshop, consider an alfresco dining area, more opportunities to introduce materiality to shopfront windows and integrating the colonnade and the building.	The colour of the workshop is intended to be subdued as it sits behind the built form edge. Plans have been amended to significantly increase the extent of brick facing along the Hislop Road "shopfront".

Design Element		DRP1	DRP2	Applicant response
				The integration of the colonnade and the building was considered–but ultimately decided against due to the need to maintain operational flexibility by ensuring taller vehicles are capable of exiting from this crossover.

The DRP identified the strengths of the proposal as follows:

- The long-standing presence of the proposed business on this site with its history of active participation in the locale.
- The modified showroom entry and reception and engagement with the Hislop Road streetscape and public domain.
- The inclusion of the coffee shop servicing both internal customers and the public via the "hole in the wall" outlet.
- The successful sleeving of the workshop facility behind the reception building delivering a measured enhancement to the streetscape.
- The investment in defining perimeter boundary space and the safe and legible pedestrian circulation through the carpark.

4. TOWN PLANNING CONSIDERATIONS

City of Melville Local Planning Strategy (Neighbourhood and Local Centres)

The JDAP refusal notes inconsistency with Clause 3.3.4 of the City's Local Planning Strategy (Neighbourhood and Local Centres) (**Strategy**). An assessment of the amended proposal against Clause 3.3.4 is provided in **Table 3** below.

Table 3 – Local Planning Strategy assessment

Clause 3.3.4 requirement	Assessment	Compliance
Promote a network of district, neighbourhood and local centres to support the community;	The amended proposal is a continuation of the existing use of the subject site and will therefore continue to contribute towards the function of the activity centre hierarchy.	✓
Promote opportunities for new business development through working with the Chamber of Commerce, local traders and other community leaders, recognising the changing nature of business precincts such as the Myaree Mixed Business Zone;	Continuation of the current use of land ensures employment opportunities continue to be provided at the subject site.	✓
Encourage and plan for appropriate 'Main Street' development within activity centres;	The amended proposal has been specifically redesigned to provide a 'Main Street' outcome to Hislop Road.	✓
Align transport and activity centre functions;	The amended proposal contributes to the walkability of the activity centre through provision of new shade trees to the adjacent footpaths and awnings as a component of the nil setback showroom at Hislop Road.	✓
Encourage increased employment within appropriate activity centres; and	As above, the amended proposal will continue to provide employment opportunities within the locality.	✓
Enable the regeneration of existing activity centres to improve their amenity, attractiveness and social and cultural vitality.	The amended proposal improves upon the amenity, attractiveness and social/cultural vitality the subject site provides to the wider locality through implementation of a 'Main Street' environment, built form articulation and use of high quality materials and finishes.	✓

Clause 3.3.4 requirement	Assessment	Compliance
Increase the density and diversity of housing in and around activity centres to improve land efficiency, housing variety and support centre facilities. A more rigorous pursuit of higher-density housing should be incorporated within and immediately adjacent to activity centres to establish a sense of community and increase activity outside normal business hours. Targets for residential density as set out in SPP 4.2 should be applied throughout the City of Melville activity centre network, with regard to the capacity of each centre to meet set targets.	Whilst the amended proposal does not specifically provide for Residential development, it is noted opportunities exist for intensification of development on the subject site in the future.	-

As demonstrated above, the amended proposal better aligns with the provisions of Clause 3.3.4 of the Strategy and warrants support accordingly.

City of Melville Local Planning Scheme No. 6

The City of Melville Local Planning Scheme No. 6 (**LPS6**) applies to the subject site.

Use class and permissibility

The amended proposal introduces a Café within the proposed showroom extension fronting Hislop Road.

The subject site is zoned Centre C4 pursuant to the provisions of LPS6. The proposed use is best classed as Restaurant/Café , which is a 'P' (Permitted) land use in the Centre C4 zone. Therefore, the addition of the Restaurant/Café land use is considered entirely appropriate and improves alignment with the Centre C4 zone objectives, such as:

- *To provide for a wide variety of active uses on street level which are compatible with residential and other non-active uses on upper levels.*
- *To allow for the development of a mix of varied but compatible land uses such as housing, offices, showrooms, shops, amusement centres, and eating establishments which do not generate nuisances detrimental to the amenity of the district or to the health, welfare and safety of its residents.*

Development requirements

The JDAP refusal notes inconsistency with the Clause 32 'Additional Site and Development Requirements' of LPS6. Specifically, as the development has not been designed according to 'Main Street' design principles. The noted provision, Table 7 Clause 2(1)(b) of LPS6 states:

> *b) In the absence of an approved Local Development Plan, front setbacks are to be as determined by local government, generally based on 'main-street' design principles where appropriate.*

Given the showroom extension now extends to a nil setback to Hislop Road and provides an active use, the amended proposal provides 'Main Street' design principles where appropriate.

Matters to be considered

Clause 67(2) of the Deemed Provisions sets out the matters for which due regard is to be given when considering a development application. Refer **Table 4** below for an assessment of the relevant matters.

Table 4 – Matters to be considered

Matter to be considered	Provided
(a) the aims and provisions of this Scheme and any other local planning scheme operating within the Scheme area;	As above, the amended proposal improves consistency with the objectives of the Centre C4 zone and the Clause 32 'Additional Site and Development Requirements' of LPS6.
(b) the requirements of orderly and proper planning including any proposed local planning scheme or	

Matter to be considered	Provided
amendment to this Scheme that has been advertised under the Planning and Development (Local Planning Schemes) Regulations 2015 or any other proposed planning instrument that the local government is seriously considering adopting or approving;	
(fa) any local planning strategy for this Scheme endorsed by the Commission	As above, the amended proposal is now considered consistent with the Local Planning Strategy.
(g) any local planning policy for the Scheme area;	Refer below.
(m) The compatibility of the development with its setting, including – *(i) the compatibility of the development with the desired future character of its setting;*	The amended proposal improves compatibility with its setting through interaction with the Hislop Road frontage and provision of active uses. The amended proposal does not preclude future intensified development, as shown on drawing A12.
(n) the amenity of the locality including the following – *(ii) the character of the locality;*	As above, the inclusion of 'Main Street' design principles allows the amended proposal to better contribute the amenity of the locality.
(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 amended proposal greatly improves the provision of landscaping and tree canopy at the subject site.

As demonstrated above, the amended development proposal sufficiently addresses the relevant matters to be considered identified through the reasons for refusal and therefore warrants approval accordingly.

5. CONCLUSION

It is considered the proposal should be favourably determined, on individual merit, recognising the proposal satisfactorily addresses the reasons for refusal and delivers a substantial improvement to the subject site and positively contribute towards the amenity of the local activity centre.

We therefore respectfully request the application for development approval be considered on its merits and favourably determined under Council discretion.

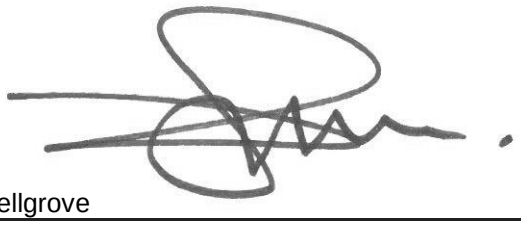
Should you have any queries or require further clarification in regard to the proposal, please do not hesitate to contact the writer.

Yours faithfully,

JOSHUA CARMODY
SENIOR PLANNER

230427 8407 Amended Plans Submission

Appendix 1
Amended Development Plans Package

Design Review Report		
Subject	**532 Canning Highway Attadale – Design Review 02**	
Date	2023-04-12	
Time		
Location	City of Melville	
Design Reviewers	Name Dominic Snellgrove Damien Pericles Fred Chaney Malcolm MacKay	 Chair Panel Member Panel Member Panel Member
Proponent	Meyer Shircore Planning Solutions	Jarrad Nightingale Joshua Carmody
Project Team		
Planning Authority	City of Melville	
Stakeholders		
Declarations	None	
Briefings		
Relevant Authorities Project Team	Mark Scarfone	The City provided a brief overview of the project since last time it was presented to the panel.
Design Review Report endorsement		
Reviewer's signature	 (Name) Dominic Snellgrove	

Introductory Comments		
Design quality evaluation		
		Supported
		Pending further attention
		Not yet supported
		Yet to be addressed
Strengths of the Proposal		• The Proponent is commended for altering the main showroom entry and reception to engage with the Hislop Road streetscape and public domain. • The inclusion of a coffee shop operation which will service customers and the community provides a positive service to the community and an activity consistent with a main street. • The proponent business is one that has been operating on this site and within this community since 1961 demonstrating a long history of active occupation and participation in the locale. • The proposal seeks to introduce a showroom facility that will successfully sleeve the proposed workshop with an active and engaged sue providing the opportunity for measured enhancement to the streetscape. • A built form and scale consistent with existing structures on-site. • The proposal provides for an enhanced functional operation with accompanying improvements in staff, customer and visitor amenity. • An acoustic report produced that demonstrates compliance with requirements for mitigating any noise emanating from the workshop. • An investment in delivering perimeter boundary space for additional soft landscape as a frame for the development. • Safe and legible pedestrian circulation through the car park is well considered.
Principle 1 **Context and character**		*Good design responds to and enhances the distinctive characteristics of a local area, contributing to a sense of place.*
		a) The Local Planning Scheme does not contemplate a future context where the public domain and streetscape edge is dominated by unsleeved car parking. The area constitutes a local and neighbourhood centre with the expectation that streets will be pedestrian friendly and edged with active and engaged street fronts that provide activity and passive surveillance. b) A car showroom by its very nature has a business operating model that runs counter to many best practice urban design initiatives including the prevalence of exposed car parking adjacent to the public realm and a desire to minimise mature tree planting in support of visual permeability through the site and to the product. c) Whilst the projection of the main entry reception to engage with part of the street is commended, the proposal remains predominantly detached from the adjoining public domain and foot path and is mostly viewed through a car park and driveways.
Recommendations		**1. For a car showroom and associated uses to fit within a local centre and to respond to the Local Planning Scheme it would need to address the street, , public domain and footpath directly (at the very least for the extent of Hislop Road) with a built form edge that brings activity and surveillance to the pedestrian experience.**

		2. In mitigation of the above, consider converting the crossover and car bays immediately to the north of the reception area to a paved covered alfresco area capable of supporting seating and tables associated with the café operation which could orient itself to the north. **3. Consider an alfresco canopy to the north that could engage with the face brick colonnade structure so that it is connected to the main reception building rather than appearing like a detached built form remnant.** **4. Consider locating the entry to the reception area from Hislop Street instead of a side entrance from a car park.** **5. Consider illustrating, through master plan sketches, the potential for the car parking to the north of the reception area, to become a future development site and therefore a main street piece of infrastructure in the future as a way of mitigating its current impact on the public realm.**
Principle 2 **Landscape quality**		*Good design recognises that together landscape and buildings operate as an integrated and sustainable system, within a broader ecological context.*
		a) A landscape professional remains absent from the design proposal. b) A detailed and generous landscape concept has not been prepared.
Recommendations		**1. Given the challenges of situating an operating car showroom and workshop in a local neighborhood under the LPS the importance of landscape in mitigating the more problematic impacts becomes elevated.** **2. The Panel cannot understand why the Proponent would not capitalise on the potential for a high quality and well considered landscape design in mitigation of some of the negative aspects of a car lot within a local neighborhood location especially given the explicit advice given in DRP 01.** **3. Appointing a landscape professional will help to develop a coherent and impressive landscape design narrative.** **4. This may include greater emphasis on mature tree planting and the adjacent boundaries where they will form a buffer with adjoining owners and not obstruct sightlines into the showroom.** **5. Consider a hard and soft landscape proposal for the entry road and parking in front of the new showroom. This space could function as an entry plaza. It could include varied paving in lieu of asphalt as a cue to the entry forecourt as a pedestrian zone through which cars move rather than the other way around.** **6. It may include soft landscape and seating.** **7. Develop a landscape narrative that might include rainwater capture and re-use, permeable paving and structural soils where trees are being established.** **8. Consider a landscape narrative that can become a benchmark for framing a car showroom and therefore something the City and community can engage with in a more positive manner.** **9. Consider fixed, as well as moveable furniture to amplify the streetscape in front of the reception foyer.** **10. Consider more tree canopy to the south of the entry reception.**
Principle 3 **Built form and scale**		*Good design ensures that the massing and height of development is appropriate to its setting and successfully negotiates between existing built form and the intended future character of the local area.*
		a) The proposed built form and scale is considered appropriate within this context in relation to height and scale. b) However please see commentary under Principle 1 Context and character.
Recommendations		**1. None.**
Principle 4 **Functionality and build quality**		*Good design meets the needs of users efficiently and effectively, balancing functional requirements to perform well and deliver optimum benefit over the full life-cycle.*

		a) The planning is generally functional in the arrangement of space and access. b) However, the material submitted is limited in scope and does not include information about the location and allocation of plant equipment and how it will be accommodated and screened from the public domain. c) A roof plan remains absent from the submission.
Recommendations		**1. Provide a roof plan and illustrate the location of HVAC services and screening as well as the means of accessing equipment for servicing as advised in DRP 01.**
Principle 5 **Sustainability**		*Good design optimises the sustainability of the built environment, delivering positive environmental, social and economic outcomes.*
		a. An ESD professional has not yet been appointed. b. A detailed ESD concept and narrative has not been prepared.
Recommendations		**1. Consider appointing an ESD professional to produce a pathway report to achieving and exceeding NCC compliance and describing how the project will deliver exemplary ESD outcomes.** **2. It is understood that the operation will have an ambitious solar PV array but this is not described in the submission.** **3. Consider an ESD narrative, including landscape initiatives already described and EV chargers, that can become a benchmark for a showroom and workshop project and therefore something the City and community can engage with and understand in a more positive manner.** **4. The Panel are disappointed that this advice from DRP01 has not been followed as a considered ESD narrative has the capacity to be a positive component of the design and will as such lend support to proposal.**
Principle 6 **Amenity**		*Good design optimises internal and external amenity for occupants, visitors and neighbours, providing environments that are comfortable, productive and healthy.*
		a) The proposal provides for an enhanced functional operation with accompanying improvements in staff, customer and visitor amenity.
Recommendations		**1. See commentary under Principle 2 Landscape quality.**
Principle 7 **Legibility**		*Good design results in buildings and places that are legible, with clear connections and easily identifiable elements to help people find their way around.*
		a. The proposal incorporates legible and clear access for vehicles and pedestrians. b. The Proponent is commended for altering the main showroom entry and reception to engage with the Hislop Road streetscape and public domain.
Recommendations		**1. See Item 4 under Principle 1 and 2 Context and Character and Landscape quality.**
Principle 8 **Safety**		*Good design optimises safety and security, minimising the risk of personal harm and supporting safe behaviour and use.*
		a. The proposal incorporates large areas to the northeast of the workshop accessible to the public out of hours that do not benefit from any passive surveillance.
Recommendations		**1. The Panel are disappointed that this request for information from DRP 01 has not been addressed.** **2. Describe how all areas around the workshop will be made safe, including out of hours.**
Principle 9 **Community**		*Good design responds to local community needs as well as the wider social context, providing environments that support a diverse range of people and facilitate social interaction.*
		a) This area of Melville constitutes a local and neighborhood centre with the expectation that streets will be pedestrian friendly and edged with active

		and engaged street fronts that provide activity and passive surveillance. b) Whilst it is appreciated that the proponent business is one that has been operating on this site and within this community since 1961, the way in which the project addresses its public domain is not one that is consistent with community expectations. c) The advice under Principle 1 Context and Character is relevant to this Principle.
Recommendations		**1. The Panel are disappointed that the advice offered in DRP 01 has not been addressed, namely:** **2. In mitigation of this, consider developing a detailed landscape design and ESD narrative that seeks to deliver an exemplary outcome and one which the community can appreciate.**
Principle 10 **Aesthetics**		*Good design is the product of a skilled, judicious design process that results in attractive and inviting buildings and places that engage the senses.*
		a) The Panel supports the use of face brick in the elevations addressing the public domain and the muted ochre and brown colour palette. b) However, the colour palette of the workshop that seen beyond the buildings and structures that address the street appears to sit in stark contrast. c) The shop front windows to the reception area addressing the street are and opportunity to explore further materiality and texture.
Recommendations		**1. The Panel look forward to receiving more detail in relation to the aesthetic presentation of built form including justification of the contrasting colour palette of the workshop structure and the benefit of an alfresco seating area and more cohesive approach to the detached colonnade and entry reception.** **2. Consider further opportunities to introduce materiality and texture into the shop front window system so that it presents in a way that is more consistent with a main street.**

Concluding Remarks

The Panel does not support the proposal in its current form.

Further information and justification in line with the advice offered is requested in relation to Context and Character, Landscape, Sustainability and Aesthetics.

The Panel notes that within the constraints of a car showroom and workshop typology, there may be the potential to amplify the design response to the Landscape design and the ESD narrative in part mitigation of other aspects of the proposal. An exemplary landscape and ESD proposal are invited a swell as consideration around the implementation of an alfresco paved space to the north of the reception with a coherent and connected canopy and colonnade structure.

Design Review progress

	Supported
	Pending further attention
	Not yet supported
	Yet to be addressed

	DR1	*DR2*	*DR3*
Principle 1 - **Context and character**			
Principle 2 - **Landscape quality**			
Principle 3 - **Built form and scale**			
Principle 4 - **Functionality and build quality**			
Principle 5 - **Sustainability**			
Principle 6 - **Amenity**			
Principle 7 - **Legibility**			
Principle 8 - **Safety**			
Principle 9 - **Community**			
Principle 10 - **Aesthetics**			

Transport Impact Statement

Melville Motors, Lot 532 Canning Highway, Attadale

CW1145000/304900820

12 April 2023

Prepared for:

Planning Solutions

Prepared by:

Stantec

Revision	DATE	Description	Author	Reviewed by	Approved by
D	12/4/23	Updated Plans	BS	SJL	SJL

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Prepared by _____

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1.0 INTRODUCTION

1.1 BACKGROUND

Stantec has been commissioned by Melville Motors (2006) Pty Ltd ('the Client') to undertake a Transport Impact Statement for a proposed showroom expansion located at Lot 532 Canning Highway, Attadale within the City of Melville.

This report aims to assess the impact of the development upon the adjacent road network. The report will focus on access, public transport, pedestrian and cycle networks, circulation and car parking requirements.

This report has been prepared in accordance with the *Western Australian Planning Commission (WAPC) Transport Impact Assessment Guidelines for Developments: Volume 4 – Individual Developments (2016)* and the checklist is included in **Appendix A**.

1.2 SITE LOCATION

The Site is located at Lot 532 Canning Highway, Attadale. **Figure 1-1** shows an aerial image of the Site which is found at the corner of Canning Highway and Hislop Road. The current site has existing showrooms and workshops.

Figure 1-1 Aerial Image of Site

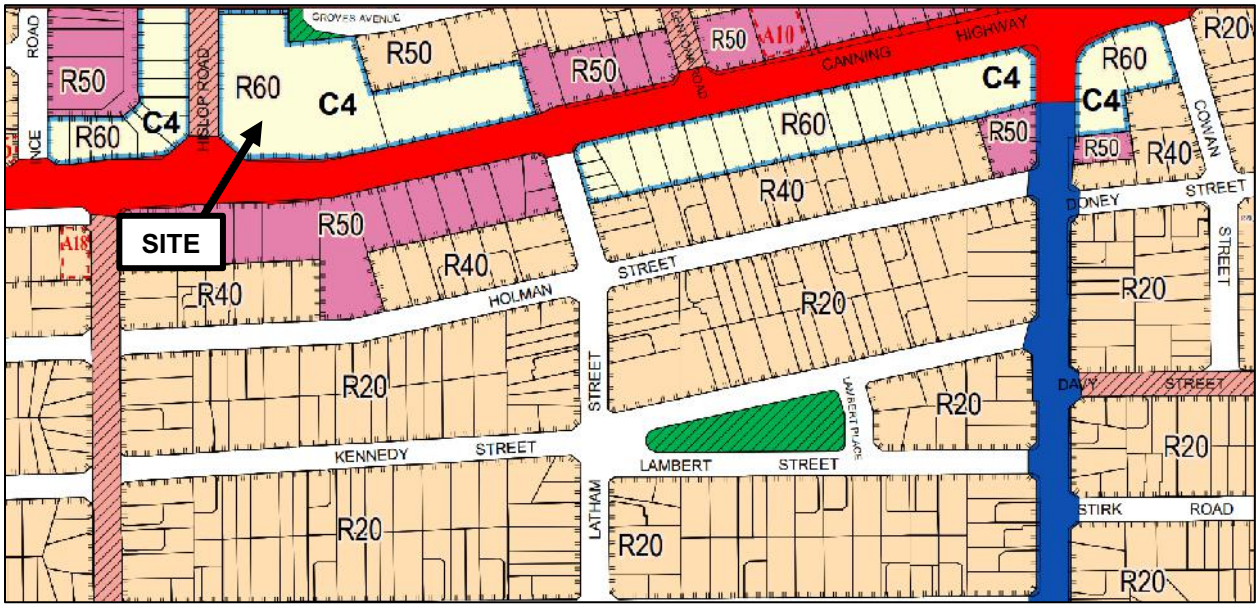


Source: MetroMap (2023)

1.3 SURROUNDING LAND USES

Pursuant to the provision of the *City of Melville Local Planning Scheme No. 6*, the Site is classified as *Centre*. Located north of the Site is a public open space while to the east are residential and light industry land uses. shows the location of the Site and its surrounding land uses.\

Figure 1-2 City of Melville Local Planning Scheme No. 6 Map 3 – Melville and Myaree



Source: City of Melville Local Planning Scheme No. 6

1.4 EXISTING ROAD NETWORK

Road Classifications are defined in the Main Roads Functional Hierarchy as follows:

- **Primary Distributors (light blue):** Form the regional and inter-regional grid of MRWA traffic routes and carry large volumes of fast-moving traffic. Some are strategic freight routes, and all are National or State roads. They are managed by Main Roads.
- **Regional Distributors (red):** Roads that are not Primary Distributors, but which link significant destinations and are designed for efficient movement of people and goods within and beyond regional areas. They are managed by Local Government.
- **District Distributor A (green):** These carry traffic between industrial, commercial and residential areas and connect to Primary Distributors. These are likely to be truck routes and provide only limited access to adjoining property. They are managed by Local Government.
- **District Distributor B (dark blue):** Perform a similar function to District Distributor A but with reduced capacity due to flow restrictions from access to and roadside parking alongside the adjoining property. These are often older roads with traffic demand in excess of what was originally intended. District Distributor A and B roads run between land-use cells and not through them, forming a grid that would ideally be around 1.5 kilometres apart. They are managed by Local Government.

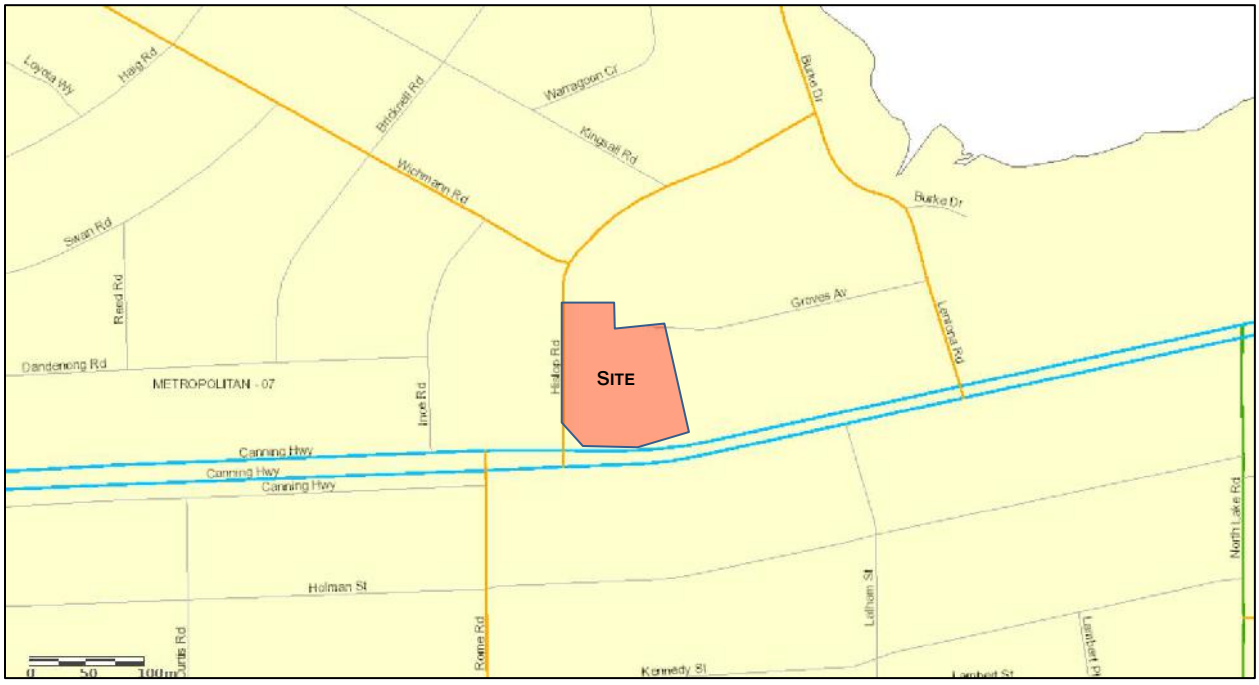
- **Local Distributors (orange):** Carry traffic within a cell and link District Distributors at the boundary to access roads. The route of the Local Distributor discourages through traffic so that the cell formed by the grid of District Distributors only carries traffic belonging to or serving the area. These roads should accommodate buses but discourage trucks. They are managed by Local government.
- **Access Roads (grey):** Provide access to abutting properties with amenity, safety and aesthetic aspects having priority over the vehicle movement function. These roads are bicycle and pedestrian friendly. They are managed by Local government.

The Site is bounded by Canning Highway to the south, Hislop Road to the west, and Groves Ave to the northeast. The characteristics of the surrounding road network is further summarised in **Table 1-1** and **Figure 1-3** shows the hierarchy as per the Main Roads WA Road Information Mapping System.

Table 1-1 Road Network Classification

Street Names	Road Hierarchy		Road Network			
	Road Hierarchy	**Jurisdiction**	**No. of Lanes**	**No. of Footpaths**	**Width (m)**	**Posted Speed (km/h)**
Canning Highway	Primary Distributor	MRWA	4	2	21.0	60 kph
Hislop Road	Local Distributor	Local Government	2	2	13.0	50 kph
Groves Avenue	Access Road	Local Government	2	-	7.4	50 kph

Figure 1-3 Road Hierarchy



Source: MRWA Information Mapping (2023)

1.5 EXISTING TRAFFIC VOLUMES

Existing traffic volumes were sourced from Main Road WA Traffic Map and are summarized in **Table 1-2**.

Table 1-2 Traffic Volumes

Road Name	Year	Peak Hourly AM Two-Way Traffic Volumes	Peak Hourly PM Two-Way Traffic Volumes
Canning Highway (East)	2019	2,413	2,478
Canning Highway (West)	2019	2,765	2,843
Hislop Road	2019	484	473

Source: Main Roads Traffic Map

1.6 CRASH ASSESSMENT

A crash assessment for the surrounding road network of the Site has been completed using the Main Roads WA Reporting Centre. The assessment covers all the recorded accidents between 1 January 2017 and 31 December 2021 and the results are summarised in
Table 1-3 to Table 1-6 while **Figure 1-4** illustrates the crash locations and their severity within the vicinity of the Site.

Table 1-3 Total Crashes

Type of Crash (RUM Code)	Fatal	Hospital	Medical	Major Property Damage	Minor Property Damage	Total Crashes
Right Angle	-	-	1	5	5	11
Rear End	-	-	1	4	1	6
Right Turn Thru	-	-	-	1	-	1
Hit Object	-	1	-	1	1	3
Unspecified	-	-	-	1	-	1
Total	**-**	**1**	**2**	**12**	**7**	**22**

Table 1-4 Crashes per Road

Type of Crash (RUM Code)	Fatal	Hospital	Medical	Major Property Damage	Minor Property Damage	Total Crashes
Hislop Rd	-	-	-	4	2	6
Lentona Rd	-	1	1	3	1	6
Canning Hwy	-	-	1	5	4	10
Total	**-**	**1**	**2**	**12**	**7**	**22**

Table 1-5 Intersection Crashes

Intersection Name	Fatal	Hospital	Medical	Major Property Damage	Minor Property Damage	Total Crashes
Hislop Rd - Wichmann Rd	-	-	-	1	1	2
Lentona Rd - Groves Av	-	-	1	-	-	1
Lentona Rd - Burke Dr	-	1	-	-	-	1
Canning Hwy - Lentona Rd	-	-	1	4	1	6
Canning Hwy - Latham St	-	-	-	1	-	1
Canning Hwy - Hislop Rd	-	-	-	4	2	6

Total	**-**	**1**	**2**	**10**	**4**	**17**

Table 1-6 Midblock Crashes

Road Name	Fatal	Hospital	Medical	Major Property Damage	Minor Property Damage	Total Crashes
Hislop Rd	-	-	-	1	1	2
Lentona Rd	-	-	-	1	1	2
Canning Hwy	-	-	-	-	1	1
Total	**-**	**-**	**-**	**2**	**3**	**5**

Figure 1-4 Crash Locations



A summary of the crash data is as follows:

- One crash at the intersection of Lentona Road and Burke Drive resulted into hospitalisation,
- Two crashes required medical attention,
- Majority of the crashes resulted in minor/major property damage,
- Majority of the crashes recorded involved Canning Highway.

It is very unlikely that this development expansion would have any material impact on road safety in the area due to its small scale.

2.0 PUBLIC TRANSPORT FACILITIES

2.1 EXISTING PUBLIC TRANSPORT FACILITIES

There are multiple bus stops within the vicinity of the Site. The nearest one can be found along Hislop Road, served by Routes 148 and 158, while some can also be found along Canning Highway which are served by Routes 111 and 910.

Figure 2-1 shows the public transport network in the vicinity of the Site and **Table 2-1** summarises the routes and frequency of buses and trains.

Table 2-1 Bus Routes

Bus Routes	Route Description	Frequencies		
		Weekdays	**Saturdays**	**Sundays and Public Holidays**
111	Perth – Fremantle Stn via Kwinana Fwy & Canning Hwy	Every 15 minutes (No AM Service)	No service	No Service
148	Applecross – Fremantle Stn via Bicton & Attedale	Every 30 mins (0600 to 0700) Every hour (0930 to 1130; 123 to 1530)	1 hour to 1hour and 30 minutes (0845 to 1115)	2 hours (1000 to 1200)
158	Perth – Fremantle Stn via Bicton & Attadale	Every 30 minutes (0745 to 0900) Every 15 minutes in PM	No Service	No Service
910	Perth – Fremantle Stn via Canning Hwy	Every 15 minutes	Every 20 minutes	Every 20 minutes

Source: Transperth

Figure 2-1 Existing Bus Routes and Bus Stops



Source: Transperth

2.2 FUTURE PUBLIC TRANSPORT FACILITIES

According to the Public Transport Authority, there are no short to medium term plans to change the bus services in the vicinity. However, changes will most likely occur once the Canning Bridge bus interchange is completed in the longer term.

3.0 PEDESTRIAN/CYCLE NETWORKS FACILITIES

3.1 EXISTING PEDESTRIAN/CYCLE NETWORKS

The Site benefits from having multiple cycling and pedestrian facilities within its vicinity. Located northwest of the Site is Wichmann Road which is classified as a Bicycle Boulevard, has connection to the Perth Bicycle Network, has bicycle lanes, and a High-Quality Shared Path. Located northeast of the Site is Burke Dive which is classified as a Bicycle Boulevard and a Principal Shared Path, while to the east bicycle lanes and High-Quality Shared Path can be found along North Lake Road. **Figure 3-1** shows the existing pedestrian and cycle network facilities around the Site.

Figure 3-1 Existing Pedestrian and Cycling Network Facilities



Source: Department of Transport

3.2 FUTURE PEDESTRIAN/CYCLE NETWORK FACILITIES

The Site is located within the City of Melville that is included in the Western Australia Long Term Cycling Network. It will benefit from a Local Route located along Hislop Road and a Primary Route that will be located along Burke Drive. **Figure 3-2** shows the Western Australia Long-Term Cycling Network and the Site location.

Figure 3-2 Western Australia Long-Term Cycling Network



Based on **Figure 3-2**, the sections of Marine Parade and Curtin Avenue will be designated as a Primary cycling route. This is supported by secondary routes along Eric Street and Forrest Street that could connect the primary cycling routes perpendicularly. Local routes are available on local roads such as Broome Street and Grant Street. The details of the long-term cycle network endorsed by the Town Council in April 2020 is available on the Town of Cottesloe's main website.

4.0 PROPOSED DEVELOPMENT

4.1 PROPOSED DEVELOPMENT

The proposal is a mixed-use development comprising of the following site-specific components:

- Workshop bays (30 bays)
- Showroom + Café extension (615 sqm)
- Staff and public parking provision (128 bays)
- New Car Storage

The layout of the proposed development at the Site is shown below in **Figure 4-1**. Detailed development plans are provided in **Appendix B**.

Figure 4-1 Site Plan



Source: Meyer Shircore Architects

4.2 TRAFFIC GENERATION

Trip generation rates from the *Institute of Transportation Engineers (ITE) "Trip Generation" 10th* as detailed in **Table 4-1** were used to calculate the estimated trip generation for the Site. **Table 4-2** shows the directional distribution and

Table 4-3 summarises the total expected trips to be generated by the proposed development.

Table 4-1 Trip Generation Rate – Peak Hour

Land Use	ITE CODE	Yield	Unite	AM Peak Rate	PM Peak Rate
Existing					
Automobile Care Centre	ITE 942	22 bays	Per bays	1.52	2.17
Automobile Sales (new)	ITE 840	1,977 sqm	Per 100 sqm	2.01	2.62
Proposed					
Automobile Care Centre	ITE 942	30 bays	Per bays	1.52	2.17
Automobile Sales (new)	ITE 840	2,013 sqm	Per 100 sqm	2.01	2.62
Café*	Trip generation calculated based on a first principle approach				

Table 4-2 Directional Distribution

Land Use	AM Peak		PM Peak	
	IN	OUT	IN	OUT
Existing				
Automobile Care Centre	68%	32%	68%	32%
Automobile Sales (New)	73%	27%	40%	60%
Proposed				
Automobile Care Centre	68%	32%	68%	32%
Automobile Sales (New)	73%	27%	40%	60%
Café*	Trip generation calculated based on a first principle approach			

The proposed café is a secondary land use within the Site, which is unlikely to generate a significant amount of designated vehicle trips. The majority of the patrons visiting the proposed café will be shared (secondary) trips of the primary land use (vehicle showroom) or foot traffic from the adjacent developments. For a robust assessment, the café has been assumed to generate up to 10 external vehicular trips during the peak hours, as shown in **Table 4-3**.

Table 4-3 Total Trip Generation

Land Use	AM Peak		PM Peak	
	IN	OUT	IN	OUT
Existing				
Automobile Care Centre	23	11	32	15
Automobile Sales (New)	29	11	21	31
Proposed				
Automobile Care Centre	31	15	44	21
Automobile Sales (New)	30	11	21	32
Café	5	5	5	5
Net Increase				
Automobile Care Centre	8	4	12	6
Automobile Sales (New)	1	0	0	1
Café*	5	5	5	5
NET TRIP INCREASE	23		29	

The existing development at the Site has AM peak hour and PM peak hour volumes of **74** trips and **99** trips respectively, while the proposed development expansion will have a trip generation of approximately **97** trips during the AM peak hour and **128** trips in the PM peak hour.

It is to be noted that the current trips generated from the existing 22 workshop bays have been excluded from the proposed expansion due to these bays being replaced, resulting to a total net increase of **23** and **29** trips in traffic generation for the upgraded Site for in the AM and PM peak hour, respectively.

According to the WAPC Transport Impact Assessment Guidelines, developments generating between 10 and 100 trips during the peak hour fall under the 'moderate impact' category and is not considered to have any substantial impact on the surrounding road network. Therefore, the proposed development expansion will not have a significant negative impact to the road network.

4.3 ACCESS ARRANGEMENTS

The proposed development expansion retains the existing crossover arrangements along Canning Highway and minor modifications to the crossovers along Hislop Road. Three vehicular accesses have been proposed along Hislop Road and one pedestrian access to the showroom/café via Hislop Road footpath. The proposed access arrangements of the Site are illustrated in **Figure 4-2.**

Figure 4-2 Access Arrangement



5.0 PARKING REVIEW

Parking requirements for the Site were calculated in accordance with the relevant planning documents, while the Site's car park layout has been reviewed with reference to the Australian Standard AS2890.1: Off-Street Parking.

5.1 CAR PARKING REQUIREMENTS

The statutory parking requirements, in accordance with the *City of Melville Policy No. LPP1.6*, have been considered in the context of the proposed development and are summarised below in **Table 5-1.**

Table 5-1 Car Parking Provision and Requirements

Land Use	Yield	Requirements		Provision
Car Sales Premises	615 sqm	1 bay per 100 sqm of display	6	16
Motor Vehicle Hire/ Repair/ Sales	43 staff	3 bays per service plus 0.5 bay per staff	22	22
	30 bays		90	90
Total			**118 bays**	**128 bays**
Shortfall/Surplus				**+ 10 bays**

As calculated in **Table 5-1,** the total parking provision satisfies the parking requirements set out in *City of Melville Policy No. LPP1.6* with a surplus of 10 car parking bays. The additional car parking bays are likely to cater for influx of extra customers during peak seasons.

Additionally, the Site also benefits from high frequency public transportation, and quality cycling facilities which the staff may opt to use instead of private cars, resulting in a low car parking demand.

5.2 BICYCLE PARKING PROVISIONS

The statutory requirements for bicycle parking for the proposed development at the Site, are defined in the *City of Melville Policy No. LPP1.6* and have been summarised below **Table 5-2.**

Table 5-2 Bicycle Parking Provision and Requirements

Land Use	Yield	Requirements		Provision
Car Sales Premises and Motor Vehicle Hire/Repair/Sales	118 bays	1 per 10 car parking bays	12	Nil
Total			**5 spaces**	**8 spaces**

The proposed development is required to provide a total of 12 bicycle parking racks. However, none are currently provided and given the Site is currently operating with the same use as proposed, no significant demand has been noted from staff or visitors to the Site. Some visitor bicycle parking could be provided within the Site should this be required.

5.3 PARKING GEOMETRY REQUIREMENTS

The parking bay geometry requirements set forth by AS2890.1 and AS2890.6 for User Class 1A (residential, domestic and employee parking) at 90˚ angle and the corresponding provisions in the proposed development are presented in **Table 5-3.**

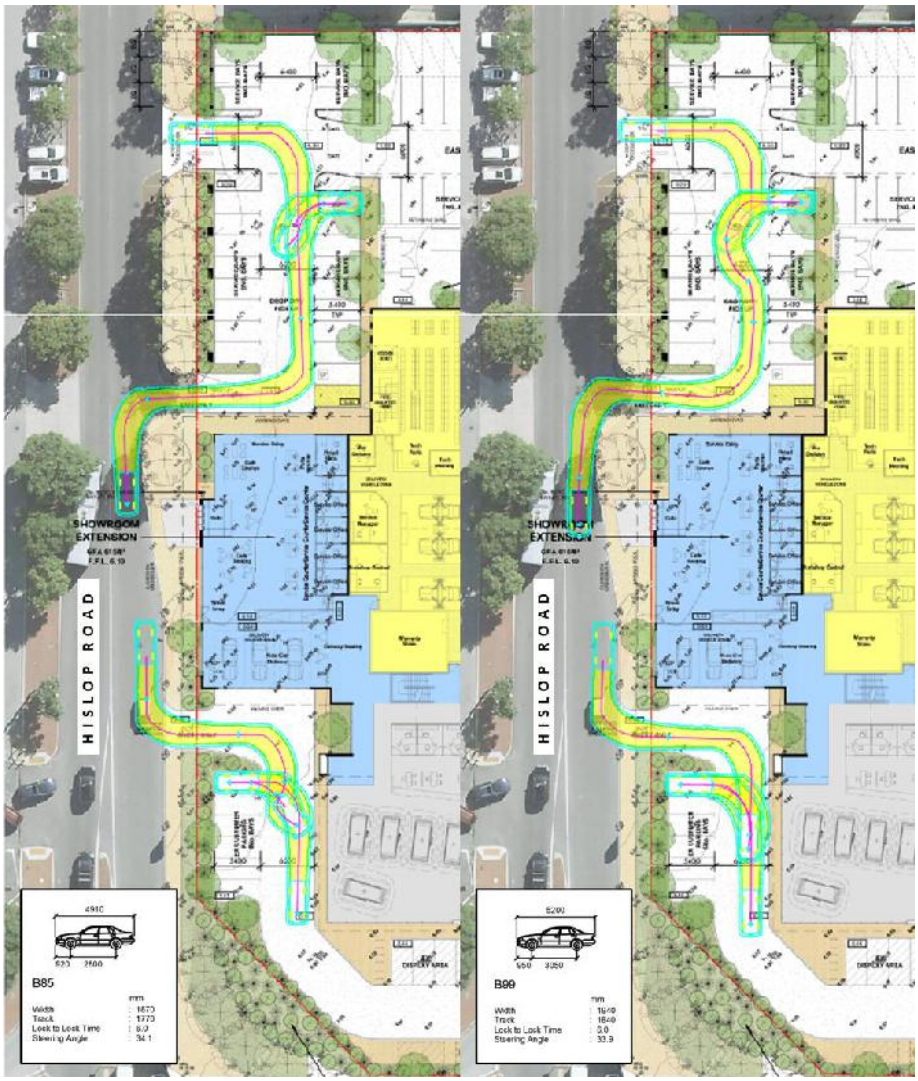
Table 5-3 Parking Geometry Requirements

Parameter	Subcategory	Reference	Required	Provided	Remarks
Width, m	User Class 1A (Commercial/ Staff parking))	AS2890.1-2004 (Figure 2.2)	2.4	2.4	No non-compliances identified
Length, m	User Class 1A (Commercial/ Staff parking))	AS2890.1-2004 (Figure 2.2)	5.4	5.4	No non-compliances identified
Aisle Width	User Class 1A (Commercial Staff parking)	AS2890.1-2004 (Figure 2.2)	5.8	6.0 – 6.4	No non-compliances identified
Blind aisle extension, m	-	AS2890.1-2004 (Section 2.4.2c)	1	**1.0**	No non-compliances identified
Access width, m	Category 1	AS2890.1-2004 (Table 3.2)	6.0 to 9.0 (3.0m if separated)	4.5 separated, 6.0 combined	No non-compliances identified
Design Envelope		AS2890.1-2004 (Figure 5.2)	Design envelope around parked vehicle to be kept clear of columns, walls and obstructions	None identified	No non-compliances identified

5.4 SWEPT PATH ANALYSIS

A swept path analysis was undertaken for B85 and B99 passenger vehicles for the proposed access points of the development along Hislop Road. Both B85 and B99 passenger vehicle can adequately access the entry and exit points without any conflicts as shown in **Figure 5-1.**

Figure 5-1 Parking Access



6.0 SUMMARY

This TIS outlines the transport aspects of the proposed development focusing on traffic operations, access and provision of car parking. Included are discussions regarding pedestrian, cycle and public transport considerations.

This statement has been prepared in accordance with the *WAPC Transport Impact Assessment Guidelines for Developments: Volume 4 – Individual Developments (2016).*

The following conclusions are drawn for the proposed development:

- The proposed development comprises an upgraded workshop, showroom extension, and 128 car parking bays;
- The Site is currently being served by four bus routes and has bus stops immediately available within short walking distance;
- The Site benefits from having multiple cycling and pedestrian facilities within its vicinity;
- The estimated trips to be generated by the proposed development expansion are approximately 97 and 128 vehicles in the AM and PM peak hour, respectively. It also has a corresponding net increase in trip generation of 23 and 29 vehicles for AM and PM peak hour, respectively, which falls under the 'moderate impact' category in accordance with the WAPC Transport Impact Assessment Guidelines; and
- The proposed car parking provision satisfy the car parking requirement set out in the *City of Melville Policy No. LPP1.6*. In addition, the Site also benefits from high frequency public transportation, and quality cycling facilities which the staff may opt to use instead of private cars, further reducing the car parking demand on site.

Overall, the Site is anticipated to have no material impact on traffic operations and safety on the surrounding road network and no material impact on residential amenity.

APPENDICES

Appendix A WAPC CHECKLIST

Item	Status	Comments/Proposals
Proposed development		
proposed land use	Section 4	
existing land uses	Section 1	
context with surrounds	Section 1	
Vehicular access and parking		
access arrangements	Section 4	
public, private, disabled parking set down / pick up	Section 4	
Service vehicles (non-residential)		
access arrangements	N/A	
on/off-site loading facilities	N/A	
Service vehicles (residential)		
Rubbish collection and emergency vehicle access	Section 4	
Hours of operation (non-residential only)	N/A	
Traffic volumes		
daily or peak traffic volumes	Section 4	
type of vehicles (e.g. cars, trucks)	N/A	
Traffic management on frontage streets	N/A	
Public transport access		
nearest bus/train routes	Section 2	
nearest bus stops/train stations	Section 2	
pedestrian/cycle links to bus stops/train station	Section 3	
Pedestrian access/facilities		
existing pedestrian facilities within the development (if any)	Section 3	
proposed pedestrian facilities within development	Section 3	
existing pedestrian facilities on surrounding roads	Section 3	
proposals to improve pedestrian access	Section 3	
Cycle access/facilities		
existing cycle facilities within the development (if any)	Section 3	
proposed cycle facilities within the development	Section 3	
existing cycle facilities on surrounding roads	Section 3	

proposals to improve cycle access	N/A	
Site specific issues	N/A	
Safety issues		
identify issues	Section 1	
remedial measures	N/A	

Appendix B SITE PLANS

SITE CRITERIA

1. Site Area

a. Land Area	**11,641m²**

2. Gross Floor Areas

a. Workshop - Proposed	1,999m²
b. Showroom Extension - Proposed	615m²
c. Wash & Detail- Proposed	210m²
d. Main Showroom - Proposed	1,674m²
e. Minor Showroom - Modified	339m²

3. Car Display Areas

a. Internal - KIA	525m²
b. Internal - SUZUKI	293m²
c. Internal - GWM	397m²
d. Internal - Used Cars	216m²
e. External Display	598m²
Total	**2,029m²**

4. Carparking Required

a. Display - 1/100m²	5.98 Cars
b. Employees - 0.5/employee	21.50 Cars
c. Workshop - 3/Bay	90.00 Cars
Total Car required	**117.98 Cars**

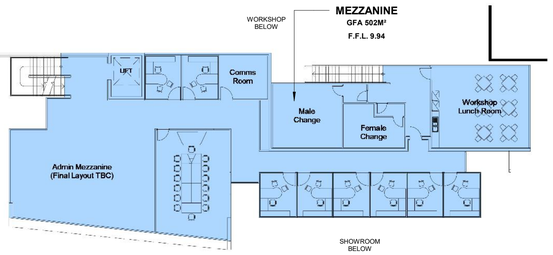
4. Carparking Provided

a. Service	90 Cars
b. Employee	22 Cars
c. Customer	16 Cars
Total Car provided	**128 Cars**

Landscaping
A. Hard Landscaping
Defined as paved walkways either open or covered.
B. Soft Landscaping
Defined as vegetative landscaping.

Gross Floor Area : GFA
A. All Floor Areas on this plan are shown as GROSS FLOOR AREA.
Unless otherwise noted as Nett Floor Area
B. Definition of Gross Floor Area is defined as:
i/ GROSS FLOOR AREA OF TENANCY:
Gross Floor Area of an individual Tenancy is defined as the area contained between the centre line of common tenancy walls and the outside edge of external walls.
ii/ GROSS FLOOR AREA OF A BUILDING
Gross Floor Area of a Building is defined as the total area contained between the outside edge of external walls

Nett Floor Area : NFA
A. Nett Floor Area of a Tenancy on this plan is defined as the area between external or tenancy dividing walls.
B. This area is inclusive of toilets if the toilets are exclusive to the Tenancy.



MEZZANINE FLOOR PLAN

SCALE:1 : 250

LANDSCAPE LEGEND

SYMBOL	DESCRIPTION	SPACING	PLANTING SIZE	MINIMUM SIZE
	Groundcovers & Low Shrubs	3 per sqm	140mm	
	Groundcovers & Low Shrubs	3 per sqm	140mm	
	Ornamental Tree	As shown	1.5m High	3.0m High
	Shade Tree	As shown	2.0m High	4.0m High
	Existing Verge Tree			

PROPOSED - SITE & GROUND FLOOR PLAN

SCALE:1 : 250

PROPOSED MELVILLE MOTORS SHOWROOM EXPANSION

LOCATION:532, CANNING HIGHWAY, ATTADALE, WA 6156

FOR:MELVILLE MOTORS

N

SK020
MAR 2023
S2-A6
As indicated @ A1

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Appendix C SWEPT PATH



PROPOSED - SITE & GROUND FLOOR PLAN

SITE CRITERIA

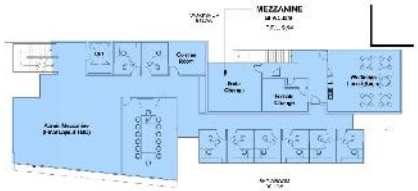
1. Site Area
   a. Land Area — 11,641m²

2. Gross Floor Areas
   a. Workshop - Proposed — 1,969m²
   b. Showroom Extension - Proposed — 516m²
   c. Wash & Detail - Proposed — 218m²
   d. Main Showroom - Proposed — 1,674m²
   e. Main Showroom - Mezzanine — 583m²

3. Car Display Areas
   a. Internal - N/A — Nil
   b. Internal - SUZUKI — 16m²
   c. Internal - GWM — 24m²
   d. Internal - Used Cars — 216m²
   e. External Display — 1,867m²
   Total — 2,123m²

4. Carparking Required
   a. Display - 1/40m² — 53.08 Cars
   b. Employees - 1/2 Employees — 21.50 Cars
   c. Workshop - 3/Bay — 42.00 Cars
   Total Car required — 117.00 Cars

4. Carparking Provided
   a. Car Yards — 10 Cars
   b. Employees — 22 Cars
   c. Workshop — 18 Cars
   Total Car provided — 100 Cars



MEZZANINE FLOOR PLAN

LANDSCAPE LEGEND

SYMBOL	DESCRIPTION	SPACING	PLANTING SIZE	MINIMUM SIZE
	Groundcovers & Low Shrubs	3 per sqm	140mm	
	Groundcovers & Low Shrubs	3 per sqm	140mm	
	Ornamental Tree	As shown	1.5m High	3.0m High
	Shade Tree	As shown	2.0m High	4.0m High
	Existing Verge Tree			

PROPOSED MELVILLE MOTORS SHOWROOM EXPANSION

LOCATION:532, CANNING HIGHWAY, ATTADALE, WA 6156
FOR:MELVILLE MOTORS

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MAR 2023
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PROPOSED - SITE & GROUND FLOOR PLAN

SITE CRITERIA

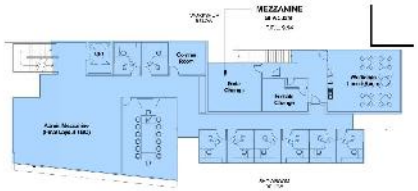
1. Site Area
   a. Land Area — 11,641m²

2. Gross Floor Areas
   a. Workshop - Proposed — 1,969m²
   b. Showroom Extension - Proposed — 516m²
   c. Wash & Detail - Proposed — 218m²
   d. Main Showroom - Proposed — 1,674m²
   e. Mezz Showroom - Proposed — 583m²

3. Car Display Areas
   a. Internal - N/A — Nil
   b. Internal - SUZUKI — 16 Cars
   c. Internal - SKYZ — 14 Cars
   d. Internal - Used Cars — 21 Cars
   e. External Display — 108 Cars
   Total — 2,623m²

4. Carparking Required
   a. Display - 1/40m² — 65.58 Cars
   b. Employees - 1/2 Employees — 21.50 Cars
   c. Workshop - 3/Bay — 30 Cars
   Total Car required — 117.08 Cars

4. Carparking Provided
   a. Display — 80 Cars
   b. Employees — 22 Cars
   c. Workshop — 18 Cars
   Total Car provided — 120 Cars



MEZZANINE FLOOR PLAN

LANDSCAPE LEGEND

SYMBOL	DESCRIPTION	SPACING	PLANTING SIZE	MINIMUM SIZE
	Groundcovers & Low Shrubs	3 per sqm	140mm	
	Groundcovers & Low Shrubs	3 per sqm	140mm	
	Ornamental Tree	As shown	1.5m High	3.0m High
	Shade Tree	As shown	2.0m High	4.0m High
	Existing Verge Tree			

PROPOSED MELVILLE MOTORS SHOWROOM EXPANSION

LOCATION:532, CANNING HIGHWAY, ATTADALE, WA 6156
FOR:MELVILLE MOTORS

SK020
MAR 2023
SZ-AG
As indicated @ A1

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Government of **Western Australia**
Development Assessment Panels

LG Ref: DAP-2022-7
DAP Ref: DAP/22/02314

Enquiries: (08) 6551 9919

Mr Joshua Carmody
Planning Solutions
GPO Box 2709
Cloisters Square 6850

Dear Mr Carmody

METRO INNER-SOUTH JDAP - CITY OF MELVILLE - DAP APPLICATION - DAP-2022-7 - DETERMINATION

Property Location:	No.532 (Lot No.101) Canning Highway, Attadale
Application Details:	Additions and alterations to motor vehicle sales & Motor vehicle repair premises

Thank you for your Form 1 Development Assessment Panel (DAP) application and plans submitted to the City of Melville on 5 September 2022 for the above-mentioned development.

This application was considered by the Metro Inner-South JDAP at its meeting held on 1 December 2022, where in accordance with the provisions of the City of Melville Local Planning Scheme No 6, it was resolved to **refuse** the application as per the attached notice of determination.

Please be advised that there is a right of review by the State Administrative Tribunal in accordance with Part 14 of the *Planning and Development Act 2005*. Such an application must be made within 28 days of the determination, in accordance with the *State Administrative Tribunal Act 2004*.

Should you have any queries with respect to the reasons for refusal, please contact Mr Thomas Geddes on behalf of the City of Melville on 08 9364 0225.

Yours sincerely,

DAP Secretariat

6 December 2022

Encl. DAP Determination Notice
Refused Plans

Cc: Mr Thomas Geddes
City of Melville

Government of **Western Australia**
Development Assessment Panels

Planning and Development Act 2005

City of Melville Local Planning Scheme No 6

Metro Inner-South Joint Development Assessment Panel

Determination on Development Assessment Panel Application for Planning Approval

Property Location: No.532 (Lot No.101) Canning Highway, Attadale
Application Details: Additions and alterations to motor vehicle sales & Motor vehicle repair premises

In accordance with regulation 8 of the *Planning and Development (Development Assessment Panels) Regulations 2011*, the above application for planning approval was **refused** on 1 December 2022, subject to the following:

Refuse DAP Application reference DAP/22/02314 and accompanying plans (S2-A3, S2-A4, S2-A5, S2-A6, S2-A7 dated October 2022) in accordance with Clause 68 of Schedule 2 (Deemed Provisions) of the *Planning and Development (Local Planning Schemes) Regulations 2015*, and the provisions of Clauses 23 and No. 24 of the City of Melville Local Planning Scheme No. 6, for the following reasons:

Reasons

1. The proposed development is inconsistent with the 'Zone Objectives' of the Centre C4, (Neighbourhood and Local Centres) contained within Clause 16 of Local Planning Scheme No. 6 as it does not provide for an active use at street level and nor does it provide for the main daily to weekly household shopping and community needs of residents.

2. The proposed development is inconsistent with the 'Additional Site and Development Requirements' contained within Clause 32 of Local Planning Scheme No. 6, as the development has not been designed according to 'Main Street' Design Principles.

3. The proposed development is inconsistent with Clause 3.3.4 of the City of Melville Local Planning Strategy (Neighbourhood and Local Centres), as it intensifies and entrenches the existing land use, which is motor vehicle dominant, with little to no consideration to improve or provide for a pedestrian friendly environment. In addition to the above, the proposal does not provide any diversification of land uses on site, and therefore, does not allow for an increased development intensity and land use mix.

4. The proposed development does not meet the policy requirements of Local Planning Policy 2.1 Non-Residential Development or the 'Additional Site and Development Requirements' under Clause 32 of Local Planning Scheme No. 6, given the portion of the building with the most has not been designed to respond to the requirement for nil setbacks to the building from Hislop Road and Canning Highway.

5. The proposed development fails to meet the following matters under Schedule 2, Clause 67 of the Planning and Development (Local Planning Schemes) Regulations 2015 with particular reference to:
   (a) the aims and provisions of this Scheme and any other local planning scheme operating within the Scheme area;
   (b) the requirements of orderly and proper planning;
   (c) any approved State planning policy;
   (fa) any local planning strategy for this Scheme endorsed by the Commission;
   (g) any local planning policy for the Scheme area;
   (m) The compatibility of the development with its setting, including –
   (i) the compatibility of the development with the desired future character of its setting;
   (n) The amenity of the locality including the following –
   (ii) the character of the locality; and
   (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.

DEVELOPMENT ASSESSMENT PANEL

REFUSED

01-Dec-2022



N

PROPOSED - LOCATION PLAN

SCALE: 1 : 300

PROPOSED MELVILLE MOTORS SHOWROOM EXPANSION

LOCATION:532, CANNING HIGHWAY, ATTADALE, WA 6156

FOR:MELVILLE MOTORS

SK018
OCT 2022
S2-A3
1 : 300 @ A1

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DEVELOPMENT ASSESSMENT PANEL

REFUSED

01-Dec-2022

55 (P.A.W.)

ES AVENUE

HISLOP ROA

CANN HIGH

EXISTING WORKSHOP

EXISTING SHOWROOM

EXISTING SHOWROOM

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EXISTING - SITE & GROUND FLOOR PLAN

SCALE: 1 : 250

PROPOSED MELVILLE MOTORS SHOWROOM EXPANSION

LOCATION:532, CANNING HIGHWAY, ATTADALE, WA 6156

FOR:MELVILLE MOTORS

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DEVELOPMENT
ASSESSMENT PANEL

REFUSED

01-Dec-2022



N

BASEMENT FLOOR PLAN

SCALE: 1 : 250

PROPOSED MELVILLE MOTORS SHOWROOM EXPANSION

LOCATION:532, CANNING HIGHWAY, ATTADALE, WA 6156

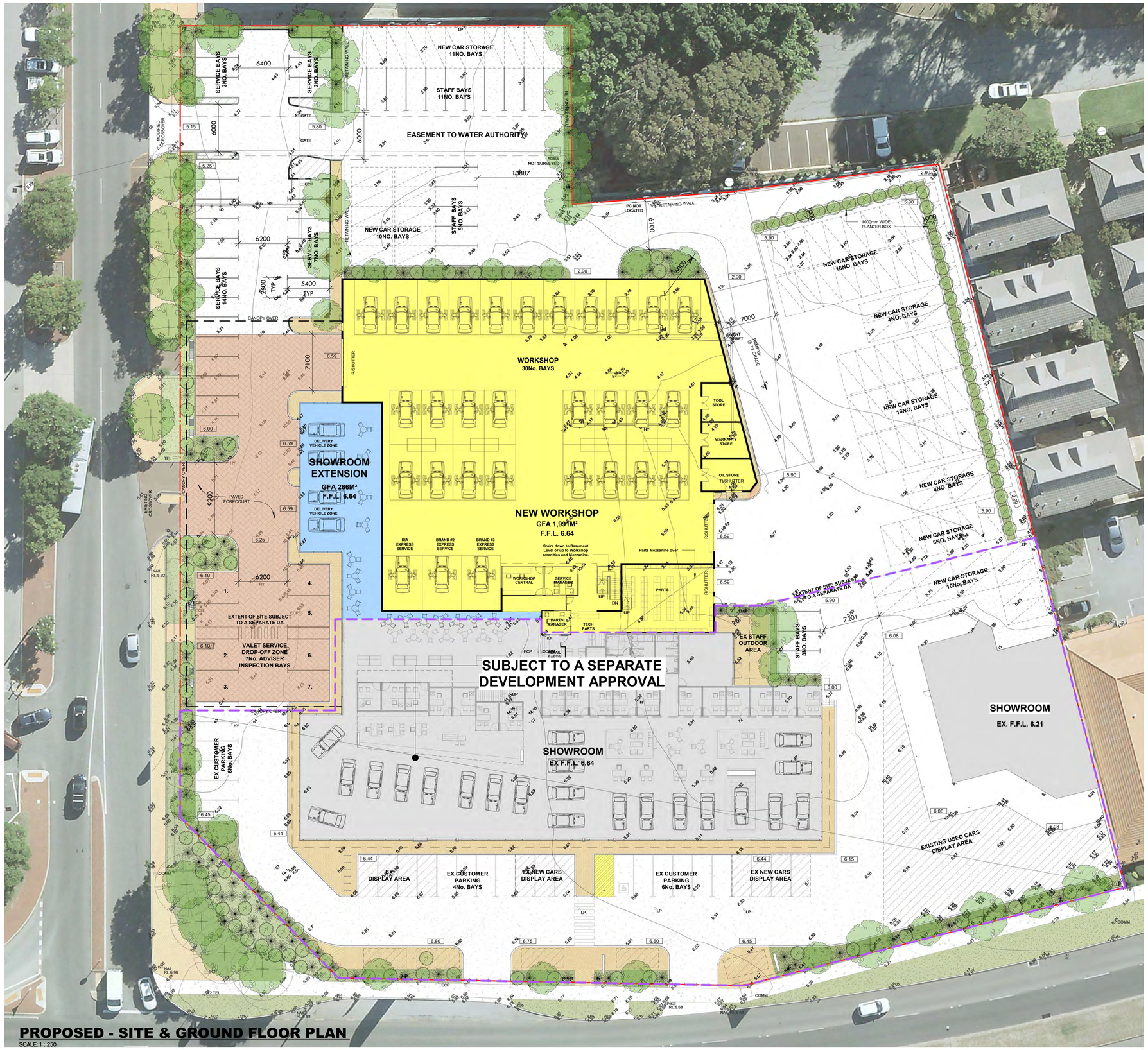
FOR:MELVILLE MOTORS

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PROPOSED - SITE & GROUND FLOOR PLAN

SCALE:1 : 250

DEVELOPMENT ASSESSMENT PANEL

REFUSED

01-Dec-2022

SITE C

1. Site Area
a. Land Are

2. Gross Flo
a. Worksho
b. Showroo
c. Main Sh
d. Minor Showroom - Modified 339m²

3. Car Display Areas

a. Internal - KIA	525m²
b. Internal - Brand#2	293m²
c. Internal - Nissan	397m²
d. Internal - Used Cars	216m²
e. External Display	598m²
Total	**2,029m²**

4. Carparking Required

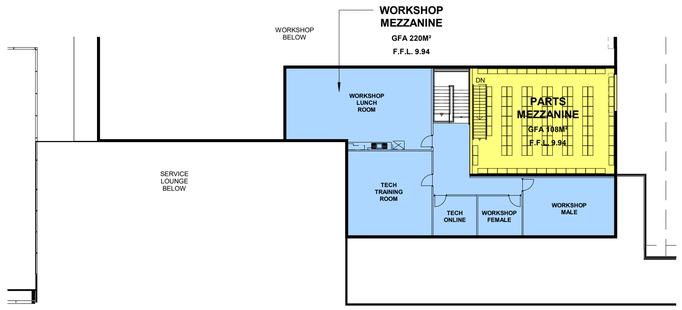
a. Display - 1/100m²	5.98 Cars
b. Employees - 0.5/employee	21.50 Cars
c. Workshop - 3/Bay	90.00 Cars
Total Car required	**117.98 Cars**

4. Carparking Provided
Total Car provided **118 Cars**

Landscaping
A. Hard Landscaping
Defined as paved walkways either open or covered.
B. Soft Landscaping
Defined as vegetative landscaping.

Gross Floor Area : GFA
A. All Floor Areas on this plan are shown as GROSS FLOOR AREA.
Unless otherwise noted as Nett Floor Area
B. Definition of Gross Floor Area is defined as:
i/ GROSS FLOOR AREA OF TENANCY:
Gross Floor Area of an individual Tenancy is defined as the area contained between the centre line of common tenancy walls and the outside edge of external walls.
ii/ GROSS FLOOR AREA OF A BUILDING
Gross Floor Area of a Building is defined as the total area contained between the outside edge of external walls

Nett Floor Area : NFA
A. Nett Floor Area of a Tenancy on this plan is defined as the area between external or tenancy dividing walls.
B. This area is inclusive of toilets if the toilets are exclusive to the Tenancy.



MEZZANINE FLOOR PLAN

SCALE:1 : 250

PROPOSED MELVILLE MOTORS SHOWROOM EXPANSION

LOCATION:532, CANNING HIGHWAY, ATTADALE, WA 6156
FOR:MELVILLE MOTORS

N

SK018
OCT 2022
S2-A6
As indicated @ A1

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DEVELOPMENT ASSESSMENT PANEL

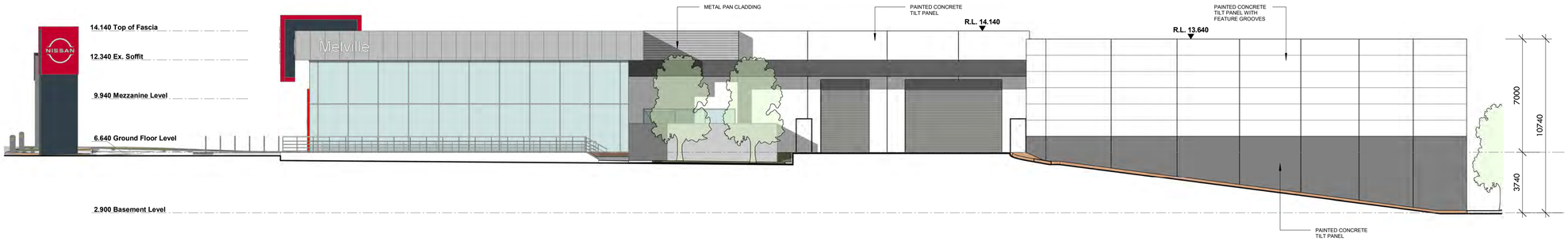
REFUSED

01-Dec-2022



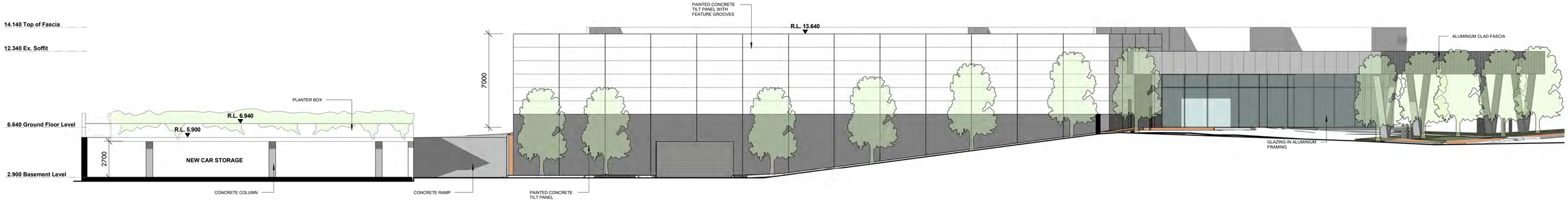
SOUTH ELEVATION - SHOWROOM

SCALE:1 : 150



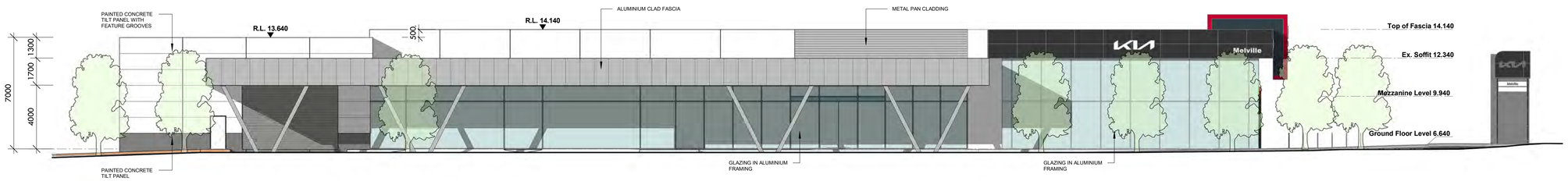
EAST ELEVATION

SCALE:1 : 150



NORTH ELEVATION

SCALE:1 : 150



HISLOP ROAD (WEST) ELEVATION

SCALE:1 : 150

PROPOSED MELVILLE MOTORS SHOWROOM EXPANSION

LOCATION:532, CANNING HIGHWAY, ATTADALE, WA 6156

FOR:MELVILLE MOTORS

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CANNING HIGHWAY, NO. 532 (LOT NO. 101) ATTADALE – ADDITIONS & ALTERATIONS TO MOTOR VEHICLE SALES & MOTOR VEHICLE REPAIR PREMISES

Form 1 – Responsible Authority Report
(Regulation 12)

DAP Name:	Metro Inner-South Joint Development Assessment Panel	
Local Government Area:	City of Melville	
Applicant:	Planning Solutions (Aust) Pty Ltd	
Owner:	Regalsea Investments Pty Ltd	
Value of Development:	$6.2 million ☐ Mandatory (Regulation 5) ☒ Opt In (Regulation 6)	
Responsible Authority:	City of Melville	
Authorising Officer:	Tom Geddes	
LG Reference:	DAP-2022-7	
DAP File No:	DAP/22/02314	
Application Received Date:	2 September 2022	
Report Due Date:	23 November 2022	
Application Statutory Process Timeframe:	90 Days	
Attachment(s):	1. Location Plan 2. Amended development plans and elevations 3. MRWA Comments 4. Design Review Panel Report 5. Applicant's supporting report 6. Updated Transport impact statement 7. Environmental noise Assessment 8. Legal Advice 9. JDAP Decisions (2021 & 2022) 10. Council Minutes	
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 be advised that the Council of the City of Melville does not endorse the recommendation of the Responsible Authority Report to REFUSE the application for the proposed Additions and Alterations to Motor Vehicle Sales and Motor Vehicle Repair Premises at No. 532 Canning Highway (Lot 101) Attadale, with the addition of an appropriate condition mandating appointment of an Environmental Sustainable Development (ESD) professional to produce a pathway report to achieving and

exceed NCC compliance and describing how the project will deliver exemplary ESD outcomes, including landscape initiatives already described, the installation of a solar PV array and EV chargers that can become a benchmark for a showroom and workshop project and therefore become something the City and community can engage with and understand in a more positive manner.

Reasons for Responsible Authority Recommendation
The Responsible Authority Recommendation is in accordance with the minutes of the Council Meeting of 15 November 2022, which are provided as attachment 10.

Details: outline of development application

Region Scheme	Metropolitan Region Scheme
Region Scheme - Zone/Reserve	Urban
Local Planning Scheme	Local Planning Scheme No. 6
Local Planning Scheme - Zone/Reserve	Centre C4, Hislop Road Neighbourhood Centre
Structure Plan/Precinct Plan	N/A
Structure Plan/Precinct Plan - Land Use Designation	N/A
Use Class and permissibility:	Motor Vehicle, Boat or Caravan Sales 'X' use – Not permitted Motor Vehicle Repairs 'X' use – Not permitted
Lot Size:	11,641m²
Existing Land Use:	- Motor Vehicle, Boat or Caravan Sales - Motor Vehicle Repairs
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 comprises the following:

- Demolition of the existing workshop and its replacement with:
    - Undercroft/servicing area
    - Ground floor workshop, storerooms and offices
    - Mezzanine with storage and staff amenities.
- Expansion of the existing showroom to the west of the new workshop.
- The addition of a new canopy up to the western site boundary.
- The construction of a parking deck to the north-east portion of the site.

- External amendments including alterations to the parking areas around the building and additional landscaping across the site.

Note: The existing site and ground floor plan (S2-A4) shows the showroom additions and alterations approved under the earlier application as existing, however these works have yet to be constructed.

On 26 October, the applicant provided amended plans in response to matters raised by the Design Review Panel and the City's Traffic Engineers comprising the following:

- Amendment to the paving material for the vehicle pick-up area off Hislop Road.
- The inclusion of additional planting zones along the northern and eastern boundaries of the parking deck.
- The inclusion of paved crossovers in lieu of asphalt.
- The width of the northern crossover onto Hislop Road increased to 6m in accordance with advice from the City's traffic engineer.

The applicant provided further amended plans on 3 November 2022 detailing the provision of 22 staff parking bays across the site.

The applicant also provided an amended Traffic Impact Statement which is provided as Attachment 6.

Proposed Land Use	Motor Vehicle Sales Motor Vehicle, Boat or Caravan Sales
Proposed Net Lettable Area	2580m^2 (Showroom, mezzanine & workshop less stairs)
Proposed No. Storeys	2
Proposed No. Dwellings	N/A

Background:
A motor vehicle sales & repair premises has been operating on this site since the 1960's and has been the subject of several additions and alterations since that time. In 2021, an application was made for additions and alterations to the existing showroom buildings on site, which was approved by the Joint Development Assessment Panel at its meeting on 7 December 2021, subject to conditions, contrary to the recommendation of the Responsible Authority who recommended that the development application be refused. In 2022 an application was made to amend the 2021 approval. This sought to make multiple amendments to the approved showroom redevelopment. This amendment application was also approved by the JDAP contrary to the recommendation of the Responsible Authority.

Site Characteristics

Lot 101 (532) Canning Highway, Attadale (subject site) is zoned Centre C4 under the provisions of City of Melville Local Planning Scheme No. 6. The subject site sits on the north-eastern corner of Hislop Road and Canning Highway and is situated within the Hislop Road Neighbourhood Centre. The development controls for the subject site are largely contained in Local Planning Policy 2.1 – Non-Residential Development (LPP2.1) and LPS6.

The subject site is surrounded by Mixed Use (R50) zoned land, a pedestrian walkway, and a small portion of Mick John Reserve to the north, residential strata units to the northeast with office, consulting and medical based uses situated to the south-east.

The subject site has a frontage to Hislop Road opposite to a Petrol Station and smaller scale land uses typically found within a Neighbourhood Centre such as hairdressers, café/restaurants and a liquor store. The land to the south of Canning Highway is zoned R50 Mixed use and includes uses such as child minding services, consulting rooms and private residences.

The subject site is the largest land parcel within the Hislop Road Activity Centre measuring at 11,641m² in area, underlying its significance as a key development site and catalyst for future redevelopment of the centre. The site has good access to the regional road network including direct access off Canning Highway. It is well connected to public transport as Canning Highway is designated as a high frequency bus route with several bus stops within a 250m catchment of the site.



Figure 1 – Aerial photograph of subject site.

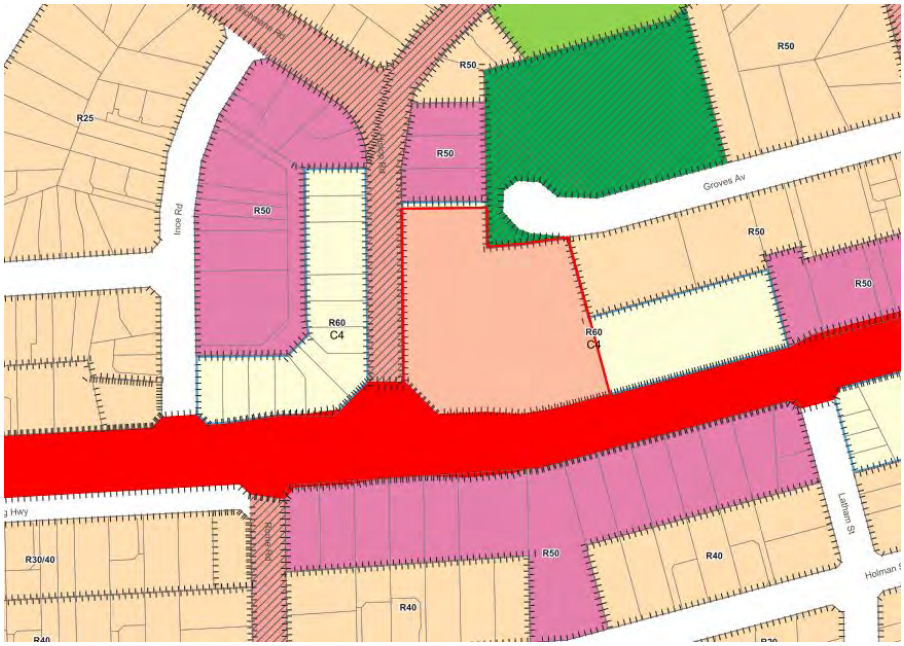


Figure 2 – Local Planning Scheme No. 6

Legislation and Policy:

Legislation

- Planning & Development Act 2005
- Metropolitan Region Scheme
- Planning & Development (Local Planning Schemes) Regulations 2015
- City of Melville Local Planning Scheme No. 6
- City of Melville Local Planning Strategy

State Government Policies

- SPP3.0: Urban Growth and Settlement
- SPP4.2: Activity Centres for Perth and Peel
- SPP7.0: Design of the Built Environment

Local Policies

- CP-029: Street Tree Policy
- LPP1.1: Planning Process and Decision Making
- LPP1.2: Architectural and Urban Design Advisory Panel
- LPP1.3: Waste and Recyclables Collection for Multiple Dwellings, Mixed Use and Non-Residential Developments
- LPP1.4: Provision of Public Art in Development Proposals
- LPP1.5: Energy Efficiency in Building Design
- LPP1.6: Car Parking and Access
- LPP1.8: Crime Prevention Through Environmental Design of Buildings Policy
- LPP1.16: Flood and Security Lighting
- LPP2.1: Non-Residential Development
- LPP2.2: Outdoor Advertising and Signage Policy

Consultation:

Public Consultation

In accordance with *Local Planning Policy 1.1 - Planning Process and Decision Making* (LPP1.1), the application was advertised for a period of 21 days commencing 19 September 2022 and concluding 10 October 2022. Consultation was undertaken via two signs on site facing Canning Highway and Hislop Road, written correspondence to the owners/occupiers and publication of the development plans with supporting documents on the City's online engagement portal 'Melville Talks'.

The City received two responses relating to the development application during this consultation period:

- One submission raised concerns in relation to the height of a new boundary wall to the eastern boundary. It is noted however, that the proposal does not include a new 8m high boundary wall to the eastern boundary.

- The other submission is a multi-signature letter from 28 residents raising the following concerns:
    - The walkway between Groves Avenue and Hislop Road is in poor repair and it was requested that the applicant consider replacing their fibre cement fence along the northern property boundary with one more aesthetically pleasing. In addition more lighting is sought.
    - The public car parking on Groves Avenue is unsafe and in need of lighting upgrades and security signage.

The concern in relation to the material for the northern fence of 532 Canning Highway has been raised with the applicant but is otherwise not of material relevance to the determination of the current DA.

The remainder of the concerns were sent to the City's internal departments as the managing body for the laneway and the Groves Avenue parking bays, noting that these too are not material for the current DA.

Referrals/consultation with Government/Service Agencies

The application was referred to Main Roads WA (MRWA) on 9 September 2022 for review and general comment on the proposal. It should be noted there is an area set aside for road widening on the southern-most portion of the subject site, in which the existing and previously approved monolith signs are situated within. The proposed works sit outside the Primary Regional Road Reservation.

MRWA requested an extension to provide comment on the proposal until 28 October 2022. On 1 November 2022, MRWA responded recommending support for the proposal, subject to various conditions of approval (refer Attachment 3 for a copy of the recommendation letter from MRWA). These conditions are included in the alternative recommendation for approval, should the JDAP seek to approve the development.

City of Melville Internal Referrals

The original assessment process undertaken included referrals to several internal departments for review of the technical information provided by the applicant. No concerns are raised subject to the imposition of appropriate conditions.

It is noted that on 26 October 2022 the applicant provided an updated TIS (provided as attachment 6). The updated TIS was reviewed and generally supported by the City's Traffic Engineers, noting however that the GFA calculations for the development in the TIS for the showroom portion were not calculated to take into account the existing showroom area. Rather the TIS calculated trip generation for the showroom in relation to the 36m^2 increase in floor area between the original 2021 approval and approved amendment. The engineering team were otherwise supportive of the TIS.

Design Review Panel Advice

The application was presented to the City of Melville Design Review Panel (DRP) on 5 September 2022. Following its meeting, the DRP recommended that elements of the proposal be reviewed for improvement including the landscaping treatments to the exterior of the building and how the development presents to neighbouring properties. The DRP concluded that it was not able to support the initial development proposal.

The DRP recommendations are provided as attachment 5, and the applicant's response to the DRP is provided as a part of attachment 5. The following table summarises the DRP comments and the City's assessment of the applicant's response.

DRP Comment & Recommendation (summarised)	Officer comment
Principle – Context & Character For a car showroom and associated uses to fit within a local centre and to respond to the LPS No. 6 it would need to address the street, public domain and footpath directly with a built form edge that brings activity and surveillance to the pedestrian experience.	The applicant considers that the redevelopment addresses the street with glazing to Hislop Road and Canning Highway frontages, with the car pick up area providing for surveillance and activity along Hislop Road. It is considered that the most active portion of the building which remains set back 15m from Hislop Road, with a car dominant vehicle pick up area separating the shopfront from the streetscape does not address the DRP concern nor the LPS6 requirements.
Principle – Landscape Quality Consider appointing a landscape professional to develop a coherent and impressive design narrative This may include greater emphasis on mature tree planting and the adjacent boundaries where they will form a buffer with adjoining owners and not obstruct sightlines into the showroom	The DRP provided a number of opportunities for the applicant to provide a more comprehensive response to landscaping across the site to ameliorate the impact of hard stand car parking across the property. In response the applicant contended that a landscaping plan could be made a condition of development approval. The submitted plans indicate additional landscaping along the northern and eastern

Consider a hard and soft landscape proposal for the entry road and parking in front of the new showroom. This space could function as an entry plaza. It could include varied paving in lieu of asphalt to cue the entry forecourt as a pedestrian zone through which cars move rather than the other way around. It may include soft landscape and seating. Develop a landscape narrative that might include rainwater capture and reuse, permeable paving and structural soils where trees are being established. Consider a landscape narrative that can become a benchmark for a car showroom. In this way it can become something the City and community can engage with in a more positive manner.	boundaries but no details of this have been specified to date. It is considered that this response did not address the concerns of the DRP in providing a more comprehensive landscaping strategy for the site.
Principle – Sustainability Consider appointing an ESD professional to produce a pathway report to achieving and exceed NCC compliance and describing how the project will deliver exemplary ESD outcomes. It is understood that the operation will have an ambitious solar PV array, but this is not described in the submission. Consider an ESD narrative, including landscape initiatives already described and EV chargers that can become a benchmark for a showroom and workshop project and therefore become something the City and community can engage with and understand in a more positive manner.	The applicant advised that an ESD professional has been engaged for the development but provided no further details in this regard. In relation to the solar array, the applicant noted that while the proponent may consider the inclusion of a solar array at the detailed design phase, there is no requirement under the planning framework for its provision. It is considered that this response did not address the DRP recommendations.
Principle – Safety The proposal includes large areas to the northeast which are publicly accessible and do not benefit from any passive surveillance. Describe how all areas around the workshop will be made safe, including out of hours.	The development provides for separation of pedestrian and vehicle movements. The applicant considers that the glazing to the existing showroom provides for streetscape surveillance while safety outside business hours will be addressed through CCTV & security patrols. It is considered that the development does not provide passive surveillance of

	the area to the rear of the site and the basement area.
Principle – Community This area of Melville constitutes a local and neighbourhood centre with the expectation that streets will be pedestrian friendly and edged with active and engaged street fronts. While the business has been operating since 1961, it is considered that the way the project addresses its public domain is not consistent with community expectations. In mitigation of this, consider developing a detailed landscape design and ESD narrative which seeks to provide an exemplary outcome. The panel also looked forward to receiving more detail regarding materials, textures, colours and landscaping.	The applicant considers that a landscaping plan can be addressed as a condition of any approval, and an ESD report is not warranted for the proposed development. The applicant did not provide further detail in relation to the colours or materiality of the development beyond that shown on the proposal plans. It is considered that the proposal does little to demonstrate how a development of this nature will align with the future vision for the centre.

Due to the limited scope of the amendments made by the applicant, the application was not referred back to the DRP for further consideration. Further discussion of the overall building design is contained within the officer comment section. A copy of the DRP Report is included as Attachment four.

Planning Assessment:

The table below details the matters which require a performance assessment, the applicable planning controls, a brief description of the proposal and an officer comment.

Provision	Requirement	Proposal	Assessment
Land Use			
Table 3 of LPS6	Preferred land uses are outlined within LPS6.	- Motor Vehicle, Boat or Caravan Sales - Motor Vehicle Repairs Non-Permitted 'X' uses	**Not supported.** Discussed further in the officer comment section below.
Building Design			
SPP7.0 – Design of the Built Environment	Setbacks Building setbacks for corner lots should be based on 'main-street' design principles	Whilst a canopy is provided at the Hislop Road frontage with a nil setback, the remainder of the building, including the	**Not supported.** See planning assessment below under 'Building Design' section for further details.

LPP2.1 – Non-Residential Development *Table 7* of LPS6	(nil street setbacks) Well-articulated elements (varying setbacks, alternating materials)	showroom is set back 15m from the primary street. The canopy does not extend over the footpath to provide any improved pedestrian amenity as expected in a main street design. It serves to provide shade for car parking and reinforces the car dominated aspect of this use when viewed from the street.	
LPP2.1 – Non-Residential Development	<u>Front Facades</u> Enhance pedestrian scale (use of windows, doors, awnings and art)	The building has not been designed to enhance the pedestrian scale or provide opportunities for public art.	**Not supported.** See planning assessment below under 'Building Design' section for further details.
LPP2.1 – Non-Residential Development	<u>Lot boundary setbacks</u> 1.8m setback from adjoining residential building required for car parking deck	3.5m setback between deck and eastern property boundary	**Supported**
<u>Parking</u>			
LPP1.6 – Car Parking and Access *LPP2.1 – Non-Residential Development* *LPP1.6 – Car Parking and Access* *LPP2.1 – Non-Residential Development*	Parking for vehicles Motor vehicle sales – 1 bay per 100m2 of display or sale area, plus 0.5 bays per staff member 2029m^2 = 20 bays Motor vehicle repair – 3 bays per service bay and 0.5 bays per staff member 30 service bays = 90 bays 50 employees = 25 bays	Total customer and service parking bays = 111 (24 bay shortfall) *	**Not supported** This is discussed further in the officer comment section below

	Total = 135 bays		
LPP1.6 – Car Parking and Access *LPP2.1 – Non-Residential Development*	Bicycle Parking Facilities One bicycle bay per 10 car parking bays (14 required) One locker for each bicycle bay (14 required) One unisex shower and change room	No bicycle bays or end of trip facilities proposed beyond those approved through the 2021 application.	**Supported** Discussed further in the officer comment section below.
Public Art			
LPP 1.4 – Public Art	Development over $2million to provide 1% of the cost of development as a public art contribution	The applicant has contended that there is no need for the public art contribution.	**Not supported** Discussed further in officer comment section below.

*Note: the applicant has contended that the area of showroom off Hislop Road proposed through this application should not be included in car parking calculations as this is for vehicle pickup rather than sales, however it is considered that this is an element of vehicle sales and has been included for this reason.

Land use

Lot 101 (No. 532) Canning Highway, Attadale is zoned Centre 'C4' with a density code of 'R60' under LPS6. The proposed development is defined as 'Motor Vehicle Repairs' and 'Motor Vehicle, Boat or Caravan Sales' under LPS6. These land uses are 'X' uses, which are not permitted by the Scheme and require assessment as non-conforming uses in accordance with the relevant requirements of the City's Local Planning Scheme No. 6 (LPS6).

The applicant is seeking approval to alter and extend the existing non-conforming use, which can be considered in accordance with Clause 23(1) of LPS6.

An assessment of the proposed development against the City's Local Planning Strategy and zone objectives of LPS6 is contained within the following section of this report. The assessment against the Local Planning Strategy and LPS6 concludes that the proposed development is inconsistent with these objectives and should not be supported on that basis.

Local Planning Strategy

The City's Local Planning Strategy (Strategy) was adopted in February 2016 and sets out the vision for the City's key strategic areas, with a strong focus on the delivery of key activity centres in line with the guiding principles of *SPP4.2 Activity Centres for Perth and Peel.*

The City of Melville has over 35 activity centres, which range from larger district centres to smaller neighbourhood and local centres. This site is situated within the Hislop Road Neighbourhood Centre. Lot 101 is unique as it forms the largest land parcel within the Neighbourhood Centre at 11,641m² and is situated at the corner of Hislop Road and Canning Highway. The site is considered to have strategic significance when viewed in the context of the Strategy as the redevelopment of the site would be a catalyst for future redevelopment of other sites within the centre. It should be noted that the lot area of this site alone is comparable to other activity centres within the City's jurisdiction including the Marmion Street Local Centre (~16,250m²), North Lake Road Local Centre (~13,400m²) and Parry Avenue Neighbourhood Centre (~6,800m²). This demonstrates the strategic importance of the site in this context.

Clause 3.3.4 (Neighbourhood and Local Centres) of the Strategy identified that these existing centres under the previous Community Planning Scheme No. 5 were in need of redevelopment however this was not possible due to their zoning. LPS6 was gazetted in May 2016 which resulted in these neighbourhood and local centres (inclusive of Hislop Road) being zoned Centre C4 to encourage redevelopment. The redevelopment will allow these sites to better service the local area and to facilitate walking and cycling opportunities for residents and employees. consistent with a one key principle of the Strategy which is to maximise the access to activity centres by walking, cycling and public transport whilst reducing private car trips. This is supported through the consolidation of the built form towards the street to achieve 'Main Street' design principles.

The land uses at the subject site, being car sales and service/repair, are not ones that fit well within a neighbourhood centre such as this, The services offered by the existing non-conforming land uses are of a high threshold low order nature, meaning that customer catchment would be significant, and the associated turnover of goods would be low given the demand for vehicles is low. Services within a neighbourhood centre such as this are generally low threshold high order, reflective of a small catchment, more walkable, and less reliant on the car. It is for this reason that land uses such as this are classed as an X use within such neighbourhood centre settings.

Given this and acknowledging the ongoing use rights associated with the existing uses, the proposed extension and redevelopment of the existing non-conforming land uses is considered to be at odds with the objectives of the Strategy. The short or medium term opportunity for the redevelopment of the subject site to align with the expectations of the centre can be seen to be compromised when redevelopment proposals which consolidate and perpetuate non- conforming uses are endorsed.

The development now proposed, combined with those previously approved, will result in the upgrade/redevelopment of the majority of buildings on site. This will entrench the land use beyond the lifespan of the existing development.

In view of this, the City considers the development should not be supported

<u>Zone Objectives</u>
The objectives of the Centre 'C4' zone under Clause 16 of LPS6 is as follows:

- *"To designate land for future development as a city centre or activity centre.*

- *To provide a basis for future detailed planning in accordance with the structure planning provisions of this Scheme or the Activity Centres State Planning policy.*
- *To provide for a wide variety of active uses on street level which are compatible with residential and other non-active uses on upper levels.*
- *To allow for the development of a mix of varied but compatible land uses such as housing, offices, showrooms, shops, amusement centres, and eating establishments which do not generate nuisances detrimental to the amenity of the district or to the health, welfare and safety of its residents.*
- *C4 – All Neighbourhood and Local Centres: to provide for Neighbourhood and Local Centres to focus on the main daily to weekly household shopping and community needs and focus for medium density housing.*
- *To ensure that development is not detrimental to the amenity of adjoining owners or residential properties in the locality.*
- *To ensure the design and landscaping of development provides a high standard of safety, convenience and amenity and contributes towards a sense of place and community."*

The proposal is not considered to meet any of the objectives stipulated above. It is considered that the subject site is capable of redevelopment to provide a mix of land uses which are complementary to residential land uses, and which will support the viability and vitality of the centre into the future.

Motor vehicles sales and repair businesses are not suitable within activity centres where the Strategy intends to promote vibrant and pedestrian friendly environment. These issues are heightened particularly when the development has not been designed to provide an active frontage to Hislop Road and Canning Highway, for the purpose of creating a 'Main Street' environment (as detailed within the Setbacks section of the report). Whilst the awning structure addition is noted, the substantial setback of the remainder of the building behind at grade vehicle parking fails to deliver a 'Main Street' outcome.

Considering the objectives, the proposed development is not considered to satisfy the objectives of the Centre 'C4' Zone, as the redevelopment of the subject land uses are not 'active uses' at street level and have not been designed according to 'Main Street' Design Principles.

Non-Conforming Use

Clause 22 and Clause 23 of LPS6 provides the ability for a development application to be lodged to alter and/or extend a non-conforming use of land.

The City has assessed the proposed development against the purpose and objectives of LPS6 and with consideration of the impact on amenity that the proposed extension will have. In summary, it is considered that the development fails to demonstrate that there will be a less detrimental impact for the amenity of the locality, nor are the proposed expansion works to the unauthorised use aligned to the intended purposes of the zone.

Impact on Amenity

In the original application for redevelopment of the showroom to the site, the City recommended that the development be refused for the reason that this redevelopment

would inhibit the site's ability to redevelop to contribute to a more active and vibrant centre. The City expressed concern that the approval of the development would consolidate and perpetuate the non-conforming land use for multiple decades. The current application seeks redevelopment of the remainder of the largest building on site, representing a further entrenchment and expansion of the existing non-conforming use which will have a greater impact upon the activity centre and surrounding properties.

The proposed building remains well set back from the Hislop Road frontage of the site and the inclusion of a large awning over the vehicle entry to the site is not considered to enhance the pedestrian realm, nor achieve the desired 'Main Street' design principles. This is considered to contribute to the inappropriateness of the land use. The proposal includes at grade car parking directly adjacent to the pedestrian footpath for the length of the Hislop Road frontage, which in itself is considered to detract from a pedestrian friendly local activity centre environment.

The use and overall built form of the development is designed to promote motor vehicle sales and accommodate enhanced vehicle repair activities. It is considered that the subject development could have readily accommodated an alternative development which incorporated 'Main Street' design principles such as the site at 385 Canning Highway, Attadale which was redeveloped with 0mm setbacks on Canning Highway and Waddell Road (images provided below). Consolidating built form towards the street boundaries provides a higher level of amenity for pedestrians and future proofing the use of the building.





Figures 3 & 4: View of Melville Mazda, 385 Canning Highway Attadale (before and after) with nil building setbacks from the street boundaries.

Purpose of the Centre Zone

The proposed development is not considered to meet the purpose or objectives of the Centre zone for the following reasons:

- Centre zones are intended to provide for high levels of concentrated retail and commercial activities to co-exist with a mix of medium to high density housing typologies. The City's Strategy has identified several key activity centres due to their existing commercial nature and their access to public transport and road networks. A motor vehicles salesroom and repair/workshop contravenes the intent of the Centre zone particularly, as a land use that relies heavily on vehicle patronage.
- It is envisaged that the subject site has the potential to make a significant contribution to the development of this centre, adding to its vibrancy and vitality. As proposed however, the development fails to capitalise on this opportunity there being a limited and at best non activated interface with the adjoining streets. It is acknowledged that activation of the type envisaged for a local centre such as this is difficult to achieve from a land use as proposed, and this is the key reason why a land use of that nature is classed as an X use in a local centre context. The consolidation and expansion of the use as proposed is at odds with this objective. and
- Motor vehicle salesrooms and workshops are only permitted within the Service Commercial and Light Industry zones of LPS6. These zones are designed to cater for the larger format retail and non-residential land uses which are seen as incompatible local and neighbourhood centre zones.

Legal Advice

The City has sought legal advice as to the appropriateness of the subject application in the context of its non-conforming use status. In this advice (provided as an attachment to this report), the following matters were noted:

- The 2021 approval and current application will result in the destruction of 75% or more of the buildings used for the existing non-conforming uses. The destruction of more than 75% of the buildings does not preclude the approval of the development but is one of the triggers for development approval to be required, and discretion to be exercised by the decisionmaker in electing to allow for the redevelopment of the buildings associated with the non-conforming use.
- The combined redevelopment of the Motor Vehicle Sales and Motor Vehicle Repair portions of the development will result in an intensification and extension of the existing non-conforming land uses on site. This intensification and extension likewise does not necessarily preclude the approval of the development by the decision maker, but the decision-maker must exercise discretion as to whether approval should be given.
- In considering exercising this discretion in approving the intensification, extension and entrenchment of the non-conforming land use, the decision-maker would need to be satisfied that the development is consistent with the principles of:
    - The aims and provisions of LPS6;
    - The requirements of orderly and proper planning;
    - The compatibility of the development with the desired future character of its setting;
    - The amenity and character of the locality; and
    - Any other planning consideration the decision-maker considers appropriate.
- The legal advice outlined several matters which would be appropriate for the decision-maker to consider in exercising discretion, being that proposals to perpetuate, extend or entrench non-conforming uses should not be readily supported as these uses should be phased out and ultimately eliminated to result in sites operating consistently with the intended future character envisaged by the Scheme. Non-conforming uses which have exhausted their viability should relocate to a more appropriate site.

For the reasons discussed above, the redevelopment of the site for the purpose of perpetuating the non-conforming uses is inconsistent with the principles listed above. The proposal will be contrary to the aims and provisions of LPS6 and it fails to enhance and bolster the desired future character of the locality, contrary to orderly and proper planning.

In summary

It is considered that the proposed redevelopment of the existing Motor Vehicle Repair workshop will have a detrimental impact upon the amenity of the locality. The development will not bring the land use closer to the intended purpose of the zone, as per the requirement of Clause 23 of LPS6, and for this reason, as well as those previously stated, the proposed development is not supported by the City.

Setbacks

The proposal includes an awning/canopy up to the Hislop Road property boundary, but the remainder of the building, including the portion of the showroom wrapped

around the workshop is set back 15m from the street, with the street setback taken up by at grade car parking. In accordance with the planning policy framework for the site, the building should be designed to provide nil setbacks to the active portion of the development, providing for activity and streetscape interaction in accordance with 'Main Street' design principles. The subject development retains the existing poor streetscape presence of the existing building, and continues to provide un-sleeved, at grade parking directly adjacent to the pedestrian pathway.

The applicant contends that the provision of the canopy over the Hislop Road entrance provides a main street outcome, however in comparison to the examples provided as figures 3 and 4 above, the canopy acts as a shade over a vehicle pickup area, rather than a design which could potentially be adapted to another more suitable use in the future. It is considered that the design of the proposed development retains and enhances the existing car dominant nature of the business and should not be supported on that basis.

Parking

Despite the large number of parking bays provided across the site, the development proposes a shortfall in parking bays against the requirements listed in LPP 1.6. This is due to the large number of bays taken up by new car storage and vehicle display areas. The applicant contends that the shortfall can be supported for the following reasons (summarised):

- The provision of parking is based on 60 years' experience with the subject use and associated parking demands.
- Minimum parking requirements are geared towards smaller land uses, and as land use activities expand shared uses and increased parking turnover leads to greater efficiency in parking allocation and usage, leading to an oversupply of parking if minimum requirements are strictly adhered to.
- The shortfall is considered by the applicant to be negligible in the context of the overall site, with bays for up to 237 cars provided across the site.
- The City of Melville's parking requirement for Motor Vehicle Repair uses is greater than that imposed by other local governments.

These considerations are noted, however it is considered that the shortfall in parking for the development should not be supported for the following reasons:

- The shortfall across the site for the development may result in overflow parking from the facility impacting public parking bays in the locality such as the bays in Groves Avenue.
- This overflow parking would have an adverse amenity impact upon the immediate locality, using bays associated with the City's park off Groves Avenue and bays associated with other uses such as cafes and shops located within the local centre.
- Whilst a total of 237 bays are provided across the site, the majority of them are utilised for the parking of vehicles for sale rather than accommodating the parking demand generated by customers and employees.

- The subject use is one which is unlikely to attract customers via public transport or as pedestrians, and the high threshold nature of the goods for sale means that customers are likely to travel significant distances to access the site and as such are more likely to require parking.

Bicycle parking

Whilst a total of 26 bicycle parking bays would be required for a use of this scale, it is considered that should the JDAP see fit to approve the subject development, that the bicycle parking requirement not be imposed. Considering the nature of the subject use, being a Motor Vehicle Repair service and sales, it is unlikely that customers or staff would use bicycles to access the premises, and if they did the bicycle parking facilities and EOT facilities required through the 2021 approval would provide for appropriate facilities for the site as a whole.

Landscaping

The applicant has not submitted a detailed landscaping plan for the development, despite the submitted development plans illustrating the provision of landscaping across the site. This is considered to be a shortfall of the current submission, however, in the event that the JDAP determined to approve the development, it is considered that the provision of a detailed landscaping plan should be made a condition of any approval.

Managing the impact of noise

The proposed redevelopment of the existing Motor Vehicle Repair use on the subject site retains an existing noise generating land use in the centre zone, however the subject application was supported by a report prepared by Lloyd George and Associates (attachment 7) which concluded that the use is predicted to comply with assigned noise levels per the *Environmental protection (Noise) Regulations 1997*. Despite this conclusion, the report noted a number of noise control measures that are recommended to be applied. Given the use can operate within the confines of the Noise Regulations, the measures identified are not required to be imposed.

LPP1.4 Provision of Public Art

In accordance with the City's LPP1.4, development applications such as this with a value in excess of $2 million are required to provide public art to the value of 1% of the cost of the development.

The applicant has provided justification to not require a public art contribution for this development citing the following reasons:

- LPP1.4 does not link the requirement to provide public art with identification of how any given development creates the need for such art;
- The State Administrative Tribunal (SAT) has previously determined that where a policy arbitrarily imposes a requirement to provide public art (or cash in lieu) by way of the cost of the development, it is more about the funding of public art than the underlying planning purpose of providing public art. This is not a planning purpose; and
- The proposed additions and alterations to the existing use, which has operated from the subject site for approximately 60 years, are not considered to generate the need for public art on the site or in the surrounding locality. It is considered by the applicant that no nexus exists between the proposed development and any desire for public art, and no public art is proposed as part of this application.

Notwithstanding the applicant's comments in this respect, the City contends that the requirement for public art in association with its Local Planning Policy should be a made a condition of approval in the event that the DA is recommended for approval. This is included in the suggested conditions of approval provided in the alternative recommendation to approve.

It is noted that a condition of development approval was included by the JDAP in its 2021 determination, and the provision of a public art component combining the contribution from the Workshop and Showroom redevelopment would provide for a more substantial outcome.

Conclusion:

The proposed redevelopment of the existing building has been considered against the objectives of the City's Local Planning Strategy, Local Planning Scheme No. 6 and the City's local planning policies. In accordance with the above considerations, the development will contribute to the entrenchment and intensification of the existing non-conforming land uses and in the context of the redevelopment of the majority of the buildings on the site through the subject application and the 2021 approval, the development should not be supported, being contrary to the Local Planning Strategy, Local Planning Scheme, and the principles of orderly and proper planning.

Alternatives

Officer Recommendation
That the Metro Inner-South Joint Development Assessment Panel resolves to:

Refuse DAP Application reference DAP/22/02314 and accompanying plans (S2-A3, S2-A4, S2-A5, S2-A6, S2-A7 dated October 2022) in accordance with Clause 68 of Schedule 2 (Deemed Provisions) of the *Planning and Development (Local Planning Schemes) Regulations 2015*, and the provisions of Clauses 23 and No. 24 of the City of Melville Local Planning Scheme No. 6, for the following reasons:

Reasons

1. The proposed development is inconsistent with the 'Zone Objectives' of the Centre C4, (Neighbourhood and Local Centres) contained within Clause 16 of Local Planning Scheme No. 6 as it does not provide for an active use at street level and nor does it provide for the main daily to weekly household shopping and community needs of residents.

2. The proposed development is inconsistent with the 'Additional Site and Development Requirements' contained within Clause 32 of Local Planning Scheme No. 6, as the development has not been designed according to 'Main Street' Design Principles.

3. The proposed development is inconsistent with Clause 3.3.4 of the City of Melville Local Planning Strategy (Neighbourhood and Local Centres), as it intensifies and entrenches the existing land use, which is motor vehicle dominant, with little to no consideration to improve or provide for a pedestrian friendly environment. In addition to the above, the proposal does not provide any diversification of land uses on site, and therefore, does not allow for an increased development intensity and land use mix.

4. The proposed development does not meet the policy requirements of Local Planning Policy 2.1 Non-Residential Development or the 'Additional Site and Development Requirements' under Clause 32 of Local Planning Scheme No. 6, given the portion of the building with the most has not been designed to respond to the requirement for nil setbacks to the building from Hislop Road and Canning Highway.

5. The proposed development fails to meet the following matters under Schedule 2, Clause 67 of the Planning and Development (Local Planning Schemes) Regulations 2015 with particular reference to:
   (a) the aims and provisions of this Scheme and any other local planning scheme operating within the Scheme area;
   (b) the requirements of orderly and proper planning;
   (c) any approved State planning policy;
   (fa) any local planning strategy for this Scheme endorsed by the Commission;
   (g) any local planning policy for the Scheme area;
   (m) The compatibility of the development with its setting, including –
   (i) the compatibility of the development with the desired future character of its setting;
   (n) The amenity of the locality including the following –
   (ii) the character of the locality; and
   (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.

Alternative Officer Recommendation

It is recommended that the Metro Inner-South Joint Development Assessment Panel resolves to:

1. **Approve** DAP Application reference DAP/22/02314 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 Clauses No. 23 and No. 24 of the City of Melville Local Planning Scheme No. 6, 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 2 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 the subject of this approval must comply with the approved plans at all times unless otherwise approved in writing by the City of Melville or the Joint Development Assessment Panel.

4. All stormwater generated on site is to be retained on site to the satisfaction of the City. Prior to the commencement of development, a stormwater design plan, prepared by a suitably qualified civil engineer, is to be submitted demonstrating the development can accommodate an ARI of 1 in 100 year for a 24 hour storm duration for the written approval of the City.

5. In accordance with City of Melville Local Planning Policy LPP 2.1 - Non-Residential Development, the removal of, or permanent covering of shopfront windows and openings and the use of reflective or heavily tinted glazing at ground floor level is not permitted.

6. An area is to be set aside for a shopfront display or, alternatively the shopfront windows are to allow a view across the sales floor area to the satisfaction of the City. The installation of shop fittings and fixtures on the inside of shopfront windows is not permitted.

7. Prior to the initial occupation of the development, all vehicle parking bays, manoeuvring areas and points of ingress and egress shall be provided in accordance with the approved plans and AS/NZS 2890.1:2004, to the satisfaction of the City and shall be retained for the life of the development.

8. The exterior colours, materials and finishes of the development shall align with the details shown on the approved Development Plans unless otherwise approved in writing by the City.

9. Any roof mounted or freestanding plant or equipment shall be located and/or screened so as not to be visible from the surrounding streets prior to the initial occupation of the development to the satisfaction of the City.

10. Where a driveway meets the street, walls or fencing within sight line areas are to meet the requirements contained under clause 8.7 of Local Planning Policy *LPP2.1 Non-Residential Development*, to the satisfaction of the City.

11. A Construction Management Plan is to be prepared by the applicant and submitted to the City for approval at least 30 days prior to lodging a Building Application. The Construction Management Plan shall detail how the construction of the development will be managed including the following:
    - public safety and site security;
    - hours of operation;
    - noise and vibration controls;
    - air and dust management;
    - stormwater, groundwater and sediment control;
    - waste and material disposal;
    - Traffic Management Plans prepared by an accredited personnel for the various phases of the construction, including any proposed road closures;
    - the parking arrangements for employees, contractors and sub-contractors;
    - on-site delivery times and access arrangements;
    - the storage of materials and equipment on site (no storage of materials on the verge will be permitted);

- the contact details of the site supervisor and details of the complaints handling process to be put in place; and
- any other matters likely to impact upon the surrounding properties or road reserve.

The applicant should have regard to the provisions of Draft Local Planning Policy 1.22 Construction Management Plans to assist in preparing this document. Once approved, the development is to be constructed in accordance with the Construction Management Plan to the satisfaction of the City. The approved Construction Management Plan may be made publicly available on the City of Melville website

12. In accordance with Local Planning Policy LPP1.4 Provision of Art in Development Proposals, prior to the commencement of development, a public art proposal shall be submitted to and approved in writing by the City in consultation with the City's Public Art Panel. Once approved, the public art shall be installed prior to the initial occupation of the development and thereafter be maintained for the life of the development to the satisfaction of the City. In lieu of provision of art on site, a cash in lieu contribution may be made as per LPP 1.4.

13. Unless otherwise approved in writing by the City, all trees located on the verge adjacent to the land on which the development is to take place shall be protected throughout construction of the development via the installation of a Tree Protection Zone (TPZ). Each TPZ shall be installed prior to commencement of development, in accordance with the following criteria:
    - A free-standing mesh fence erected around each street tree with a minimum height of 1.8m and a 2m minimum radius measured from the outside of the trunk of each tree.
    - If an approved crossover, front fence, footpath, road or similar is located within the 2m radius of the TPZ, the TPZ fencing shall be located the minimum distance from the approved works that is required to complete the works.
    - Fixed signs are to be provided on all visible sides of the TPZ fencing clearly stating 'Tree Protection Zone – No Entry'.
    - The following actions shall not be undertaken within any TPZ:
        - Storage of materials, equipment, fuel, oil dumps or chemicals;
        - Servicing or refuelling of equipment or vehicles;
        - Attachment of any device to any tree (including signage, temporary service wires, nails, screws, winches or any other fixing device);
        - Open-cut trenching or excavation works (whether or not for laying of services);
        - Changes to the natural ground level of the verge;
        - Location of any temporary buildings including portable toilets; or
        - The parking of vehicles or machinery.

14. Prior to the commencement of development, a signage strategy shall be submitted to and approved in writing by the City. The strategy shall demonstrate how the future signage requirements for all uses are to be accommodated. Once approved, the signage strategy will inform the future assessment of applications for signage on the development.

15. Prior to commencement of development, a detailed landscaping and reticulation plan for the subject site and the road verge(s) adjacent to the site shall be submitted to and approved in writing by the City. The landscaping plan is to include proposed details of (but is not limited to):

    (a) The location, number and type of proposed trees and shrubs including planter size and planting density;
    (b) Any lawns to be established;
    (c) Any existing vegetation and/or landscaped areas to be retained; and
    (d) Any verge treatments

    The approved landscaping and reticulation plan shall be fully implemented within the first available planting season after the initial occupation of the development and maintained thereafter, to the satisfaction of the City.

16. Prior to the initial occupation of the development, a Waste Management Plan shall be prepared in accordance with the City's Waste Management Guideline for New Developments and submitted in writing for the approval of the City. Once approved, the development is to be constructed and operated in accordance with the Waste Management Plan, to the satisfaction of the City.

17. Prior to the commencement of construction for the development hereby approved, an outdoor lighting plan shall be submitted and approved by the City of Melville. The outdoor lighting is to be provided to all car parking areas in accordance with Australian Standard AS 1158.3.1 (Cat. P). The outdoor lighting is to be designed, baffled and located to prevent any increase in light spill onto the adjoining properties.

18. Unless otherwise agreed, temporary structures, such as prefabricated or demountable offices, portable toilets and skip bins necessary to facilitate storage, administration and construction activities are permitted to be installed within the property boundaries of the subject site(s) for the duration of the construction period. These structures are to be located so not to obstruct vehicle sight lines of the subject site, the adjacent road network or of adjoining properties to the satisfaction of the City and are to be removed within 60 days of the full occupation of the development.

Main Roads WA Conditions

19. The land required for the widening of Canning Highway, as shown on the attached extract from Land Requirement Plan 1.5105/2, is to be set aside as a separate lot for acquisition pending future road widening requirements.

20. No development or car parking, other than landscaping and signage is permitted on the land required for future road purposes, as depicted on the attached extract from Land Requirement Plan 1.5105/2.

21. In the event where private infrastructure, including any signs and existing vehicle crossovers, is contained within the widened road reservation/land requirement as detailed in the attached extracted from Land Requirement Plan 1.5105/2, upon receipt of a notice from Main Roads the infrastructure is to be removed and the verge made good at the applicant's expense.

22. The redundant vehicle crossover on Hislop Road must be removed and the kerbing, verge, and footpath reinstated to the satisfaction and specifications of the City of Melville.

23. Stormwater must not be discharged into the Canning Highway reservation or the widened road reservation.

24. No waste collection is permitted from the Canning Highway road reservation.

25. No works are permitted within the Canning Highway road reservation unless Main Roads has issued a Working on Roads permit.

Main Roads WA Advice Notes

a) In reference to Condition Nos 1, 2, and 3, the landowner/applicant is advised that signage and any other private infrastructure, including vehicle crossovers affected by Land Requirement Plan 1.5101/2 will need to be removed at the landowner/applicant's cost when the land is acquired.

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) The upgrading/widening of Canning Highway is not in Main Roads current four-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.